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SEPTEMBER 1993

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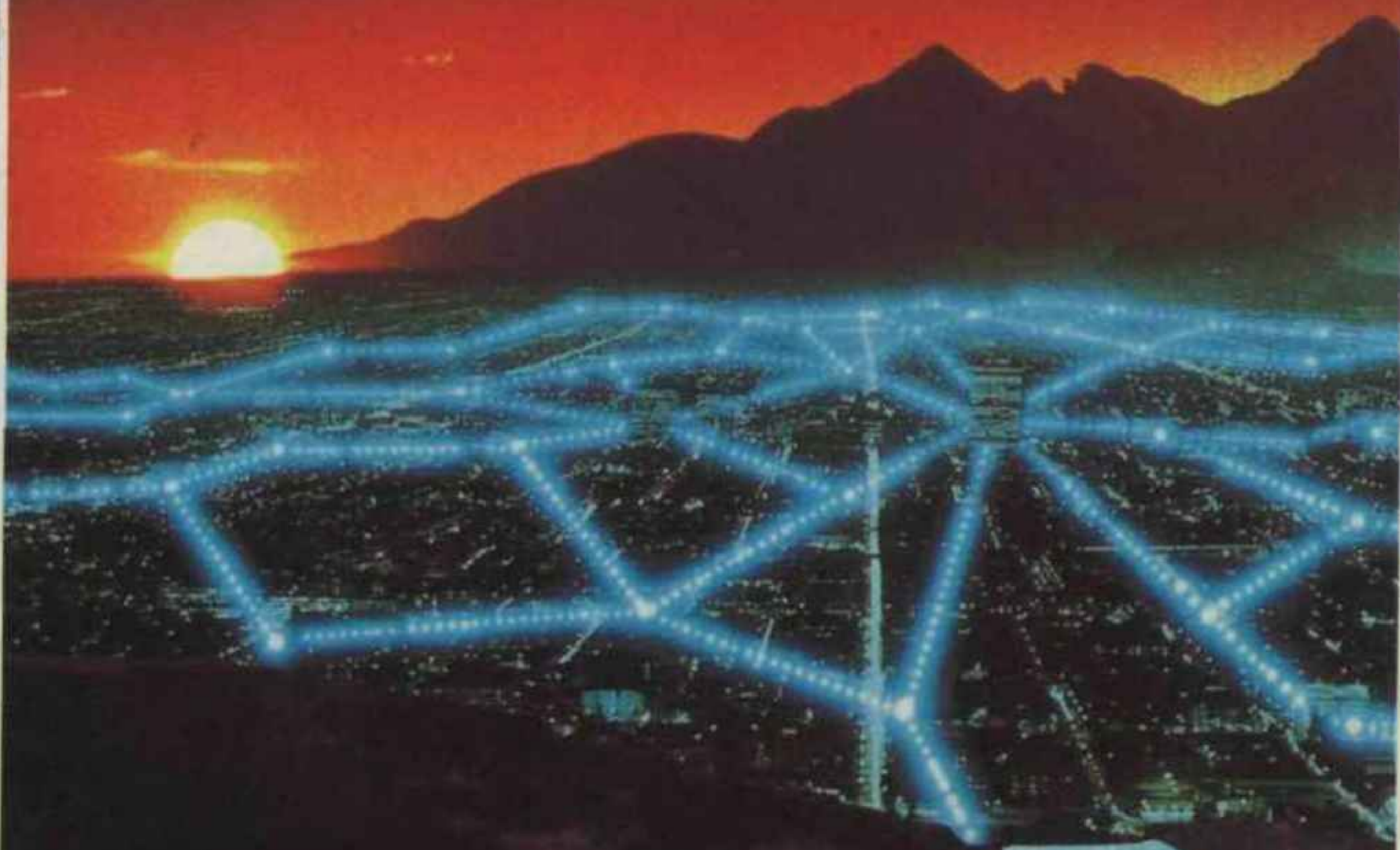


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Damon Hill (top) and Colin McRae: world-class performers following in their fathers' wheeltracks.

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News and events from around the world.

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Six miles from the chequered flag, his first GP victory an apparent certainty, Damon Hill suffered a tyre failure. As he rued his misfortune, Alain Prost edged closer to a fourth World Championship title...

832 HUNGARIAN GP

... but Hill registered his first F1 success three weeks later, in Budapest, dominating the race from start to finish.



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Enna traditionally produces a manic race. 1993 was no exception, but the chaotic spirit persisted six days later, at Hockenheim...

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In New Zealand, Colin McRae, partnered by Derek Ringer, become the first British driver to win a round of the WRC since 1976.

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Driving standards are coming under close scrutiny once again.



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You've nothing left to prove in Formula 3000, there's no room for you in Formula One and the World Sportscar Championship is a thing of the past. One of many drivers whose careers have thus been stymied, Jean-Marc Gounon explains how a frustrated racer keeps his motivation.

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The Alfa Romeo 3000CM used, most memorably, by Fangio in the 1953 Mille Miglia is back in active service. Gordon Cruickshank takes a close look at the car and its competition pedigree.

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891 CLASSIFIEDS

Amongst the items on offer in this month's bumper, 70-page section is 40 MT, Aston Martin's original DB4 GT factory demonstrator (page 915).

Lack of space has forced us to omit some regular features this month. Reviews and Readers' Letters will return in October.

The month in MOTOR SPORT

JULY

15: Active ride and traction control are banned from F1 forthwith as FISA's World Motor Sports Council meets in Paris.



16: Jaguar loses its Le Mans GT victory. The ACO's decision to exclude the XJ220C has nothing to do with technical regulations; rather, the race organiser points out that Jaguar ran in the race under appeal, but had failed to comply with the correct appeal procedure. Ironically, IMSA scrutineers had already declared that it was OK to race the car without a catalytic converter, the original bone of contention between the ACO and Jaguar... Victory is awarded to the Porsche Carrera of Joël Gouhier, Dominique Dupuy and Jürgen Barth.

16: Recovering from the brain haemorrhage he suffered during preparations for the Rally of Argentina, Juha Piironen is flown home to Finland.

17: Piironen's regular partner Juha Kankkunen wins the Rally of Argentina for Toyota, ably supported by Nicky Grist.

18: Amidst the traditional annual chaos that prevails in Sicily, David Coulthard registers his first European F3000 victory at Enna-Pergusa. The Scot hauls himself into a clear championship lead, after closest rival Pedro Lamy crashes out at the final corner. Series returnee Jordi Gené is lucky to escape injury after a spectacular accident which causes the race to be red-flagged.

18: Paul Tracy heads Penske team-mate Emerson Fittipaldi home in the Toronto IndyCar race. Fittipaldi takes over the series lead from Nigel Mansell, who retires with a blown turbo. F1 refugee Bertrand Gachot, who hopes to return to Grand Prix racing with Pacific, makes his series debut with Dick Simon, finishing 12th.

18: One of the talking points at the Toronto IndyCar race is that US Lola importer Carl Haas is to take legal action against the marque's former designer Bruce Ashmore, who has defected to Reynard.

18: Dale Earnhardt is the NASCAR winner at Pocono, but the race takes place under a cloud. The sport is still reeling from the death, in a helicopter accident a few days beforehand, of Davey Allison, one of the discipline's leading stars.

18: Having his first run in a Dallara, Kelvin Burt (main pic) returns to his winning ways in the British F3 series. Victory at Donington extends his series lead over Oliver Gavin. The Italian manufacturer, with no track record in the UK, is now supplying all but a couple of class A runners in the championship.

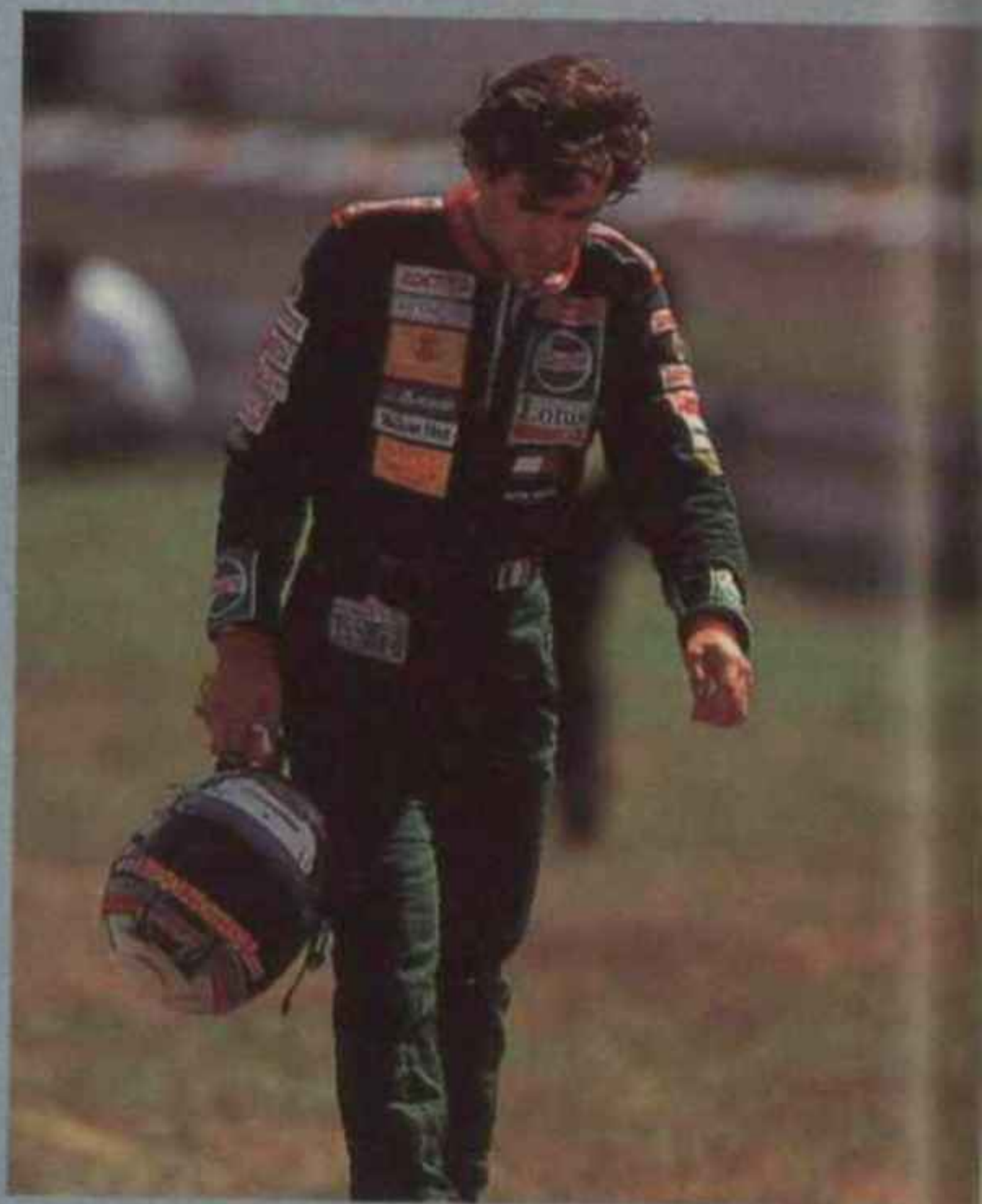
18: The GTCC comes to Donington (below), for two non-championship races. Christian Danner and Nicola Larini triumph as Alfa Romeo dominates.



18: Gabriele Tarquini (Alfa Romeo 155) and Fabrizio Giovanardi (Peugeot 405 M16) take a win apiece in the ITCC at Varano. Iva Capelli makes his series debut for Nissan but has a troubled day.

18: Bryan Herta stretches his Indy Light series lead with victory in Toronto.

20: Cycling in his native Bologna, Alessandro Zanardi is hit by a motorist and knocked to the ground. The driver then compounds his initial mistake by reversing over the Italian's left foot, breaking three bones. Lotus puts Roberto Moreno on standby for Hockenheim, but Zanardi (below) pronounces himself fit to race.



22: Formula One's powerbrokers meet with team bosses in a hotel close to Hockenheim, to discuss the implications of FISA's ruling that active systems and traction control should be banned forthwith. A compromise agreement is finally reached, whereby teams will be able to continue using their technology until the end of the current season.

22: BHL supremo Nicola Foulston canvasses IndyCar teams in Chicago. Foulston wants to bring the series to Brands Hatch in October, for a non-championship race.



23: Benetton is angered when McLaren receives a supply of Series VIII HB engines for use in the German GP, thus giving a 'customer' team parity with Ford's official partner.

23: Formula 3000 team managers meet in the Hockenheim paddock to discuss the category's future.

24: News leaks out in Japan that Honda is to return to F1 in 1994, with Lotus. The Japanese giant is to build a new V10 in conjunction with Mugen. Following the leak, the partnership is soon announced officially.

23: Formula 3000 drivers are in the wars at Hockenheim. Franck Lagorce crashes on his way out of the pit lane, breaking his left thumb, and Vincenzo Sospiri cracks a bone in his right wrist when his steering wheel recoils after contact with a kerb.

24: Olivier Panis dominates the Hockenheim F3000 race, after making a small but vital wing alteration during a red-flag stoppage (the fourth time in five rounds that the series has been thus interrupted in 1993). Pedro Lamy finishes second after David Coulthard's gearbox breaks; the two now share the European Championship lead, with four races to go. Able to race after taking a course of pain-killing injections, Vincenzo Sospiri finishes third.

25: One and a half laps from apparently certain victory in the German GP, Damon Hill's jinx strikes again. A deflated tyre brings the Englishman to a halt; he's classified a frustrated 15th. Alain Prost is the grateful beneficiary. Michael Schumacher delights his huge home crowd by finishing second; team-mate Riccardo Patrese finishes fifth in his 250th GP start. Unperturbed by a terrifying accident during the morning warm-up, Derek Warwick starts – and finishes – the race.

25: Seven cars start the British F2 round at Brands Hatch . . . and all of them come to a halt in a first-lap pile-up at Druids. José Luis di Palma emerges from the dust to win.

25: John Cleland takes his first BTCC victory of the season, in the double-header meeting at Knockhill. It is the Scot's first-ever race win in his home country. Julian Bailey takes his maiden BTCC victory in part two.

25: PJ Jones wins the Laguna Seca IMSA round. Robs Lamplough debuts the Allard J2X, and is classified ninth.

25: Didier Cottaz takes French F3 honours at Paul Ricard. Laurent Aiello (BMW) wins both touring car races on the same programme.

25: Dale Earnhardt collects his sixth NASCAR win of the season at Talladega.

31: Malcolm Wilson wins the Ulster Rally and steals a march on Richard Burns in the race for the British Rally Championship title.

MATTERS OF MOMENT

Welcome breakthrough

There is real cause for optimism in British motorsport right now.

As welcome – not to mention thoroughly merited – as Damon Hill's maiden GP victory in Budapest was, we have become somewhat accustomed to home-spun Grand Prix successes in recent years. With Hill firmly established as a potential winner at every race, Mark Blundell, Martin Brundle, Johnny Herbert and Derek Warwick now foraging regularly in the top six, the likes of David Coulthard attracting the attention of F1 teams with front-running performances in Formula 3000 and Kelvin Burt, Oliver Gavin and Warren Hughes amongst the cream of this year's British F3 field, future prospects look bright enough.

Rallying, however, despite its popularity as a sport for amateur participants, has never had such a clearly defined staircase for aspiring World Champions.

We sincerely hope that Colin McRae's success in New Zealand will prove to be the catalyst for change.

Schemes such as the Shell Scholarship

are an invaluable aid to the aspiring young rally star, and the latest recipient – Ashley Blenkhorn – was, at 23, the oldest of several promising candidates. For the moment, such silver spoons will, inevitably, prove elusive to all but a select few in the years to come.

It is encouraging, however, that there is currently a rich seam of talent aspiring to such goals: witness the high level of entries in the predominantly youthful Peugeot GTI Challenge.

While companies such as Shell and Prodrive, entrant of the New Zealand Rally-winning Subaru and also responsible for the similar, front-running cars of Richard Burns and Alister McRae in the British Championship, continue to have faith in British rally drivers – something of a forgotten species on the world stage throughout the 1970s and '80s – then there is every reason for hoping that McRae's success will pave the way for a future generation of Britons in international rallying.

And not before time.

S A

Burns retires after sliding off the road on stage five.

31: Director of Ford Motorsport Mike

Kranefuss announces that he is to step down, and that he will be setting up his own team – probably in IndyCar racing – next year.

AUGUST

1: Nigel Mansell wins the Michigan 500, and regains the IndyCar series lead.

1: From Michigan comes the news that the Brands Hatch IndyCar race is a non-starter for 1993. The Kentish circuit hopes to woo the Americans in 1994, however.

1: The Spa 24 Hours is red-flagged with nine hours to go, as a mark of respect following the death of Belgium's King Baudouin. Victory goes to the Porsche 911 of Christian Fittipaldi, Jean-Pierre Jarier and Uwe Alzen.

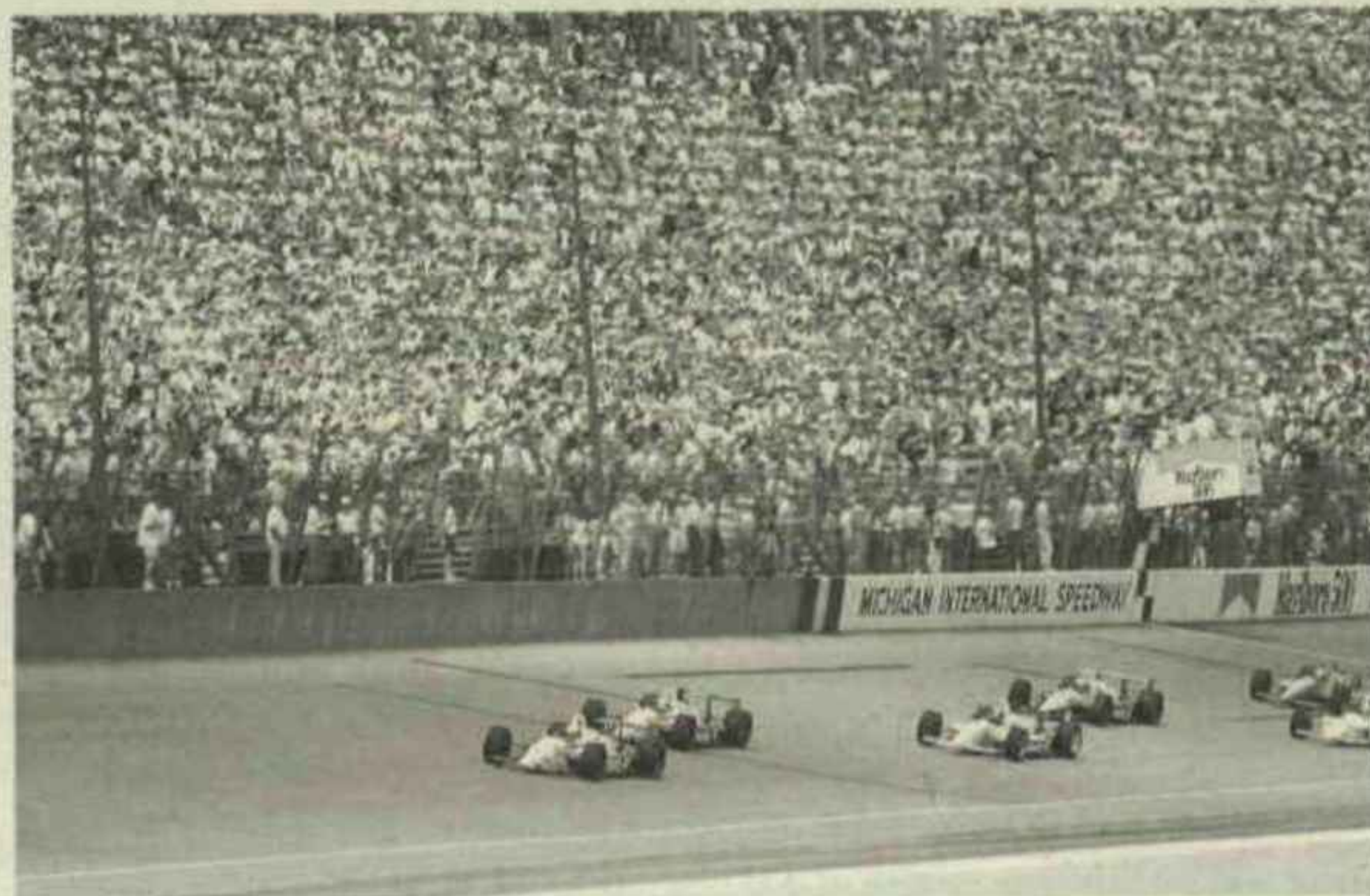
1: The British Kart GP at Brands Hatch is

abandoned after separate accidents claim the lives of Gordon Ellinor and Kenton Owen.

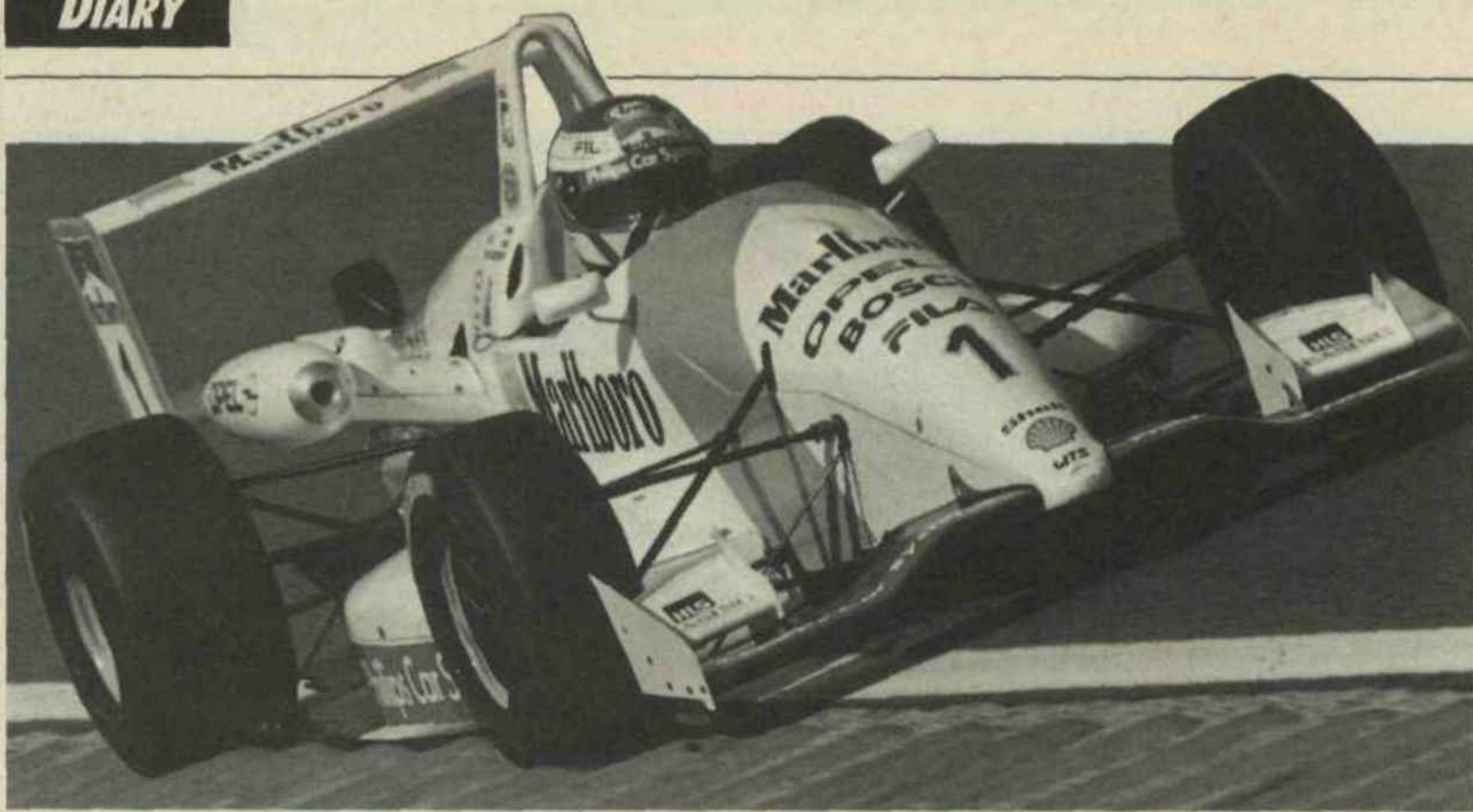
1: Toyota takes yet another IMSA victory. Juan-Manuel Fangio II triumphs at Portland.

1: Marco Apicella gives Dome a rare Japanese F3000 success at Sugo.

1: Varano winners Gabriele Tarquini and Fabrizio Giovanardi serve up a repeat performance in the ITCC rounds at Misano. Despite rumours of an impending split with long-time employer BMW, Roberto Ravaglia picks up useful points, and retains a narrow series lead over Tarquini.



Mansell on his way to grabbing back the Indy series lead with victory at Michigan.



1: Local hero Jos Verstappen dominates the Marlboro Masters F3 race at Zandvoort (above).

1: James Matthews, son of former saloon car racer Dave, wins the Formula Renault Eurocup round at Zandvoort.

2: Williams and McLaren lose their appeal against FISA's ban on active suspension. However, in line with the mood of harmony that is spreading in F1, the governing body annuls reprimands that it had issued to both teams at the last World Council meeting.

3: FISA confirms that mid-race refuelling will be permitted in F1 Grands Prix from 1994. In addition, a new points scoring system is to be introduced, rewarding the top 10 finishers at each race. As expected, ABS, traction control and active suspension are to be banned; semi-automatic transmissions will be permissible.

3: During F1 testing at Silverstone, Damon Hill runs Williams's FW15D, which features conventional spring-and-damper suspension. It proves to be about 1.5s slower than Williams current 'active' chassis.

5: Heinz-Harald Frentzen impresses Sauber when he tests a C12 at Mugello.

6: Jaguar withdraws its XJ220s from the forthcoming International GT race at Suzuka.

6: Carlos Sainz says that he would rather pull out of the World Rally Championship in 1994 than compete in it with uncompetitive machinery. The Jolly Club Lancia driver has been tipped to join Subaru, and there is also a possibility that a small amount of works support could be available for his existing team should it run a Ford Escort Cosworth for him instead.

7: Murray Grierson wins the Kayel Graphics Rally.

8: Nigel Mansell wins a thrilling 200-mile IndyCar race in Loudon, New Hampshire, to increase his championship lead. Rumours during the weekend link runner-up Paul Tracy to a possible F1 drive in 1994, but Penske affirms that he is contracted to his

IndyCar programme until 1995. Steve Robertson wins the supporting Indy Lights round, in which former world motorcycling champion Eddie Lawson makes his debut, finishing 10th.

8: BMW works drivers Joachim Winkelhock and Steve Soper score a crushing 1-2 in the BTCC round at Oulton Park. Having missed the Knockhill race to concentrate upon development of its modified 19, Renault returns with a bang. Alain Menu finishes fourth, hot on the heels of John Cleland's Vauxhall Cavalier. The result increases Winkelhock's series lead over Soper.

8: Kelvin Burt edges closer to the British F3 title by winning at Snetterton. Closest rival Oliver Gavin can only finish fourth, behind Marc Goossens and Ricardo Rosset.

8: Nicola Larini (Alfa 155) and Roland Asch (Mercedes 190) take a GTCC win apiece at Diepholz. F3 wins go to Jorg Muller and Max Angelelli.

8: Resisting huge pressure from established world-class performers François Delecour and Didier Auriol, Colin McRae takes his Subaru Legacy to victory on the New Zealand Rally. He is only the second Briton to have won a WRC event, and the first to have done so on foreign soil. The only previous such recorded instance was courtesy of Roger Clark, on the 1976 RAC...

8: Mark Martin is the NASCAR winner at Watkins Glen.

8: Chris Stoney wins the feature event at the Silverstone Kart Superprix.

9: Japan's TI Circuit announces a bid to stage an Asian GP in 1994. If realised, the race could supplant the European GP at Donington Park.

9: The fledgling Simtek Grand Prix team signs David Brabham to race its S941. Testing of the new chassis is due to start in October, when Brabham returns from Bathurst. David's father, Sir Jack, lends his support to the project, and will act in an advisory role.

9: TWR is tipped to be on the verge of signing a BTCC deal with Honda. In a similar

vein, Tom Walkinshaw's company has also been linked with Volvo.

11: Galmer revives its IndyCar project, announcing plans for its eponymous chassis to race in the remaining championship rounds. Further ahead, Galmer also hopes to be present in 1994.

11: TV's *The Cook Report* implicates Peugeot factory-supported rally driver Paul Frankland, a car dealer in Richmond, Yorkshire, in a story about write-offs which have been repaired using stolen parts before being sold on. Frankland, who has been asked by Peugeot to return his competition car, subsequently fights to clear his name, and says that the programme missed out vital bits of relevant evidence. The local police confirm that Frankland is not being investigated.

12: Ashley Blenkhorn, a 23 year-old who's leading his class in the Peugeot Gold Star rally series, is nominated as recipient of the 1993 Shell Scholarship. As a result, he'll step up from his current 1.3 Nova to a Group N Audi S2 next year.

14: Focus of attention in the Budapest F1 paddock is the question of Benetton's engine supply for 1994. Will it get Renault's V10? If the deal comes off, Benetton would be Renault's third team. Meanwhile, Ayrton Senna is reported to have said that he won't drive anything that *doesn't* have a Renault engine in 1994. McLaren, of course, has little chance of cementing a deal with the French manufacturer, because of clashing fuel contracts.

14: Although Roger Penske refuses to comment on the story, the feeling in the USA is that his team will run a three-strong IndyCar programme in 1994, with Galles refugee Al Unser Jr joining current drivers Paul Tracy and Emerson Fittipaldi.

15: Damon Hill's run of misfortune comes to an end as he leads the Hungarian Grand Prix from start to finish as main rivals Prost, Senna and Schumacher all have problems of their own. Riccardo Patrese and Gerhard Berger, racing with a sore elbow after an operation to drain away fluid the previous Sunday, join him on the podium; Derek Warwick is a fine fourth for Footwork.

15: Despite his second place in Hungary, Riccardo Patrese is released, by mutual consent, from his two-year contract with Benetton. The Italian is thus a free agent for 1994.

15: The British F2 series continues on its miserable way at Snetterton. Mikke van Hool dominates. Once again, only seven cars turn up.

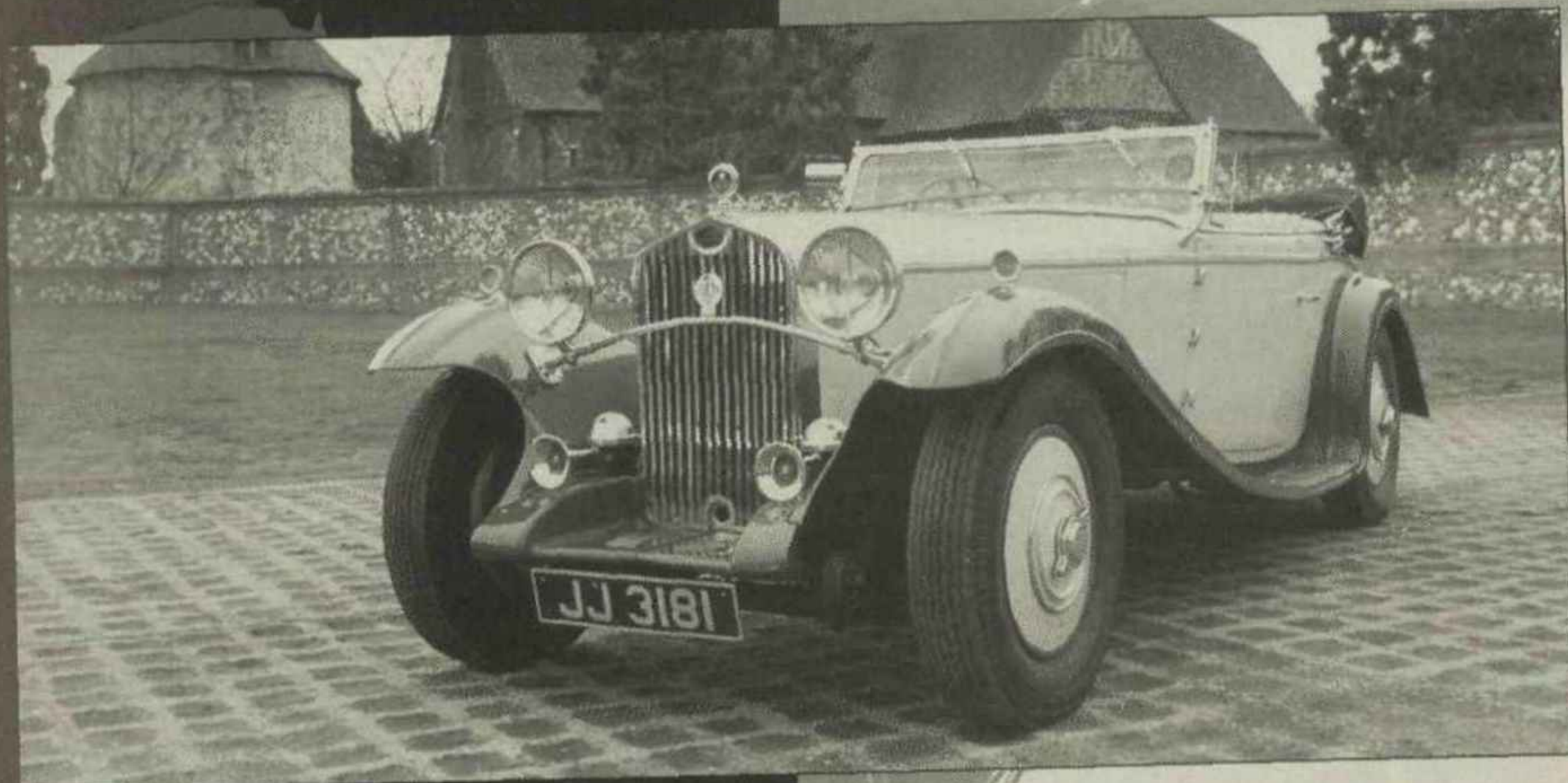
15: Mark Martin scores a second straight NASCAR success, at Michigan.

15: Just as he had done in Monaco, Mika Hakkinen dominates the Porsche Supercup race at the Hungaroring, where he was again appearing as a guest driver.

BROOKS

THE LONDON MOTOR SHOW EARLS COURT OCTOBER 1993

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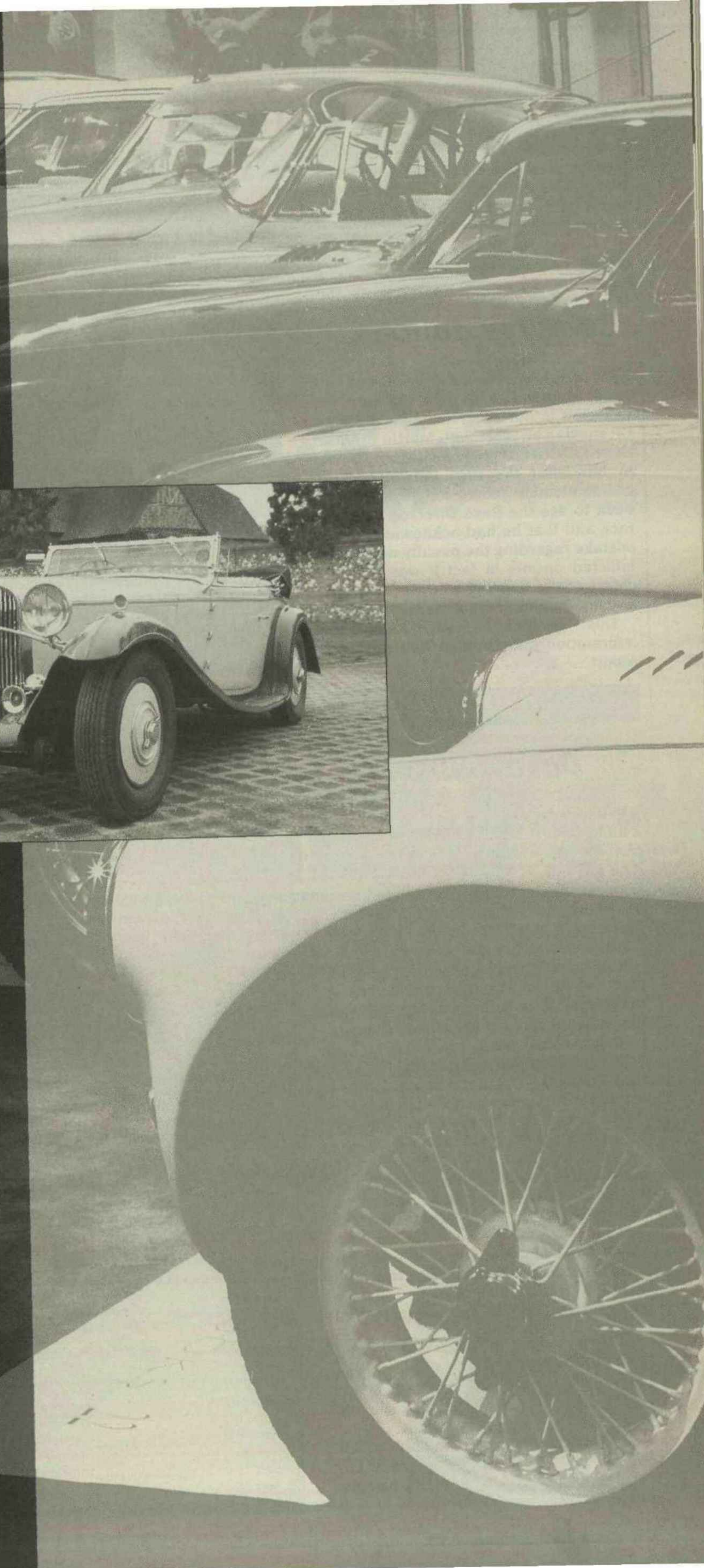
Brooks' stand at the London Motor Show at Earl's Court is traditionally one of the event's leading attractions with cars to be sold at auction on display.

Centre stage will be this elegant 1932 Delage D8S Chapron Tourer. One of only seventeen remaining examples of the 99 models originally built, this wonderful 100mph sporting tourer has won numerous Concours d'Elegance awards in the UK and Europe.

Of all Brooks' regular events, it is this one that attracts the greatest publicity with extensive Press coverage of the Show regularly featuring sale cars. In addition, there is extended viewing of the cars, initially at Brooks' own specialist facility in London and later, on the Brooks stand for the duration of the exhibition.

Entries Remain Open

If you would like to discuss entering a car into the London Motor Show sale or to order a catalogue in advance call James Knight or Mark Beattie on 071-228 8000. Brooks (Auctioneers) Ltd, 81 Westside, London SW4 9AY. Telephone 071-228 8000 Facsimile 071- 585 0830.



15: Fog causes the abandonment of the Japanese F3000 race at Fuji, to the frustration of pole-winner Mauro Martini. It is less annoying for Martini's team-mate, Heinz-Harald Frenzen. The recent Sauber testee had failed to qualify after a practice accident.

17: After 12 years out of the cockpit, expat-

riate Yorkshireman Tony Dean tests the F3000 Reynard 90D he has just bought at Snetterton. Tony intends to use the car, with which his son Richard won the 1990 Oulton Park Gold Cup, at historic meetings in the United States, where he nowadays resides. Dean was a leading Formula 5000 competitor in the early 1970s and also, memorably, once won a CanAm race.

Aug 17 (below): Subaru unveils the Impreza, which will replace the Legacy as the marque's WRC representative as from the 100 Lakes Rally.

German Grand Prix

After certain sections of MOTOR SPORT had gone to press, and thus too late for inclusion in our analysis of the German GP starting on page 824, Martin Brundle issued a correction to quotes attributed to him after the race. "A mistake in communication led to my saying I had been to see the Race Director after the race and that he had acknowledged his mistake regarding the penalty which was inflicted on me. In fact it was the stewards of the meeting who decided this, and not Roland Bruynseraede."

This clarification supersedes the information contained within our race report.

OBITUARY

Davey Allison

NASCAR racing was only just coming to terms with the loss of reigning champion, Alan Kulwicki, in an light 'plane accident in April, when Davey Allison, one of Kulwicki's main adversaries in last year's absorbing title contest, succumbed to injuries sustained when his helicopter crash-landed at Talladega.

It was another cruel jolt to the American stock car fraternity as a whole, and a devastating blow to a racing dynasty that has suffered more than its fair share of tragedy in recent years.

Davey Allison, son of successful NASCAR racer Bobby, won 19 Grand National events in a 191-race career which started in 1985.

Last season was his most traumatic. He survived a huge crash at Pocono in July, but his rapid return to the cockpit was soon overshadowed by the death of his younger brother, Clifford, in a testing accident at Michigan. Despite this, Allison led the championship race going into the final round in Atlanta. Needing only a top six finish to secure the crown, he was lying fifth when he became embroiled in someone else's accident, which dropped him to third in the points standings.

He remained with Robert Yates' Ford team for 1993, and was lying fifth in the points table at the time of the accident, his only win of the season coming at Richmond in March.

We offer our deepest sympathy to his family and friends, in particular wife Liz, children Krista and Robbie and his parents, Bobby and Judy.

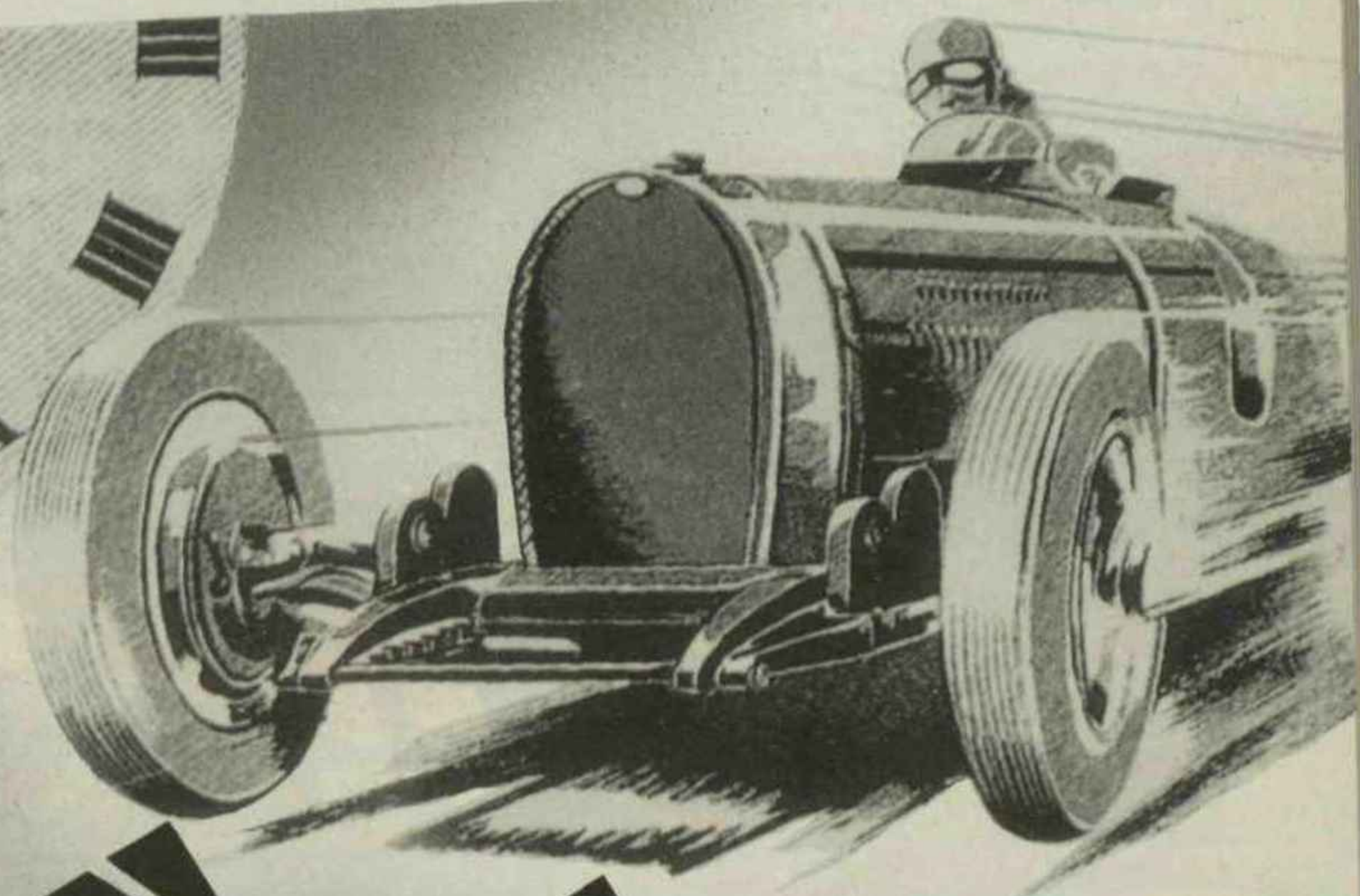
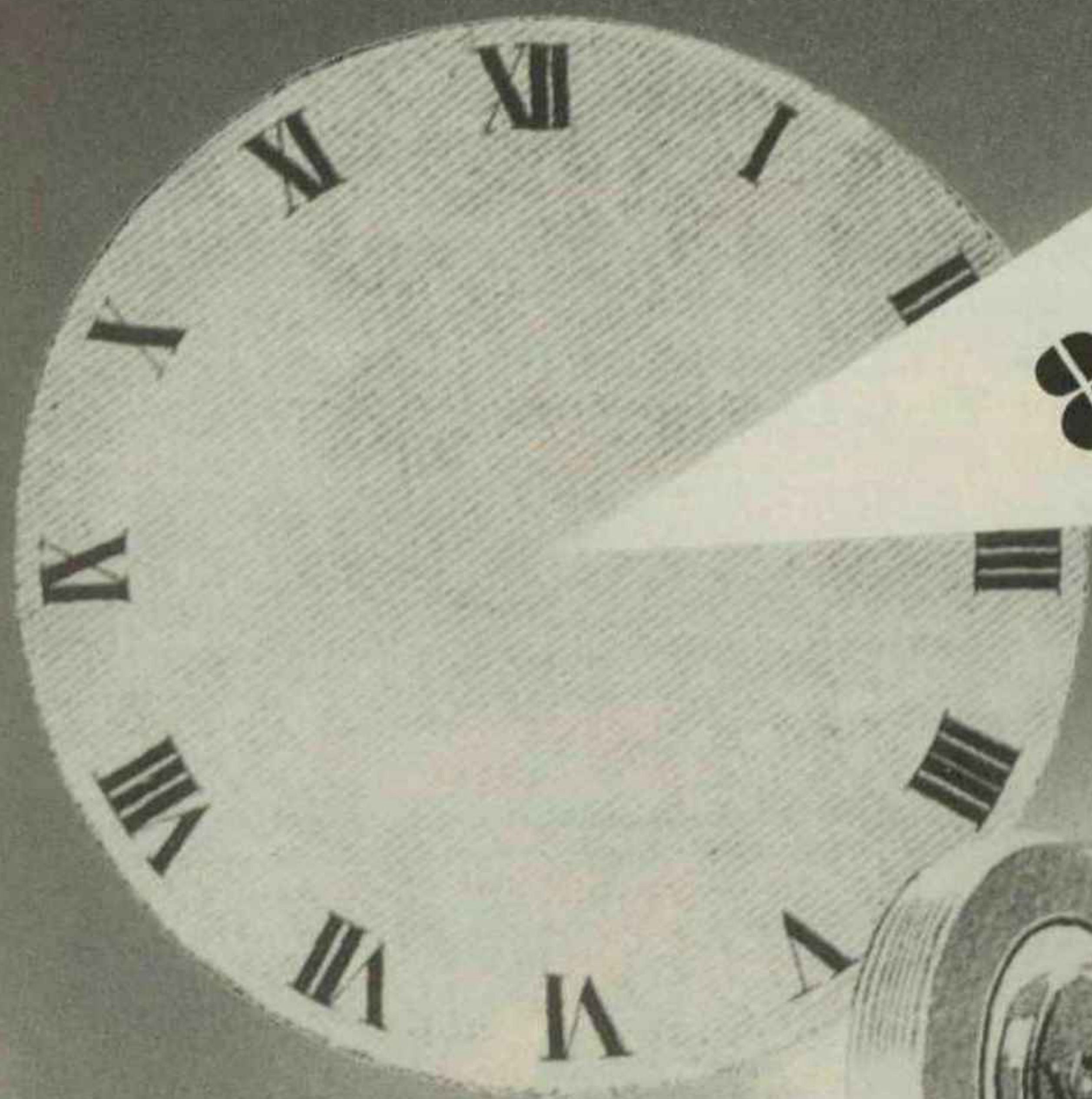


SEPTEMBER FIXTURES

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

Date	Venue	Event	Type
Sep 4	Oulton Park	FF1600, Ford XRs, GTs	R
Sep 4	Snetterton	MGs, classic sports	R
Sep 4	Kirkistown	FF1600, GpN	R
Sep 4/5	Silverstone	F3, F/First, Clubmans, Minis	N
Sep 4/5	Donington Park	Historics	R
Sep 5	Cadwell Park	FF2000, ProdCars, Westfields	R
Sep 5	Fuji, Japan	F3000	INT
Sep 5	Darlington, USA	NASCAR	INT
Sep 11	Richmond, USA	NASCAR	INT
Sep 11	Brighton	Speed Trials	R
Sep 11	Castle Combe	R5s, Ferraris, Alfas, HSCC	R
Sep 11/12	Donington Park	BTCC, F/Ford, F/Renault	N
Sep 11/12	Brands Hatch	F2, TVRs, Honda CRXs	N
Sep 11/12	Mondello Park	FOL, FF1600, GpN	N
Sep 12	Monza, Italy	Italian Grand Prix	INT
Sep 12	Mallory Park	F/Forward, FF1600, Fiats	R
Sep 12	Snetterton	Thundersaloons, Caterhams	R
Sep 12	Cadwell Park	F/Vee, Multisports, 750F	R
Sep 12	Mid-Ohio, USA	CART	INT
Sep 14/17	Douglas, IoM	Manx Rally	N
Sep 18	Oulton Park	Modified Porsches, historics	R
Sep 18	Llandudno	Cambrian Rally	R
Sep 18/19	Silverstone	BTCC, F/Ford, Clios, Fiestas	N
Sep 18/19	Pembrey	Clubmans, ProdCars	R
Sep 18/19	Wexford, Eire	Wexford Rally	R
Sep 18/20	Perth, Australia	Rally Australia	INT
Sep 19	Brands Hatch	Austin Healeys, HTCC, FF2000	R
Sep 19	Nazareth, USA	CART	INT
Sep 19	Dover, USA	NASCAR	INT
Sep 25	Oulton Park	Road saloons, Ford XRs	R
Sep 25	Silverstone	Historics	R
Sep 25	Leeds	Trackrod Forest Stages	R
Sep 25/26	Donington Park	GpN, VW Beetles, HSCC	R
Sep 25/26	Mondello Park	Irish FF Festival	N
Sep 25/26	Llandrindod Wells	Targa Rusticana	R
Sep 26	Estoril, Portugal	Portuguese Grand Prix	INT
Sep 26	Thruxton	F2, Caterhams, Rover 216s	N
Sep 26	Snetterton	FF1600, Minis, Metros	R
Sep 26	Mallory Park	Triumph TRs, MGs, Jaguars	R
Sep 26	Knockhill	F/Vee, FF1600, road saloons	R
Sep 26	Martinsville, USA	NASCAR	INT
Sep 5	Suzuka, Japan	F3000	INT

**8th SEPTEMBER
1993**



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Prost (above) benefited from Hill's misfortune (below). Schumacher's second place (right) was appreciated by the vast crowd.

So near, yet

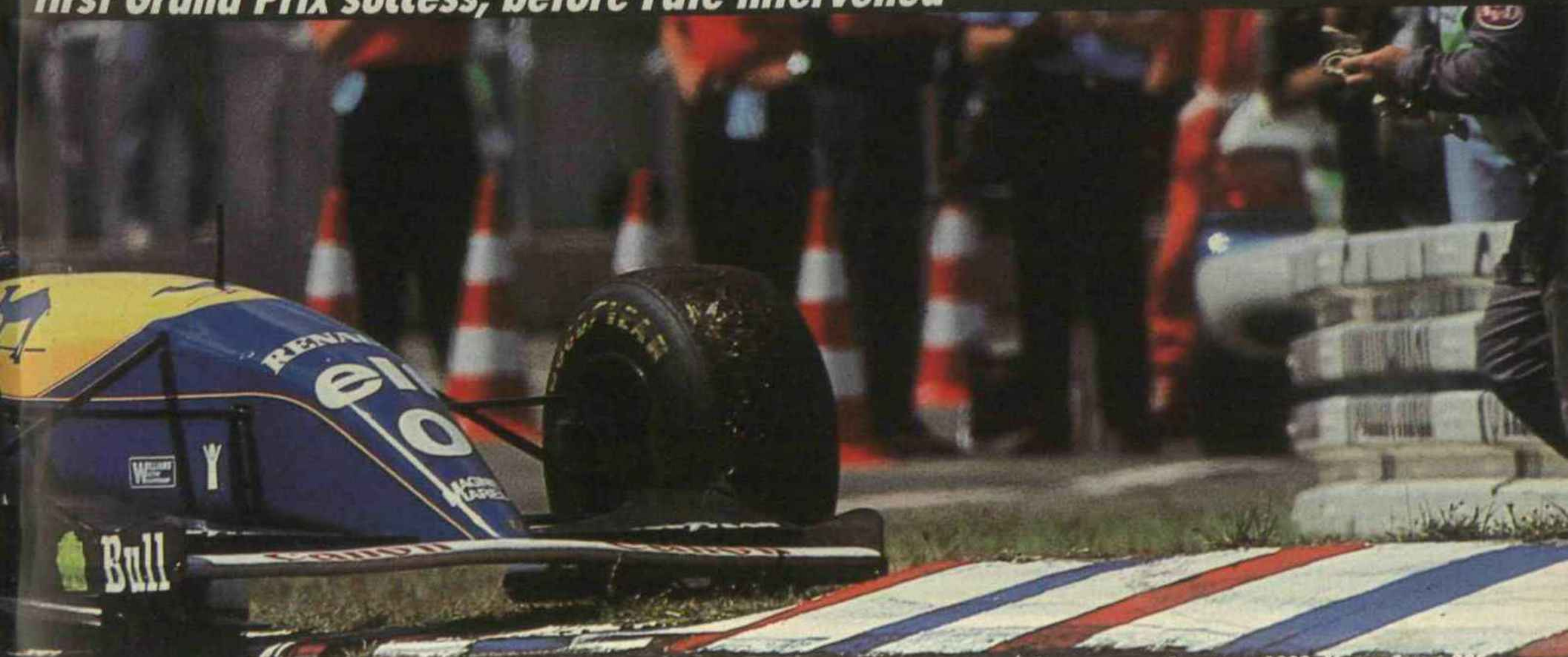
Damon Hill came within two laps of his





so far DENIM

first Grand Prix success, before Fate intervened





Ayrton Senna recovered from a first-lap misdemeanour to finish fourth. Inset, Derek Warwick's cheerful disposition gave no clues to his frightening warm-up accident.

It will be a long time before Damon Hill forgets about the German Grand Prix. Just as Parnelli Jones left Indianapolis in 1967, "thinking I'd left something behind," after his STP Paxton turbocar quit with only seven laps to run when holding a huge lead over A J Foyt, so Hill will forever rue the events of lap 43 of the 45-lap race.

"This disappointment is about a million times worse than Silverstone," he admitted, "because here the job was done. There, there had still been racing to do, with Alain. Here, it was my race. I had it won . . ."

And so he had, although he had come by first place through an unusual set of circumstances. In Germany the Williams-Renaults wrapped up their now customary front-row positions, but it was interesting to see that, far from extending their Silverstone advantage over Michael Schumacher in the Benetton-Ford and Ayrton Senna in the McLaren-Ford, the gap had actually closed on a circuit where the power advantage of the Renault V10 should have taken them clear.

Hockenheim, as we all know, is a power track which also places a premium on braking efficiency. Step forward Williams on both counts, with the Renault RS5 and Patrick Head's ABS system. But what Hockenheim also has is bumps. There are little ripples all round the surface, and they are bigger and less forgiving in those awful chicanes. To watch any of the F1 cars going through there on slow motion television replay was to watch a beast in the throes of torture. The Tyrrell 021s, for example, pitched and bucked. Like many others, they picked up both front wheels in the short spurt betwixt the hard right entry to the second chicane and the left flick in the middle of it. Nobody seemed to be immune

to the symptoms, but Benetton appeared to cope with them best.

The other thing Hockenheim requires is minimal downforce because of those long straights, and therein lay the seeds of Williams' apparent 'struggle,' for the FW15C has already shown this year that it is not partial to the blend of low downforce and bumps. Neither Hill nor Prost was particularly happy with his car during qualifying, although neither would seem particularly challenged in the race once things had settled down after hectic opening laps.

They, however, provided all of the excitement until Hill's unfortunate demise.

Damon, as is his wont, won the start. Again, Prost lagged alarmingly. The Frenchman felt that his car had been creeping as it did initially at Monaco, and in light of what was to follow could not help a feeling of irony when it went unpunished.

As Schumacher fanned back and forth across the road to take second place, Senna pulled alongside Prost to grab third down the inside, and Brundle just lost out as he had to brake from a side-by-side run with Ayrton because the Williams was then in his way. Somehow, against the expectations of those who had witnessed the carambolage in the previous day's F3000 round, all 26 cars managed to funnel through the first corner without lasting injury, although Erik Comas would retire almost immediately with transmission failure. As in Britain, his race was short.

On the run to the first chicane Prost had recovered sufficiently quickly that he and Senna were alongside one another. The Frenchman took the inside line into the right-hand flick, but both of them were well past their normal braking point. "Alain and I both braked very late," confessed Ayrton. "I don't know if we touched, but we were both beyond our limit."

They didn't quite make contact as they went into the corner, but in the middle of it they were very, very close. You might have eased a cigarette paper between them, but you'd have got your fingers squashed doing it.

"This disappointment is about a million times worse than Silverstone"

Usually, Prost would have conceded, but not this time. "It doesn't normally happen to me," he was honest enough to admit, "but I had decided not to back off."

Senna, predictably, wasn't going to either, but their pace had taken both beyond the normal limit. As Senna tried to snatch back the initiative by hanging on for the inside line on the left-hand flick in the middle of the corner, he got on to the gravel and spun, just as Prost was also dealing with the inevitable snap oversteer. Behind them Brundle got his tyres covered in Senna's stones as the angry Brazilian sat



Misguided bureaucracy put Martin Brundle out of contention long before his boded tyre stop.

facing the oncoming traffic. He was forced to wait for everyone to go by, before performing an irate spin-turn to face in the right direction. As ever, it was beautifully judged as the MP4/8 lined up exactly where he needed it.

That was not the end of the first lap incidents, though. As Hill led Schumacher through the Ostkurve chicane, Brundle inadvertently tried a novel line.

"My tyres were still covered in gravel from the first chicane," he said, "and going down to the second my car just swapped ends at 320 kilometres an hour the moment I touched the brakes. I actually went down the escape road backwards after two complete 360 spins on the inside of the track approaching the chicane, and it's a bit difficult to steer accurately in that situation! I had no option to go the way I did."

This was where things began to go wrong for both he and Prost, for the stewards initially missed seeing what was happening on their screens. Prost, cautious about just how deep he dare go under braking because of the state of his tyres, retarded his FW15C a little earlier than usual. "I looked in the mirrors to see how late I dare brake, and because I didn't feel very comfortable. I knew that I had a small advantage over Martin, so I thought, 'Okay, brake a little early and take care'. Then I saw him behind me, coming backwards!"

Fortunately, he just caught the blur of blue and white as the rotating Ligier arrived, and he steered wide over the chicane gravel to avoid it. "I just had time to see him, and I knew that if I wanted to make the chicane, he would have hit me. So I decided to go straight on, on purpose." Amazingly, Martin gathered everything together and continued in fourth place as Alain led him back on to the track. Blundell, with his grandstand seat behind them, backed off marginally and finished the lap in fifth place ahead of Patrese, Berger and Alesi, Andretti, Wendlinger, Suzuki and Warwick (who had bravely decided to race after his horrific morning warm-up accident – see page 842 – but had got away poorly), Herbert, Fittipaldi, Zanardi, Lehto, Barrichello, Alliot, Boutsen, Katayama, Martini, Badoer, Alboreto, Senna and de Cesaris.

It took them a few laps, but the stewards

and race director Roland Bruynseraede had decided to levy 10s stop-and-go penalties on both Prost and Brundle for their alleged transgressions.

In the drivers' briefing that morning much had been made about penalties that would be levied on anyone who gained any advantage from missing chicanes, as Mansell unintentionally had during his frantic battle with Senna in the 1992 race. "It was agreed that if a driver missed a chicane maybe 10 times then for sure he would be penalised," Prost revealed. "But if you missed your braking point without taking advantage of it, we agreed that there was no reason to be penalised. We were told that we would be judged on whether the crossing of a chicane was correct or not."

Ultimately, he would survive this latest brush with questionable official decisions, unlike Monaco. But he was not happy about it. "It was a scandal and I feel it was done to make the racing more interesting. That's wrong."

If his penalty was wrong – and it certainly was – then so was Brundle's. The stewards' apparent myopia would steal the unfortunate Briton's chances of more championship points, not to mention Ligier's.

Basically, Bruynseraede and the stewards – Burdette Martin, L Osterlind and K Steinmetz – simply didn't see Brundle's rotations, even though video evidence clearly showed the Ligier appearing on shot going backwards. All they saw was the two cars missing the chicane and regaining the track without losing places. Without thinking of rewinding the recording to double-check, they handed out the penalties. The trouble was that, although they acted precipitately in making their decision, it took them the best part of eight laps to communicate it to the drivers concerned. Hill had completed that dramatic opening lap ahead of Schumacher, Prost, and a Brundle who had recovered so quickly that even his team initially refused

to believe that he had spun. Indeed, his lap was completed in 1m 56.505s to team-mate Blundell's 1m 56.995s! Neither Prost nor Brundle thus knew at this point that they had been penalised, but when the news was finally imparted to the former it obliged him to change a gameplan that had called for a non-stop run in a race in which others were expected to pit for fresh Goodyears. Alain duly complied with officialdom on lap 10, by which time he had taken advantage of a brake problem that was troubling Hill, to scythe through into the lead on the eighth. Damon fiddled with his cockpit adjustments to settle down his FW15C's balance to compensate, and: "Then tried to be as easy on the car as I could, conserving it and the tyres." Fate would not reward such mechanical sympathy.

Since Hill also planned a non-stop run, Prost's hopes of victory were clearly upset. From now on, until the last drama, he would simply be aiming for at least six points for

"It was a scandal and I feel it was done to make the racing more interesting. That's wrong"

second place.

For Brundle things were less clear-cut. Prost dropped only to sixth after his penalty, quickly working back to second by lap 17 as he caught his immediate rivals (and Schumacher stopped for fresh rubber on lap 16). Martin's penalty stop on lap 11 would not be so smooth, and his subsequent tyre stop eight laps later would be a complete disaster.

The first call dropped him from third to 12th; the second from 10th to an awful 18th. "You know, when you go sideways at the speed I did in that chicane, you get an awful lot of air through the cockpit, crazy as it might sound. I got a massive blast which



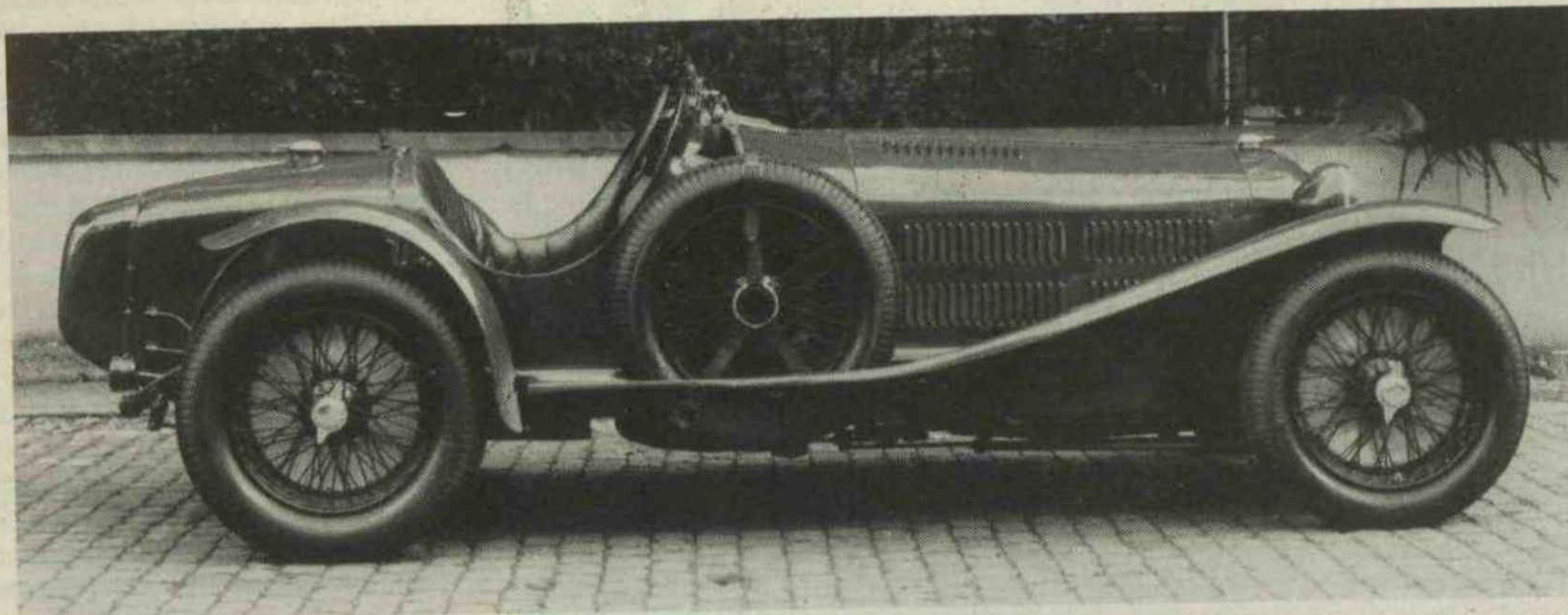
Mark Blundell's pursuit of Gerhard Berger was vigorous. Mark's eventual reward was a place on the podium.

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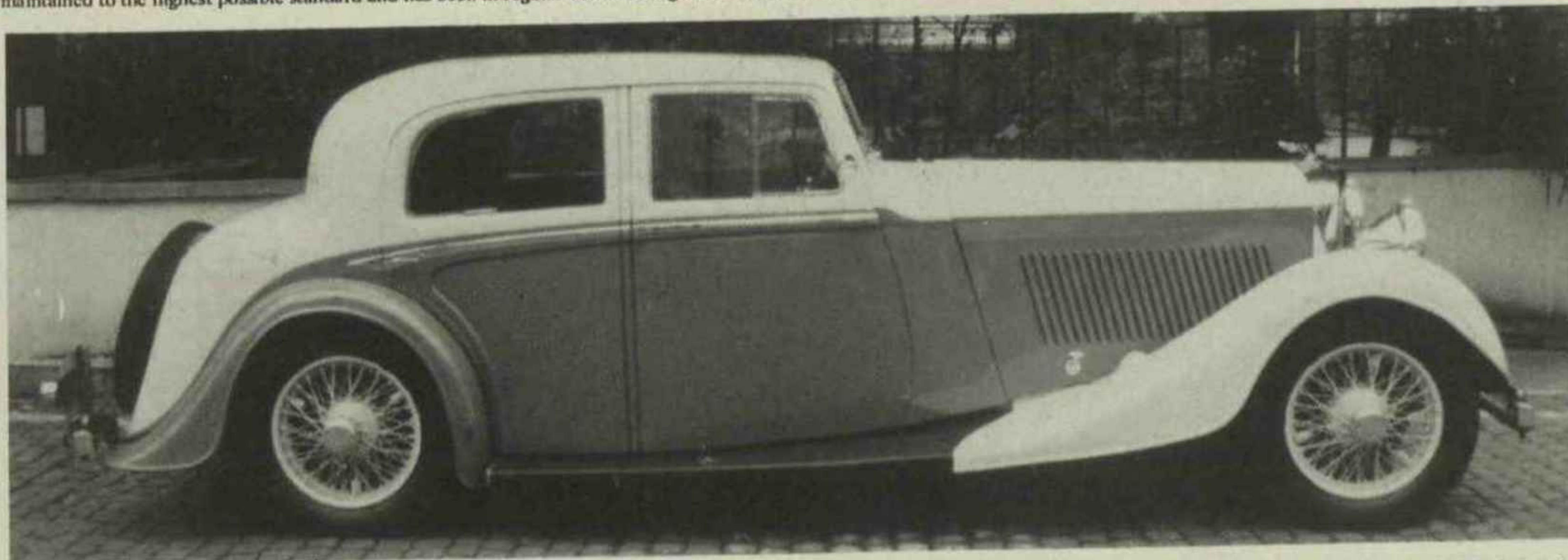
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1934 Bentley 3 1/2 Litre Saloon. Coachwork by Thrupp & Maberley. This car is in excellent condition, having undergone considerable restoration in recent years and used regularly by its previous enthusiastic owner. Finished in dove grey with red leather interior and fully operational sunroof.

CARS IN STOCK

1932 Alfa Romeo 8C 2.3 Monza
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1965 Aston Martin DB5 Coupe
1963 Aston Martin DB4 Convertible
1937 Attenborough Special
1924 Bentley 3 Litre Speed Model Tourer
1930 Bentley 4 1/2 Litre Supercharged Le Mans Tourer
1955 Bentley SI Continental DHC by Park Ward
1935 Bentley 3 1/2 Litre "The Eddie Hall Team Car"
1934 Bentley 3 1/2 Litre Sports Saloon by Thrupp & Maberley
1937 Bentley 4 1/2 Litre Owen Sedans by Gurney Nutting
1954 Bentley R Type Continental Fastback by H-J Mulliner
1954 Bentley R Type Convertible by Park Ward
1964 Bentley S3 Saloon

1947 Bentley Mark VI 2 Door Coupe by Park Ward
1886 Benz Velo 3 Wheeler Replica
1949 Bristol 400
1955 Coannught B Type Grand Prix, ex Works Car
1936 Cord 812 Convertible
1931 Delage D8 Sedans Town Car by Fernandez & Darrin
1938 Delahaye 135 M Drophead Coupe by Fignon & Falaschi
1947 ERN-BMW 328 Sports Racing Car
1967 Ferrari 275 GTB/4 Cam, LHD
1971 Ferrari Daytona Spyder, LHD
1934 Fraser-Nash "Chain Gang" TT Rep.
1952 Fraser-Nash Le Mans Rep.
1965 Ford GT40, ex Works Car
1937 Jaguar SS100, Gunmetal

1963 Jaguar E-Type 3.8 Roadster
1973 Jaguar E-Type V12 Roadster
1933 Lagonda M45 Tourer
1963 Mercedes-Benz 300SL Roadster
1956 Mercedes-Benz 300SL Gullwing
1957 Mercedes-Benz 300SC Fuel Injected Coupe
1970 Mercedes-Benz 280SE 3.5 Convertible
1965 Porsche 911 SWB Competition
1930 Riley Brooklands
1912 Rolls-Royce Silver Ghost Roi des Belges
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tore out my radio connection. I did my stop-and-go, then when I came screaming into the pits for my tyre stop on lap 19 I saw guys waving, but they weren't mine. I missed my pit. There I was screaming at my guys to pull me back, and there they were thinking it was illegal to do that! They were signalling me to go round again. Then I stalled the engine. Eventually the marshals pulled me back, but after my stop-and-go, and that bad stop, I was livid. I'm not allowed to reverse in the pit lane and of course I was aware of that, but my guys thought they were being told not to pull me back, when in fact that's just what they were being told to do... They could pull me back, so long as I wasn't in reverse gear." His day was ruined.

If Martin was unhappy afterwards, teammate Blundell also found a blot on the landscape of an otherwise good third place result. Its name was Gerhard Berger. Though Jean Alesi had outfoxed his teammate going into the stadium on lap four, the ever luckless Andretti had discovered the

Austrian to be in intransigent mood, and a passing effort a lap later as he tried to capitalise on the Ferrari driver's lost momentum simply deposited him on the sidelines with damaged steering. Alesi's run in sixth place lasted until lap 13 when he lost time in the pits having a loose engine cowling taped down (later his engine broke), and by lap 20 the order thus read: Hill, Prost, Schumacher, Blundell, Berger and Patrese. Blundell stopped for tyres a lap later, and then set about recatching the Ferrari. It would prove tough to pass.

Berger was unhappy with the F93A's stability but was pushing as hard as he could go. Mark felt that was a little too hard. "At least I was able to put up a good fight," said Gerhard. "With the professionalism of drivers like Ayrton and Mark you can do this without having to worry for your safety." Blundell did not agree, citing the tactics the Ferrari pilot used to keep him behind.

"It was not fun at all," growled a man whose reputation has been founded on cheerful toughness. "I'm a little bit upset with Gerhard. If it had been four or five laps from the end, then certainly he would have made his car very wide. But it was halfway through the race. I overtook him once and he came by me again and was weaving very badly. I overtook him with two wheels on the grass at 200 miles an hour. And that is not fun."

Later, they had quiet words. Mark finally found the way by on lap 27, by which time the recovering Senna had got too close for comfort. As one would expect, the latter's drive through from the back following his first lap indiscretion, was scintillating. He was as brave as ever as he cut through the backmarkers (most of whom though, it should be said, are intimidated by the very sight of a yellow helmet in their mirrors), but

Berger gave him a spirited run for his money from lap 14 to lap 19 before Ayrton took the smart decision to pit for fresh Good-years. Thereafter he quickly caught and passed the Ferrari, but his expected attack on Blundell never materialised, and any hope he entertained of a podium slot evaporated with another stop on lap 41 when he suspected he might have a slow puncture. Mindful of the big testing shunt he'd had at the venue back in 1991, he explained: "I came in because the car felt funny, and the last thing I wanted was to risk a blowout at 300 kilometres an hour." Hockenheim makes even the brave cautious.

By then the non-stop Berger was a long way back in sixth place, having been overtaken by the consistent Patrese (in his 250th GP) but having caught and passed Johnny Herbert's Lotus as the latter developed a suspension actuator problem just as a possible point loomed for the British team. Wendlinger also pushed by the Lotus, the Austrian having stopped for new tyres where the Briton had opted to stay out on his original set. As they came up to pass a slowing car in the third chicane on lap 43, under waved yellow flags, Wendlinger dived alongside and nearly squeezed into the third car. He backed off, and the stewards later deemed that Wendlinger had in fact exited the corner still behind the Lotus. They thus refused to take any action, but Herbert had lost his momentum as a result of the challenge and the Sauber sped by into an eventual ninth place. Johnny was not impressed with the manoeuvre.

Warwick's brave drive brought an incident entering the stadium on lap six. He'd moved ahead of team-mate Suzuki on lap two to take 11th place, which became 10th

STARTING GRID

 2 PROST Williams FW15C 1m 38.748s (2) 1m 39.046s (1)	 0 HILL Williams FW15C 1m 38.905s (2) 1m 40.211s (1)
 5 SCHUMACHER Benetton B193B 1m 39.580s (2) 1m 39.640s (1)	 8 SENNA McLaren MP4/8 1m 39.610s (2) 1m 40.642s (1)
 26 BLUNDELL Ligier JS39 1m 40.135s (2) 1m 40.279s (1)	 25 BRUNDLE Ligier JS39 1m 40.855s (2) 1m 40.916s (1)
 6 PATRESE Benetton B193B 1m 41.101s (1) 1m 41.292s (2)	 10 SUZUKI Footwork FA14 1m 41.138s (2) 1m 41.220s (1)
 28 BERGER Ferrari F93A 1m 41.242s (2) 1m 41.290s (1)	 27 ALESI Ferrari F93A 1m 41.304s (1) 1m 41.726s (2)
 9 WARWICK Footwork FA14 1m 41.449s (2) 1m 42.977s (1)	 7 ANDRETTI McLaren MP4/8 1m 41.531s (1) 1m 42.468s (2)
 12 HERBERT Lotus 107B 1m 41.564s (1) 1m 42.970s (2)	 29 WENDLINGER Sauber C12 1m 41.642s (2) 1m 41.922s (1)
 11 ZANARDI Lotus 107B 1m 41.858s (1) 1m 43.561s (2)	 20 COMAS Larrousse LH93 1m 41.945s (2) 1m 42.086s (1)
 14 BARRICHELLO Jordan 193 1m 42.025s (2) 1m 42.152s (1)	 30 LEHTO Sauber C12 1m 42.032s (2) 1m 42.845s (1)
 4 DE CESARIS Tyrrell 021 1m 42.203s (2) 1m 43.471s (1)	 23 FITTIPALDI Minardi M193 1m 42.658s (1) 1m 44.058s (2)
 3 KATAYAMA Tyrrell 021 1m 42.682s (2) 1m 46.709s (1)	 24 MARTINI Minardi M193 1m 42.786s (1) 1m 43.353s (2)
 19 ALLIOT Larrousse LH93 1m 42.910s (2) 1m 42.912s (1)	 15 BOUTSEN Jordan 193 1m 43.007s (2) 1m 43.476s (1)
 22 BADOER Lola T93/30 1m 43.345s (1) 1m 44.641s (2)	 21 ALBORETO Lola T93/30 1m 44.166s (2) 1m 44.198s (1)

GERMAN GRAND PRIX, Hockenheim, July 25

45 laps of 4.234-mile (6.814 km) circuit (190.559 miles; 306.620 km)

Pos	Driver	Nat	Car/Engine	Time/Retirement	Best Lap	Lap
1	Alain Prost	F	Williams FW15C-Renault V10	1h 18m 40.885s	1m 42.213s	33
2	Michael Schumacher	D	Benetton B193B-Ford HB V8	1h 18m 57.549s	1m 41.859s	40
3	Mark Blundell	GB	Ligier JS39-Renault V10	1h 19m 40.234s	1m 43.319s	36
4	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 19m 49.114s	1m 42.162s	45
5	Riccardo Patrese	I	Benetton B193B-Ford HB V8	1h 20m 12.401s	1m 44.575s	32
6	Gerhard Berger	A	Ferrari F93A-Ferrari V12	1h 20m 15.639s	1m 45.489s	33
7	Jean Alesi	F	Ferrari F93A-Ferrari V12	1h 20m 16.726s	1m 44.222s	40
8	Martin Brundle	GB	Ligier JS39-Renault V10	44 laps	1m 42.331s	36
9	Karl Wendlinger	A	Sauber C12-Ilmor V10	44 laps	1m 45.128s	38
10	Johnny Herbert	GB	Lotus 107B-Ford HB V8	44 laps	1m 45.767s	41
11	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	44 laps	1m 46.323s	29
12	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	44 laps	1m 45.638s	42
13	Thierry Boutsen	B	Jordan 193-Hart V10	44 laps	1m 47.469s	19
14	Pier-Luigi Martini	I	Minardi M193-Ford HB V8	44 laps	1m 47.341s	35
15	Damon Hill	GB	Williams FW15C-Renault V10	43 laps - tyre failure	1m 42.574s	39
16	Michele Alboreto	I	Lola T93/30-Ferrari V12	43 laps	1m 48.875s	40
17	Derek Warwick	GB	Footwork FA14-Mugen V10	42 laps	1m 47.284s	33
18	Rubens Barrichello	BR	Jordan 193-Hart V10	34 laps - wheel bearing	1m 45.009s	32
19	Ukyo Katayama	J	Tyrrell 021-Yamaha V10	28 laps - spin	1m 46.186s	26
20	J Lehto	SF	Sauber C12-Ilmor V10	22 laps - spin	1m 46.085s	22
21	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	19 laps - spin	1m 46.100s	19
22	Aguri Suzuki	J	Footwork FA14-Mugen V10	9 laps - gearbox	1m 47.183s	8
23	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	4 laps - steering	1m 47.505s	3
24	Luca Badoer	I	Lola T93/30-Ferrari V12	4 laps - suspension	1m 51.879s	3
25	Andrea de Cesaris	I	Tyrrell 021-Yamaha V10	1 lap - gearbox	2m 38.437s	1
26	Erik Comas	F	Larrousse LH93-Lamborghini V12	0 laps - gearbox	no time	-

Winner's Average Speed: 145.314 mph (233.854 km/h) Conditions: warm and sunny with a few clouds
Fastest Lap: Michael Schumacher, 1m 41.859s on lap 40, 149.665 mph (240.856 km/h)

with Andretti's demise. Then he got the Agipkurve wrong, spun, and obliged Suzuki to go off in avoidance! Derek lost time as a damaged nose was repaired, but his real problem was his own head – which suffered a thumping ache for the final 15 laps. He finished 17th; Suzuki, who also endured a chicane-missing stop-and-go, retired with transmission trouble.

The slowing car that had featured in the Herbert/Wendlinger incident was . . . Hill's. Cruelly, the left rear Goodyear had developed a slow puncture and then exploded. As he tried to cruise to the pits, only the sidewalls remained. The tread was missing, and later became a souvenir hunter's trophy.

"It must have been a sharp object or something like that," said the dejected Hill. "My first warning that something was wrong was a big oversteer coming out of the Ostkurve chicane." Two hundred metres before the tyre had failed the puncture warning light had illuminated on the dashboard, but at 200mph you cover a lot of ground very quickly. Damon barely had time to register the information before he felt the bad news. He limped as far as the little chicane in the pit lane, when the back end of the car dropped as it slowed and the FW15C spun inelegantly to a standstill facing the way it had come.

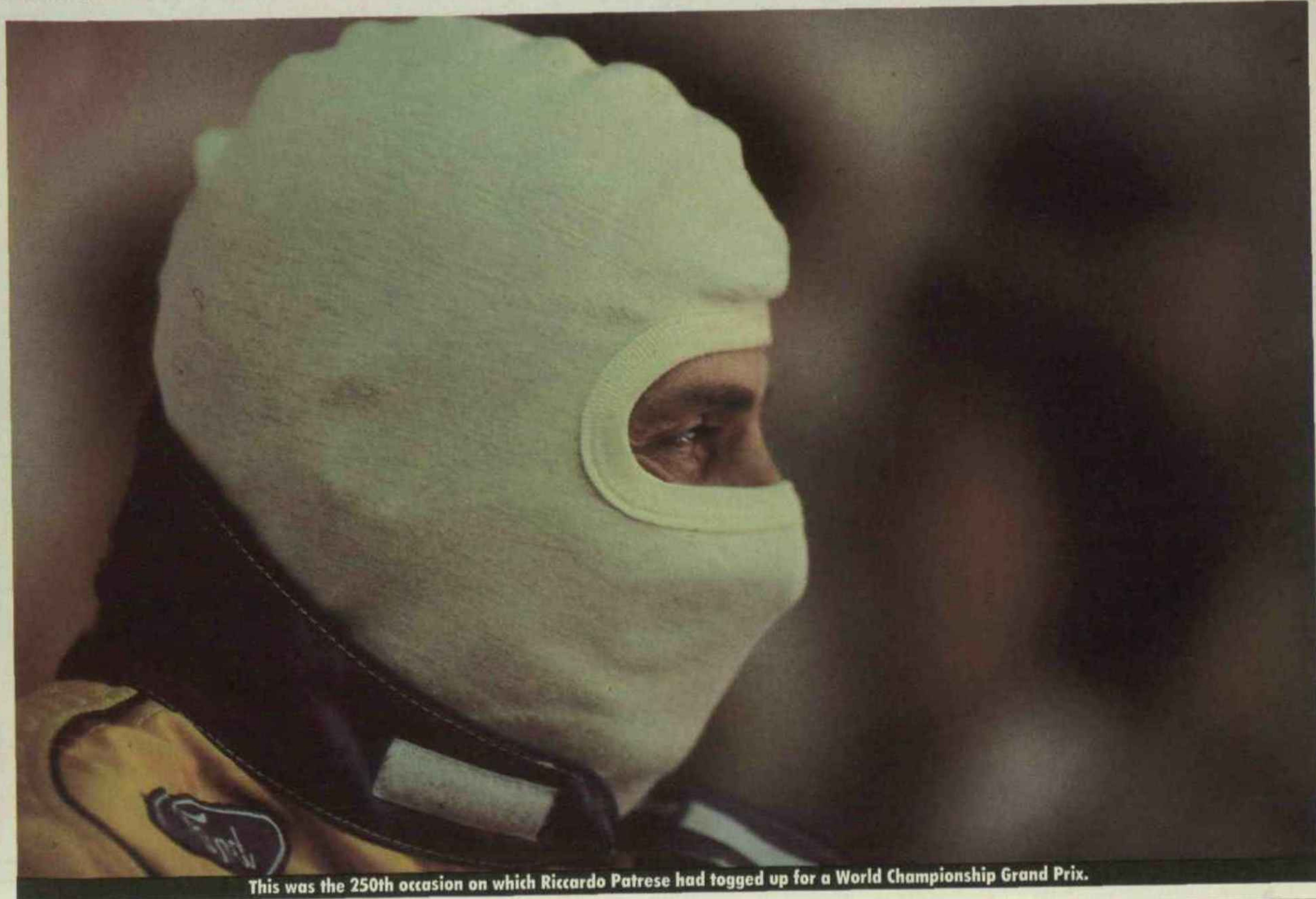
Ten laps from the end the Williams team had duly shown him the P1 – OK sign. The race was his. And then, suddenly, it wasn't. Damon Hill is a calm character, however, and he bore his second bitter disappoint-



Calm before the storm: Blundell awaits the off.

ment with commendable fortitude and dignity. Just under a fortnight later he revealed on the television programme *Sport In Question* that besides being a quick racing driver he is also an eloquent, educated speaker for motor racing. His reaction to the latest disappointments doubtless equipped him

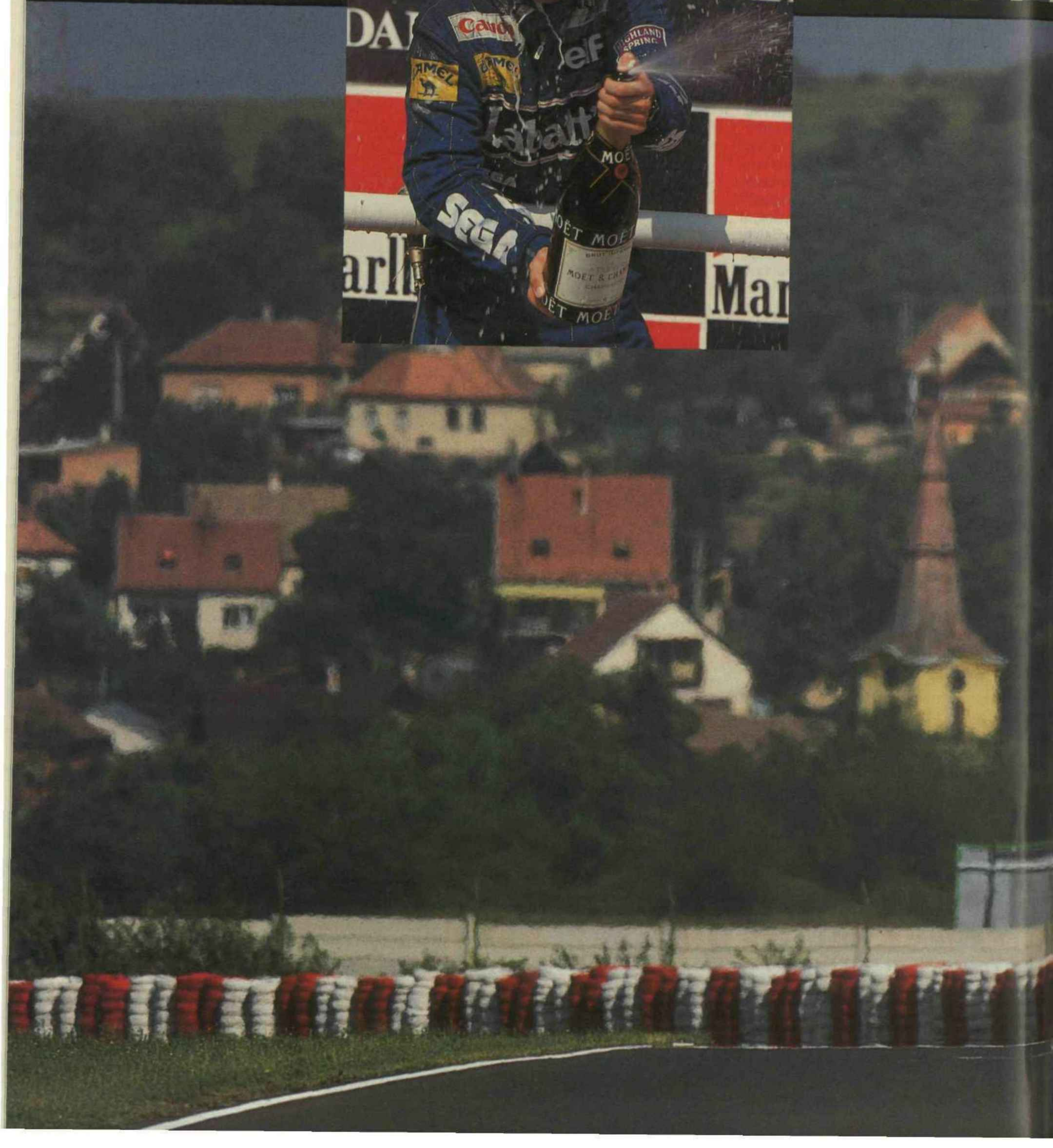
to cope better with the constant interruptions from Jimmy Greaves, whose manner I found appalling, as he attempted to answer questions; such interference probably further bolstered his determination to overcome irritations as he headed for Hungary in search of revenge. **D J T**



This was the 250th occasion on which Riccardo Patrese had toggled up for a World Championship Grand Prix.



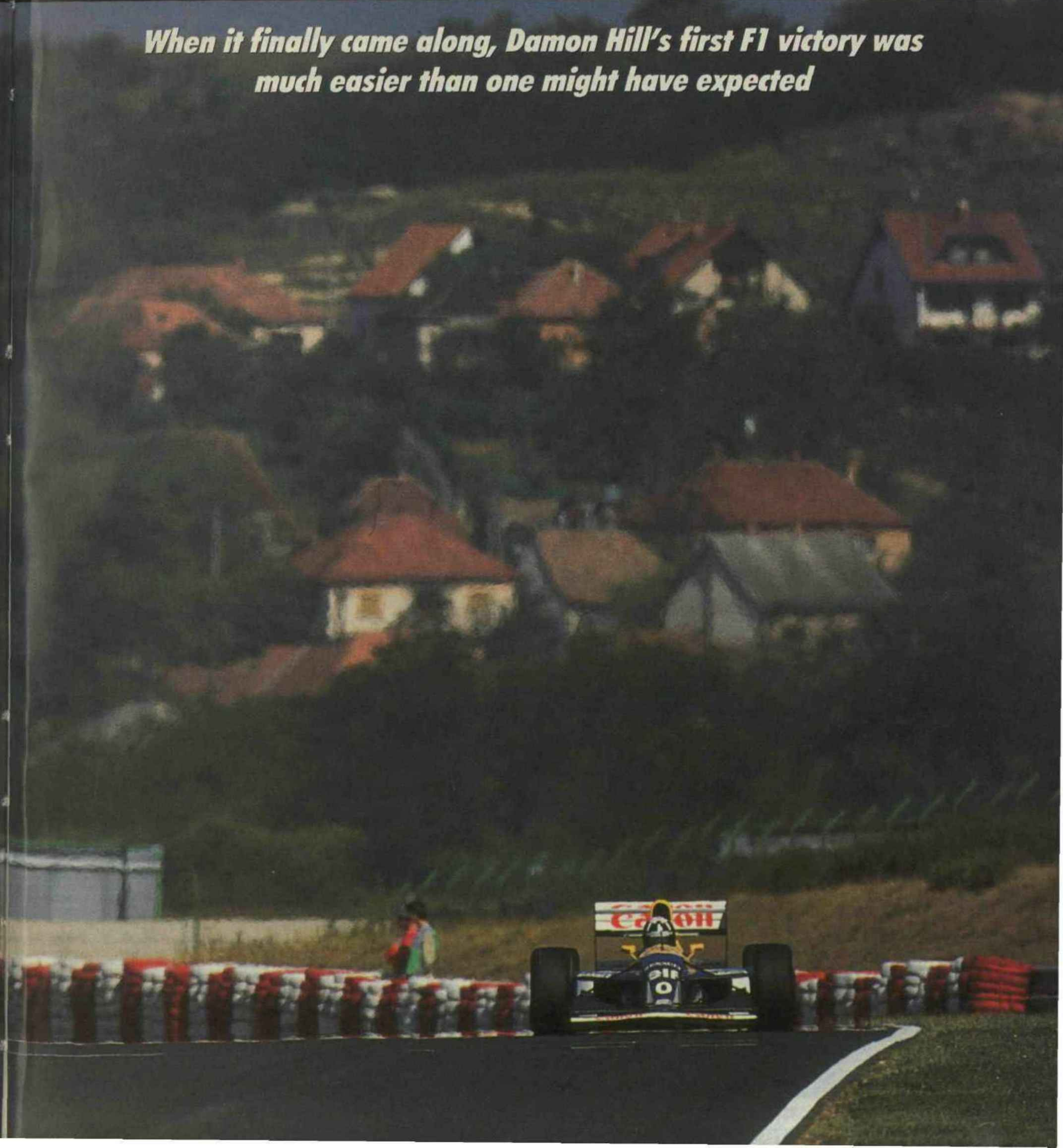
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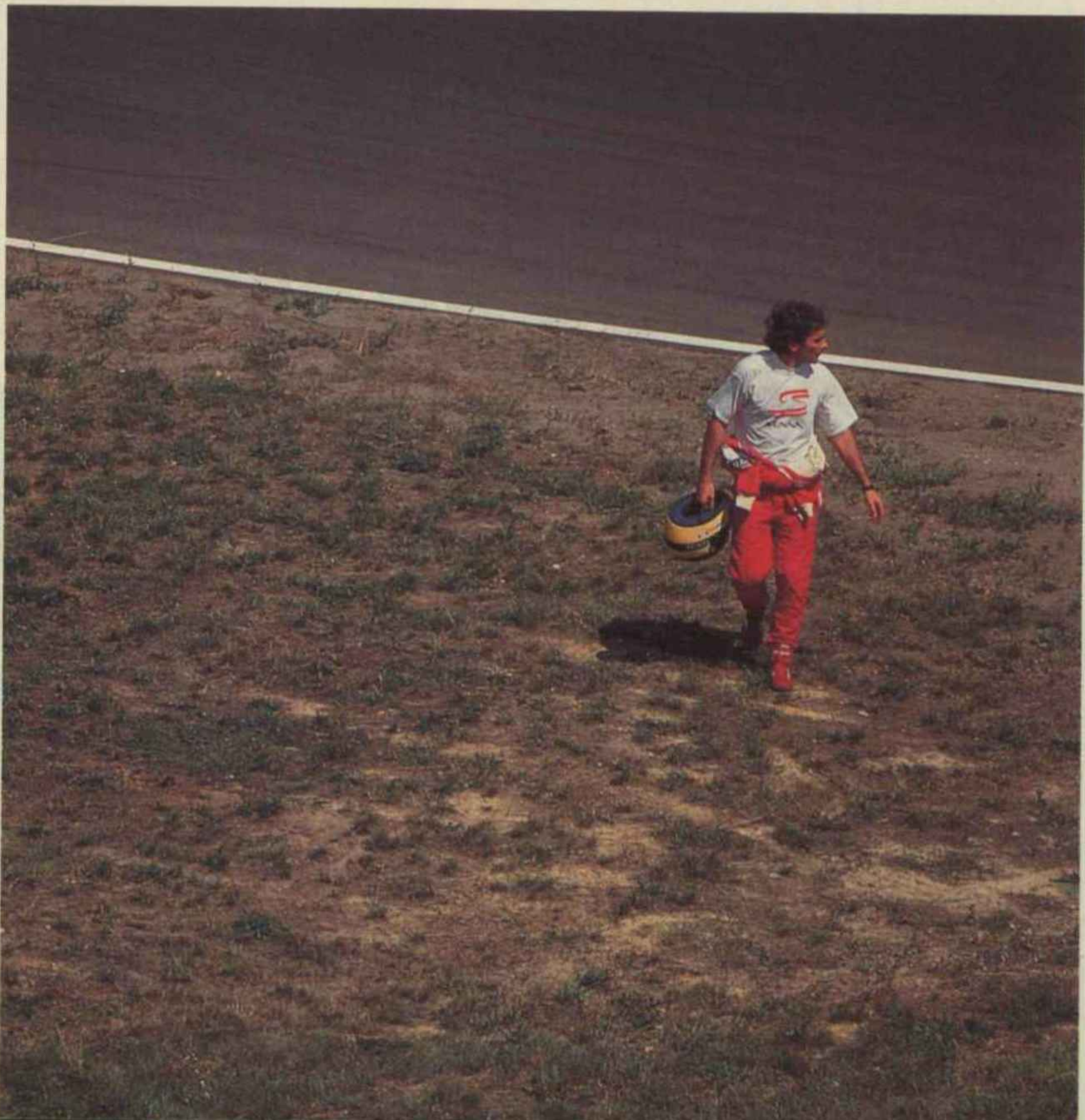


of the father

First at last: as his rivals wilted in the heat, Damon Hill never put a foot wrong all weekend. It proved to be a lucky 13th Grand Prix start.

When it finally came along, Damon Hill's first F1 victory was much easier than one might have expected





Let down, like his team-mate, by a throttle problem, Ayrton Senna walks home.

A little bit of history was made in Hungary – and a lot of history added to. At last, after the disappointments of Spain, Silverstone and Germany, the cards finally fell right for Damon Hill as he scored a lights-to-flag victory for Williams-Renault.

In doing so he became the first ever second-generation driver to emulate a successful father's World Championship Grand Prix victory. Only Alberto Ascari before him could boast that he had repeated father Antonio's pre-Championship successes of the early '20s.

For Damon, the first win came after only 13 tries. While that undoubtedly owes a massive amount to the superiority of the Williams, nothing could detract from a fine performance that kicked off his victory score and made him the 14th Briton to achieve Grand Prix success. It was Britain's 148th GP win, and it increased the Hill name's tally to 15. "I dedicate this victory to the Hill family, past, present and future," he said without affectation.

In some ways, his first was similar to his father's last. When Graham Hill won at Monaco in 1969, principal opponents Jackie Stewart and Chris Amon retired early, leaving him to come through from third and then lead for the majority of the event. In Hungary Hill's main rivals either made mistakes, fell by the wayside, or both. The difference is that *all* of them were behind him when they went.



Despite a painful elbow, Gerhard Berger had his most convincing run of the season, finishing third.

Prost was the first to go, and this was a Prost who had again been fired up for pole position in qualifying despite not one but two uncharacteristic spins. One came in free practice on Saturday morning, the other as he tried to push his pole lap time a fraction lower to protect it in case Hill found the extra two tenths of a second that he needed.

Hill, alone of the front runners, did not spin at any stage of his weekend. "When you go round here you are just trying to find a few tenths, and you think that you have to try and tidy up every slide," he said of the track. "You have to concentrate all the time. It's very good fun to drive on this circuit. It's very technical, but it's a bit like a big kart circuit. There are so many corners and so many different types that it's almost better to find an average, rather than trying to be overgood on one part and lose out on another. It's really a matter of being very precise throughout the lap."

On Friday, he had looked a little at sea to be frank, missing apices, taking unusual lines. 'Hah!' said some. 'We knew Magny-Cours, Silverstone and Hockenheim were flukes! He isn't as quick as Prost, is he?'

If he *was*, it would be stunning for as he has shown in the past, when he cares to be, Mr Prost is as quick as Ayrton Senna. That says it all. Quite possibly, Alain is driving to a standard sufficient just to beat his team-mate this year. Unless he ever gets to run the Williams with established quantities such as Mansell or Senna alongside, we shall never know for sure.

But be that as it may, you cannot take anything away from Hill. If he isn't as fast as Prost, he's not far off. His confidence enhanced by Saturday, when Friday's braking problems were a thing of the past, he ran him very close for the premier grid position that, conventional wisdom had it, was so vital on a circuit said to rival Monaco for lack of overtaking opportunities. As Prost would show in the race, however, if you had a Williams you can pass anyone at the Hungaroring.

What he couldn't do, however, was get his off the line. As the field went off on the final, green flag lap before the start, Williams number two sat stranded on the grid. Amazingly, after all the problems he's had starting this season, and all the practice starts he has recently done, Alain had stalled. Just as he did in Monaco. The crew eventually got him going again, but by then it was way too late. Under the rules he had no option but to take up position behind even the tardy Lola-Ferraris.

Prior to the meeting much had been expected of the combination of Michael Schumacher and the Benetton-Ford. It's a nimble little car, which has made great technical strides since Monaco. Since the

Ford engine requires less fuel than the Renault, it should also have had a subtle weight advantage in the early stages. As qualifying had shown, Schumacher got very close indeed to the Williams (he'd actually split them after the first official session), and with Prost in trouble he had a nice open space ahead of his third slot on the grid...

Hill has been a master starter all year, but there was the question in Hungary: Would

outer line, which can reap benefits with the better line for turn two, he got on to the dust which forever seems to lie off the racing line at the track. At the same time Berger came boiling through between the Benetton and Senna, as the latter tried to slip through on the inside. The Ferrari momentarily grabbed second place before the McLaren deposed it exiting the corner, and as Patrese in the other Benetton got a clean start, Schumacher slithered his way down to fifth. Not impressive.

Senna pushed Hill very hard through the first couple of corners, but by the end of the lap the gap between them was 1.797s and the writing was already on the wall.

What Williams proved in Hungary, to the consternation of its rivals, is that catching it in qualifying is one thing; matching its race pace is something else.

While Hill drew steadily away, Senna kept hold of second as Berger used a Ferrari with improved active suspension software to keep Patrese and Schumacher at bay. By prior arrangement Riccardo, having been told during the weekend that he was a free agent for 1994, had agreed to let Michael by if necessary, but it took the German until lap four before he found a way by Gerhard in a bold move round the outside of the first corner. No sooner had he done that, however, than he spun of his own accord at the top of the hill, dropping back to 10th place behind Hill, Senna, Berger, Patrese, Alesi, Andretti, Warwick, Martini and Brundle. That was mistake number two.

Gradually he worked his way through again. Brundle succumbed on lap five, Martini and Warwick on six. Andretti steadfastly rebuffed his advances for the next nine laps, and then Schumacher's momentum was interrupted further when the American retired on lap 16. As the McLaren slowed ahead of him, the German had to take to the grass to avoid contact,

and filled the Benetton with stones and debris. Undaunted, he passed Alesi on lap 17, and moved up another place when Senna's run ended a lap later.

Both McLarens out within 20 laps? We might have become accustomed to Michael's early retirements, but Senna usually goes the distance. This time both had suffered throttle problems, albeit of a different nature. The American's promising run, which might well have reaped him second place by the finish, was damned when the small cable that connects his throttle pedal to the electronic potentiometer snapped. The fly-by-wire system could no longer be operated, and he rolled slowly down to the pits and drove straight into the garage.

Senna probably dared not believe his



Ignorance is bliss? Tough baptism as he has had, Andretti didn't merit this.

"You cannot take anything away from Hill. If he isn't as fast as Prost, he's not far off"

he get stage fright in the wake of his team-mate's demise? There was also the matter of his position on the right-hand side of the grid, on the dirtier line. The Williams crew had actually washed that part of the track on Saturday night, and he had cleverly attempted to clean it up further by running tightly into the first corner during the closing stages of the morning warm-up, although he later said his success there had been qualified. When the lights turned green, though, his response to all questions was robust. "I think that was my best of the year!" he smiled afterwards, and the Williams launched itself at the first corner as, further back, Gerhard Berger and Pier-Luigi Martini also got away very well. Instead of Hill, it was Schumacher who fluffed the Big Occasion. As the German opted for the

good fortune in those early laps as he ran second, for a dire lack of grip and balance in qualifying had suggested such a high position was beyond even his reach. However, it did not take long for him to detect a problem with his throttle. It was behaving erratically, and as the team tried in vain to spot anything on the telemetry, he was advised to avoid part-throttle applications. Using his renowned technique of throttle

blipping through corners, he kept going until the system suddenly cut out altogether at the top of the circuit.

Only Berger now separated Schumacher from Hill, and to be fair Michael gave it everything he had. Everyone expected to stop for fresh Goodyears at least once



Striking a blow for the underdog, Pier-Luigi Martini qualified his Minardi seventh, and was poised to score his first championship points since he returned to F1 when

during the race, and when Gerhard made his first call on lap 19, dropping temporarily to 12th, Michael finally had a clear run. He made good use of it too, as Hill proceeded with a degree of caution. From 41.3s over Berger on lap 18, his lead fell to 38.6s when Schumacher took up the chase a lap later. After another three it was down to 35.5s.

It was at this stage that Williams had a problem in the pits.

After his initial disaster Prost had driven beautifully, rising through the field with metronomic precision. De Cesaris (who called at the pits on the first lap with a gear selection problem), Badoer and Alboreto succumbed immediately. On lap two the Williams went by Boutsen and Comas. A lap later it was Katayama, followed by an unhappy Mark Blundell on lap four. Lap

five, Herbert. Lap six, Zanardi. Lap seven, Alliot. Lap eight, Fittipaldi. Lap nine, Lehto. Lap 11, Suzuki. Lap 12, Wendlinger. On successive laps from 15 to 19 inclusive, Brundle, Martini, Warwick, Alesi, Berger. It was a joy to watch. Then it all went wrong. He had closed on Patrese in third place by lap 20, but as Alain headed for the pits for what initially seemed like a straightforward tyre stop, he came in slower than one might have expected. The rear wing was loose, and close inspection revealed that the larger component used specifically for the Hungaroring had created so much extra downforce that it had over-stressed its support beam, which had subsequently delaminated. "Replacing that is a massive job," said race engineer David Brown. "Normally it's the last thing you'd think of doing in the pit lane."

While they were working on the FW15C, the Williams pit entry was blocked of course, so that meant Hill couldn't come in immediately without risking unnecessary delay. After a couple of laps the crew wheeled Alain further back so that Damon could come in and be despatched in 6.73s with fresh Goodyears, and

after he'd lost seven laps Prost finally got going again. It says a lot for his motivation that, all chance of even one point gone, he went out to push, intent on fastest lap.

Schumacher came in a lap after Hill, on the 25th, sprinting away third after a very fast stop, but that was as far as he went. After powering back out in chase of Patrese, he ground to a halt on the service road behind the pits. The Benetton's Ford HB had broken its auxiliary drive belt, possibly as a result of damage from all the debris the car had taken aboard during his off-course moments. Worse, he had shown himself to be fallible under pressure.

We now had a situation where Hill was way out in front, with all of his principal opponents sidelined and some 50 laps remaining! But if one form of pressure had gone, another took its place. "The tricky bit was getting past the backmarkers, because they made it very difficult. Some of them refused to go off line, which meant you had to move on to the dirty part of the track to get by. Your tyres then pick up all sorts of horrible rubber and dirt and are completely useless for a couple of laps after that. The pressure was coming from whether or not I could actually do it; finish off the job for the first time."

Alesi joined the retirements on lap 23 as, recovering from his tyre stop, he tried passing Fittipaldi on the run to turn one. The Brazilian moved his Minardi to the left, they made contact, and as the M193 sustained terminal rear suspension damage, the Ferrari aviated across

the gravel bed on the outside of the curve and then hit the retaining wall head-on. Fortunately, Jean sustained only a slight knee injury and whiplash, but he was very upset about the incident.

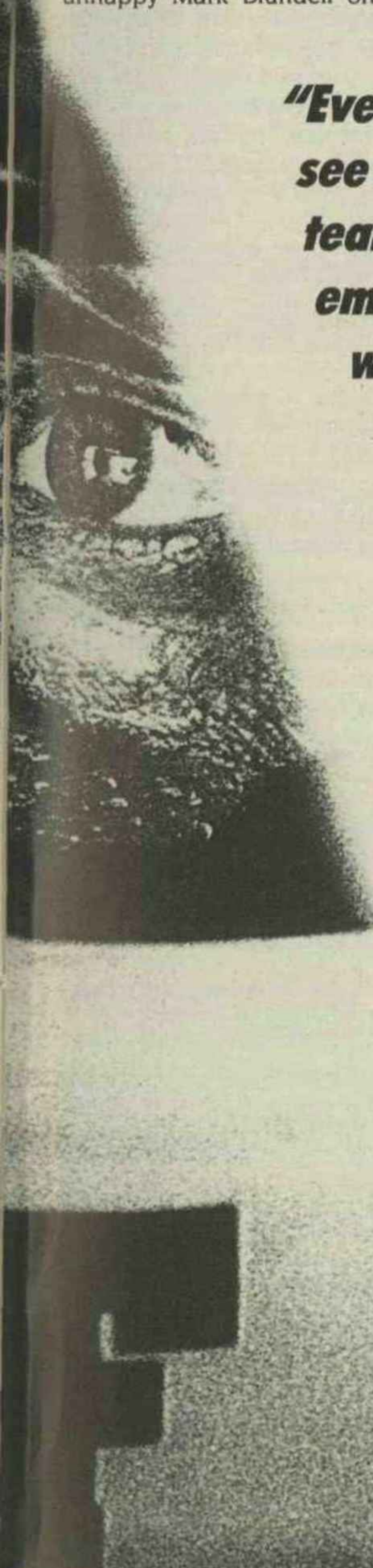
By lap 30 Hill was thus 53.7s ahead of Patrese, who had stopped for tyres the previous lap. With Berger fighting back from his stop, third place had become a close battle between Warwick, Martini and Brundle, and this would prove one of the highlights. The little Italian had been the sensation of qualifying after setting sixth fastest time on Friday and then seventh on Saturday, but his fast start had slightly been negated by the Schumacher, Berger, Senna sort-out at the start. Thereafter he had settled in behind Warwick's fast-driven Footwork, with Brundle thrusting along right behind. The three of them would run together throughout, Martini falling behind Martin after a slower tyre stop on lap 29. It was thus a great shame when Martini spun off on lap 60, as he had driven really well and everyone was happy to see Giancarlo Minardi's team going so well and embarrassing so many with markedly larger budgets and technical advantage. This was, after all, a passive car with standard Ford HB V8, on a circuit whose bumps put active ride at a premium. Sadly, he lost control exiting the 10th turn and hit the barriers sideways on.

By that stage Berger was once again fighting back after a second tyre stop, on lap 52, and only Warwick stood between him and a podium finish. After Hockenheim the Briton was in no mood to surrender anything, as Brundle had already discovered, but his strategy called for only one tyre stop and by this point his Footwork was sliding all over the road. It was only a matter of time, and after Berger had already swiped Brundle aside in an unruly move in the left-hander behind the pits, Derek decided that commonsense was better than walking home. When Berger dived alongside on the inner line to turn one on lap 65, he finally conceded in gentlemanly fashion.

For many laps Warwick, Brundle and Martini had played a poker game over second tyre stops. Warwick, it transpired of course, wasn't going to stop, but Brundle eventually pulled in on lap 61 and resumed in fifth place. In the closing laps he slashed the gap to Warwick, and as they went into the 70th their fight mirrored that between Wendlinger and Blundell for the final point. Martin got within a second of the Footwork, but then a gear selection problem made him run wide in the corner behind the pits, and after that the problem prevented him challenging any further. After a drive that reminded observers why Warwick deserves to be in F1, he took a good fourth. Like Brundle's, Blundell's charge lost impetus, leaving him seventh and angry that Aguri Suzuki's slow start had lost him the advantage of what had been a hard-won 12th place on the grid.

At one stage all five Britons were comfortably within the top 10, but a curious

"Everyone was happy to see Giancarlo Minardi's team going so well and embarrassing so many with markedly larger budgets"



he spun out late in the race.

problem finally robbed Johnny Herbert of a likely sixth place or better for Team Castrol Lotus.

The team had been in all sorts of trouble in qualifying, with broken engines and a sticking throttle on Herbert's car which all but cancelled his second session, and had barely done any further development on its new traction control. By the race, however, things were better as he and team-mate Alessandro Zanardi moved through the field. The Italian had two time-consuming spins before breaking his transmission, but a cleverly planned tyre stop on lap 22 gave Herbert the wherewithal to move ahead of Wendlinger and Alliot. By lap 28 he had the Berger, Warwick, Brundle, Martini quartet in his sights and was biding his time to launch a serious challenge beyond mid-distance. Then, going into the first corner on lap 39, his 107B spun wildly and beached itself on the inner kerb, forcing him into retirement. The cockpit-mounted data storage box had worked loose, jamming his right hand between itself and the steering wheel.



Warwick, Brundle and Martini dispute the lower reaches of the top six.

Momentarily unable to apply sufficient lock, nor even to release his grip on the wheel, he was powerless to negotiate the corner.

For Hill, Hungary finally was the dream come true, and in the closing stages he came very close to lapping Patrese as the Italian, who felt unwell all weekend, lost the all-important third gear on his Benetton. Instead, however, Damon deliberately eased off his pace and as Berger went thirsting after the B193B, he wisely moved over and let him unlap himself. Riccardo held on to second place by six seconds, after the gallant Berger had slashed the deficit from 22 in seven laps. It had been a terrific performance from the Austrian, whose left elbow was very sore afterwards as he had undergone an operation on it only the previous week, and his numerous countrymen in the grandstands cheered him to the echo.

They cheered Hill, too, on an outstanding drive. It was nice to see the two old hands warmly congratulating the newcomer as they came together in *parc fermé*, where Hill

freely admitted to feeling a little lost. On the podium he looked fresh and relaxed, and in the interviews afterwards the humour came through. Patrese, typically, was unanimous to the man who, after all, had taken his seat at Williams. Flavio Briatore had left the track before the end, disinterested in his driver's progress to second place. Riccardo's comments said everything about his feelings towards Benetton. "I would like to congratulate Damon," he said, "and also to congratulate his mechanics Les Jones, Robbie Campbell, Paul West and John Russell on their victory."

"I can hardly find the words to explain how I feel at winning," said Hill. "It is such an overwhelming feeling." In only his 13th Grand Prix Damon Hill joined Britain's past Grande Epreuve winners Mike Hawthorn, Tony Brooks, Peter Collins, Stirling Moss, Innes Ireland, father Graham, Jim Clark, John Surtees, Jackie Stewart, Peter Gethin, James Hunt, John Watson and Nigel Mansell. It was a well driven and enormously popular triumph, and unlikely to be his last. **D J T**

STARTING GRID

2 PROST* Williams FW15C 1m 14.631s (2) 1m 15.488s (1)	0 HILL Williams FW15C 1m 14.835s (2) 1m 16.135s (1)
5 SCHUMACHER Benetton B193B 1m 15.228s (2) 1m 16.003s (1)	8 SENNA McLaren MP4/8 1m 16.451s (2) 1m 18.260s (1)
6 PATRESE Benetton B193B 1m 16.561s (2) 1m 17.755s (1)	28 BERGER Ferrari F93A 1m 16.939s (2) 1m 19.379s (1)
24 MARTINI Minardi M193 1m 17.366s (2) 1m 19.129s (1)	27 ALESI Ferrari F93A 1m 17.480s (2) 1m 19.438s (1)
9 WARWICK Footwork FA14 1m 17.682s (2) 1m 20.780s (1)	10 SUZUKI Footwork FA14 1m 17.693s (2) 1m 19.533s (1)
7 ANDRETTI McLaren MP4/8 1m 18.107s (2) 1m 20.088s (1)	26 BLUNDELL Ligier JS39 1m 18.388s (2) 1m 20.770s (1)
25 BRUNDLE Ligier JS39 1m 18.392s (2) 1m 19.277s (1)	23 FITTIPALDI Minardi M193 1m 18.446s (2) 1m 20.953s (1)
30 LEHTO Sauber C12 1m 18.638s (2) 1m 24.596s (1)	14 BARRICHELLO Jordan 193 1m 18.721s (2) 1m 20.658s (1)
29 WENDLINGER Sauber C12 1m 18.840s (2) 1m 20.590s (1)	20 COMAS Larrousse LH93 1m 19.305s (2) 1m 21.049s (1)
19 ALLIOT Larrousse LH93 1m 19.320s (2) 1m 20.959s (1)	12 HERBERT Lotus 107B 1m 19.444s (2) 1m 20.527s (1)
11 ZANARDI Lotus 107B 1m 19.485s (2) 1m 19.673s (1)	4 DE CESARIS Tyrrell 021 1m 19.560s (2) 1m 22.489s (1)
3 KATAYAMA Tyrrell 021 1m 20.270s (2) 1m 22.668s (1)	15 BOUTSEN Jordan 193 1m 20.482s (2) 1m 21.484s (1)
21 ALBORETO Lola T93/30 1m 21.502s (2) 1m 23.560s (1)	22 BADOER Lola T93/30 1m 22.655s (2) 1m 23.543s (1)

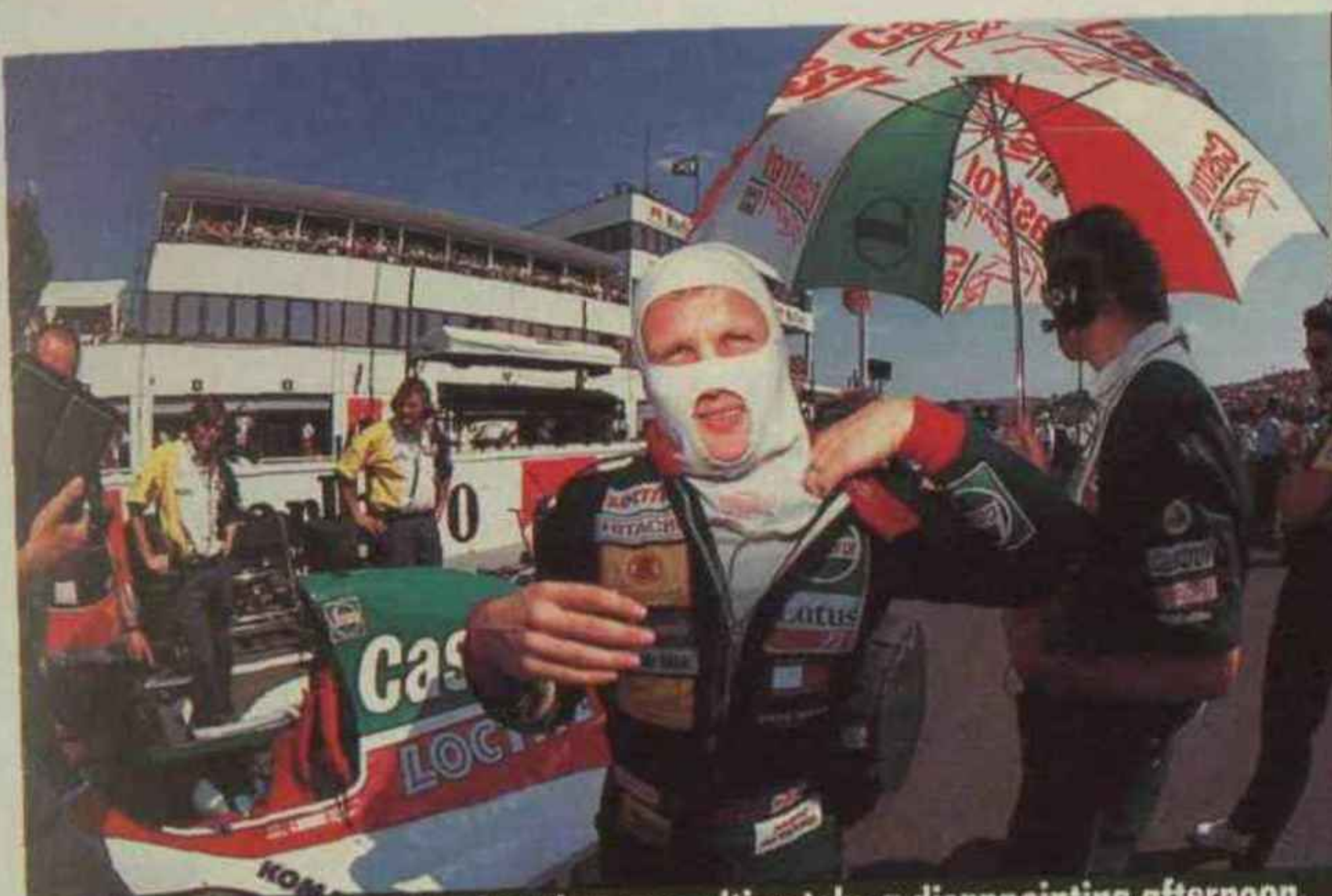
* - started from back

HUNGARIAN GRAND PRIX, Hungaroring, August 15 77 laps of 2.465-mile (3.967 km) circuit (189.851 miles; 305.536 km)

Pos	Driver	Nat	Car/Engine	Time/Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW15C-Renault V10	1h 47m 39.098s	1m 20.441s	54
2	Riccardo Patrese	I	Benetton B193B-Ford HB V8	1h 48m 51.013s	1m 21.101s	32
3	Gerhard Berger	A	Ferrari F93A-Ferrari V12	1h 48m 57.140s	1m 20.917s	71
4	Derek Warwick	GB	Footwork FA14-Mugen V10	76 laps	1m 23.202s	42
5	Martin Brundle	GB	Ligier JS39-Renault V10	76 laps	1m 20.702s	69
6	Karl Wendlinger	A	Sauber C12-Ilmor V10	76 laps	1m 22.745s	59
7	Mark Blundell	GB	Ligier JS39-Renault V10	76 laps	1m 22.275s	50
8	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	75 laps	1m 22.757s	57
9	Thierry Boutsen	B	Jordan 193-Hart V10	75 laps	1m 22.754s	53
10	Ukyo Katayama	J	Tyrrell 021-Yamaha V10	73 laps	1m 23.764s	50
11	Andrea de Cesaris	I	Tyrrell 021-Yamaha V10	72 laps	1m 23.478s	49
12	Alain Prost	F	Williams FW15C-Renault V10	70 laps	1m 19.633s	52
13	Pier-Luigi Martini	I	Minardi M193-Ford HB V8	59 laps - accident	1m 21.939s	59
14	Erik Comas	F	Larrousse LH93-Lamborghini V12	54 laps - engine	1m 22.628s	51
15	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	45 laps - gearbox	1m 23.876s	22
16	Aguri Suzuki	J	Footwork FA14-Mugen V10	41 laps - spun off	1m 23.749s	33
17	Michele Alboreto	I	Lola T93/30-Ferrari V12	39 laps - radiator	1m 27.289s	21
18	Johnny Herbert	GB	Lotus 107B-Ford HB V8	38 laps - spun off	1m 23.800s	34
19	Luca Badoer	I	Lola T93/30-Ferrari V12	37 laps - spun off	1m 24.568s	29
20	Michael Schumacher	D	Benetton B193B-Ford HB V8	26 laps - drive belt	1m 22.031s	20
21	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	22 laps - suspension	1m 24.850s	14
22	Jean Alesi	F	Ferrari F93A-Ferrari V12	22 laps - accident	1m 24.020s	3
23	JJ Lehto	SF	Sauber C12-Ilmor V10	18 laps - engine	1m 25.444s	6
24	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	17 laps - throttle	1m 22.838s	3
25	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	15 laps - throttle cable	1m 24.667s	9
NC	Rubens Barrichello	BR	Jordan 193-Hart V10	0 laps - accident	no time	-

Winner's Average Speed: 105.814 mph (170.292 km/h) Conditions: sunny, very hot
Fastest Lap: Alain Prost, 1m 19.633s on lap 52, 111.463 mph (179.383 km/h)

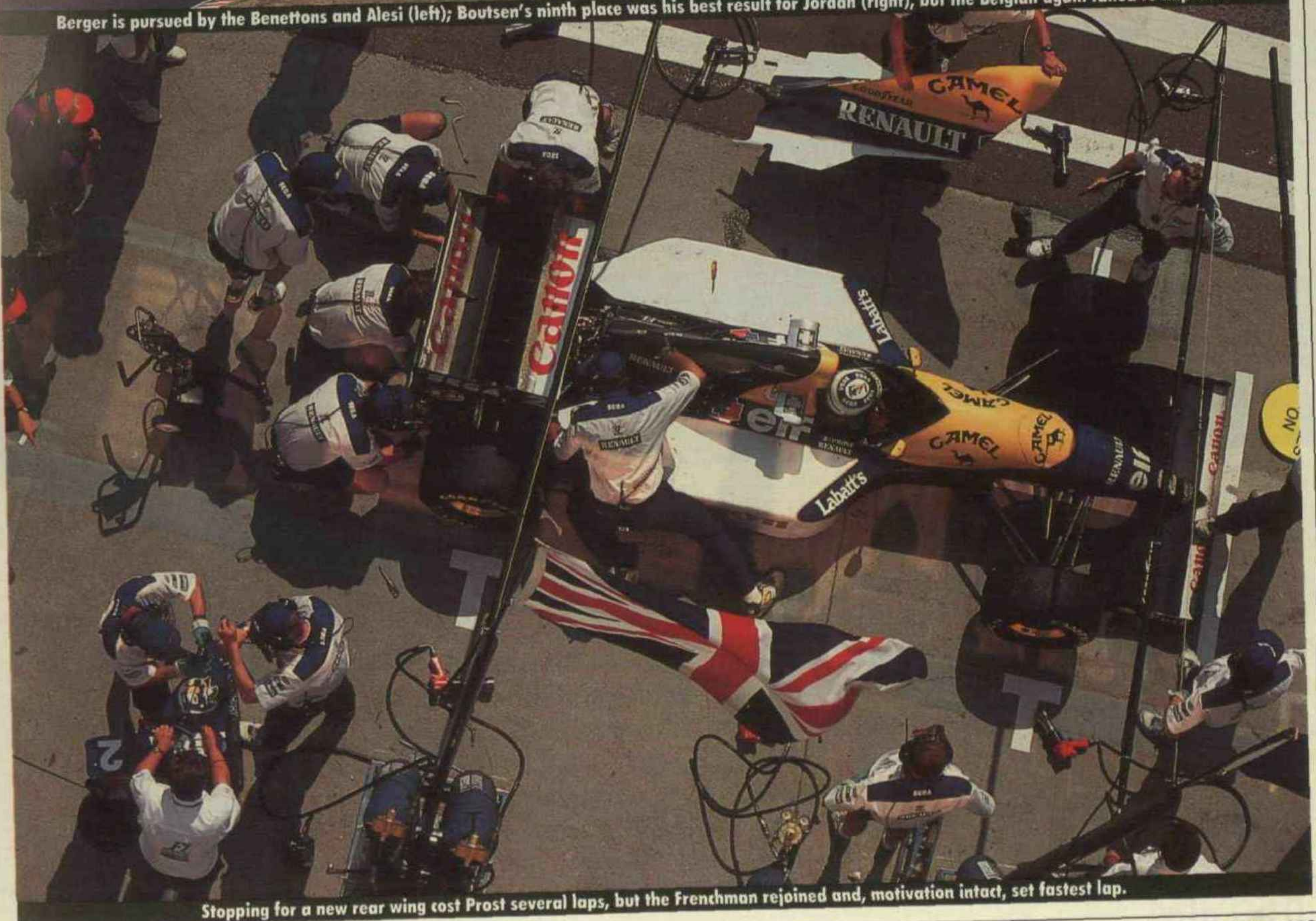
Championship points: 1. Prost 57; 2. Senna 50; 3. Hill 38; 4. Schumacher 36; 5. Patrese 17; 6. Brundle 11; 7. Blundell and Berger 10; 9. Herbert 9; 10. Lehto and Fittipaldi 5; 12. Warwick and Alesi 4; 14. Andretti 3; 15. Alliot, Barbazza and Wendlinger 2; 18. Zanardi 1.



Johnny Herbert prepares for what was, ultimately, a disappointing afternoon.



Berger is pursued by the Benetton and Alesi (left); Boutsen's ninth place was his best result for Jordan (right), but the Belgian again failed to impress.



Stopping for a new rear wing cost Prost several laps, but the Frenchman rejoined and, motivation intact, set fastest lap.



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Polo G40

Dark days at Hockenheim

As Derek Warwick was proving that you can't keep a good racer down, Hockenheim threw up some urgent questions

Hockenheim is a spooky place, a creator of uneasy feelings. For a quarter century it has been damned as the circuit on which Jim Clark perished, and it will never escape that taint.

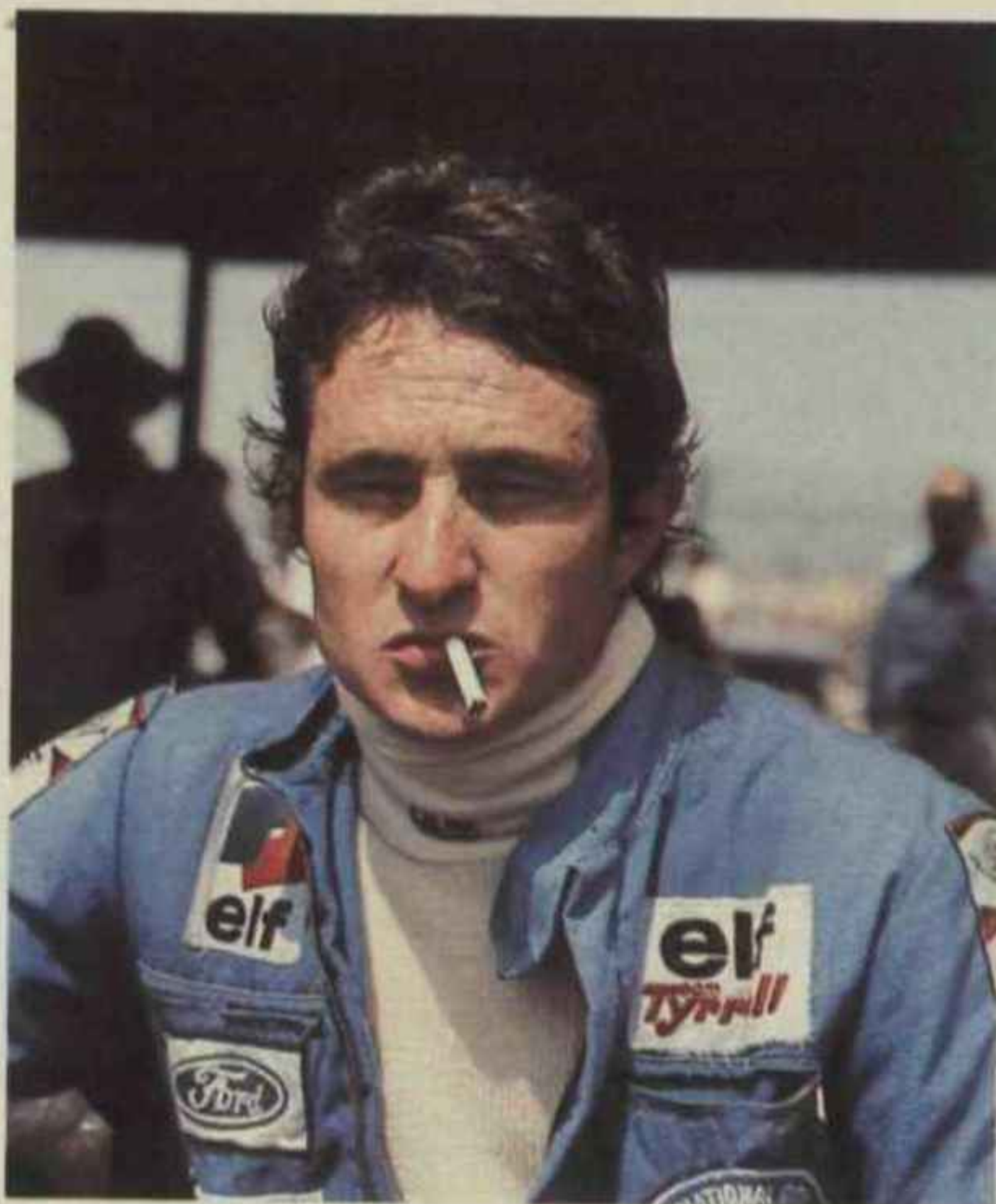
It seems a curious venue to run a motor race. After the first corner the road follows its narrow path through the pine trees, with precious little run-off either side. Until you get back to the fiddling little stadium section just over four miles later, it is a flat-out blast alleviated – if that is the right word – by three chicanes of varying severity.

"It's a bit terrifying, actually," said Damon Hill. "The surface is very bumpy, it's narrow, heavy on brakes, and the straights go on for ages. There's no continuity. You're either flat out on a straight with nothing much to do, scrabbling through a chicane or threading through the infield. Perhaps the most dramatic corner is going into the stadium and seeing all the people there. It feels good, because all the way to the Ostkurve there are no spectators and it is very lonely."

That's what is so silly. All the high-speed stuff is done away from the gaze of most spectators, for there are few opportunities to view the cars away from the stadium and the start/finish straight.

On Saturday evening a small group went out to see Clark's memorial stone. It was something I had always wanted to do, yet not wanted to do, if you take my meaning.

I could, however, stop by the side of the Frankfurt to Darmstadt Reichsautobahn on the way down to the circuit, at the point where the Langen/Morfelden bridge crosses, and wander into the layby there to find the stone that commemorates the death of Bernd Rosemeyer. The great pre-war ace died in January 1938 when his Auto Union was blown off course in impossibly blustery conditions while trying to beat



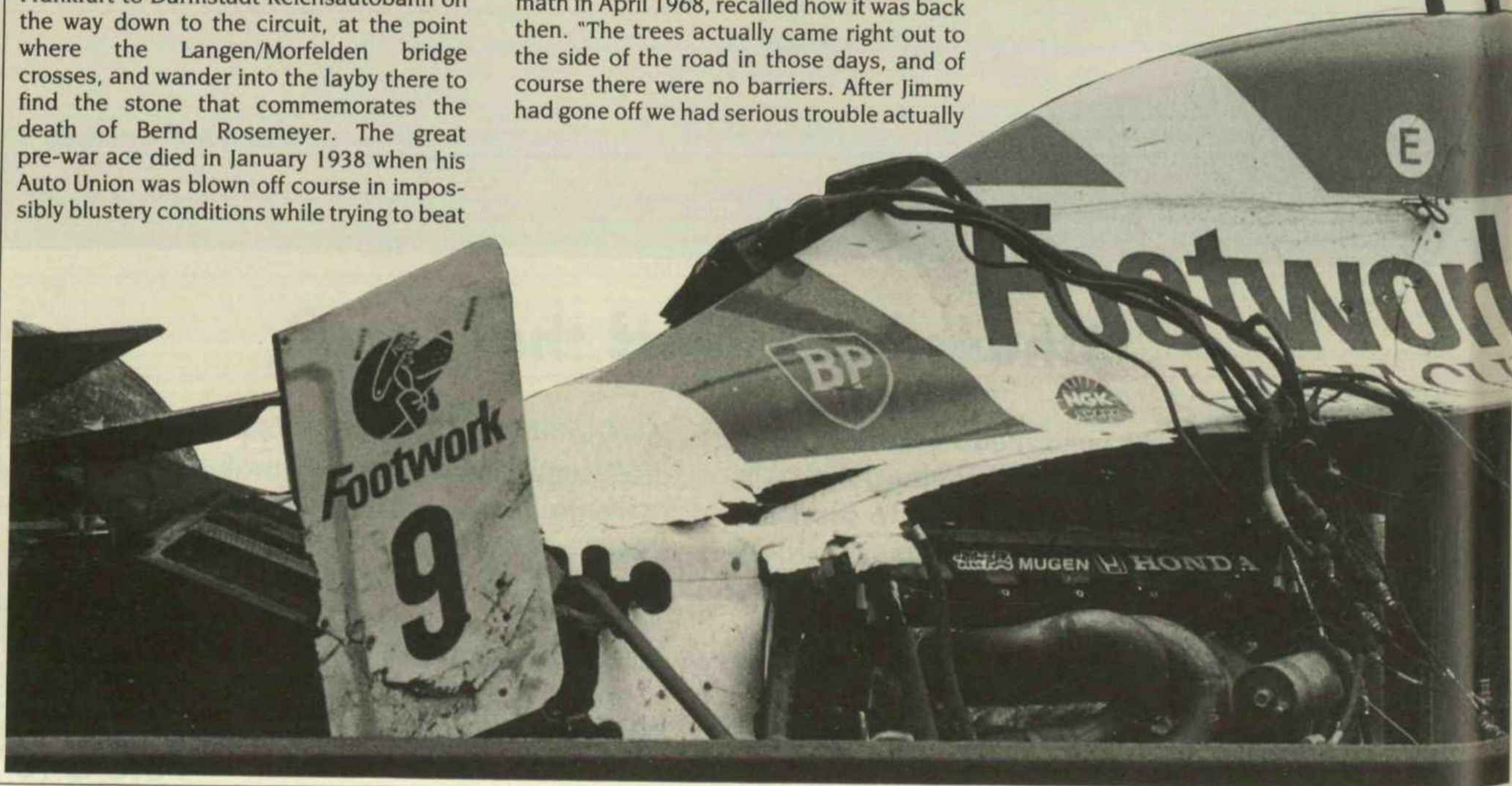
Caracciola's Mercedes Class B record (268.87 mph), and it is salutary to realise that, while he got into trouble as a gust caught the slab sides of his car under the bridge, his body came to rest more than a quarter mile further on.

As we sat in the bus that the organisers kindly laid on to take an official Team Lotus deputation to the spot to lay a commemorative wreath marking the 25th year of Clark's accident, I was struck by just how narrow the road is even today. Dave Sims, former Team Lotus mechanic and the man who had to deal with the immediate aftermath in April 1968, recalled how it was back then. "The trees actually came right out to the side of the road in those days, and of course there were no barriers. After Jimmy had gone off we had serious trouble actually

getting the wreckage of the tub through the trees so we could load it into the transporter."

Rosemeyer's memorial is nicely kept. It is modest, but well tended. I had expected the same of Clark's. This is not the case. It is as if local building has encroached on an historic site. The Armco obscures it from the road but even so, as we were ushered through the gate, I was not prepared for what followed. Today, Clark's memorial cross is open to the public. It is adorned with a poor photograph of him, and a tacky one of the broken Lotus 48. Either side of it the grass is flattened where feet have walked virtually over it. Worse, the area was spoiled by the litter of Coke and beer cans that had carelessly been strewn around. I felt like I had come across a desecrated grave.

The following morning revealed Hockenheim at its worst, and as we drove to the track in the rain we reflected sombrely not only upon Clark's death, but Patrick Depailler's 12 years later. There is no memorial tablet for the brave little Frenchman; just another chicane at the Ostkurve. Somehow, that too seemed like desecration.



We talked also of Didier Pironi's shunt. "We were pulling into the car park when it happened," said my friend, "and as we looked up we saw this red thing at the same height as the bridge leading into the stadium." The Frenchman had been the victim of the classic wet weather Hockenheim accident, for he had pulled out to pass Derek Daly's Williams approaching the stadium, as DD himself was passing Alain Prost's slow-moving Renault on the left-hand side of the track. In the gloom Pironi only saw one ball of spray, and ran straight into Prost.

Less than an hour after our arrival, history so very nearly repeated itself.

Derek Warwick was following Prost and Michael Andretti in terrible conditions. As the television cameras recorded, even when the cars were viewed from the front they were difficult to identify. Spray from those that had passed earlier was still obscuring them. As they came up to the third chicane, the Bremskurve, Prost saw Luca Badoer's slow-moving Lola-Ferrari and took avoiding action. Andretti just missed it too. Warwick saw only their spray and ran slap into the the Anglo-Italian car.

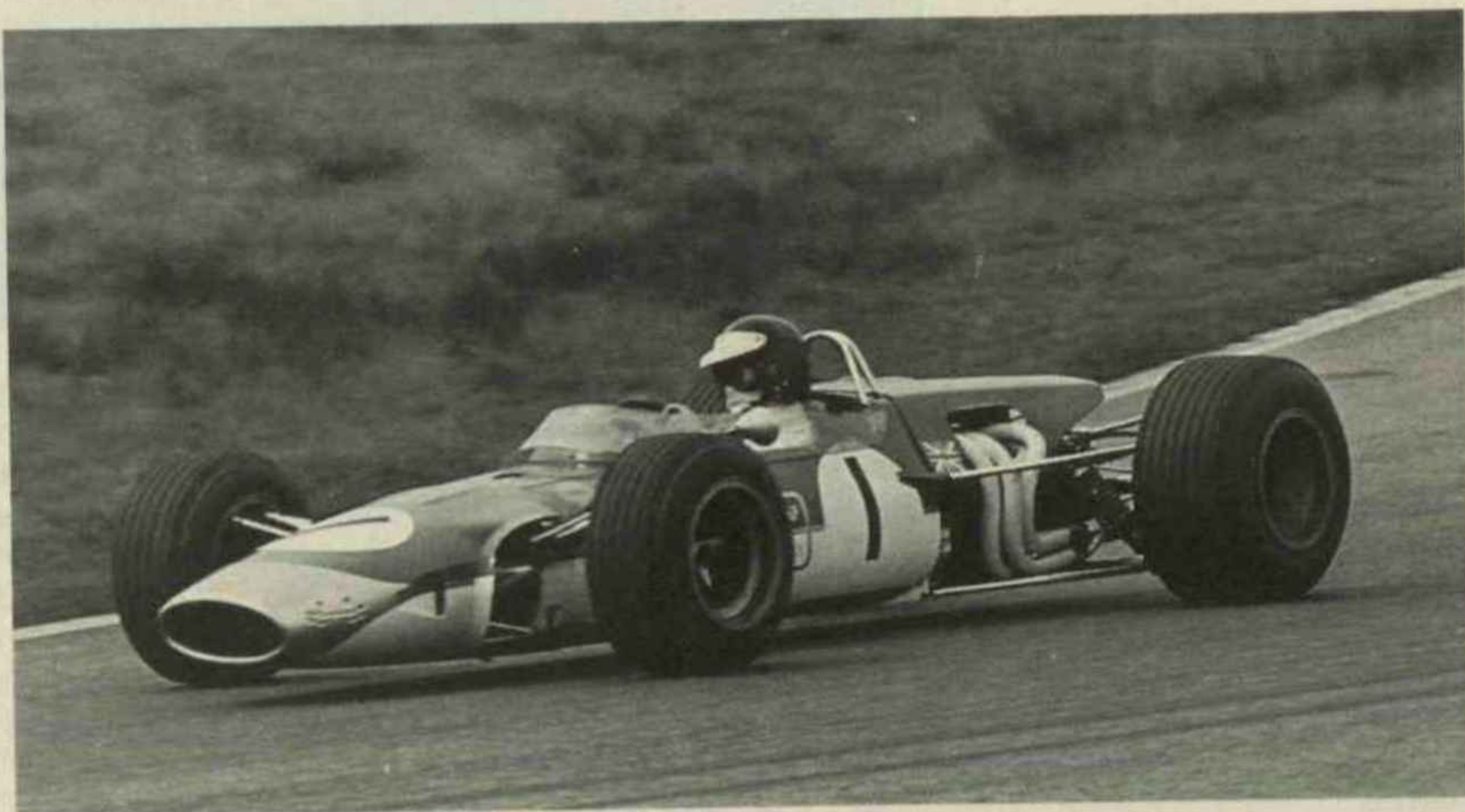
"He was only doing about a hundred kilometres an hour," he said later, "and I was doing three hundred and twenty. I didn't see him, and I didn't even have time to try and miss him."

The Footwork lost its two right-hand wheels but mercifully was not launched the way Pironi's Ferrari had been. Instead, it slithered along the Armco to the left of the track, well off line. Warwick had absolutely no control of it as it pitched and slid like a demented toboggan straight across the track into the gravel bed, where it barrel-rolled before coming to rest inverted. Thankfully, it transpired that he was unharmed, bar bruised fingers and a violent headache, but there were the long moments of anxiety that one always associates with red flags and silenced engines.

Martin Brundle was one of those with whom we huddled in a paddock populated by quiet faces, all eagerly feeding on the positive news about Warwick as and when it filtered in. "This is a terrible place for

visibility," said the Briton. "The drainage is actually quite good unlike, say, Adelaide back in 1989, but the problem is that the trees trap the spray so that it can't disperse. You can follow a long, long way behind another car, and still the spray just hangs in the air. You wipe your visor, but this film just stays on it the whole time.

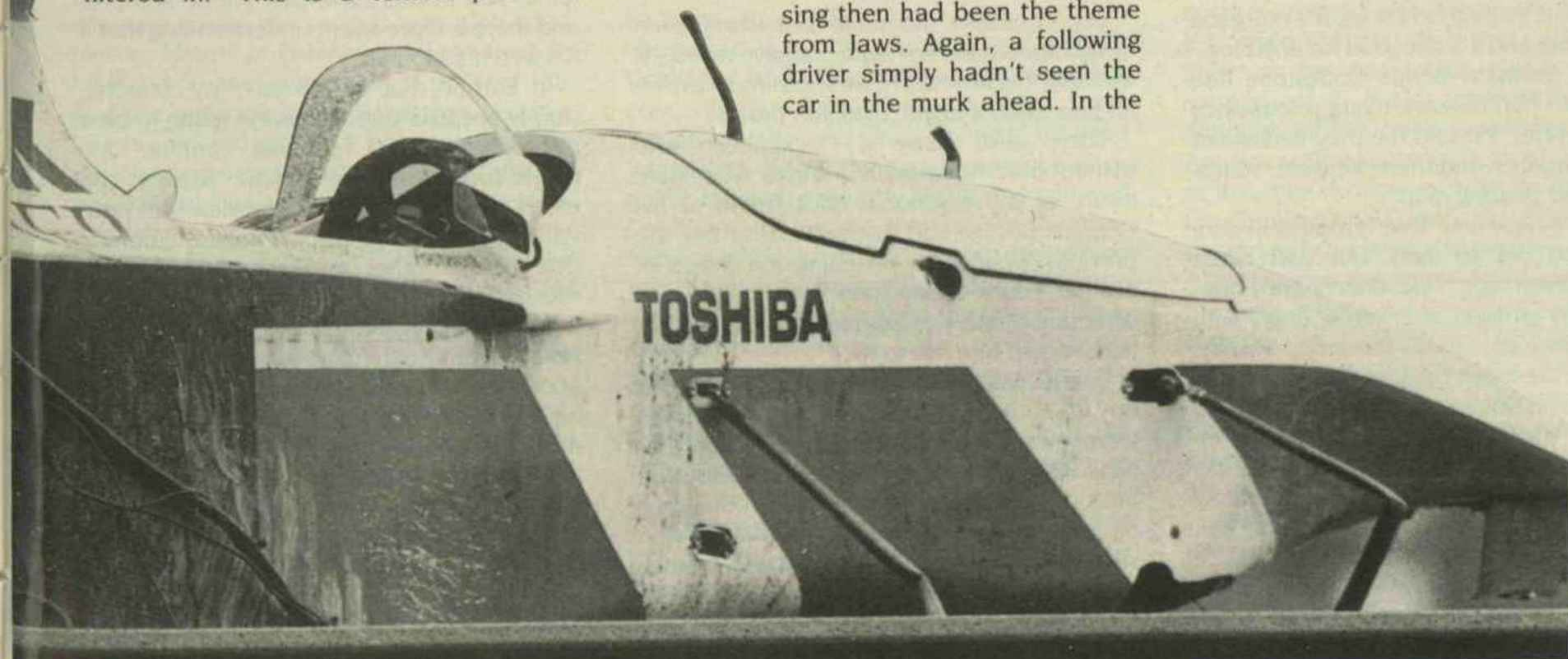
"You know, in those conditions like we had just now, you don't even see the car in

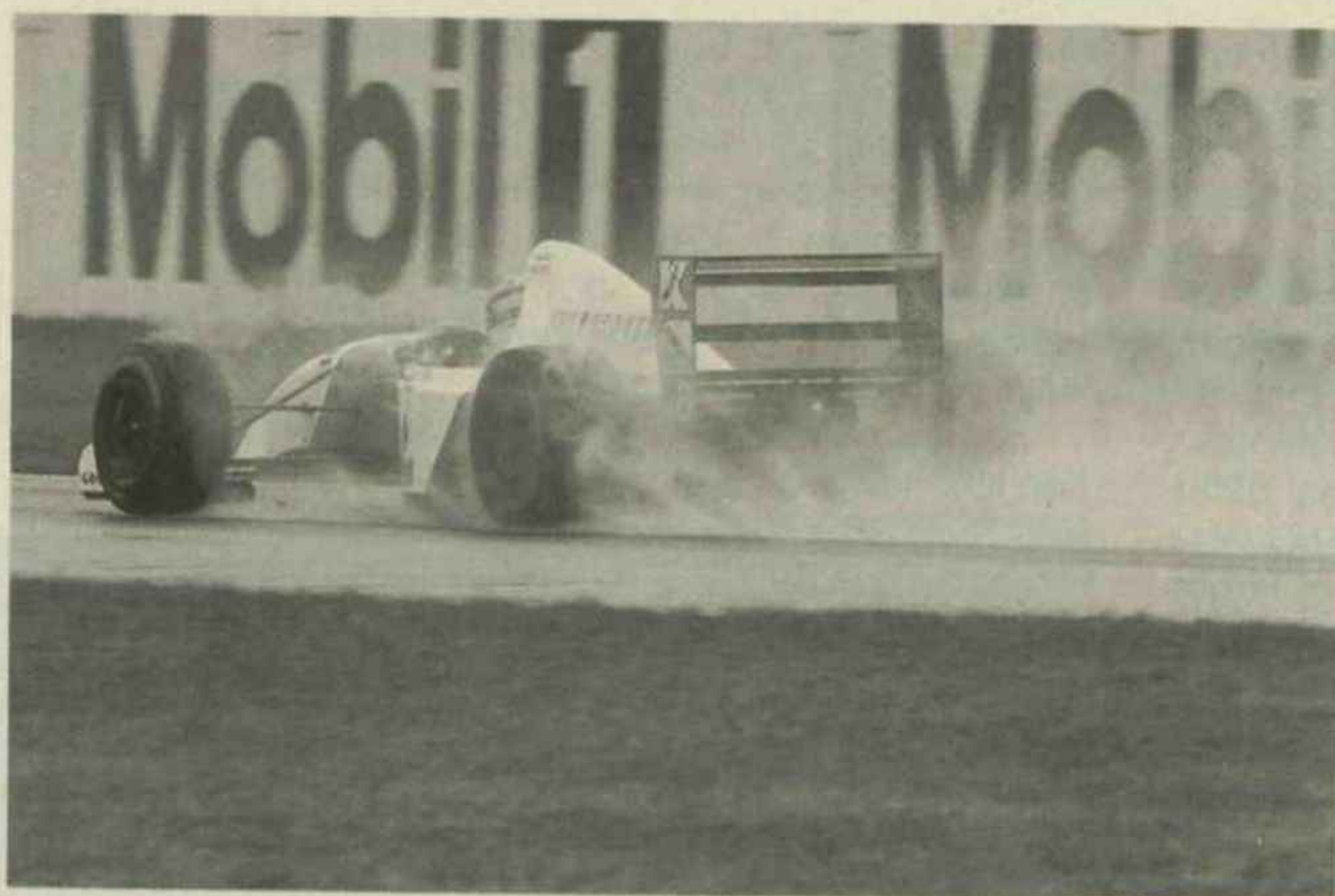


Forever tainted by the death of Jim Clark, above, Hockenheim has no memorial to another sad loss, Patrick Depailler, opposite. Below, the classic wet-weather Hockenheim accident; Warwick's Footwork after hitting Badoer in blinding spray.

front's red light. Not until you're upon it. In the drivers' briefing this morning they kept telling us all about watching for yellow flags and observing them if it was wet for the race. Well, I can tell you that when it's wet here you can't even see the dashboard in front of you!"

We recalled Adelaide in 1989, where he had been so wary of his Brabham that he had been going down the Dequetteville Terrace straight in only fourth gear after a harrowing double 360 spin in sixth in which he had miraculously hit nothing. What had frightened him more as he recovered from that was that he had absolutely no idea which way he was facing when he started off again... Then, having lucked into the right direction, he had Senna come at him out of the gloom like a shark snatching a bather, as the McLaren smashed straight into the back of the Brabham. The only thing missing then had been the theme from Jaws. Again, a following driver simply hadn't seen the car in the murk ahead. In the





True racers are the weakest bargainers: those (like Senna above in wet practice) with enough status to withdraw in bad conditions are too committed to do so.

same race, Nelson Piquet had been very lucky to avoid injury when his Lotus literally scooped beneath Piercarlo Ghinzani's Osella, whose tyre marks were left on the Brazilian's helmet.

That day Prost had withdrawn, just as he had at Silverstone in 1988. Each time he was pilloried in some circles, just as Lauda had been at Fuji in 1976 when to add to the awful conditions he had eyelids that were still healing after his Nurburgring burns. Each made the same point: I will drive on a wet surface, but when you cannot see, it becomes foolhardy. You become a passenger, and the control of the machine is no longer in your hands. Both were fortunate insofar as they had the status and the past success to take such rational decisions without losing their drives.

"I cannot understand the sense in people going out there in conditions like that," Prost had said quietly. "You've only got one life; it's not good for us, it's not good for spectators and it's not good for anything."

On that occasion Bernie Ecclestone had pleaded with him to start, trying to convince him it was safe. "He told me they had swept away the puddles, and there we were, standing talking in pouring rain!"

Gerhard Berger and Thierry Boutsen were also minded not to start, but each went ahead. Boutsen won. "We drivers are hopeless," Berger growled afterwards, angry with his own weakness. "Me, Riccardo, Thierry. One minute we are in the car, then we're out. Then in again. Alain was in and out. Why did he get out? Why did I get in?"

Adrenalin is a curious stimulus. After his Monza 1990 inversion Warwick had simply run back to the pits, taken over the spare car, and raced. "It wasn't a problem for me," he said at the time. "Either at Monza, or afterwards. I could watch the accident on video, but I knew I didn't have to worry about it. I

knew that I came out of it okay."

Shortly afterwards, during that heroic weekend in Spain when team-mate Martin Donnelly narrowly escaped death after suspension failure, Warwick had shouldered the load for the shattered Lotus team. Should he race? It was a decision that the team left him to make, and one he took only after much cogitation. He raced – aggressively and bravely – and he carried Team Lotus through that awful experience, at a time when it was almost dead on its feet. I have often wondered how badly its chances of achieving its current recovery might have been affected had he not competed with such spirit that day.

"I cannot understand the sense in people going out there in bad conditions like that"

Yet, in quieter moments afterwards, even he admitted that he should not have raced. "It was silly, because there was nothing to prove. If I had to do it again, I wouldn't race."

There were many at Hockenheim who wished that he wouldn't, those who were aware of the emotional background to his German GP. He had been awake at five the previous Wednesday watching the videos of brother Paul's racing, two years to the day since his death at Oulton Park. His mother had begged him not to race.

"Derek will make the decision. He's a big boy and he can make up his own mind," said team owner Jack Oliver with irritating glibness. And, ultimately, however tasteless such buck passing might have seemed at the time, he was right. There was no medical reason why Warwick shouldn't compete, and such decisions must always otherwise be made by those with most at stake.

Ultimately, you cannot restrict the spirit of

the true racer, and though that's what puts them in a weak bargaining position on days such as Adelaide in 1989, it's also what makes them special. That was one of the few enlightening things on a day when the dark underbelly of motor racing came unbidden into view.

But... what Sunday morning at Hockenheim most threw into question was the whole matter of racing in the rain. If Formula One had a spectacularly lucky escape back in Adelaide that time, on a day when two World Champions might simply have become tragic statistics, it was also damned lucky that the weather cleared for the German GP.

More than ever we have come to the point where not only the drivers and organisers must come to terms with what to do if it rains for a race, but also the spectators and sponsors, the people who ultimately pay for the sport. Perhaps now is the time for a material change in attitude. Either we have cars with narrower tyres and modified aerodynamics, which *might* help the spray problem, or we have to start accepting that some races might have to be postponed. In Indianapolis they are prepared for the 500 to be put off if it rains. The tickets have rain check sections, and there is a pre-event understanding that if it's wet, it's Monday.

In Europe that is less easy to condone, simply because there is always going to be a greater chance of rain, but Formula One needs to discuss all this *now*. There is too much evidence to support the view that poor visibility courts the sort of tragedy Formula One has in other respects eliminated so successfully.

The mood lightened with the weather in Hockenheim, to the point where the Warwick accident might not have happened. But as we have already twice seen in Australia, when the races went ahead in terrible conditions each time even though an hour's delay would have ensured a dry track, the gods of television scheduling must always be appeased. Had it rained, the race would still surely have gone ahead in unacceptable conditions. Until that changes, motor racing will remain an uncomfortably gladiatorial contest. **D J T**

Taking the strain

Until lap 16 of the fifth round of the European F3000 Championship, the German GP support race at Hockenheim, David Coulthard appeared to be heading for an eight-point championship lead.

Six days earlier, the Scot had taken his first F3000 victory at Enna, in bizarre circumstances of a kind which are unique to the outmoded Sicilian circuit. In Germany, infused with confidence, David was driving, he felt, better than he had all year. Fifth on the grid, he had survived the early commotion (four of the opening five races in the championship have been red-flagged) and was now haring after race leader Olivier Panis. If he caught him, he'd perhaps even stretch his series lead to 11 points.

But he didn't. The thin, hazy trail behind Coulthard's Pacific Reynard bore testimony to a leaky gearbox, and while David might have been able to maintain his pace for the next 11 laps, clearly there was no way his transmission could. When it finally quit, he was left to watch

Pedro Lamy breeze gratefully into second place, which brought him level with Coulthard at the head of the points table.

Lamy was almost apologetic as he discussed his good fortune. If he had appeared cautious during the race, it was with good reason. Events at Enna were all too fresh in his mind. Team Crypton could perhaps forgive one outbreak of the Keystone Cops in a 21 year-old, but might not be so tolerant if he did it twice. Lamy was aware that his primary objective at Hockenheim was finish the race, and while he defended spiritedly in the opening stages, he didn't push his luck if he sussed that a rival had a quicker car. "He was," said victor Panis, "absolutely sporting when I went past him. Not all drivers are so clean."

It hadn't quite been like that at Enna, where Lamy showed signs of human fallibility for the first time in what has been an almightily impressive debut season. Leading the race after Michael Bartels crashed out, the Portuguese uncharacteristically ran off the track three laps from the end, ceding the lead to Coulthard. On the penultimate lap, he unsubtly nudged the Scot from behind at

the final chicane and slipped back into first place as David took an unscheduled diversion through the gravel.

Trouble was, Pedro had lost count of how long the race had to run. He'd seen 'L3' on his pit board shortly before, and genuinely believed, in all the excitement, that he'd completed three laps. Thus, as he exited the chicane with Coulthard bouncing around somewhere in the cloud of dust to his right, Pedro punched the air to fête his second



Friendly advice: David Coulthard gives Gil de Ferran a few tips at Enna. The Scot won; his Brazilian buddy got dust in his eyes, and spun off.

successive F3000 victory. It took him a few seconds to realise that there was no chequered flag, by which time the irate Coulthard was up with him once more. His concentration momentarily broken, Lamy set off on the *real* final lap with his lead intact, but exiting the first chicane he once again tripped over the kerbs and allowed Coulthard to resume control. By the time Lamy was back on the tarmac, David was just about safe from attack, but still Pedro didn't give up. Coming into the final chicane, he was much too far back to retrieve the situation, but he hurled his Reynard at the corner and had to hand the reins over to the laws of physics... He smacked into the tyres and hopped out, his face red with embarrassment more than anger.

In a championship as tight as this, when the leading contenders have only just cracked 20 points after five races (we've had five different winners, representing five different teams), the last thing you want to

do is throw six away. Particularly when there are only four races left.

While the consistent front-running pace of Lamy and Coulthard marks them out as obvious championship material, the latter still has to overcome a challenge more daunting than anything he will face in the forthcoming rounds at the Nürburgring and Spa. Quite simply, he needs to find extra funds if he is to complete the season. As this was written, he didn't have the wherewithal to contest the final two races, and while one gearbox failure might not prevent him from winning the title, a sponsorship shortfall of this nature certainly might.

And he's certainly not the only one in that situation. His teammate Bartels' needs are more urgent still, there being no guarantee that he will even be able to make it to the next race. There is talk in the paddock that one or teams have exhausted their creditors' patience, and that the healthy 29-car fields to which we've become accustomed are on the verge of mild dissipation.

You only have to take one look at the field as a whole to see where the problem lies. Seeing a Formula Ford car bearing allegiance to 'Joe's Café' is one thing, but to see a whole field of F3000 cars, with theoretical running costs of around £450,000 per car per season, festooned with tiny stickers is quite another. There is not one which carries the total support of a major corporate sponsor, although Elf has given generous support to Apomatox (for whom Emmanuel Collard has, at last, run strongly, only to be thwarted by unreliability) and DAMS. Small wonder that the strain is beginning to be felt.

Away from the world of low finance, life has been more positive. Team managers got together in Hockenheim to address the future, and even if they didn't come up with any concrete solutions to the formula's failings, at least there was sound evidence of co-operative spirit. On such things could the formula's future depend.

It was pleasing, too, to see Olivier Panis win a race. At Hockenheim, he made amends for his disappointment in Pau, though he was the first to admit that he'd been a trifle fortunate. Having qualified on the front row,

EUROPEAN F3000 CHAMPIONSHIP

he ran wide on the third lap and had just slipped back to sixth place when the red flags appeared to signal that Bartels had crashed heavily at the first corner, causing several others to go off in avoidance. During the break, Panis removed some wing and gained a little extra speed without compromising balance. It proved to be a race-winning recipe. The Frenchman needed it. While Lamy, 'tis said, is courted by Sauber, and Coulthard is a regular recipient of 'phone calls from Williams, for whom he has been conducting test and development work, Panis has been putting in some quality performances without many people apparently having noticed.

Perhaps they will now.

Others would do well to emulate such consistency as the Frenchman showed throughout the Hockenheim weekend, not least his young team-mate Franck Lagorce, who crashed while exiting the pits during qualifying, breaking his left thumb and forcing him to miss the race. Olivier Beretta must be kicking himself, too. The Forti Reynard driver was frustrated afterwards. He knew he'd had a car capable of winning. At Enna, he crashed when well placed, and here he'd muscled his way into the lead at the restart, impressively forcing Lamy to give way as they came into the stadium. Then, in his anxiety to make a break, he simply lost it, though the high rate of attrition at least meant that he'd recovered to fourth by the end.

It was almost third, too, for Vincenzo Sospiri was almost overtaken on aggregate after easing up a trifle too much in the final lap or two.

Sospiri's effort was particularly commendable. Second to Coulthard at madcap Enna, he raced with a cracked bone in his right wrist at Hockenheim. During qualifying, he walloped a kerb; his steering wheel recoiled and hit him back, though he was able to drive in a cast, after a course of pain-killing injections. The Mythos team is becoming more effective by the event - Giampiero Simoni qualified third at Hockenheim - and Sospiri has a realistic chance of taking the title. He presently lies fifth, just behind Beretta and Panis and 10 points shy of the co-leaders.

One man seriously concerned that his championship hopes are slipping away is Gil de Ferran. His brilliant victory at Silverstone apart, he has failed to register a point. Enna's appalling facilities left the usually loquacious Brazilian almost speechless, though he found a short, terse adjective to summarise his feelings about the place. He was equally lost for words the following weekend, when engine failure three laps from home cost him third place.

It was the culmination of an expensive weekend for Paul Stewart Racing. During the ridiculously short break between the two races, the team had worked flat out to repair team principal Paul Stewart's car, after the latter had a rear brake disc explode on him as he approached Enna's second chicane at around 170 mph. Damage, predictably, was substantial, but the Reynard was glistening once again when practice got under way at Hockenheim. A couple of hours later, it was back to square one, Paul crashing heavily at the first corner and returning to the paddock with an unraceable pile of bits.

PSR wasn't the only team whose endeavour went unrewarded. TWR had to build up a brand new car after seasonal debutant Jordi Gene wrote off the original in the accident that caused Enna to be red-flagged. Despite running with light wing damage, the Spaniard looked like registering a top six finish in Germany until he was rudely punted out of contention by Giuseppe Bugatti, with just four laps to go. Omegaland, meanwhile, went from despair (Yvan Muller's car wrecked in Sicily) to elation (Jérôme Policand finished third) and back again (neither car finished in Germany, and Policand's was badly damaged) during a sleepless five nights (team manager Roger

Orgee had to scout desperately around England to hire a chassis to replace Muller's Enna wreck, and drove it through the night to Germany on the back of a small, rented flat-bed trailer to make sure that Muller got a race).

Il Barone Rampante's veteran Jan Lammers chalked up his first points of the year at Enna, where Enrico Bertaglia did likewise for ACE, and Paolo delle Piane, in his fourth season of F3000, finally troubled the scorers at Hockenheim.

No question that both of these were slightly odd races, but the overall award for carbon-copy weirdness goes to Cobra Motorsport's recent recruit Andrea Gilardi. In Sicily, he'd



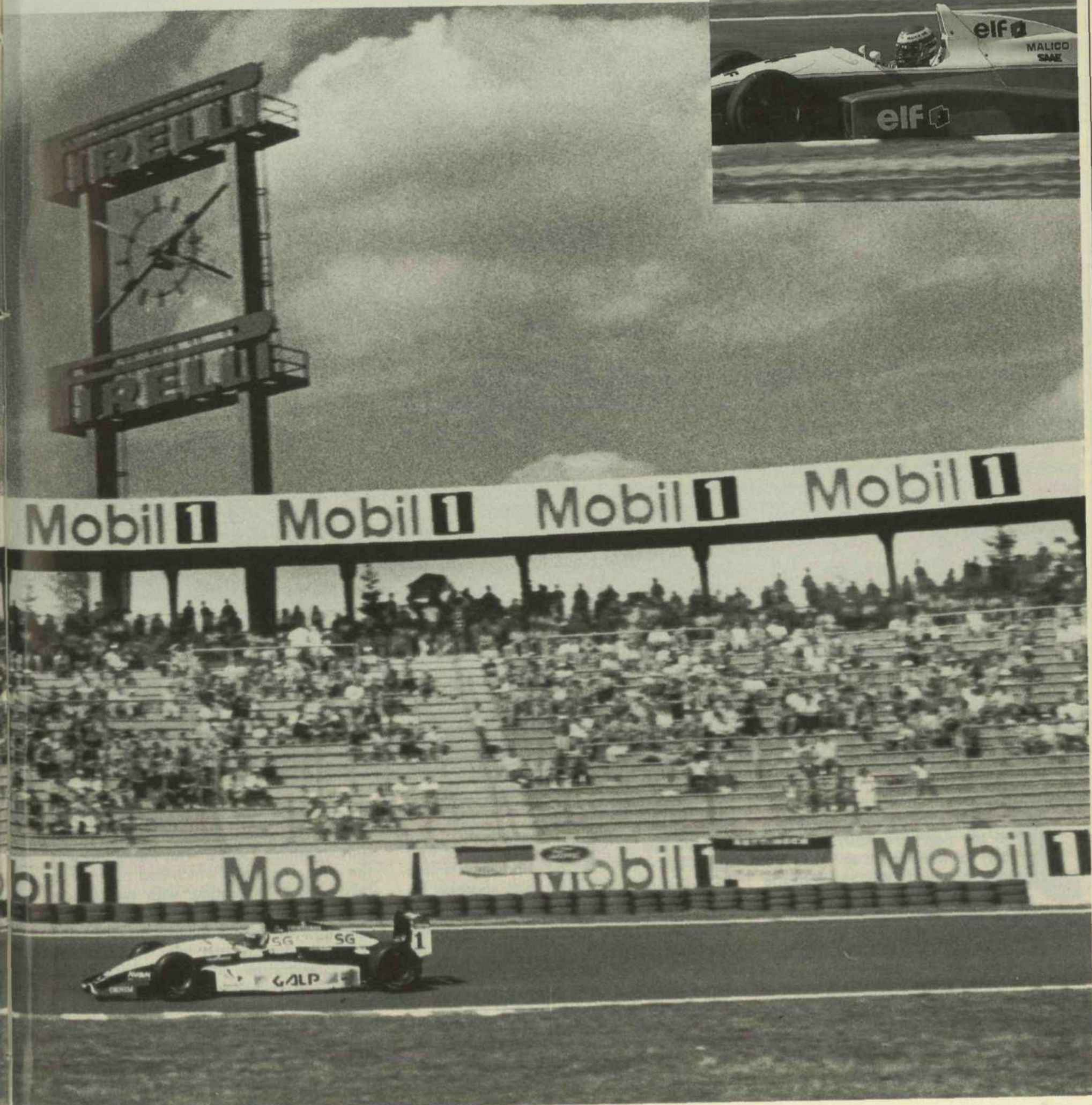
pitted for suspension repairs after hitting a kerb, but didn't actually lose any time as the red flag appeared simultaneously. Contending with a bent steering rack for the rest of the afternoon, he restarted and finished sixth.

At Hockenheim, he damaged his suspension in a second lap tangle which saw Frenchman Eric Angélvý somersault out of the race. Gilardi was thinking about pitting when the red flag appeared and allowed him the luxury, once again, of time-effective trackside repairs, even though he would have to make do, once again, with a twisted steering rack.

He finished sixth.

S A

Main shot: Pedro Lamy's fortuitous second place in Germany gave him a share of the series lead. Opposite page: Michael Bartels (bottom) needs a change of luck; Jordi Gene receives unwelcome assistance from Giuseppe Bugatti (far left); Vincenzo Sospiri - podium habituee. This page, right: Enrico Bertaglia recovered from this to score points in Sicily; Olivier Panis (below right) finally tasted victory at Hockenheim.



Clouds, and silver linings



Juha Kankkunen and Juha Piironen have never had good luck on the Argentina Rally. But this year, for Kankkunen at least, fortunes changed, for he won the event comfortably. For Piironen, unhappily, things were vastly different.

During the practice period, Kankkunen went to his co-driver's hotel room and was totally shocked to find him in a state of collapse. He was rushed to hospital where a brain haemorrhage was diagnosed and an emergency operation undertaken immediately, followed later by another. Happily 'Piironen', a dedicated professional but nevertheless one of the gentlemen comedians of

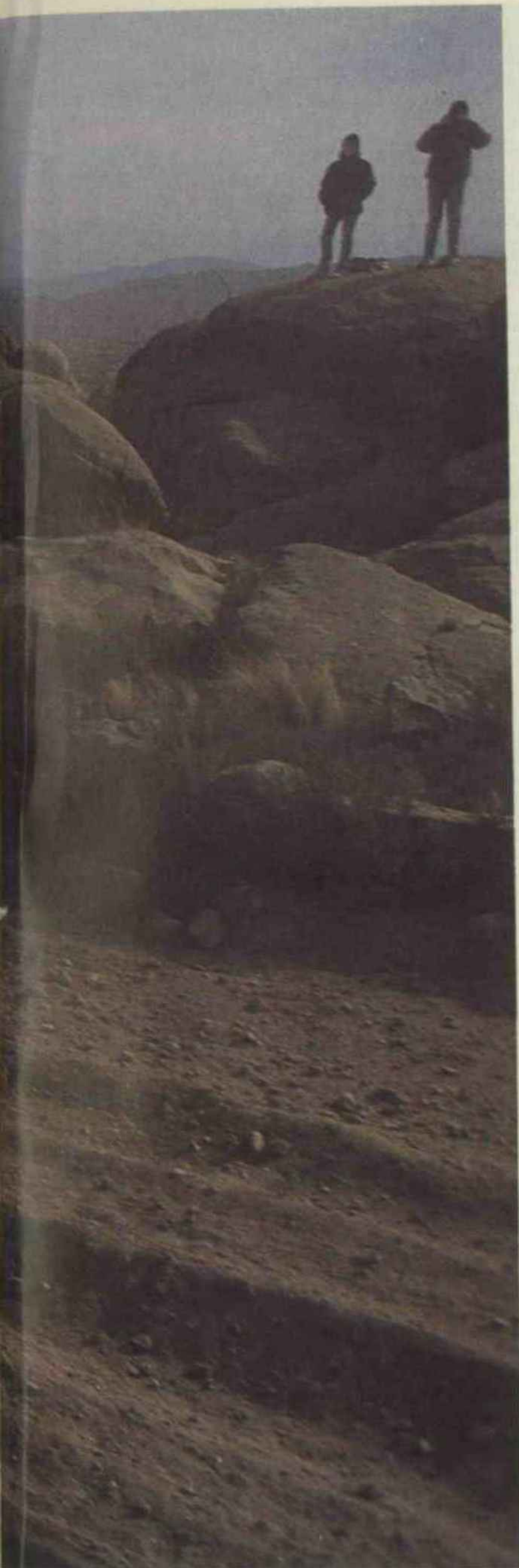
the sport, recovered and is now back in Finland continuing his recuperation.

A few rushed 'phone calls were made, with the result that Nicky Grist, who has a limited contract with Mitsubishi, was soon on his way from Heathrow to Argentina where, after a little time discussing the pace note system with Kankkunen, he continued the recce with the Finn and then partnered him on the rally, scoring his most significant victory to date. The hastily formed partnership seemed to work well, and it is quite possible that it may continue, subject to Grist's Mitsubishi contract and given that Piironen's rehabilitation may take some time.

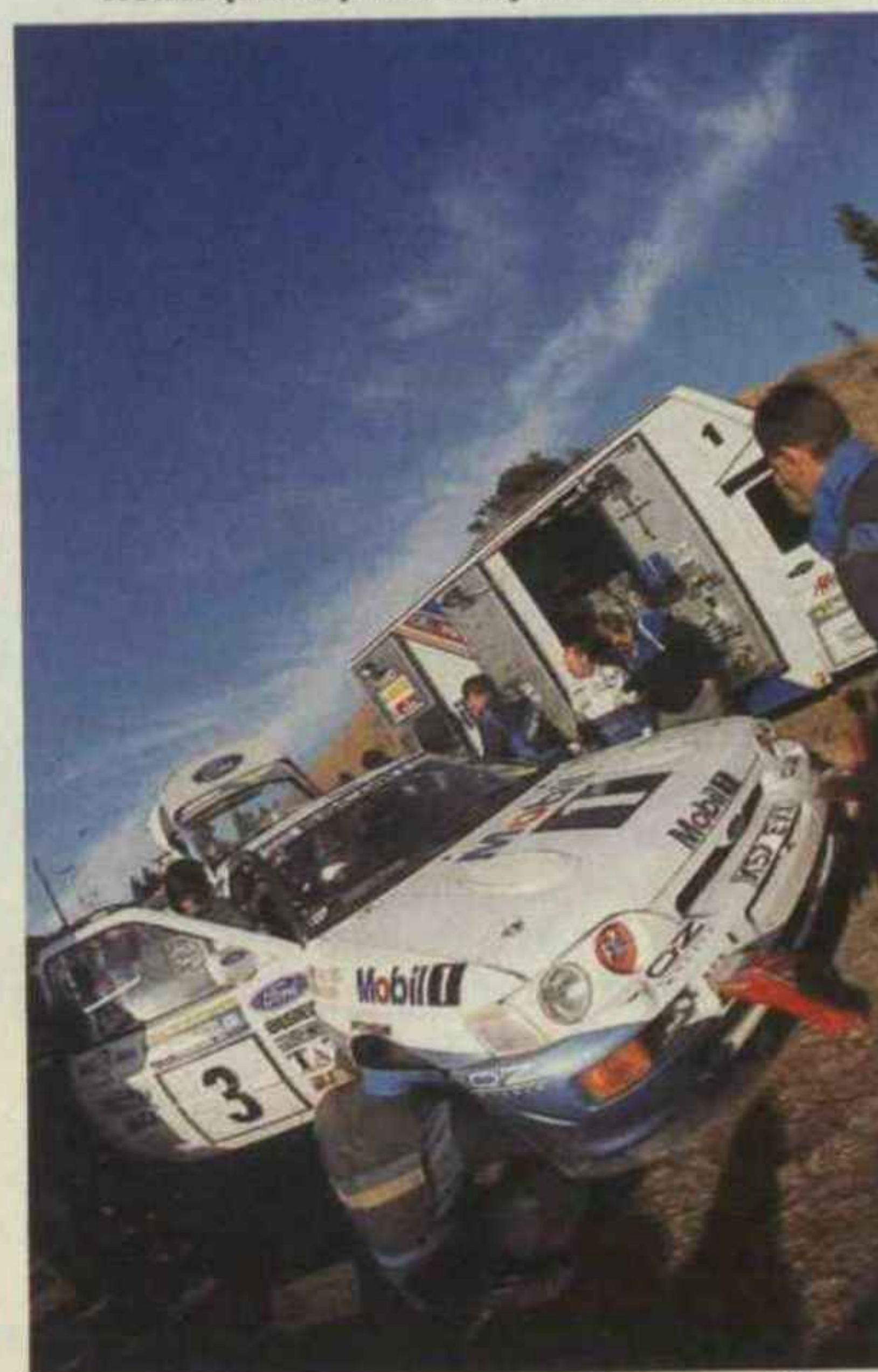
Toyota's presence in Argentina consisted

of two Celicas, one for Kankkunen and Grist and the other for last year's winners Didier Auriol/Bernard Occelli. The Jolly Club was the only other team which had planned to take cars to Argentina, with two Lancia Delta integrales for Carlos Sainz/Luis Moya and Gustavo Trelles/Jorge del Buono.

Commenting on the Jolly Club's run of mediocre fortune this year, we recently mentioned the cessation of development activities by Abarth, the departure of top mechanic Rino Buschiazzo for RAS in Belgium and the possibility that the team, an offshoot of the extensive Jolly Hotel chain, may be seeking a car other than the Lancia for next year. However, that likelihood



No chance of a repeat win for Didier Auriol (left), whose gearbox played up. Inset, Kankkunen shares the glory with last-minute stand-in Nicky Grist. Trelles (above) was lucky to retain fourth.



Running in Kankkunen's dust, Biasion had little hope of catching him, but added valuable points for Ford's Makes challenge. Fiat Ritmo is a staple GpA car locally; Jorge Bescham, below, finished 14th.



seems to have been scotched by the recent move to the Jolly Club of an engineer from Lamborghini, one who was having his first taste of rallying in Argentina.

Ford, making no secret of the fact that its sights are on the makes series, not the one for drivers, originally omitted Argentina from its 1993 programme. But even the best-laid plans can be changed, and Boreham eventually decided to send one Escort Cosworth for Massimo Biasion/Tiziano Siviero, a pair with much local experience under their belts, having won the rally no less than three times before. The team made its nomination to FISA – a ridiculous formality – only a matter of days

before the one month deadline.

Among the other entries were two Audi Coupé S2s for Rudolf Stohl and his son Manfred, with co-drivers Peter Diekmann and Kay Gerlach. Manfred has now been promoted from his older Audi, and he drove very well indeed in Argentina, even beating his father until the veteran rallying adventurer was reseeded to get him out of a slower runner's dust.

Mohammed Bin Sulayem and Ronan Morgan drove a Group N Escort Cosworth, whilst a Group A version was in the hands of Carlos Menem Jnr/Victor Zucchini. A similar Group A Escort was driven by Antonio Coutinho/Paulo Brandao from Portugal.

French girl Christine Driano was driving a Citroën AX Sport with Marie-Christine Lallument, but her progress could hardly be called spectacular. To comply with FISA's rules she had merely to finish the event to fulfil her World Ladies Championship obligations and drove so slowly in consequence that she created endless wrath behind her as faster drivers were unable to overtake through her dust. Indeed, she was driving so slowly that on one stage a disgruntled spectator lobbed a stone and smashed one of her windows.

The centre of Argentinian rallying is at Cordoba, where most of the best special stages are located and where most of the country's leading competitors live. However, last year the organisers signed a two-year contract to have the rally start again at Tucuman, and they were obliged to go back there this year. However, the start was merely a token. After a short (48 minutes) trip to a two and a half mile horse-track spectator stage on the Wednesday, the event stayed at Tucuman for a night stop and then headed south to the far more popular region around Cordoba, where the event was subsequently centred.

For Sainz, the opening stage at Tucuman was his undoing. In an event which he enjoys (Argentina is *mostly* Spanish-speaking, although Welsh is spoken in the Patagonia region to the south) and won in 1991, he recorded a respectable time on the opening stage but immediately succumbed to engine failure which might have been caused by an electronic fault, although we heard later that two pistons had been holed. In testing, Trelles' car also had its engine blow, and the Uruguayan driver had to start with a hastily installed spare.

Early on the Thursday, Auriol began experiencing severe difficulty with gear selection. The lever movement became stiffer and stiffer, and eventually he could only get second and fifth. A check revealed that the problem was inside, rather than outside, the gearbox and, in accordance with FISA rules, this could not be opened up until the end of the leg so he had to live with it for the whole day.

Auriol's consequent slow progress infuriated Biasion, who could not even get within striking distance of overtaking in the Frenchman's dust, although it must be said that dust is as much a feature of rallying as snow, ice, mud or rain. Bad visibility thus proved to be the major feature of the rally and one leading driver, who is also a pilot, said afterwards: "It was nearly all IFR out there." He was referring to Instrument Flight Rules, the procedure governing aircraft flight in cloud or other low visibility conditions.

Biasion had a misfire after a watersplash, then had a front shock absorber break. Menem lost his front spoiler in the same watersplash, but after one of his bodyguards called the police (he *is* the president's son) the missing part was brought to a later service point in a police van. Later, Menem lost a chunk of road time after a half-shaft replacement took far longer than it should have done.

Auriol's gear selection difficulties continued, and he was mightily relieved to get to Cordoba with a gearbox that had not packed up completely. He lost much time during the day, but was nevertheless in fourth place afterwards. Naturally, his gearbox was replaced that evening.

Biasion continued to complain of being held up by Auriol's dust, and the two were almost at loggerheads for a while. The Ford driver needed new front struts, even after one had been changed following a breakage.

In the Group N category, Recalde dropped back due to a detached turbocharger hose and a broken gear lever, leaving Bin Sulayem the clear leader, whilst Stohl the Younger was leading his father by some three minutes after the latter had been held up by the tourist-type driving of Driano.

On the second day, reseeding meant that Biasion was ahead of Auriol and free from his dust, but in the windless conditions which prevailed for much of the day the dust was really persistent and Biasion found himself hampered by Kankkunen's trail. However, it's no good complaining about the vagaries of nature because they are all part of the game. Having moved into the lead from the start, Kankkunen made use of his advantage and stayed there throughout.

Auriol's gear selection difficulty recurred, probably due to flotsam moving around in the oil runs, and later he needed a replacement clutch which cost him 2m 30s in road penalties. Biasion experienced some worrying overheating, especially on hard climbs, and later this was traced to a blocked intercooler jet which was replaced.

At the end of the day, Kankkunen led Biasion by 1m 13s, whilst Trelles followed another 6m 27s back. Auriol was a further 6m 54s behind and there seemed no chance that the Frenchman could repeat his 1992 victory.

In the morning, Rudi Stohl became noticeably faster than his son, no longer having to contend with Driano's dust, although it should be said that Manfred suffered a broken half-shaft, a malfunctioning engine electronic unit and a gearbox oil leak from a broken pipe.

The final day was in relatively flat country and the wind proved to be almost zero. Kankkunen therefore had the day to himself, knowing that no one could get near him in his dust. If he slowed, the others had to slow. That was the score. Siviero deliberately clocked Biasion into a control a minute late in order to increase their separation from Kankkunen to three minutes, but it did little good. The dust really hung in the air.

During the day, Auriol needed a new half-shaft oil seal, at its joint with the front differential, but as this would mean breaking FISA's official gearbox seal the team was reluctant to start the job. However, it was vital, so, after making sure that independent observers were present, they did the job and the FISA man said afterwards that he was quite happy with the work. But why seal the gearbox if it hampers other work? Strikes me that some rules need changing here, as in many other quarters.

More GpN points for Ford: Mohammed bin Sulayem raises a storm in his RS Cosworth.



Towards the end, Trelles all but lost his good result when a front suspension broke and he rolled. However, after much help by spectators, he finished the stage minus a front wheel, Del Buono sitting in the open boot to assist balance. He lost considerable time but held on to fourth. He might have dropped behind Menem, but he too finished a stage on three wheels, having broken a rear suspension arm. Later, there was consternation in the presidential camp when Menem's turbocharger blew after the final stage, but an army of mechanics descended on the car and it got to the finish ramp on time.

Towards the end of the rally there was a nasty moment which turned into one of amusement. A blown tyre led to the man-

agement car of Ford's motorsport director, team manager and doctor rolling, the former gashing his head. The Jolly Club doctor was soon on the spot and, when the Ford doctor declared his identity, the Lancia medic whispered to the Ford team manager, "Take no notice of him. He thinks he's the doctor, but he's banged his head. I'm the real doctor..."

Kankkunen's tactics at the finish characterised the whole rally. Spinning his Toyota near the finish ramp, he raised a dust cloud equal to any which had been seen during the event itself. Biasion still held the championship lead, with Kankkunen only three points behind and the series was wide open as teams prepared for New Zealand. **G P**

The 1994 calendar

A few months ago, FISA's rallies committee deliberated on the subject of qualifying events for the coming year's World Rally Championship. A list was drawn up which included just 10 events, Monte-Carlo, Portugal, Safari, Corsica, Acropolis, Argentina, New Zealand, 1000 Lakes, Sanremo and the RAC. The Swedish, Australian and Cataluña rallies had all, apparently, been dropped, at least for 1994.

Whether one agrees with that selection is one matter. Quite another is the fact that a choice was actually made early enough for teams, individual competitors and event organisers to make their plans, including the financially important job of forging links with

sponsors. Hitherto, with the exception of the selection for 1993, no list was finalised until the preceding October at the earliest, a procrastination which made things unnecessarily difficult for all concerned.

But the choice was by no means final and we now understand that, once again, October will be the earliest that we can expect a definitive list of 1994 qualifying rounds to be made public. It is still on the cards, of course, that a pool of events will be drawn up and a number of qualifiers selected from that pool each year, on a rota system. It has also been said that some selected events may become permanent fixtures and retain their annual places in the championship.

Argentina Rally - 14 - 17 July, 1993

Results

1. Juha Kankkunen (SF) / Nicky Grist (GB) Toyota Celica Turbo, Gp A 5h 32m 31s.
 2. Massimo Biasion (I) / Tiziano Siviero (I) Ford Escort RS Cosworth, Gp A ... 5h 34m 25s.
 3. Didier Auriol (F) / Bernard Occelli (F) Toyota Celica Turbo, Gp A 5h 49m 29s.
 4. Gustavo Trelles (U) / Jorge del Buono (RA) Lancia Delta HF Integrale, Gp A ... 6h 00m 36s.
 5. Carlos Menem (RA) / Victor Zucchini (RA) Ford Escort RS Cosworth, Gp A ... 6h 04m 05s.
 6. Mohammed bin Sulayem (UAE) / Ronan Morgan (EIR) ... Ford Escort RS Cosworth, Gp N ... 6h 09m 42s.
 7. Rudolf Stohl (A) / Peter Diekmann (D) Audi Coupé S2, Gp A 6h 21m 53s.
 8. Antonio Coutinho (P) / Paulo Brandao (P) Ford Escort RS Cosworth, Gp N ... 6h 30m 53s.
 9. Gabriel Raies (RA) / Jose-Maria Volta (RA) Renault 18 GTX, Gp A 6h 33m 01s.
 10. Jose Ceccheto (RA) / Justo Carrera (RA) Fiat Regata 2000, Gp A 6h 43m 37s.
- 86 starters; 30 finishers.

Scot of the Antipodes



Colin McRae has always promised to end Britain's barren run in the World Rally Championship. In New Zealand, he fulfilled it

There can be no denying that, throughout the year, the Subarus of Prodrive have displayed rally winning potential. They have been fast, stable and reliable, and have been in the hands of drivers who were eminently capable of success, the youthful Colin McRae as much a prospective victor as the far more experienced Ari Vatanen. At last, after several frustrating disappointments, a Subaru has

mounted the finishing ramp of a World Championship rally in first place.

Colin McRae scored his first – and richly deserved – World Championship victory and, although everyone has been quick to trot out statistical data such as this being the first British World Championship win since Roger Clark won the 1976 RAC Rally, it's worth pointing out that McRae has been nurtured for years by his national rally

championship-winning father Jimmy and that it was only a matter of time before the Scot, who was 25 years old the day the rally started, joined the ranks of world winners.

Throughout the event, the lead changed hands so many times that those keeping track of the situation by using lap chart-type graphs became really confused by the number of lines which crossed and recrossed. Detailing the myriad lead

changes would be pointless, but there were at least a dozen. What is more, the penalty differences between the leaders were tiny. After the 83 stage miles of the first leg, only 21 seconds divided the first five contenders, and there was no more than half a minute covering the top three by the end.

The annual rotation between North Island and South Island was abandoned years ago, and the rally is now based at Auckland. This time, the special stages were in groups centred to the west of Rotorua, towards Gisborne on the east coast and just up into the Northland Peninsula from Auckland. The route is therefore somewhat scattered and during the practice period most crews could only manage some four trips over each stage (at least double that figure is possible in the more concentrated 1000 Lakes Rally, for instance).

The stages were on dirt roads; some private, some public. Some were narrow and twisty; others wider and much faster. Tyre grip was adequate on some of them, but on others the leading few cars had a big disadvantage inasmuch as they had to contend with slide-provoking loose chippings on the surface, a coating which was cleared, at least on the important 'tramlines', for later cars. August is in New Zealand's winter but, although some snowflakes fell in places before the start, the rally was ice-free. But there was rain for some of the time, reducing grip but nevertheless lessening the disadvantage of the front runners.

Hard on the heels of Toyota's Argentinian victory, the team had two Celicas on hand, one for Didier Auriol/Bernard Occelli and the other for Juha Kankkunen/Nicky Grist, the pair who won in Argentina. This was Grist's second drive with Kankkunen since Juha Piironen was sidelined by a stroke in Argentina, but in Finland he will have to be with Armin Schwarz in the Mitsubishi team, so Kankkunen has been paired with Frenchman Denis Giraudet for the 1000 Lakes. It is good to record that, by the time this rally started, Piironen's progress was already such that he was being allowed home at weekends.

The Jolly Club, its Lamborghini connection still not yet matching the rapid development ability of Abarth, had Lancia Delta integrales for Carlos Sainz/Luis Moya and Gustavo Trelles/Jorge del Buono, whilst there was a Group N car driven by Jorge Recalde/Martin Christie. From Boreham came two Ford Escort Cosworths for regular drivers François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero. Outwardly, the two crews seem to get on very well, but many suspect that the Frenchman and the Italian are not really what one could call the best of pals.

Prodrive used the Subaru Legacy; the new Impreza is scheduled to make its debut on the 1000 Lakes, which will be taking place as this issue of MOTOR SPORT appears. Crews were Colin McRae/Derek Ringer, Ari Vatanen/Bruno Berglund and Peter 'Possum' Bourne/Rodger Freeth.

Mitsubishi Ralliart's Far Eastern arm had a Lancer for Australians Ross Dunkerton/Fred Goentas, whilst a Group N version was

driven by Japanese pair Yoshio Fujimoto/Hakaru Ichino.

Christine Driano followed her tactics of complying with the silly FISA rules that she has to 'finish' a certain number of World Championship rounds. She did just that, her Citroën AX Sport getting into 44th place among the 46 finishers.

Josef Haider, the Austrian who won the rally in an Opel Kadett in 1988, drove an Audi S2, whilst Italian Alessandro Fassina brought a Group N Ford Sierra Cosworth.

The first group of stages were comparatively short, although even on the first (1.3 miles) Dunkerton had trouble when his throttle jammed open. After Sainz, Auriol and Kankkunen had been jointly fastest there, McRae was ahead on the second, but the Scot wasn't really into his stride at this early stage.

Sainz, having to put up with much loose surface gravel, spent most of the first day changing from one suspension type and setting to another, whilst Recalde had his Group N hopes dashed when a pulley shaft sheared and his fan belt came off. The result was overheating which led to a blown cylinder head gasket, and one wonders what his dashboard indication might have been. The Group N lead was then taken up by Fujimoto, who held it all the way to the end.

Ford's team was reduced by half when Biasion went off the road and rolled down a bank on the fourth stage, whilst McRae swiped a bank and broke the windows on his co-driver's side. Just what he needed,

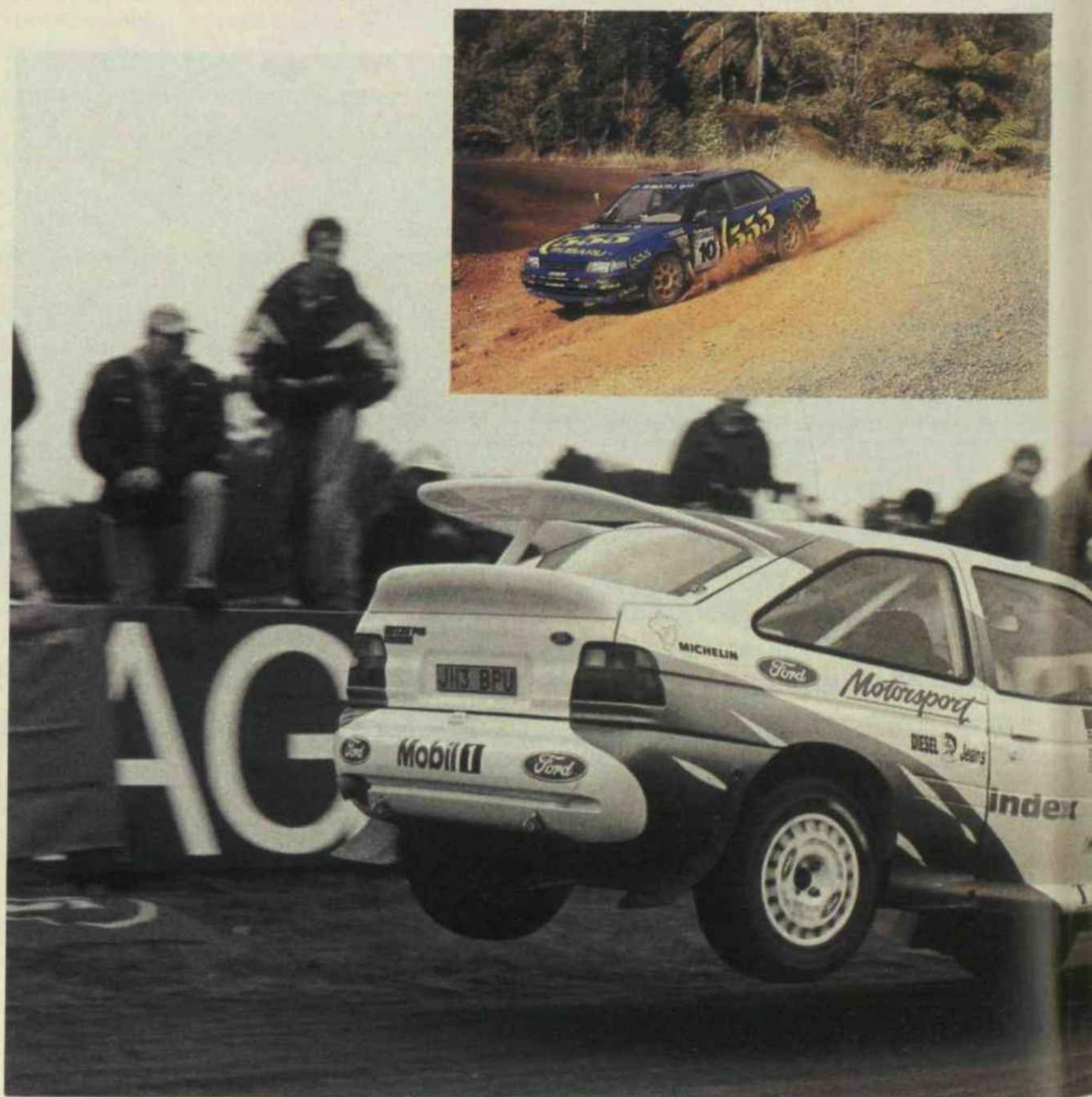
perhaps, for he has never really taken the bit into his teeth in the past until he's had his first mishap...

By this time, Vatanen was marginally in the lead, but on the fifth stage Delecour, on his first visit to New Zealand, inched ahead. Dunkerton stopped in a cloud of smoke when his engine blew, whilst Brian Stokes' Sierra Cosworth had a wheel bearing break up. He struggled to the end of the stage but was later declared beyond maximum lateness.

At dusk, Delecour led Auriol by a slender three seconds. Later, however, he deliberately took a 20 second road penalty by clocking in two minutes late at Rotorua. Had he not done so, he would have been first on the road the next day, and we understand that the decision to forfeit first place in this way was approved by the team, although perhaps Grataloup was not too keen on the idea.

Kankkunen did not have a good day, firstly spinning where there was no room to turn around and then having fan failure which caused overheating. Vatanen finished the day with a four-second lead over Sainz. Delecour followed, two seconds behind, with Auriol a further six adrift and McRae another nine. Rarely has such a long run of stages produced such a close result.

In the morning, ice was expected after the 6.45 am departure from the sulphurous atmosphere of Rotorua, a great town despite its smelly hot springs. But there was none, although the stages were nonetheless



slippery. Vatanen was best on the first, Delecour on the second, but on the slippery, twisty, 28-mile third the Finn stopped with a comprehensively broken front suspension after hitting an embedded, and concealed, stone. McRae immediately went into the lead, 15 seconds ahead of Auriol and 20 in front of Delecour.

The front runners played around with their marginal differences for the rest of the day, but after dark Delecour's 'cat's eyes' came into their own and he shortened the gap. Despite the stage distance, the margins were now even smaller, Auriol leading McRae by just two seconds and Delecour only another three behind. Kankkunen had experienced bad handling, put down to a malfunctioning rear differential which sometimes caused one wheel to lock.

On the Saturday, the route led back towards Auckland and, after the first stage of the day, McRae and Auriol shared the lead. One stage later, McRae had inched ahead by two seconds. The situation was very close indeed and tension was high, especially as Delecour was also in touch. All three were running at 100 per cent or more and even wondering who would be the first to go off the road!

There was momentary panic in the Subaru camp at one service point when McRae's engine was discovered to be awash with oil. But the fault was traced to a missing cam cover bolt and once this was replaced all was well again.

Back at Auckland, McRae was in the lead,

but by this time Delecour had got ahead of Auriol. The differences between them were 15 and 19s respectively. Sainz was 1m 1s behind Auriol, whilst Kankkunen was another 38s back.

On the final day, a trip through six stages just to the north of Auckland, McRae started in the lead position, but there had been slight rain and his disadvantageous 'road-sweeping' role had lost much of its significance.

Throughout the morning nails were being bitten, but there were no changes and the order among the leaders at the end of the

day was just as it had been the previous evening. On the last two stages the pace-setters were driving just to keep station. McAndrew rolled his Legacy but still held on to his ninth place, whilst Fujimoto kept his command of the Group N category.

It was a significant win for both McRae and Subaru, but just as important was the fact that an Escort had finished ahead of the Celicas, putting Ford and Toyota into a joint lead of the World Championship. Among the drivers, Kankkunen remained ahead by just a single point, Delecour leading the pursuit. **G P**

New Zealand Rally – 5 - 8 August, 1993

Results

1. Colin McRae (GB) / Derek Ringer (GB)	Subaru Legacy, Gp. A	6h 12m 31s.
2. François Delecour (F) / Daniel Grataloup (F)	Ford Escort Cosworth, Gp. A	6h 12m 58s.
3. Didier Auriol (F) / Bernard Occelli (F)	Toyota Celica, Gp. A	6h 13m 00s.
4. Carlos Sainz (E) / Luis Moya (E)	Lancia Delta Integrale, Gp. A	6h 14m 38s.
5. Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica, Gp. A	6h 15m 26s.
6. Peter Bourne (NZ) / Rodger Freeth (NZ)	Subaru Legacy, Gp. A	6h 20m 46s.
7. Gustavo Trelles (U) / Jorge del Buono (RA)	Lancia Delta Integrale, Gp. A	6h 23m 48s.
8. Neil Allport (NZ) / Jim Robb (NZ)	Mazda 323, Gp. A	6h 36m 58s.
9. Joe McAndrew (NZ) / Bob Haldane (NZ)	Subaru Legacy, Gp. A	6h 43m 29s.
10. Yoshio Fujimoto (J) / Hakaru Ichino (J)	Mitsubishi Lancer, Gp. N	6h 43m 58s.

1993 World Rally Championship Situation (after 8 of 13 rounds)

Drivers

Juha Kankkunen (SF)	71 pts.
François Delecour (F)	70 pts.
Massimo Biasion (I)	66 pts.
Didier Auriol (F)	59 pts.
Colin McRae (GB)	44 pts.
Carlos Sainz (E)	25 pts.

Markku Alén (SF)	25 pts.
Andrea Aghini (I)	22 pts.
Mats Jonsson (S)	20 pts.
Kenneth Eriksson (S)	18 pts.
Armin Schwarz (D)	18 pts.
(51 drivers have scored points)	

Makes

Toyota	111 pts.
Ford	111 pts.
Lancia	67 pts.
Subaru	56 pts.
Mitsubishi	47 pts.
(Above on the FISA scale)	

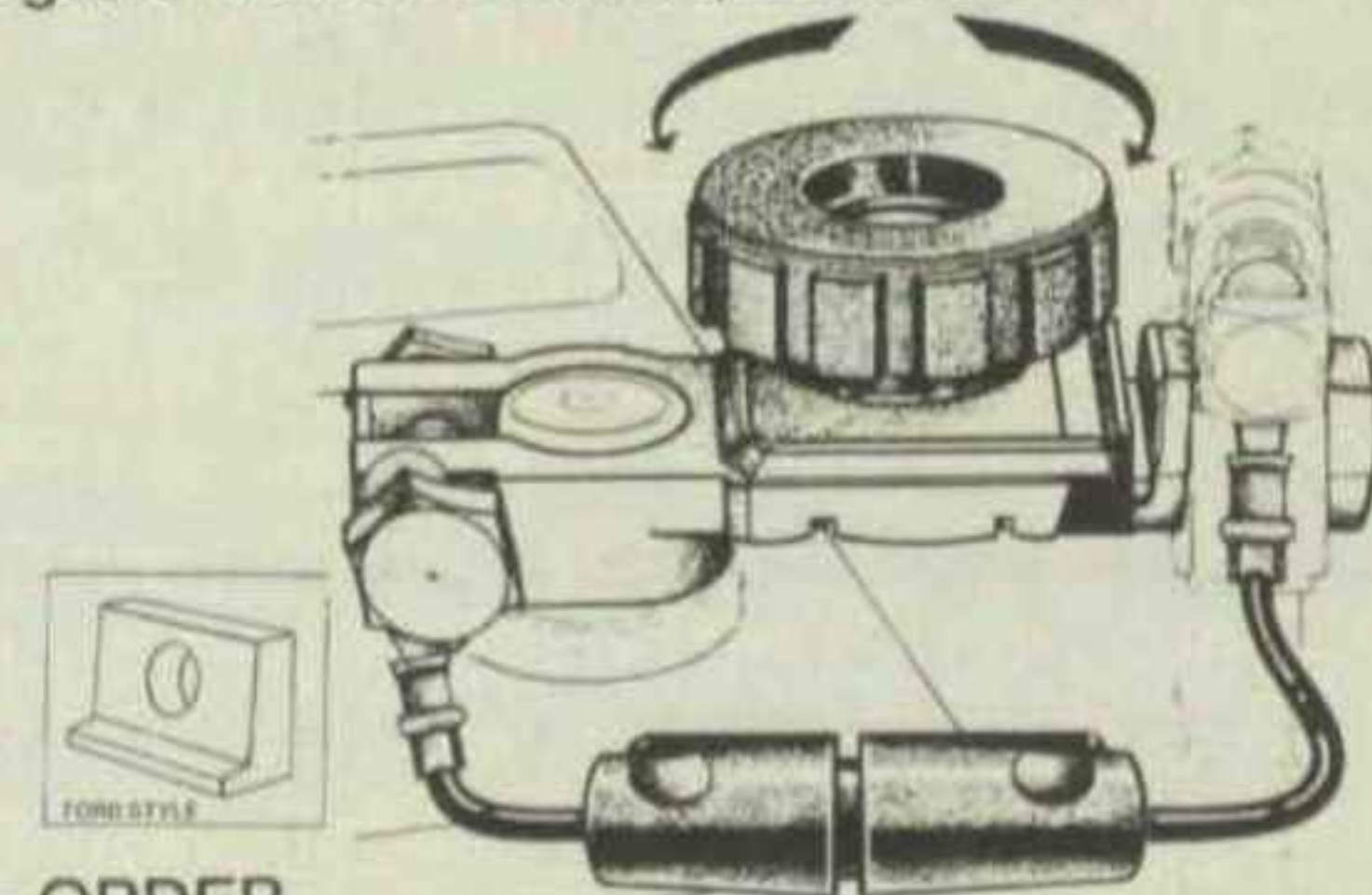


In the heat of the battle throughout, François Delecour (left) had to settle for second. 'Possum' Bourne (above left) was best of the locals, in sixth place. Above, although he lost ground to Delecour, Juha Kankkunen's fifth place kept him in the series lead by a point.

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Market force

Nigel Mansell's thrilling IndyCar victory in New Hampshire was witnessed by only a sprinkling of spectators. NASCAR, it seems, has a better understanding of the entertainment-conscious US public...



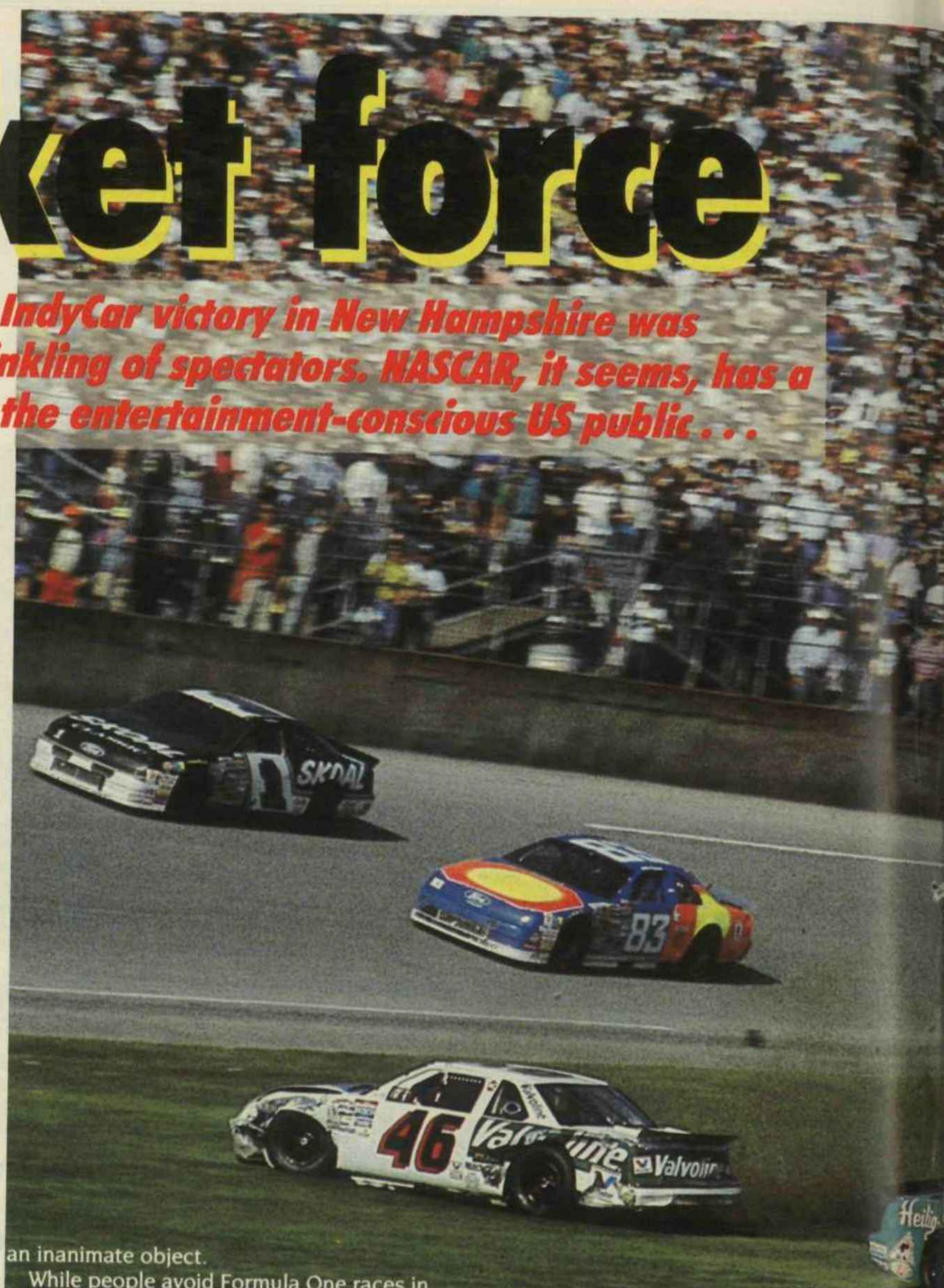
Anyone who doubts the incredible depth and popularity of NASCAR's Winston Cup series might ask themselves the following question: how would Formula One be affected if two of its leading young drivers were to be killed in airplane crashes? Similarly, what would be the impact of a similar loss on IndyCar racing?

Pretty devastating, not only in the Here and Now but in the future. Such bright stars would be missed for years to come, not only by their fans but by a sport which had invested untold amounts of time and energy in promoting them.

Of course, NASCAR is presently reeling from the untimely deaths of Alan Kulwicki and Davey Allison, but quite apart from the tragedies visited upon their families, is there much doubt the Winston Cup Series will continue largely unaffected by the events of April 1 and July 12? Unlike Formula One, which has only had eight winning drivers since 1990, and unlike IndyCar racing which – until the emergence of Paul Tracy and Robby Gordon – considered Al Unser Jr and Michael Andretti to be its young lions, NASCAR has more current and future stars than you can count on both hands.

Established stars? Dale Earnhardt, Bill Elliott, Rusty Wallace, Darrell Waltrip, Harry Gant, Geoff Bodine, Kyle Petty... Emerging stars? Mark Martin, Ernie Irvan, Dale Jarrett, Jeff Gordon... Winners since 1990? Earnhardt, Elliott, Wallace, Waltrip, Gant, Geoff and Brett Bodine, Petty, Martin, Irvan, Jarrett, Ricky Rudd, Morgan Shepherd, Ken Schrader and Derrike Cope in addition to Allison and Kulwicki.

Walk into any store in America and mention one of the preceding stock car pilots and you'll draw a response, positive or otherwise. Walk into the same store and mention Fittipaldi, Prost, Senna or Mansell and, I dare say, you risk being mistaken for



an inanimate object.

While people avoid Formula One races in record numbers these days, driven away either by the costs, the lack of competition or the shrinking amount of time the cars and drivers are actually in sight; while the IndyCar set glanced uncomfortably at the yawning gaps in the grandstands at New Hampshire International Raceway, NASCAR packs in fans from Sears Point and Watkins Glen to Daytona and Talladega. When tickets went on sale for next year's Brickyard 400, the Indianapolis Motor Speedway switchboard was sent into immediate gridlock with the local 'phone company reporting an estimated 40,000 calls in a single day. Indeed, it is a sign of the times that most observers simply assumed that the disappointing crowd at CART's recent New England 200 came about because (a) it was scheduled in conflict with the NASCAR race at Watkins Glen 200 miles to the west or (b) racing fans on a limited budget had already spent their money on the Slick 50 Winston Cup race at NHIS in early July.

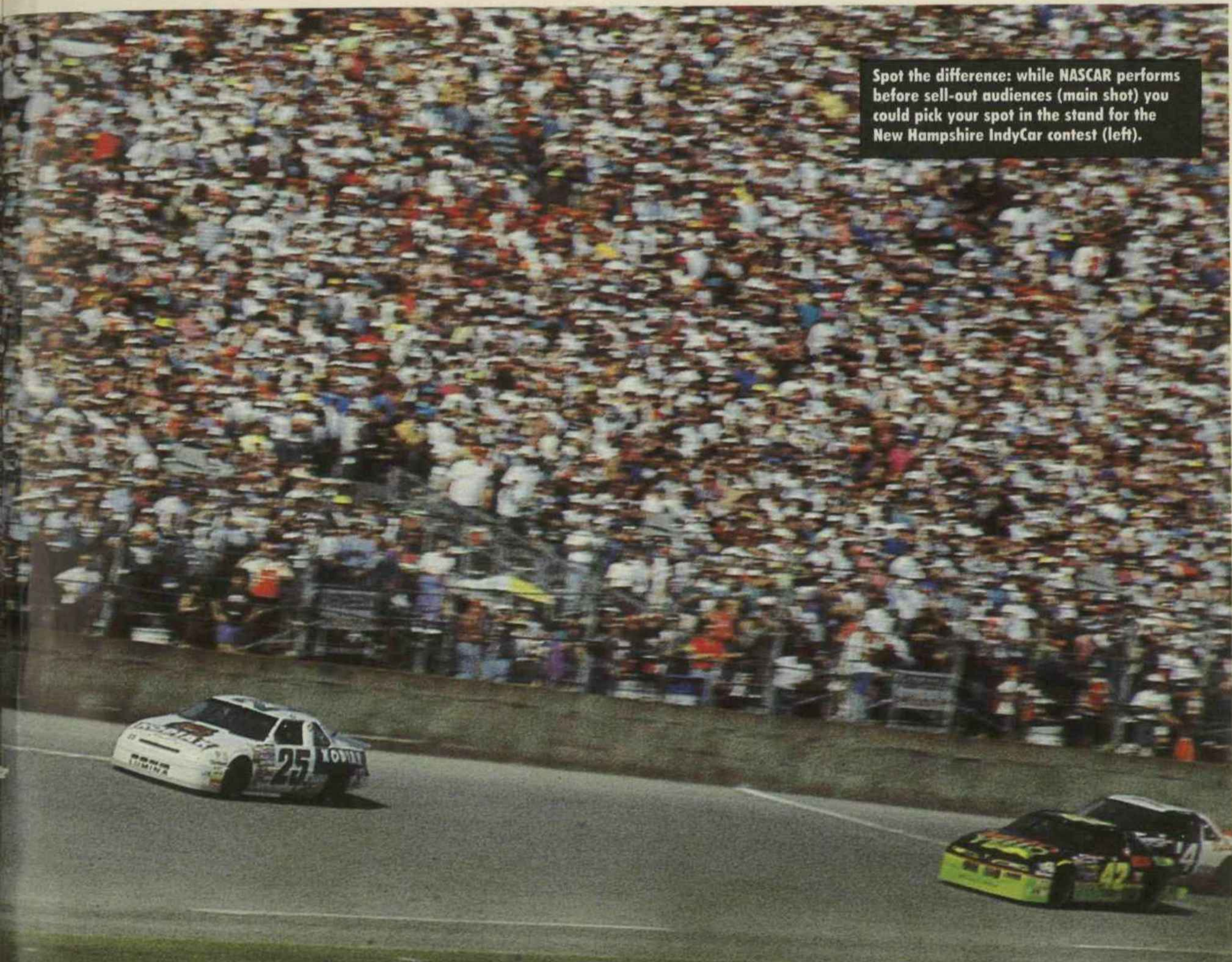
It's a shame they couldn't have been at

NHIS for the (unsponsored) New England 200, as it was unquestionably among the most electrifying IndyCar races in years with Mansell, Tracy and Fittipaldi swooping in and out of traffic – rather like the duel between Emerson and Nigel at Cleveland, except that this one lasted for nearly 100 laps, and had another dimension in the form of a third player, namely Mr Tracy.

"I've been in some races in the past," Mansell enthused at New Hampshire, "wheel-to-wheel at 200 mph with Ayrton Senna, and I'll tell you it doesn't even come close to what we've done today. What you have out there is traffic and racing through traffic. And you have to have discipline, whether you're running in the top six or the last six. This is pure racing right here. You can race in a different way on ovals which you can't do on road courses. You can take different lines, go side-by-side... It's the most thoroughbred racing I've ever done in my life."

Sutton Photographic/Nigel Kinrade

Spot the difference: while NASCAR performs before sell-out audiences (main shot) you could pick your spot in the stand for the New Hampshire IndyCar contest (left).



Unfortunately, a lot of people gave up on IndyCar racing in the 1980s, thanks to CART's misguided focus on the upscale market and the fair weather crowds at street races, its lack of a grassroots supporting network to develop and funnel new talent and fans into the sport, small starting fields and the widely publicised manipulation of competition through the distribution of the all-conquering Chevrolet engines. What's more IndyCar racing's inept marketing and public relations effort was up against a NASCAR machine so superior in every way that, by comparison, Operation Desert Storm was a toss-up.

For all its detractors, there's nothing like IndyCar racing at its best. It combines the sophistication of Formula One with the entertainment of NASCAR. But that has been its problem of late, as well. Neither as

sophisticated as F1 nor as routinely entertaining as Winston Cup, IndyCar racing has been unable to establish a devoted fan base.

It's also damned hard work following an IndyCar race at a place like New Hampshire or Phoenix. Even with a lap chart and a stop watch, once 40 or 50 laps are in the books I'm off to the nearest scoring monitor at the first sign of a yellow flag to double-check on the running order below sixth or seventh place. I can't imagine how confusing it must be to a well lubricated fan in the stands who only has a scoreboard showing the top three and a hopelessly confused track announcer to help monitor the progress of the race.

But again, NASCAR has CART beat on that score, what with portable head sets – tuned to the efficient Winston Cup radio network – on sale at every track, rather more frequent caution periods that keep more cars on the lead lap and restart procedures that essentially line everyone up by running order.

Behind the grandstands every driver and team worth mentioning has a burgeoning tee-shirt and paraphernalia business going from its travelling merchandise trailers. Not just a fine source of revenue for the teams and drivers, the merchandise underscores fan loyalty and promotes overall awareness of NASCAR racing every time a fan walks

down Main Street in his Dale "The Intimidator" Earnhardt or "Million Dollar Bill (Elliott) from Dawsonville" tee-shirt.

CART has made some headway in addressing its problems in the last few years thanks, in part, to chairman Bill Stokkan's awareness of the need for a better marketing effort, the presence of Ford, rule stability and the first steps towards a reconciliation with the United States Auto Club (USAC) and the Indianapolis Motor Speedway. But although the Firestone Indy Lights (né ARS) is much improved in 1993 and is now getting some of the organisation support it deserves from CART, it is but a grain of sand on a vast beach compared to the well established network of junior NASCAR series and short tracks throughout the United States. And until CART, USAC and, to a lesser extent, the Sports Car Club of America, reach some sort of agreement on how to promote the almost equally vast pool of talent to fans following the various open wheel classes – from USAC's promising FF2000 series to midgets, sprint and champ dirt cars to SCCA's Toyota Atlantic series – there is no reason to believe that the premier open wheel racing series in the United States will begin to approach its stock car counterpart in popularity.

D P

Heavy browsing



\$85 for a postcard? Madness? Possibly, but sometimes you just have to let your heart rule your head

"Hey, this is the Samson VI6!" "Did you know that Troy Ruttman and Jim Rathmann are due here tomorrow to sign autographs!"

There is a special atmosphere at the Annual Indianapolis Auto Racing Memorabilia Expo Swapmeet that regularly supports the Indianapolis 500. It is located downtown, at the Indiana Convention Center, next to the Hoosier Dome, and it just gets bigger every year. If you are into motor racing memorabilia, this is the place to go. If you ever want to recapture those childhood feelings of almost uncontrollable excitement that prefaced delving into your Christmas stocking, you owe it to yourself to visit.

Here, you can rub shoulders with hundreds of other rabid collectors, browsing stall after stall packed with books, magazines, photographs, paintings, models – even the old Riverside series LP records. Two years ago I picked up Griff Borgeson's Bonneville album for a song.

The meet is a haven, where you can find bargains, or can pay the earth, depending upon the rarity value of your purchase. During our visit a friend was happily separated from £100 for a framed photograph of Bob Sweikert, because it had the Indy great's autograph. One time I was buying heaps of historic Indianapolis 500 photographs from Jack MacKenzie for \$3 a time,



yet paid \$85 for a postcard showing Lee Bible driving the White Triplex at Daytona Beach back in 1929.

Crazy? Perhaps. But when I was 10 we went on holiday in Wales and I clutched 12s 6d pocket money. One day I came across a box of *Road & Tracks* and *Car & Drivers* in a market, for 10 shillings. I wanted to buy them, promising to survive a fortnight on 2/6d, but was parentally overruled. I can still recall the Costin Maserati on the front cover of one, and I've always regretted not starving for my cause. If I'd passed on the only action photograph of Bible's ill-fated attempt on the Land Speed Record, I would never have forgiven myself.

The meet is now in its 15th year and for the last 13 has been run by collector Ken Breslauer, the director of public relations and historian at Sebring Raceway. This year he had 9000sq.ft; next year, such is

demand, that will expand to 15,000.

He also runs two shows at Daytona Beach, one the day before NASCAR's 500, the other at the 24 Hour sportscar race. He's talking about staging one a little nearer home in Sebring. "Each has a totally different audience, you know," he stresses. "We get the sportscar fans at the 24 Hours, and the NASCAR fans at the 500. We stage the shows specially to cater for each type of taste.

"Here at Indy the show just expands each year. We have a waiting list of exhibitors, and that increases steadily each year. Hence the expansion we plan for 1994."

Breslauer sells goods, too, specialising himself in Indianapolis, the Sebring 12 Hours (upon which he has compiled a history) and the Daytona 500. The Indy show needs six months of organisation, and he promotes it heavily two months before the 500, even though he is a one-man operation. "We've done airplane advertising, press releases and all that," he says, "but word of mouth is still every bit as effective."

In 1993 there were 123 tables, with 90 exhibitors in total. And he controls it rigorously. What he wants are people such as Tom Saal, Doak Ewing's Rare Sports Films (which has 500 footage dating back to the 1930s) and MacKenzie, who sell historic memorabilia. "What we want is more of the



Within the fabulous Hall of Fame at Indy lurk jewels (clockwise from top left) such as Ray Harroun's Marmon Wasp, winner of the first 500 in 1911; Foyt's glorious '64 Watson roadster (the last front-engined winner); Vukovich's '53-winning Kurtis; a tribute to mechanical artist Harry Miller; that rare beast, a car in which Mario Andretti won the great race (his '69 back-up Hawk); and Parnelli Jones' so near yet so far STP Paxton turbocar which came within a \$5 ball race of winning the 1967 event.

These and many other beautiful machines add further dimension and status to the legendary Speedway.



old stuff," says Breslauer, "not too much of the new. The Indy people are absolute fanatics."

Mackenzie, who sells photographs, books, chunks of Indianapolis brick - even facsimile rubber drivers' ears, if you can believe it -

was formerly the official custodian of the Borg-Warner trophy, the man whose hands secured it until it was presented to the winning driver, in the span from Ruttman's success in 1952 to Gordon Johncock's minute victory over Rick Mears in 1982.

If you are tempted to go, write to Breslauer at Auto Racing Memories, PO Box 12226, St Petersburg, Florida, FL33733, USA for the finite details, and tell him where you heard about the show. But be warned: no matter how much you budget, it won't be enough!

D J T



Lean on me

The British Touring Car Championship's rough and tumble season continues. The thorny question of driving standards has risen again. Where does one draw the line?



Too close for comfort 1 & 2: the works Toyota (top) and Messrs Needell and Menu (below) engage in bodily contact at Silverstone.

The cognoscenti are beginning to grumble. So are some of the drivers. "If it carries on like this something is going to have to be done about it," explained one of BTCC's newest recruits after the support race at the British Grand Prix. However, according to some observers and track rivals, the speaker gave as good as he got. "Stock cars" mutter the cognoscenti (and a returning Andy Rouse), a phrase guaranteed to make every BTCC pilot bristle with indignation.

Britain's premier racing series has a problem. Its success has undoubtedly brought the sport new fans, who greedily soak up the panel-bending, paint-swapping antics of their heroes. But has it gone too far? There is very little give and take in the BTCC at the moment, even between teammates; witness the Silverstone antics of Vauxhall's John Cleland and Jeff Allam, and, more spectacularly, the Toyota Carinas of Will Hoy and Julian Bailey. Yet the race provided thrill-a-minute action as the colourful train bobbed, weaved, bumped and bored its way around the track. It was impossible not to be swept along by the

excitement, and it was only as I sat in the traffic leaving the circuit that any reflection was possible. Were there too many incidents? Hoy and Bailey, Cleland and Allam, Alain Menu and Tiff Needell, Needell and Tim Harvey, Harvey and Alex Portman. Is there a problem? What can be done about it?

Exciting, wasn't it?

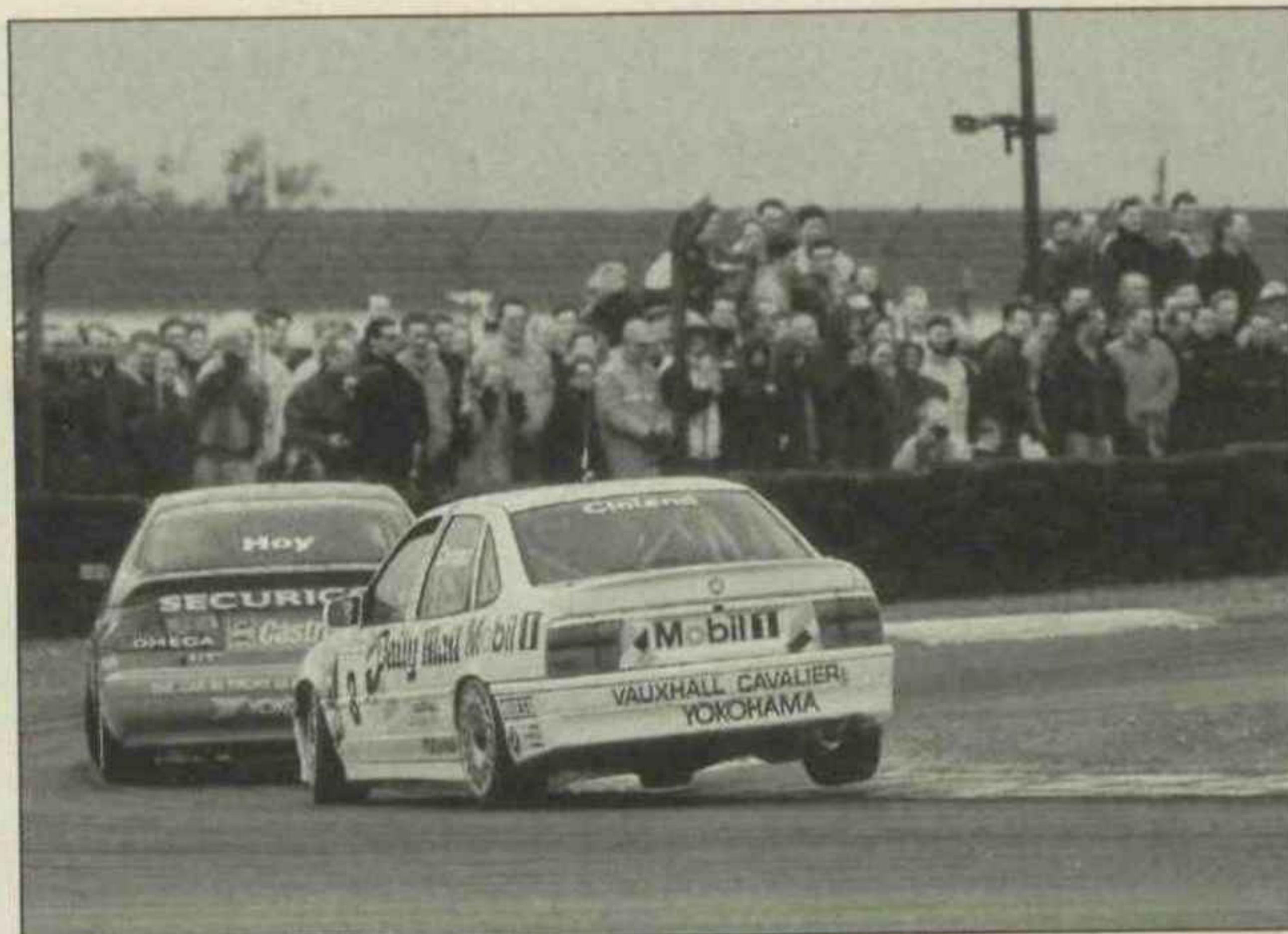
Howsoever this issue is tackled by the organisers, be it by fines, stop-n-go penalties, a licence points system, or sin bin, the only people who can truly deal with it are the drivers. For it is they who make the split second decisions, it is they who decide if they are being held up unfairly. However, although they have the best view of the incidents in question, they make for bad witnesses. It's not that they lie, it's just that they think they are in the right, indubitably. The number of drivers who have owned up to an accident-causing mistake this season can be counted on one hand. But if you were of the kind who admitted to fault all the time, you wouldn't have wanted to be a racing driver. If you are not prepared to stand your corner in the BTCC you will be eaten alive, swamped. If you pass Cleland during a race you just know that he will be coming right back at you.

The drivers know what's going on: "You can race with him", "he never looks in his mirrors", "he can't set a car up to save his life". The pressures are high, the cars are equally matched, overtaking *is* difficult, but to see a driver's face after a closely fought, but fair, dice clarifies that it is this which still gives them the buzz, not the crash 'em, smash 'em antics. Indeed, to concentrate on the incidents detracts from the classic doorhandling battles that have brought the crowds flocking in. The Hoy/Cleland dice at Donington was sensational. Steve Soper went to such lengths to avoid running into Kieth O'dor's winning Nissan Primera, at Silverstone, that he eventually wore through a Yokohama canvas because of his wheel-locking moments and retired because of it. At Knockhill Cleland and Bailey sat it out into the braking area of a very tricky corner at this narrow track and yet emerged unscathed, each complimenting the other on his behaviour.

This is what it needs. More trust – something sadly lacking in the higher echelons of Formula One. If Ayrton Senna draws alongside and you give him the inch he requires you are not thanked, rather you are marked down in his book as a mug, somebody who can be bullied. Alain Prost fights by the old rules; if another driver is able to get alongside and claim the corner you give him room, confident in the knowledge that if the positions were reversed he would do the same for you. The likes of Senna broke this chain, he being a true talent rather than one of the inept or bloody-minded who cause ire to be raised momentarily by wandering into people's paths or refusing to give way; it needed one of the greats truly to bring this house of cards tumbling down. It reminds me of the Monty Python block of flats that existed only in its occupants' minds – all was fine until somebody questioned it . . .

In stark contrast to Formula One, the

Showing how a good scrap should be — Hoy and Cleland kept the crowd — and themselves — royally entertained at Donington.



Too close for comfort 3: Paul Radisich squeezes past Jeff Allam at Knockhill. The Vauxhall driver was not best impressed.



atmosphere in the BTCC is relaxed. It's a serious business, but the drivers are approachable. Generally, they are satisfied with their lot for this is as far as they want to go. They have reached their goal. They are not a bunch of up-and-comers with chips on their shoulders. Consequently, an atmo-

"If you are not prepared to stand your corner in the BTCC you will be eaten alive, swamped"

sphere of trust should be easier to build up. However, one problem may be the increasing number of single-seater men turning to touring cars for employment. In their previous arena it was black and white; the slightest contact was too much. This is a much greyer area for the saloons, and

door-to-door contact is not to be confused with a hearty shove in the rear quarter. It's obvious really, but once you start to analyse it the problem appears to intensify. Leave it to the drivers. A good pilot is a good pilot. Bailey's mistake at Silverstone could be put down to inexperience; for a split second he was back in a F1 car, complete with its mind-bending brakes. Yet two weeks later he scored his first touring car win thanks to a commanding performance in Scotland.

So how should this "problem" be policed? To be fair, the drivers have mooted the idea of establishing a clear set of rules for overtaking, which should be in place by the time you read this. But when the flag drops . . . At the end of the day, a *perceived* gap is still a gap.

Attitudes may change overnight if the manufacturers tire of seeing their cars circulate with panel damage. You don't bite the hand that feeds you. How does a luxury car maker such as BMW view one of its cars trailing a bumper around the track? But then how does it view its status symbol being beaten by Vauxhall's ultimate rep-mobile? The championship has almost reached the stage whereby a manufacturer cannot afford *not* to be in it.

Hypothesis, hypothesis. Ten deep all around Oulton Park, 25,000 at Snetterton. There can't be much wrong with it. Enjoy it. Exciting, isn't it? **P T F**

Standing room only

Getting a drive in Formula One is becoming harder by the year. In 1993, it's probably been tougher than ever. The recession hasn't just caught up with those teams fighting to keep up with the ever-spiralling cost of taking part, it's already overtaken several: in the recent past, we've lost AGS, March, Fondmetal, Modena-Lamborghini and Brabham. Combine this with the increased longevity of modern F1 drivers' careers, and the result is fewer and fewer cars spread between an ever-increasing number of aspirants. It has become clear that Formula One, at its entry level, is no longer governed by a system of meritocracy. Access to the kind of budget that will keep a struggling team afloat is a more vital component in one's CV than a string of championship victories in F3 or F3000.

The list of worthy drivers sitting on the sidelines would make a competitive Grand Prix field in itself: Gabriele Tarquini, Emanuele Naspetti, Roberto Moreno, Mauricio Gugelmin, Eric Bernard, Gianni Morbidelli, Andrea Montermini, Nicola Larini, Bertrand Gachot, Eric van de Poele, Bernd Schneider, Allan McNish, Fabrizio Barbazza, Marco Apicella . . . all have proved that they've got what it takes to compete in top-level single-seater racing. You can add the likes of Mika Hakkinen, gainfully 'unemployed' as McLaren's test driver since Ayrton Senna decided against taking a sabbatical, and recent F1 reject, the enigmatic Ivan Capelli, to the list, not to mention the fact that at least a dozen of the drivers contesting this year's European F3000 Championship, widely recognised as the final stepping-stone in the career of an aspiring Grand Prix driver, have serious F1 potential. And you can bet that there won't be any more than a fistful of F1 drives available come November.

We recently discussed the situation facing drivers trapped in that awkward, deep gulley which now exists between F3000 and Formula One with a man to whom it is all too familiar: Jean-Marc Gounon.

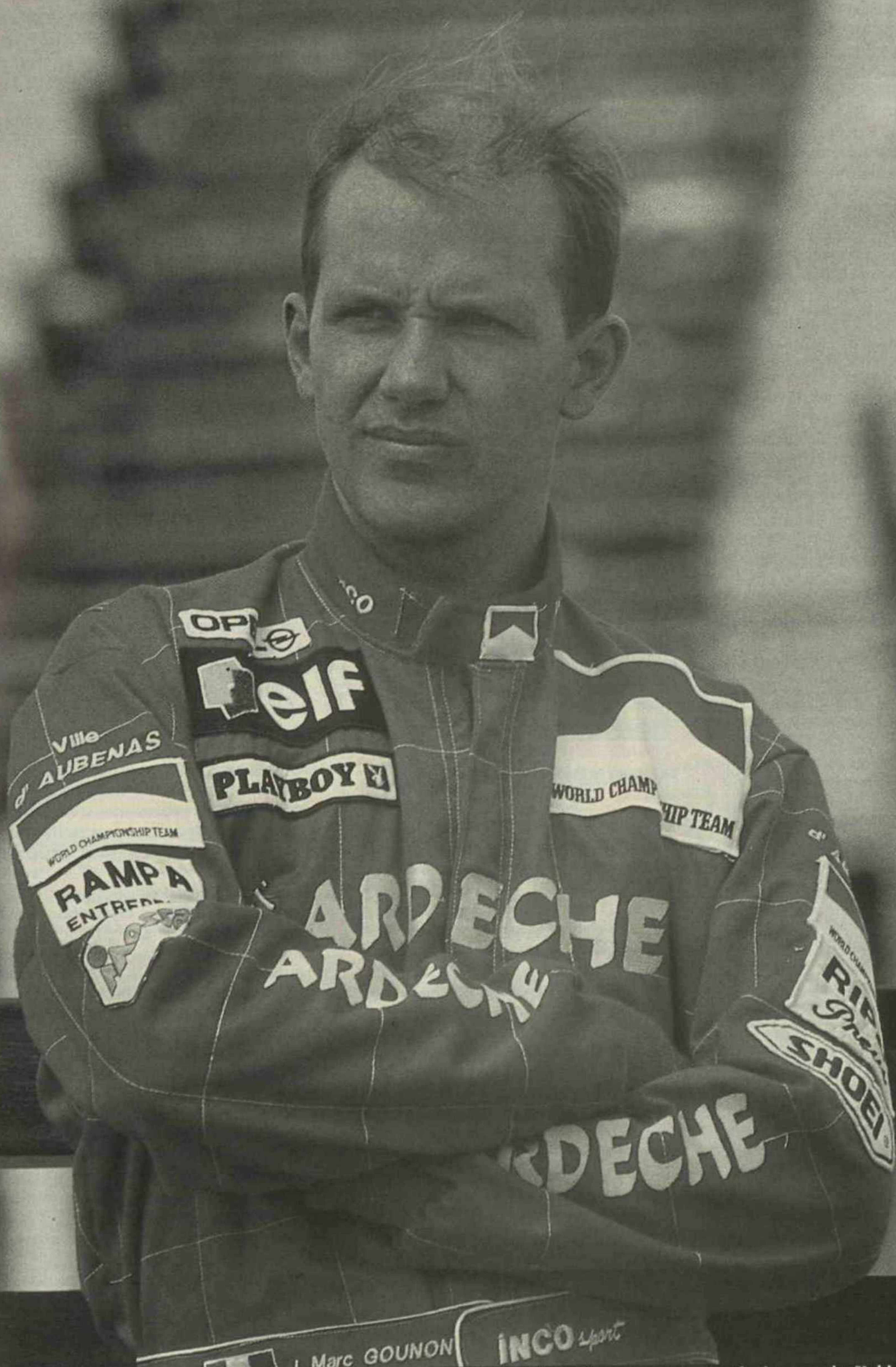
French F3 champion in 1989, Gounon spent three seasons in F3000. By the time he crossed the line to win the final round of the 1992 championship, he had earned himself a solid reputation as one of the best up-and-coming racers in the business. Age might not have been on his side – he turned 30 on January 1 this year – but Formula 3000 team managers were queuing up to see if he'd be interested in staying for a fourth season.

He wasn't.

After setting some impressive test times first time out in a F1 car, he was one of those



Have overalls, will travel: Jean-Marc Gounon (main picture, LAT Photographic) won his last single-seater race



... back in 1992. Despite encouraging tests with Larrousse (inset, Sutton Photographic) and access to government funds, no regular F1 drive has been forthcoming.

considered for the second Larrousse seat, alongside Erik Comas, but Philippe Alliot got the nod. Jean-Marc was subsequently nominated as one of March's two drivers for the year, but that was a false dawn. He turned up at Kyalami and Interlagos but the financially-straitened team's cars didn't, and its F1 entries were subsequently withdrawn.

The fact that so many leading F3000 teams tried to woo the Frenchman last winter proved that the latest teenage Brazilian hotshoe is no longer necessarily a credibility ticket.

Gounon never had any intention, however, of spending more time in F1's ante-chamber. "It would have served no purpose," he says. "If I'd won races, it would have been expected of me. People would have said 'So what?' If I hadn't won, I'd have been regarded as a failure. It would have been a no-win situation. I think I've proved my point in F3000, winning races in cars that were regarded as difficult. I couldn't have gained any benefit by doing another season."

His reputation has been founded on unflinching spirit. He had a patchy start to his F3000 career, but by the end of 1990 his Madgwick Reynard was a regular front-runner.

It was a good foundation on which to build for the following season, but 3001's Ralt RT23 was not a smash hit. It was either bang on the pace, for example at Pau, where Gounon scored the only win of the year for anything other than a Reynard, or it was struggling to qualify. Jean-Marc never stopped trying, however, and his lightning starts became part of F3000 legend. At Enna, where he won on the road, he was deprived of victory after an over-zealous official adjudged that he had jumped the start, despite televised evidence to the contrary.

He almost joined Team Crypton in 1992, and it would have been fascinating to see how he might have got on with the eventual champions. His performances in the slightly less competitive DAMS Lola suggested that he'd have given eventual champion Luca Badoer a tough time, had he enjoyed parity of equipment.

All the same, Gounon proved a thorn in Reynard's side once again, preventing a clean sweep for the second year in succession with his beautifully judged success at Magny-Cours. At one point, the leading five cars were covered by just 1.5 seconds, but the Frenchman's concentration never once wavered.

It wasn't so much *that* which made him a sought-after asset, however, as the manner of his performance throughout a season in which the Lolas were clearly struggling to keep up. At Silverstone, Gounon was in the middle of a first-come pile-up from which he emerged, intact, in 19th place. One hour later, he was fourth, having made up ground the hard way, forcing his way through the field with an expert blend of control and aggression.

Such qualities were evident throughout the year, and his reputation was further enhanced in December, when, during his aforementioned F1 baptism, he lapped close to Erik Comas' pace in a Larrousse-Lamborghini at Paul Ricard.

But there was to be no regular GP seat,

even though Gounon, a long-time Marlboro driver, has benefited from governmental support in the wake of the ban on tobacco sponsorship in France.

His is a paradoxical situation. Unlike many, he *has* money for a seat, it's just that there are none left. So how does he spend his time?

"At the moment, I'm chasing as hard as I can to get a drive. I've got the superlicence, and I've got enough money for the latter part of the year if a drive becomes available. I don't know where yet; could anybody have predicted earlier in the season, for instance, that Capelli was going to be dropped so



"In F1 it's hard to guess what might happen next. At least I'm in a position where I can compete for any drive which does become available"

On his way to F3000 success at Magny-Cours, October 17 1992.

soon? These things occur quite suddenly, and in F1 it's hard to guess what might happen next. At least I'm in a position where I can compete for any drive which does become available."

On top of that, of course, there is always the possibility of a testing contract, and Jean-Marc has maintained contact with Larrousse. "I owe Gérard a great deal of thanks for letting me test his car last winter, because I was able to prove that I'm capable of driving an F1 car - both to myself and to F1 team managers. It's gratifying to me to *know* that I can do it. During the summer, with races following on so quickly one after the other, it's hard for Larrousse to fit in a test programme, and for me to sit down and sort out a deal with them." He has, however, been able to complete further test work, assisting Comas with the sequential gearbox development programme prior to the Canadian GP. "All of this helps, of course. It means I have greater experience, and more technical knowledge than I had at the end of last season."

After five years of racing competitively in F3 and F3000, how does it now feel to go to races in civvies? "From the point of view of morale, I've never been dispirited. With fewer and

fewer F1 drives available, and more and more drivers chasing them, you've got to be realistic. You have to keep your feet firmly on the ground. For me, it's nice to know that I have the funds available to challenge for a seat if an opportunity presents itself. In the meantime, I've got to keep myself in trim. The best way of keeping fit during the season is to race; as I'm not doing that at the moment, I'm having to train harder than ever to keep myself in peak condition. It's nice that Lola has asked me to help with development of its latest F3000 car. For me, that's been valuable from several points of view, technically and physically." Indeed, despite his understandable reluctance to compete yet again for the European F3000 title, it is likely that he will race a works Lola in the final few rounds of the series, as the Huntingdon marque seeks to regain customer confidence after what has, in Europe, been a barren season. That apart, his only other offers of employment have been from Porsche, which has invited him to drive a guest car in the French Carrera Cup. That, however, would be purely a means of amusement. He is in no hurry to follow the likes of Schneider, Joachim Winkelhock or Emanuele Pirro into an alternative career, no matter how well salaried.

"I don't want to diversify too much. I'm concentrating 100 per cent on trying to get an F1 drive. That's a full-time job. If I went off to do touring cars, for instance, people would soon forget my F3000 record, and stop thinking about me as an F3000 driver who wants to move up. At this stage of my career, I can't afford that. I want to race in F1, and don't want people to start having any other ideas about me."

When Ivan Capelli split from Jordan, there were rumours that it could pave the way for an unproven F1 aspirant, such as Gounon or David Coulthard, but instead the drive went to Thierry Boutsen, a 35 year-old with 152 GPs under his belt and just one top six finish to his name in the past two seasons. Since joining the team, the Belgian has consistently failed to match the pace of his younger team-mate, Rubens Barrichello.

That, surely, must be frustrating to see for a hungry, under-employed racer who is left to ruminate on what might have been?

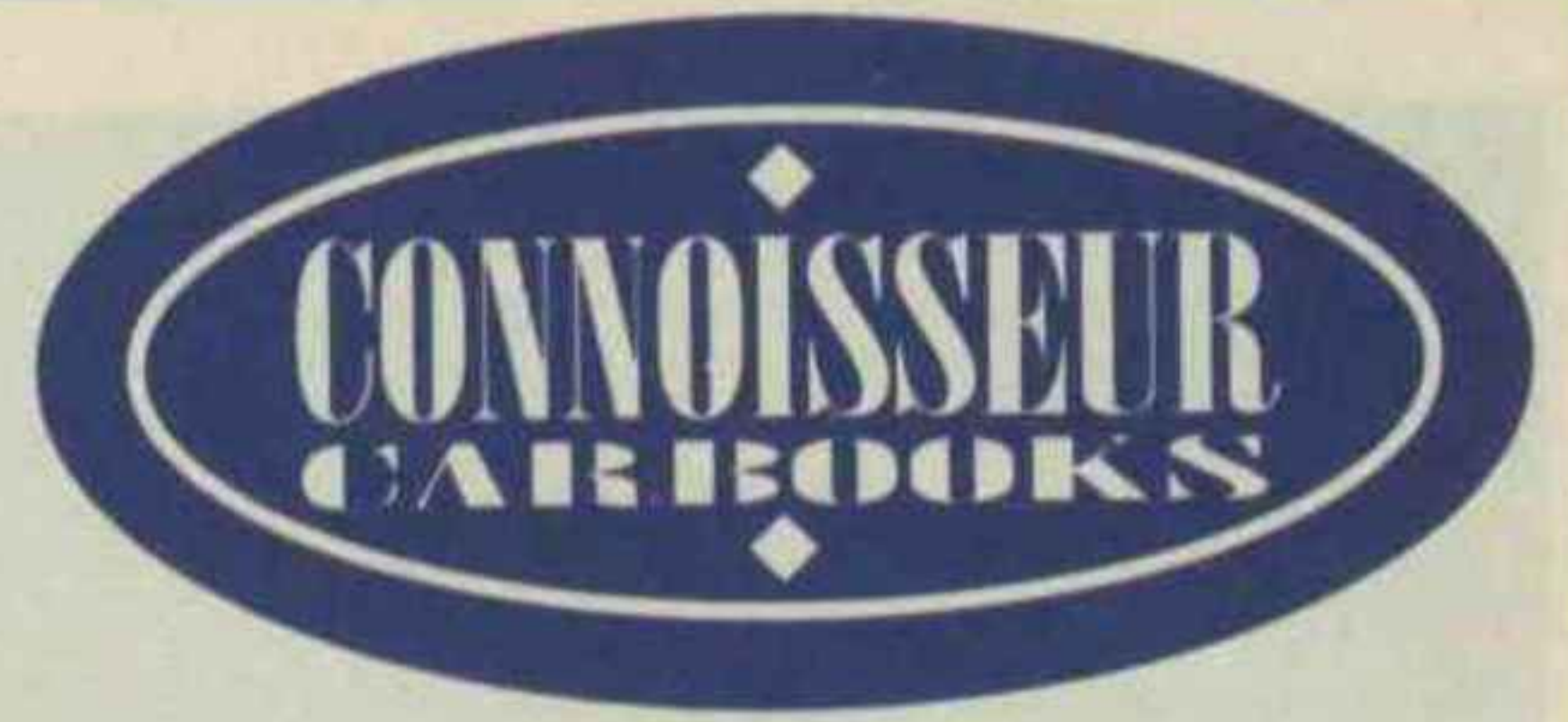
Gounon is completely devoid of bitterness or envy. He's disappointed, of course but, ever the natural analyst, he is as lucid and rational out of a racing car as he is awesomely competitive in it. "You have to accept that some drivers are better suited to particular sponsors' requirements than others. It's a fact of life, and I guess that's what happened with Jordan. It's perfectly understandable. For me, it's just encouraging to see how quickly newcomers such as Schumacher, Wendlinger and Barrichello have adapted to F1. I find their progress heartening. The test with Larrousse gave me plenty of confidence. I'm just waiting for my turn to prove myself to a wider audience.

"Right now, there's nothing stirring in the F1 market, so I'll just have to bide my time and see what develops. I'm highly motivated and confident that I can do the job.

"I'm just hopeful that somebody will give me the chance."

S A

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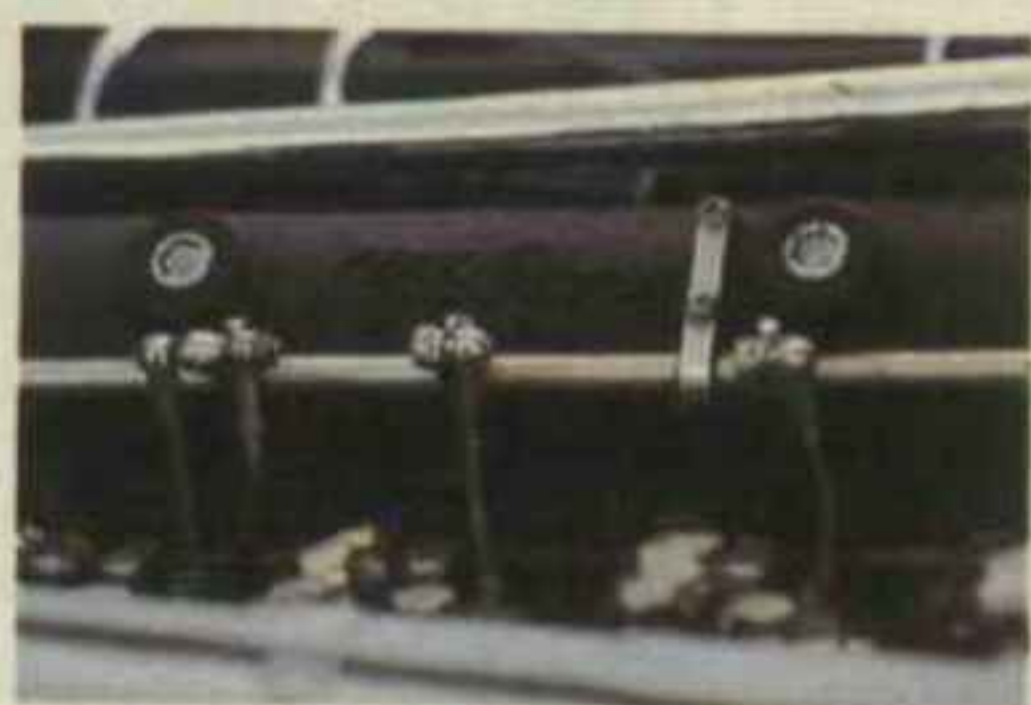
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40 Years

Spectators engrossed in the enthralling Frank Sytner vs Nick Faure battle at the head of the GT field in the Coys' Silverstone Historic meeting might have been forgiven for overlooking the machine which finished 16th. While the Bamford GTO traded tarmac with Draper's Aston Martin prototype, Chris Mann brought an unusual red coupé home to a promising result in a field of cars a generation younger. The bald entry 'Alfa Romeo 3000CM' in the programme gave no clue to the history of this remarkable car.

Built in 1953, it dates from the days when manufacturers would construct one-off cars, even one-off engines, for certain events; the days when a sportscar could equally run at Le Mans and in the Mille Miglia. Great days, great drivers; and perhaps none greater than J-M Fangio. For this

is the car in which he completed one of his (greatest) feats. Not a victory, though it was close; instead a second place on the arduous Mille Miglia, achieved with a handicap which would have stopped most others.

People remember the epic story, but few remember the car, for the 3000CM competed for barely one season, and scored only one victory, when Fangio won the non-championship 1953 Supercortemaggiore GP for sportscars. In a sense, it was running in the shadow of the marque's Grand Prix glory, Alfa having withdrawn from the race track at the end of 1951. But amongst sportscars as in Grands Prix, the *quadrofolgio verde*, lately unchallenged, faced a new and deadly rival in the shape of Ferrari.

The Alfetta 159's dominating success in the first year of the new Grand Prix World

Championship came at the end of five years of continuous development; the supercharged 1½-litre engines were so stretched that there was nowhere to go. It was clear that the 4½-litre unblown option, being actively pursued by Ferrari, would allow as much power or more, with less mechanical stress. A new engine would soak up money and time Alfa Romeo could not afford to provide; it seemed better to quit Grands Prix at the top, and turn to sportscar events, where production cars, or variants of them, could fly the flag.

So 1952 saw the roughing out of an all-new car, using parts from the new and promising 1900 saloon in a new tubular frame. It instantly caused headlines because of its extraordinary clam-shell body shape, almost symmetrical above and below its knife-edge waist. It was the Disco



Chris Mann in the CM at the Coys Historic Silverstone meeting (left); a far cry from the wrecked Boano coupé, below

Mille Miglia when Sanesi crashed the one-off C50 coupé, had been forgotten. Perhaps this would be its chance to prove itself.

By now the Disco's styling had been discovered to offer little discernable aerodynamic advantage. For a 2-litre it was certainly fast at 135mph, but instability caused by rear-end lift was cancelling out the gains from the smooth underside, so although the first of the new cars was built with DV-type spyder coachwork, a second spyder had a more conventional body with flat sides. This reflected a revised chassis within: the Disco's unusual lens-shaped cross-section enclosed a pair of high-level perimeter chassis tubes which ran from the front upper wishbones and swept around outside the cockpit. Two more tubes ran up the spine, low down by the prop-shaft. For the CM cars, these two outer upper tubes were pulled in between the seats to make a backbone chassis, with normal floor-pans and upright sides. The suspension remained as on the Disco, and indeed the 1900: unequal wishbones at the sharp end, and a De Dion axle behind, located sideways by Watts linkage and fore/aft by radius arms which converged towards the centre.

On this frame, Colli built coupe bodies of a functional plainness which almost smacks of panic. Coming between the exotic Disco Volantes and the beautiful, but stillborn, 2000 Sportiva of 1954, the 3000CM is a rare lapse in Portello's high visual standards: with its stubby wheelbase, hump-backed profile, blind quarters and slab sides, only its mother could say it was a pretty car. It looked shorter than the Disco, though the wheelbase was just over an inch larger; a muscular three-inch hike in track accounted for its bulldog stance.

But it was powerful; quickly enlarged to 3495cc by increasing bore and stroke, some 260bhp was found, running on six Weber 48

On...

Volante, the Flying Saucer, a space-age exposition of the new art of aerodynamics. Three cars were built — a spyder, a coupé, and a conventional spyder — but although slated for Le Mans 1952, the four-cylinder machines were simply not ready. They never raced in their original form; as development proceeded, the design changed enough to merit a new designation — 6C 3000CM. These cars, the subject of today's sermon, are certainly part of the Disco Volante family, and were referred to as such by the factory at the time, which has led to much confusion; in fact, with their differing chassis and lacking the dramatic form which inspired the name, it seems fair to label them as distinct models.

By the end of 1952, Alfa Corse had refined the layout of the car. Structurally it was a follow-on from the Disco Volante, using

similar architecture, but replacing the four-cylinder 1900 engine with a six, which thanks to a longer stroke jumped to 2995cc. This was in fact a reversion rather than a development: the 1900 engine had itself been derived from a 3-litre six designed in 1949 to power the luxury machines in Alfa's range. In the end, the four had prospered, while the six, barring one outing in the 1950



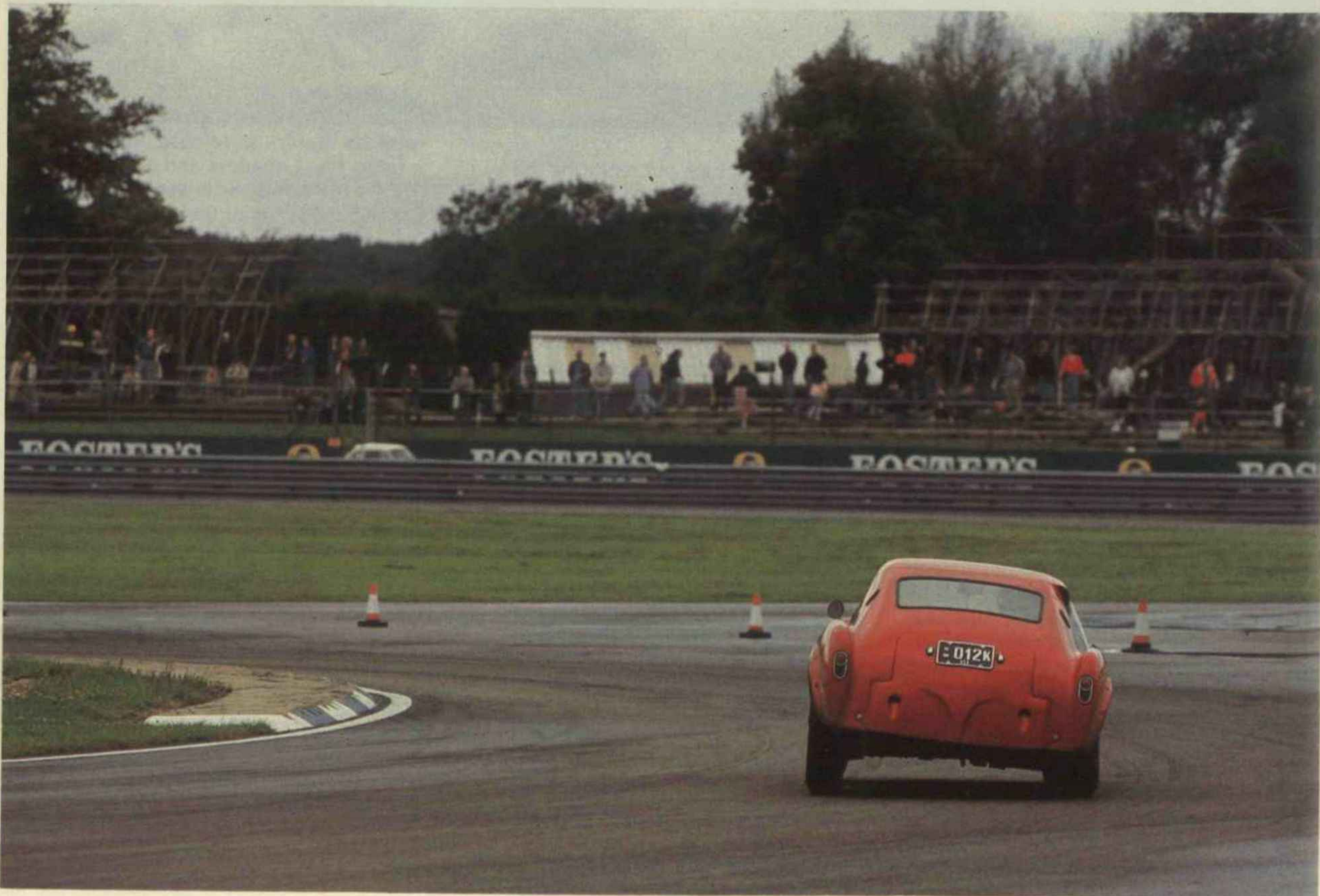


DOM carbs. And by the time three cars were readied for 1953's Mille Miglia, their engines were producing 275bhp. Twin chains drove the two overhead cams which operated valves at 90 deg. There were five ratios in the 'box, and quad-shoe Al-fin brake drums, inboard at the back. There was also a slightly unusual steering layout: the worm-and-roller box controlled a separate arm to each wheel, instead of having a conventional track-rod linking them. It was an idea which was to have significant consequences.

As well as the three six-cylinder cars (still labelled 3000CM despite their 3.5-litre engines) for Sanesi, Kling and Fangio, a fourth was entered for the 1953 Mille Miglia. Driven by Freddie Zehender, it packed a 2-litre four under the bonnet, but was otherwise identical to the coupes. As the cars headed for Ravenna, Alfa's star was high: Sanesi was two minutes ahead of the fastest Ferrari with its 4.1-litre V12 engine. By Pescara Sanesi's average was almost

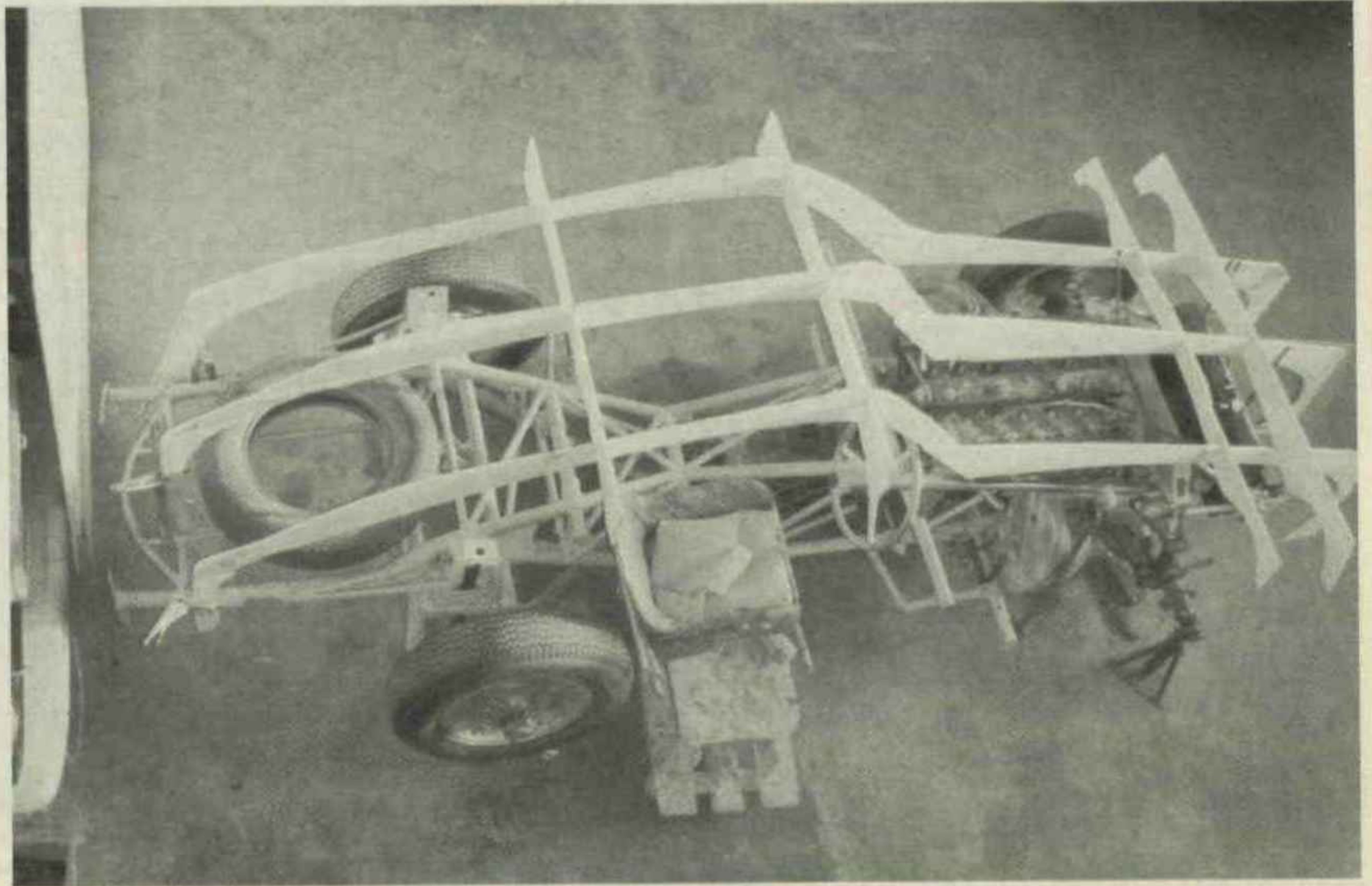


Colli brothers' design (top) enclosed two seats and 200-litre fuel tank, and little else. Stark engine-turned dash shows simple wheel-height adjustment, far left; three-lobe grill is only reminder of Disco Volante shape, left. De Dion axle ensure good tradition despite body roll, below. Opposite, the backbone chassis with body profiles in place.



110mph, but the big six was still not tough enough, and shortly afterwards it broke. Farina also having retired his Ferrari, Kling took over the lead, but he too was forced to pull out when oil began to pour from the rear axle. This left Fangio with a strong lead — until his car suddenly began to behave oddly. The left track rod had broken, and only the right wheel was steering. Castor angle kept the other running parallel, but without doing any work. In a straight line the car was stable, but cornering became a lottery, and the effect under braking must have been terrifying. Winding on excessive lock for minimal effect, wondering what would go next, the abused right tyre or the other track rod, and knowing all the time that a certain victory was about to be snatched away would daunt most mortal men. But it wasn't enough to stop the Argentinian ace; tip-toeing around the sinuous bends of the Appenines but letting fly on the final straight dash over the plains, he still averaged over 100mph from Bologna into Brescia. It was an epic of tenacity and skill, but it wasn't enough: while he was coaxing his stricken machine through the mountain curves, Marzotto's Berlinetta Ferrari overtook him, stealing the victory the 3000CM needed to claim its place in history. Yet amazingly Marzotto was the only driver to catch Fangio before the level straights allowed him to push back up towards the CM's 155mph peak. If ever a second place was worth more than first, it was then.

"If ever a second place was worth more than first, it was then."



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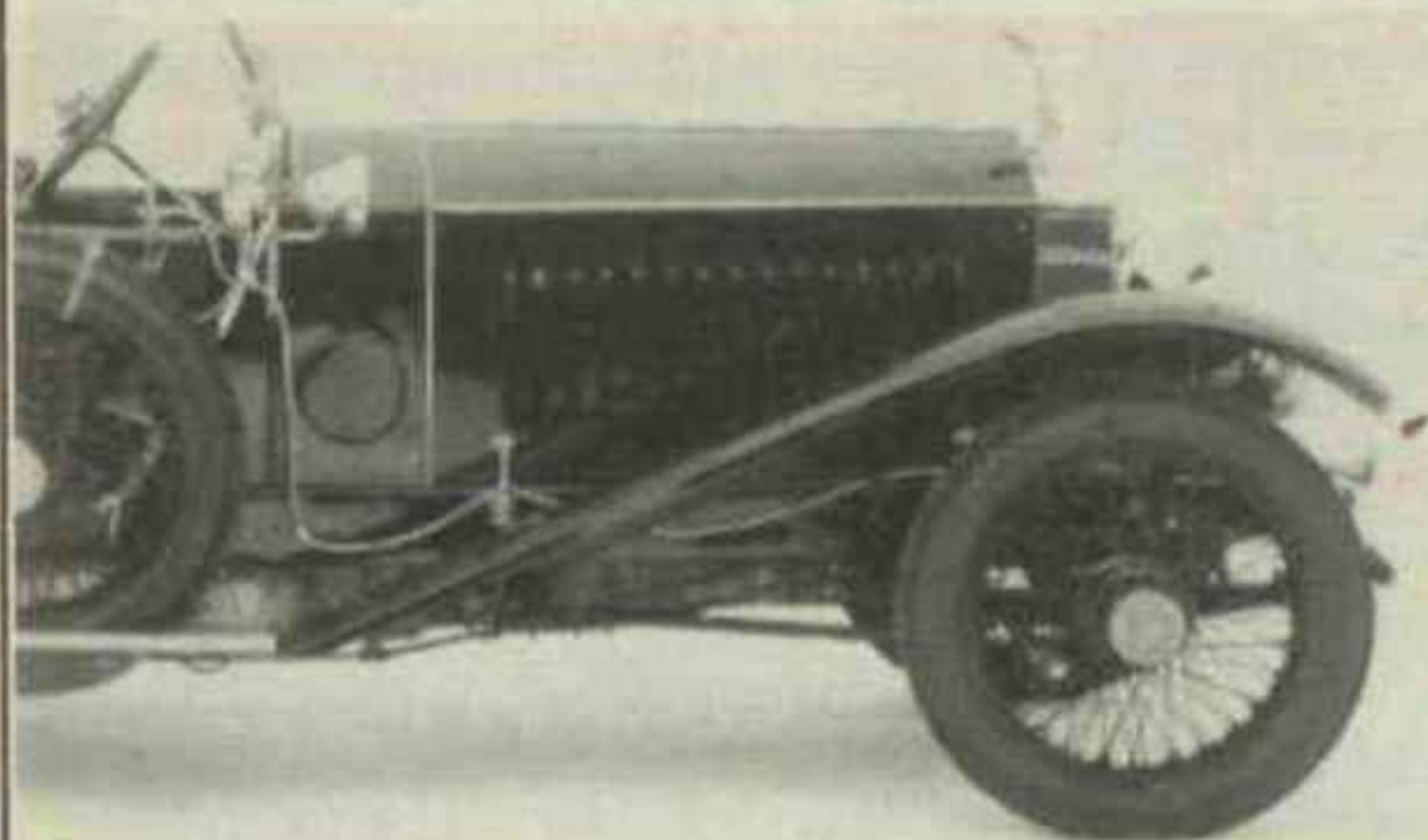


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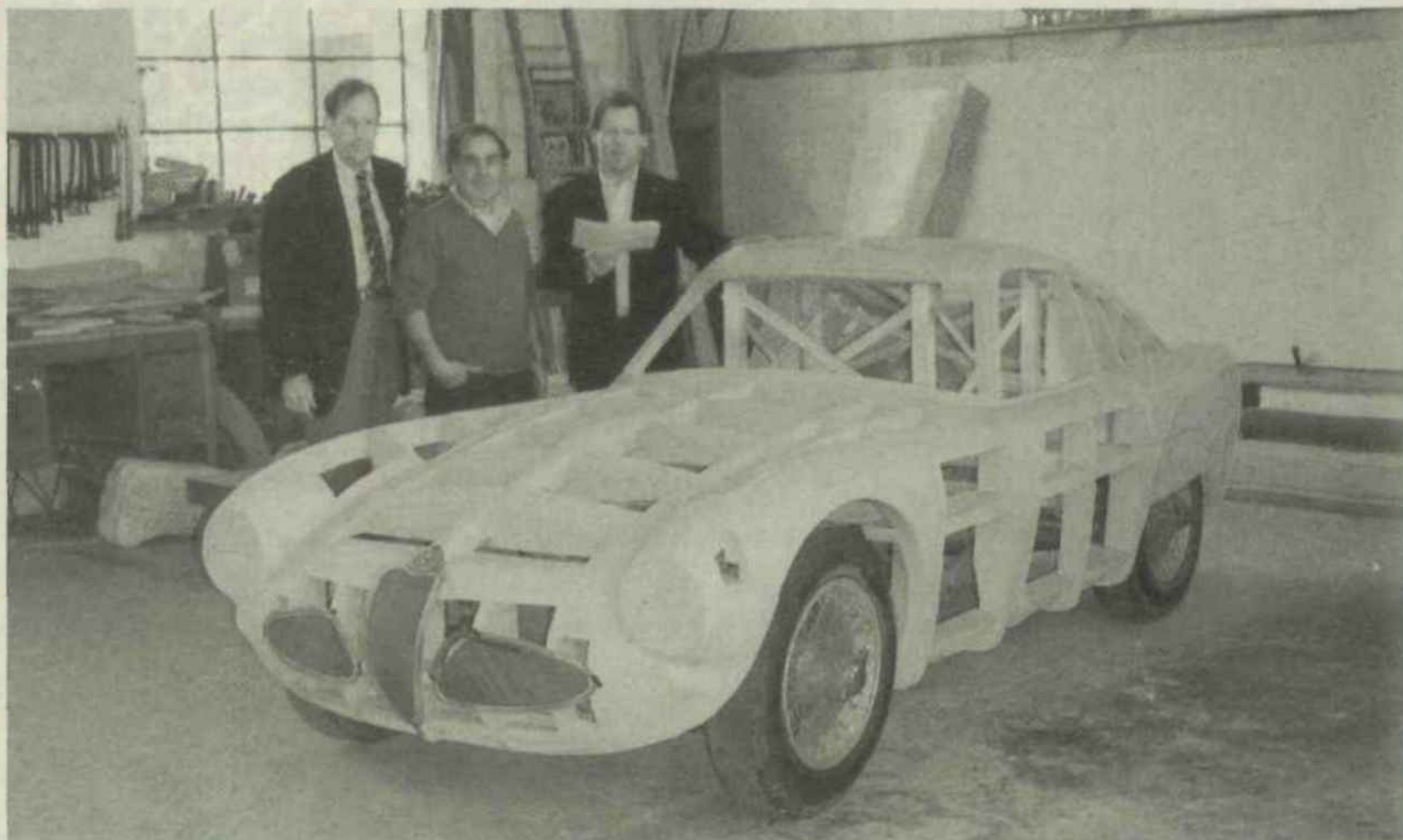
There remained Le Mans, and the Scuderia del Portello entered the same three six-cylinder cars, for Fangio/Marimon, Kling/Riess and Sanesi/Carini. It began well; all three cars kept close up to the Rolt/Hamilton C-type and Villoresi's Ferrari, and soon Sanesi broke the lap record. But by Sunday morning the Alfa pit was silent; a burnt piston for Fangio the evening before, collapsed rear suspension on Sanesi's car in the night and clutch failure for Karl Kling before dawn. It was a dismal crew which returned to Milan.

Fangio and Sanesi took one car to Spa for the 24hr race, but Sanesi went off the road early on, claiming that something had broken. With this in mind, a three-car entry for the Nurburgring 1000kms was withdrawn when Kling suffered another steering failure in practice.

The only flicker of optimism was Fangio's win at Merano, in a spyder fitted with a 3-litre engine ready for the new reduced capacity rules, against fierce competition from not only Ferrari but also Maserati and Lancia with its D23 and D24 sports-racers.

This apart, the 3000CM had such poor results to show that the factory abandoned its efforts in major sportscar races at the close of 1953. There was one final bid for success, in the non-championship but high-profile Supercortemaggiore GP at Monza in 1954, for which Alfa built a new short-wheelbase spyder (3000CM PR, for *passo ridotto*). Its 3-litre short-stroke engine revved to 7000rpm and offered 260bhp and a top speed of 160mph, but when Sanesi crashed in practice, the *scuderia* withdrew

Le Mans 1953, above: Sanesi and Kling in convoy before the Alfa Romeo challenge collapsed. Below, the new body buck ready to form the panels. Behind, l to r, Wessells, Diamante and Mann check the shape against photographs.



the car. It was the end of the Disco Volante story, and the end of top-level sportscar racing for Alfa Romeo until 1967 and the T33.

When at the end of 1953 it seemed clear that the cars would not race again, certain people were offered the chance to buy. Jo Bonnier bought chassis no 1361.00125 and had it re-bodied by Zagato as a spyder. 00127 became a factory "mule", and received no less than four show bodies from

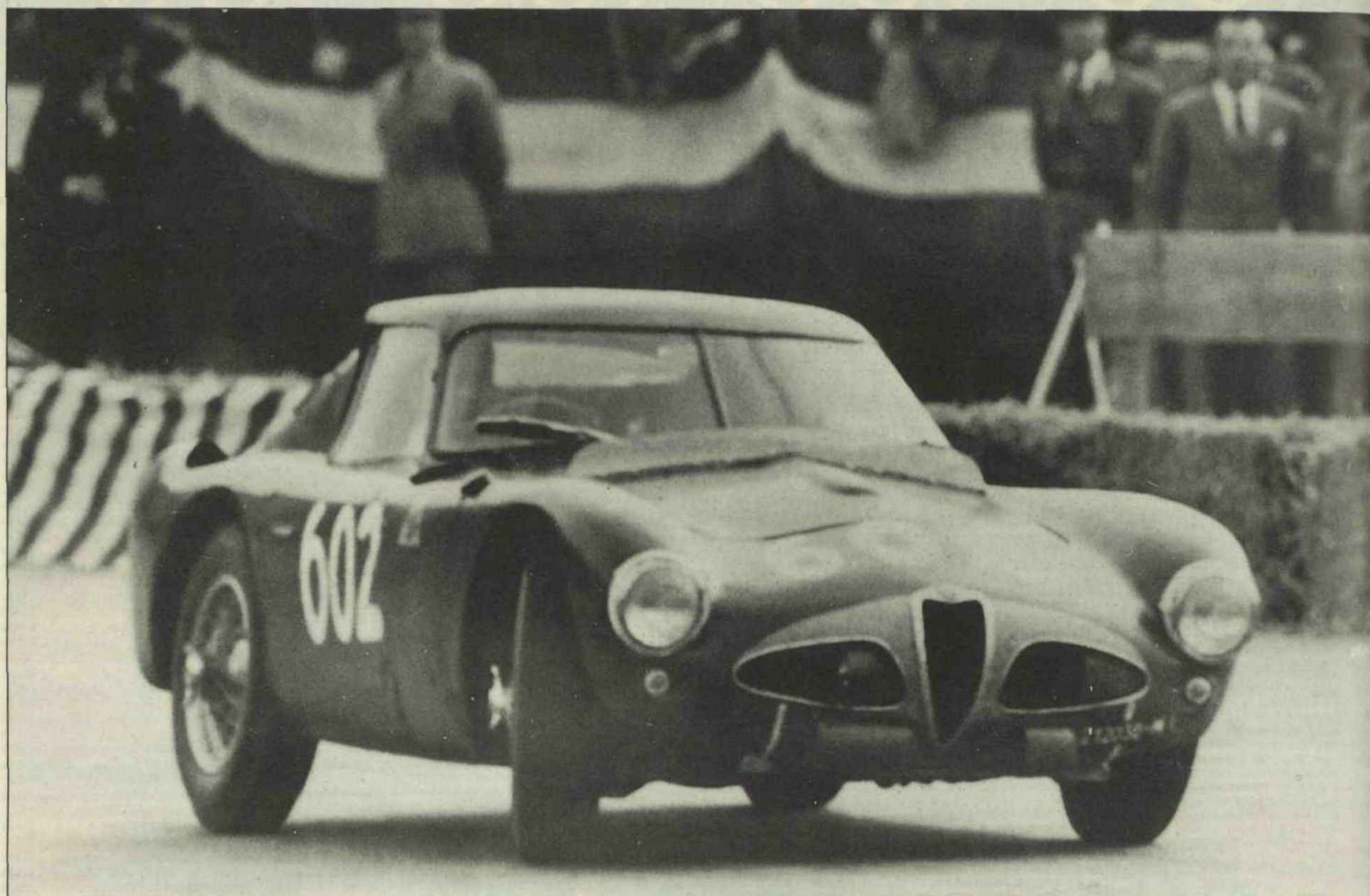
Pininfarina. Fangio's MM car, 00126, was rebodied by Boano with an aerodynamic coupé body, reminiscent of the Disco shape but less elegant, and presented to the car-loving President of Argentina, Juan Peron. After his overthrow, the car passed through several hands before Henry Wessells, the American Alfa historian, bought it in 1970. It was his second such car, after an earlier near-miss. Working for Alfa in Milan in 1953, he had been offered one of the cars

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Alfa Romeo Giulietta Spiders & Coupes	£24.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 1948-65	£12.95	How to Build & Modify Chevy Small-Block V-8 Camshafts & Valve Trains	£11.95	DRAG 1992 NHRA REVIEW	£12.99
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Aston Martin DB4, DB5 & DB6 * The Complete Story	£19.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99	How to Build & Modify Chev Small Block Cylinder Heads	£11.95		
Austin * The Counties Years	£8.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99	How to Tune & Modify Bosch Fuel Injection	£11.95		
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Austin Healey 3000 1959-67 Gold	£17.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99	Jackie Stewarts Principles of Performance Driving (New Edition - signed copies while they last)	£16.99		
Original Austin-Healey 100, 100/6 & 3000	£13.99	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99	MOT Testing 1993	£29.95		
The Sprites and Midgets Coll. Guide	£19.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99				
BMW M-Series * The Complete Story	£13.99	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99				
BMW 3-Series Collectors Guide	£11.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99				
BMW 316-318-320 1975-1990 Gold	£11.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99				
BMW 320-323-325 1977-1990 Gold	£11.95	Jaguar XJ6 Series III 1979-1986	£18.99	Porsche 356 (Osprey Colour)	£10.99				



Against all odds: with the other three works Alfa out of the 1953 Mille Miglia, Fangio's struggle with half a steering system salvaged some glory for the marque, and passed into racing legend. Below, Wessells at Lime Rock in 1981, racing 00126 in its Boano form — as owned by President Peron.



for \$15,000. He passed that up, but in 1957 bought no 00125 from Jo Bonnier. But it was impractical and hard to start, so he sold it a few years later. (It must have been very impractical — this is a man who later ran a T33 *Stradale* as an everyday car!) It was not until the late '70s that Henry re-fettled and repainted the Boano coupé, and began to race it, as a change from his GP Talbot-Lago.

He was racing the car at the Pittsburgh Vintage GP in 1984 when a new chapter opened in its history. It could barely have been more dramatic. The car left the road at high speed and slammed sideways into two trees, one hitting behind the driver, one in front, snapping the chassis tubes behind the engine and shattering the clutch housing. Wessells was unscathed, but the exotic Boano body with its unique glass was a crumpled heap.

Being the enthusiast he is, Henry was soon planning to rebuild the historic wreck. He contemplated resurrecting or copying the heavy Boano body, but with no drawings or forms to work from, this seemed a hit and miss project for a car in a form in which it had no competition history. Better, then, to rebuild it to its original shape, in which it saw its greatest moment with Fangio aboard.

Hall & Fowler in England reworked the engine and rewelded the clutch housing, before the car was sent to Salvatore Diamante's restoration works outside Turin. A coach-builder of the old school (he worked for Bizzarini in the Sixties), Diamante was well equipped to undertake a body from scratch, and to build it in the continental style, panel-beaten instead of wheel-formed. But first came the chassis: most was re-useable, but the torn engine longerons had to be replaced, along with the front shock towers. Once the frame was straight and the major components re-installed, external templates were erected over the machinery using profiles scaled up from hundreds of photographs. When these looked right, the structure was lifted off and a complete timber 3D male buck created inside. This again was refined by eye, until both Diamante and Wessells were happy. Alloy panels beaten to this shape were then fitted to a fine tube sub-structure welded to the main chassis to complete the new lightweight body.

It sounds simple; in fact it has meant years of effort, from 1985 to 1992 when the car ran again. "Had I appreciated the magnitude of the restoration", says Wessells, "I

probably wouldn't have started it." But he feels it was worthwhile, especially seeing the quality of Diamante's work. "Perhaps it's a bit too nice — but no-one today would make a body as crude as the Collis!"

Henry entered the newly finished car in the 1992 Mille Miglia retro, and it ran very well except for a split fuel tank, which was patched with epoxy. After some more attention from Diamante, Henry and Chris Mann tackled this year's MM event too, but right from the start the magneto played up, forcing them to retire before Rome. With its wild valve timing the big six does not like queuing at regularity controls, but thanks to a lowish cr at least it is happy to swallow normal Super petrol — Le Mans fuel always posed problems! With some fiddling of spring rates the chassis has turned out to be pretty good, well balanced and grippy on its 6.50 x 16in tyres; the only complaint is that the steering is rather dead.

Henry brought the car over to Britain after the Mille Miglia, and once the magneto had been replaced, Chris Mann gave it its racing baptism at AMOC Silverstone. That was the shake-down for the Coys meeting, where coincidentally the C-type Jaguar which vanquished it at Le Mans was also racing. Unromantically, they were in different races, the CM being classed as a GT, which put it up against GTOs and E-types of 10 years later. Yet Alfa's forgotten 40-year old acquitted itself well, and promises some entertaining racing for Mann and Wessells — and for all those watching to whom the characteristic exhaust r-r-rip of a highly tuned six is better than music. **G C**



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Canned



Sales of GTi hatchback models have been decimated because of rocketing insurance premiums. It's all testimony to a massive increase in car theft and joyriding (and the inevitable ensuing accidents), to which the bearers of GTi and similar badges have been particularly susceptible.

In turn, this has opened up a new sales pitch — slightly toned-down 'hot' hatches, which represent a growth area for manufacturers, and an antidote to the depressing sales trend.

At least two very evenly matched juniors, the Peugeot 106 XSi and the Renault Clio RSi, have proved not to be so inferior to their bigger brothers. Peugeot launched the 106 some two years ago to fill a gap below the 205 range and the XSi derivative was greeted with almost as much praise as the 205 GTi 1.6 had been over 10 years earlier.

Renault, meanwhile, has added to an existing model range to achieve the same effect, by introducing an eight-valve version

heat



of the relatively expensive, and slow-selling, Clio 16v.

Engine size apart, these two cars are remarkably similar. Indeed, when viewed side by side (both in electric blue metallic) from a lofty perch one storey up, it was difficult to tell them apart. At closer quarters you appreciate that the Peugeot is slighter, and, arguably, looks the prettier of the two, though there were those who expressed a preference for the Clio's more aggressively sculpted wheelarches and colour-coded bumpers and mirrors. It looks as though it should be more expensive, and it has a greater air of solidity. Renault has done rather more than its French counterpart to clean up its construction, with better build quality and the use of superior materials. The Peugeot is adorned with cheap-looking, grey plastic bumpers, mirrors and rubbing strips.

Below the skin, the competition is altogether fiercer. The Peugeot may well give away some 400cc to the Renault's 1.8-litre,

four-cylinder heart, but it still puts out a solid 95bhp – only 13 shy of the Clio. Despite this mild deficiency, its lighter weight endows it with similar performance to the RSi – 9.6sec to 60mph and 118mph top speed (9.0sec and 121mph respectively for the Clio).

For such a small engine, the Pug's catalysed and injected four-pot is almost as strong and even more willing than its larger adversary. Perky responsiveness has always been a trademark of Peugeot's sportier engines (though their low-speed running at crawling pace leaves a little to be desired), and the XSi continues this tradition. The unit is linked to the customarily fragile, but precise, five-speed 'box, and its ability to pull from low down the rev range urges the driver really to press-on around any twisty road sections that he encounters.

In fact, despite being badged to convince insurance companies otherwise, both of these cars appear to have been conceived specifically for this type of driving. Their

short length, stiff chassis and firm, sporty suspension means that their agility is exceptional, yet both have a relatively long wheelbase which cuts potential nervousness down to a minimum, so one can throw them around B-roads *safely* with almost wild abandon. They turn-in neatly and can be drifted on the throttle without too much effort. As with any short vehicle, one does need to be quick to catch a the rear end if you induce it to break away by the artificial means of lifting the throttle in mid-corner. Such behaviour should, of course, be reserved for the racetrack.

The Renault has the greater amount of understeer, and is the more ponderous because of its fractionally larger dimensions and apparently softer springing. The Peugeot surges further ahead on account of its slicker gear-shift and immaculately precise steering at speed – though the Renault's nicely weighted power system wins hands down in the parking stakes. Otherwise, both feel very similar to drive

quickly. For front-wheel drive cars, both are blessed with good traction, though eager use of the throttle will cause squeals of protest from the Clio's Michelins. This is testament more to the outstanding balance of the Peugeot's chassis than a criticism of the RSi's.

Stopping these feisty little hatchbacks also inspires confidence. ABS was fitted as an option to both test cars, and each has a firm brake pedal which combines little travel with plenty of feel. Once again, the Peugeot has a slight edge, and overall the

106 gets the nod if you appreciate high levels of feedback and pure responses. You can have a truly intimate relationship with the Peugeot, though any objective referee would be hard-pushed to make a straight choice between that and the RSi as a means of cross-country conveyance.

It's easier to adjudicate when it comes to motorway cruising. Here, the Renault proves to be significantly superior.

In the Peugeot, the traditionally straightforward, hour and a half trip from London to Dover proved unusually stress-

ful. The subsequent break chez P&O was most welcome but, at 75 minutes, rather too short. Disembarking to tackle further, extensive motorway mileage, even on smoother French *autoroutes* was no enticement to get off . . . particularly as our destination was the south-east coast, and speed was of the essence.

At anything over 80mph the 106 quickly becomes loud and tiring. There may be not be much to choose between them in terms of top-end performance, but the Renault is so much more relaxing to drive at higher

Peugeot engine has plenty of fizz, but it's uncomfortably boomy at the top end. Interior is cheap and cheerful.



Renault provides more sophistication at cruising speeds, and better use of cabin materials gives interior a feel of comparative quality.



Take cover

Many are the horror stories about the cost of running performance cars nowadays. You wondered why it was possible to pick up a Ford Sierra Cosworth 4x4, brand new, for under £20,000 towards the end of its career as a production car? Because you could have bought a tidy second-hand VW Golf for the insurance premium, that's why, and potential purchasers were being scared off as a result.

To test current trends, we ran a fictional role model past a leading insurance company: Andrew, a 28 year-old graphic designer living in south-west London, is self-employed, and is looking to buy a small, fast hatchback, which he will leave

parked on the street in front of his house at night. He passed his driving test 10 years ago, though he hasn't taken an advanced test, and has no convictions. Nor, having driven a company car for the previous six years, does he have any entitlement to a no-claims bonus, and he needs comprehensive cover. However, he will be entitled to a special discount upon provision of a letter of confirmation from his former employer. The quoted figures assume that this letter has been supplied and accepted. Finally, the car will be used for both business and pleasure.

We received quotations for the two mildly disguised performance hatchbacks on test

in the adjoining feature, and a brace of their more overtly sporting brethren. Encouraging news for buyers is that the company we canvassed had just introduced a new range of discounts which, in the cheapest case (the Peugeot 106 XSi), knocked £128 off the annual premium. In the most expensive (the 1.9 205 GTi), the saving was worth £209.

Overall, however, insurance remains a costly business. The price of covering a 1.7 Renault Clio 16v equates to 10.8 per cent of its list price; for the 1.9 205 GTi, burdened by its larger engine capacity, it's a whopping 12.9 per cent. The 205's panache is offset by a slightly sullied reputation. Not so long ago, a motorway patrol police officer

speeds. It has better sound-deadening, which keeps tyre roar, engine and wind noise to a minimum. It also feels altogether sturdier than the Peugeot.

The XSi's ride is by no means harsh – it absorbs ridges and bumps without undue fuss – but Peugeot has yet to exorcise the 'porpoising' ghost that made the early generation 205s a trifle spooky on undulating roads. It isn't too irksome, but the more compliant Clio is gentler on its passengers, having a ride quality that belies its size and purpose.

At the wheel, the Clio again scores higher marks. Its interior decor welcomes its occupants with greater style, Renault having used cabin materials more effectively. Although, like the Peugeot, it is predominantly plastic, the mouldings have a feel of greater solidity and quality. The Peugeot's instrumentation is undoubtedly clearer and the driving position proved more comfortable for my slender five foot eight frame (if you ignore the cramped footwell), but the Renault's front seats don't merely look more inviting: their sporty profile offers levels of support that the Peugeot cannot match. An electric sunroof is offered as standard only on the Renault, but otherwise both cars feature a similar level of equipment – remote central locking/engine immobiliser system, electric front windows and door mirrors and a four-speaker stereo/cassette system. Peugeot's is 'designed' and integrated into the dash for security, while the Renault's (which sounds more powerful) can be hidden under a security 'flap' and has the option of six speakers and the now familiar column-stalk controls, the excellence of which is an established part of current motoring folklore.

Deciding a winner here is more down to individual taste than money.

For £10,695, the Clio is a mite faster, a trifle more opulent, feels more solid and, in terms of all-round practicality, is perhaps easier to live with than its compatriot.

Not everyone will be governed by nine-to-five common-sense, however.

Even in these days of repetitive car design, there are such things as free spirit – and there are times when that will prevail.

Any headaches you incur using the 106

officer operating on the north-east segment of the M25 disclosed that the 205 GTi had overtaken the Vauxhall Cavalier (all varieties) as the car he and his colleagues had needed to stop most frequently for formal discussion of traffic regulations, with particular attention to speed limits . . .

Car	List price	Premium
Peugeot 106 XSi	£10,245	£1140
Peugeot 205 GTi	£12,265	£1586
Renault Clio RSi	£10,695	£1243
Renault Clio 16v	£12,275	£1336

XSi on motorways will be offset by an extra £450 in your pocket, cheaper insurance and reduced fuel bills (we managed nearly 40mpg on the *autoroute*, to the Renault's 33). Then there is the sheer panache of the prettiest, nippiest, sharpest handling, most entertaining hatchback this side of a 1.9-litre 205 GTi. In 20 years' time, it may come to be remembered as the Mini Cooper of its generation: flawed, but what the hell? It's fast, and fun.

Whilst taking advantage of the compara-

tive peace and quiet on the return ferry journey (coachloads of French schoolchildren do far less for paracetamol sales than relentless motorway trips in the 106), I reflected that I could live quite happily with the Peugeot, always assuming that I didn't have to undertake too many journeys of this nature.

In the real world, where flair often has to give way to cautious objectivity, such observations may, of course, swing the verdict in Renault's direction. **R R B**

PEUGEOT 106 XSi

ENGINE	
Location	transversely front-mounted
Cylinders	four, in-line
Bore x stroke	75.0 x 77.0 mm
Capacity	1360 cc
Compression ratio	9.5:1
Valve gear	sohc, two valves per cylinder
Power	95 bhp/5800 rpm
Torque	88.5 lb ft/4200 rpm
Fuel	unleaded, 95 RON
TRANSMISSION	
Type	five-speed manual, front-wheel drive
SUSPENSION	
Front	independent via MacPherson struts, hydraulic shock absorbers, anti-roll bar
Rear	independent via trailing arms, hydraulic shock absorbers
Wheels	alloy, 5.5x14
Tyres	175/60 R14
BRAKES	
Front/Rear	ventilated discs/drums
STEERING	
Type	rack and pinion
Turns, lock to lock	3.85
DIMENSIONS	
Wheelbase	93.9 in
Front/Rear track	54.9/52.2 in
Overall length	140.3 in
Overall width	63.3 in
Overall height	53.5 in
Kerb weight	1967 lb
Fuel tank	9.9 gallons
PERFORMANCE	
0-60 mph	9.6s
Maximum speed	118 mph
<i>Source: Peugeot Talbot UK</i>	
FUEL CONSUMPTION	
Average for test	35.8 mpg
Government figures:	
Urban	34.0 mpg
56 mph	53.3 mpg
75 mph	40.9 mpg
LIST PRICE	£10,245

RENAULT CLIO RSi

ENGINE	
Location	transversely front-mounted
Cylinders	four, in-line
Bore x stroke	82.7 x 83.5 mm
Capacity	1794 cc
Compression ratio	9.8:1
Valve gear	sohc, two valves per cylinder
Power	110 bhp/5500 rpm
Torque	114 lb ft/4250 rpm
Fuel	unleaded, 95 RON
TRANSMISSION	
Type	five-speed manual, front-wheel drive
SUSPENSION	
Front	independent via MacPherson struts, lower wishbones, coil springs, telescopic dampers
Rear	independent via trailing arms, telescopic dampers
Wheels	alloy, 6 x 14
Tyres	175/60 R14
BRAKES	
Front/Rear	discs/drums
STEERING	
Type	rack and pinion, power assisted
Turns, lock to lock	3.4
DIMENSIONS	
Wheelbase	97.3 in
Front/Rear track	53.5/52.1 in
Overall length	146.0 in
Overall width	63.9 in
Overall height	54.9 in
Kerb weight	2104 lb
Fuel tank	9 gallons
PERFORMANCE	
0-60 mph	9.0s
Maximum speed	121 mph
<i>Source: Renault UK</i>	
FUEL CONSUMPTION	
Average for test	29.2 mpg
Government figures:	
Urban	27.4 mpg
56 mph	45.6 mpg
75 mph	35.8 mpg
LIST PRICE	£10,695

The price is light



It's funny how the public reacts, sometimes. If you're driving something vaguely exotic, or mildly bizarre, you expect people to ask you questions on service station forecourts. Of the test vehicles I've tried recently, however, the two which have aroused the greatest level of conversational interest amongst bystanders have, for some reason, been the Renault Espace turbodiesel (MOTOR SPORT July) and this, the Jeep Cherokee...

Now available in three versions, the Cher-

okee is Jeep's way of asking potential Range Rover customers to think twice, and the most obvious carrot is the price. You aren't quite being offered a Range Rover for the cost of a Discovery, but the £21,745 that's being asked for the range-topping Limited SE is certainly a persuasive argument when a 3.9 Vogue presently commands £35,000-plus...

Jeep is making a big fuss about value for money. Take a look at the £18,995 Cherokee 4.0 Limited, expected to be the company's biggest seller in the UK, and you'll

see why. Standard fitments include air conditioning, cruise control, ABS, electric windows, mirrors and seats, remote central locking, six-speaker RDS radio/cassette player... All very nice, albeit somewhat superfluous to off-road driving requirements, as are the leather seats that come as standard with the SE. It provides further evidence, as if it were required, that the serious off-road capabilities of a vehicle such as this will be incidental to many purchasers. If you want to go mud-plugging, you buy a Jeep Wrangler. The Cherokee is more likely to be perceived as a fashion item, which is an underestimation of the first order. The Range Rover suffers from a similar syndrome.

All 4.0 Cherokees feature a multi-selectable, four-speed automatic transmission, which offers a choice of rear-wheel drive, part-time four-wheel drive or permanent 4wd with high and low ratios. Furthermore, there's a choice of 'power' and 'economy' settings, though 'economy' is a relative term in this context.

Your delight at how much car you've acquired for your money may be off-set slightly by irritatingly regular visits to the petrol pumps. Jeep quotes an urban consumption of 15.7 mpg; over the course of a week which included plenty of motorway usage, we returned under 17. The base model, with its 2.5 in-line four and five-speed manual 'box, is said to be considerably less thirsty around town.

For all that, the Cherokee is pleasant to drive, with, by and large, an ergonomically sound cabin, decent ride quality and, for a vehicle of this nature, above-average manoeuvrability. It glides in and out of traffic with the precision of a Peugeot 106, which is partly a function of plentiful torque low-down (it peaks at 214lb ft/3950 rpm) and featherweight power steering. Unfortunately, the latter remains light and woolly at higher speeds, when you could do with greater precision and feedback.

Claimed performance is respectable. From a standing start, the Cherokee takes less than 10 seconds to reach 60 mph, going on to an eventual maximum of 112. However, you will be conscious of the '60s tower block aerodynamics well before you reach three figures. Moreover, the four-litre straight six's aforementioned torque certainly catches your attention more than its outright power (184 bhp at 4750 rpm).

Given a straight choice between Range Rover and Jeep Cherokee, what would you do? Despite its advancing years, continual evolution of the former means that, dynamically, it still has no peers in the luxury off-road vehicle sector.

Certainly, the Cherokee doesn't feel as solid as Britain's class benchmark, and there are places where attention to detail is lacking. In the present economic climate, however, price is likely to a more serious consideration than whether or not the luggage cover is a snug fit. For the price of a Range Rover Vogue SE, you could have a Cherokee Limited and more than enough spare change to buy the excellent, and rugged, Wrangler.

That, above all else, makes the Cherokee worthy of serious consideration. SA

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City charmer: base Cinquecento undercuts Mini, SX version adds frills. Left, more please: 41bhp is fine, but...

The stretched Granada limousine up ahead was wavering: indicating right, changing his mind, edging back to the left, indicating right again, no, wrong road, back to the left and, finally, it seemed, to the right once more.

Then he meandered back across yet again, by which stage the gap to his left had been filled. Fortunately, it was occupied by a Fiat Cinquecento, living proof that three into two will go without scratching your paintwork.

The Cinquecento was conceived to be the ultimate city car. The design brief was to produce something that could nip through gaps traditionally reserved only for bicycles, whilst at the same time seating four adults and leaving them enough air molecules to breathe. That much has been successfully achieved in a shell only seven inches longer than a Mini's.

Comparisons with the latter are inevitable if, in places, invalid. Given the passage

of three-and-a-bit decades since the Mini's launch, it isn't exactly surprising that the Cinquecento should offer greater levels of comfort. Ride quality around town is, however, excellent by any standards.

With only 899cc and 41 bhp to its credit, the Cinquecento soon runs out of steam away from its natural urban habitat. Top speed, attained in fourth, is just 87 mph. It will cruise happily at 70, but life is somewhat stressful thereafter.

Despite its modest performance, Fiat is promoting a one-make rally challenge for the Cinquecento in Italy, in a quest to find the next Miki Biasion. For the moment, there are two less frivolous options on offer in the UK: the basic version costs just under £5000, while the SX, which adds glass sunroof, central locking and electric front windows to the generous if unspectacular standard specification (this includes rear wash-wipe, a tidy Grundig stereo cassette, split folding rear seat and bulkhead-to-hatch carpeting), is £5415.58, around £200 more than today's entry-level Mini, the 1.3 Sprite.

In addition to an attractive list price, the Cinquecento also promises modest running costs. Insurance is Group 1, and don't think about saving for anything more ambitious than a sherry glass if you collect petrol tokens. Even with energetic use of the throttle to take full advantage of its size around town, we returned over 40 mpg. On longer trips, over 50 mpg should easily be attainable if you can get the thing to stay in fifth gear. The test car jumped out of top on several occasions.

Indeed, whilst most of the Cinquecento's vital functions are admirable for a car of this class, the gearchange felt ponderous. Colleagues who have driven other test examples report that this problem is by no means confined to our demonstrator. Nor, however, is it common to all. Either way, it was the most disappointing aspect of an otherwise charismatic newcomer which proves that car design in the 1990s needn't necessarily be dull.

It doesn't yet have the evergreen Mini's fun factor, but a little more bottom-end torque would put that to rights.

Cinquecento Abarth, anyone? SA

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An impressive turn-out at the National A7 rally. Inset, W B presents the Baker Trophy to Ian Mason-Smith who brought his 1932 Box Saloon from Belgium. Below, Jim Musty's WWII A7-engined mini-tractor.

Last month it was Sunbeams at Silverstone. This time it's A7s at Beaulieu. If I were on one of the weekly motor papers I might report something like this: "The 750 MC's 31st National A7 Rally, it co-incided with the 20,000,000th visitor to the National Motor Museum. Tempted me to get out my 1930 Gould Replica, Reproduction or Fake Ulster and drive there from Wales. Bought the baby, unseen, seven years ago. It has been woefully neglected since Seymour Price, well into the hobby of Ulster-building, kindly changed its sump-oil, topped up the back-axle and greased its chassis after I had got it home.

Built by Peter Bradley using a Mk II body mould it has a sports steering box, a 1932 crankcase, a post-1936 head with centrally-located 14mm plugs, Alan Rayburn manifolds with a semi-downdraught SU carb, and four-branch exhaust system. (If it were original there would be a metallic shell, 18mm plugs, a three-branch exhaust and an updraught Solex carburettor, etc.) Baby has been terribly badly weaned, after all the wrong nursing: anti-freeze in vintage engine, modern-grade Castrol in the sump (undrained since 1987 — it now looks like tar), leaded 4-star (mixed with 2-star if I remember) in the tank. A *bonny* baby, however, because it has never faltered or stopped on a journey, since we gave it a new SU electric petrol-pump, supplied by a Welsh Motor Museum for £16 and a new battery a few years later.

So off to Hampshire, at 7am on July 4. After inflating the Avons, from the 10 lb or so to which they had fallen. Must say the run in the sun was fun, even with congestion in Salisbury and the stop-go-stop on the New Forest roads, where a notice announced "Queues Ahead"! This caused the oil-pressure gauge to show zero, unless I blipped like a boy-racer when stationary. But no boiling, no anxiety. Who wants an expensive Bentley, I thought, when in that traffic an A7 is just as fast. But

when cruising? — a dubious 50, but with a fine rasp from the outside exhaust. I arrived late, hot, but triumphant . . ."

There, in those fine big rally fields provided by Lord Montagu, every conceivable kind of A7, out of an entry of 258, seemed to be represented. The programme showed 24 classes, covering almost every variety of the loveable Seven, Chummies, Swallows, GE Cup Models, Top Hat saloons, coupés, Box saloons, early and late tourers and Rubys, Ulsters, Nippys and 65s, etc, restored and unrestored. Even *monoposto* racers. The modified "Rubber Duck" from S Africa and two Grasshoppers were there. A7s bodied by Mulliner, AEW, and Gordon England stood with Opal and Open Road tourers and Pearl cabrios, Super Sports with Cambridge Specials. A class for Replicas had been added in my honour (!), with 15 listed. Chummies stole 27 of the total entries, Box saloons 46, Rubys 42. There were vans, an A7 mini-tractor, an A7 caravan, and in the non-A7 class a Lea-Francis "woodie" won, from some big Austins. Big Sevens, of course, had a place with the "proper" cars. It would have been rather overwhelming, without the strawberry teas to revive one! There was a truly great collection of trophies which I was asked to present, as the winners drove up in their cars.

A great occasion, for the most popular of British pre-war baby cars: all credit to Barry Martin, Alan and Lorna Martin, Ken Cooke, Mike Peck and so many other officials. They are already planning the 1994 "National". Old 750 MC members who were present included Bill Butler, Jack French, Norman Perren, Gordon England's daughter etc.

I must say they "spoiled me rotten"; I left with a nice President's tankard, a bouquet for Mrs WB, and another 80th birthday cake. Although I could have driven home, this gave me an excuse for putting my Grotty Gould on the trailer towed by David Filsell's diesel Peugeot 405. We were in bed by midnight. **WB**

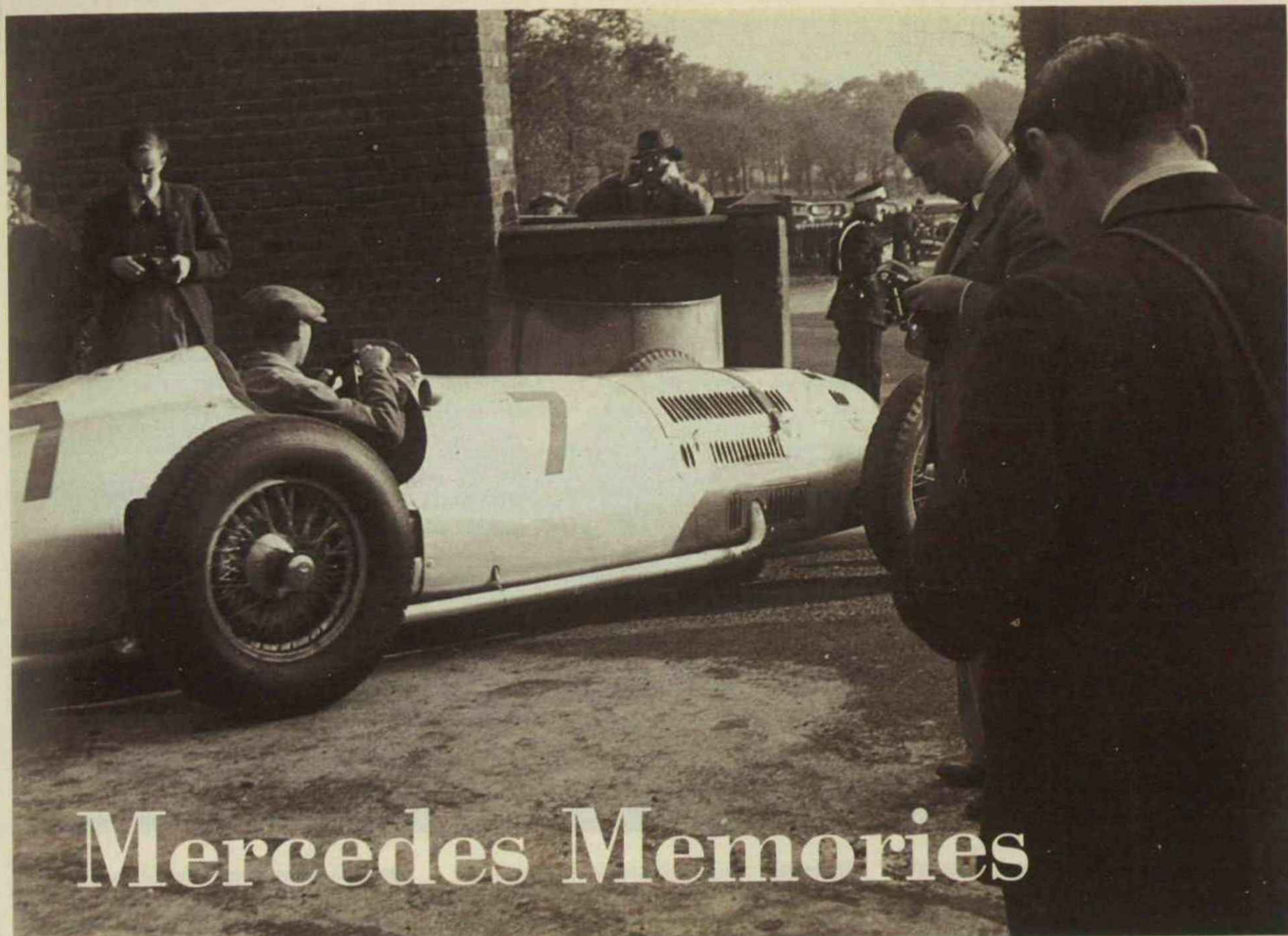


The Things They Say . . .

The newly-weds were driven away in the original Chitty-Chitty-Bang-Bang." — *Hello!* reporting the marriage of Annabel Croft and Mel Coleman. But as the picture shows the fake Chitty, Reg No GEN 11, it is a pity it could not distinguish it from the proper Chitty-Bang-bang built in 1920/21 and no longer in existence. **WB**

The Things They Said . . .

In view of DSJ's recent comments on the wonderful sounds made by racing engines, the following remark by Warwick Wright, back in 1927, is rather apposite: "I maintain that the Brooklands silencer is absurdly noisy . . . it is a "degree of silence" that can be remarked at a distance of about a mile. It may be, of course, that the Brooklands authorities rather like racing cars to be noisy, with the idea that the public gets a pleasant thrill from the roaring of more or less open exhausts . . ." Mr. Warwick Wright went on to extol the silencer on the Stutz, for which he was an agent and which he was then racing at the Track, saying it gave "a genuinely high degree of noiselessness in the exhaust without any back pressure or other disadvantages". He claimed that the Stutz was just as fast with its normal silencer as it was with the official Brooklands pattern. **WB**



Mercedes Memories

An Editorial in a contemporary about Denis Jenkinson's one-time *Giro di Hampshire*, in the carefree 1950s, using my road-test cars in the dead of night, recalls some memories.

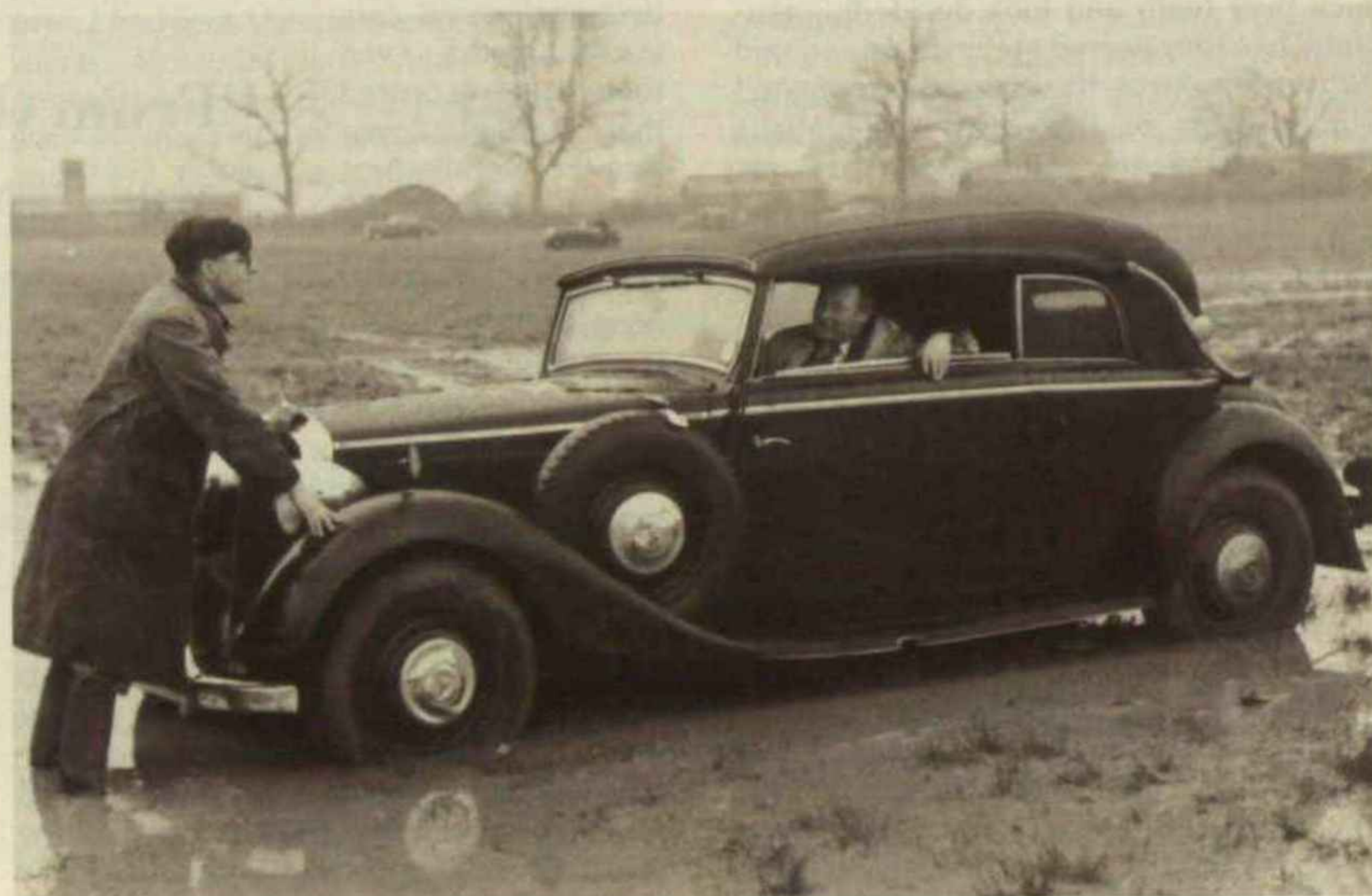
The gullwing 300SL Mercedes-Benz he upended we had taken on test down to Land's End, averaging better than 56 mph over roads covered in places with snow and with many lorries to pass, and including a stop for petrol. From Land's End we set off on an equally quick drive up to Fort William. Whereas the E-type Jaguar was a near-150 mph car which was surprisingly docile in traffic, the 300SL impressed as more of a man's motor-car, although a maiden aunt (why are aunts and district nurses regarded as inveterate crawlers?) could have driven along in top gear at 700rpm with no problems.

I remember that the drum brakes of this 300SL were not up to the impressive performance and that the left-hand driving position was a slight embarrassment on British roads. Thus, when I swung out for a better view approaching a narrow bridge somewhere on Dartmoor, and gave way to a Ford Zephyr coming towards me, its lady driver apparently thought the Merc wasn't going to stop and she ran into the parapet. I remember, too, the subsequent exciting run in the dark, pouring rain, and a gale, from Glasgow, when Michael Tee, the Guv'nor's son and my photographer, averaged

54 mph under these adverse conditions. We had rung our hotel from Glasgow, to ask whether dinner could be kept for us. On arrival at Fort William, with the 300SL "pinging" outside as its exhaust system cooled down, we went to book in. "Sorry," said the proprietor, "but I am expecting my last guests in about half-an-hour. They rang

from Glasgow and as a driver *I know how long that will take.*" Outside, his car was parked — a Morris Eight. . . !

I remember that we did over 135 mph on a bit of arterial road and how 126 mph was almost commonplace. Then Jenks borrowed RYT 28 for his nocturnal "dice". I had promised to return the car early on the

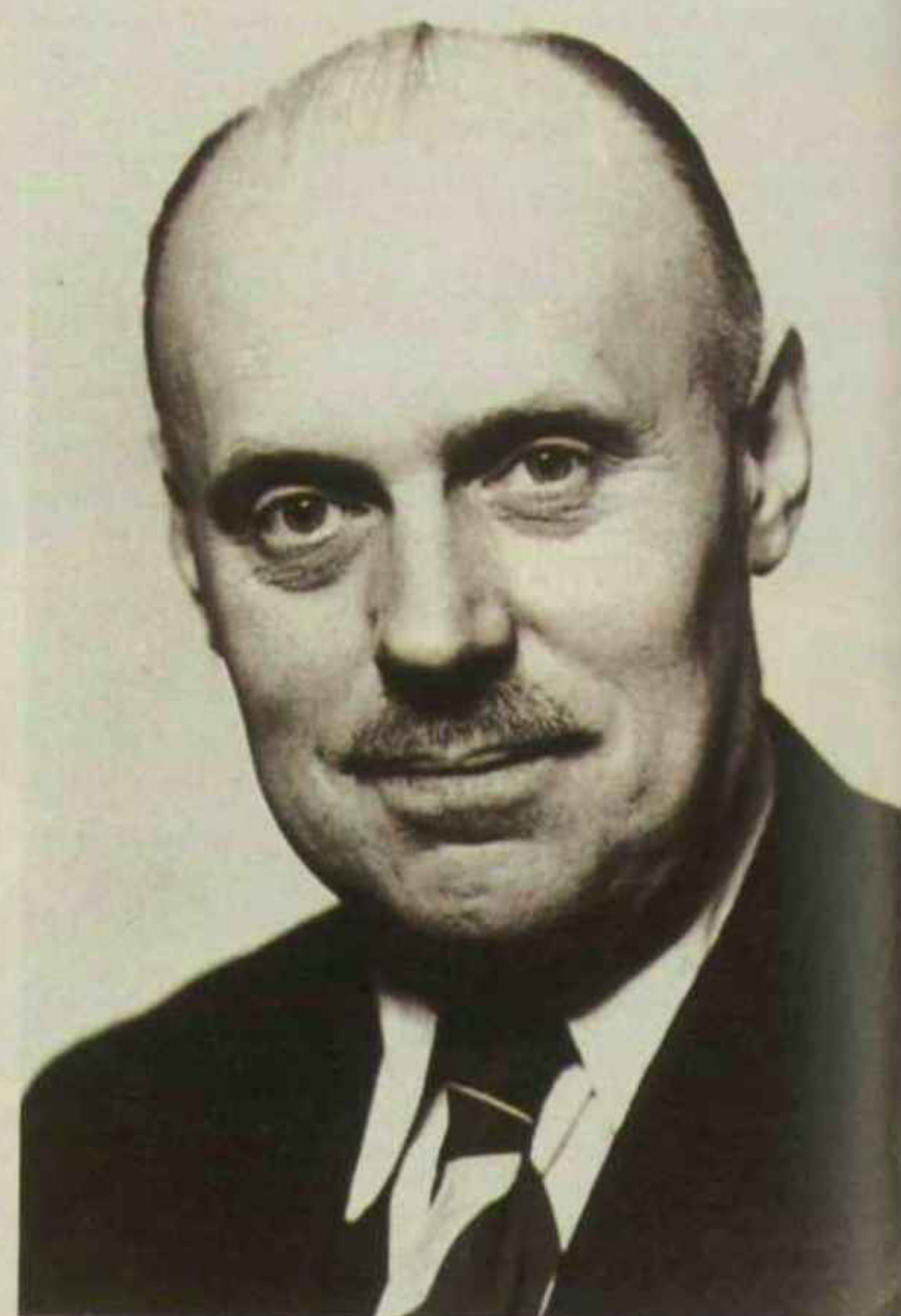


The magic enhanced (top) — when WB saw the German cars race at Donington Park in 1937 and 1938. Now convinced, WB (above) helps a Mercedes owner at a rain-swamped Silverstone meeting after the war.

The gullwing Mercedes-Benz 300SL which MOTOR SPORT road-tested in 1956, photographed before DSJ had his "personal GP" in it...



Prince Urach who looked after foreign visitors to the Mercedes works in the 1950s. (Mercedes-Benz archives).



How Daimler-Benz brought their two veterans from Stuttgart to London for the 1982 Brighton Run. Two of the mechanics and WB are crossing the road towards the 1902 Benz Spider.

Monday morning and when Jenks was late re-appearing with it, I was not exactly pleased. "Bod", he said "come and look at it." "I don't need to," I replied, "I've had it for ten days!" When I finally relented I saw that there was considerable off-side damage, caused when DSJ had hit ice and gone off the road. I told him he had better take the Merc back himself, for I knew accidents were not popular with this then very fast car, because insurance premiums had been rising. It was fortunate that I did, because at first the Service people began to suck their teeth and look decidedly petulant. Then they peered at the driver and said "Why, weren't you the chap who navigated Stirling Moss to that great Mille Miglia victory last year?" After which, all was sweetness and good humour...

By then I had been a Mercedes advocate for a long time. It all started when, aged 14, with the impetuosity of youth, I had written a letter to *The Autocar* suggesting that the right way to supercharge a car was to blow air through the carburettor (I never have claimed to be an engineer). Mercedes-Benz saw a possible customer and had an invitation for a trial run forwarded to me. I went to the London showrooms wearing my school cap and produced it. The salesman inquired if the letter had been written to my father. "No", I responded, "he was killed in the war" — tactless perhaps, in this German stronghold... He went to consult the Herr Manager. I was peered at for a moment, but not an eyebrow was raised. If I would wait for a while a demonstration Mercedes would be sent round, for me to experience. It turned out to be a 36/220 tourer, with a

driver in a chauffeur's cap at the wheel. He headed for the Barnet Bypass, where the traditional blower whine was produced and a top speed a whisker below 100 mph was seen on the speedometer. Bliss, for a keen schoolboy!

From that day onwards, I was "sold" on everything Mercedes. The classic victories by the big green Bentleys at Le Mans naturally impressed. But in later times, after I had road-tested so many Mercedes-Benz for Motor Sport, I came to regard these as the best-engineered cars in the world. Even though I accepted that a Rolls-Royce was the World's Best Car... (*Autocar & Motor* has come to the same opinion, I note, quite recently). It wasn't just the cars; it was the efficient way in which Mercedes went about everything it did. I remember being told by the late Laurence Pomeroy, when he was Technical Editor of *The Motor*, that before the war Mercedes used to send him free tickets for the Berlin Motor Show, and I think Lufthansa Air tickets as well. I inquired about this at Stuttgart later on and it was explained to me that it was known that Pomeroy's father had designed great motor-cars such as the 30/98 Vauxhall and the Daimlers used by the British Royal Family. "We did not know whether the son would follow the same profession, but in case he did, we wanted

him to be aware of what Mercedes-Benz had accomplished," they told me.

So for me, as perhaps for "Pom", the three-pointed star was in the ascendant! I remember how, after the war, Prince Urach, who had suffered under the Nazi regime, had been appointed to look after foreign journalists and motoring writers who visited the Mercedes factories. On one of our calls at Stuttgart he took us to dinner in the then-new Television Tower, an ordeal for

"From that day onwards, I was "sold" on everything Mercedes"

me, who cannot abide lifts. But eventually they got me to the elevated restaurant and it was then that another facet of Mercedes magic materialised, which I have never fathomed. Urach couldn't drive, so he used a chauffeur-driven car. After Michael Tee and I had declined a night club, we came down in one of the restaurant lifts, to find people outside fussing about, trying to find their cars or their drivers. Not us! Hardly had we emerged than side-lights lit up away in the car-park and our host's Mercedes slid to the kerb. Did its chauffeur watch for us, never taking his eyes off the foyer, for



W B rides with Roger Collings on the 1903 Mercedes Sixty, which twice proved to be the fastest veteran from Hyde Park to Brighton. (Studio 3).

several hours, or was some secret message used to tell him he was wanted? I wish I knew. . . In going round the Stuttgart factory we would use "slave" Mercedes, which were dotted about just for this purpose, available to any senior employee who needed transport.

I remember how we were taken to inspect the then-new test-track. Nothing was using it, although waiting cars were lined-up, their drivers having a chat among themselves. We enquired why this was. It transpired that the track had been closed so that we two reporters from an English monthly magazine could monopolise it. A small courtesy; but so typical of Mercedes-Benz. On another occasion we were to take a test car from the Stuttgart works and drive it through the winter night to the Geneva Show. As we were leaving my passenger asked innocently whether it was insured for him to drive. "Sir, if you can tell me of any civilised country where the insurance for any driver is invalid, I would like to know. Furthermore, you will find maps in the cubby-hole, together with a note to the German Police which might just get you off a minor traffic transgression, there are telephone numbers of M-B service depots *en route*, and as it looks like snow, the chains have been put on the spare wheels in the boot," came the confident reply. It was all so Teutonically efficient!

Indeed, it prompted me on a similar occasion, when we were about to take away a road-test BMW for a long haul and I was told I would have to wait for twenty minutes or so while a flat battery was replaced, to tell the Bavarian PR that his publicity was

first-class but not quite up to Mercedes standards. "How so?" "Well," I said, "if we were at Stuttgart the problem would not have been revealed. We would have been told they had overlooked one item we had not been shown and if we would just spare a little more time. . ." Mercedes-Benz cars never broke down, let alone had flat batteries!

Say I am biased, if you like. But the same near-100% efficiency was apparent in the way Erik Johnson and his knowledgeable German lady secretary handled Mercedes publicity in this country, in my day. Moreover, I had seen the quite astonishing way in which Mercedes-Benz and Auto-Union approached motor racing just prior to the war, at those never-to-be-forgotten 1937 and 1938 Donington Grands Prix — and never mind that Auto-Unions driven by Nuvolari and Rosemeyer won them both (see *The MOTOR SPORT Book of Donington*). Then there was the way in which we journalists, under the eye of engineer Ulenhaut, were allowed to drive one of the first 300SLs at Silverstone, and how a 600 limousine was produced at short notice for a MOTOR SPORT photographic feature. Long before that I had seen Earl Howe and Sir Malcolm Campbell racing their SS Mercedes Benz at Brooklands and competing with them at Shelsley Walsh. After the war I had a drive in the late Peter Hampton's fabulously-restored 36/220 with the later "Elephant" blower as used on the racing 38/250s, and took the ex-Campbell 36/220 from the Midland Motor Museum at Bridgnorth to Brooklands and up the Test Hill, also using it to show Lynda Chalker, MP, what was left of the old motor course.

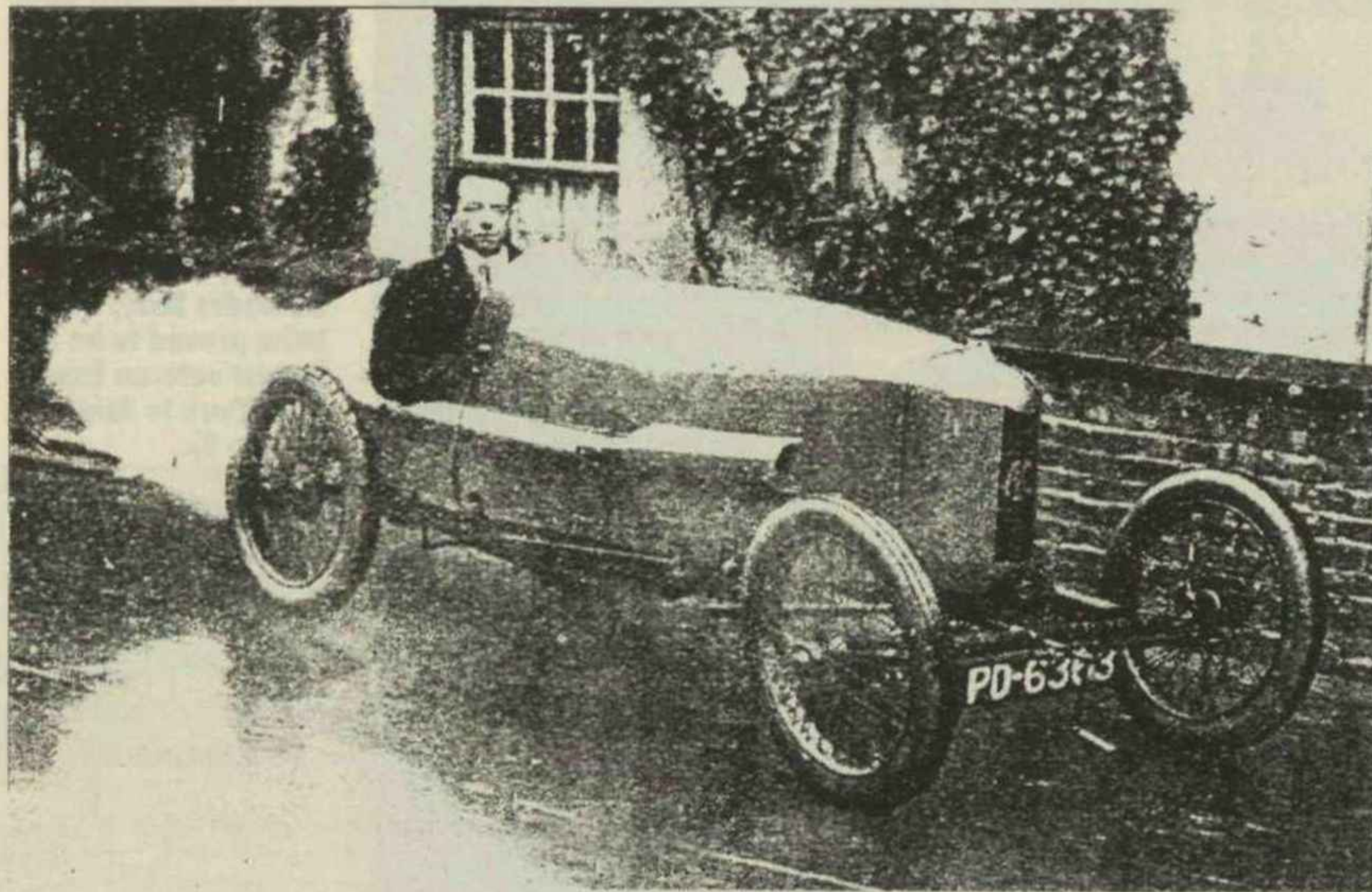
Mark you, I think that 300SL Jenks

pranged had a sense of humour. When I was taking it home to Hampshire, where I then lived, I came rather too swiftly into Frimley and a policeman at a road-check by the bridge signalled me to stop, which I just managed to do (those drum brakes — discs came later). So I leant over and released the off-side door-catch — and the gullwing shot up and caught him under the chin. He was very good about it, and sent me on my way. Arrived home, there was Jenks, who went off for a preliminary canter — and there at Frimley Bridge the same policeman was still on duty!

More recently there have been those wonderful Brighton Runs on Roger Collings' versatile 1903 Sixty (now in America), twice getting in before every other veteran, and with which we celebrated an anniversary of Jenatzy's Gordon Bennett race victory with the same type of Mercedes, by driving his car more than 300 miles in the day. I remember, too, when I did other Brighton Runs on Mercedes-Simplex and Benz Spider cars, how they were brought from Stuttgart in two huge Mercedes-Benz transporters towing equally vast trailers, which were parked unmolested overnight on "double-yellows" outside Kensington's Grosvenor Hotel. And how, when the battery of the Benz became exhausted during the Run, the DB mechanics had a fresh one to hand before we had halted. It goes without saying, that it fitted correctly and we were able to resume within minutes. . .

All in all, Mercedes-Benz is, for me, THE premier marque. And today the company's PR officer, Sue Colby, is as helpful as her predecessors. **W B**

AC's Missing-Link



Mays in the AC which he borrowed from the factory and with which he demolished the course record at Saltersford speed-trials late in 1924, no doubt impressing S F Edge.

The AC made in Thames Ditton as luxury light-cars in both four and six-cylinder versions in the 1920s and well-publicised by none other than S F Edge, previously of Napier fame, did well in racing and record-breaking at Brooklands and Montlhéry. So it was not exactly surprising when sprint exponent Raymond Mays turned to this make of car when his notable successes with his two Brescia Bugattis, *Cordon Rouge* and *Cordon Bleu*, terminated at the close of the 1924 season, because Mays had to sell them to settle outstanding accounts.

Mays was a great "persuader". He persuaded the astute Mr Edge that he and his engineering friend Amherst Villiers, who had supercharged one of the Bugattis until the engine of this 9¾ cwt car developed nearly 80 bhp, could perform similar wonders for the AC Company. Mays also persuaded the Memini carburettor people to let him use one of their carburettors, with a financial bonus as well, and to use their London depot in which to construct a new supercharged racing AC. He further persuaded the manager of London's Grosvenor Hotel to let his *equipe* have a room therein on special terms, after he had persuaded his father to release him from the family business at Bourne for the time it took to build and race the new car. I suspect that Mays also persuaded his mother to book seats for the theatres he liked to attend at that time. . .

The AC was a development of the earlier four-cylinder 1½-litre racing cars, to which Villiers was to apply a supercharger. Thus the 69 × 100mm (1496cc) engine had a wet-liner aluminium cylinder block, a one-piece alloy crankcase, and a bronze head.

The single overhead camshaft was chain-driven from the back of the crankshaft, but Villiers tickled up the valve timing, as he had on the Bugattis. A more substantial two-bearing crankshaft was made by Vickers, who also supplied the high-tensile steel forgings for the blower blades. William Mills of Birmingham supplied heat-treated Y-alloy pistons and the new aluminium castings. Lubrication was dry-sump, using pumps beneath the supercharger, which projected through the shapely new Serck radiator. The supercharger had a blow-off valve, also a by-pass, enabling Mays to control the blower pressure from the car's cockpit. It sucked from the carburettor, of course. Ignition was by two Bosch magnetos, mounted transversely on a platform on the under-bonnet side of the dashboard and driven from the back of the oh camshaft, supplying two plugs per cylinder. The aim was 5500 rpm at 10 lb/sq in boost.

The chassis followed established AC practice, the lightweight differential-less back axle having exposed drive-shafts. But better stability was sought by using splayed-out springs, clamped at each leaf. Woodhead supplied these and the tubular Alford & Alder front axle was provided with Rubery brakes. Steering was Marles with a bell crank linking drop-arm and steering arm. While Amherst Villiers, who had several other important jobs to oversee as well, toiled, Mays played tennis at Queen's Club, frequented also by Parry Thomas, and enjoyed plays at the Drury Lane theatre, where he became friendly with Ivor Novello, and nights at Mrs Meyrick's 43 Club.

But that is getting ahead of this story; back to the AC and the 1925 racing season. Mays had done a spot more persuading,

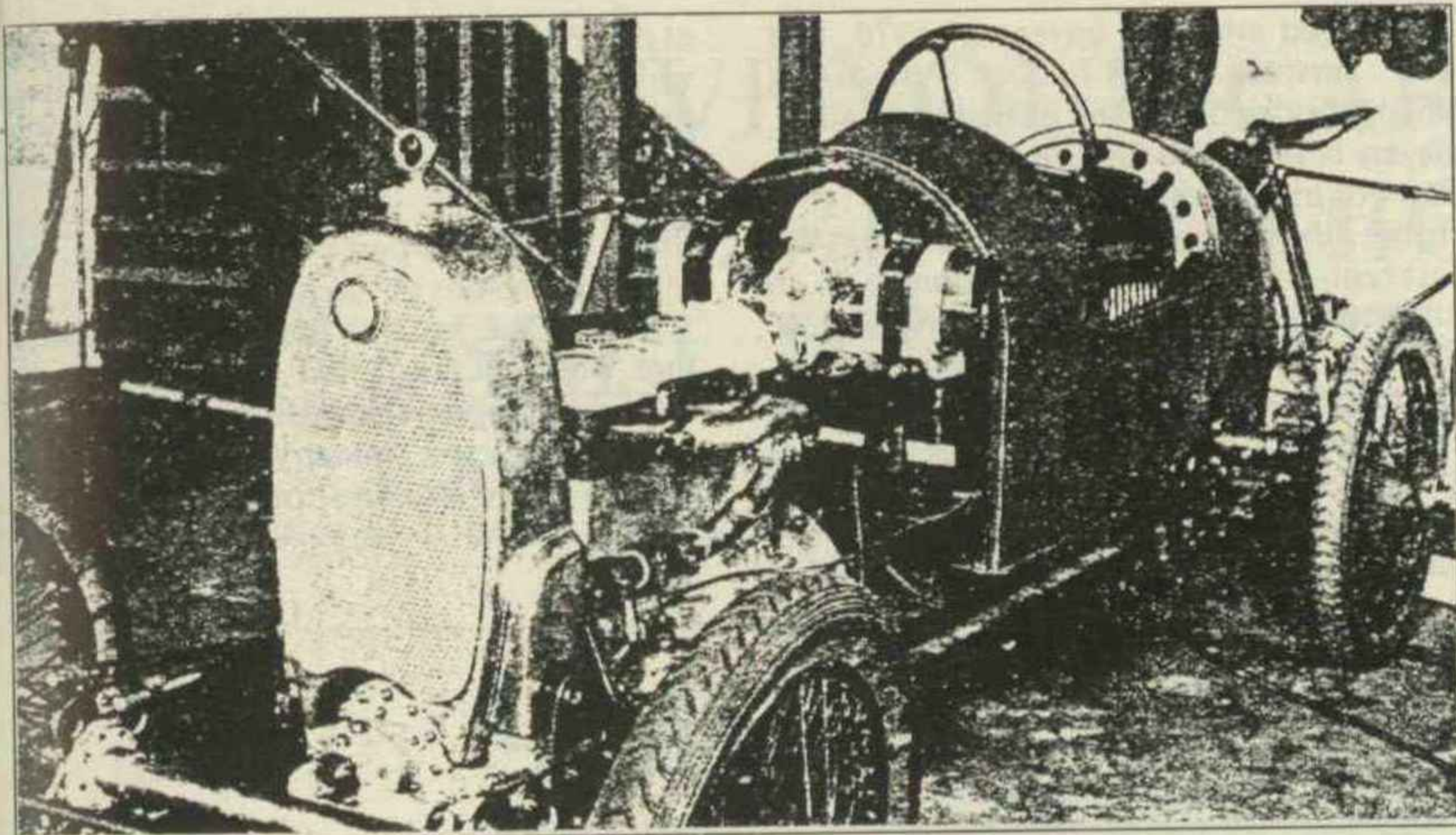
obtaining from Edge the loan of a new 2-litre AC sports two-seater, and behind this the engine of the racing AC was towed on a trailer (borrowed from Memini's), to a Chalk Farm engineering-shop where Mays had arranged for the engine to be put on their water-brake. With the help of a mechanic (borrowed from Memini's) and watched by Edge and Sydney Smith of AC, tests were conducted. Alas, with the "hot" Lodge plugs installed, after five minutes running at maximum revs, with over 100bhp on the dial, water filled the cylinders.

This trouble persisted. But after fitting revised waterseals and trying the car out on Toft hill near Bourne, Mays set off for Shelsley Walsh, the AC towed behind a lorry lent by his father and driven by the faithful Ayliffe of the Bugatti days. Mays, his mother, Villiers and Mays's girl cousin rode in the sports AC. A neat single-seater body had been fitted to the racing car, which weighed 14½ cwt.

Running *sans* bonnet, after last-minute work in the paddock, the ignition apparently retarded itself after the Esses, and the AC's time was 57.0s, putting it fourth in the 1½-litre class, two seconds slower than J A Joyce's AC.

The next appointment was the Brooklands Summer meeting, where the regulation silencer recently insisted upon would increase back pressure in the AC's delicate engine. Mays entered for the 100mph Short and 90mph Long Handicaps. Although he did not start in the first of these races he suffered an almost unprecedented rehandicap in the second, a penalty normally inflicted only on those who had gone exceptionally quickly in an earlier race. Indeed, he had to concede four seconds to the winner, Parry Thomas in the big Lanchester 40 single-seater who lapped at 106.42mph. Presumably the AC's supercharger had frightened the handicappers; the only other car so endowed was, I think, the Halford Special; so rare was forced induction in 1925 that it wasn't noted on the Race Card. But yet again the AC failed, unable to complete a full lap, although before water again entered all its cylinders Mays had apparently seen 4000rpm, equal to 107mph.

However, Mays extracted a little more money from Edge, and Amherst, Villiers designed a new bronze head with three valves per cylinder, cast by Brotherhood's, extra holding-down studs were used, and the boost was reduced to five lb/sq in. All then seemed ready for the two-day Skegness race meeting. But when in the lead in a half-mile sprint clutch slip intervened. The next day bent gearbox selectors ruined Mays' chances. There remained the JCC 200 Mile Race, for which a two-seater body was made, by Brainsby's of Peterborough, for which the chassis had to be extended, at a cost of some £1000. The weight went up to 21cwt. In the meantime Mays had hoped to break the 1½-litre Hour record held by the Eldridge Special at 107.62mph, with the AC. But the steering column broke, and he had a close shave, after covering the Brooklands' half-mile at 116mph. In practice for the



Raymond Mays's 1926 AC in course of construction at the Memini depot.

"200", the boost up to 111b and on Englebert balloon tyres, overheating was the problem and Richards of Croydon had to hastily increase the radiator area. In the race, over the artificial road-circuit, the header tank was punctured and Mays was out early, the crankcase already bound up with wire-rope. The AC was towed in. Mays then gave up, transferring his allegiance to Mercedes for 1926. (Tim Birkin put the AC's engine into his racing boat.)

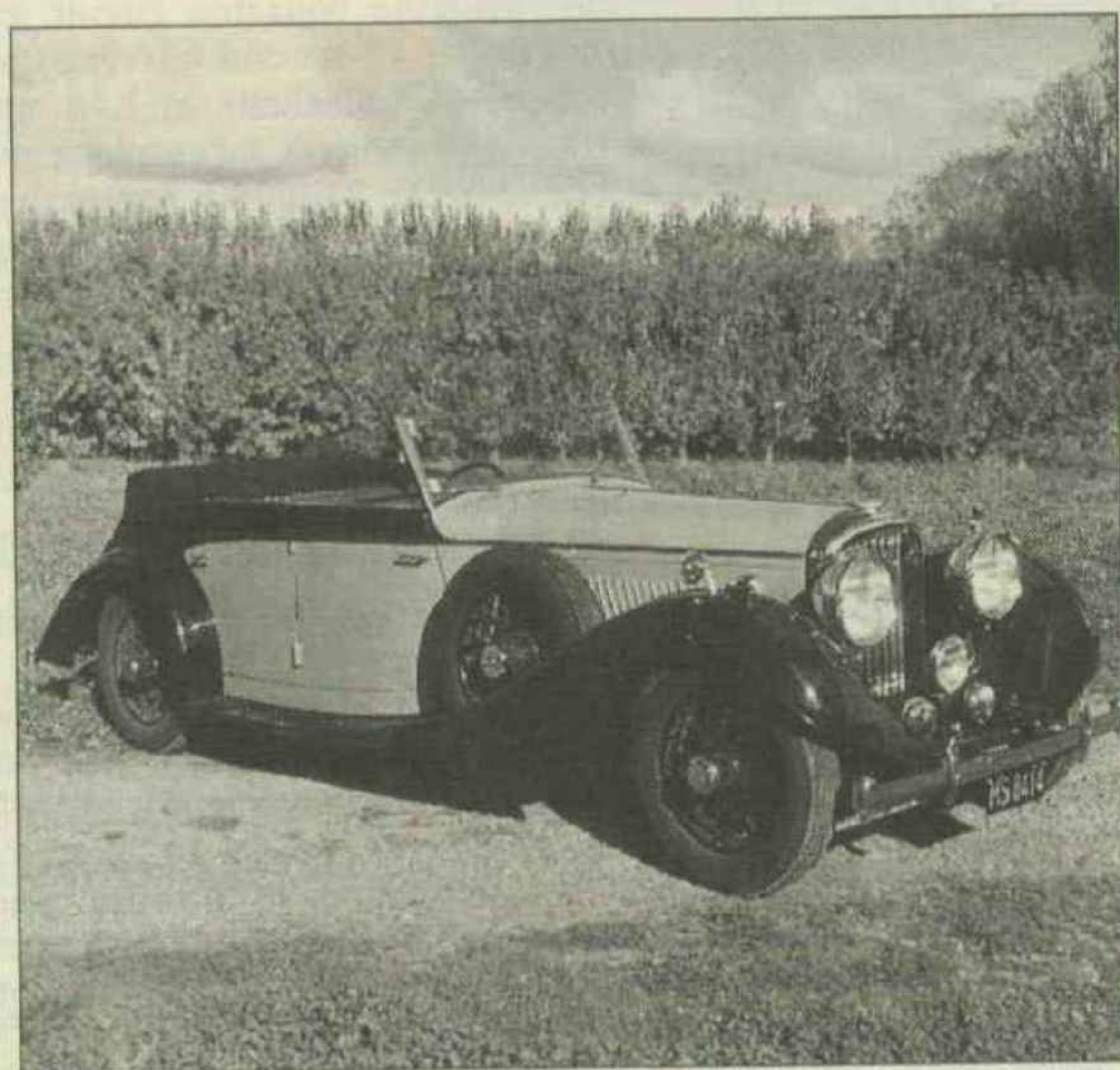
Now comes that missing link. In spite of

AC Cars having apparently run out of money, they had a new racing engine ready very early in 1926. It was a six-cylinder 60 x 88mm (1493cc) power-unit of all-aluminium construction, using wet cast iron cylinder liners. There were two overhead valves per cylinder (instead of the earlier four valves per cylinder), in typical AC form, with floating valve guides, volute valve springs and conical cotters. The crankshaft was a built-up circular web one, running in eight ball-bearings. Ingenious tapered pegs secured

the crank webs, obviating the use of nuts. The inclined valves were operated by twin overhead camshafts chain-driven from the back of the engine, with the famous Weller chain-tensioner. (Note: All previous AC engines had used a single oh-camshaft). There were rockers between cams and valves, the rocker bearings being pressure-lubricated, through hollow axis-pins. The sparking plugs were central in the hemispherical combustion chambers, fired through a double Delco distributor driven from the front of the o/s camshaft. From the front of the n/s camshaft the vane-type water pump was actuated. The big-ends were of roller-bearing type and the crankcase was of circular section, the wide sump below it possessing copper cooling tubes. Thus this new engine had wet-sump lubrication, with a pressure filter. The supercharger was driven from the nose of the crankshaft, and had triple alloy blades. There was a by-pass to enable blower pressure to be varied in the inlet pipe.

Would it have used the chassis of the Mays' AC? Nothing more was heard of this racing engine. But had AC contemplated joining Alvis in Grand Prix and other long-distance events in 1926, if finance had not evaporated? Mr T G John may unwittingly have offered a pointer to this when he said that while the Alvis Company could only spare £3000 a year from its 1926 advertising budget for racing, Continental teams (he may have had Salmson in mind, or perhaps STD) were spending £87,000. **W B**

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1937 Bentley 4 1/4-litre All Weather Tourer.
Coachwork by Vanden Plas.

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Sameness

I read a piece in the *Daily Mail* which seemed an appropriate comment on how very much of the same appearance most of the cars encountered on our roads have become. In it, Stephen Bayley was making a plea for a return to more individualistic motorcars but he was also deriding the posh limousine and the fierce mid-engined V12 sports car as no longer symbols of exquisite taste and confidence or red-blooded wind-in-the-hair sportsmen. He thinks such vehicles now represent rich, narcissistic, self-satisfied folk, and are status relics dating back to the '80s and that it will be a long time before they have a renaissance.

I do not believe this. But I do go along with his plea for the return of true fun cars, which can actually be recognised as they go past. To support his first theory this writer in the *Mail on Saturday* points to a vast stock of S-class Mercedes-Benz sitting on the dockside at Bremerhaven, unsold, with the makers reluctant to reduce prices in case it reflects on their long-lasting prestige value, and to Ferrari's 1980's waiting-list having changed to stocks of 1992 models unsold in America, with Honda in the same position with its NSX, and Mazda faced with an undignified 30% price-cut on the RX7. And Porsche 911s now available for the price of a mid-range Escort . . .

Maybe! But let's look at that other point Bayley is making. He instances the VW Beetle and the Fiat Topolino as the kind of real cars which are the vogue of the '90s, although if the current editorial in *VW Motoring* is correct (and Editor Wager should know) he is wrong in implying that VAG (UK) Ltd are reimporting the celebrated insect, from Nigeria and Mexico — although, as I have often predicted, the Beetle will never quite fade away. And the current interest in smaller, more economical, practical cars is very real. It seems VW Golf sales here are in the doldrums, but Bayley predicts that the latest Fiat Cinquecento will prove "the ultimate urban performance car". That after sneering at those who buy a 200 mph Lamborghini Diablo when "there is no public road on the Earth's surface where such a car can be driven to its capability" and remarking that while there is "no moral or practical objection to an individual spending his money on a large comfortable car" (thanks!) Bayley makes the point that you can get many fine ones for about £30,000. Thus, he argues, a large £100,000 Mercedes-Benz may be seen by some as rather unattractive, its conception of luxury dated, its status reaching back to the Borgias. I do not go that far, but I do endorse Bayley's appeal for a return to fun-cars with their own individual characteristics.

As he recalls, the simple Renault 4 was in production from 1961 to 1992. He reminds us that the Range Rover has been largely

unchanged since its advent in 1970, and had survived jokes about "traversing Knightsbridge bogs" and its many imitators. Bayley is keen, too, and rightly, on the Alfa Romeo, as representing a real car — "the divine Alfasuds" — and emphasises that the last rear-drive model, the Alfa Romeo 75, is still in dealers' stocks since its birth in 1986. There is justified praise for Issigonis's Mini ("cramped and uncomfortable, but wonderful to drive") but Citroën 2cv addicts may take less kindly to Bayley's comment that "the *deux chevaux* is most favoured by sandal-wearing Friends of the Earth". Lots

of other people think it fun (that word again) which is why it has survived so well, as also an eminently sensible and thoroughly individual car, a throwback to the cyclecar (two air-cooled cylinders, remember), which for some is part of its fascination, for others a dubious virtue . . .

Few will quarrel with Bayley's call for cars that are functional but have their own individual appearance. He says that from 100 metres even Industry experts cannot identify a Ford Mondeo from a Mazda 626, a Toyota Carina or a Honda Accord. Can you? **W B**

Manx Challenge



Rogers and Dearden in the hills on the TT course. Next time it's vintage racing, when the island hosts the Manx Classic.

Local father and daughter team John and Debbie Briggs used the agility of their Alfa Giulietta Sprint to win the Manx Mountain Challenge in July. The three-day historic event, run by the Manx section of the Classic Motorsport Club, began with navigation and regularity tests on the Friday, while on Saturday much of the TT course was closed for the fast sections. A strong challenge from the AC Cobra of Ken and Denny Calder ended here with mechanical maladies. Sunday began the winding down with autotests and a treasure hunt, and a Concours d'Elegance won by the Stote's Alvis 4.3. Tony Rogers

and Chris Dearden brought their TR5 to second, ahead of Robert Rawe and Xavier Sanz de Acedo in a hot Healey 3000 which was once Ken Rudd's demonstrator. The event raised £8000 for cancer charities.

This month, the island also hosts the fifth Manx Classic, which brings vintage and classic cars over to contest the Pursuit Sprint over the Willaston circuit (cars do eight laps at 10-second intervals) and the Lergly Frissell hillclimb, at 1.48 miles the longest in Britain. It takes place over the weekend of the 24th/25th September; contact Manx Motor Racing Club on 0624 670150. **G C**

Sequels

By coincidence, some sequels to recent articles have come to light. For instance, surely the G Hitchon who ran a 3-litre Bentley and a Beardmore in North Country speed events in the mid-1920s must have been related to Alfred Hitchon, who much earlier made Globe and Weller cars, as featured in *Forgotten Makes* articles in *MOTOR SPORT* in recent months? It is also interesting to note that at the same time HRS (later Sir Henry) Birkin, whose anniversary was commemorated recently, was racing the little-known Birkin-Comery, and, on one occasion, a 3-litre straight-eight Sunbeam, in sand races.

But the biggest coincidence of them all is that the Sequeville-Hoyau light car which I

discovered at a S Farnborough garage during the war and wrote up in those desperate days of trying to fill the pages of the war-time *MOTOR SPORT*, has come to light in Northamptonshire fifty years later. It is the same car, chassis no 12, of this rare make, just as I saw it all those years ago, except that its aerofoil running boards have disappeared. Its early history is sought. Our informant also tells me that, as a change from the monster hybrid aero-engined cars now being built, he has in hand a smaller edition of the breed, using a 1921 ABC Scorpion engine from a Flying Flea in a chain-driven GN chassis, for which axles, wheels and other parts are sought. Letters can be forwarded. **W B**

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Bert Hadley

Bert Hadley died in July after a short illness, but a long and happy life. He started work at "The Austin" at Longbridge in 1926 where his interest in motors wangled him into the Experimental and Racing Dept. He was assigned to Murray Jamieson and the A7 racing team, and 50 years later, during the rebuild of the works racing Austins at Donington for Tom Wheatcroft, it was Bert who supplied a lot of the expertise. Well into his retirement, he rebuilt the gearboxes of both Side-valve and Twin-Cam cars in his garage.

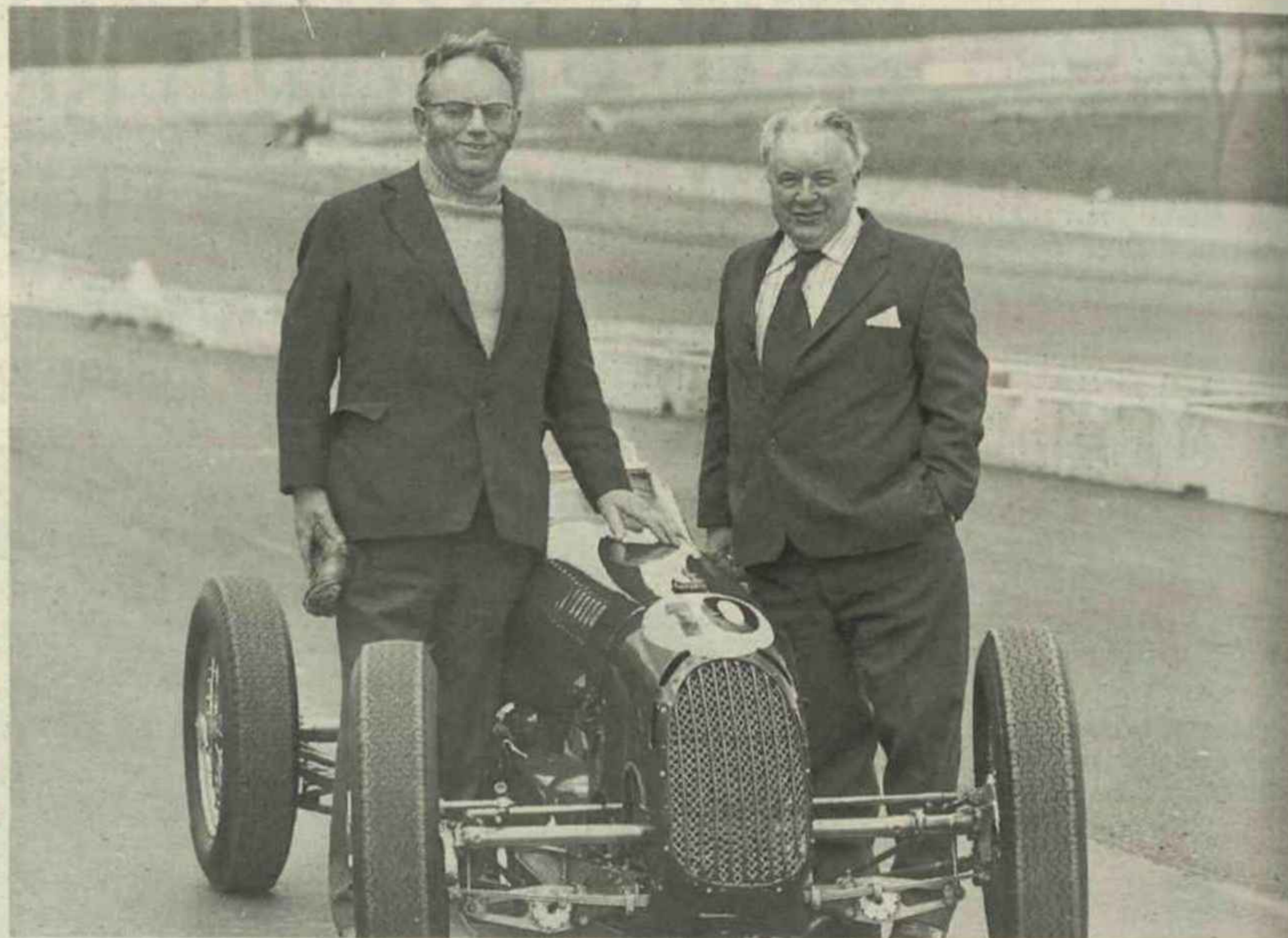
Hadley's own racing mixed sprints, hill-climbs, racing at Crystal Palace, and attending record attempts at Southport beach. (I well recall his record ascent of Shelsley Walsh and his significant wins at the last Crystal Palace races, aided by his views on how best to utilise twin rear wheels on the ohc Austins - WB.) Post-war racing included four Le Mans with Jaguar and two Mille Miglias. After retiring in 1975 Bert became President of the A7 Clubs Association. He will be missed by his friends, and our sympathy goes out to his son, who had a close relationship with his motoring father.

Les Gammon

H T H Clayton

The death of H T H Clayton will distress all those who knew him or watched him race at Brooklands, and all we can do is join them in abject sympathy. He was known as "Over-the-Top" Clayton because of his quite remarkable escape from death in the

OBITUARIES



Bert Hadley (right) and Tom Wheatcroft with a newly refurbished Twin-cam Austin after its meticulous rebuild.

much-photographed accident in the 1938 Easter Short Handicap, when he went over the Members' banking at high speed while driving R C Fleming's ex-Horton MG Midget single-seater, after apparently being shunted by another car.

Clayton started racing the ex-Major Gardner Amilcar Six in 1931 and was very successful with this car, which he evolved into

the Clayton-Amilcar and drove on the Outer and Mountain circuits at Brooklands, and in long-distance races there. He took some Class-G records in 1933. Harry was a Vice-President of the Brooklands Society, whose recent reunion he attended, and President of the Amilcar Register. His cheerful presence will be sadly missed by a large circle of his motor-racing friends. **W B**

Quiz Answer:

Only one reader correctly identified the mystery car with which Paul Frère challenged us in June. Paul says of the car: "It is a one-off 'bitza' built for Count Luigi Premoli. His Type 35 Bugatti had become obsolete, and he replaced the engine with an 8C Maserati, though I am not sure whether it was a 2500 or a 3000. Premoli called it a BMP (for Bugatti-Maserati-Premoli) and the Maserati-like radiator bore an appropriate badge.

The photograph was taken in Brescia in 1933 in the patio of a house of friends dating back to my father's time, who still live in the same place and were relatives of Luigi Premoli.

The character at the wheel is me... before I was old enough to hold a driving licence.

I don't think the car ever made the world stand up and take notice!"

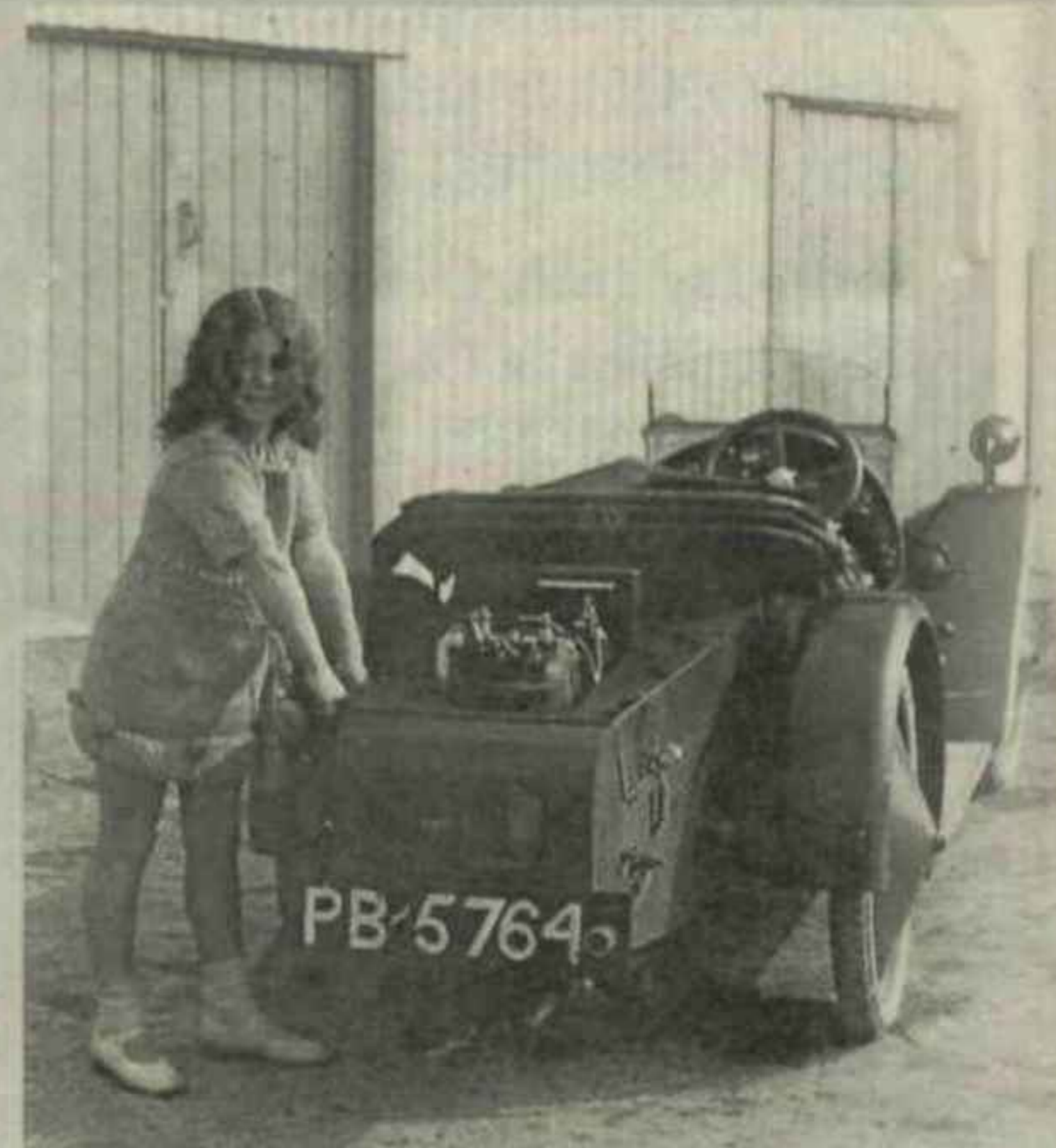
Well, MOTOR SPORT took notice in 1933, for that was where Mark Morris of Retford (with the help of C L Clark, pre-war GP Bugatti driver) found the machine mentioned. It ran at Shelsley Walsh that year, having been towed all the way from Milan. Congratulations to an attentive reader.

V-C Miscellany

Penrite Oil tell us that their two advertising posters, one depicting a 30/98 Vauxhall and a vintage motorcycle in spirited action, the other a more modern AC, have been very well received. They are willing to supply them to those interested, on receipt of £1.50 (£2.00 for the two) to meet packing and postage charges. Apply to: Evan MacKenzie, Penrite Oil Co Ltd, Unit 1B, 31 Dollman Street, Birmingham, B7 4RP (Tel: 021 333 5383), mentioning MOTOR SPORT. **W B**

Some errors crept in last month's VSCC Shelsley Walsh report. It was Steve Roberts (1927 Frazer Nash Super Sports) who won the vintage part of the up-to-1500 cc sports cars class (42.69s), not Tony Jones's Frazer Nash "Patience" (49.38s). The photograph captioned as a Talbot was, in fact, of Roy Palmer's 1936 Squire (50.86s) and John Walker beat, not equalled, Mark's 1991 Edwardian class-record with the 1908 GP Panhard. (Mark Walker broke the Edwardian class record at Curborough with his Monarch, which omission of the "R" after his time failed to make clear.) **W B**

The daughter of George Martin who was associated in the 1920s with Marlborough cars, one of which he drove in the 1921 JCC 200 Mile Race, and who later had the concession at the Palace of Industries at Wembley, for Bianchi cars in this country, is living in Cornwall, aged 81 and, after a very varied and active life, still plays an 18-hole round of golf. **W B**



The young daughter of G R Martin, who drove a Marlborough in the 1921 JCC 200 Mile Race at Brooklands, about to try to start an AV Bicar.

The Hants & Berks MC will be remembering the 30th anniversary of the death, while flying his light aeroplane, of Holland Birkett, who started clubmen's racing in association with the 750 MC and the Eight Clubs and with their own club introduced the one-inch map reference system to rallying. Holly was also the promoter, for many years, of the Mobil Economy Run, apart from his activities with A7 Specials and Bugatti cars. The commemoration will be in the form of a social run on October 16 in the old Birkett night trial style, using souvenir route cards of Hampshire,

followed by an informal buffet supper at Alton around 7pm. Tickets £10, from G Madgwick, Thursdays, Whitmore Vale, Hindhead, Surrey GU26 6JA, who would appreciate any memorabilia pertaining to this occasion. **W B**

The 30/98 Register has issued its latest record of all known Vauxhalls of this type, with "Prince Henry" models added for good measure, and including rebuilds in course of construction. The amount of data on individual cars is most impressive, and in addition there are details of 30/98 specifications and dashboard photo-

graphs of E and OE cars which will be of inestimable value to those restoring 30/98s. Nor is that all, because photographs of cars in current competition, including those in Australia and New Zealand, are incorporated. The current list of cars covers 36 E-types, 142 OEs, and 12 Prince Henry Vauxhalls. Normally available only to members, the Hon Registrar, David Marsh, is prepared to let others have copies of this very comprehensive register while stocks last, if they send him a £5 note, to The Garden House, Middleton-by-Youlgreave, Bakewell, Derbyshire DE45 1LS. Well worth it, I say. **W B**

"Tim" on film



Brooklands' heyday was briefly recreated in July for a TV drama about Sir Henry Birkin, with a convincing pits scene, albeit built right in front of the Clubhouse because the Straight is now blocked. Cars simulating the race finish had only yards to stop out of shot, but despite some lurid moments, all stopped harmlessly. Majzub's Sunbeam, one of the short-chassis 3-litre team Bentleys and Chris Gordon's Silver Hawk were pitted against Hickey's Dodge, standing in for the DFP Birkin should have been driving. Rowan Atkinson, playing 'Tim', handled it with spirit, but when the shoot moved to the banking for the 6hr race scenes, he stood aside to let Stanley Mann, equipped with small moustache, handle his own team 3-litre Bentley (the only actual Birkin car there) on the all-too-short banked section. Julian Majzub, in his T35 Bugatti (not quite a 6hr car), put on a show, passing the Bentley above and below in different takes. **G C**

VINTAGE POSTBAG

The Globe

Sir,
I was interested in W B's reference to "The Globe" in "Forgotten Makes" in your April Issue. I discovered a more or less complete Globe cyclecar on a plant farm in about 1960. I recall paying £5 for it and exchanging it with a friend for two 6.00 x 16 tyres for my mother's 1939 Chevrolet. My friend is still threatening to restore the car one day.

W B refers to the primitive transmission. From memory the countershaft and rear axle were linked together on some sort of sub-frame which hinged below the chassis. On depressing the clutch pedal the sub-frame moved forward, allowing the primary drive belt to slip, thus enabling one to change

speeds in the epicyclic gearbox. If one prodded the pedal more firmly it brought the pulley into contact with a wooden block, transforming the clutch pedal into a brake pedal. This primitive braking mechanism was fortunately backed up by internal expanding brakes on the rear wheels, operated by a right-side lever.

The hickory chassis frame of this car had been axed in two and the rear portion, including the bodywork, had been stored in a shed. The bodywork consisted of a tall edifice rather like an Australian country out-house and which may have been the prototype of all panel vans, most likely used to carry plants from the plant farm to market.

I, too, retain fond imaginings of what it might be like to drive a Globe.

(A similar transmission was

used in 1895 on the Leon-Bollée, discussed in July. **W B**)

**Robert G King,
Victoria, Australia.**

Keen Reader

Sir,
Always a joy to an old man when the end of the month comes, with MOTOR SPORT! May I make a small comment on the Leon Bollée, a most interesting article? With the belt-drive of Zenith-Graduas the belt remains at the same tension all the time; the "coffee grinder" handle opens and closes the engine pulley and moves the rear wheel to and fro. In the highest ratio the pulley is fully closed and the back wheel is as far forward as possible. At the lowest ratio possible, the pulley is so far opened up that the belt will slip. Then,

sitting on the machine, one winds the pulley closer together, the rear wheel moves forward, and the machine starts to gather way. I owned one of these Zeniths with the 680cc JAP engine.

**Richard Chapman,
Box, Corsham, Wilts.**
[The first machine I had, shared with a friend, was a Zenith Gradua, bought for 25/- (125p) from Roland Smith's around 1932. It had no belt, so we spent three evenings pushing it home from Hampstead to West Norwood, after work. Unable to afford a rubber belt, we tried a whittle belt. It always broke in a few yards, so we never did ride that Zenith! Its expanding pulley, variable-ratio drive was as Richard Chapman reminds me, and a similar system was used on the earlier Bleriot-Whippet cyclecars.] **W B**

The Real McCoys



Now in its fourth year, and with London auctioneer and long-time supporter of historic racing, Coys, taking over sponsorship of the event from Christies, the Silverstone Historic Festival continues to maintain the very highest standard and quality of entry. As in previous years all races were run in two parts, except for the FIA Historic Touring Car race, and with entries for all but the Steigenberger and Saloon races administered by the HGPCA, representative grids were guaranteed.

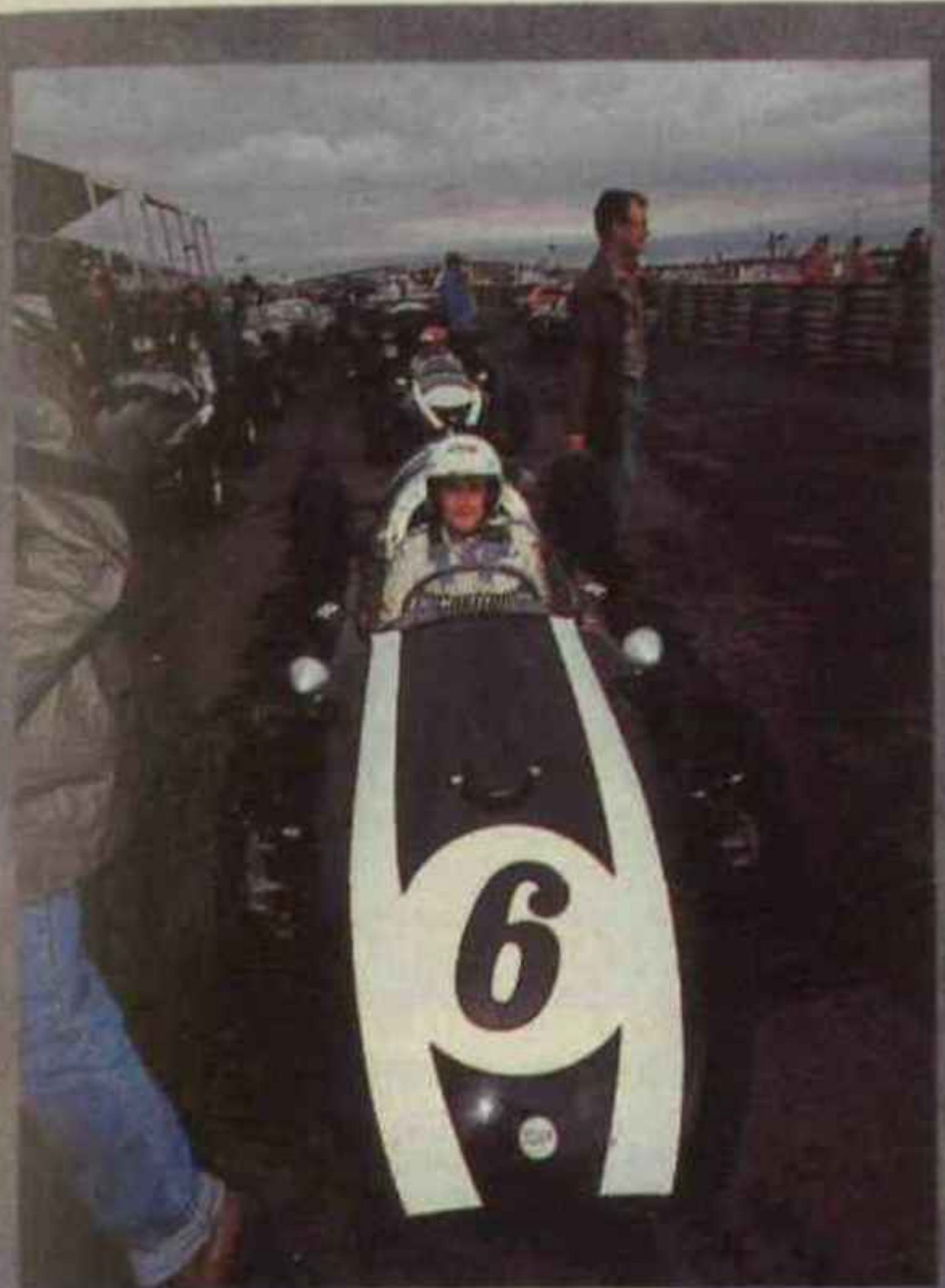
Saturday's proceedings began, after a soaking practice, with the Coys of Kensington GT race following on from the success of the inaugural event last year. As in 1992 the pace was set by Sir Anthony Bamford's ex-Maranello Concessionaires Ferrari 250GTO '64 in the hands of Frank Sytner and Gary Pearson, but this time early pressure came from the lightweight E-type Jaguar of Justin Bell/Allen Lloyd and Simon Draper's fabulous Project 214 Aston driven by Nick Faure. Bell tigered his way to the front followed by Faure when Sytner fell back, this trio leaving the Brian Classic/John Harper Bizzarini Le Mans to head the pursuit. After the changeovers, Draper

emerged ahead of Pearson — just! — as Lloyd fell back behind the exuberantly driven Healey 3000 of Gerry Marshall/John Chatham. A well-timed move by Pearson at Luffield on the penultimate lap snatched the lead which he held to the flag by less than a second. Lloyd/Bell placed third from the Bizzarini, the 250GT SWB of Lindsay Owen-Jones/Peter Hannen and the Healey.

Sunday's conclusion followed much the same pattern with the lead swapping between Sytner and Faure, the Lloyd/Bell challenge fading as the pair were out in Lloyd's slower E-type — the ex-Lumsden/Sargent Le Mans 'coupé'. Classic was involved in a scrap for third with Stirling Moss in Ralph Avis' Shelby Mustang only for the American car to be excluded for running non-approved rubber. Sytner was first of the leaders to change on lap nine emerging in second but Faure stayed out for two more laps leaving Draper only one lap at the wheel to take the flag, but to be excluded for changing outside the prescribed period. This elevated the well-driven Bizzarini into second ahead of the Lloyd/Bell team from Chatham/Marshall and Owen-Jones/Hannen. Chris Mann drove single-handed in the ex-Fangio Mille Miglia Alfa 3000CM to

finish a creditable 16th amongst far more modern machinery.

A mammoth 45-car field contested the first part of the Charles Heidsieck '50s Sports Car race for pre-'58 cars — thus ruling out the Birdcage Maseratis, Testa Rossa Ferraris and 3.8-engined D-types. Once again Sytner took command, in the Bamford D-type Jaguar, from saloon and C2 refugee Ray Bellm making an all-too-rare outing in his shortnose D-type, taking the lead when Frank pitted to replace a loose plug-lead on lap three. He then found his mirror full of Willie Green in Richard Crump's Maserati 300S, making up ground after a lowly grid seeding, eventually passing Bellm around half-distance as Ray was suffering from increasing understeer although he managed to hold on to within 0.8s at the finish. Paul Alexander gave one of his best performances in his Ferrari 750 Monza to trounce the 5.6-litre Maserati 450S of Thomas Bscher (not helped by a spin at the complex) and Gary Pearson, driving the family Cooper Jaguar in place of the more familiar D-type, while Sytner recovered with a storming drive through traffic to take seventh. Once past Bellm in part 2, Sytner proceeded to open up as



Rod Jolley's Cooper butts in behind Corner's Dino to deprive Stretton of GP runner-up spot. Inset, Sir Jack Brabham in Jolley's T51 Cooper starred in the BRG parade.

large a margin as he was able in an effort to close Bellm's advantage but the task was too great and although he easily won the race, overall victory went to Bellm, second on the road. These two outpaced Green, who was also hampered by a rare spin at Brooklands but still managed to secure second overall from Sytner, with Pearson earning a splendid result for the Cooper Jaguar in fourth.

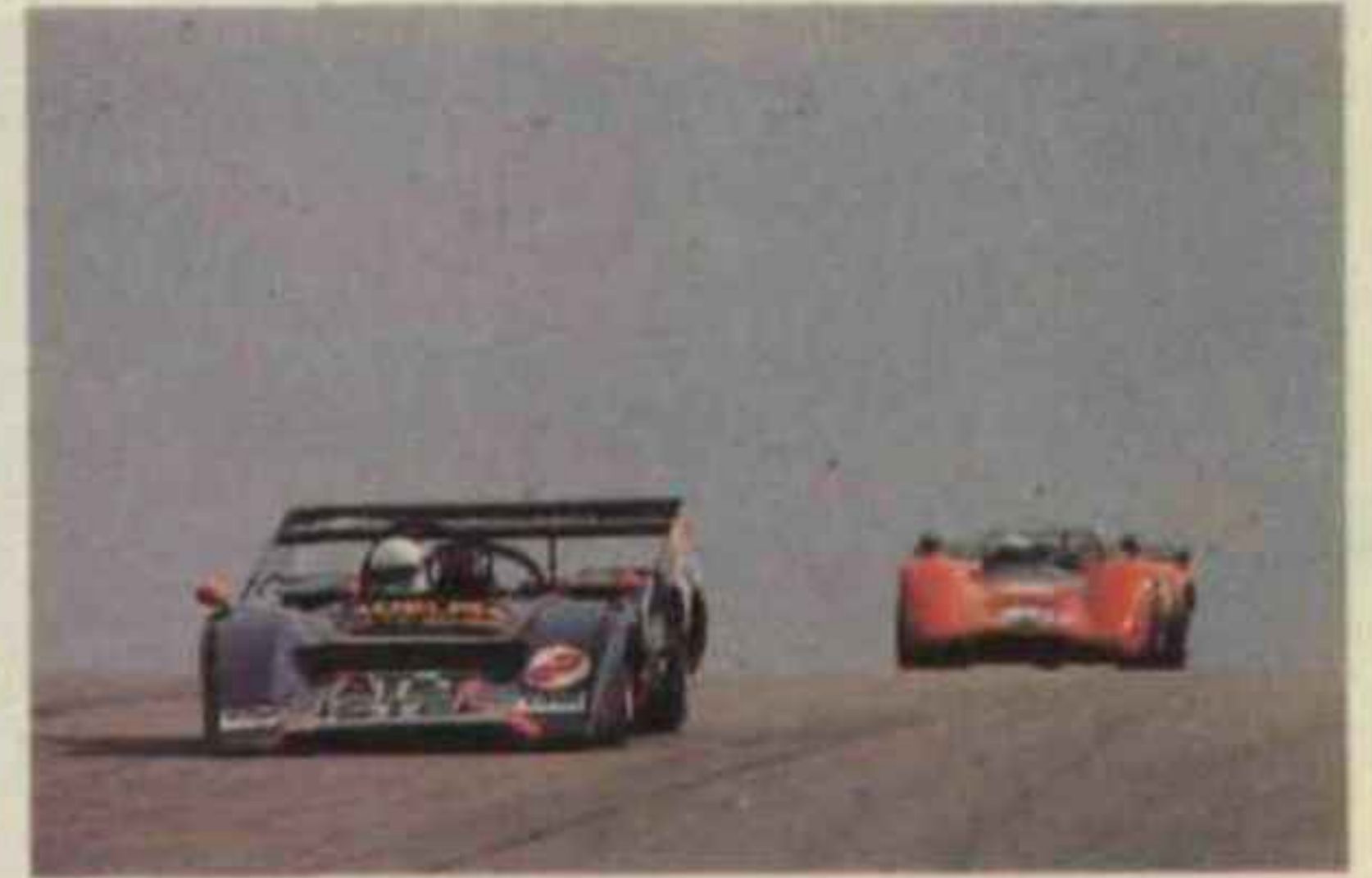
One of the two events where grid places were based on practice times was the Steigenberger Supersports race, with the result that the 2-litre Chevron B19 of Chris Chiles sat on pole after a soaking session, from the 2-litre Osella of Laurence Rose (aka 'Lorenzo Bandini') with Charlie Agg languishing on the fifth row. David Franklin, however, burst through from row 2 to head the field into Copse, and by the end of lap 2, Agg had worked his M8F McLaren into second behind Franklin's M6B variant. Warming to the task, Geoff Farmer had threaded his way onto the leaders' tail on his debut in Richard Dodkins's M8C/D. Agg outfoxed Franklin at Stowe at two-thirds distance to take the lead, followed by Farmer who retired almost immediately with a broken exhaust. Franklin closed up on the

final lap chasing Agg over the line and losing out by a whisker. The mighty BRM P154 of Jost Kalisch hauled through from the back of the grid with one recalcitrant cylinder to pip Chiles and 'Bandini' for third. Agg led part 2 from lights to flag, but this time Kalisch got the better of Franklin, the BRM's Chevy engine restored to health, but failed to oust Franklin from second in the aggregate results.

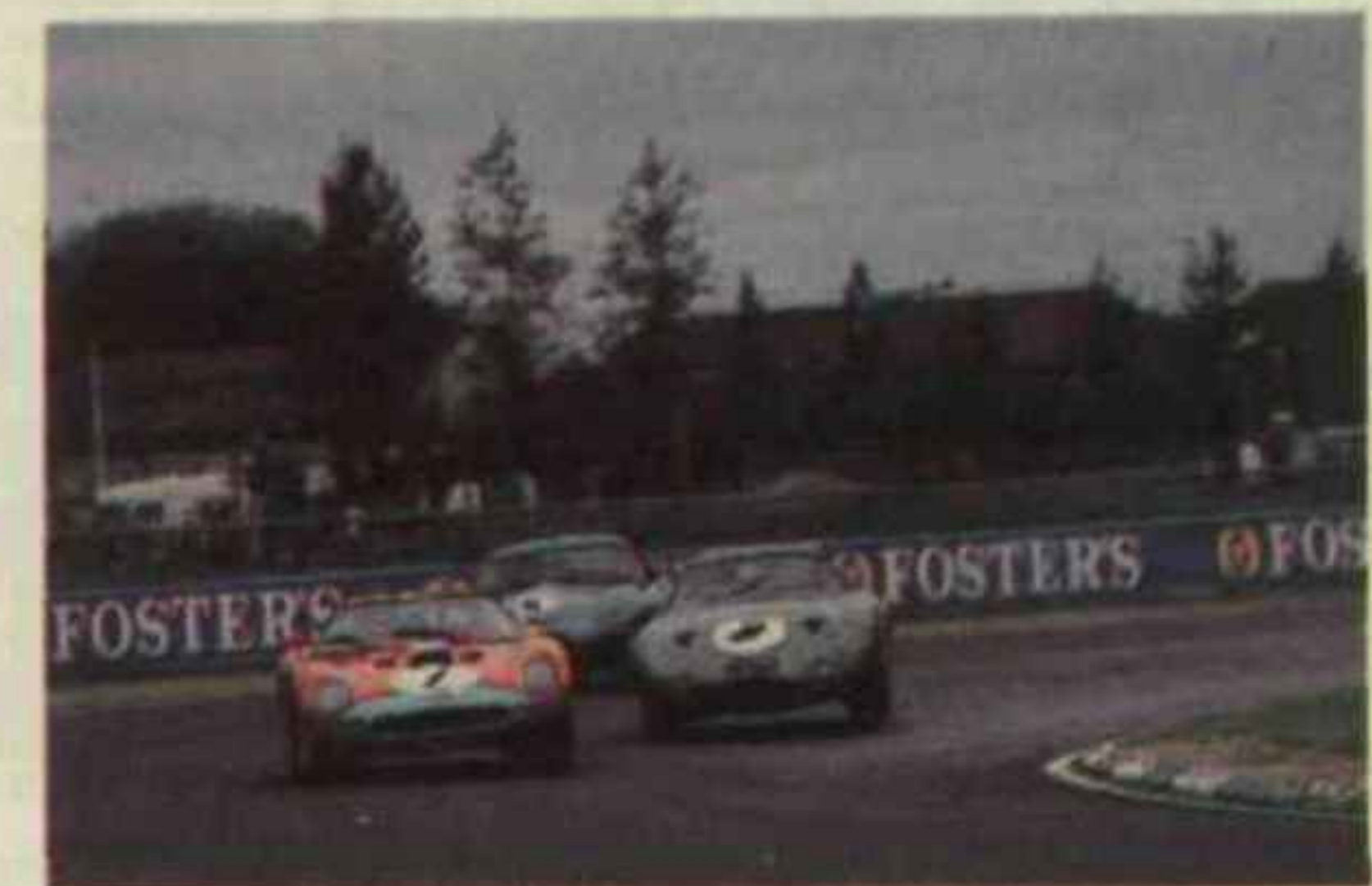
The cut-off date for this year's Chopaard Grand Prix Cars race was extended up to 1959, thus thwarting any hopes Martin Stretton might have had of scoring a hat-trick with David Duffy's Connaught 'B' Type. The most exciting additions to the grid were the 1958 Vanwall VW10, recently acquired by Vijay Mallya and entrusted to John Harper, and the BRM V16 of Nick Mason, being raced in anger for the first time since 1955. From the middle of the front row, Alain de Cadenet led the opening lap in Peter Hannen's Cooper T51 from Nigel Corner in the 3-litre Tasman Dino Ferrari, a difficult car to get off the line cleanly, and Willie Green in Neil Corner's 250F Maserati. By lap 2 the order had changed with Dino at the front from de Cadenet, Green and Stretton. The Vanwall had latched onto the tail of this chasing bunch, in seventh place, and while Corner paced to an easy win, de Cadenet fell from contention with a smokey exit leaving Stretton to give forlorn chase before Rod Jolley charged through the pack in his wheel-waving Cooper T51 to claim runner-up spot, while Stretton just held off Owen-Jones and Green, the Vanwall finishing a promising sixth. Again a slow start allowed Corner to be headed by Jolley and Green in the second part, but the Ferrari was up to third on lap 2 before being caught out by the wet at Stowe and gyrating three times before collecting it back together. Green had displaced Jolley and despite the Cooper driver's most earnest efforts it was the front-engined Maserati that triumphed, Corner recovering to third but doing enough to take the aggregate win from Jolley and Green. Fourth overall went to Stretton, well clear of Owen-Jones and an excellent showing from Tony Smith in the ex-Corner Tasman Aston DBR4 was rewarded with sixth place. First pre-war finisher was Mark Gillies with the White Riley one lap down in twelfth. Sadly, the BRM succumbed to fuel pressure problems after only a couple of laps.

Both parts of the Pre-War Sports Car race were dominated by German Peter Groh, who opted to drive single-handed in his Alfa Romeo 8C Le Mans, winning Part 1 easily from the Aston Martin Ulster of Nick Mason and Mike Wilds and John May's Bentley 4½. Come Part 2, it was Stretton who gave chase to the leading Alfa, but a sterling effort was only enough to claim third overall behind the Aston pairing of Mason and Wilds. The young Wood brothers, James and Robert, acquitted themselves well to take fourth in father Bob's Invicta.

A full grid of 48 cars contested the FIA European Challenge for Historic Touring Cars, which was of one hour's duration. The pacesetters of recent years, the works-



Top, Geoff Farmer (McLaren M8C/D) gets a mirrorful of Supersports runner-up David Franklin's M6B. Stanguellini 750 Sport with designer's son aboard, above; Cooper T33 and Targa Florio 'Nash, below.



Sytner and Faure squeeze out Justin Bell, exhilarated by his first historic race, above. Ely and Woodward (below, MkII Jaguar) swap over during the Touring Car event.





US machines dominated the Touring Cars: this is Bob Sherring's Ford Falcon Sprint.



Sixth place for John Harper and Vanwall; hints of more to come?

supported BMW 1800Tis of Scuderia Bavaria, have met their match this year in the Ford Falcons of Swedes Bengt Windquist/Ulf Larsson and Leo Voyazides/Tony Lanfranchi.

Although Dieter Quester claimed pole for the BMW team, Larsson took the first stint and placed the Falcon straight into the lead, which it never lost, handing over

to Windquist at half-distance. For the majority of the race, the Mustang of Erwin Derichs and Steigenberger regular Wido Roessler held second place only to have the prop-shaft fail with ten minutes to go. The Mustang of Richard Bremmerkamp/Johannes Offergeld made it an all-US top three during the opening stages before the Quester/von Bayern BMW managed to

restore some German pride and took second place some 19s in arrears. The Alfa contingent were rewarded with fourth, in the shape of the Giulia GTA of Giorgio Schon/Maurizio Ambrogetti barely two seconds adrift of the third-place Mustang after one hour of racing, and even succeeded in lapping faster than the second-place BMW. **A S D C**

Silverstone Snippets

Racing is only part of the Historic weekend: visitors needed strong legs to tour all the sights, car and star-spotting. There was a Jaguar re-union of 'Lofty' England, with Duncan Hamilton and Tony

Rolt and the C-type with which they scored their memorable 1953 Le Mans win, immediately before David Brabham, one of the drivers of the GT class-winning XJ220C at the Sarthe this year, took over the car for the '50s sportscars race. His triple World champion father Jack was close by to drive his championship-winning 1959 Cooper in the Cavalcade. Also present were Cliff Allison, Innes Ireland and Trevor Taylor, in Lotus 18, 24 and 25 respectively, and Roy Salvadori who resumed the Maserati 250F in which he won eight F1 races.

In the BRDC suite, faces from the old days almost outnumbered new boys: Allison, Moss and Cooper GP driver Ian Burgess chatted, while Tim Parnell, Innes Ireland, Bruce Halford and Rob Walker strolled past. Here too was Bristol boss Tony Crook, ready to demonstrate a Mk2 Frazer-Nash in the British Racing Green cavalcade, which ranged through the NMM's 1903 GB Napier, TT Sunbeam, F1 and F3 Coopers, the BRMs in V16 and V12 shape, the Vanwall, rear-engined Lotuses, sports-racing Astons, and, less significant historically but nice to see, one of the 1962 Le Mans Sunbeam Alpines.

Away from the paddock, circumnavigating Coys' huge auction marquee, where the Saturday night sale was relayed on a large screen outside, there was the Owen Brown Gallery of Motoring Art, displaying some 250 paintings from well-known and tyro artists. Hospitality displays seemed less lavish than in past years, but there were plenty of stalls covering motoring art, period parts, clothes and toys, (including a deeply covetable large-scale museum model of an Imperial Airways HP42), plus period funfair.

Amongst the marques, Porsche Club GB celebrated 30 years of the 911 with a wide selection of the enduring classic, the Mercedes-Benz Club featured a glorious 1927 SSK, while BMW Car Club showed FN-built cars from 315 to 328 and the beautiful 507. Jaguar CC concentrated on pre-war SS cars, but the Maserati Club covered the entire gamut with one of almost everything road-going ever built by the company, as well as sports and GP racers to celebrate its 21st birthday.

There was another Le Mans winner in the AMOC tent, the 1959 DBR1, while across the way a clutch of Stutz cars included a rather handsome single-seater, the 1928 Cameron Special, and a Bearcat.

A transporter rally was a nice sight: Lynx brought the Ecurie Ecosse machine and entertained Wilkie Wilkinson to tea, while Graham Birrell (who was driving the ex-Cunningham Lightweight E) also visited, claiming to have spent his honeymoon in it. Clive Beecham's wonderful Ferrari truck carried one of Terry Hoyle's sports Ferraris, the menacing black JPS Lotus transporter lurked alongside, and further away was the BRM hauler. If only a weekend was longer! **G C**



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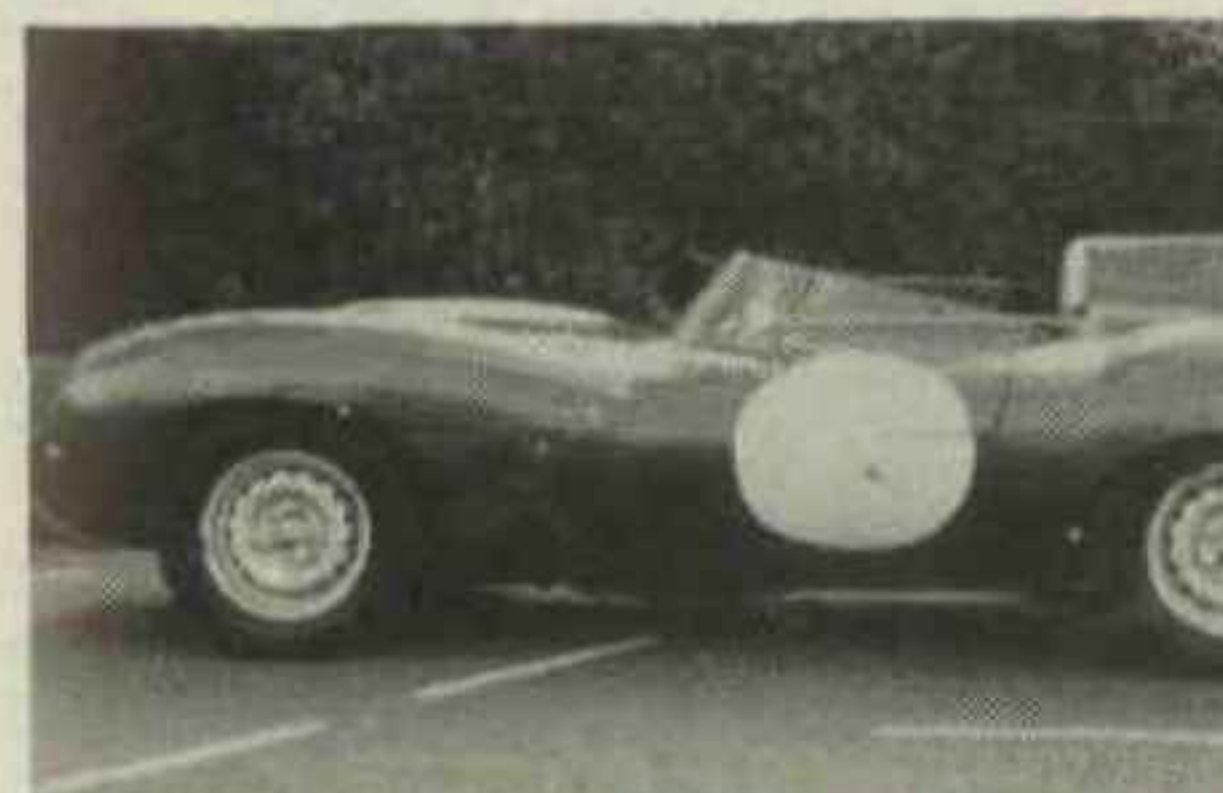
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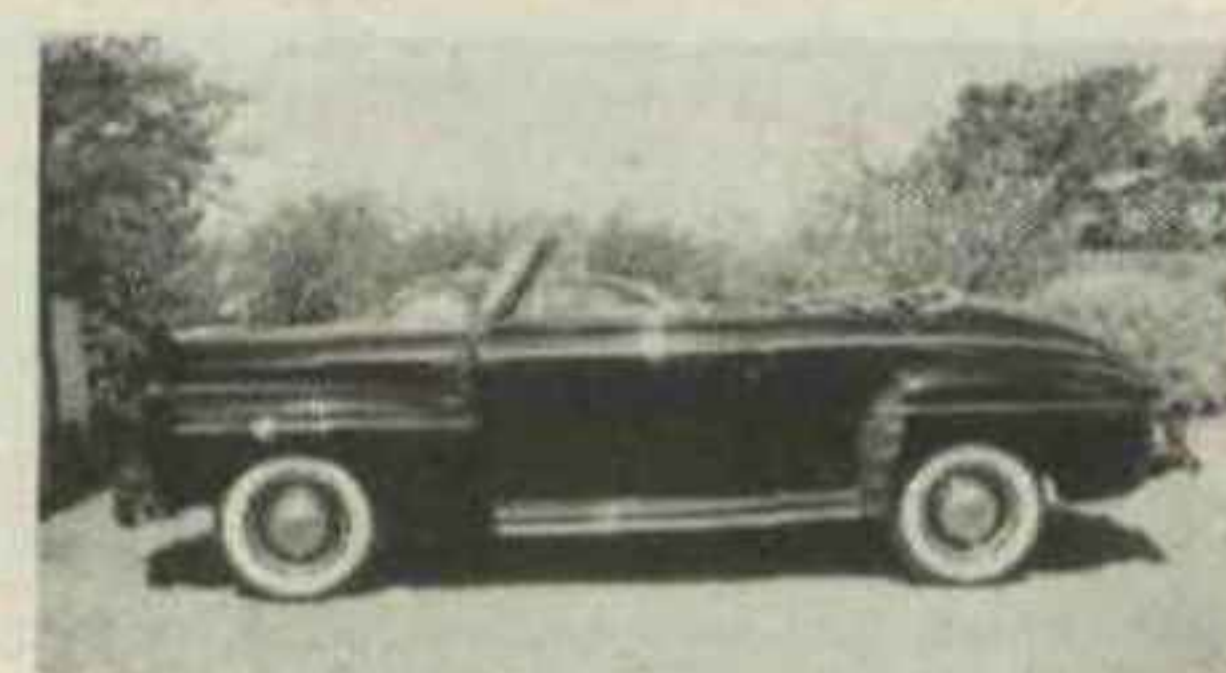
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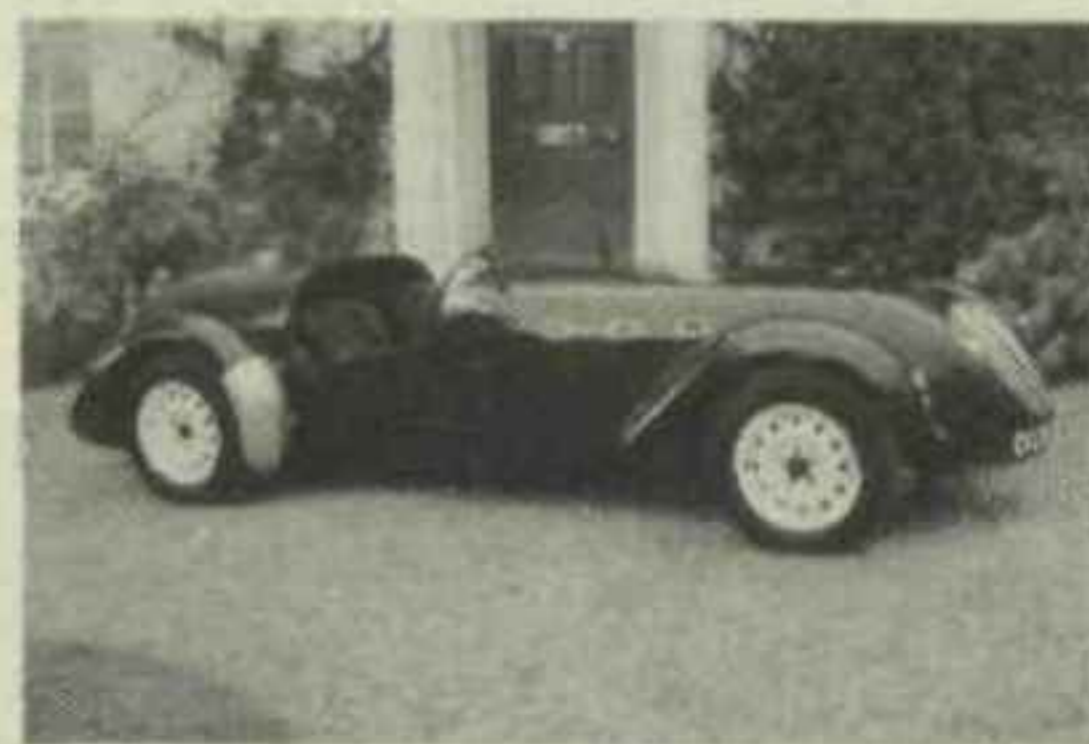
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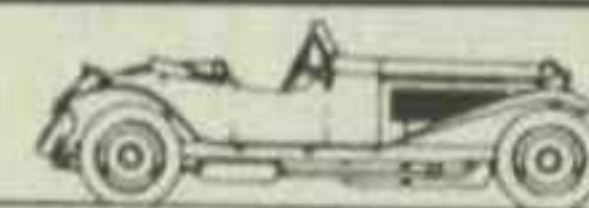
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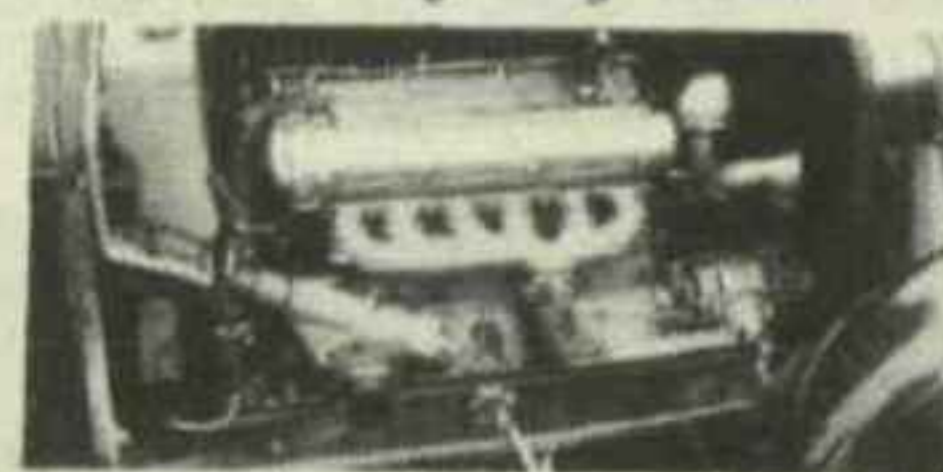
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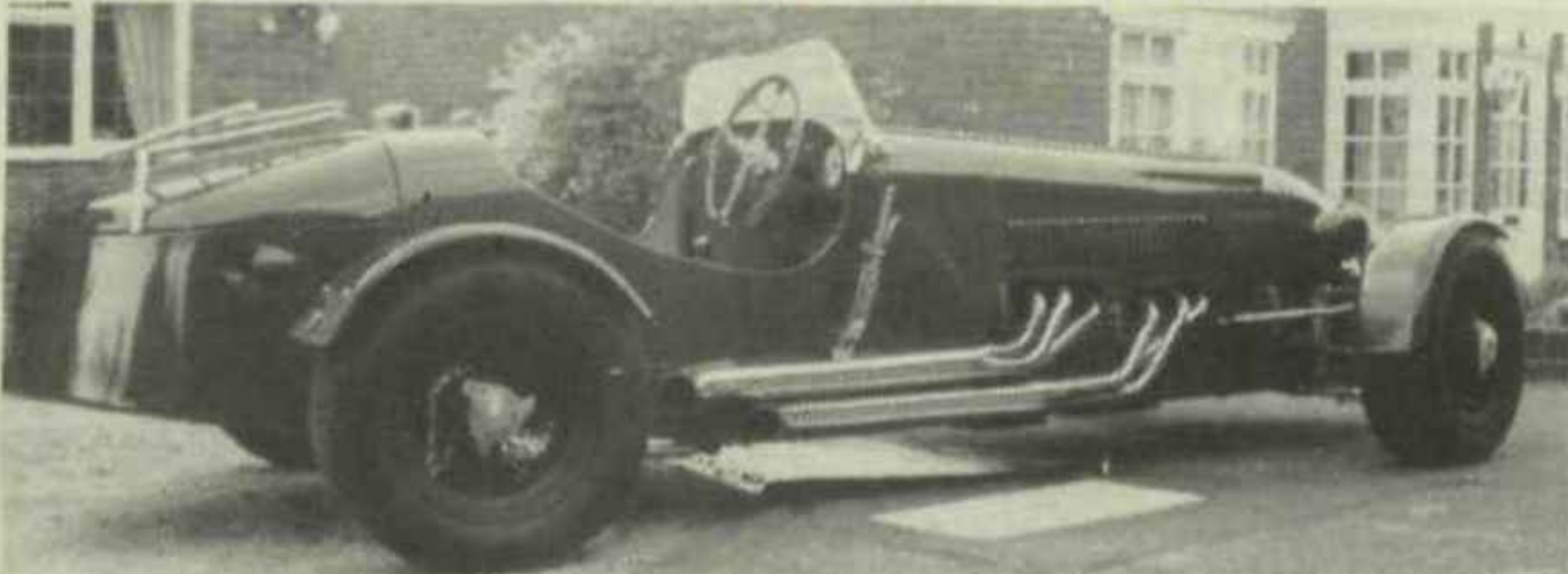
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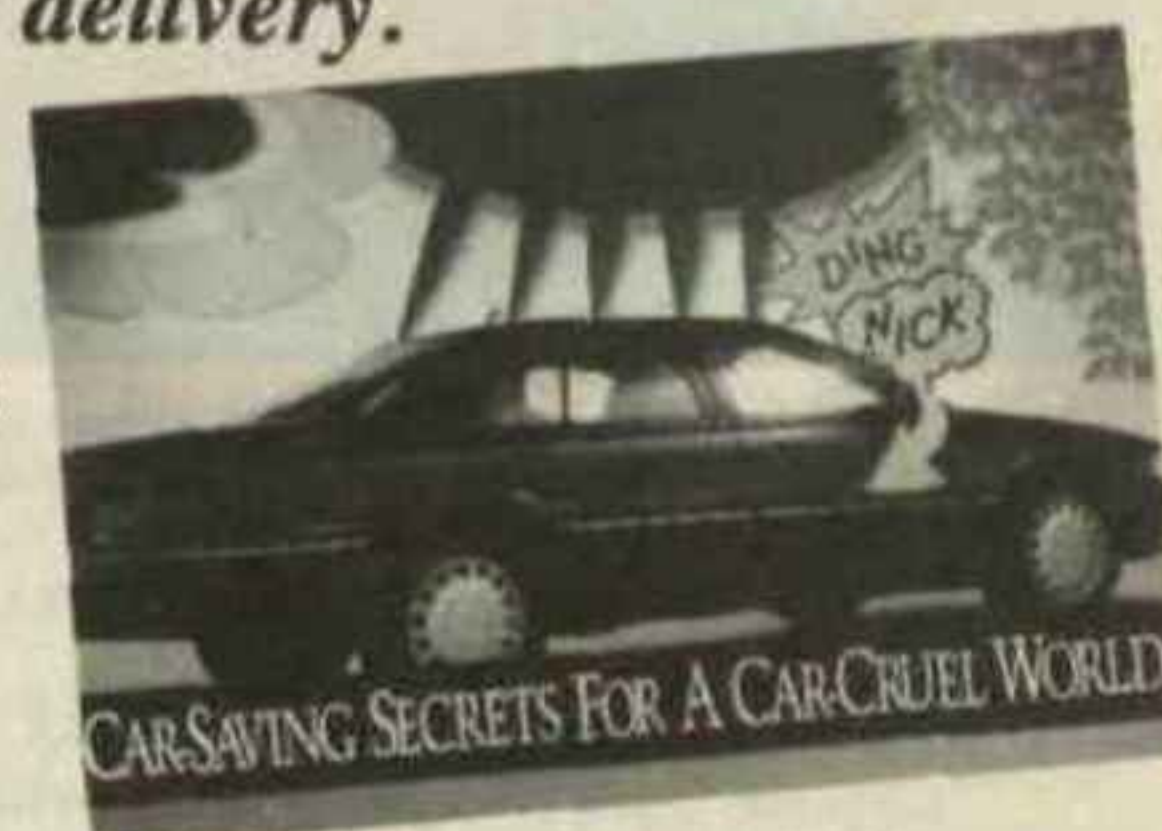
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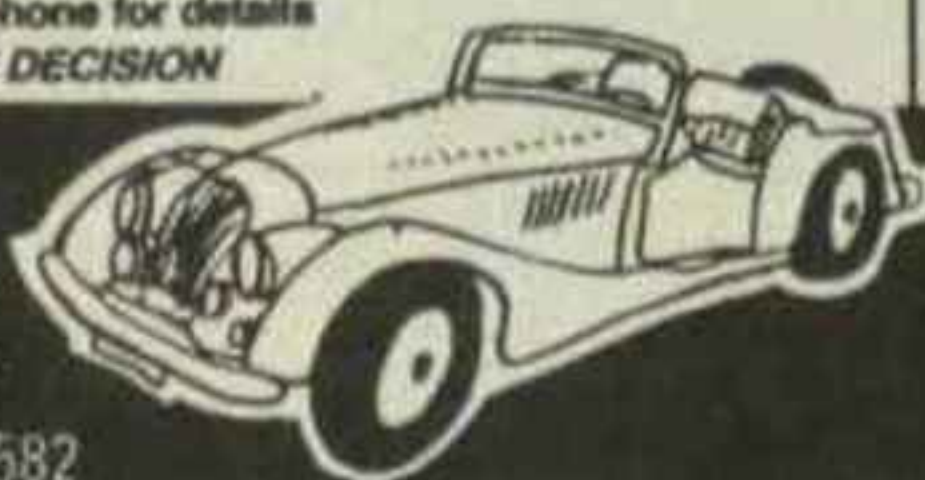
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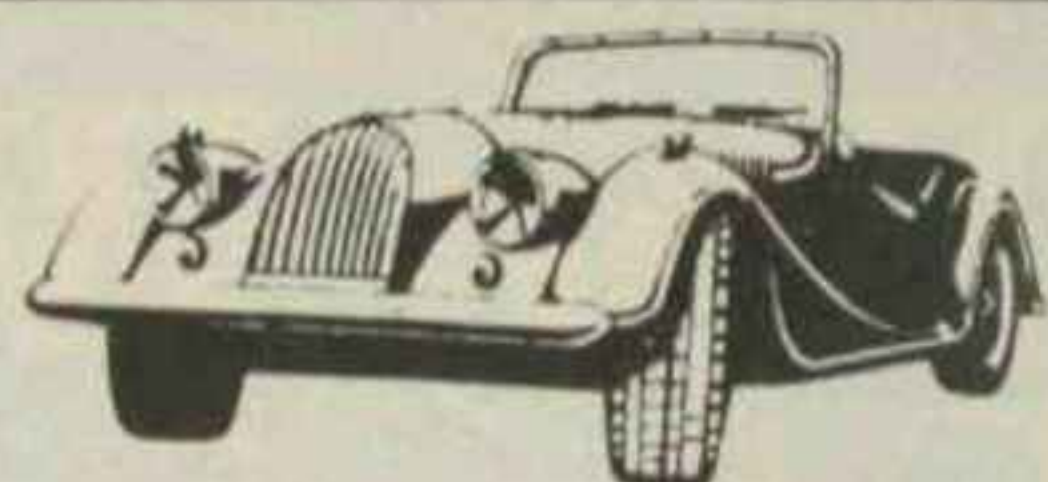
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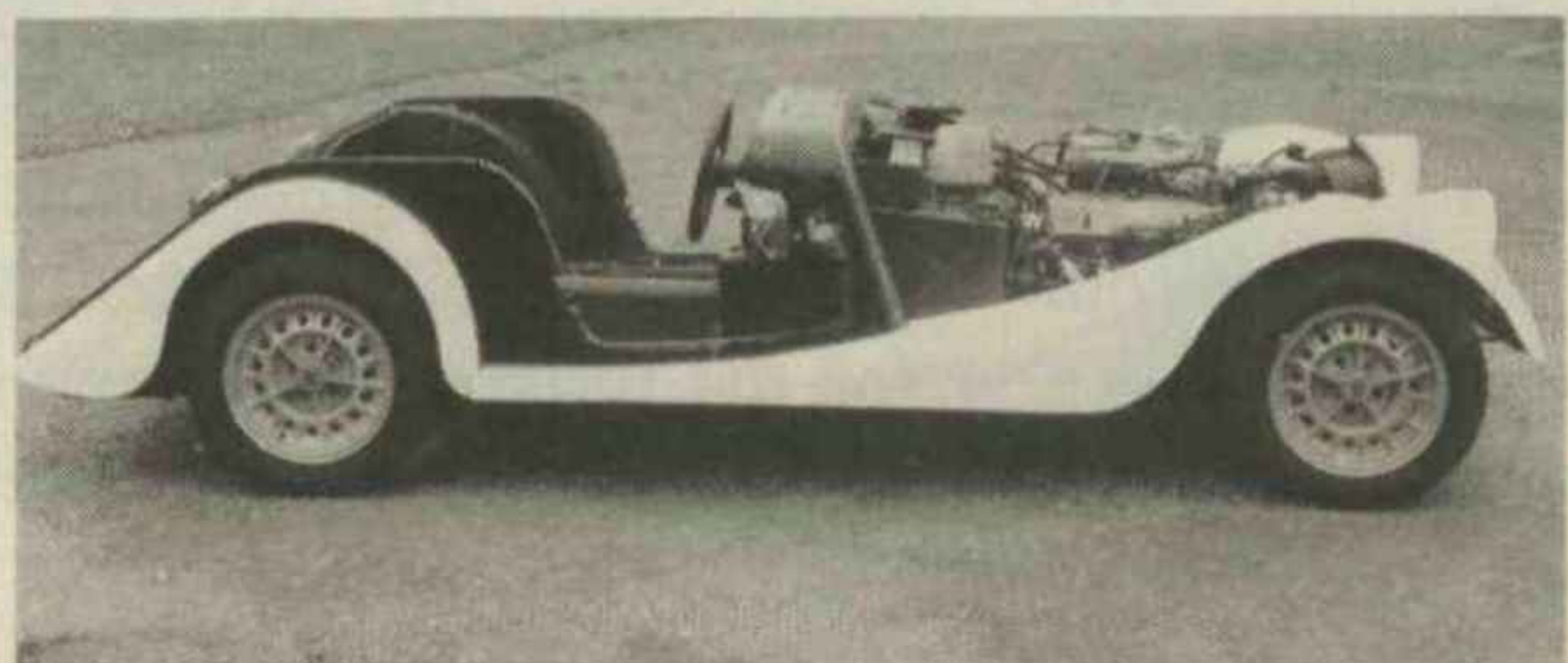
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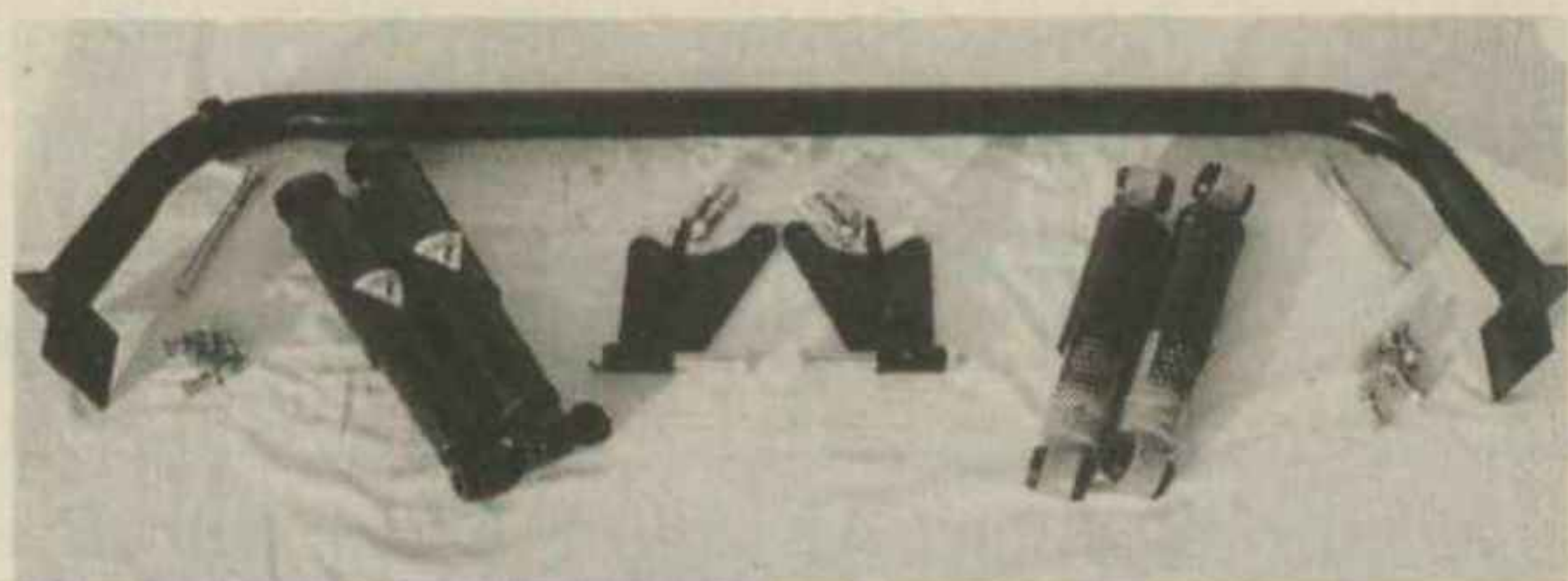
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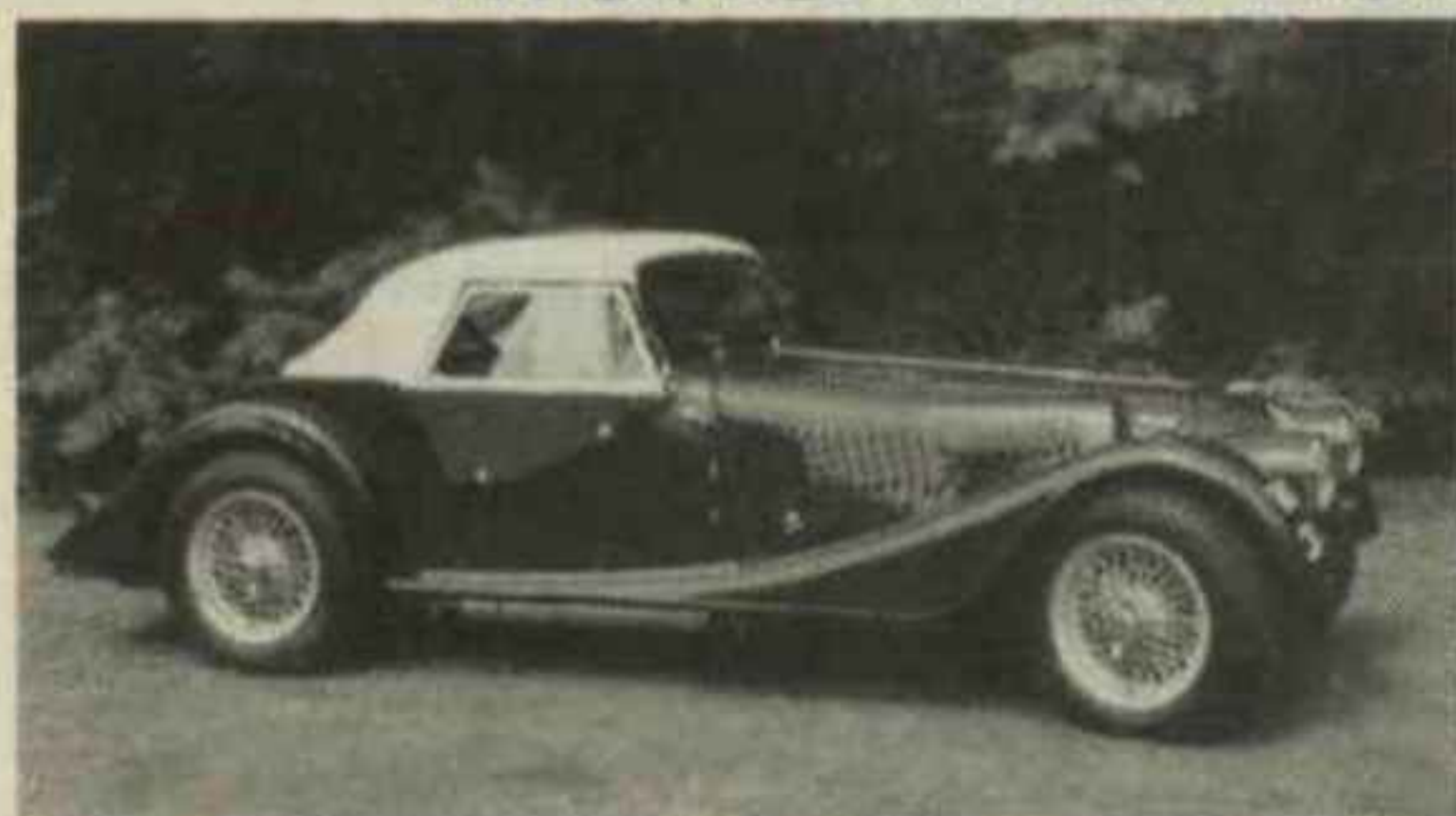
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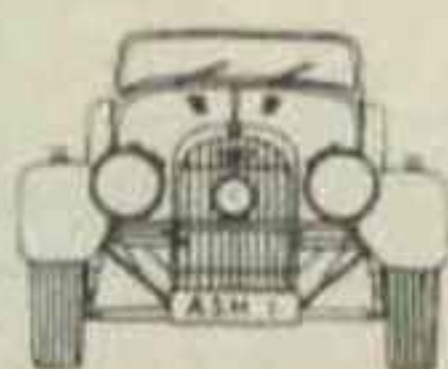
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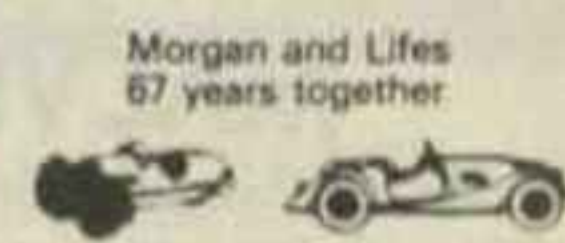
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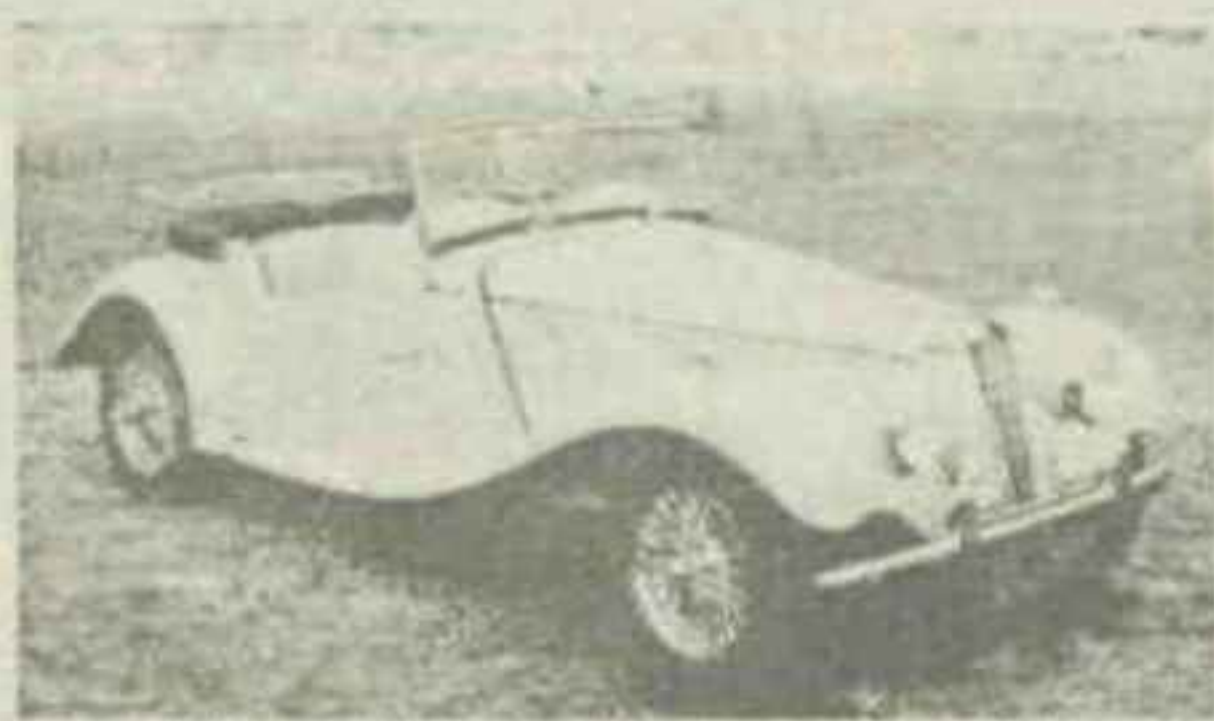
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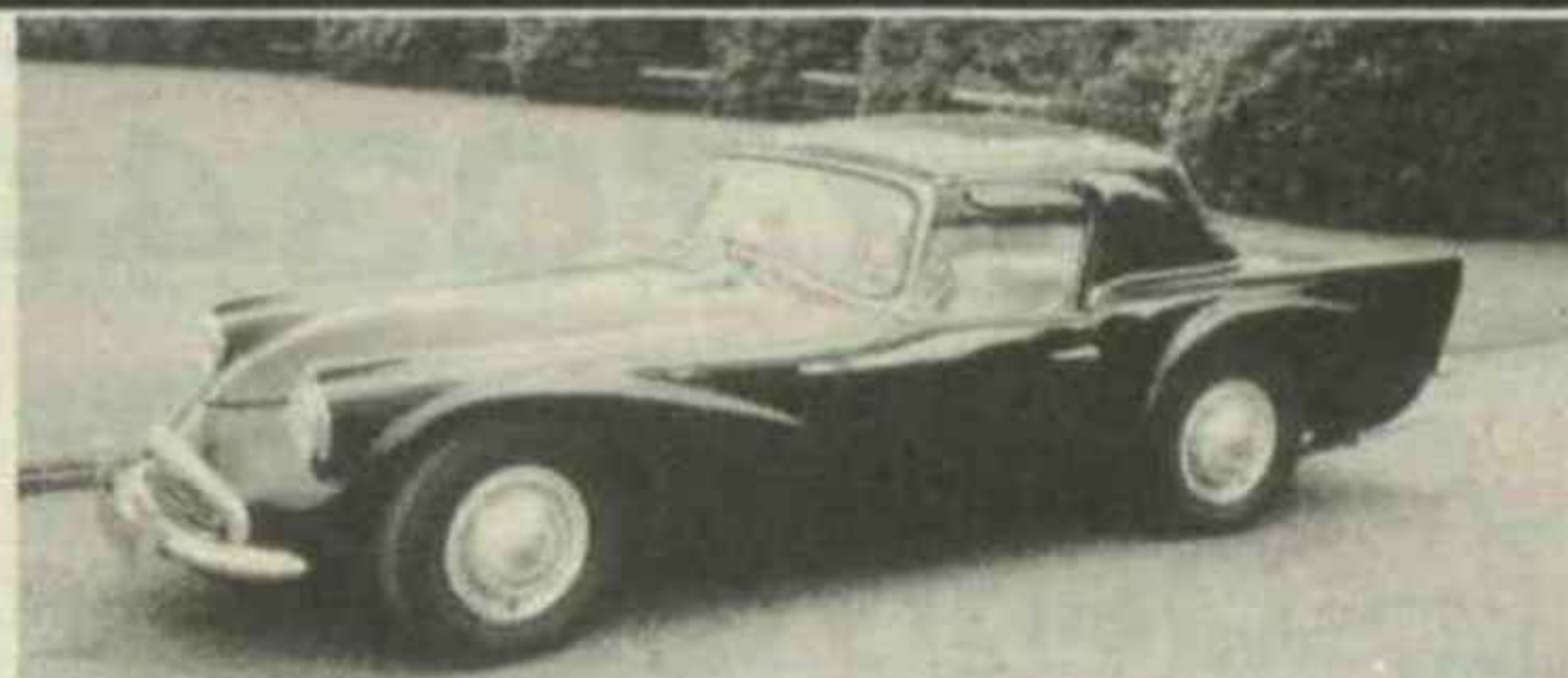
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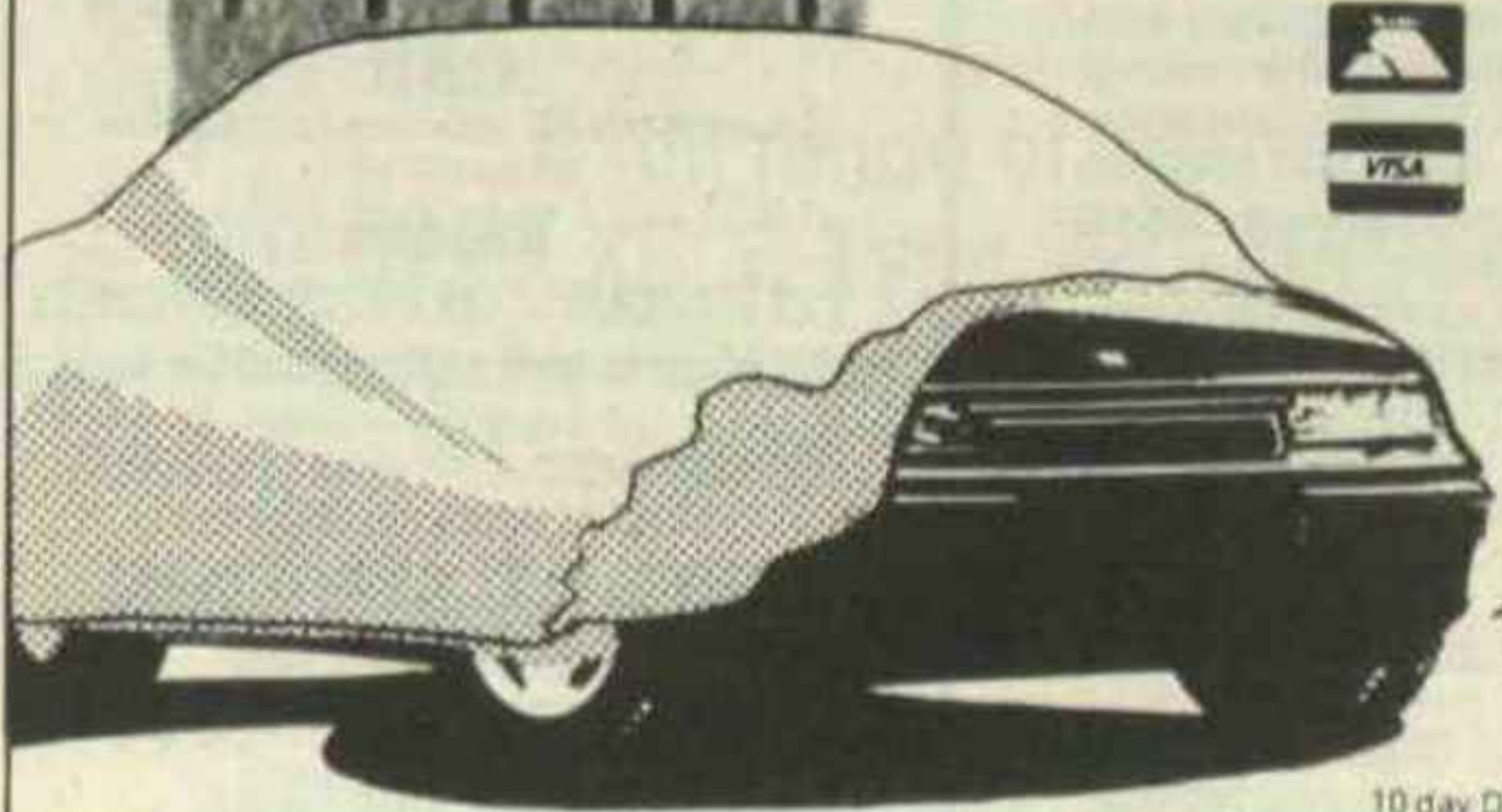
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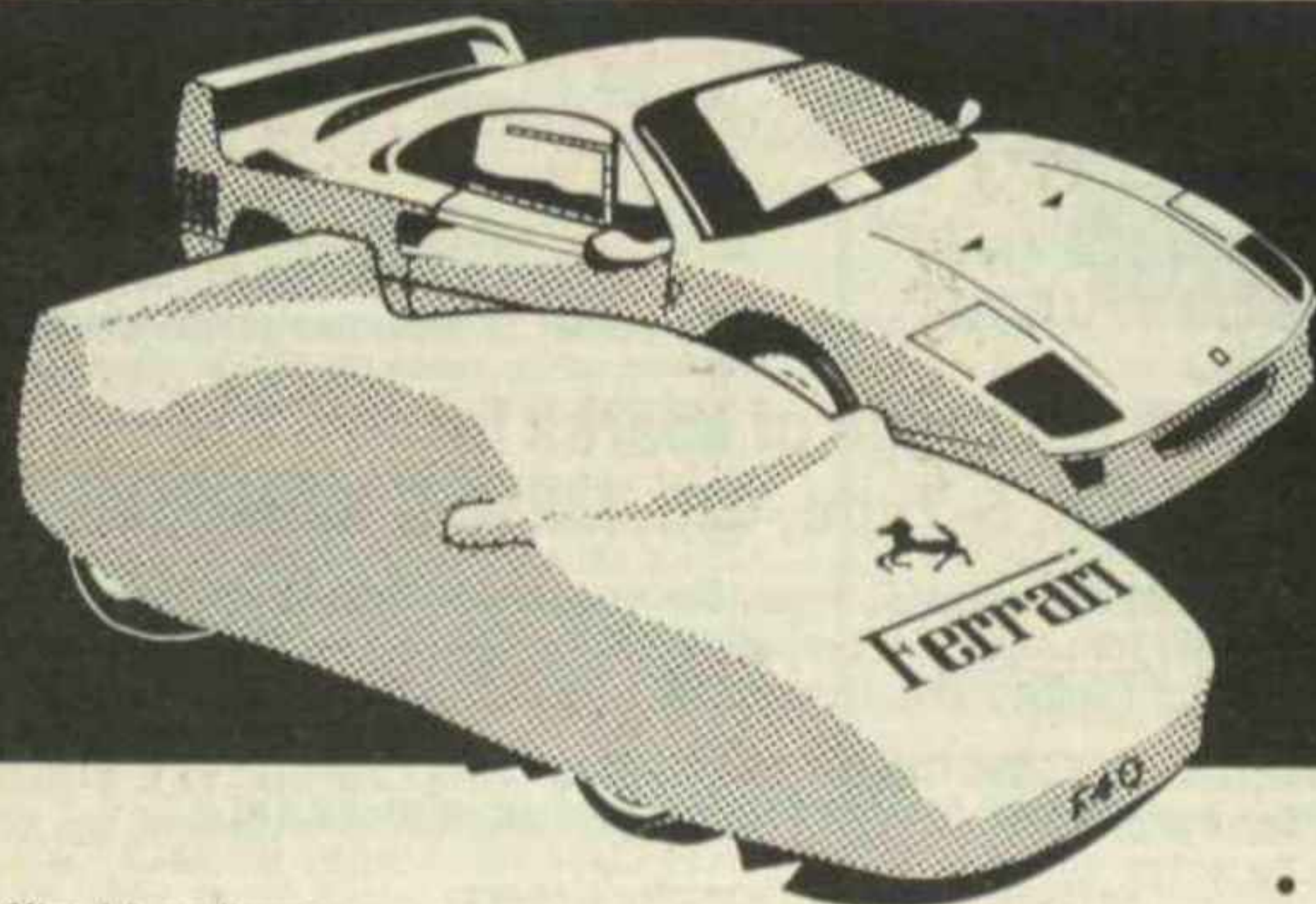
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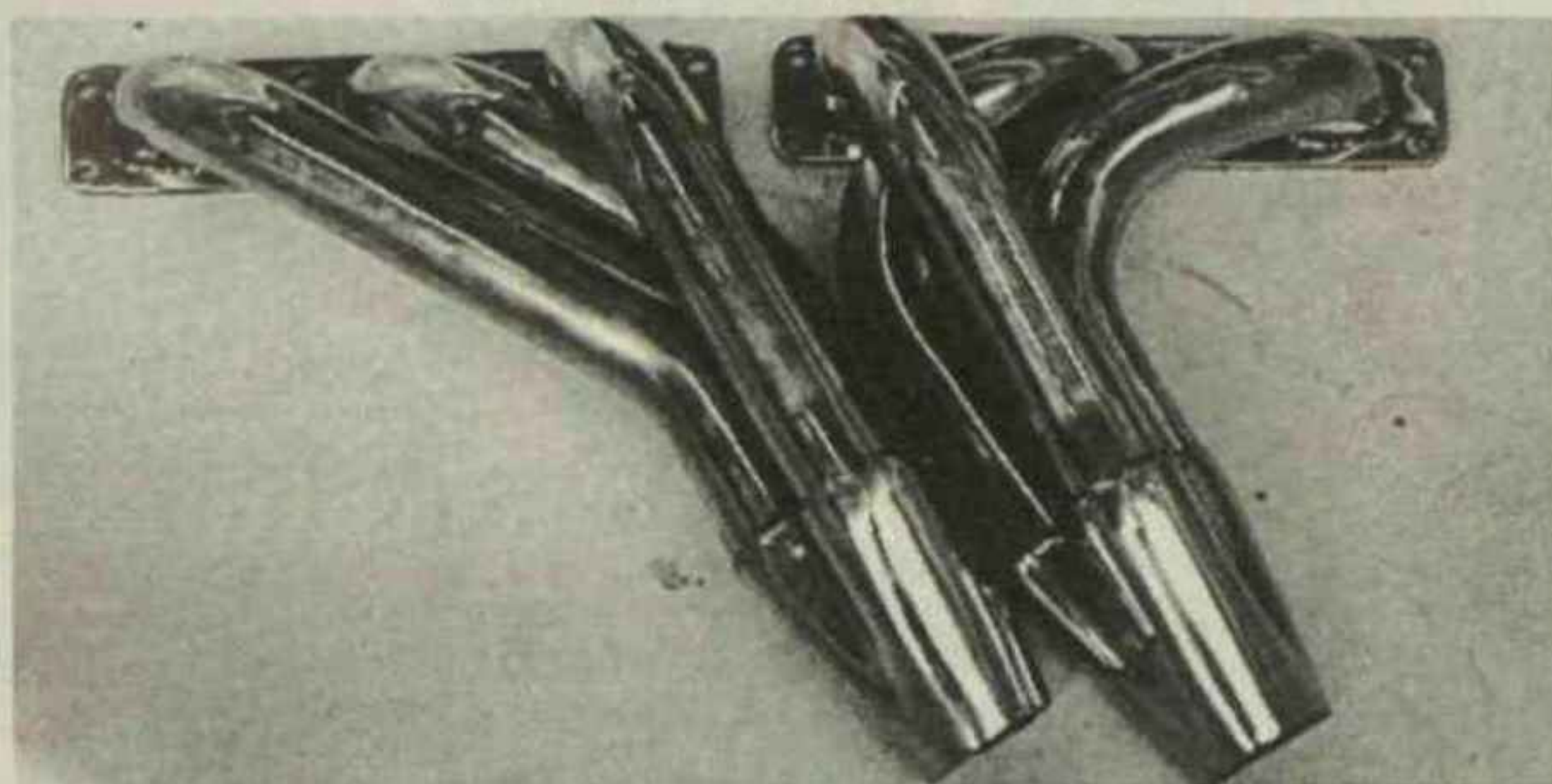
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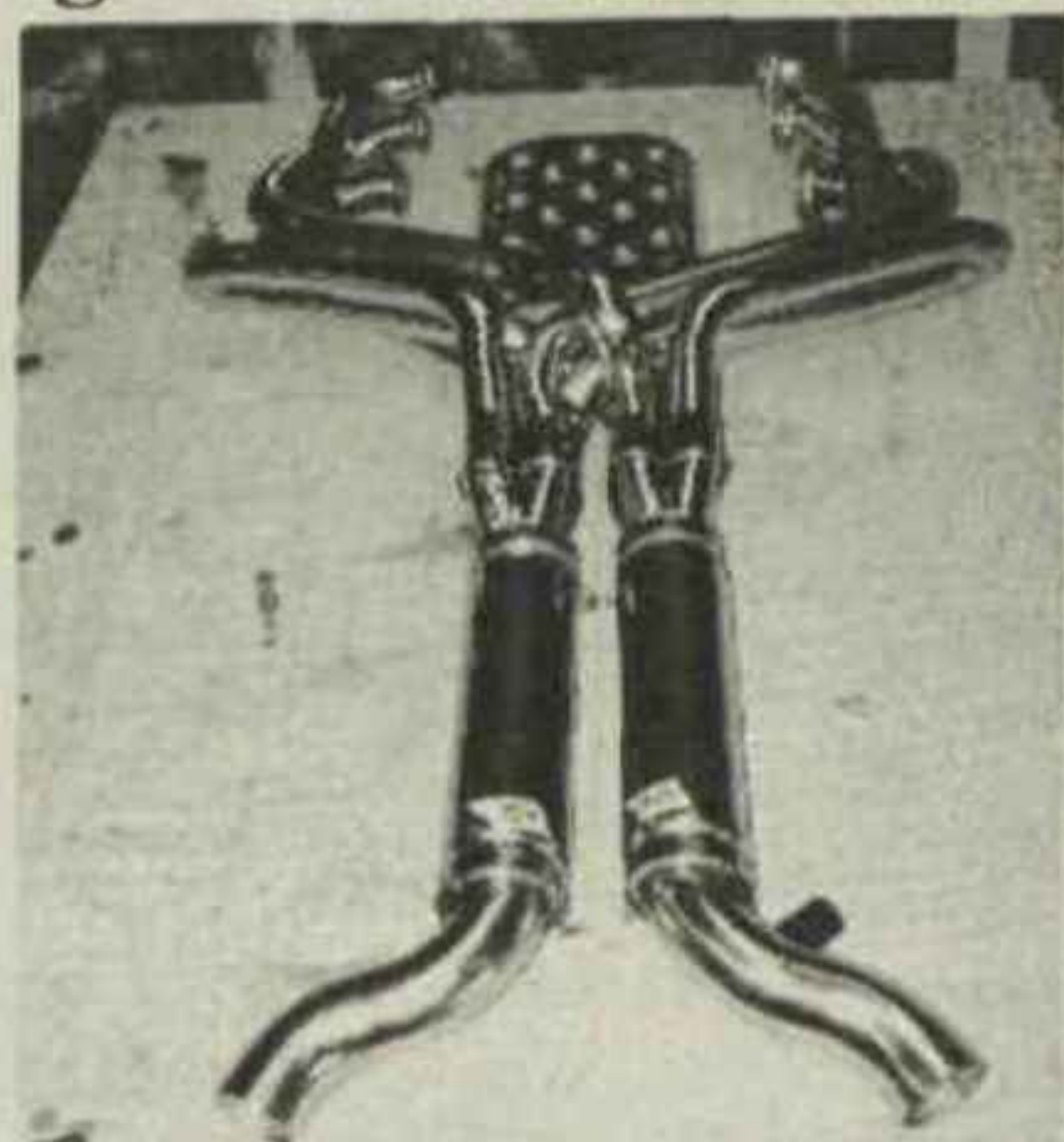


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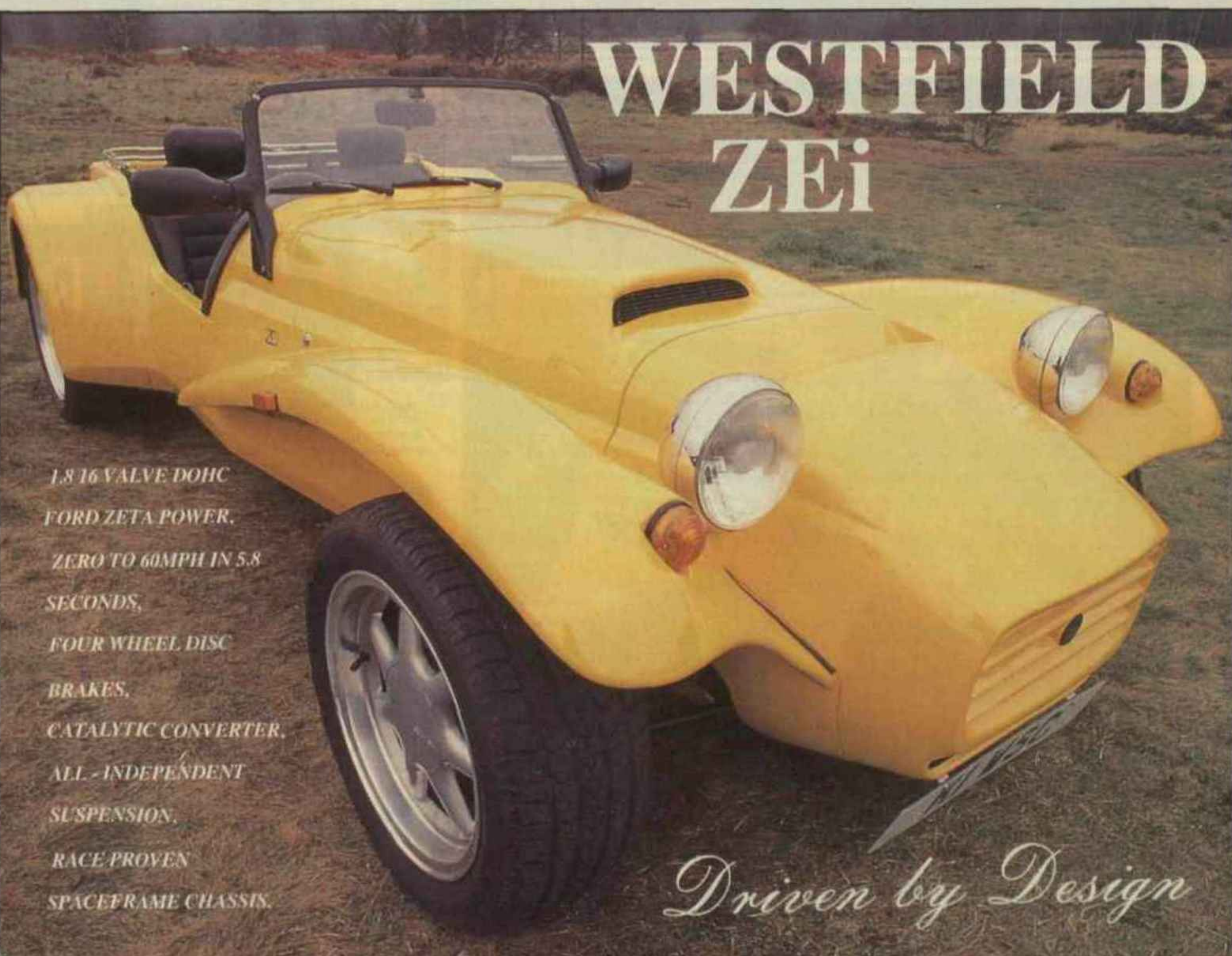
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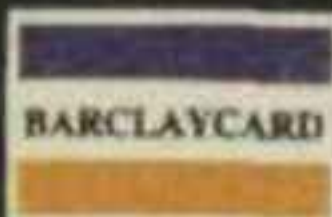
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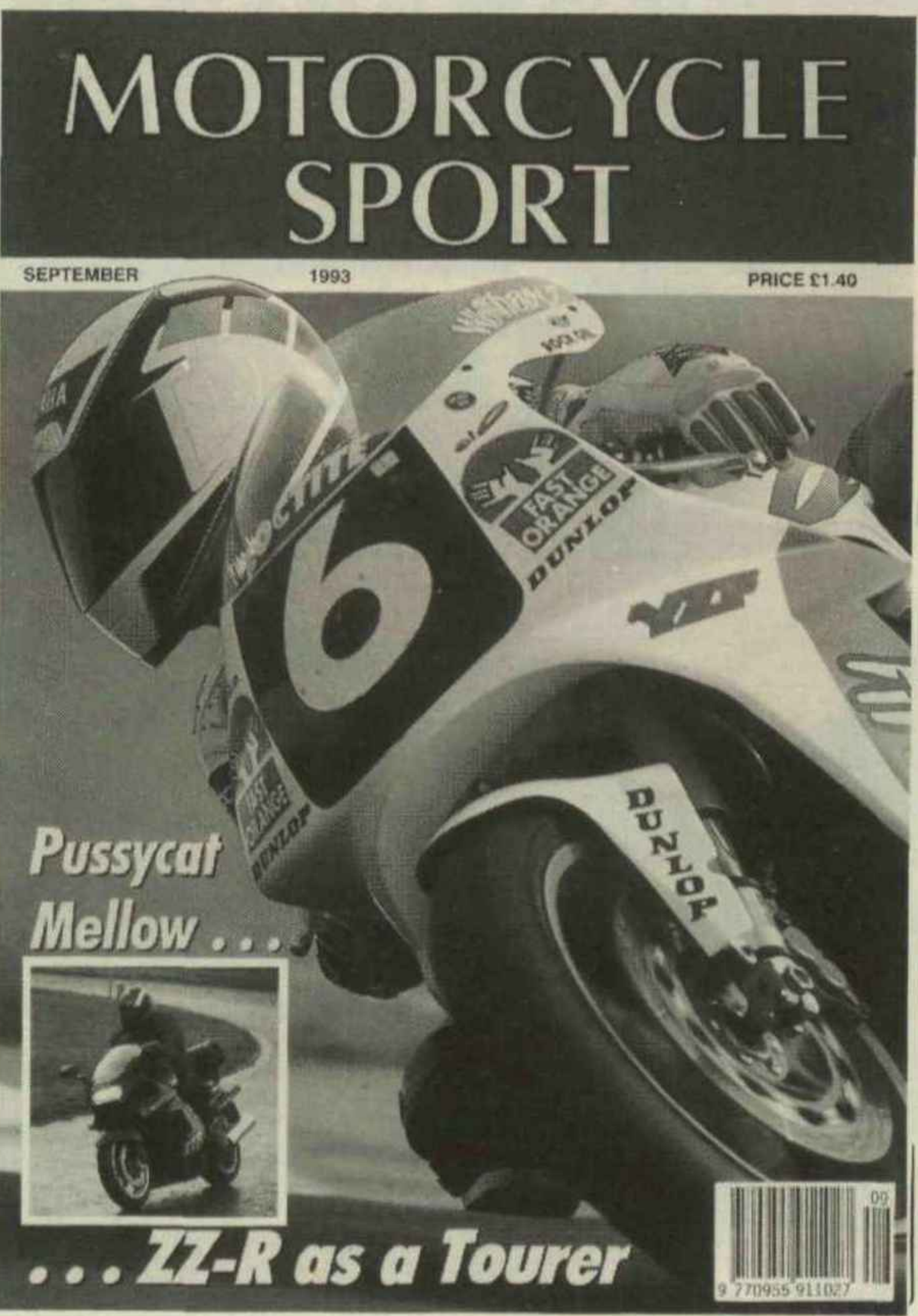


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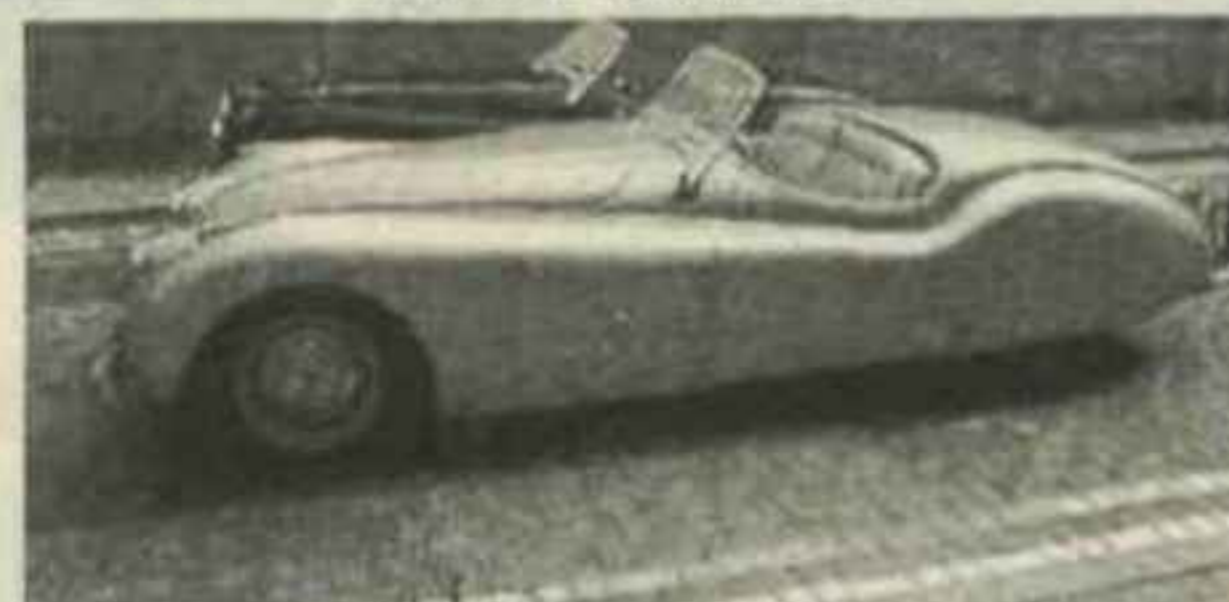


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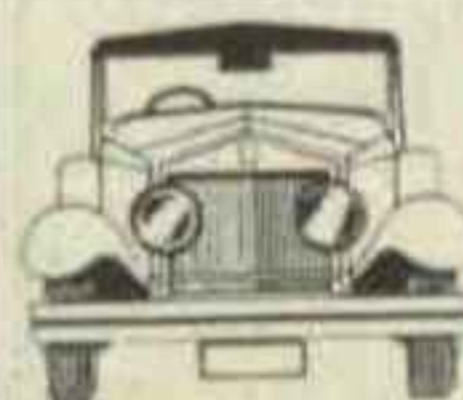
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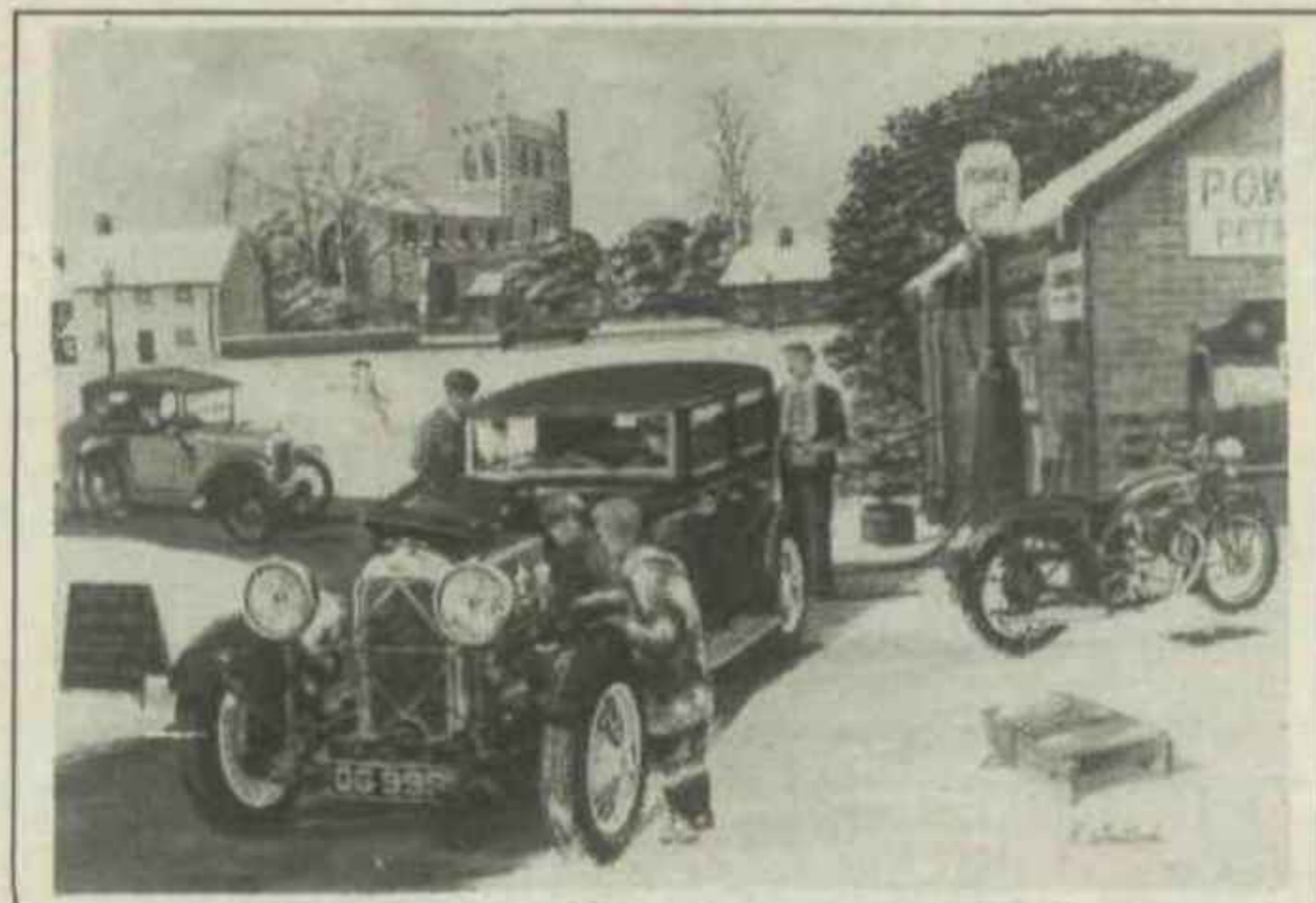
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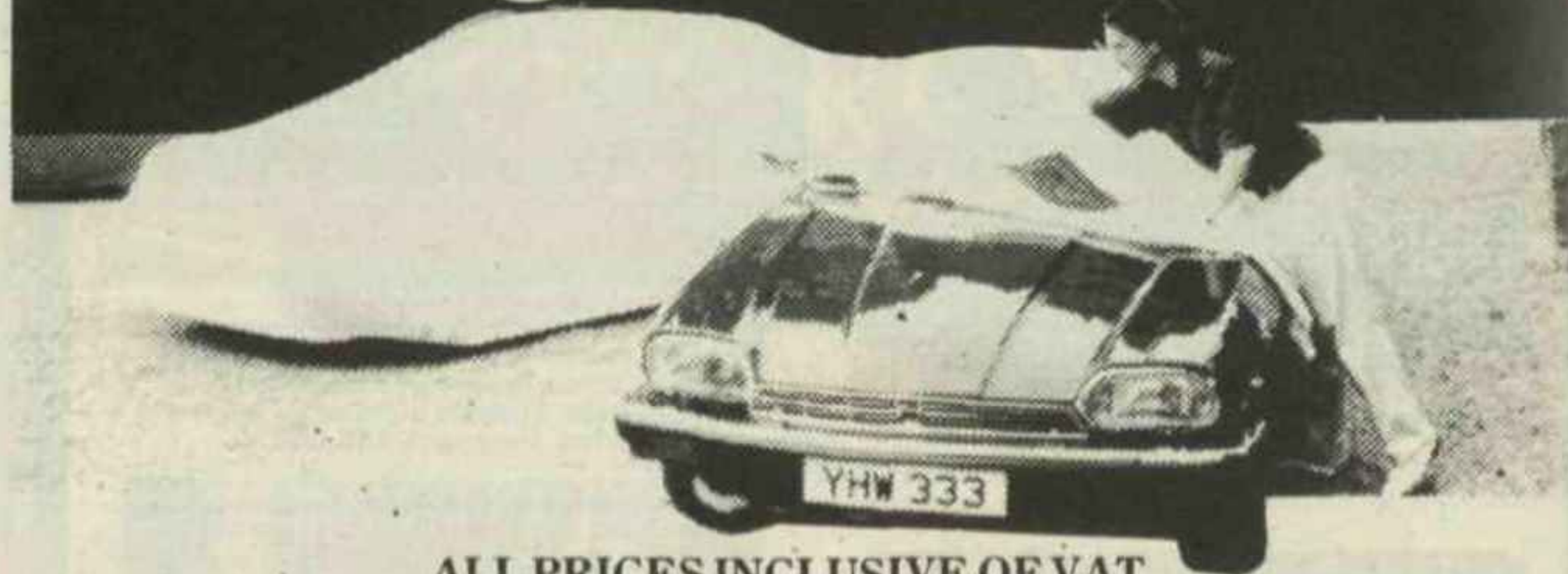
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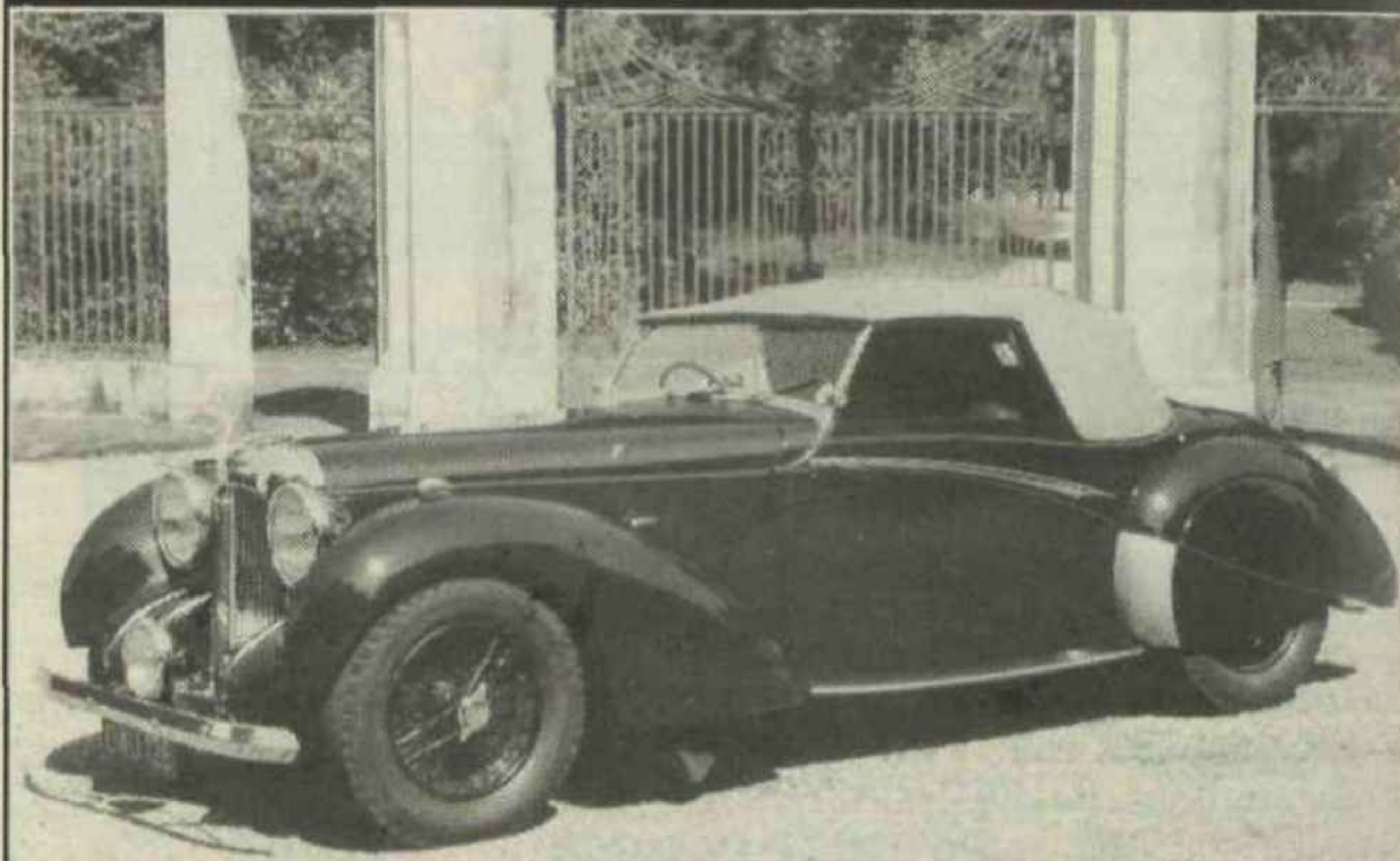
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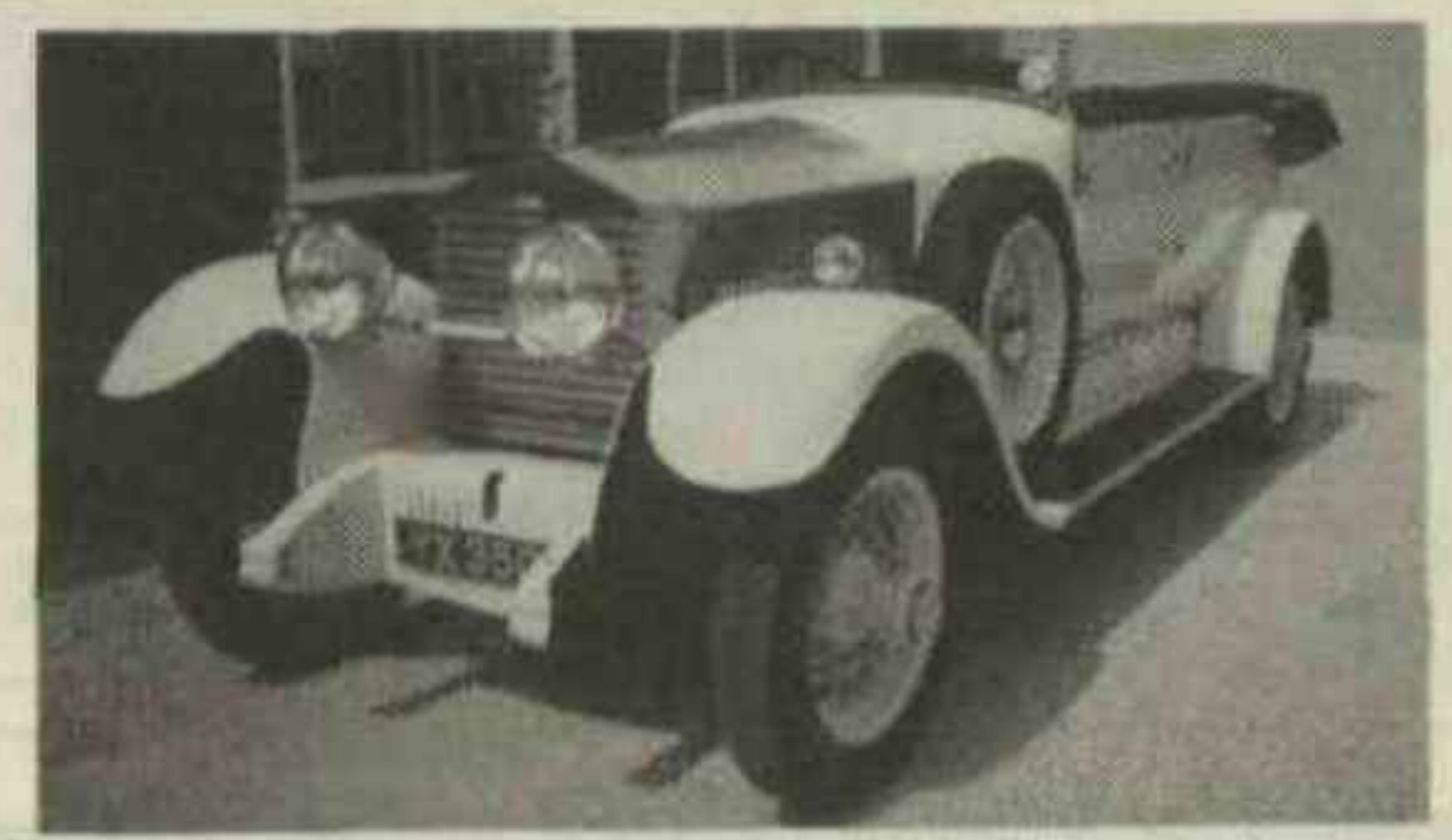
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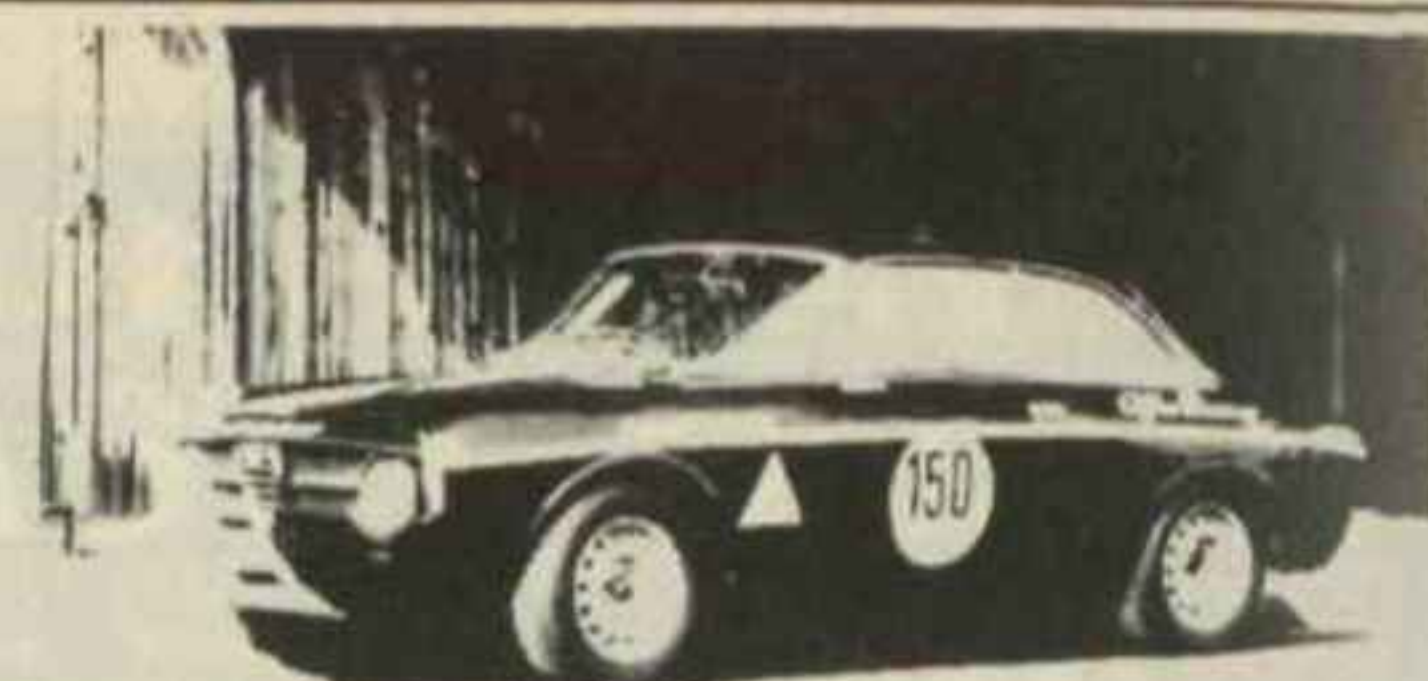
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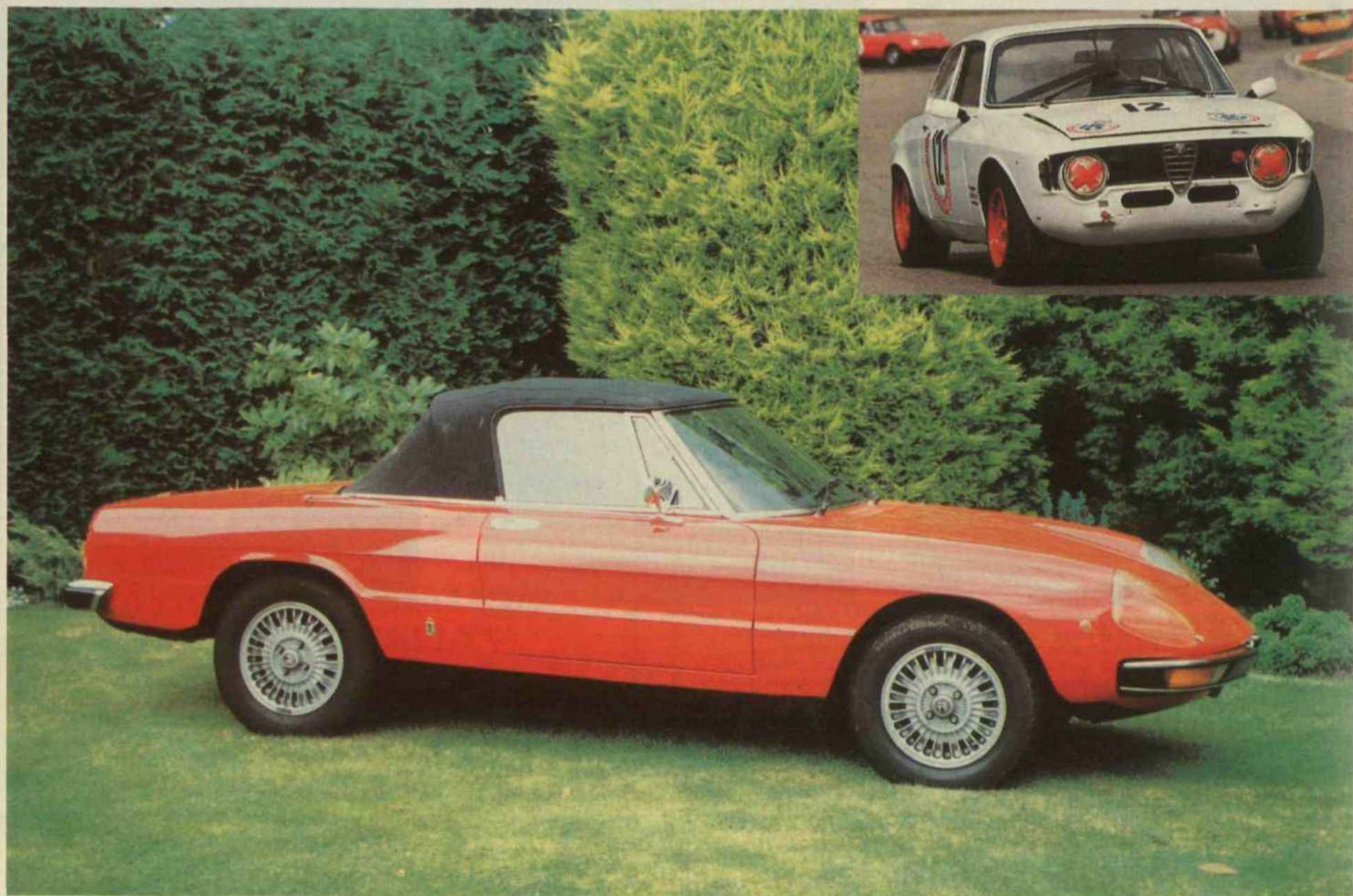


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Motoring News 26/5/93

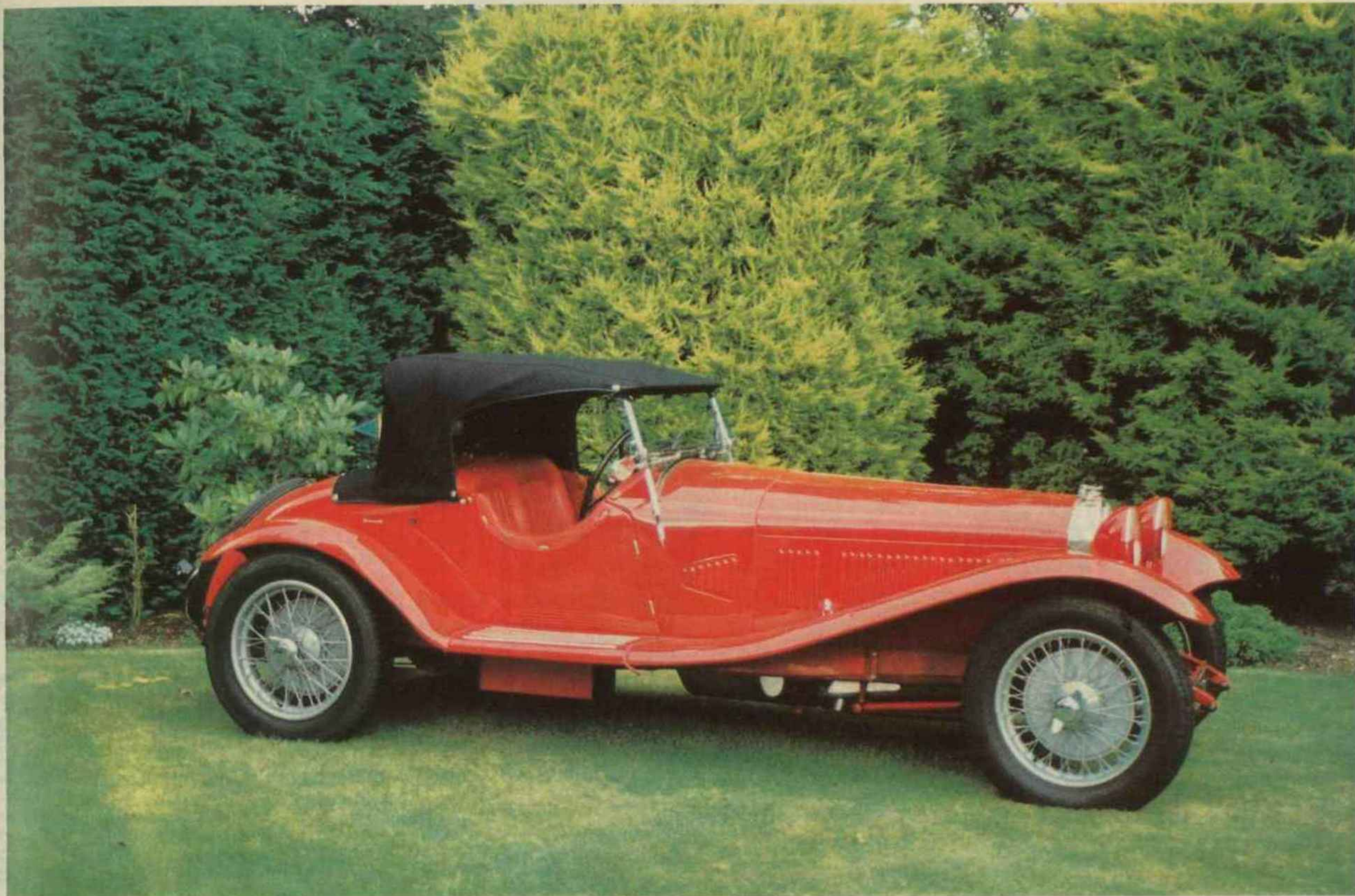
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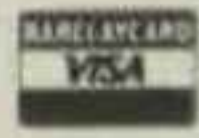
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Chassis No. DB4GT/0167/R Registration No. 40 MT

40 MT is undoubtedly the most desirable of all the DB4 GT's built. One of only two 'official' Superleggera bodied cars retained by Aston Martin, 40 MT was used by the factory as their demonstrator, set the 0-100-0 MPH record breaking time and was used in the development of the 'Project' cars. (Similarities in the construction of its drilled and lightened chassis, box sections and suspension struts demonstrate its strong links with the first of the subsequent 'Project cars, DP212).

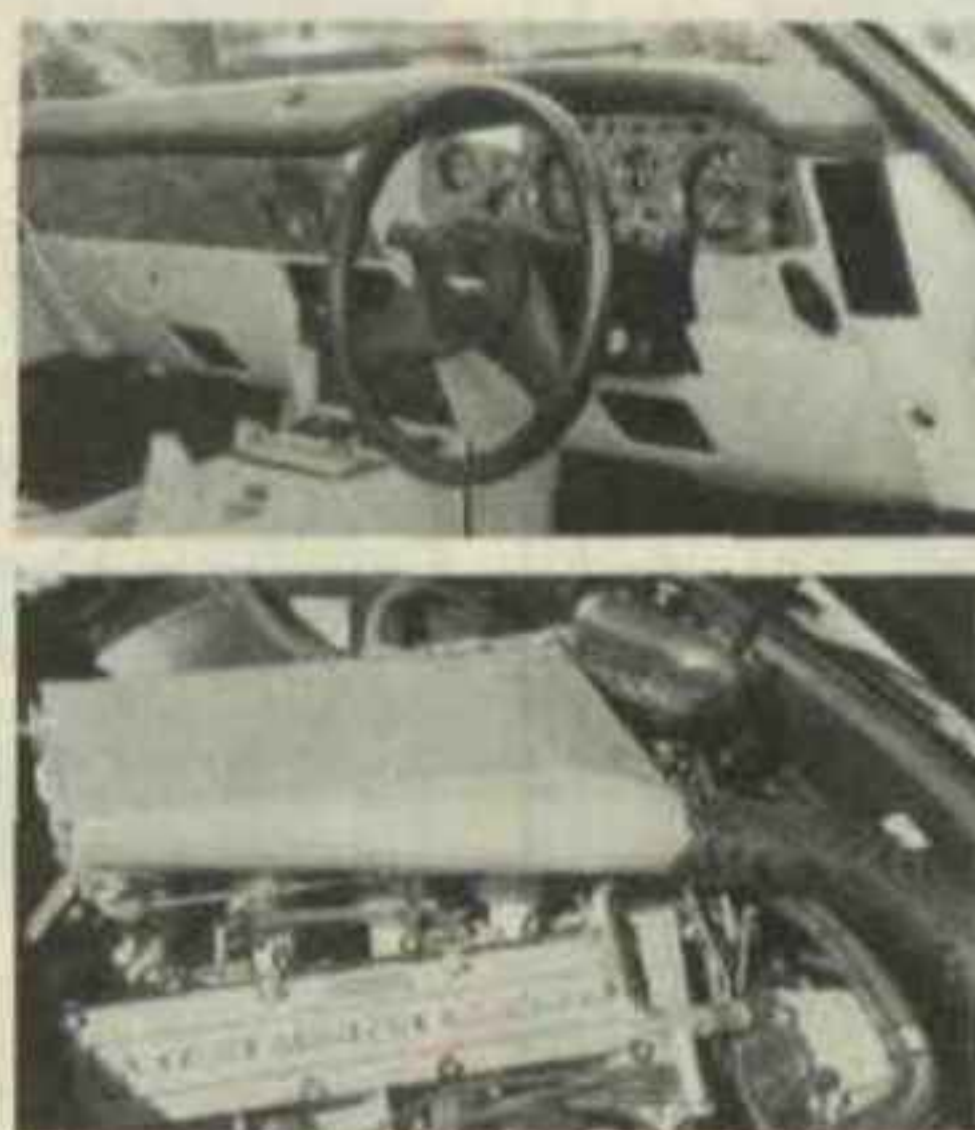


Constructed using Duralumin floor panels, 20 gauge Magnesium Alloy body panels, Aluminium dashboard and frame and Perspex rear and side windows, 40 MT was the *only* 'WORKS' LIGHTWEIGHT built.

The maintenance of 40 MT has remained the sole responsibility of AML Ltd. since new and it has been in the dedicated and responsible care of the same 'guardian' owner for the last 23 years. These factors, together with only very modest competition activity, have resulted in the almost unique preservation of 40 MT's originality.

In 1991 40 MT was the subject of a very sympathetic refurbishment at Aston Martin's factory in Newport Pagnell. Utmost care and attention were used in order not to compromise the vehicle's originality and character. The resultant masterpiece represents a time capsule from what was arguably Aston Martin's greatest historic period . . . the DB years, and was surely one of his greatest creations.

Similarities have been made between the purchase of Aston Martin by FORD and the acquisition of Ferrari by FIAT. Many Ferrari enthusiasts and collectors consider the last of the real Ferraris to be those built prior to the Fiat takeover. Feelings are now strong that likewise, the V8 range of Aston Martins represented the end of an era for the Marque, the Virage being seen as a FORD Aston Martin and the DB7 as a JAGUAR Aston Martin (also Ford owned). We prefer to remain silent on this particularly volatile political issue. What we can say however, is that the V8 has, for quite some time now, been our favourite thoroughbred sportscar and with the direction modern cars are unavoidably forced to take these days, we cannot see anything that is likely to come out of Aston Martin Lagonda Ltd. swaying those affections.



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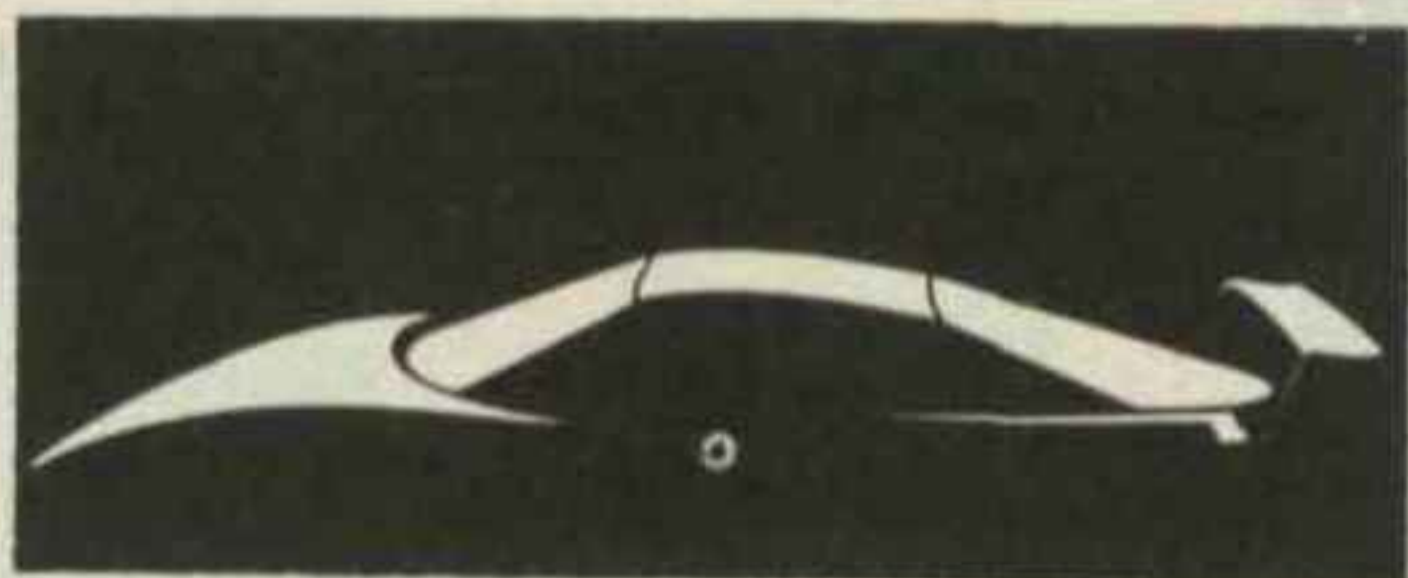
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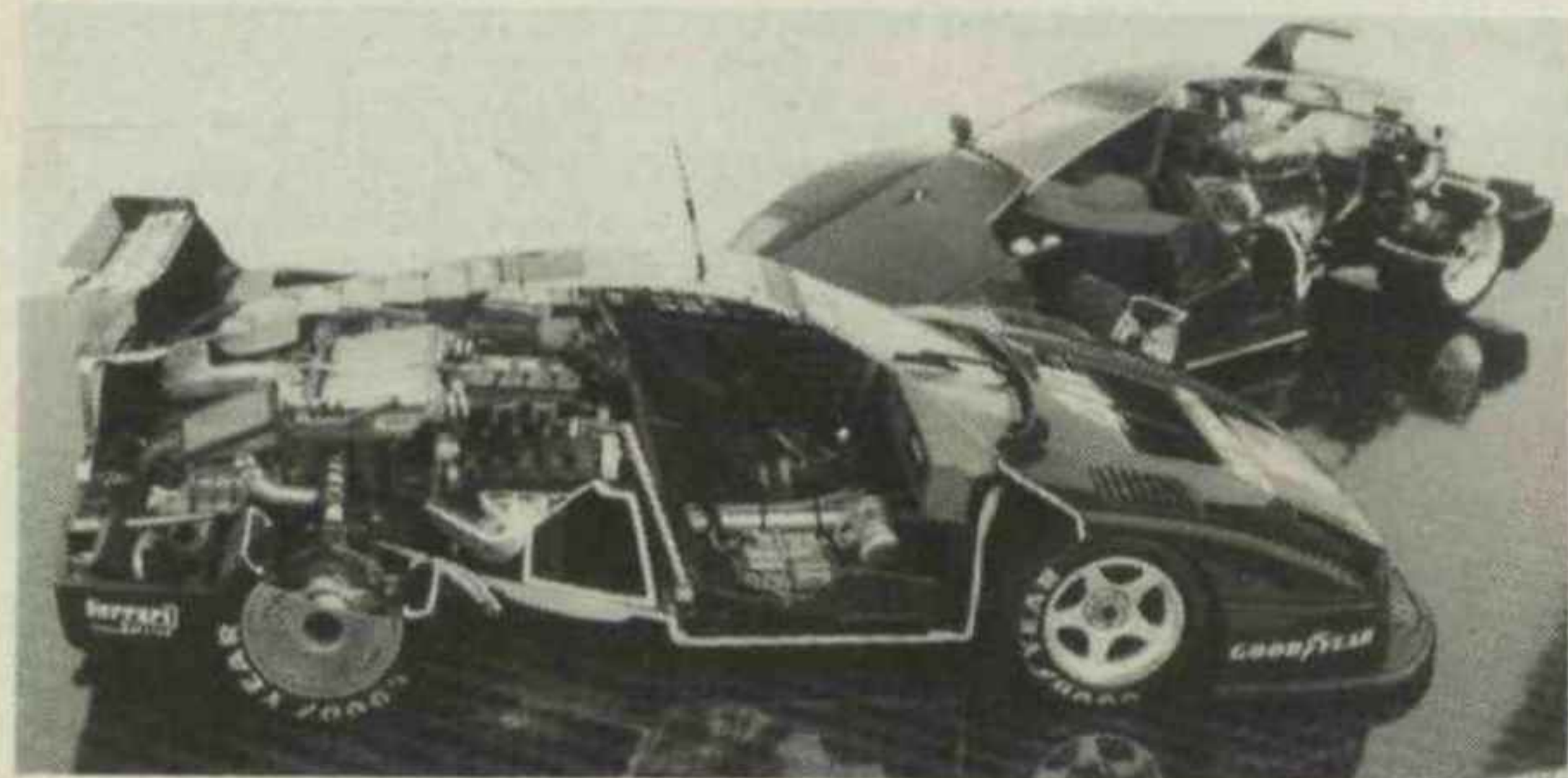
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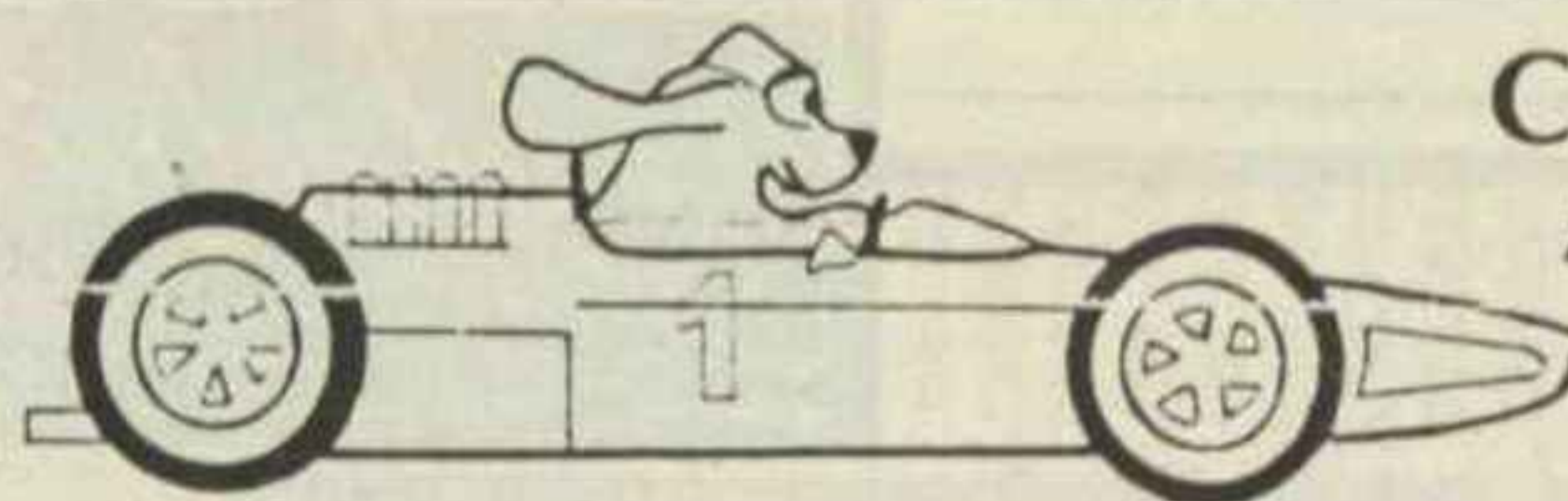
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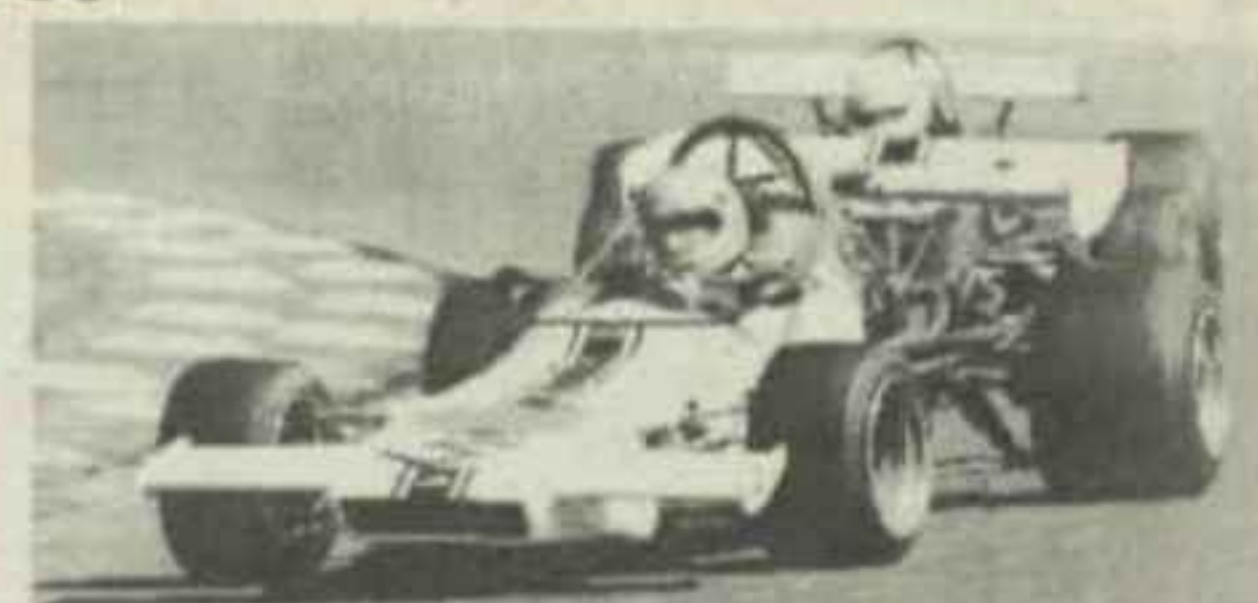


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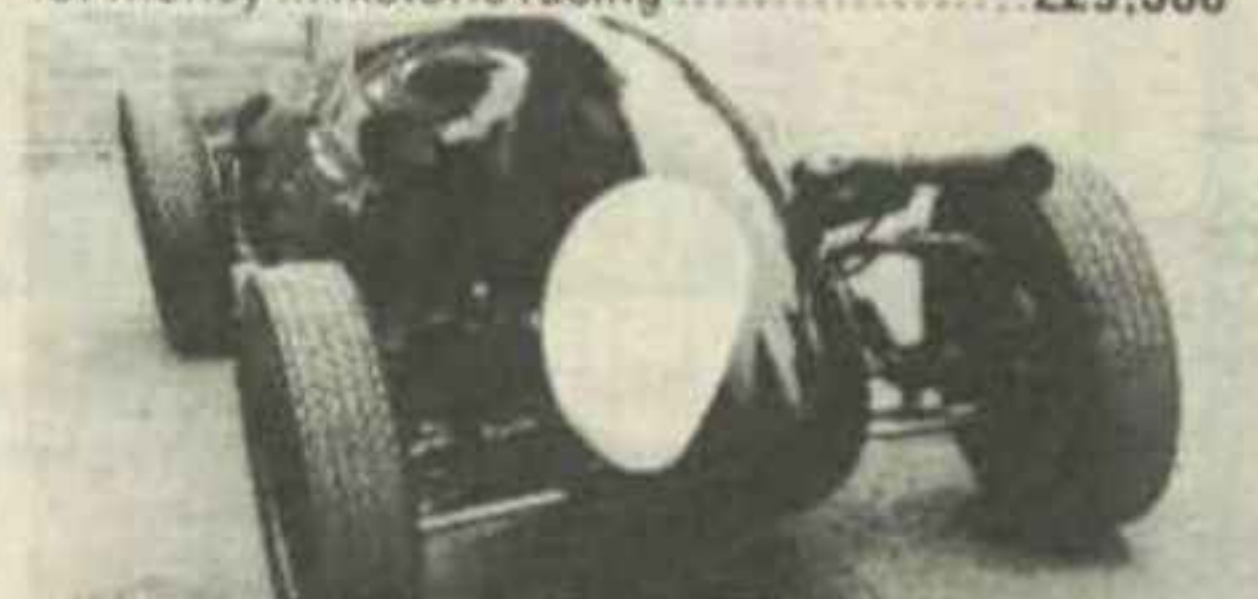
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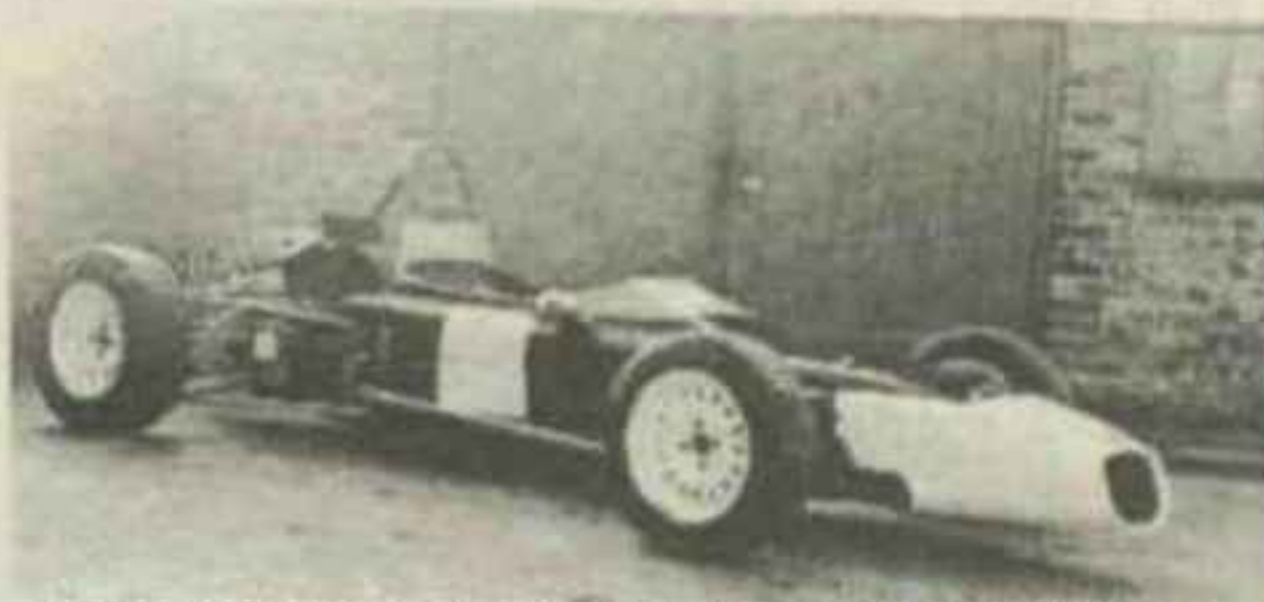
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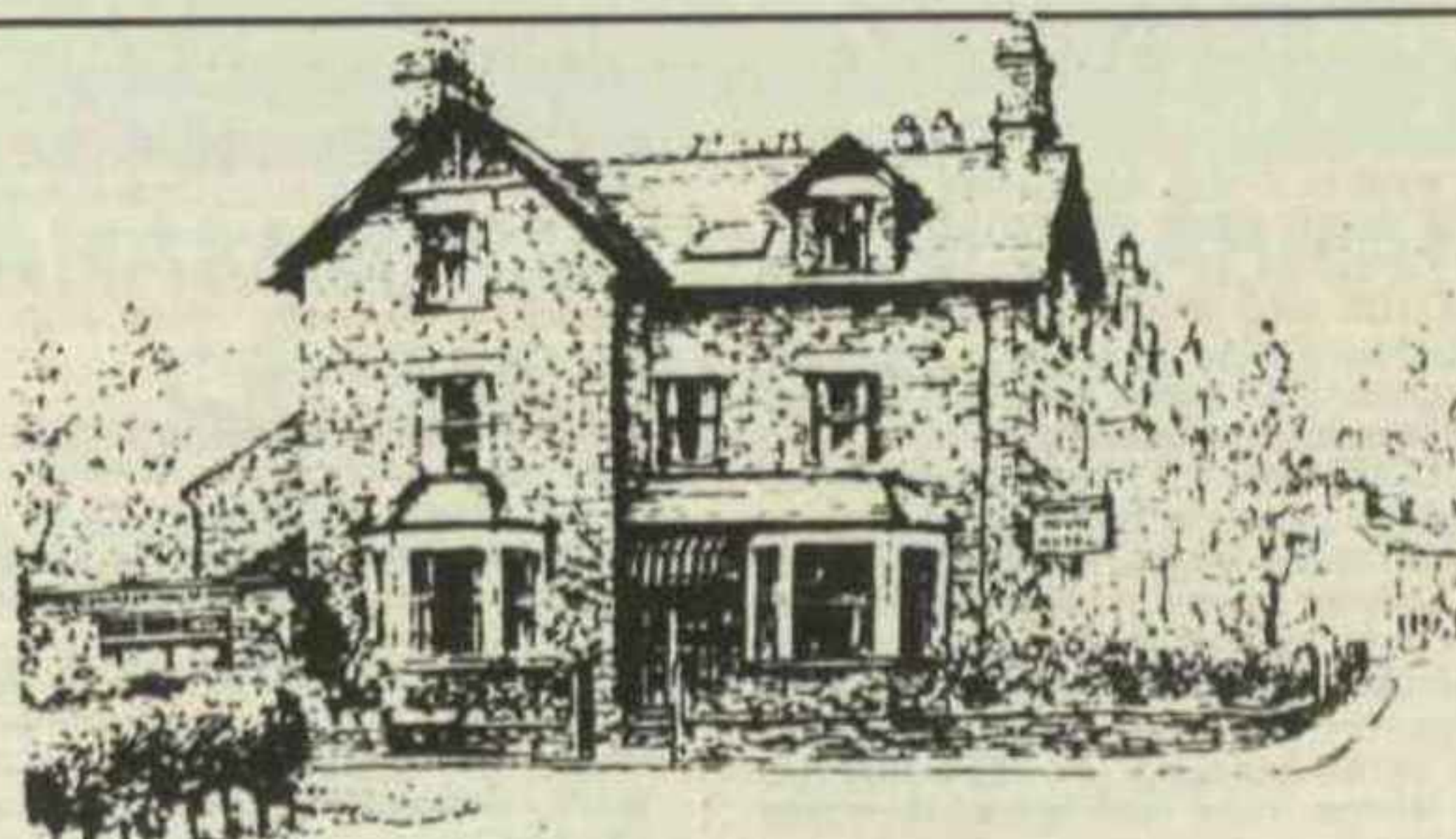
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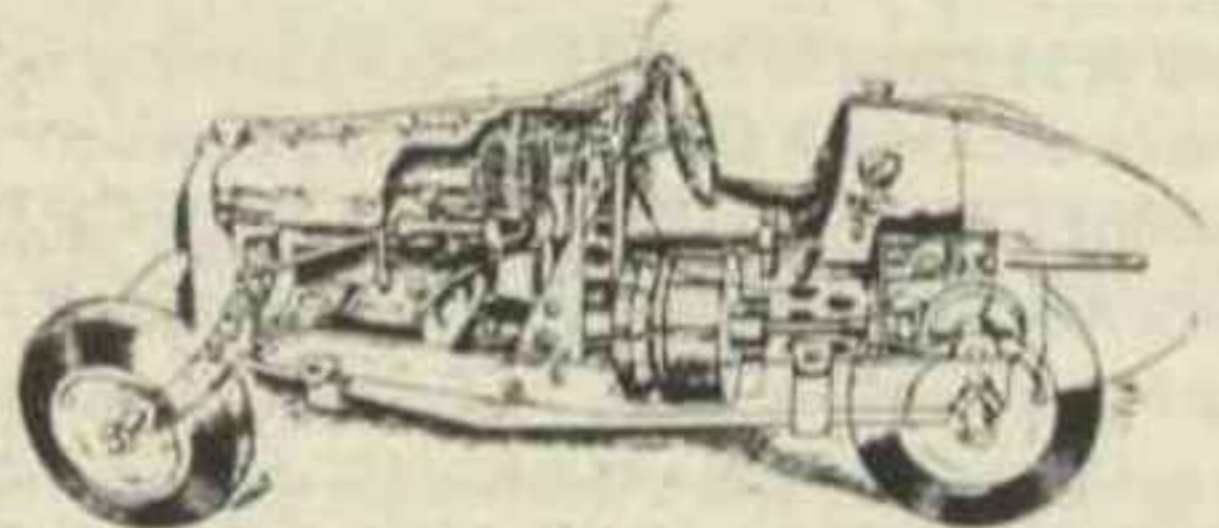
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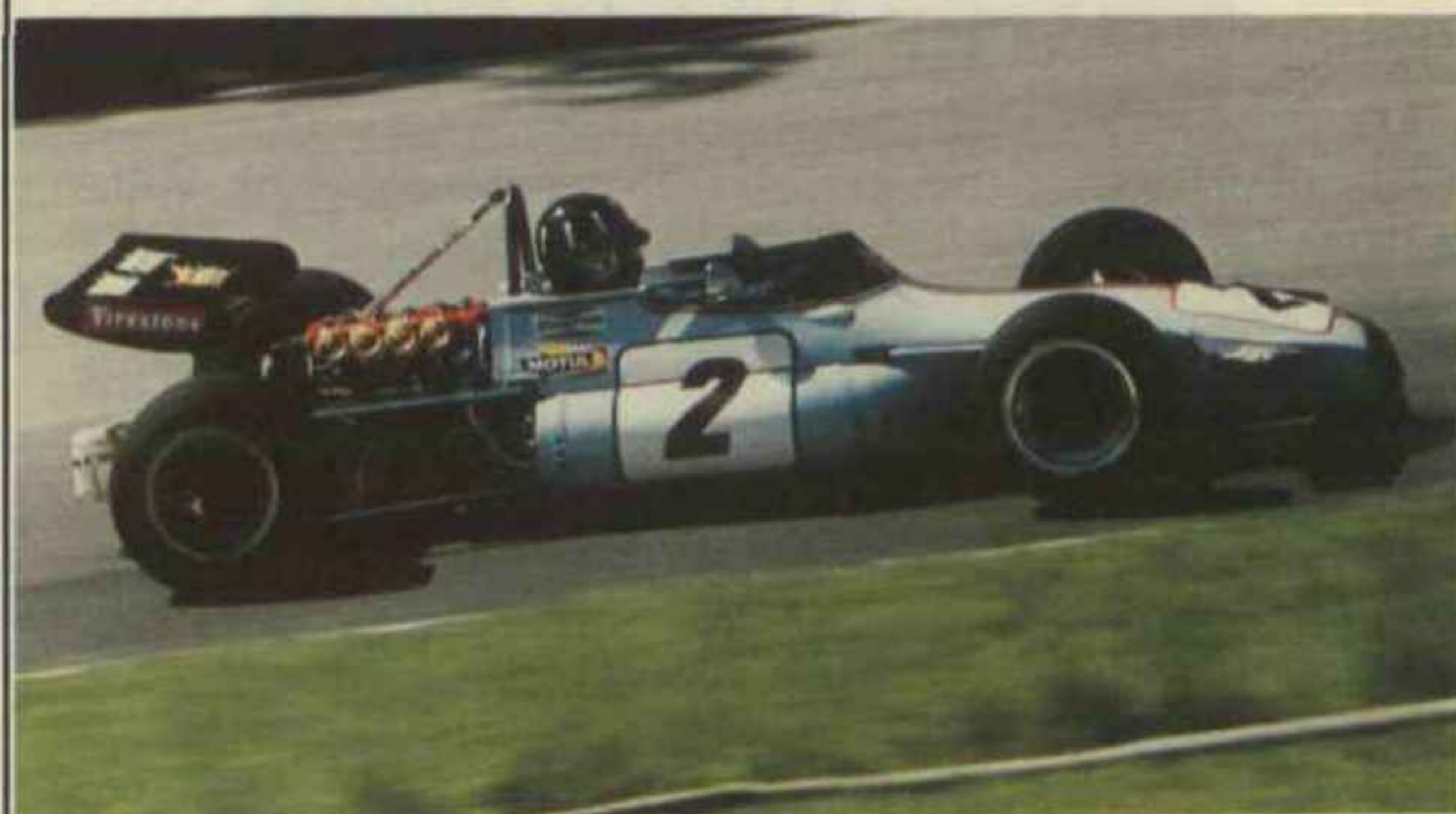
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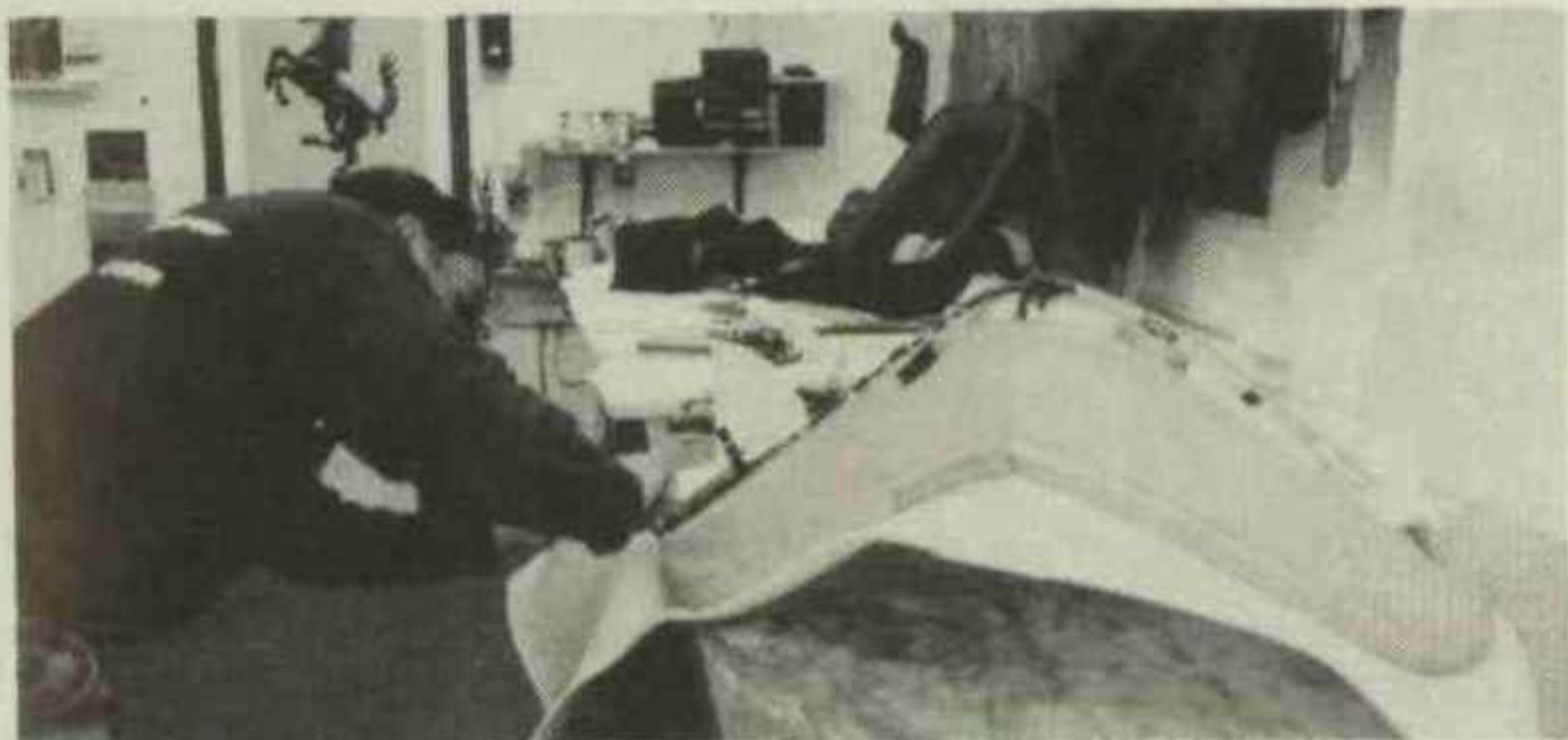


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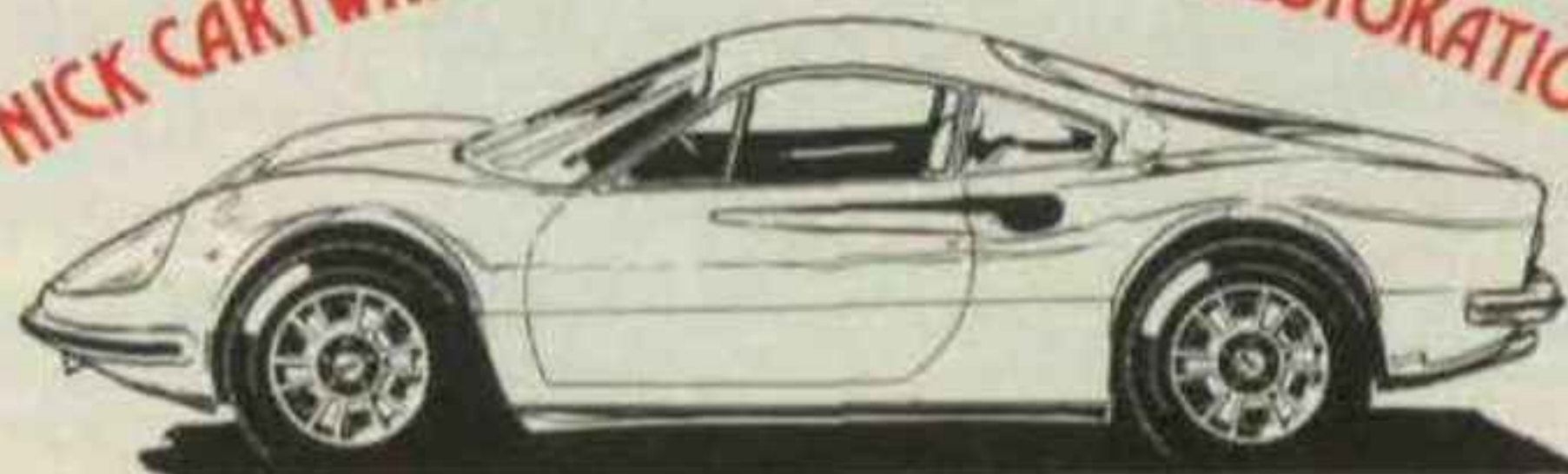
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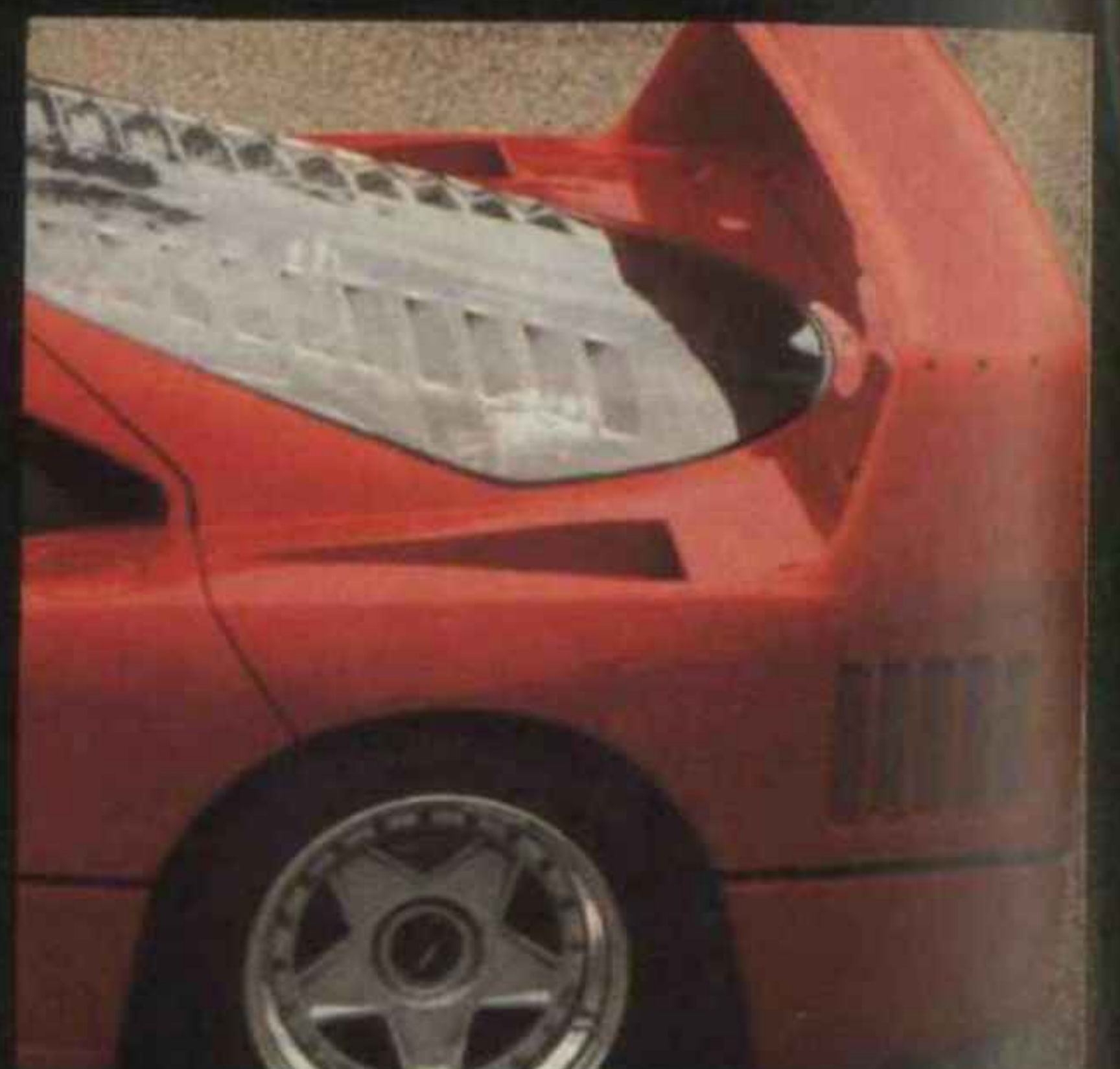
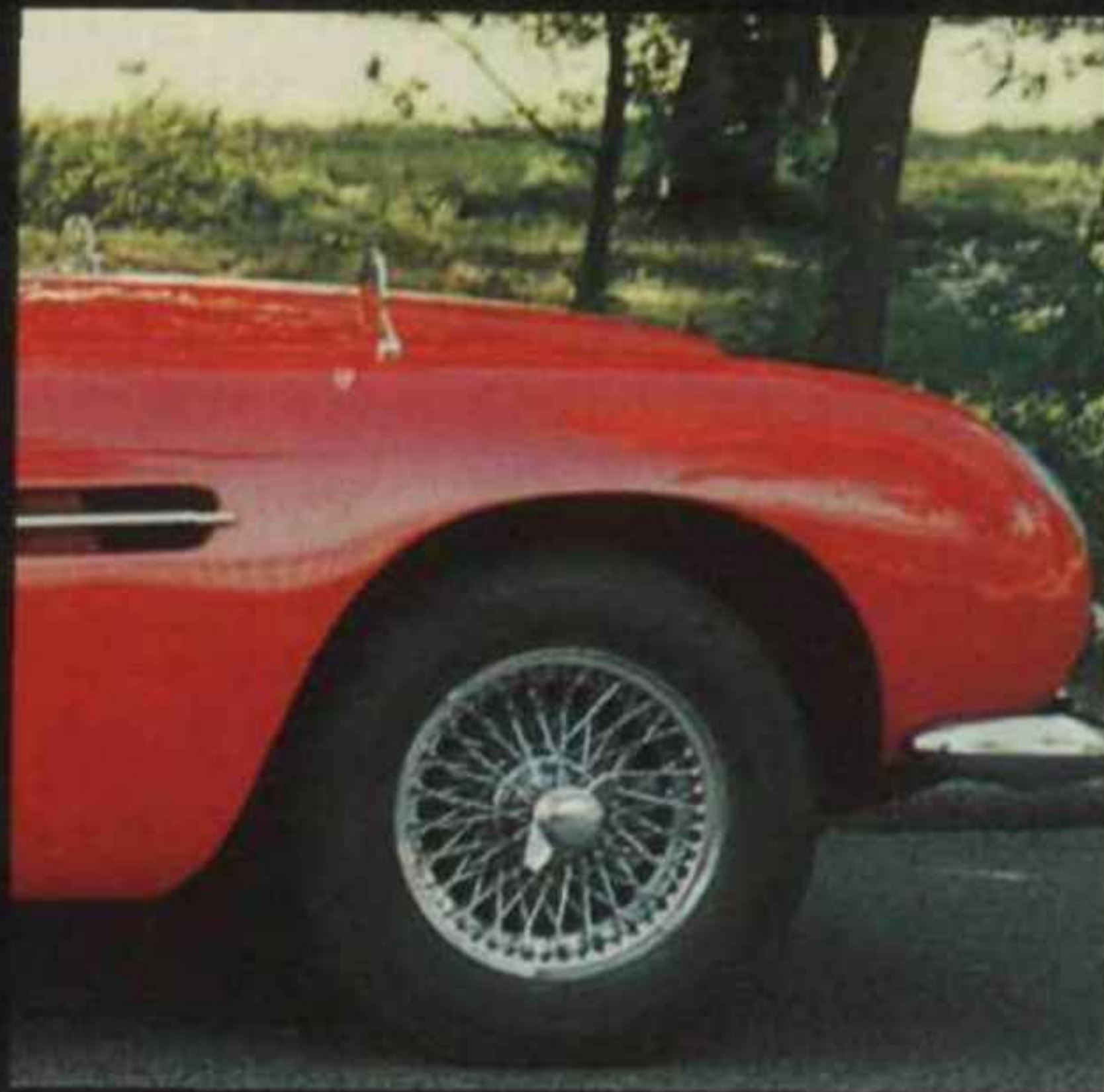
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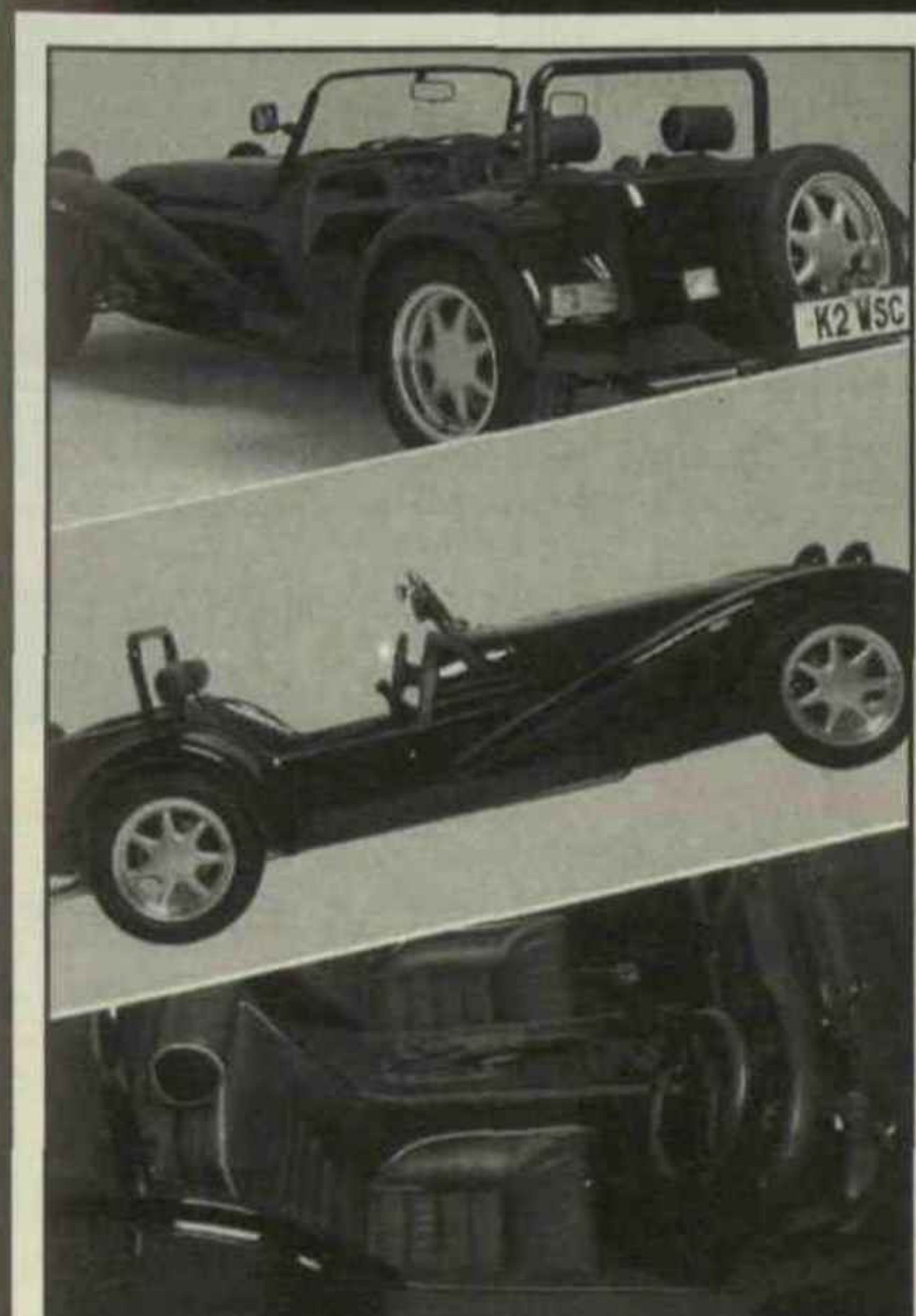
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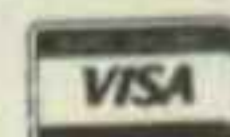
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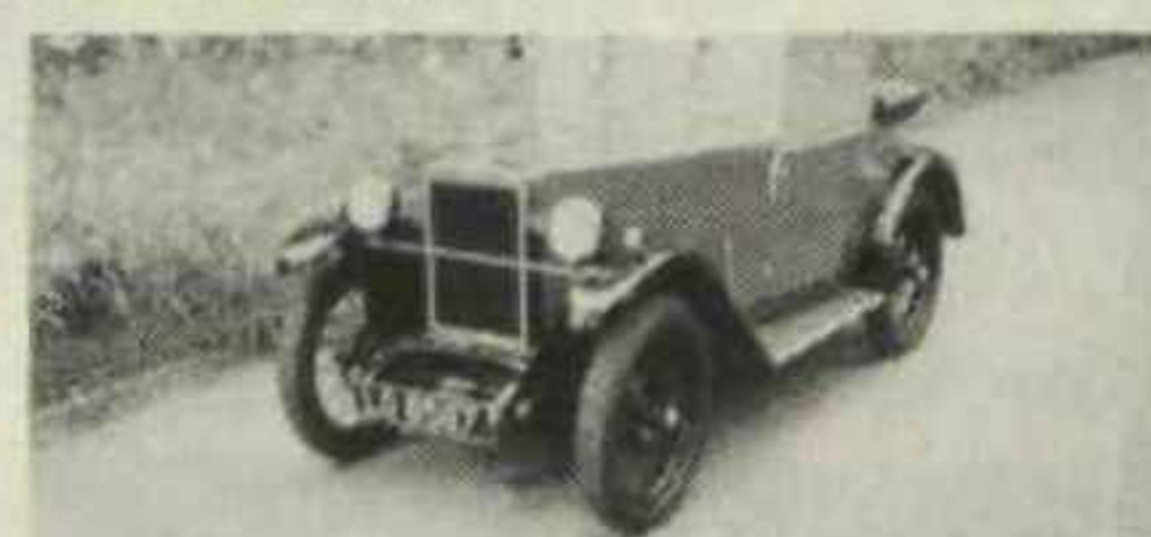
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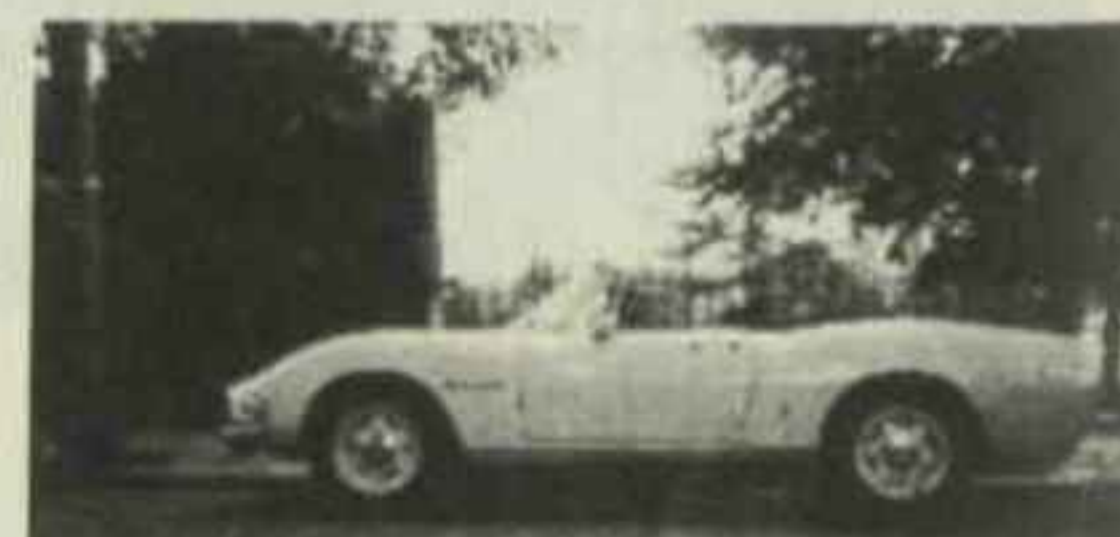
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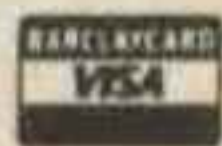
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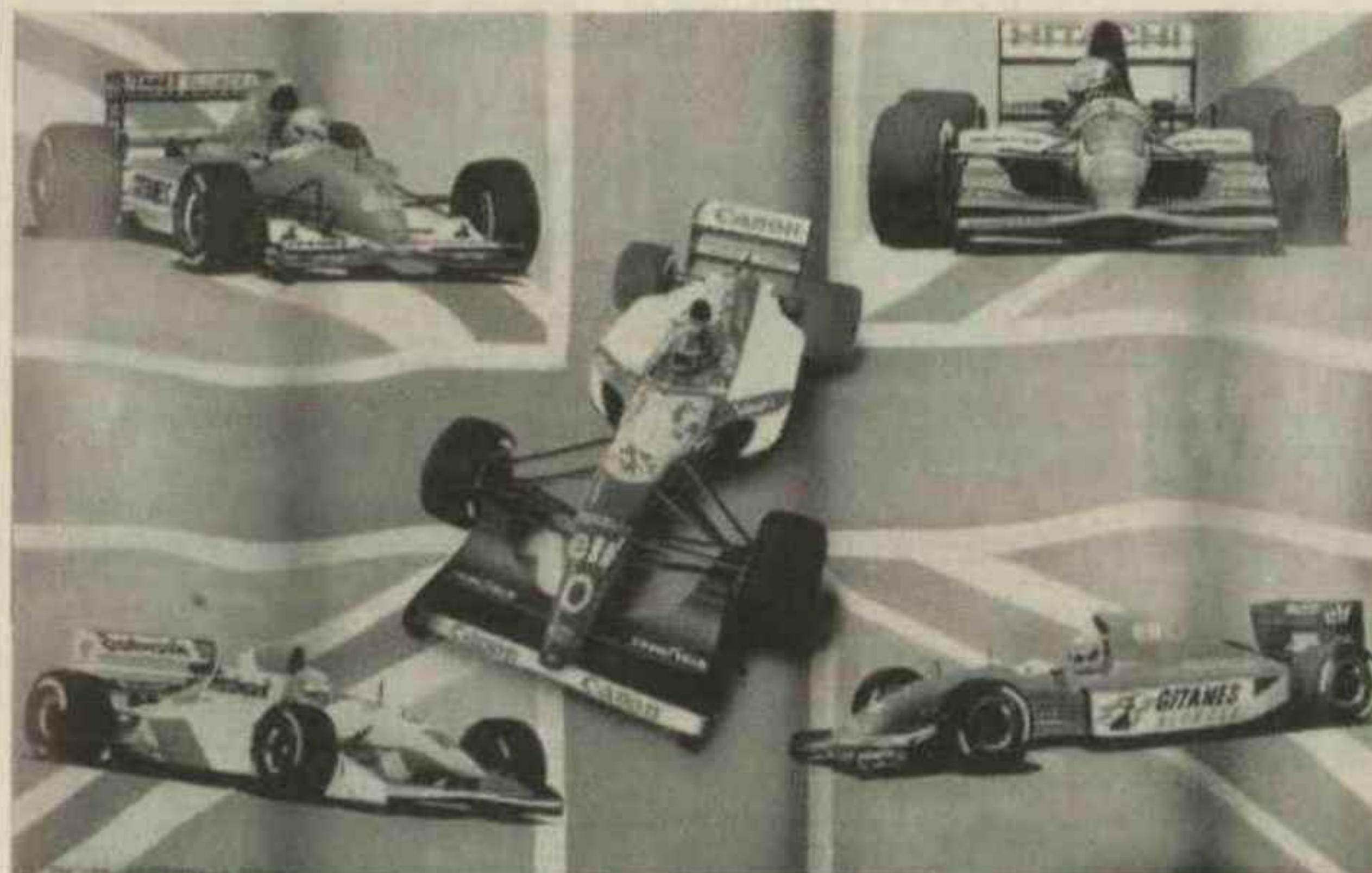
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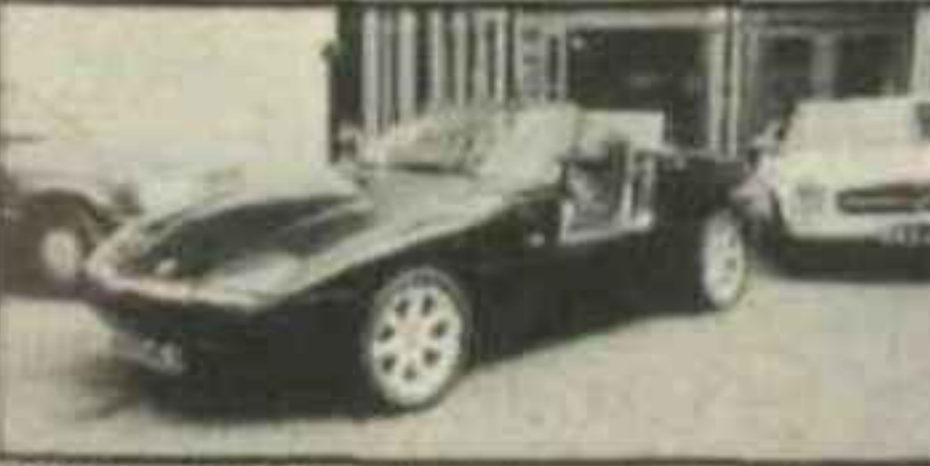
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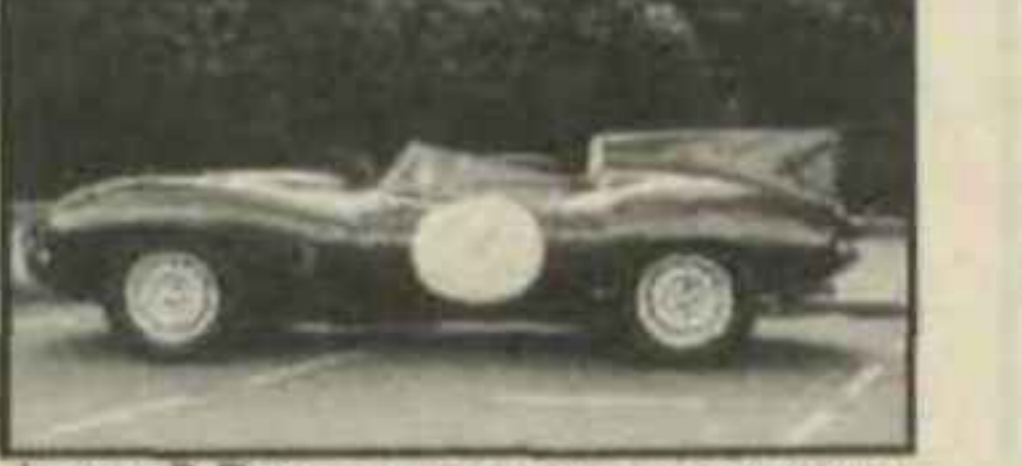
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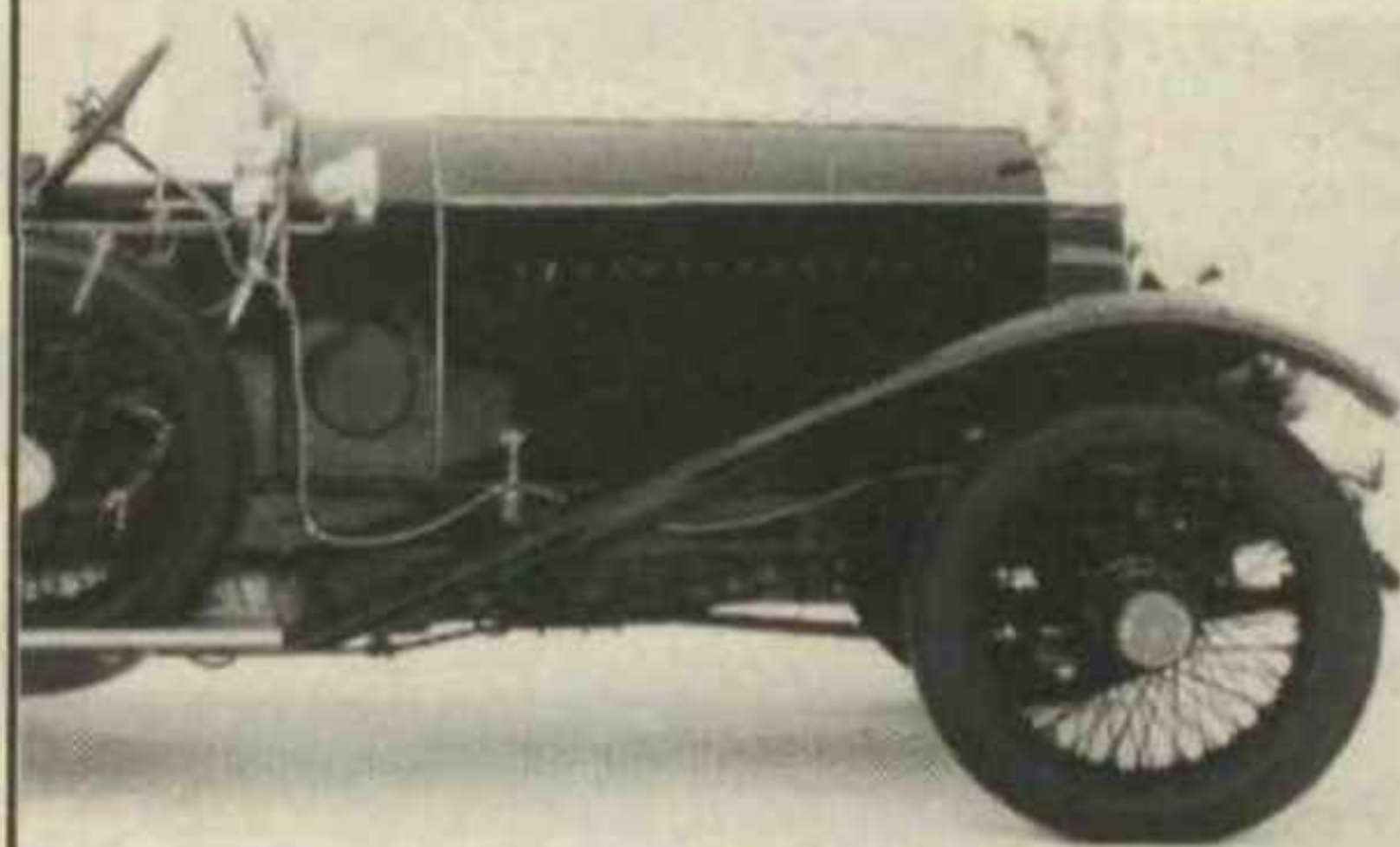
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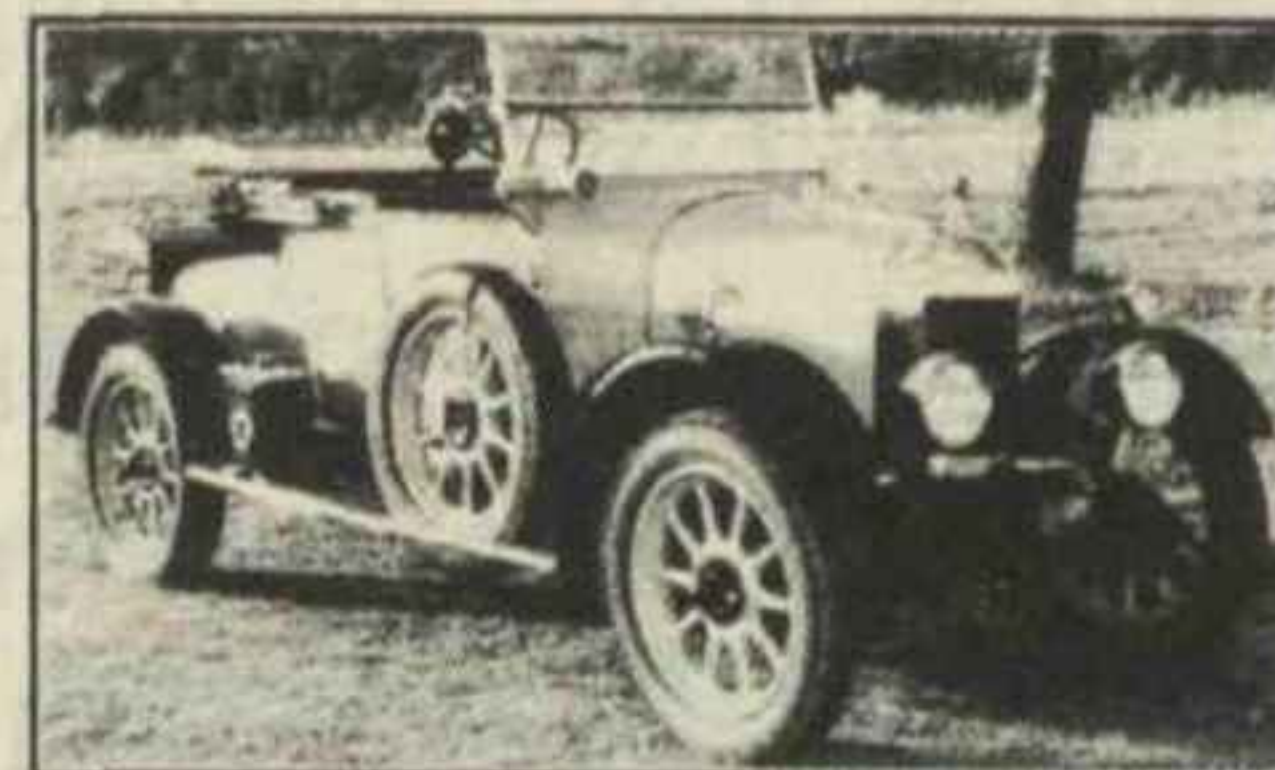
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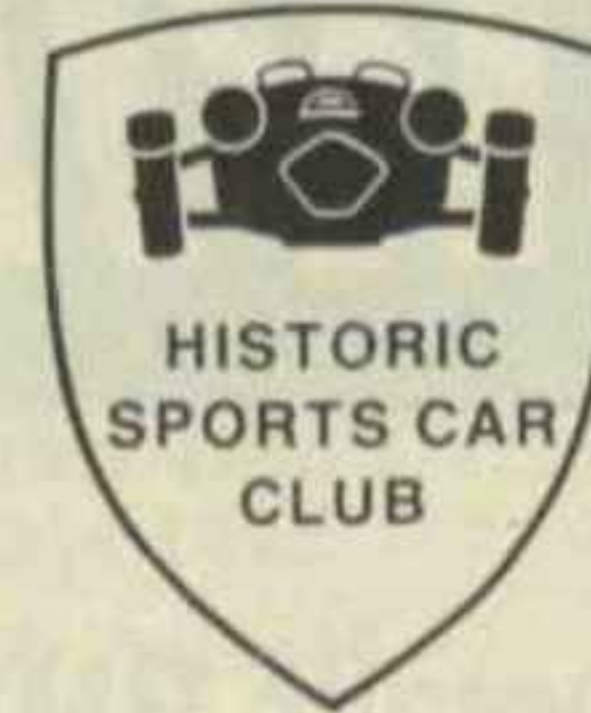
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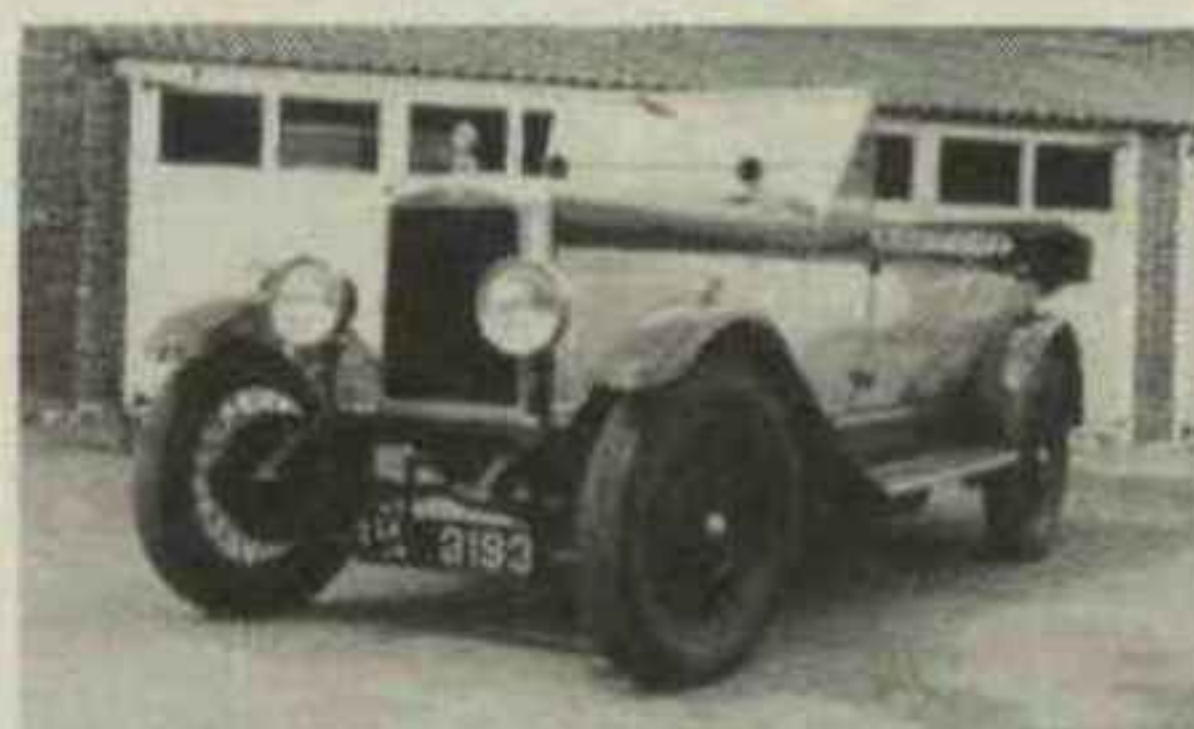
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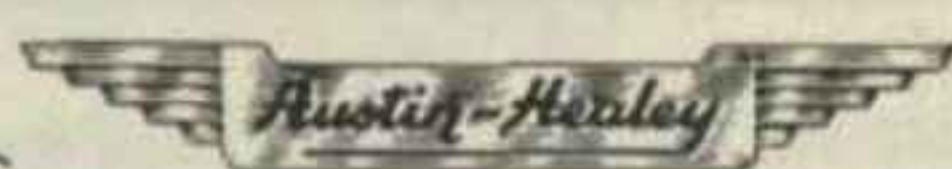
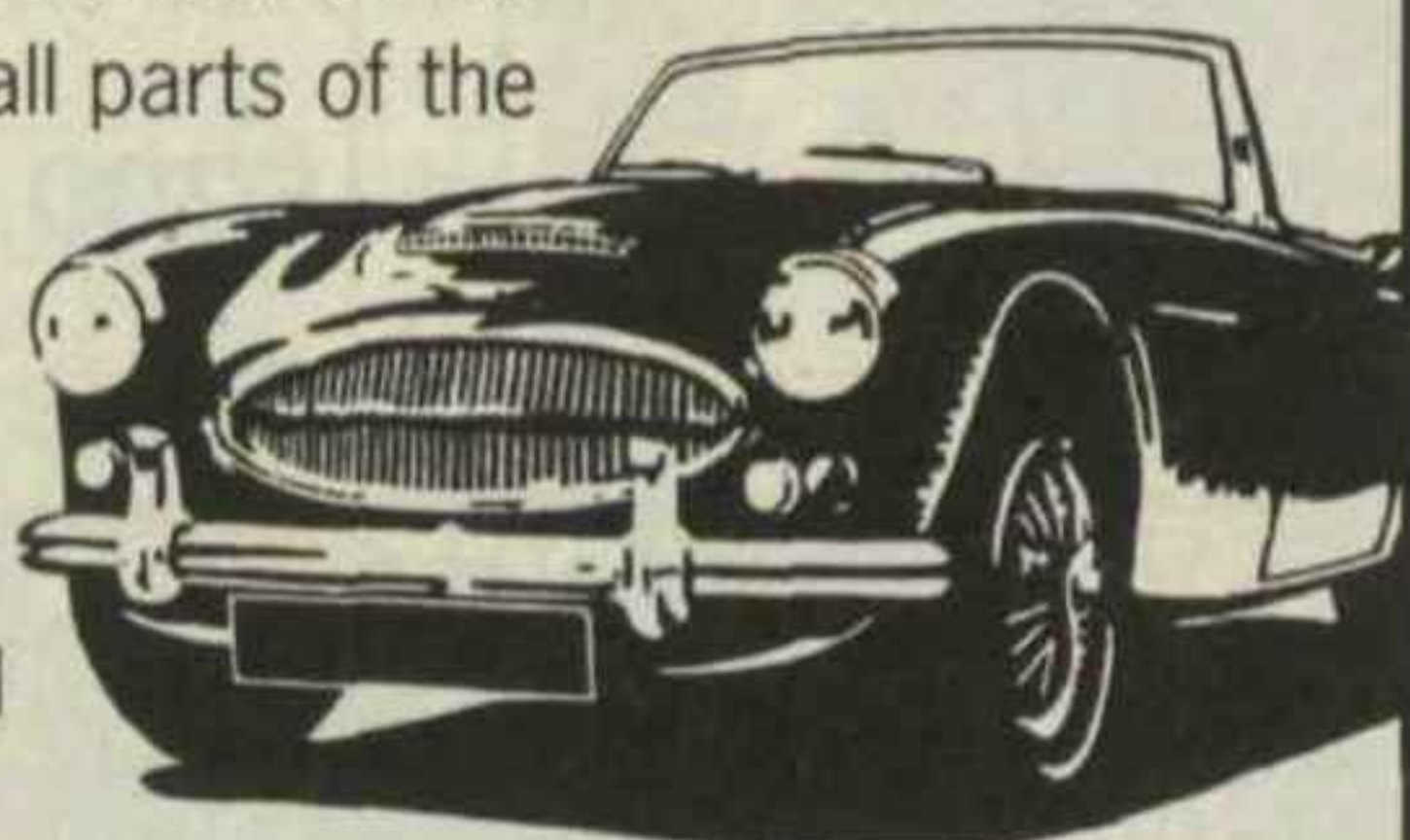
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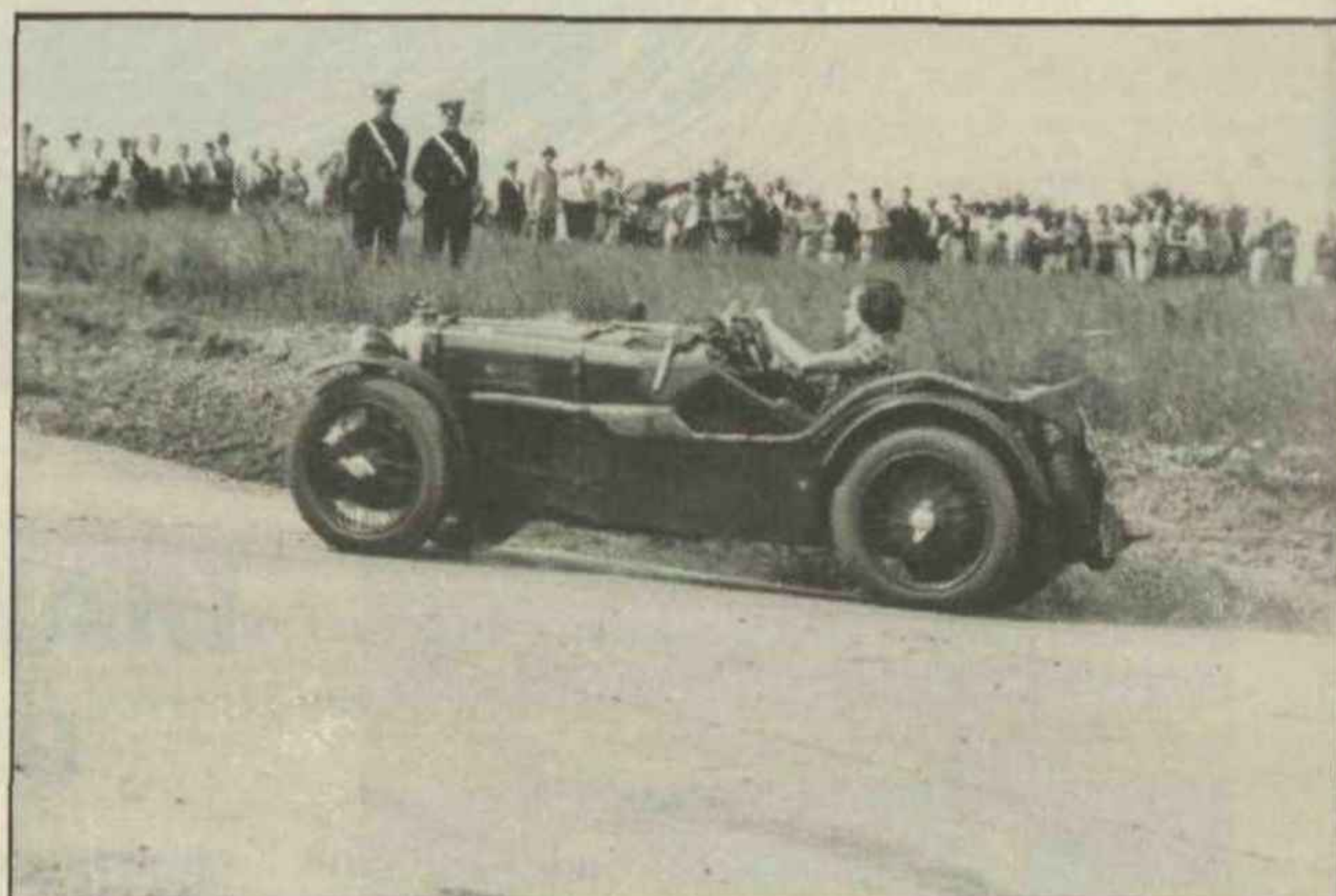
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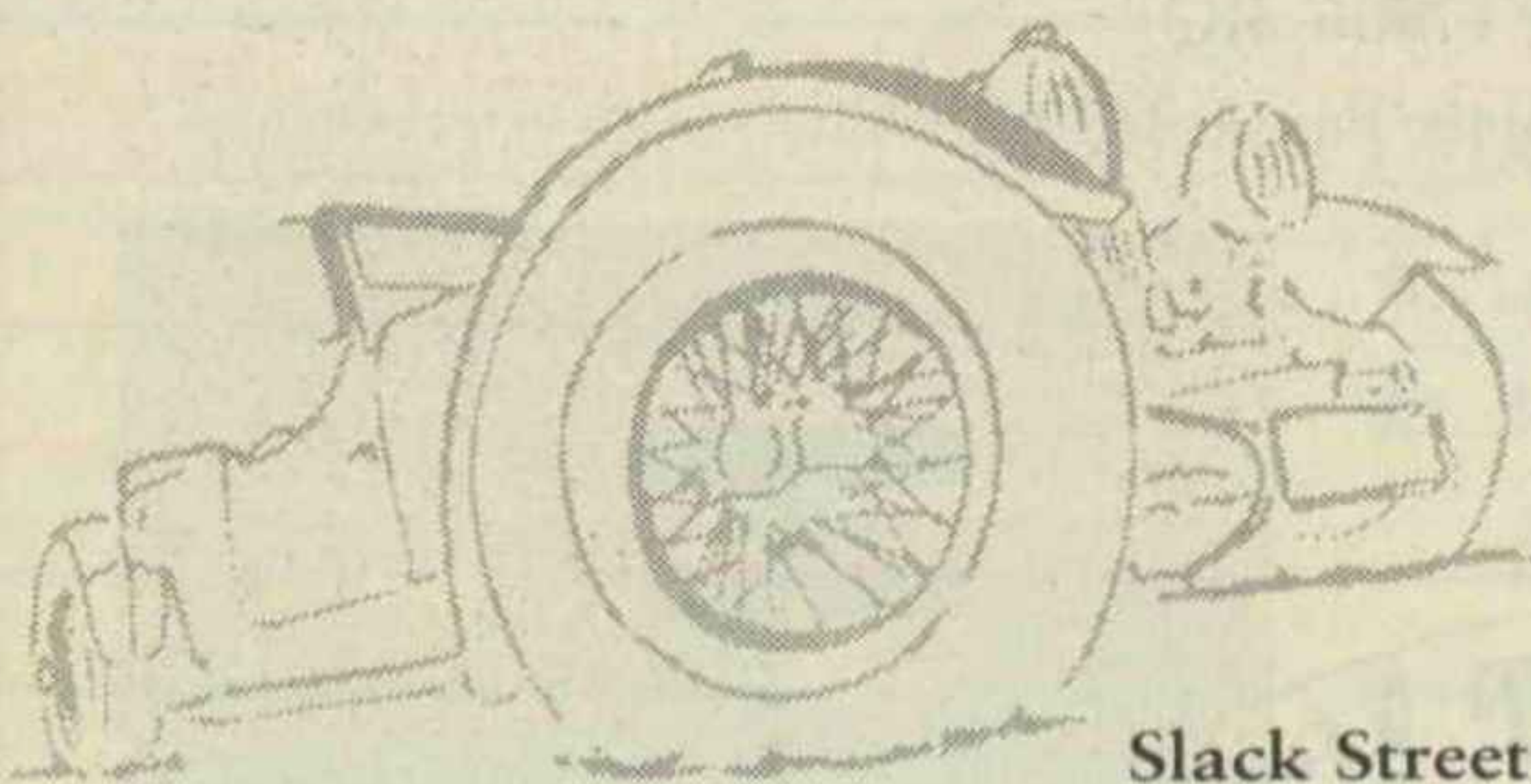
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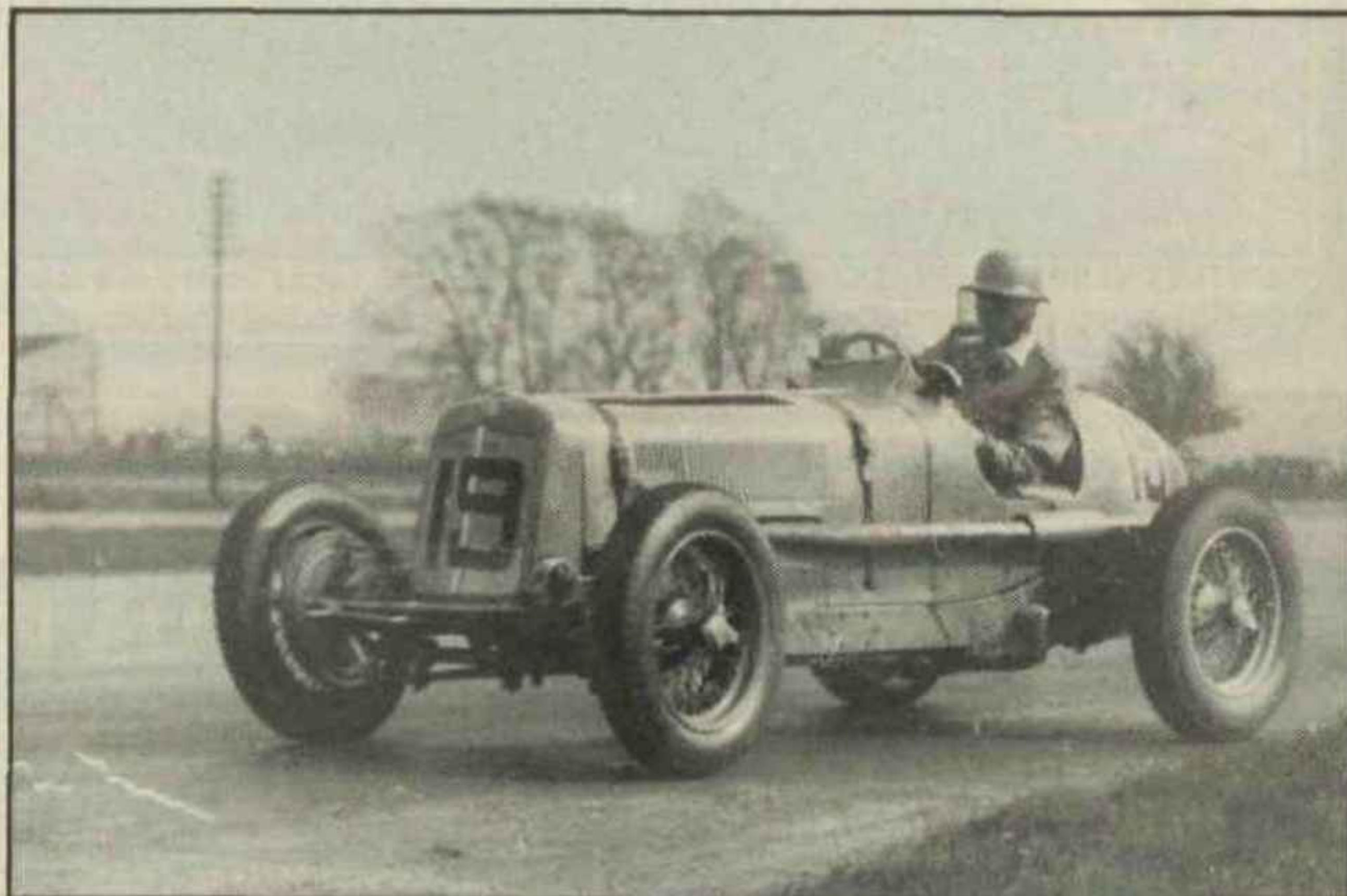
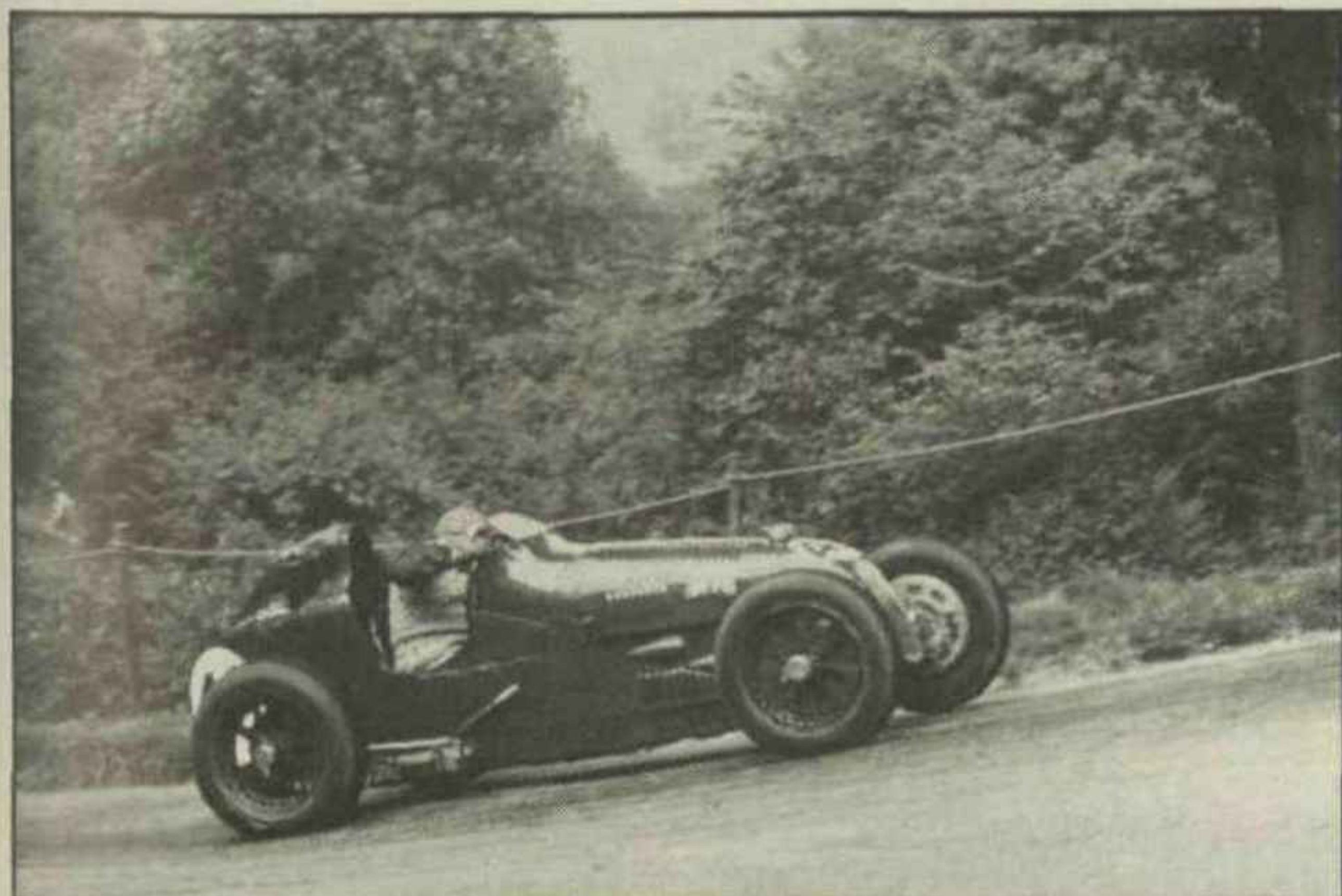
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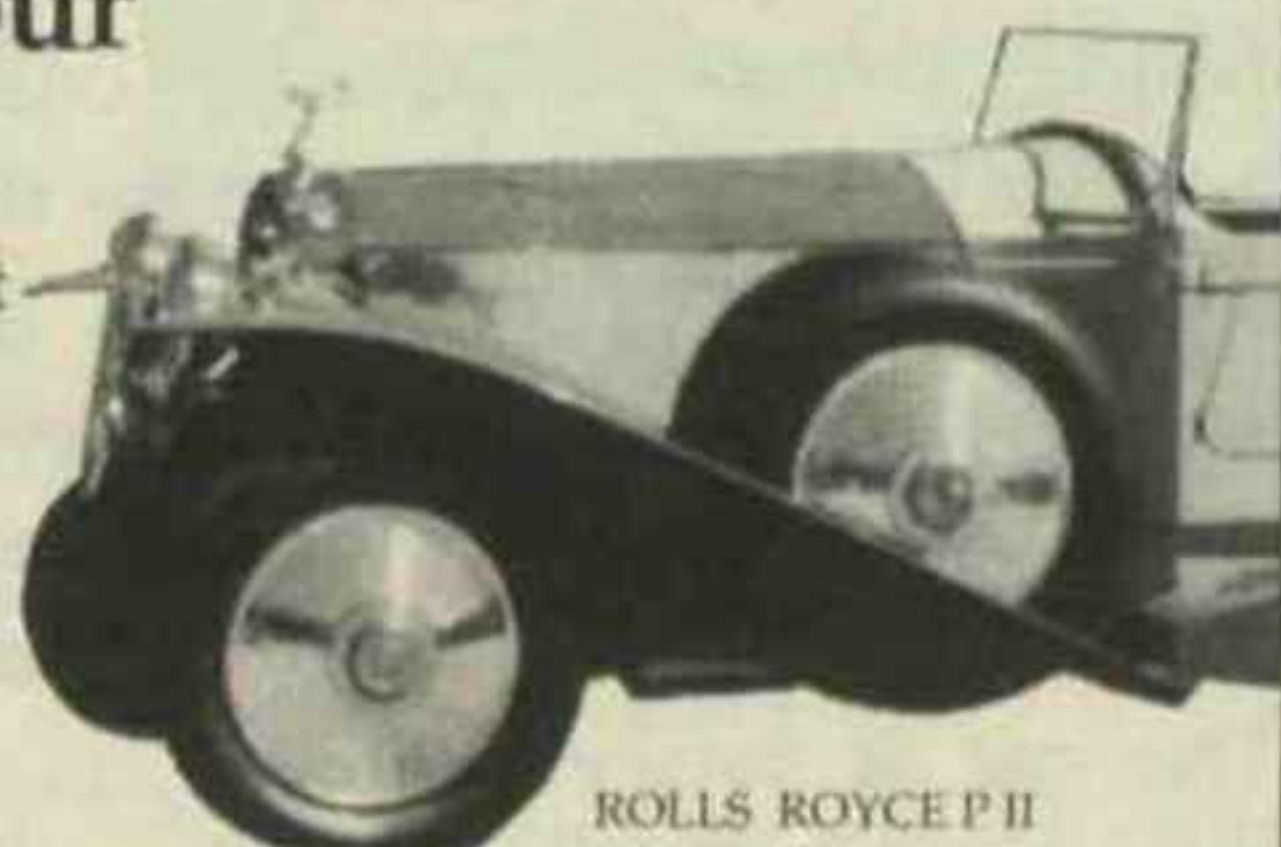
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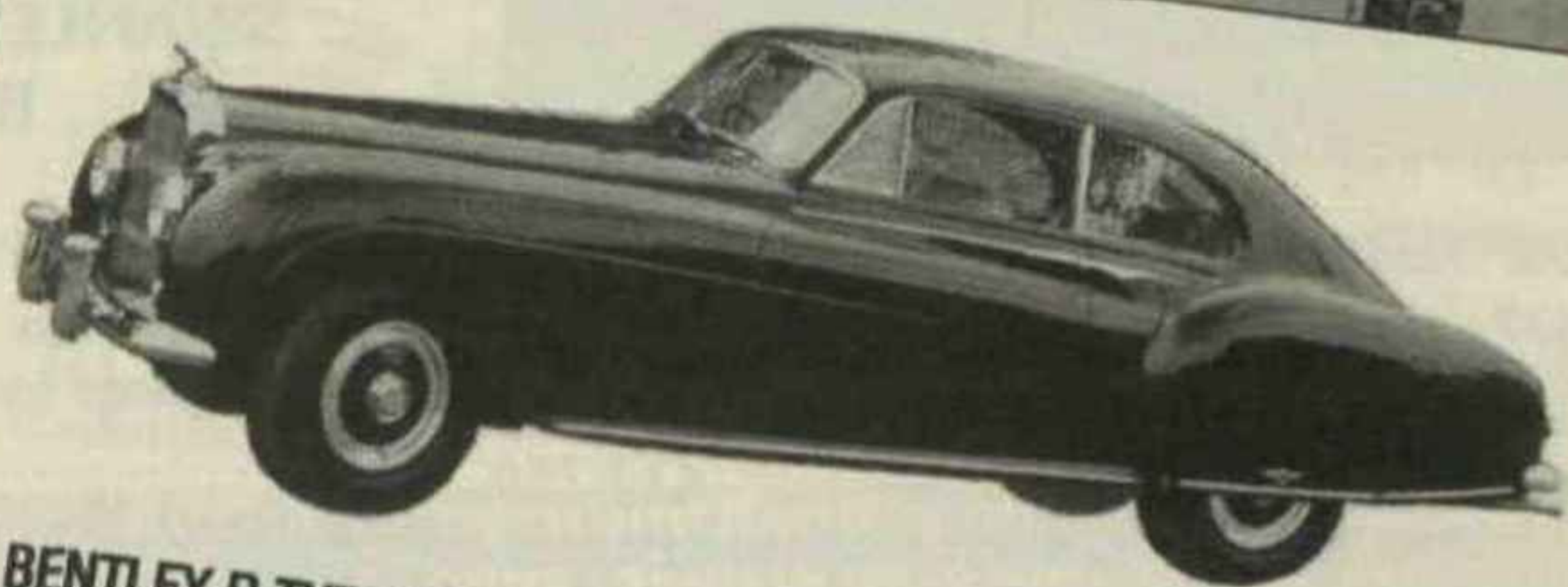
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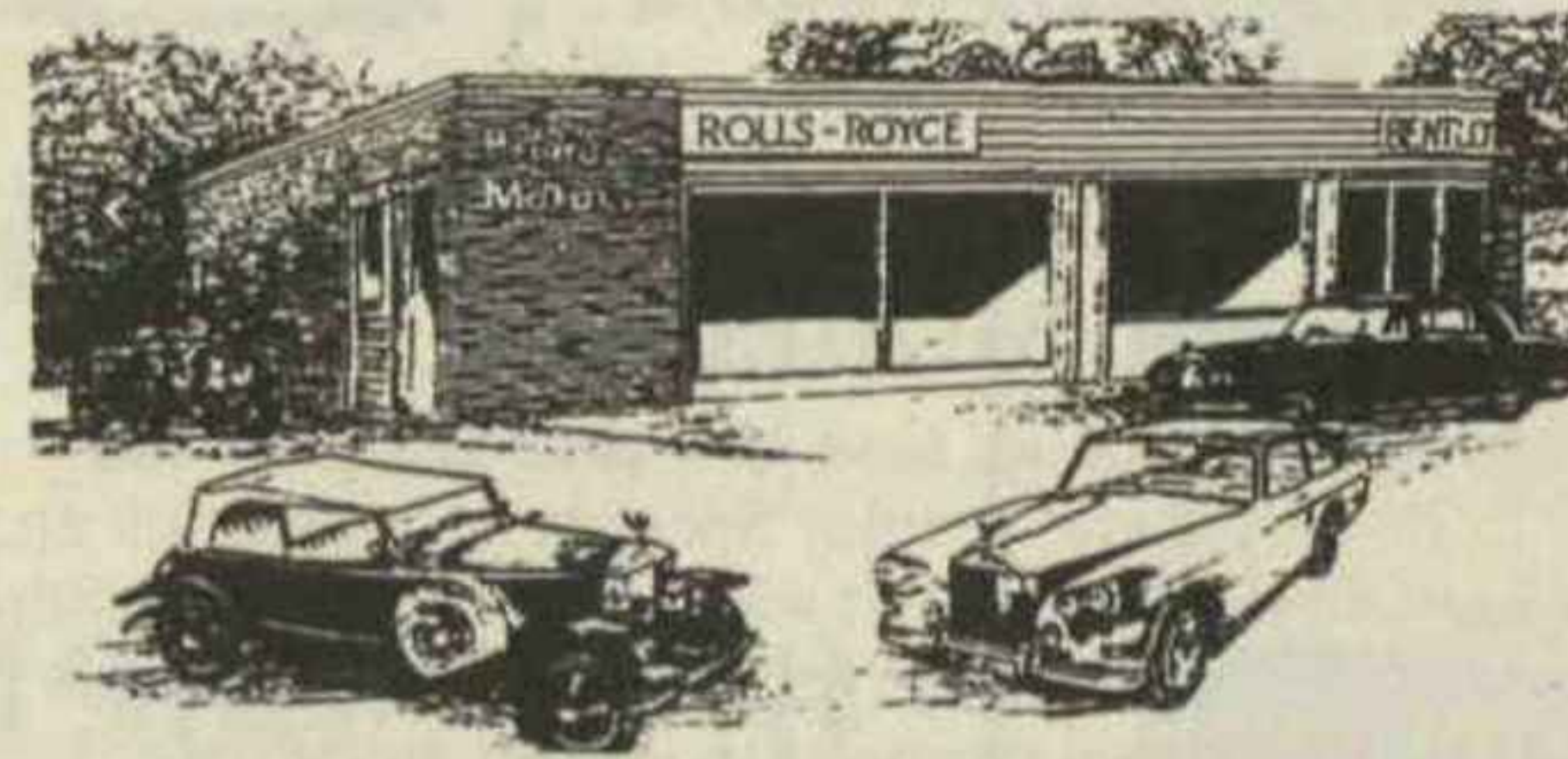
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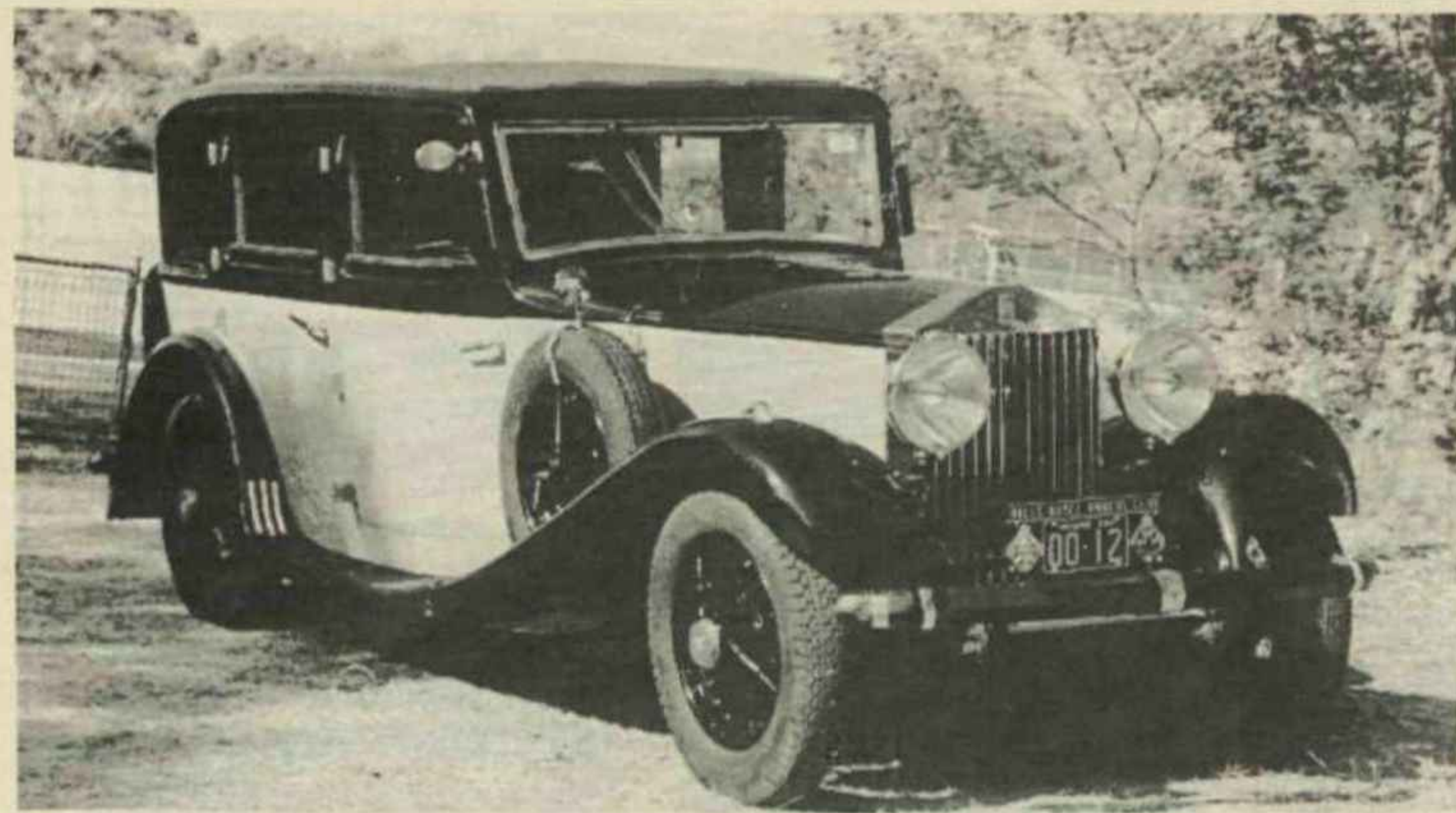
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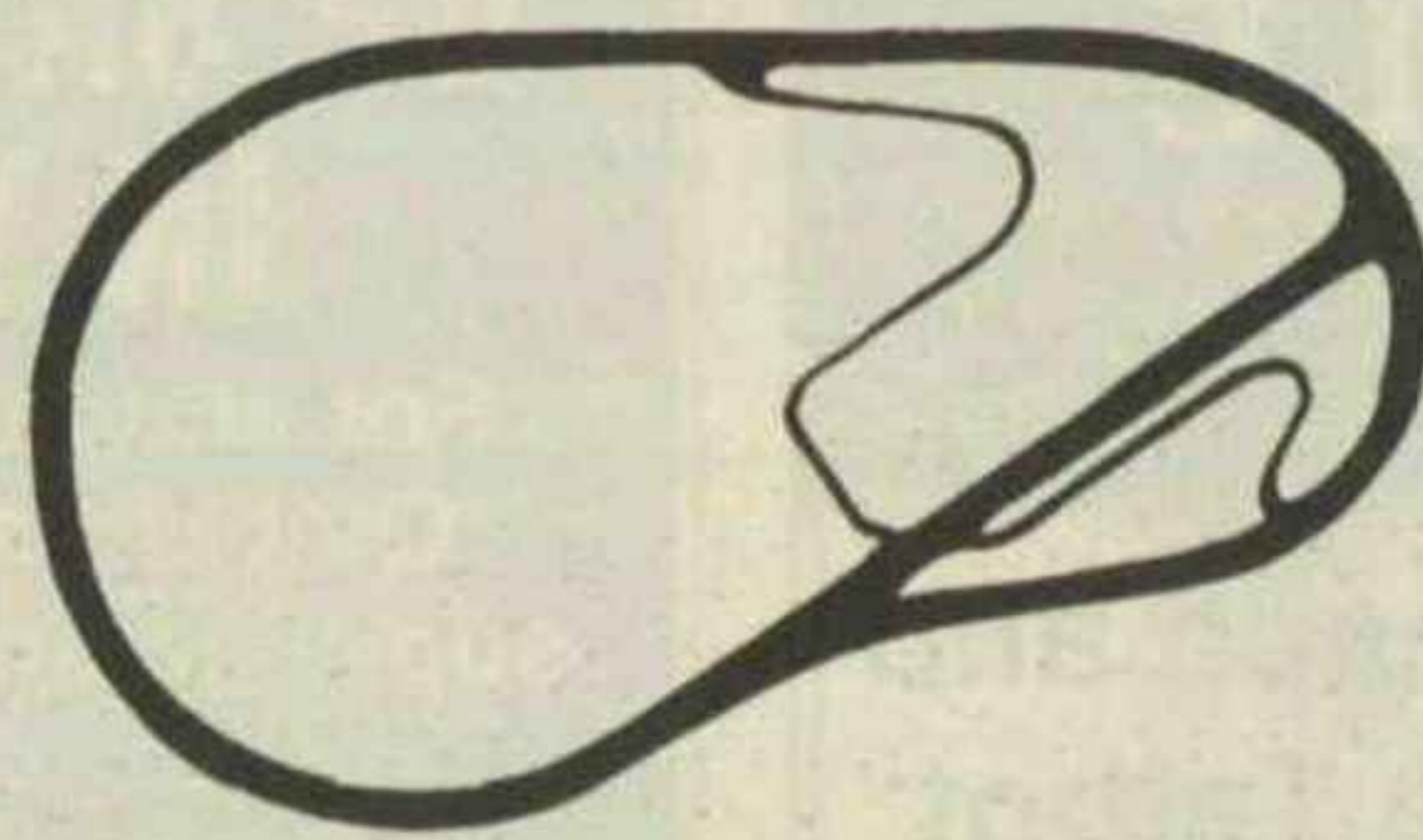
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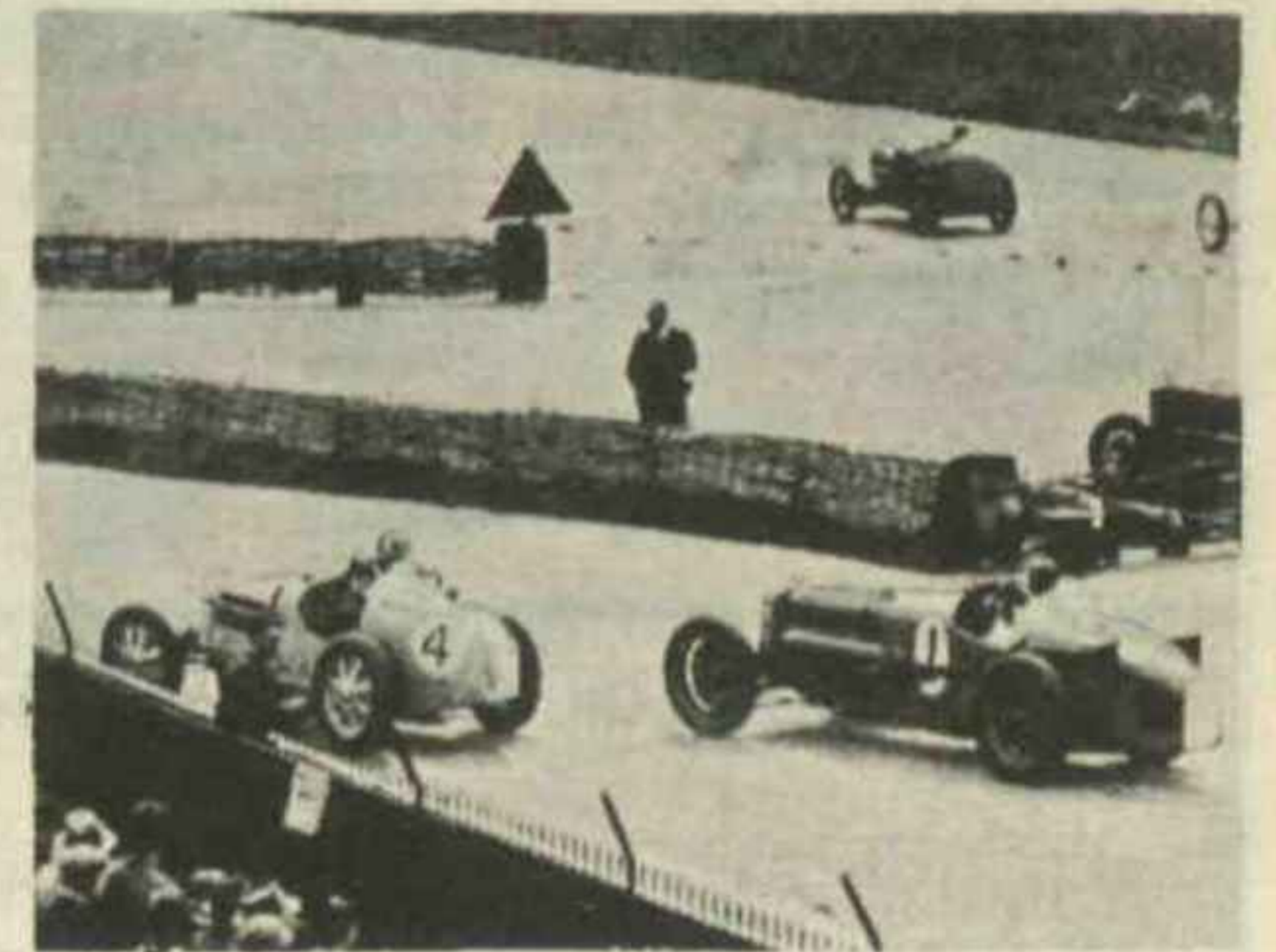
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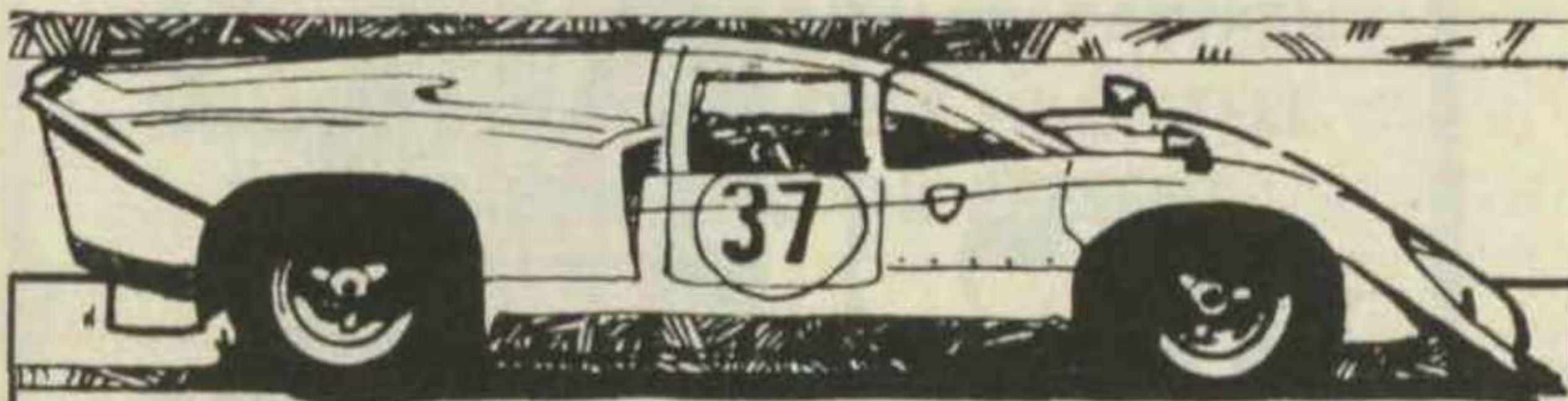
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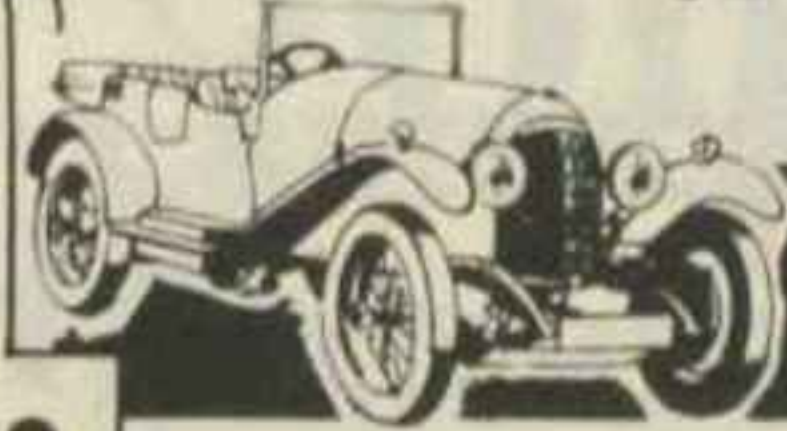
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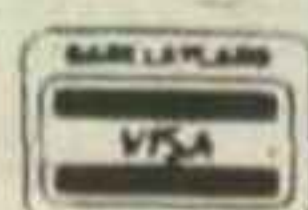


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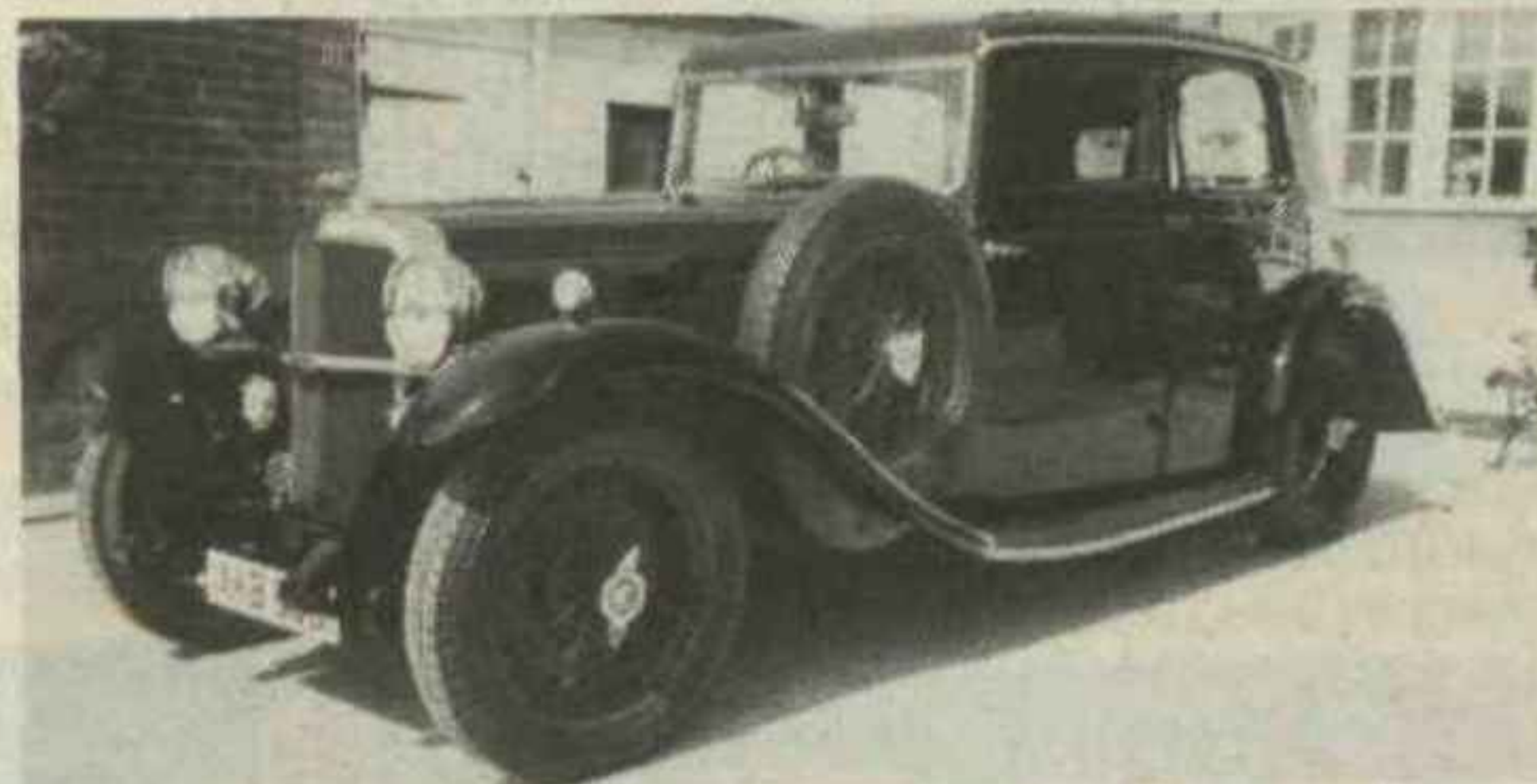
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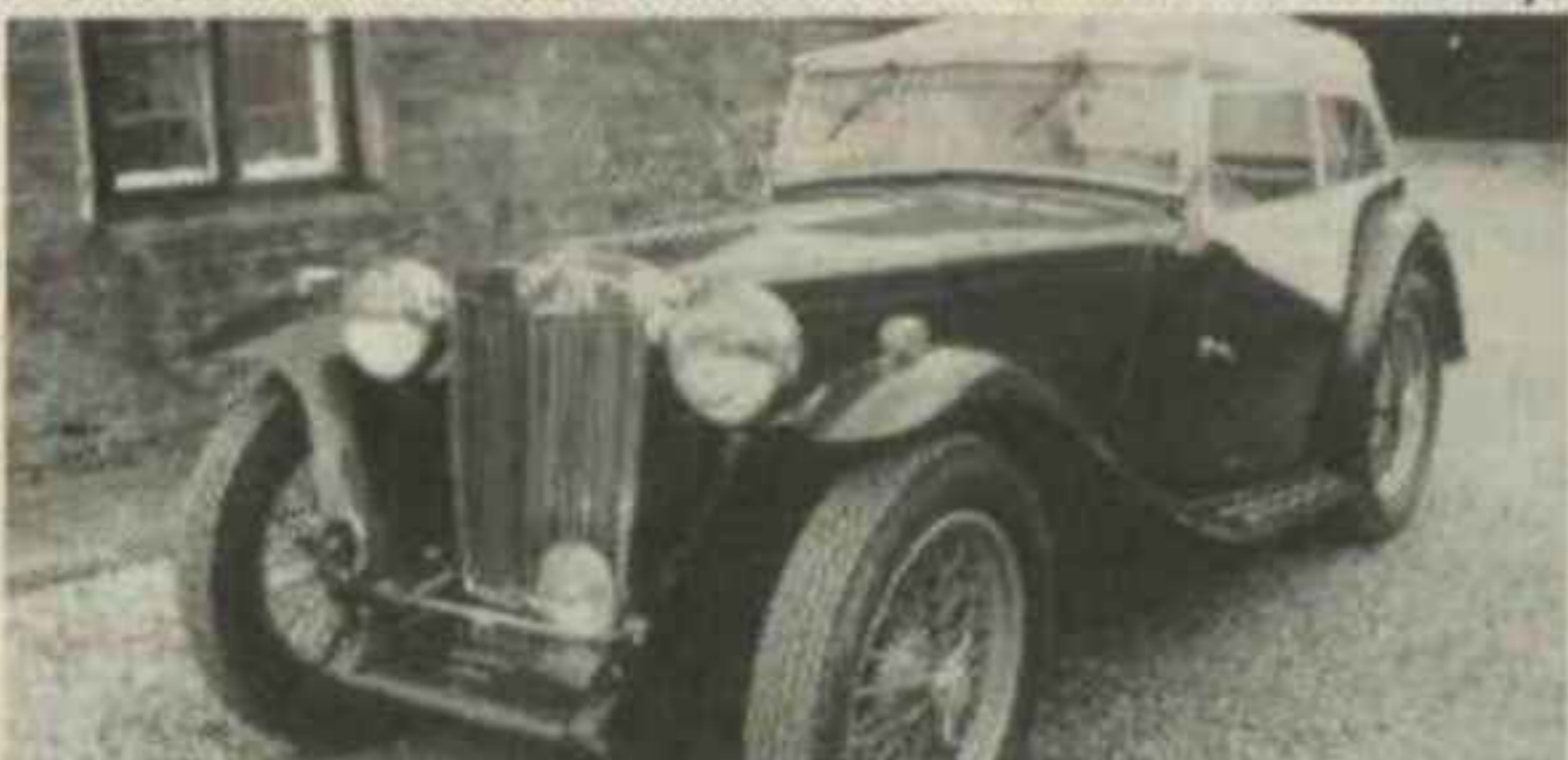
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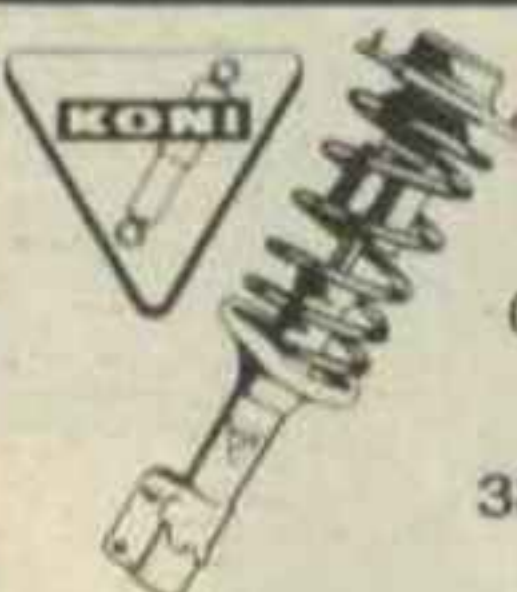
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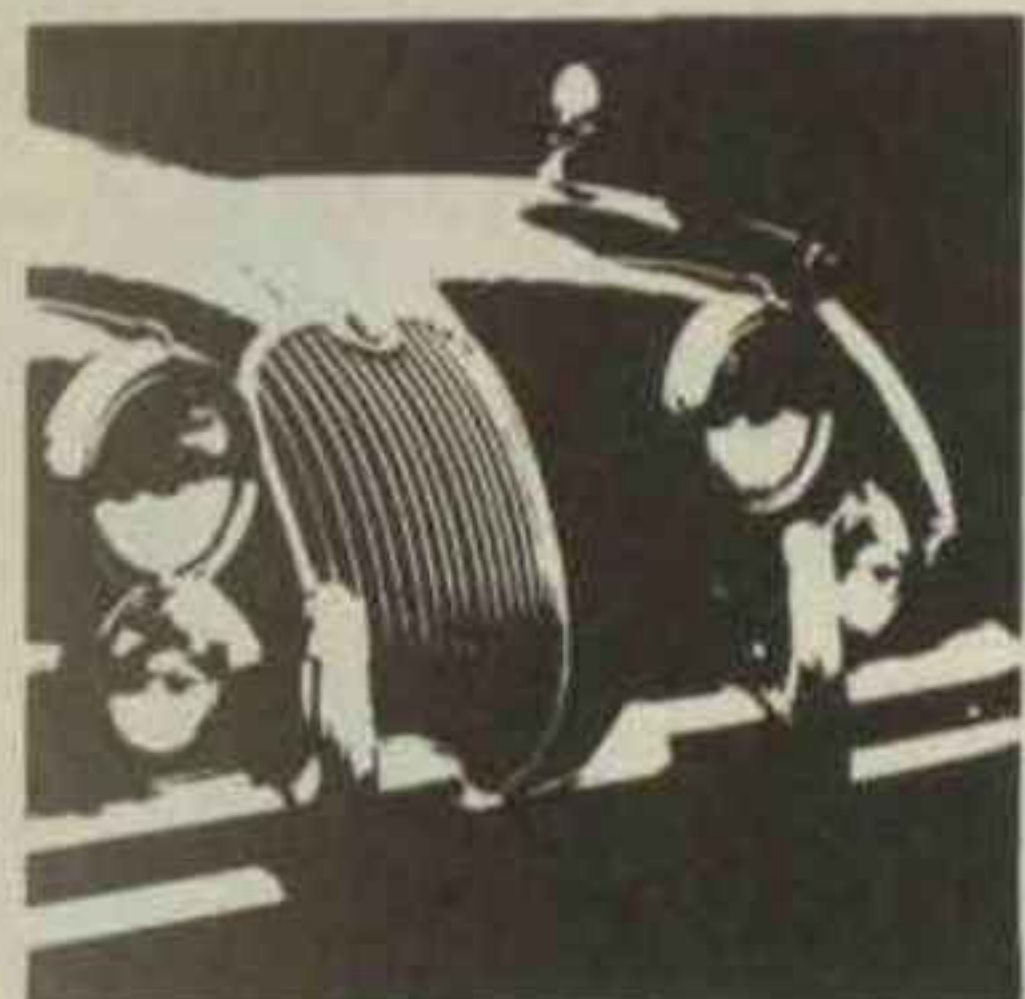


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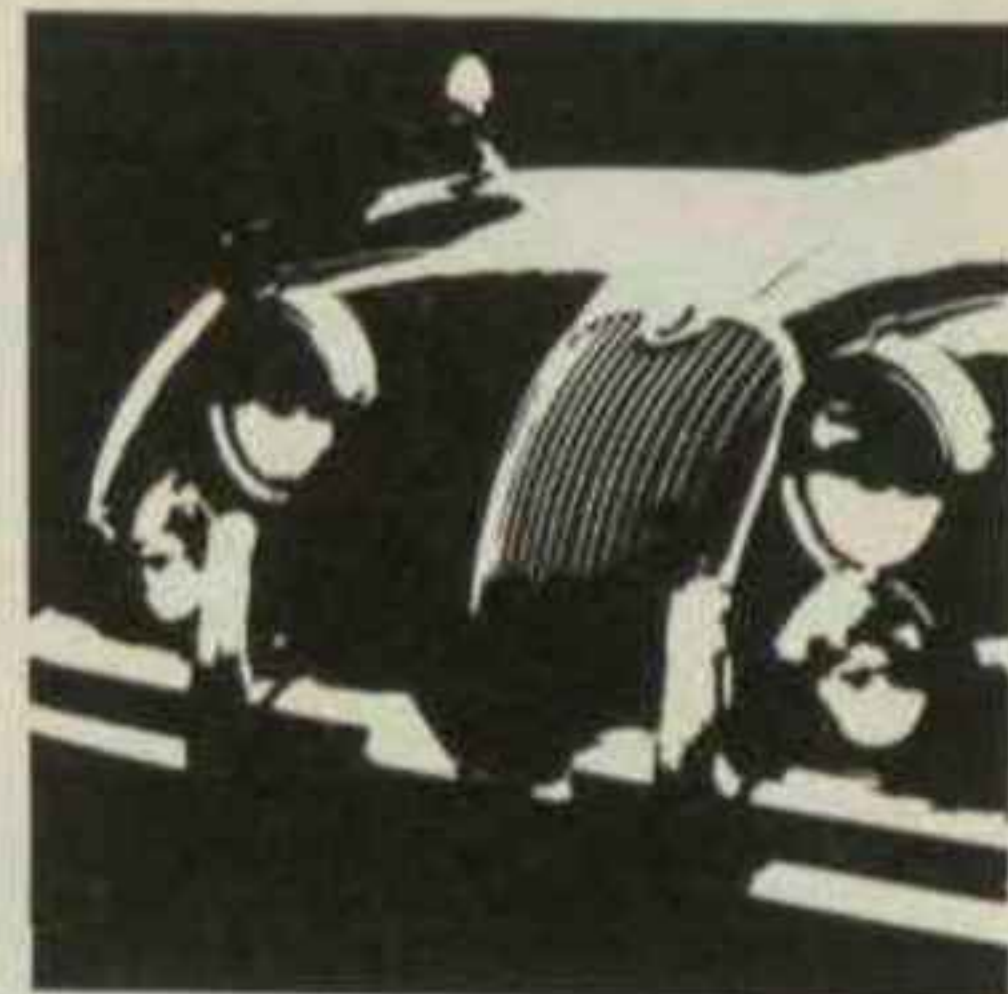
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- 1932 4 litre four seater Vanden Plas Tourer
- 1937 4½ litre Drophead, by Vanden Plas
- 1936 4½ litre Drophead coupe by Park Ward
- 1954 'R' Type continental fast back, by H. J. Mulliner
- 1956 S1 Continental 2 door coupe by Park Ward, restored

LAGONDA

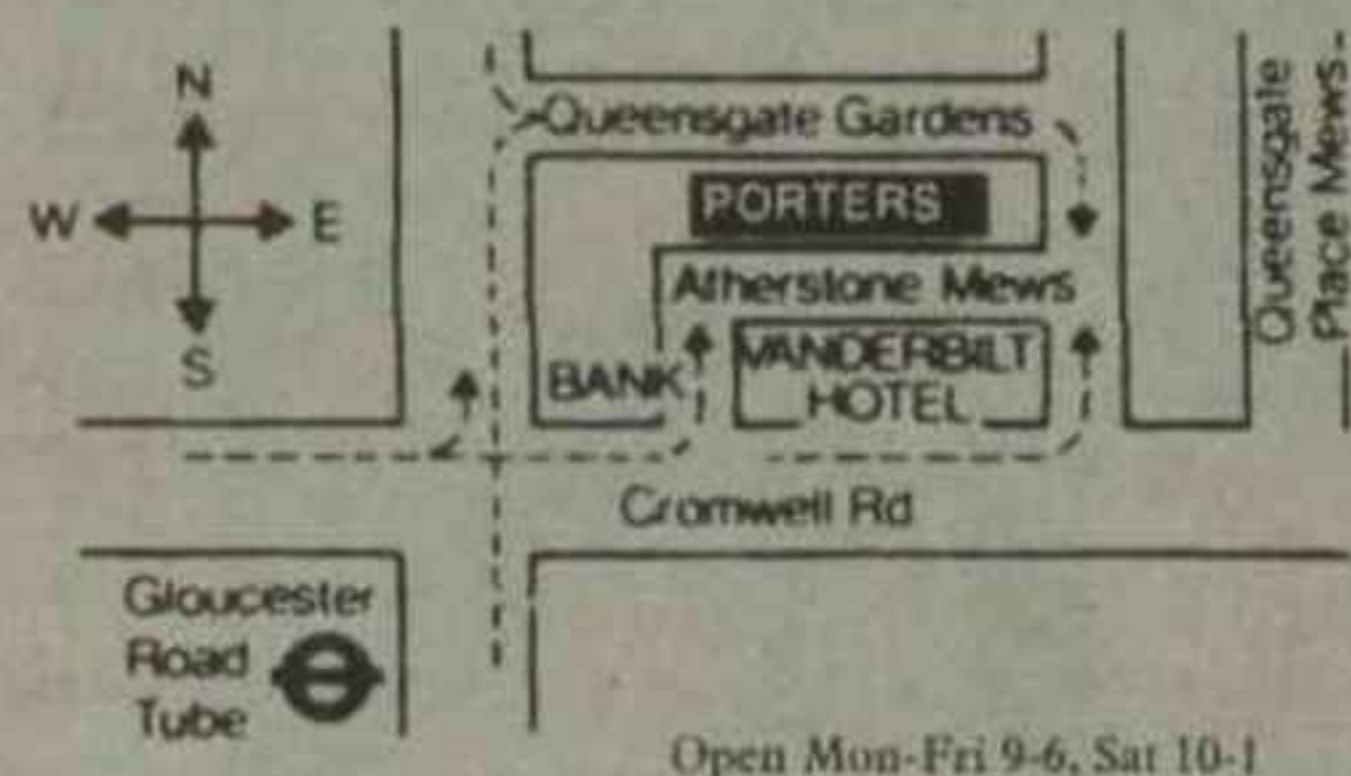
- 1927 Lagonda 2 litre high chassis T7 tourer
- 1933 Lagonda M45 T8 tourer prescott record holder
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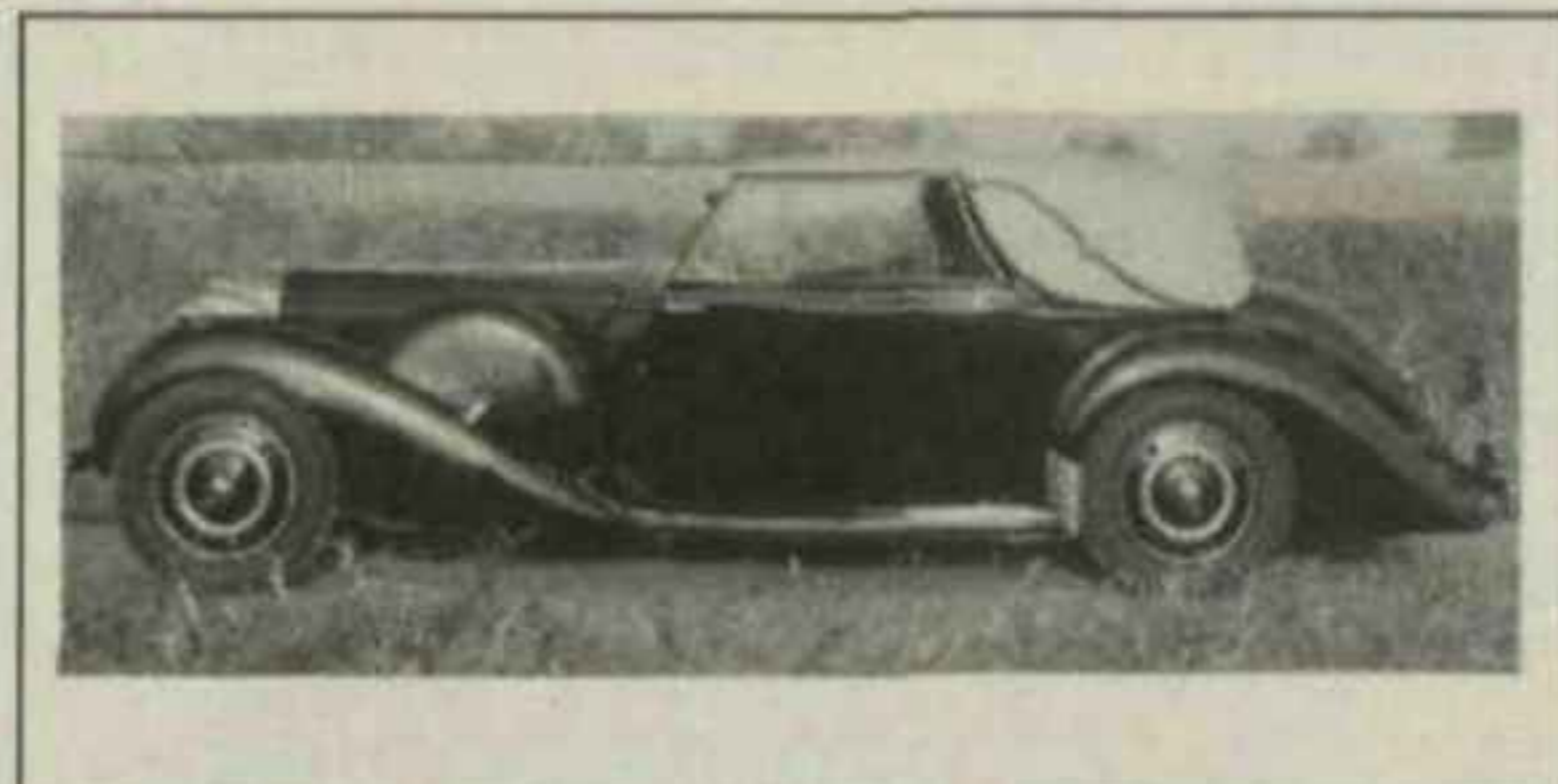
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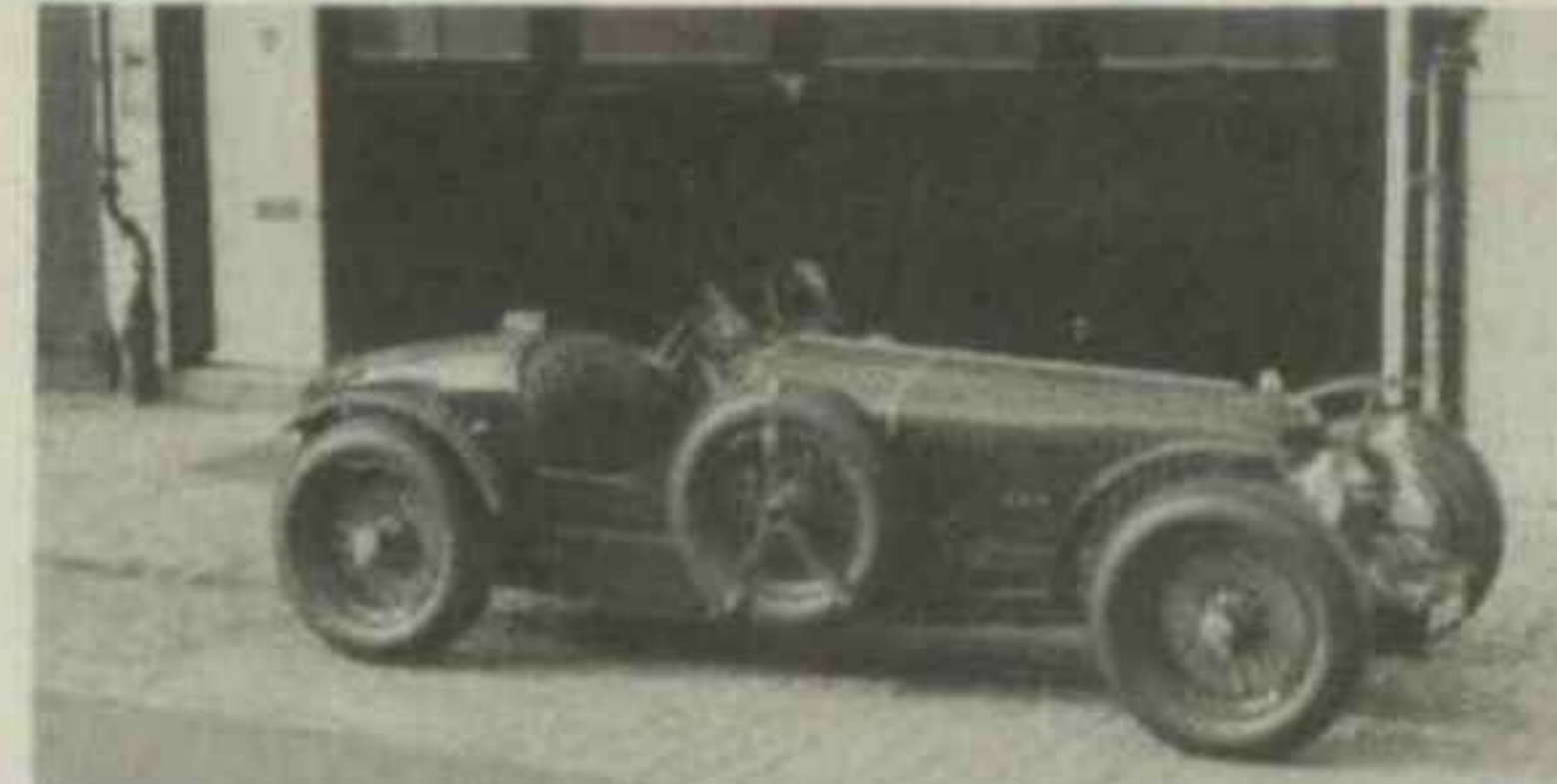
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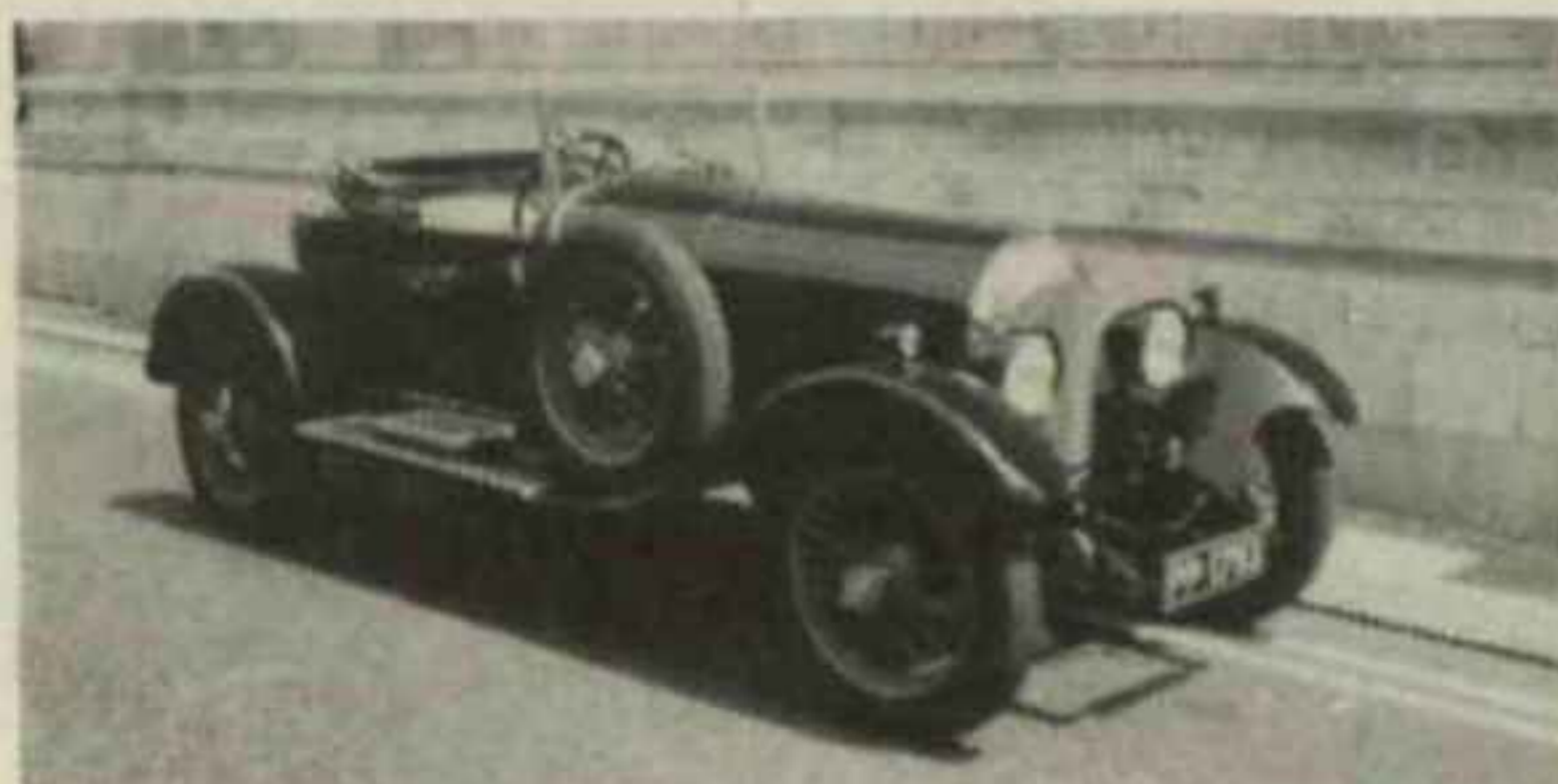
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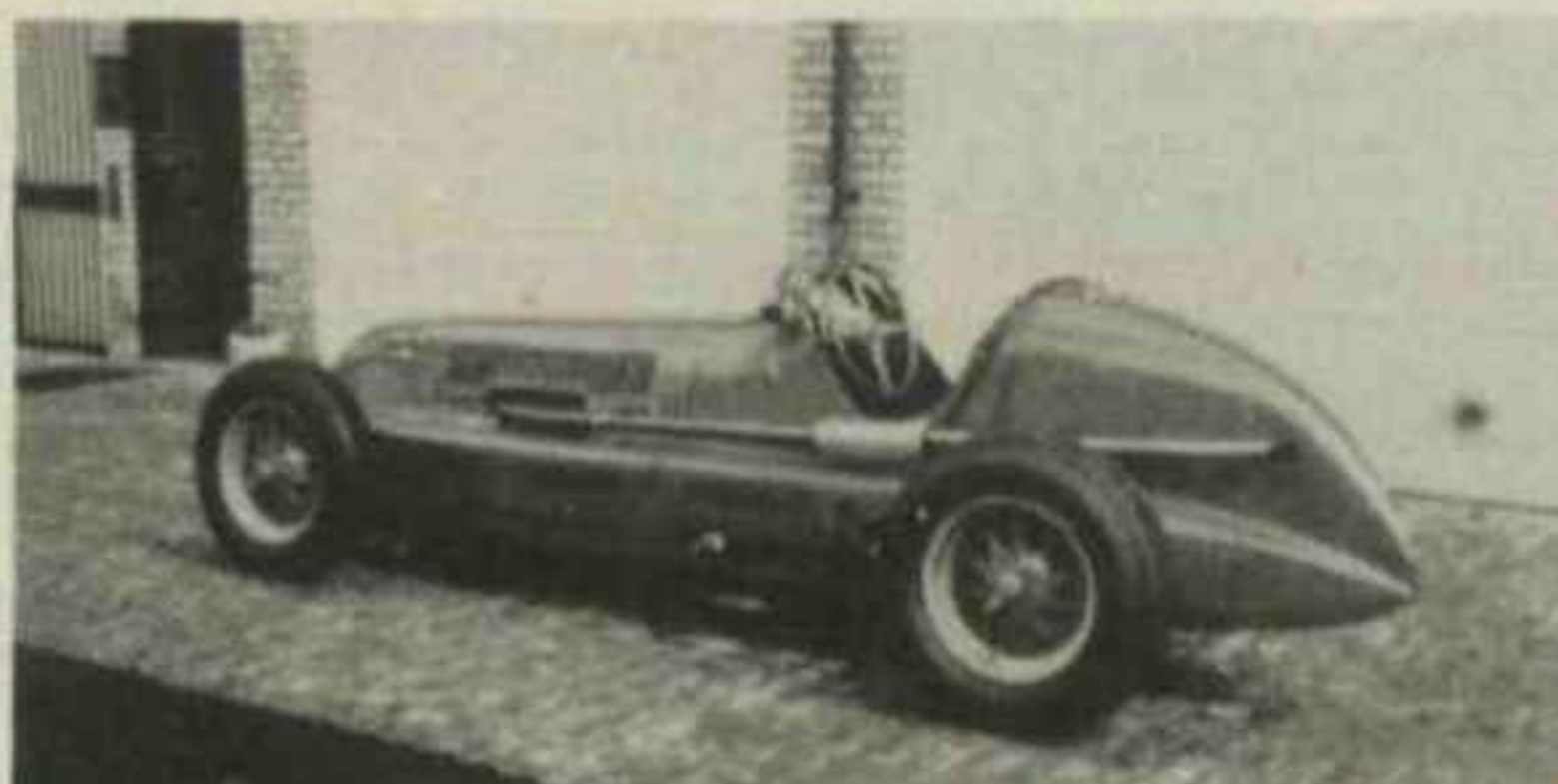
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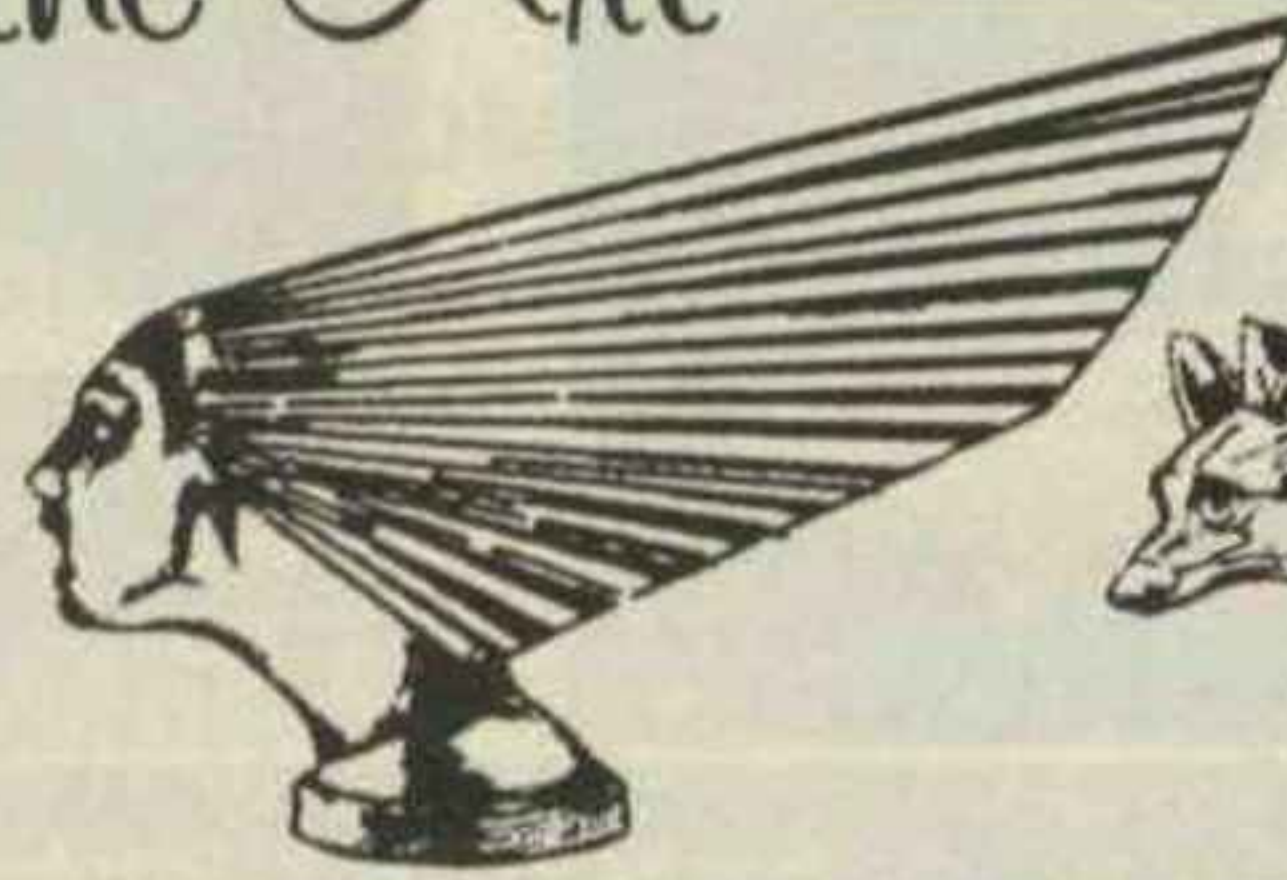
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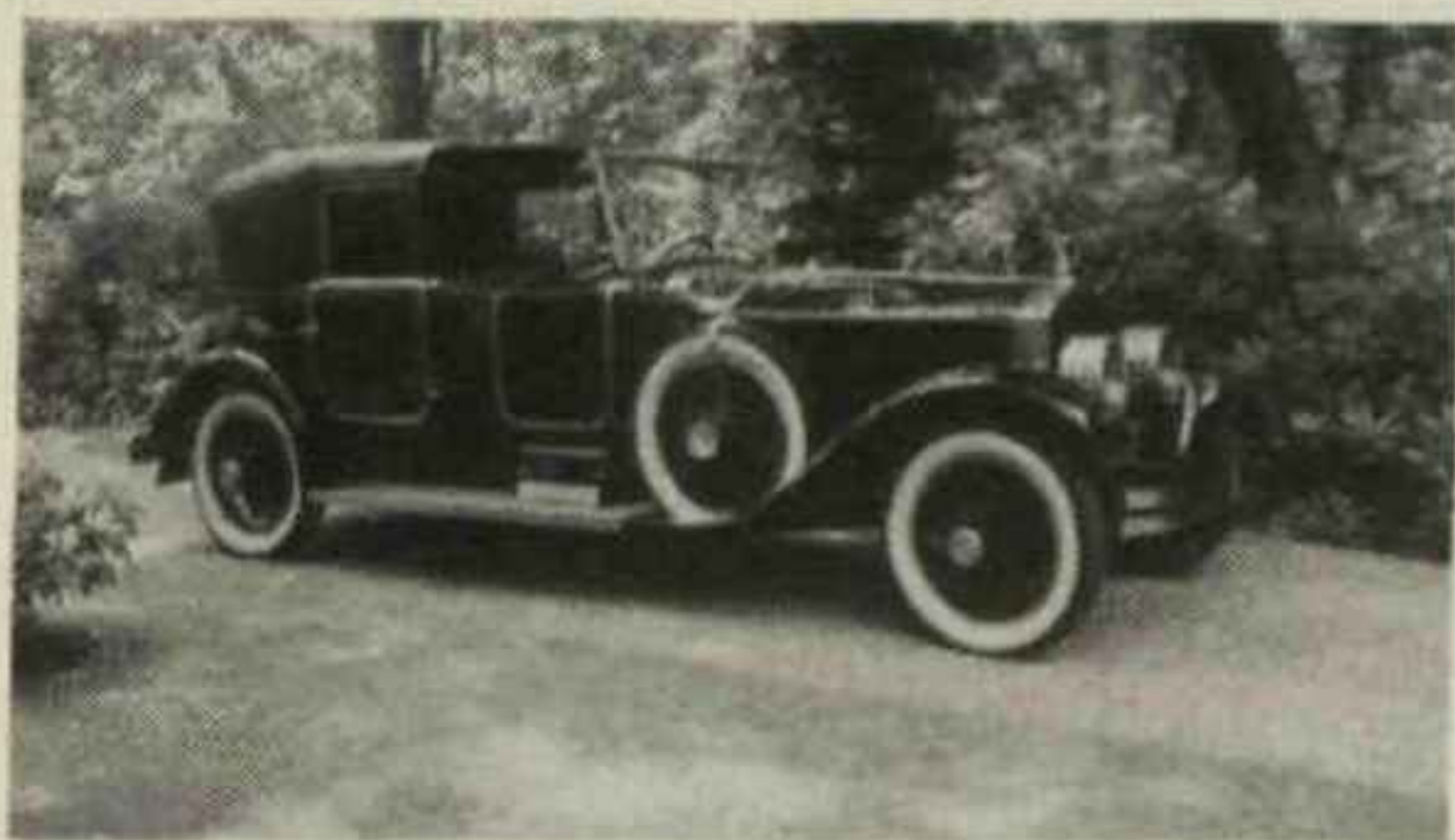
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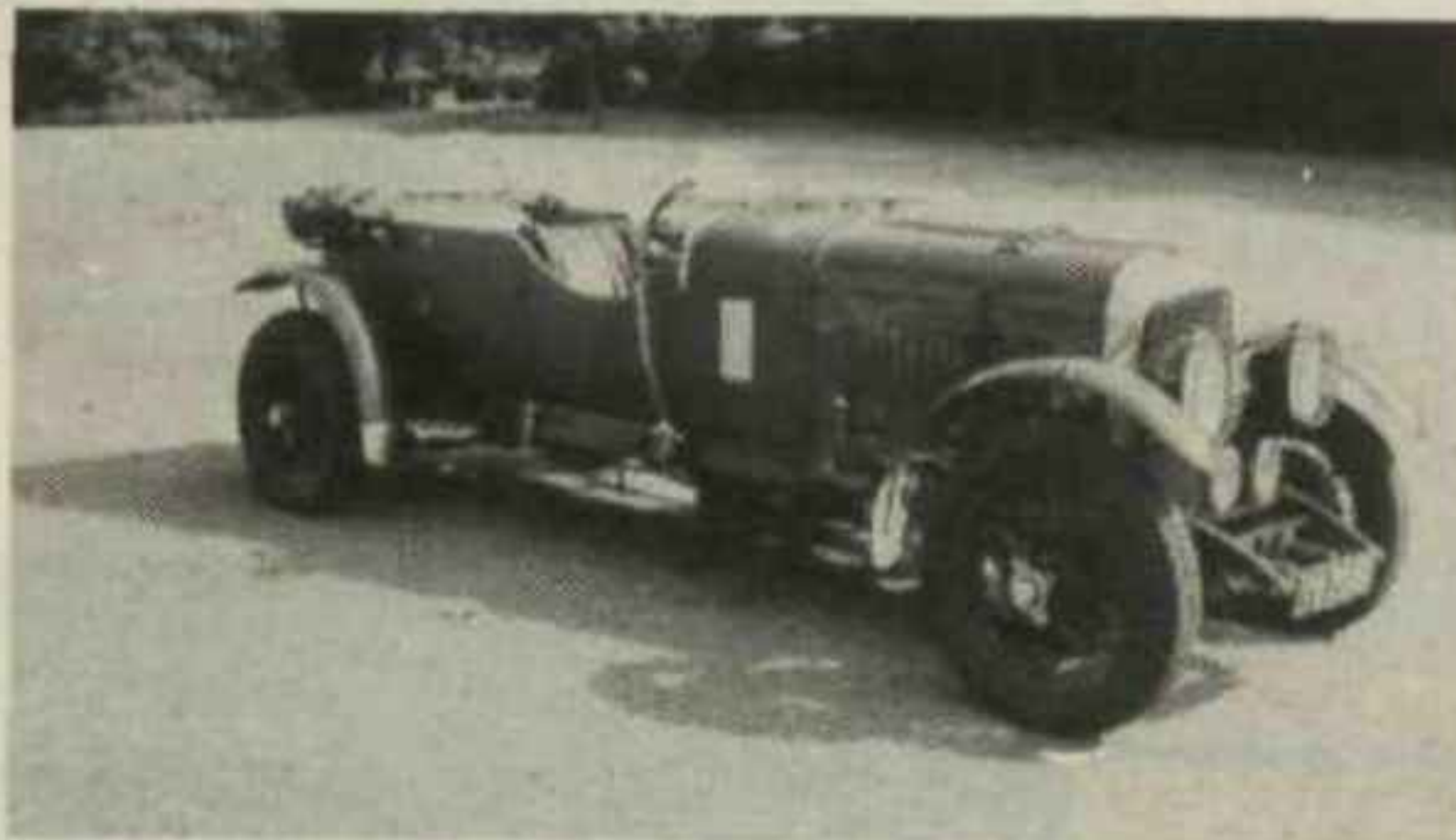
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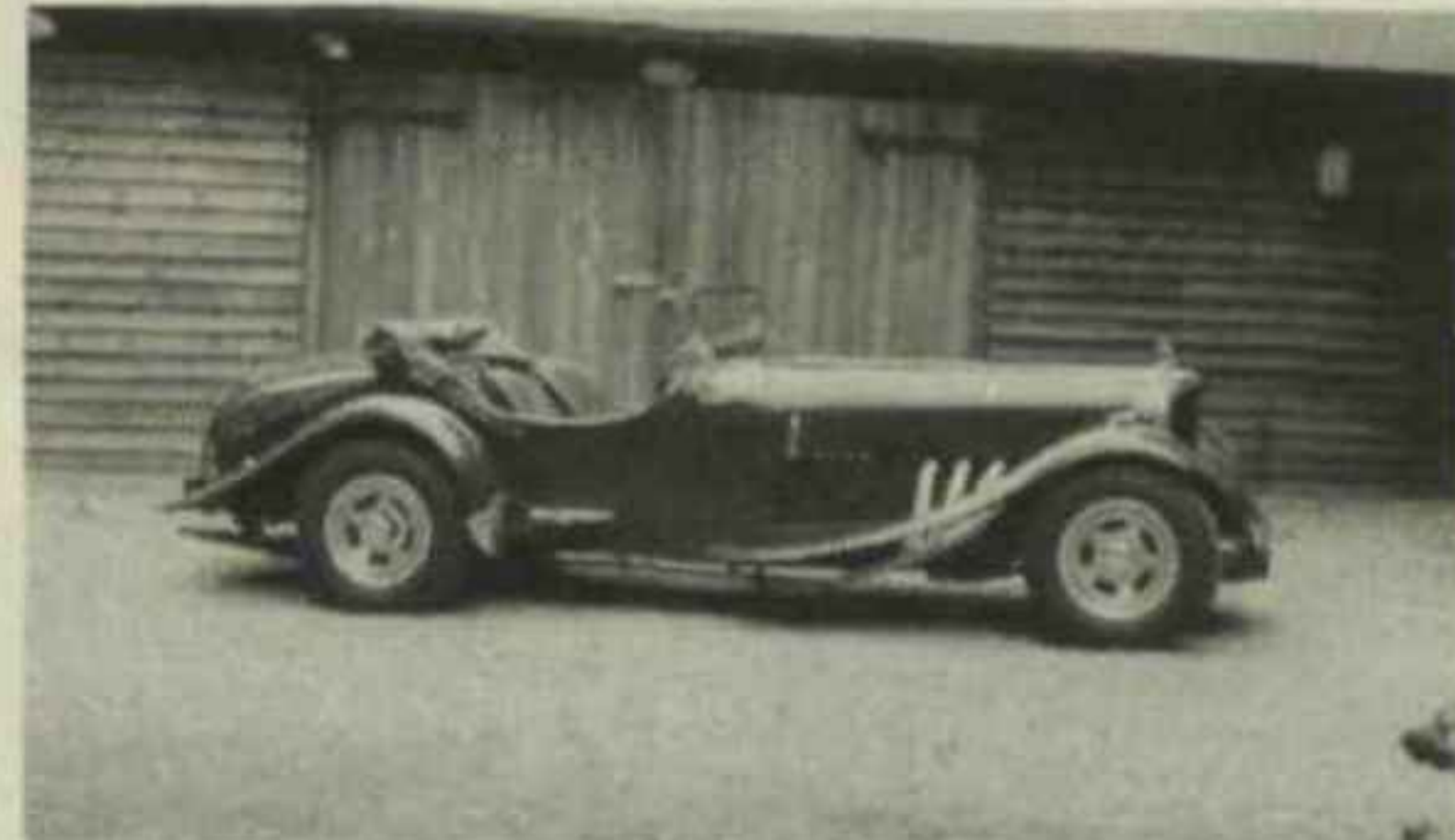
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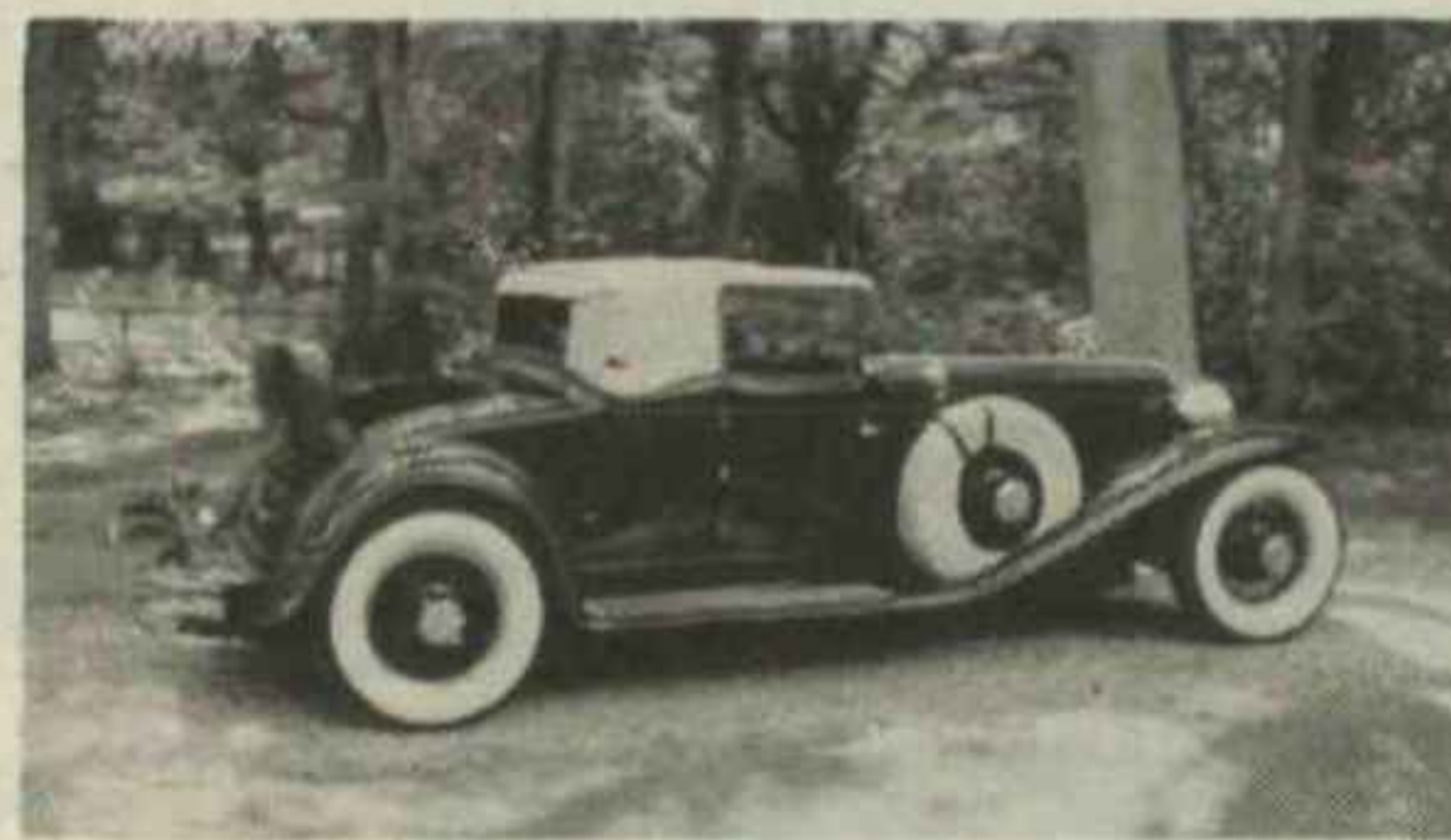
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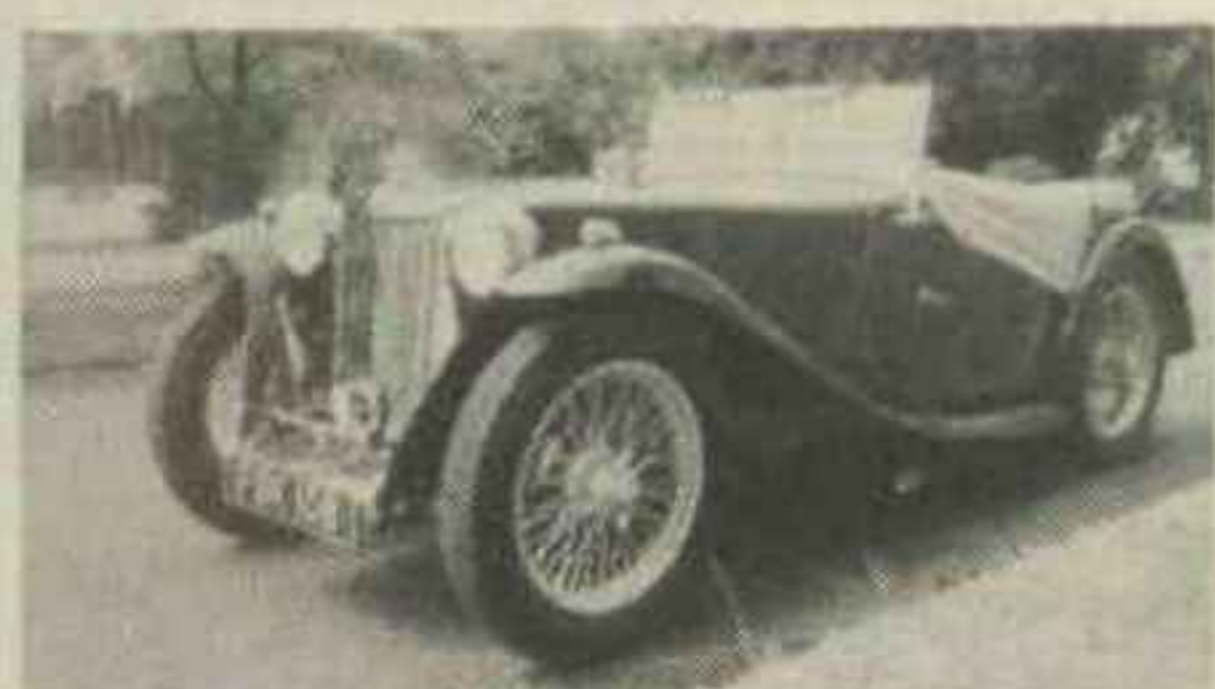
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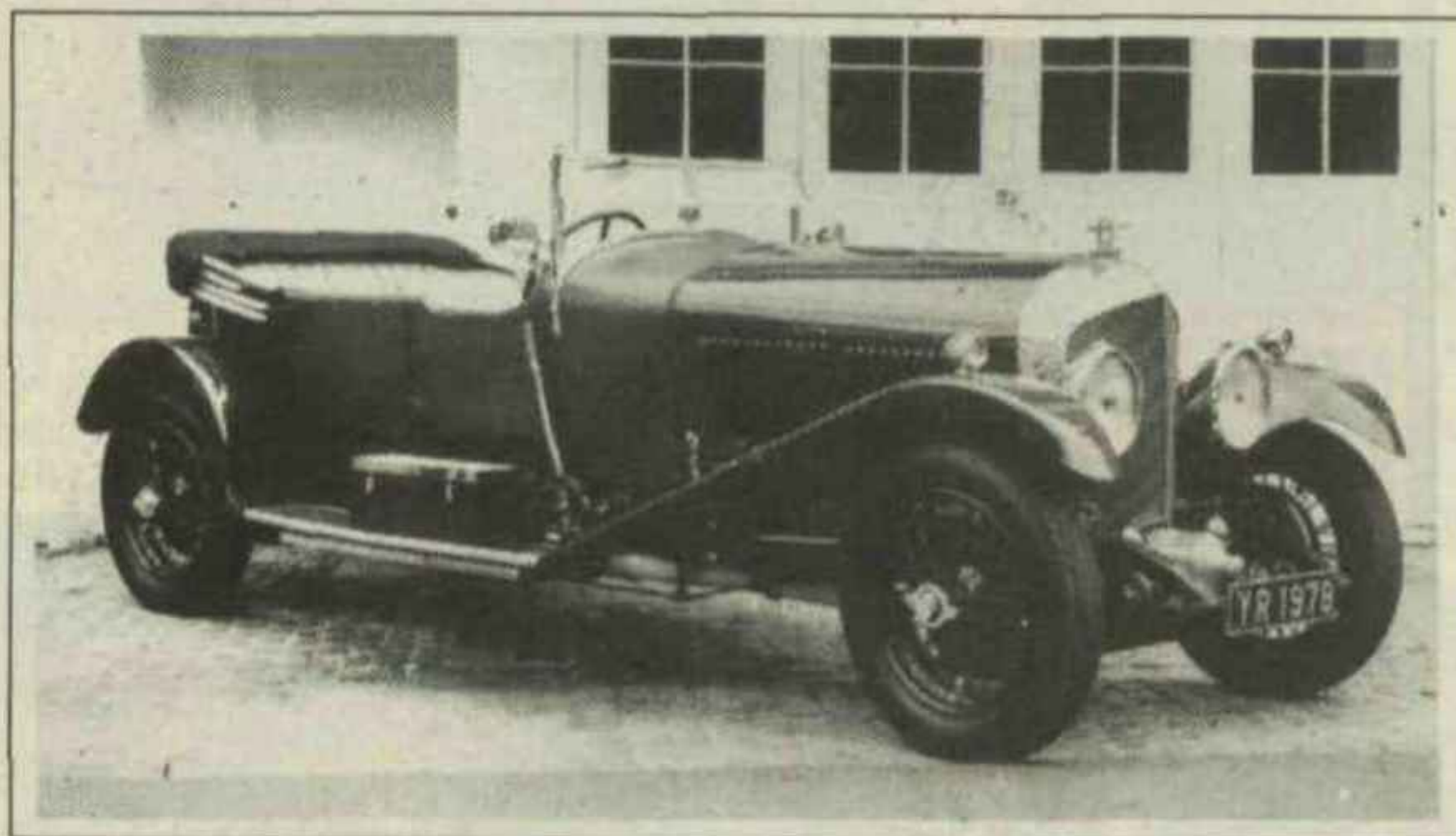
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- 1937 Bentley 4 1/2 litre Tourer by Vandem Plas
- 1950 Bentley MkIV Special
- 1956 Bentley S1 Continental Fastback by HJ Mulliner
- 1952 Cooper Bristol
- 1939 Delange D6 TT Replica

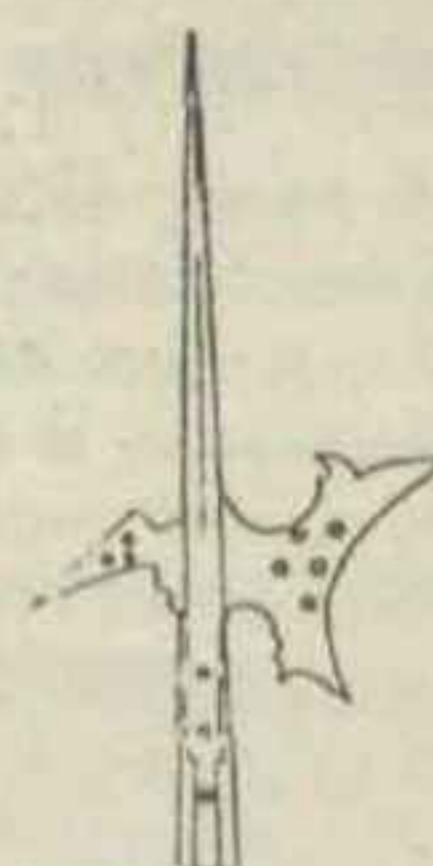
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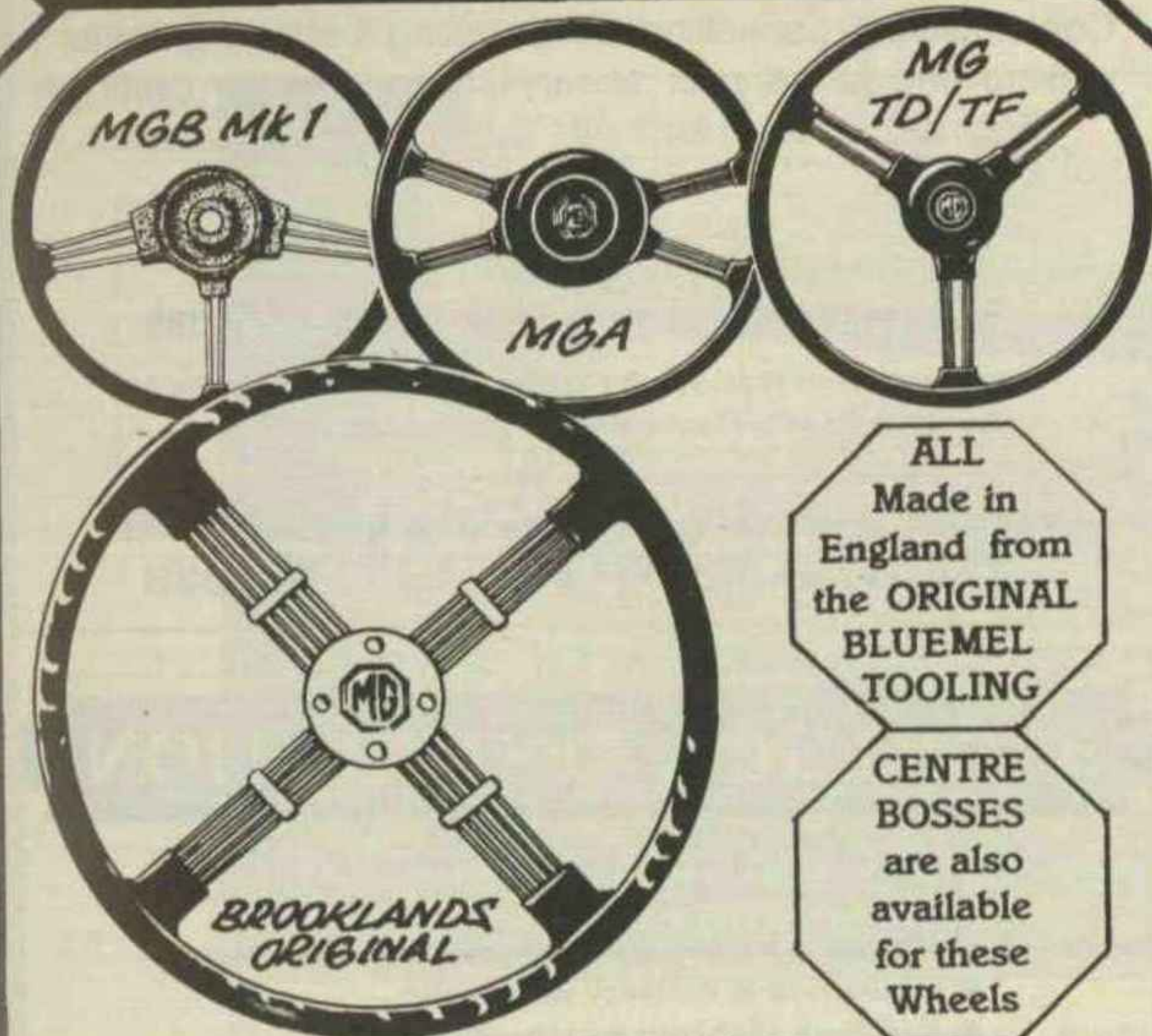
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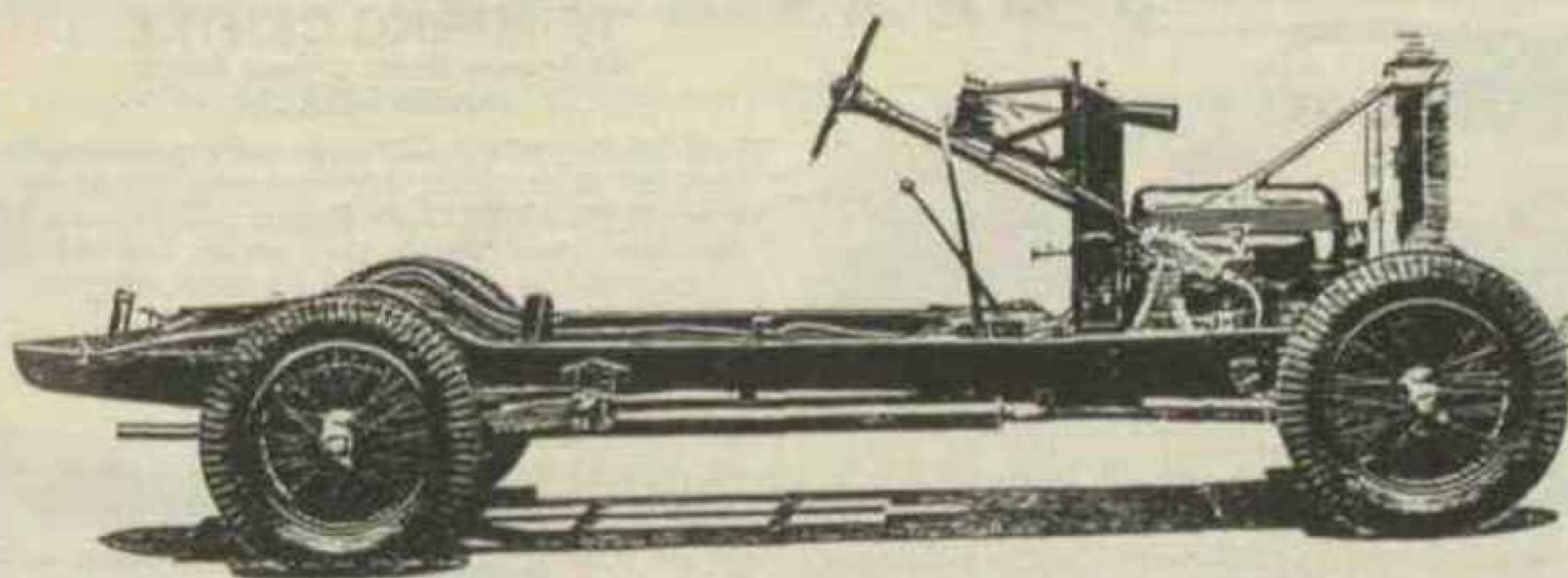
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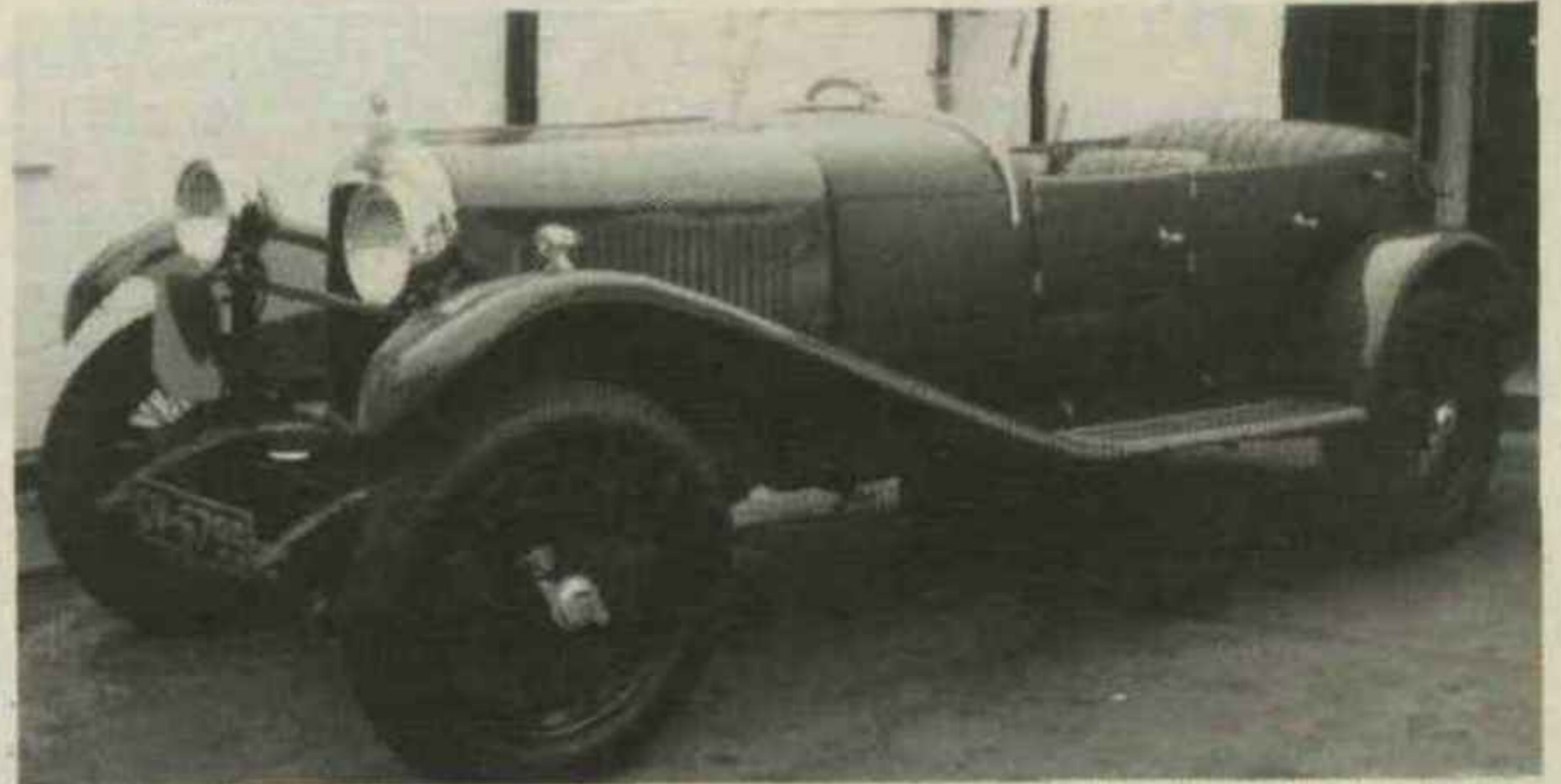
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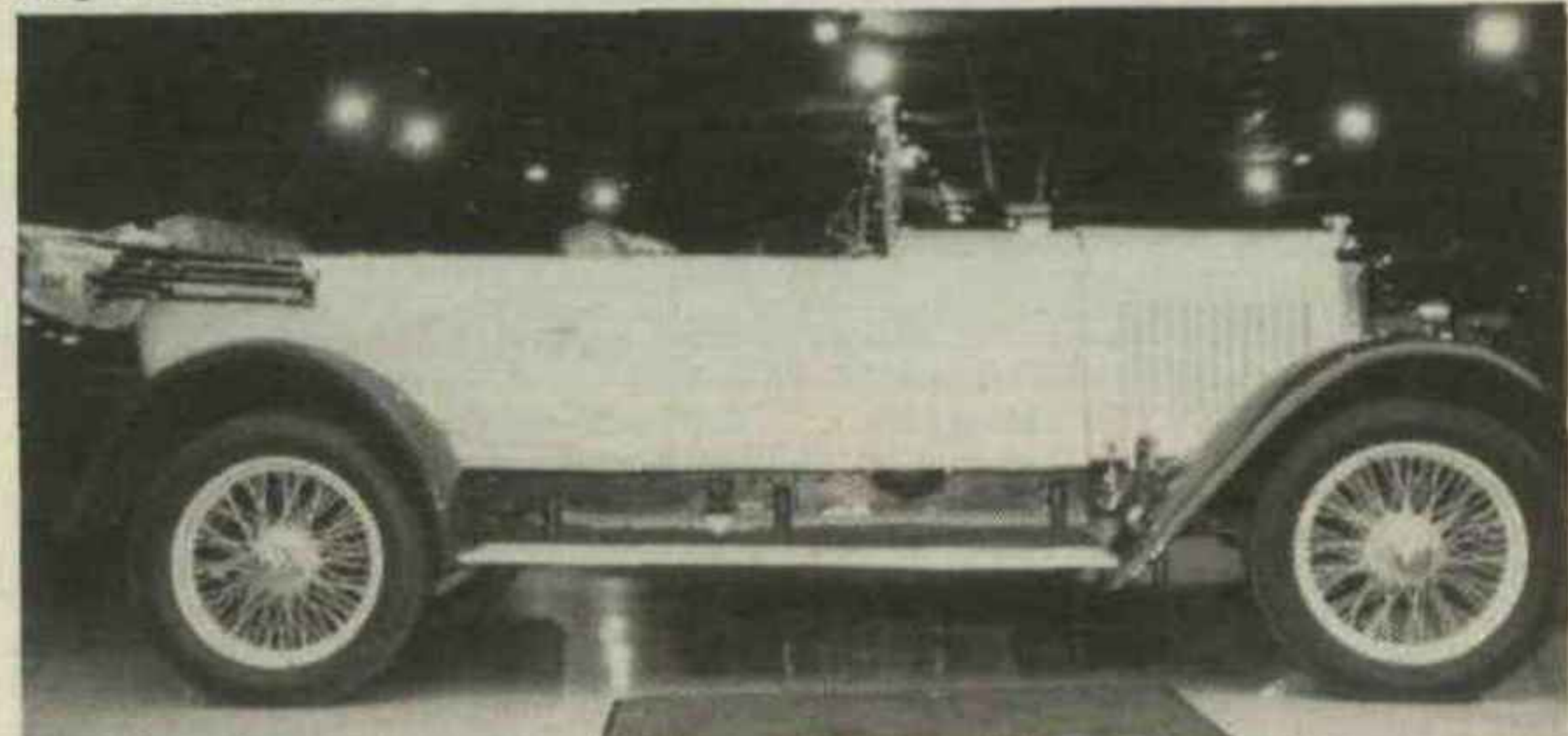
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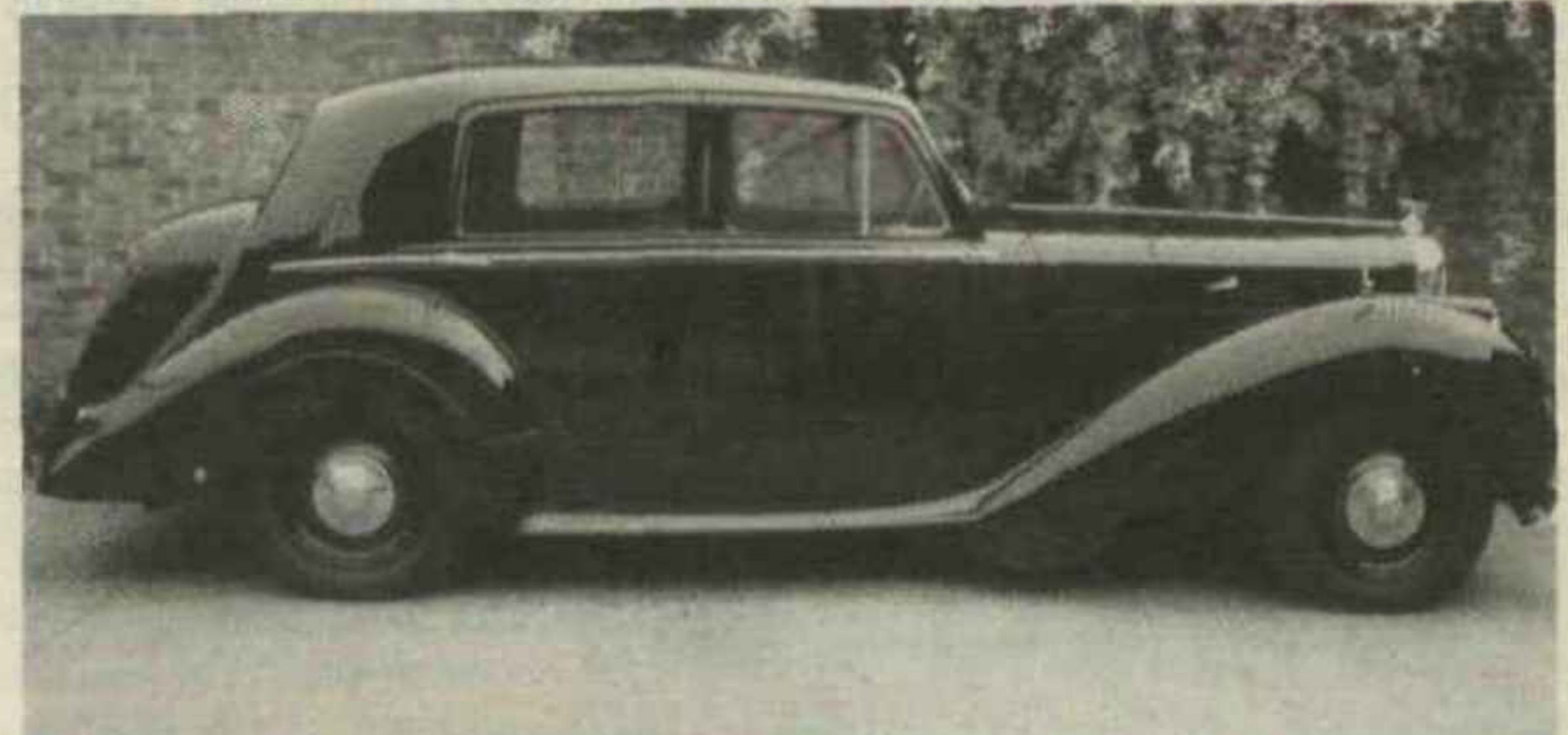
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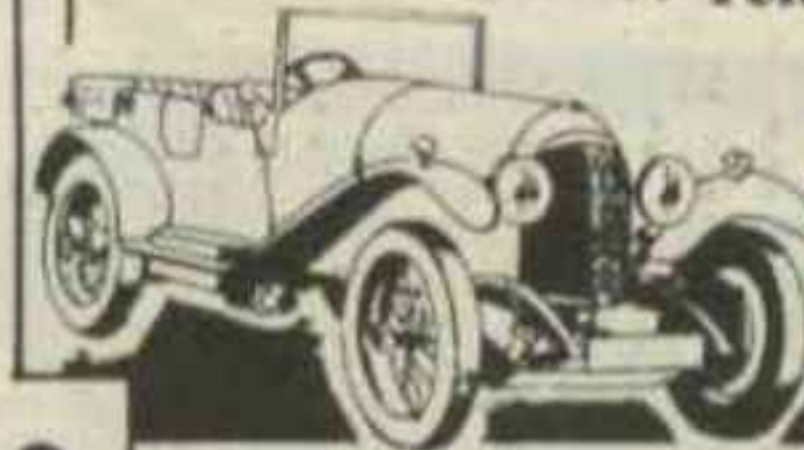
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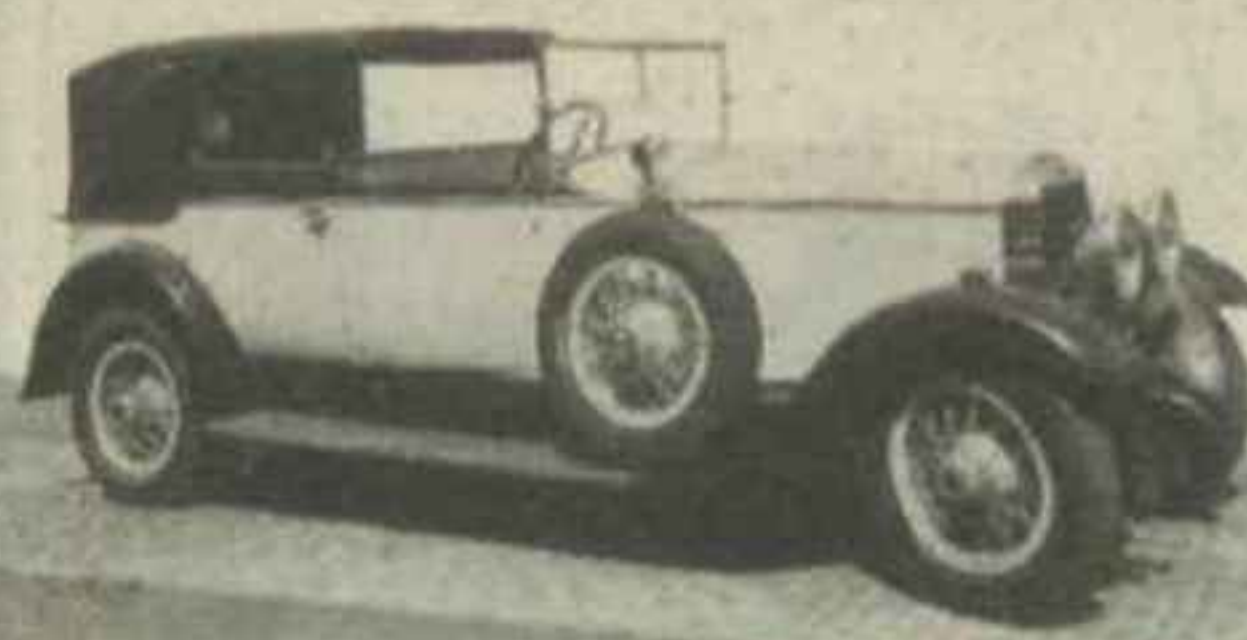
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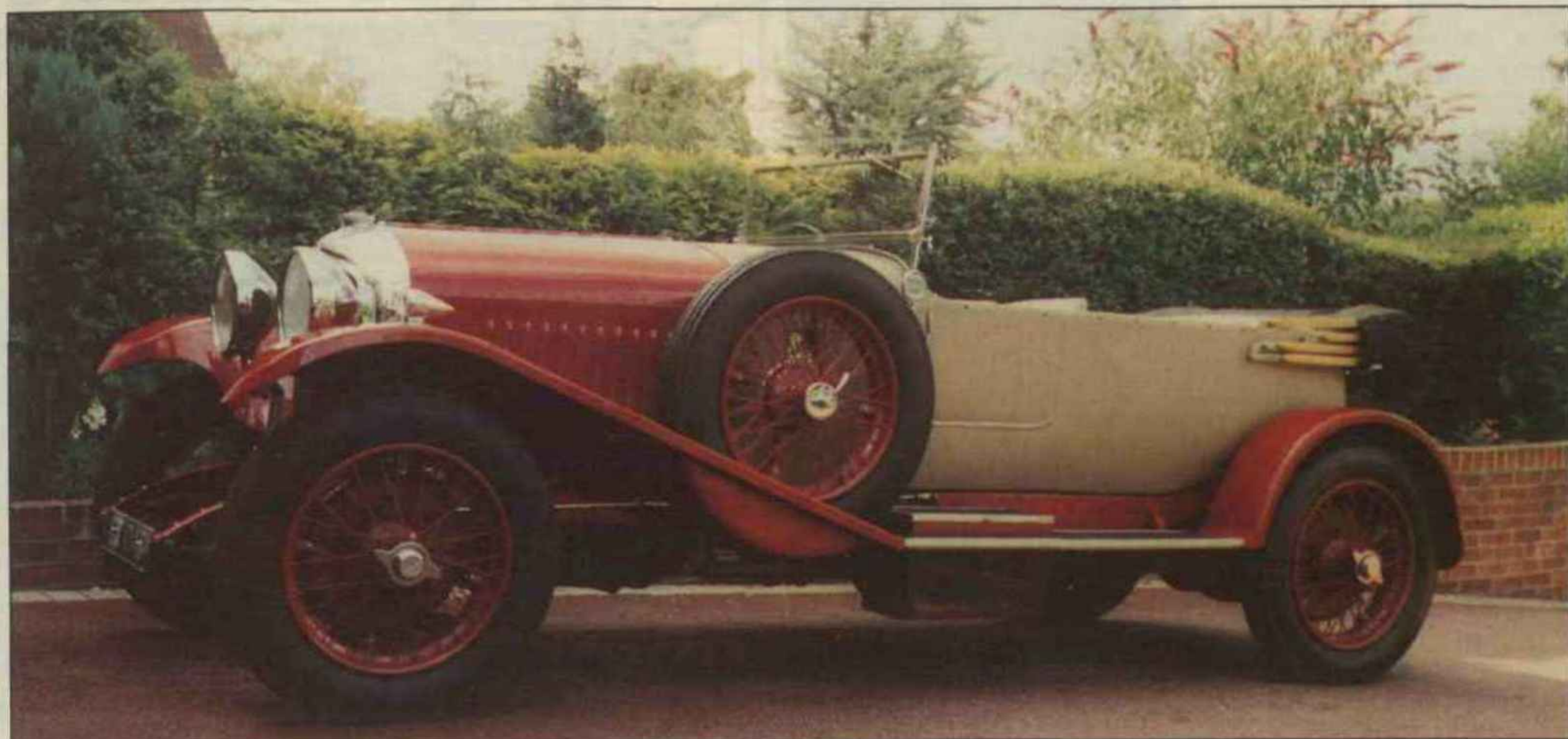
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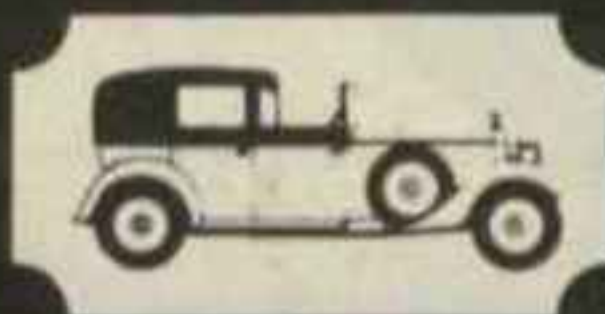
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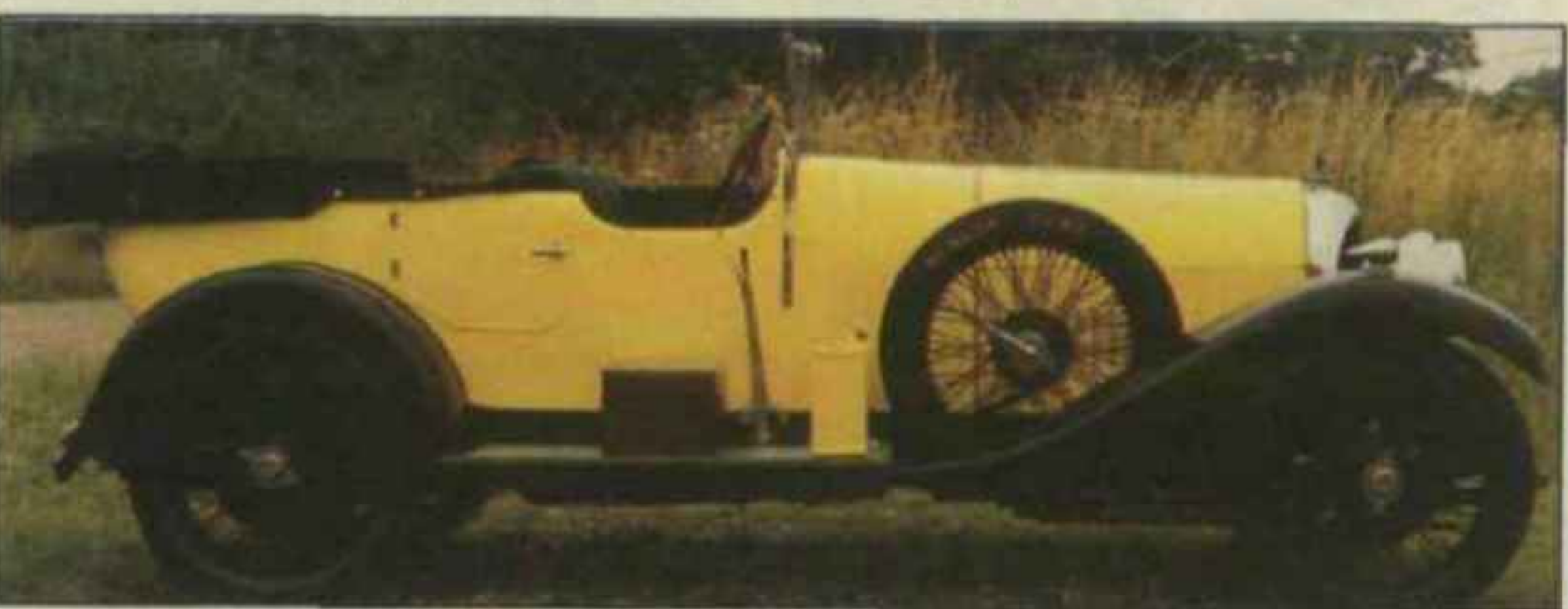
1930 Bentley Speed Six. Very business-like. Looks busy everywhere. So how's that shot in your rear view mirror?



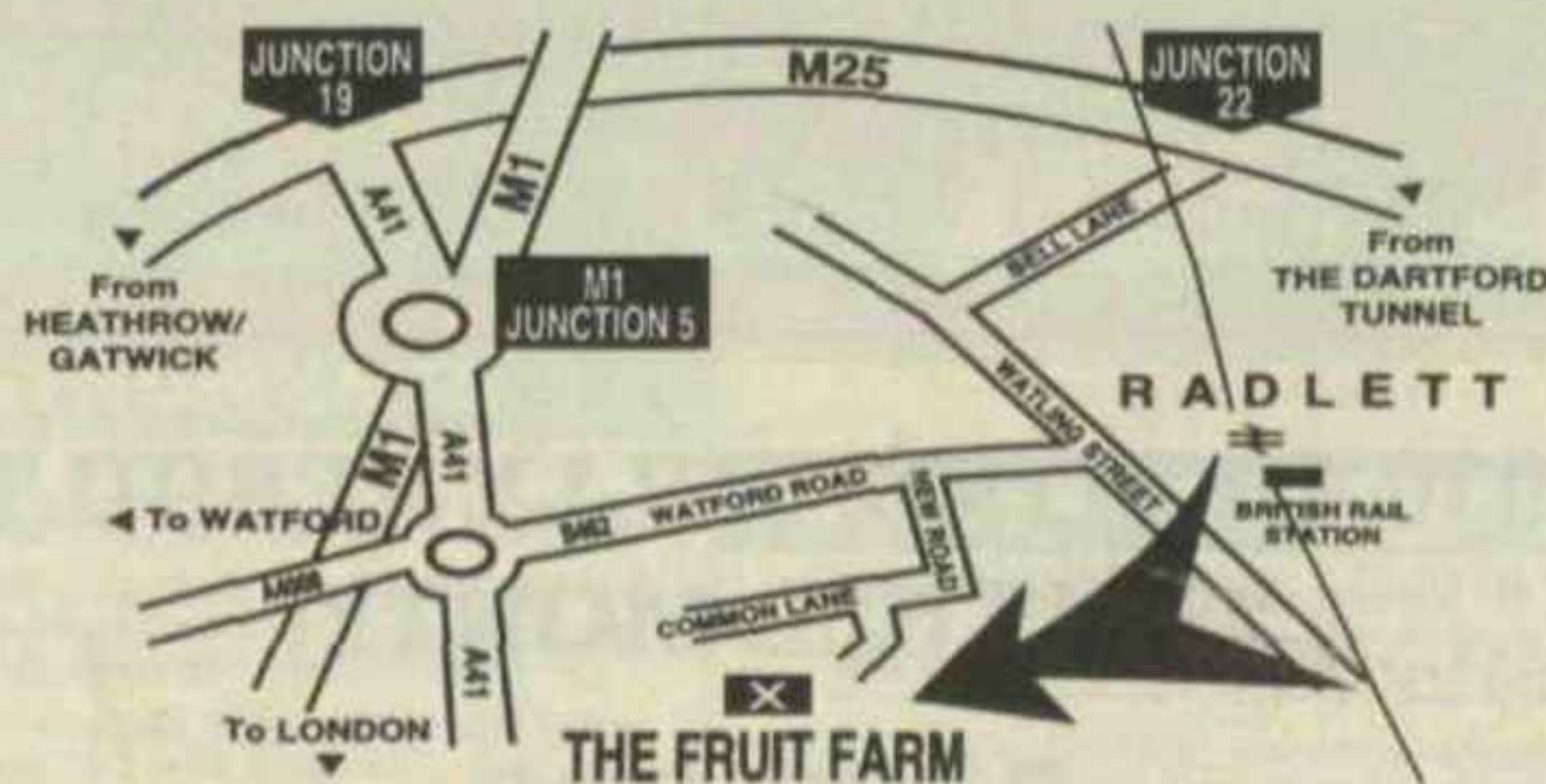
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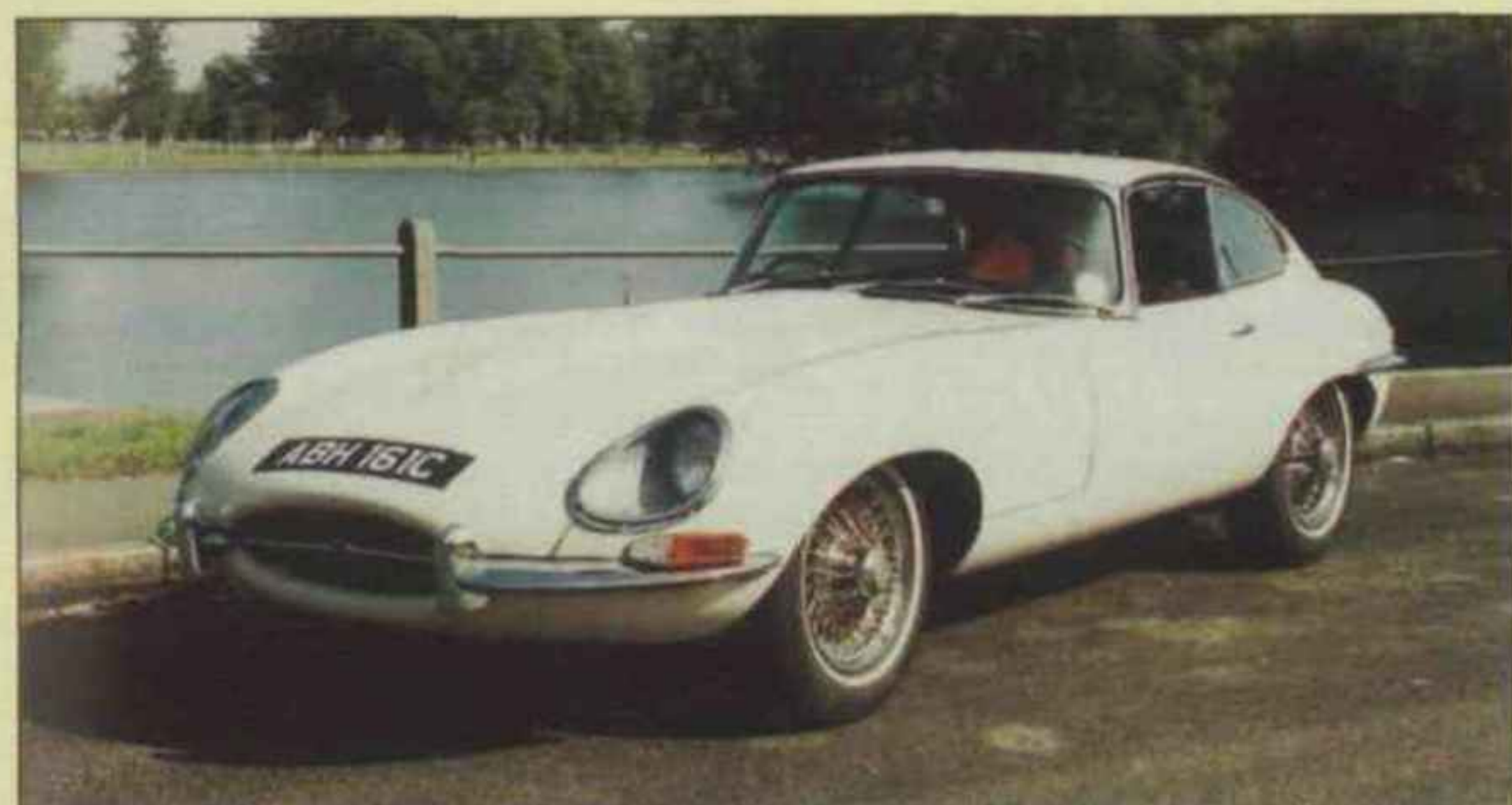
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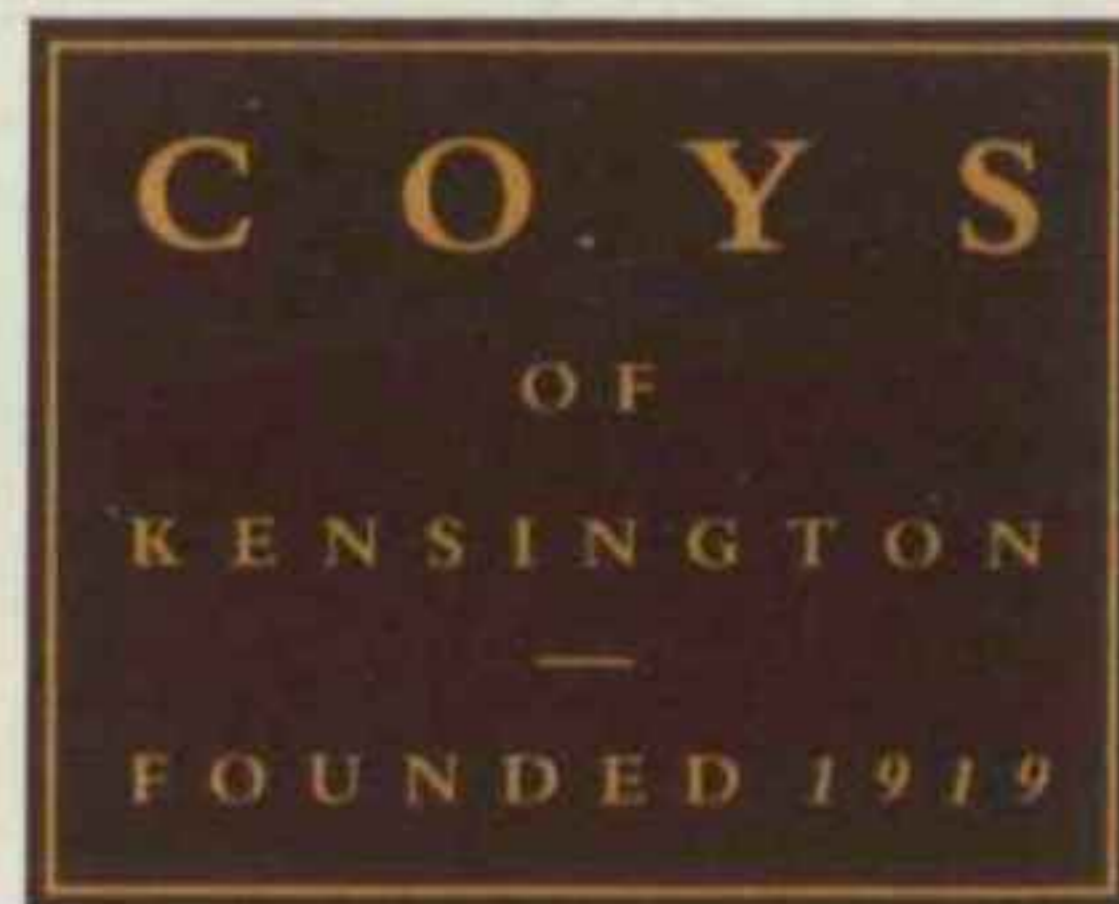


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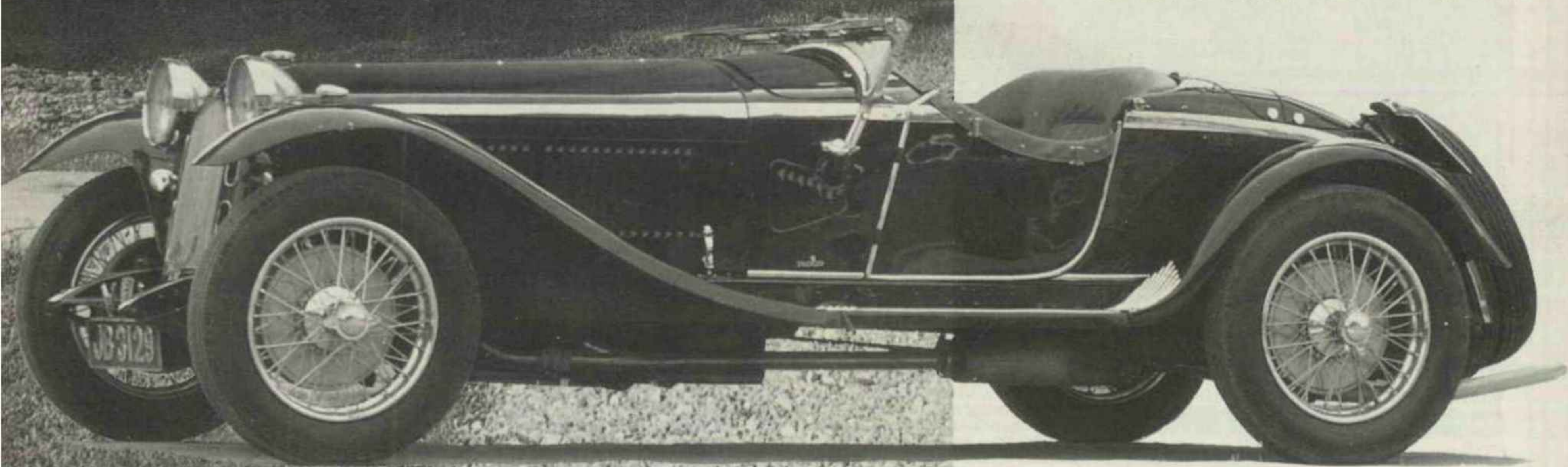
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