

# MOTOR SPORT

MAY 1994

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Paul Radisich column

Audi S2 road test

IndyCar update

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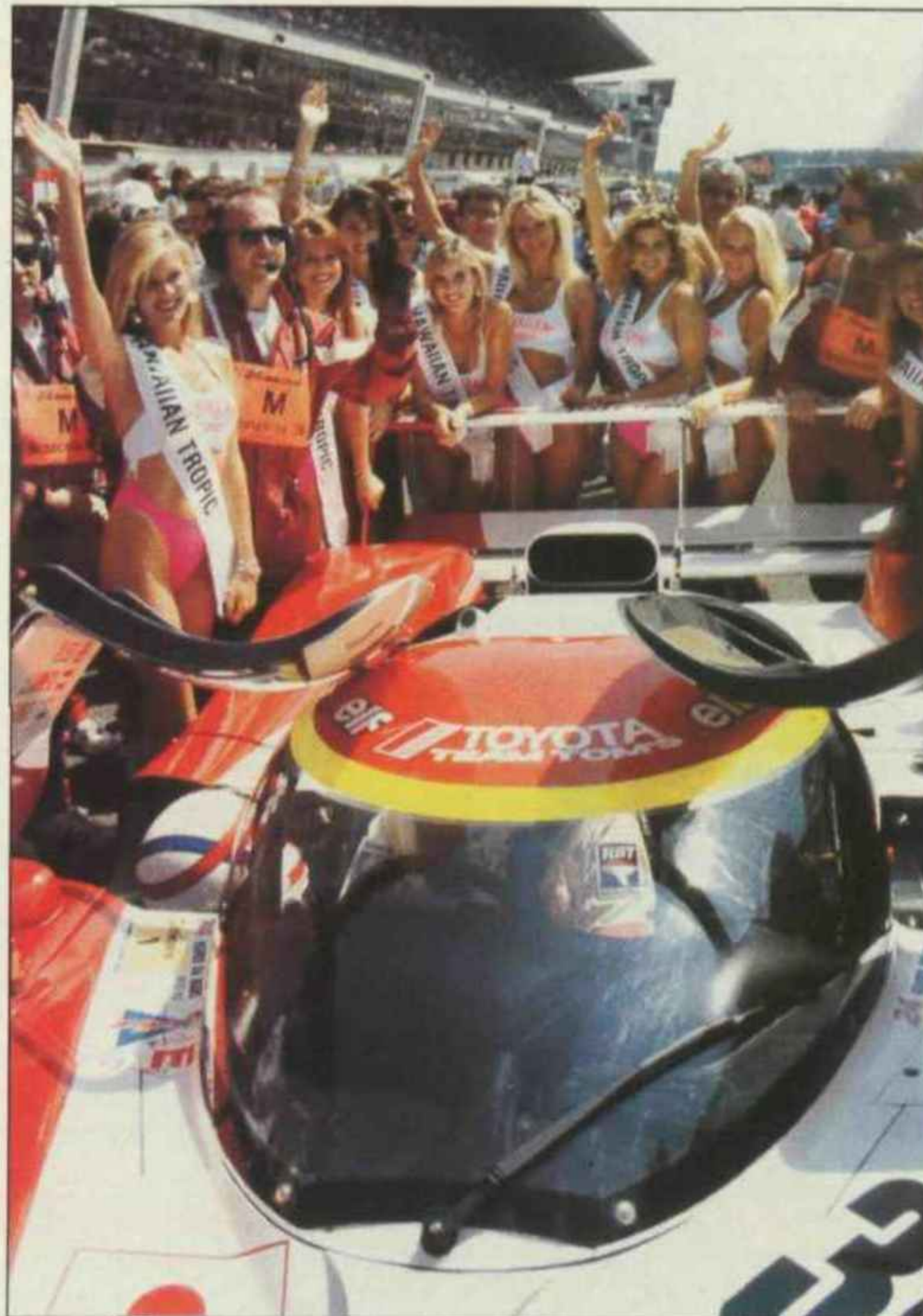
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Michael Schumacher rattled Ayrton Senna in Brazil (top). The BTCC gets bigger, better... and more expensive (below).

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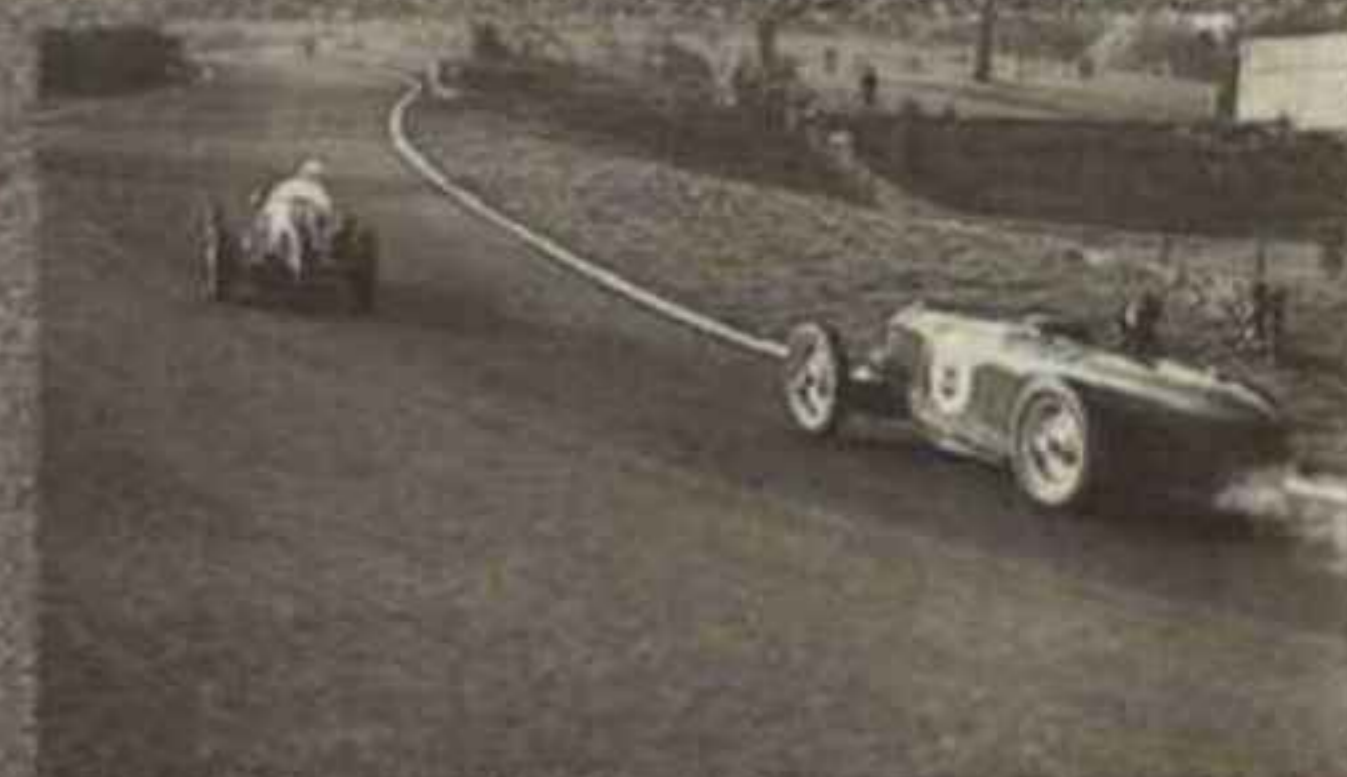
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Win a copy of the comprehensive new Guinness Complete Grand Prix Who's Who. See page 459.





# The month in MOTOR SPORT

## MARCH

**18:** Benetton reports that JJ Lehto will not be fit to race in the Brazilian GP. Jos Verstappen will deputise.

**18:** Arguments about TV coverage of World Championship rallying continue after a meeting between team principals, manufacturers and broadcasters fails to produce entirely positive solutions.

**20:** In the wake of Alain Prost's definitive decision to retire from F1, Martin Brundle jumps on a 'plane to Brazil to drive for McLaren in the season's opening GP.

**20:** Michael Andretti (below) gives Reynard's 94I a winning start in Surfers Paradise. Nigel Mansell qualifies on pole, but is only ninth after a troubled race.

**20:** For the third consecutive year, Ross Cheever wins the opening round of the Japanese F3000 series at Suzuka. In his first F3 start, 21 year-old Ryoh Michigami wins the main support race.



**20:** The Nissan 300 ZX of Steve Millen/Johnny O'Connell/John Morton wins the Sebring 12 Hours. The WSC Spice of Britons Derek Bell/Andy Wallace/James Weaver is a class-winning second, five laps in arrears.

**20:** Liam O'Callaghan/James O'Brien (Sierra Cosworth) win the West Cork Rally.

**21:** Mazda confirms that Roger Dowson will run a brace of Xedos 6s in the BTCC, for David Leslie and Matthew Neal. Toyota, meanwhile, will run a third works car at 'most' races, for Tim Sugden.

**21:** The BRSCC indicates that Philippe Adams has finally been confirmed as 1993 British F2 champion. The first round of the 1994 series, at Oulton Park, however, has been cancelled, due to lack of entries. The series is still expected to go ahead, thanks to newly-received sponsorship from the Venson Group.

**21:** In European F3000, French preparation company Danielson confirms that it will run Reynards for Nicholas Leboissetier and Jérôme Policand, while Omegaland becomes the second team to commit to the new Lola T94/50. Formula Vauxhall Euroseries champion Patrick Crinelli will drive for the latter.

**22:** The Nissan BTCC team lands Old Spice as a major sponsor; Tiff Needell will drive a third Primera, alongside Kieth O'dor and Eric van de Poele, at selected events..

**24:** Max Mosley hints that major changes to the World Rally Championship lie around the corner, in a bid to encourage a greater

number of competitive cars to take part.

**27:** Michael Schumacher is the first victor in Formula One's new gizmo-free age. The Benetton driver beats Ayrton Senna fair and square in front of the latter's home crowd. Damon Hill finishes second, a lap in arrears, after Senna spins off. The main talking point of the afternoon is a huge accident for which Eddie Irvine is blamed by the FIA. He receives a \$10,000 fine and a one-race suspension, against which he appeals.

**27:** Dario Franchitti (bottom) wins the opening round of the British F3 series, at Silverstone. Italy's championship also commences, Giannantonio Pacchioni taking two victories at Vallelunga.





**27:** Dale Earnhardt takes his first NASCAR victory in 16 starts, at Darlington. Mark Martin wins the supporting IROC event.

**27:** Stephen Finlay/Dessie Wilson (Escort Cosworth, below left) win the Vauxhall Rally of Wales. The sister car of Malcolm Wilson had led initially, but the Cumbrian's run of misfortune continued when his fuel pump seized early on. David Llewellyn wins the Formula Two category, as expected. An interested visitor is Frans Thevelin, clerk of the course of Belgium's 24 Hours of Ypres. He'd like to see his event added to the British Championship calendar.

**28:** It is confirmed that the 1995 IndyCar series will start on a revised version of the Miami street circuit.

**28:** Volvo's BTCC contender, the 850 estate (below right), is shaken down at Snetterton.

**28:** Racing for Britain announces that its supported drivers in 1994 will be Warren Hughes and Jamie Spence.

**28:** Madgwick International returns to European F3000. Drivers will be Kenny Brack and Mikke van Hool.

**28:** TVR is tight-lipped about rumours that Nigel Mansell will race a Tuscan at some stage this year.

**31:** Jean Alesi is badly shaken in a testing accident at Mugello. Subsequent checks reveal that he has sustained vertebral damage, which will force him to miss the forthcoming Pacific GP at TI. Nicola Larini is called in to replace him. Alesi is expected to return to the cockpit in time for the San Marino GP.

## APRIL

**3:** Massimiliano Papis fills one of the few remaining European F3000 seats when he joins Mythos. The championship calendar has received a boost, meanwhile, with confirmation of a Spanish GP support race at Barcelona.

**4:** Gabriele Tarquini wins the BTCC opener at Thruxton. The Hampshire circuit is clogged by traffic. Estimates suggest a crowd of around 20,000 inside the circuit, and a further 5000 stuck outside. John Cleland finishes second and Jo Winkelhock third, the latter being promoted after Giampiero Simoni was penalised for careless driving. Alfa's number two had tipped Paul Radisich into a spin with five laps to go. James Kaye (Toyota Carina) wins the Total Cup for privateers.

**4:** Major league motor racing kicks off in France. Highlights of the traditional Nogaro Easter meeting are a maiden F3 win for highly rated Formula Renault graduate David Dussau, and an aggregate touring car victory for Yannick Dalmas's Peugeot 405.

**4:** Toyota, predictably, wins the Safari Rally.

## MATTERS OF MOMENT

# A victim of its own success?

Consider an event which causes a jam of up to 10 miles' standing traffic on a major dual carriageway. Could this be a Milanese football derby we're talking about, a World Cup final perhaps, or maybe the British Grand Prix?

Think again.

It was the opening round of the British Touring Car Championship at Thruxton, the first of 21 races at a total of 13 TOCA meetings this year.

While the current popularity of the BTCC is good news for the sport as a whole, no part of the entertainment industry, however well supported, can afford to turn away the paying public.

The simple truth is that most British circuits lack the infrastructure to cope with five-figure crowds. Hardly surprising, when they have been accustomed, in the past, to a trickle of spectators, whatever the event. No matter how good the road networks leading to and from the vicinity of the circuit, access to the track itself is invariably via a bottleneck.

It seems strange that the Thruxton problem was apparently not foreseen; after all, there were similar scenes at Snetterton last year.

And this season, of course, the hype has increased, with snappy television advertising to back up the excellent TV coverage. And that is likely to attract those who don't understand the nature of British circuits.

Some of those who were unable to reach Thruxton assuredly won't return, and one can't blame them. There are, however, ways

of preventing future repeats at all venues.

It's of little use asking people to stagger their journeys, and to arrive several hours before the racing starts, unless there is something to do once they get there. Waiting for four hours *inside* Thruxton would, with hindsight, have been infinitely better than spending the same time *outside* (and then perhaps not getting in at all), but convincing the general public of as much may require more than a brief pre-race air display and an official autograph signing session.

The fact that Thruxton is serviced only by a small access road can't be changed overnight, but you can reduce the number of cars which need to use that road. There are several sizeable towns nearby, which have car parks that are little used on a Bank Holiday Monday. Surely it wouldn't be too much trouble to set up a park-and-ride service? Knockhill has practised a similar scheme successfully in the past. Spreading the traffic load between a number of pre-determined parking sites around the circuit perimeter – and there's no reason why these shouldn't be 10-12 miles away – would ease congestion, soothe tempers and generate goodwill.

Those who blanch at the potential cost of running such a service would do well to ask themselves whether it wouldn't be covered tenfold if an extra 5000 people (and some estimates suggest that was the number of would-be racegoers who either couldn't, or gave up trying to, get in) had been able to spectate at £12 per head . . .

S A

Less predictably, Ian Duncan is the successful driver. TTE says that it will probably contest the event in 1995, too, even though it is scheduled to lose its World Championship status thanks to the FIA's rota system.

**4:** Stephen Finlay and Dessie Wilson's magnificent start to the year continues, with victory on the Circuit of Ireland.

**4:** Heavy snow at Mallory Park forces the BRSCC to resort to a lottery to decide grid





positions!

**4:** Denis Biggerstaff (Metro 6R4) wins the second round of the British Rallycross Championship, at Croft.

**5:** After two failed attempts to qualify for NASCAR races, Danny Sullivan steps down from his limited programme with John Porter's new team.

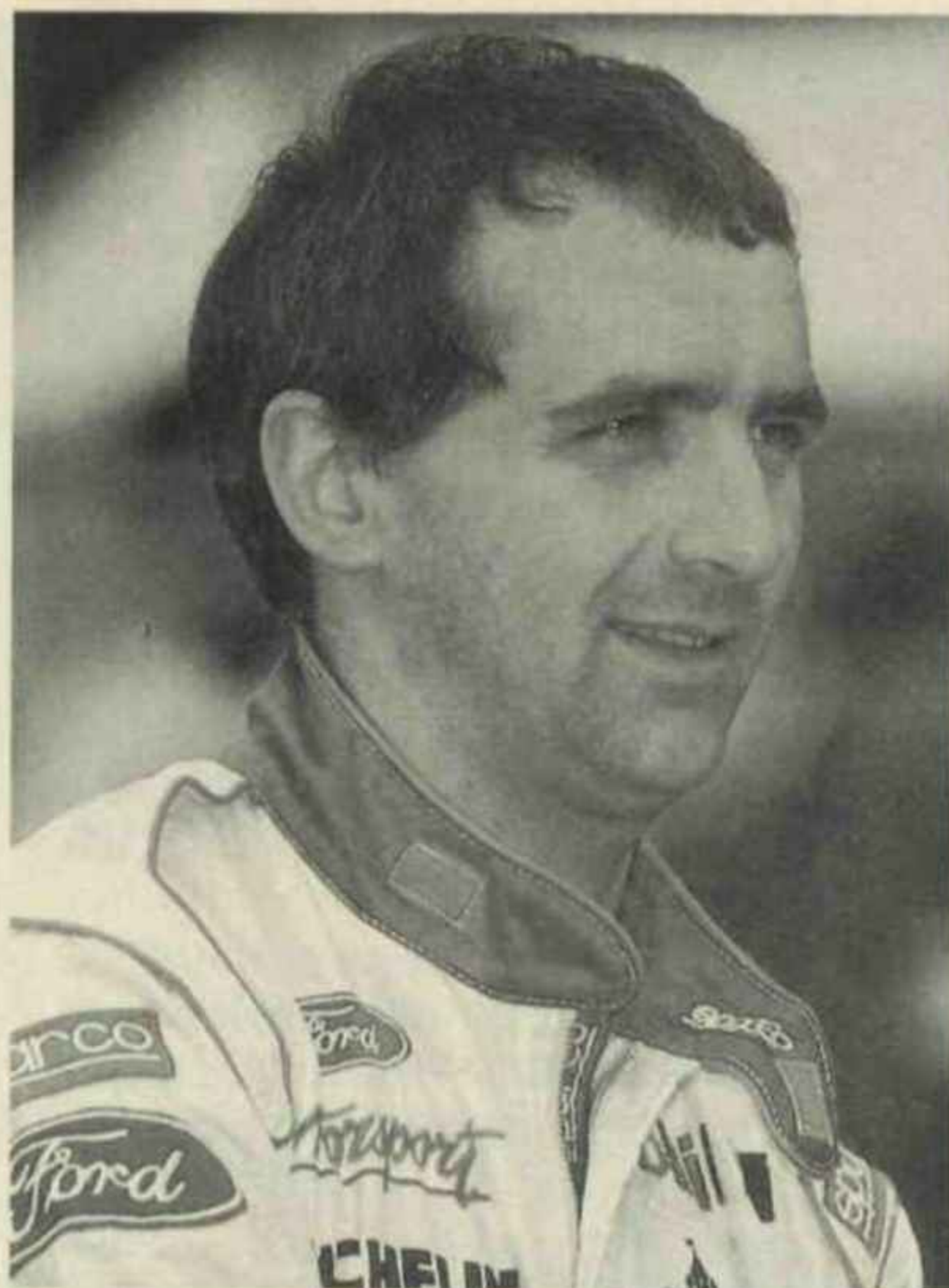
**6:** Eddie Irvine's appeal, against the punishment meted out to him in the wake of the Brazilian GP, is heard in Paris. The FIA drops the \$10,000 fine originally imposed, but having studied the video evidence decides to increase his suspension from one race to three. Aguri Suzuki is subsequently recruited to deputise in the Pacific GP.

**6:** Benetton announces that Jos Verstappen will continue to race in JJ Lehto's place at the Pacific GP. The Finn is expected to be fully race fit again for round three of the World Championship, in Imola.

**7:** In the first major European F3000 test of the year, at Barcelona, Franck Lagorce sets the pace in his Apomatx Reynard, 0.02s faster than Jordi Gene's Nordic Lola.

**8:** François Delecour's WRC hopes are effectively ended when the Frenchman suffers serious leg injuries in a road accident near his home in Lille. He is expected to miss at least three World Championship events as a result.

**10:** Jan Magnussen maintains PSR's winning record in the British F3 Championship, at Donington. The Dane and his Scottish

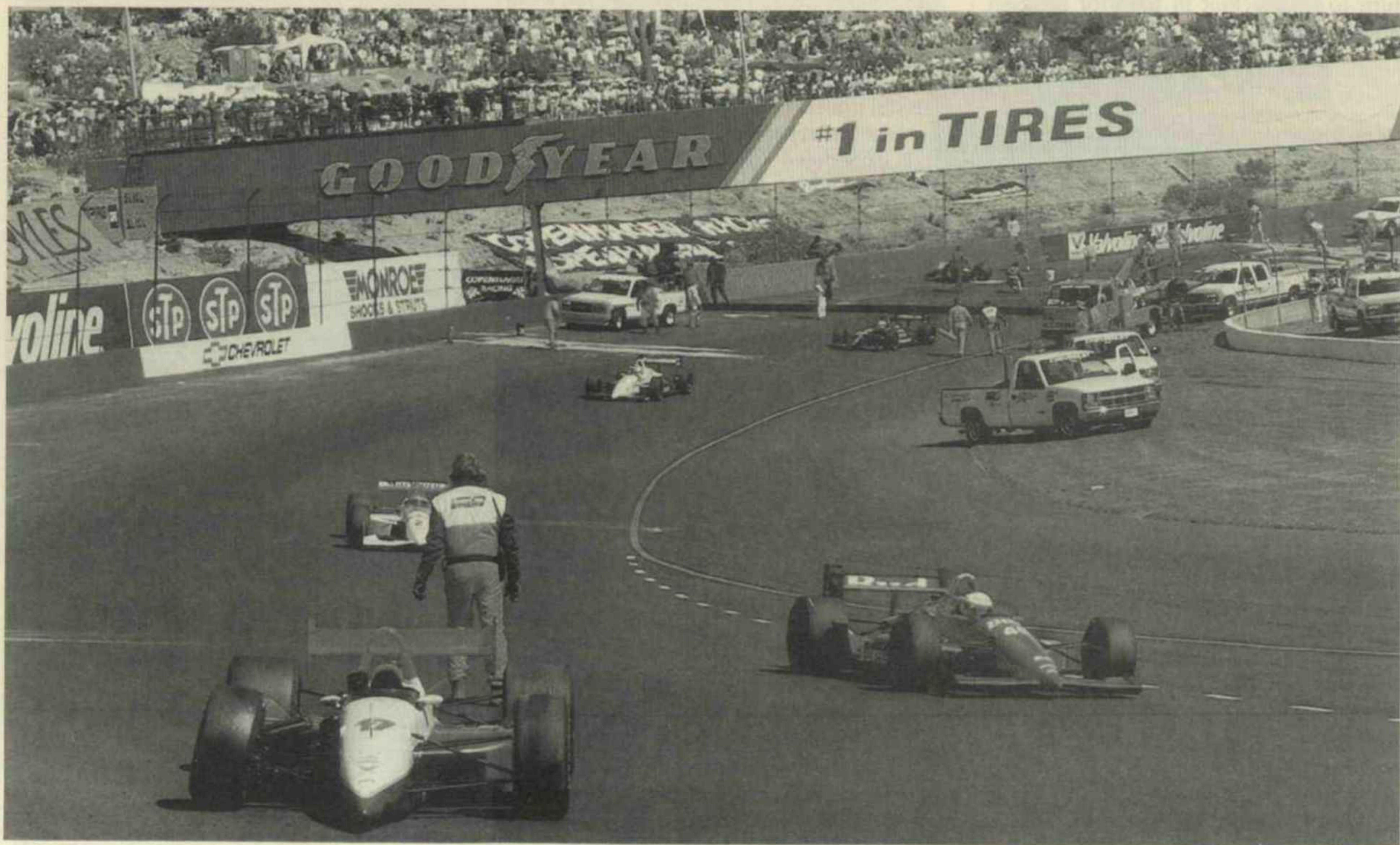


team-mate Dario Franchitti share the series lead.

**10:** Emerson Fittipaldi wins CART's first oval race of the year, beating Penske team-mate Al Unser Jr at Phoenix. Nigel Mansell leads early on, and then recovers from a fluffed pit stop to finish third. The race is delayed by a massive accident, during which Hiro Matsushita's stricken Lola is struck amidships, at enormous speed, by Jacques Villeneuve's Reynard. The Lola is split clean in two, but miraculously there are no serious injuries.

**10:** The Phoenix paddock is alive with rumours that Ilmor has a new engine designed especially for Indianapolis, with an estimated output of over 1000 bhp. Conven-

**Main pic, below: Scott Goodyear, winner Emerson Fittipaldi and Nigel Mansell pick their way through the carnage at Phoenix. Above left, Franois Delecour's WRC aspirations were effectively ended by a road accident. Above right, Jan Magnussen celebrates at Donington.**





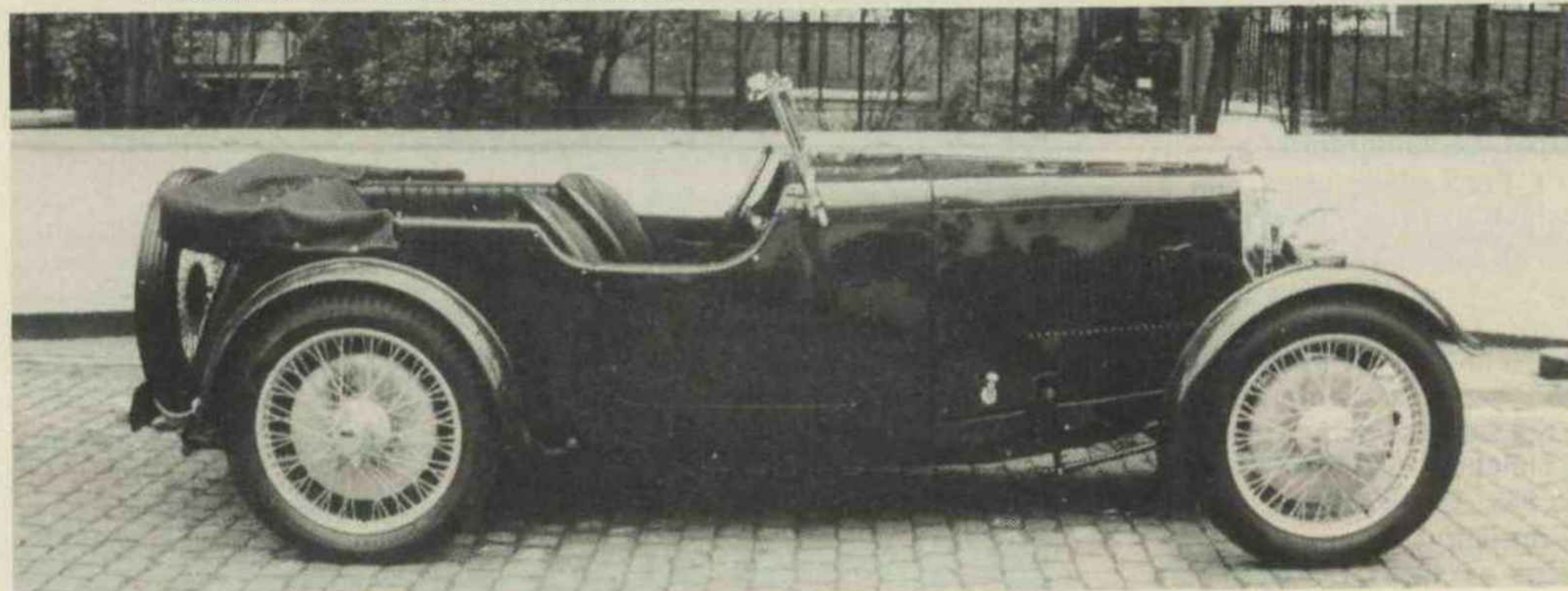
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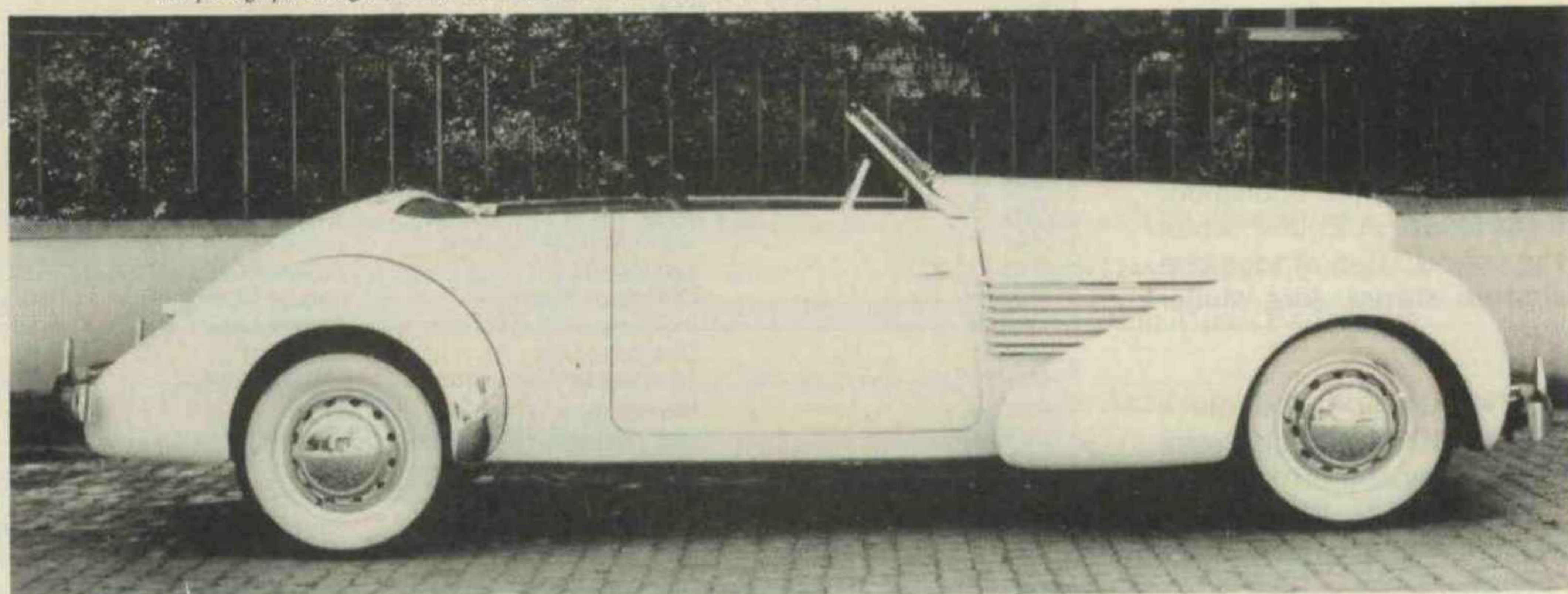
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1962 Ferrari 250 SWB Berlinetta. This is the last 250SWB to leave the factory, thus incorporating all of the changes introduced over the 3 year production run. In recent years the car has been prepared to a very high standard for historic racing, in which it has excelled, and it is offered ready for competition. Coachwork is in red with a black interior. A very quick *berlinetta*.



1932 Aston Martin International 2/4 seat tourer. A well known club car that has been driven enthusiastically for many years within the A.M.O.C. In recent years the car has been fully restored by a noted marque specialist and is in excellent condition. Accompanying the car is a substantial history file complete with photographs dating back to the 1940s and with works records from the 30s.



1936 Cord 812. This most exotic of all 1930's sports machines is one of only two ever built with right-hand drive, and was in fact the 1936 Olympia Show car. This Art Deco masterpiece is finished in white with red leather interior.

CARS IN STOCK

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1955 Bentley S1 Continental DHC by Park Ward  
1954 Bentley R Type Continental Fastback by HJ Mulliner  
1947 Bentley MkVI 2 door coupe by Park Ward  
1937 Bentley 4¼ Litre by Park Ward  
1886 Benz Velo 3 Wheeler Replica  
1934 Bugatti Type 51 Grand Prix

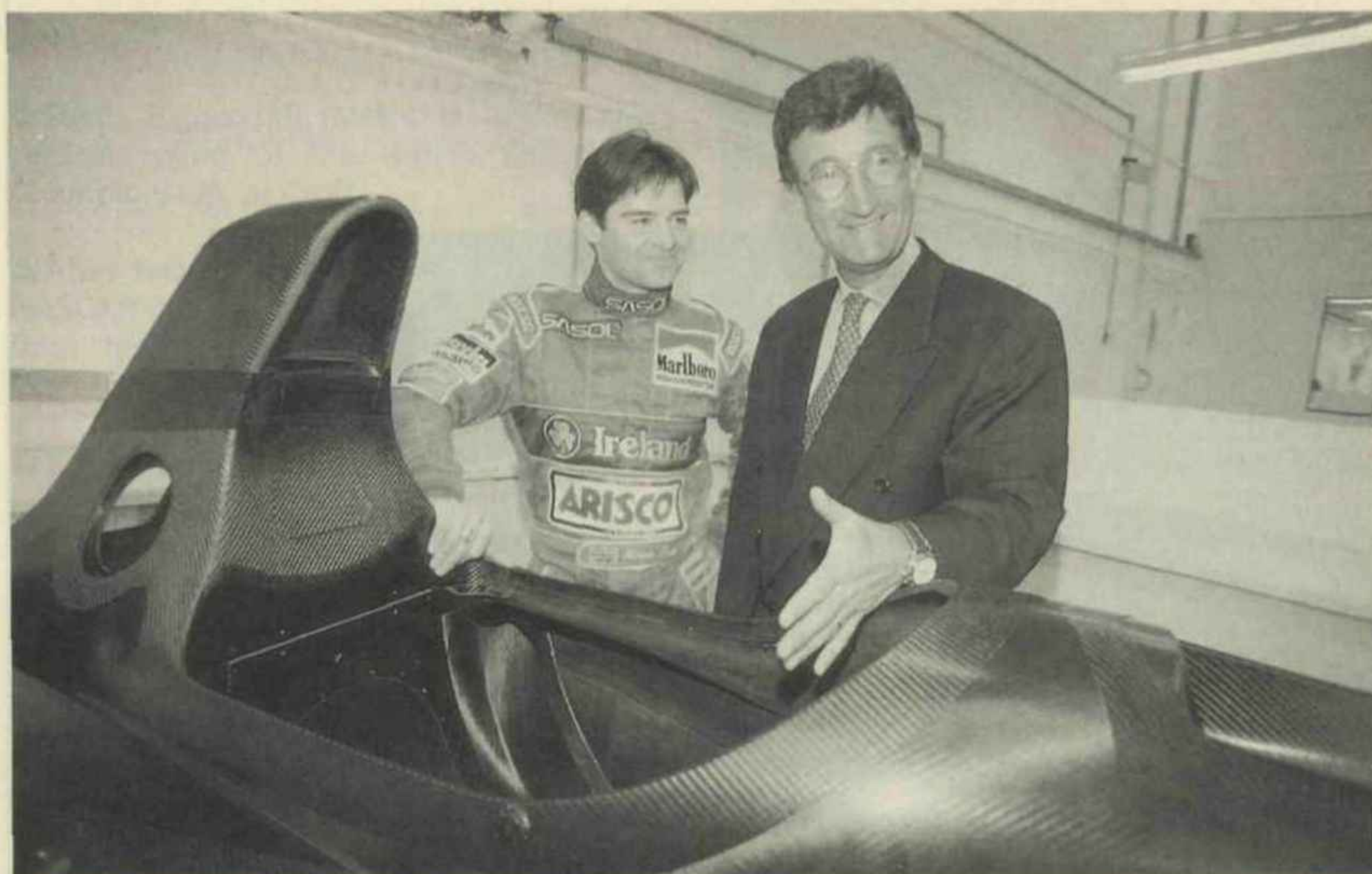
1936 Cord 812 Convertible  
1962 Ferrari 250 GT SWB Berlinetta  
1964 Ferrari 275 GTB/2 6C, Right Hand Drive  
1972 Ferrari 246 GTS Right Hand Drive  
1934 Fraser-Nash "Chain Gang" TT Rep.  
1932 Invicta 4½ Litre S Type Carbodies Tourer  
1934 Invicta 4½ Litre S Type Drophead Coupe by Salmons  
1938 Jaguar SS100 2½ Litre  
1973 Jaguar E-Type V12 Roadster

1958 Jaguar XK150 DHC 3.4 Right Hand Drive  
1938 Lagonda LG45 Rapide  
1954 Mercedes-Benz 300SL Gullwing  
1963 Mercedes-Benz 300SL Roadster  
1952 MG TD  
1930 Riley Brooklands  
1912 Rolls-Royce Silver Ghost Roi des Belges  
1964 Rolls-Royce Silver Cloud III Drophead Coupe by Mulliner  
1930 Talbot 90 "PL2" Ex Le Mans/Brooklands Team Car

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suspended Eddie Irvine in the San Marino and Monaco Grands Prix.

**11:** Jimmy and Alister McRae are tipped to drive a pair of MSD Calibras in the Rally of Indonesia.

**11:** Allan McNish confirms that he has signed to race a Middlebridge Lola in the European F3000 series.

**12:** More good news for Scotland: David Coulthard's presence in European F3000 is also confirmed. Coulthard joins Vortex Motorsport. Less clear is the situation of Oliver Gavin, whose chances of competing in the series appear slender.

Left, British F3 champion Kelvin Burt and Eddie Jordan announce their new F1 testing deal.

tional Indy engines are said to yield around 730... Ilmor denies the story.

**10:** Andrew Gilbert-Scott wins the second round of the Japanese F3000 series at Fuji. Ross Cheever's third place gives him a four-point cushion in the championship. Shinji Nakano pips Richard Dean in the F3 support race.

**10:** Alessandro Nannini (Alfa Romeo 155) wins both GTCC heats at Zolder. Briton Andy Wallace is a surprise debutant in the series, having clinched a late deal to drive a Schübel Alfa 155. Alfa is also successful on home soil, Antonio Tamburini bagging a brace of wins as the ITCC opens at Monza.

**10:** Canada's Greg Moore wins the opening Indy Lights race at Phoenix. Steve Robertson finishes second.

**10:** Giancarlo Fisichella wins both Italian F3 rounds at Enna. The equivalent German series starts late at Zolder, when snow causes the cancellation of race one (after three aborted starts). Jörg Müller wins part two.

**10:** The second BPRO GT race takes place at Jarama. The Porsche 911 of Jean-Pierre Jarier, Dominique Dupuy and Jesus Pareja finishes two laps clear of the RSR of class-winning Britons Ray Bellm and Harry Nuttall.

**10:** Dale Earnhardt scores a second straight NASCAR victory, at Bristol.

**10:** Snow shortens the Anderson Cars Renault (né Granite City) Rally. Donald Milne/Bob Wilson (Metro 6R4) triumph.

**10:** Promising young Briton James Matthews wins both Formula Renault Eurocup races in Barcelona.

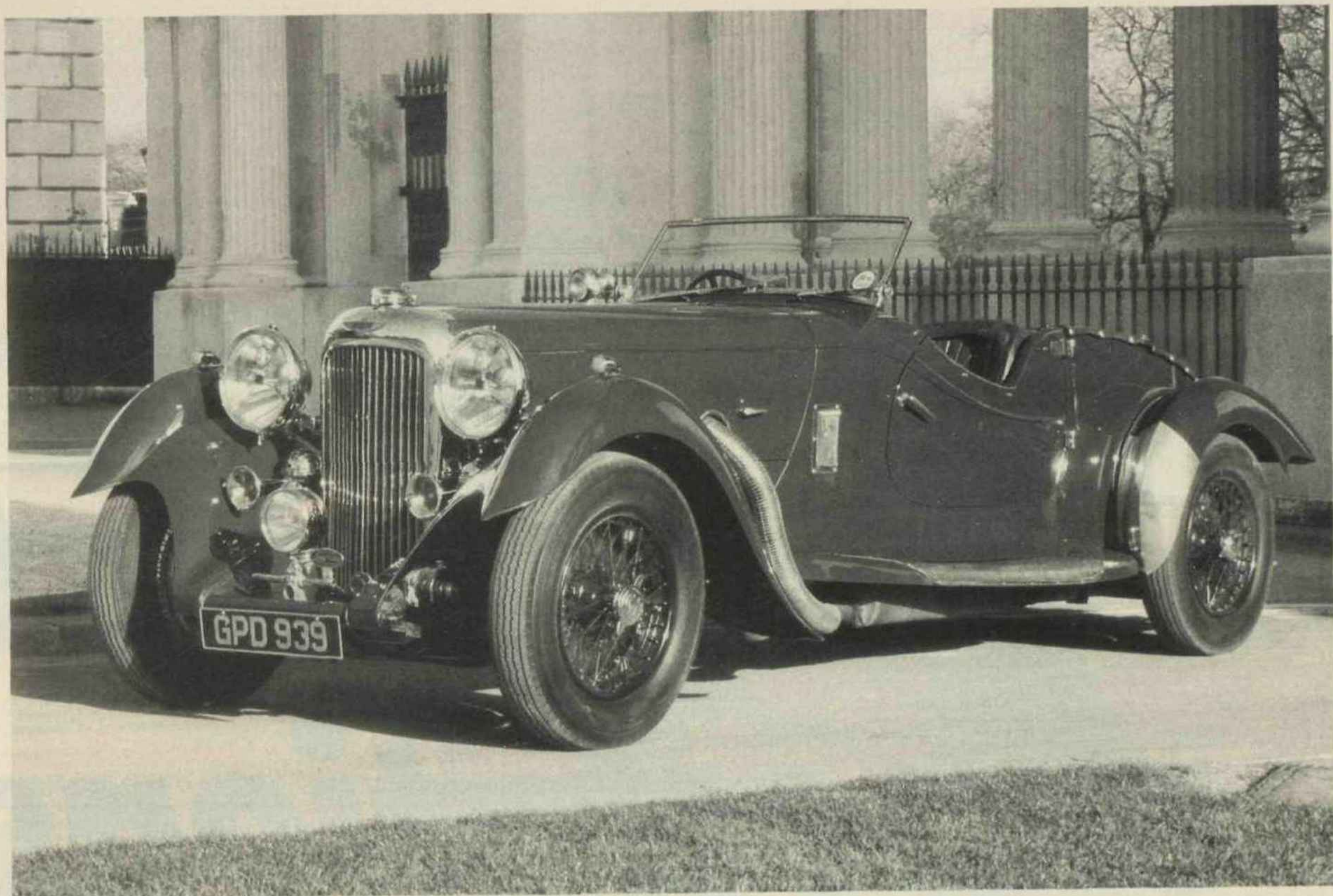
**11:** Eddie Jordan confirms that he has signed Kelvin Burt as his chief test driver. The British F3 champion could replace the

## MAY FIXTURES

Date	Venue	Event	Type
Apr 29-May 1	Killarney	International Rally of the Lakes	INT
May 1	Imola, Italy	San Marino GP, FVE	INT
May 1	Talladega, USA	NASCAR	INT
May 1	Dijon, France	European GTs	INT
May 1	Brands Hatch	AMOC	R
May 1	Lydden Hill	MGs, FF1600	R
May 2	Silverstone	European F3000, F3	INT
May 2	Snetterton	TOCA	N
May 2	Castle Combe	Rovers, TVRs, VWs	N
May 2	Thruxton	F2, Pro-Sport 3000	N
May 2	Brands Hatch	Thundersaloons, ModSaloons	R
May 2	Mallory Park	Historics	R
May 2	Oulton Park	F2000, F/First, FF1600	R
May 4-8	Ajaccio, Corsica	Tour of Corsica	INT
May 7	Aberystwyth	Plains Rally	N
May 7/8	Pembrey	750MC formulae	R
May 8	Mine, Japan	F3000	INT
May 8	Brands Hatch	F3, Rovers, TVRs	N
May 8	Cadwell Park	Beetles, road saloons	R
May 8	Lydden Hill	Clubmans, FF1600	R
May 8	Mallory Park	Sports GTs, HTCC, Westfields	R
May 8	Mondello Park	MGs	R
May 8	Snetterton	FF1600, Clubmans, Ford XRs	R
May 14	Monte-Carlo	Monaco F3 GP	INT
May 14	Oulton Park	GpN, Sports GTs, FF1600	R
May 14	Douglas	Manx National Rally	N
May 15	Monte-Carlo	Monaco GP	INT
May 15	Silverstone	TOCA, Ferraris	N
May 15	Sonoma, USA	NASCAR	INT
May 15	Lydden Hill	F/First, FF1600	R
May 15	Donington Park	Jaguar CC	R
May 15	Ingliston	FF1600, 2CVs, road saloons	R
May 21	Charlotte, USA	NASCAR	INT
May 21	Lydden Hill	750MC formulae	R
May 21	Silverstone	MGs	R
May 21/22	Brands Hatch	F2, F/Renault Eurocup	INT
May 22	Suzuka, Japan	F3000, F3	INT
May 22	Monthéry, France	European GTs	INT
May 22	Donington	Honda CRXs, Fords, road saloons	R
May 22	Mallory Park	GpN, Porsches, Clubmans	R
May 22	Pembrey	R5 GTs, 2CVs, CSCC, BMWs	R
May 22	Lydden Hill	FF1600, ModSaloons	R
May 22	Mondello Park	FOL, FF1600, GTs	R
May 23	Pau, France	European F3000	INT
May 28	Barcelona, Spain	European F3000	INT
May 28	Kirkistown	FOL, FF1600, F/Vee	R
May 29	Barcelona, Spain	Spanish GP	INT
May 29	Indianapolis, USA	Indy 500	INT
May 29	Charlotte, USA	NASCAR	INT
May 29	Knockhill	FF1600, 2CVs, F500	R
May 29/30	Oulton Park	TOCA, HRSC	N
May 30	Thruxton	F3, Rovers, Caterhams	N
May 30	Mallory Park	Toyota F3, Beetles, Intermarque	R
May 30	Brands Hatch	FF1600	R
May 30	Castle Combe	Monoposto, Caterhams, GTs	R
May 30	Silverstone	Historic F1	R

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# Against expectations

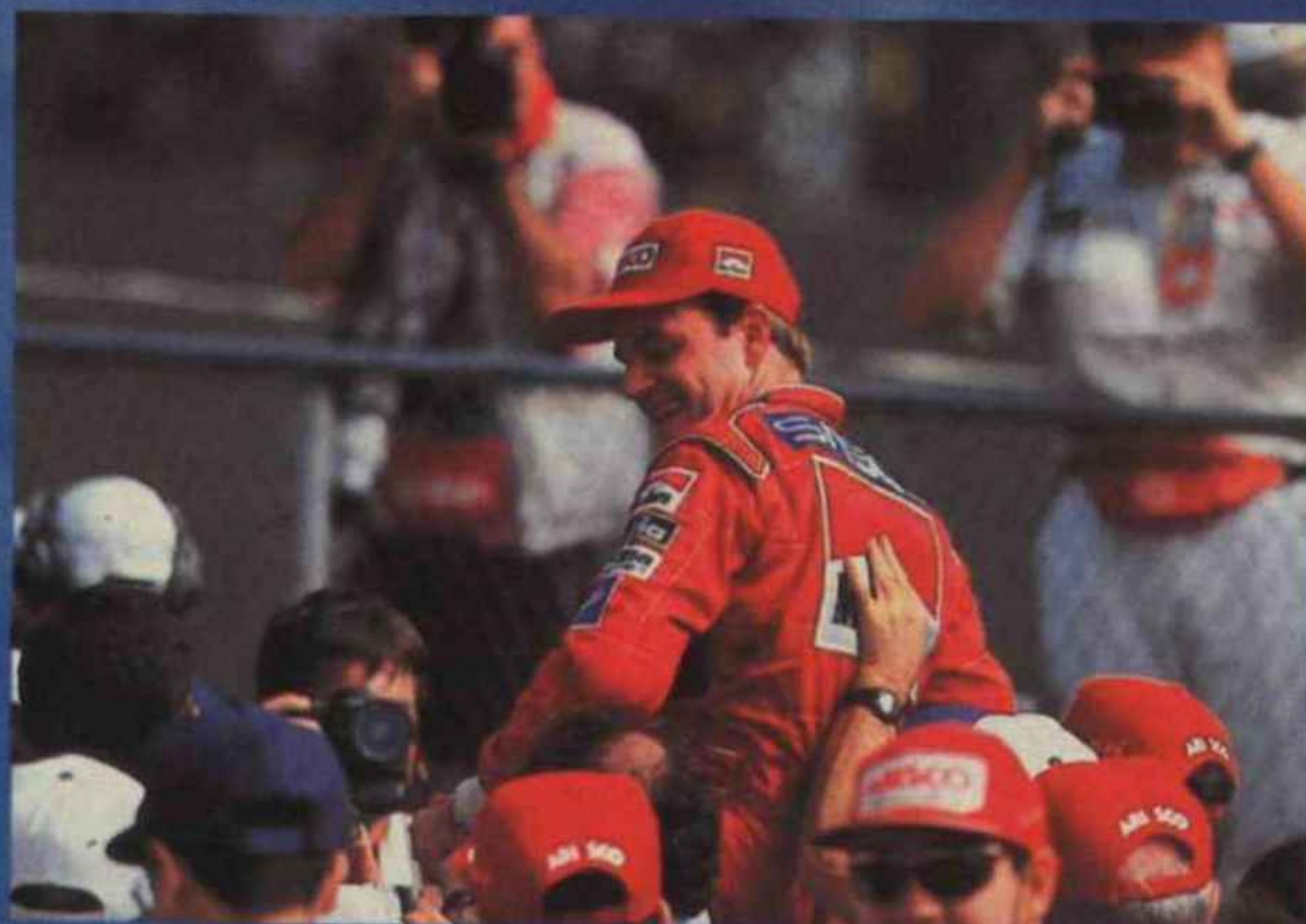
*There was no pre-race aggravation, the refuelling presented no problem and, though favourite Ayrton Senna started from pole position, it was Benetton, Michael Schumacher and Ford who scooped the spoils . . .*











Local heroes: Ayrton Senna's pursuit of Michael Schumacher resulted in a spin, and no points. His retirement provoked a mass spectator exodus, although there were plenty of people still around to fête Rubens Barrichello's stirring fourth place (inset), which equalled Jordan's best ever F1 result.



In the end, the Brazilian Grand Prix went against all expectations. Few would seriously have bet against the chances of Ayrton Senna, on his home-ground, and the Williams-Renault. Even less so if you gave full credibility (and there was every justification to) to stories that the Brazilian had actually lapped Imola in recent testing another six tenths of a second quicker than Michael Schumacher. The German had achieved 1m 21.08s to set what was believed to be the fastest time in the final big test before the Grand Prix, but Williams personnel just smiled knowingly when you asked them if it was true that Senna had actually done 1m 20.6s, measured at a different point on the course than the accepted start/finish line.

In qualifying Senna had duly been fastest, the gap between him and Schumacher seeing-sawing. It would be wider in free practice, only to close again in each qualifying session, but if you were Brazilian you had little to worry about. The local hero had taken the 63rd pole position of his career (and was pleasantly surprised to receive an official award for the first time to reflect that effort) and all was well.

Already, however, there had been indications that this was the race to upset expectations. For a start there had been no protests during scrutineering, which made it quite clear as we predicted last month that the arguments over technical specification were, after all, a storm in a teacup.

Then there were the gaps on the grid. Far

from closing up, the front rows were as far apart as ever in terms of lap times, with Senna and Schumacher in a class of their own and Jean Alesi and Damon Hill clear enough of their rivals on the second row. So much for the new regulations making things more even.

At the start, Senna led majestically as Alesi burst through to steal second place from a tardy Schumacher, but even on that first lap Michael was challenging very hard. He actually succeeded in passing the Ferrari on the inside going into the tight left-hander which leads to the long drag back to the curved pit 'straight', but as he ran wide Alesi pounced again and regained the position. They were side-by-side down to the first corner, but further round the lap Michael found the gap he wanted and after that the Ferrari permitted Jean no answer.

At that stage Senna had opened a four second lead, but Schumacher narrowed that fractionally on lap three, and that was when he *knew* he had a chance of victory. From lap seven until they made their first scheduled refuelling stops on lap 21, it was

never more than three seconds.

All weekend – indeed, for weeks leading up to the race – there had been tacit dread about refuelling. FIA President Max Mosley was reportedly furious about comments made in *The Sunday Times* which hinted at the inherent dangers, and all down the pit road you could find faces thoughtfully contemplating the clumsy-looking apparatus



***"Michael found the gap he wanted and after that the Ferrari permitted Jean no answer"***

which costs so much to make and to transport.

As it transpired, the Brazilian weekend went off perfectly in this respect, with no dramas. When Martin Brundle had come in for the first official 1994 race-stop refuelling on lap 15 his call had occupied 10.3s and he had rejoined with no problem whatsoever. Everyone breathed a sigh of relief. Now,



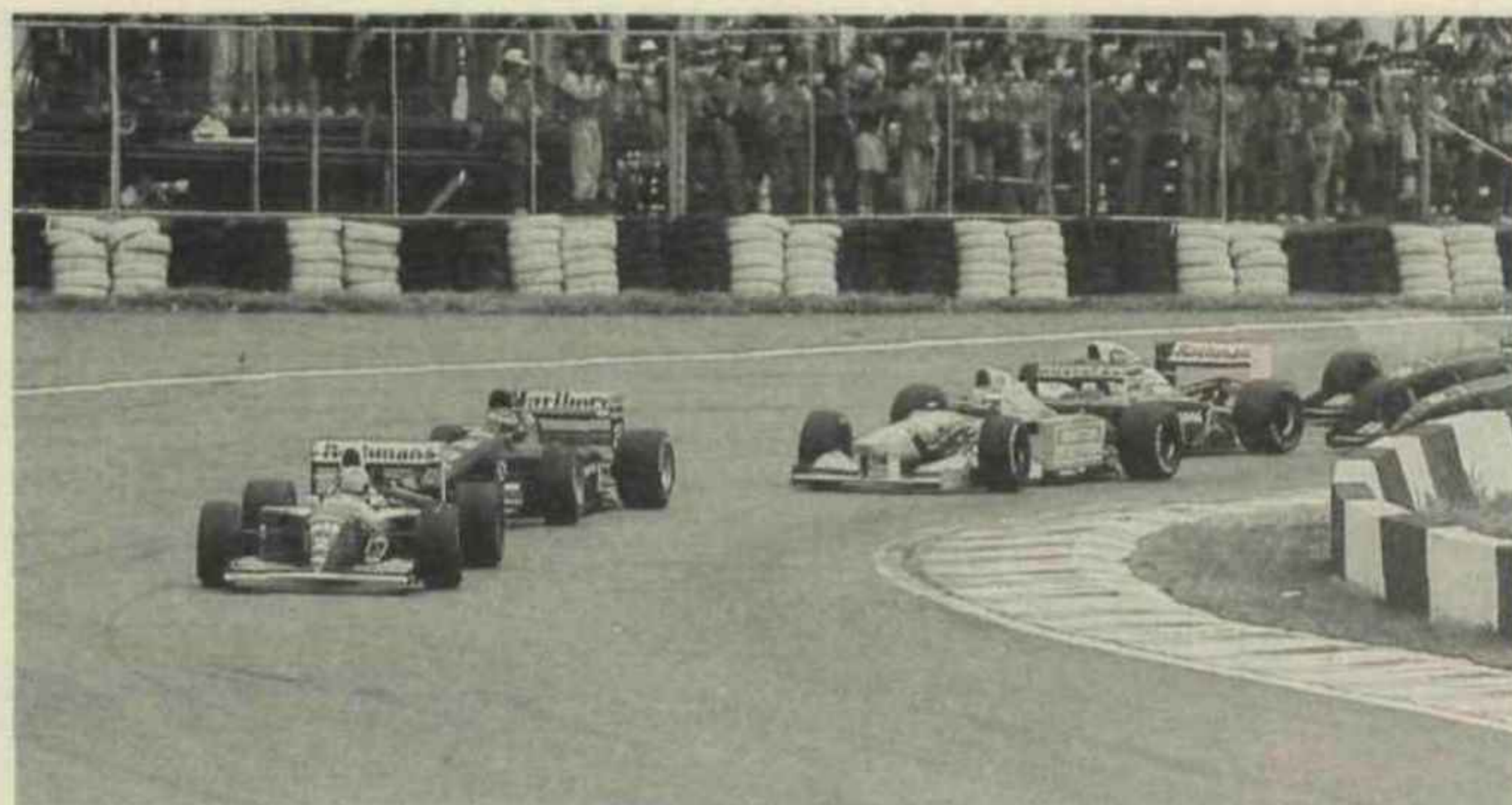
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Jean Alesi's thrusting start hoisted him briefly to second place, between Senna, Schumacher, Hill and the Saubers.

when Senna and Schumacher came in together, the air was electric. As the Nomexed fuel men and tyre men went to work the race hung in the balance, and it was the Mild Seven Benetton which dropped back on to its contact patches marginally before the Rothmans Williams Renault. When they were racing again, it was Schumacher in the lead.

Within a lap he was 2.5s ahead, then 2.3s, then 3.9s. Steadily, as they negotiated the backmarkers at awesome pace, he edged the gap open. Incredibly, they lapped Hill by lap 40, when the gap was six seconds. The Briton, who had taken Alesi for third place when the Ferrari stopped for fuel on its 18th lap, had opted to run through with only one stop, rather than the more popular two, and was astonished to see how fast he'd been left behind.

By this stage it was more than apparent that Schumacher had Senna's measure on this occasion, so their final stops were even more eagerly awaited. This time they came in separately, Ayrton on lap 44 (8.5s), Michael on lap 45 (7.4s). Again, the gap stabilised at eight seconds by the 50th lap, when even Senna's most ardent fans were beginning to realise that we were watching an eclipse. Williams-Renault, with a team leader operating at maximum commitment, was getting a sound beating.

Senna, of course, would not give up the chase, and as he used traffic to his utmost and Schumacher used his head, the deficit began to shrink. By lap it was down to 5.5s, but it was not one of those charges that had a mathematical inevitability about it. Schumacher was in control and Senna was right on the edge of it. Just how close he was to that edge became apparent the following lap.

Going into the Subida dos Boxes corner that followed the left-hander in which Alesi had earlier repassed Schumacher, Senna got into a slide and simply lost it. The Williams slithered sideways off the track, and when he tried to regain the road he stalled the Renault V10. Game over. In their droves his countrymen, a trifle bewildered one suspects, departed unhappily for home.

It was thus left for Schumacher to cruise to a terrific victory, the best of his three so far.

On the day Benetton had been the best prepared team. It had made the effort, got

its car out early, and done a lot of testing. It had paid off.

Likewise Ford and Cosworth had done an excellent job on the new Zetec-R V8. Quietly now, Ford has amassed a four-race streak of victories, and the Zetec-R will now go down in history as a first time winner, just like the legendary DFV back at Zandvoort in 1967.

Against expectations though this might have been, Schumacher, Benetton and Ford can justly take great pride in their victory, which was by far the most convincing of their alliance. Schumacher drove beautifully, with only a poor start and one locked brake which resulted in a slightly wider line than intended in the Bico de Pato hairpin, to mar his afternoon's work. The car and engine were perfect all weekend, and the team did an excellent job to get him out ahead of Senna during their first fuel stops. That, in its way, was one of the most crucial elements of their day.

By contrast, Senna and Williams were beaten fair and square, and Senna even fell off trying to close the gap. Benetton had withstood the best that the best threw at them.

There was an air of resignation in the Williams camp, into which Senna appears to have settled very well. The team knew that it had handling anomalies to address, mainly due to its lack of testing, and out on the circuit it was clear that the Benetton was in a different class under braking and in getting the power to the road.

There have been suggestions that Senna's spin was partly induced by cramp in his shoulders, for this year Chief Designer Adrian Newey has been allowed to narrow down the FW16's cockpit even more, and in Senna's case it's a little too like the March 881 for comfort. He was suffering from cramp in his right shoulder by the end, but made no attempt whatsoever to use that as an excuse. After walking back to the Williams pit he stood shamefacedly before the team and said simply: "Sorry lads, but I messed up."

There are encouraging signs that he is more relaxed in the Williams environment, and one hopes that this year we will be able to witness a great driving champion cope with the challenge of the young lion without any of the controversy that has marred his past at times.

If Senna's weekend was more encourag-

ing than team-mate Damon Hill's in practice, the reverse was the case in the race, although it would be 56 laps before Damon came to appreciate that. When his onboard fire extinguisher set itself off on Friday morning it set the tone for an awful two days, in which lack of track time militated with 'flu to tax him to the limit. He qualified third, 1.5s off Senna, and felt that he never got into the swing of things. In the race he held Alesi off with ease, especially after the Frenchman had made his second scheduled fuel stop, but only the six points for second gave him anything to remember Brazil fondly by.

Alesi's performance at least gave Ferrari the encouragement of a finish, and his opening lap performance again served notice that he will win in the right car, but this was a third place that revealed the 412T1 still to be some way from its principal rivals' pace. Alesi had been heroic in putting it fourth on the grid, but even more than the Williams it looked a twitchy basket case out on the track as he brought *his* will to bear. It still lacks balance, and it is tiring to drive, but at least for him there was the consolation of four points. For Gerhard Berger Brazil was again little short of a nightmare. Like Hill, he lost much of qualifying to mechanical problems. On Friday the gearbox lost hydraulic pressure; on Saturday an engine failure stole track time. In the morning warm-up on race day the sealing rings to his V12's pneumatic valve system failed, and the moment a replacement engine was fired up the same thing happened. In the race he made a terrific start (some say he jumped it) to rocket from 17th to eighth at the end of the first lap, but after six laps an identical problem had claimed him.

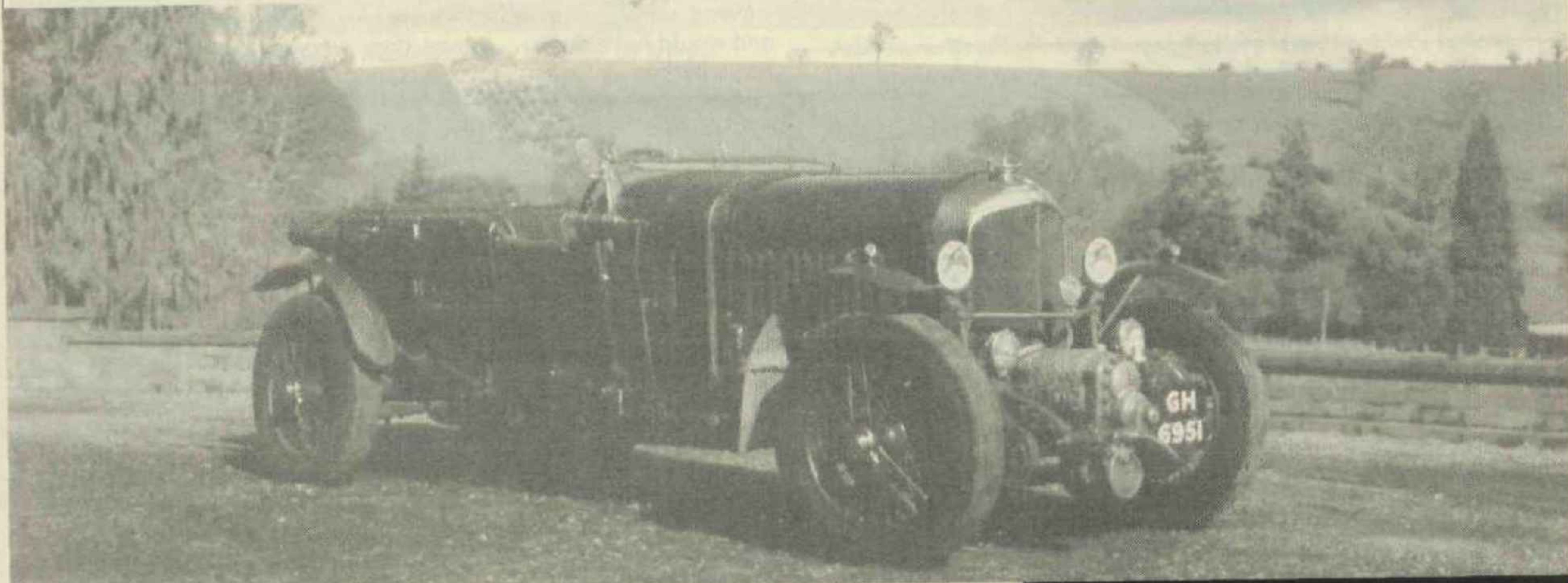
If Benetton was totally ready, Williams at least good enough to provide the greatest opposition, and Ferrari reliable enough to take third place, McLaren was in serious disarray by its own lofty standards. And after a weekend in which throttle control problems lost Hakkinen and Brundle much of the time they needed for setting up the cars, the question has to be asked: why did they leave it so late to switch to the mechanical throttle linkage that they knew the FIA would insist on?

Ron Dennis parried such intrusions easily, if not altogether convincingly. "We have fitted our cars with a mechanically operated throttle control mechanism similar to other cars," he said. "There is no question that fly-by-wire is the optimal form of throttle control and we tested with it because we wanted to establish the performance baseline that we had to match with this archaic and less safe system."

The safety of the system was highlighted not long after those words were spoken, when both Mika Hakkinen and Martin Brundle experienced unpleasant off-road moments at high speed when their throttles jammed open. In Martin's case, in a crucial weekend for him as a McLaren driver at long last, it was an experience he would have to 'enjoy' on three occasions. Worse still, the time spent identifying the problem and



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effecting a cure gnawed away at time for sorting the chassis. It is unusual these days to watch a McLaren that looks evil out on the circuit. At the end of the day, RD will rightly or wrongly be perceived to have messed up the team's chances in Brazil by sticking so long during the winter with fly-by-wire. It transpired, however, that the problem lay not with the McLaren side of the operation (after all, it's built the odd car over the years with a cable throttle), but with new partner Peugeot's. Although nobody was particularly forthcoming about it, it seems the key to the problem was the balancing mechanism between the throttle slides for the two banks of cylinders. Somehow this was distorting and jamming up, and would have done so whether it was operated by cable or electronics. And, naturally, it only malfunctioned in high-load corners...



***"It is unusual these days to watch a McLaren that looks evil out on the circuit"***

As Hakkinen qualified eighth and Brundle 18th on the strength of their Friday afternoon times, and it was not easy to recall just when the team last had such an awful weekend. Hakkinen looked aggressive in fifth place in the opening stages until his car began to suffer a high-speed misfire (suspected to be a piston problem), while Brundle was fighting his way up nicely from his lowly grid position to lie seventh. He was challenging Wendlinger

and Barrichello for fifth when he slowed suddenly and was embroiled in the Irvine Incident on lap 35 which removed four cars. If Ron says he feels instant pain the day after a race his team hasn't won, on a sliding scale Brazil must have been like being on the rack. For Brundle, it was nearly the guillotine.

As Schumacher, Senna, Hill and Alesi proceeded unopposed, Wendlinger had underlined Sauber Mercedes' hopes born of splendid qualifying performances and was keeping a challenging Barrichello at bay in the Sasol Jordan. Bit by bit Martin was reeling them in, but then his right rear damper packed up, and he was having to cope with an MP4/9 that really wanted to keep pulling sharply to the left. He lapped Eric Bernard's uncompetitive Ligier as they started lap 35, but going down the back straight his Peugeot engine exploded. Peugeot itself said nothing official of this, but others reported seeing bits of the unit grenading through the floor of the car and certainly it looked pretty damaged back at the garage. Some say the flywheel came off. Brundle was just reporting all this on the

radio as he neared the end of the straight, when the accident occurred.

In his first Grand Prix – and, likely, only his 50th or so car race – Jos Verstappen was driving very sensibly as JJ Lehto's stand-in at Benetton to consolidate a good ninth slot on the grid. He had risen as high as fifth by lap 17 when the pit stops began, and was coming back after his own as he chased Barrichello's Jordan team-mate, Eddie Irvine. On lap 34 Brundle was well clear of them, but on lap 35 he was slowing rapidly. Going on to the back straight Verstappen got a good tow from Irvine and as Eddie came up to lap Bernard's Ligier, the Dutchman pulled alongside, effectively trapping him behind the French car. At this stage they were all travelling around the same speed. Irvine still tried to pull left, obliging Verstappen to move a little more, then as Bernard realised that Brundle (who, remember, had only just sped by him) was slowing, he began to move left too to give himself room to pass the stricken red and white car. Irvine, meanwhile, was still moving over on Verstappen, who was forced to put a left rear wheel on the grass as they touched. In a moment the Benetton speared sideways and headed right, straight across Irvine and Bernard's paths.

Bernard went off on to the grass on the right of the track, and was lucky to avoid a head-on trip into the wall when the Ligier snapped sideways at the last moment. Verstappen, meanwhile, was flipped over Brundle's McLaren in a complete roll, slithering to a halt on the grass to the right, further down from Bernard. Irvine slid to a sideways halt, while Brundle spun wildly out of control. The Briton was struck a fearsome blow to the head, which cracked his helmet and smashed the McLaren's rollhoop and headrest. Momentarily unconscious, he came to wondering why on earth he had spun and what the other cars were doing there...

It was a very nasty incident, which is discussed further on pages 452-455.

For every unhappy face in some of the Top Four teams, there were smiles elsewhere in the midfield. Sauber Mercedes' joy at seeing Verstappen's fellow debutant Heinz-Harald Frentzen qualify an excellent fifth, ahead of team-mate Wendlinger, lasted until the 16th lap, by which time he was running fifth ahead of the Austrian. Then, sadly, he lost the smoke grey C13 as he crested a rise, and spun out of the race. Nevertheless, he had confirmed expectations that he would be quick.

Wendlinger took over his place and entertained everyone as he and Barrichello raced side-by-side down the pit straight on lap 33, but after that the young Brazilian dropped back a little to have another think. In their second pit stops he got ahead and stayed there, and though he refused to look at his pit boards thereafter in case he lost concentration, he gave those of his countrymen who had bothered to stay something to cheer with an excellent fourth place, less than eight seconds adrift of Alesi. "We screwed up in qualifying," admitted designer Gary Anderson, "but we had things much better sorted out for the race."





**Gianni Morbidelli qualified a stunning sixth on his debut for Arrows.**



**Point-scorer Wendlinger leads Berger, Verstappen and Barrichello early on.**



**The McLarens had repetitive throttle trouble. Here, the wayward Brundle's has stuck as Hakkinen passes by.**



**The latest Tyrrell-Yamaha showed promise, though Mark Blundell was unlucky to crash out after a wheel broke.**



**Jean Alesi started the year brightly enough, in third place, even if he was a lap behind the winner. Sadly, the Frenchman would suffer damaged vertebrae in a post-race testing accident, and was ruled out of the Pacific GP at TI (which took place while this edition of the magazine was being printed).**



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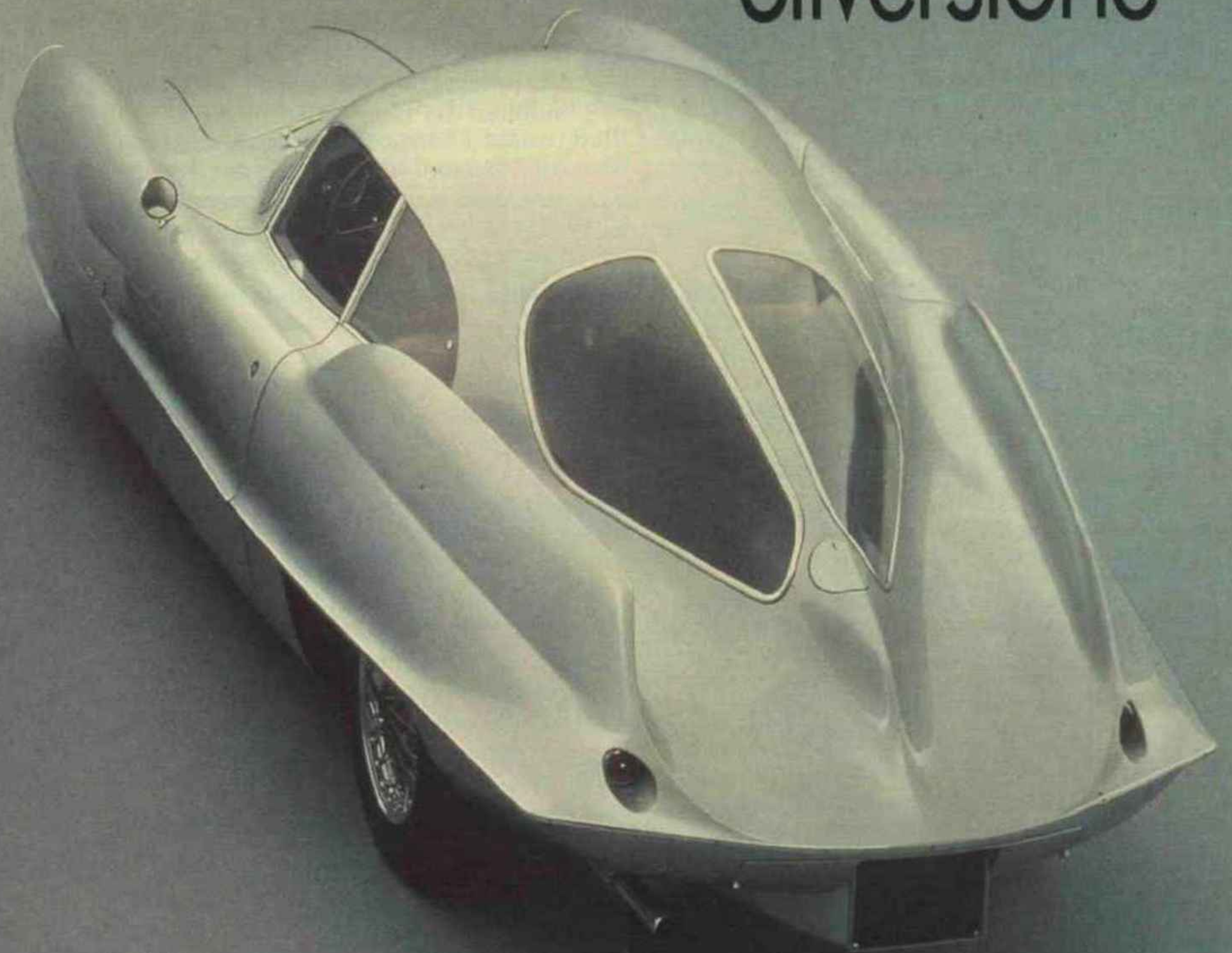
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Indeed, after being upstaged in practice after high expectations, Sasol Jordan came away Best of the Rest on the day to confirm that it will be as much as a threat (maybe more) than it was during its tremendous debut season in 1991. If Barrichello had started higher than 14th he might well have beaten the Ferrari.

In qualifying Jordan's thunder had been stolen by Arrows and Tyrrell. For the former, F1 returnee Gianni Morbidelli had qualified an

outstanding sixth to endorse the potential of the neat Footwork FA15, while teammate Christian Fittipaldi was also quick if unlucky, like several other drivers being caught out before his second run on Saturday afternoon when the skies opened. They soon discovered in the morning warm-up, however, that their semi-automatic transmissions were less reliable than had seemed the case, and within 22 laps both had gone. Morbidelli made a terrible start to complete the opening lap in ninth place, before succumbing on lap six, while Fittipaldi chased gamely after the Jordans and the Tyrrells before he suffered the same fate.

After their dismal season in 1993 Tyrrell staged a 1989-style recovery in Brazil and caused a sensation

when Mark Blundell was fourth fastest in the first free practice session. He was unable to sustain such form in the afternoon when his Yamaha V10 suffered a chipped valve, and thereafter he and Ukyo Katayama struggled a little to regain the perfect set-up, but they were in fine form during the race. Blundell got the better start, only to be blocked (ironically) by the Japanese driver as he in turn bogged down. They then proved quick enough to run with the Jordans and Saubers, and after a gearbox downshift problem Blundell was coming back strongly at Brundle for 11th place when Martin made the first fuel stop on lap 15. With other stops Mark then pulled up to sixth place before going missing on lap 22. In a nasty incident going through a left-hander his right front wheel broke and he did a two-wheel balancing act before the 022 thumped back on to the grass the right side up.

Katayama, meanwhile, was reminding people of the form he showed at Larrousse in 1992 with a storming drive that would ultimately take him past Wendlinger for fifth place as the Sauber's tyres went off and its engine lost its edge. In one race Tyrrell thus undid all the aggravation it suffered last year, the first season ever since Uncle Ken's debut in 1968 that his team had failed to score a single point.

The heavy Lotus Mugen-Hondas were at least reliable enough for seventh and 10th places in the hands of Johnny Herbert and Pedro Lamy (the team sorely needs its new 109), while Pier-Luigi Martini was a disappointed eighth for Minardi Scuderia Italia after the new Italian alliance had shown real sparkle in practice. The little Italian had had a miserable day on Saturday when a gear-



**Berger (above) posted an early retirement. There were mixed fortunes for the new boys. David Brabham (below left) hauled his Simtek to the finish, but Bertrand Gachot's Pacific was an early casualty (below centre). Damon Hill was pleased to pick up six points after a fraught weekend (below right).**





**"The team lost its protest fee when the stewards rejected its allegations, and justice was seen to be done"**

box problem made him watch Friday's eighth fastest time evaporate to 15th, while team-mate Michele Alboreto repeated Blundell's Friday feat on Saturday morning by jumping into fourth place. His practice and race were blighted by failure of the air reservoirs for his Ford Series VII's pneumatic valves, however, while Piero struggled in the race with a car whose handling he had not been able to optimise for full-tank running. Tourtel Larrousse's promise, which had seen Comas qualify 13th, went unrewarded in the race thanks to oversteer and a cracked exhaust.

After the struggle they had simply to be present in Brazil (MOTOR SPORT March 1994) it was good to see both Pacific and Simtek graduating as fully fledged F1 teams. Both turned out professional-looking cars, and though each qualified one apiece on the back row of the grid that was no disgrace. The point is that they made it, and they made it despite various mechanical problems. Pacific swiftly realised that it needs a front suspension redesign and thus had to resign itself to an understeer problem all weekend, and Paul Belmondo's newer Reynard-built chassis pulled out each of its front suspension lower wishbone mounts during practice. Simtek couldn't get any heat into its tyres on Friday, and then had electrical problems which damned Ratzenberger's chances of making his GP debut.

In the race Gachot's silver, pink and blue car was eliminated early on after an altercation with Larrousse debutant Olivier Beretta as they avoided a spinning Bernard. David Brabham fared better for Simtek, overcoming worries (unfounded as it turned out) that its clutch seals might not be able to last out. Because of this the team loaded

up 30 litres more fuel than was necessary in order to avoid a second stop, so an already overweight car was heavier still. For all that the Australian picked up 12th place on his F1 return, finishing a lap behind debutant Olivier Panis, who had driven well all weekend to outqualify Eric Bernard at Ligier, and to outrace him.

Though it does not seem as if the new regulations have made the slightest difference to the real gaps in the field – and we did not really get the chance to appreciate the full import of tactics on refuelling – there were some good things to observe in Brazil, not the least of which is the fact that the cars look twitchy again. They do flick their tails out, they do bounce alarmingly over bumps. Once again you can appreciate better the artistry of the men on the high wire.

There was a sad footnote when Jordan sought to impose its own safety net by protesting the aerodynamic splitters on the side of the winning Benetton, alleging that they did not conform to the letter of the rules which require protruding items above the cars's floorplan to be outlined at the chassis baseline by shadow plates. Such splitters, of course, were used many times by various teams in 1993, and Jordan could easily have made its protest then or prior to the race, when it had the chance in scrutineering. It wanted to make a point and to have things clarified, but most felt that the time to have done that was already long past. As it was, the team lost its protest fee when the stewards rejected its allegations, and justice was seen to be done as Benetton, Schumacher and Ford retained a victory that was well and truly won the hard way.

**D J T**


## STARTING GRID

**2 SENNA**

 Williams FW16  
 1m 15.962s (2)  
 1m 16.386s (1)

**27 Alesi**

 Ferrari 412 T1  
 1m 17.385s (2)  
 1m 17.772s (1)

**30 FRENTZEN**

 Sauber C13  
 1m 17.806s (2)  
 1m 18.144s (1)

**29 WENDLINGER**

 Sauber C13  
 1m 17.927s (2)  
 1m 17.982s (1)

**6 VERSTAPPEN**

 Benetton B194  
 1m 18.183s (2)  
 1m 18.787s (1)

**9 FITTIPALDI**

 Footwork FA15  
 1m 18.204s (2)  
 1m 18.730s (1)

**20 COMAS**

 Larrousse LH94  
 1m 18.321s (2)  
 1m 18.990s (1)

**23 MARTINI**

 Minardi M193B  
 1m 18.659s (1)  
 Did not run (2)

**28 BERGER**

 Ferrari 412 T1  
 1m 18.855s (2)  
 1m 18.931s (1)

**26 PANIS**

 Ligier JS39B  
 1m 19.304s (1)  
 1m 19.688s (2)

**12 HERBERT**

 Lotus 107C  
 1m 19.483s (2)  
 1m 19.798s (1)

**19 BERETTA**

 Larrousse LH94  
 1m 19.524s (2)  
 1m 19.922s (1)

**34 GACHOT**

 Pacific PR01  
 1m 20.729s (2)  
 1m 22.495s (1)

**5 SCHUMACHER**

 Benetton B194  
 1m 16.290s (2)  
 1m 16.575s (1)

**0 HILL**

 Williams FW16  
 1m 17.554s (2)  
 1m 18.270s (1)

**10 MORBIDELLI**

 Footwork FA15  
 1m 17.866s (2)  
 1m 18.970s (1)

**7 HAKKINEN**

 McLaren MP4/9  
 1m 18.122s (1)  
 1m 19.576s (2)

**3 KATAYAMA**

 Tyrrell 022  
 1m 18.194s (2)  
 1m 19.519s (1)

**4 BLUNDELL**

 Tyrrell 022  
 1m 18.246s (2)  
 1m 19.045s (1)

**14 BARRICHELLO**

 Jordan 194  
 1m 18.414s (2)  
 1m 18.759s (1)

**15 IRVINE**

 Jordan 194  
 1m 18.751s (2)  
 1m 19.269s (1)

**8 BRUNDLE**

 McLaren MP4/9  
 1m 18.864s (1)  
 13m 18.601s (2)

**25 BERNARD**

 Ligier JS39B  
 1m 19.633s (2)  
 1m 19.936s (1)

**24 ALBORETO**

 Minardi M193B  
 1m 19.517s (1)  
 Did not run (2)

**11 LAMY**

 Lotus 107C  
 1m 19.975s (2)  
 1m 21.029s (1)

**31 BRABHAM**

 Simtek S941  
 1m 21.186s (2)  
 1m 22.266s (1)

### BRAZILIAN GRAND PRIX, Interlagos, March 27 71 laps of 2.687-mile circuit (190.77 miles)

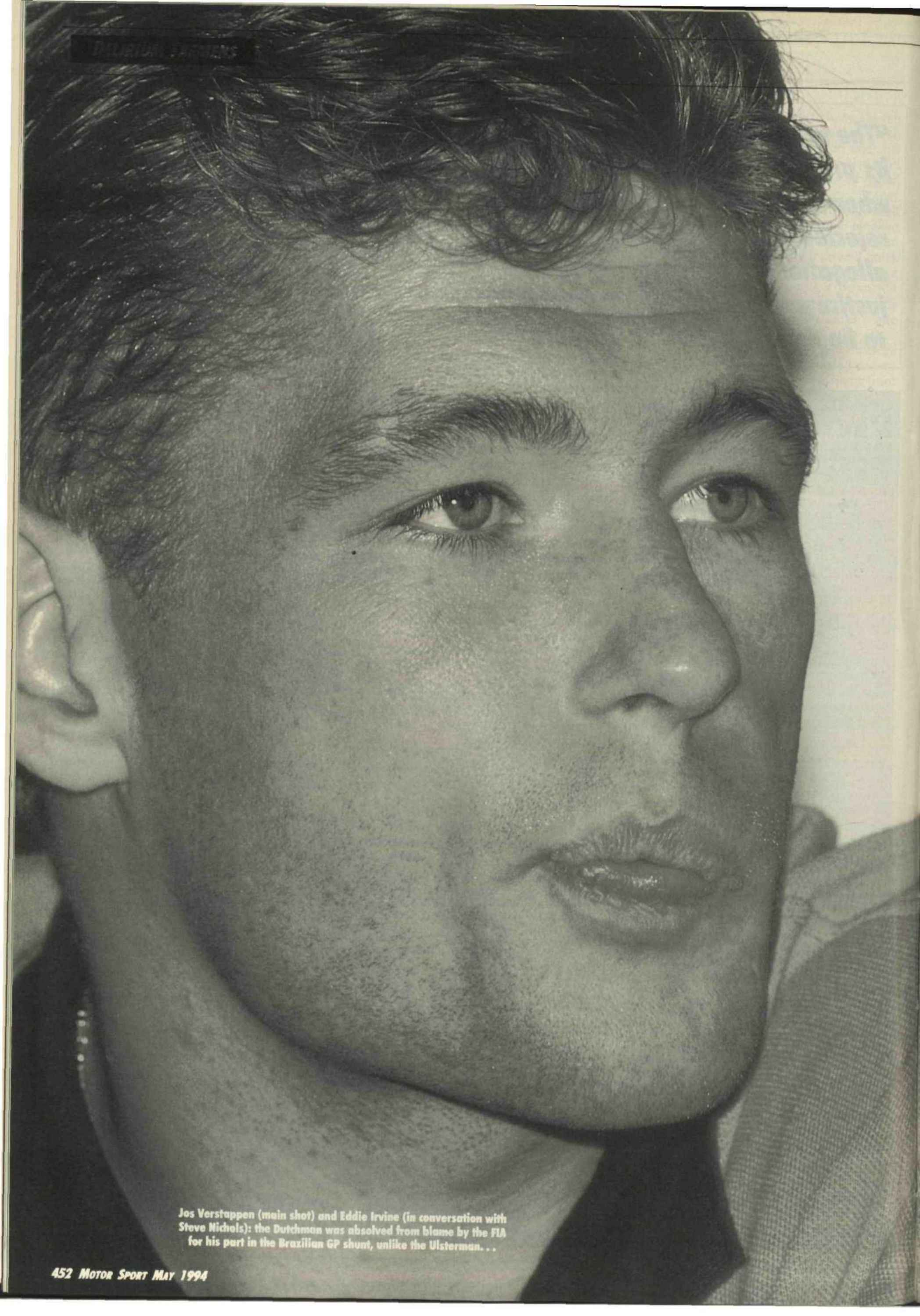
Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 35m 38.759s	1m 18.445s	7
2	Damon Hill	I	Williams FW16-Renault V10	70 laps	1m 20.386s	21
3	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	70 laps	1m 20.452s	12
4	Rubens Barrichello	BR	Jordan 194-Hart V10	70 laps	1m 20.809s	55
5	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	69 laps	1m 20.842s	34
6	Karl Wendlinger	A	Sauber C13-Mercedes V10	69 laps	1m 20.987s	8
7	Johnny Herbert	GB	Lotus 107C-Mugen Honda V10	69 laps	1m 22.007s	40
8	Pier-Luigi Martini	I	Minardi M193B-Ford HB V8	69 laps	1m 21.872s	13
9	Erik Comas	F	Larrousse LH94-Ford HB V8	68 laps	1m 21.756s	30
10	Pedro Lamy	P	Lotus 107C-Mugen Honda V10	68 laps	1m 23.234s	11
11	Olivier Panis	F	Ligier JS39B-Renault V10	68 laps	1m 22.744s	38
12	David Brabham	AUS	Simtek S941-Ford HB V8	67 laps	1m 23.911s	29
13	Ayrton Senna	BR	Williams FW16-Renault V10	55 laps - spin	1m 18.764s	11
14	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	34 laps - accident	1m 20.717s	17
15	Eddie Irvine	GB	Jordan 194-Hart V10	34 laps - accident	1m 21.698s	8
16	Jos Verstappen	NL	Benetton B194-Ford HB V8	34 laps - accident	1m 20.896s	8
17	Eric Bernard	F	Ligier JS39B-Renault V10	33 laps - accident	1m 23.459s	13
18	Mark Blundell	GB	Tyrrell 022-Yamaha V10	21 laps - accident	1m 21.039s	19
19	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	21 laps - gearbox	1m 21.582s	8
20	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	15 laps - spin	1m 20.907s	12
21	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	13 laps - misfire	1m 20.989s	6
22	Michele Alboreto	I	Minardi M193B-Ford HB V8	7 laps - electronics	1m 22.488s	5
23	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	6 laps - gearbox	1m 21.570s	3
24	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	5 laps - engine	1m 22.021s	4
25	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	2 laps - accident	1m 38.618s	1
26	Bertrand Gachot	B	Pacific PR01-Ilmor V10	1 lap - accident	1m 39.561s	1

Winner's Average Speed: 119.68 mph Conditions: warm, overcast  
 Fastest Lap: Michael Schumacher, 1m 18.455s on lap 7, 123.28 mph

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Did not qualify:  
**RATZENBERGER** (Simtek S941) 1m 22.707s/1m 23.109s  
**BELMONDO** (Pacific PR01) No times recorded





Jos Verstappen (main shot) and Eddie Irvine (in conversation with Steve Nichols): the Dutchman was absolved from blame by the FIA for his part in the Brazilian GP shunt, unlike the Ulsterman. . .



# Clouds



## over the New Dawn

*An unpleasant accident, bad timing and a belated protest were the less pleasing aspects of the first GP of the 1994 season*

**O**h dear! You can't help but feel a degree of sympathy for Eddie Irvine, a driver who while *keeping* his foot in it manages to *put* his foot in it. If ever a driver attracted trouble in spades, it's the Ulsterman. In his maiden Grand Prix he ends up on the receiving end of a Schnapps-fuelled punch from Ayrton Senna. In his next he stalls on the grid and prompts a second restart. In his third he triggers a four-car accident. He is banned from his fourth, and when he appeals against that decision the tribunal increases the suspension to three GPs!

Most TV viewers and avid motorsport fans will be familiar with the mechanics of the accident on the 35th lap of that race.

Going into lap 34 Martin Brundle was chasing after Karl Wendlinger and Rubens Barrichello for fifth place. Some way behind him, Eddie Irvine was being caught steadily by debutant Jos Verstappen, in what may

have been only the latter's 50th ever car race. It's salutary to recall that two years ago the Dutchman was driving in Opel Lotus, equally illuminating when you appreciate that none of this showed in his performance up to that point.

On that lap Brundle had caught and lapped Eric Bernard's Ligier by the time they spilled out on to the back straight. Not so far back now, Irvine and Verstappen had also caught the Ligier, and this is where things began to go wrong. Irvine went for a tow from the French car; Verstappen went for Irvine. Trapping the Jordan behind the Ligier, the Dutchman moved alongside the Sasol car, to its left. Irvine now had nowhere to go, although he did try to move to his left in a belated attempt to escape the box.

At this stage all would have been well. Irvine had made a mistake, Verstappen had



cleverly forced him into it and was making capital. Bernard was minding his own business.

There were other crucial factors at work, however.

Brundle was already struggling with a fault on his McLaren. The right rear damper had gone out of service, and he was fighting a car that wanted to pull sharply to the left. Then, as he came down the straight to the left-hander at the end, his Peugeot V10 let go in a big way. We are told that the flywheel actually parted company with the crankshaft and exited through the under-tray. Certainly, the MP4/9 bore damage consistent with such catastrophe when we examined it in the garage afterwards.

Thus we had a situation where Brundle was slowing suddenly and dramatically. Bernard was probably the first to appreciate that. Verstappen had his hands full keeping Irvine where he wanted him. Irvine was more interested in avoiding running into the back of the Ligier, which in any case was blocking his view of Brundle.

Bernard, having just been lapped by the McLaren, realised it was slowing, and thus had to ease to his left in order to go around it. As he began to do this Irvine kept coming to his left, pushing Verstappen ever wider. In normal circumstances the road would have been wide enough to accommodate three cars side-by-side, but Brundle's presence complicated the issue because it obliged Bernard to leave a full car's width to his right. Eventually Verstappen was pushed so far to the left that he got his left rear wheel on the grass, and as it lost grip the Benetton slewed to its right, straight across the paths of Irvine and Bernard. The former started a sideways slither that would bring him to a halt alongside Brundle; the latter headed on to the grass to his right, narrowly avoiding a head-on shunt into the wall when the Ligier snapped sideways at the last moment.

Verstappen, meanwhile, tripped over the McLaren and was launched right over the top of it in a frightening replay of the Berger/Andretti collision at the start of the 1993 race. The Benetton did a full roll before crashing back to land on the outside right of the corner.

Who was to blame? Without question Irvine triggered the incident by continuing to move to his left, for it was that move which precipitated Verstappen's veer on to the grass. Interestingly, the television footage also revealed without doubt that the Ulsterman at no time moved his head to look to the left.

But was Verstappen entirely blameless? There is a case for suggesting that a slightly more prudent driver might have backed off as he saw the situation with Brundle unfolding, but we must remember that we are dealing with race drivers here, and hungry young chargers at that.

Ultimately, Irvine deserved his fine and suspension, although it was interesting that the initial camera shots that we saw in the press room told rather a different story to those shown immediately afterwards on the BBC transmission. The originals were tight

shots that suggested Verstappen had made a late dive for the inside gap; the later shots were from a longer perspective and showed the drivers' progress from the previous corner. They proved that the Dutchman had in fact planned his move very much earlier, and was in full control of the situation up until Irvine began to move left. You also appreciated far better just how quickly the three of them came upon the slowing Brundle.

Why did Irvine keep moving left, apart from a racer's natural desire not to lose out? In Jordan's official statement he claimed that his left driving mirror had come loose; other reports say he told the stewards that he didn't look in it. Either way, Verstappen was already well alongside him when things began to go wrong, and his peripheral vision should have told him that.

Verstappen was angry, but replied calmly enough afterwards when questioned about the incident. "I don't think Irvine saw me . . ." he said with commendable understatement. A cool customer, Mr Verstappen. Cool enough that, as his Benetton touched down again after its aerial roll, he was flicking up his visor before it even came to rest, and looking to his left for Irvine . . . The body language spoke volumes. He drove very well that weekend, and indicated the hard way that he isn't a man who can be intimidated. I rather think we shall be hearing a great deal more about him in the years to come.

Said Irvine: "I was catching the Ligier quite quickly and was about to overtake him when he suddenly lifted off - much earlier than I expected. Either I went into the back of him or I pulled out - those were my only two options. I pulled out and it was then that I saw the McLaren in front - which I guess is why the Ligier suddenly slowed. I didn't see the Benetton to my left because my mirror had come loose earlier in the race."

And lest we forget the effects of one F1 car rear-ending another at high speed, let's recall the incident back in the 1989 monsoon on Adelaide's Dequetteville Terrace straight between Nelson Piquet and Piercarlo Ghinzani. F1 cars have very low noses and their front wings nowadays are extremely strong. They no longer tend to deform on impact, as their aluminium counterparts of yore might have. And the backs of the cars sweep up to form the diffusers. If one car hits another from behind at sufficient speed, it's all too easy to lift the car in front so that one slides right beneath the other. In Piquet's case that day the Osella came right up to his Lotus' windscreen. Indeed, one of its tyres actually left marks on Nelson's helmet . . .

"The trouble is people think I'm some sort of nutter, but I was looking at a guy in front of me at 200 mph and Verstappen should have understood I had to take evasive action," continued Irvine. "I think the decision is harsh."

Clearly Eddie has a particular style of driving and mental outlook at the wheel, as those who have raced closely against him will tell you. He has a reputation outside F1

***"At the time of the incident there was a degree of feeling that the well of tolerance for Irvine had long since run dry"***

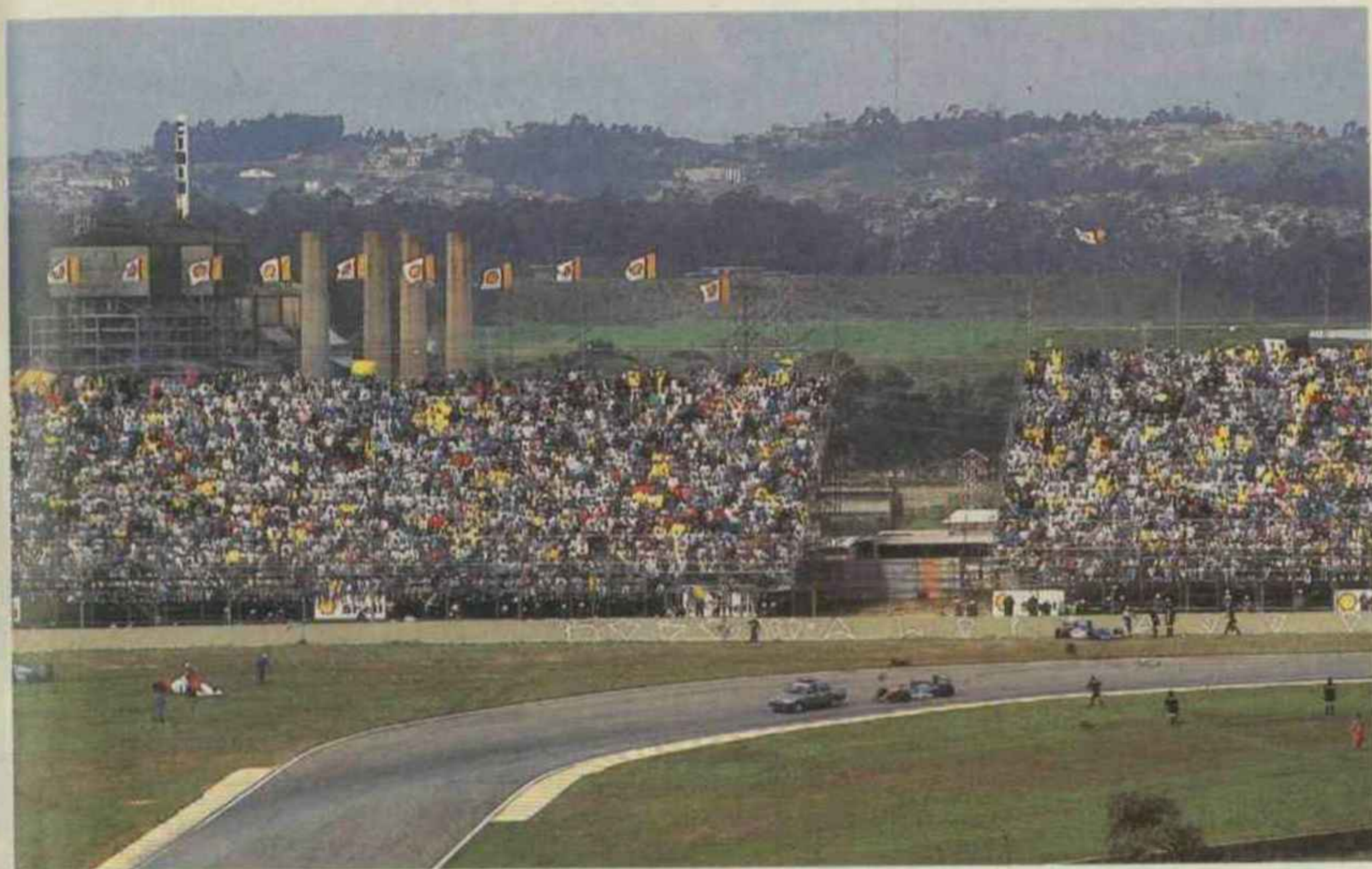
as a hard man who does not give rivals track space and racing room. There are plenty in an F1 paddock who would say that in this sport, as in life, what goes around, comes around. One team manager said: "The stewards in Interlagos were right to ban him, and I hope they stick to that. There's no point if people can always get a softer sentence on appeal. You've got to look at this and at Suzuka. Verstappen can be forgiven what little blame might attach to him because it was his first GP, and if Irvine hadn't been involved in incidents prior to this he would probably have got the benefit of doubt. But he *has* been involved before; and forget the Senna thing. What he did to Warwick in Suzuka was deliberate and cynical, and he deserved to be punished just for that. He shouldn't have been allowed to get away with it."

The telling thing about the whole Brazilian incident is that a third option appears not to have occurred to either Irvine or (to a lesser extent) Verstappen. Neither lifted off at any stage, and to me that suggests that both should bear some blame. Once he realised he was boxed in, Irvine should have accepted the fact and backed off. He didn't. Verstappen can be excused rather more readily since it is unlikely that he fully appreciated that his left rear wheel was on the grass until it was too late, and in any case he was definitely not the aggressor. However, older heads in racing have suggested that, with greater experience, he might have eased a fraction and survived to race another lap. Call it 90/10 when assessing percentages.

At the time of the incident there was a degree of feeling that the well of tolerance for Irvine had long since run dry, not only after the Suzuka Incident but because of his apparent insouciance at the FIA hearing into it during the winter. Certainly, he did not win himself any friends in high places with his attitude on that occasion.

Ultimately, though the punishment may have been harsh, it might also be just what is required to focus his thoughts. Without Brundle's problem the entire incident would most likely never have occurred. Brundle





**Track officials clear away the aftermath of the four-car accident.**

himself was not even aware that it *had* happened, until he saw the video footage. "I woke up thinking, 'I've had an accident. How strange.' But I didn't know how it had happened. And I was wondering what the other cars were doing there." The blow he received on the head from Verstappen momentarily knocked him unconscious, split his helmet in two, and broke the McLaren's rollhoop and headrest. Of all the drivers he had the luckiest escape from an incident that could have decapitated him, but he merely commented: "It was basically a horrible set of coincidences."

Thankfully it's been a while since there were any witchhunts against drivers in F1, as poor old Riccardo Patrese will tell you. Back in 1978 his actions from the Swedish GP, when he relentlessly baulked Ronnie Peterson, were thrown back at him in the aftermath of Ronnie's fatal accident at Monza. Even though Riccardo categorically had nothing to do with the Swede's shunt, blame was heaped upon him (particularly by the late James Hunt) and as the mud stuck he received a one-race ban. Some of the drivers who insisted on it will today admit to being ashamed at the way they were swept along.

The blame in the Brazilian GP incident was more clear-cut since it was captured so well by television, and in the light of the spectacular failure of his appeal against a one-race ban – which the FIA increased to a three-race suspension at a hearing in Paris on April 6, whilst simultaneously waiving the original \$10,000 fine – Eddie Irvine might be well advised to have a cold heart-to-heart with himself if he is to avoid being labelled as the '90s equivalent of Willy Mairesse.

The Irvine Incident II was not the only unsatisfactory point in Interlagos. The FIA, for reasons better known to itself but which are believed to have concerned money, had taken on new timekeepers in place of Olivetti, who have served F1 so faithfully for years. Motor Sports Timing, well-known for its work in British racing circles, had the unenviable task of following a tough act, in conjunction with trusted TAG Heuer, and sadly dropped the ball on a number of points. The most prominent was crediting Berger with second place on the first lap in the official lap chart, when it was of course Alesi, who had taken over the spare Ferrari which still obviously carried the number 28 signal. It mixed up the laps for Gachot and

Beretta too, who collided on lap one. There were unacceptable delays getting times printed during practice, and the lap-by-lap race screen information was confusingly presented. Teams were irritated to find that they were now denied some information given out readily in previous years. It will all get better, of course, and this was the first try, but information is the key to communication, and if the FIA wants its championship broadcast accurately round the world, that's what everyone involved needs.

Then there were the anxious moments that Benetton had to endure shortly after the race, when Jordan lodged a protest concerning the aerodynamic splitters fitted to the sides of Schumacher's winning car. Jordan had not felt moved to lodge its protest after scrutineering, when FIA Technical Delegate Charlie Whiting had invited all and sundry to do so if they felt there was anything they disliked about their rivals. That surely would have been the time to settle the matter, particularly as it is a bone of contention at which Jordan has been gnawing for some time.

Basically, anything that protrudes from the car should be reflected in the overall plan of the chassis' flat bottom. In other words, if rear-view mirrors stick out then there should be corresponding 'shadow plates' on the base of the chassis. That's why you see those funny little bits sticking out just behind the front wheels. Jordan has long believed that the aerodynamic splitters should also have similar shadow plates, but since they were first introduced by McLaren in South Africa last year, there was little patience in most quarters when the team lodged its protest after the race. It seemed churlish and ill-advised, and certainly lost the team a smidgeon of the respect it has built up over its years in F1. In particular it scored a big zero with journalists racing to meet a very tight deadline before they flew out of Brazil within five hours of the race finishing. All in all, Eddie's boys rather had the gun pointing at their own feet on that occasion, and it must be reported that when Schumacher's victory was upheld and it was announced that the 2500 Swiss franc protest fee would not be returned, there was spontaneous applause in the press room.

DJT

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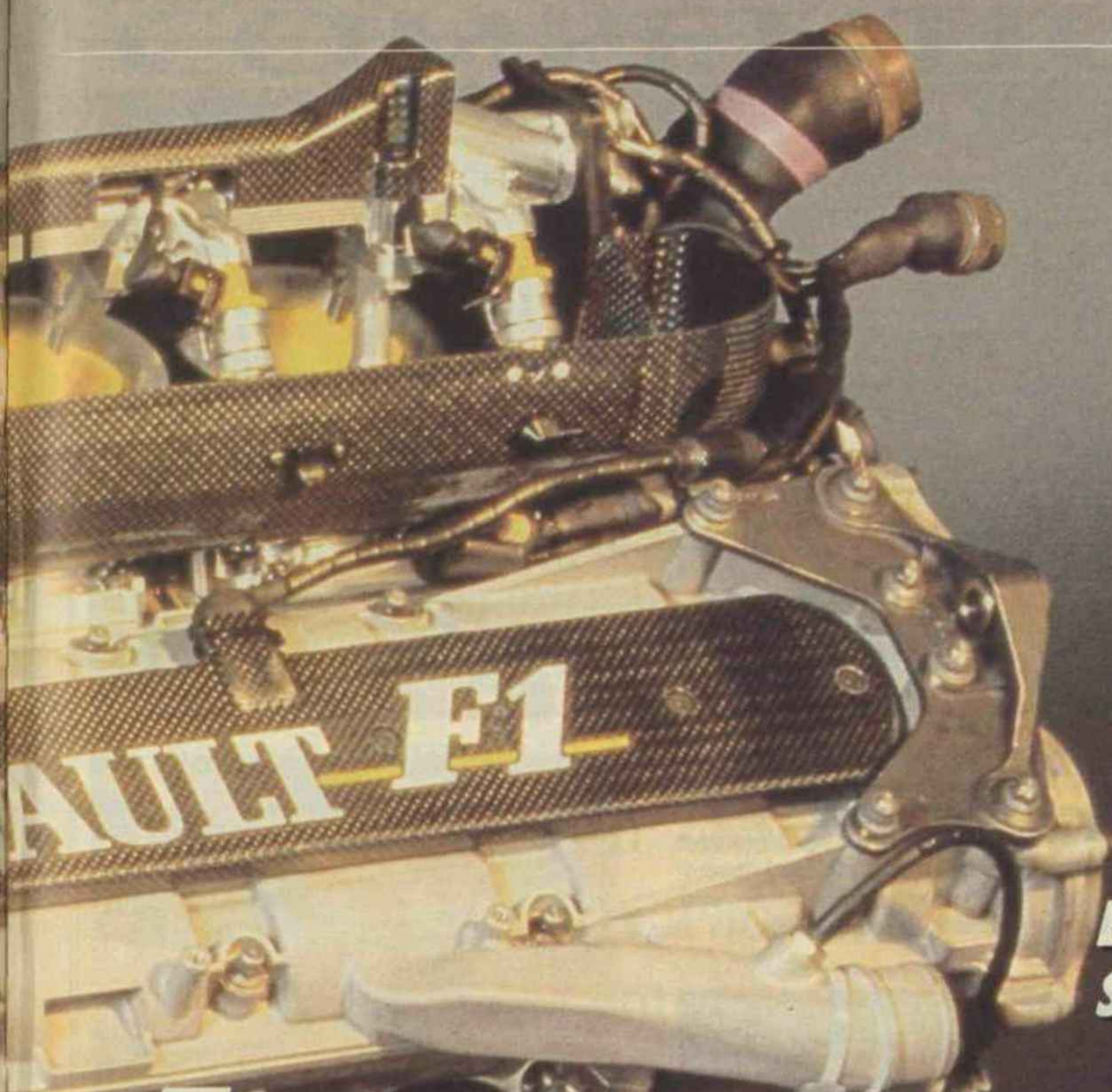
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# One step





*Even before Brazil, Renault Sport admitted that it was impressed by the Ford Zetec-R. With development of its own RS V10 now levelling off, the French are getting ready for a new wave of F1 engine technology...*

# beyond





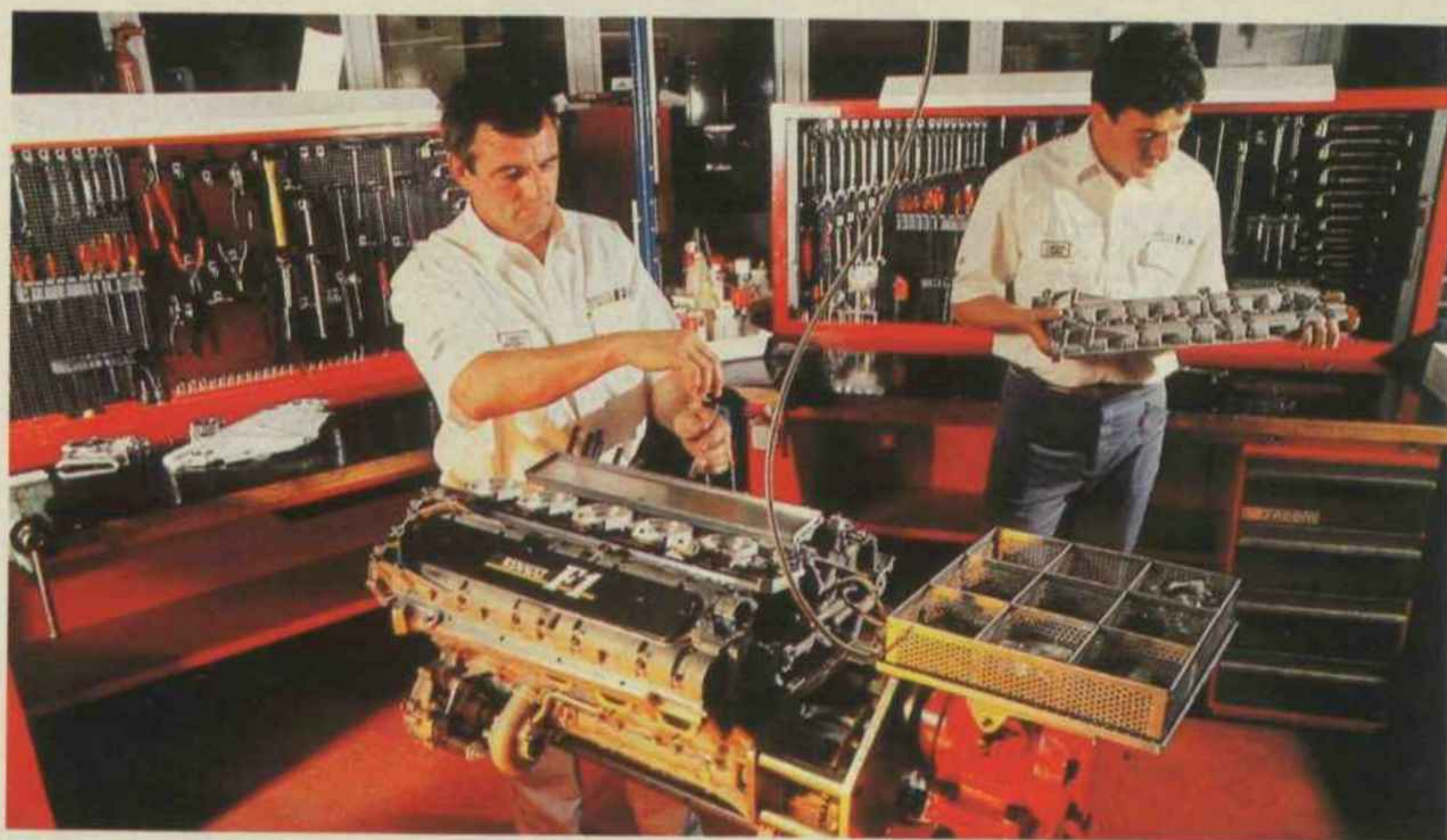
Everywhere you look, there are souvenirs of Alain Prost. In amongst the myriad posters and photographs of the four-times world champion you might see the occasional glimpse of Nigel Mansell, Damon Hill or Riccardo Patrese, but the dominant figure around the walls and corridors of Renault Sport's FI headquarters at Viry-Châtillon, to the south of Paris, is the recently retired M Prost. One shouldn't, suggests Jean-Jacques His, manager of engine development, attach any particular importance to the proliferation of Prost memorabilia, the most conspicuous form of which is a pit signalling board hanging above the doors in the engine shop. Its message is a mixture of pride and simplicity: 'Alain Prost - 4e. titre mondial'. It symbolises that the business left unfinished after Kyalami 1983 has at long last been concluded.

"We have no favourites," grins His. "We are Prost fans, but also Senna fans. We don't care about stories between drivers, between Alain, Nigel, Ayrton and so on. We have been happy to work with them, with their qualities and also with their defects from time to time. We have appreciated them in different ways. We were happy to work with Alain; now we are happy to work with Ayrton as well."

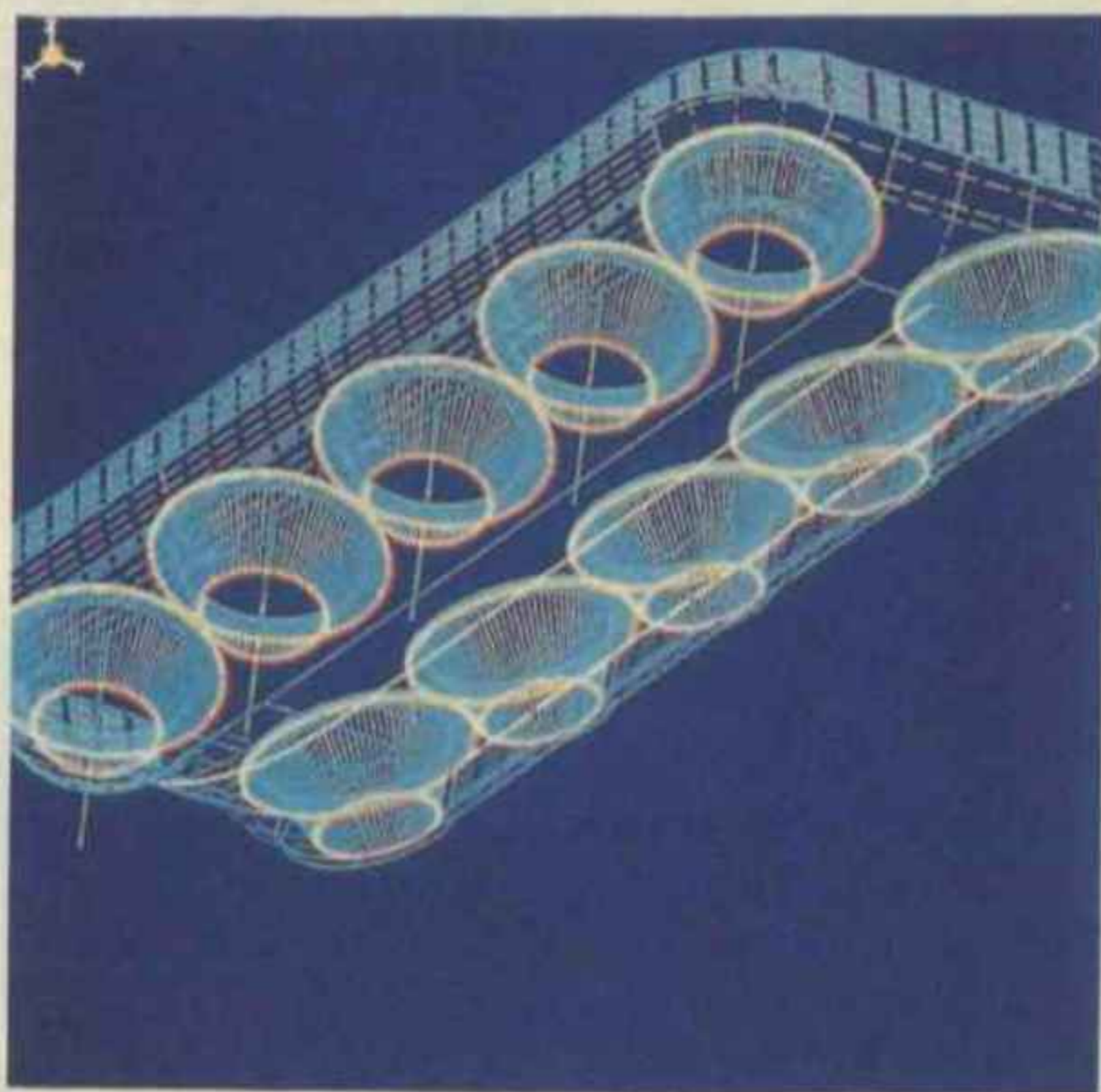
His views are typical of Renault Sport's pragmatic approach to the job in hand. While the powers-that-be in Renault's road car HQ to the west, at Boulogne-Billancourt, might be concerned about Peugeot's arrival in Formula One, those at Viry-Châtillon refuse to let potential marketing propaganda divert them from their principal objective. "You have," says His, "to differentiate between this side of the company and Billancourt. Inside Renault Sport we don't care a lot about Peugeot, because they are just another competitor. It's different for the road car division, because Peugeot is the biggest rival. For us, we think the same about Peugeot as we would about Honda, Ferrari or Ford. We want to beat all of them."

Although it has only been back in FI since 1989, Renault has observed countless technical advances. Amidst the mixture of hi-tech lustre and fading 1970s charm that forms the backbone of the plant at Viry-Châtillon (first occupied back in 1968 by Amédée Gordini), there are pockets of evidence. You only have to look at the row of V10s nestling by a staircase, from the now gauche-looking RS1 with its labyrinth of belts to the compact, gear-driven RS4 that forms the basis of the subsequent RS5 and current RS6 units. Their neater packaging is helped not only by Renault's endeavours, but by those of key suppliers such as Magneti Marelli. Take a look at how engine management systems have shrunk from something that looked like a suitcase set to a neat little parcel of paperback dimensions.

However, His and Renault Sport technical director Bernard Dudot agree that the biggest performance gains since the marque returned to FI have come through superior mechanical engineering. (His grins, however, when he recounts that during his time



The RS engine shop (above) is responsible for around 300 V10s per annum, including rebuilds. The newest dynos (right) will tolerate 18,000 rpm and 1000 bhp. Although engineers stress the importance of human inspiration, CAD systems (below) account for about 90 per cent of drawing office activity, and allow for incredible precision (left).



at Ferrari, before the advent of electronic gearboxes, it was easy to tell which driver had been using which components. The difference between a set of Berger's dog rings and a set of Alboreto's was silk and sandpaper.) Ever more sophisticated CAD equipment helps the process, though His and V10 project manager Philippe Coblenz stress that the value of *homo sapiens* shouldn't be discounted. In an age when computers are fit only for scrap if they can't

simulate rotating parts to minuscule tolerances, and we're talking thousandths of a millimetre, there is still scope for cerebral flair. "You need a bit of both," says His. "The first step is inspiration. You want a good knowledge of the products. You have to know the limits before testing them out on the computer to see whether they are good or not. The computer holds the final solution."

"Things are not like they were in the turbo



# COMPETITION



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4. How many Grands Prix did Juan-Manuel Fangio win?
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## Answers (tick correct box):

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| 3. <input type="checkbox"/> 1984                | <input type="checkbox"/> 1987             | <input type="checkbox"/> 1990              |
| 4. <input type="checkbox"/> 19                  | <input type="checkbox"/> 32               | <input type="checkbox"/> 24                |
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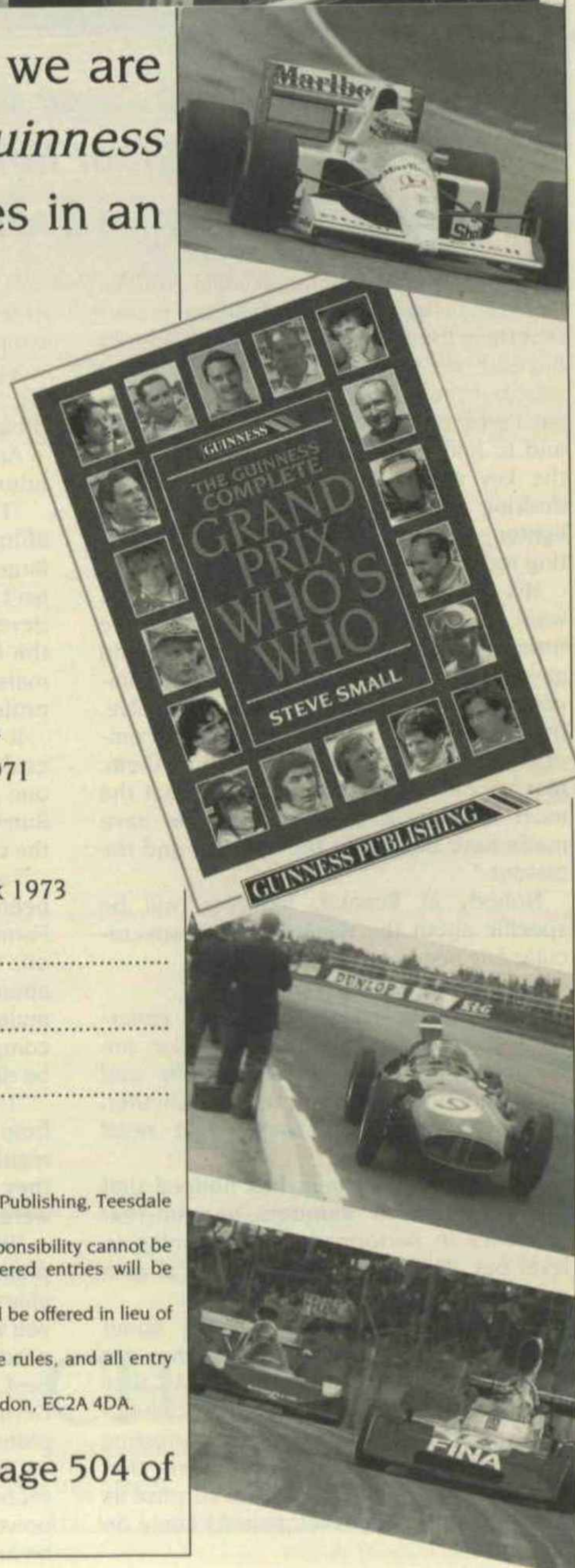
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Read our review of this comprehensive new book on page 504 of this month's MOTOR SPORT.







***"We think the same about Peugeot as we would about Honda, Ferrari or Ford. We want to beat all of them"***

era," says Dudot. "Then, our main concern was combustion. Now, that is still an important thing for us, because as engine speeds increase we have to burn fuel at a faster rate, but the *main* focus for us is mechanical. Performance comes from engine speed, and to find more speed we have to refine the key mechanical parts. More precise drawing techniques have allowed us to lighten, and improve, crankshaft, connecting rods, distribution, gears and so on."

His continues: "With a race engine, you want to improve everything at the same time, at the same pace. An engine revs and gives power at the level of its worst component. You may be stopped by the valve, the conrod, the valve spring. Any component. You have to improve all of them. Mechanical and electronic. I think that the most impressive improvements we have made have been with the conrods and the pistons."

Nobody at Renault, however, will be specific about the results of such spectacular engineering precision.

Maximum rpm? Peak power?

Don't bother asking. The latest generation dynamometers at Viry-Châtillon are capable of absorbing 18,000 rpm and 1000 bhp, and they won't tell you whether, or when, they think they might need replacing.

With the RS6, Renault has noticed that the graph which monitors year-on-year increases in performance is beginning to level out. The next big technological gain may not be far away.

Renault's engineers are as coy about what they think this might be as they are about their performance figures. All they will say is that they are working in conjunction with Aérospatiale on several interesting new areas, and Coblence is confident that Renault will have the capacity to surprise as and when any new developments come on stream.

"Our work with Aérospatiale involves new ideas and new materials," says Dudot. "I cannot give details, but we know that we are working in a good direction for the future. We are also collaborating on an electronics programme, to help improve reliability."

Are ceramic materials likely to feature in future Renault racing engines?

"They already do, to a small degree," affirms Dudot. "We are not ready to use it in large quantities in the engine, because it isn't yet reliable enough. It isn't our job to develop ceramics; it's up to specialists in the field. We use small quantities of such materials on the engine, to provide surface protection, but that's all."

It all makes one wonder what is concealed on test-bed number seven, the only one to which the press is denied access. Rumours say it has eight cylinders, and that the ceramic content is substantial.

Talking of eight cylinders, there have also been rumours that Renault has one eye on a Formula 3000 project, but Dudot laughs it off. "We are returning to F3 this year, and we already have Formule Renault Campus, Formule Renault and F1, so I think it would complete the set, but F3000 is something to be discussed at another time.

"I think the F3 is very interesting for us from a technological point of view. The regulations are incredibly stable. Basically they are the same as they were when we were last in F3 a long time ago.

"We have chosen the British Championship for the programme (with multiple champions West Surrey Racing), because if you want to test the competitiveness of your product you have to race against the very best, and that meant running either in Germany or Britain. The French championship isn't as strong at the moment."

Dudot, whose son is set to contest a second season of French F3, with Fiat power (!), denies that the F3 programme will be an unnecessary diversion. All the work is

being done away from Viry-Châtillon, albeit under the complete control of Renault.

At Viry, they concentrate only on Williams's engine supply. Ligier's V10s are tended by Mécachrome, but Dudot keeps a close eye on developments at Magny-Cours. At the time of our discussion, he was as intrigued as anybody to know what exactly lay in store. "It's a complete mystery to me," he smiled, "and I'm interested to know because we want to take a decision on whether or not we can agree to supply the engine to the new owner."

And if that owner happened to be Benetton, whom he accurately predicted – this was before the Brazilian GP – would be a stern rival this year? Wouldn't it constitute a risk, allowing your chief adversary to have direct access to one of your strongest weapons?

Dudot smiles.

The flipside, of course, is that such a deal would create a Schumacher/Renault marriage in 1995, and the prospect of having the German as an ally inevitably appeals as much to a racer like Dudot as it will to the marketing men who appreciate Benetton's dynamic image across Europe.

Schumacher and Benetton apart, there are other things which concern Dudot about the balance of the F1 season. Ferrari, he thinks, will return to full competitiveness before long, and he shares many people's reservations about refuelling. "Even if the equipment is sophisticated and, in normal circumstances, not too dangerous, that doesn't take into account the human factor. During a Grand Prix, pit stops happen in a real hurry, and as you need two or three more people per car there will be more congestion. I don't know what might happen."

And it isn't only the potential hazards which concern him.

"Because the machinery is designed to be safe, it is very robust – about 1500 kg, very heavy. The cost of air freighting just one machine to places like Brazil and Japan is expensive, and we need two!"

Generally, though, the mood in Viry-Châtillon is as relaxed and confident as one would expect of a company that had powered the last two world champions and had high hopes of a hat-trick, Schumacher notwithstanding.

The V10 may be nearing the end of its development, but Coblence is unconcerned. "Our target for this year is to make as much progress as possible with existing materials. Racing cars have changed very little in a long time. Until five years ago, the cars did not change very much. Then with electronics, suddenly there was a big step forward. I think it will be the same with new materials, though it's difficult to predict *exactly* when that will be. An engine has so many facets, and not until all of those facets have been perfected will the new materials come on stream. Some things are close to being ready, but they can't be introduced just yet."

He smiles knowingly, but impenetrably.

The next great leap forward may not be far away . . .

S A



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# The Third Man

**Toyota got the win it wanted in Kenya, but not from the anticipated source**

In the small hours of the morning, a car climbed the ramp in Nairobi after the first leg of the East African Safari Rally, a near-continuous drive to Dar-es-Salaam in Tanzania and back, spanning some two and a half days. Its red-eyed crew, limbs stiff, shirts, shorts and even skin stained red-brown with either murrum dust or mud, climbed out wearily. They were dog-tired, but happy to be where they were and looking forward to the second leg, into Uganda and a short stop in Kampala and then back to Nairobi. But first they wanted a sandwich or two and a quick wash and brush-up. The controller rechecked their time card, looked at his clock and remarked, "You chaps have just got time for a quick pee. You're due to restart in five minutes."

Such was the Safari in those days, not so long ago, when it ran through all three countries of East Africa. Maximum lateness could be anything up to six hours or so, and was often extended far beyond that. But lateness ate into the rest stop, and if you were seven and a half hours late arriving at what was a scheduled eight hour stop, you only had half an hour before you were due out again.

No one complained; no one suggested improvements. It was the toughest rally in the world and this was what everyone wanted.

In the meantime, however, the FIA has carried out a crafty dilution policy with the result that the Safari is a shadow of its former self. It runs for four days instead of five; it has three night stops instead of one and has no night running at all (stragglers excepted). The latter plays to the gallery of film makers, making rallies more attractive to TV companies, so that the FIA's offshoot film-licensing (accreditation) company in London can reap handsome filming fees for no outlay whatsoever. We warned some 20 or so years ago that meddling European hands should be kept off the Safari...

Notwithstanding this, the Safari, sponsored by Kenya's Trust Bank and Shell

Kenya and handsomely supported by Kenya Airways, remains unique. It is by no means as tough as it used to be, but it is nevertheless on a level above all the others. It is the only one which is timed in minutes rather than seconds and the only one which runs on open roads rather than sterile special stages. Who needs seconds when the winning margin is 25 minutes and more than nine hours separate first from 10th?

In the words of one competitor, "The Safari is the last real rally."

The timing system this year turned the clock back somewhat. Instead of having target times for competitive sections, some of which have been cleanable in the past, each of these sections had targets of zero, which meant that one's actual time taken was one's penalty. In this way, there was no chance of anyone cleaning such a section and losing the advantage of a gained minute or two just because someone else, although slower, also cleaned it. There were fears that FIA delegates, of which there were several, may have objected, but the system produced no more hazards than the old target system and is, after all, no different from European special stage timing methods.

Incidentally, one of the officials listed in the regulations was called "guest of honour", an FIA man there at the expense of the organisers for no more reason that we could detect than a free holiday. When the organisers' coffers are rather bare, as they were said to be, is such costly kow-towing really necessary?

Practice and testing often go hand in hand in Kenya, although a Celica had been in the hands of Ian Duncan for some six months in advance so that he could report on what broke and engineers could devise remedies. During the few weeks before the rally, rain fell in abundance, delighting farmers and those who hoped for a wet Safari. But it all cleared away and, apart from light rain over the start ramp and a few

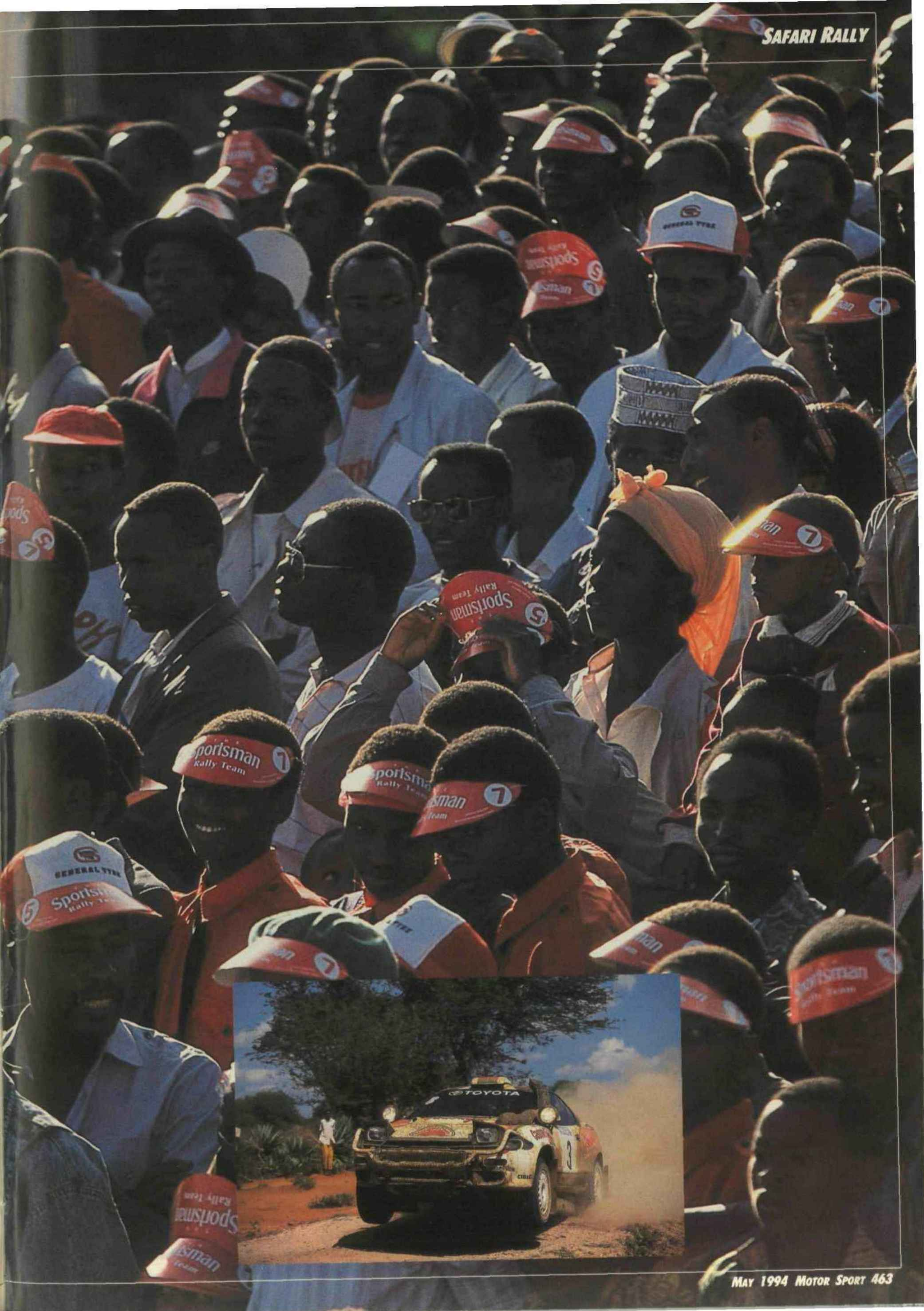
scattered showers thereafter, the rally was predominantly dry, albeit with the rough patches caused by washaways produced by rain-induced instant rivers.

Juha Kankkunen has a slight setback during his practice period. Taking a break from note making, he and Nicky Grist indulged in both golf and water skiing, and whilst engaged in the latter at the Kenya coast the Finn had a small mishap and broke a toe. But it soon stopped being painful.

As usual, helicopters were in plentiful supply, but they should have no place whatsoever in rally servicing. Such artificial means of producing instant aid are entirely alien to the concept of rallying. As a safety measure they are unbeatable, but to carry mechanics, spares and fuel, and to call out hazard warnings from the air whilst flying overhead their precious cars, they are no more than the tools of the well-heeled, giving works teams a huge advantage. I have no doubt that the daylight-only rule came about not only to pander to film makers and induce them to part with huge facility fees, but to allow manufacturers to have their attendant helicopters to overfly their cars every inch of the way. We have even heard them called by radio to land quickly so that their crews can change wheels after a puncture, and that is about as far from the true spirit of the sport as you can get.

Entries this year were as thin on the ground as they were in 1993. The only real works effort was that of the Toyota Castrol team which sent four cars from Cologne for Juha Kankkunen/Nicky Grist, Didier Auriol/







Bernard Occelli, local men Ian Duncan/Dave Williamson and, from Japan, Yoshio Fujimoto/Hakaru Ichino. The works Toyotas were on Michelin tyres and were fitted with bigger fuel tanks than usual, frontal protection bars and snorkel tubes leading from the engine air intakes.

Other, private, Celicas were in the hands of Jonathan Toroitich, the Kenyan president's son, Satwant Singh from Zambia and Yasuhiro Iwase from Japan.

There was no official entry from the UK-based Mitsubishi Ralliart team, but a Japan-prepared Lancer came for Kenjiro Shinozuka who was partnered by his co-driver of last year, Pentti Kuukkala from Finland. The same applied to the Subaru. Nothing came from Prodrive, but there were two Japan-built Group N Imprezas for local man Patrick Njiru (who speaks Japanese after being educated in Tokyo) and rising British newcomer Richard Burns. Kenyan Hasmat Shamji also had an Impreza. The Mitsubishi was on Yokohama tyres and the newly ratified Subaru on Bridgestones.

Rudi Stohl, the rallying adventurer from Austria, drove his Audi S2 Quattro with Jürgen Bertl, the former Toyota co-ordinator from Germany, whilst Azar Anwar drove a Subaru Legacy with Shailen Shah. Michael Hughes, son of clerk of the course and former winner Peter Hughes, was in another Legacy with Mark Jennings.

Mark Tilbury and Chris McLean drove a Nissan Pulsar, whilst Rob Hellier and Phil Valentine were in a Mitsubishi Galant VR4. From Austria, Stefan Reininger and Robert Csoz brought a Subaru Legacy. Howard Paterson came from Britain to drive a Vol-

***"John Ngunjiri arrived late at the start ramp. His little daughter had hidden his car keys..."***

kswagen Golf partnered by Mohammed Verjee, whilst local men Sammy Aslam and Joey Ghose were in a similar car. Local Britisher Robin Boyd-Moss drove a Ford Sapphire Cosworth with Mark Trower.

Down the field, the most intrepid (and optimistic) entry was that of Germans Michael Kahlfuss and Ronald Bauer. This resolute pair drove the same, diminutive Trabant as they used in the RAC and the Monte-Carlo Rally, its 598 cc two-stroke engine hardly being capable of getting the car up some of the steep climbs, let alone get to the finish. But they nursed and fettled the car most of the way, replacing the various broken parts themselves, and only went out when they exceeded maximum

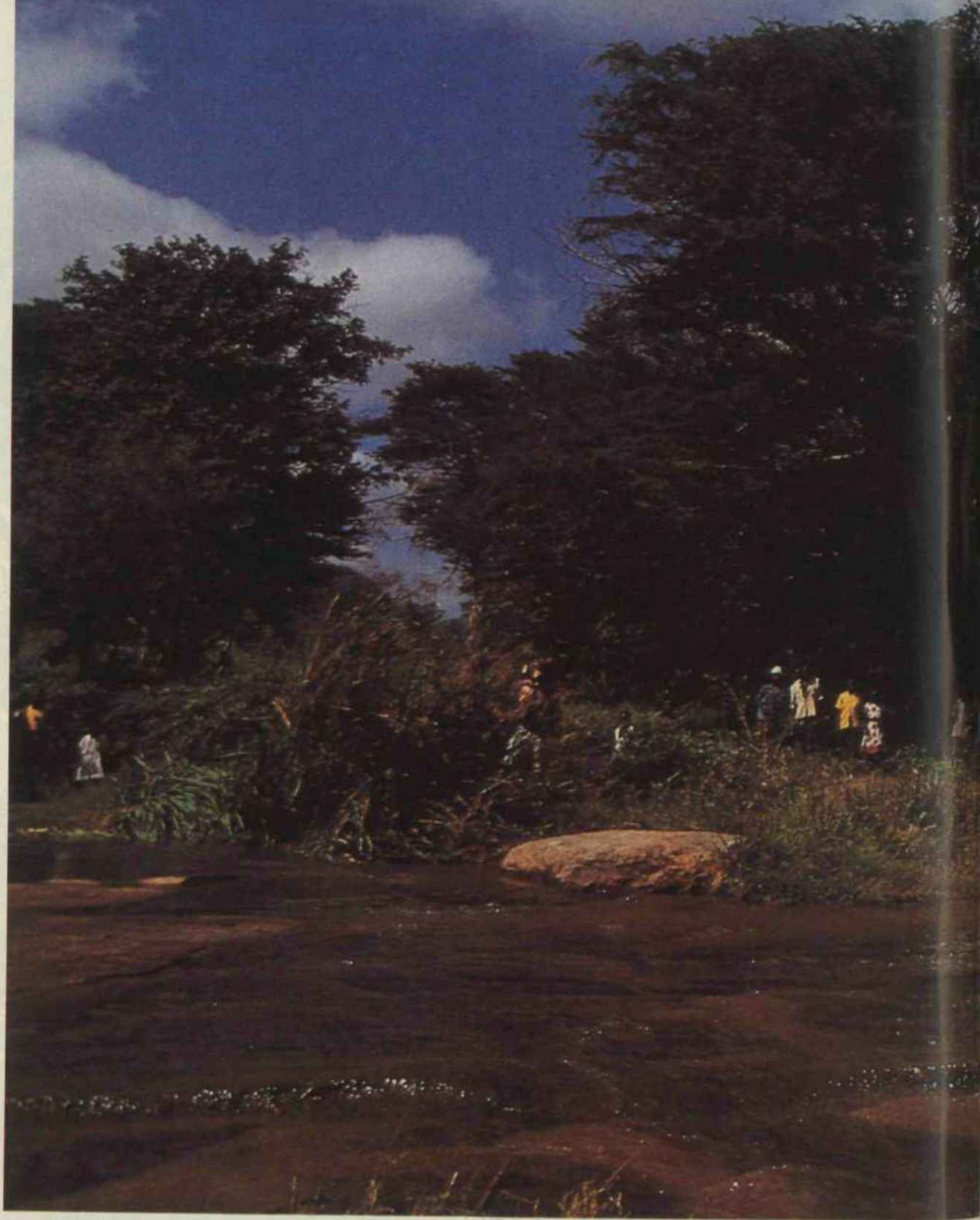
lateness, to the disappointment of many.

Whilst much rain fell during the practice period, causing many ruts and washaways, it all cleared away before the start, delighting some (but not all) farmers and sending spray pilots scuttling for their Pawnees and Ag-Wagons, forsaking their planned Safari jobs. Nairobi was dark and dismal on the Thursday morning of the start, and there were even some showers, but this is not unusual and the grey skies soon gave way to blue, the wet tarmac leading to dry, powdery, dusty murrum as the rally moved southwards.

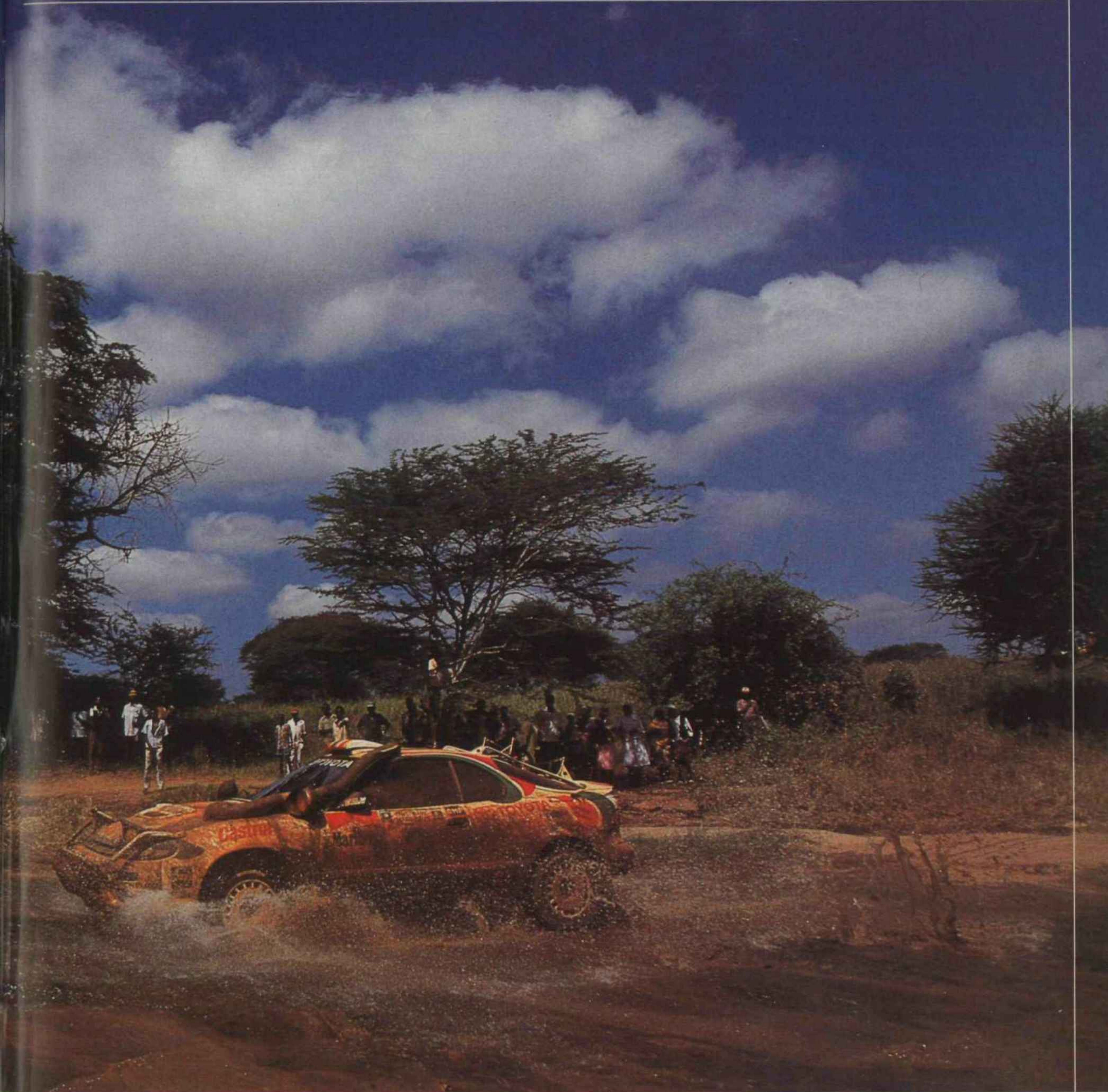
The first leg went via Ngong to the first competitive section to Oltepesi, the first time we recall this particular road being

used in the Safari. It then went via Olepolos, gateway to the Kedong Valley, before heading across the bush to Kajiado, where it crossed the tarmac road to the Namanga border with Tanzania and then headed further north to Sultan Hamud, on the main Mombasa road. From Emali, also on the Mombasa road, it skirted to the east of Machakos, via Wamunyu, and returned to Nairobi though Matuu and Thika.

One of the unlucky starters was John Ngunjiri who arrived late at the start ramp in his Mazda 323. His little daughter, upset at being told she could not go to wave him off, had hidden his car keys and it took a while to persuade her to reveal the hiding place. We understand she was finally allowed to







see her father on his way.

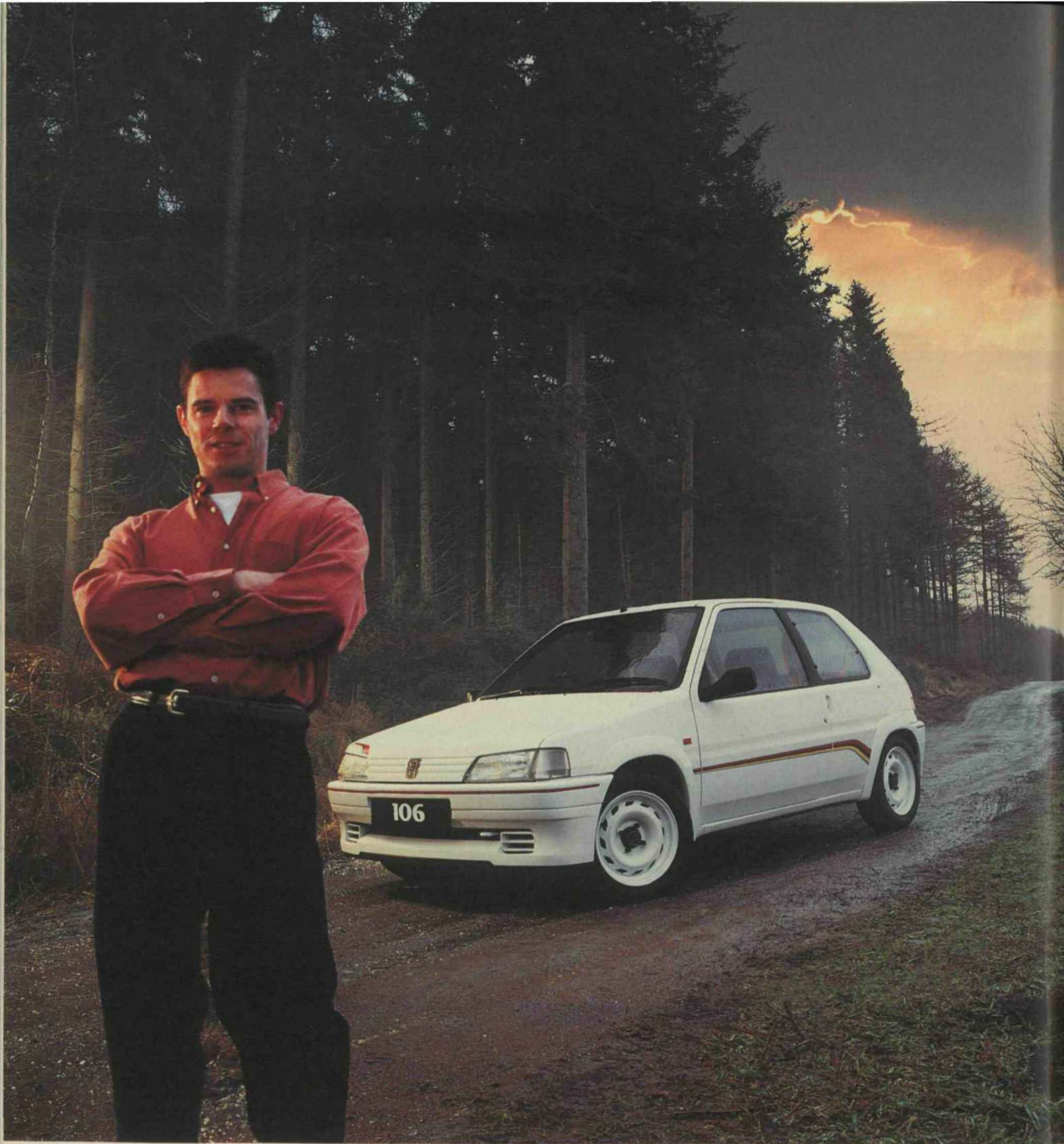
From the start, Auriol, even though he had been given a whole bag full of advice and had paced himself in practice, could not find the right rhythm. It seems that he went far too fast and was delayed by problem after problem, although he and his co-driver said that they had taken it easily. A split driveshaft gaiter led to eventual shaft breakage, leading to three lost minutes on the easy, 10-mile tarmac section (20 minutes allowed) from Sultan Hamud to Emali. The shaft proved difficult to replace.

Later, a broken front strut was followed by a front left puncture, the repair of which was carried out by a chase car crew



**Didier Auriol (above)** suffered suspension breakages early on. His first trip to the event yielded third place. Austrian adventurer Rudi Stohl (left) finished sixth.





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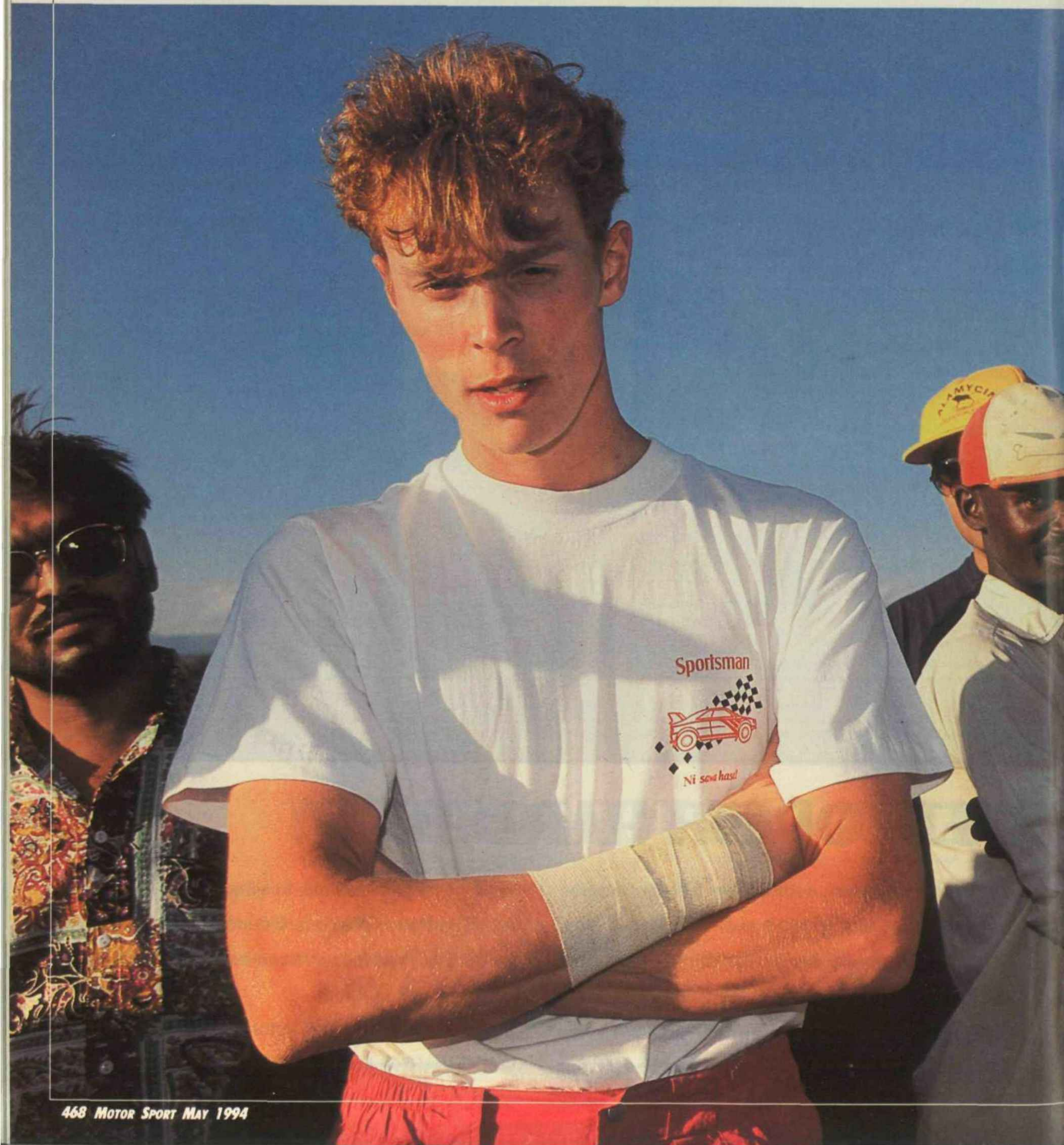


**Group N winner Patrick Njiru (right) scored the best overall WRC result for such a car. Team orders helped his cause, however. Safari debutant Richard Burns (below) had to play second fiddle on this occasion.**



who took parts from their own car. Not long after, the disabled chase car got under way again after parts were delivered by one of Toyota's helicopters. Later, the rear suspension collapsed and Auriol lost a whole hour, a fatal delay by European standards but possibly recoverable in such a difficult and unpredictable event as the Safari.

At the end of the day, Auriol was down to 10th place, but he was quite adamant that he had not been driving too fast. He was desperately trying to overcome his European instincts and to drive at something like 75 per cent of his normal pace.





Duncan, in the meantime, also had a driveshaft gaiter break, which led to another failure, whilst a strange fault in the wiper/washer circuit resulted in both being on all the time. The only way they could turn the irritating things off was by removing the fuse, and the matter was not even put right until the next day, a worrying defect considering the number of wet mud holes around.

Fujimoto's main concern was to beat Shinozuka and thereby gain much publicity back home in Japan. But he went off and hit a tree so hard that the windscreen smashed,

the co-driver's door was destroyed and the seat ripped from its mountings. He got to the end of the leg, but a hospital X-ray revealed that poor Ichino had suffered an upper pelvis fracture.

As the latter was almost unable to get out of bed in the morning, the decision was made that the car should be withdrawn.

Burns broke both his front struts in the first competitive section and lost a couple of minutes to team-mate Njiru. He found it difficult to cope with having to drive at what he called 50 per cent and was quite taken aback when a thrown stone shattered his

rear window. Njiru collected two punctures during the day, whilst Stohl had both a puncture and a broken gearbox oil pipe. He and Bertl replaced both themselves.

Iwase lost two hours when a front strut broke on the first competitive section and later stopped when his fuel pump failed. Toroitich had a broken rear strut replaced, and lost some three minutes when he had the misfortune to arrive at Sultan Hamud just when a train was going over the level crossing between him and the main road. British privateer Howard Paterson stopped early in the day when the sump of his Golf

***"Having Duncan in the lead, with Auriol several places back, was something of an embarrassment"***

broke before Kajiado.

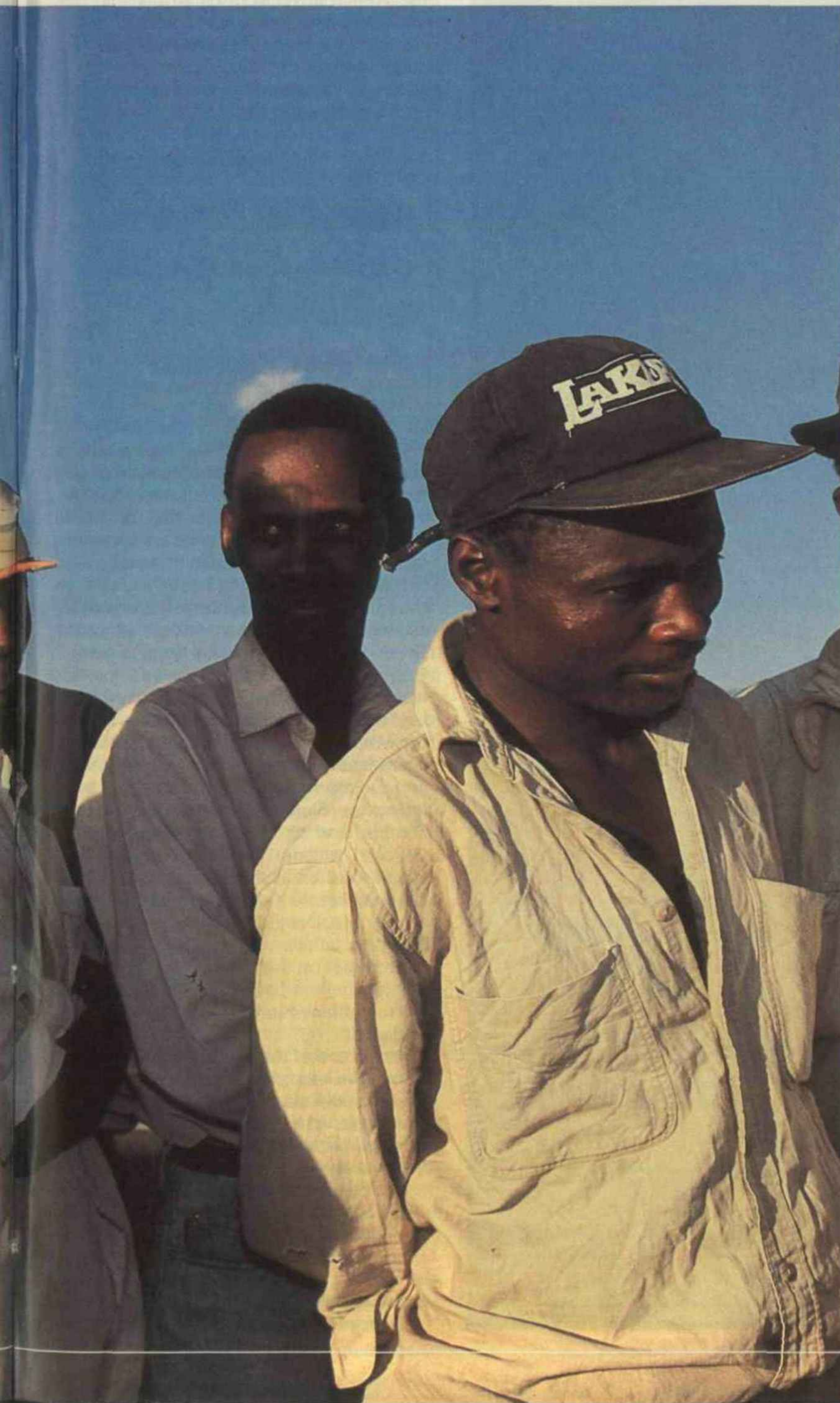
At the end of the day, Kankkunen led from Duncan by six minutes. Shinozuka was another 10 minutes behind and Burns another six, the latter doing very well on his first trip to Kenya. The indefatigable Trabant crew was 31st of the 33 who finished the leg. Auriol was still 10th

In Europe, it is often the practice for delayed works drivers to be moved up on the road so that they would not have to encounter slower drivers. Whether this is right or wrong is a matter of opinion, but the principle was followed even in the all-road Safari, and Auriol restarted sixth.

The second leg again went to the south, skirting Machakos and looping through an extremely tortuous but somewhat boring (Kankkunen called it "Mickey Mouse") section in the huge Mwatate sisal plantation before going through the Taita Hills from Bura to Ndi.

It was here that the rally changed completely. Earlier, it had been said that Duncan had been told to stay second to Kankkunen, but, just before Ndi, the Finn hit a rut on a piece of straight road and rolled several times. His head cut and with slight concussion, he was later taken away by one of Toyota's helicopters and, when he could be located, seen by the team doctor. Both Kankkunen and Grist were then taken to a Nairobi hospital where their injuries were found not to be serious.

Duncan, still suffering from a stomach disorder which had struck him the previous day, found himself in the lead, throwing the Toyota people into something of a turmoil, although they would not admit it. Their first winning choice had been Kankkunen, followed by Auriol, and having Duncan in the lead, with Auriol several places back, was something of an embarrassment, especially as Shinozuka's Mitsubishi was second. To







lose to a Mitsubishi would be a huge loss of face.

Shinozuka's gearbox began losing oil, causing his clutch to slip, but both units were replaced at the end of the leg and the Lancer was in fine fettle again. Auriol, on the other hand, was going rather slower than he had the previous day. Nevertheless, he broke front struts again in the Taita Hills and nearly hit a *matatu* (a pick-up truck converted into a bush taxi). He complained of being dusted by Burns, but this is the word of one Safari newcomer about another and should be taken with a pinch of salt. The French driver kept on saying that this was not rallying, but, never having done the event before, he had no experience of from which to draw.

Burns had a misfortune before

***"The Safari has had enough of Europeanisation. It is now time to call a halt and keep the event African"***

Machakos. His brakes failed, he hit a bank (dislodging a German photographer) and emerged from the section on three wheels, the right rear folded under the car. There was great activity in service as the (non-rally) mechanics from Japan frantically tried to repair the car. Having lost 25 minutes on the ensuing tarmac section into the Nairobi approach control, the car still went into the closed park with some vital bolts missing.

Njiru collected a puncture and lost his rear window, so that dust became a problem, especially on the powder-fine roads of the Mwatate sisal estate. Later, his sumpguard had to be put back on properly and a new radiator had to be fitted.

Satwant Singh, the African expert from Zambia, had to be towed home after his Celica's engine blew, whilst Michael Hughes, after his rear diff had to be changed before Kajiado, suffered the same engine fate. Donald Smith spent considerable time at Hunter's Lodge, a popular "waterhole" on the Nairobi-Mombasa road, having the sumpguard of his Escort Cosworth tightened up and a broken half shaft replaced.

At the end of the leg, Duncan's lead over Shinozuka was 16 minutes – a huge margin by European standards but a mere click of the fingers in Kenya. Njiru was another 32 minutes back and Burns another 15. Auriol was just two minutes behind Burns.

For the third leg, Auriol, although he was fifth, was moved up to third on the road, and later he clawed his way to first on the road, and one wonders whether stewards should be allowed to give such advantageous aids to works crews?

Duncan hit an impala which broke his



front suspension on the way through the Kedong Valley to the Narok road at Ntulele. Later, he was given new suspension units all round, plus a new wing and a headlamp. The radiator was not punctured, as was at first suspected.

Further north, after the double loop through the tortuous, undulating roads of the Mau Narok Escarpment, Shinozuka had a broken front suspension bracket replaced, whilst Auriol got in front on the road, Duncan then being slowed both by dust and by an intercom failure. Shinozuka actually waved Auriol on when he spotted him behind, but was later himself delayed when Auriol had a front strut break and Shinozuka was unable to repass.

Njiru hit a rock hidden in a mud hole, lost some 18 minutes at the time and later two more when his engine mountings needed attention. He also had turbocharger failure, the unit being replaced just before Eldoret. Burns, still with an oddly behaving car after his accident on the second leg, broke an engine mount and found gear changing difficult, whilst Shamji's Impreza caught fire on the way to Eldama Ravine. Hellier and Valentine stopped to help and he got under way again, but later he was slowed when his brakes failed.

Toroitich went out after a track rod broke in the Cherangani Hills. It was repaired, but the time taken put him beyond his maximum lateness at Eldoret. The Trabant had its steering fall apart on the Mau Escarpment, but Kahlfuss and Bauer simply replaced the lot with parts carried in the little car. Sadly, this took time, and the two adventurers from eastern Germany were time-barred at Eldoret.

Duncan's lead over Shinozuka was then 25 minutes, Auriol being another half an hour behind. Shinozuka's presence was obviously an embarrassment to Toyota. One got the message that, had Shinozuka not been there to split the two Toyotas, Duncan may have been told to let Auriol ahead. That is merely a personal opinion, of course, but everyone felt that the Mitsubishi was a fly in the Toyota ointment.

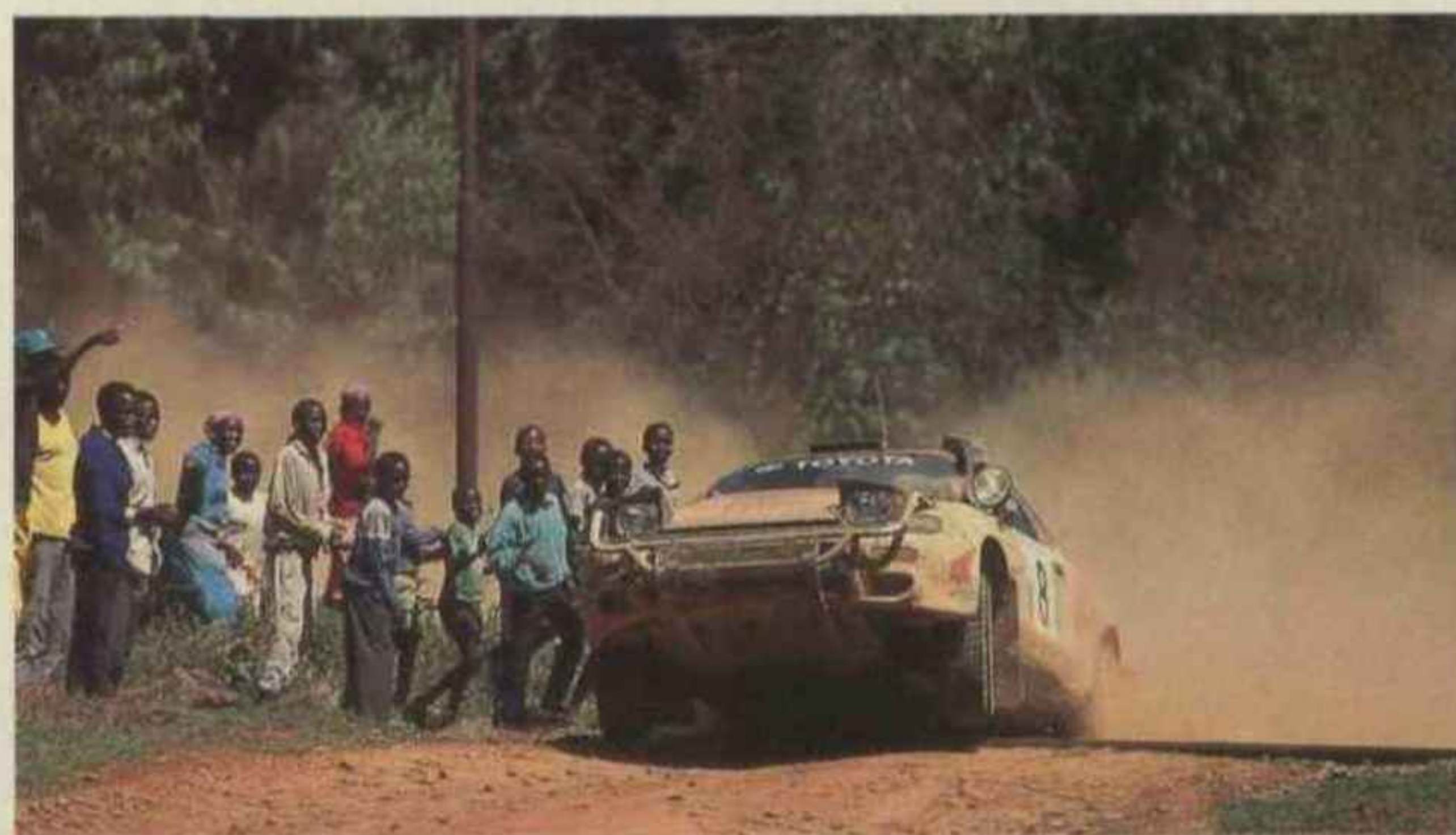
Fourth place was held by Njiru, an hour and a quarter behind Auriol and just eight minutes ahead of Burns, whilst Stohl was sixth, over an hour and half back. Hellier had needed to stop for a puncture replacement, to change his power steering belt and to bleed his clutch hydraulic system.

The final leg, after a rather sleepless night due to loud disco music in and around the Sirikwa Hotel in Eldoret, ran south, again over the Mau Escarpment and coming to a competitive end at Kongoni Farm on the north-western shore of Lake Naivasha, just where the dirt meets the tarmac. It was here that winner Duncan had a broken front shock absorber replaced, but there was no hurry. Indeed, the major concerns were providing clean T-shirts, washing the car and replacing damaged advertising stickers.

Prior to this, Auriol had needed yet two more front struts near Iten, where a helicopter crew came to his assistance, and it



Shinozuka (above) upset Toyota's wishes by splitting the Celicas with his Lancer. Fujimoto (below) had a spectacular time, but retired after hospitalising co-driver Ichino.



was about this time that he changed his tune about the rally. Earlier he had not been at all enthusiastic. In fact, he had been positively critical. But towards the end he mellowed and admitted to a fascination for both the country and the event.

Njiru collected a puncture but nevertheless arrived as Group N winner ahead of team-mate Burns, who had been certainly the quicker of the two, troubles excepted. Shamji retired his Impreza at Lanet, with the finish almost in sight, whilst Stohl made it to sixth place, albeit with an engine which sounded like a wailing warthog having its tail trimmed by a chain saw. Ugandans Hirji and Nakusa finished seventh, exclaiming that the 1995 Safari should take in their country as

well as Kenya, reverting to the old East African title.

What will happen next year remains to be seen. It is said that the rally will be a qualifier only for the two-wheel-drive cup, but the FIA is notorious for changing its mind so the outcome is by no means sure. The rotation principle may be fixed in theory, but what happens in practice is anyone's guess. One thing stands out. The Safari has had enough of Europeanisation. It is now time to call a halt and keep the event African. What's more, the organisers might consider removing their dormant fingers and seek the sponsorship and the entry that the event deserves. To repeat what we wrote some 25 years ago, it is still the greatest rally in the world . . .

G P

#### Trust Bank Safari Rally — March 31-April 3 1994

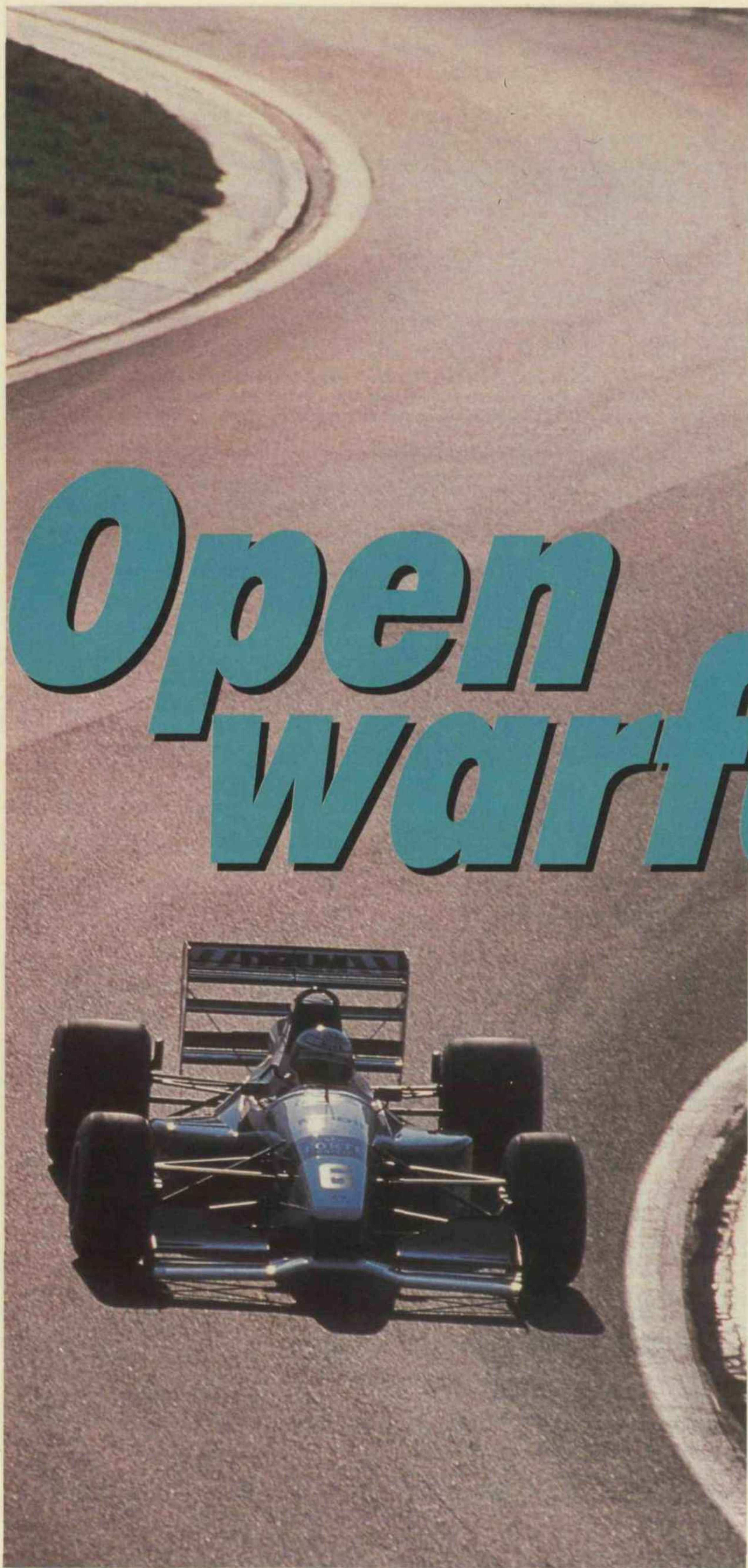
1	Ian Duncan / Dave Williamson (EAK)	Toyota Celica T-4wd, GpA	20h 49m
2	Kenjiro Shinozuka (J) / Pentti Kuukkala (SF)	Mitsubishi Lancer, GpA	21h 14m
3	Didier Auriol / Bernard Occelli (F)	Toyota Celica T-4wd, GpA	21h 59m
4	Patrick Njiru / Abdul Sidi (EAK)	Subaru Impreza, GpN	23h 30m
5	Richard Burns / Robert Reid (GB)	Subaru Impreza, GpN	23h 40m
6	Rudolf Stohl (A) / Jürgen Berti (D)	Audi S2 quattro, GpA	26h 30m
7	Karim Hirji / Frank Nakusa (EAU)	Toyota Celica T-4wd, GpA	26h 36m
8	Sammy Aslam / Joey Ghose (EAK)	VW Golf GTi 16v, GpA	27h 03m
9	Rob Hellier / Phil Valentine (EAK)	Mitsubishi Galant VR4, GpA	28h 04m
10	Azar Anwar / Shailen Shah (EAK)	Subaru Legacy, GpA	29h 54m

#### World Rally Championship positions after three rounds

Drivers — 1. Juha Kankkunen 35 pts; 2. Auriol 27; 3. Carlos Sainz and Miki Biasion 22; 5. François Delecour and Duncan 20; 7. Shinozuka 15; 8. Njiru 10. 9. Kenneth Eriksson, Burns and Fernando Peres 8 etc.

Manufacturers — 1. Toyota 57; 2. Subaru 41; 3. Ford 34; 4. Mitsubishi 10; 5. Skoda 2.





# Open warfare

**F**or a series that has been read the last rites more often than Barnet Football Club, the European F3000 Championship has a positively roseate glow to its cheeks. When it kicks off at Silverstone on May 2, there should be at least 26 cars present.

And there could be as many as 30.

Either way, that means a full grid, and in the current economic climate, that's no mean feat. Particularly so when one considers how previous sponsors in the series have had such a poor return on their investment in the past. The likes of Marlboro and Camel once used it effectively to groom their chosen subjects for Formula One, but for them it has been no more than expedient business. They certainly weren't in F3000 to increase brand awareness, and there hasn't been a fully tobacco-liveried car in the championship since 1992.

It will be the same story again this year. Those drivers backed by Elf and/or the French government apart (see last month's MOTOR SPORT), competitors have to rely increasingly on a portfolio of relatively small, but loyal and willing, supporters. Small wonder that the average F3000 car is festooned with more logos than Oxford Street...

While Reynard and Lola have succeeded in reducing chassis costs, and Cosworth

and Zytek Judd have guaranteed that engines will be cheaper to maintain, the series is *still* going to cost around £450,000 per car per season. Team managers can't do much about travelling expenses, hotel bills and salaries.

We are led to believe, however, that the series may, finally, become more commercially appealing. At Magny-Cours last year, cable and satellite TV channel *Eurosport* broadcast the race live, which was an unexpected bonus. Now, we hear rumours that the same station is considering expansion of its live coverage. As we closed for press, FOCA couldn't confirm exactly how much television exposure F3000 would receive this year. It is, however, making valid efforts to improve the situation.

It's a small step, sure, but it's a start. Add a few more quality circuits (at the expense of places such as Enna and Vallelunga) and some solid race-by-race promotion, and you won't be far off a half-decent series.

But if quality is still lacking in some areas, it certainly isn't in others.

Take the entry list, for instance...

Likely champions? Well, there are more potential winners than there are races... Tipping F3000 front-runners has always been something of a thankless task, but that's never stopped us trying in the past. Here, then, is our list of the men most likely.



**'Jules' Boullion (DAMS Reynard):** His talent was masked for much of last season as Apomatox struggled to balance its Reynards, though that situation wasn't helped by its drivers' early-season predilection for hitting things. He absolutely flew in the junior formulae, and remains by far the most competitive Frenchman ever to have graced the Formula Ford Festival. Reigning champion DAMS will get the best out of him; mercurial team manager Jean-Paul Driot reckons that he can simultaneously turn him into a winner *and* dial out some of the Frenchman's extraordinary shyness, a trait that has in the past been mistaken for arrogance.



**Franck Lagorce (Apomatox Reynard):** Winner of the final two races of 1993, with DAMS, his transfer to France's 'other' team was, on the face of it, one of the more peculiar decisions of the winter. But Lagorce is a single-minded individual, and he was clear in his objectives. He wanted number one status, and he wasn't going to get that with Boullion around. And it was clear that DAMS *wanted* Boullion. Indeed, he also effectively blocked the arrival of close friend Eric Hélary at Apomatox, such was his determination to have a rookie team-mate. Whether his politicking will pay off remains to be seen. He has proved his ability, but he needs to develop still further if he is to mould Apomatox into a winning team, a trick that has thus far eluded Dominique Delestre's outfit.



he hasn't always been able to concentrate on his racing. Indeed, his deal with Nordic wasn't finalised as we closed for press. If it happens as expected, it will present the biggest threat to Reynard's sixth constructors' title in seven years. Lola needs a front-runner to assist its return to the championship, and Gene could be the perfect solution, particularly as he works well with Nordic boss Derek Mower, whose faith in Jordi is absolute.

**Oliver Gavin (Pacific Reynard):** As long ago as January, Gavin's future appeared to be secure: an F1 test contract with Pacific and a place in its Formula 3000 team. But time has drifted on, Pacific's F1 ambitions have taken priority and Gavin has been left to wait and see



what occurs. He tested a lot before Christmas, but has barely as much as seen a steering wheel since. A genuine natural talent, he has a habit of taking a few races to settle in before emerging as a contender for victory every weekend. He's never spent more than one season in any formula; will he be in F1 with Pacific in 1995, irrespective of his final championship position this season?



**Gil de Ferran (PSR Reynard):** The Brazilian has spent four of the past five seasons with Paul Stewart Racing, and this cozy relationship has produced an F3 title and one F3000 victory. He absolutely marmalised the opposition at Silverstone last season. The team's decision to revert to Judd KV engines is a major vote of confidence for ZYTEK, which prepares them, and there isn't expected to be much to choose between that and the Cosworth AC. Whatever equipment he's given, de Ferran has brains enough to make the most of it.



**Vincenzo Sospiri (Super Nova Reynard):** An old hand in a new team, Sospiri's pace has never been in doubt. This year, however, really is his last chance if he hopes one day to be an F1 racer. After all, he first appeared in F3000 back in 1990. Best results have been a couple of second places, although he could have won at Nogaro last year had he not tried to clinch the race on lap two. Temperament has been suspect in the past (notably when he drove team-mate Damon Hill clean off the circuit twice at Nogaro in 1991), but Super Nova boss David Sears knows him well, and is confident he can harness his ability to more positive effect.



**Didier Cottaz (PSR Reynard):** While Elf continues to back young French drivers in a fairly spectacular way, reigning national F3 champion Cottaz is a rare exception. He has never been assisted by any of the *filières*, and has progressed this far thanks to a combination of determination, ability and the support of some hard-working friends. He's pulled off something of a coup in exporting French government backing to help finance a plum seat at PSR, whose experience will help offset the disadvantages placed upon debutants by the FIA's imposition of testing restrictions.

**David Coulthard (Vortex Reynard):** Past form suggests that three-car teams are not always a good idea, but Vortex – which has still to win an F3000 race – was prepared to make an exception when the opportunity to run Coulthard arose. The Scot, in his third F3000 season, is on a hiding to nothing. His eagerness to race is admirable – and he is a formidable *racer* – but he hasn't really got anything left to prove in the formula, so nothing less than outright championship success will suffice for Williams-Renault's favoured test pilot. The good news is that Vortex's standards of preparation are high, and the effectiveness of the Reynard-AC combination is proven. The bad? The deal was done late in the day, and when a series lasts only nine events you need to be on the case from race one.



**Jordi Gene (Nordic Lola):** The most talent Spaniard yet to have appeared in top-li international single-seater motor rac. (though F3 combatants Pedro Martinez a. la Rosa and Ivan Arias may have something to say about that in the near future), Gene has struggled since he won his maiden F3000 race two years ago, if only because he's spent so much time worrying about where his next peseta was coming from that



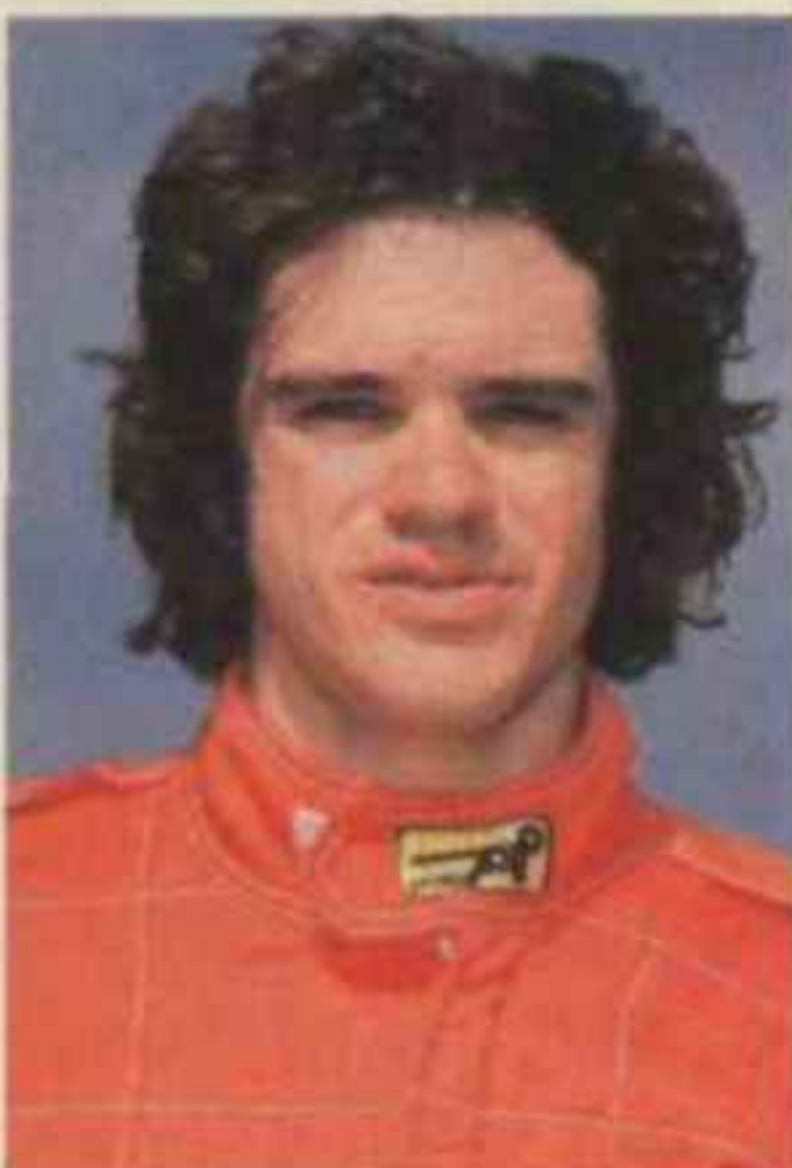
**Massimiliano Papis (Mythos Reynard):** By common consent, Mythos has one of the strongest engineering teams in the formula.



That could be just what Papis needs if he is to become a consistent front-runner. He was a touch erratic last year, but in four of the five races that he finished he scored points. After a period of uncertainty, when two directors of a principal sponsor were arrested on what turned out to be false pretences, the mood at Mythos is upbeat right now, which will help.

**Fabrizio de Simone (Mythos Reynard):**

As with Papis, this Italian F3 graduate will benefit from the technical expertise of Giorgio Breda and Roberto Trevisan. Early testing form was good, but he needs to make sure he doesn't become distracted by his concurrent F1 test programme with Arrows. Fabrizio is very highly rated by his fellow countrymen.



**Tarso Marques (Vortex Reynard):** Vortex played down the results of its new Brazilian charge's initial testing performance at Snetterton, lest anybody else should take too much of an interest. Inexperience may count against him initially, but Marques – fresh out of SudAm F3 – could prove to be the discovery of the year, and he's only just turned 18.

**Marc Goossens (Nordic Lola):**

Winning only one British F3 round in two years with West Surrey Racing isn't much of a highlight on one's CV, but the Belgian has shown a decent turn of speed during winter testing. Some drivers just seem to get on better in F3000 than they do in F3. Ask Christian Fittipaldi. Goossens had just concluded his deal as we closed for press; he and Gene could form one of the strongest driver pairings of the lot.



**Guillaume Gomez (DAMS Reynard):** The runner-up to Cottaz in last year's French F3 series, Gomez is under no real pressure to obtain immediate results. Like Cottaz, he is in an enviable position for a beginner. Being number two at DAMS is no hardship, as Lagorce proved in 1993.

**Allan McNish (Middle-bridge Lola):**

The personable Scot is desperate to return his once meteoric career to its formerly ascendant course. Nobody who has worked with him doubts that he can do the job, but quite how



he can regain the confidence of the world at large remains to be seen. It is sobering to think that few people had heard of Michael Schumacher, and that Jos Verstappen was still karting, when McNish first won an F3000 race. Yet Allan is still only 24. Middle-bridge was competitive back in 1990, though its reputation was sullied by its subsequent involvement with the dying Brabham F1 team. If the deal comes off, all parties will have much to prove... which could just be enough to make it effective.

**Patrick Crinelli (Omegaland Lola):** Success in the Formula Vauxhall Euroseries is usually a fair barometer of ability, though it is a big step up to F3000. Past Euroseries champions such as Rubens Barrichello and Pedro Lamy have done well in the formula, albeit with the benefit of a season of F3 under their belts in the meantime. Crinelli could prosper in the happy family atmosphere at Omegaland, which last year obtained credible results on a budget that barely covered the cost of the team's paint job.



**Kelvin Burt (TBA):** As British F3 champion, he should be competing, but he has spent the winter with his attention divided between F3000 and a Jordan F1 test drive. It was getting a bit late in the day for a deal to materialise as this was written, but there are plenty of team managers who would prefer to have him as an ally rather than an adversary.

**The rest:** France's new team, Danielson, has bags of experience, but has not been involved in F3000 since it ran an old AGS in 1986. Drivers Nicholas Leboissetier and Jérôme Policand both showed good form last year, but it could take time for Danielson to get up to speed. The potential, however, is there.

Italian F3 champion Christian Pescatori is clearly no mug, but whether the marriage between his existing team, Supercars, and Durango will allow him to express his ability to the full is uncertain. Durango wasn't exactly a force last year.

Madgwick International has been a front-runner in the past. Team manager Robert Syngé has long yearned to return, and does so with a sensible line-up. Kenny Brack and Mikke van Hool form a steady, rather than spectacular, alliance.

Apomatox boss Dominique Delestre reckons that Emmanuel Clérico could well be as strong a runner as Franck Lagorce once he acclimatises to the category; it remains to be seen whether he will be blighted by an Achilles injury which curtailed his F3 campaign last year.

There are other potential points scorers, too. Frenchman Ludovic Faure has been out of the single-seater limelight for a while, but was once reckoned to be one of his country's brightest hopes. The same could not be said of Paolo delle Piane, but the friendly Italian has worked hard at his craft in the last 12 months, he enjoys the offbeat humour in the Vortex pit and he has shown that he can drive with aplomb when the mood takes him.

Finally, Forti Corse has won races in each of the past four seasons, but has opted this year for Hideki Noda and Pedro Diniz, a pair totalling three years' F3000 experience and a cumulative score of no points. Clearly, maintaining past form will be the F1 aspirant's toughest assignment to date. S A

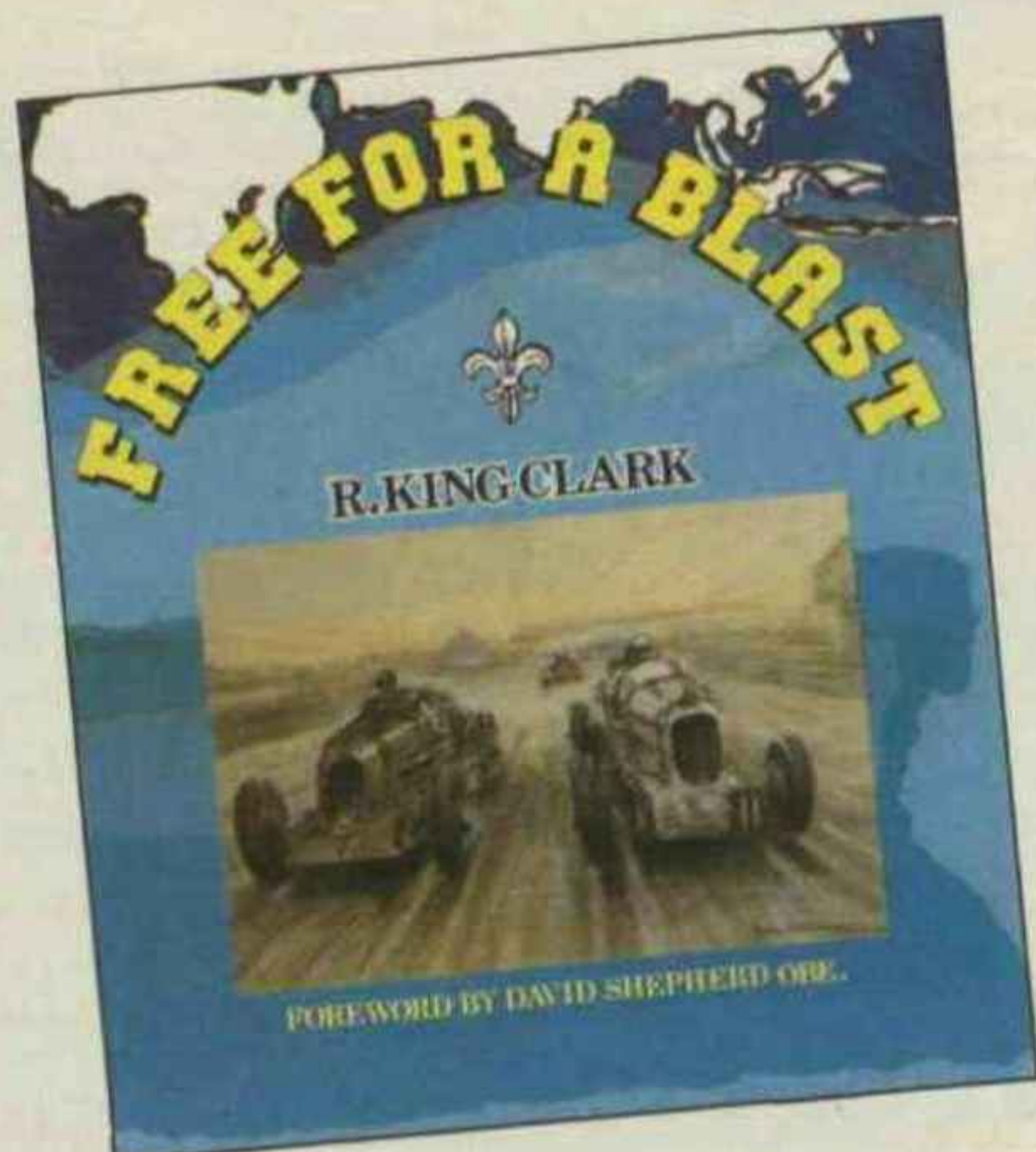


Competition between the Zytek Judd KV (above left) and the Cosworth AC (below left) is expected to be close. Both parties have engaged in intensive winter development programmes. (Pictures: Sutton Photographic.)



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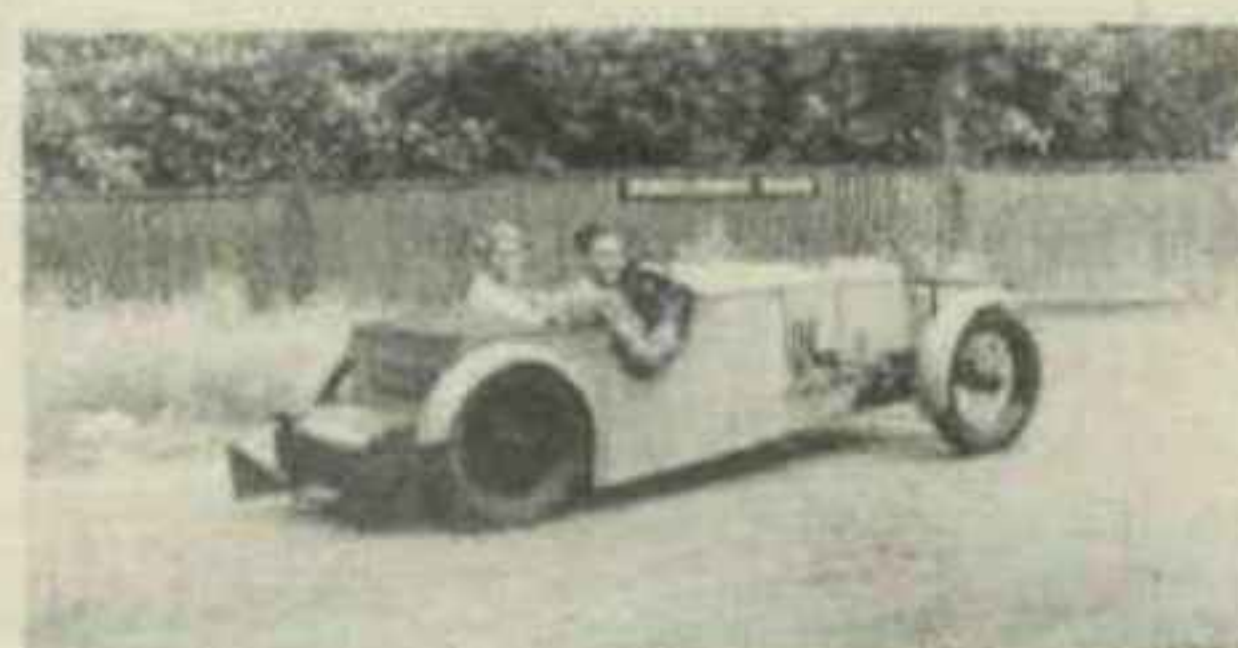
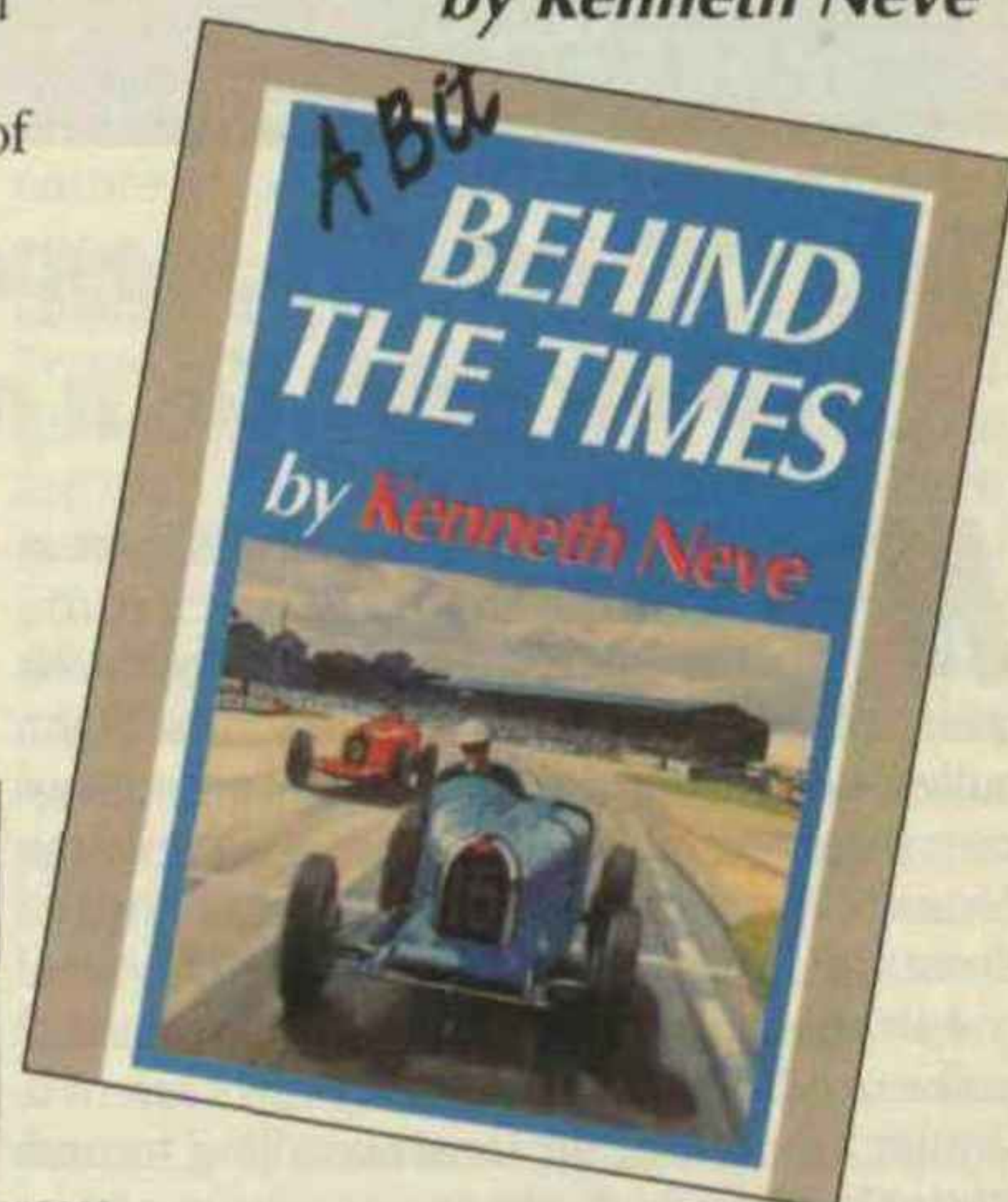
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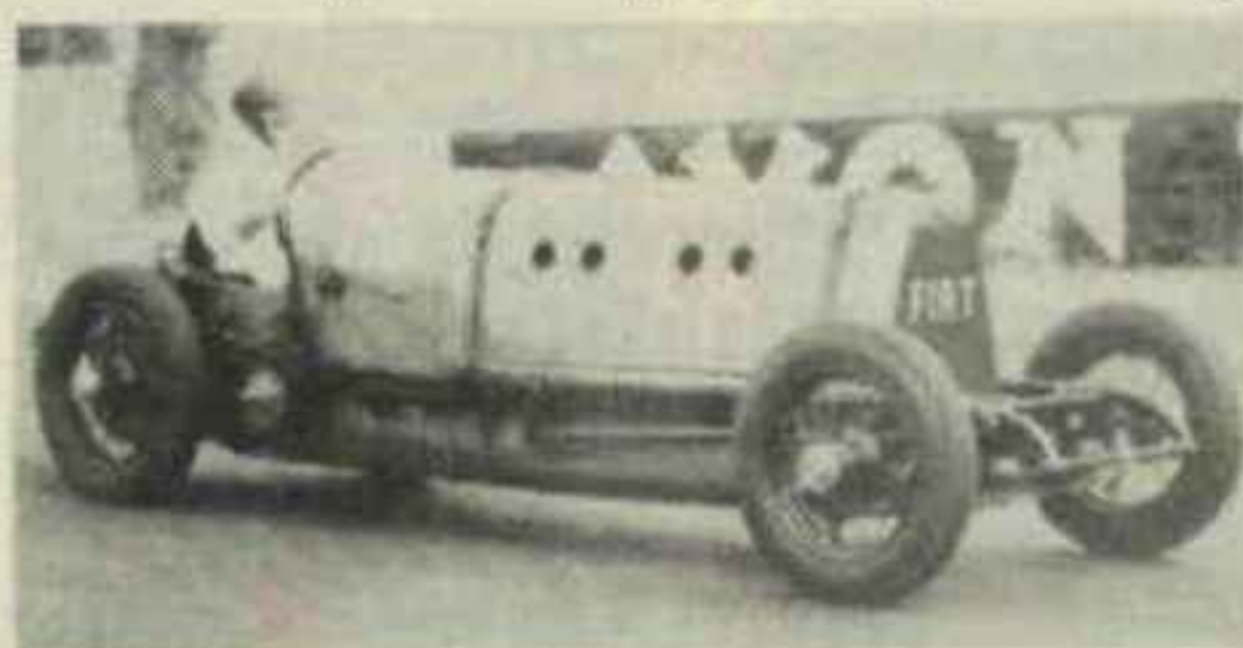
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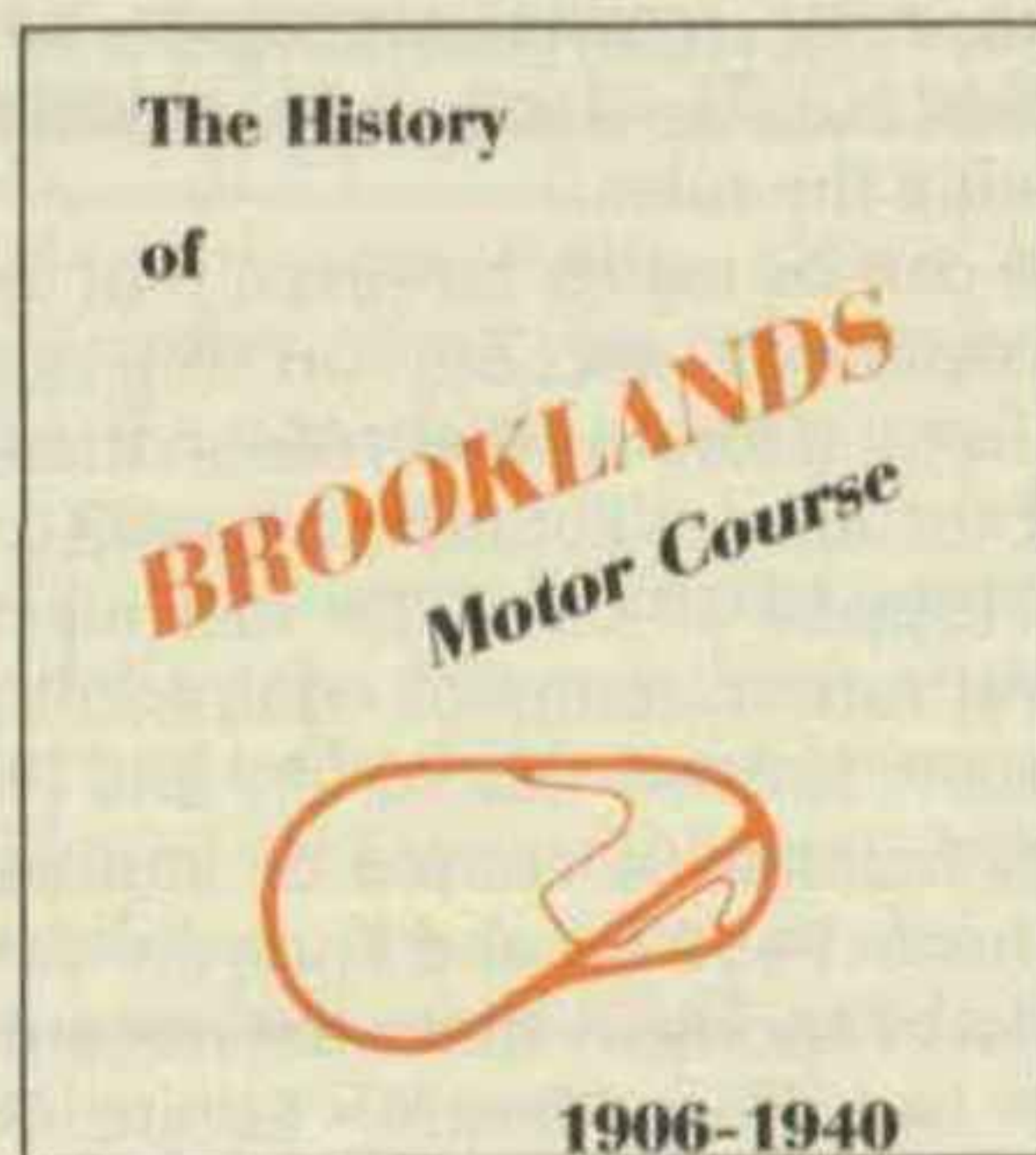
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***The 1994 IndyCar season may look healthy on the surface, but beneath the 30-car grids lies a political minefield that requires urgent sweeping***

**N**o matter how you cut it, it's a long way from the United States to Surfers Paradise. In my case, exactly 28 hours elapsed from the time my first flight pulled back from the loading gate until my last flight touched down at Coolangatta Airport. Thanks to more favourable connections, the return flight took a mere 25 hours.

Assuming the 16 franchise holders who make up CART's Board of Directors spent a similar amount of air time travelling to and from Oz, they had ample time to contemplate the warning shot (or was it broadside?) fired across their collective bow on March 11 when Indianapolis Motor Speedway president Tony George announced the Speedway and the United States Auto Club will establish "a schedule and rules for a new series of automobile races which will include the world-famous Indianapolis 500" in 1996.

The statement was rather coy. "We make this announcement today in an effort to be candid about our intentions..." George said. "We fully realise that this announcement will cause much commentary within the racing community, but we urge that a focus be maintained on the beginning of this season's PPG Cup Competition, which includes our event."

To say the least, George raised many more questions than he answered. Chief among these is the one that was on nearly everyone's mind in Surfers Paradise, to wit, "What does Tony really want?" And, the follow up, "Is there room for negotiation?"

The answer to the first question is simple,

and most CART Board members already have it in their hands. They need only look back to November 1991, when Tony proposed the creation of a new organisation — IndyCar Inc — to govern the sport. While giving credit to CART for its successes, George criticised CART for its failure to (1) control escalating costs; (2) fairly and objectively determine the rules; (3) develop and cultivate corporate sponsors; (4) develop and maintain a feeder system for drivers and mechanics; and (5) unify the IndyCar series with the Indianapolis 500.

After the CART franchise holders rejected the IndyCar Inc proposal in 1991, Tony proposed a smaller seven man, five vote Board in July of 1992 (on which he and CART chairman Bill Stokkan served as non-voting members), then washed his hands of the CART Board last November when the franchise holders voted to disband the small board and return to the 16 member set-up.

In the two years and a half that elapsed between George's IndyCar Inc proposal and last month's announcement of a new series, it's safe to say that Tony's views on CART have not changed, indeed a year and a half's service on the Board of Directors has only made him more strident in his views.

"I have personally made every effort the past two years to work with the car owners organisation currently governing the series in order to hear and be heard with regard to the direction the series is heading," said George on March 11. "I have come to the conclusion that the Speedway and the current car owners organisation are simply

going in different directions."

Looking at George's criticisms of CART circa 1991 should give some insight into his motivations in 1994. As for costs, three years ago a Lola T91/00 cost about \$250,000; today's T94/00 goes for nearly twice that figure, a Reynard 94I for about \$435,000. Engine leasing prices vary, but a two year deal for Ilmor Ds runs about \$125,000 per engine, per year; Ford Cosworth XBs a little higher. And last year's week-by-week evolution of the rules regarding new engine suppliers hardly exemplified CART "fairly and objectively determining the rules."

A case can be made, however, that CART has experienced success on the sponsorship front, if for no other reason than the fact that the entries at Surfers Paradise and Phoenix topped 30 cars, the vast majority being first rate in terms of equipment and driver talent. Indeed, the Surfers and Phoenix grids featured a couple of impressive new teams in PacWest and Forsythe Green, and a host of sponsors that were not around in 1991 including Players, Tecate Beer, Duracell, Service Merchandise, Eurosport and Hollywood cigarettes.

A driver feeder system? That depends on your perspective. Are more of the top drivers from USAC's midget and sprint car divisions moving into IndyCars in 1994 than in 1991? Hardly. But has a new generation of talented drivers finally begun establishing itself in IndyCar racing? Ask Paul Tracy, Robby Gordon, Jacques Villeneuve, Mike Groff, Jimmy Vasser, Scott Sharp, Mark



Smith, Davy Jones and Adrian Fernandez. Are there still problems? Ask last year's runaway Firestone Indy Lights champion Bryan Herta? Aside from a few tests with Newman/Haas, he has nothing — despite having the free use of a '94 Lola. Meanwhile, recognised quality drivers like John Andretti and, most galling of all to those who think the sun rises and sets in Indiana, Jeff Gordon, have headed south to NASCAR where talent alone is often (but not always) enough to earn a ride.

Finally, the Indianapolis 500 and the PPG IndyCar World Series remain separate entities. In many ways, this is the single most important issue facing IndyCar racing, for it is ludicrous that the feature race of the year, indeed the single biggest sporting event in the world, is not an integral part of the overall series. For without that unity, IndyCar racing can only nibble around the edges of its vast commercial potential, be it through a comprehensive network television package or the immense and largely untapped merchandising arena.

As to the part about Tony's willingness to negotiate, my guess is the answer is yes and no. Yes, there's probably room for manoeuvring in insuring that the team owners have a say in the creation of a new series and maintain a legitimate voice therein. But if by negotiation, the CART team owners are

Raceway — two ovals Tony would surely like to have on his schedule — Penske would carry more leverage in an IMS/USAC series than in the current 16 man/24 vote CART Board. Carl Haas — promoter at Milwaukee and on the BoD at Road America — will also be in a position to bargain with Tony. Unlike Penske, of course, Haas derives virtually all of his income from racing and must do what is best for both Newman/Haas Racing and Carl Haas Imports . . .

So what will this new series look like?

As much a traditionalist as Tony may be, he knows the days when an Indianapolis Motor Speedway/USAC-run Indycar series could thrive on all oval series are long gone. To be sure, Tony's series may emphasise ovals more than the current six oval/10 road circuit PPG series, but hardly to the exclusion of road circuits. George has raced on road circuits in his day — in Formula Ford, Indy Lights and as recently as March 18 in the Firehawk series at Sebring; he is a regular visitor to IndyCar races at venues like Mid-Ohio and Road America, and he recognises what permanent road courses bring to the series.

Even certain temporary circuits add to racing, as in the case of Long Beach and Toronto; it's the shams like Meadowlands, Denver, Cleveland and even Surfers Paradise (IMS marketing vice-president Bill

Nobody seriously questions Tony's commitment to racing, however. Moreover George has surrounded himself with a savvy, professional staff made up of the likes of Donaldson and treasurer Jeff Belskus (although some have likened the situation to a mediaeval court where the various advisers manipulate the boy-king to their own ends), at least holding out hope that the merger of interests between IMS/George/USAC can do for IndyCar racing what the Daytona/France/NASCAR arrangement has done for stock car racing.

Finally, to the thorny question of developing the viable feeder series. If the past two decades have proven one thing, it's that sprint cars, dirt cars and midgets do not adequately prepare up and coming drivers for IndyCars. Do they teach car control? Yes. Do they give young drivers experience in cut'n thrust driving? Yes. Do they give young drivers adequate training in chassis set-up in a rear-engined, ground effects car where a difference of hundredths of an inch in ride height is the difference between lapping Phoenix at 21.1s and 20.7s? Most assuredly not.

Perhaps the most worrying aspect of a potential IMS/USAC IndyCar series is that a sport which, in the past two decades, has gone from a pathologically inward looking nature to a more catholic perspective will again fall under the spell of the parochialism that gives to the notion that Paul Tracy, Scott Goodyear, Jacques Villeneuve, Adrian Fernandez and Claude Bourbonnais are part of the "foreign" driver problem. Indeed, it's every bit as disconcerting as the prospects of having the 16 CART franchises running things ad infinitum. Doubtless many a Canadian dollar and Mexican peso have been converted into greenbacks to pay for race tickets from Indianapolis to Long Beach or, perhaps more to the point, from Daytona to Michigan International Speedway. In a nation of immigrants, there are not many 'native' American racing drivers in any series.

One answer, to be blunt, would be for IMS to put its money where its mouth is. Why not, for example, investigate buying the Firestone Indy Light series from Pat Patrick (whose Patrick Petroleum company has suffered heavy losses in recent months) and then run an IMS-subsidised FIL? Rest assured, IMS can afford it.

Or, why not use the unparalleled marketing potential of the Indianapolis 500 and the Indianapolis Motor Speedway to create incentive programmes for sponsors. Sponsors who agree to underwrite — even partially — a driver's move from FIL to IndyCars, or from midgets or USAC FF2000 to the FIL might get a certain amount of signage at IMS, a free ad or two in the Indy 500 programme or any number of other incentives that capitalise on the world's largest single day sports event.

Would it work? There's probably a thousand reasons why not, but the point is that only by finally, irrevocably and completely marrying the Indianapolis 500 with the remainder of the IndyCar series can the full potential of IndyCar racing be realised. D P



**Early season grids have been full (opposite page), but don't be misled by appearances. All is not so rosy. The price of engine leasing (above left) has risen sharply in the recent past, and some parties have difficulty accepting that Canadian drivers such as Jacques Villeneuve (above right) are not really North American . . .**

thinking of compromise that's long on appearances, short on substance just to mollify George, they are sadly mistaken.

George was humiliated once when his IndyCar Inc proposal was shot down; he was angered by the power politics of the small board and he has engineered himself into a position of such power that he is not terribly vulnerable to any CART reprisals. It's long been said that while CART needs the Indy 500, the Indy 500 needs CART just as badly. NASCAR'S Brickyard 400 has changed that equation in Tony's favour. What's more, a legacy of antagonistic relations with CART ensures most of the race promoters will side with Tony in a heartbeat.

As always Roger Penske is positioned as the lynchpin of the whole ball of wax. The prestige of having his team and sponsor (Marlboro) join the IMS/USAC series would be significant. And as owner of Michigan International Speedway and Nazareth

Donaldson, commenting on the huge amounts of money sunk into the Gold Coast GP by the Queensland government, noted "How many permanent facilities could you build for the \$50 million they've spent putting on three races?"

So far so good, except for one crucial point. Those who argue that George is the benevolent dictator IndyCar racing needs (à la Bernie Ecclestone or Bill France) fail to take into account the fact that Tony George is not Bernie or Bill. Not an energetic, self-made street fighter in the Ecclestone mould, nor a master politician-manipulator like France, George is shy, reclusive even, and, of course, came to his position of power more by accident of birth than through any business skills or personal accomplishments. Coupled with his misspent adolescence and young adulthood, it's no surprise that the CART Board has long had difficulty figuring out quite what to do with, to or for him.





# Seeing

**While one Alfa was winning the opening round of the BTCC, the other was paying close attention to our columnist. A little too close, as it transpired....**

It was a little difficult to draw too many conclusions from Thruxton. From our own point of view, I know that we didn't really see the best of the Mondeo. We had difficulty with the handling. That could have been caused by the wind, but it was actually quite hard to tell, because we went through so many different types of weather. Conditions kept changing, but nothing that we did to the car made much difference.

Thruxton is very much a stand-alone track. There's nowhere else that gives us the same problems. Comparatively speaking, we have such a big car to push through the air; we're a lot wider than the Vauxhall and the Alfa, and crosswinds cause us quite a headache too. My immediate reaction was that Brands Hatch (round two of the British Touring Car Championship, which took place while this edition of MOTOR SPORT was being printed - Ed) would be a better barometer of how the rest of the season will shape up.

Mind you, I actually expected the Alfa Romeos to be quick. Just because we were the quickest at the end of last season, there's no way that I was expecting our cars to go out and run off into the distance. If anything, I thought there would be more cars than there were giving us a hard time.

The place that the Alfas were obviously quicker than us was round the back, at Church. We were struggling a bit there. In qualifying, they had been a couple of tenths quicker than us, and it's pretty hard to measure precisely where you're losing those couple of tenths. In the race I was losing out most at Church, no question. We're not lacking in power to them, but their spoilers really helped them around the quick parts of the track around the back. With the extra downforce, their car didn't jump out of line so much.

There has been a lot of talk about the wings that the Alfas were running, and I think there are two ways of looking at it. They've done their homework, read the rules properly and come up with something that's legal.

If it's within the letter of the law, then good luck to them.

On the other hand, it's not really in the spirit of two-litre racing. If everyone has to start doing that it's going to become more like a sports sedan class, which wasn't originally the point, but you can't blame

Alfa for exploiting the rules to their advantage. The other teams will have to respond. We've still got to examine what is and isn't totally legal, but we aren't just going to lie down and surrender.

I might have been able to run Gabriele Tarquini a lot closer, but after the race we found that I'd been suffering from a slow puncture in the left front.

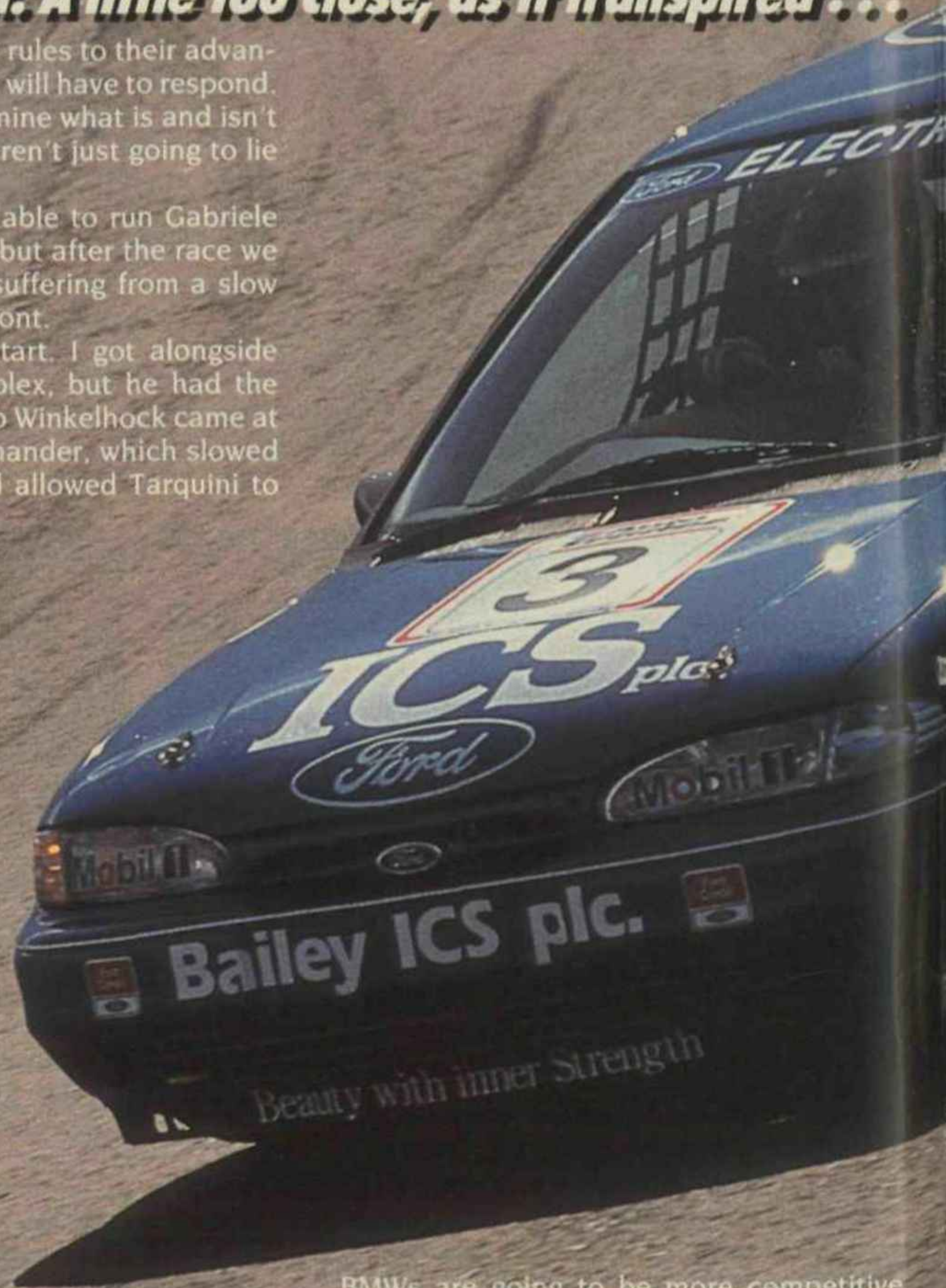
It felt OK at the start. I got alongside Tarquini at the complex, but he had the inside line and then Jo Winkelhock came at me at the next right-hander, which slowed us both up a bit and allowed Tarquini to open a bit of a gap.

I was able to keep the gap steady for a couple of laps, until I started to have trouble with the handling, which I can only put down to the fact that the tyre had started to deflate. When John Cleland caught me, I was spending so much time fighting with the car that I couldn't fight with him. After he had gone past Giampiero Simoni was soon with me. I felt I had the measure of him on the track. He was quicker than me, no question, but he couldn't get past. Then going into the second part of the complex, the left-hander, with about five laps to go, he just drove into my left rear quarter when I was holding my normal line. I guess he just got frustrated. That spun me right around.

Although that ended my race, it was good to see that they've decided to take firm action against anything that they perceive to be unfair driving. There were two instances at Thruxton, and in Simoni's case I think that the 25s penalty was sufficient. It doesn't do me any good, of course, but it dropped him to 11th, out of the points, and that has to hurt.

Now that they've flexed their muscles, the message may get through.

Apart from the Alfas, I suspect that the



BMW's are going to be more competitive than some people predicted. They weren't far off the pace, and I understand that they've got a wing and spoiler homologation package under development. As far as the championship is concerned, they are sure to be pecking away at it. I'm not ruling them out. John Cleland's Vauxhall went really well, of course, but we should have expected that. The Cavalier was very competitive at the circuit last year. And I know that there's more to come from Renault and Toyota. I don't think we saw anything like their true potential.

As I said, there's nowhere else quite like Thruxton, so we'll just have to wait and see what happens.

It was fantastic for the series that such a big crowd turned up for the race, though I



# Red



tend to agree that there's a danger that the BTCC *could* become a victim of its own success.

If they want to keep the momentum going, then at the very least they need to sort out not just how they're going to get everybody *to* the circuit but how they're going to get them all *in*. It's not only Thruxton; Snetterton has got a similar problem. Even if we only go to a particular venue once a year, it's still something that needs addressing. Obviously it's hard if a track only has one main entrance, but they need to ease access, perhaps set up temporary 'roads' or car parks in adjacent fields where possible. It's alright having 18,000 people inside the circuit, but when there are another 5000 stuck outside there is a real risk that they won't bother coming back. At the moment the level of support is terrific, but they need to sort out things like this so that people aren't tempted to make do with the television instead.

P R





# Wings around about



*It wasn't so much that Alfa Romeo won the opening round of the BTCC, more the manner in which it worked to set up a winning situation. So what, exactly, are the long-term implications?*

**D**o not jump to the clichéd conclusion of "Italian unreliability" if you espy an Alfa Romeo 155TS Silverstone parked up on the hard shoulder. It's more likely that the owner will be switching to its low drag configuration in readiness for a long motorway haul!

Thanks to the Milan company's homologation wizards – surely, there are none better in this black art – the car is endowed with an adjustable front spoiler and a rear wing that may be raised or lowered by means of three packing pieces to be found in the boot. Apparently, the latest Audi 80 quattro takes this a stage further by supplying the owner with a selection of gurney flaps!

So far, these are the only two companies to have gone to the expense and trouble of

building the necessary 2500 units required by the FIA for Class 2 homologation purposes. But this has triggered off a whole new attitude towards such racing. Until recently, the proponents of the two-litre, two-wheel-drive formula have proudly boasted that manufacturers could only effectively spend so much because of the strictures of the regulations. But after Alfa's recent debut BTCC win at Thruxton this

statement appears to be old hat.

Alfa Romeo has always stressed that the BTCC would be just as expensive to contest as its more technologically advanced German cousin, where cars feature the whizzbang gizmos – traction control, ABS and active suspension – so controversially dropped from Formula One for this season. This claim has always been doubted by the



John Cleland (above) ran Tarquini close. Will Hoy (below): sixth in wingless Carina.



Volvo debut (above) was essentially a test session. Alain Menu (below): Laguna has more to come.



Jo Winkelhock leads Alfa's naughty boy Simoni (above). Right, the wing-assisted Gabriele Tarquini.





Class 2 fraternity – indeed Alfa's budget for Germany is still substantially larger than that for Britain – but the reasoning behind it was that if you wanted to win rather than merely finish on the podium, it was necessary to build a homologation special. This has long been the Fiat Group's motorsport *modus operandi*, and whenever it has arrived in a new category the goalposts have immediately moved.

**B** Spend whatever it takes to win. This attitude has been bubbling underneath the BTCC's surface for a couple of years, but Alfa's arrival has sent it geysering skywards.

The BTCC's recent success has been dependent on its ability to attract new manufacturers mainly via UK-based importers. This was made possible by the fact that a marque could be a front-runner without an FI-style megabuck budget. Of course, money played a part, Ford's engine development programme with Cosworth proved that last year, but it was kept under control. Not any more.

There are a handful of manufacturers imbued with motorsport, that have a rich heritage and developed the attitude of mind necessary for this win-or-bust view – Alfa is one of these. The BTCC regulars expected the Red Machine to shake-up the series, but none appeared to anticipate just how roughly this would be done. Mouths were agape as the Alfa Corse mechanics wheeled out the cars at Thruxton fitted with the only-just homologated rear wing, and the rustle of fingers leafing through the rulebooks could be heard throughout the paddock.

"Against the spirit of the regulations," was a well-worn phrase that weekend, but Alfa's BTCC team manager, Nini Russo, a

lawyer by profession, knew that such a nefarious statement would not stand up against the hard evidence of the rulebook. His car had been declared legal by the chief scrutineer and that was the end of it.

Amidst the grumbling, however, there was also grudging respect for Alfa's approach, a number of rival team managers stating that had they had the budget they would have done exactly the same.

So what now? Homologate or die?

There is already talk that BMW – another of the companies with a long and rich motorsport heritage – will build a "wing car" in readiness for the next homologation date on July 1. But it is unlikely that many of the others will follow suit because the budget is just not available to them.

So will Alfa dominate?

Not necessarily. Its number one driver, Gabriele Tarquini, was keen to play down the significance of the wing in his Thruxton victory, saying that he had done very little testing with it fitted. But there can be no doubt that it helped at this track's very fast sweeping bends. But this circuit is like no other, and it remains to be seen if increased downforce plays a vital role elsewhere.

Some remain unconvinced by the importance of the latter. Previously, aerodynamic grip has played very little part in a championship where most teams have been happy merely to minimise a saloon car's natural lift at speed. Indeed, Ford's Andy Rouse has chosen to run a model of the Mondeo that is not fitted with a rear spoiler. However, that was a standard boot-hugging item, and Alfa's raising of its wing to make it more effective may change this attitude.

Of its rivals, Vauxhall and Ford look the

most likely to challenge; the latter's John Cleland finished less than a second behind Tarquini at Thruxton in a car fitted with no more than a boot lip-spoiler. So talk of redwash is still premature.

The Italian manufacturer may have taken it a step further, but none of its rivals have been standing still during the winter. What was very noticeable at Thruxton was the increase in team professionalism, the improvements in car preparation, and that another giant leap away from saloon cars to outright racing machines had been taken.

They may look the same as last year, but every car has undergone a thorough revision during the off-season, and, in general, very little has been retained. For example, all that has survived of last year's Vauxhall Cavalier is the clutch pedal.

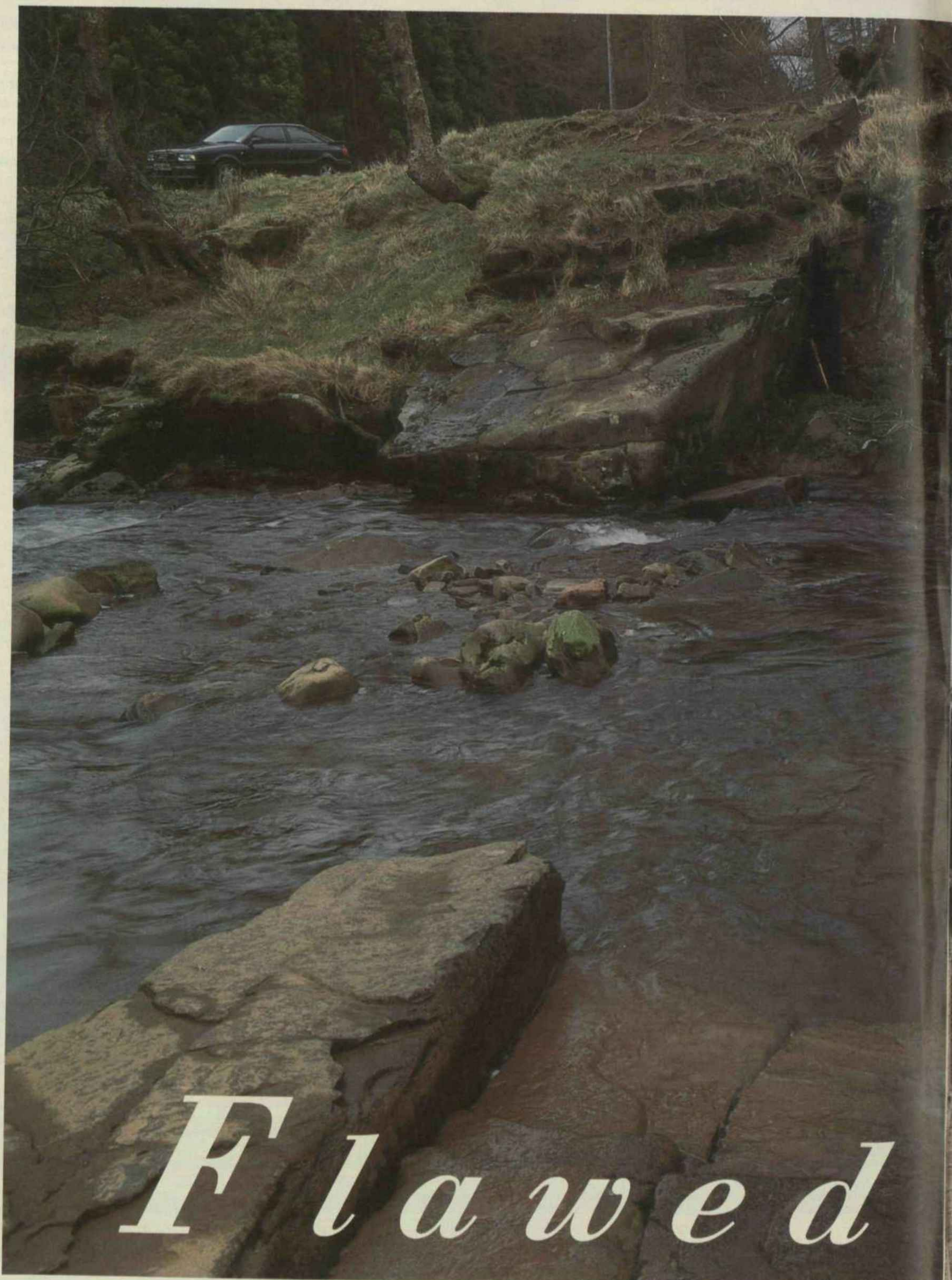
Budgets have undoubtedly swelled. Consequently, this year was always likely to weed out those manufacturers not 100 per cent committed to the championship, but Alfa's arrival is likely to accelerate the process. It is not to be blamed for this. Instead, it is to be hoped that the series is strong enough to survive until the new homologation rules come into play in 1995, when 25,000 special units will have to be built. Even Alfa may blanch at that prospect.

Many will see this as scaremongering. I agree that the BTCC does not look likely to cave at the end of this year, but should Alfa dominate, will the rest take their bat and ball home? Giorgio Pianta, head of Fiat's motorsport organisation, has always said that Class 2 racing should be left to the privateers, and he looks intent on proving himself.

P T F



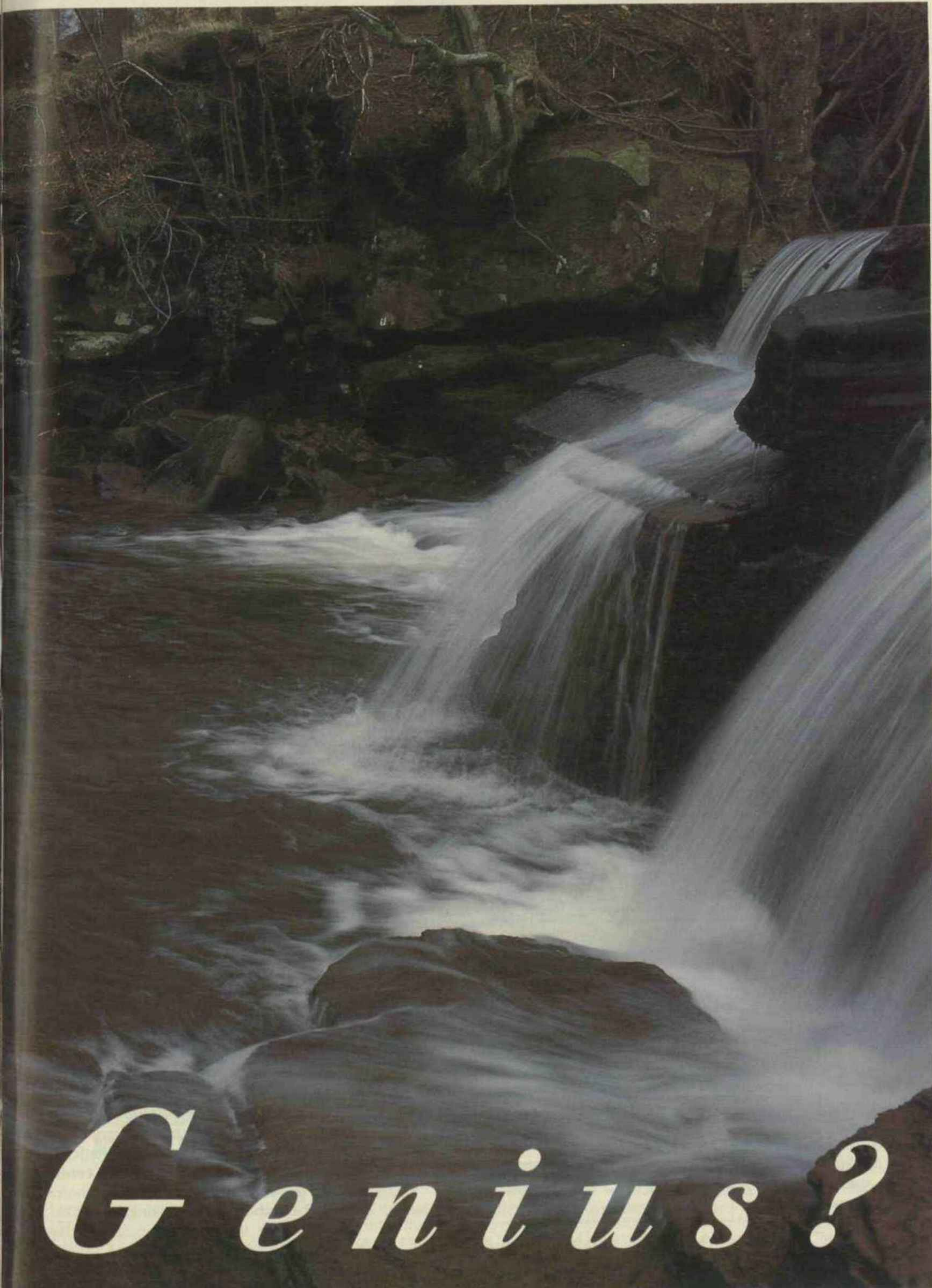




# *Flawed*

***At the time of its launch, Audi did stress that the S2***





# Genius?

**wasn't designed as an heir to the original Quattro...**





**W**hen the late, great Quattro was laid to rest a few years ago, Audi made it quite clear that the S2 Coupé was not a direct replacement. How could you follow such a car? The original Quattro was, quite simply, one of a kind. Its demise marked not only the end of Audi's successful World Championship rally programme, but heralded the end of its reign as 4wd road car king. Amazing though the Quattro's talents were on road and stage, it was only a matter of time before rally-obsessed Lancia produced the smaller, nimbler integrale which sliced, knife-like, through Audi's jugular.

Despite Audi's protestations, comparisons between the S2 and its predecessor were, to a degree, inevitable. After all, they are aimed at a similar clientele (although an S2 saloon is also available), and they possess the same distinctive five-pot powerplant and drivetrain. Furthermore, they differ little in terms of size.

It seems ironic that Volvo has adopted the five-cylinder path for its 'new wave' saloons, while Audi has been steadily dropping the in-line five from its range at such a rate that the S2 is the only coupé now thus equipped.

In its epic 2.2-litre, 20-valve, turbocharged form, the engine has been honed to perfection since first appearing in the original Quattro. It produces a healthy 230 bhp at 5900rpm, and torque output is likewise impressive, with a yield of 258 lb ft at an accessible 1950 rpm. Such inherent tractability has also been aided by turbo tech-

nology that has seen the virtual elimination of lag.

The engine has never been a quick revver, but it is nevertheless charismatic, with that distinctive off-beat howl that so dominated rallying's special stages during those halcyon days.

As with previous models, the transmission includes the ubiquitous Torsen diff, which is now mated to a close-ratio six-speed gearbox in a bid to improve flexibility.

***"As a result, the S2 has the chunky appeal of a Tonka toy"***

The ruggedly handsome coupé body, galvanised and with a Cd of 0.29, has changed little since its introduction, except for the chrome grille-surround and the special Avus alloy wheels similar to those seen on Audi's recent concept cars. As a result, the S2 has the chunky appeal of a Tonka toy.

The S2 follows familiar Audi principles, with high standards of build quality and

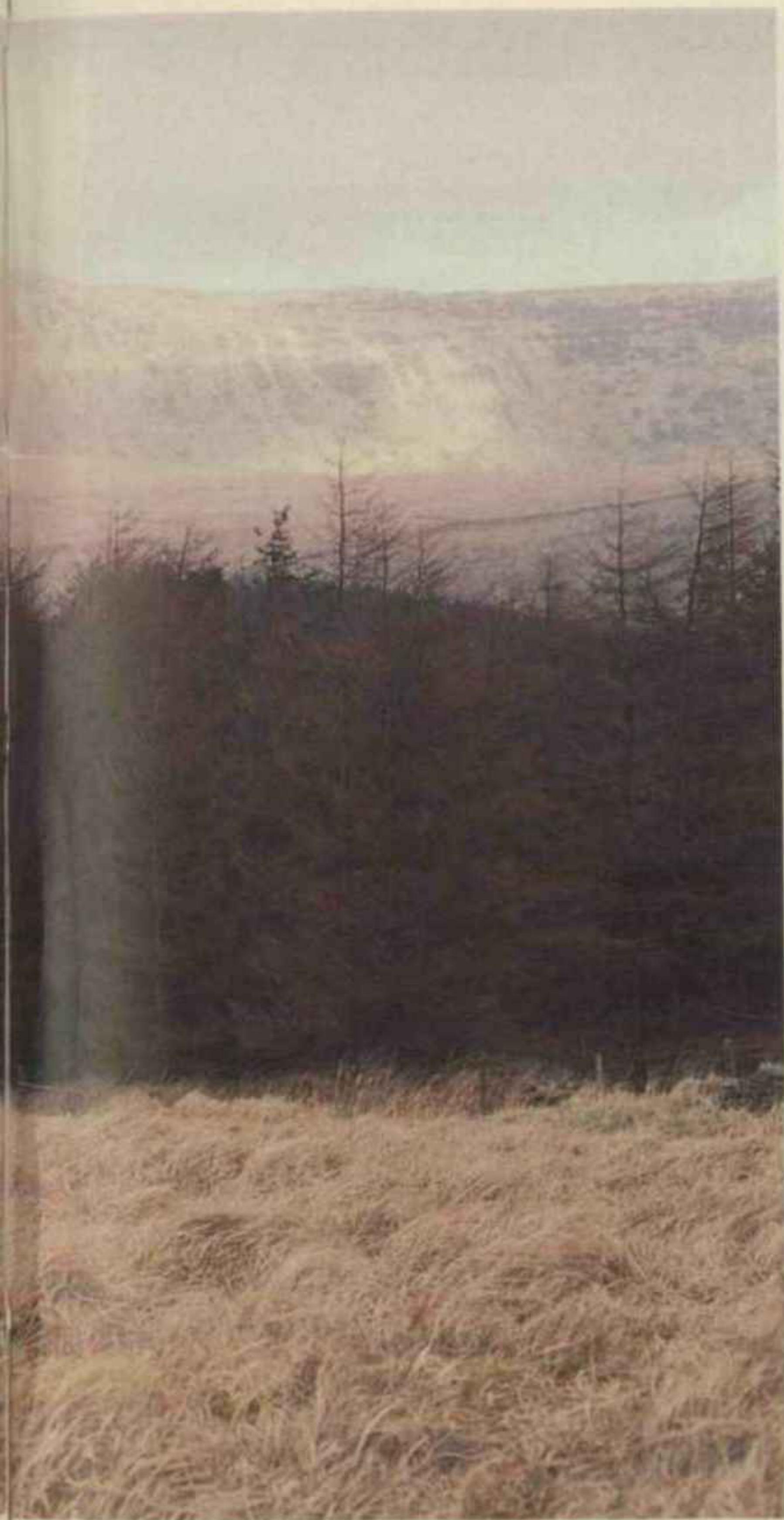
simplicity of line. Conservative without being dull, the interior is a concoction of ergonomic neatness and understated quality. It never plummets to tacky depths of the sort that the old Quattro suffered, with its hideous LCD instrument display. The red-on-white dials, however, are not necessarily to everyone's taste, and the heavily lacquered Kevlar trim (in place of walnut) would be more at home in a homologation special.

Otherwise, the cabin could only be accused of undue sobriety by those used to the modern fashion for stripes or plaid; it has a functional integrity which the Germans have mastered in a way that has yet to be equalled by anybody. All controls are well sited and pleasantly weighted, so most drivers should immediately feel at ease. The firm seats are multi-adjustable, so much so that there is no need for a movable steering column. Everything is just where the driver requires it – except for the auxiliary dials, which have been uncharacteristically 'dumped' down at the base of the centre console. As a result, you have little choice but to ignore these while driving.

It would be improper to suggest that safety should be sacrificed for the sake of aesthetics, but thanks to Audi's unique Procon-Ten system, the S2 sports a 'proper' steering wheel. Ugly airbags are strictly optional; the Audi alternative is a cable system which, upon impact, simultaneously pulls the steering wheel away from the driver and tightens both front seat belts.

It takes little time to realise that the S2





Silhouette is distinctive and stylish: little has changed since the original coupé was launched.



S2 has plentiful grip and traction, but can feel mushy at the limit.

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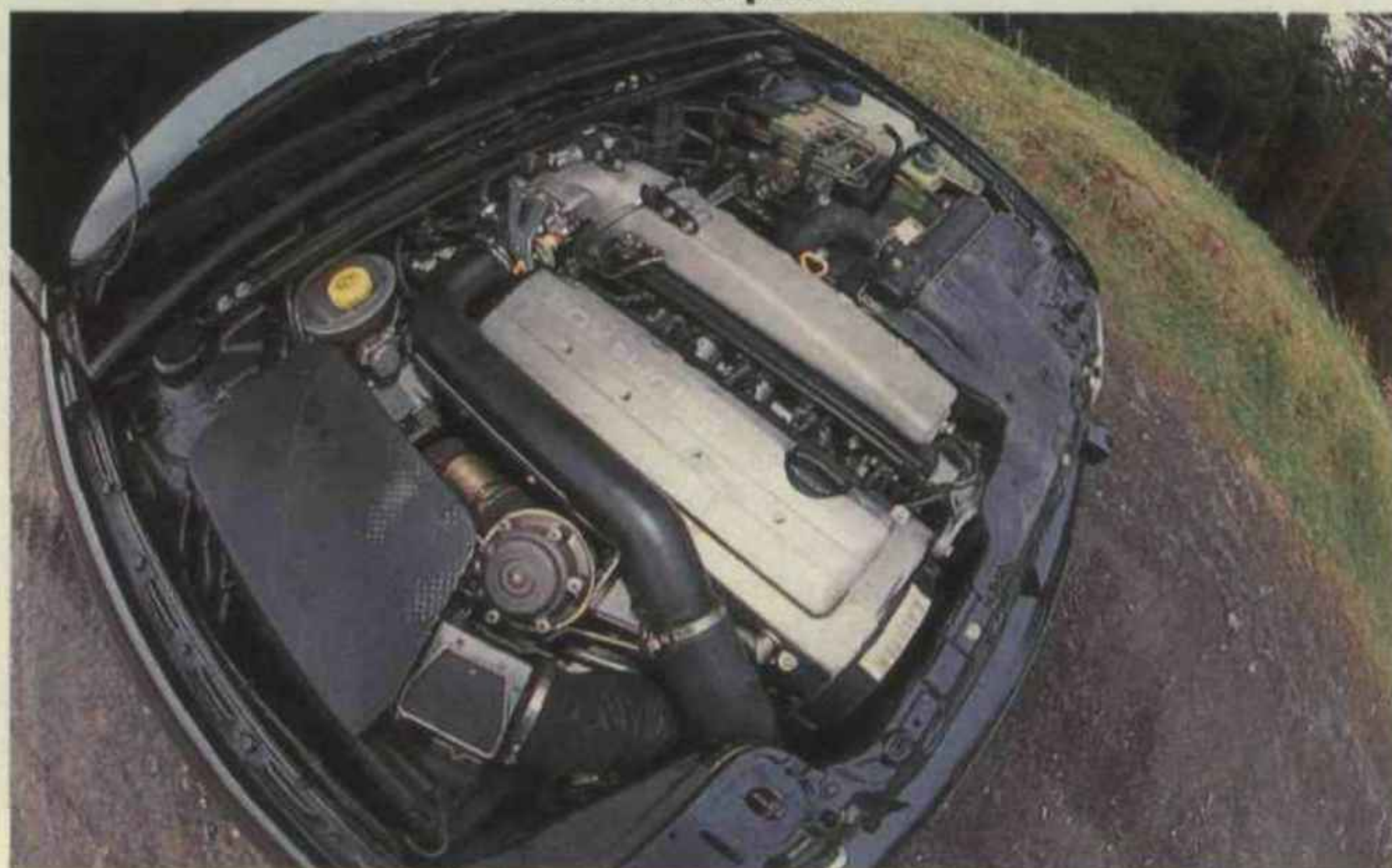
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Cabin (above) typically Teutonic: stylish and functional. Combination of six-speed 'box and highly-developed five-cylinder (below) is both flexible and potent.



***"One senses that there's a great car bursting to get out, but you can't help feeling a little short-changed"***

drives like every other Audi. Engine revs drop only marginally during gear changes (which VAG users of a few years ago will regard as an improvement), and each shift is punctuated by rubbery 'clunks' from the 'box.

You need almost to bury the brake pedal into the carpet before feeling in the slightest bit confident. This more or less kills the art of effective heel and toe changes.

Though stiffer than other Audis, the S2 is nevertheless softer than a sports saloon should be. The 205/55 section tyres may rumble on rough road surfaces, but otherwise the ride is impeccable.

There's a price to pay.

Hurl the S2 into a bend and the vague steering disappoints immediately. Alarming body roll follows, well before the suspension travel is exhausted. The chassis is bestowed with a wealth of grip and traction, but it is only at modest speeds that these may be exploited fully. Thus, at eight-tenths, the S2 is marvellously agile, its composure

unruffled come what may. One is able to traverse difficult terrain at a tremendous pace without breaking into a sweat.

Try a little harder and it's a different story. Turn-in is blunt, understeer massive. It requires more lock than is comfortable, though it is easy to retrieve as easing the throttle causes the S2 to tighten its line sharply. It will even allow you to slide the car in a manner that is remarkably extravagant for a 4wd with a frontal torque bias.

Such control is not enough. There's little wrong with the chassis – it's taut and nicely proportioned – but the steering, braking and suspension are nowhere near sharp enough for a true sporting coupé. If ever there was a car designed for the 'slow in, fast out' cornering technique, this is it.

Cross-country ability is obviously assisted by gargantuan performance and the recently introduced six-speed 'box. You are now far less likely to be floundering in the wrong gear, and off-boost, coming out of a

**ENGINE**

Location	longitudinally front-mounted
Cylinders	five, in-line
Bore × stroke	81.0 × 86.4 mm
Capacity	2226 cc
Compression ratio	9.3:1
Valve gear	dohc, four valves per cylinder
Power	230 bhp/5900 rpm
Torque	258 lb ft/1950 rpm
Fuel	unleaded, 95 RON

**TRANSMISSION**

Type	six-speed manual, four-wheel drive
------	------------------------------------

**GEARBOX**

Gear	ratio	mph/ 1000 rpm
First	3.500:1	5.012
Second	1.889:1	9.286
Third	1.320:1	13.289
Fourth	1.034:1	16.965
Fifth	0.857:1	20.469
Sixth	0.711:1	24.672
Final drive	4.111:1	

**SUSPENSION**

Front	independent via MacPherson struts, coil springs, wishbones, anti-roll bar
Rear	trapezium arm axle, coil springs, anti-roll bar
Wheels	alloy, 7.5J × 16
Tyres	205/55 ZR16

**BRAKES**

Front/Rear	ventilated discs/discs, ABS
------------	-----------------------------

**STEERING**

Type	rack and pinion, power assisted
Turning circle	11.74m

**DIMENSIONS**

Wheelbase	2548 mm
Front/Rear track	1446/1437 mm
Overall length	4401 mm
Overall width	1716 mm
Overall height	1375 mm
Kerb weight	1525 kg
Fuel tank	15.4 gallons

**PERFORMANCE**

0-62 mph	5.9s
Maximum speed	154 mph

Figures supplied by Audi UK

**FUEL CONSUMPTION**

Average for test	26.8 mpg
Government figures:	
Urban	20.2
56 mph	37.7
75 mph	31.7

<b>LIST PRICE</b>	<b>£31,072.88</b>
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corner. Like its slightly quicker, and wholly more agile, rival, the BMW M3, the Audi S2 can literally be slammed out of hairpin after hairpin with a genuine shove in the back. But unless there's a touch of moisture on the surface, the S2 will never have the upper hand.

The S2 might not be able to keep up with a well-driven Lancia Delta integrale in such conditions. It won't be too far behind, but nor will it titillate the senses. On the plus side (and bearing in mind that such speeds are legal in Audi's homeland), whereas the Lancia's housebrick aerodynamics cause it

to run out of puff at around 130 mph, the S2 will be pulling like a train right up to its maximum of 155. And it will do so with four adults comfortably ensconced, which is testament to its versatility (enhanced yet further if you opt for the saloon).

### Verdict

There's no doubt that the Audi S2 is a safe, competent all-rounder. It goes like thunder, is respectably frugal (we managed over 26 mpg), can adapt to any weather conditions and is impressively well equipped.

Other bespoiled machines might shout their intentions far and wide, but the S2 goes about its work with efficiency and modesty.

It could, however, be so much better.

The steering, brakes and suspension dilute what, on paper, promises to be an amazing driving experience. One senses that there's a great car bursting to get out, but you can't help feeling a little short-changed. Talking of which, it isn't cheap, at almost £31,000.

Still, you can't knock Audi's integrity.

It did say that this *wasn't* a true Quattro replacement; full marks for honesty. **R R B**

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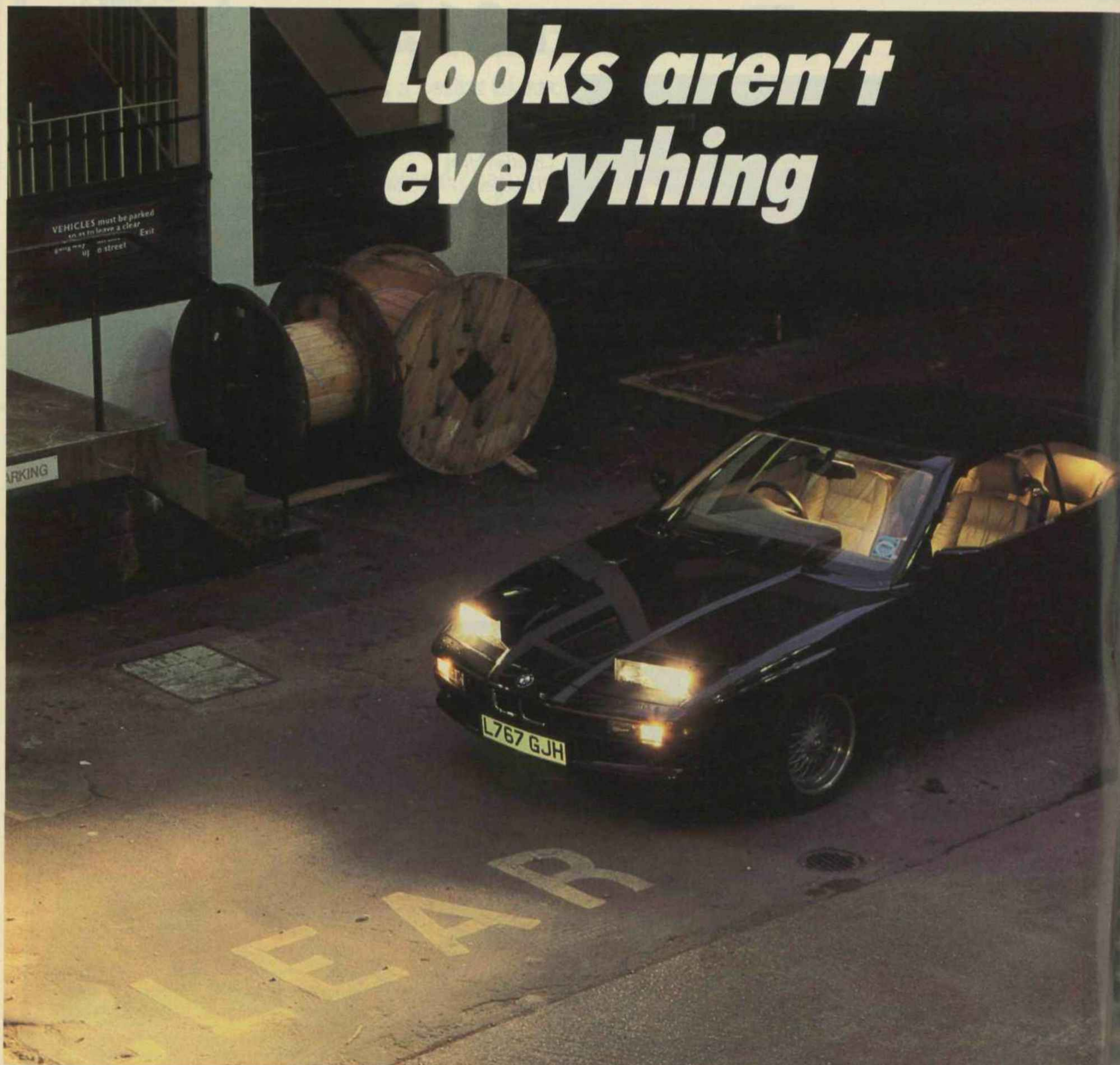








# Looks aren't everything



**P**lease study the following carefully, inwardly digest and, if possible, try to fathom out whether you are reading a) a sculpture exhibition catalogue or b) an extract from Private Eye's *Pseuds Corner*.

*"The shape, intended by the designer to create in the viewer a desire to caress, is characterised by the smooth, rounded contours of the stretched bonnet, fluid transitions between surfaces and a high waistline rising towards the compact rear end."*

The word 'bonnet' gives the game away. This rather fanciful prose is part of BMW's attempt to convince the world at large that its eye-catching 8-series has sufficient architectural merit to justify its price. And even the latest addition to the range, the 840 Ci, is listed at £52,950. It may be a whole 325i cheaper than the 850 CSi (road tested in November 1993's *MOTOR SPORT*), but it's still not exactly what you'd call an

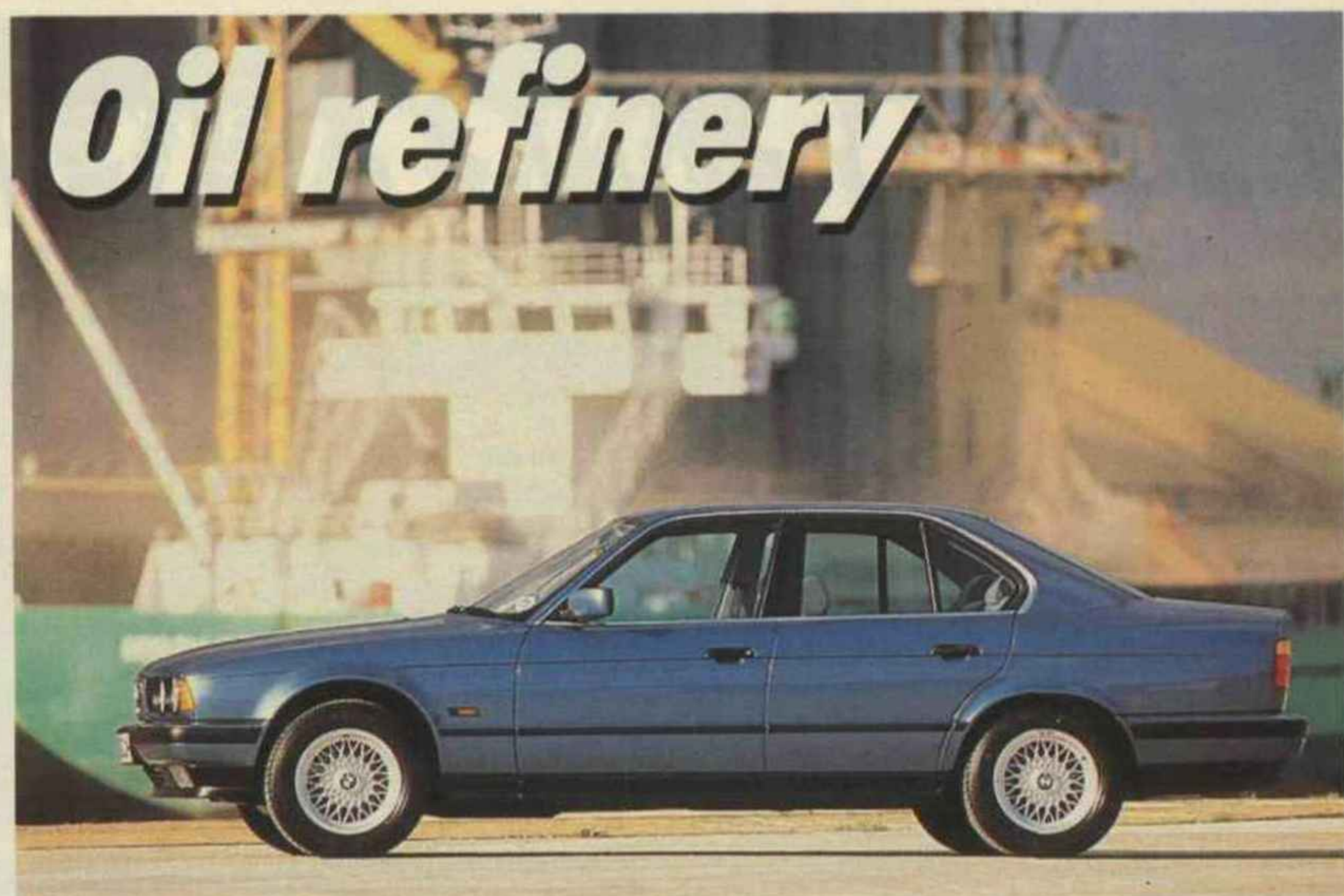
'entry level' option, is it?

The 840 Ci is an amalgam of BMW's gorgeous (and no matter *what* you may think about such a car in this day and age, it has a singularly stunning silhouette) flagship coupé and the four-litre V8 that also serves in the 740 and 540 models. The result is actually a touch sharper and more sensible than the V12-propelled 850 Ci. It's around £15,000 cheaper, for a start, and there's precious little difference in terms of performance. While the 850 is in its element on motorways, it handles like a ship in a Force 10 gale on more tortuous routes. The 840 isn't a whole lot better – it's still far happier on the M6 than the B4140 – but it is a touch lighter, and nimbler as a result. On dry roads, it is a mild understeerer; in the wet, the standard electronic traction control keeps everything nice and tidy. Whatever you may think about the value of such

devices, it is surely best to keep a 286 bhp, 1830 kg car on a tight rein? If you disagree, there's always the option of the 'off' switch...

Though it may not have entirely sporting manners, the 840 is blessed with an impressive set of statistics. Prodigious torque (294 lb ft at 4500 rpm) helps to push it from rest to the 60 mph benchmark in less than seven seconds; top speed is, like most German-built performance cars, 155 mph (artificially governed to keep the influential Green Party happy); in general use, prudent drivers will be able to achieve almost 25 mpg. Useful items on the standard equipment list include the aforementioned traction control, driver's air-bag, leather upholstery, ABS, remote anti-theft system, air conditioning, rechargeable glovebox torch and 12-speaker radio/cassette. Less worthwhile is the ski bag. Surely a more





"Ooooh," cooed the receptionist as she took the keys and caught sight of the logo on the leather tag, "a BMW." Note one: signs of a favourable initial response to the marque.

Then, she turned up her nose in a way that suggested disappointment. "Oh, it's only a diesel . . ."

Note two: no matter how good you make them, and irrespective of a manufacturer's perceived image, diesel engines are going to be plagued by stigma and prejudice for some time to come.

Sitting behind any diesel, it's hard to imagine that you are inhaling the fumes of the future as the driver plants his right foot and a noxious black cloud briefly obscures your vision.

True, the BMW 525 tds will billow the occasional vapour trail under hard acceleration, but despite appearances diesel technology is becoming ever more refined, leastways from the driver's seat.

With the 525 tds, you are audibly aware of the power source for only a fleeting moment

on any given day. From a cold start, allow five seconds warm-up time, turn the key and you'll briefly hear the type of clatter that one associates with an Austin FX4. But it is only a brief intrusion. At tickover, the turbocharged six-cylinder is quiet, and free of vibration. The cabin is a paragon of tranquility. And the situation is unchanged in motion. Naturally, it doesn't have the silky rumble of a traditional BMW six. It does, however, sound more like a petrol-driven six than it does a diesel . . .

Over 42,000 miles, BMW reckons that the cost of servicing a 525 tds will be around 22 per cent cheaper than it would a 525i. The potential savings do not, however, demand huge performance sacrifices. The petrol-engined 525i-24v, with the same SE equipment as our test car, is capable of almost 140 mph. The diesel runs out of puff at just under 130, which is fast enough for the difference to be irrelevant in modern Britain.

You will be able to measure the most impressive aspect of the BMW's performance by the reduced number of Tiger Tokens in your collection. The manufacturer reckons that typical customers will return in excess of 40 mpg; our experience suggests that may be a trifle optimistic. Over the course of eight days which included plenty of urban usage and much hard motorway work, the figure was closer to 35. That's still impressive for a car of this size, however, and it allowed the best part of 500 miles between refuelling stops. That's about twice the range you might get out of a 525i in similar circumstances.

Anyone who thinks of diesels as a slower means of getting from A to B should bear in mind the amount of time you *don't* spend in service stations . . .

Quite simply, the BMW 525 tds is as well balanced, refined and nimble as many petrol-engined cars of the same size. It also has sufficient mid-range torque (192 lb ft at just 2200 rpm) to make it an extremely relaxing travelling companion.

Its awesome capabilities don't come cheap – the basic tds is £22,430, and the SE package adds another £2115 to the bill – but it is, without question, one of the most impressive cars I have driven for a long time. SA



important consideration would have been some rear leg room?

There is no question that the 8-series' biggest drawback is its packaging. Its ratio of cabin space to length is ludicrous.

In BMW's defence, it is only aiming to sell 100 840s annually. Their target audience can only be those who wish to acquire a genuine status symbol, for you can have a BMW badge on an M5 or an M3, both of which have the 800-series models' touring ability, mated to superior handling and, a more practical advantage, usable rear passenger space.

As a statement of engineering prowess, the 840 Ci is every bit as impressive as its senior brethren, but if you've got this sort of money to spend then the subtler M5 makes a lot more sense as a truly practical super-car, rather than what is merely a super looking car. SA



# Fleet accompli



**D**ecent a car as the Renault 21 was (and in turbocharged form it was quick, well-balanced and immensely satisfying to drive quickly), it didn't exactly have fleet buyers falling over themselves to acquire it in bulk.

With its successor, the Laguna, Renault is making a bid to be taken seriously in the fleet sector for the first time. (The 21 actually fared less well than the even older 18 in this respect.) No question, this marks a vital launch for a company that is enjoying a purple patch in UK showrooms, notably with the Clio.

In the long term, there will be estate and diesel (a new naturally aspirated 12-valve unit) options. Initially, however, there are seven models, featuring three engines and three trim specifications.

Last year, Vauxhall dispatched 75 per cent of its Cavaliers to business users; Renault is aiming to dispose with around 65 per cent of its Lagunas likewise, and it is attacking the task with a ferocity seldom seen this side of the West Indies first XI

pace attack.

Its pricing is particularly vicious. The entry level 1.8 RN is listed at just £10,570, and the range-topping V6 (with compulsory automatic transmission) will leave you plenty of change from £19,000. If it's hardware for money you're after, then the Laguna will appeal.

On the road, the 1.8 is possibly the best of the three packages – which could be good news, given that it is expected to account for around 60 per cent of sales. For what it is, it performs admirably. When the 1.8 runs out of puff on a sharp ascent in southern Spain, it is only to be expected. When the same thing happens to the 2.0, and it did, it is more of a disappointment.

The sharp edges that cluttered the interior of the 21 have been junked, and in their place you get a tidier, more shapely instrument binnacle and a generally uncluttered cabin that is pleasantly free of the inherent rattles that marred some 21s we experienced. If the Laguna marks a small step forward in terms of styling, it is a gargantuan

advance in terms of build quality.

The 1.8 and 2.0 are both comfortable and efficient without being technically startling, in which respects they fit the current medium sector idiom perfectly. And as there's so little to differentiate between contenders in the market at the moment, the pricing strategy could make all the difference, as could insurance premiums that are on average one group lower than the class norm.

On paper, the 3.0 model (pictured) is slightly less humdrum. The 170 bhp V6 propels it from rest to 60 mph in 8.4s, and thence to a top speed of 137 mph. Standard equipment includes heated windscreen (in a country that provides snowstorms on Bank Holiday weekends in April, that's a boon), remote central locking with alarm, cruise control, air conditioning, ABS (with an alarm to warn you if the system fails), driver's air bag, adjustable steering wheel, CD player and electric operation of almost everything. In short, it's a lot of car for £18,565.



# Civil Civic



**T**his is the car that daddy would buy the sensible teenager in downtown LA. American designed and built, the little Honda Coupé is a real smoothie with a galvanised steel-clad 0.33 Cd. It opens another new niche and brings the coupé concept back to the man of little means by undercutting even your average smart stereo system.

Honda's PR spiel claims that the Coupé is also environmentally sound, a statement based on its limited consumption of natural resources during production and running. Based on the more expensive Civic saloon's platform, but with a more powerful sohc, 102 bhp, 1.5-litre, 16-valve motor with offset camshaft, an impressive 50 mpg can be achieved if you wish to tool along the M1 at a mind-numbing, lorry aggravating 56 mph. If you don't, it is still possible to be relatively frugal. And one has to say that the reported top speed of 118 mph is distinctly modest in this day and age.

All-round double wishbone suspension and Honda Progressive Valve (HPV) shock absorbers have been adopted from other Civic models – necessary to justify the Coupé's sporting image. With power steering, electric windows, sunroof and mirrors, central locking, tinted glass and a knock-down price of £11,395, it's bound to be considered as a sensible alternative to many GTi hatchbacks. Rival coupés include the BMW 316i, Mazda MX-3, Nissan 100NX, Vauxhall Calibra 16v and VW Corrado 16v – all of which are more expensive and (with the exception of the Corrado) slower to 60mph.

The Coupé certainly looks good on paper but it's not quite as simple as that. Jump in, and you're instantly at ease. An almost perfect driving position is attained thanks to the adjustable steering column. The low, comfortable seats lack support under the knees, but that's excusable. You'd be forgiven for thinking that you were driving

mum's car to the shops. The controls are feather-light to the touch, and so easy to use that I half-expect to see the BSM placing a bulk order. The large glass areas offer excellent vision and the compact dimensions are an aid to town driving. The ride is a delight, cocooning one from all nasties that our under-serviced British roads can muster. This Honda demands nothing from the driver – one can cruise to the office on auto-pilot and not remember the journey.

Driving the Coupé on faster open roads is no more taxing than eating your breakfast – it simply rolls more, grips less, goes slower and stops longer than the other small sporting Hondas, yet its longer wheel-based, well balanced chassis forgives mistakes readily. In automotive terms, it's as close as you can get to foolproof.

Remember, though, that your heart may flutter if you try to over-stretch those puny rear brake drums.

Dashing along your local country route, you will also notice the absence of the familiar V-Tec crescendo every time you accelerate – the sound that encourages you to hold-on to the gears. Galaxy-smooth though the LSi's engine may be at low revs, you'll find that the growing din will have you changing up long before the red-line. This isn't unpleasant, simply a minor irritant in an otherwise well-mannered car.

Well-mannered sums it up. The Civic Coupé LSi does everything so wonderfully well within its modest envelope – all for a price that would send Pavlov's dog into convulsive spasms at the mere hoot of its horn. It might also send rival manufacturers into fits of panic for that very reason, but, for us at MOTOR SPORT, the word 'insipid' was never far from our minds while driving it. It may be similar to its brethren in specification, but it's unrelated in spirit.

The Civic Coupé LSi demands nothing of its driver. It's just a pity that it offers little reward.

R R B

Like the other Lagunas, it is quiet and refined. It feels softer, though, as might be expected of a car geared towards the high-mileage motorway classes. In some ways, it is ironic that the Laguna – Renault's spear-carrier in the BTCC – has no sporting pretensions on the open road (at present, you can buy a sports pack for existing models, but that adds only spoilers and colour-coded panels, *not* performance).

The biggest drawback of the V6 is its transmission. It hunts between the gears with uncomfortable regularity: aim at a corner, turn in, accelerate through and, just as you reach the exit, when you actually want to proceed smoothly up the following straight, it changes down...

Most V6 users will not, however, engage in frenzied driving on mountain roads. As we said, if you accept the Lagunas for what they are – comfortable, practical saloon cars without sporting pretensions – then you really can't complain.

A sports model?

Nothing is scheduled for launch within the next 12 months. Beyond that? Well, there has been talk...

S A



# The real

## ALPINE TRIAL 1933

27 M.P.H.  
AVERAGE

The ONLY English car and the ONLY non-supercharged car to finish in the ALPINE TRIAL 1933 (132 entries) without losing a single mark and to climb the STELVIO, PORDIO, and GALIBIER PASSES at the required average speed, was a 1½-litre standard production model FRAZER NASH

# FRAZER NASH CARS

FALCON WORKS (LONDON ROAD) ISLEWORTH, MIDDLESEX

# Alpine

In recent times many retrospectives of former important competition events have been held, for classic and other cars. They are commendable in that they provide good sport with a flavour of the past for those who take part, and perhaps they enhance the value of some of the cars so publicised. But none of them, for a variety of rather obvious reasons, can quite compare with the *real* events they replicate. This is especially true of those in Alpine terrain. The Swiss and Austrian alpine passes con-

stituted a severe test of the motor car from the earliest times and became the scene of the famed Alpine Trials, or *Coupe Internationale des Alps*, from 1928 which were regarded as very tough indeed, and which were supported by manufacturers as an effective means of PR, should success come their way.

To win a *Coupe des Alpes* or Glacier Cup was to have attained a very coveted accolade indeed. This signified that either a team or an individual, respectively, had

completed the route without losing a mark on an event that required timed ascents of most of the great Alpine passes and maintenance of high average speeds, calculated according to engine-size. You had to cover many stages without a break for food or servicing. Repair time was restricted, anyway, because overnight the cars were locked away in a guarded *parc fermé*, and, as the years went by, the regulations regarding how far the competing cars could depart from catalogue specification were tightened up. And to make it even more difficult, vital parts were sealed so that they could not be tampered with on the trial.

Such rules made the Alpine Trial an excellent shop-window for the many makes that were entered, but keeping a clean sheet was difficult indeed. The pace set, up those winding, steep passes, was high, the roads were not always closed, so that collisions were rife, and one dreaded hazard was meeting the Swiss post-buses, which not only had absolute right of way — in a country not known for its tolerance of fast cars — but were allowed to keep to the inside of the numerous bends, forcing the trial cars even closer to sheer drops over the edge than their drivers normally risked. Added to that there were poor road surfaces, many puncture-inducing nails thereon, dust, heat by day and the cold of night — which made restarting difficult. Add the crews' physical exhaustion and the mechanical strain on the cars, taking part in what was a thinly-disguised road-race-cum-speed-hillclimb lasting several days... so those pre-war and early post-war Alpines were quite something — I am thinking of the *real* Alpine Trials. It is not possible to recall all of them, but let's look back to some.

The 1933 Alpine, described as one of the most severe trials of them all, brought 132 entries, 50 of which were British, in five capacity classes, ranging from 500-1100 cc to over 3000 cc. Team entries came from MG, Singer and Fiat in the smallest category, to three Dutch Fords in the big-car division. In between were the Chain-Gang Frazer Nash trio, opposed by teams of Riley, Adler, Hanomag, Rhor and Stoewer, then the Vauxhall, Mercedes, bigger Adlers, Hotchkiss, SSI and another Mercedes team in the 2000-3000 class. Truly international.

The private owners included many famous names, such as Donald Healey (Riley), Ron Horton (Triumph), Oxley (Frazer Nash), Count Lurani (Alfa Romeo), Blackstone (OM), WM Couper (Talbot) and Dr Roth (Talbot). The ladies were not adverse to such punishment, either. Joan Richmond was to drive a Singer, Miss Champney her Riley, Mrs Gripper a Frazer Nash (with her husband in another), Miss Patten an Alvis for instance, and they were joined by a strong female contingent from abroad. Outside the RAC in Pall Mall the SSI tourers lined up for the departure from England, competition numbers on their flanks.

The first car was due to be sent away from Merino at 4.00 on an August Monday, that day's run embracing the Giovo, Falsarego





Cars parked on the tennis court of the Grand Hotel at St Moritz, before leaving for Stresa in '32.

and Poidoi passes. On the following day the cars had to climb the Stelvio, Bernina, Albula and Fluela passes into Switzerland, and on the Wednesday tackle the Julia and San Bernardino, on the route from St Moritz to Turin. Then it was a matter of the drive back into France from Turin, the climb consisting of the Col de Sestrieres, Mont Genevieve, the Izard and the Galibier with its unprotected edges, and the Croix de Fer. Finally, the last day involved the Bayard, Vars and Cayolle passes, as the few remaining cars made their way from Grenoble to the finish at Nice. The speeds on the timed sections of selected passes ran from 26.09 mph for the 1100 cc section to nearly 28 mph for the two larger classes. Overall, racing average speeds were set and navigators had to be alert, because dire penalties awaited those who arrived at controls too early, as well as if they were late. At the final day's control competitors were allowed five minutes to unload their baggage before the car was locked away in the open for the night. Next morning restarting the engine had to be done on the motor, against the watch, to avoid loss of marks.

Having arrived at Merino, mindful of the sort of time permitted for repairs once the Alpine had commenced, most of the crews, set about decarbonising and grinding-in valves, adjusting brakes, and trying to decide which choke-and-jet combination best suited the carburetors. The Britishers' luggage had been brought out by a Thorny-

croft van. Troubles came early on the first day. Racing driver EK Rayson in a 38/250 hp Mercedes, was overtaken by Klotz (an appropriate name) in a small Mercedes (No 13!) which immediately swung across the road in front of Rayson, and rolled over twice in a field — both Germans then walked to the next village. And all in the first 100 km... Even prior to that, as the Dutch Ford team left the start in the dark, a private Ford wouldn't start and neither would an Auburn, whose crew had flown from the USA to compete, leastways not until marks had been lost for using the handle. A taxi then pushed the car, to no avail. Only when a new battery was found did a faulty connection come to light — it can happen to the best of us! Meanwhile, a Hotchkiss lost time because a tyre had inconsiderately deflated...

The best timed climb of the Poidoi went to the Hotchkiss team. WF Bradley led with a no-loss score. The SSIs did well, Needham clean, the journalist HE Symons three points down and Miss Allen four. The fwd Adlers easily outclassed the American drivers of GM's Vauxhalls but in their class the Rileys and Frazer Nashes were all clean and the MGs easily beat the Singers and Fiats. The OM had been written-off against a boundary stone, near Cortina. On that first day fuel-feed problems had eliminated a Riley, a Talbot and a Wolseley, Oxley went off the road, to be towed back on by oxen, then did it again and retired his Frazer Nash. Others to drop out were an Austro-Daimler,

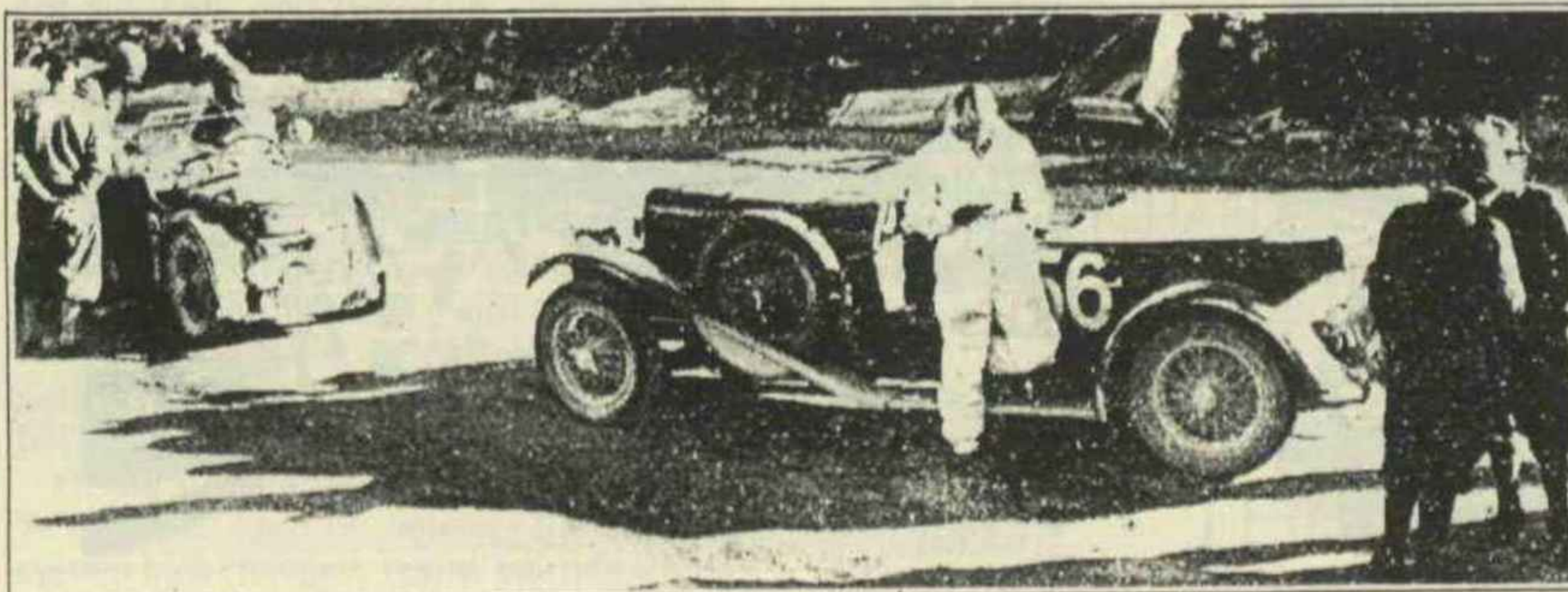
a Tatra-Rhor, a Fiat and another Riley, savaged by a non-competing car. At the end of the opening 248 miles, only 30 out of the 121 starters had lost no marks. Miss Allen and Mrs Eaton, in the SS team, had made up for an earlier delay of one hour with an alarming drive, fast even *down* the Giovo. Those still unpenalised were Mlle Hellé Nice (Bugatti), Delmar (Bugatti), Carriere (Alfa Romeo) and the British drivers HJ Aldington (Frazer Nash), Jack Hobbs (Riley), Belgrave (MG) and Donald Healey (Riley).

That was a start, but much lay ahead, although the time controls had been rendered less troublesome, as clocks now indicated when a route-book was due to be signed. The Stelvio was the next killer. Humphrey Symons, having lost 40 minutes changing a head gasket on the SSI, had scrambled aboard without tightening the nuts, the gasket blew again and water ran into the sump. Undaunted, he coasted down to Borineo, where the AC of Pig é-Laschalla had just had its front-wheel ball-races replaced and was able to tow the SS to that day's finish in Switzerland. Petrol

## "One dreaded hazard was meeting the Swiss post-buses"

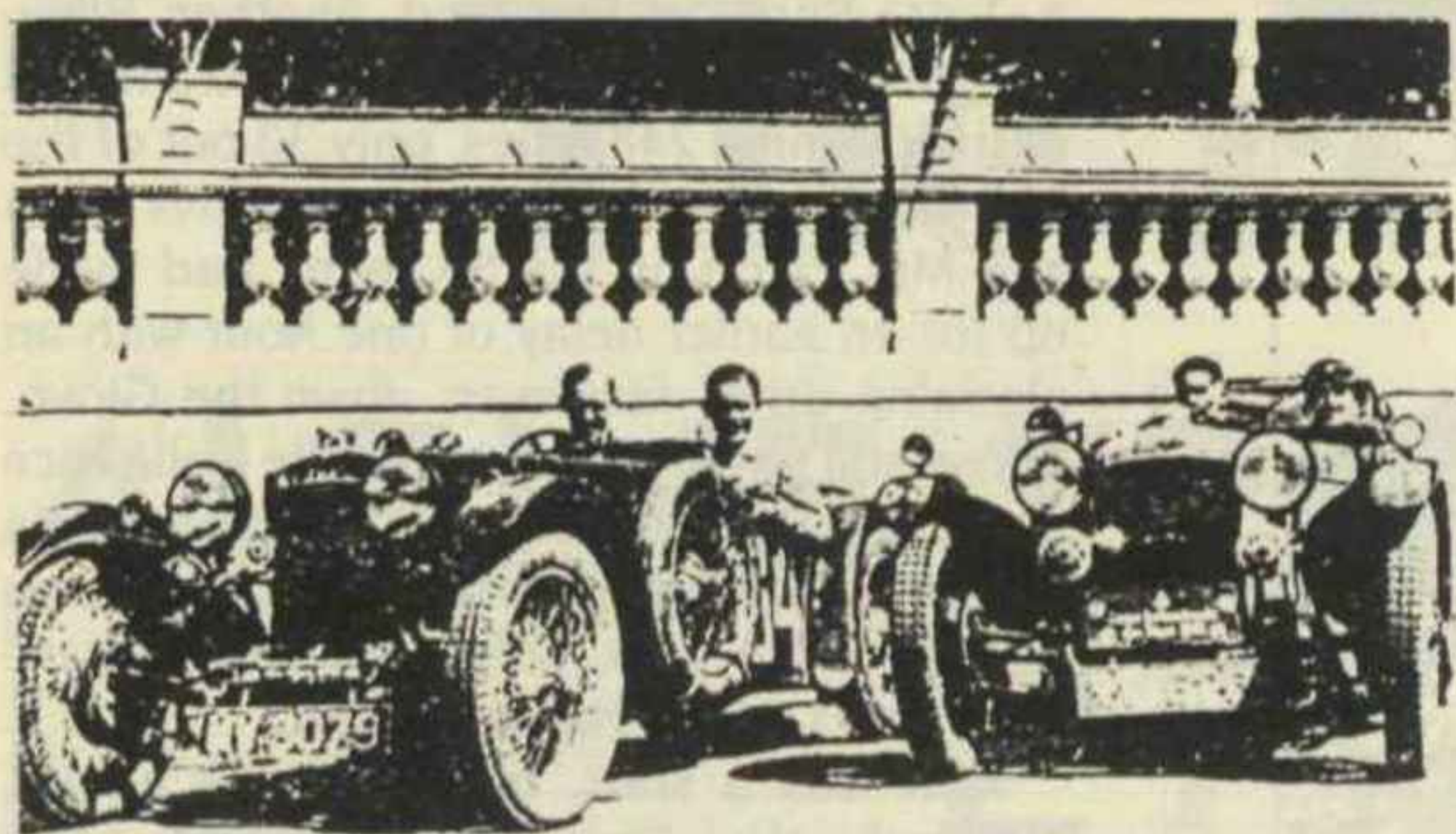
pump trouble pointed to the altitude and the 1932 organiser may have learnt something when his Alfa Romeo was balked by a small German car, the steering of which was seizing up. Mrs Gripper also suffered thus and Lago found his Talbot's pump nuts loose. The Hotchkiss team overtook the Mercedes-Benz in their class, to lead, and although Miss Champney, on her first taste of the Alps, drove wildly and had twice to reverse at hairpins, she was still first lady. But Margaret Allen's SSI also had a gasket go. That decimated the Coventry team, Needham now on his own. 'Aldy' made a clean job of the Stelvio and Butler-Henderson dropped only two points, but the Rileys still led the 1½-litre class. Alan Marshall had so much work to do on release from the *parc fermé* that his Frazer Nash started after the official car had left. But he drove so hard, as Chain-Gangers often do, not only up but down the passes, that he soon overtook the surprised officials, to get to Pontresina unpenalised.

Less fortunate was young Mlle Sajoux from Paris, alone in a Delahaye saloon. She, too, drove furiously, to shoot over the St Moritz finishing line. Braking in a cloud of dust, she reversed hastily, shouting "Quick, quick, quick, I'm late," as she ran to clock-in. Alas, she failed to charm the time-keepers and she lost 11 points for an early



A halt at the top of the Stelvio, 1932 — A G Gripper (Frazer Nash) and W M Cooper (Lagonda), both of whom made fastest time in their respective classes.

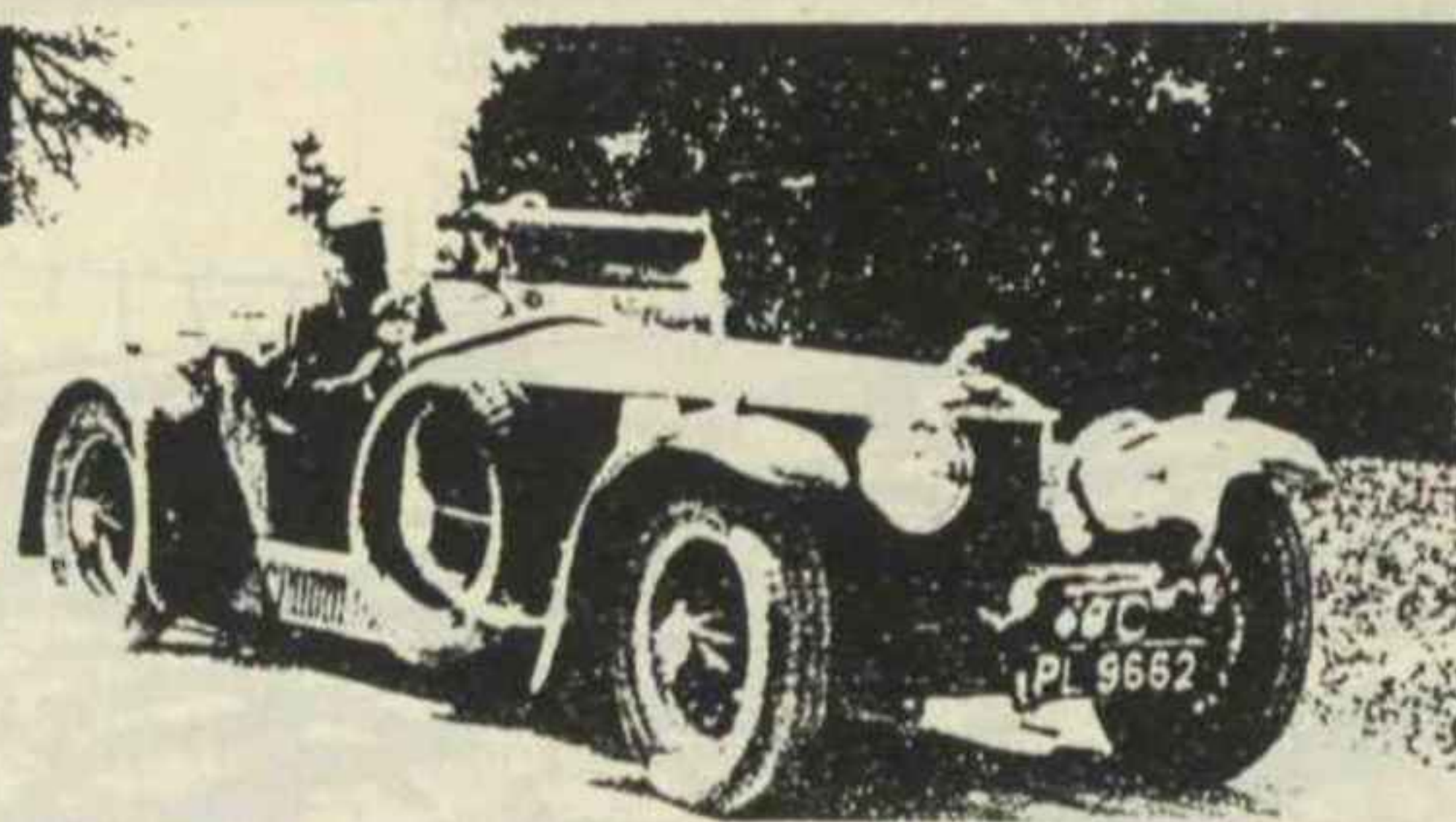




Successful debut. The two Frazer Nashes driven by H J Aldington and A G Gripper, who gained Glacier Cups in 1932.

arrival . . . It was all very tough and at the end of the second day 10 had retired, the two SSIs, Mrs Gripper's Frazer Nash and Miss Richmond's Singer with fuel-feed problems, a Mathis which had back-axle failure before the Stelvio, the AC, a BMW, an MG Magna and a Citroën. Still "clean" were those listed previously, but a cold, damp night in the car park of the Grand Hotel at St Moritz played havoc. The Rileys had to be pushed and tow-started and Hobbs lost 50 minutes, finding hot water to fill his radiator. This in August . . . Yet the run ahead was easy and enjoyable, the only noted casualty Porter-Hargreaves, whose Frazer Nash broke a piston. Although the roads over the four passes were not closed, banners proclaimed that the *Coupe des Alpes* was taking place, and requested other drivers to give way and keep well to the right. At Turin high-ranking officials, including veteran racing driver Felice Nozzaro, greeted the tired participants.

The next day's run opened with straight roads on which drivers could go flat-out to build up time, providing they could avoid a plague of cyclists on the 30-mile outlet from Turin. Up the Col de Sestrieres a stone wrecked a rear brake drum on Bradley's Hotchkiss, but after it had been removed he continued with three brakes until replacement the next day. At one point a motor coach held up a trail of cars but it was the Galibier that caused problems. The road had been closed to descending traffic, so a true speed hillclimb could be enjoyed. Yet of 100 timed runs, only three cars attained



The Invicta of D Healey is captured at speed. He set up a new record for the Stelvio during the 1932 Alpine.

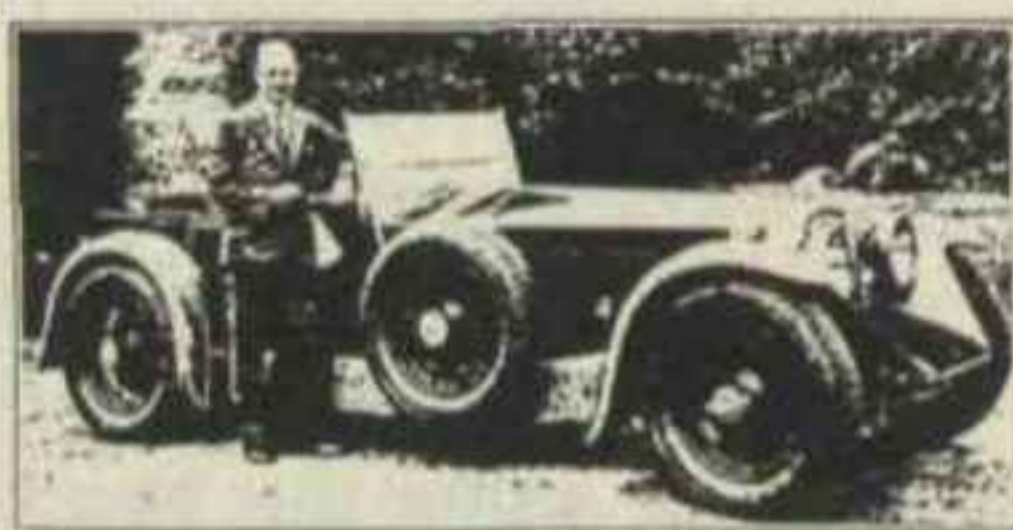
ALPINE TRIAL



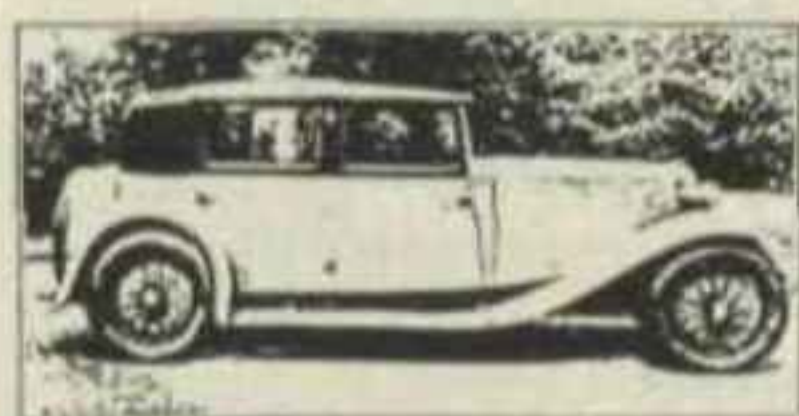
INVICTA

AWARDED A COUPE DES GLACIERS in 1930, 1931 and 1932. Fastest Time on Arlberg Pass in 1930; fastest time on Galibier Pass in 1931; fastest time and record on Stelvio Pass in 1932. In each instance the driver was D. M. Healey.

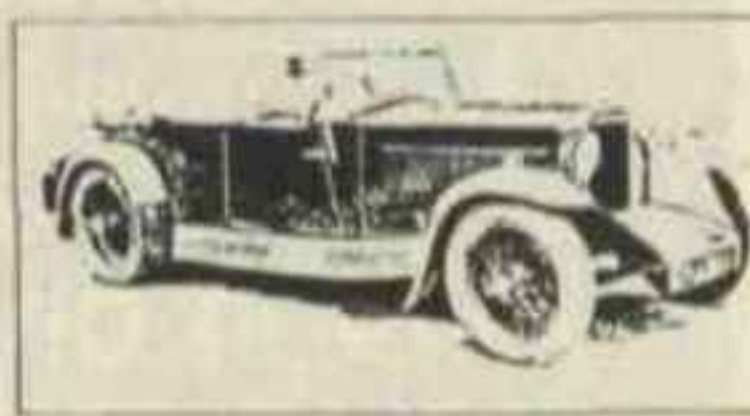
Three Standard Invictas were entered for this year's Alpine Trial, and each finished with a clean sheet.



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the stipulated speeds. Fastest was Carriere's blown Alfa Romeo, the other two on time being Delmar (s/c Bugatti), and 'Aldy' in the Frazer Nash — a marvellous show. (The Aldingtons used to get excellent publicity when their chain-drive cars did well in the *Coupes des Alpes* — two *Coupes des Glaciers* and FTD up the 9000 ft Stelvio in 1932 — and advertised such successes with full-pages in MOTOR SPORT, but it is said that when Brian Twist, *The Autocar's* repre-

sentative, was allowed to sample one of the competing 'Nashes immediately after its return from the Alps, all he said was "It's rather like a motorbike." To 'Aldy', I would not have been so brave . . . !)

Donald Healey put in a protest that the Galibier finish-banner had been blown away when he made his climb but this was disallowed, on the grounds that it was "an Act of God". It cost him three points, which Hobbs also lost, as did Hellé Nice, thus spoiling her clean sheet. But Belgrave's MG was a mere two points down here. Old Lionel Martin in a Humber had a puncture, but did not stop. Going down was worse than the ascent. The final two passes were also difficult. A Peugeot expired with severe engine maladies and Miss Gough pushed her Singer to the Grenoble park but it would go no further. Near the end, much pass-storming later, Lago's Talbot shed a wheel, which was retrieved and replaced, only to incur the loss of two points at the examination for damage after the road part of the event had ended. Before that a serious crash eliminated a Rhor, which overturned, while Col Holbrook's Triumph retired when a drive-shaft broke.

So, what was the result?

The teams that won the coveted Alpine cups were Ford, Hotchkiss, Alder, Riley and MG. Here the best show was that of the Hotchkiss trio, drivers Duhamel, Gas and the well-known motoring writer WF Bradley, with 36 lost points. The Rileys beat the 'Nashes by 51 points to 99 and the MGs, handled by Watkinson, Welch and news-

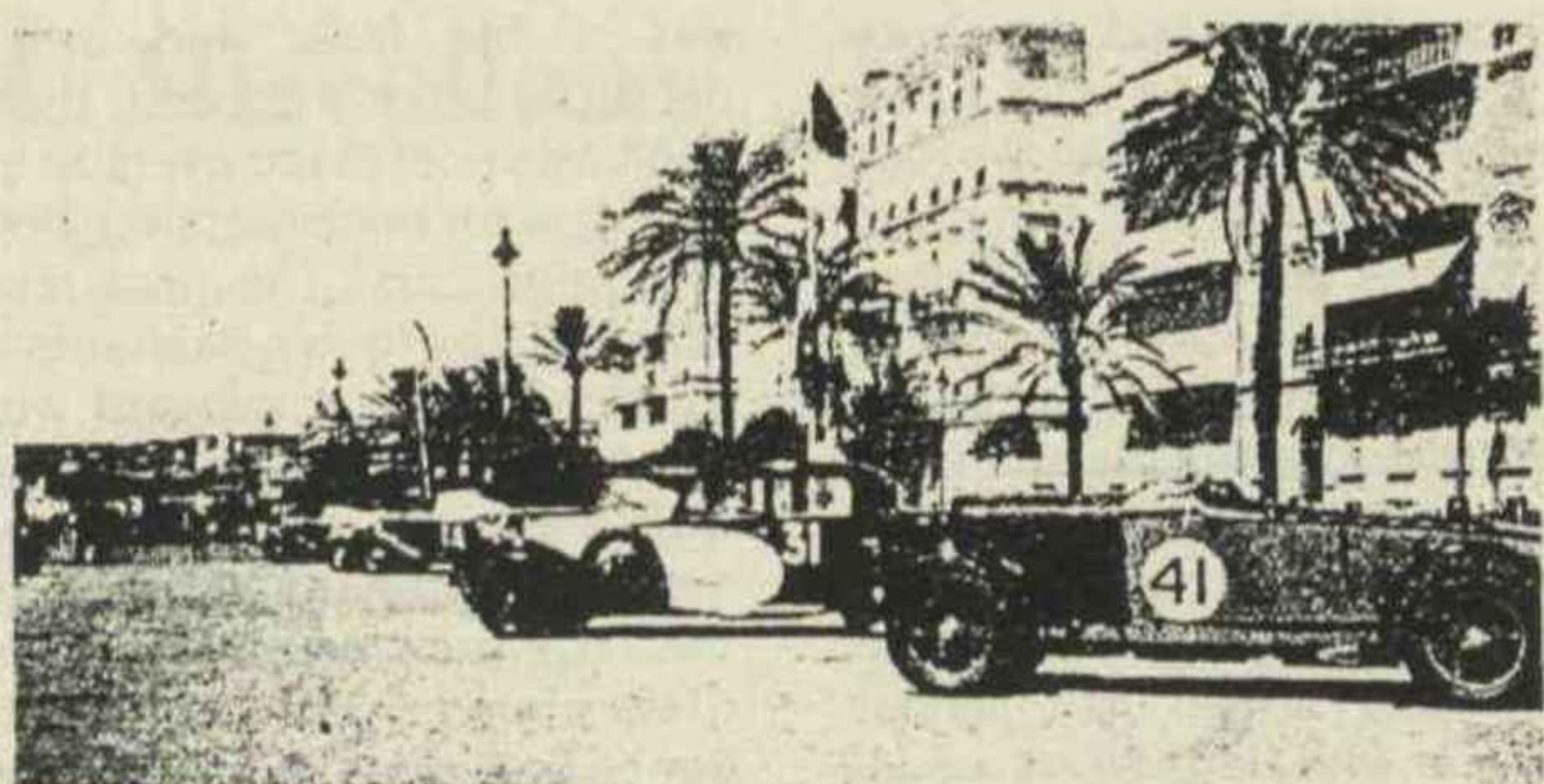


A level-crossing halt in 1933. Pictured are WM Cooper's Talbot, Mlle Hellé Nice's Bugatti and the SS1 cars of CM Needham and GN Koch.



Nice, 1933. The competitors are a Vauxhall saloon, three 1623 cc Adlers and Carriere's Alfa Romeo.





Before the 1934 trial began. A view of the closed car park at Nice, with one of the successful Talbots in the foreground.

paperman Tommy Wisdom, lost only 87 against the Singers' 209. The Fords relinquished 54 points and the Adlers vanquished the Vauxhall saloons 52/248. The private owners who lost no points and took home their Glacier Cups were the Alfa Romeo exponent Carriere and Dalmar in the Bugatti. Lerge's Bugatti dropped only one point. Best lady was Hellé Nice in her Bugatti, three points in arrears, and the best lady drivers from Britain were Miss Champney and Miss Hobbs, whose Riley dropped 56 points. None of which can truly depict the stress of the Alpine Trial and its importance to manufacturers.

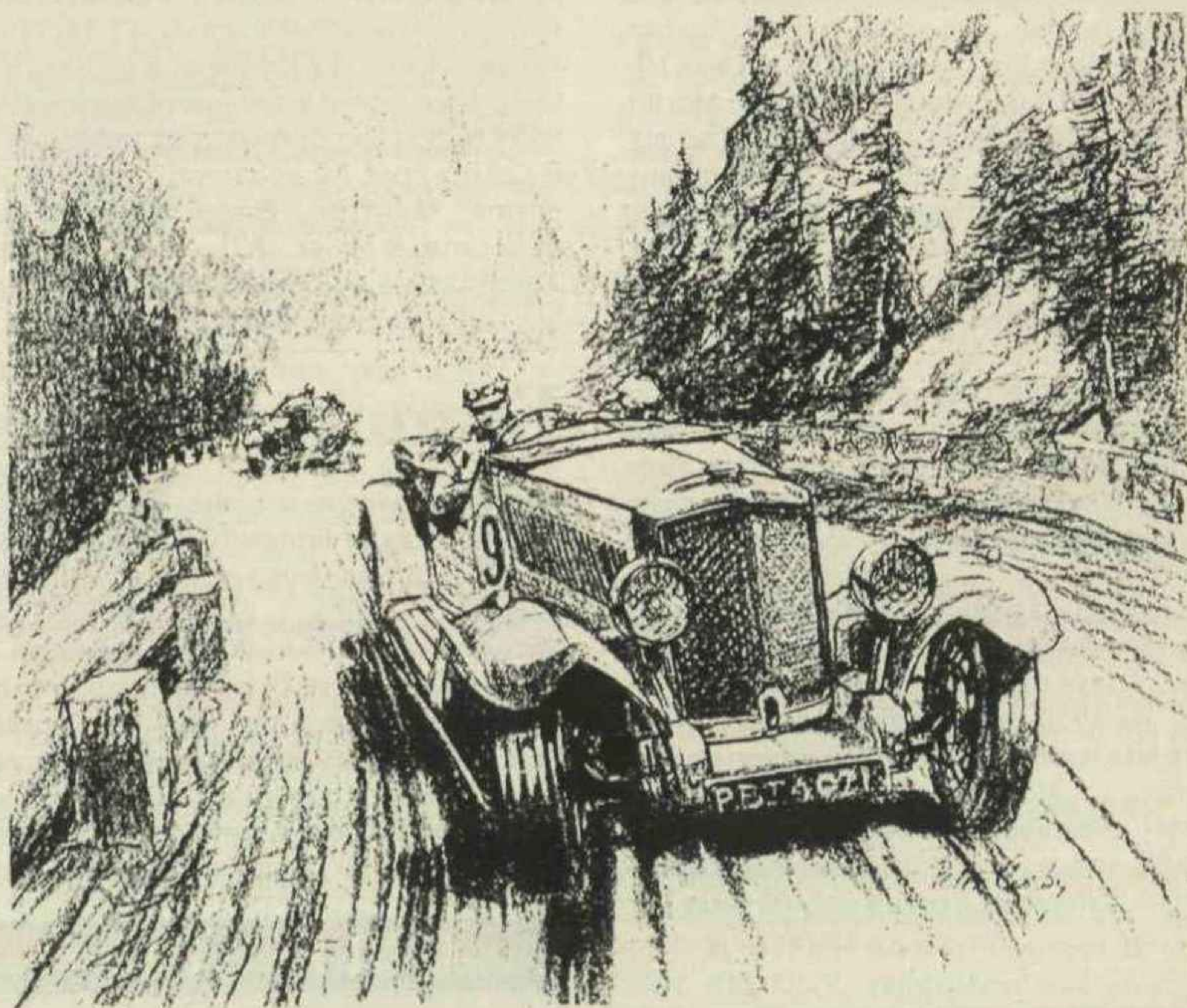
For 1934 the event started from Nice instead of finishing there, and went into Switzerland via the French Alps and through the Dolomites, to finish at Munich after a link into Yugoslavia, and with the innovation of a speed-trial over 5 km on an Italian *autostrada*, a total of 1800 miles. Averages of 26.2-32.5 mph were set on the road, 53-68.7 mph in the speed test. This was the year when the team of Chain-Gang Frazer Nashes was beaten by the BMW team of six-cylinder Type 315 sports-cars. Bill Aldington was so impressed that he obtained the concession for these cars for AFN, so the 1934 Alpine was responsible for British enthusiasts experiencing the willing power and supple suspension, allied to good roadholding, of these German cars and the ultimate 328 BMW. In fact, the Frazer Nash team lost out because the water-pump gland on the Mitchell-Thomson/Lord Waleran car started to leak and 14 points were dropped while the cooling system was somehow topped-up without the official radiator seals being broken. The support 'Nashes lost no points, nor did 'Aldy' and Tweedale, competing as independents, and Mrs Gripper lost one only, so apart from that single lapse the AFN cars did extremely well. There were 155 entries (a luckless Ford was No 13) and the route went into Austria at Zagreb, in spite of political uncertainty. Swastikas decorated the finish-line banner with which the Nationalist Socialist Party welcomed competitors to Munich — just as well that the BMWs won their class!

Of the 127 starters in 1934, 94 finished, 56 without loss of points. The scoring system had changed, teams starting with a score of 3000 points. Silver-gilt plaques were awarded to runners-up in the team category, the outright team winners in each

class still taking the prized *Coupes des Alpes*. The time schedules were a bit lower than previously, but it was still a very stiff trial. This time Delahayes beat the Fords in the big-car class by 312 points and the Roesch Talbots of Wisdom, Eaton and Couper trounced the SS team 3000/2630. In the smaller categories the leading Wanderer

team (there were two) tied with the Opel and Adler-Trumph teams, which beat the Riley team 3000/2700, and the BMWs were 14 points ahead of the gallant Frazer Nashes. In the 1100 cc division the Triumph team of Leverett, Ridley and Holdbrook beat the Singer team 3000/2972. The unlucky ones included a Ford V8 that overturned, one of the Dutch Fords which succumbed to gearbox trouble, after they had all started off as in a race, two more Fords, a Hotchkiss that retired early, Alan Marshall's Frazer Nash with a leaking sump, Reggie Tongue's Singer, delayed by three punctures in one day, another Ford with axle trouble and a Ford V8 that hit an oncoming car. Kay Petre had all manner of bothers that spelt the end for her Singer, Light's SS crashed, Ley's Talbot lost a big-end and a Ford, an 1100 Adler and Miss Allen's Lancia lost points through needing water. At Venice the strain of no rest periods was telling — Black and Ruben Harveyson overslept... Many treated the

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The three Adler-Diplomats were winners of an Alpine Cup in the same class as the Talbots. Here they are waiting at a level crossing in 1934.

trial as if it were a race, the Germans especially, and up the Stelvio fast ascents were made by the three Roesch Talbots, Seyd's s/c MG Midget and Symons's MG Magnette. The Alpine was living up to its reputation.

International tension caused the event to be cancelled in 1935, but a rather diluted affair was held in 1936, with hills rather than mountain passes in France, and lots of secret checks. In 1937 it was more or less back to normal. The route took in Austria and went into the Dolomites. There was ice at the start, on which an Aston Martin crashed, and snow in the heights. The big cars included a team of hiduminium-engined Siddeley Specials for the great Sammy Davis, WF Bradley and Humphrey Symons, which had overheating problems. This time 15 failed on the Stelvio, a Ford's engine literally bursting, a dust cloud caused Davis to clout a bridge in avoiding an approaching car, eight drivers were ditched on the Little St Bernard pass after the night halt at Stressa and an Amilcar lost its propshaft.

And so on . . .

It happened again after the war. Average speeds went up, from 29.8 mph for the new 750 cc class to 37.2 for the over three-litre cars. By 1950 the modifications permitted were less lenient and the 13th Alpine had 95 runners. An MG crashed, as did a Citroën, a Bristol disappeared over the lip of the Cayolle and another Citroën, a Healey and a Jaguar collided. At Cortina only 62 were left

in, and the Gross Glocker and the Croce claimed eight more. Leonard Potter had a serious accident when his Allard left the road in the typical dust cloud that hampered vision, Gordon Wilkins went into a wall when the Healey's throttle stuck open, yet another Citroën crashed, Gatsonides's Sunbeam-Talbot went out with axle trouble and there were other mishaps. Before the Brenner Pass was reached, only 12 drivers had still to drop points. The Rileys of Black and Charles Fothergill from Fleet Street, had serious mechanical defects, and Hartwell hit a non-competing car, as did one of the MGs. Before the finish at Cannes four more passes had to be climbed and on one of them a Panhard crashed, the little Simcas were in trouble, Hartwell now had no dynamo charge on the Sunbeam-Talbot, Tommy Wisdom found his electrics failing on the Hillman he was driving, and an HRG had ignition bothers. At the termination of this difficult Alpine Trial there

was a big fuss, and a long-delayed decision, after a protest that the Dyna-Panhard's possessed oversize inlet ports — a protest for once featuring French instead of foreign cars! The final results yielded *Glacier Cups* to five Panhard's and another to Britain's Ian Appleyard with his white Jaguar XK120, a memorable performance with a big car committed to the fastest averages. Panhard took the team award, the MGs the prize for best foreign team. Class winners were Panhard, Renault, MG, Sunbeam-Talbot, Alfa Romeo and Jaguar.

Later the event became known as the Alpine Rally and wasn't quite so tough. Today one-make clubs and more all-embracing bodies organise marathons, challenges and retrospectives in the Alps and those who take part experience the breakdowns and accidents that were a feature of the real thing, but it need no longer be so intense. **W B**

## VSCC In The Dales

**O**n March 5 the VSCC took its trials-driving contingent to the Derbyshire dales, to try their fortune up 14 sections, including the three Clough Woods, Gipsy Lane and Gibbet Wood. Seven drivers earned the customary penalty for arriving with their mud-motors on trailers, but I suppose it saves on expensive vintage tyres and M-way engine-stress. Only three non-started out of the excellent entry of 87. The even proved too much for P Cobb whose A7 apparently had a 695 cc engine, M Sythes (Frazer Nash), D Rolfe (MG) and R Miller (A7). The *Dick Batha Trophy* was a tie between Rodney Felton in his 1923 Brescia Bugatti and Sebastian

Welch in his 1930 A7, and in Class 2 the equivalent *Patrick Marsh Trophy* was taken by Stuart Baxter driving his 1928 Chrysler. **W B**

**First-Class Awards:** Felton, Welch, P Evans (A7), Baxter, D Bend (Morris), R Thwaites (Ford), R Harcourt-Smith (Alvis). **Second-Class Awards:** D Marchant (A7), J Baxter (A7), P Longhurst (Riley), G Winder (A7), L Murray (Frazer Nash), H Stringer (A7), R Parker (A7), R Clark (HRG), G Toms (Fiat), E Goldsmith (Lea-Francis). **Third-Class Awards:** A Moy (A7), S Gordon (A7), J Brewster (A7), Mrs Threlfall (Ford), H Monro (30/98), J Ghosh (30/98).

## Exmoor Trial

**O**n March 19 the VSCC ran its Exmoor Fringe Trial. There were 43 starters, some sharing cars, and 41 finishers: Gill's 1925 30/98 and Michelmores's 1932 Boyd Carpenter A7 retired. There were 14 hill sections. Two had to be closed late in the afternoon, but that didn't affect those who had already scored enough points to merit awards. I Horsnall's award for the most meritorious performance went to D Davies's 1931 12/50 Alvis

tourer, while the best showing by a novice was that of J Flann (1928 A7 Chummy). However, top scorer was Barry Clarke (GN/A7), one point ahead of A May (A7). **W B**

**First-Class Awards:** Clarke, Moy, Hedderwick (Riley 9), Lambert (Riley 9). **Second-Class Awards:** Burrige (MG PB), Jane Tomlinson (GN/A7), Saxl (Riley 1½), Harris (Bentley). **Third-Class Awards:** Williamson (MG PB), Longhurst (Riley 9), Avon (Bugatti), Britcher (12/50 Alvis).

## OBITUARIES

### Max Hill

**A**s we closed for press we heard the very sad news of the death, aged 88, of Max Hill, after a very short spell in hospital. Max was a long-time VSCC member, who competed in their events with a Bugatti and took photographs and films at their meetings for so long that he became the regular source of their film shows year after year.

His regular business was an engineering company in Wolverhampton, and he was

still driving and working on a Bugatti when taken ill.

Our deep condolences to his wife and his son Keith, who is equally well-known in VSCC circles, as a successful competitor with AJS and Crouch-Helix cars. **W B**

● We are truly sorry to hear of the passing, after a short illness, of Reg Worthing. Reg, of Richards Castle, will be familiar to Model T Ford aficionados, having spent his life amongst these cars and their commercial variants. Our sympathies go to his widow, Mary, and his son, a historic military vehicle specialist in his own right. **W B**



TH Wisdom's Talbot 105 on the Galibier Pass in '34, 10 minutes before a cloudburst fell, destroying a bridge and making the road impassable.



## V-to-C Miscellany

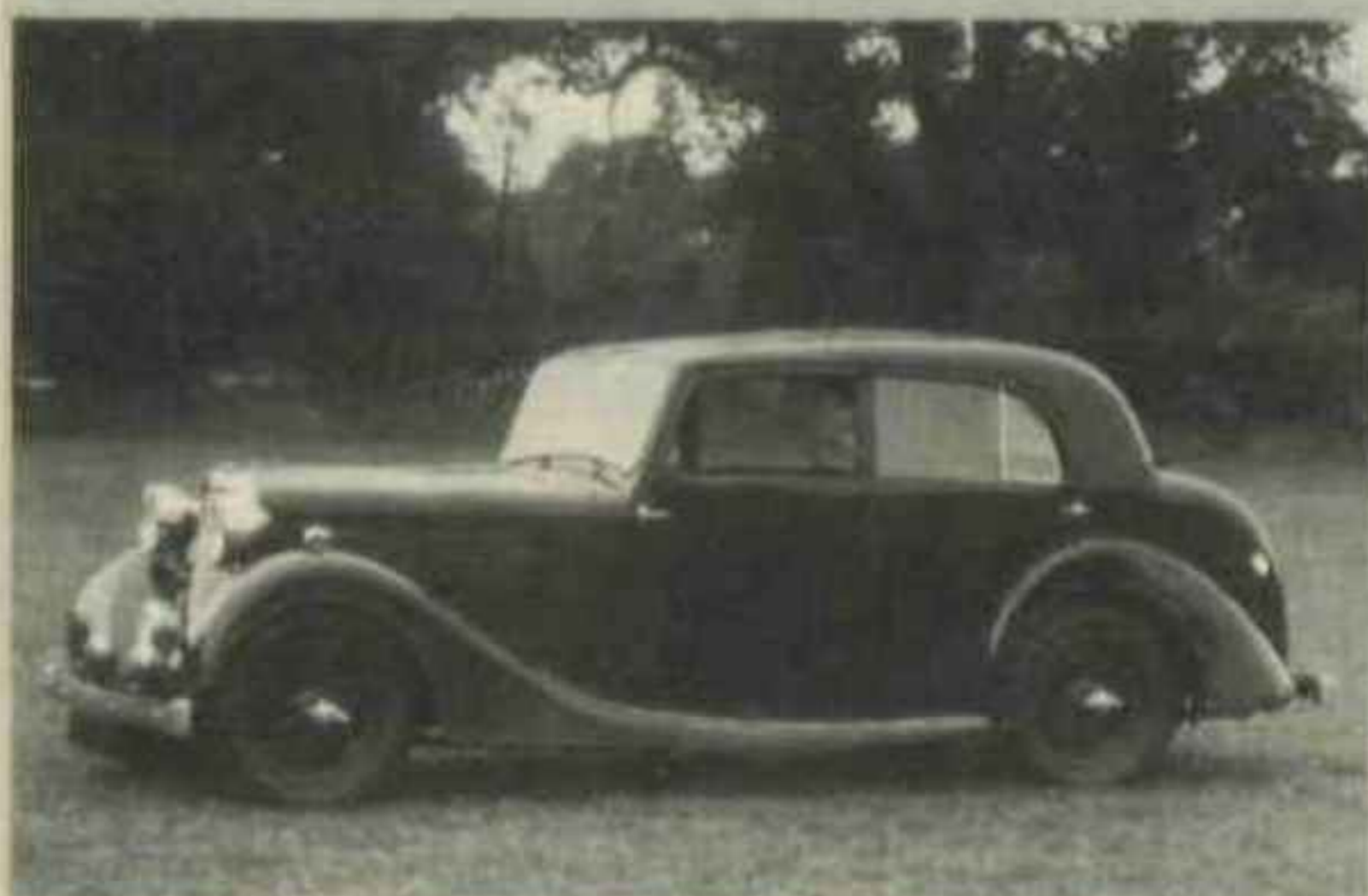
The Rover Sports Register will hold the National Rover Rally at Belvoir Castle, near Grantham, on August 22, and after the recent BMW takeover of the long-established British company, this will be a poignant event, with the once-so-English "Betjeman aunties" and other models, including flat-twin Rover 8s, on display.

A *Daily Mail* feature, *Questions & Answers*, queried how the expression "everything is all Sir Garnet" came about. The answer was that it refers to the high opinion in which Viscount Garnet, Joseph Wolseley, was held — Queen Victoria called him "our only soldier" when he was in sole command of the British Army. A letter from a member of the family added that Sir Garnet not only coined the term "Tommy Atkins" for the British soldier but helped to establish the Wolseley motor company, by financing his youngest brother Frederick York, when he was associated with it before WWI and finances were low.

Plans are already going ahead for a commemoration next year of the 60th anniversary of the first appearance in the official MG colours of the works team of 'Cream Cracker' trials cars, in the 1935 MCC Land's End Trial. Not only does organiser Ian Williamson hope to have a Land's End Retrospective running at Easter in parallel with the full MCC trial, with support from other pre-trial cars such as Singer and A7 etc, but to hold at the end of April 1995 a reunion of the works MG 'Cream Cracker' and 'Musketeer' trials cars at The Bear on Rodborough Common, followed by a formal dinner for those connected with these cars, to which MGCC and MG Company personnel will be invited. It is hoped Steve Dear and John Thornley will attend, and that there will be an assault by selected cars on hills such as Nailsworth Ladder and Illes Lane, which were used for the 1934 Abingdon-Abingdon Trial. Contact Ian Williamson, on 0993-823366.

The Gwynne Eight Register is to repeat last year's rally to Fowey, Cornwall, when eight Gwynnes were lined-up at Bill Peacock's house. The date this year is April 15/17.

The Lea-Francis (below) OC has its 32nd Stanford Hall Rally on June 5. Its magazine, *The Leaflet*, for February had an article on the first Lea-Francis car, of 1903.



The ever-enthusiastic Trojan CC is to have a Spring Meeting at Steyning on May 8 and its summer turf-turf to The Verzons, near Ledbury, the county house built in 1790, on July 3. Open to anything Houndsfield, even the patent camp bed. No 140 of the Club's *Newsletter* contained a piece about the 98 cc Trobike (of which some 23 seem to have survived and would also be welcome) and the restoration of a rear-engined Trojan Blackdown tourer.

The Historic Section of the BMW CC (secretary Mark Garfitt, 126 Llantamam Road, Cwmbran, Gwent NP44 3BD) will hold its Spring Rally at Dunkeswell, near Honiton, Devon, on May 6/8.

It is good news that, in the fire which is reported to have destroyed a number of old cars, the 3-litre Bentley, chassis No 5, engine No 1 (below), which was originally the Hillstead demonstration car, being near the door of Jim Pikes's premises, was unharmed, apart from being covered in a thick coating of soot.



Lord Montagu officially opened the Edwardian Garage section of the Beamish Open Air Museum in County Durham. One of the cars in this museum appears to be a 1912 30/50 hp Armstrong Whitworth landaulette but has, in fact, a modern chassis and mechanical parts, in order "to provide reliable transport for the museum's visitors". It was built by Royles of Staindrop, Darlington. They can be forgiven, however, because they restored recently a genuine 1911 Armstrong Whitworth, for the Science Museum.

The Mercedes-Benz 220SE of Nicky Porter and Andrew Bodman won the Fifth Monte-Carlo Challenge, from two Volvos and the Ron Gammons/Paul Easter MG-A. It got its picture, in the snow, on the front cover of HRCR's magazine *Old Stager*. The event drew in cars of the kind associated with real Monte-Carlo Rallies of the past, and a Bentley Continental SI finished 89th.

The Lord Mayor of London is due to start the Classic Marathon from Tower Bridge on June 6, the finish being in Cortina on June 10; Stirling Moss and Paddy Hopkirk are among the entrants.

A fine colour-picture of Proby Cautley's Bugatti in action at Prescott graced the cover of the February/March issue of *Speedscene*, which is devoted to all aspects of sprint motoring.

What a wonderful club the MCC is! At Easter it ran its Land's End Trial as it has since 1908, for the 73rd time in fact, with the unchanged format of night section and famous hills to be climbed, non-stop if possible, by participants who are competing against the club for the awards. This time the entry comprised 125 motorcycles and 237 cars of various types, necessitating large numbers of hardy marshals, which took in such observed sections as Beggar's Roost, Sutcombe, Darracott, Crackington and Blurhills Mine, and finished, as is traditional, at Land's End itself. Too much apparently for the one-time full reports in the motoring papers, the riders and drivers now tell of their experiences in the Club's magazine *Triple*, edited by Tom Threlfall. If you are interested in the MCC Edinburgh trial on October 1, the person to contact is Mike Furze, 405 Chartridge Lane, Chartridge, Chesham, Bucks HP5 2LS.



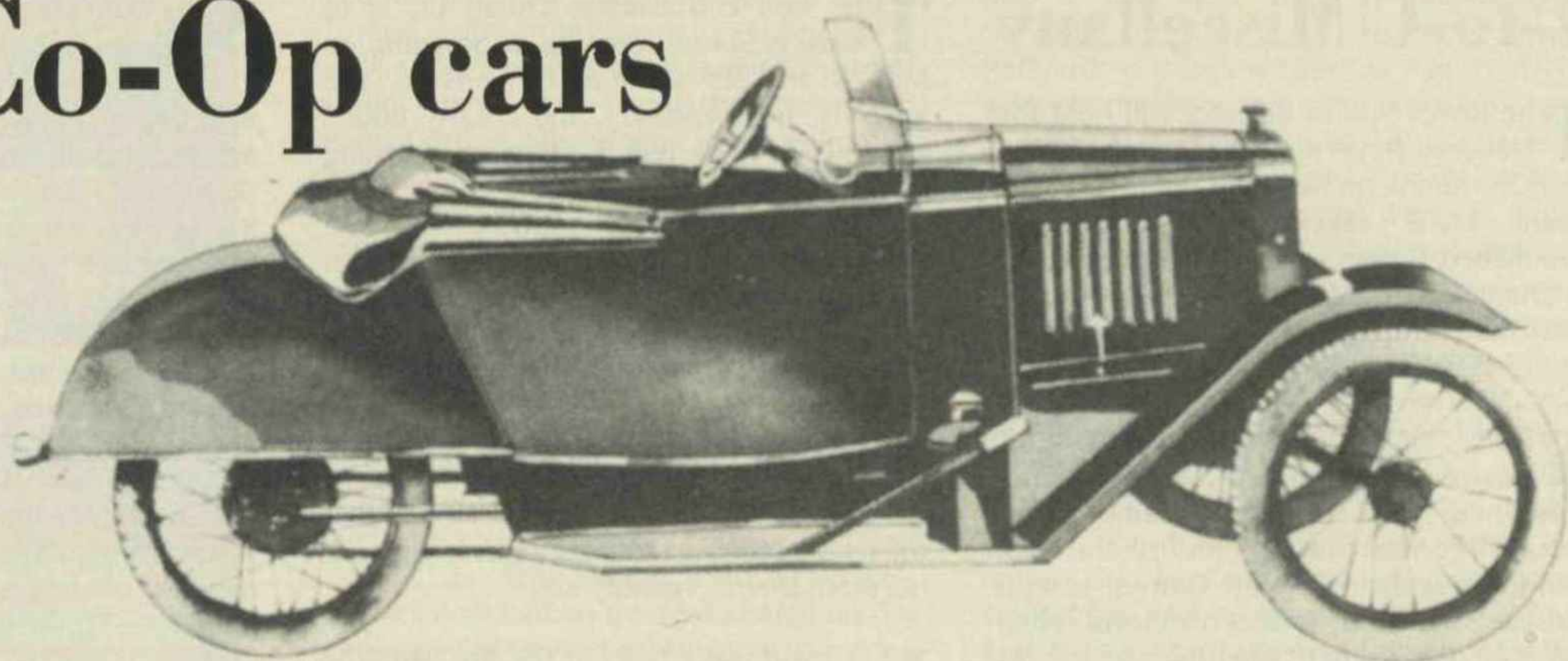
The Norfolk Centre of the 750 MC will run its Austin Allsorts Rally on June 5, from the Fritton Lake Countryworld, near Great Yarmouth, on the A143. Open to all Austin-badged vehicles, including Austin Healeys (above), there are many attractions at the rally centre. Entry forms from: Paul Mitchell, 112, Tuttle Lane West, Wykmondham, Norfolk NR15 0DZ (0953 604304).

It is always a pleasure to visit the Shuttleworth Collection of historic aeroplanes and cars, or watch the flying, including that of model aircraft, at Old Warden. On August 21 the Transport Trust is combining with it to hold a special event there, open to the public and embracing flying displays and parades of vintage and post-vintage cars and other vehicles of all types. Gates open 10am, aim for Biggleswade, just off the A1.

Both the VSCC and the Rolls-Royce EC have published the 200th editions of their respective magazines, the *VSCC Bulletin* and the *R-R EC Bulletin*. The former first "took print" in 1937 and the R-R EC journal did so in 1963. The VSCC publication was enlarged some time back to enable bigger photographs to be used, but the Rolls-Royce journal has retained much the same format for many years. The current issue has a long report of the 1993 Alpine Rally re-enactment, descriptions of the club's annual rally at Lord Spencer's Althorp estate and of other events, as well as the usual content, and an insert again reminds me that this club must regularly enrol more new members than any other. Both magazines are much appreciated; the editors at the present time are David Thirlby and Lt Col Eric Barrass. **WB**



# The Co-Op cars



This time we will depart from the previous policy of this feature, and cover a number of different makes instead of just one marque. This, I think, is permissible, because all were products of the Co-Operative Wholesale Society chain. I have been reminded of the little-known fact that the Co-Op made motor vehicles by some pages from the *CWS Magazine* sent to us by an ex-employee, Mr Roy Sandbach of Stockport, to which the pictures and some of the following information are acknowledged.

The Co-Op project of making motor-cars seems to have stemmed from the desire to make its own contribution to what had, before the First World War, become one of the largest car fleets in the country. The idea was to make use of the solidly-constructed chassis made by Bell Brothers at Ravensthorpe in Yorkshire. The Bell, although not greatly known outside its immediate territory, had developed from a rather overweight 8/10 hp two-cylinder car into four-cylinder models of 16, 20, 24 and 30 hp. The smallest-engined Bell had established itself as a good vehicle in the taxi field. The Yorkshire factory was occupied with things other than car production during the war and afterwards, around 1919, the Co-Op Wholesale Society turned its attention to the resumed task of car manufacture.

It seems that the factory was, in fact, acquired by the CWS and in 1921 that the Bell CWS Motor Car Company was formed, at Broughton in Manchester. A luncheon was held to celebrate this, the menu in keeping, with such items as Gear Soup, Front Axle Beef with rather unappetising-sounding Autovac vegetables, concluding with a choice of Back-axle or Cushion pudding, Con-rod cheese and, ugh!, Benzole coffee. The cars with the substantial build and Rolls-Royce-like radiators, with the slogan 'As Sound As A Bell', were to be made by the Co-Op movement in 16, 24 and 20 hp forms. But there is apparently no evidence that production ever commenced at the Manchester factory. If it did, the cars were probably made against special order only. Oddly, the Bell persisted as available until 1926 but perhaps this was because publishers of Buyers' Guides were never informed to the contrary.

What did occupy the Co-Op for a few years was the manufacture of a three-wheeler, but this was made at a works at Tyseley, in Birmingham, in the Kings Road. It was a smart little job, which was powered with a water-cooled version of the vee-twin JAP engine which the CWS used for its Federation and Federal motorcycles assembled at the same factory, yet another venture of the CWS into the world of motor sales. The JAP engine of this CWS three-wheeler drove by chain to a three-speed Jukes gearbox (the make of gearbox used by John Bolster for his first Bolster Special) and was of the conventional single rear-wheel layout. Final drive was likewise by chain and the price was £150. This price included gas lamps, horn, tools and of course a windscreen but the hood was an extra £3 15/- (£3.75). The CWS had been making bicycles and motorcycles in the Birmingham works and had over 500 Society outlets from which to dispose of them, including a tyre depot at Irlam and even its own oil refinery.

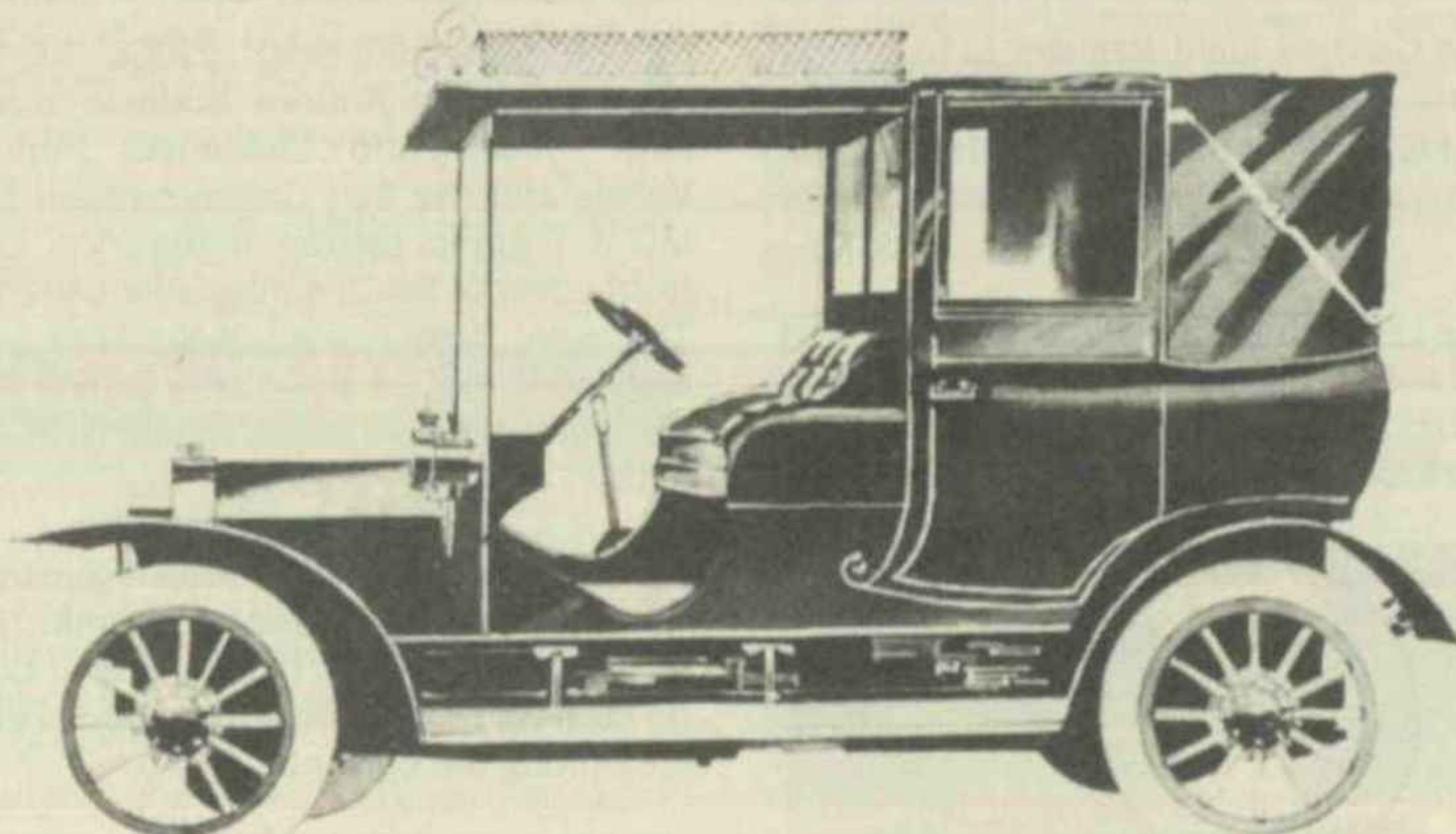
Yet the CWS three-wheeler lasted only one year, 1922, before it was withdrawn, the excuse being, of course, that it could not compete with the newly-introduced Austin 7. But the motorcycles, with Villiers two-stroke engines of various sizes and JAP four-stroke motive power, were more suc-

cessful. They were made up to 1937, according to Erwin Tragatsch.

The chassis of this rather attractive CWS was made of  $3 \times 1\frac{1}{2} \times \frac{1}{8}$ in channel-steel pressings, with a 7ft 8in-wheelbase. The Goodyear tyres were 650 x 65s, the spindle of the back wheel of one-inch rolled steel. The rear suspension (quarter-elliptics all round) was of CWS's own design with two sturdy radius rods for lateral stability of the back wheel, which makes one wonder whose design the rest of it was? The engine was lengthwise in the frame, the right-hand brake lever outside the body and a cockpit starting-lever was provided. The dummy radiator held three gallons of petrol, gravity-fed to an Amal or B & B carburettor to choice. It sounds rather nice; a pity perhaps that it wasn't successful.

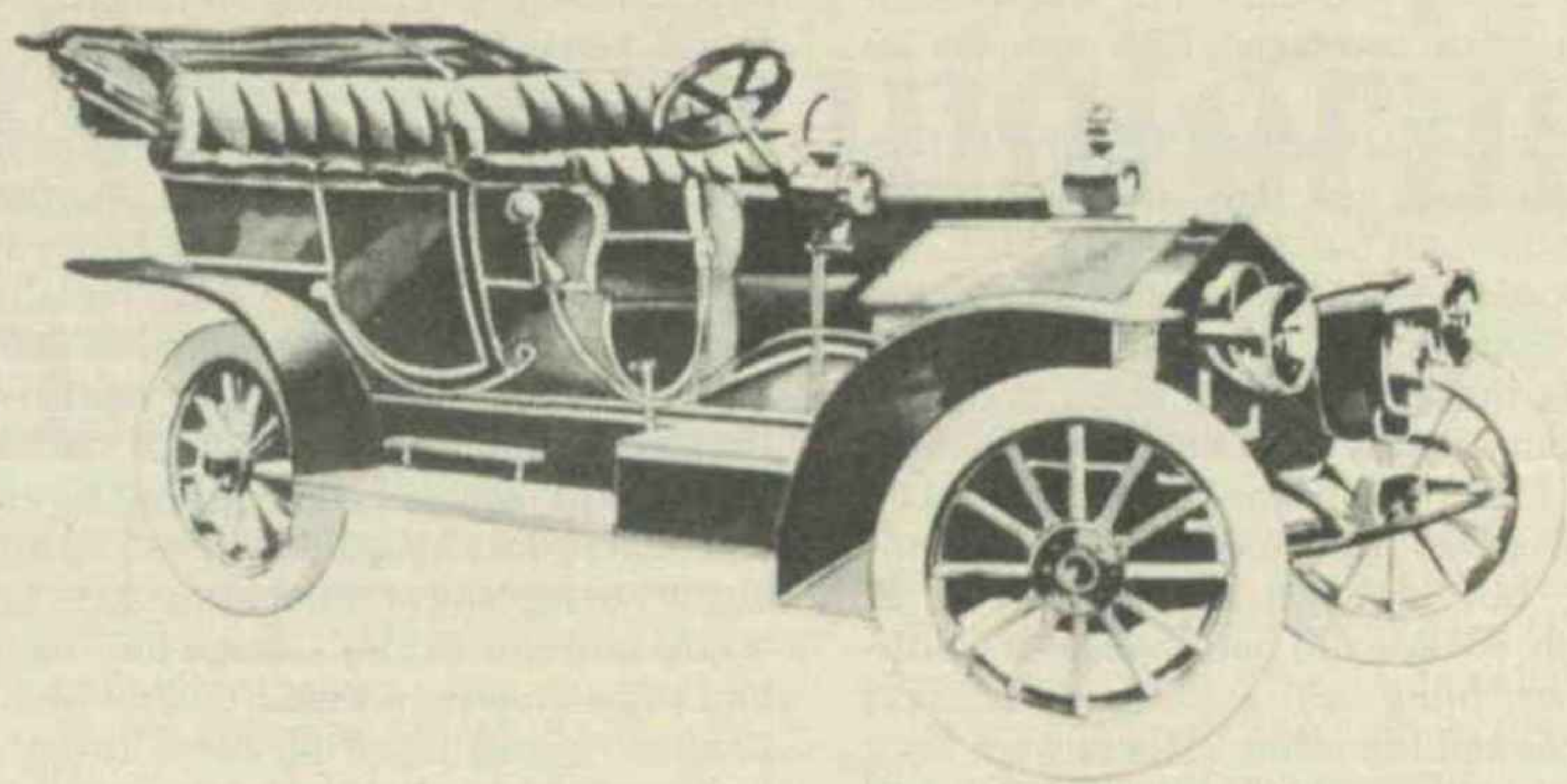
This is not quite the end of the CWS story of motor vehicle interests. From its George Street works in Aberdeen, the Scottish Co-Operative Wholesale Supply Company, having tried a three-wheeler in 1907, followed by cars, later decided to go in for commercial vehicles, at its Glasgow factory where bodywork was made for CWS vehicles, presumably horse-drawn as well as motor chassis, and perhaps steam-wagons.

At all events, these vehicles emerged under the name Unitas, but were in reality



Top, a Tyseley-built CWS cyclecar from around 1922. Above and opposite page, two early examples of Bell-badged vehicles, built in Ravensthorpe.





the 30/55 hp three-ton Belhaven lorry chassis built at Wishaw, Lancashire and sent to the Scottish CWS to have the bodies for them made in their own bodyworks in Glasgow and Leith. The identity was the same, except for Unitas badge/radiator. It has been said that many of the Co-Op drivers were used to horses and were apt to be hard on the motor lorries when transferred to them, which may be why the rugged qualities of the Belhaven chassis caused it to be chosen.

This venture ended in 1924 but the commercial vehicle work continued at Broughton, from where, around 1928, came a mobile-shop with side display-windows and a van sold to the Crumpsall cream-cracker biscuit people, that was well-known in the Midlands for many years afterwards. **W B**

## Cars in books

**C**ecil Lewis, still writing at 95, but perhaps best-remembered for his wonderful account of flying with the RFC during the First World War (*Sagittarius Rising*, published in 1936 by Peter Davies and commended by no less a person than Bernard Shaw, so that it went into at least six impressions), caused me and the Lea-Francis OC some problems when, in a later book *Farewell To Wings* (Temple Press, 1964) he writes of how he rode to Brooklands after receiving his call-up papers, down under the concrete banking, to the aeroplane sheds, on his proud possession, a two-stroke 2½ hp Lea-Francis motorcycle.

Incidentally, later in this book Lewis has that fine description of the pilots of those days. "We pilots of the First World War were the last to enter the age-long lists of single-handed combat. Alone, without parachute or radio, we fought high in the sky. . . there we won or lost, lived or died, by our own skill and courage — and no Big Brother breathed down our necks and told us what to do." If you missed his first book, Cecil Lewis covered much of it in the recent *Sagittarius Surviving*, together with how he flew a Miles Gemini to Africa and was one of the founders of the BBC — highly recommended!

Back to that Lea-Francis motorcycle, "the sort you ran alongside and jumped on", which took Lewis on his run from his home at Hindhead to Brooklands for instruction on Maurice Farman Longhorns at the age of 17½, to go solo after 80 minutes and be sent to France and into action in Morane Parasols after only 20 hours in the air. . . The experts say this Lea-Francis could not have been a two-stroke because such was only made in prototype form by the Coventry manufacturer. When I asked Lewis about this he replied "Too bad, that's what I remember." But I had raised the question 28 years after his book was written and 77 years after he had had his motorcycle, so maybe his memory was, quite justifiably, at fault, and what he had was a four-stroke.

In his recent autobiography *All My Yesterdays* (Element Books, 1993) Lewis tells

us a little about the cars in his life, inasmuch as his parents had family cars, one of which was a White steamer. Another was a pre-war Belsize, which Lewis drove from Warwick Castle to London with his friend from Oundle days (the second son of the Countess of Warwick, whose second family seat was Easton Lodge in Essex), who was riding his Indian motorcycle. Lewis's passenger was the youngest Selfridge daughter. . .

From *More Please*, Barry Humphries' autobiography (Penguin Group, 1992), we learn that in Australia the well-known actor's father had a putty-white Oldsmobile in Melbourne before the war and an uncle working for ICI a grey Chevrolet. The Olds was replaced by a Buick and later Mr Humphries saw the light and had a Mercedes and his wife an Austin A40. And to help this feature, which I started long ago, a reader who owns a MG YT tourer, has kindly drawn my attention to *SJ Perelman — A Life* by Dorothy Herrman (Sewin & Schunter, 1988) in which there are various references to the famous humorist's black and red 1949 MG of this type, which he bought in Bangkok, had shipped to London and toured England, and which was then used for travel in Denmark, Germany and Holland. Some cosmetic work was done on the car at the MG factory. Later the MG was used in the USA, before being again shipped to England from China. It was used for the 1978 Paris-Peking Rally, co-driven by Syd Beer and Eric Lister, when Perelman was 74. He died in America in 1979 of a heart attack. The MG was sold by a vintage car dealer in New York to someone in Arizona, for 10,000 dollars.

There are a few references to cars in *Recollections of Sir Arthur Conan Doyle* which consists of reminiscences of Crowborough residents, including Sir Arthur's chauffeurs, collected by Malcolm Payne, edited by Philip Weller, and with comments by Dame Jean Conan Doyle. The only cars named by make are the De Dietrich with which Conan Doyle took part in the 1911 German Prince Henry Tour which went up to

Scotland and back and finished at Brooklands, and one of four he owned around 1924, described as "a big old air-cooled Rover"; it could not have been air-cooled but perhaps recollections of the popular little Rover Eight have intruded here. There is mention of local garages and of Conan Doyle's sons rushing up and down Beacon Road in their racing cars. (Their prep school was apparently owned by James Hunt's grandfather.) Conan Doyle is said to have also raced at Brooklands but Dame Jean corrects this, although Sir Arthur was there for the aforesaid Tour. She says he was driven at 100 mph by his sons "which in those days was fairly unusual" — in one of their 36/220 or 38/250 hp Mercedes-Benz one assumes, if not in "Chitty-Bang-Bang I".

This interesting 26-page booklet is published by The Conan Doyle (Crowborough) Establishment at £4.50, profits to the Arthur Conan Doyle Memorial Fund, which may appeal to those of our readers who are Sherlock Holmes followers. (Fuller details of the racing Conan Doyles were published, of course, in last month's MOTOR SPORT.)

It's available by post for £5.25, from the Conan Doyle Room, The Cross Hotel, Crowborough, E Sussex. Cheques to "ACD Memorial Fund". Although not mentioned in the book, I am told that circa 1923 Sir Arthur had two green-painted Austin 20s. He was a patriot, like Rudyard Kipling. And having mentioned Kipling, I am tempted to quote from a little-known verse of his when America was claiming to have won the 1914/18 war, which may have a little topicality now that the Irish Question is in full spate:

"At the eleventh hour he came,  
But his wages were the same  
As ours, who all the day long had trod  
The wine-press of the wrath of God  
Till he showed us for our good —  
Dead to mirth and blind to scorn —  
How we might have best withstood  
Burdens that he had not borne!"

If you think I am becoming highbrow, that came from *The Aeroplane*, in 1935, after an American Admiral had come here and been critical of our Navy and Air force. **W B**



## Out of the past

In the 1920s motor racing at Brooklands and private flying were flourishing, and addicts who found the Weybridge Motor Course too far away to visit would probably aim for the Shelsley Walsh hill-climb if they were living in the Midlands. If both these exciting venues were out of reach they might well spend a Bank Holiday watching aeroplane racing. Thus over the Easter holiday of 1927 many Hampshire folk would have wended their way on foot, by bus, or on motorcycles and in cars to the popular Ensbury Park (horse) Racecourse, at Bournemouth, for the air races.

Rollo Martin, a friend of racing-driver W B ("Bummer") Scott and the dashing pilot Dudley Watt, who was there at the time, has sent me some particulars, from his present address in New South Wales, Australia. For instance, on Easter Saturday in 1927 he was there, watching his friend Dudley compete in three of the events. In fact, the meeting, with £500 prize money, had started on the Good Friday. Capt Sparks of the London Aeroplane Club had won the Instructors' race in a DH Moth at 76 mph and Dudley Watt had already been active, winning the Poole Handicap in his venerable SE5a (I did a piece on these ex-wartime bi-planes in racing some time ago, in MOTOR SPORT) at 114.2 mph. The well-known Miss Winifred Spooner, meanwhile, took the Christchurch Handicap Stakes in another Moth. Other winners were Flg Officer Ragg in the little

Hawker Cygnet and Capt G de Havilland in a Moth which averaged 87.5 mph for 20 miles.

The course started and finished before the grandstands and had two turning points outside the racecourse and one inside it. On the Saturday proceedings opened with the Easter "High Power" Handicap, an exciting title, like those "Lightning" races at Brooklands, but actually including any aeroplane of over 150 hp. Watt was pitted against two other Wolseley Viper-powered SE5a aeroplanes, but his own, G-EBOG, won at 116 mph. AV Roe Ltd had thought it worthwhile to bring its Lynx and Gosport machines but the other winners were Ragg (Cygnet), Miss O'Brien (DH Moth) and Youell, who flew an Avro 548 with one aged 80 hp Renault engine in the Business Houses Handicap.

Racing on the Sunday was not permitted (resulting in the "Kill Joy" Trophy race on the Monday!), when the famous Bert Hinkler was victorious in three events with the prototype Avro Avian, his best speed over the 20-mile course being 93 mph. As ever Dudley Watt in the ancient SE5a was a great attraction — Rollo tells me he flew very low,

as a contemporary photograph taken with a Kodak camera using a Ross 4.5 lens and 1/250th shutter but a mini viewfinder, shows . . . He fully expected Watt to pull his wings off, so tight were his turns. Interesting entries included the Hon Lady Bailey with her Cirrus-Moth, Comper with the CLA4, Capt Barnard, representing the DH School of Flying, with a MkII Cirrus-Moth and Lt-Col Henderson (Renault-Avro). Motor Macs had Capt Broad flying a Cirrus-Moth II for them and some pilots hedged their bets by bringing two aeroplanes for the same race. Local hotels and the Morley Garage had entries, and prize donors included Castrol and the Gloster Aircraft Co. It all came to an end later in 1927 after three fatal accidents at the June meeting and is now just a memory from long ago.

But I am reminded of two stories about Dudley Watt. Apparently his father was Governor of Broadmoor and he would beat the place up when flying over it, causing one of the inmates to say "Why doesn't he join us, he is more barmy than we are. . ." Another quick anecdote is of how Watt told his wife one Friday that he was just going out for a drink with Bummer Scott. But they got so involved with various pubs that it was Tuesday before they returned, rather the worse for wear. Watt's Estonian wife was justifiably furious. But Dudley just said, with his wicked smile, "It's what we in England call a long weekend, darling!" **W B**

Rollo Martin's snap of Dudley Watt a few feet off the ground in his war-time SE5a during the Ensbury air races of 1927.

## Down Under

Let no one think that the VSCC of Australia is inactive — not that any British participants in the rallies there could ever harbour such a thought. Further to endorse the view that the Australian club functions very much as the UK version of the VSCC, consider its recent two-day Alex Bryce Rally. It was run over undulating, vacant roads, and you can imagine what that implies, given what we in Britain regard as vacant! And the cars included four Hispano Suizas (a Barcelona, a 37.2 hp, an eight-litre and a 12-litre), four Delages (a DMS, a D815S, a D8 and another with a Martin King coupé body), four 30/98s supported by D-type 23/60 hp and 14/40 hp Vauxhalls, Bob King's Talbot 105, a Lambda, a 3½-litre Bentley (but no vintage Bentleys or Bugattis), Jane Quinn's 1500 6C Alfa Romeo and rarities like a couple of Lorraine Dietrichs and a Lancia Kappa. There were also an Alvis, a Bullnose Morris, a Singer 9 and an Austin 7, the latter of which reportedly had a comfortable cruising speed of 65 mph.

An Essex lost its clutch, but the driver was given a seat in the Kappa; a twin-cam

Sunbeam was being run-in; a Diatto non-started due to its cylinder head lifting, and other reported problems included a duff magneto, a gearbox catastrophe, several serious vibrations and — a British touch — torrential rain. The VSCC of Australia is kind to those who retire, and does not disclose too many details . . .

Its *Newsletter* continues to publish those splendid drawings of vintage cars by R Shepherd, that in a recent issue depicting a Stutz Black Hawk.

Going back to the trial, the winner was the Quinns' Hispano Suiza H6B, which dropped a mere 10 points. Second vintage car was Terry Valmorbidia's Alfa 6C 1750,

the so-called doctor's coupé (that's one way of getting to your patients quickly . . .).

A 12/50 Alvis and the D-type Vauxhall tied for third, and the Lancia Kappa finished with the same number of points as the best of the pvt entries, a class in which an A7 tied for honours with a 20/25 hp Rolls-Royce. **W B**



# Pleasure motoring

**O**bviously, the motor car can give pleasure of various kinds. There is the pleasure of driving a good car and making it perform to its driver's wishes. There is the convenience of a car as pleasant transport, compared to public forms of getting from A to B and home again. There is the competition aspect, a combination of all sorts of fulfillments, especially for those who tune, even build, the cars they drive. But one enjoyment of owning a car seems to be diminishing. I refer to that derived from the places a car takes you to, the scenery observed *en route*.

Time was when owners took regular outings in their cars, and toured in them when on holiday. They still do, but to a far lesser extent, I think, than was once the case. The motoring press used to provide frequent ideas for such outings, regional runs, short tours embracing interesting places and historical landmarks. Before the Easter and Whitsun weekends these pocket-tours were a regular feature. Motorists, as they were then called, were encouraged to get out and about, not only for a change of scene but to see (even smell, if in hood-down open tourers), the countryside.

Not any more.

Descriptions of a few out-of-the-ordinary runs still appear, albeit very occasionally, and the journeys are usually associated with one make of car, and are too long to appeal to ordinary drivers.

Tourism is, we are constantly reminded, a lucrative business. Yet so much is being done to make all roads, every town, and many villages, all alike, that the object of runs for their own sake is being eroded. My nearest country town used to have an air of quiet, almost the atmosphere of a Victorian seaside place, about it. It was approached, off the throughway, by a nice road, flanked by old houses, and shops and hotels blending nicely with them. But that approach road has been widened, a new bridge built. The once-pleasant approach is fast being altered out of all recognition, as a mini-Spaghetti Junction, to take trucks to the new factory areas now being imposed on the old rurality. Necessary, maybe; but if you want to pull in the tourists, you must give them a change of scene to drive to and through, not a replica of the crowded cities they have escaped from. Development, with all the horrors that implies, bungalowoid overfills where stone cottages are expected, huge road signs, white-lines and Give Way triangles even in the remotest of lanes, are spoiling the sort of countryside to which the families, of the 1920s and 1930s in particular, were driven as one of the pleasures of owning a motor car... I am even old fashioned enough to think that the Channel Tunnel will remove for many the "adventure" of going abroad by boat or Hovercraft.

## Leniency

**O**ne gets so tired of speed being associated with driving criminality that it is good when leniency prevails for those convicted of it, as MOTOR SPORT used to record whenever it could. Thus I was delighted to learn that Judge Halman upheld the appeal of a lady who had been convicted of dangerous driving by Ely Magistrates, for having done 103 mph on a country road. The judge reduced the charge of dangerous driving to one of careless driving, saying, rather contradictorily, that "by a whisker" he could not be sure that the lady "had not driven like a careful and competent person". An £80 fine stood, but a year's ban and test-retake were rescinded. Good for Cambridge Crown Court. Dangerous driving is easy to recognise — like someone driving round a bend on the wrong side of the road, jumping, or nearly so, a red light, coming out of a side-turning without slowing and so on.

It is difficult, however, to see where speed comes in. If someone runs into the road without looking, you could knock them

down at 30 or 20 mph... And I know of country roads with open verges and no side-turnings where 100 mph is safe, but illegal. So, although I did not vote for him, I feel sympathy for Neil Kinnock whose 103 mph on the M11 (the sort of road built originally for speed and which is surely safe in light traffic in good weather?) cost him a £140 fine, £85 costs, six penalty-points and a seven-day ban — but congratulations to Ford for confirmation that a Granada hire-car will exceed the ton...

## Insurance

**M**ysterious are the ways of those who insure our cars. Sun Alliance UK offered Motorist 50+ Insurance, with the incentive of a free gift for those who asked for a quotation. I applied, against a small low speed vintage car, listing its annual mileage in hundreds rather than thousands of miles backed by a very long no-claims and accident-free record. All I received was a letter from their Robin Holloway stating, ambiguously it seemed to me, "Please note that we are not refusing to insure you, but do not wish to issue a quotation due to the age (1930) of the vehicle you wish to insure." Another example of a dislike of the older cars! Never mind, I needn't have bothered. John Scott & Partners of Farnham look after my requirements very well...

## Sierra's 50,000

**T**he Ford Sierra EFi 4x4 has done a trouble-free 50,000 miles. Still nothing amiss, except a digital read-out showing the driver's door unshut when it is — resulting in hard slamming if I let someone else drive. A service at 48,000 miles cost £185.66, of which new brake pads (the first needed) and replacement of the offside brake caliper, the thread of which had broken, accounted for £60.13. New fuel-, oil- and air-filters and fresh plugs accounted for the rest, with oil and labour. The Michelin MXV14 tyres all have 6mm of tread left after

more than 6,000 miles. The car starts first time in any temperature, and still uses virtually no oil.

I have no idea what these Sierras cost as used cars, but anyone wanting roomy, safe, big booted, twin-cam 4wd transport is recommended to enquire. Those who say 4wd is fine for rallying, but unnecessary otherwise, surprise me. On ice, snow, in muddy car parks or on slimy hills all-wheel-drive is a boon which, with ABS brakes, I would hate to forego. But before deciding which 4wd car you will have, try the steering-lock. The Sierra scores here, with a notably small turning-circle.



The Sierra in the snow — 4wd is a boon in these conditions.

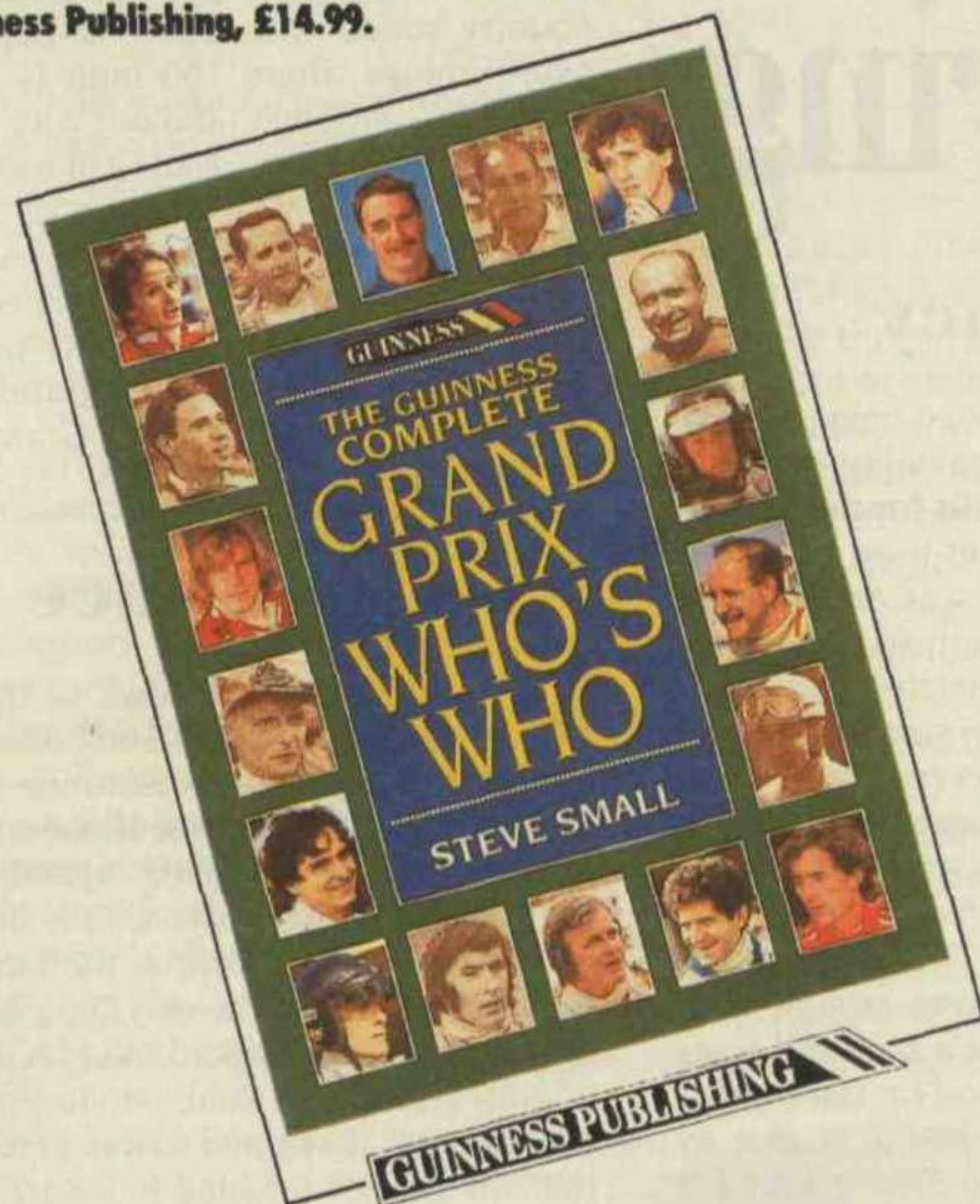
## Footnote

**F**inally, what is all this about a motor racing centenary this year? In my view,

the first race was Paris-Bordeaux-Paris in 1895 (winner Levassor's Panhard); Paris-Rouen in 1894 was a trial or demonstration, not a race. **W B**



**The Guinness Complete Grand Prix Who's Who, by Steve Small. Guinness Publishing, £14.99.**



There are probably a number of you out there who don't recall the *precise* reason why Ernst Loof retired his Veritas Meteor from the 1953 German GP (his only World Championship start). Equally, Jo Vonlanthen's brief FI career has probably been deleted from most memory banks.

However . . . Everything you ever wanted to know about every driver who has started a World Championship Grand Prix, or indeed who has merely *tried* to do so, is included in this *magnum opus*, a product of many years' diligent research by author Steve Small.

And it's more than a humdrum facts n'figures book, too. There are thumbnail sketches of virtually all of the drivers chronicled, from the established legends (Clark, Rindt, Stewart, Fangio and so on) to the positively obscure (Loof, Vonlanthen, Francesco Godia-Sales, George Eaton — they're all in here). More remarkably, Small has managed to unearth portraits of the vast majority. The inclusion of such extra information means that *The Guinness Complete Grand Prix Who's Who* has a dual role: it is both an entertainment medium and a reference book of incalculable worth.

There have been other

statistics compendia over the years, but none quite as thorough as this that we can recall.

Small offers precise information even about specific chassis and engine types at every event, and there are invariably snippets of relevant information with each individual entry.

What started off as a mere germ of an idea has turned into a monster of almost 400,000 words (despite which it is relatively compact and neatly packaged).

The author doesn't *think* he has omitted anybody. If he has, he'd actually be quite pleased to hear about them. It is planned that the book will be updated every two years or so henceforth, if the initial response justifies such a thing.

It should. Any book which includes Karl Oppitzhauser just *has* to be classified as 'comprehensive'. **S A**

*We have 10 copies of The Guinness Complete Grand Prix Who's Who to give away. See page 459 for details of our easy-to-enter competition.*

**Landscape with Figures, by Tony Rolt. Alan Sutton, £14.99.**

Readers who enjoyed the late LTC Rolt's autobiographies *Landscape with Canals* and

*Landscape with Machines* are advised that his wife Sonia has had published the third book in the series. It reviews some of Rolt's earlier associations, such as running a narrow-gauge railway and his canal work, and describes his writing both of these and his other books. Rolt explains why he changed publishers so frequently and is terse about the relationship between publisher and author — although as he was able to keep a wife, privately educate two sons, assist an impoverished mother, maintain an ancient house and run a couple of 12/50 Alvises, he didn't do too badly.

He is equally sour about agents, and lecture and TV fees, and, though not related to motoring, his demand for Public Lending Right for those whose books go out from lending libraries remains in the text, although this was introduced shortly after the book was written. This aspect will appeal very much to those who are vintage-minded.

There is also a long chapter about Rolt being employed by the VSCC to run major rallies for them and the VCC, in 1954, 1955 and 1963 — in which his love of steam cars is very evident . . .

The author has been a strong advocate of old standards and ways of life, but while his comparisons between the building of the M1 and the Severn Bridge (the toll on the latter now heavy if you are entering Wales but free on leaving it!) with earlier civil engineering feats are fascinating, I found his handling of love and religion hard to take. **W B**

**The Works Triumphs, by Graham Robson. GT Foulis & Company, £19.99.**

This very comprehensive coverage of 50 years of Triumph cars in the competition field includes the activities of the works Standards, and who better to unravel it all than the knowledgeable Graham Robson, who was Triumph's Competitions Manager from 1962 to 1965 and co-drove these

effective rally cars in the 1950s and 1960s?

It is all there — starting with young Donald Healey's epic drive in the 1929 Monte-Carlo Rally, and continuing with the new works team of Triumph TR2s in 1954, and the events with Heralds, Vitesses, Spitfires, 2000s, 2.5 SPis and Dolomites, not only in rallies but in marathons, safaris and at Le Mans.

It is crammed with information and 300 pictures, eight pages of which are in colour. The performances of British Leyland's Dolomite Sprints in racing and the TR7s in rallies are also described. Excellent, reference-wise and for good reading. My only regret is that the racing Super Sevens of Vic Horsman and his mechanic Quinn are omitted. **W B**

● Shire Publications of Cromwell House, Princes Risborough, has included Jon Pressnell's little 32-page book *The Mini* in its one-make series. It sells for £2.25 and if this sounds like superficial coverage, not so! All the Shire books have astonishingly good contents and pictures, for their modest price, and the titles run from the veteran, vintage (by WB), and later periods, to many one-make histories, over 25 in all and subjects like taxis, specials and LSR cars (by DJT). All are excellent buys.

● Brooklands Books has recently added publications on the Rolls-Royce Silver Shadow (1965-1980), MG Midget (1961-1979), Lotus Sports Racers (1953-1965), Citroën DS & ID (1955-1975) and Citroën 2CV (1949-1989), in its *Gold Portfolio* series, and the BMW M-Series as a *Performance Portfolio*. They include reproductions of contemporary road test reports from various leading magazines, including MOTOR SPORT, which give a most useful and fascinating slant to history. The specialised booksellers know them, or apply to the publishers at PO Box 146, Cobham, Surrey, KT11 1LG — a free catalogue is available. **W B**



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Boley Pittard in his Willment Anglia at Goodwood, 1964. See Guy Bailey's letter . . .

### Aston memories

Sir,  
The photograph on pages 354/5 in April's edition, showing Innes Ireland driving a DB4 GT, brought back some memories.

In the early 1960s, we owned the car depicted – 17 TVX – together with its sister car, 18 TVX. Both were special lightweight versions, and if my memory is correct they came to us from John Ogier. Out of the two, 17 TVX was the quicker. I remember being driven in it at an indicated 175 mph, with Boley Pittard at the wheel.

Older readers may remember Boley, a brilliant if somewhat erratic driver. My business partner, Bobby Day, found him racing on the beach in Jersey. Boley came from Sark, but John brought him back and he drove for us for two years, with much success, in a John Willment-prepared Ford and then an Alfa Romeo GTZ under the Walker Day Racing banner. Tragically, Boley was killed at Monza whilst driving for someone else (although our second driver Tony Hegg-bourne also perished, whilst racing for us at Spa – sometimes we forget how dangerous the sport used to be).

We sold 17 TVX to Nick Cussons (of Imperial Leather soap fame) and I believe that 18 TVX went to a dentist in Surrey. It would be interest-

ing to know their whereabouts; I imagine that today they are worth a small fortune.

**Guy R Bailey,**  
Group Managing Director,  
Alan Day Motor Group,  
London NW3.

### Beauty beheld

Sir,  
Despite the usual furoré over what is termed technically 'legal' and what is not, I think congratulations are in order to John Barnard and Ferrari for producing the 'prettiest' Grand Prix car I have seen for 20 years or more. It is a work of art and, with typical Italian flair, shows that design and aesthetic values can be achieved within the confines of wind tunnel 'sculptuning'. My only other desire would be to see GP manufacturers showing the way forward to developing more environmentally sensitive engines on their cars, ie catalytic converters and energy efficient silencers.

The noise and emission pollution is surely unacceptable within today's framework, and would have great value if GP racing is to remain at the 'cutting edge' of technology.

Perhaps even in a moment of wild imagination, one could envisage awards or incentives for best turned out car or a *Concours d'Élégance* for constructors and

designers, even a 'rookie of the year award' for drivers? Despite these suggestions we are all thankful that great progress has been achieved in the safety of F1. The sad losses of late in NASCAR racing, and the sense of horror one experiences watching the uncontrollable crowds in international rallying events, go to prove that F1 is still a showcase for things other than sheer competition.

**N Reece,**  
Llanelltud,  
Gwynedd.

### A fair trial . . .

Sir,  
I know that the camera can always lie – even the TV camera – but I have to say that I fully condone the FIA's decision to punish Eddie Irvine after the spectacular accident which marred what for me, scrappy TV direction apart, was an absorbing Brazilian Grand Prix.

While I felt he did little wrong to Senna at Suzuka last year (though his move on Warwick was unfair), I thought his actions at Interlagos were clumsy in the extreme. I accept that the average man or woman in the street – me included – hasn't the faintest idea of what life is like at the best part of 200 mph in a Formula One car, but surely Irvine and his like are where they

are because they are supposed to be able to master such situations?

**Ken O'Connor,**  
Bourne End,  
Bucks.

### . . . or rough justice?

Sir,  
I have had time to read the analyses in the weekly specialist press and the national newspapers, and have replayed my video of the incident countless times. While I can see that, at first glance, Eddie Irvine appears to be 100 per cent culpable for the accident that provoked so much comment in Brazil, I wonder how many members of the FIA tribunal have ever been faced with a suddenly slowing object directly in front of them whilst travelling at around 200 mph?

A few years ago, it was mooted that former drivers should play a part whenever disciplinary action needed to be taken, yet I am not aware that there are any Stewarts, Brabhams, Rosbergs or even Prosts assisting the FIA in such matters. A lot of Irvine's post-race comments seemed credible to me. I wonder whether the FIA is qualified to judge a driver's evidence first-hand?

It seems to me that his punishment was based on cumulative evidence, carried over from Suzuka. If that's the case, the FIA should come clean and say so. I don't recall any of the other drivers screaming for Irvine's incarceration in the immediate aftermath. Could it be that they understood the situation better than those casting judgement?

**Chris Thorpe,**  
Davenham,  
Cheshire.

### Traffic jam blues

Sir,  
Watching the opening events at Thruxton on Easter Monday, I couldn't help but glance across at the A303 every now and again.

I wonder how many of those entangled in the appalling traffic jams were first-time racegoers, enticed by the recent run of TV advertising?

And I wonder how many of



them will come back?

It's all very well trying to pull in the punters, but it's not so clever when you can't get them all into the circuit in an orderly manner. Worse still when you can't get them into the venue at all.

**Tom White,  
Petersfield,  
Hants.**

## The numbers game

Sir,  
I have been lucky enough to get hold of a copy of the 1994 NASCAR Year Book. It's full of facts, figures, driver and track profiles, not to mention entertaining adverts for stuff I'd never heard of before.

What's *really* interesting however is the run down on the 1993 season's prize fund and its payout. Listed are the first 25 drivers and the amounts they won, and from where.

Dale Earnhardt, for example, won a total of \$3,353,789 with a high of \$181,825 for second place in the Daytona 500 and a low of 'just' \$10,525 for a lowly 29th place finish in the Goodys 500 at Bristol. Just goes to show that you can't win them all...

Now, if NASCAR can give such an open breakdown on who wins what, and the golf, tennis, show jumping and snooker fraternities can do likewise with their prize funds, what's the big secret about F1?

Are their winnings so large as to be obscene? Are they hiding something from their respective tax men? Will the long-suffering fans finally cry "enough" (I did) at the ticket office, if they discover just how much is being paid out to assorted drivers?

I'd love to know why F1's powers-that-be are so tight-lipped on the subject.

**John Kitson,  
Plymouth.**

## Starters' paradise

Sir,  
I would like to congratulate Reynard on its startling IndyCar debut at Surfers Paradise.

I know that Adrian Reynard has had previous first-time success when he has entered his cars in new for-

mulae (F3 and F3000 spring to mind), and that his achievement should perhaps be no surprise in that context, but given the combined expertise of Lola and Penske in IndyCar racing, I thought Reynard's effort was exceptional.

It fills me with hope that we shall be treated to a highly competitive season (which we can follow closely thanks to the excellent satellite TV coverage), with close competition between three companies who are doing much to demonstrate British engineering prowess overseas.

**Malcolm Foster,  
Banbury,  
Oxon.**

## Monaco fan

Sir,  
A brief response to Mr Timm's letter in your March edition. His letter started with the question 'What is it about Monaco?'. Well, if he does not know, I can only assume he has never seen a motor race there. It is the last relic of what motor racing was, and should be, all about: road racing.

To my mind, the comparison between modern racing circuits and the Grand Prix venues of yore just isn't worth thinking about. Modern circuits all look so similar, and so featureless, to me that I often have to be told which country is staging the race. These Lego-type circuits are nothing compared to such soul-stirring battlegrounds as Spa, the Nürburgring or Reims.

Your correspondent's views are based on safety criteria. The whole country seems to be obsessed with this. We now *have* to be strapped into our cars: this may be a good thing, but surely that decision should be a matter for the individual. We will probably have to drive around with an uninflated barrage balloon in front of us soon, not to mention umpteen other directives legislated for 'our own good'.

Why the hell should Mr Timm worry about safety at Monaco? He is not obliged to spectate at Grands Prix

there, and I don't recall having seen his name on an F1 grid recently.

In anticipation of future legislation directed at my personal safety, I now intend to go to bed at eight in the evening, with a glass of warm milk, wearing a safety helmet, clutching the government-issued lightning conductor in one hand and my Enid Blyton book in the other.

**BG Edgerton,  
Gerrards Cross,  
Bucks.**

## A valuable link

Sir,  
Reader Bill Timm (March 1994) may have a point that Monaco is an anachronism in the context of modern Grand Prix racing, but I have to say that its continued inclusion on the F1 calendar is nonetheless welcome for that.

Modern racegoers don't go to the Principality to witness overtaking opportunities, they go to soak up the atmosphere, and to witness drivers' millimetric precision

at a venue which, more than any other in F1 today, save perhaps for Spa, places the greatest demands upon concentration.

The Monaco GP is a valuable link with the past, and as such it should be left well alone. If you're worried that is a dangerous place to go, then don't.

**Stuart Boyle,  
Denton,  
Manchester.**

## 4CV facts

Sir,  
We have recently purchased a 1958 Renault 4CV convertible, which we hope to use in historic rallying.

We are looking for archive material relating to the 4CV's race and rally history and for details of any modifications that were used.

We would be very grateful for any suitable material or information.

**James Ewing & Jane Puttock,  
16 Petworth Road,  
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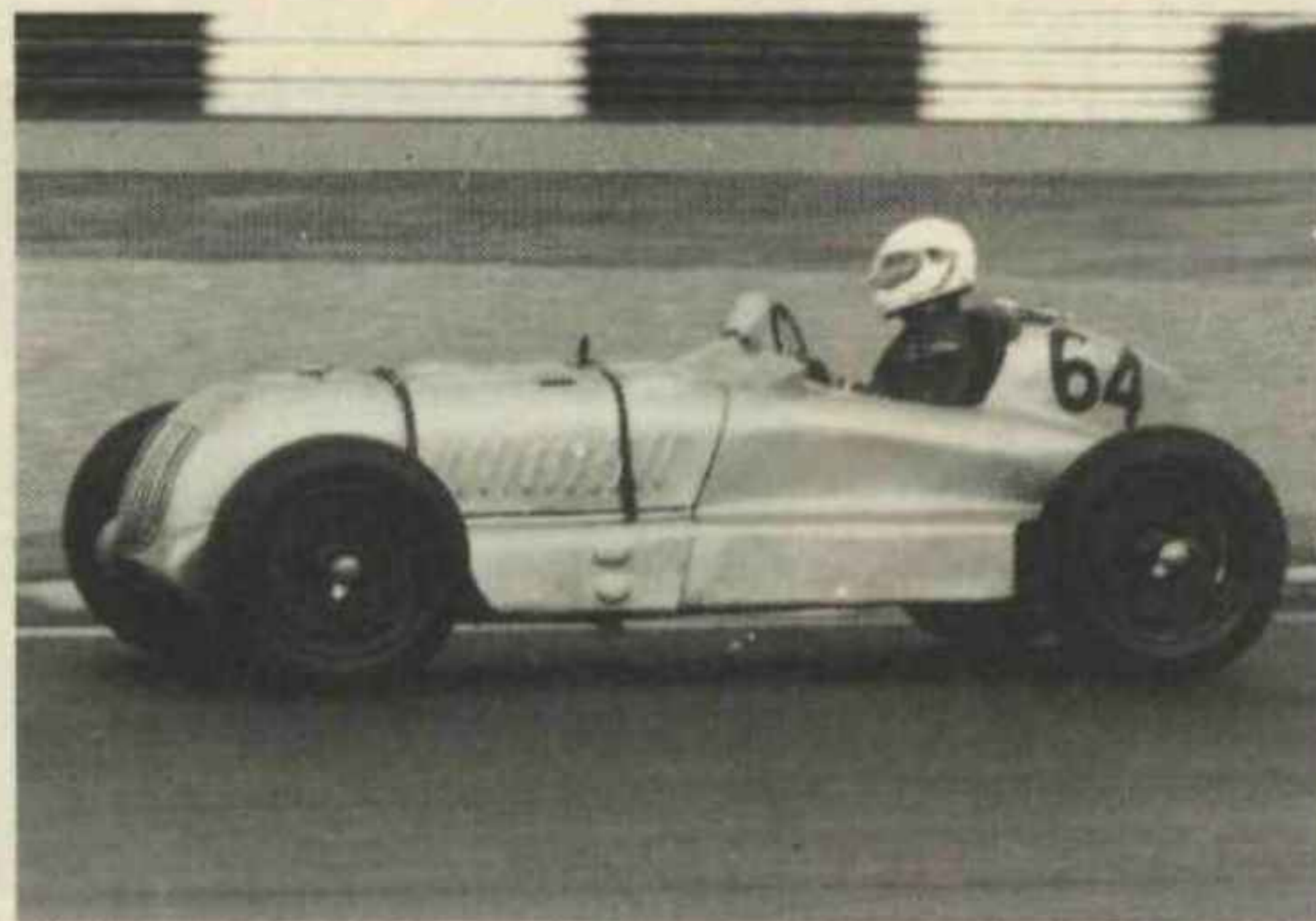
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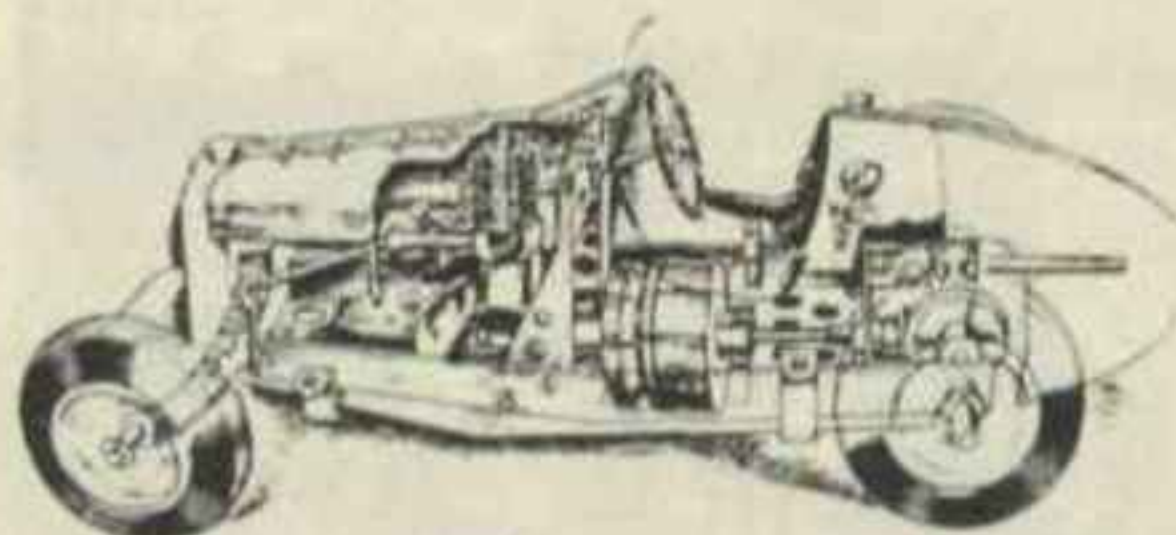
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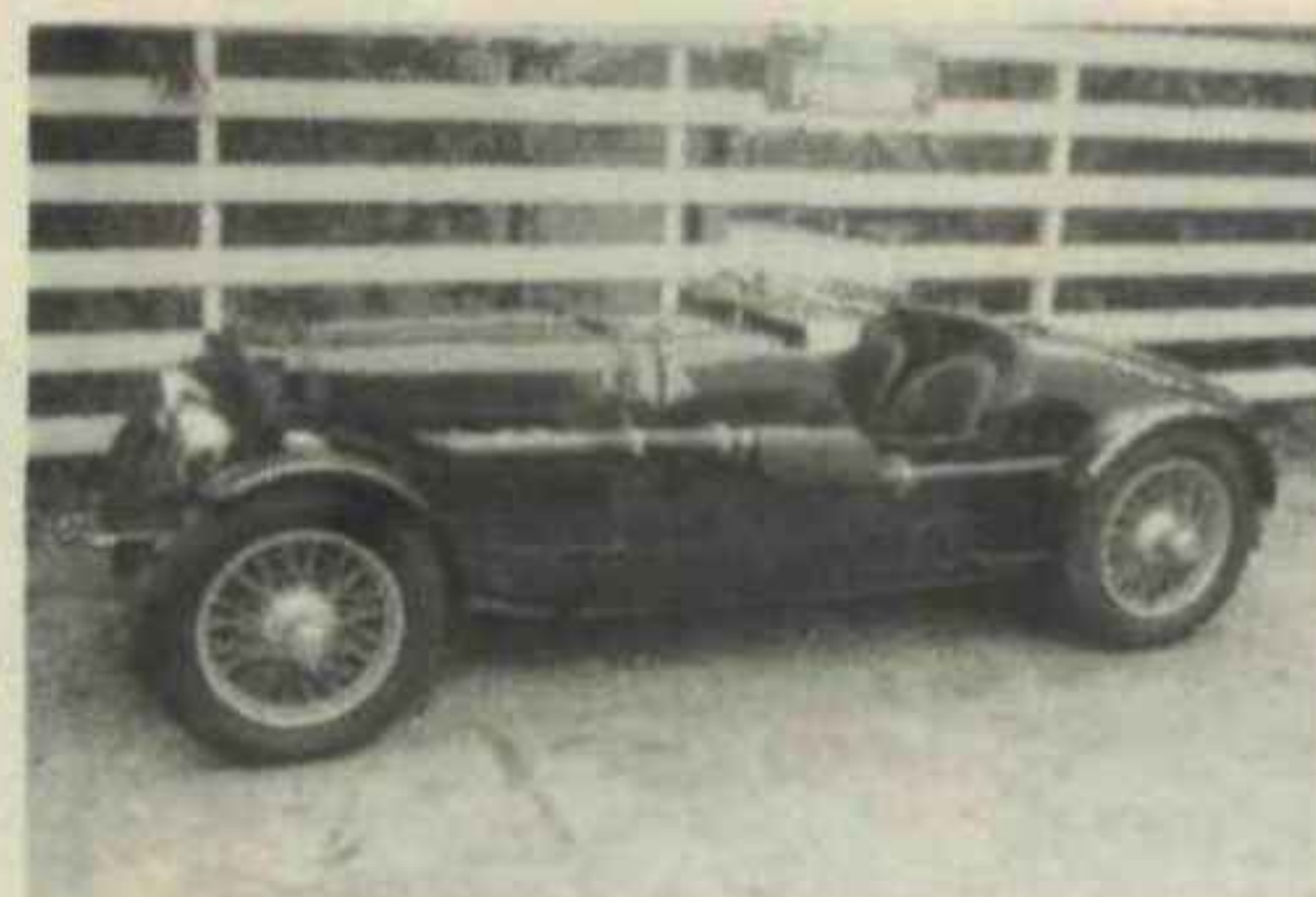
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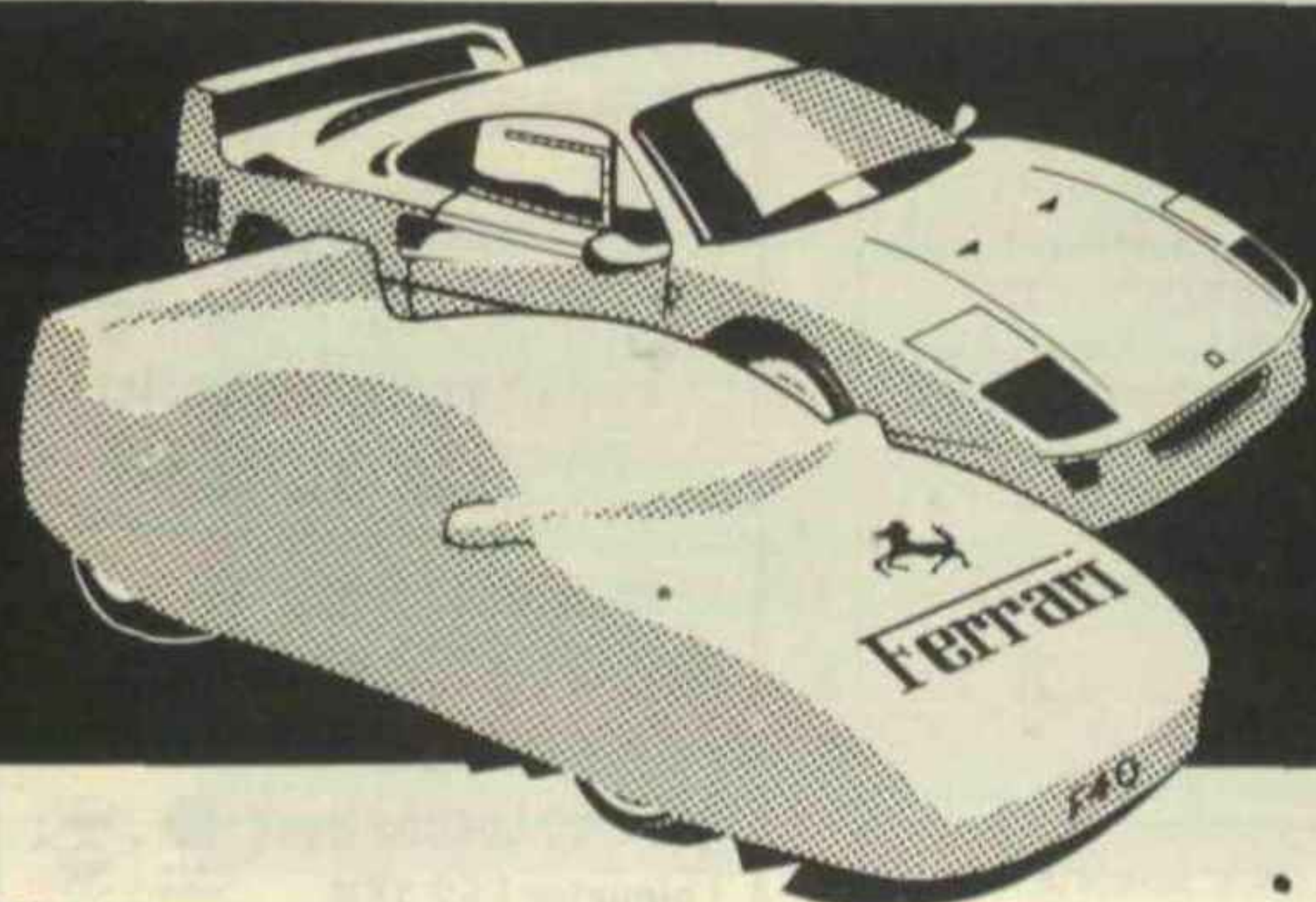
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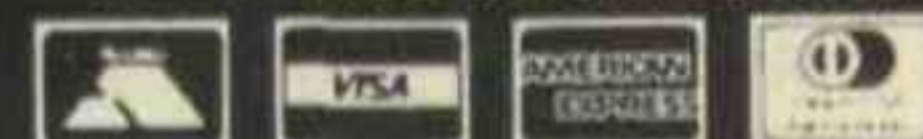
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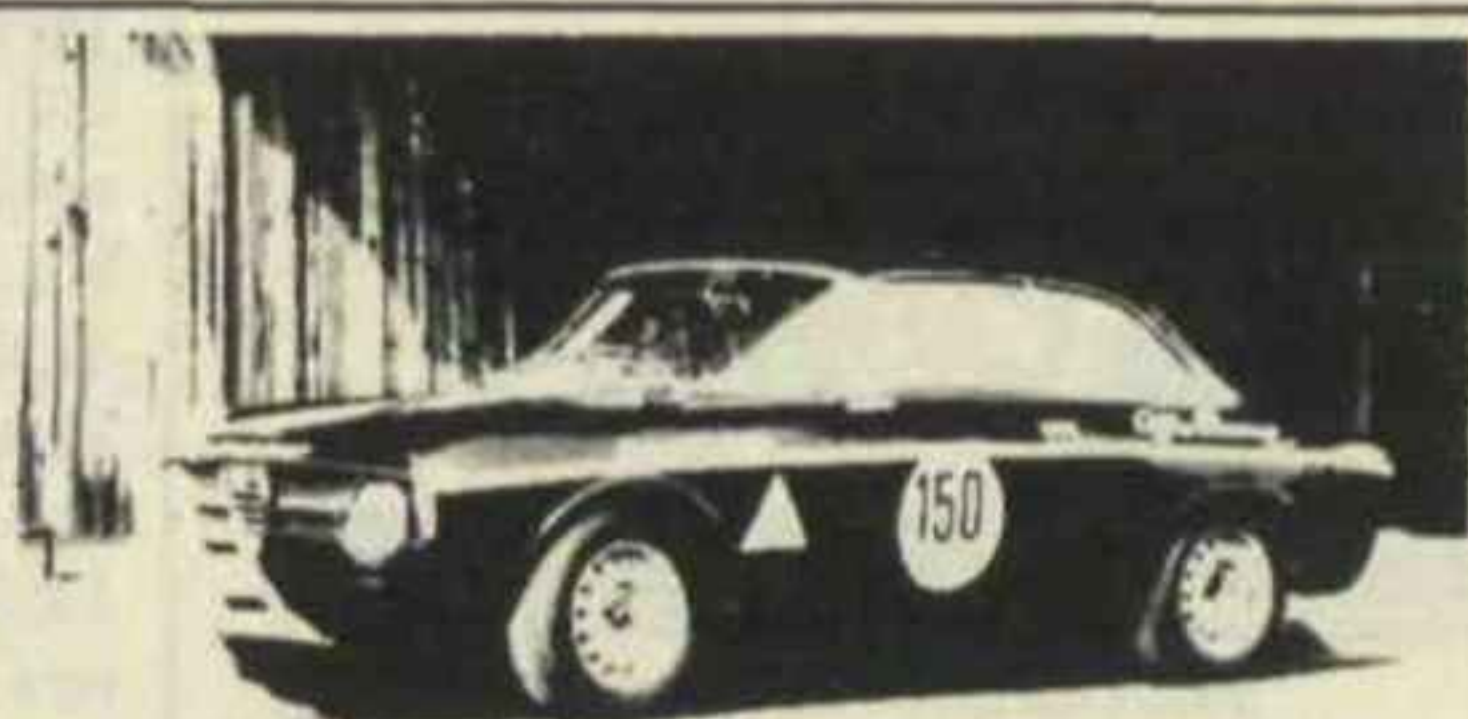
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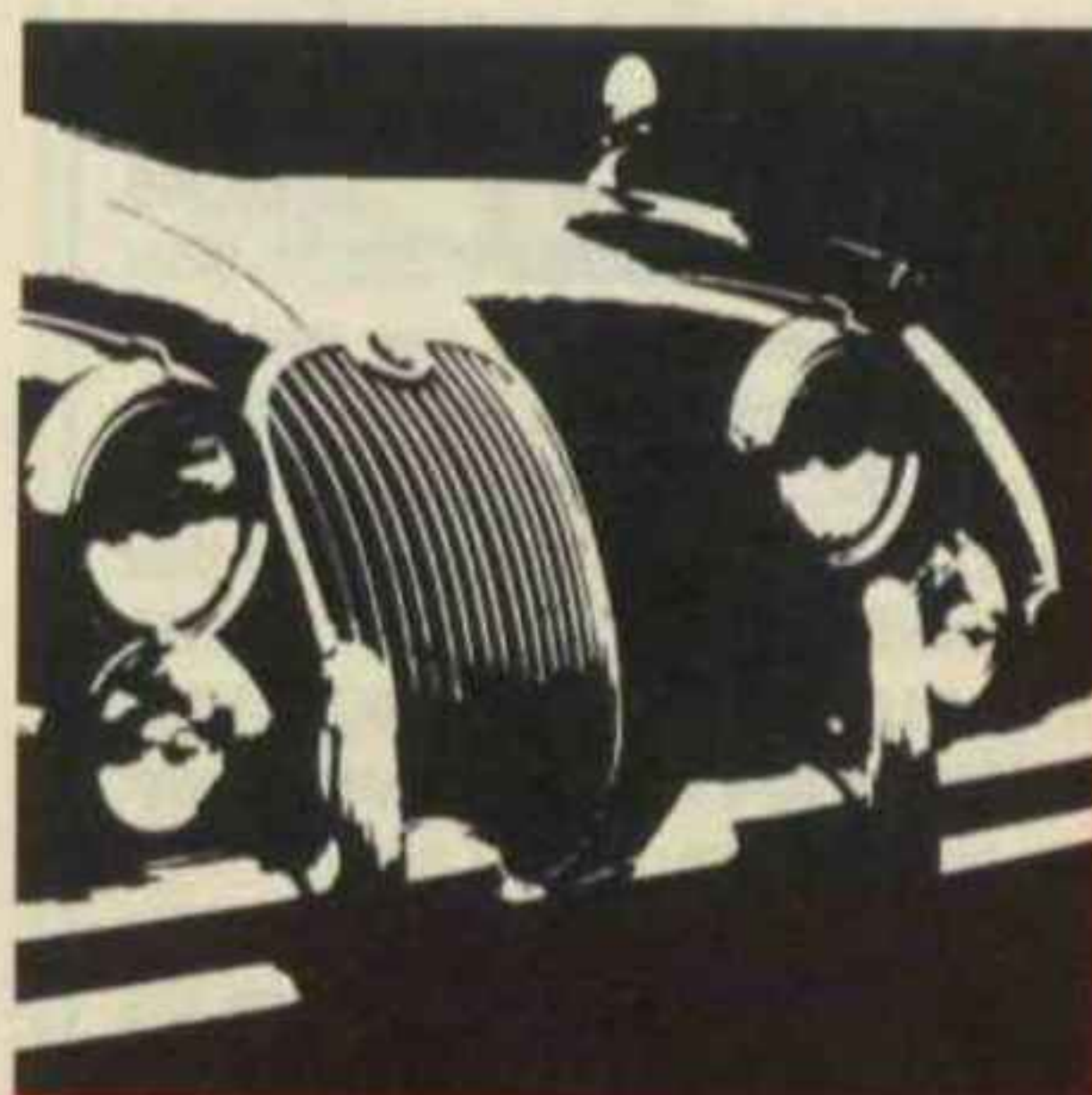
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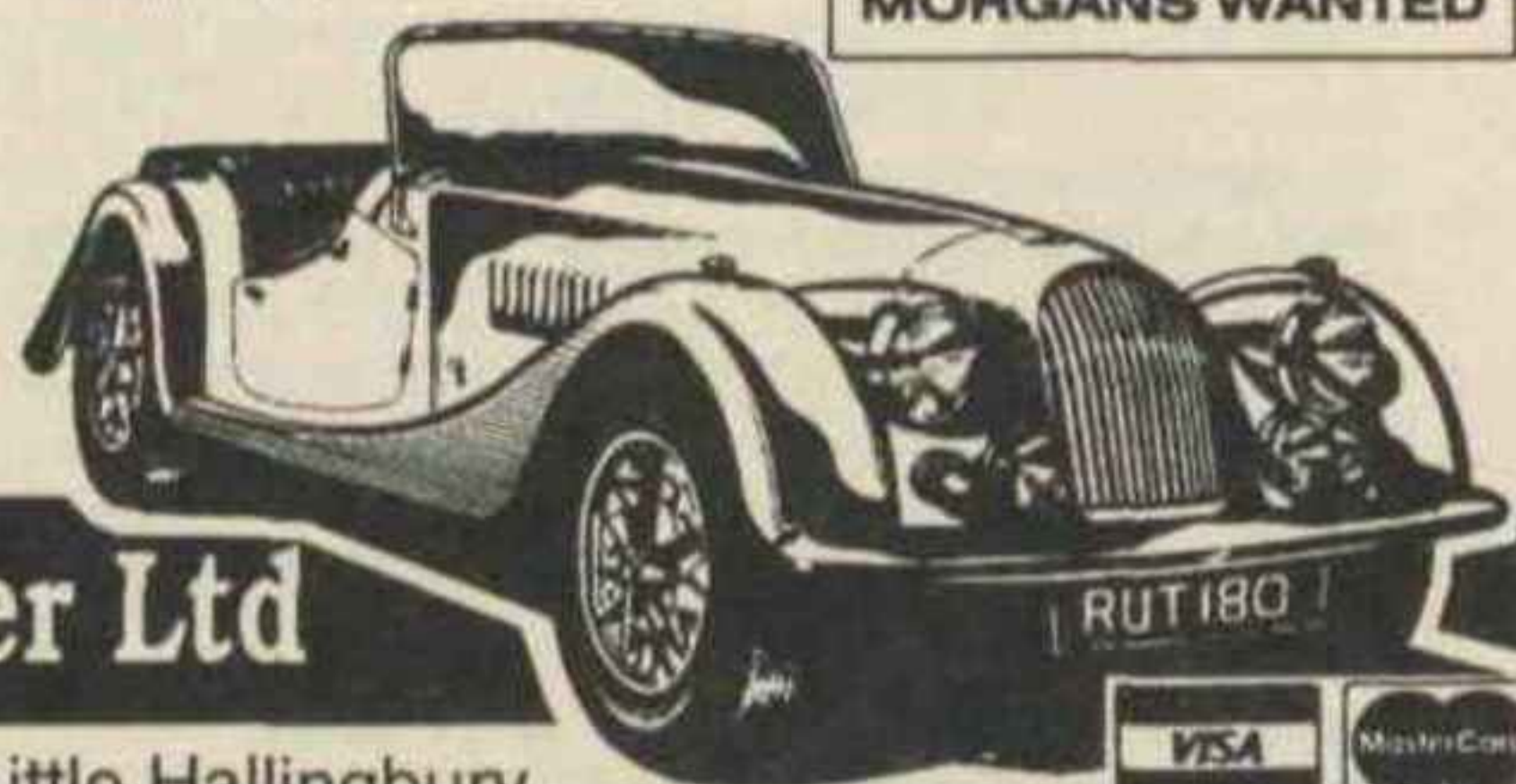
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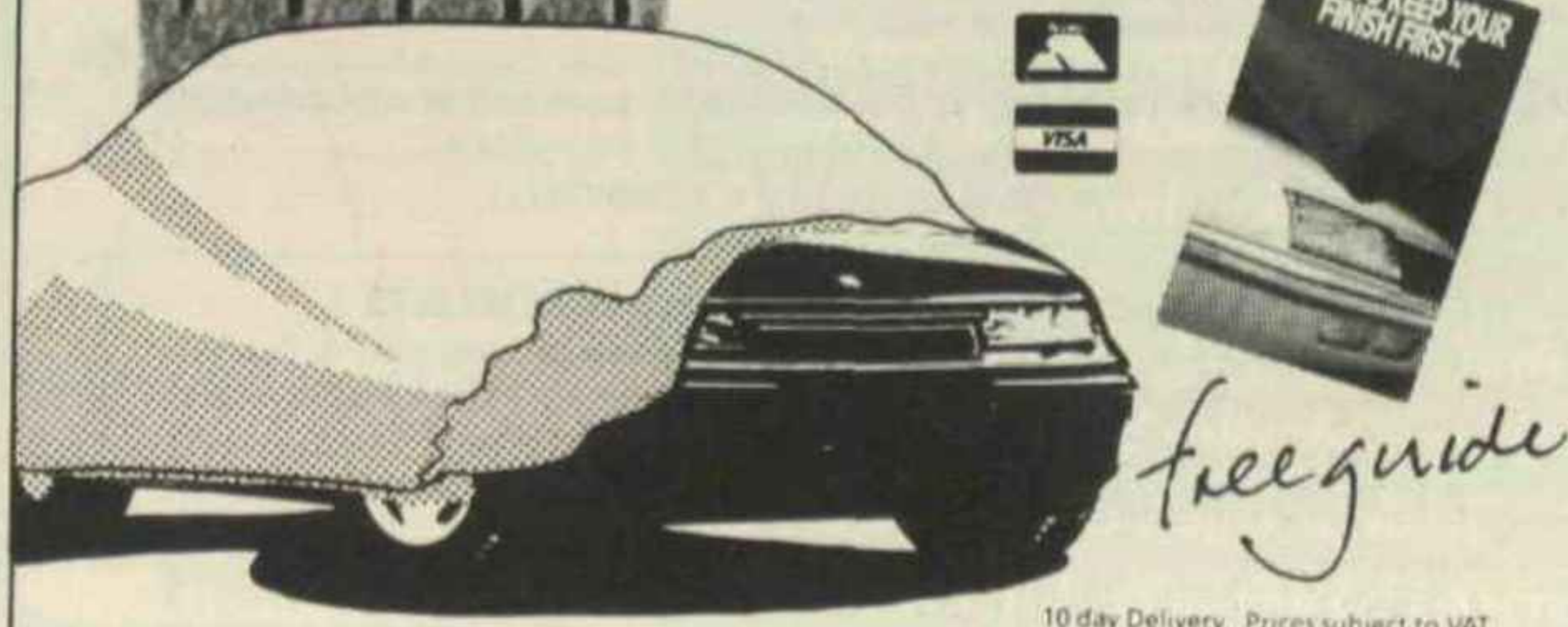
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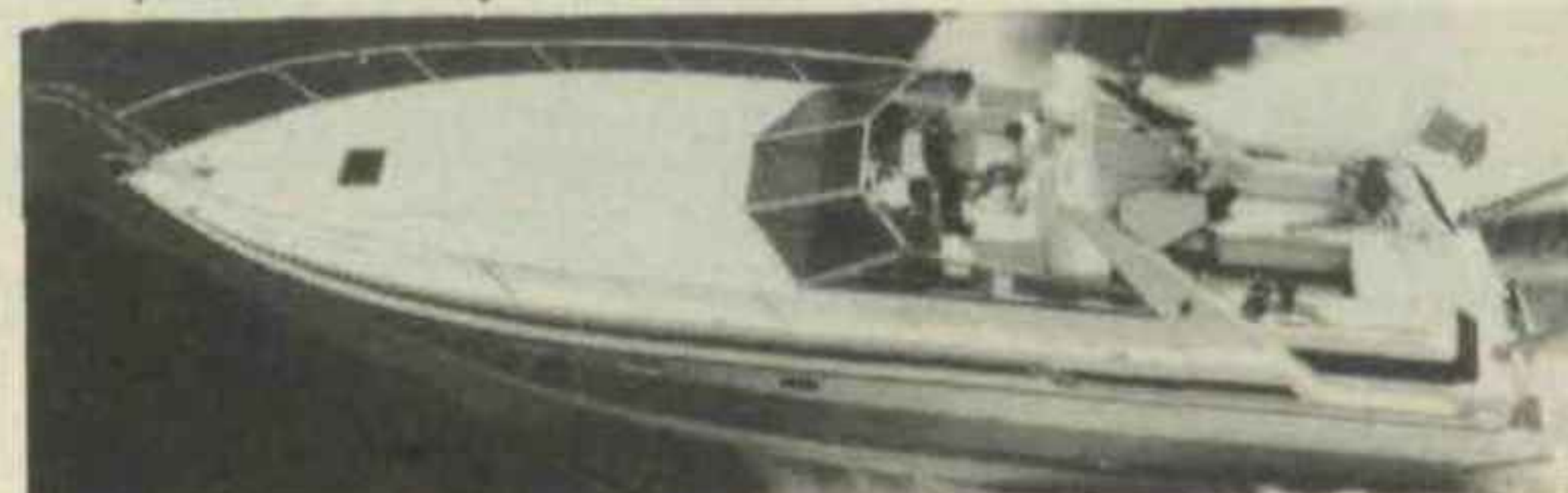
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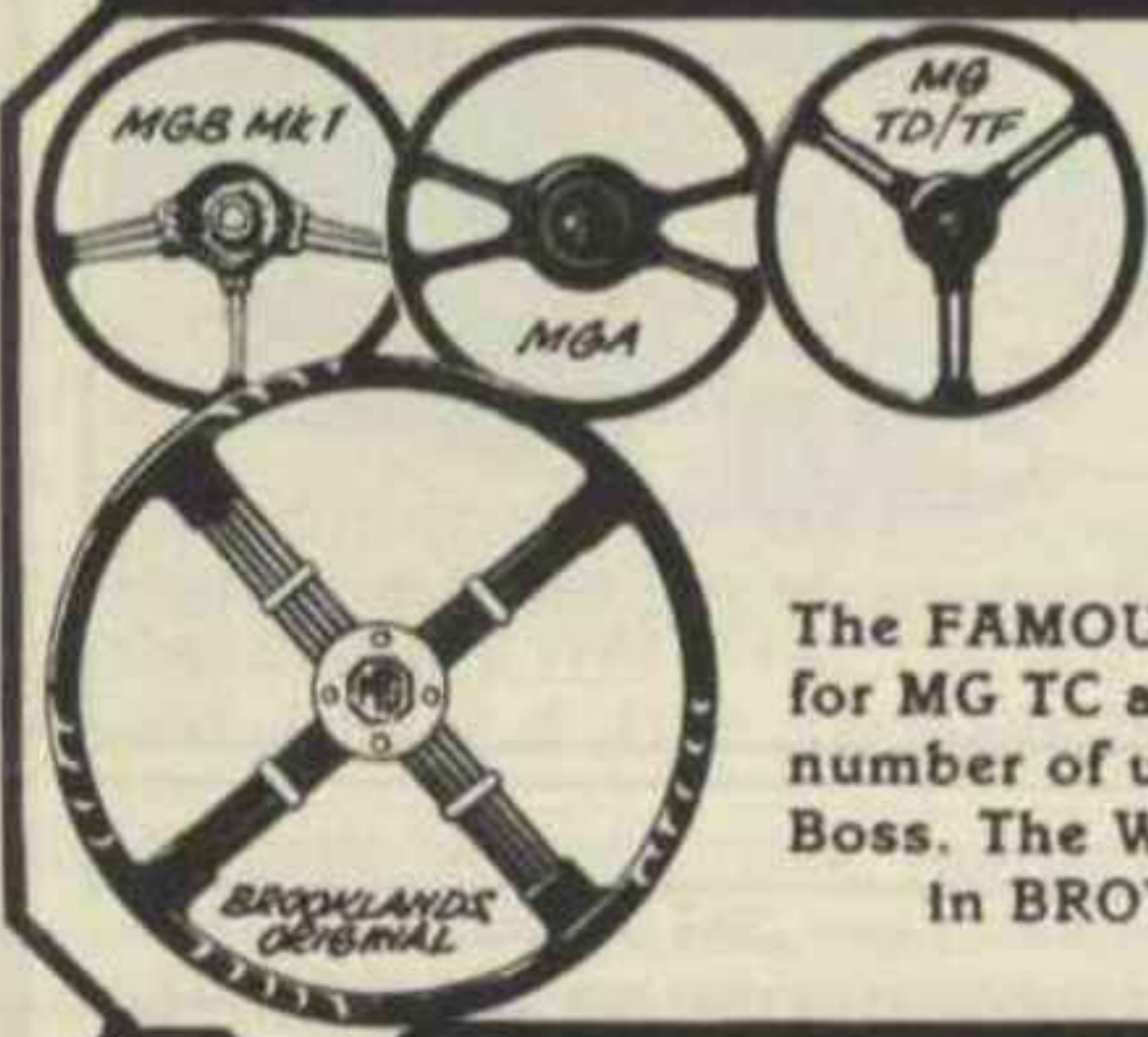
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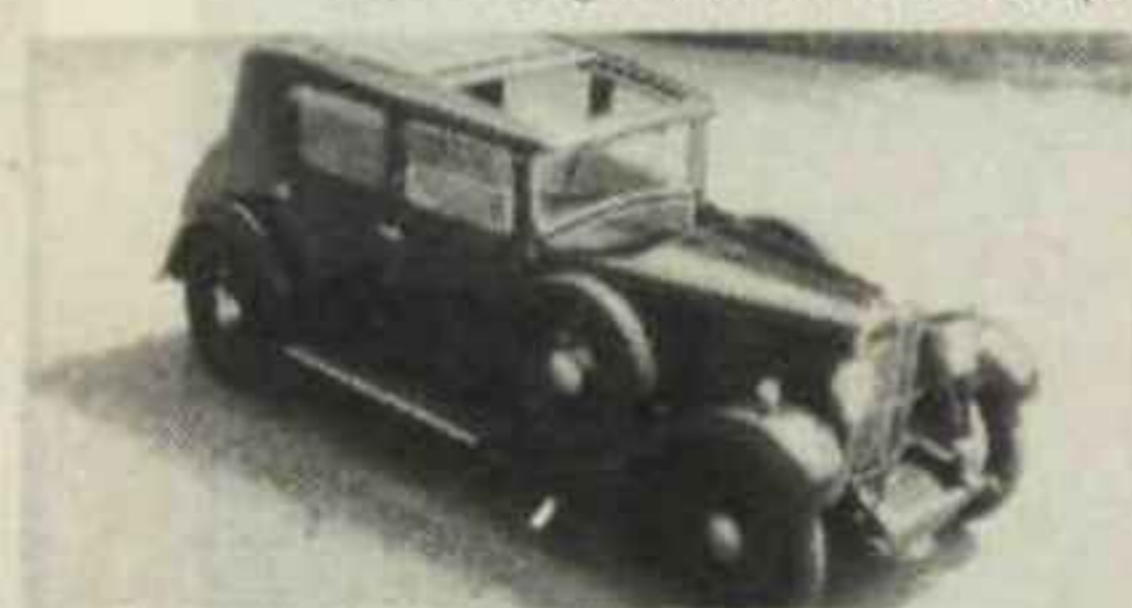
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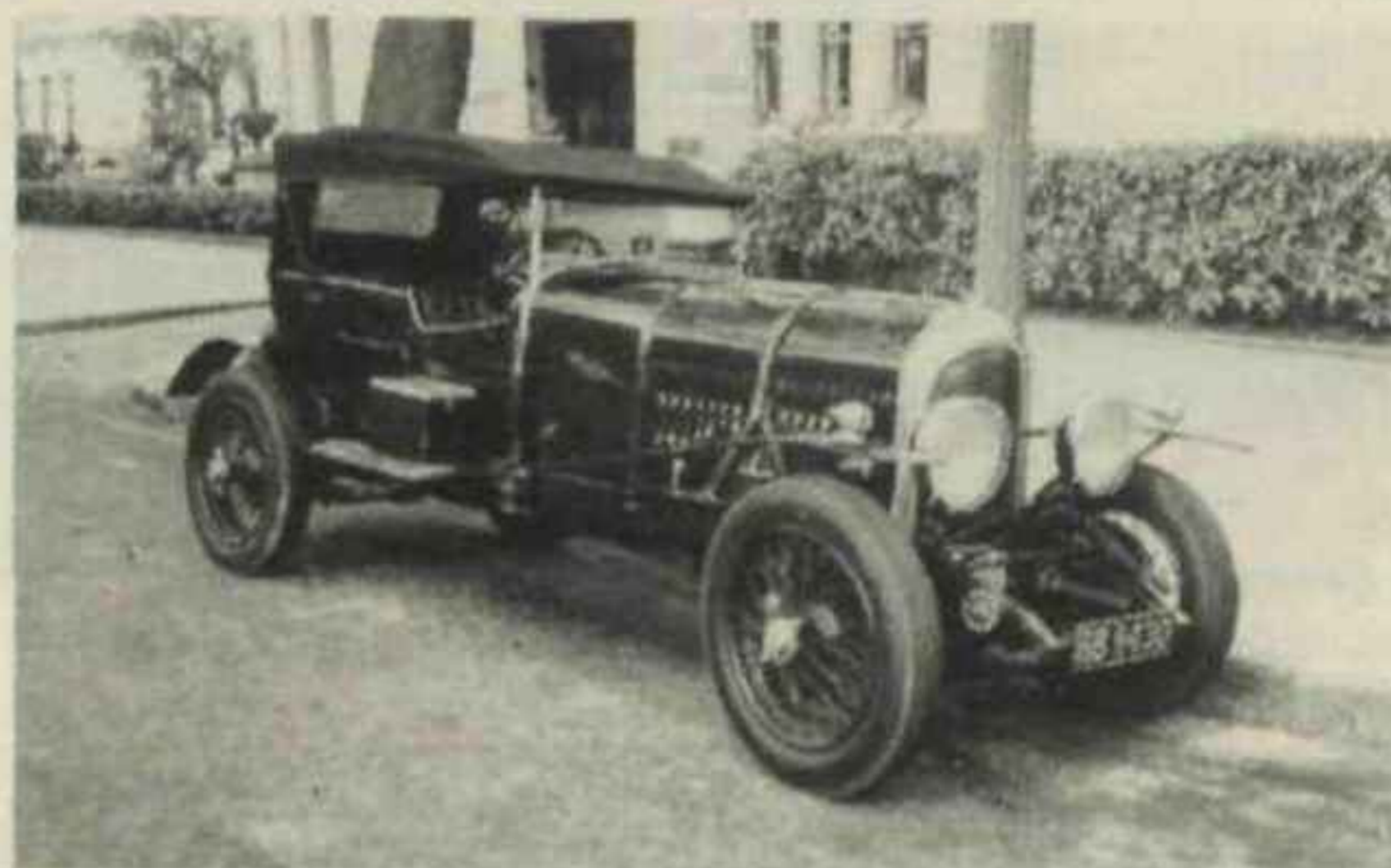
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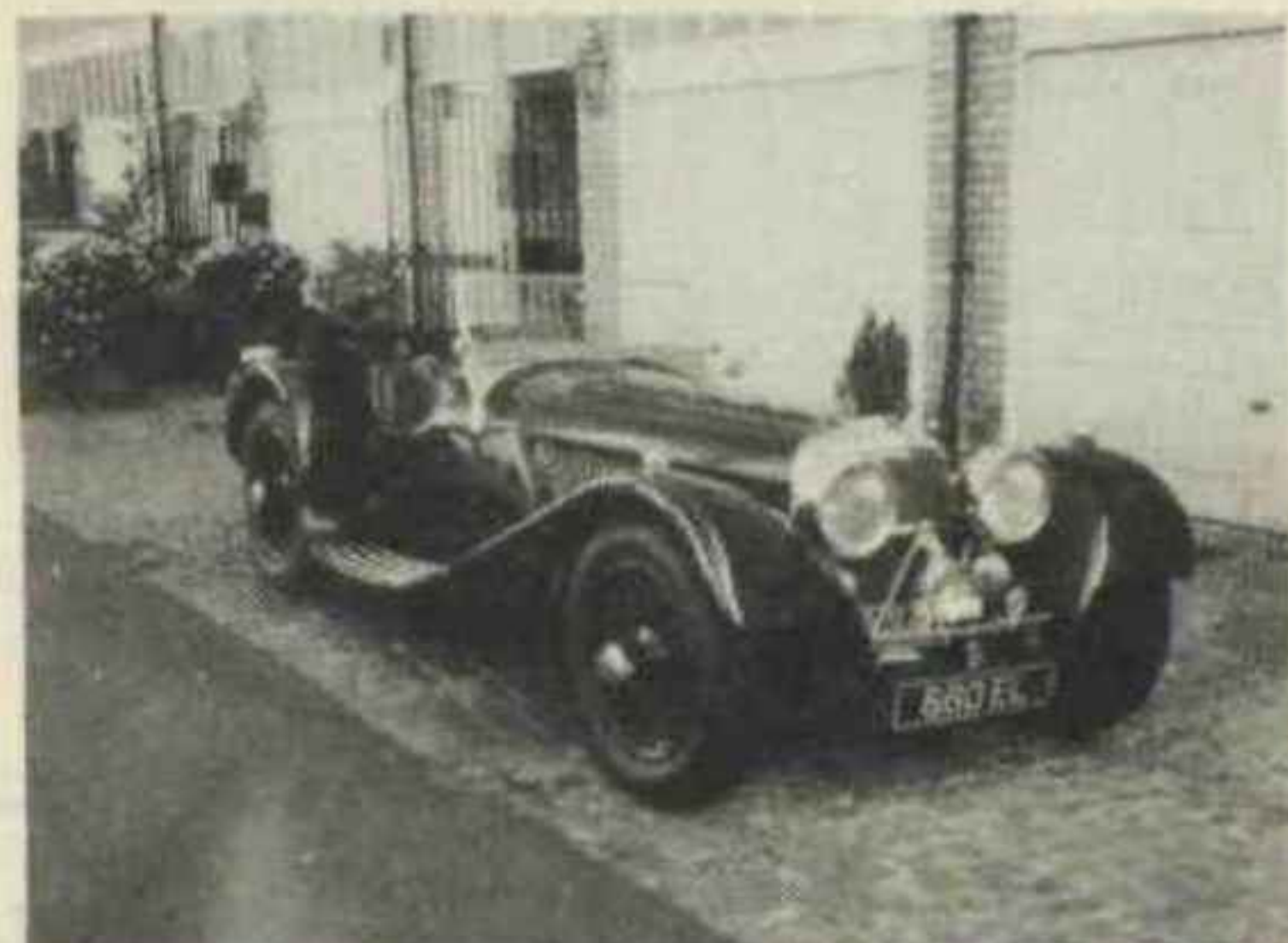
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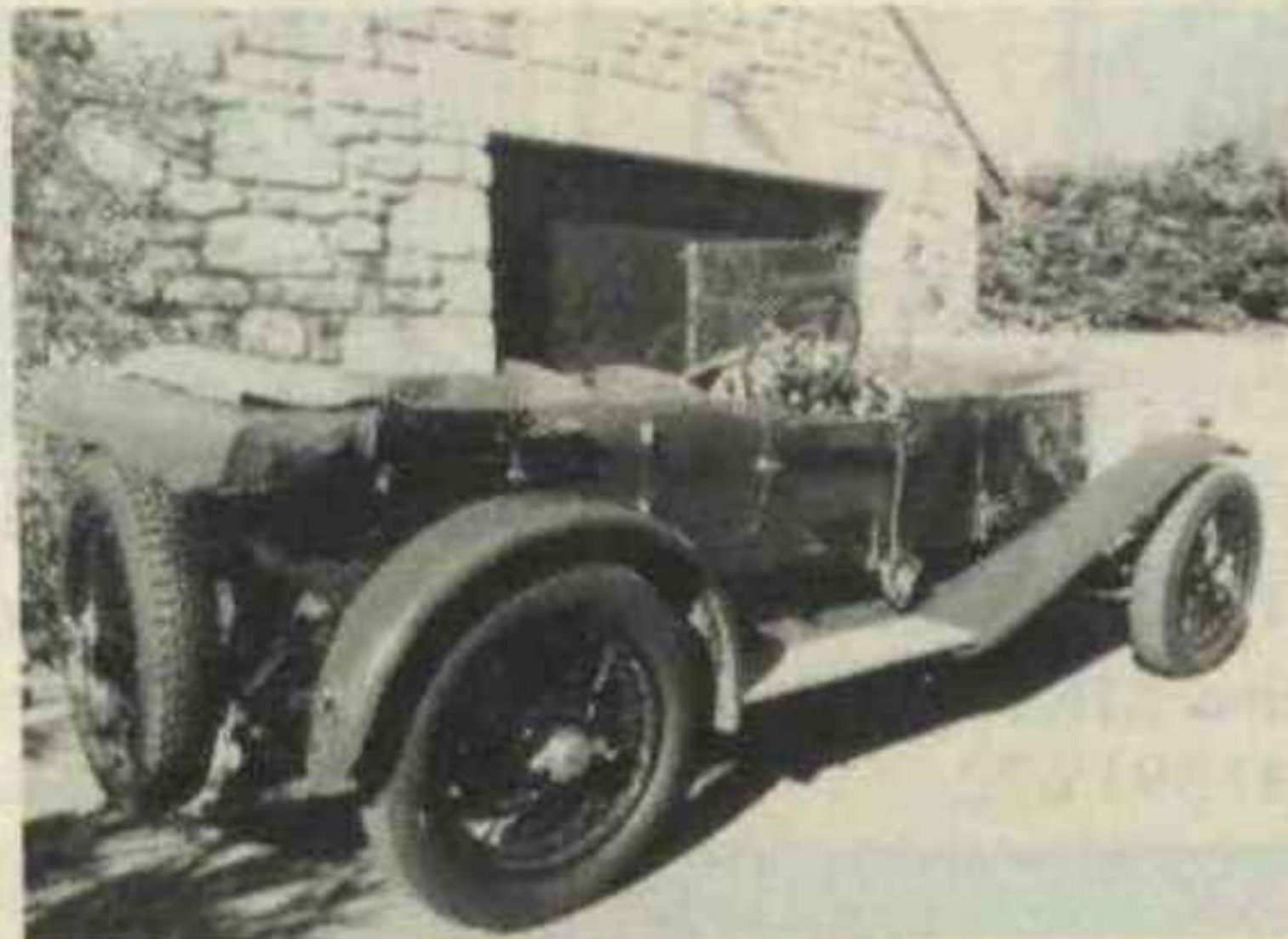
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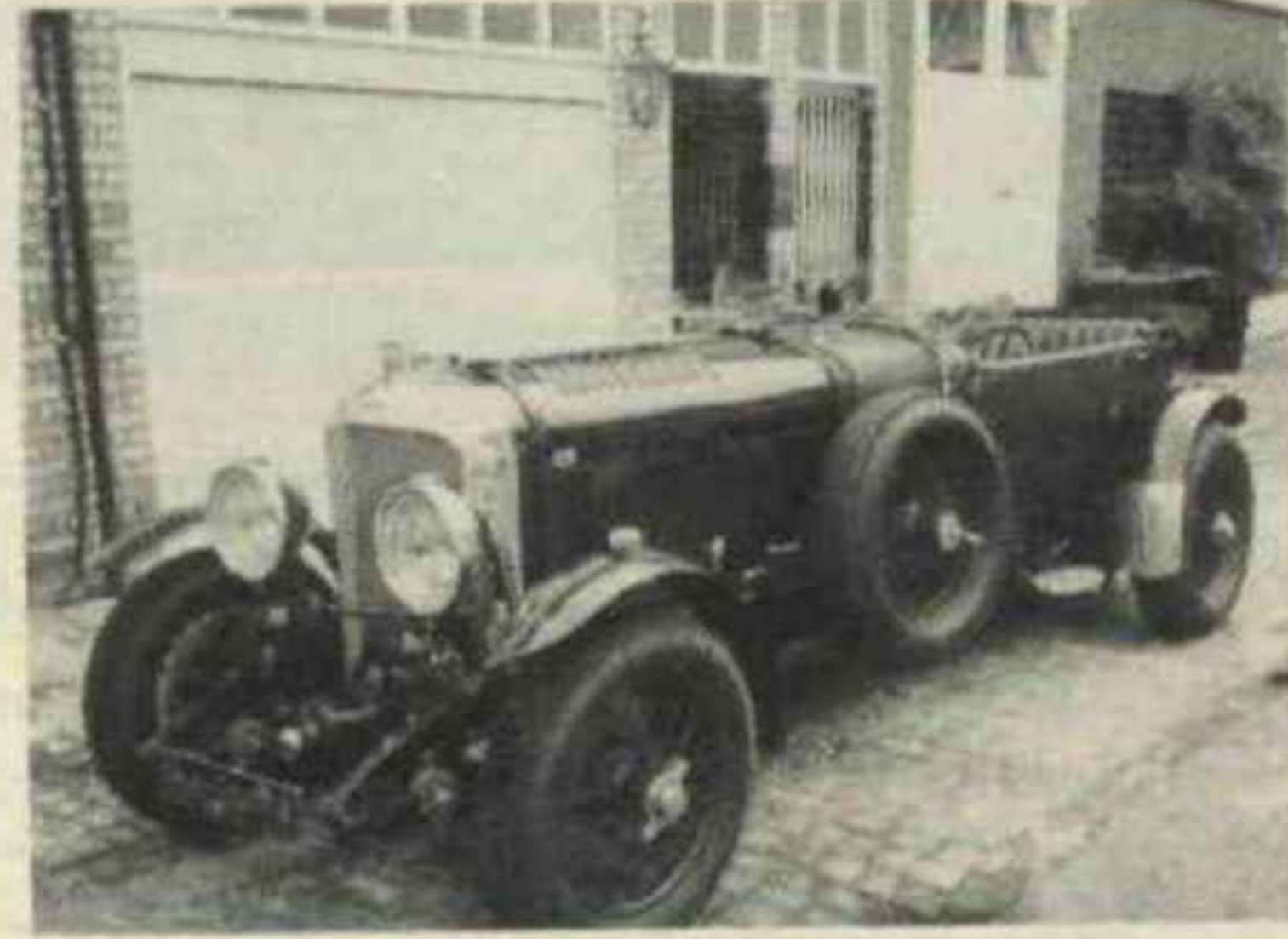
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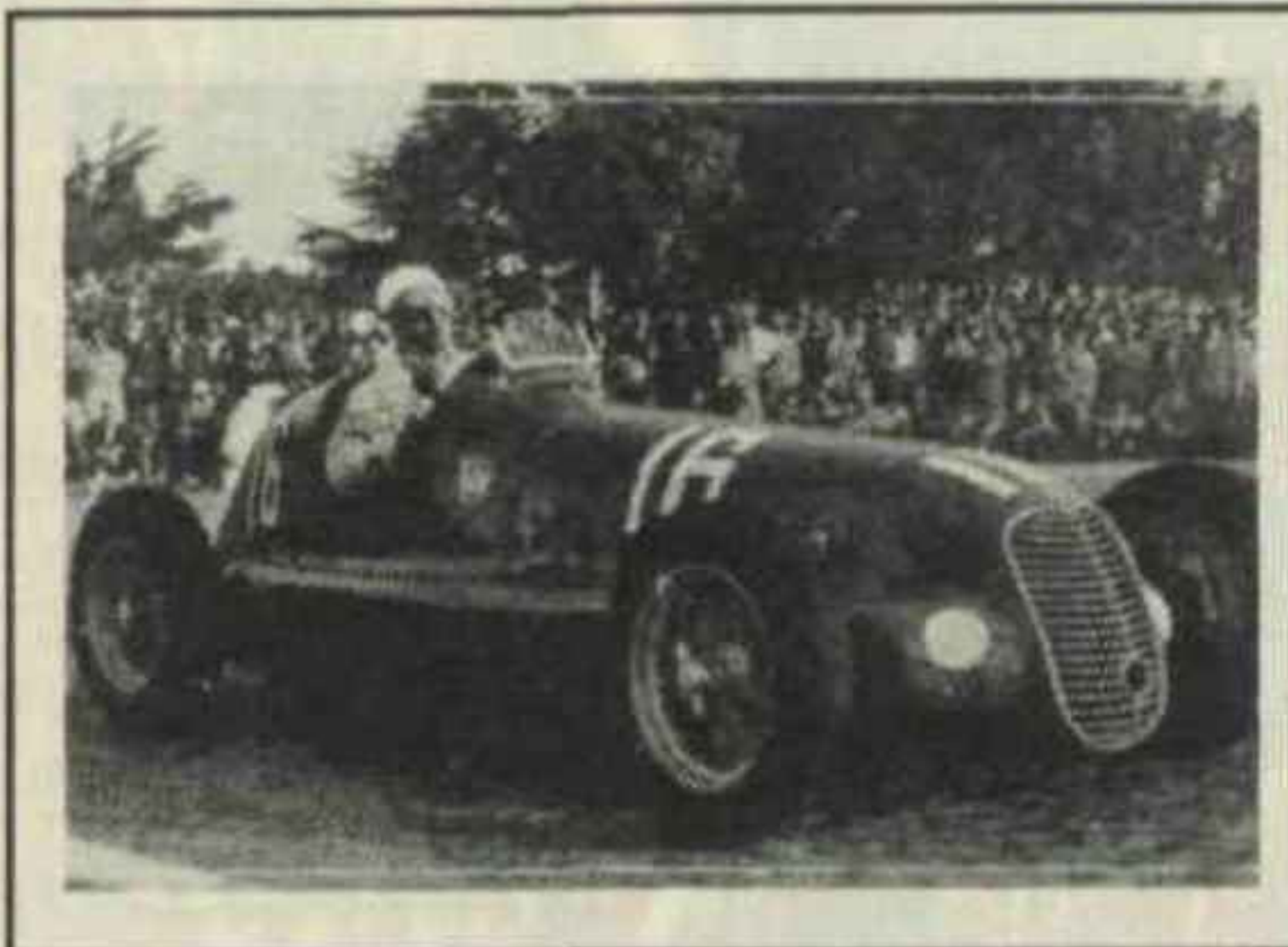
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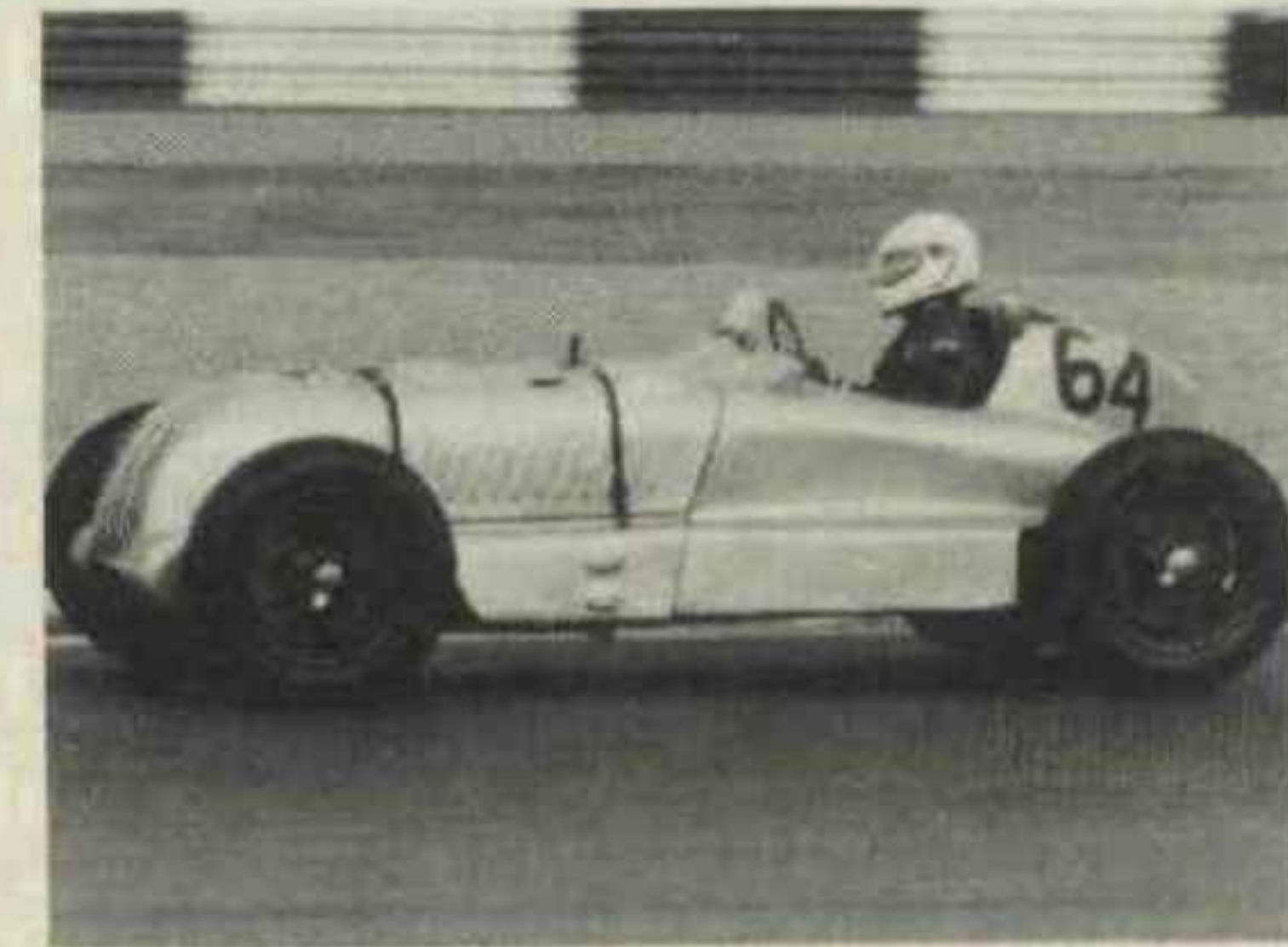
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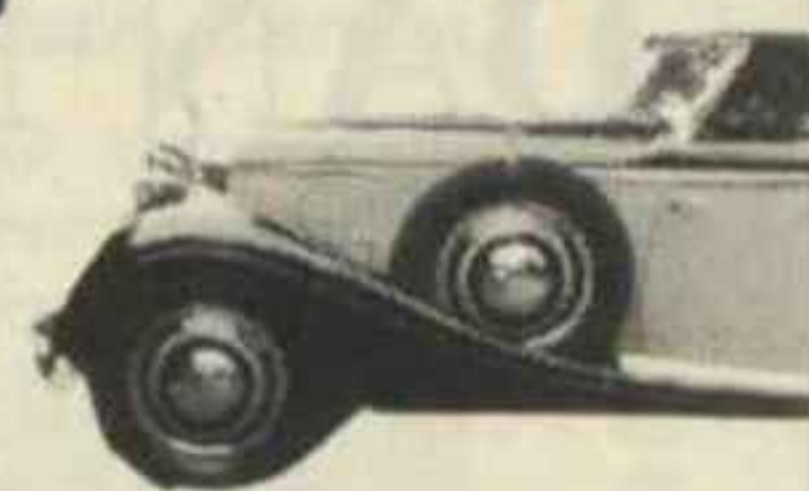
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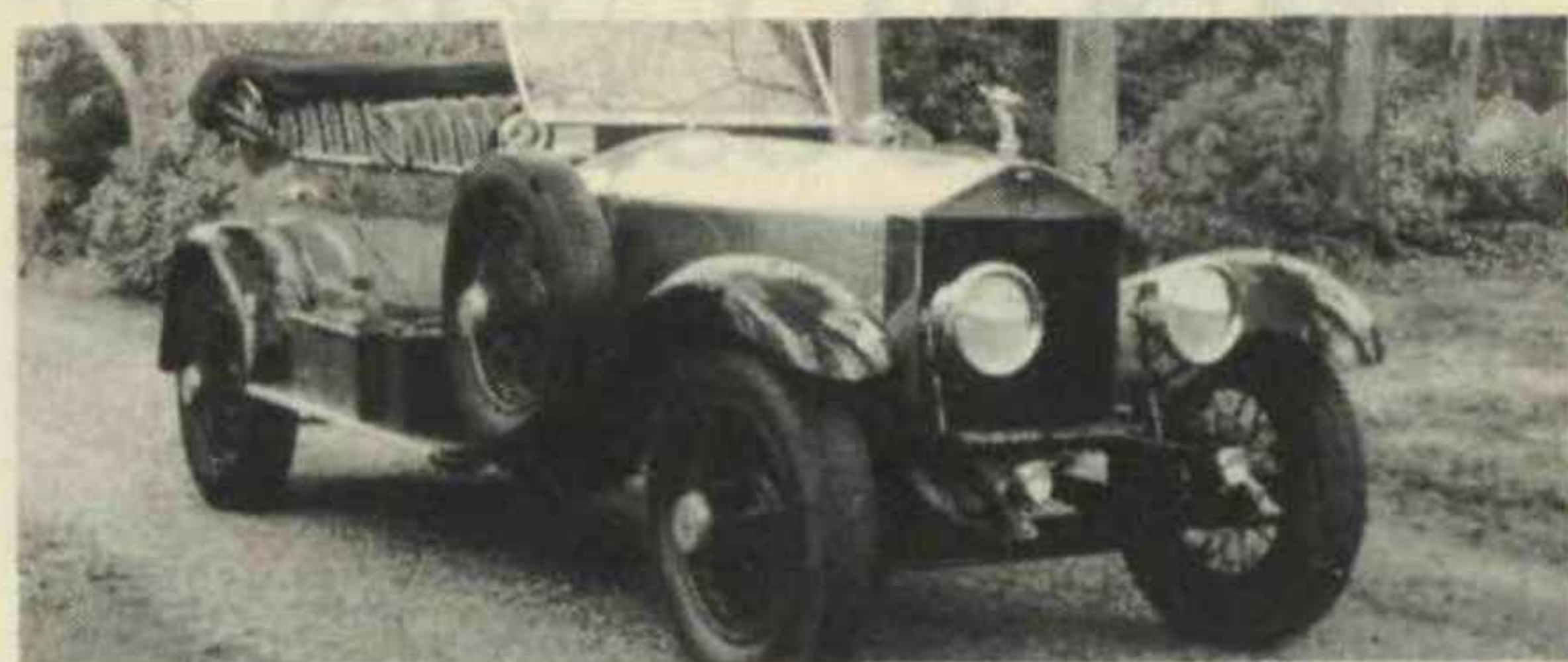
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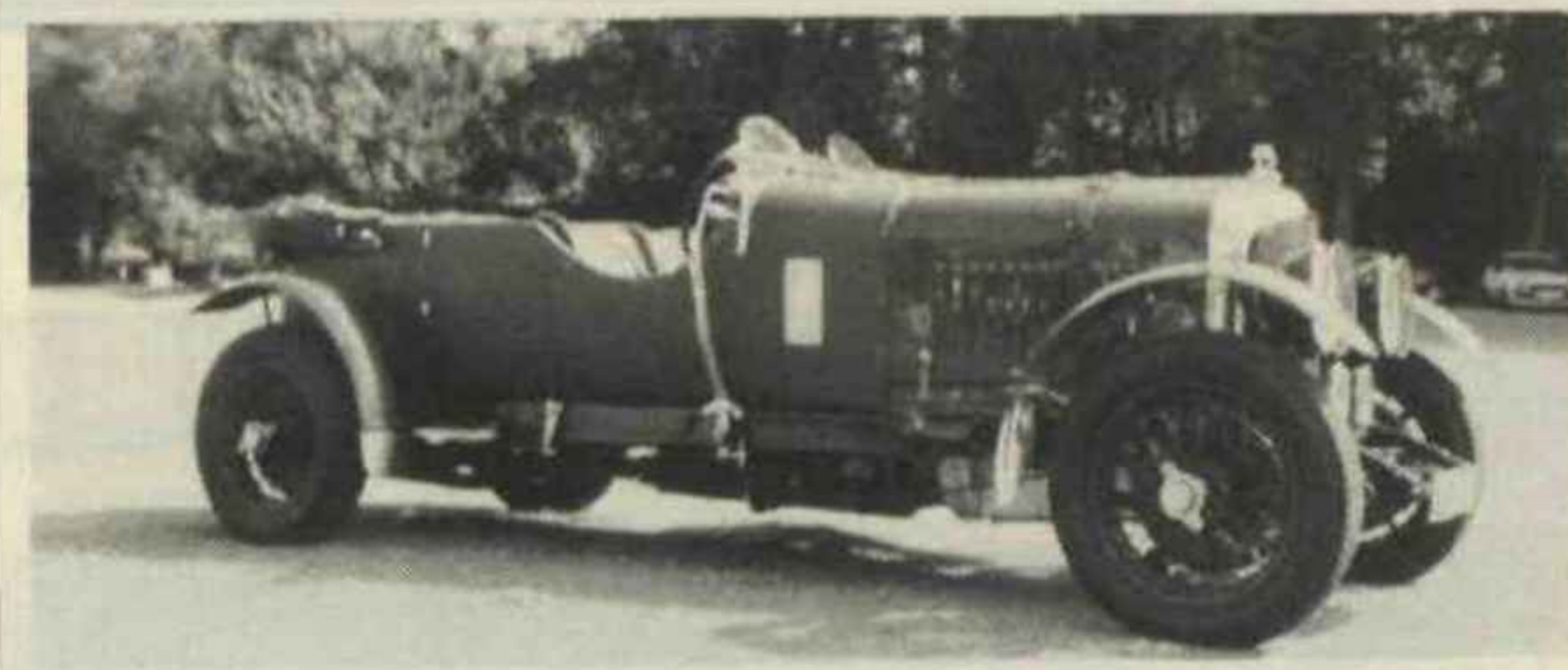


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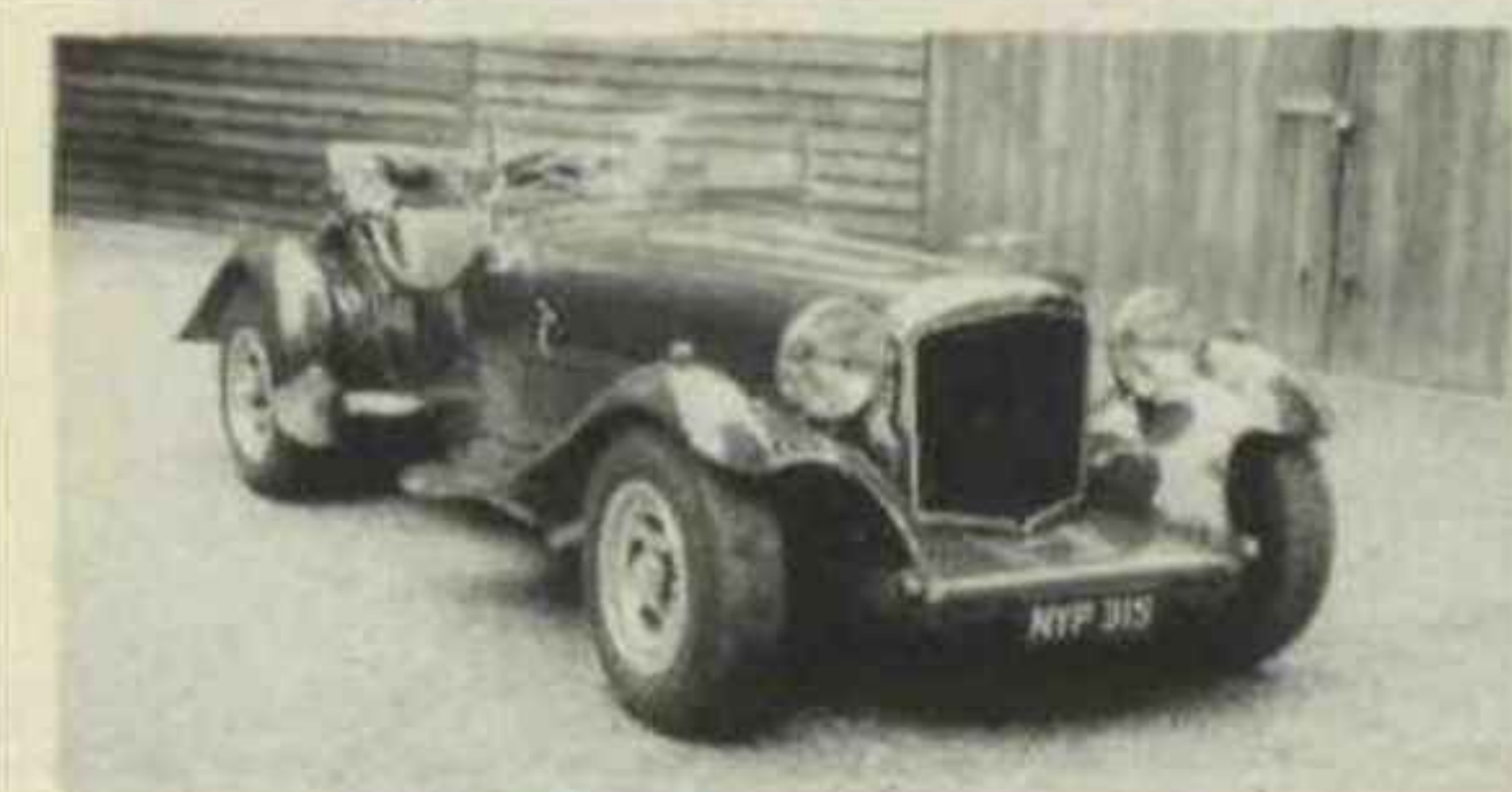
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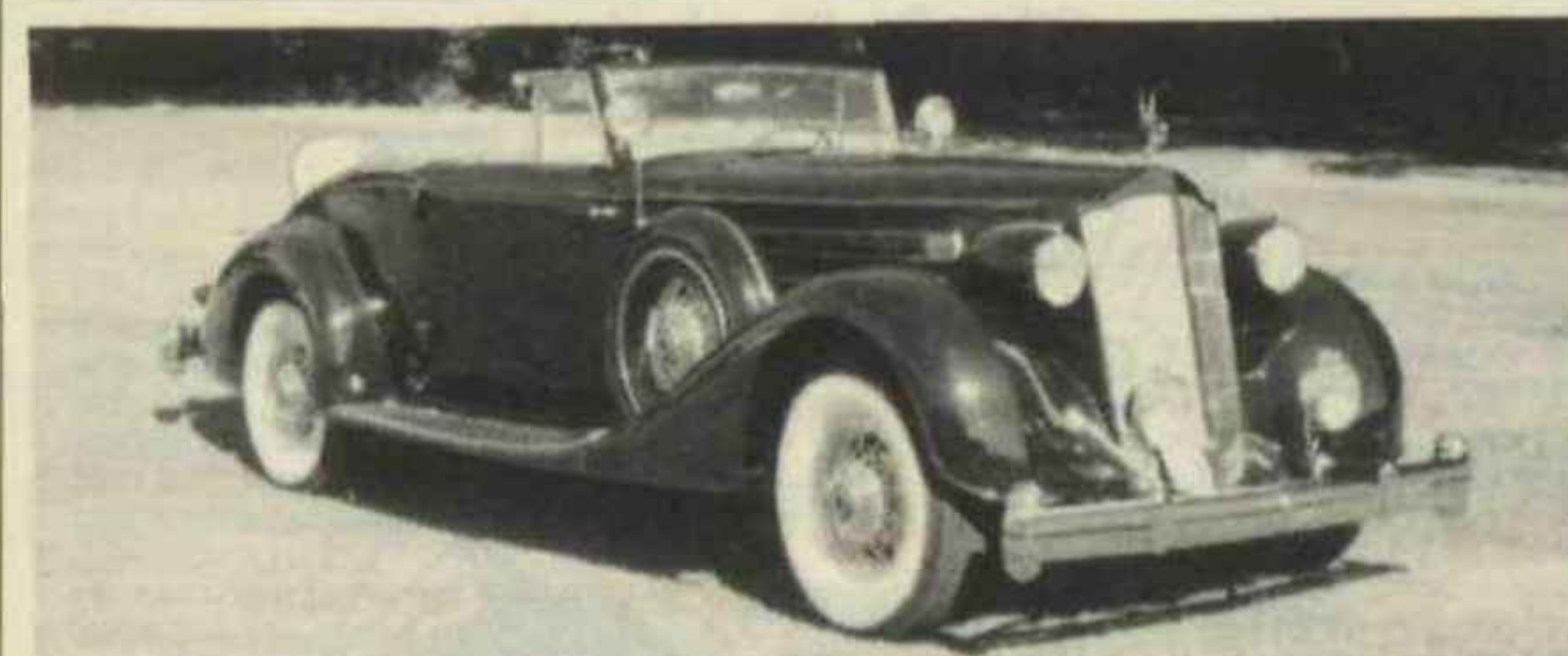
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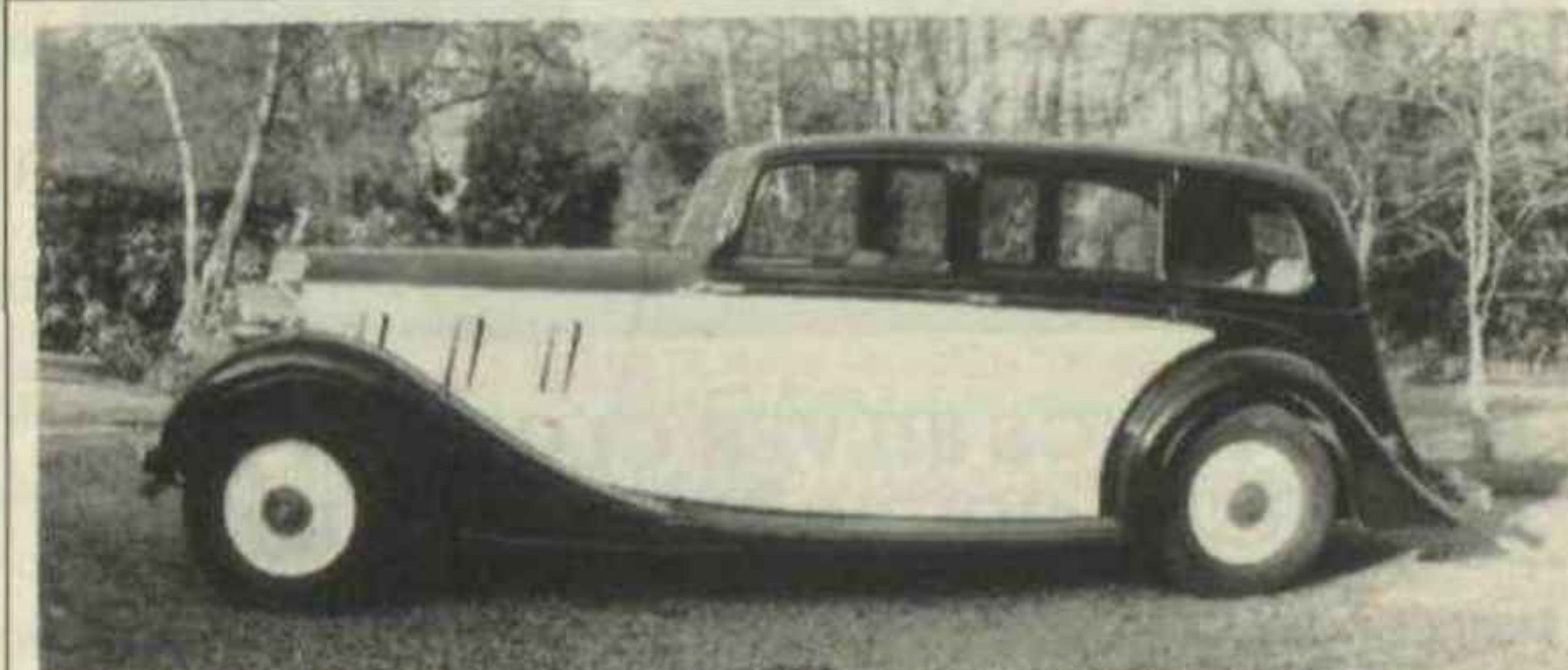
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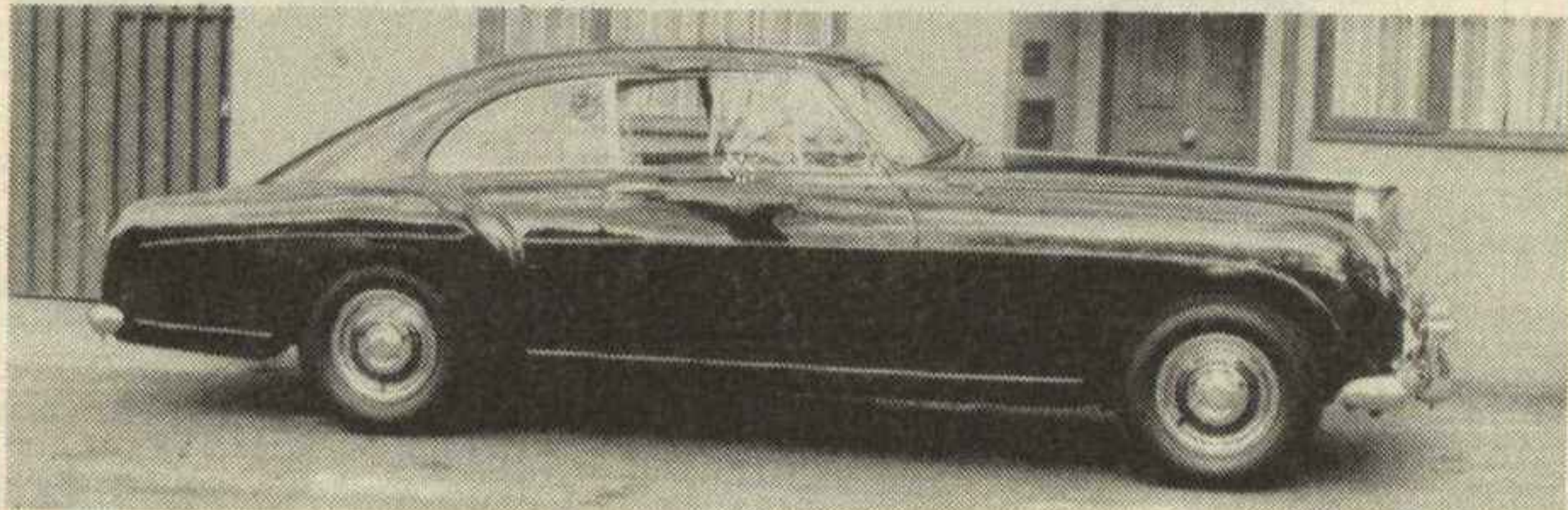
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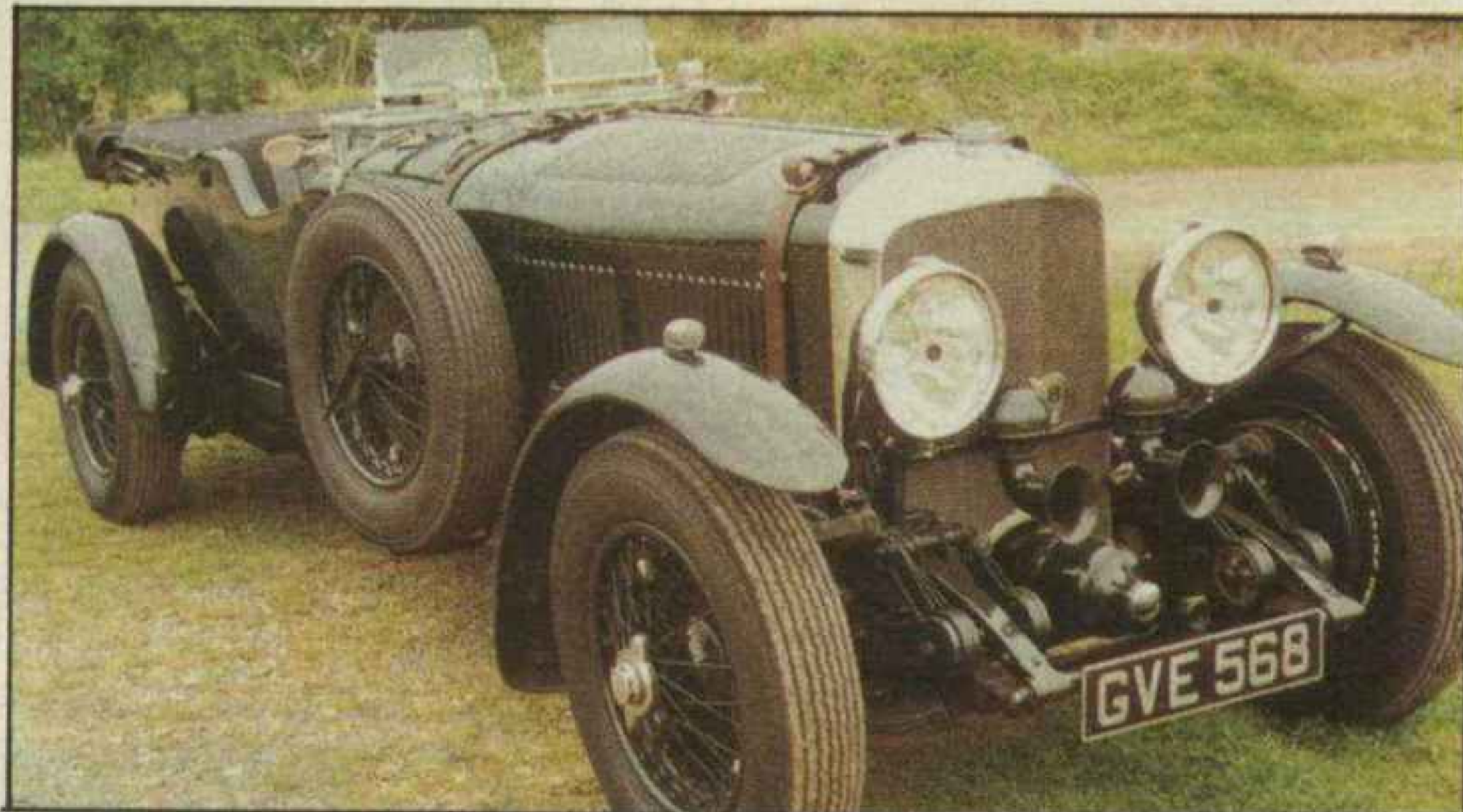
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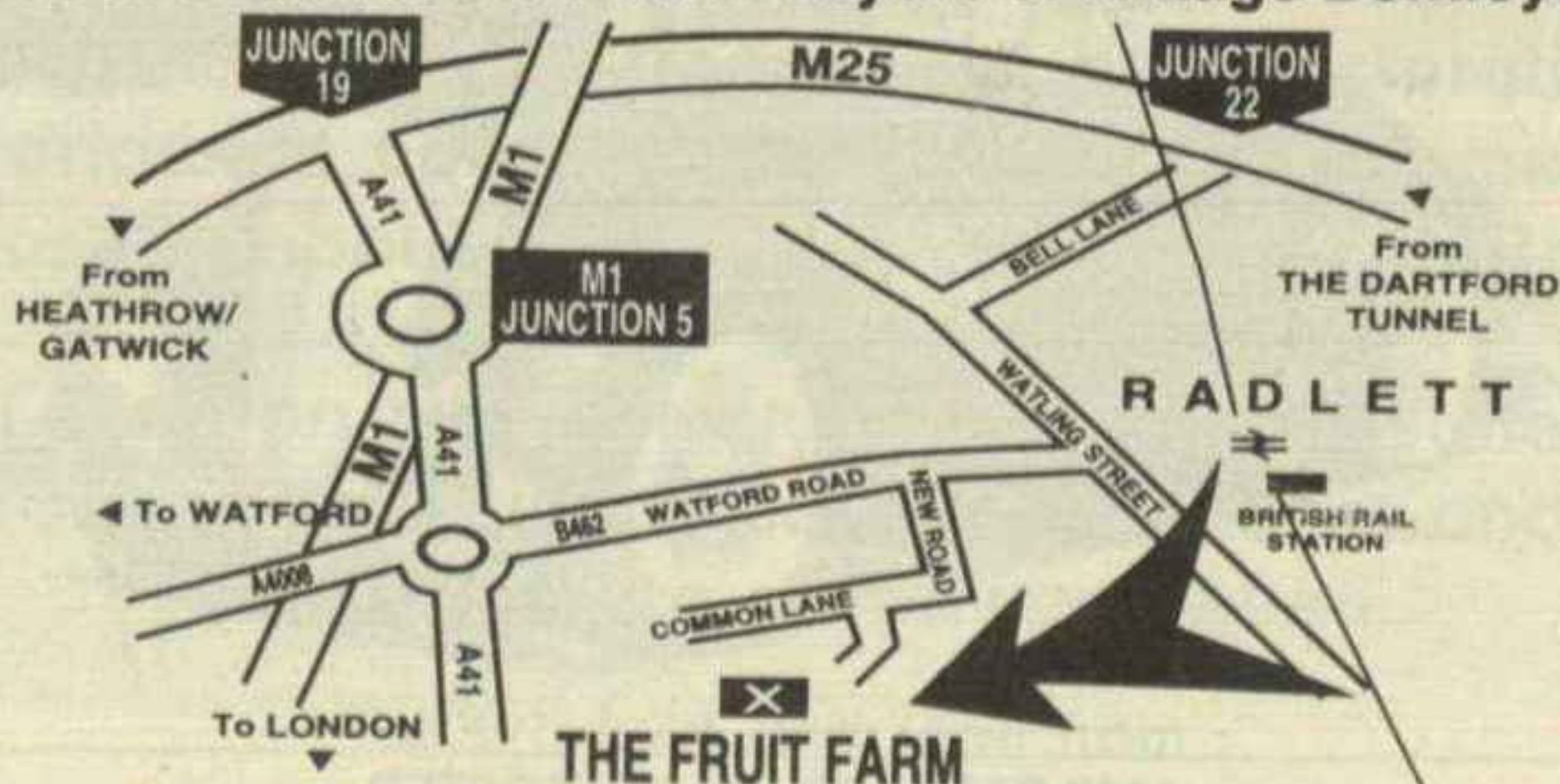


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