

MOTORSPORT

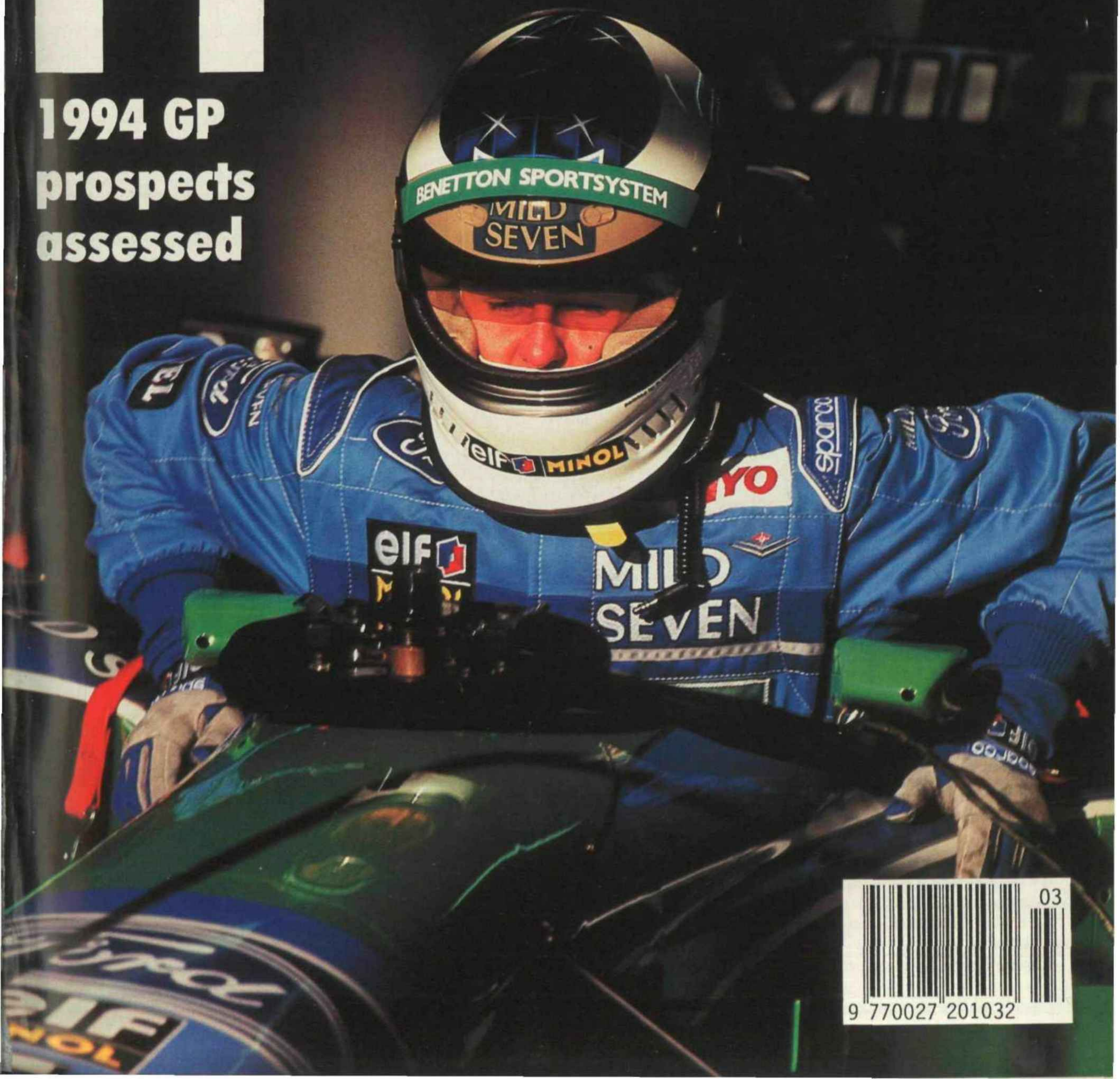
MARCH 1994

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F1 gets ready

1994 GP prospects assessed





IF YOU THINK YOU KNOW ABOUT

It's obvious which quote applies to the Volvo. It's the last one, isn't it?

"Blah, blah, blah Swedish manufacturer." A real giveaway.

It may come as some surprise, however, to discover that the first quote is also about the Volvo. And the second. And the third.

In fact, every juicy word printed above is about the Volvo.

The new Volvo 850 T5.

The T5 is the most powerful car Volvo have ever built.

Some 221 lb/ft of torque is available, across the range, from 2000rpm to 5300rpm.

Giving you plenty of oomph when you need it.

Mind you, it's definitely not all torque and no action.

The 2.3 litre turbo charged engine develops 225bhp. Taking the car from 0-60 in a respectable 6.7 seconds.*

To cope with such power, the Volvo 850

850 TURBO SALOON £23,995 INCLUDING VAT, EXCLUDING STANDARD NATIONAL DELIVERY CHARGE £370 INCLUDING VAT. ALL PRICES ARE

Fast Lane - October 1993

The speedo reads 150mph and the car is steady as a rock.

As the speed increases the 850 seems to glue itself even more firmly to the road.

More important than outright power is readily available torque, torque across a very wide rev range.

Motor Sport - October 1993

It turns in well, and maintains a steady line, even under firm acceleration.

A remarkably fast, well-balanced sports saloon.

At an indicated 154mph, the wind generates far more noise than the engine which sounds, at 5750 rpm, no more stressed than it does at tickover.

Performance Car - November 1993

The overall finish and build quality are exceptional, in keeping with the manufacturer's familiar mission to build safe cars that last.

The ride of the tauter suspension set-up is very impressive.

There's plenty of feedback from the wheels without any unwanted vibration.

Auto Express - Road Test - 15th October 1993

You might be forgiven for thinking we were testing a Porsche, a BMW or even an Audi.

Ultimately, it's the mind-blowing performance that really sticks in our mind.

This car may well rewrite the history books for the Swedish manufacturer. The next time you glance an 850's bonnet at the traffic lights, take care. It just might be a Terminator.

CARS, TRY MATCHING THE QUOTES.

T-5 has disc brakes all round and ABS fitted as standard.

While its suspension is a tauter version of Volvo's remarkable Delta-link.

A system that actually turns the rear wheels into the bend when cornering.

Giving you a sharp, responsive and

exhilarating driving experience.

Ultimately, of course, the T-5 is a Volvo. So, its safety features include SIPS, our unique Side Impact Protection System, and driver's airbag.

Along with an in-built child safety seat, automatic seat belt pretensioners and no

less than five 3-point seat belts.

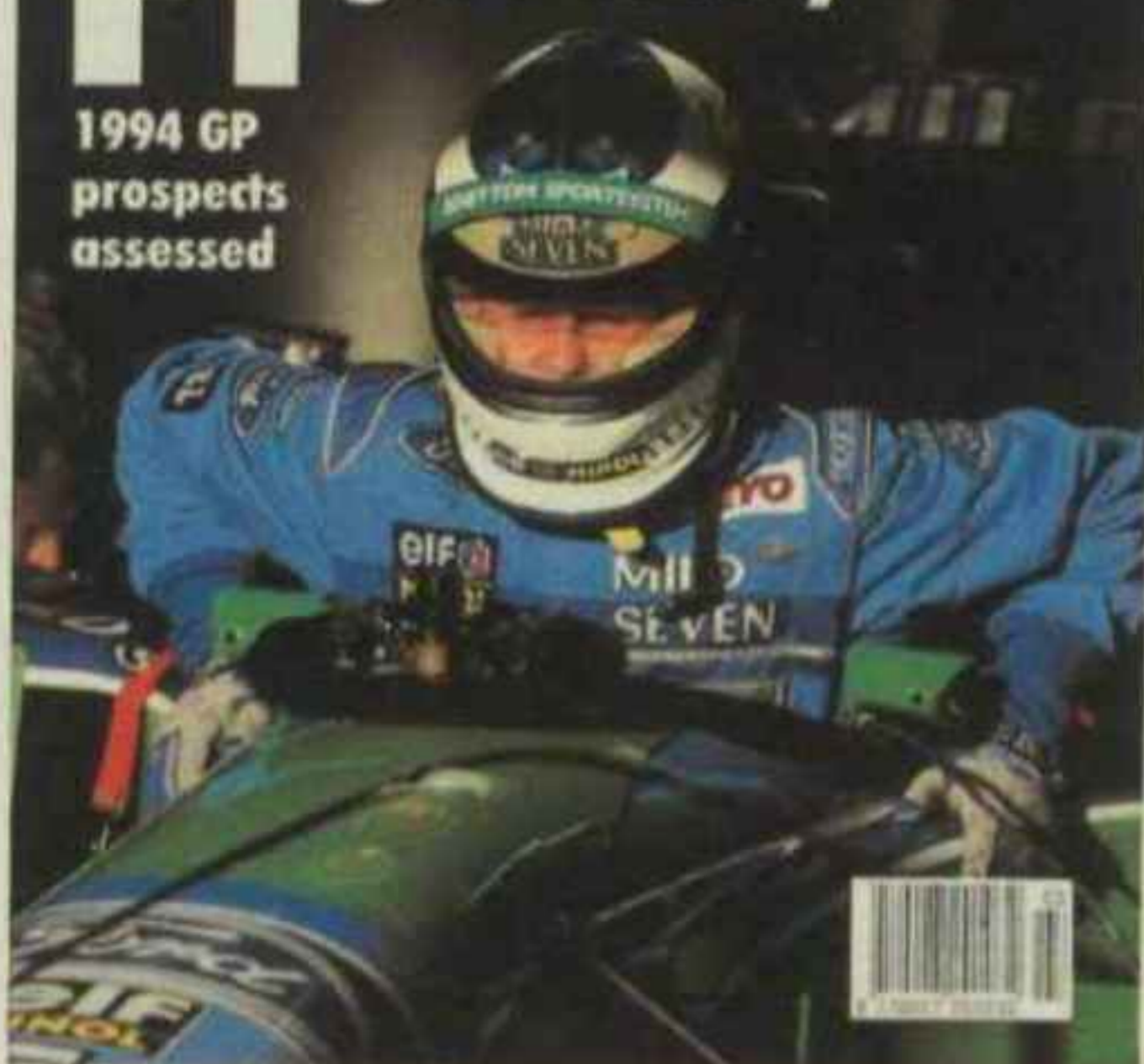
The new Volvo 850 T-5 can be yours from £23,995.

Take one for a test drive. You'll find it unbelievable. And you can quote us on that.

THE VOLVO 850 T-5. A CAR YOU CAN BELIEVE IN.

F1 gets ready

1994 GP prospects assessed



With the F1 season fast approaching, Michael Schumacher has high hopes for the new Benetton B194.

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

Standard House, Bonhill Street, London EC2A 4DA

Telephone: 071 628 4741 Fax: 071 638 8497 Telex: 888602 MONEWS G

Volume LXX

MARCH 1994

Number 3

© Teesdale Publishing Company Limited

Founder Editor: William Boddy

Executive Editor: David Tremayne

Editor: Simon Arron

Pictures: LAT Photographic

MOTORSPORT SUBSCRIPTIONS: SURFACE MAIL: Home £21.00; Overseas £25.00 AIR MAIL: Eire and Europe £26.00; Australasia £46.00; Elsewhere (except USA) £43.00 Annual rates include postage. Subject to increases of postal rates and cover price. Net amounts payable in sterling on London. If payment is made in a currency other than sterling please add £2.50 to sterling rate prior to conversion. USA: (Airfreight) per annum \$42.00. All enquiries to: MOTORSPORT, Box 188, Berkeley Hts, New Jersey 07922, USA. Telephone (908) 665-7811. Fax: (908) 665-7814

Next issue out March 25



227 DIARY

The past month, at a glance.

232 PREVIEW

Does Formula One really have a winter break? The Brazilian GP is almost upon us . . .

238 DELIRIUM TREMENS

Just how difficult is it to set up an F1 team nowadays? As Pacific and Simtek enter the final throes of their preparation, we talk to Mike Earle, a man who trod the same path five winters ago.

244 RETROSPECTIVE

It's now 20 years since Peter Revson was lost to the sport, just as he was on the verge of establishing himself as an F1 top-liner.



256 RALLY REVIEW

François Delecour finally wins in Monte-Carlo; in Sweden, meanwhile, the FIA 2-Litre World Cup gets off to an inauspicious start.

264 DAYTONA 24 HOURS

The dawn of a new era for sports car racing, but are the Americans on the right track?



272 BRITISH TOURING CARS

Enter Volvo, but what with?

276 POSTCARD FROM AMERICA

Several of IndyCar racing's leading lights have taken something of an interest in NASCAR recently. Is this the start of a worrying trend for the single-seater fraternity?

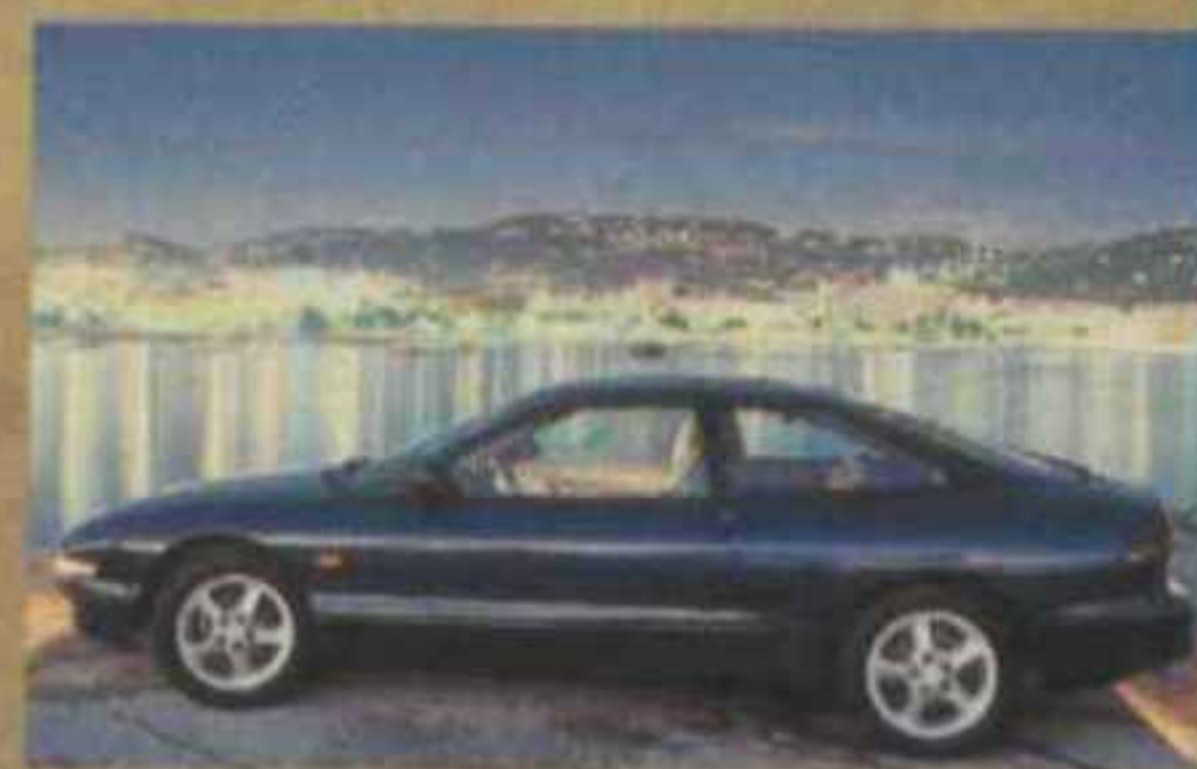


278 ROAD TEST

The BMW M3 gets an extra pair of cylinders.

283 NEW CARS

Ford Probe, Seat Ibiza 2.0 GTI, Citroën ZX estate and the '1994½' Ford Fiesta.



288 VETERAN TO CLASSIC

The Ravel remembered.



298 BODDY LANGUAGE

300 REVIEWS

304 READERS' LETTERS

306 CLASSIFIEDS

The month in MOTOR SPORT

JANUARY

17: Al Unser Jr escapes with a shaking after crashing his Penske heavily during testing at Phoenix.

18: Franck Lagorce, one of the European F3000 Championship favourites, signs for Apomatox.

20: Ayrton Senna laps quickly at Estoril during his first run for Williams. Eddie Irvine, whose position at Jordan has just been confirmed, is second quickest, half a second shy of the Brazilian.

20: Mark Blundell (below) has his first run for Tyrrell, at Silverstone.



20: The Mini Cooper destined for Timo Mäkinen's use on the Monte-Carlo Rally is stolen from outside a house in Hinckley. A replacement is built up in the next 48 hours. The remains of the original are later found in Nuneaton.

21: JJ Lehto's first test as an official Benetton driver ends abruptly when the Finn has a huge accident at Silverstone. Lehto (right) suffers vertebral damage which requires specialist surgery, but the prognosis is that he will be fit in time for the start of the F1 season.

21: The FIA publishes its latest F1 entry list: Ligier nominates Eric Bernard as one of its two drivers, Pacific lists Paul Belmondo as Bertrand Gachot's team-mate and Jean-Marc Gounon is pencilled in alongside David Brabham at Simtek.

22: The father and son team of Wilson and Christian Fittipaldi take their Porsche 911 to



victory in a 1000-mile race at Interlagos.

24: Alfa Romeo announces that Giampiero Simoni will partner Gabriele Tarquini in its BTCC team.

24: It emerges that fuel samples taken from the Jolly Club Lancia Delta of Carlos Sainz on the Sanremo and Cataluña Rallies has been found to be illegal. The FIA delays announcing any punishment.

24: Rover's efforts to rush-prepare Timo Mäkinen's Mini turn out to be fruitless. The Finn retires on the second stage of the Monte, with a blocked fuel injector.

25: Fabrizio de Simone signs to contest the European F3000 series with Mythos.

25: Allan McNish tests the new Lola F3000 chassis at Donington.

MATTERS OF MOMENT

Domestic bliss

Last month, we previewed Alfa Romeo's impending arrival in the British Touring Car Championship. This month, it's Volvo's turn. The pair of them bring the total number of manufacturers involved in the BTCC to 10.

A few years ago, commitment of this sort would have been unthinkable. Now, the question we find ourselves asking, is: "Is it sustainable in the long-term?"

People were wondering the same thing at the beginning of last season, when there were eight factory teams. One year on, all eight are still there. Six of them, indeed, actually won races, and the other two obtained decent results in the form of pole positions or podium finishes. Given the BTCC's huge profile nowadays (increased coverage in the specialist press, growing interest from the nationals, expanding TV horizons and the use of seasonal review videos as in-flight entertainment on long-haul trips spring to mind), all eight could be said to have had a reasonable PR return for their not inconsiderable investment.

As the strength and depth of the competition increases, so does the need to test, to develop and to hire the very best drivers.

Hence the cost of taking part spirals ever upwards. Former Grand Prix drivers don't come cheap. Nor, for that matter, do the established saloon racers whose names are now better known to most UK households

25: Local councillors approve, in principle, the return of motor racing to Goodwood. As revealed exclusively in MOTOR SPORT last April, the plan would be to run a handful of historic meetings each year.

than those of F1 midfield runners.

Perhaps, at some point in the next six months, the bubble will burst. If manufacturer X is no longer able to keep pace with manufacturer Y, then it will become more and more difficult to justify the expense, and X will slope off in search of an alternative marketing tool.

Such a scenario is, perhaps, inevitable. Time will tell. Not that we'd want to see it happen, but such is the BTCC's current strength that it could afford to lose a couple of manufacturers without any adverse affect on its health.

A far greater threat is posed by murmurings about the possible resurrection of a full-blown European Touring Car Championship.

Without wishing to sound negative, that is something motor racing simply doesn't need at the moment. The creation of one pan-European series would necessarily weaken the national championships in Britain, France, Italy, Germany and Spain.

And that, quite simply, would be inane.

The FIA Touring Car Cup, introduced last year, is an ideal compromise, a one-off, high-profile event whose prestige can only grow.

For the moment, touring car racing has the balance about right.

We implore the FIA to keep it that way.

S A

27: François Delecour gives Ford (right) its first Monte-Carlo Rally victory for 41 years. Colin McRae, contesting the event for the first time, fights back to finish in the top 10 after an early off had dropped him almost to

the tail of the field.

28: McLaren (bottom) launches its first Peugeot-powered F1 chassis, the MP4/9. There is still no news on Mika Hakkinen's team-mate; Ron Dennis remains hopeful that he will be able to tempt Alain Prost out of retirement.

31: Reliable sources indicate that Audi will enter into partnership with Cosworth in 1995, to supply motive power to the Benetton F1 team.

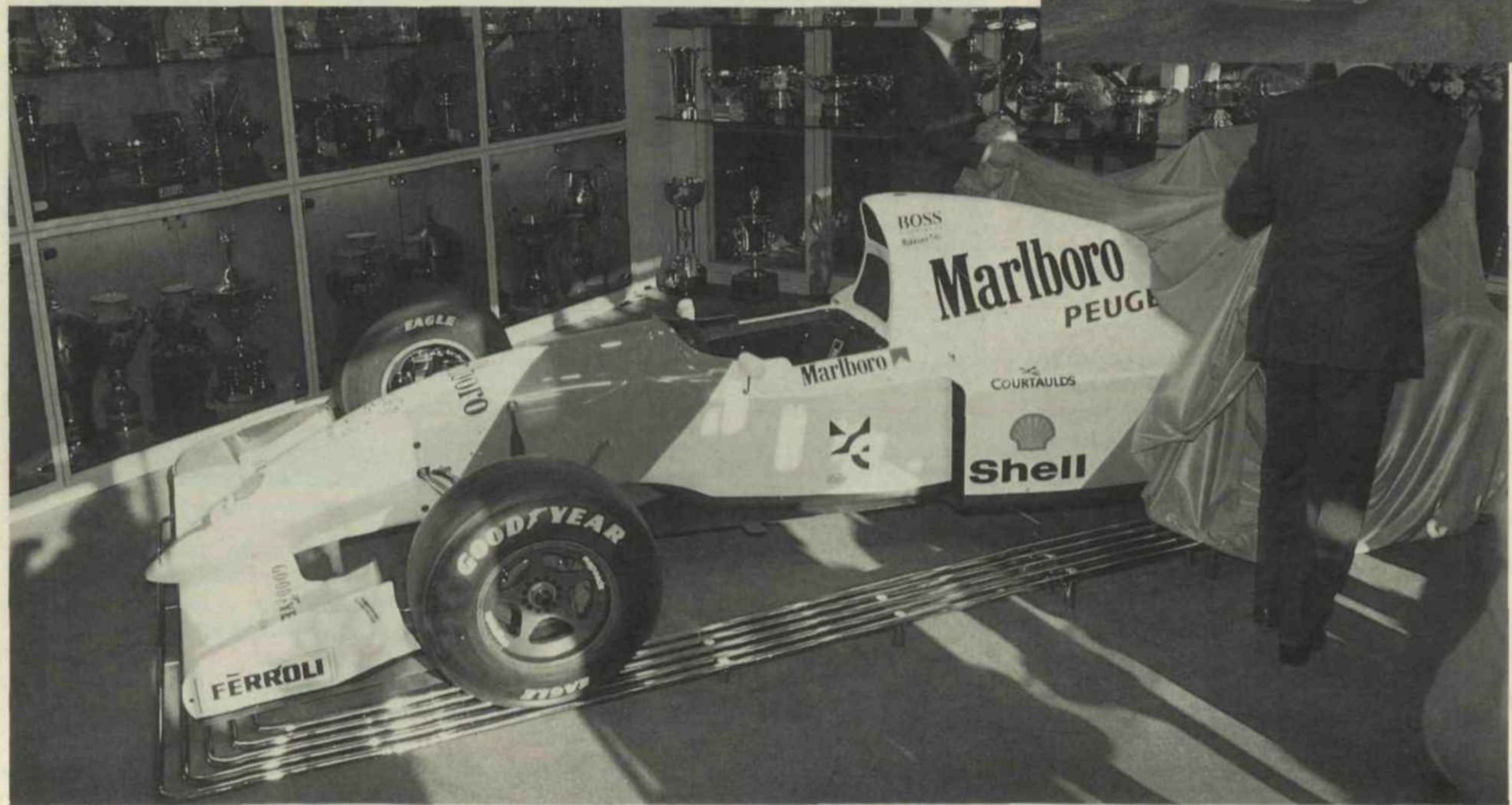
31: Peugeot confirms that its works 405s will be driven by Patrick Watts and Eugene O'Brien in the BTCC.

31: Leading F3000 team Forti Corse tests the new Lola at Misano.

FEBRUARY

1: Mika Hakkinen's first run in the McLaren MP4/9 is aborted because of atrocious weather at Silverstone. The Finn spins on his first lap out of the pits.

1: Lola and Reynard test their new IndyCars at the same venue for the first time. Nigel Mansell sets the quickest time at Laguna Seca, but Reynard counters that he was running softer tyres than Michael Andretti...



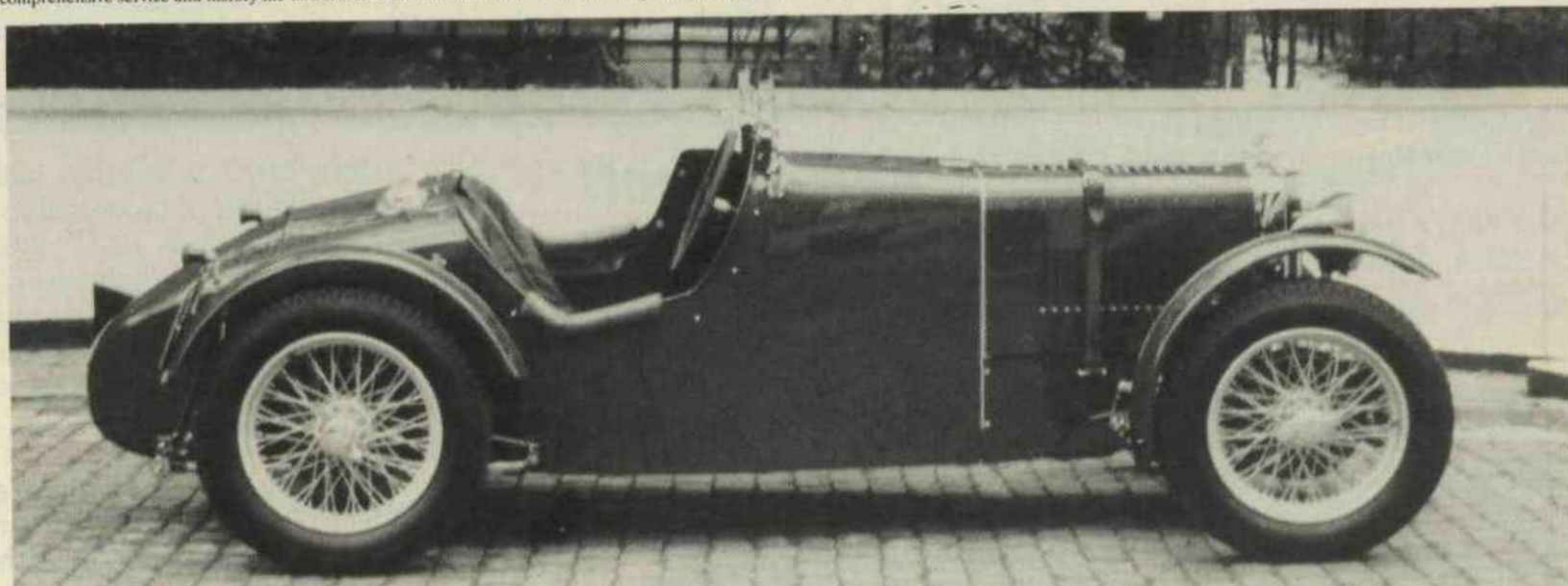
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1937 Bentley 4 1/2 Litre Tourer by Vanden Plas. This car carries what is the ultimate coachwork on a Derby Bentley, that of the cut-down door tourer. It is presented in excellent fully restored condition with a comprehensive service and history file and features in a number of books on the marque, including the colour plates in "The Silent Sports Car". Finished in sky blue over dark blue.



1936 MG P/Q Type Supercharged. Having been restored to 'Q' Type specification including chassis strengthening, 'Q' Type back axle, correct brakes, fully re-built and uprated engine and a full cosmetic restoration by a respected specialist, this exciting car is effectively ready for immediate use on road, rally or race circuit. Finished in Brooklands green, matching leather interior and full black faced Smith/Jaeger instrumentation, twin fillers and a Brooklands type fish tail exhaust.



1964 Ferrari 275 GTB/6C. Exhibited at the London Motor Show in 1964 this vehicle marked the UK debut of Ferraris new model the 275 GTB. This original 6 carburettor version with fitted Borrani wheels. Finished in its original colours of Azzurro blue with matching royal blue hide upholstery.

CARS IN STOCK

1930 Aston Martin 1 1/2 Litre International 2/4 seat tourer
1963 Aston Martin DB4 Convertible
1937 Attenborough Special
1937 Bentley 4 1/2 litre Tourer by Vanden Plas
1954 Bentley R Type Continental Fastback by HJ Mulliner
1947 Bentley MkVI 2 door coupe by Park Ward
1937 Bentley 4 1/2 Litre by Park Ward
1886 Benz Velo 3 Wheeler Replica
1934 Bugatti Type 51 Grand Prix
1937 Bugatti Type 57 Stelvio Drophead
1936 Cord 812 Convertible
1931 Delage D8 Sedan Town Car by Fernandez & Darrin

1938 Delahaye 135 M Drophead Coupe by Figoni & Falaschi
1962 Ferrari 250 GT SWB Berlinetta
1964 Ferrari 275 GTB/2 6C, Right Hand Drive
1967 Ferrari 275 GTB/4, Left Hand Drive
1972 Ferrari 246 GTS Right Hand Drive
1934 Fraser-Nash "Chain Gang" TT Rep.
1932 Invicta 4 1/2 Litre S Type Carbodies Tourer
1934 Invicta 4 1/2 Litre S Type Drophead Coupe by Salmons
1938 Jaguar SS100 3 1/2 Litre Works car
1973 Jaguar E-Type V12 Roadster
1958 Jaguar XK150 DHC 3.4 Right Hand Drive

1933 Lagonda M45 Tourer
1938 Lagonda LG45 Rapide
1954 Mercedes-Benz 300SL Gullwing
1963 Mercedes-Benz 300SL Roadster, alloy block
1931 MG Q Type Supercharged by Peter Gregory
1952 MG TD
1930 Riley Brooklands
1912 Rolls-Royce Silver Ghost Roi des Belges
1926 Rolls-Royce 20 HP Tourer by Thrupp & Maberley
1964 Rolls-Royce Silver Cloud III Drophead Coupe by Mulliner
1956 Tojeiro Aston-Martin "The Halton Tojeiro"

Please contact Coys Sales Department for further information on cars for sale.

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2: Ferrari launches its new F1 challenger, the John Barnard-penned 412 T1. Meanwhile, a war of words commences as Ferrari claims that fly-by-wire throttles of the type used by McLaren, Benetton and Williams contravene the regulations; Williams' Patrick Head counters that the same goes for Ferrari's new front suspension mountings

2: Volvo keeps everyone guessing when it launches its 850 BTCC racer in Stockholm. Both estate and saloon versions are displayed (see page 272). TWR, which will run the cars, confirms that Jan Lammers and Rickard Rydell will drive them.

3: News breaks that a race meeting is scheduled at a new airfield circuit, Jurby, on the Isle of Man. July 31 is pencilled in.

4: Minardi confirms that its new F1 line-up will see Michele Alboreto partnering Pier-Luigi Martini.

5: Roger Duckworth/Mark Broomfield (Ford Sierra XR4x4) win the Wyedean Stages Rally.

6: The Nissan 300ZX of Scott Pruett, Paul Gentilozzi, Butch Leitzinger and Steve Millen triumphs in the Rolex 24 Hours at Daytona.

6: Thomas Rådström (Toyota Celica GT4) wins the poorly supported Swedish Rally, first round of the FIA 2-Litre World Cup. First 2nd runner home is Per Svan's Opel Astra, in seventh place overall.

6: Kenny McKinstry/Robbie Philpott (Subaru Legacy) win the Galway Rally.

6: Local racer J Anand is crowned champion in India's F3 mini-series, after visitors Steve Robertson and Jamie Spence collide in each of the final two races in Madras.

7: Middlebridge, a leading light in F3000 back in 1990, announces that it is to return to the category. Formula Project, however, postpones its intended entry to the series, preferring to concentrate on an intensive motor racing programme in the USA.

7: Florida businessman Charles Slater buys IMSA; Brands Hatch Leisure had expressed an interest in acquiring the American race-organising body.

8: Alain Prost has a seat fitting at McLaren, prior to testing the new Peugeot-engined chassis at Estoril.

8: Jean Alesi tries the Ferrari 412 for the first time, at Fiorano.

8: The Simtek S941 has its first serious test run, at Silverstone. David Brabham laps a couple of seconds slower than Eddie Irvine's Jordan.

9: Lola confirms its return to the European F3000 series, as Nordic Racing orders a brace of T94/50s.

10: Michael Schumacher emerges fastest from F1 testing at Barcelona, in the new Benetton. In Estoril, Heinz-Harald Frentzen is quickest for Sauber.

10: Following the collapse of a possible joint venture with Renault, Reynard announces that it won't be involved in F3 for the first time since entering the category in 1985.

9: In the wake of controversial incidents on the Monte-Carlo Rally, the FIA says that it will expunge from the World Championship any event which doesn't meet international safety standards.

9: The Jolly Club gets a rap on the knuckles for running illegal fuel in its Lancia Delta integrales during two rounds of the 1992 World Rally Championship. Carlos Sainz loses his second place from Sanremo.

11: NASCAR veteran Neil Bonnett is killed in

a testing accident at Daytona. Bonnett, 47, had been intending to make a comeback to the sport this season.

11: Popular rumour suggests that David Leslie, who had been expected to race in the Japanese touring car series, will instead race a Mazda Xedos in the BTCC.

14: NASCAR suffers its second fatality in four days when Rodney Orr succumbs to injuries sustained whilst practising for the Daytona 500.

14: The FIA issues an official European Formula 3000 entry list, containing 35 cars.

14: British F3 is taking shape. West Surrey Racing is tipped to be running a brace of Dallara-Renaults (alongside a pair of Dallara-Mugens); Christian Horner and Jérémie Dufour sign for Fortec; Scott Lakin will run with Intersport.

OBITUARIES

Neil Bonnett

The past 12 months have not been happy ones for NASCAR. Last year, Alan Kulwicki and Davey Allison perished in aviation accidents, and before the first green light of the 1994 season the sport once again found itself in mourning.

Neil Bonnett, who died following an accident in testing at Daytona, was one of the old guard. He first competed in the Winston Cup 20 years ago, and he was on the verge of a small-scale return to the series following a four-year layoff in the wake of a serious accident at Darlington. He had established a niche for himself as a presenter on the US TV networks during his

sabbatical, and had only intended to contest a handful of races this year.

Aged 47, Neil had collected 20 pole positions and 18 victories in his 16 years of top-flight racing. We offer our condolences to his wife Susan, their children David and Kristen on the loss of a popular and well-respected competitor.

Equally, our sympathies go out to the friends and family of 33 year-old NASCAR racer Rodney Orr, who perished in a separate accident at Daytona, four days later. Orr was voted most popular driver in the Goody's Dash Series in 1992, and won the championship outright last season, pipping Johnny Smith to the title in the final race of the year at Volusia Speedway, Barberville.

MARCH FIXTURES

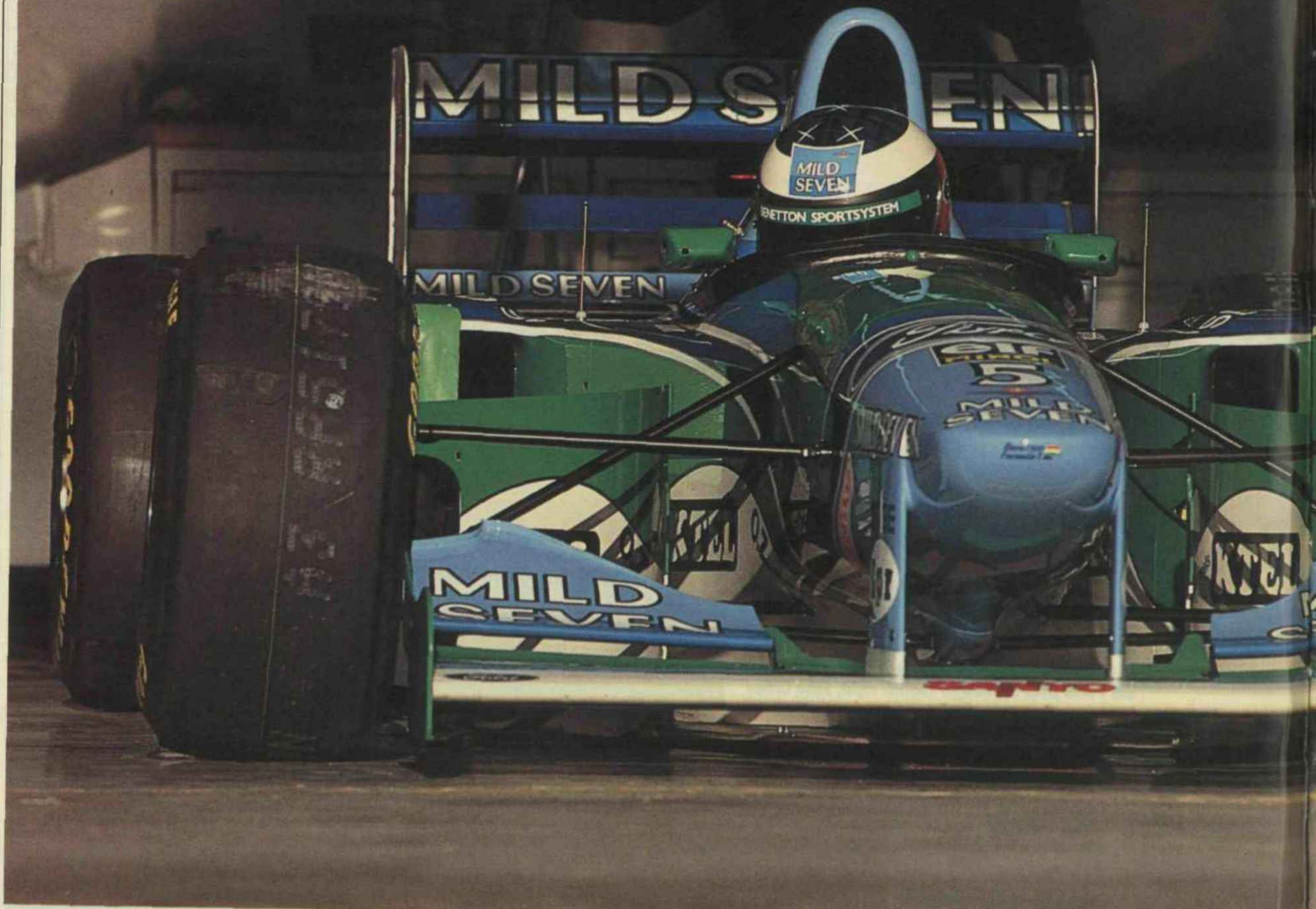
Date	Venue	Event	Type
Feb 28-Mar 4	Estoril	Rally of Portugal	INT
Mar 5	Silverstone	Minis, Sports 1600	R
Mar 6	Brands Hatch	FF1600, Fiats	R
Mar 6	Cadwell Park	MGs	R
Mar 6	Richmond, USA	NASCAR	INT
Mar 12	Silverstone	F1300, F750	R
Mar 12	Oulton Park	FF1600, Caterham 7s	R
Mar 13	Atlanta, USA	NASCAR	INT
Mar 13	Snetterton	750MC Sports Car Festival	R
Mar 13	Mallory Park	Porsche 924s, Super Road Saloons	R
Mar 19	Castle Combe	Road Saloons, Pre '85 FF1600	R
Mar 19	Oulton Park	FF1600, Sports/Saloons	R
Mar 19/20	Cork	West Cork International Rally	N
Mar 20	Surfers Paradise	PPG IndyCar World Series	INT
Mar 20	Snetterton	Formula First, Modified Saloons	R
Mar 20	Thruxton	Historic Touring Cars, MGs	R
Mar 25/26	Chester	Vauxhall Rally of Wales	N
Mar 26/27	Silverstone	F3, Sports GT, Group N	N
Mar 26	Kirkistown	FF1600	R
Mar 27	Interlagos, Brazil	Brazilian Grand Prix	INT
Mar 27	Darlington, USA	NASCAR	INT
Mar 27	Brands Hatch	Honda CRX, FF1600	R
Mar 27	Pembrey	Classic F3, Classic FF1600	R
Mar 27	Lydden Hill	Mod-Prod Saloons, FF1600	R
Mar 27	Mallory Park	750 MC Champs	R
Mar 31-Apr 4	Nairobi, Kenya	Safari Rally	INT
Mar 31-Apr 4	Belfast	Circuit of Ireland	INT



New launches during the past month have included the Ferrari 412 T1 (above, Sutton Photographic) and the Volvo BTCC challenger (below right, John Colley Photographic). Heinz-Harald Frentzen was quickest in testing at Estoril in mid-February (right). David Leslie (below) is set to race a Mazda in the BTCC.



Will the racing be better?



Against the backdrop of technical confusion, acrimony, the odd bit of skullduggery and the spectre of refuelling, this is the one question enthusiasts want answered as F1 gears up for another season





It is going to be the New Dawn of Formula One. Now that the gizmos have been consigned to history, the role of the driver will once again become paramount. Races will suddenly become contests of men and machines again, rather than machines and machines with drivers holding steering wheels for appearance's sake.

Well... that's the theory, anyway. That's the way Max Mosley and Bernie Ecclestone hope it's going to be.

The truth is, you probably aren't going to notice the slightest difference. Do you recall any change when tyre widths were reduced for 1993? Did cars slide around more, even those without traction control?

The latter is the single most damnable phenomenon to hit F1 since excessive downforce. While it might be all very well in your roadgoing BMW or Mercedes-Benz, it is not what pure motor racing should be all about. Whatever would Bernd Rosemeyer or Gilles Villeneuve have thought of it? You can almost hear both demanding dashboard switches that would allow them to turn it off. . .

Without doubt, however, the ghost of traction control is going to haunt F1 in 1994, banned though it may be.

The problem is that, though most if not all F1 teams are honest enough not to try cheating by employing devices proscribed by the FIA, nobody can be sure, for such is the atmosphere of our sport these days. To Mosley, any form of fly-by-wire throttle is a means by which traction control *could* be utilised, and as such he believes it to be outside the spirit of the regulations. Unfortunately, since his technical delegate Charlie Whiting told the teams in Japan last year that fly-by-wire *would* be legal, Williams, McLaren and Benetton have all gone a long way down that route. Ferrari, which has not done itself any favours by adopting a holier-than-thou attitude throughout, has opted for an ordinary throttle system.

What we thus have is a pre-season slag-

ging match with Ferrari saying that the other three top teams aren't building legal cars, and at least two of them accusing Ferrari of irregularities because its suspension attachments are via hinges rather than the accepted joints and bushes.

Williams, McLaren and Benetton all say that they will invite Whiting to inspect their cars prior to official scrutineering in Brazil, but each is unlikely to accept being told they do not conform to regulations having been advised in October that their intended designs *would*. In all this, it should be said, Whiting is in an untenable middle position, squeezed between Mosley and the teams.

We thus face almost certain enmity and confusion at times during the season, and the auguries for the first race are not brilliant. Despite Whiting's visits, we expect aggravation in Interlagos. And we would not be alone in such expectations.

"We will co-operate to the maximum, because we don't want any aggro in Brazil," stressed Frank Williams recently, but his partner Patrick Head is not sanguine.

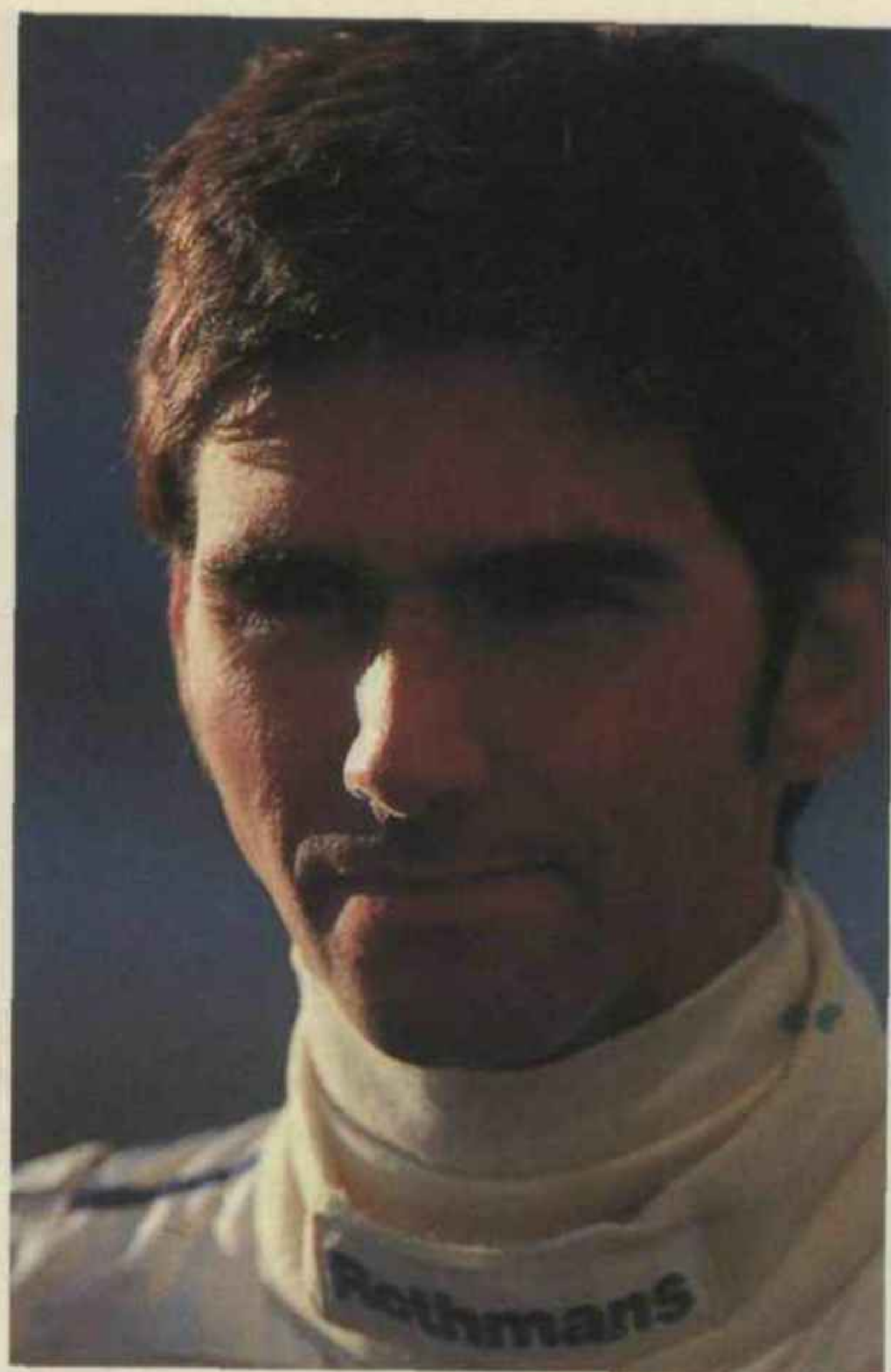
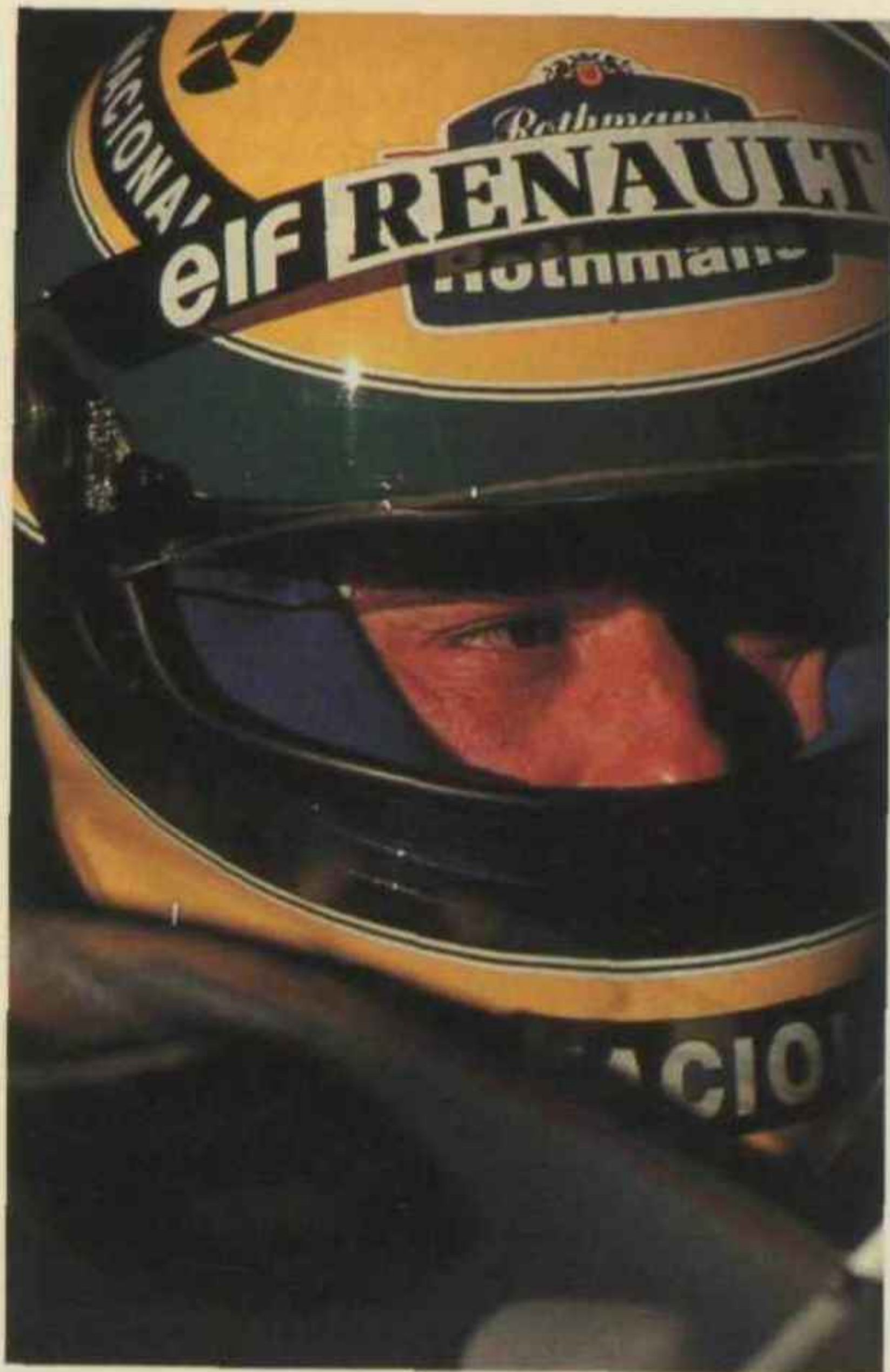
"I think there's going to be a lot of aggravation in the scrutineering bays this season. In that Ferrari are already suggesting that whatever McLaren is intending to run is illegal. The Ferrari has something that may be a bit doubtful. Ron seems to be sitting with the power throttle, of which there is nothing in the regulations saying you can't have one but the FIA is saying if you're running one we can't police traction control and therefore you will not be able to follow Article 2.6 which says that the onus is on the teams to prove to the FIA that their cars conform to the regulations at all times."

Clearly, then, there is doubt and confusion, and no small degree of animosity building which is reminiscent of the days of the old FISA/FOCA war. Grandee v constructor. Head is typically forthright in his assessment of Ferrari.

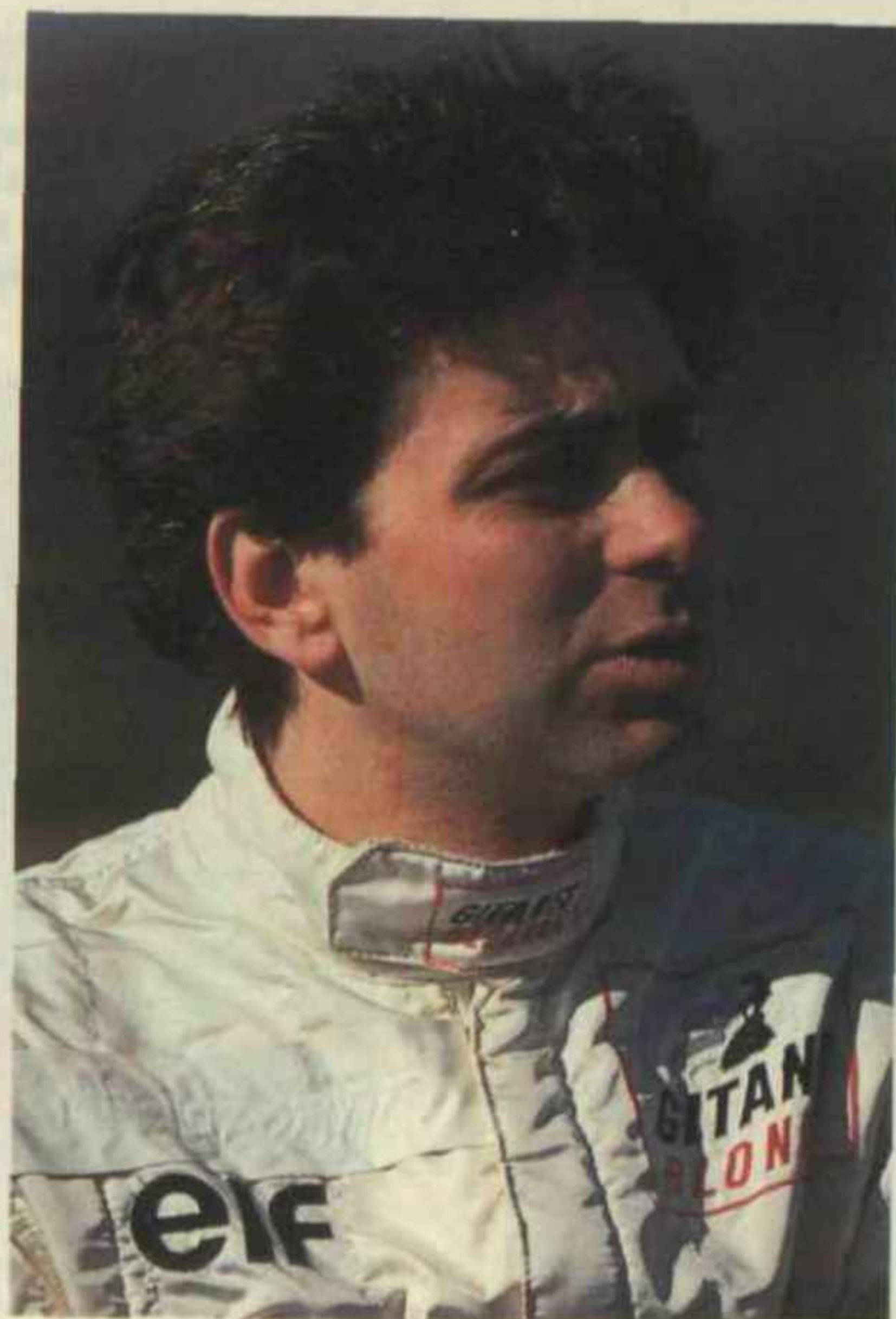
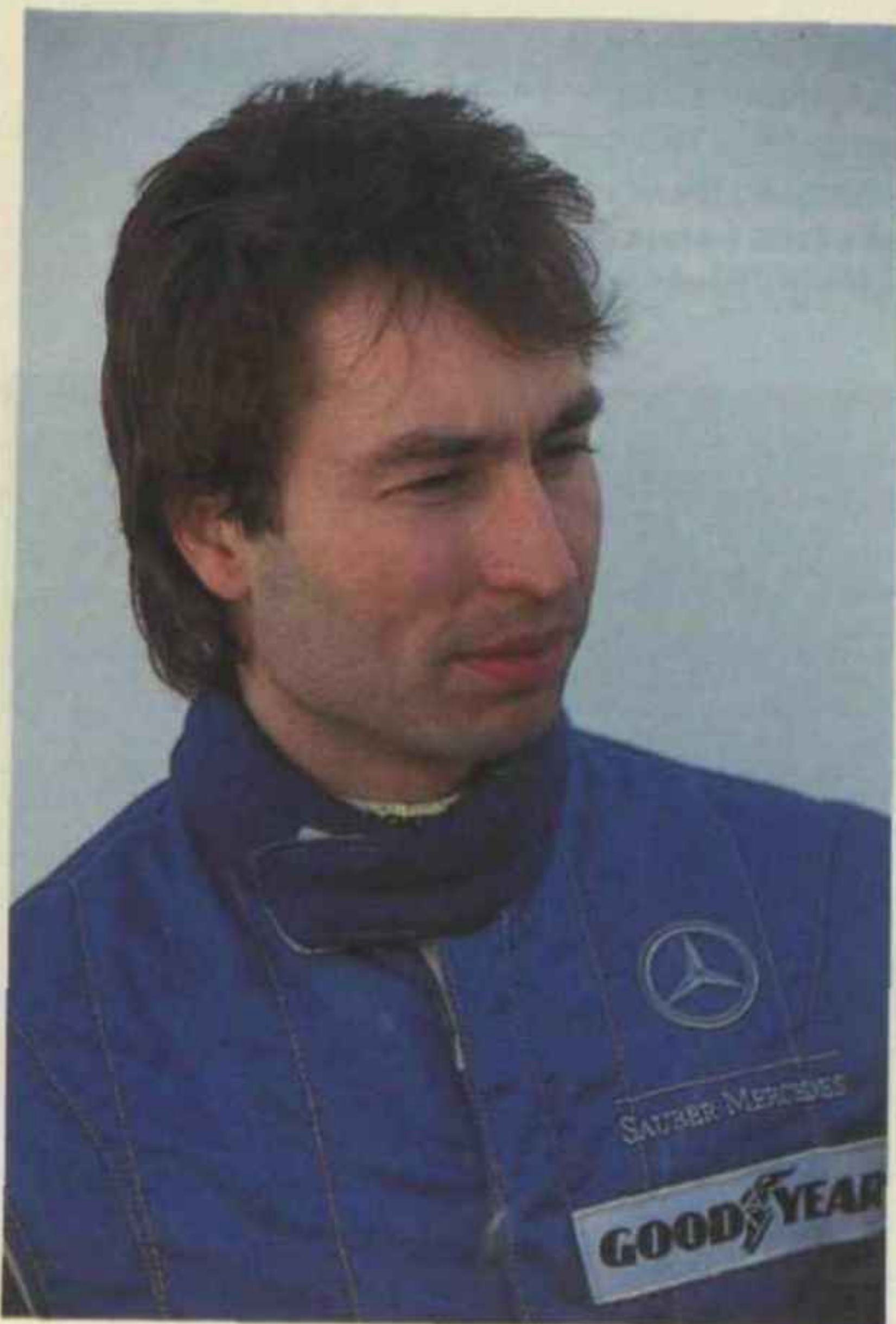
"I must say I find them difficult to stomach. We know quite a lot about their

Michael Schumacher (above) has high hopes of the new Benetton, and the Zetec-R engine. Team-mate Lehto will keep the German on his toes, as soon as he has recovered from his Silverstone testing mishap. Below, from left: Ayrton Senna was predictably swift on his first acquaintance with a Williams since 1983; Mika Hakkinen was responsible for ironing the bugs from the McLaren-Peugeot; Messrs di Montezemolo, Alesi, Berger, Todt and Larini (in car) welcome the arrival of Ferrari's John Barnard-penned 412 T1; Heinz-Harald Frentzen, new to Sauber, gives Germany a second strong F1 runner.





Clockwise, from top left: Senna – chasing a fourth world title; Hill – measured against Prost in '93, now against Senna; Schumacher – in confident mood; Jos Verstappen – Benetton's promising new test driver; David Brabham – back in F1, with Simtek; Eric Bernard – Ligier reverts to Frenchmen; Frentzen – quick in testing.



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activities, and what they get up to, and their holier-than-thou, 'we're only here to save money and we want to make race cars relevant to road cars.' One has to almost turn round and throw up, I'm afraid. The level of hypocrisy is too much."

Ferrari, for sure, has played a leading role behind the scenes, with Mosley and Ecclestone anxious that the great marque should remain in Formula One. Its President Luca di Montezemolo, naturally, has his own opinions. Whether you can agree with what does appear to be hypocrisy on some levels, some of his views strike sound chords. "Don't forget this is the Formula One Drivers' Championship," he stresses. "It's quite strange just pushing buttons like a jet Boeing pilot - this is not, in my opinion, the future of our sport."

"Formula One must get back to real competition and a sporting atmosphere... There must be the possibility, like in every other sport - football, basketball, tennis - to have a *surprise*, to have an unknown winner maybe."

Ferrari is also perceived to be the team most behind the other controversial note of 1994: refuelling. According to Frank Williams, after Ecclestone slipped the subject on to the end of the agenda at that prolonged meeting in Hockenheim last year which shaped the technological future - and thus got tentative agreement from everyone - Ferrari was the only team which really stood against a reversal at a subsequent cool-down meeting in Portugal.

Refuelling raises many fears in the F1 fraternity. "The chances are there will be a conflagration," says Ron Dennis, and he is not one given to hyperbole. "We haven't seen the hardware yet, though; we

**Patrick Head
on Ferrari:
"The level
of hypocrisy
is too much"**

have only had access so far to drawings. From what we have seen it looks well designed and the process should be safer than those previously achieved in motor racing. But we will be handling a flammable liquid in an area of stress, and therefore there will be risks."

He speaks for many when, having assessed the safety aspects, he remains pessimistic. "When the inevitable accident happens, we have to ask will it be controllable?" he asks. "Will people be hurt?"

Some of the safety worries are obvious, others less so. Refuelling in recent history was reintroduced by Gordon Murray on his Brabham BT50s at the 1982 British GP, and proved such a thoroughly successful ploy that pretty soon everyone had to do it. Then, at the end of 1983, FISA banned it again on the grounds of safety following increasing fears about the obvious risk facing team personnel.

Frank Williams shares Ron Dennis' apprehension, but says: "Despite our misgivings we're going to give it a shot. Obviously we're going to try very hard not to have an accident."

Naturally, the FIA has gone to great lengths this time around to ensure that safety has the highest priority, and the equipment being prepared by the French company Intertechnique aims to avoid the dangers posed in the past. With the 1983 equipment, refuelling required two men. One presented the fuel hose on one side of the car, while his partner was stationed on the opposite side. Simultaneously, the first connected the fuel hose as his partner offered up a bottle to a similar connector. As the one refuelled the car, the other's bottle allowed air in the tank to be vented, to reduce internal pressure. The problems arose when the two of them got out of synch.

Today, the refuelling systems are different. The risk of blowback was the greatest fire hazard with the old set-up, but Intertechnique has drawn on aircraft refuelling principles. Now there are still two men, but they are both needed to hold the

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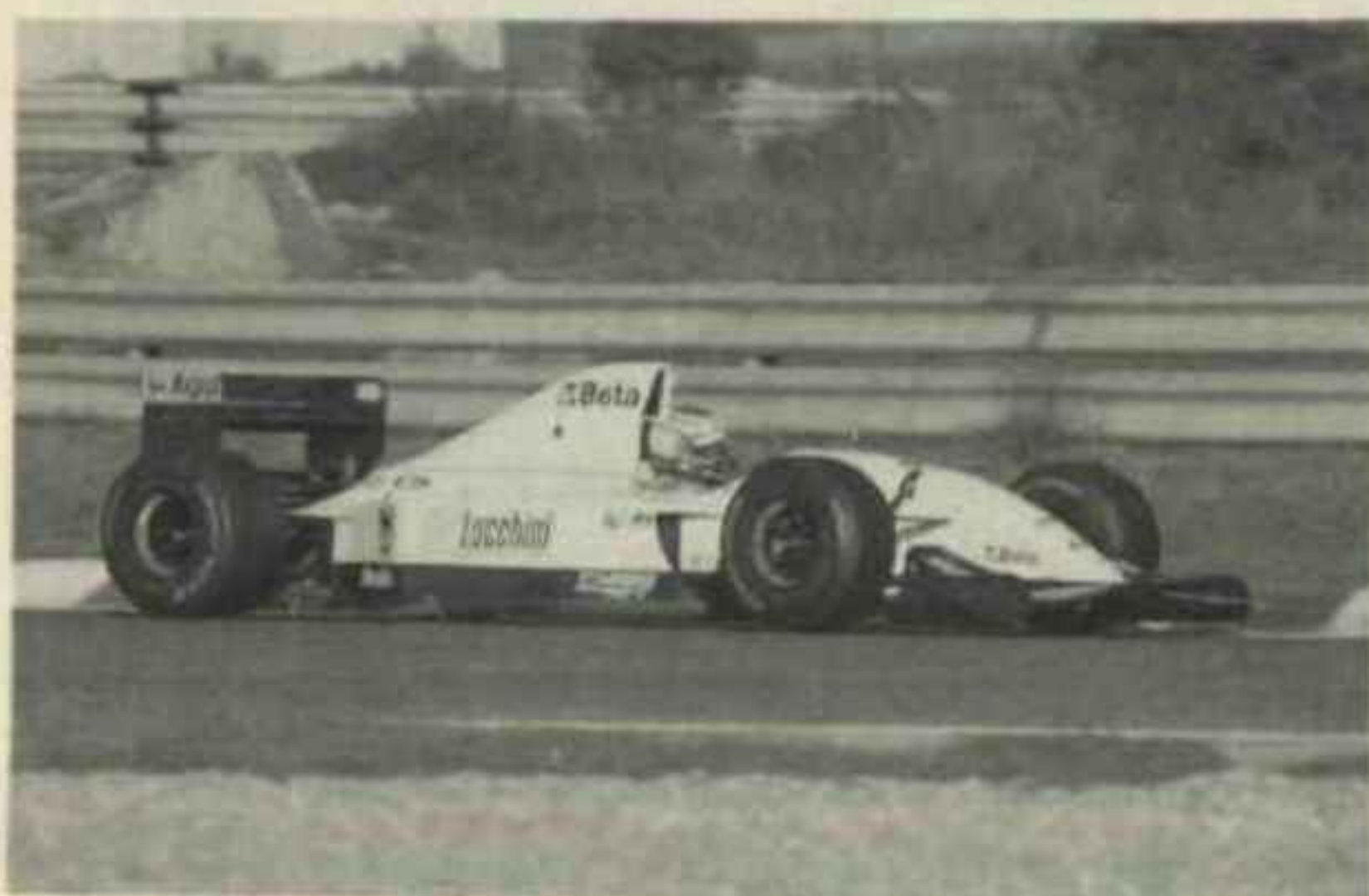
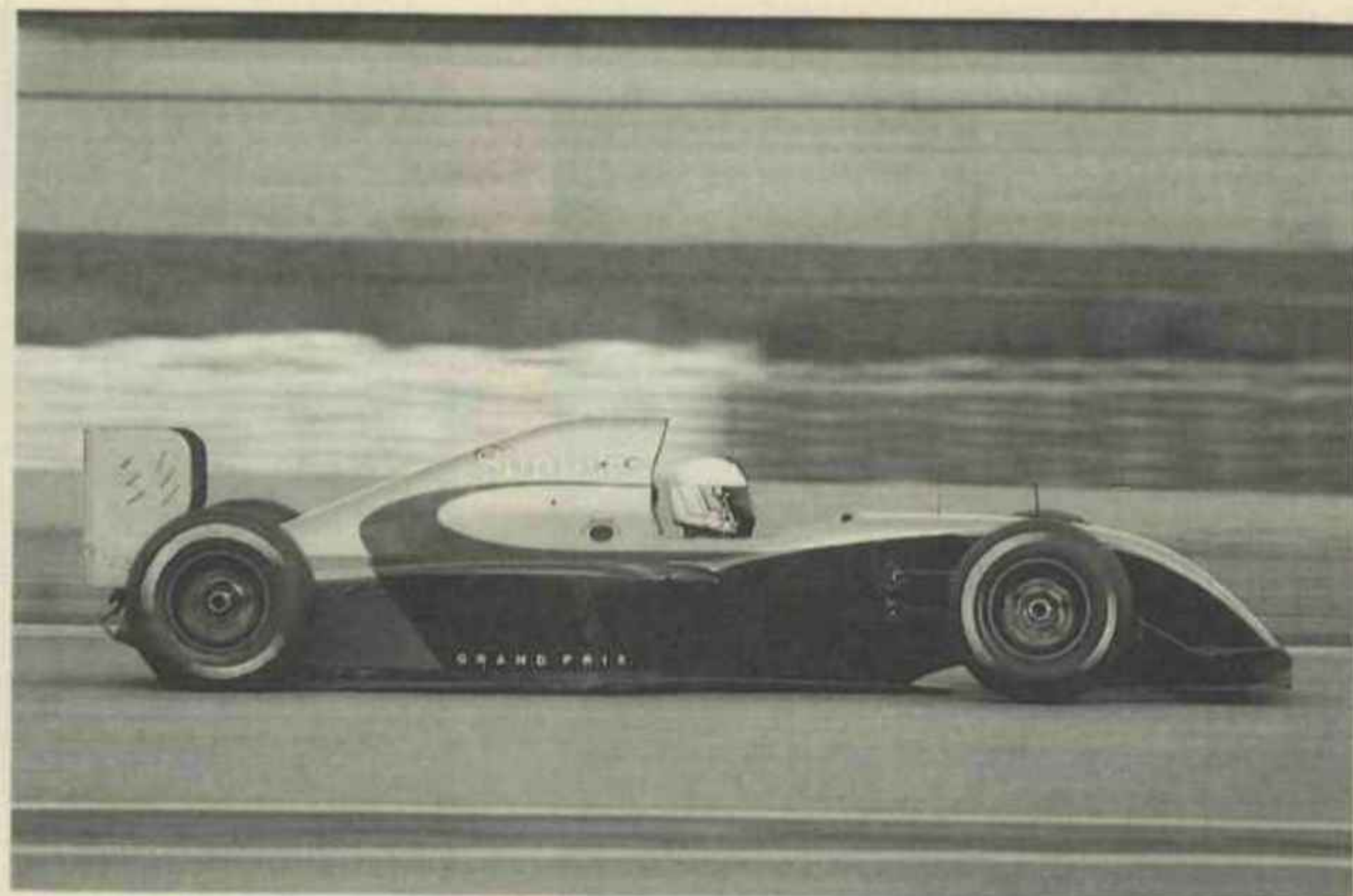
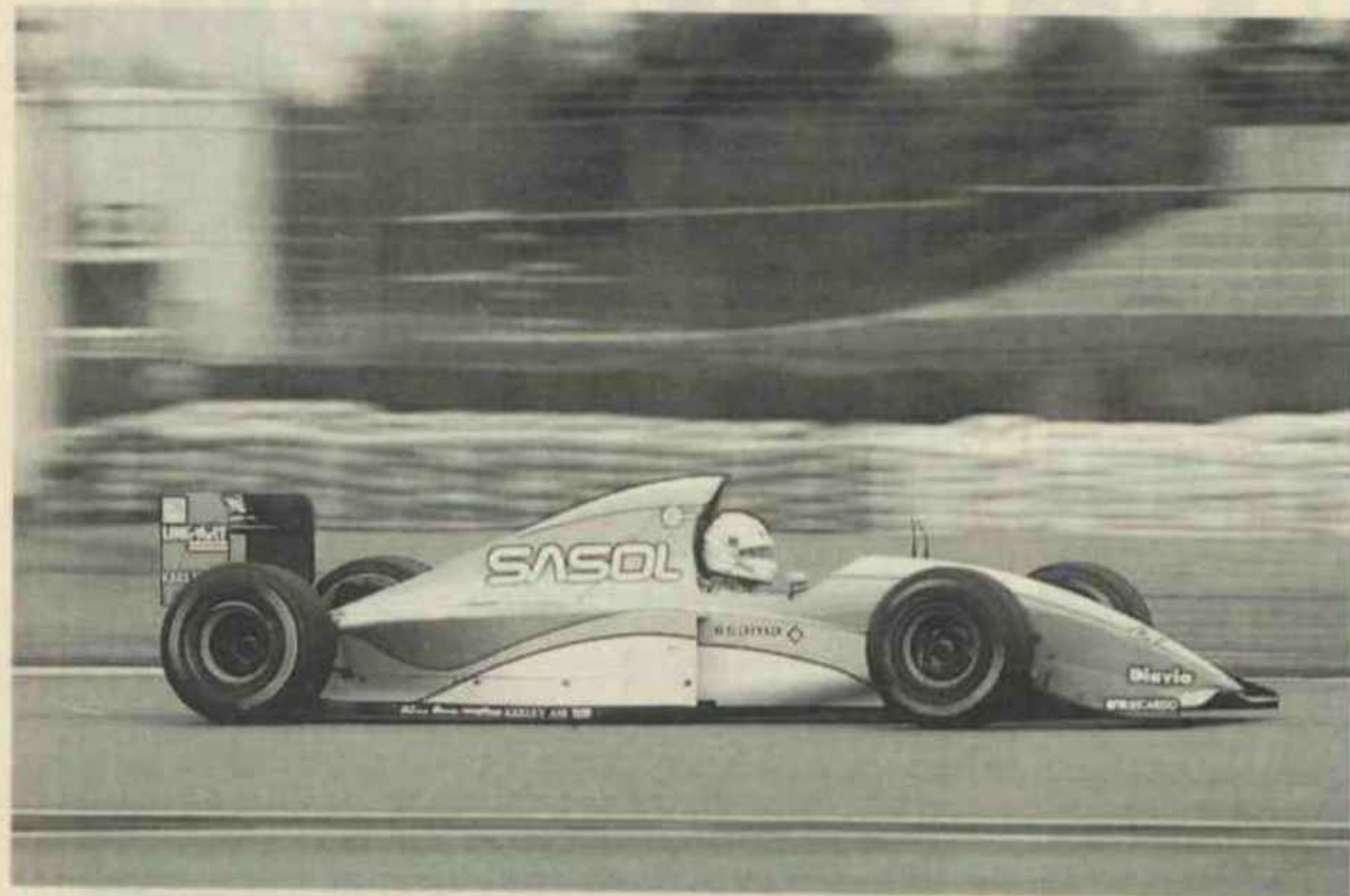
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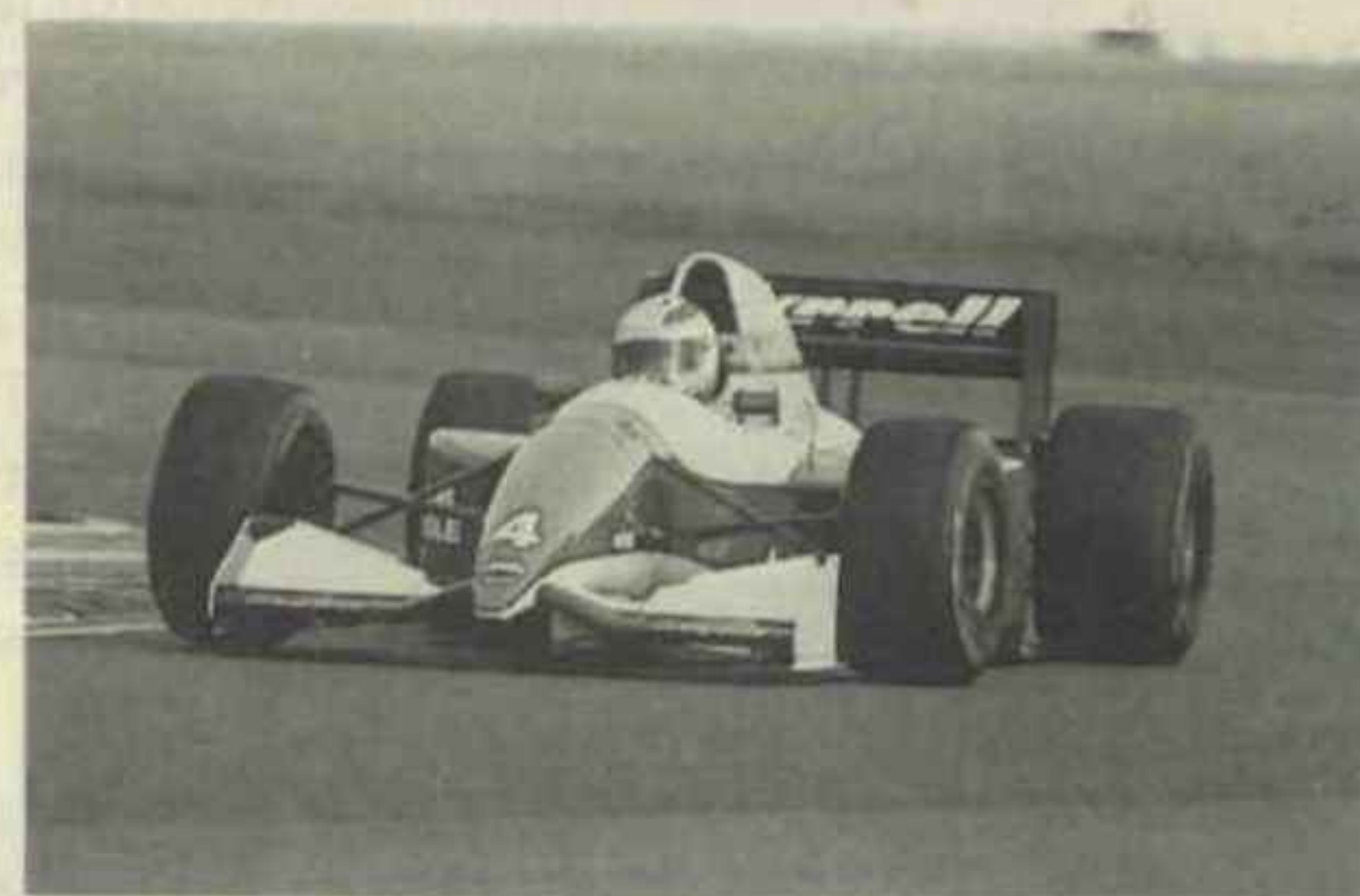
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Clockwise, from below left: Michele Alboreto has his first run for Minardi; Eddie Irvine – joins Jordan full-time; Brabham shakes down the Simtek S941; Mark Blundell gets to grips with Yamaha power at Tyrrell. (Alboreto and Blundell pictures: Sutton Photographic.)



six-inch diameter hose. This is effectively two pipes, one within the other, with fuel flowing down the centre and air venting back through the outer pipe to the large fuel storage tank situated in a team's pit. This contains a carbon filter that vents directly into the atmosphere. The risks should be reduced significantly.

Intertechnique's equipment is expected to permit a flow rate around 20 litres per second, so refuelling should take the same time as the best tyre stop, around five seconds.

Jack Oliver struck a positive note after Footwork had actually taken a chassis over to Intertechnique's Lyon factory for a dummy run.

"We tried it out, and it is super equipment. It's very well made, to an excellent standard of workmanship. The equipment goes in just fine and I believe that it's foolproof. It's safer than the systems we used before. If we are going to have any problems this year, they will be because of people failure or because of a freak circumstance."

The other principal worry concerns the considerably greater level of traffic in the pit lane. With most teams now talking of two fuel/tyre stops – Ferrari mentions three in some instances – there is considerably greater potential for collisions. There has been talk of the need for pit lane speed limits.

The other big question is, of course, how is refuelling going to affect races?

Dennis looks happier about this aspect. "The strategy you adopt in a race will be very interesting and teams will contribute a great deal more," he says, glad that a team's role may receive greater recognition.

Most expect to make at least one, possibly two fuel stops. As we've seen, Ferrari might even make three at some circuits.

Obviously they will all change tyres at the same time. Cars will run with lighter fuel loads and fresher tyres, and therefore should be running faster than they did in some 1993 races.

"I think it will brighten up the racing. Races could be sprints from beginning to end. They'll be more exciting from the entertainment point of view," suggests Patrick Head.

Certainly, teams will have to keep very watchful eyes on their opposition. "We won't know what everyone else will be doing until late in a race, when their strategy will become apparent," says Williams Chief Designer Adrian Newey. "We'll be com-

"Cosworth has done a wonderful job persuading its compact new Zetec-R unit to rev to 14,500rpm"

mitted to our own strategy right from the start, of course, and so will everybody else be, because of the amount of fuel you decide to put in initially."

Equally certainly, you're going to have to be sharp to keep track of what's happening, no matter what your role.

Against this background of uncertainty and controversy, the 1994 FIA Formula One World Championship prepares for the off. As usual the politics have dominated, and on the driver front Alain Prost remains as enigmatic as ever in the will-he, won't-he drive for McLaren scenario. But, just for a moment, let's forget all the foregoing and look at cars and teams. Certainly, Ayrton

Senna starts as the clear favourite, but it will be fascinating to monitor Damon Hill's efforts to challenge him. Michael Schumacher and Mika Hakkinen are hungry young lions. Will JJ Lehto be able to shrug off the trauma of his Silverstone accident and put himself on a par with the German? Speaking of which, is Heinz-Harald Frentzen going to be the meteor his winter testing performances suggest?

The indications are that the Big Four will remain omnipotent, but will Marlboro McLaren Peugeot (initially, at any rate) be supplanted by Mild Seven Benetton Ford? So far the story is that the Peugeot V10 is not as powerful as the Ford HB, whereas Cosworth has done a wonderful job persuading its compact new Zetec-R unit to rev to 14,500rpm. That's a phenomenal figure for a V8, and Rothmans Williams Renault is certainly eyeing it with caution. And what of Ferrari? Will John Barnard's new chassis work the oracle, in conjunction with refuelling?

With Ligier's winter problems, and Lotus yet to complete its Mugen Honda-powered 109, the stage is set for others to push towards the fifth place ranking. Will Sauber benefit from Mercedes-Benz's support to move forward? Can Harvey Postlethwaite, Jean-Claude Migeot and Yamaha propel Tyrrell back into the limelight with a sensible little package? Will Footwork at last break through? Or will Jordan surprise everyone the way it did in its maiden season in 1991? All of these runners, allied to Ligier and Lotus, have the potential to challenge.

Head, for one, believes that 1994, for all its background unrest, will provide good racing. "I think it could be a very close Championship – we might even see one or two teams outside the Big Four knocking on the door."

If only . . .

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Scaling just the nursery slopes of the Everest of F1 is the most arduous task new teams can face, but getting even that far is no guarantee of further progress or a safe downward journey

feet going up; freefall coming down

If you can't stand the heat, get out of the kitchen, so the old expression has it. But how do you get into the kitchen in the first place, especially when it's the one cooking up Formula One menus?

This year, by grace of God, Nick Wirth will steer Simtek Grand Prix into the F1 arena, and so will Keith Wiggins with his Pacific Grand Prix team. The former is a specialist design consultancy which may or may not still have links with FIA President Max Mosley. It's proceeded in a sensible manner, building up gently and slowly and taking the right sort of steps to reach its goal. It has no racing background *per se*, although its previous chassis did service of sorts with Andrea Sasseti's ludicrously managed Andrea Moda set-up in 1992. The way the team was run was no reflection on Simtek.

Pacific encapsulates how hard it is to get into F1. Wiggins, a man some see as a nascent Ron Dennis Mk II, is one of the sport's great triers. He's been a racer behind the wheel, and since quitting the driving side has put all his considerable energies into managing his own team. Pacific has now won major championship titles in Formula Ford 1600, Formula Three and, hardest of the three, Formula 3000. On paper, his should be precisely the sort of effort the FIA would welcome into the upper echelons, where there have been the odd frights in recent years as AGS, Zakspeed, Coloni, EuroBrun, Life, Osella/Fondmetal, Brabham, Leyton House March, Scuderia Italia and the like have fallen by the wayside. Granted none of them were star names by that stage of their careers, but they were entries nonetheless. Such grievous loss and its long-term effects do not seem to disturb



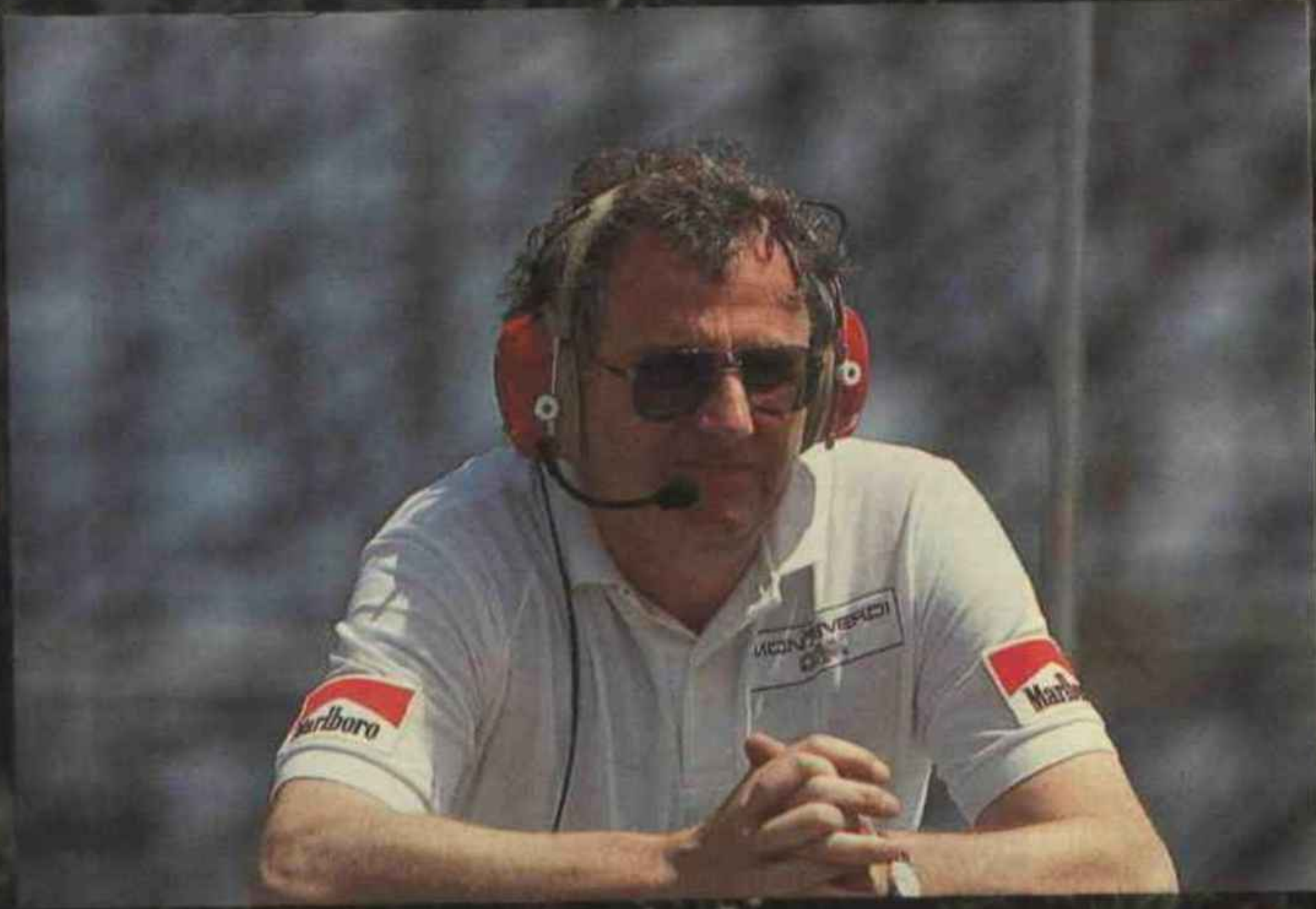
The last team really to hit its stride straight away in F1 was Jordan back in 1991 (above). Times have been difficult since then . . . Opposite, a pensive Mike Earle, who admits he'd still like to do F1 again despite the disappointments that followed Stefan Johansson's third place finish in Estoril in 1989 for Moneytron Onyx.

the governing body unduly as Wiggie and his ilk struggle to make the financial grade to graduate.

Mike Earle knows what Wiggins and Wirth face, having been through it all back in 1989. At that time Onyx Race Engineering was a high flier in F3000. Indeed, 'Earlie Bird' had secured the 1987 Championship with March and Stefano Modena, and planned to go F1 in 1988 until the dreaded financial shortcoming delayed him a year.

Initially, it was almost a fairy tale, by F1 standards. Onyx GP fought its way out of

prequalifying after the first half of the year had yielded fifth place to Stefan Johansson in the French GP, and in Estoril the Swede took a rousing third behind Berger and Prost. Within six months, however, Earle and partner Joe Chamberlain had lost control of their team to sponsor turned major shareholder Jean-Pierre van Rossem, a colourful (some say tasteless) Belgian entrepreneur whose Moneytron financial system was advertised on the cars. When van Rossem finally faded away amid much bombast, along came the unappetising



Swiss specialist car builder/collector Peter Monteverdi as owner. His crass and autocratic style led the team to oblivion and a stack of unpaid debts.

Earle, as those who know and like him would expect, has taken such disappointment in his stride, and today remains unembittered by the vagaries of fortune as he and partner Steve Foster run Raceprep from their old site in Littlehampton, and plan to take Onyx back into the F3000 arena.

"Looking back now," he reflects, "we thought it was tough when we did it, but we were at least at the back end of a fairly good period. We had the benefit of being in a situation where some people still believed that the world's economy was in boom. So it wasn't too bad. But also the other thing is that our entry fee was \$50,000. Now the ante has gone up so much more, and it costs \$500,000!"

After Jordan came Peter Sauber. In 1993 his Sauber team started off well thanks to plentiful testing of the neat but conventional C12, but as later starters hit their pace the black cars began to slide back down the grids. Sauber, however, is fortunate to have the technical and moral support of giant manufacturer Mercedes-Benz, whose connections have certainly helped to smooth the occasionally rough going.

"I think our budget was quite good back then. We spent in the region of £10M, \$15M, for the whole season in 1989."

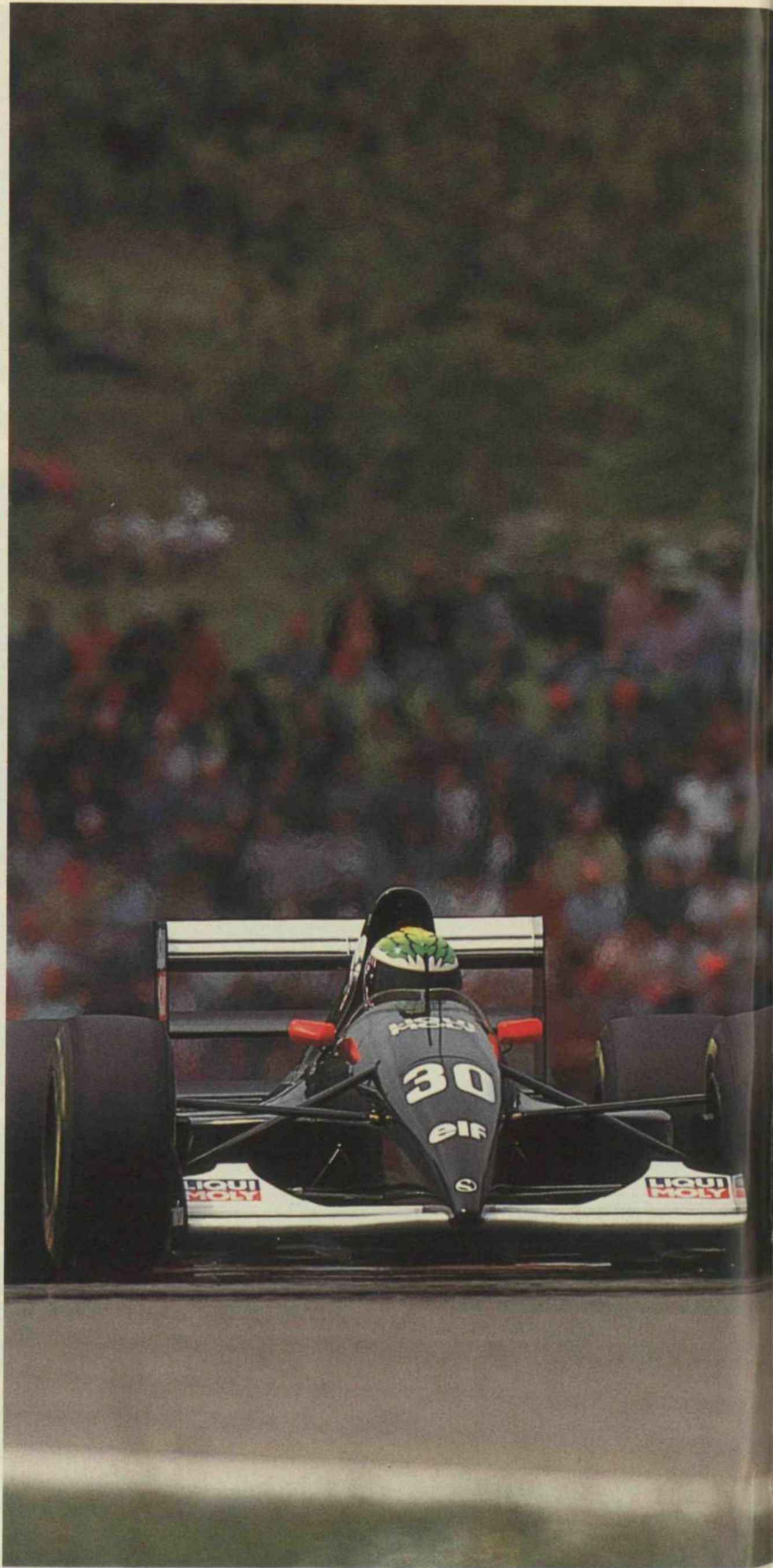
£1.6M per Championship point won. It makes you think.

"Probably we spent £1.4, £1.5M to build the car," Earle continues, "but we were horrendously wasteful. One thing that spreading the build programme over two years," – as Earle had to do in 1987/'88 and Wiggins has done in 1992/'93 – "is that it makes it expensive. You've got a design team still working, and any good designer will get a new idea every week. He's changing the design all the time. If there wasn't a start race to the season, if they just said let's start when everybody's got their car ready, you'd never race!"

"If you look now at what Wiggie and Simtek have got to do, it's very tough. Very, very hard."

Simtek has one great advantage, as Earle sees it. "In all these things, the overall budget is controlled by the design. Because when people talk about designers being expensive, it's not what you pay them as a salary, it's the way they design the car. With Nick Wirth being the designer and the boss, he doesn't waste money in that area. But I would have thought, at the end of the day, that they've ended up spending a million dollars to get where they are today."

So far neither of the new teams has managed much testing, ostensibly due to



delays with the rights parts. Earle understands that line. "No matter what you think, most of that comes back to the fact that there is a problem with finance because the one thing you want to do is get running. For every pound you spend now on testing, before the season starts, it's worth three pounds once the season does start. That's what it'll cost you.

"It costs more once the season starts, because basically before it does you can pick and choose your time. You can say, 'Right, we're going to run on Tuesday at Silverstone.' You can get yourself set up and do the programme, and it's all mapped out. In the season you might start with the best will in the world saying, 'We'll test on Tuesday at Silverstone, it's an important test,' but you go off to a race, knock four corners off the car and a few bits and pieces, and it's all-nighters to try and get there for Wednesday. And you pay more money to get bits made and it just accelerates. You might find you end up having to hire the circuit exclusively. Or you might find that Silverstone is not available, but you've still got to do the test, so you might end up going to Ricard. The cost just escalates the whole time. The one thing that's expensive in the business, that's time. It doesn't matter which way you look at it.

"Assume that everybody who runs a race team's job is to relieve excuses, basically. If you give the designer the necessary finance and people and equipment to design he

"Looking back now, we thought it was tough when we did it, but we were at least at the back end of a fairly good period. We had the benefit of being in a situation where some people still believed that the world's economy was in boom"

wants, that excuse is gone. If you give the mechanics good working environment, good salaries, all the equipment that they need to do their job; same with the truck driver, give him a truck that's reliable and doesn't break down, those excuses have gone too. That all goes through to the drivers. But the thing you can't legislate for is if you get behind with the programme.

"The ideal time to build a Formula One car would be to start just about now. Because in June you could walk into a machine shop, a composite shop, which hasn't got much on, and say, 'Can you do me set of uprights and some wishbones? How much? I don't need need it for a fortnight, three weeks.'" And it's that much money," he pinches thumb and forefinger together. "But if you walk in tonight and say, 'All six by Wednesday,' yeah, they can do it, but it's four times the price."

Parts, manifestly, do not come cheap in F1. Outside the Big Four, monocoques can easily cost more than £300,000 for a season in which five will be employed. Undertrays can account for a quarter of a million pounds, wings £150,000. Even paint costs can be frighteningly close to £100,000 when materials and labour and the constant need to keep the cars looking presentable is taken into account. You suddenly begin to appreciate where – if not necessarily why – the money goes. And just what a rarefied atmosphere it can be even on the lower slopes for the small teams who set out to conquer the Everest that is F1.



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Aiming high: Pacific's PR01 currently carries striking livery and the heritage of championship wins in major stepping stone series (main picture), while Nick Wirth and his Simtek S941 (insets) balance lack of sheer race experience with technical integrity.



For the Big Four, you can probably multiply those amounts by any figure of your choice from five to 10.

"On a scale of one to 10," Earle continues, "it's probably five times more difficult to get into F1 than it was when we did it last. And I think that the other thing that has happened is that the last guy who got it right, and was in a position to surprise the world with his competitiveness, was Eddie (Jordan). But since then you look for anybody that has come out of the top four teams, and they're hard to find. And the biggest single denominator of that is that the quality of the teams has risen. When we were there the focus was very much on one car. Okay, if you looked at McLaren they finished both cars everywhere, but the rest of them... Now both cars of the top teams count. So you've got eight cars that are going to finish ahead of you."

Earle also has depressing news for the aspirants. "In the old days you'd come in, and everyone would talk about getting established, then taking on the McLarens, the Williamses, the Ferraris and the Benetton's of this world within three years. Well, I don't think you can do that any more."

"I think you have to say that you're selling to a niche market. And the niche market that's open now is to say, 'Right, let's build a car, a nice looking car, neat, tidy, hung together.' You can always turn up and qualify somewhere between 20th and 12th, and if you start 12th and moan around you'll get in the top 10, maybe the top eight if you give it a bit of a go. But you're catering for a market, for sponsors who either don't want to, or can't, pay the heavy money that's required to be a top team, and you're serving the apprenticeship role for drivers, team managers, designers, mechanics."

For the sponsor who can't ante up for meagre space on a top team's cars, more space on a lesser team's cars is often an attractive compromise. Earle is entirely pragmatic about the situation.

"You've got to forget about ego, and say, 'This is what we're going to do. We've got to be there.' You've got to be proud of what you're doing, and be absolutely as good as anybody in the pit lane, do the best job you can, and maybe the time will come when somebody will come along and say, 'There's the big money.'

"In the old days you'd come in, and everyone would talk about getting established, then taking on the McLarens, the Williamses, the Ferraris and the Benetton's of this world within three years. Well, I don't think you can do that any more.

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"But if someone walked in, say, to Simtek right now and said, 'There's the same money that Ferrari is spending,' they'd have that money for five years and they still wouldn't get anything because it's the infrastructure and the experience and the time and all the rest of it that's gone into it." In F1, there's no substitute for paying your dues.

Last year Sauber looked very good initially, mainly because it fielded a sound team and a car that it had tested thoroughly and was therefore totally familiar with. But as others caught up, so it slid back down the starting grids. But it still has dues to pay before it can challenge for regular podium places.

"I reckon that to get the last 10 percent of the performance," Earle says, "you need 95 percent of your budget. And that's a fact of life. When we really got out of control," – and fell prey to van Rossem's ultimately disastrous takeover of a majority shareholding – "was when we took that fifth at Ricard and actually started to believe that that was our rightful place. So then we started spending money. And then we got the third place – a super result, and you can't take it out of the record books or anything like that – but in all reality Mansell and Senna took each other off and the two Williamses both dropped out on the same lap. So our real position was that seventh place, which you will get on a good day if you start 12th. Which is where we started that race."

If this all makes depressing reading for Wirth and Wiggins – and doubtless it will even if it merely strengthens their resolve – we should offer sympathy. Nobody said anything worthwhile in life should be easy, and indeed nothing is ever won without sacrifice. But one just has the tiny suspicion these days that F1 might be pricing itself too high. Take it on another few years where it has wholly become polarised around the might of McLaren, Williams, Ferrari and Benetton, and there may not be that many 'little' enterprises vying for fifth place in their wake, nor too many coming up through the ranks to challenge for their own slice of Murray Walker commentary.

Imagine how Everest's image would fade if nobody aspired to climb it, or if it was attacked time and again just by the same familiar faces.

D J T

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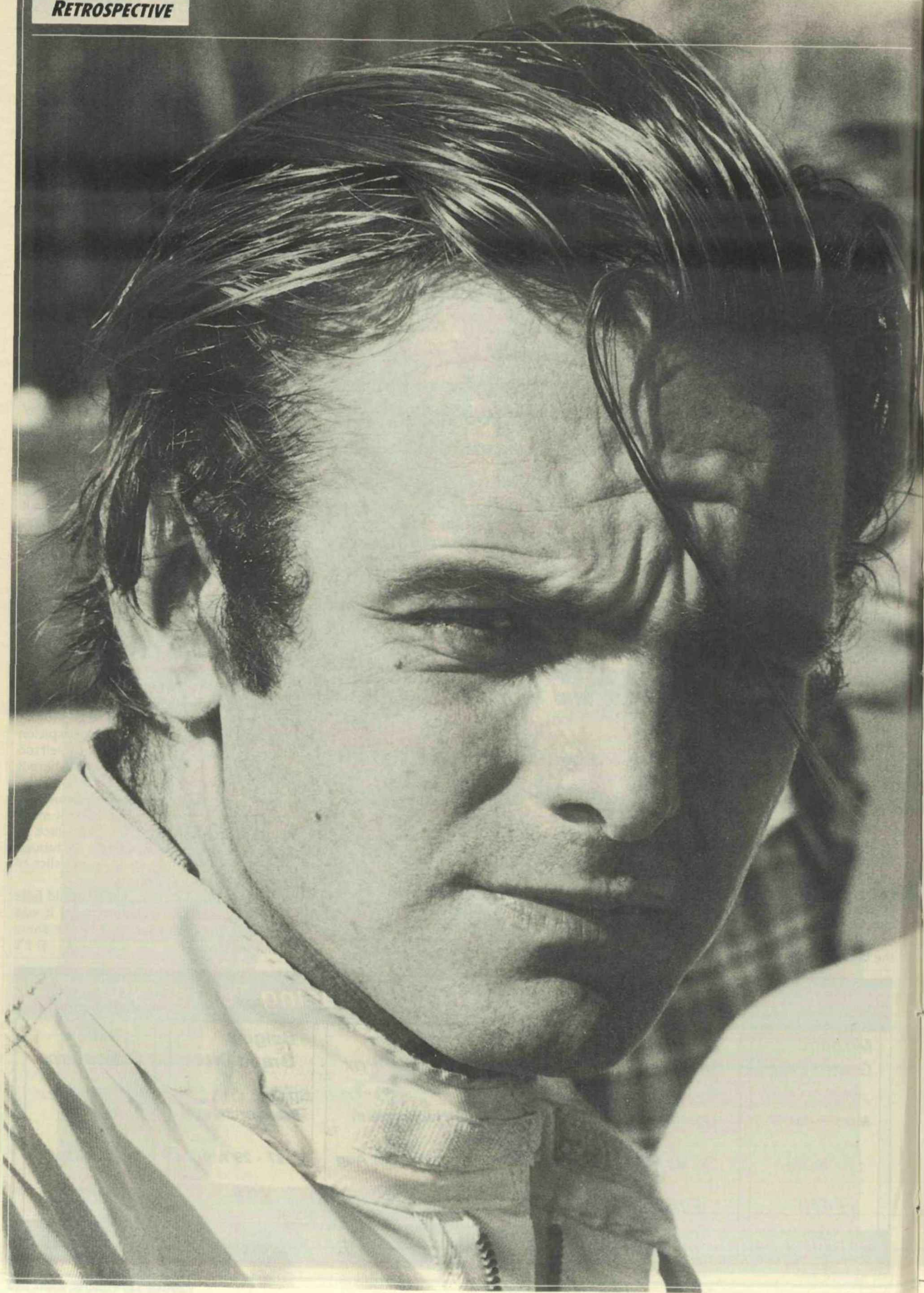
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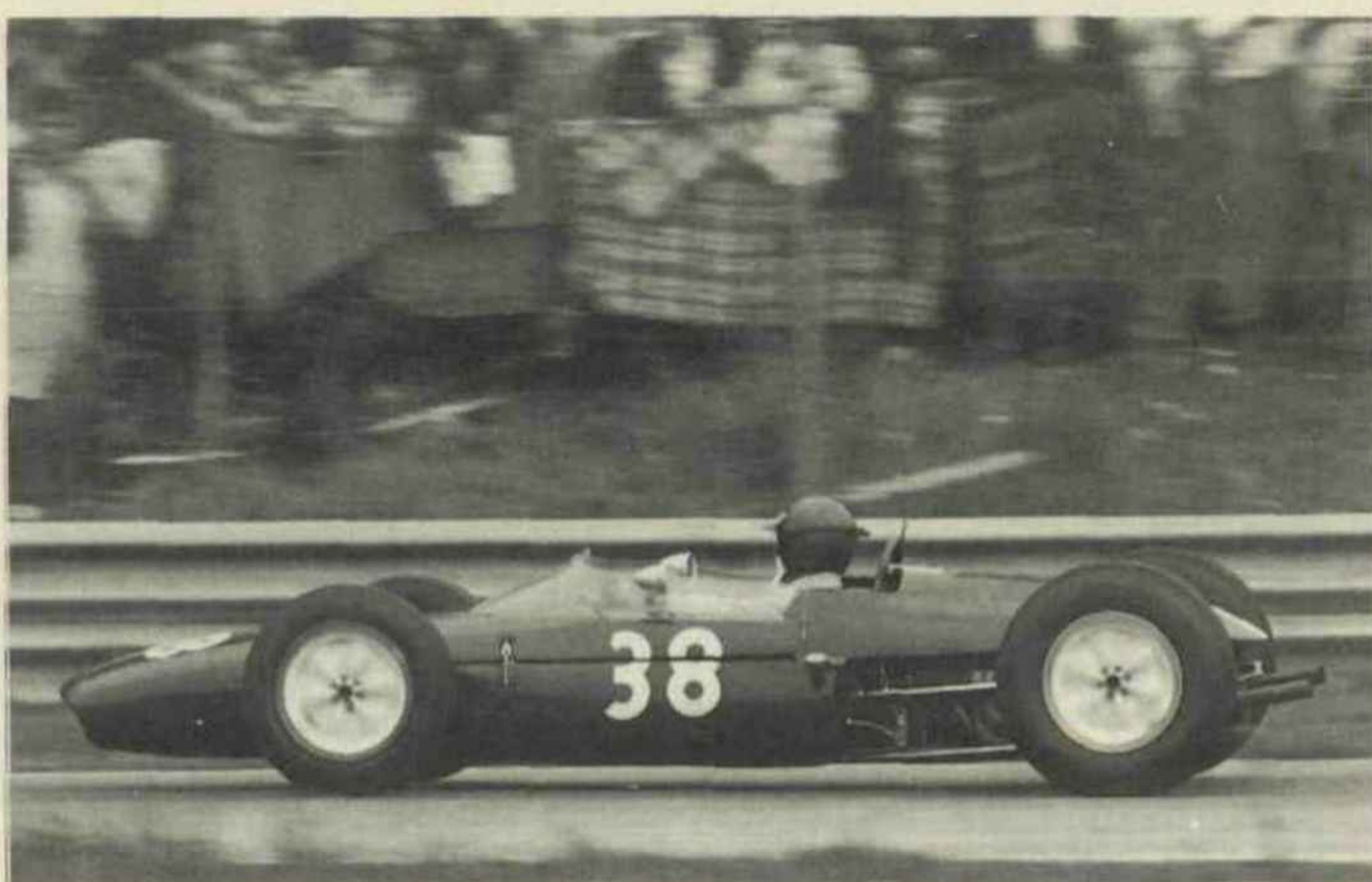
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RETROSPECTIVE



Good looks, charm and speed; Peter Revson had it all. But first time round, here at Monza in 1964, F1 refused to yield up its secrets.



There but for fortune

Just as it finally seemed within his reach, a broken titanium component crushed Peter Revson's F1 dream

Peter Jeffrey Revlon Revson had it all. Good looks, breeding, an attractive personality – and an ability to drive race cars fast. In 1973 he won two Grands Prix races for McLaren, in one of them defeating the best opposition fair and square. After a struggle against his silver-spoon background, he was on the brink of establishing himself as a leading F1 contender when Shadow went testing at Kyalami just prior to the South African GP in March 1974...

As befitted his birthright, Revson was well educated, although he tended to move around colleges with restless regularity. He was a very deep thinker, at times quietly

cynical. Happy to discuss racing but also to talk about Hemingway, philosophy, sailboats. A jazz freak, who loved the alto sax. The ladies found him irresistible.

He worked awhile in Seagram's market research department, before a spell on Madison Avenue in the Mogol, Williams & Saylor advertising agency, but it was while he was in Hawaii in 1960 that he bought a Morgan and started racing. He was second in his first race, and won the next.

Three years later he scraped together \$12,000 from his work savings and the remains of the trust his mother Julie had set up for his education, and went to Europe. Equipped with a Formula Junior Cooper, a

Ford Thames bread van called Gilbert, and mechanic Walter Boyd, he took up an offer of workshop space from Reg Parnell. Later he would say of that sojourn, which the financial constraints on all parties sometimes rendered a little tense, "I learned enough, but not enough." What he did pick up, he learned the hard way.

Revson made his F1 debut in the 1963 Oulton Park Gold Cup, finishing an undistinguished ninth in his Lotus BRM. The following year he again ran under the Parnell wing, albeit as Revson Racing so they could draw more prize money. He did four Grands Prix and five non-championship races, with a best GP result of 13th at

1970 was a cathartic year, which finally set him on the right road. Throughout the CanAm series he pressed the McLaren steamroller as hard as Carl Haas' Lola T220 (here at Watkins Glen) would allow.

Monza. He ran an old spaceframe Lotus 24 with BRM power and Lola Mk4 bodywork, while team-mates Hailwood and Amon had monocoque 25s. "He preferred high speed circuits," recalled Parnell's son Tim. At Spa his best lap of 3m 59.9s placed him on the fourth row, but he was disqualified for a push start.

The non-championship races were only marginally better, but he was fourth at Solitude, on the same lap as Bob Anderson and a lap down on Clark and Surtees. And in Enna, where Hailwood landed his Parnell car in the snake-infested lake, he was sixth. A year earlier he'd set the fastest ever FJ lap there at 130mph while dicing with Jo Schlesser.

"He was a great pal. A great card. A real gentleman," Parnell remembers. "He was

with Amon's girlfriend, to the point where he threw us out! He told us to take the car home, and at that point Amon was buying 3.8s by the dozen and having them done up and sent to New Zealand, so he always used to drive the one that worked. Well this one worked but it had a flat battery, so we get slung out on the street about one o'clock in the morning, inebriated, and it's parked on the footpath right outside of the club. We get the bouncers to push start the car.

"Then I'm driving home and Revson's fallen fast asleep alongside. We get to Shepherds Bush where all those traffic lights are, and I'm sort of wandering through them and they go red so I stop. Revson stirs; thinks he's home. He's looking all around and he says, 'What've we stopped here for?' I said, 'The lights are red.' He said, 'Yeah

but you should be stopped back there, shouldn't you?' I said, 'No, no, you Americans don't understand traffic lights.' What I'd done was stop right across the middle of the intersection! So he said, 'Well explain it to these two guys coming up here...'

"And there's a couple of bobbies on the beat flashing their torches at me, so I pull in to the side. The guy says, 'Is this your car, sir?' So I said, 'No, it's Chris Amon's, the racing driver's.' He said, 'Does he know that you've got it?' So I said, 'Well, he gave me the keys, so I suppose he does.' So he said, 'All right, but we'd like to look in the boot.'

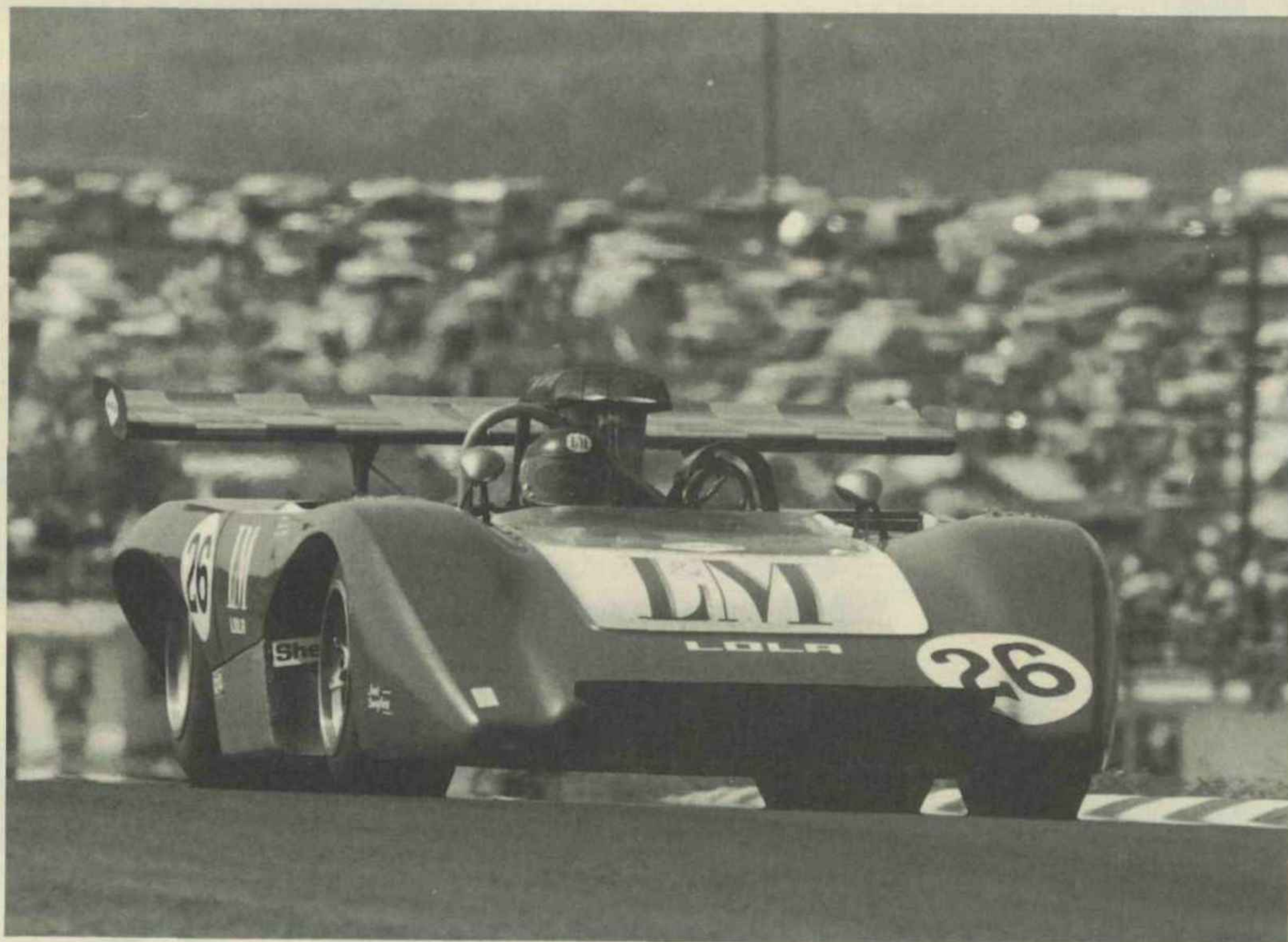
"Well, you know what the keyhole on a 3.8 Jag's like; tiny

little key. And there's about 27 keys on this ring, and I'm merry, it's dark. I couldn't see the keyhole, let alone find the key. So eventually we get the boot open and it's all full of racing numbers, all that stuff, and he said, 'Okay.'

At this point a squad car pulls up on the opposite side of the road and this cop yells out, 'Everything all right, Constable?' And the bobby shouts back, 'Yes, it's just a couple of drunks on their way home.'

"I'm desperately relieved, leap into the driver's seat, and then realise the battery's flat, so we have to get these two coppers to push start us...

"I suppose after days like that, Revvie just had to get serious, you know? I don't know; maybe he just suddenly remembered who he was, *what* he was. He was like all these guys. When they're young they're having a good time. Sure, they all want to do well. At



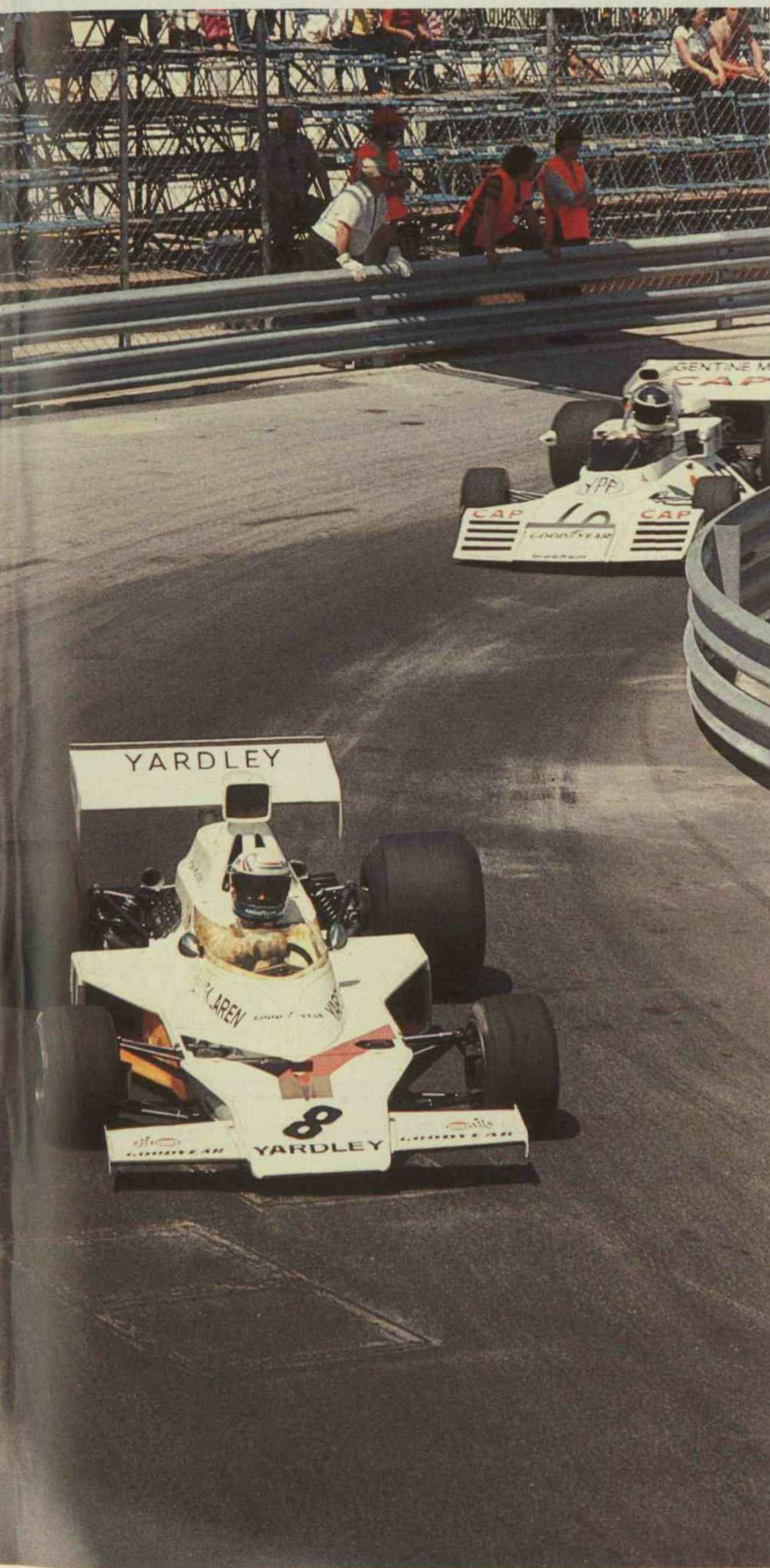
Far right; Monaco 1973, in the M23 and leading Carlos Reutemann's Brabham. Eight years earlier had come one of the big breaks when he'd won the F3 race in the Principality.

going to drive an F2 car for us the following season, but he got signed up for Ron Harris in the works F2 team." Revson made the best use of that opportunity, and walked the Monaco F3 support race that year in one of the film maker's cars.

"He was ever such a nice chap. They all lived in that flat in Ditton Road, Surrey. A hell of a riotous affair! People were always ringing up, fearful of their house being destroyed! Wonderful times...!"

Indeed, the Ditton Road Flyers were signally adept at enjoying life to the full, as Bruce McLaren's former secretary turned writer Eoin Young remembers.

"I knew Revvie very well in the Ditton Road days. One time we all went to London in one of Amon's MkII 3.8s, Revson, me and Amon and his girlfriend. We went up to the Adlib club, a well-known joint then. We all got drunk and started being outrageous



the time they're not doing well, they're all good blokes. When they're serious, putting their mind to it, life suddenly isn't the ball it was. They change. It's automatic, isn't it? By the CanAm days he was distant. I don't know, maybe it was because I was mates with Denny and he was the American sporting star...

Times might have been fun in the very early days, but Revson was disappointed with his results. A little disillusioned, he went back home in 1966 and began rebuilding his career in the CanAm and TransAm series.

Looking back, Young reflects: "I think having his brother killed knocked him sideways a bit." Revson and younger brother Doug had often fought, but right after the funeral, when Doug had been killed after hitting a backmarker in the rain in a Danish F3 race in 1967, Revvie had gone straight to Bryar Motorsports Park in New Hampshire. There, with grim determination, he won the TransAm race in his Mercury Cougar.

By 1969 he'd taken the unfashionably turboless Brabham BT25 Repco from 33rd on the startline to fifth place at the end of the Indianapolis 500, and quietly admitted that it burned to see Mark Donohue take the Rookie of the Year honours. The next April he partnered Steve McQueen to second place at Sebring in the former's Porsche 908, the pair of them beaten only by Mario Andretti's iron determination not to be beaten by a movie star.

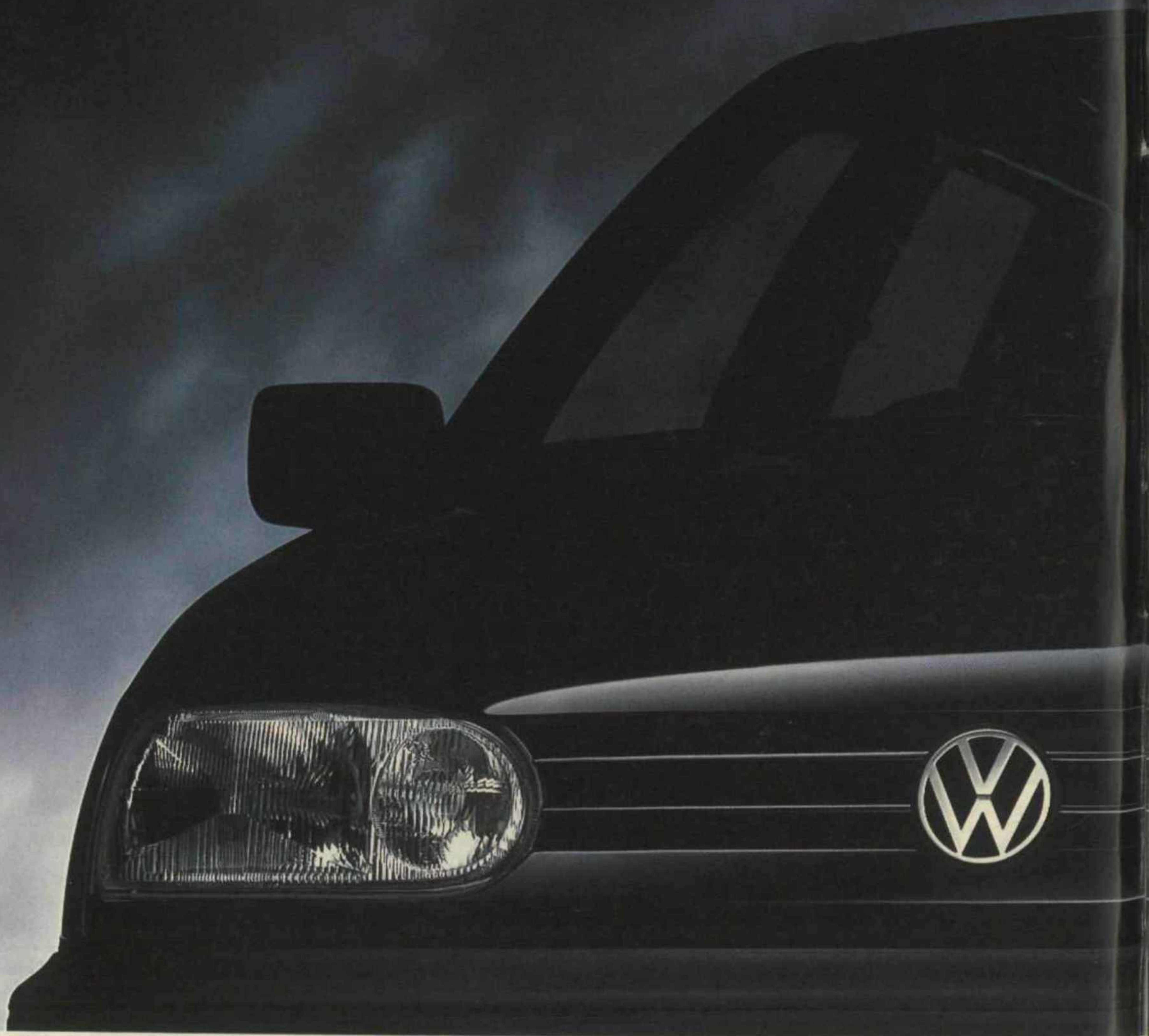
Revson himself had a movie star persona allied to a hard business head. He always sought to shrug off the 'Revlon Heir' tag, and his Lincoln-Mercury dealership in California's Harbor City was doing well. As 1970 developed he showed class chasing the McLaren steamroller in the CanAm, driving Carl Haas' L&M-sponsored Lola T220.

Haas recalls: "He and I were pretty good friends. I'd known him a long time before he drove the T220 for me. He was very personable, very serious about his racing, and a very good race driver. He turned in some good performances in the CanAm; he pushed the McLarens hard. When he was killed he was just at a point where he was ready to become a real contender."

The real break came when Amon finally called it quits at Indy and handed his McLaren M15 over. Chris, the man who could take the Masta Kink flat at Spa without worrying about the houses and the trees, admitted that the Brickyard's wall spooked him. For Revson, it was the passport to the real Big Time.

"I always figured that you only get one chance," he said, and he parlayed that drive into a regular seat. In 1971 he stunned the Indy fraternity by placing his M16 on the pole at 178.696mph. In the race he finished second, 22.88s behind Al Unser Sr.

Former McLaren mechanic Hywel Absalom was another who liked Revson. "He was a pretty quiet guy, really. He was hyped up to be a playboy, but he really didn't play that part at all. In those days there were a lot more flamboyant drivers about, yet he was characterised with the



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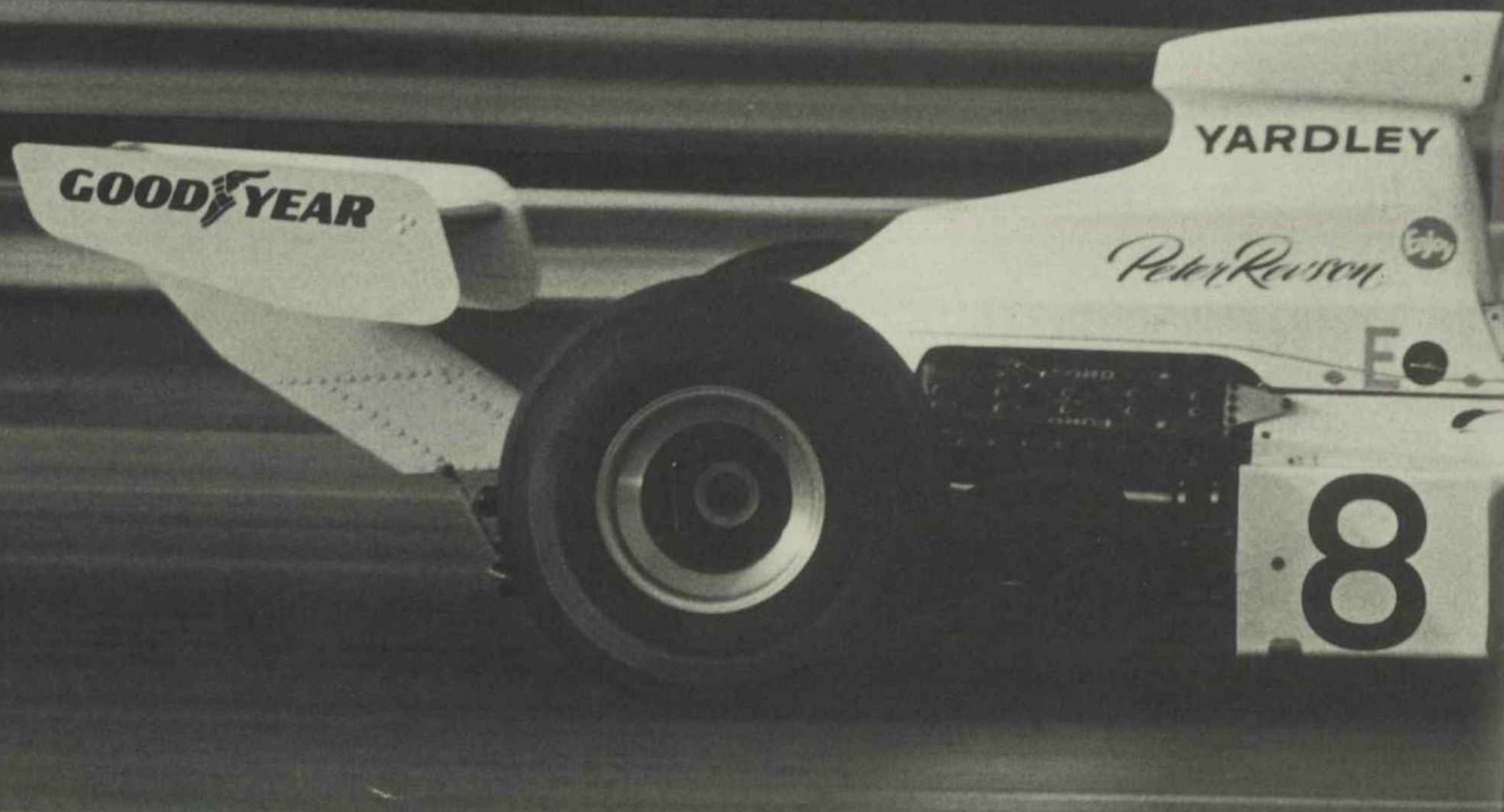
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"I think he was very serious about showing what he could do, although it was better for him on the Indy front because they'd probably got more accurate American information on him. He just pulled that one out of the bag at Indy in '71. I remember him just hanging in there on the same lap as Al Snr in the race.

"When he was killed, he was still climbing as far as I was concerned."

There were other good things about 1971, for he had taken the regular seat alongside Denny Hulme in the CanAm, and there he became the first American ever to win the title as his M8F carried on McLaren's glorious north American reputation.

"There was a good picture I remember," says Young. "I think it was Laguna Seca. Denny had been winning the race and the engine blew. It just covered the car with oil.

There was a picture of Denny in the pit lane, and he's writing in the oil on the wing 'Go Revvie!'"

For Young, any warmth from their original Ditton Road relationship had more or less evaporated by the time they worked together on the CanAm scene, and by then Young's involvement with McLaren was winding down to a deal as Gulf's public relations man. There were nevertheless some amusing moments.

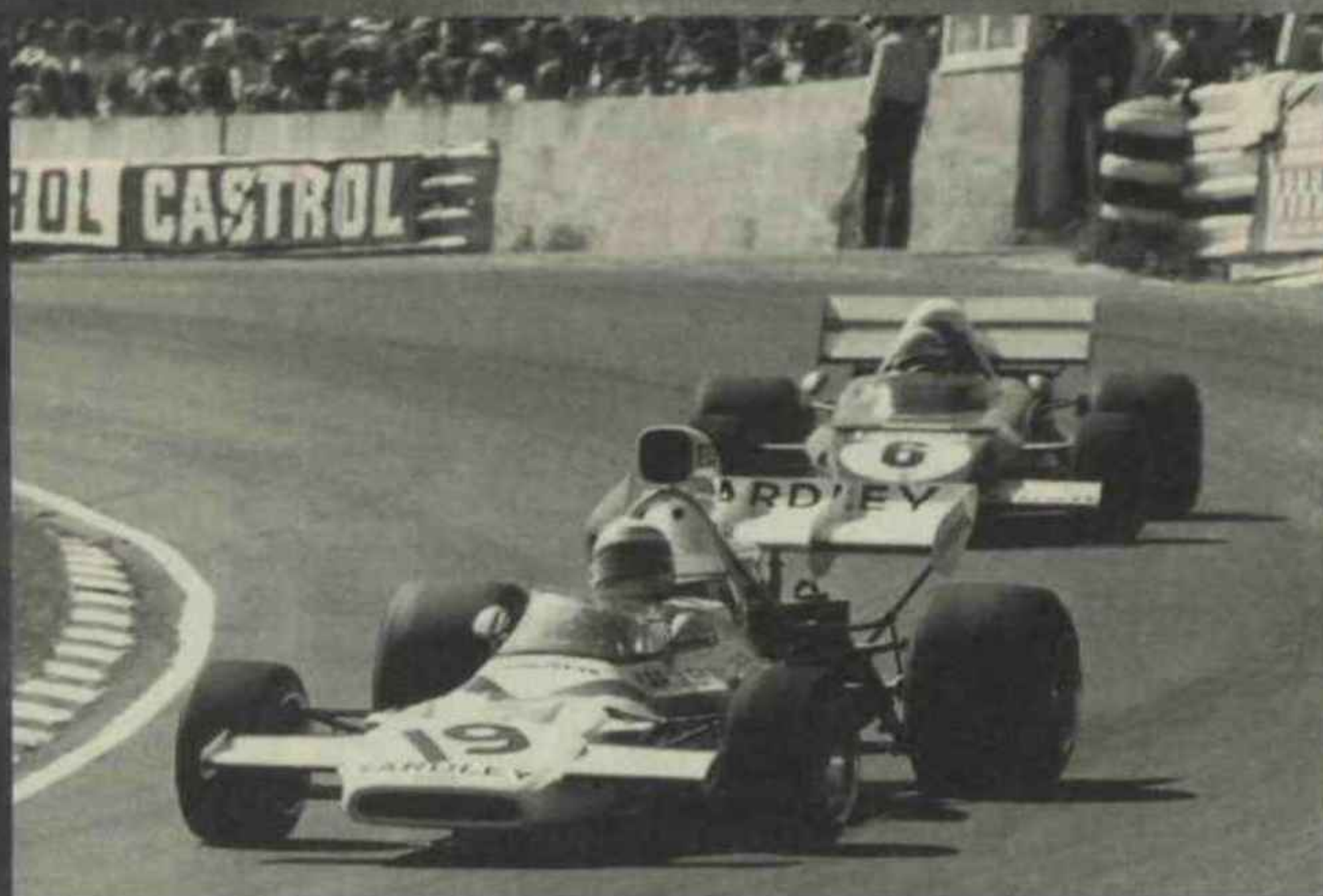
"Revvie was walking away with the race at Mid Ohio, so around lap 60 of the 80 I wrote the Gulf press release and had it all photocopied before the race finished. Then, just as I looked up, he went past trailing a cloud of smoke!" A halfshaft joint was failing. "I tore up all the releases, except for the original, which was still in the machine. While I went off to find out what had happened, the guy in the press room found

the original release and photocopied it all over again, and then began handing them out. Revvie was fit to be tied when he saw them!

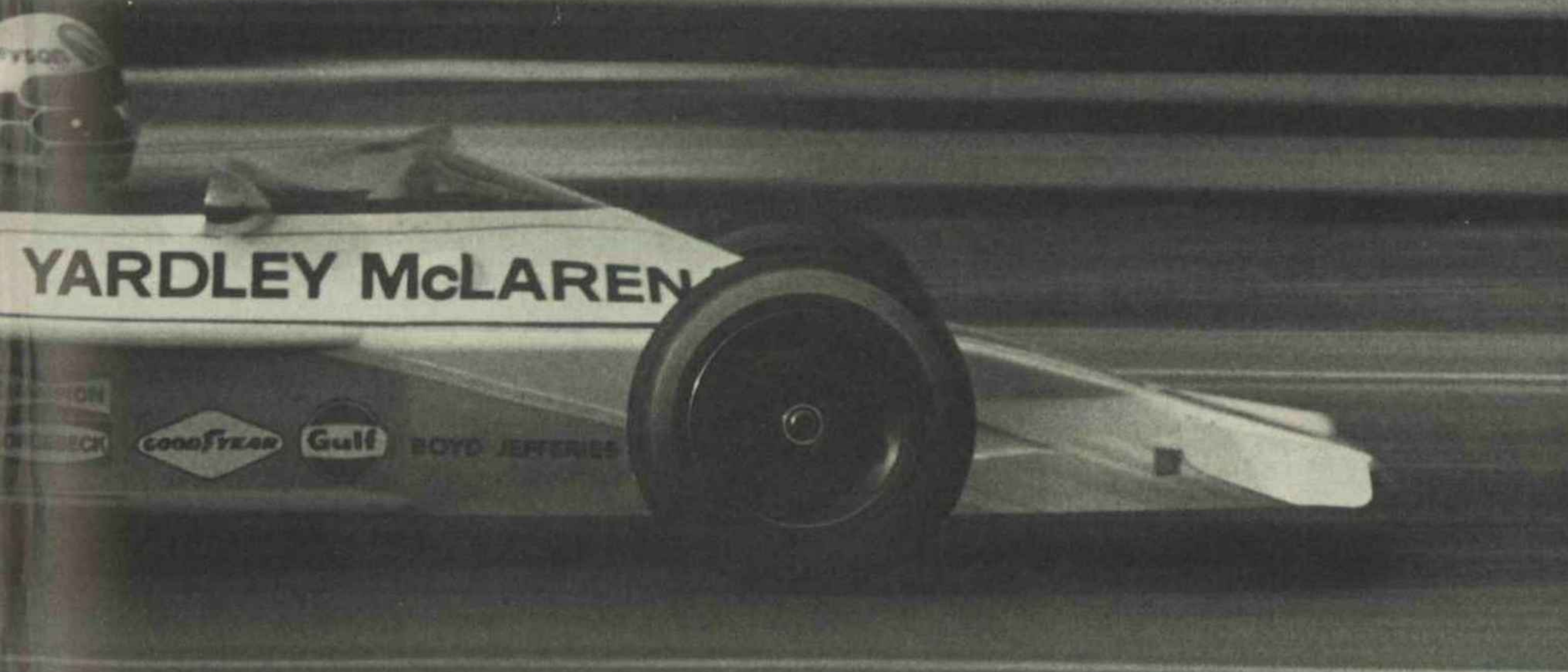
"By that time Denny was still Denny, but Revvie was... someone else. He became an... well, I didn't like him."

Parnell has different recollections of the man. "Every time he ever came to England he always used to ring me up. When he was killed in South Africa, we'd all gone out together on the aeroplane because I was out there testing with BRM. We were ragging him at the time because he was involved in all that Miss World thing. And of course, me being a football chap as well, connected with Derby County, knew that Marji Wallace was also going around with Georgie Best. We used to rag him about that!

"He was a terrific pedaller by the end. A real nice guy, was Peter Revson. You'd have



The Yardley McLaren M23 (main picture) was the car that finally brought him success in 1973. Smaller photos, left to right: on his way to the CanAm title in 1971 with the McLaren M8F; back to F1 at the Glen with Tyrrell later that year; cool dudes at the South African GP drivers' briefing; and progressing smoothly to an excellent third in the 1972 British GP with McLaren's M19A.



a joke with him about anything. I didn't notice any change in his character; to me he was always the same, was Revvie."

At the end of 1971 came the thing Revson was beginning to want most of all: another crack at Grand Prix racing. "Being an American, Indy is the race I really want to win, but where I want to race is Formula One. That's my big challenge," he would tell reporters.

There were suggestions that Goodyear had bought him the ride in Ken Tyrrell's third car at Watkins Glen, but works manager Neil Davies recalls: "We took him because he was a very promising young driver."

They weren't the only ones who now felt that way. Though he qualified 19th only to retire on the first lap with oil on the clutch, Teddy Mayer was interested in his services for more than just USAC races in 1972. He would stand down from the CanAm

(although plans to supplant him with Jackie Stewart eventually foundered through JYS' ulcer), and step into the F1 team alongside Denny. Seven years after that first abortive sortie, he was back. And this time it was very different.

By his own admission he learned a great deal as the year progressed, despite often having to switch each weekend between F1, Indy and the CanAm. He did nine of the 12 GPs, and there were thirds in South Africa, Britain and Austria to add to fourth in Italy, a fifth in Spain and a seventh in Belgium, where he fought back in style after a puncture. Best of all was pole position in Canada, where he finished second to Stewart after a brilliant recovery fight with Ickx, Regazzoni, Fittipaldi, Hulme, Amon and Reutemann after his throttle had originally jammed in the closed position. In the qualifying stakes, he edged Denny out five

races to four, and he was fifth in the World Championship.

Though he was disappointed not to have won a race that year, his improvement had caught many eyes. "Brands Hatch in particular was a very good drive," recalls *Autocar & Motor* Grand Prix editor Alan Henry, who covered the race for *Motoring News*. "He was the only driver on the same lap as Fittipaldi and Stewart by the end of the British GP."

1973 would be better still, the year in which he finally established himself as one of the world's leading drivers, but the first half was relatively barren. He was second to Stewart in South Africa, fending off Fittipaldi by a scant half second, fourth in Spain and fifth at Monaco, but Denny comfortably aced him in qualifying. He was close, but somehow not close enough, to achieving his aspirations. He maintained there was

I won! No, I did! Confusion reigned after the 1973 Canadian GP. Revson finally got the victory laurels, as Fittipaldi and Oliver argued the toss. It's possible that the result did Revson's cause little good in Emerson's eyes as they looked to 1974.



something amiss with his M23. And then came Silverstone.

Round the Northamptonshire track he parked his McLaren on the front row, alongside Peterson and Hulme, and when all the dust from team-mate Jody Scheckter's carnage had settled and Stewart had got two gears at once at Stowe, Revvie calmly picked off Ronnie Peterson for the lead on lap 39. The Swede counter-attacked, but the American kept his cool and with great precision swept home to win his first GP by 2.8 comfortable seconds. To add to his pleasure, the night before he'd backed himself for £150, with £50 each way at 14 to 1... He netted an easy £875 extra prize-money.

Fourth place followed at Zandvoort, and third at Monza where he'd started from the front row again. In Canada he was again second fastest, and in a wet-dry race of total confusion he was eventually named the winner after everyone's lap charts had blown up. That one might have been a gift, but after Stewart had kept Kyalami despite passing under yellow flags, maybe he'd been owed a little good fortune.

Again he was fifth in the World Championship, and now there was little doubt about his prowess. Peter Revson was maturing nicely. "At the end of the day," said

"More than half the accidents in racing are probably due to mechanical failure, not from driver error"

Henry, "at Silverstone he beat Denny, Ronnie, James and Emerson fair and square..."

Henry always liked Revson. "He was good looking, and scrupulously polite. I thought he had a lot of star quality. There was an aura about him, which was enlivened further when he turned up at Watkins Glen in 1973 with Miss World, Marji Wallace, on his arm. I hadn't been doing F1 long then for *Motoring News*, and I suppose I was a bit star struck with him. I interviewed him in a camper at Mosport Park, just before he 'won' that race. Actually, the camper

belonged to a wealthy retired businessman called Bill 'Spanky' Smith, with whom Revvie had become friendly. That was quite a big deal then, you know; Smith had a camper before people in F1 had campers, and Revvie would hold court in it.

"He wasn't necessarily world class but he was a lot better than some people perceived him to be at the time. He was probably better than Denny in 1973, and Denny had won in Sweden and been on his only pole in South Africa. The M23 was a hot car then, of course, but Revvie was good."

His racing philosophy was simple. He always sought a car's limits, but he did so in a controlled manner. His approach was always calculated, and the title of his biography said it all: *Speed with Style*. And, though a slender six footer, he was tough. He once ran Joe Frazier close in a weight-lifting contest.

Revson once told the writer Ken Purdy: "I began to understand that I had to learn to be conscious of everything I'm doing, to anticipate, to be deliberate, never to lose myself, never just to slam my foot down and go, and above all to concentrate, to turn off absolutely everything in my mind but what I'm doing - everything."

There were, however, clouds on the horizon. There had been, indeed, since July 28

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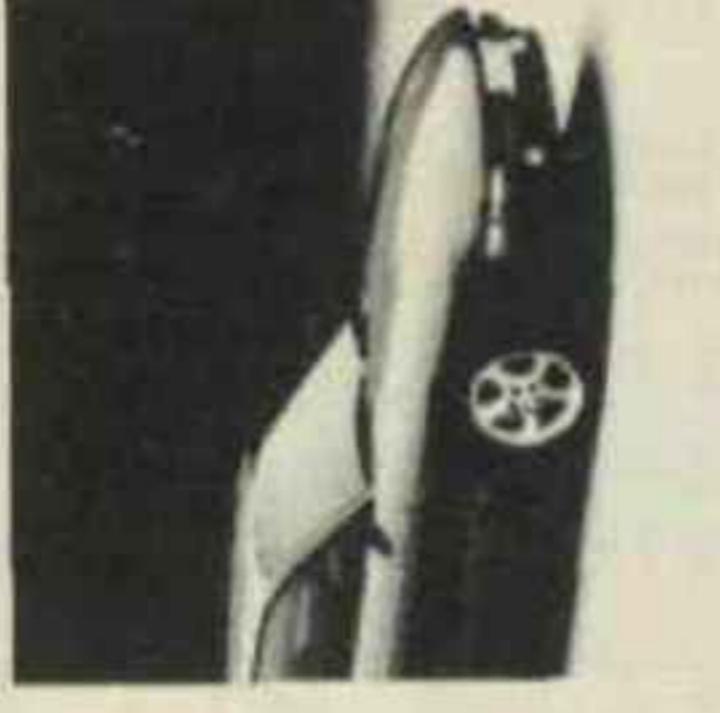
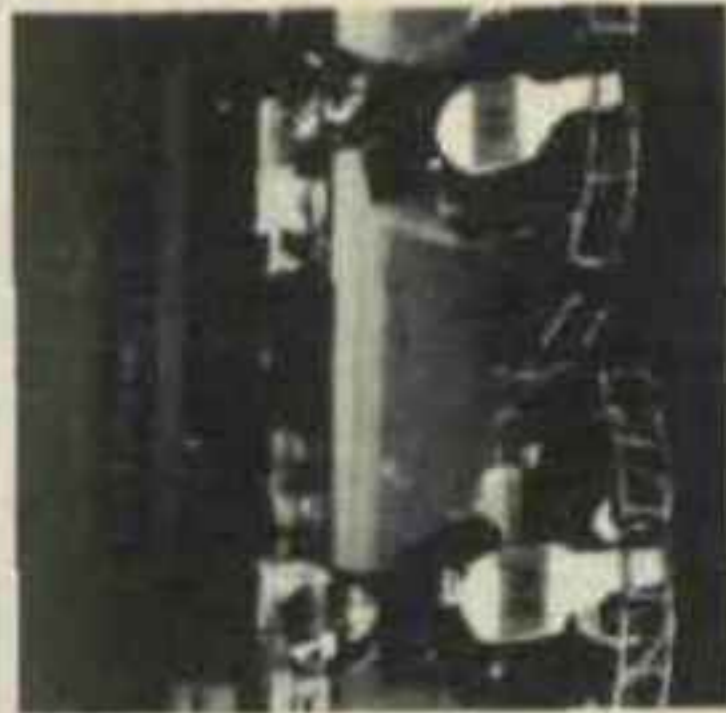
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at Zandvoort, only a couple of weeks after his Silverstone victory. Mayer had informed him that he was out of the F1 team for '74, and offered only F5000 and USAC races in the States. He was then swept into an unsettling maelstrom of political wrangling. Of Mayer's advice that he wasn't wanted, Revson retorted laconically: "It seemed that Teddy's sensitivity index was particularly bad."

Mayer had former World Champion Emerson Fittipaldi waiting in the wings, with Marlboro in tow. Marlboro wanted Hulme to stay and Denny was keen for one last season. You didn't need Calculus maths to see that three into two wouldn't go. Already hotshoe Scheckter had got the message and started taking with Tyrrell.

Henry: "There was high inflation in '73, and that affected the Yardley deal. Basically it had agreed terms to stay with McLaren for 1974, putting in the same as it had in '73. Then along came Marlboro with Emerson and three times the money..."

"Yardley actually issued a statement that just tore McLaren apart. Teddy threatened legal action if the press quoted from it, and to be honest because I'd only been doing F1 for a short while I didn't have the nerve to go ahead. If it was today, we'd just have told Teddy where to go!"

Mayer remembers those days well, but still harbours a degree of unhappiness about how things evolved.

"I liked Peter enormously, actually. I think the thing that was probably difficult for both of us was to separate our friendship and then the fact that we'd grown up together to some extent, from the professional necessities of motor racing." Mayer's brother Tim (who was killed in the Tasman series in 1964) ran with talented amateur Bill Smith and Revson in the Rev Em team in the early Sixties. Timmy Mayer and Revson were a similar age.

"Later on, when we both moved into real professional racing, I always felt that Peter's talent was more in Indycar racing, that he was a better Indycar racer. But he didn't particularly like doing that. One of the things that probably came between us a certain amount was that at the time one of our main sponsors was Gulf Oil, and they were a lot more interested in Indianapolis and the three 500 mile races than they were in Formula One, and I had to sort of insist that Peter do those races and he really didn't want to even though it was part of his contract. I don't think his talent in Formula One was quite as brilliant as it was in Indycars; he had to work that much harder.

"The Yardley situation got a bit tangled. The sensitivity index thing... that may well be. We were having all sorts of problems at the time. In those days the financial rewards were quite small. You had to do what you had to do to keep going. We had the contract with Yardley for one car, and then Marlboro and Texaco came along and wanted us to take over Emerson. He didn't want Peter around. I can't really say why; I guess he felt he was more demanding than Denny. It came very close to Peter driving the Yardley car, and I think in the end he

was badly advised, I really do. I don't want to go into details, but I'm still fairly unhappy about some of that. But I thought we gave him some pretty good assurances.

"I think he could have matured to the top half dozen. I'm not sure his consistency was there to win the Championship. I mean, I liked Peter a lot but when he made a mistake it was quite difficult for him to come to terms with that. One time in Austria he burned his clutch on the starting line. At the next race he collared me and said, 'What happened? Why did the car fail?' And I had to tell him that as far as we were concerned – and we were being quite genuine – it had been his fault. And he really couldn't accept that. He wouldn't believe he hadn't done it right.

"I think, in the cold light of day, to win the Championship, you've got to get everything right and you've got to be prepared to admit you might have to change things. That really was the only reservation. He had the driving ability. And having said that, he certainly grew up a lot since the Rev Em days. No question about that."

The other point was that, where Denny was winding down, Revson was still climbing his learning curve. On his day he could match anyone out there. He wanted to stay in F1, and began a round of talks with beleaguered Ferrari (which was offering a

less than perfect deal), Dan Gurney, who aspired to bring Eagle back to F1, Graham Hill – and Don Nichols of Shadow. That Mosport weekend, when Henry interviewed him, the backdrop was one of internecine meetings between drivers and teams, and the secrecy created tension over and above the normal racing atmosphere. Plans to run Revson in a separate Yardley car looked alternately good, then bad. He and Mayer had always had an up and down relationship. Revson once opined that he'd "Like to hit the little guy with the white hair," before reflecting that Teddy would probably like to clobber him sometimes, too. It was time to part. With reluctance, he quit McLaren and took up Nichols' persistent offers to join Shadow.

"I remember that Shadow had a big announcement at the end of 1973 in Paris, and Revvie had driven the new DN3 the day before at Ricard," chuckles Henry. "Maybe he was still feeling a little sore with McLaren, but he said that already it handled better than the M23. Teddy went ballistic!"

Roger Silman, now in charge of engineering for TWR Group, was Revson's mechanic on the DN3, and had slight reservations before he worked with him. "I

wondered what we were going to get, but I was enormously impressed with him. We had found somebody who very much wanted to help build the team. I had the impression that he didn't expect the team to be a world beater immediately, but he was quite prepared to build it. I was amazed by him, I really was. Most impressed. I thought he was a super person. He was a real gentleman, and very much a team member.

"I was astonished at just how professional he was. He was very, very capable, and had this ability to turn on a really quick lap. I think he was extremely capable; I'm not sure I'd describe him as being one of these really outstanding natural talents, a sort of Ronnie Peterson or someone like that, but in terms of being able to apply himself and to produce that quick lap when it was all-important – you sometimes work with drivers who are just unable to put it together and find anything else when it counts – he'd definitely got that.

"The accident was terrible. It was my first experience of being so close to somebody like that. A lovely bloke..."

Trevor Foster, now race director of Team Lotus International, worked on Jean-Pierre Jarier's Shadow when Revson joined the team. He recalled the first day the American drove, testing at Ricard in a DN1. "He spent

"I was astonished at just how professional he was. He was very, very capable, and had this ability to turn on a really quick lap"

all day with the car. It was bloody cold. Immediately he said it's this, that and the other. I remember we went right up to the stiffest springs we had, and couldn't go any stiffer. There was no bull with him. He was very nice, very friendly. Very good with the mechanics. Used to come in and say hello. He was just very factual: 'This is what I want.' He was very professional, and he knew exactly what he wanted.

"Everyone was quite buoyant. We'd finally got a name, somebody who'd won a Grand Prix as opposed to Jackie and George who were sort of journeymen. The whole thing was on a bit of a buzz. Revson was a good motivator, very positive, and wasn't going to take any prisoners. And it seemed to us he was out to prove a point to a lot of people, that he could do the job. I think he wanted to prove to McLaren that he could do it on a regular basis. That came over in everything he said. Not on a grudge basis, though.

"The team was shattered when he was killed. It reeled everybody back."

Former Shadow team manager Alan Rees, now a shareholder in Footwork, echoes Foster's sentiments. "The strange thing was I drove against Revvie quite a lot, in Formula Two, and he wasn't very good then! But he

On qualifying performances in 1974, Peter Revson and Shadow were on the brink of a breakthrough, but then came tragedy at Kyalami.



became very good.

"I think he was very close to being, if not actually, a top driver, I would say. It's fair to say that he gave the team a good bit of direction in the three races he did. He knew exactly what he wanted with the car, and how to sort it out. He was a really experienced, intelligent driver.

"The problem after he was killed was that it all just disappeared for us. For sure, it set us back. I think we'd have got much better results, no question of that. He really was a very significant driver."

To designer Tony Southgate Revson was, "Very intense; he used to worry a lot. He was always worrying about race strategy, the opposition, something like that."

He remembers a key element in Shadow's story, that possibly reflects Revson's friendship with Larry Truesdale of Good-year. "Because of Revvo we would have got a better tyre deal. We were on a bit of a poor deal with Jack and George, to be fair, although we didn't know it at the time. When Revvie came along we got normal tyres, so immediately the car felt better. Obviously Revvo was a better driver anyway, so you got a double bonus."

Revson loved the DN3 even though the

Argentinian and Brazilian GPs yielded him little after practice promise. "It rides smooth as a Packard," he would say of it. Then, shortly after finishing sixth in the Race of Champions, the team went out early to Kyalami to test before the South African GP. Revson had particularly high hopes, after his 1972 result there. But on Friday, March 22 1974, his Shadow failed to negotiate the very quick Barbecue Bend right-hander, and slammed into the guardrail that had, ironically, been erected in front of a wide run-off area. By the time that rescue teams arrived on the scene, the popular American was beyond help. Investigation later suggested that the titanium pin holding the front left wishbone to the upright had sheared.

"Unfortunately, what happened was that the car was of low build and it hit the Armco at a shallow angle," says Southgate. "It struck it at 45 degrees and wedged itself under the barrier, then tried to wrap itself round it and broke its back. The steering column was crushed on to his chest. The barrier didn't do its job of bouncing the car off. The ironic thing is that three days later they changed all that and made it three double fences.

"In the crash there were several parts in the suspension that were broken that were what you might call suspicious. Although they were all well within their life, there were a lot of titanium components used. Titanium is commonplace now, and was relatively common then, but the degree of quality control was less than it is now. Things like machine marks, from grinding and turning, are quite critical on highly stressed titanium parts. Compared to what we have now they were inferior, and could have contributed to a premature failure."

Just five months earlier Peter Revson had thought long and hard about Francois Cevert's death, and about the faults in the installation of the safety barrier that had caused it. Now, just like the dashing Frenchman, he had been plucked away as he stood on the very threshold of the last big step forward.

Prophetically, while discussing racing with another writer, Hal Higdon, he had captured the precise circumstances of his own death when he said: "More than half the accidents in racing are probably due to mechanical failure, not from driver error."

Revson's parents, like the Rodriguez brothers', lost both their sons to the sport they loved.

D J T



After two near-misses, François Delecour's luck finally held victory on the event

3rd
time
lucky



**together in Monte-Carlo, the Frenchman giving Ford its first
for some 41 years**



Reigning champion Juha Kankkunen (above) carried Toyota's hopes after Didier Auriol's early demise. Kenneth Eriksson (right) mounted a late attack to deprive Bruno Thiry of fifth place.

It has been said more than once that the economy of the Principality of Monaco is based on the turn of a card, the throw of a dice and the spin of a wheel. Even of such a tiny state without any real industry of its own that statement is a bit unfair, but anyone who has been concerned with the Monte-Carlo Rally will no doubt leap to its support, saying that the motor competition can often be as much of a gamble as anything that goes on inside the famous casino.

Preparation, planning and on-event support have nowadays reached levels which would have been unimaginable even only a couple of decades ago and, as far as the major works teams are concerned, nothing is left to chance; nothing, that is, except one feature which remains beyond human or even electronic control – the weather.

In Monte-Carlo a mere drop of just a few degrees of temperature can cause turmoil.

Tyre technology has reached such a level of sophistication that the difference between victory and defeat almost invariably depends on choosing the right tyres. Cars have achieved a peak of performance; drivers have very little to separate them in

terms of skill and ability; support staff are totally dedicated and back their teams' efforts to the hilt. But to choose tyres which are not absolutely right for a particular stage inevitably means that someone else will be quicker.

Tyres represent a huge proportion of the cost of competing. For every stage, each driver in a team must have the choice of whatever type is available, and that means a very substantial stock indeed and a logistical nightmare for whoever is entrusted with the vital task of getting the right stock to the right places. The best tyres in the world are of no use whatsoever if they are not available to be fitted at precisely the places where the driver demands them.

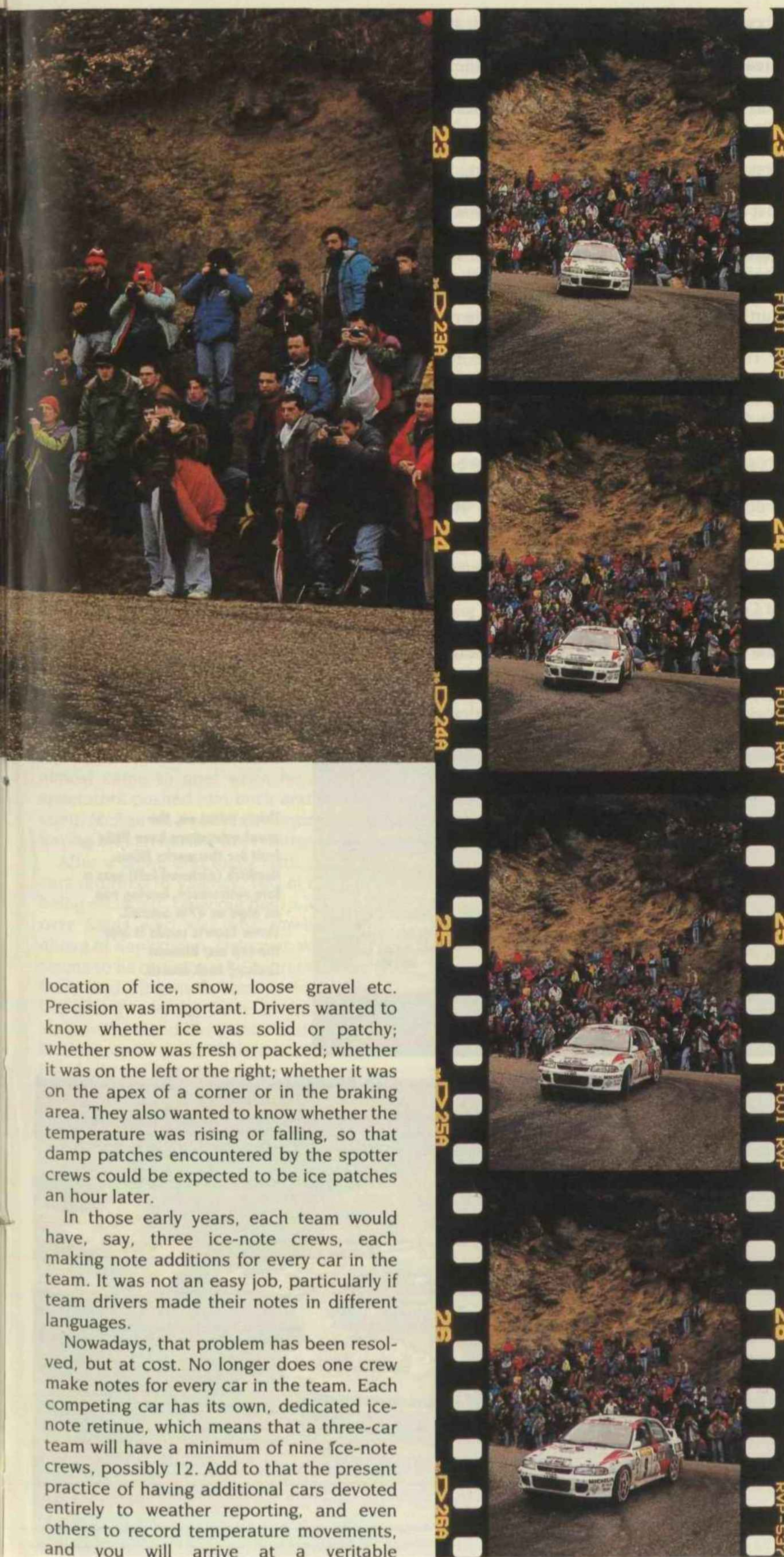
Consider a team of three cars, contracted to a tyre company which supplies six different types of tyre. That means that at the start of each special stage, a minimum of 72 tyres, each already mounted on the correct wheels, must be available. And there can often be slight variations within each tyre type, thus increasing the complexity of the rubber permutation.

Deciding what to use is not easy. Competitors will have made recce of each special

stage, albeit several weeks in advance, and conditions at that time may well have changed when the event starts. When competitors were recceing the route of this year's Monte-Carlo Rally, most of the alpine passes were well covered by snow. But when the rally started, the weather had changed, temperatures had risen and most of the snow had gone.

So how, then, do competitors decide what tyres to use? The answer lies in a ploy introduced by the BMC team several decades ago and which has since been copied, refined and elaborated by every team which contests the Monte-Carlo Rally with the serious intention of going all out for victory. That answer is called ice-notes.

When competitors reconnoitre the route in advance, they make pace notes of every special stage. But a road which is dry during this recce will be quite different during the rally if it snows just a few hours before. Ice-note crews were set up by BMC to drive through each special stage an hour or two before the roads were closed by police. They carried photocopies of their competing crews' pace notes and marked on them, usually by coloured underlining, the exact



location of ice, snow, loose gravel etc. Precision was important. Drivers wanted to know whether ice was solid or patchy; whether snow was fresh or packed; whether it was on the left or the right; whether it was on the apex of a corner or in the braking area. They also wanted to know whether the temperature was rising or falling, so that damp patches encountered by the spotter crews could be expected to be ice patches an hour later.

In those early years, each team would have, say, three ice-note crews, each making note additions for every car in the team. It was not an easy job, particularly if team drivers made their notes in different languages.

Nowadays, that problem has been resolved, but at cost. No longer does one crew make notes for every car in the team. Each competing car has its own, dedicated ice-note retinue, which means that a three-car team will have a minimum of nine ice-note crews, possibly 12. Add to that the present practice of having additional cars devoted entirely to weather reporting, and even others to record temperature movements, and you will arrive at a veritable

army of scouts just to tell competitors where the ice and snow patches are and to advise them on which tyres to use. (This is all very well if the ice-noter has the same ability, the same flair and the same competition mentality as the competing driver. If not, things can go radically wrong, and it so happened this year that many drivers – even the winner – lost time due to choosing the wrong tyres.)

One of the Ford ice-note crews even had a dashboard-mounted video camera, the tape of which was played back to the competing driver at the start of each stage so that he could see the conditions at first hand.

This year, Michelin produced a tyre which was known as the 'catamaran' because its tread was limited to the two outer thirds of its width. The centre third was devoid of tread. It was called an innovation, but I have to say that, many years ago, the Finnish Kumi-Helenius tyre, made in Lapland, had a centre-section minus any tread. The Michelin compound will no doubt have been improved, but the pattern was the same.

Advice, whether good or bad, need not be taken, and it is always a driver's responsibility to choose the right tyres for the job.

Entries for the Monte-Carlo Rally, the first World Championship event of 1994, were impressive. No less than six works teams were represented, and there were others who stood out.

Toyota sent two Celicas for Juha Kankkunen/Nicky Grist and Didier Auriol/Bernard Occelli, each car fitted with selectable automatic traction control. Subaru had two Imprezas, driven by Colin McRae/Derek Ringer, tackling their first Monte, and, new crew in the team, Carlos Sainz/Luis Moya.

Ford had François Delecour/Daniel Grataloup and Massimo Biasion/Tiziano Siviero as prime runners, plus the Giesse-supported car of Belgians Bruno Thiry/Stéphane Prevot, a pair who made their names in an Opel Astra. Mitsubishi Ralliart sent Lancers for Armin Schwarz, now reunited with his old co-driver Klaus Wicha, and Kenneth Eriksson/Staffan Parmander.

Renault had two-wheel-drive Clio Williamses for veteran rally and stunt driver Jean Ragnotti (remember *The Italian Job?*), with Gilles Thimonier, and Alain Oreille/Jean-Marc Andrié, whilst the Skoda team had Favorits for Pavel Sibera/Petr Gross and Vladimir Berger/Pavel Stanc.

Outside the top rank of 'priority' drivers, Frenchman Pierre-Manuel Jenot and Spaniard Jesus Puras each drove a Group N Ford Escort Cosworth, whilst Monégasque Franck Phillips drove a similar car.

Down the field was a piece of rallying history which cannot pass unmentioned. Indeed, there were many who felt that this was the highlight of the whole 1994 event. To mark the 30 or so years of passing since BMC Minis trounced everything in Monte-Carlo, both Timo Mäkinen (winner in 1965) and Paddy Hopkirk (winner in 1964) drove modern Minis built by DR Engineering. Co-drivers were their same partners of those

past years, Paul Easter with Mäkinen and Ron Crellin with Hopkirk. Their combined comments before the start were, "It's still a great little car, and to have five gears is fantastic, but 100 horsepower isn't enough nowadays."

A BMC Mini hit the headlines in 1966 when Mäkinen and Easter were disqualified from the Monte because, so the organisers said, it had illegal bulbs in its headlights. They lost the rally, but the people in Abingdon were over the moon. They achieved more publicity by losing that they would have by winning. That a Citroën had won meant nothing. The big story was that a Mini had been thrown out because its bulbs were of the wrong sort. It had beaten everyone hands down, but had been disqualified on a trumped-up triviality. This year, the Minis attracted more attention than the potential winners, and, even now, Mäkinen and Hopkirk are as well known in the alps as Delecour, Kankkunen, Sainz and Auriol.

Maurizio Verini, another accomplished driver from the past, drove a Lancia Delta with golfer Baldovino Dassu, who took considerable time to relate irons to cornering speeds, whilst Irish cycling ace Stephen Roche, winner of both the Tour de France and the Giro d'Italia, drove a Seat Ibiza with Bernard Smyth.

There was snow in abundance during the time that competitors were recceing the route and making their notes, but when the event started temperatures had risen and most of the roads were either wet or dry, with no snow covering and with just occasional ice or snow patches, usually on the summits of mountain passes and on shaded hairpins. Such a drastic change in conditions placed considerable emphasis on the data provided by ice-note crews – for works crews and those others sufficiently well-heeled to afford the luxury of advance recce crews, of course.

Following tradition, the rally started from several European towns (Bad Homburg, Barcelona, Lausanne, Reims, Turin and Monte-Carlo), the overnight concentration runs ending at Valence. Following this, the entire classification leg, the first with competition of any kind, also ended at Valence, so that the first arrival in Monaco was not until the Wednesday, a major change from tradition.

The hoteliers and restaurateurs of the Principality were not at all pleased with this format since much of their already diminished January trade had been lost to their counterparts in France. Indeed, many competitors were of the same mind, being of the opinion that one of the main pleasures of the Monte-Carlo Rally comes at the moment a crew catches sight of the Mediterranean after a long struggle through the alps.

During the concentration run, Mäkinen went through quite a trauma, for just two days before the start his car was stolen from outside the home of one of his mechanics in England. It had been on a trailer, and the whole lot was taken, only to be abandoned a few days later, minus engine and other essentials. Fortunately, another car was

about halfway through its preparation, and, working two days and nights without a break, mechanics got it ready and trailered it down to Monaco. But certain essentials had vanished with the original car, including Timo's made-to-measure seat. The replacement was far too small and, when he first encountered the new car at the departure point on Monaco's quayside, he just could not get into the seat. Pillows were brought from their hotel to fill the gap between the wrap-around seat sides, with the result that he had to sit *on* the seat, not *in* it, with hardly any lateral support at all. Furthermore, his head was banging the roof all the time!

The concentration runs apart, the rally programme was such that the first and second competitive legs were entirely in the daytime, the final leg sticking to tradition by being run at night. However, the double-loop in the Alpes Maritimes close to Monaco was abandoned. This year, the final night retracted none of its steps and made a much larger loop, using each stage just once. The very narrow, tricky stage from Peille was not used at all, and the infamous Turini was used only once, as was the Col de la Couillole.

On the Monday, 180 of the original 186 starters left Valence for the first six stages, mostly in the Ardèche region. The first was over the Col de la Fayolle from St Pierreviulle to Antraigues, where Schwarz

astounded everyone by setting a time 22s faster than anyone else. Kankkunen had a slight ignition problem, Sainz and Auriol chose the wrong tyres whilst Biasion had a leaking brake pipe. Nevertheless, Schwarz's performance was incredible, especially as he had to cope with overheating brakes, as was team-mate Eriksson.

After this stage, Mäkinen and Easter had to make their way back to familiar haunts in Monaco, for their engine, having been prepared in a great hurry, gave out.

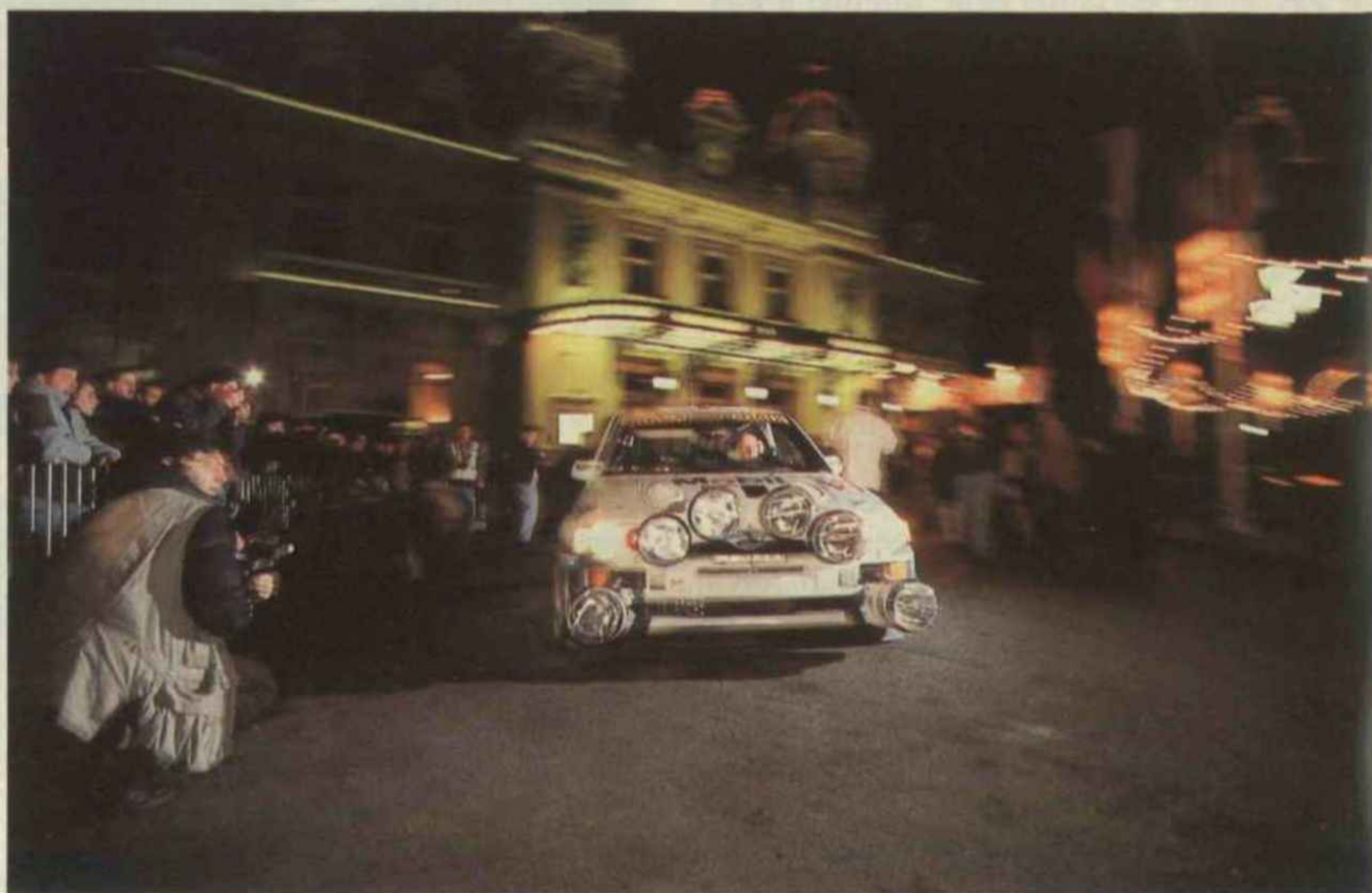
On the stage from La Souch to the Col de la Chavade most people chose 'safe' tyres, but Schwarz took the bull by the horns and opted for cut slicks. Once again he was fastest, and moved into a commanding early lead.

However, everything changed on the next one, over the infamous Burzet plateau, scene of many notorious happenings in the past. The stage was largely wet, ice-free, with a few snow patches here and there, but when Schwarz came along he encountered snow which was not in his notes and he went straight off the road. The very same happened to McRae, and they both declared afterwards that the snow had been shovelled there by spectators, not an uncommon occurrence on this event as many past competitors will testify.

Schwarz lost some 16 minutes and dropped to 162nd place, whilst McRae was stuck for nearly 40 minutes and sank to 166th.



Thirty years on, the great adventure bore little fruit for the works Minis. Hopkirk (pictured left) was a late retirement, having run as high as 47th overall. Three Escorts made it into the top six; Biasion (below) took fourth.



Kankkunen also went off the road momentarily, but this was to avoid a spectator and not because of snow. When Ragnotti finished the stage later, he said that he had no trouble at that particular place because the snow patch had been noted by his ice-note crews.

McRae collected a front right puncture on the next stage, but his main problem was running among much slower cars and having to cope with overtaking. At the end of the leg, his team approached the organisers with a request to drive higher up the field. This was granted and, although he restarted on the Tuesday in 121st place, he was actually running 19th on the road.

At St Bonnet le Froid, a place as bleak and as cold as its name implies, Auriol's rally came to an end when he went off the road and was quite unable to get back. This

"Delecour, who always seems to have a mournful expression on his face, said afterwards that he had chosen the wrong tyres"

left Toyota with just Kankkunen, and he almost came to grief when he spun. But spectators pushed him back and he continued. McRae hit a rock but continued, only having broken his left door mirror.

After a damp and foggy sixth stage, 153 cars returned to Valence, two of them later being excluded. Delecour held a lead of 22s over Sainz who was just three seconds ahead of Kankkunen. Delecour, who always seems to have a mournful expression on his face, said afterwards that he had chosen the wrong tyres for three of the day's six stages and could have done better had his ice-note crews provided better information. No doubt he has since been told that the final choice is down to him, not his spies, who, after all, are chosen by him.

After Valence, there were wet roads and some ice and snow patches on the stages, some covered by fog. Schwarz had his left rear suspension collapse, whilst Daniel Ducret, the 'house-mate' of Princess Stéphanie of Monaco, partnered on this occasion by veteran co-driver Jean-François Fauchille, went out when his suspension also collapsed and a rear wheel folded under the car.

Sainz was experimenting with various suspension settings, but this did not prevent his encountering spectators standing in dangerous positions. Schwarz lost his rear differential and had to finish the Ponten-Royans stage with just front-wheel drive. At this point, McRae got up to 83rd place and Schwarz to an amazing 13th.

The next stage was a real Monte-Carlo regular from years past - from Le Sappey over the Col de Porte, the Col du Cucheron

and the Col du Granier to the little restaurant called the Café Carret. Many drivers complained that this was too dangerous, but it has been a fixture for many years and several past competitors who were present for this event commented: "If you drive the Monte-Carlo Rally in winter you should not expect conditions like a motorway in summer. You accept what Mother Nature dishes up."

I agree wholeheartedly.

Three more stages led to the overnight stop in Gap. By this time, Delecour's lead over Kankkunen was 44 seconds and the French driver's aim was to increase it to a full minute before the rally got to Monte-Carlo.

The next day began at 5.00, when ice was at its most tricky and fog patches abounded. The 128 restarters headed for the Col de la Saulce and, a new stage, the road just south of Rosans from L'Aubergie to Laborel. Oreille landed heavily after a jump here, breaking his front left suspension bump stop and cracking his windscreen.

From Sisteron, overlooked by its huge pinnacle of a mountain, the stage to Thoard along the D3 had some four miles of ice in its total of about 23 miles. Delecour chose studded tyres, as did Kankkunen and Biasion. But the best choice turned out to be slicks, and McRae was fastest, nine seconds ahead of Sainz who was similarly equipped. Ragnotti hit a bridge and finished the stage without his front left wheel, whilst his teammate Oreille went off the road and just could not get back. Schwarz also hit a bridge, finishing the stage with a broken front right wheel rim.

After passing through Barrême, Puget Théniers, La Turbie and Roquebrune Cap Martin, all names which will pluck the heartstrings of Monte-Carlo diehards, the rally finally came to Monaco, at 13.00 on the Wednesday. Delecour's lead over Kankkunen was more than a minute and a half, but the Frenchman was still not at ease. He was fretting and pondering, worrying about what could happen and thinking about his bad luck in the past two years when victory in this event eluded him by whiskers.

Whilst Delecour's problem was psychological, Biasion's was more concrete and he

was still playing around with different differentials. But there was no time to sit and worry. The final night loomed close and there was nothing for it but to sleep, unlike past years when it was common practice for competitors to spend the afternoon prior to the final leg making a last-minute recce of the Turini, Peille or whatever they thought necessary.

Kankkunen's thoughts at the start of the final night were straightforward. "Delecour is a minute and a half ahead. So I'm going to push him." No doubt the Finn was hoping that the Frenchman would be pressed into making a mistake. But that wasn't the case. Delecour started in relaxed fashion, contented to sacrifice seconds on each stage. His object was to keep his first place, and the penalty difference didn't matter a jot.

Over the Turini, Kankkunen took no less than 28s from Delecour and many thought that there would be a rerun of the 1993 situation when Auriol produced exceptional last minute steam to oust the lead from Delecour. But this was no repeat. Delecour was playing it safe and, after coping with a brake problem which resulted from pads which had not been bedded in, he drove to keep his position, which he did.

In the final stages, Hopkirk sadly went out when his fan belt snapped, his engine overheated and his alternator ceased charging, and Ragnotti was down to three cylinders after a valve spring broke. McRae, still pressing on relentlessly in his own inimitable fashion, squeezed into the top 10 despite breaking a rim and collecting a puncture. He had reckoned only on getting back to the top 20. To do so well was a great uplifter.

The final stage was over the Colle St Michel, old Alpine Rally territory, close to Annot. By this time it was all over. Schwarz made best time, scoring an eventual seventh place, whilst Delecour was content with fourth. Kankkunen, having resigned himself to second place, settled for sixth fastest time, a second behind McRae, whilst Eriksson kept up the pressure to beat Thiry and take fifth place by a single second.

It was certainly a rally with a difference. On the other hand, aren't they all? The season opener is always a trend-setter, or at least it seems to be. The year has a long way to go.

G P

Monte-Carlo — January 22-27 1994

1	François Delecour / Daniel Grataloup (F)	Ford Escort RS Cosworth, GpA	6h 12m 20s
2	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica T-4wd, GpA	6h 13m 25s
3	Carlos Sainz / Luis Moya (E)	Subaru 555 Impreza, GpA	6h 14m 07s
4	Massimo Biasion / Tiziano Siviero (I)	Ford Escort RS Cosworth, GpA	6h 16m 56s
5	Kenneth Eriksson / Staffan Parmander (S)	Mitsubishi Lancer Evolution 1, GpA	6h 19m 17s
6	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	6h 19m 18s
7	Armin Schwarz / Klaus Wicha (D)	Mitsubishi Lancer Evolution 1, GpA	6h 29m 19s
8	Pierre-Manuel Jenot / "Slo" (F)	Ford Escort RS Cosworth, GpN	6h 49m 16s
9	Jesus Puras / Alex Romani (E)	Ford Escort RS Cosworth, GpN	6h 53m 49s
10	Colin McRae / Derek Ringer (GB)	Subaru 555 Impreza, GpA	7h 01m 30s

World Rally Championship positions after one round

Drivers - 1. Delecour 20 pts; 2. Kankkunen 15; 3. Sainz 12; 4. Biasion 10; 5. Eriksson 8; 6. Thiry 6; 7. Schwarz 3; 8. Jenot 3; 9. Puras 2; 10. McRae 1.

Manufacturers - 1. Ford 20; 2. Toyota 17; 3. Subaru 14; 4. Mitsubishi 10.



Tour de farce?

The FIA's so-called rationalisation and streamlining of the World Rally Championship has led to what everyone outside the portals of the sport's blue-blazered establishment had expected. Every works team goes in search of outright victory. Class wins are meaningless; even wins in the separate category for two-litre, two-wheel-drive cars.

To establish an independent series for such cars, partly within the main World Championship and partly without, is quite ridiculous, especially as it has been said that the events in the main series will be included on a rota system, some years being relegated to two-litre status only. Such relegation, despite the FIA's words to the contrary, is tantamount to being dropped altogether and this year the Swedish Rally, once the leading snow rally of the world, attracted a mere shadow of its entry list of the past largely due to its being included only in the list of the new, two-wheel-drive series.

In theory, a championship for two-wheel-drive cars is a great idea. But to place it within the series for the modern, FIA-induced, four-wheel-drive supercars is like sending a windsurfer on the tall ships race. The big boys get the kudos; the little boys get the barrel scrapings.

Manufacturers still maintain that rallying improves the breed. So it did years ago, when the car-buying public had something to gain. But what percentage of showroom buyers go for four-wheel-drive cars nowadays? And what degree of benefit from highly expensive competition car development rubs off on the standard car that the man in the street buys? A sophisticated and very expensively developed 4wd Ford Escort Cosworth won the Monte-Carlo Rally this year. Will that induce Joe Bloggs to go out and buy a more docile and standard Escort? I think not.

The International Swedish Rally, a winter event which is now an amalgam of the former Rally to the Midnight Sun (in summer) and the Värmland Rally (in winter), used to be part of the full World Championship, but the FIA, in its glaringly misguided 'wisdom', decided that in 1994 this should only qualify for the two-wheel-drive championship. Thus it was that the only true snow rally in the series (one cannot consider the Monte-Carlo Rally thus) was relegated.

Manufacturers' teams, with eyes only on outright wins in the main championship, were understandably disinterested. Who wants a mere 2wd win when the big prizes are at stake?

The FIA 2-Litre Cup is a total travesty, especially when the first round of the 1994 series for such cars is won outright by a four-wheel-drive car! It would be so much better if the World Championship were entirely devoted to two-wheel drive.

Out would come immediate howls of protest that development was being stifled. But development for what? Who are the customers? I leave the questions unanswered.

In Sweden this year, the rally was again based at Karlstad. The whole event included 24 special stages, comprising 268 miles

within a total distance of 882.

There were no entries from the major works teams but Mobil Ford Motorsport Sweden did send Stig Blomqvist and Benny Melander in a Group A Ford Escort RS Cosworth. Mats Jonsson and Johnny Johansson were in a Mazda GTR, and Thomas Rådström/Lars Bäckman in a Toyota Celica GT4.

Outright winners were Rådström and Bäckman (pictured) in their Toyota Celica GT4, just 12 seconds ahead of Jonsson and Johansson in their Mazda GTR. Blomqvist and Melander were third in their Escort, only four more seconds behind.

The highest placed two-wheel-drive car, which is the category of vehicle for which this series was designed, was the Opel Astra GSI of Per Svan and Johan Olsson. They finished seventh overall, and that, among many other considerations, makes us question the professed knowledge that the FIA claims to have of world class rallying.

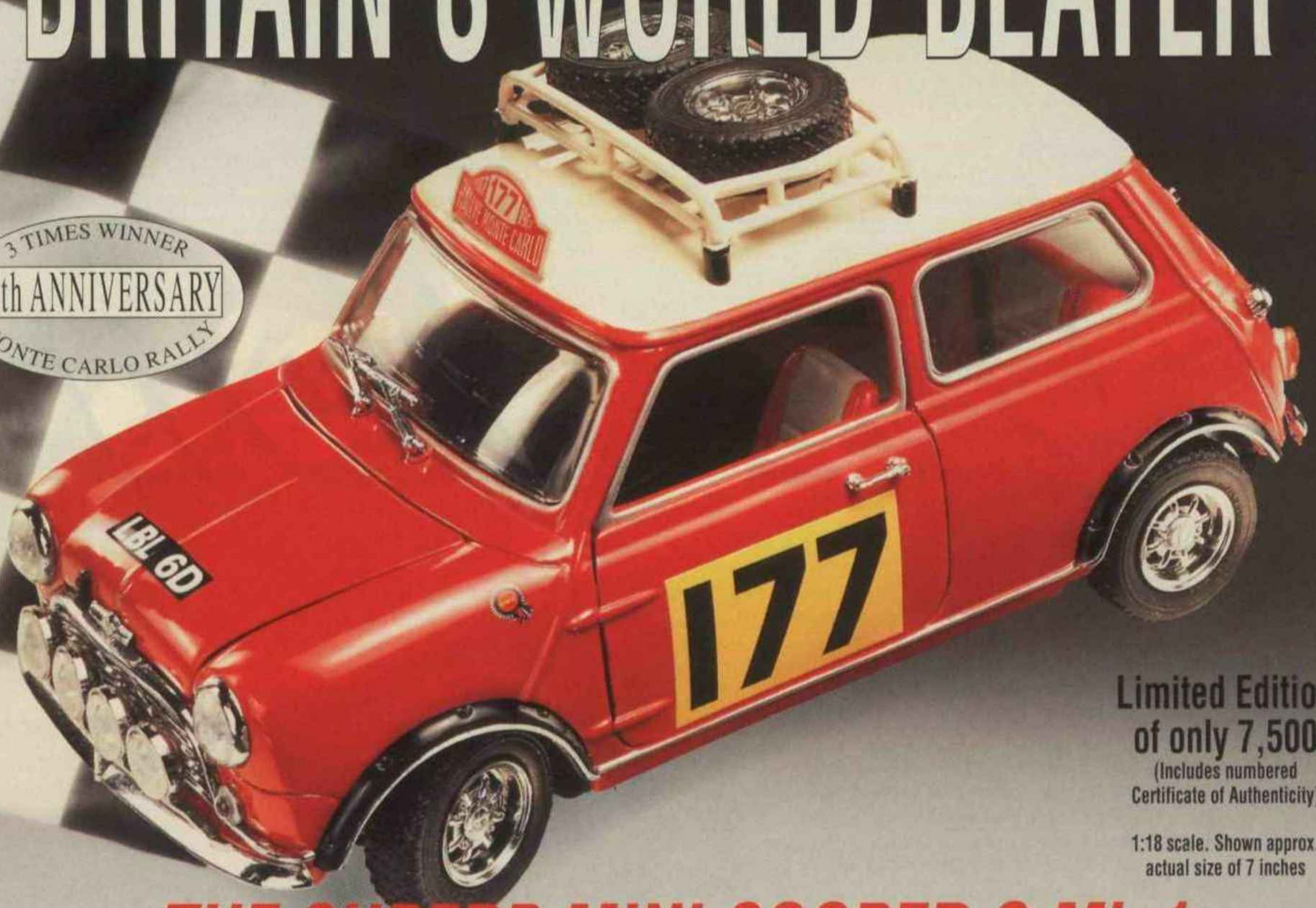
The Swedish Rally was held in relatively good conditions. Under circumstances outside the stunting control of the FIA, this would have been an event of high calibre. Why is it that our so-called administrators, who are supposed to promote and advance our sport, only succeed, and are allowed to succeed, in driving it into the ground? **GP**

Swedish Rally — February 3-6 1994

1	Thomas Rådström / Lars Bäckman (S)	Toyota Celica GT4, GpA	4h 12m 00s
2	Mats Jonsson / Johnny Johansson (S)	Mazda GTR, GpA	4h 12m 12s
3	Stig Blomqvist / Benny Melander (S)	Ford Escort RS Cosworth, GpA	4h 12m 16s
4	Johan Kressner / Jürgen Edström (S)	Toyota Celica GT4, GpA	4h 20m 01s
5	Kenneth Bäcklund / Tord Andersson (S)	Mitsubishi Galant VR4, GpN	4h 25m 53s
6	Sven-Olov Walfridsson / Gunnar Barth (S)	Mitsubishi Galant VR4, GpN	4h 26m 48s
7	Per Svan / Johan Olsson (S)	Opel Astra GSI, GpA	4h 29m 02s
8	Arne Rådström / Krister Engström (S)	Audi 90 Quattro, GpA	4h 29m 58s
9	Anders Rådström / Lars-Olof Larsson (S)	Mitsubishi Galant VR4, GpN	4h 31m 52s
10	Jürgen Jonasson / Nicklas Jonasson (S)	Volkswagen Golf GTI, GpA	4h 33m 43s

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DAYTONA 24 HOURS

Question 1



Time



The winning Nissan 300ZX was the first front-engined car to triumph at Daytona since 1976.

DAYTONA 24 HOURS

The new era of open-top, naturally aspirated World Sports Cars opened at the Daytona Speedway, Florida, on February 5/6, raising as many questions as were answered at the Rolex 24-Hour race. The big event was won, on its 30th anniversary, by a front-engined car for the first time since 1976, a Nissan 300ZX from the GTS category, and by the handsome margin of 24 laps from the FAT Express Porsche 911 Turbo.

Spice chassis claimed the front row of the grid, Fermin Velez helped by a 'sprint' engine in his Chevrolet-powered Scandia team WSC-94, but his time was almost two seconds slower than the Camel Lights pole position time set by an Acura-powered Spice 'coupé' last year.

None of the new cars were particularly reliable in the engine department, and the contest for WSC victory was for ninth overall. Bob Schader's Brix team, Motorola sponsored Oldsmobile-Spice WSC 94 claimed the place just a lap ahead of Jim Downing's Mazda rotary powered Kudzu, which lost second gear on Sunday morning.

Fears that the new-look IMSA formula would lack spectacle were justified.

The American organisation had the noble objective of outlawing the ultra hi-tech Toyota Eagles and Nissan GTPs, reducing running expenses and bringing the main prizes back within reach of the private teams.

No longer did we see the GTP cars streaking round the banking at up to 220 mph. The World Sports Cars and GTS category Nissan 300ZX, Porsche 911 Turbo and Oldsmobile Cutlass machines were evenly matched for speed but visibly slower. Stuck's Brumos Porsche timed over the start-finish line at 196 mph. Velez was timed at 194 mph in his open-top Spice, Steve Millen at 193 mph in the Nissan 300ZX.

"They are slow round the corners," said James Weaver, driving Rob Dyson's Ferrari 348 powered Spice, "and they are slow on

the straights!" That just about summed up the feelings of most leading drivers, robbed of the ground-effect venturi tunnels they had become accustomed to in the past decade.

"Like pushing a bar of soap up the side of the bath with one finger," commented Price Cobb after qualifying the Brix team Oldsmobile Spice on the outside of the front row.

Much of the problem was due to the stiff constructions and hard compounds of the tyres, designed for the GTP cars which developed up to 8000 lbs of downforce; the Camel Lights developed approximately 3750, but the new flat-bottomed WSC

machines develop no more than 2000, all from the top-side bodywork and wing.

"I must admit, the WSC cars are fun to drive," says Derek Bell. "They are not too physical, but it's difficult to get the tyres up to temperature. Goodyear are going to have to do some more work on construction and compounding, and when we have these tyres the cars should be very enjoyable."

Velez started the Scandia Chevrolet-Spice from pole position and led the first 10 laps of the race, but that was the sum of the World Sports Cars superiority. A minor bat-



tery fire dropped him back and the two Clayton Cunningham team Nissan 300ZXs moved into the lead, one of them destined to dominate the entire event.

Front engined, crude in design, but strong and well developed over the past six years, the Nissans had everything going for them: the V6, twin-turbo engines were straight out of the GTP cars that dominated between 1988 and 1991, said to develop 700 horsepower even with restrictors. They handled well, and they carried 100 litres of fuel in their tanks.

The World Sports Cars were restricted to just 70 litres, "so as to make sure they stop twice in a two-hour sprint event" as IMSA's Mark Raffauf explained. Effectively they made three refuelling stops for every two made by their GTS rivals, so that even if they had a trouble-free race, they stood no chance of success.

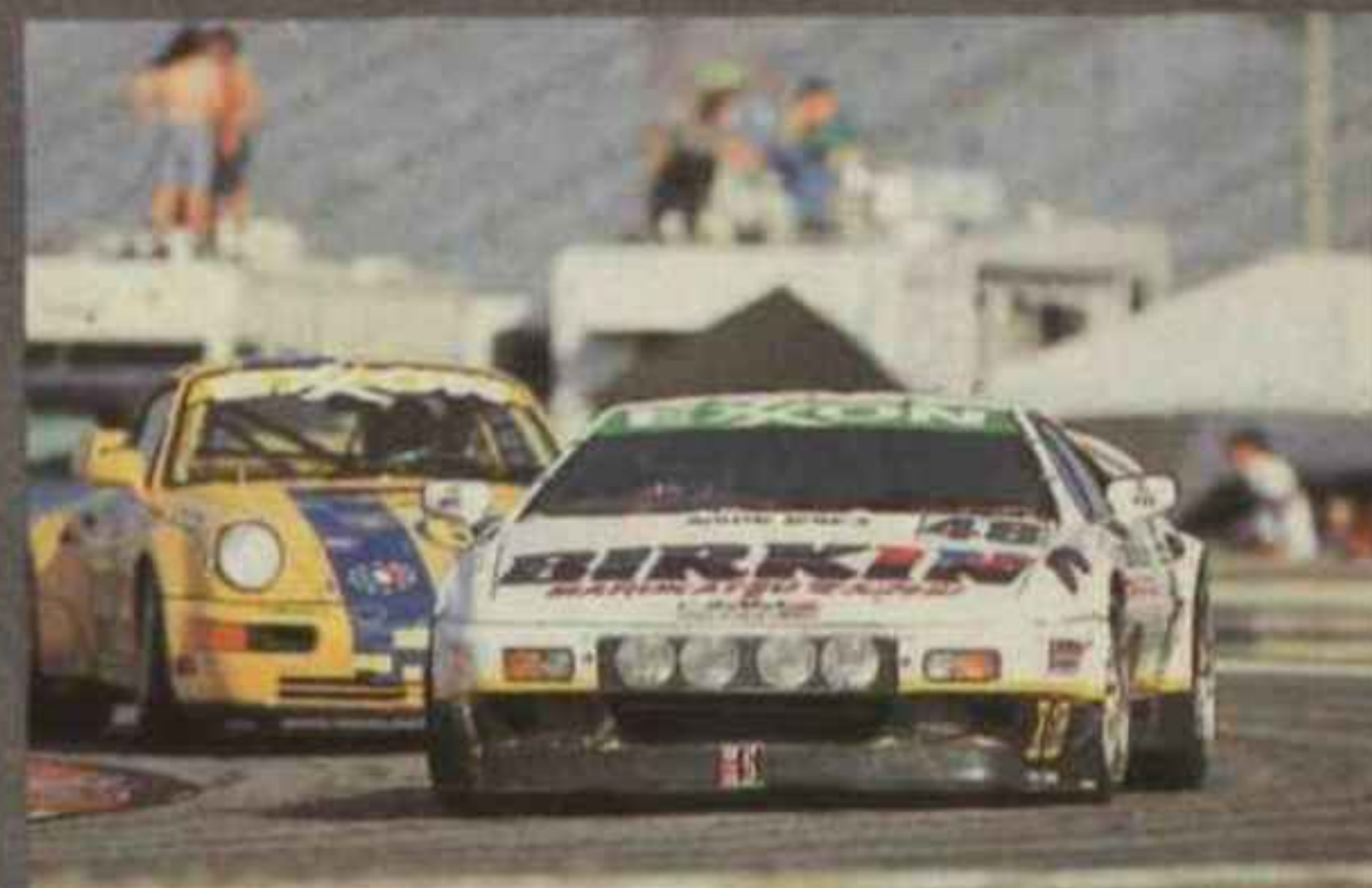
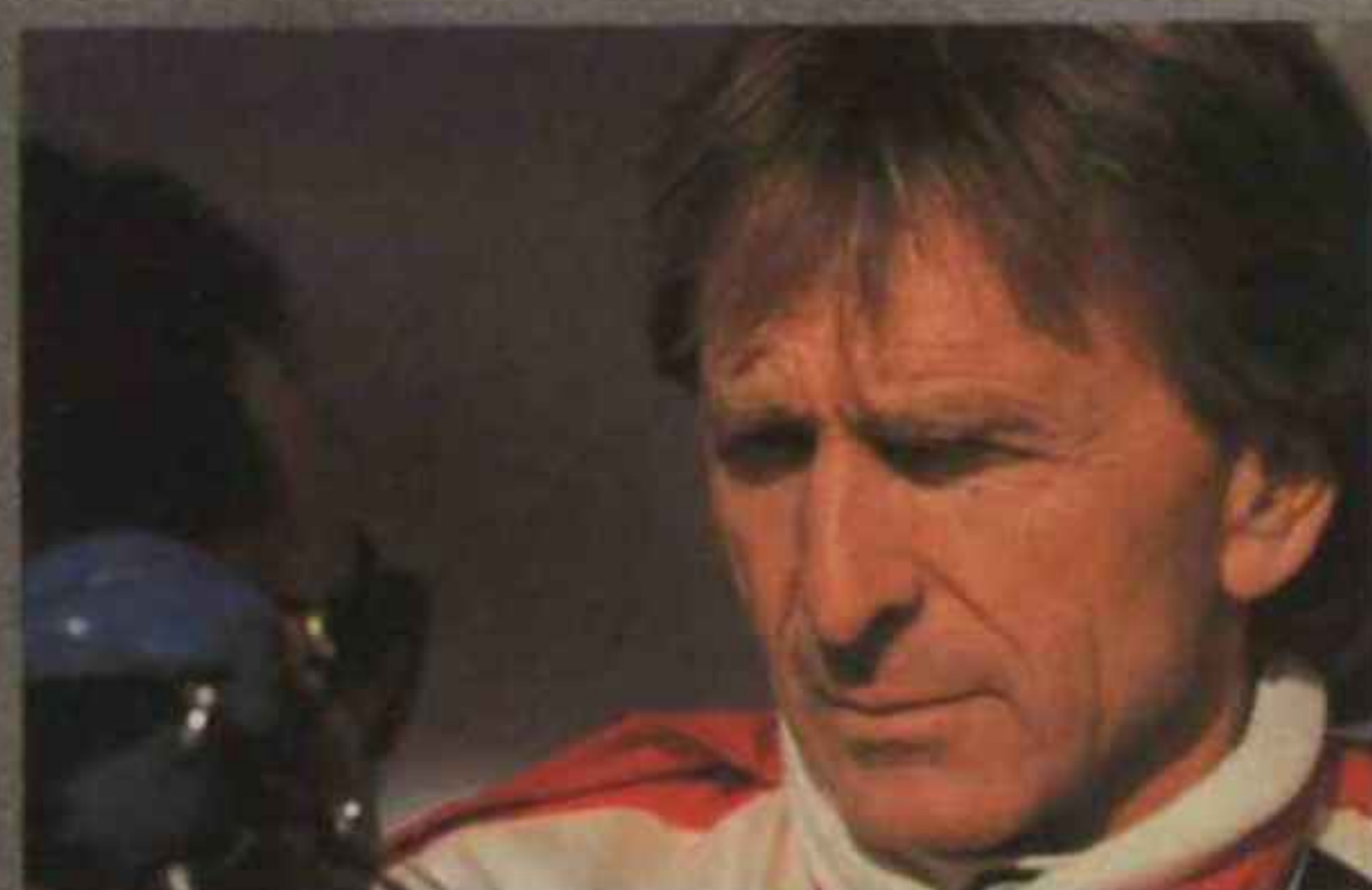
Daytona was not a memorable race for Porsche, the master of endurance racing, because the GTS category Nissans were a step higher on the ladder than the Le Mans GT class Porsches. Scott Pruett and Steve Millen qualified together four seconds quicker than Hans Stuck in the 3.6-litre Brumos Porsche 911 Turbo, and ran off with the race.

The Brumos Porsche nosed into the lead at the second hour when Pruett collided with a backmarker and damaged his Nissan's wheel, but it was mostly a matter of the Porsches going longer on a tank of fuel.

The turning point for the Brumos team happened on Saturday evening when the cooling fan belt broke. Coincidentally perhaps, the same thing happened to Franz Konrad's well-placed 911 Carrera RSR at the same time.

The FAT Express Porsche 911 Turbo, last year's works car, had been crashed heavily by Dominique Dupuy during qualifying, and with Bob Wollek on the driving strength it made a steady start, to work its way up the leaderboard.

The Nissans were tied together at midnight, six laps ahead of the FAT Express Porsche in third place, eight laps ahead of the Brumos Porsche. Anyone not directly involved could easily break off for sleep, to dream of the 'works' Jaguars, Toyotas and



"Anyone not directly involved could easily break off for sleep, to dream of the 'works' Jaguars"

Nissans in the so-called golden age.

Quite suddenly the crankshaft broke in Steve Millen's Nissan ("We think it may have happened because we were running too slowly, in a bad range perhaps," said the



The Brumos Porsche (main picture) led for a while, but was delayed – and eventually forced to retire – with cooling fan trouble. Derek Bell (top) says the new WSC cars are fun to drive. He expects to race one of the new Ferraris later in the season. The Lotus Esprits (above centre) were out of luck. Preparing for another stint (above).

New Zealand driver), and the team was down to one car.

Scott Pruett, Butch Leitzinger and Paul Gentilozzi, joined for an hour on Sunday by Millen, had nothing to do other than protect their precious Nissan for 15 hours, and they won in a professional manner.

The FAT Express Porsche was a full 24 laps behind at the finish crewed by Dupuy, Wollek, Jesus Pareja and Jürgen Barth, but claimed victory in the Le Mans GT class. The Brumos Porsche was forced out of the race when the cooling fan drive belt broke for the second time, overheating the six-cylinder turbo engine on Sunday morning.

Third, then, was claimed by the gallant private Heico Motorsports Porsche Carrera RSR team of Dirk Ebeling, Karl Wlazik, Ulrich Richter and Günther Doebler, who ran through with never a problem. They broke Mazda's stranglehold on the GTU category, and recorded the highest-ever finish by a GTU team.

Good news and bad news lies in the future.

The good is the imminent arrival of the Ferrari 333SPs, two of which will appear in Momo and Campari colours at Sebring. Michele Alboreto will join Massimo Sigala in one, and Eliseo Salazar drives the other with Giampiero Moretti and Derek Bell.

There will be at least one more Ferrari at Atlanta in April, and the predominantly scarlet colours will sparkle in the sunshine. But then the GTS machines will be taken away, to compete in a separate event, and the WSC cars will have to stand alone.

The best forecast for the bulk of the series? Just 15 cars, and team-owners are

bracing themselves for a difficult inaugural season. Not that the past two years have been easy . . .

The Ferraris will expose a further chink in IMSA's thin armour. The World Sports Cars formula was supposed to be affordable, and indeed a team could set up with a Kudzu or a Spice for \$350,000 including the powertrain.

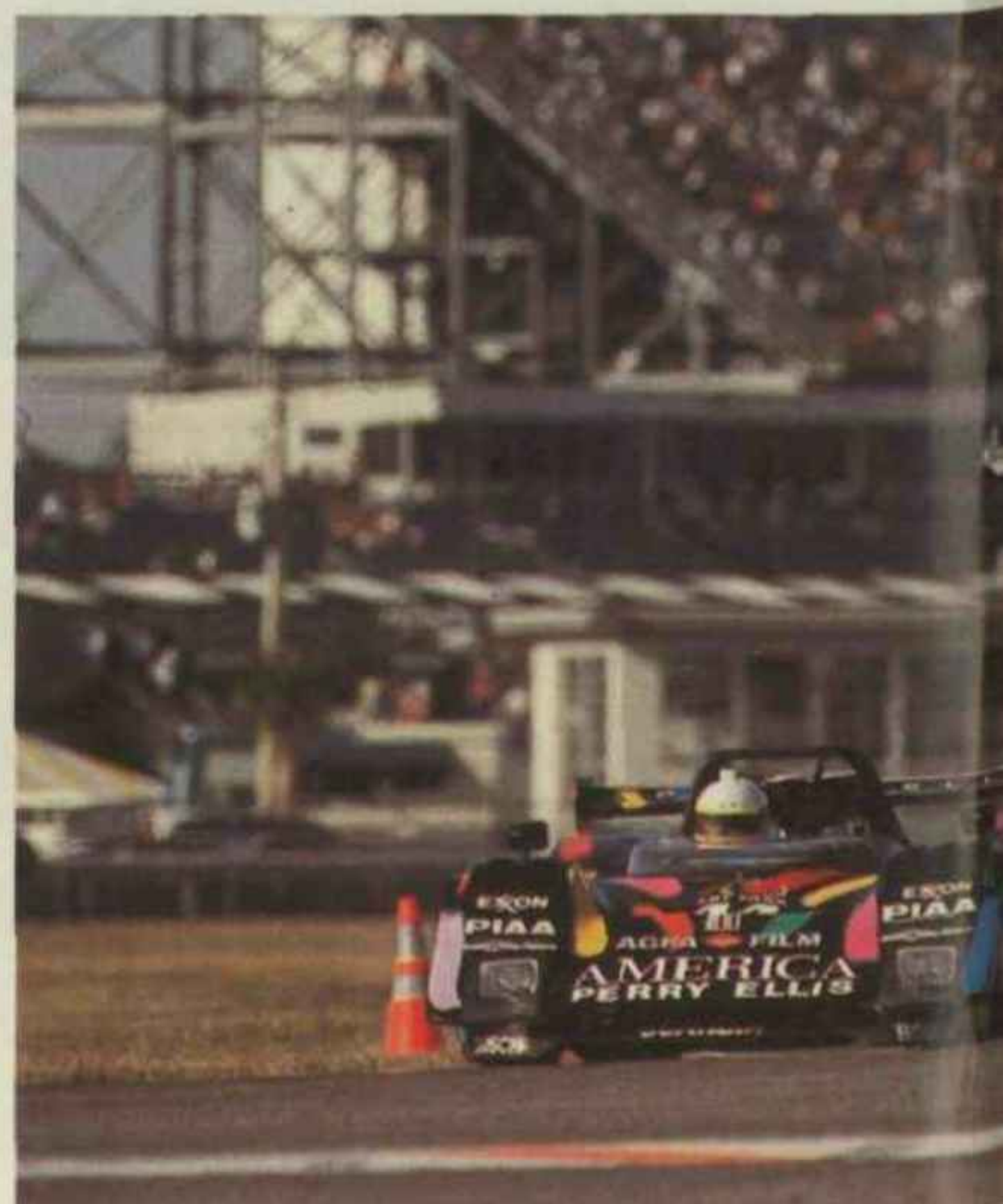
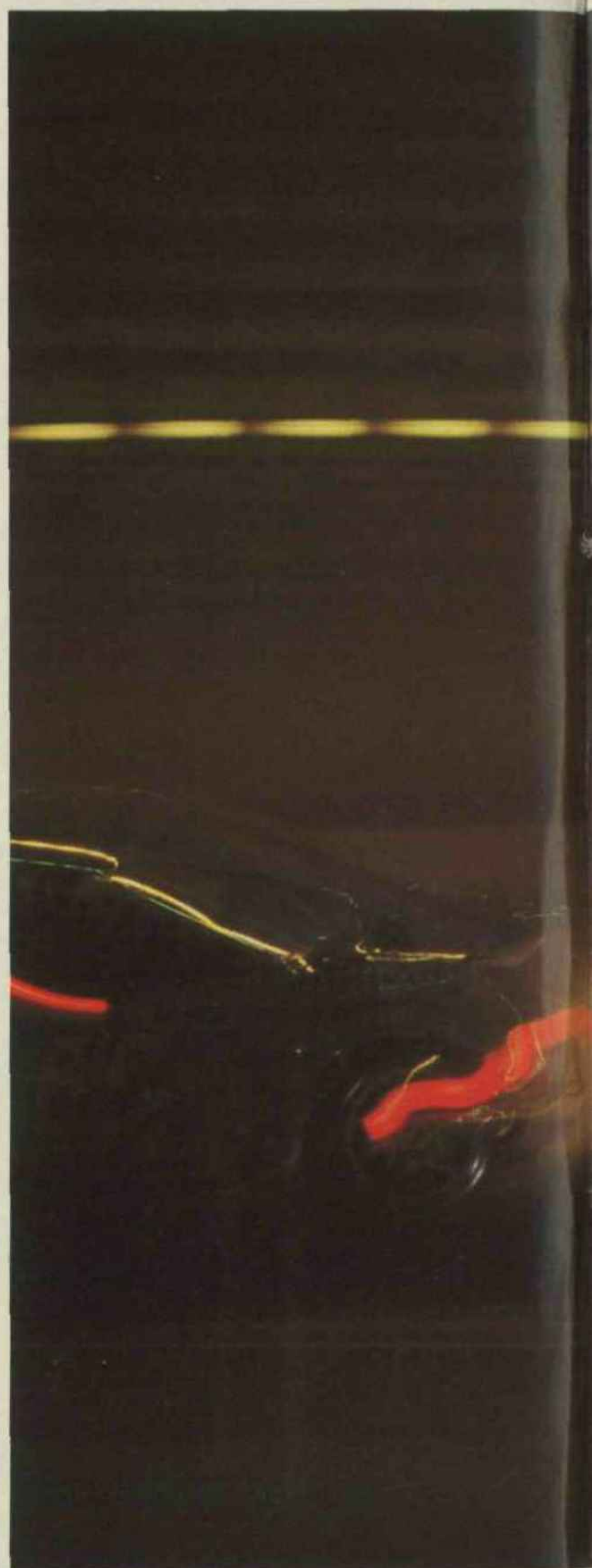
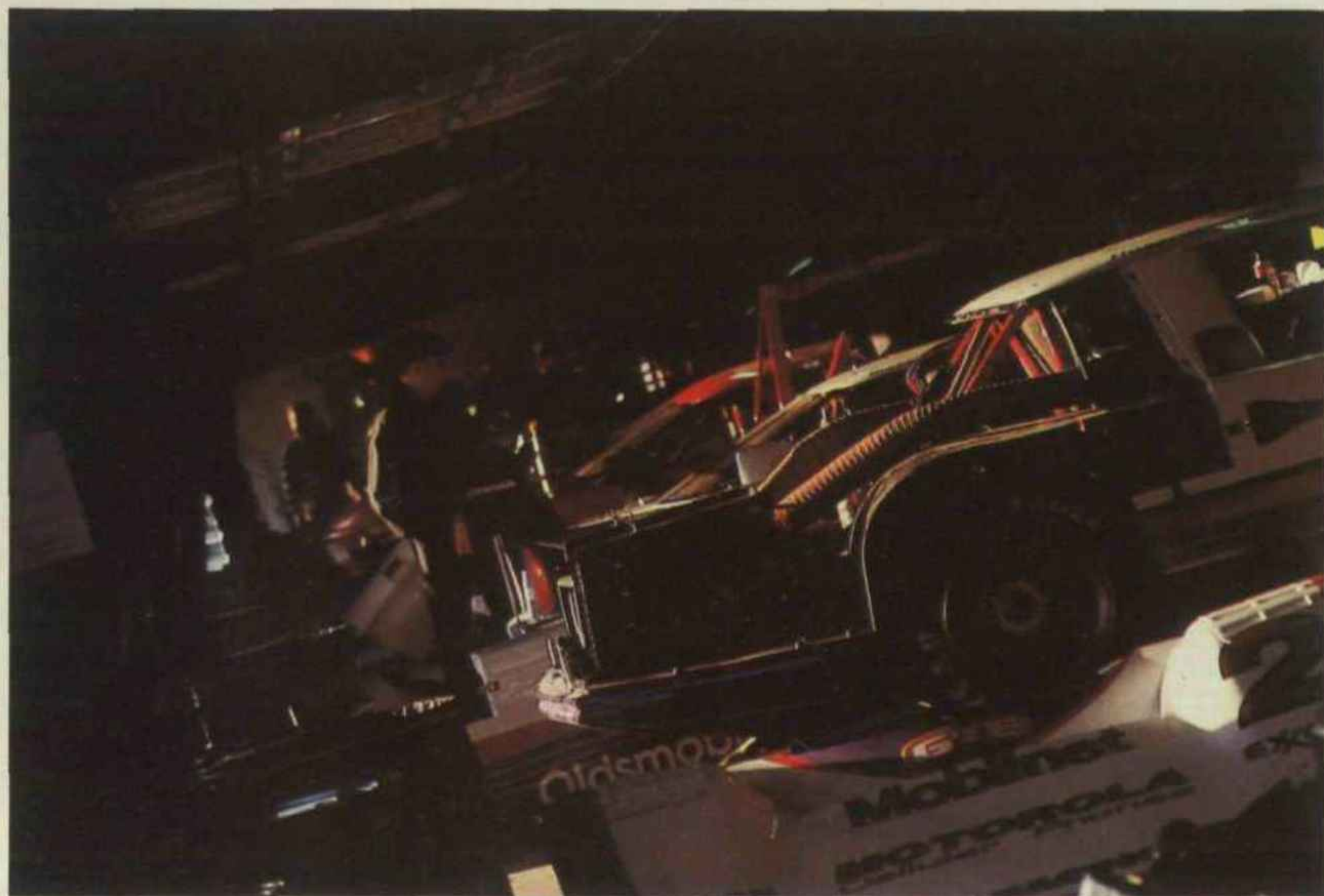
These are indeed low-tech machines (IMSA's technical director Amos Johnson modelled the formula on Jim Downing's Kudzu, which he used to drive), but the \$950,000 Ferraris will almost certainly come in at a much higher level. They will be to the Kudzus what the Nissan and Toyota GTPs were to the ageing Porsches 962s.

All the engines were supposed to be production-based. The Ferrari's is not, although the V12 powered F130 will go on sale in 1995. They were supposed to be restricted to 10,500 rpm, but Johnson has been unable to locate a compulsory restrictor for all types of engine. "I'll stand by the trackside, and I'll know when they're doing more than ten-five," he promises in his southern drawl.

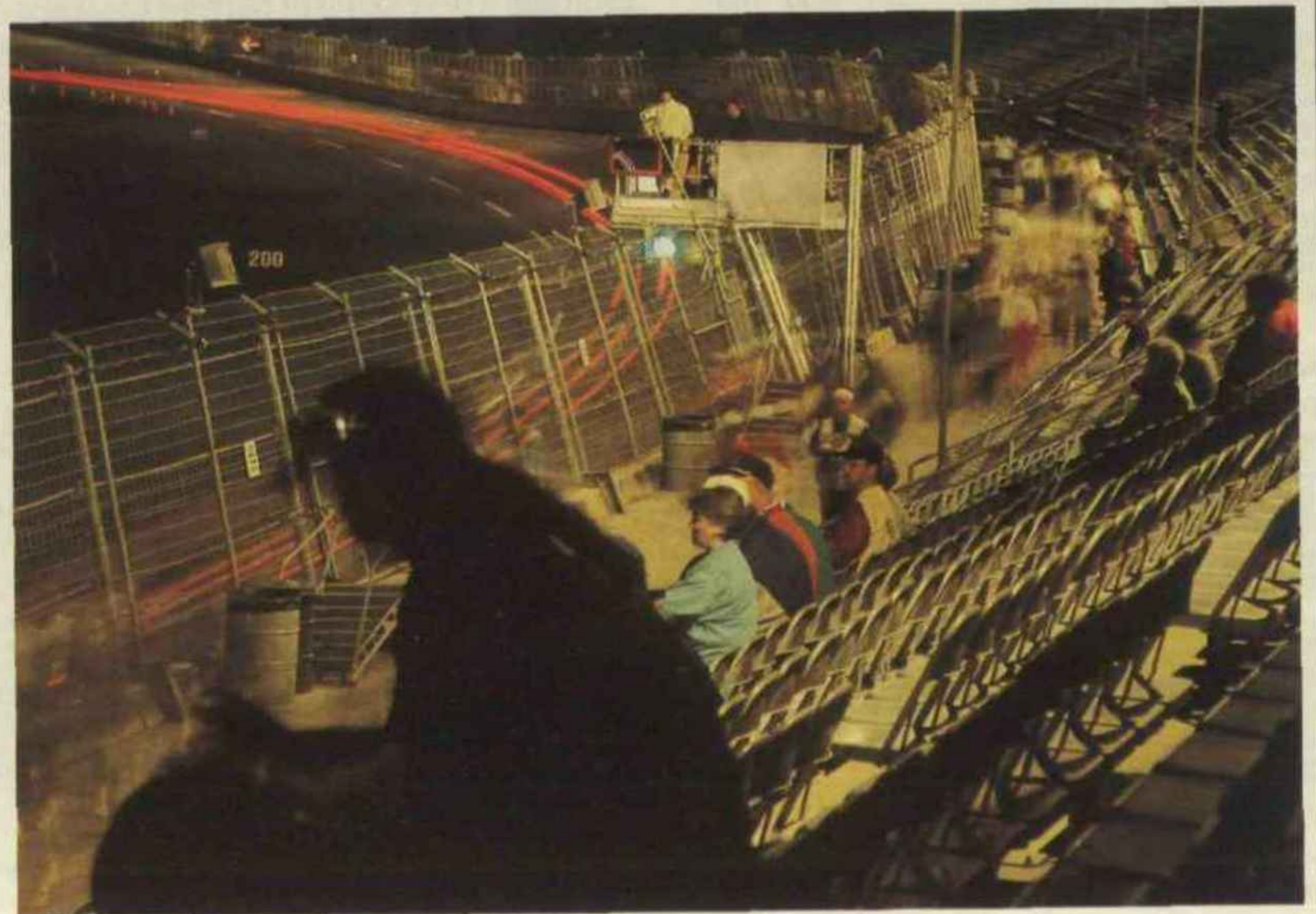
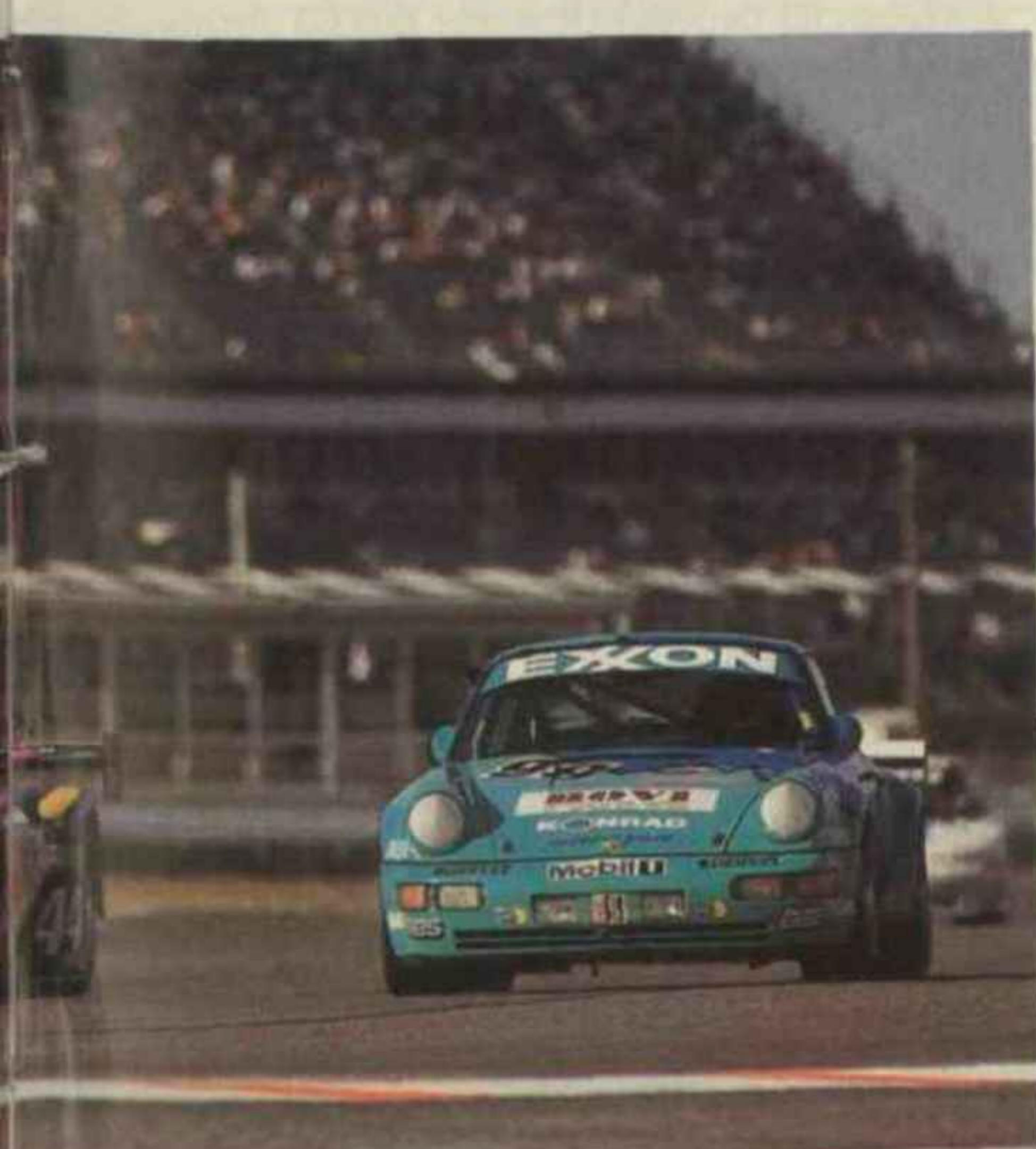
Those with Chevrolet, Oldsmobile, Ferrari V8 and Mazda rotary engines will run at lower weights than the Ferrari 333SPs, and realise that if Alboreto and Salazar seriously exploit the performance of their 60-valve engines they'll soon be in the pits for fuel. It will be an interesting equation, but nobody expects the Italian cars to be anywhere but on pole position throughout the 1994 season.

IMSA's policies could undergo change in the weeks ahead. Two days after the Day-

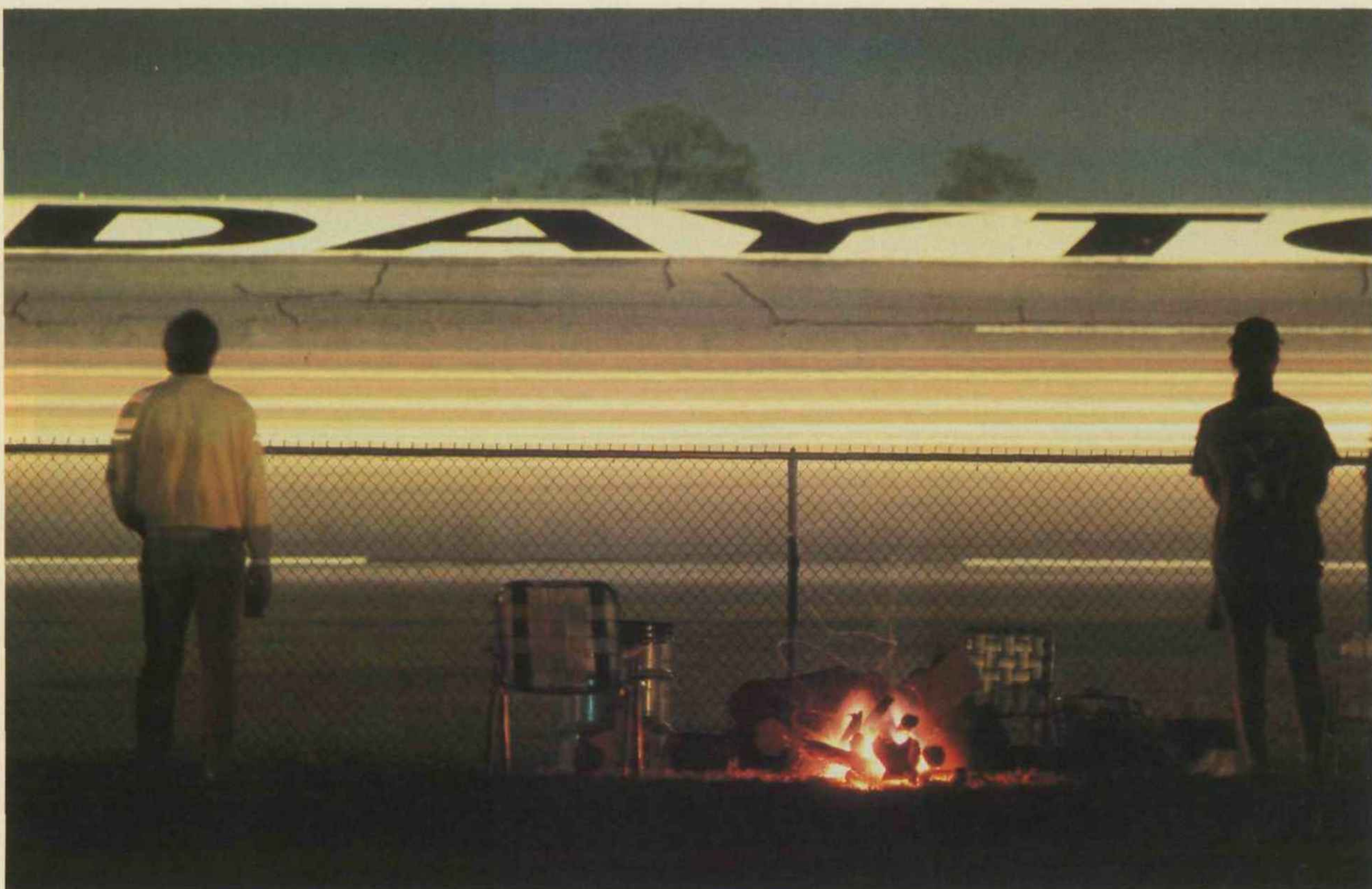
***"I'll stand by the trackside,
and I'll know when they're
doing more than ten-five"***



Main shot: Dominique Dupuy's FAT Porsche finished set the sixth-placed Konrad Porsche, which lost th



...ond, 24 laps in arrears. Above, the pole-winning Spice heads
e chance of GTU honours due to fan bearing trouble.



"IMSA will go to great lengths to prevent the German steamroller from going into action"

Daytona race news leaked out that owner Mike Cone has sold the organisation to Charles Slater, who made his fortune in the medical equipment industry.

It had been known for a long time that Cone would sell out for \$3M, and that Brands Hatch Leisure's Nicola Foulston was one of the interested parties. BRSCC executive John Nicol went out to Daytona to meet IMSA executives Dan Greenwood and Mark Raffauf, but unknown to all of them Cone had already made his decision to sell to someone almost unknown to seasoned competitors.

All the top jobs are on the line, especially those of Greenwood and Johnson, who has upset many team owners since his appointment 15 months ago. It is speculated now that the new World Sports Cars will be given a break, perhaps with a 100-litre fuel tank allowed for the 'endurance' races at Sebring and Watkins Glen.

The Automobile Club de l'Ouest's Alain Bertaut was also at Daytona, but not to buy anything. He had a 'technical discussion' with Amos Johnson, although a convergence of regulations between the ACO and IMSA is no more likely than the 'peace in our time' hopes entertained by Jean-Marie Balestre 10 years ago. The Americans and

French simply do things differently, and will not be persuaded otherwise.

This disappoints Porsche. Above all else, Max Welti would like to see a common set of regulations and stability, so that he can establish a development path for the Weissach engineers. "I am afraid it won't happen," he said ruefully after talking to Bertaut and Johnson.

"We would like IMSA to allow turbo engines to compete with restrictors in the WSC class, but we are not getting anywhere." IMSA has been paranoid for many years about Porsche's dominance, and will go to great lengths to prevent the German steamroller from going into action.

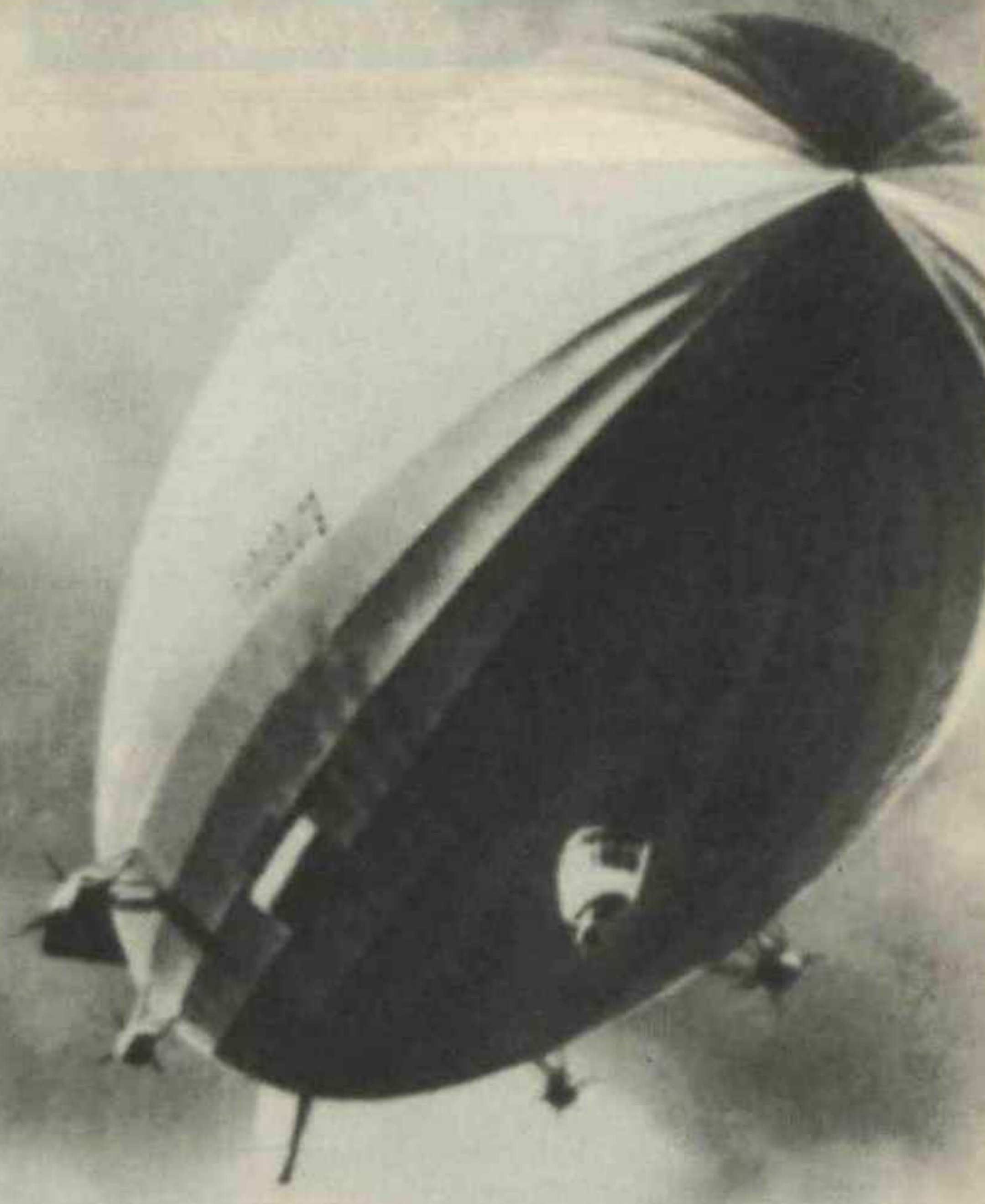
For the time being, Porsche will concentrate on IMSA's North American GT Endurance Cup (comprising races at Daytona, Sebring and Watkins Glen) with the Brumos 911 Turbo, and preparing a highly secret, very special two-car team for the GT Prototype category at Le Mans. "Son of Moby Dick," is the phrase mentioned by one insider.

The Rolex 24 was not a classic race by any stretch of the imagination, but IMSA has succeeded in turning the clock back and pegging costs, for the time being. Significantly, though, confidence in sports car and GT endurance racing is being re-established after a very unhappy episode. **M L C**

Rolex 24 Hours — February 5/6 1994

1	Gentilozzi/Pruett/Leitzinger/Millen	Nissan 300ZX, GTS	707 laps
2	Dupuy/Pareja/Wollek/Barth	Porsche 911 Turbo, GTS	688 laps
3	Ebeling/Wlazik/Richter/Doebler	Porsche 911 Carrera RSR, GTU	671 laps
4	Sandridge/Grohs/Mayländer/Katthöfer	Porsche 911 Carrera RSR, GTU	670 laps
5	Hoerr/Riggins/Smith	Oldsmobile Cutlass, GTS	665 laps
6	Konrad/Sandro Sala/Euser/Hermann	Porsche 911 Carrera RSR, GTU	664 laps
7	Heinricy/Pilgrim/Said/Hayner	Chevrolet Corvette, GTS	658 laps
8	Dören/Pagotto/Angelastri/Gualtierio	Porsche 911 Carrera RSR, GTU	656 laps
9	Schader/Dale/Melgrati/Cobb	Oldsmobile Spice 94, WSC	651 laps
10	Downing/Taylor/Fuller/Morgan	Mazda Kudzu DG-3, WSC	650 laps

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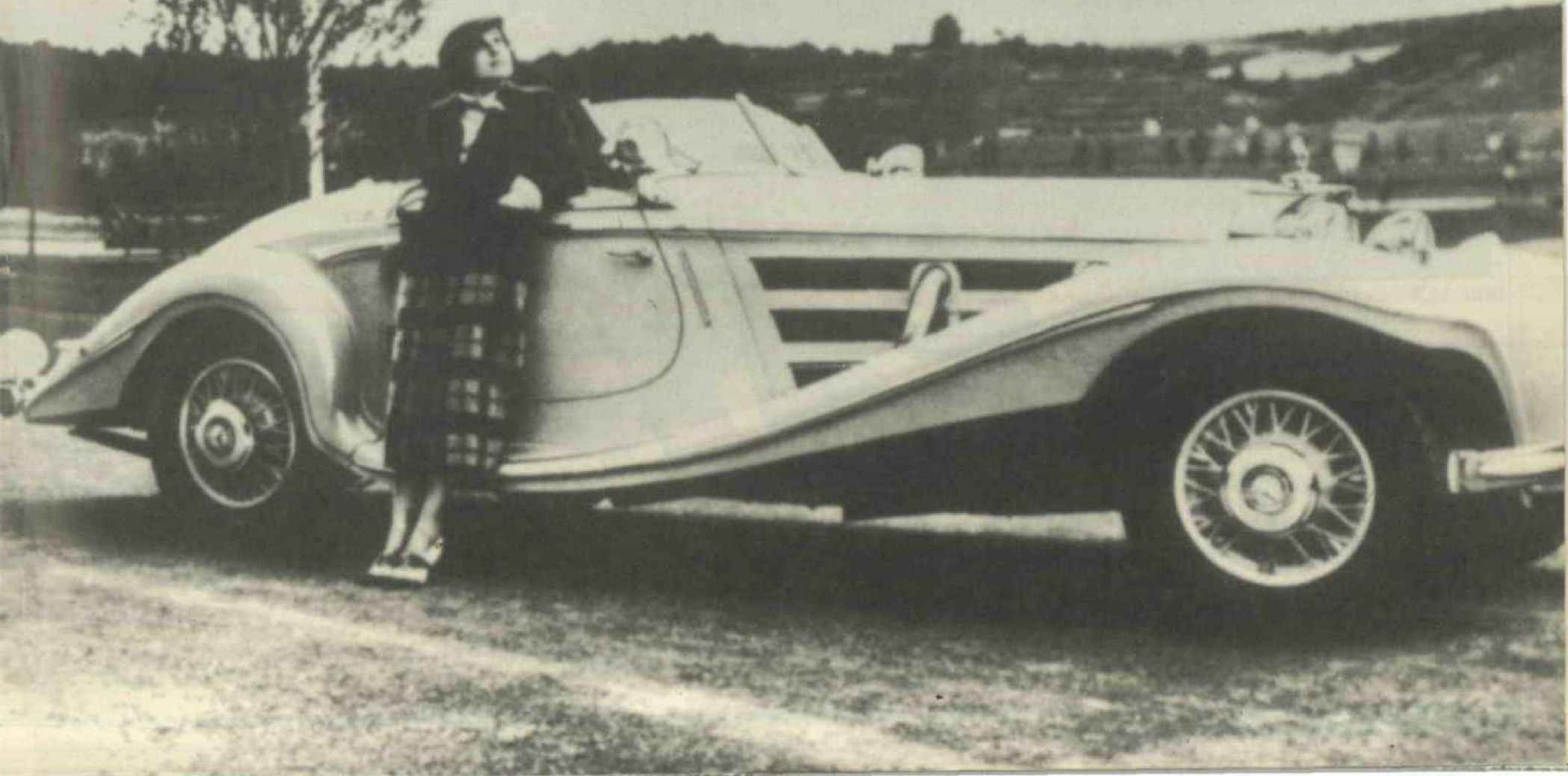


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REALITY

Almost 10 years on from its triumphant escapades in the defunct European Touring Car Championship, Volvo is coming back to the sport. The Swedish company's return is not without imagination...



Tom Walkinshaw is not a man you'd choose as a poker opponent. The Scot, head of a vast business empire that includes motor racing preparation specialist TWR, gives little away when you're questioning him. His answers are polite, but short and to the point. It's hard to know what he thinks about the idea of preparing an estate car for the British Touring Car Championship. You get the feeling that he's uneasy about the gimmicky nature of the whole idea, but that he's quite enjoying the opportunity to tease the press...

When Volvo took the wraps off its new touring car at the Stockholm Motor Show, early in February, it was indeed an 850 estate that lurked beneath the shroud, just as pre-launch speculation had suggested it might be. On the other hand, there was an identically liveried 850 saloon nestling in a quieter corner of the exhibition hall, away from the glare of the TV-friendly spotlights.

So what's it to be? Is the estate just a trick to maximise exposure and amuse the opposition, or could we really see Jan Lammers and Rickard Rydell trying to thread it around Knockhill later this year?

"It's 50/50," says Walkinshaw. "The first cars we're building up are four-doors, and we'll be testing later this month. The original test hack was an estate, though, and we will be looking at it. We'll race whichever is faster. Our objective this year is to build a car capable of finishing in the top three, and which is ready to win in 1995."

Simple logistics tell you that Volvo is likely to start the year with the saloon, but beyond that, who knows?

The impetus for a return to competition came from Martin Rybeck, the man in

WALTER

Previous page: the 850 in both its guises. Right: Martin Rybeck, Volvo's key player when it came to setting up the project.

charge of product development at Volvo's Gothenberg HQ. "Obviously, from a PR point of view we'd like to see the estate racing," says Rybeck, "but we are *not* going to sacrifice performance for media exposure. This is a three-year programme, and we want to win. We are happy just to get the project off the ground in 1994, but for the next two seasons it is imperative that we are in a position to win races and to challenge for the championship. It is ridiculous to think that we could just get in and start winning races directly."

Walkinshaw concurs. "It's a very competitive formula, and there are very few things that you can do to gain an edge. Realistically, though, I think we can expect to be challenging for a place in the top three by mid-season."

TWR may have been away from the BTCC for several years (it hasn't run a full programme since 1983), but its involvement with touring cars has been continuous. There were programmes in Europe with Jaguar and Rover, and in Australia a long-standing arrangement with Holden is still extant.

All the same, TWR and Volvo represents something of an unlikely combination. "There were approaches from both sides before the deal was struck," says Rybeck,



"but we were happy with TWR because of the good relationship we had when we were competing against each other in Europe 10 years ago."

Erm, hang on a second. What about the acrimony, allegations and counter-allegations that marred the ETCC from time to time in the mid-1980s?

Rybeck smiles. "You have to separate the people from the racing. TWR has good, professional people, and we respect that. Our objective is to win at all costs, so you have to employ the best people, develop the best chassis and hire the best drivers."

So how much is Volvo prepared to spend? "Enough," says Rybeck, refusing to be drawn into specifics. "I can't tell you exactly how much will be spent on racing. In the

1980s, we spent money on racing the cars, and that was it. Now, there's much more involved. The overall price includes marketing, promotion and other aspects."

Rumours suggest a commitment of £15 million over three years, which is on a par with the sort of money Alfa Romeo recently confessed that it would be investing on the same series.

"This is more than a simple racing deal," continues Rybeck. "Obviously we want to make more people aware of the 850. In the two-and-a-half years since its launch, it has been well received, but not enough people know about it outside Sweden. The BTCC is an ideal solution. Britain is an important market for us anyway, but also I believe that the touring car series has the second largest spectator following in the UK after football. On top of the racing, though, TWR will also be developing parts for the after-sales market, for road cars. It's a two-way thing."

For a car that hasn't yet turned a wheel in anger (although there is video evidence that the estate test hack has thundered up and down at Bruntingthorpe), the 850 has already attracted an inordinate amount of attention. And it has the word 'Securicor'



writ large upon its flanks. The delivery company was previously associated with Toyota, whose Carina looks set to be even more competitive this season in the hands of proven winners Will Hoy and Julian Bailey. So why jump ships? "It's always regrettable to end a successful association," says marketing director Denis Norton, "but TWR and Volvo offered us a new and appealing dimension. We're not trying to sell cars, so winning races isn't the be all and end all for us, it's an added bonus. Simply, the BTCC offers us instant and widespread exposure, and I think this new project offers us our best chance of that."

Even if it never races, the 850 estate will surely prove to be *the* marketing tool of the year, perhaps even the decade?

Drivers Lammers and Rydell (chosen, insist all parties, for his potential rather than his nationality, though Tom concedes that his Swedishness helped when it came to choosing between a couple of candidates of equal ability) provide a balance of youth and experience. The former reckons he has racked up over 100 events with TWR, including victory in the 1988 Le Mans 24 Hours. Although now 37, the Dutchman was racing in F1 as recently as 1992, and he proved to be an effective performer in European F3000 last season. "I was looking originally at either F3000 or IndyCars," he explains, "but the money is always hard to find and

the chance to get involved with a major manufacturer like this represents a step up in some ways. Certainly, you feel more like a professional driver operating with TWR. I have absolute faith in both Tom and Volvo. I'm sure that the car will ultimately prove to be a winner, but we don't know how much work that will take until we put it on the road and see where we are.

"Last year, I rediscovered a lot of my single-seater sharpness, and it'll be nice to put it to good use somewhere. I've still got a



bit of homework to do on the BTCC - I've only seen a couple of races on the telly - but I'm fully aware how competitive it is.

"You see companies like Nissan and Toyota getting involved in all sorts of racing or rallying projects at the same time. Volvo has only its BTCC programme, which helps."

It seems unlikely that the Swedes will remain thus focused for long, however. "If the programme is a success," says engineer Anders Kull, "then we hope to make kits available for other markets, such as Italy."

Britain, though, is the urgent priority.

"Many people have asked us 'Why Volvo?'" says Walkinshaw, "but we've evaluated the 850 and to us it looks like an excellent basis for a racing programme, with a good engine and suitable suspension. Besides, we know how competitive Volvo is. We've had plenty of trouble trying to beat them in the past."

Everything seems polished, and there's a tone of measured confidence about Walkinshaw's delivery - which is entirely understandable, given TWR's past record.

And then you look over Tom's left shoulder, and you see an estate car glistening beneath the spotlights . . .

So, serious project or PR stunt?

They say that the estate has certain aerodynamic advantages, but BTCC success is nowadays measured in terms of torsional stiffness, which clearly favours the saloon.

Doesn't it . . . ?

S A

Left: Walkinshaw - back in the BTCC full-time after a long break. Above: driving force - Jan Lammers and Rickard Rydell.

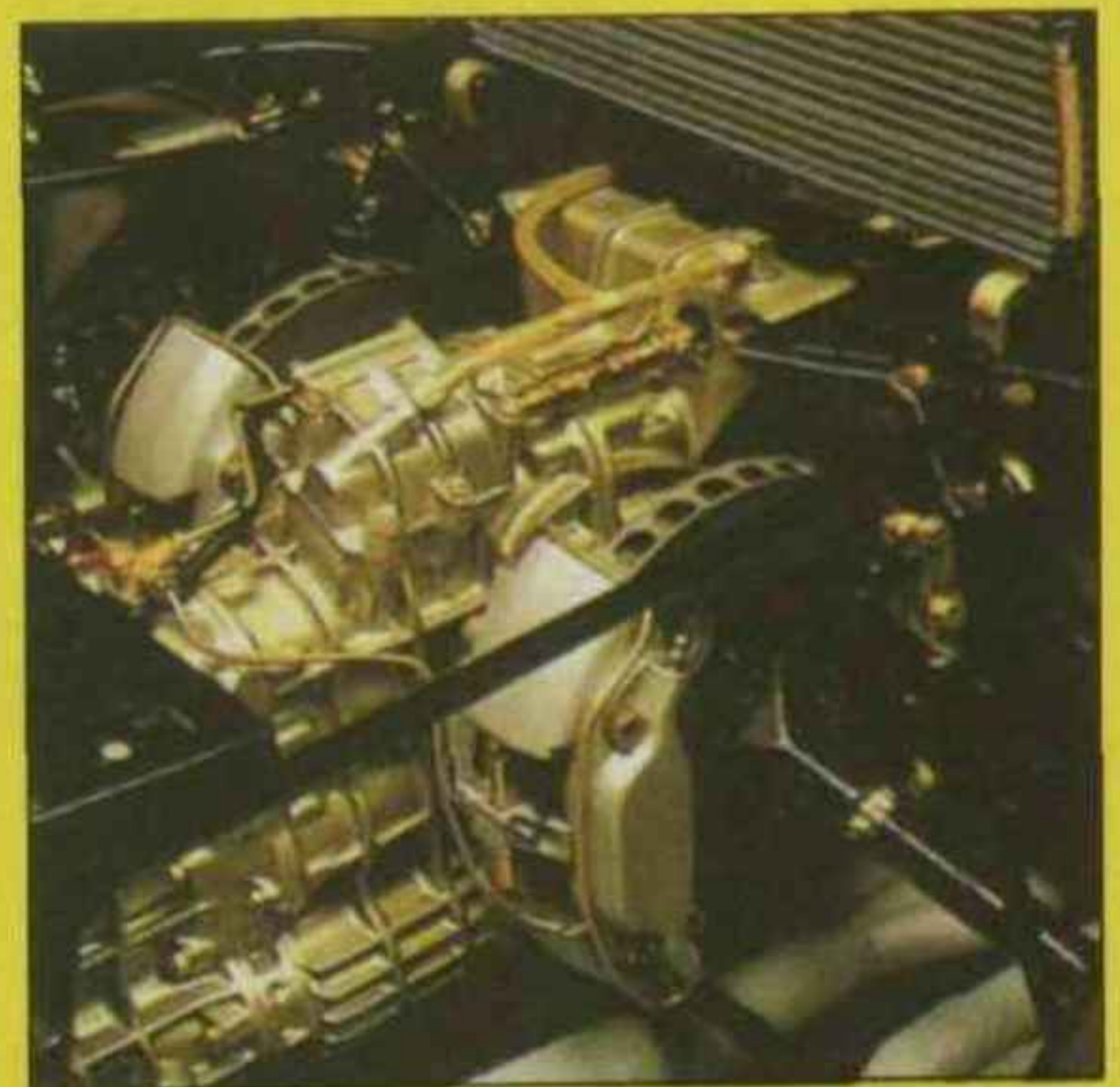
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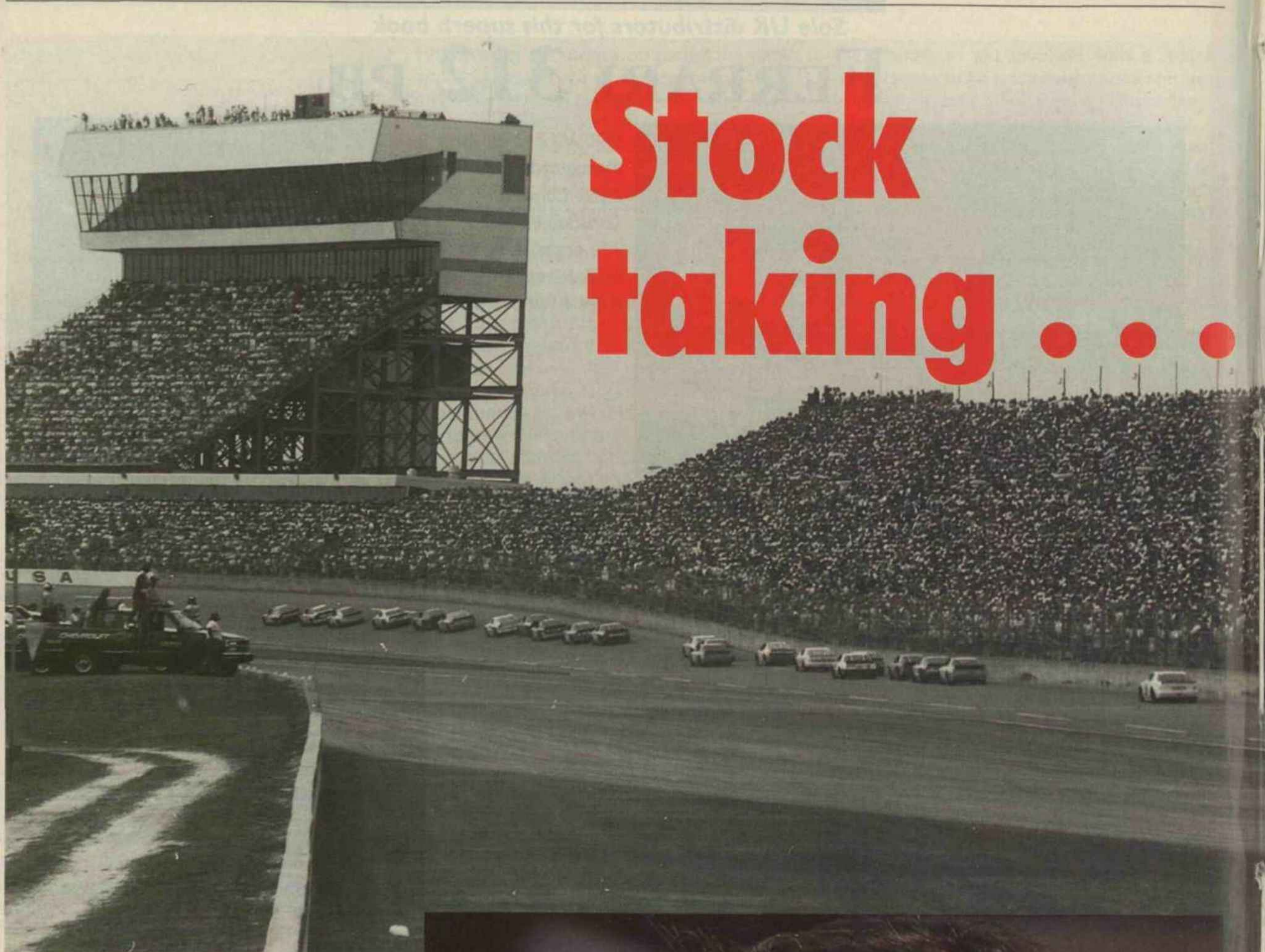
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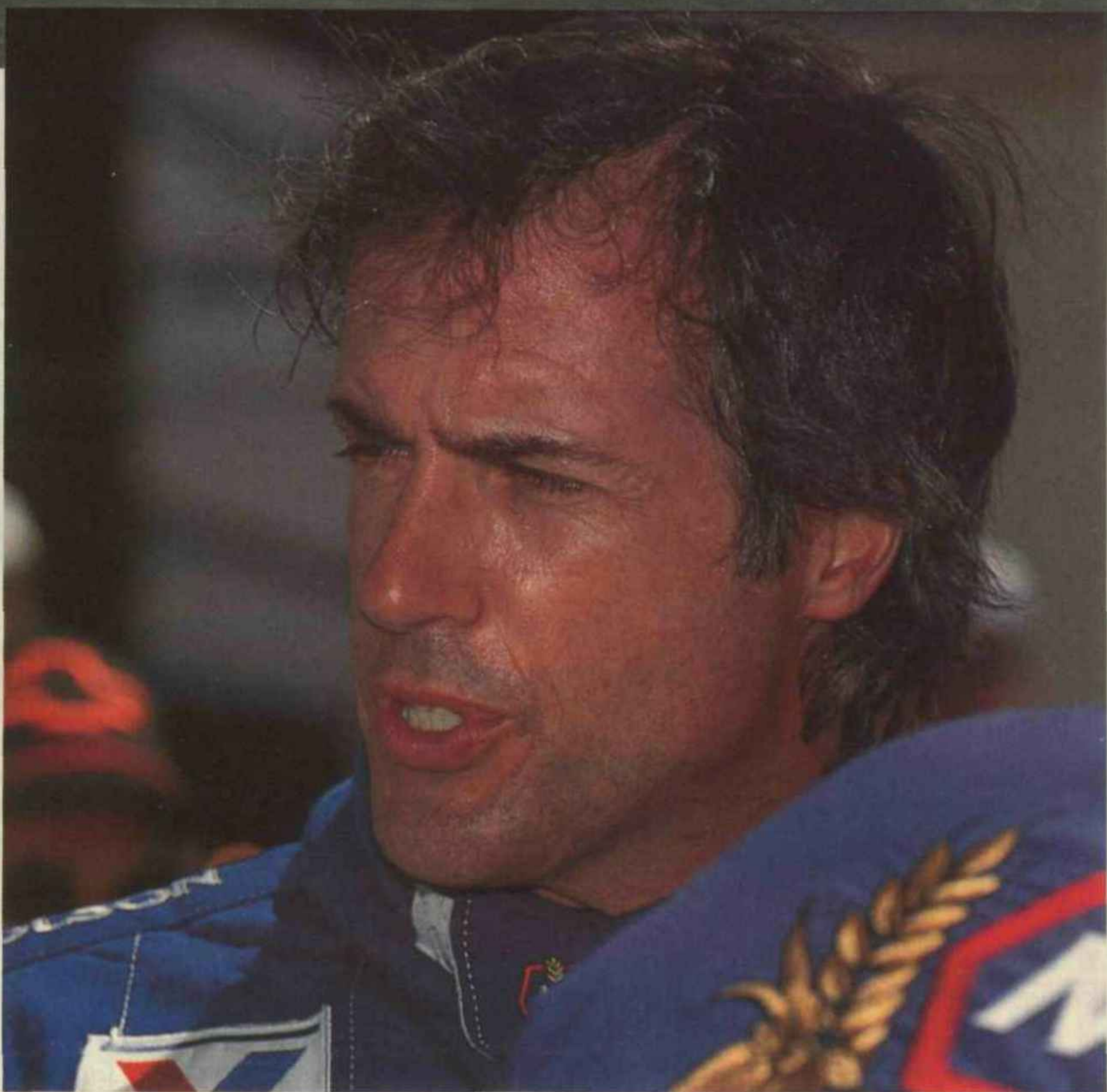
The headlines look grim for IndyCar racing. First Danny Sullivan is cut loose by Rick Galles and winds-up with a five-race Winston Cup deal, then comes word that Carl Haas and Michael Kranefuss are going NASCAR racing . . . together. To hear some people talk, it's the beginning of the end of IndyCar racing.

But not so fast . . .

The circumstances surrounding Galles' decision to break his contracts with Danny and Molson beer have a lot more to do with the confused state of affairs in Albuquerque than the lure of Daytona.

Harken back to the autumn of 1991 when Bobby Rahal announced he would not renew his contract with Galles/Kraco Racing but was instead signing with Patrick Racing International. At the time there were a number of competent drivers available - Arie Luyendyk, Scott Goodyear and Raul Boesel come to mind as do then up and comers Jimmy Vasser and Mike Groff. Any one of them would have quite happily signed for a reasonable price and accepted number two status behind Al Unser Jr. Moreover, with Galles gearing-up for an ambitious run at building the Galmer chassis, it would have made sense to hire an undervalued driver and marshall all available resources for the chassis programme.

Instead, Galles impetuously hired Sulli-



van and agreed to pay him a princely sum into the bargain. What's more, the hastily agreed-to contract included a buy-out provision requiring Galles to pay Danny a king's ransom (rumoured to be as much as \$2M) in the event that his services were no longer required.

Now these may not be big numbers in the world of F1, but with IndyCar sponsorships in excess of \$4M as scarce as hen's teeth, the arithmetic added up to this: the difference between Danny's retainer and the Molson sponsorship was around \$500,000, give or take a hundred thousand or so. Not much with which to buy a couple of chassis, lease engines, test, pay a first-rate crew and criss-cross North America for six months.

Although the presense of Kraco, STP, Conesco and other associate sponsors made up the difference initially, Rick has been losing sponsors hand over fist of late. First, Maury Kraines and Kraco split, soon to be followed by STP. Then at the end of 1993,

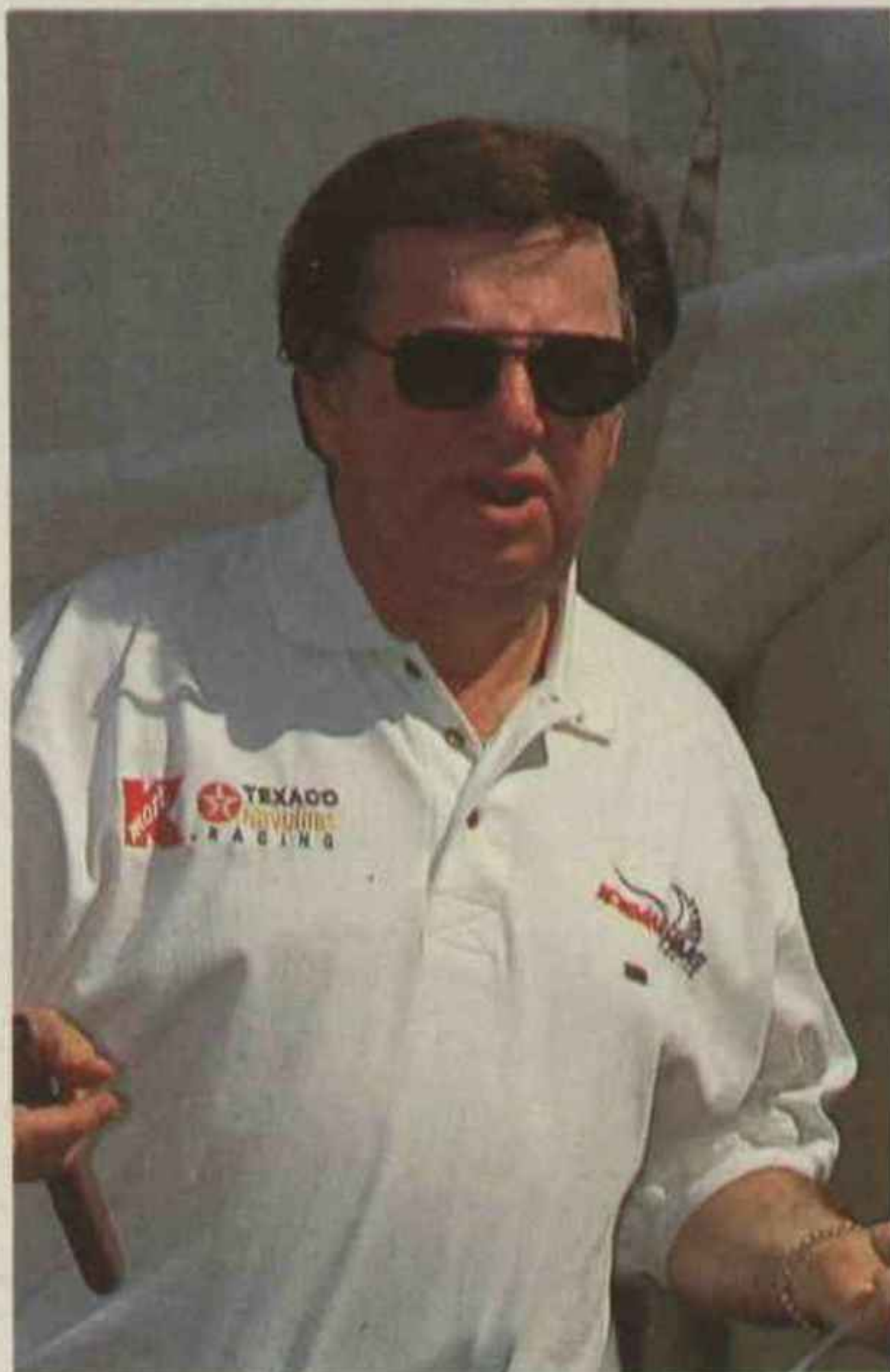
"The past two years were trying ones for Galles. The Galmer project was a high profile train wreck"

Valvoline left as primary sponsor of Galles' other car (together with Unser Jr), with Conesco not far behind.

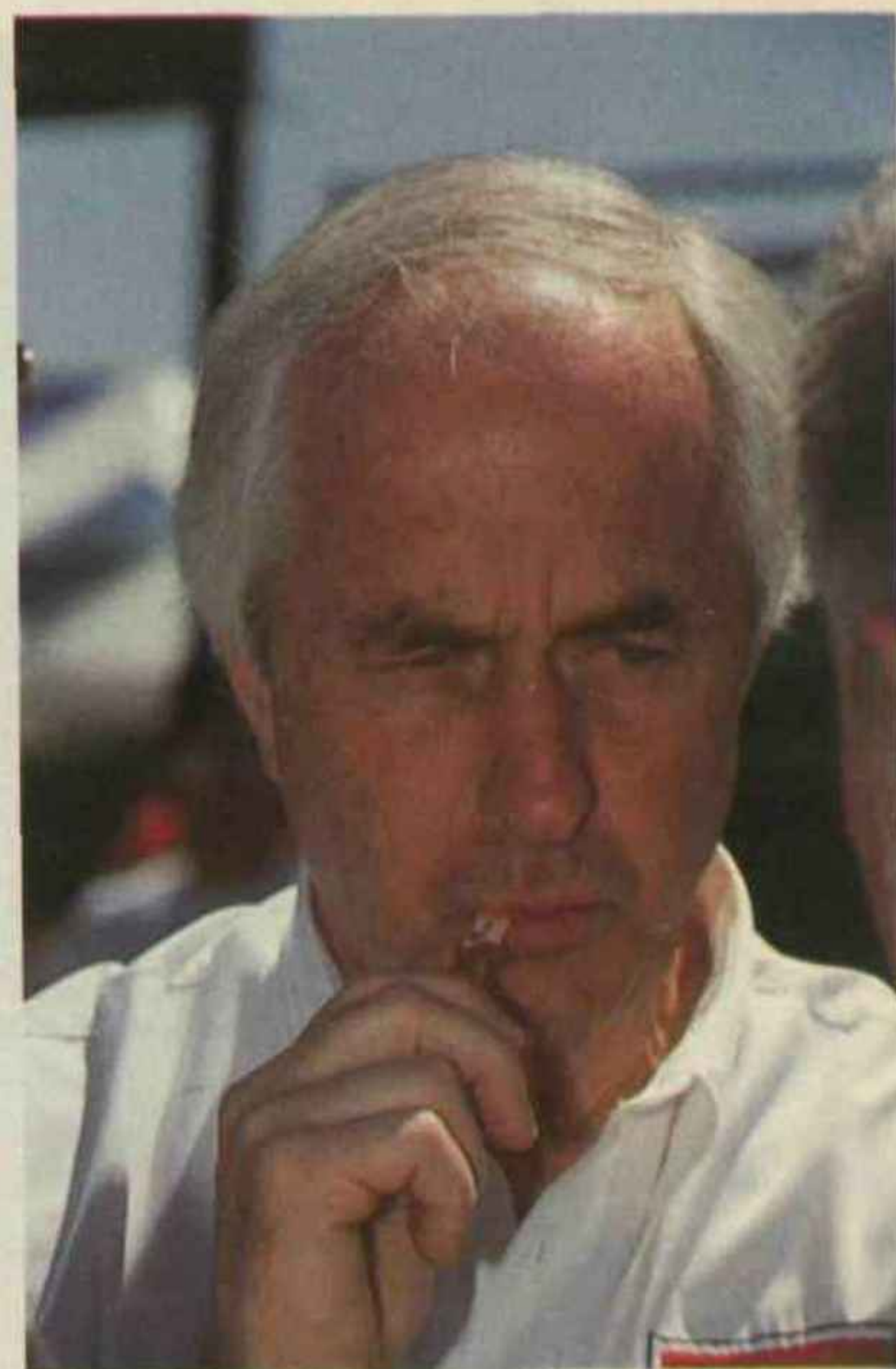
The past two years were trying ones for Galles for other reasons. The Galmer project was a high profile train wreck, for which Rick was lambasted in the press (and in private); his cozy relationship with Unser deteriorated and while Sullivan won a couple of races, his motivation was suspect whenever his car was anything less than fully competitive - which thanks to Galles' attempts to run a "joint number one" programme on a relative shoestring was often the case.

In the latter part of 1993, Galles talked privately of looking forward to going racing with two hungry, young drivers who were "more interested in getting to the track on time to test than worrying about their (golf) tee times."

The financial realities of buying-out Sullivan put paid to Galles' hope of a two car team for Adrian Fernandez and Vasser. Ironically, when Conesco, which had signed on as a major associate sponsor only a few months earlier, announced it was "backing Hayhoe Racing (and Vasser) in 1994, Galles' decision was all but made for him. Rather than spend \$1M-plus to cover the shortfall between the Molson money and the cost of paying (and running) Sullivan, he opted to



Opposite page: Danny Sullivan (below) is moving from CART to NASCAR (above) this season. Prolific team owner Carl Haas (below) is equally interested in the stock car scene, a path previously trodden by rival Roger Penske (right).



cut them loose, even if it will cost him plenty to make good on his contractual obligations to Danny.

Now Galles has his hungry (and unproven) driver and not a whole lot of sponsorship. It may not result in many (or any) wins in 1994, but chances are the season holds a lot less aggravation in store for Galles than '92 and '93.

Meanwhile, Haas and Kranefuss are also aiming at a partial Winston Cup season in 1994 with plans to go full tilt in '95. Why should this come as a surprise? Once he announced his retirement from Ford, Kranefuss made it known he wanted to form his own team, either in IndyCars or NASCAR. It's hardly a secret that sponsorship for Winston Cup racing is easier to come by than for IndyCars, thanks to the relatively low cost and greater national exposure. The fact that he was humiliated during the old CART Board's mishandled attempt to thrust the CART chairmanship upon him virtually insured that Kranefuss would be heading south.

Haas' involvement is intriguing but hardly shocking. After all, Carl is first and foremost a businessman and he's been a frequent visitor to Winston Cup races for the past few years. He's fully aware of NASCAR's tremendous appeal to fans and sponsors and, as an associate of Kranefuss in Ford's

re-entry into IndyCar racing, what better way to get involved? It's not like Carl will be the lone IndyCar team owner involved in NASCAR. Ask Roger Penske.

Speaking of whom, remember that Penske's Michigan International Speedway hosts a couple of Winston Cup races while Nazareth also has a Busch Grand National race on its schedule. As promoter at the Wisconsin State Fair Park, you don't suppose that Haas has an eye on a NASCAR date for Milwaukee?

Make no mistake, the Winston Cup series is now and has for some time been the most popular racing series in the United States among fans and sponsors. The Brickyard 400 will make it even moreso. But Danny Sullivan's entry in five races this year is a product of Rick Galles getting his house in order rather than a statement about the relative health of CART and NASCAR. And while Kranefuss and Haas are making noises as a new Winston Cup team, don't forget that IndyCar racing is picking up two or three new front line teams in 1994 in PacWest, Forsythe-Green and possibly TWR.

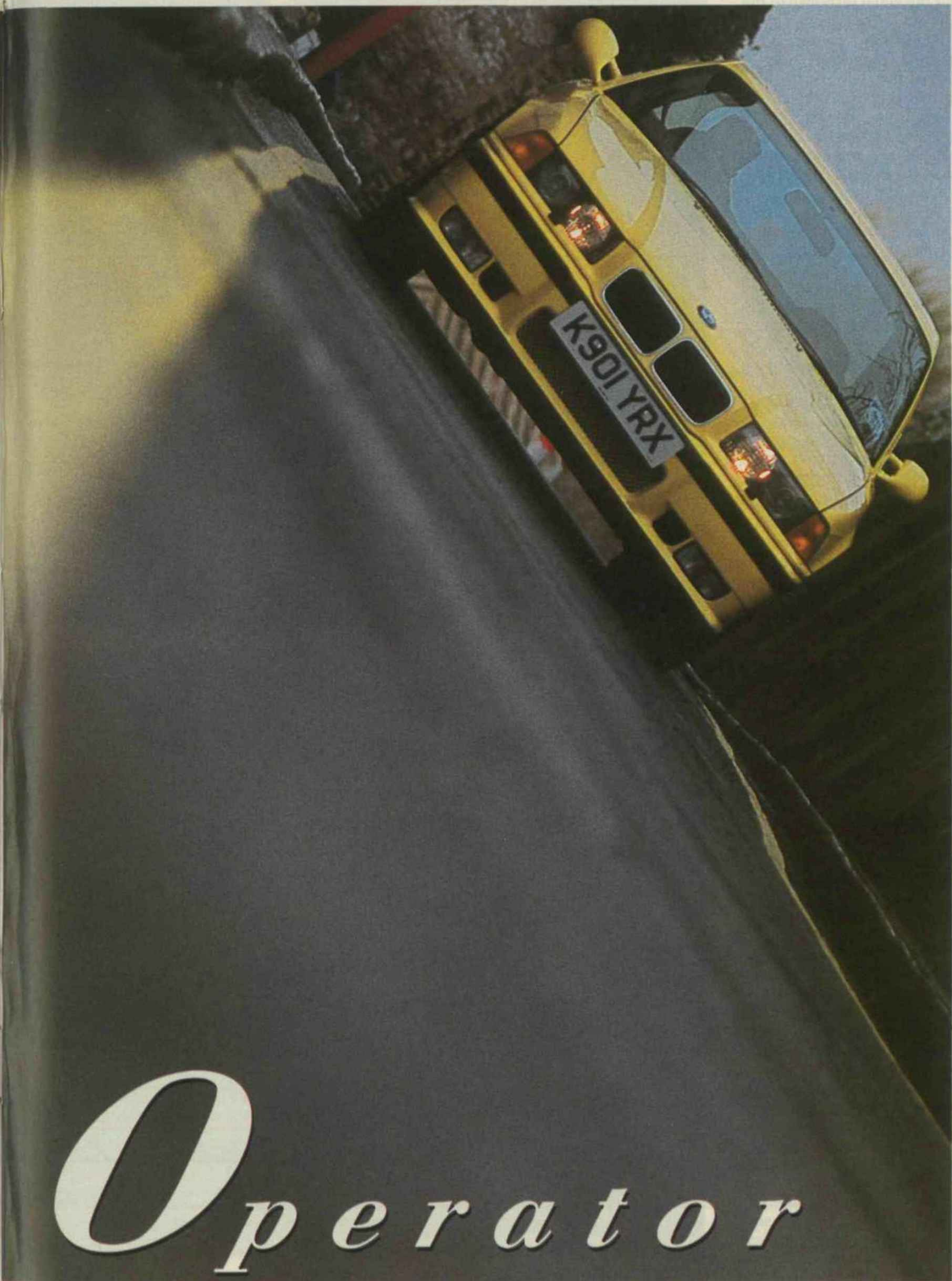
Nevertheless, the thoughts of Sullivan and Carl strolling down pit lane at, let's say, North Wilkesboro, in 1995 are intriguing. Who knows, they might learn some things about running a racing series they can impart to CART!

D P



Smooth

There are those who have dismissed the latest BMW M3 as



*O*perator

a pale imitation of its forebears. Surely, some mistake..?

Remember the initial response to the new BMW M3? How it lacked some of its immediate predecessor's hard-nosed sporting manners? How it marked a change of direction for the M3? How its previously aggressive stance had become somehow toned down? How it really wasn't *quite* an M3, was it?

Maybe so, but nobody ever complained about the M5 looking like a 518 and performing like a Ferrari, did they?

Actually, the M3 isn't quite as surreptitious as its larger stablemate when it comes to disguising its true purpose. The light alloy M-Technic wheels (an £830 option) are a bit of a giveaway. Quite how all 17 inches have been crammed into the arches is beyond satisfactory scientific explanation. A human equivalent would be squeezing a 36-inch waist into a 30-inch pair of jeans. The massive (235/40) Michelin slabs offer a few clues, too, as do side skirts and a front spoiler that looks ready to splinter at the slightest hint of a camber change (although it never actually came into contact with Mother Earth during our tenure).

"Mid-range punch lies somewhere between the old M3 and Project Thrust"

For all that, however, one got the impression that the test car would have drawn few more glances than any other 3-Series model, had it not been finished in a particularly brash shade of Norwich City yellow . . .

There is no question that the old four-cylinder M3 was an awesomely exciting road car long *before* it pupated into its ultimate, screaming 2.5-litre Sport Evolution guise (a final throw-of-the-dice necessitated by the effort to keep up with, and often ahead of, Mercedes-Benz in the German Touring Car Championship).

For a four-cylinder saloon, the deposed M3 was awash with extraordinary technical data: 238 bhp at an eardrum-melting 7000 rpm, over 200 bhp per ton, 177 lb ft of torque at 4750 rpm, 0-60 mph in around six-and-a-half seconds and a top speed of nigh on 150 mph despite aerodynamics which, to the naked eye, wouldn't have looked out of place on an inner-city housing development. Driving it was a wholly sensual experience. It told you everything you needed to know about a) where you were on the road, b) the quality of the surface, c) the brand name of the surface material and d) when it was last relaid.

Well, almost.

With the new car, BMW has shifted emphasis. Gone is the shrill, barely disguised racing car. In its place comes a



24-valve straight six, rated at 2990 cc. Power is up, and substantially so. You still have to rev the thing halfway to the next solar system to touch the 286 bhp peak, but though the accompanying soundtrack remains intoxicating, the extra pair of cylinders soak up any undue coarseness.

On a more practical note, torque has been increased by about 33 per cent: 236 lb ft at a tranquil 3600 rpm (it's red-lined at 7200) equates to mid-range punch that lies somewhere between the old M3 and Project Thrust. Dab the throttle, in any gear, and the response is instant.



Cabin (above and below) veers towards the austere, but layout is stylish despite sombre tones. Driving position is blissfully comfortable; long distances cause no hardship.



Old four-pot superseded by familiar BMW six (below). M3 is less like a racing car as a result. Now has svelte manners and stunning performance.



This is a car with the strength of Lennox Lewis and the manners of the Queen Mother.

Try taking a sports hatchback in the AX Sport/XR2 mould to the outer limits of the rev range and the chances are that the dashboard ancillaries will make as much

noise as the engine. The M3 is beautifully screwed together, and will absorb such abuse without a murmur from the trim.

Furthermore, its road manners are quite superb.

The M3 is blessed with outstanding steering, which is beautifully weighted and pro-

vides just as much feels as its progenitor used to. (There's another benefit for UK customers, too. You can buy the latest generation M3 with a steering wheel on the right.)

The chassis is a paragon of balance. The handling is extraordinarily neutral. It's perhaps a little tamer than the old M3, in that the rear end has astonishingly high levels of traction on a dry surface. In the wet, it will squirm around if you're careless, but such is the sharpness of the controls that a) you get plenty of warning and b) it can be arrested and controlled at the flick of a wrist.

Despite the firmness of the suspension, which contributes not only to high levels of cornering grip but also to the virtual absence of body roll, the ride quality is excellent, though you might feel an occasional jolt at urban speeds, but nothing unduly alarmist.

To cope with capabilities on a plane unknown to many manufacturers, a quartet of sizeable discs (all ventilated) provide immense stopping power. There was no fade under duress, and the ABS remains respectfully unobtrusive at all times.

The transmission is a delight. The gear-change quality is excellent, both firm and positive, and the ratios are well chosen. The M3's flexibility is awesome. It will pick up as sharply in fifth gear as many other cars do in second. *That's* what you call relaxed. It's a car with two distinct personalities, but there's nothing Jekyll and Hyde about it. Whichever way you treat it, it responds like Mr Hyde . . .

Dynamic class aside, the M3 also cossets its occupants (though rear leg room remains a problem for taller passengers, which has always been something of a 3-Series bugbear on long-distance trips). The front seats are as supportive as they are comfortable. After a return trip from London to mid-Wales, which included a stint in a 30-mile jam on the M4, the driver emerged feeling as fresh as next week's milk. The dash and controls are to usual BMW standards: functional, attractive and easy to use. Despite the presence of an airbag, the steering wheel is unusually neat and compact.

The heater is powerful, and simple to use, as is the stereo. The only standard bit you might want to throw away is the trip computer, although we wouldn't opt for the electric sunroof *and* the air conditioning which adorned the test car. Respectively £750 and £1440 options, one or the other is surely adequate? We recommend the latter.

The M3 is awash with thoughtful touches. The windows are automatically lowered and raised a fraction every time you open the door, which protects the seals and helps keep wind noise to a minimum. As with other BMWs, there is a rechargeable torch in the glovebox and a well-equipped tool box mounted in the bootlid, so you don't have to empty all your luggage should you need a spanner or two. You will need to have a clear-out to access the spare wheel, but at least the effort will be rewarded with a full-size one, and not a space saver. While the latter can be a practical necessity in some

ENGINE

Location	longitudinally front-mounted
Cylinders	six, in-line
Bore × stroke	86.0 × 85.8 mm
Capacity	2990 cc
Compression ratio	10:8
Valve gear	dohc, four valves per cylinder
Power	286 bhp/7000 rpm
Torque	236 lb ft/3600 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

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

GEARBOX

Gear	ratio	mph 1000 rpm
First	4.20:1	xxx
Second	2.49:1	xxx
Third	1.66:1	xxx
Fourth	1.24:1	xxx
Fifth	1.00:1	xxx
Final drive	3.15:1	

SUSPENSION

Front	independent via MacPherson struts, anti-roll bar
Rear	independent via multi-links
Wheels	light alloy, 7.5J × 17
Tyres	Michelin MXX 235/40 ZR17

BRAKES

Front/Rear	ventilated discs, ABS
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STEERING

Type	rack and pinion, power assisted
------	---------------------------------

DIMENSIONS

Wheelbase	2700 mm
Front/Rear track	1422/1444 mm
Overall length	4433 mm
Overall width	1710 mm
Overall height	1365 mm
Kerb weight	1460 kg
Fuel tank	14.3 gallons

PERFORMANCE

0-60 mph	5.6s
Maximum speed	155 mph

Figures supplied by BMW GB

FUEL CONSUMPTION

Average for test	28.8 mpg
Government figures:	
Urban	21.7
56 mph	43.5
75 mph	35.8

LIST PRICE	£32,450
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cars, there are others which carry them for reasons which appear to be rooted in nothing less than laziness. Such things matter when you collect a puncture at 20.00 on Maundy Thursday . . .

BMW's inherent practicality has, however, jumped ship in one small, but possibly important, detail. The seat catches for the through-loading boot are beautifully designed, but are in fact a triumph of style over function. They are located inside the car, so if a local lowlife gains access to the cabin (BMW's anti-theft system is another optional fitment, at £465), then he or she can also progress fairly smartly to the contents of the boot.

For the money (list price is £32,450), the M3 remains a delightful, and relatively practical, proposition. It *can* reach an (electronically limited) top speed of 155 mph in the right circumstances, and it *will* reach 60 mph from rest in under six seconds.

That's not really the point, however. It's the way that the M3 does everything that invigorates the spirit and captures one's imagination.

Verdict

Some of what was written at the time of the new M3's launch might *almost* amount to criticism, albeit mild. The flak, such as it was, appeared to be aimed at the fact that the six-cylinder M3 was a watered-down version of what had gone before.

Maybe so, but the result, to my mind at least, is a superior *road* car. Besides, even if some of the spiky character has been lost, nobody can complain that the performance has been diluted. And it's still massively good fun to drive, when the mood takes you.

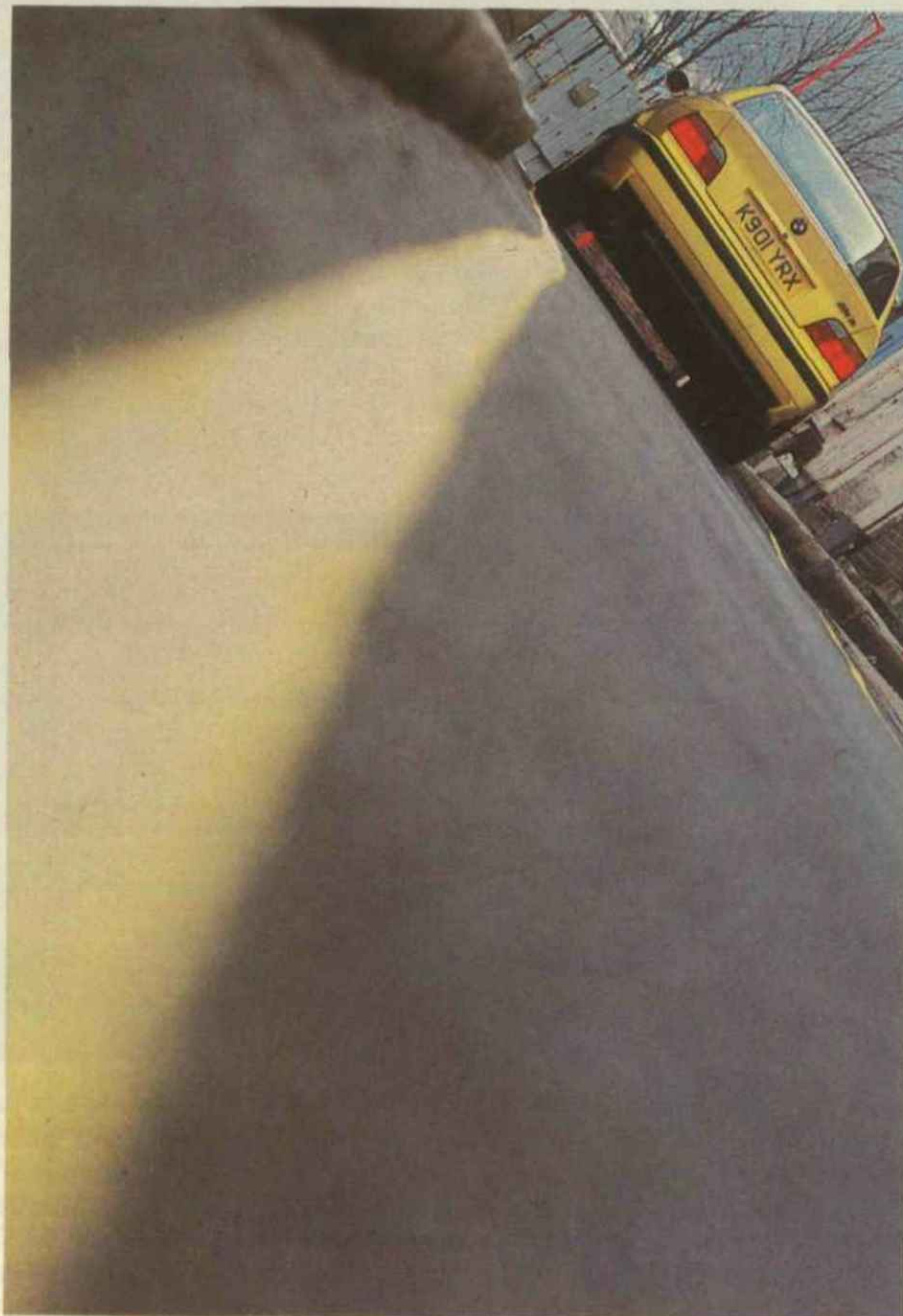
Ultimately, some of the old M3's race-car sharpness may have been removed, but the extra refinement has taken away none of the enjoyment.

Occasionally, you regret having to return a test car to its provider. Once or twice a year, you really, *really* resent it.

True, I could live without the canary paintwork, but this was just such an occasion.

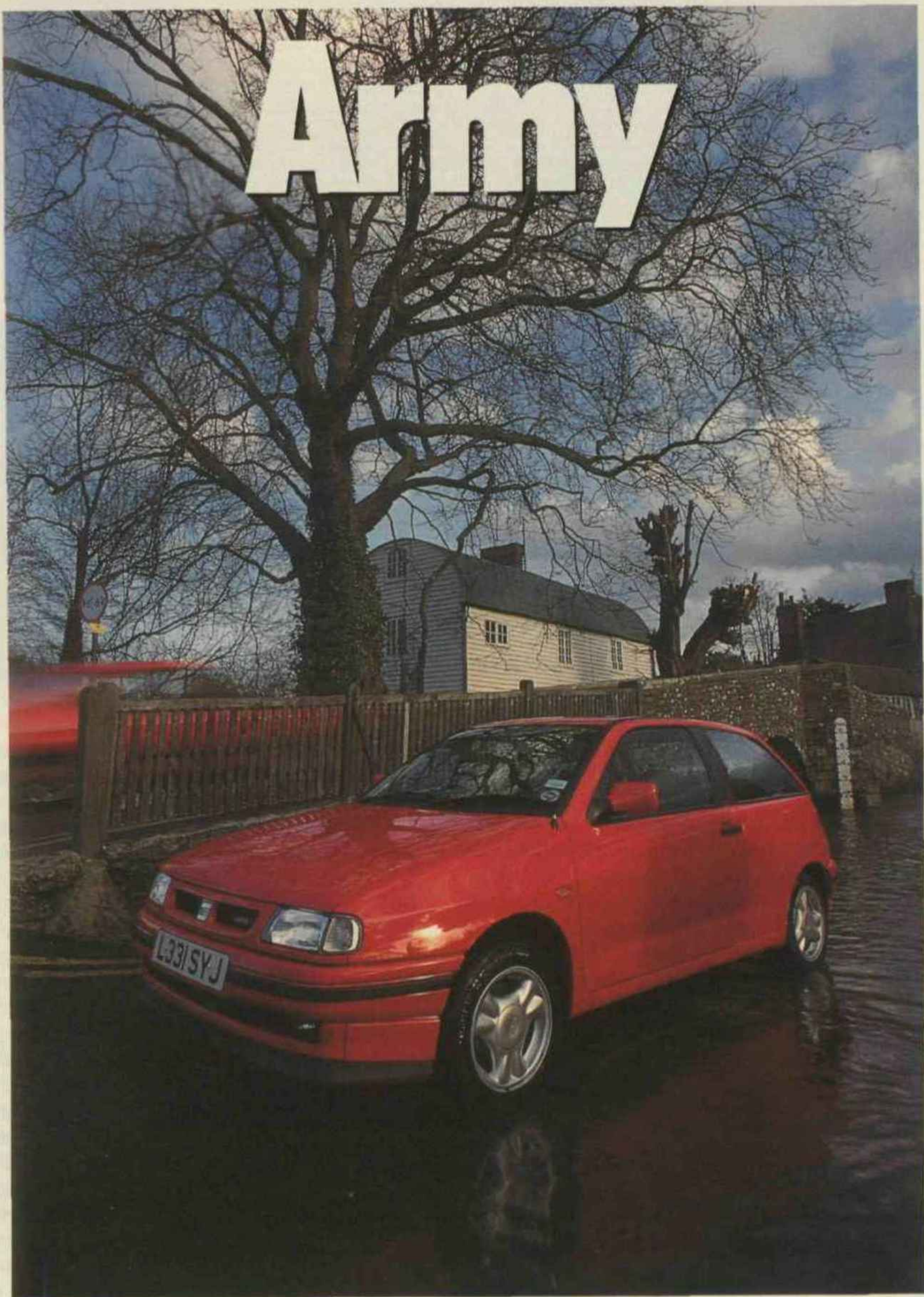
Farewell, telepathy on wheels . . . SA

"Even if some of the spiky character has been lost, nobody can complain that the performance has been diluted"



New Model

Army



A new category seems to crop up every five minutes in the motor industry. It is the manufacturers' way of telling us that its latest model is 'individual', and thus has no direct competition. This is a dubious premise, as there are *always* appropriate alternatives – unless someone builds a car so ridiculous that no one will buy it (though even the Reliant Kitten has its fans), and no self-respecting manufacturer will copy it.

The new 'interclass' Seat range is neither a supermini nor a lower-medium saloon. The flagship is the three-door, two-litre GTi model which by all accounts is a head-on rival for the Vauxhall Astra 1.8 GSi. The latter is a tad larger, but unless you're a

Peregrine Falcon you'd be hard pushed to tell the two apart at a mere glance.

The latest Ibiza is the first Volkswagen Group vehicle to be conceived outside Germany and its aerodynamically efficient form hides none of its predecessor's components. The chassis, which borrows a few ideas from the Toledo, will form the base for some forthcoming VW models.

With the new Ibiza, Seat sought simultaneously to improve rigidity and lose weight. In certain areas, say the Spanish, the car has been 'over-designed' to cope adequately with the most stressful of high-performance parameters (to be provided, in this case, by the forthcoming 130 bhp Cor-

doba). And there is no doubt that build quality has improved. The influence of parent company VW is apparent, but though it feels like a VW in some respects, you can still appreciate that a touch of the old Seat character prevails.

For £11,250, the 2.0 GTi comes fairly well equipped, with power steering, electric windows, sunroof, alloy wheels, security system with immobiliser and a sporting interior. For an extra £600 you can also have ABS and traction control.

Performance from the trusty old 115 bhp Golf-derived eight-valve unit is brisk, though not exhilarating, and Seat claims a top speed of 121 mph and that the 0-60 mph dash can be achieved in 10s.

The Ibiza is a tall car, and feels it. Headroom is certainly generous, as is general accommodation for a car of this size. Good vision (despite the shallow rear screen) and power steering are bonuses when parking or trundling round town. Refinement is excellent – noise intrusion is subdued and London's notorious pot holes were absorbed without fuss. However, no sporting/comfort combination could ever be perfect and the ride is reminiscent of first-generation Peugeot 205s, tending to be a tad bouncy at the rear end.

There is certainly little to criticise in the handling department. The GTi will roll because of its relatively high centre of gravity, but its composure when cornering under power gives the driver a degree of confidence that could not be matched in many other performance hatches. The communicative steering is faithful to driver inputs, and the chassis responds with razor sharp turn-in followed by surprisingly little understeer for a front wheel-drive car. Traction control comes into play in extreme situations – but not obtrusively, so the driver is still allowed more than a degree of responsibility for his actions. It doesn't kill engine revs completely, and forward progress isn't sledgehammered.

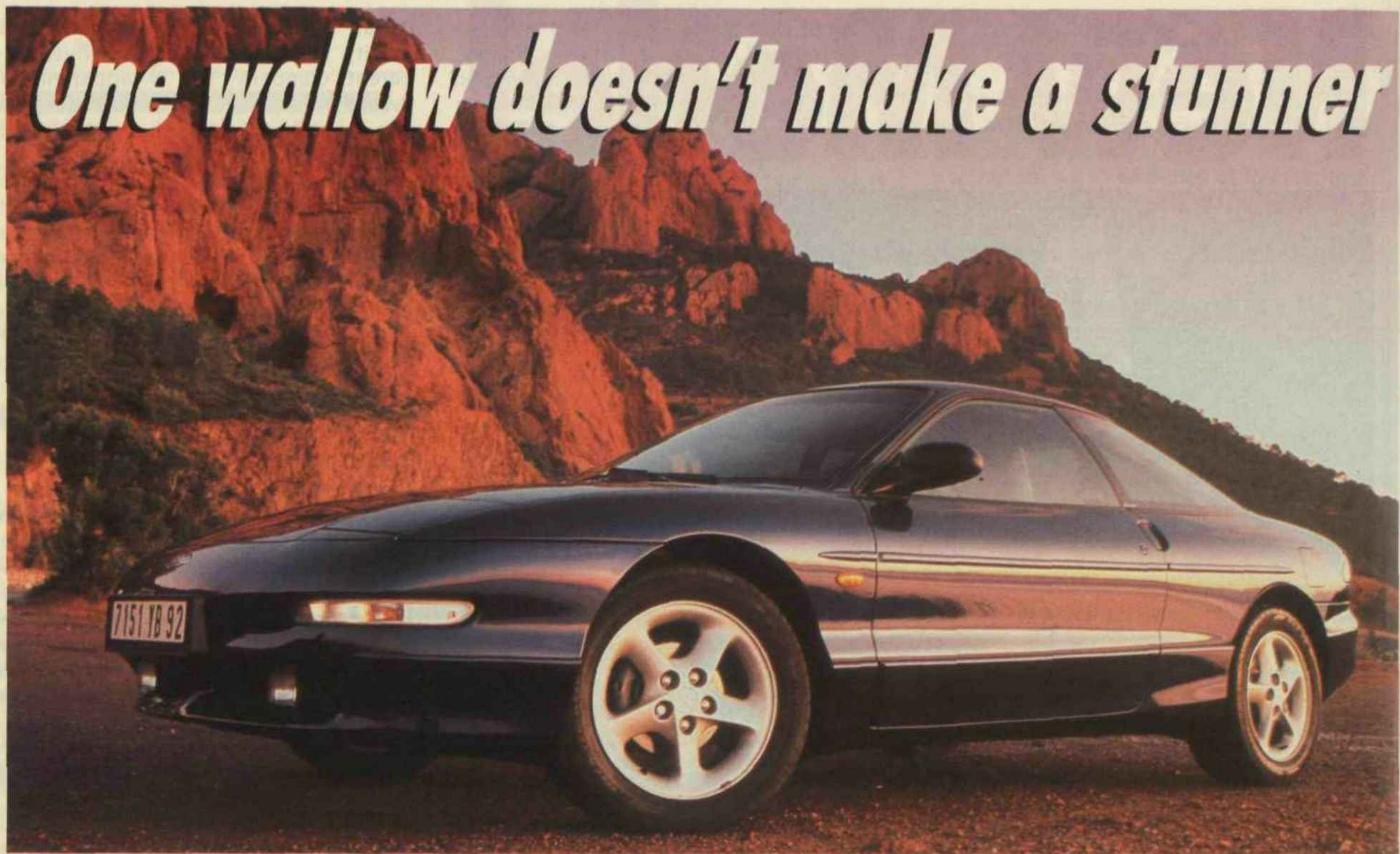
As with any car, if you get stupid behind the wheel, you'll get bitten. But it takes a great deal of provocation to unsettle the GTi. It may not grip like a gecko on a ceiling but there's more than sufficient to cope with the power, while the high wheelbase/overall length ratio endows the GTi with almost lizard-like agility.

Progress will not be hampered by the smooth (but not Japanese slick) gear-change. However, the spongy brakes (never VW's trump card) may persuade you to back-off earlier.

Though the Ibiza is no tarmac-ripper, its spread of mid-range torque certainly makes it perky and it has bottom-end power that would put some 16-valvers to shame. For the money you pay (particularly to insure it), you'll be hard pushed to find a better combination of cross-country ability and refinement.

If the Ibiza does not sell in the UK, especially now that Seat's advanced new Martorell factory can turn out 1000 per day, then there's no justice. **R R B**

One wallow doesn't make a stunner



What goes around comes around. Hard to argue any different, really. With the demise of the Capri in the mid 1980s ("The car that you always promised yourself" – © Ford's marketing department, 1968), Ford abandoned the sports coupé market in deference to the public's preference for high-performance hatchbacks.

It was a gradual process, but Capri-man shed his skin and became XR3-man.

Fashions, however, have changed, particularly in the past couple of years, when insurance premiums on anything with an XR (or GTi, or SRi) appellation have climbed faster than Roy Lane on a good day.

As the cost of insurance went up, sales of sports hatchbacks went down, but manufacturers have been quick to respond. We have seen the introduction of slightly less potent models in altogether quieter clothes. Renault's Clio RSi springs to mind as an obvious example of the new, toned-down breed.

Elsewhere, meanwhile, the sports coupé has regained prominence as a vehicle for the driver who has outgrown wheelspin starts and handbrake turns. Vauxhall's Calibra – little more or less than a Cavalier in a mini-skirt – has established a niche for itself, while VW provided a more expensive alternative by giving the Golf a new suit and calling it a Corrado. From Japan, of course, Toyota's Celica and the Nissan 200SX have been around for a while. In truth, the sports coupé never really went away, but it wasn't until the Calibra arrived that the world at large realised.

And now Ford is back in the ring. At the same time that it has announced the phas-

ing out of all XR models (see Fiesta story, page 287), it has introduced the Probe, launched in the United States back in 1988, to Europe.

Its target?

At least a slice of the 7039 sales that the Calibra racked up in 1993. Fully aware of the new player in the market, Vauxhall says that it expects the sector to expand in general this year, and it is not making predictions about how the Calibra will perform. Its mood, however, appears confident.

At its launch, in Cannes, the Probe was prominently displayed alongside a Capri 280 in Ford's hotel HQ. It's an obvious, and inevitable, comparison, but Ford says that the Probe is not *quite* the same class of car as the Capri. The latter had a certain degree of what some would call sex appeal, but it was spartan inside. The Probe, undeniably a good looker, doesn't just score marks for aesthetic content, it has a standard specification sheet to match: twin airbags on all models, ABS, central locking, electric windows and so on.

Ford's recently appointed UK sales director Paddy Byrne says that the Probe is aimed further upmarket than the Capri ever was, that those who craved a Capri 20 or so years ago might have matured a little, might be a trifle more discerning, might place as much emphasis on creature comfort as they do on neck-straining performance.

It has not, apparently, occurred to Ford that those same thirty- or fortysomethings might now have families, and could thus require a usable rear cabin. In this respect, the Probe falls some way short. With a driver of modest stature at the wheel, there was barely space to squeeze a Swan Vesta

behind the front seats.

That is merely a practical drawback. There are several dynamic shortcomings, too...

The Probe, for which prices had still to be fixed as this issue of MOTOR SPORT closed for press, will be available in two versions. The first is powered by the svelte 2.5-litre, 24-valve V6 which also currently sees service in the upper strata of the Mazda range. The second has two fewer cylinders, and features Ford USA's in-house 2.0 16-valver.

The test route centred on a series of gorgeous, flowing mountain roads that lie a few miles to the north of France's southern coast. On the motorway leading to them, the Probe 24v proved to be an able cruiser. By modern standards, it isn't overly powerful (Ford claims 164 bhp at 5600 rpm, and 156 lb ft of torque at 4800), though its performance is certainly adequate (top speed is reportedly 136 mph). In any case, we already knew from experience of Mazda's MX-6 that the V6 was both quiet and strong.

And then we turned off the A8...

To cope with European tastes, Ford *has* revised the Probe's suspension.

But nothing like enough.

Contrary to Ford's claims, this does *not* "provide sports-car sharp responses and a touring car ride". The Probe wallows uncomfortably almost as soon as it sees a bend. And you don't have to try too hard to expose its discomfiture. It turns in lazily and body control is sadly lacking. Lifeless steering completes an unsatisfactory set (there is resistance from the powered system, but there's little in the way of communication).

Wrong, wrong, wrong... If Ford finds



Probe looks the part, but 24v V6 model (opposite) is a disappointment in the handling department. Lesser 16v version (this page) is superior in most respects. All Probes feature twin airbags as standard in well-equipped cockpit (left).

itself having to make major revisions, specifically to the suspension, it won't be the first time, nor will it be the only major manufacturer to have been forced into a red-faced rethink early in a product's life (GM accepted that the Corsa and Astra needed to be revised for the UK market, and responded with commendable honesty and speed).

It is the 24v Probe which is most in need of remedial attention. From behind the wheel, the 16v model is superior in every respect. It isn't perfect, certainly (the ride is a little firm, and the steering could be sharper), but it is much, much better.

Again, it has only modest pretensions, with 114 bhp and 126 lb ft of torque. It is lighter, of course, and vastly more agile. It turns in more willingly, handles like a car (rather than an oil tanker . . .) and while it is

obviously less punchy, and more raucous, than the V6 for cruising purposes, there is no question that it will offer realistic competition to the similarly potent 2.0 Calibra (in eight-valve guise).

Both Probes have their good points. Styling apart, they offer comfortable, reasonably well-appointed cabins, excellent brakes and user-friendly gearchange, plus of course the aforementioned safety features.

From a driver's point of view, however, the 16v model is unquestionably the more satisfying of the two. All the same, when Ford said that the Probe was not simply a 1990s Capri, the implication was that it was reintroducing Capri-type handling with an added splash of opulence. The more powerful Capris (2.0 and upwards) were pretty well sorted, chassis-wise, in a way that

neither Probe is, leastways for the moment. All the same, the 16v is class-competitive, and one cannot imagine that it will sell in anything other than the desired volumes, if only because anything with a blue oval badge tends to have a magnetic effect on the budgets of the British car-buying public. Sales director Byrne says he has no idea how many Probes might be snapped up in the course of a year. "We'll have to wait and see," he says. "It could be anything between 6000 and 16,000 units."

That sounds to us like confidence. In the case of the Probe 16v, there is good cause for it.

The V6?

For the moment, it's more flawed than Ford. Surely the powers-that-be *can't* allow the situation to remain that way for long? SA

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counter on this model is a trifle superfluous, in that your ears will be begging you to change up long before you get anywhere near the 6000 rpm red line, their representatives accepted the criticism with good grace. They also pointed out that engine refinement is not a major selling point in the lower medium estate market, and that they expect to be fully class-competitive with Vauxhall and Ford.

Thrashiness apart, the ZX scored quite well. Ride quality, typically, is exemplary, and the level of available grip is surprisingly high, so much so that it was apparent that the front seats could do with more generous lateral support.

If you don't mind occasional aural discomfort, then the 1.4 estate has its merits, though they look a touch insignificant



In 1993, it outsold Volkswagen in the UK. Overall sales exceeded 80,000 units for the first time ever. More people are buying Xantias than they are Rover 600s.

You could say that Citroën has a smile on its face. It has one of the UK's more youthful ranges, and even its oldest model, the AX, first introduced in 1987 but since facelifted, improved its sales performance by an astonishing 23 per cent last year.

Currently riding on a wave of unshakeable confidence, the French company is about to add the final element to its most popular model range of all, the ZX, with the launch of an estate.

By and large, Citroën has eschewed the bland-leading-the-bland school of design that currently mars so many an automotive profile. You may not like some of the quirrier design elements that characterise the XM and the Xantia, but at least they break the mould.

The same cannot perhaps be said of the ZX, fine car though it is, and its new sibling veers even closer to the world of anonymity, looking pretty similar from the outside to the Astra and Escort estates at which the sole petrol-engined model, a 75 bhp 1.4, is squarely targeted.

When we remarked to Citroën that the rev

alongside the range-topping Aura turbodiesel, the, erm, performance model of the bunch (111 mph, 148 lb ft of torque at 2250 rpm).

Prices for the ZX estates had just been fixed as we closed for press, ranging from £10,970 to £12,600 for the Aura.

Whatever your budget, the extra investment on the turbodiesel will be money well spent (there is also a naturally aspirated diesel, for those who want it, though it is barely more economical than the turbo).

As regular readers will be aware, we have previously lavished praise upon the 1.9 turbodiesel that stars in Peugeot and Citroën catalogues (see MOTOR SPORT, June 1993).

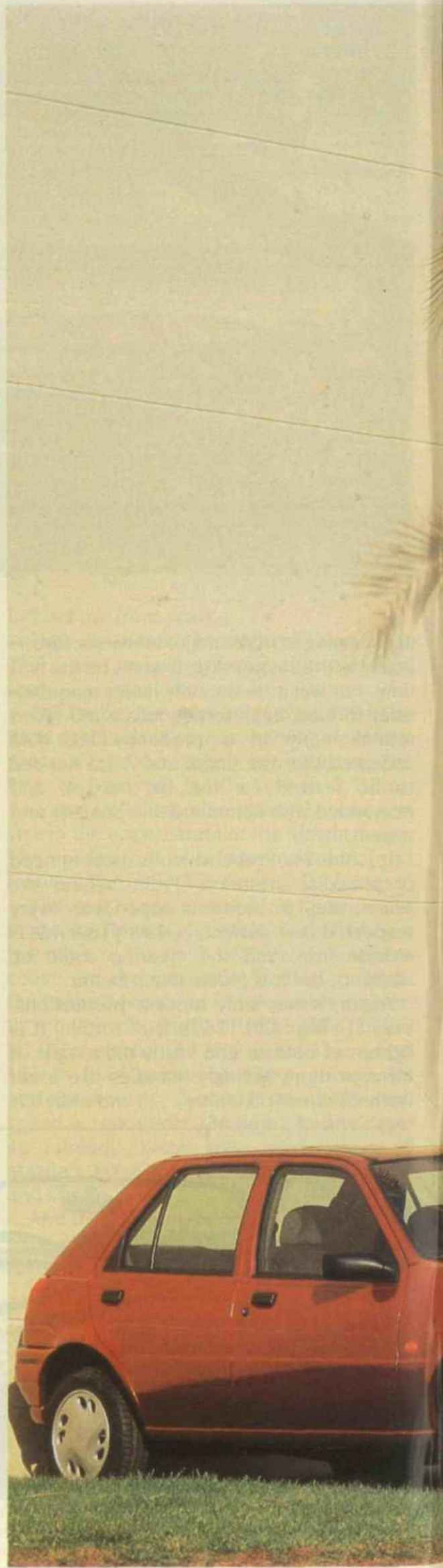
Its qualities are still apparent in this latest application.

It is quiet, civilised and perfectly fast enough for UK road conditions; its ride is supple, its handling surprisingly sharp. Add reasonable insurance premiums and fuel economy that should comfortably exceed 40 mpg, even for the heavy of foot, and the whole thing begins to make sense.

From behind the wheel, this does not *feel* like an estate. Perhaps more importantly, nor does it feel like a diesel, or leastways the common perception thereof.

S A

Better



late. . .



Pardon our cynicism, but the continually excellent sales results of the Ford Fiesta (virtually always amongst the top three in the UK) rather suggests that the British car-buying public either doesn't read what is written in the motoring press or, if they do, that they don't really take heed.

Since the inception of the Mk1, the Fiesta has been an okay sort of car, but there have always, always been dynamically more appealing alternatives. Be that as it may, Ford's marketing efficiency has always triumphed over superior engineering.

Until now.

And it's not that the Fiesta's sales graph has wilted. They really *have* improved the product.

A brand new Fiesta will be introduced about 18 months from now. In the meantime, several of its most vital components have been grafted on beneath the current set of body panels: Ford calls the result the '1994½' Fiesta.

Visually, it is barely distinguishable from the previous model. Mild revisions to body mouldings and wheel trims offer the only external clues, while inside an airbag features as standard on the driver's side and is available as an option for passengers.

The flavour of the model range has changed somewhat.

Gone, forever one presumes, is the XR nomenclature. This doesn't only affect the Fiesta, but the Escort too. Concerned at the effect on sales of rising running costs, Ford

has worked in consultation with the insurance industry in order to suss out exactly what is and what isn't premium-friendly. While the 130 bhp RS1800 will continue, the XR2 has been shelved. The incoming Si, available either with the 75 bhp, 1.4 CVH engine or the 90 bhp, 16v, Zetec 1.6 that also serves in the Escort and Mondeo ranges, takes over as the popular sports model, though we were unable to try it at the launch in Cannes as it had been damaged in transit.

Best not tell the insurance company . . .

We were, however, able to sample 1.3 petrol- and 1.8 diesel-engined models.

The chassis has been stiffened considerably (and the shell has been reinforced by the currently fashionable side impact bars), the benefits of which are immediately apparent. It is sharper than it was, and far more responsive. Ride quality – while still not on a par with some – has also been improved. The steering, too, has been transformed. It is now much more direct, and the optional powered system (with almost two turns less lock than the manual) is blessed with plenty of feel.

While the diesel has been refined, and is now much more civilised than used to be the case, the 1.3 engine remains harsh and thrashy. All the same, there is the basis here for a hatchback whose road performance might, for the first time in the model's 18-year history, match its sales performance.

We look forward to trying the Si in the near future.

S A



The MCC "One-Hour Blinds"



H Littleton's Salmson on its way to a Silver medal, at 60.32 mph, during a wet 1936 MCC High Speed Trial.

Last February we described how the Junior Car Club entertained its more active members in the vintage years by putting on once a year a One Hour High-Speed Trial, which with notable impetuosity had the flavour of a road course, even though these admirable events took place within the confines of the Brooklands estate.

Not to be outdone, the Motor Cycling Club, Britain's oldest such institution and well into cars as well as two-wheelers, also held a High Speed Trial in which amateur drivers could try their hands at some fast track motoring. But unlike the JCC, which had a great reputation for ingenuity, the MCC was content to use Brooklands' outer-circuit for its annual frolic, which also lasted one hour and became known by the rather coarse title of "the one-hour blind". Cars and bikes "blinding" round the Track, see?

Following the JCC's initiative in 1925, the first of these MCC one-hour blinds took place later that season, timed for October as a good palliative for the fug and frustration of the London Motor Show. It might be thought that private owners of precious motor-cars would not want to submit them to this sort of full-throttle, flat-out cruelty. But the more circumspect who decided to go in for this new MCC speed event did not need to utilise quite these extremes, because to win a top award they had only to complete a given number of laps in the

hour, and if they proved incapable of doing that, lesser prizes could be won, for somewhat inferior performances.

For example, when the regulations for the 1925 "blind" were studied it was seen that the stipulated 37 laps or 102.37 miles need not be covered at more than 45 mph (2 hr 15 min) if you drove a car of over 1500cc, to win a gold medal, or more than 37 mph and 40 mph to achieve this with a car of, respectively, 1100cc or 1½-litres. The many enthusiasts who had watched enviously the racing at Brooklands meetings now had the chance, in their road-equipped cars, to get a taste of speed on the famous Track. Enough, in fact, for 60 of them to present their cars for scrutiny before the start of this first MCC High Speed Trial.

Three failed to materialise and Edward Hillary's Frazer Nash was not permitted to run because it did not have the prescribed silencing arrangements. But just before 2.15 pm the field got away to an impressive massed start, the time-keepers/lap-scorers being assisted because the first dozen cars had passengers in white jerseys, those in the next 12 cars in red jerseys, and the next batches of a dozen cars had passengers adorned with blue, yellow and green jerseys, respectively — I wonder if any of this wearing apparel was prized afterwards as souvenirs?

At the end of the initial rather fraught and frenzied lap, with one luckless driver forced

to the top of the Members' banking at some 40 mph, first to appear was H J Aldington in his Frazer Nash, pursued by Leon Cushman in the 20/70 Crossley, E P Paxman in his Frazer Nash, R Norris in the Rhodes, Ian Macdonald's 12/50 Alvis, all well-known drivers, and by a Salmson and C M C Turner's Gwynne, followed by another Salmson. The spectators were presented with the unusual sight of four-seaters with hoods furled "dicing" with more sporting motor-cars, and it was difficult for some competitors not to regard the occasion as a race. One lap however was enough for a Windsor, two laps for Bartley's Gwynne, which had broken a valve-cotter, and Conradi (Salmson) who had run a big-end. After three laps a Senechal and Urquhart Dykes' Alvis stopped at their pits, which wasn't compulsory — but quickly resumed. A G Gripper (Aston Martin) also had an early call at the pits and a Lea-Francis was already out, with magneto trouble. "Aldy" was also in trouble, with a loose silencer.

It was a fine free-for-all, friendly duels developing and some of the saloons, such as a Rhode, Austin, Riley and Cecil Kimber's Morris-Oxford, challenging the open cars. But such speed round Brooklands took its toll. The camshaft drive on a Riley sheared, causing retirement in clouds of black smoke accompanied by loud explosions, and a Morris-Oxford had a big-end fail. Alan Hill found the pace deteriorating on his Rhode

and changed the magneto, but could not then get the timing right. The Crossley was unlucky, a tyre puncturing after 19 laps, and a wheel was changed on Dixon's Vauxhall behind the Members' Hill. Even this simple event for production cars called for some plug changes and replenishment of petrol, oil and water, a Sunbeam nearly lost its bonnet, a Riley its large silencer and fish-tail, in spite of these being strapped to the luggage grid — a non standard arrangement no doubt foisted on the driver by the recent Brooklands silencer regulations. (Only the driver was supposed to work on a car).

First to complete his run in this new event was H E Tatlow, whose 1½-litre Lea-Francis had been lapping at over 60 mph. An Alfa Romeo was the next to complete its lappery. No times were issued, as the MCC didn't want to brand the thing as a race, but Tatlow had completed 102 miles in about 98 minutes. For the rest it had not been very testing, 45 qualifying for gold medals, and an Alvis for a bronze medal. Incidentally, two runners were entered as Victories, but may have been Palladiums, and two Belgian FNs, of which I owned a saloon example for a short time, long afterwards, a Surrey and a Straker Squire light car were amongst the gold-medal winners.

Easy, with but ten retirements/non-qualifications. . . And so popular by 1926 that MCC Secretary Jackie Masters had to put on two One-hour runs, the first starting at noon, the second at 3.30pm. The average speeds needed to obtain top awards had been increased to 50, 52½ and 55¼ mph in round figures, for the three classes.

So that October it all happened again. From a massed start a 7-litre Hispano Suiza battled with two 3-wheeler Morgans. R J Munday had a skittish 1914 30/98 Vauxhall but Bearman's later 30/98 held the Track well and a Senechal was aided by an extra passenger in its tail. To avoid the starting crush Beck calmly put on the tonneau cover of his Newton-Ceirano before getting away. Mulder's big Hispano, lapping

at some 70 mph, was so much on the boil at the finish, that its engine ran on for some time. A GN succumbed to over-heating which a five minute pause failed to alleviate and Derrington's Salmson soon needed water (one gallon), oil (half-a-gallon) and new plugs (four).

In the second "blind" (the solo motorcycles had had a separate Trial that morning) the runners included seven ACs, two with hoods up, a big Metallurgique saloon, two Bugattis, an aged Jowett and Pollitzer's Alfa Romeo, four up. Oats (OM) and Fairrie's (2-litre Bugatti) treated the event as a race, which the latter "won" by some 200 yards. An A7 lapped consistently at 55/60 mph but some of the ACs broke their ¼-elliptic front springs. This time 47 golds, one silver and one bronze medal were awarded, the last-named to a Delage. Although intended as an amateur event, as the MCC said, "to have an afternoon's sport unmarred by the police," some well-known drivers really had a go. Space precludes detailed accounts of all these fast "blinds" but they continued up to 1938, and one- and two-lap races were included in the programmes. Also timed flying laps, in one of which in 1938 Gerry Crozier's Ford V8, its leathercloth body well zipped up, clocked a remarkable 96.71 mph.

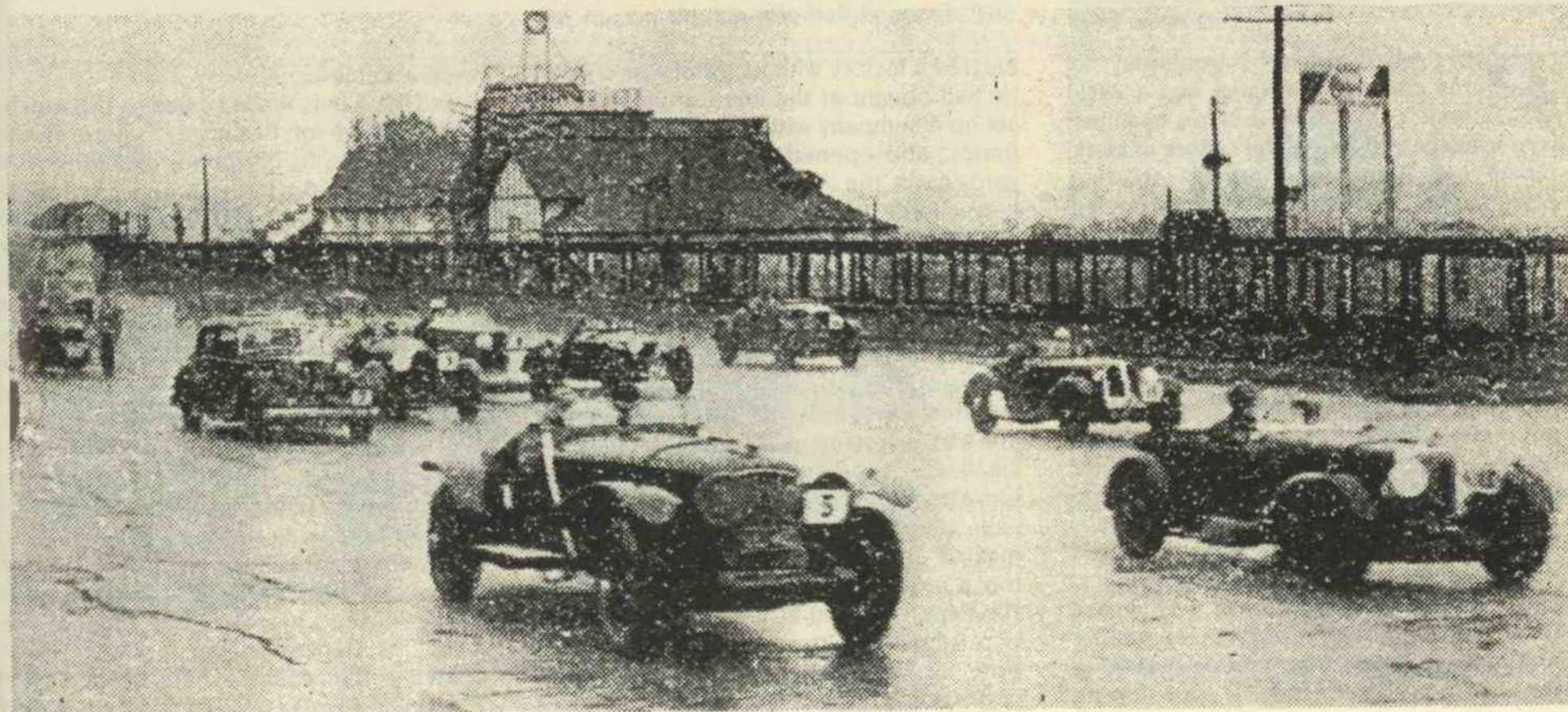
By 1930, the last of the "vintage" years, gold-medal speeds were up to 52.57 mph for 850cc cars, 66.4 mph for the "big-uns". Yet the majority of the competitors gained "golds", and the retirements were confined to an Aston Martin and a Senechal, a Frazer Nash and A L Baker's Bugatti (whereas his father's Minerva comfortably "struck gold", at 77.28 mph), while non-qualifiers were an A7, Hutchison's Frazer Nash, a Triumph Super 7, a Riley 9, Blaw's Bugatti, a Lea-Francis, a Singer Six, Munday's 30/98, and a

The Leyland Eight in the 1937 MCC High Speed Trial, when in the rain it covered 97.85 miles in the hour — and it did 106.71 miles in 1938.

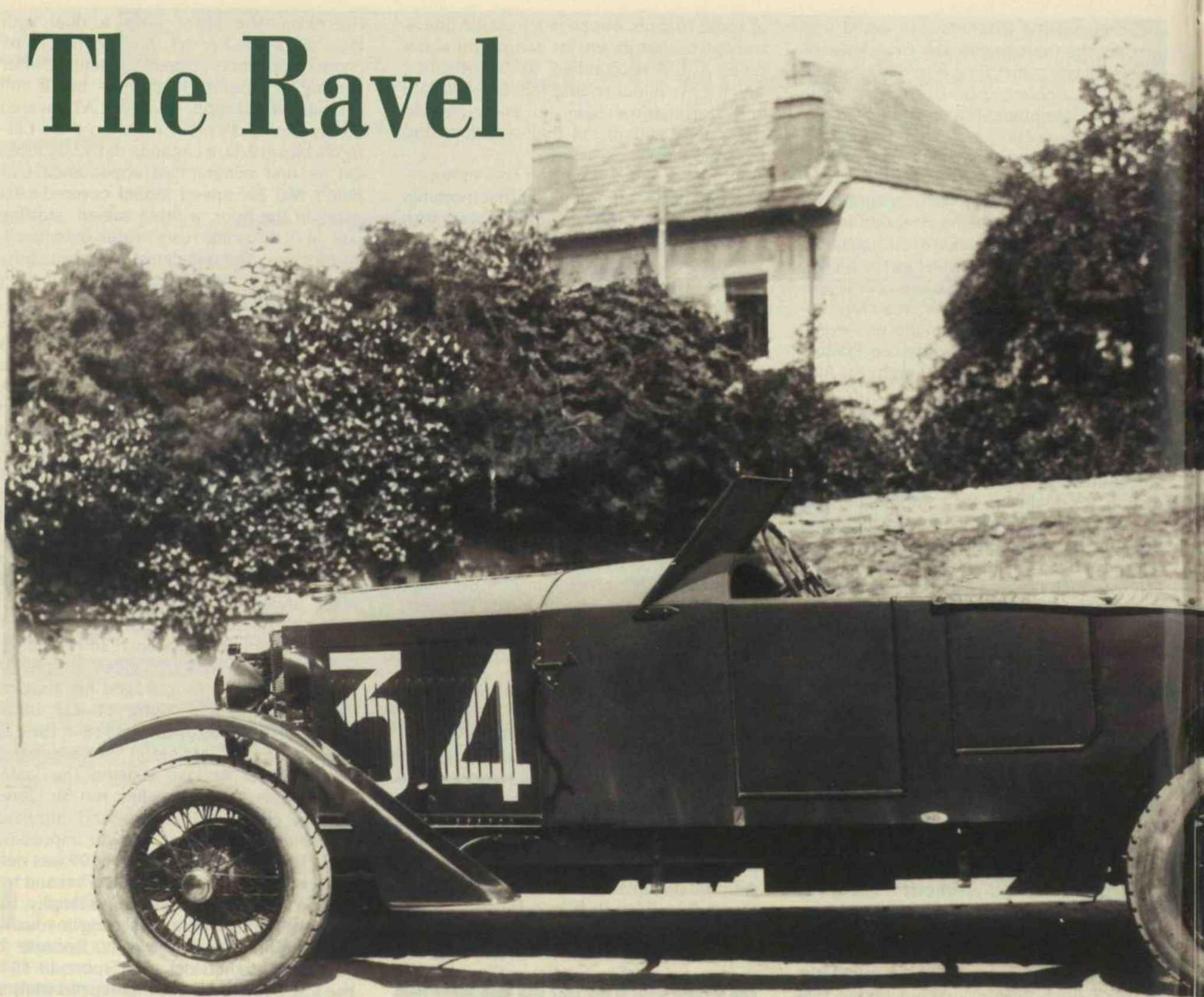
Hotchkiss, the latter after a dual with Elgood's 3-litre Bentley. A wheel had to be changed on Wood's Speed Six Bentley, after lapping at around 100 mph — but it still averaged 91.38 mph, Elwes' s/c A7 covered 26 laps at 73.29 mph, while Lord de Clifford's blown 2-litre Lagonda did 82.04 mph. On its first competition appearance Linfield's MG Six Speed Model covered 69¾ miles in the hour, a Stutz saloon, starting late and throwing rusty water over itself, 74.89 miles. The unluckiest driver was Seyfried, whose Aston Martin had rocker trouble before completing a lap . . .

Contrary to the MCC objecting to those who treated their High Speed Trials as occasions for establishing personal records this was encouraged when the Badderley Trophy was put up in 1937 for the first driver to exceed 100 miles in the hour. That year rain almost washed things out but in the first Trial Sir Lionel Phillips in the 7.2-litre Leyland 8, with Peter Robertson-Rodger as passenger, managed 97.85 miles, with a best lap of 100.61 mph. In the second "blind" on that September day Elgood's 4½-litre Bentley put in an impressive 98 miles, under very poor conditions.

So the pursuit of the Trophy was on in 1938, remembering that in 1936 H J Aldington had achieved 98.52 miles in spite of losing time while he changed his goggles, again in rain, in a 2-litre TT 328 BMW. ("Aldy" challenged again in 1938 in the 328 BMW, with Mrs Aldington as passenger). Fine weather at last assisted the faster competitors, and in the first run Sir Lionel and the eleven-year-old Leyland improved on their previous best with an impressive 106.71 miles. Wooding's Talbot 95 was next best, at 103.22 miles. But in the second run Elgood clinched his right to the Trophy, the vintage 4½-litre Bentley setting a rousing 110.3 mph. And that was it. Because in 1939 war washed out such sport. In 1949 the VSCC revived these high-speed trials at Silverstone, under slightly different rules, and still runs them. **W B**



The Ravel



Practically unknown, I would say, in this country, the Ravel was a well-made car, designed by an engineer who some considered of the calibre of Mark Birkigt and Barbarou. It was of sporting pretensions and had a tenuous racing association. The Editor of *La Vie au Petrole* thought that for clean external engine appearance you had to look at Hispano Suiza, Lorraine-Dietrich and Ravel cars — the opposite of the Rolls-Royce Silver Ghost engine!

Be that as it may, Louis Ravel made some good cars. He had gained an agricultural degree at the French School of Agriculture in 1897 but had preferred engineering. Around 1898 he had built his first car, in a rented shed in Neuilly, then in open country. It was a rear-engined twin-cylinder, two-speed Vis-à-Vis *voiturette*, very similar to the De Dion Bouton of this odd seating arrangement. From that humble beginning Ravel went into production by 1901, having

erected a factory with its own forge on land he had bought at the Rue Garnier, Neuilly, set up a company with a capital of 200,000 francs, and opened a Paris office a few yards from the Arc de Triomphe. At that year's Paris Salon Ravel exhibited a Vis-à-Vis small car similar to his prototype, but with an enlarged engine, weighing 400 kg, capable of over 20 mph, and priced at 4,500 francs. Output was said to be satisfactory but when Louis married, his father-in-law, who saw little prospect for the automobile, invested Ravel's dowry in Russian bonds. The car company was wound up and the smaller factory rented to the maker of Gentil bicycles, who bought it eight years later.

In his other factory Ravel turned to making car engines of small size, so like those in De Dion cars that he claimed De Dion spares would fit them. These engines were supplied to the makers of the friction-drive Le Métals, Asthal and various other cars. Some larger four-cylinder engines

were also made.

In 1906 Louis Ravel moved to the watch-making town of Besançon, where skilled workers were to be found, and took as a partner Emile Amstoutz, who was of Swiss descent, aged 40, and whose father had been chosen to make a watch for Pope Louis XIII when he visited the city. Emile had worked for Peugeot before the turn of the century and had patents for an automatic gear change and for carburettors. With the factory Emile had already established in Besançon and another built later in 1906, the partners continued engine manufacture, including a compact four-cylinder engine which could replace single and two-cylinder engines in contemporary *voiturettes*, and a larger T-head one for city cars. In December 1907 Ravel bought Amstoutz's share in the company, but retained his friend as General Manager. But whereas formerly the engines had been named Amstoutz-Ravel or RAV, forthwith they were

known as Ravel engines, as shown at the 1908 Paris Salon.

Ravel was anxious to expand still further and in 1910 he joined with Thèodore Schneider, in his renowned 1,000,000 franc Besançon Company; he is said to have contributed his own little factory and 75,000 francs to the Th Schneider empire. But that is another story. In 1922 Louis Ravel left the Th Schneider Company to return to car making on his own.

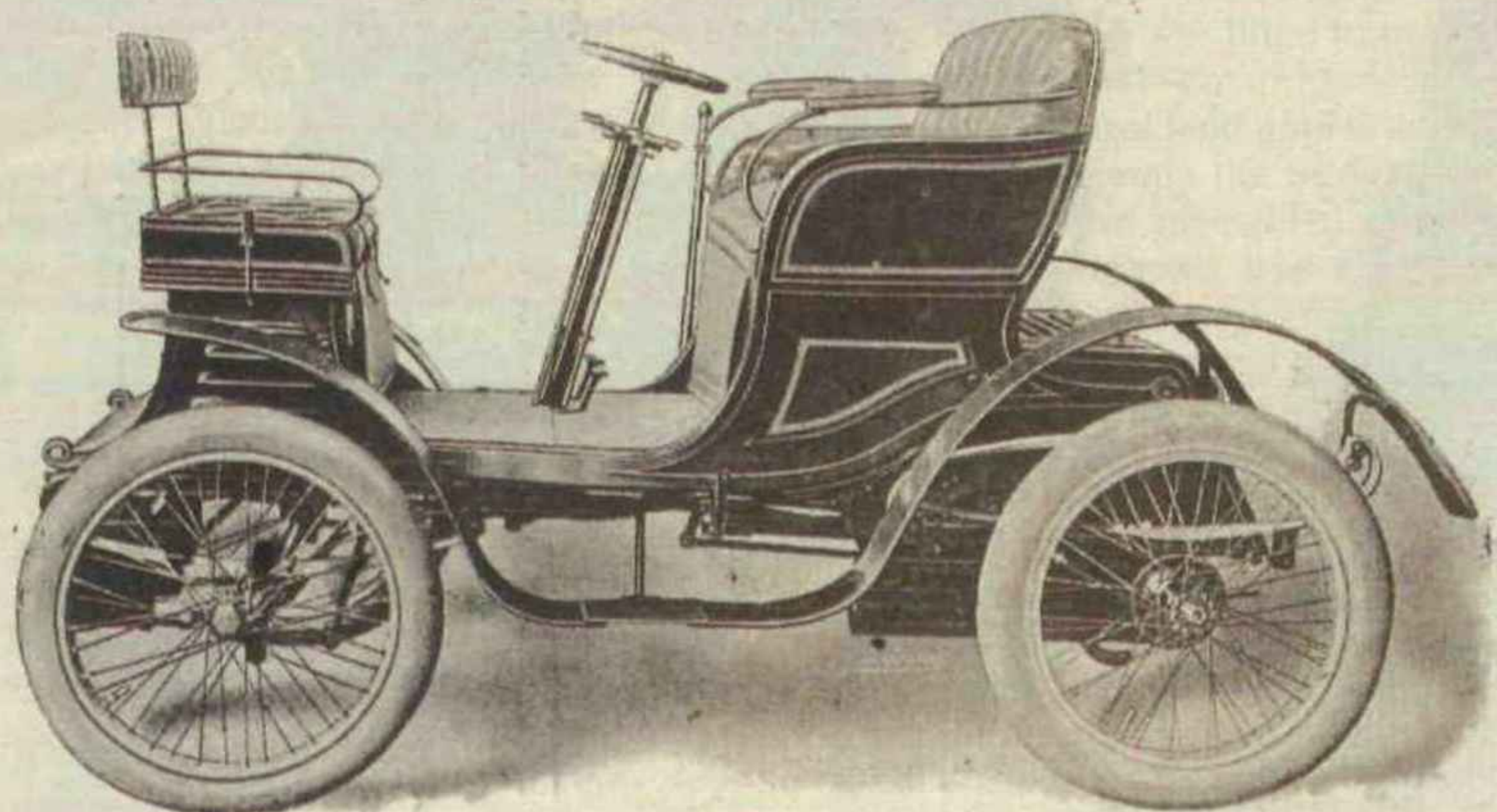
At first he had works close to the Th Schneider plant in the Rue Fontaine-Argent, but he soon moved to premises at 13 Rue de l'Église. He had shown a very neat 12-cv car at the 1922 Paris Salon and in May 1923 formed the 6,000,000 francs Le Société des Automobiles Ravel. The new Ravel had a four-cylinder 75 x 130mm overhead-valve engine in unit with the clutch and gearbox, with a neat integral cast-aluminium tray extending to the side-members, which developed 50 bhp at 3000 rpm and 35 bhp at 2500 rpm. High-grade materials were used, and light Alpacast pistons ensured a lively performance. The engine was carefully balanced, the engine and gearbox bearings properly aligned, and there was pressure lubrication, a Paris-Rhone dynamotor, and a Rolls-Royce-shape radiator made for Ravel by Moreaux of Levallois, in Paris. Stainless steel was used for the oh-valves, NY steel for the tubular con-rods, and carburation was by means of a Zenith 36mm triple-diffuser carburettor, fed from a 16½-gallon tank. Pump cooling was used and if a head gasket "blew", water could not enter the cylinders because the return feed bypassed the back of the head.

The Ravel chassis complemented the engine. The four-speed-and-reverse gearbox had shafts of CN7 chrome-nickel steel and ran on double-row ball-bearings. The

"When Louis married, his father-in-law, who saw little prospect for the automobile, invested Ravel's dowry in Russian bonds"

The 1½-litre Ravel (left) which Louis Abit and Charles Duverger drove at Le Mans in 1926. It completed the course but was not fast enough to be placed. Below and below left; in the beginning: the first De Dion-like Ravel voiturette.

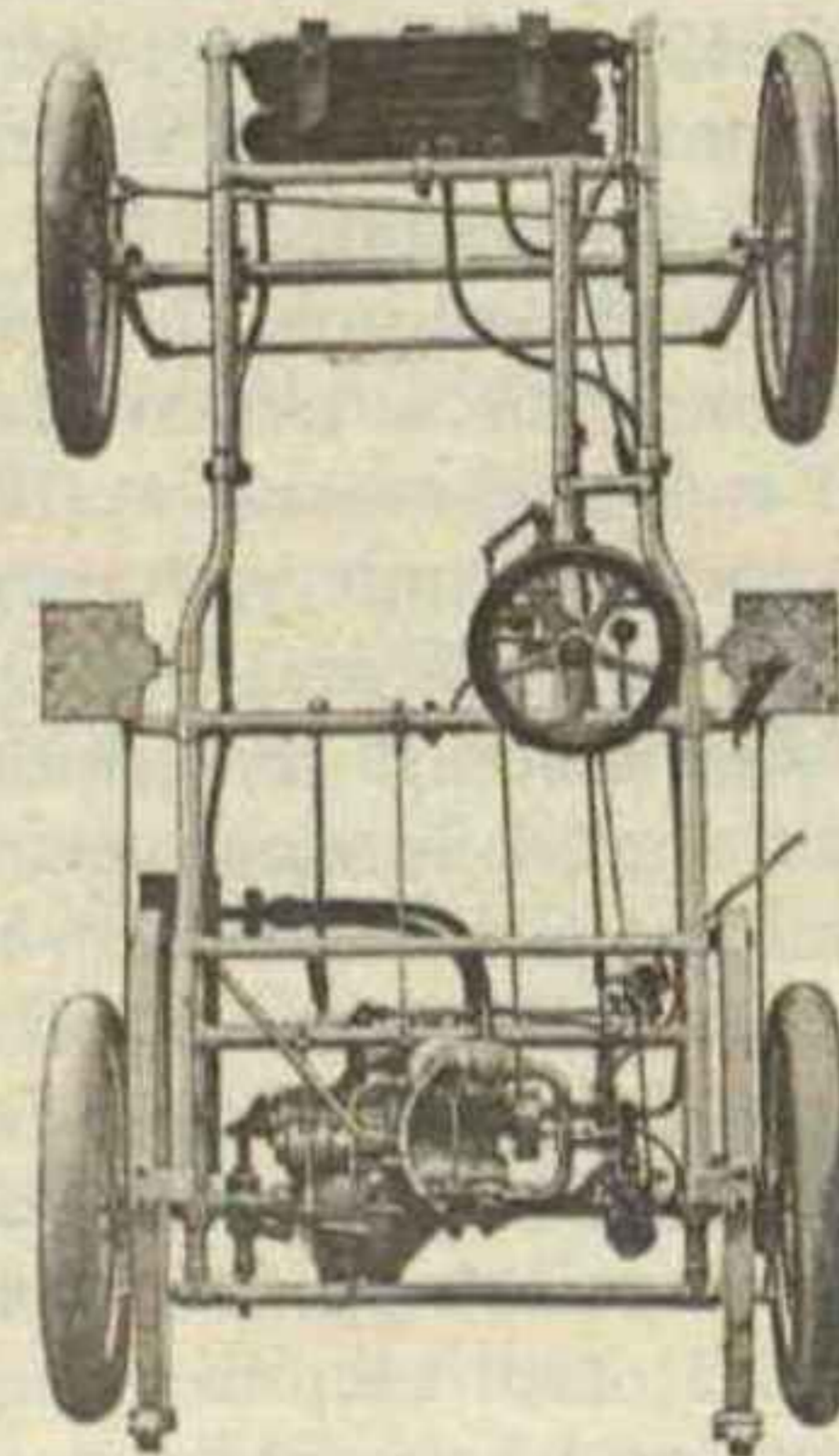
Automobiles Louis RAVEL



VOITURE LÉGÈRE

Prix : 4.800 francs

Châssis de la Voiture légère Louis RAVEL



Longueur 3m35 — Poids 200 kilogs

Ce châssis est articulé, annulant ainsi les réactions brusques des cahots de la route et permettant l'établissement de notre essieu-moteur sans cardan.

Les ressorts sont à double croise et donnent une suspension parfaite.

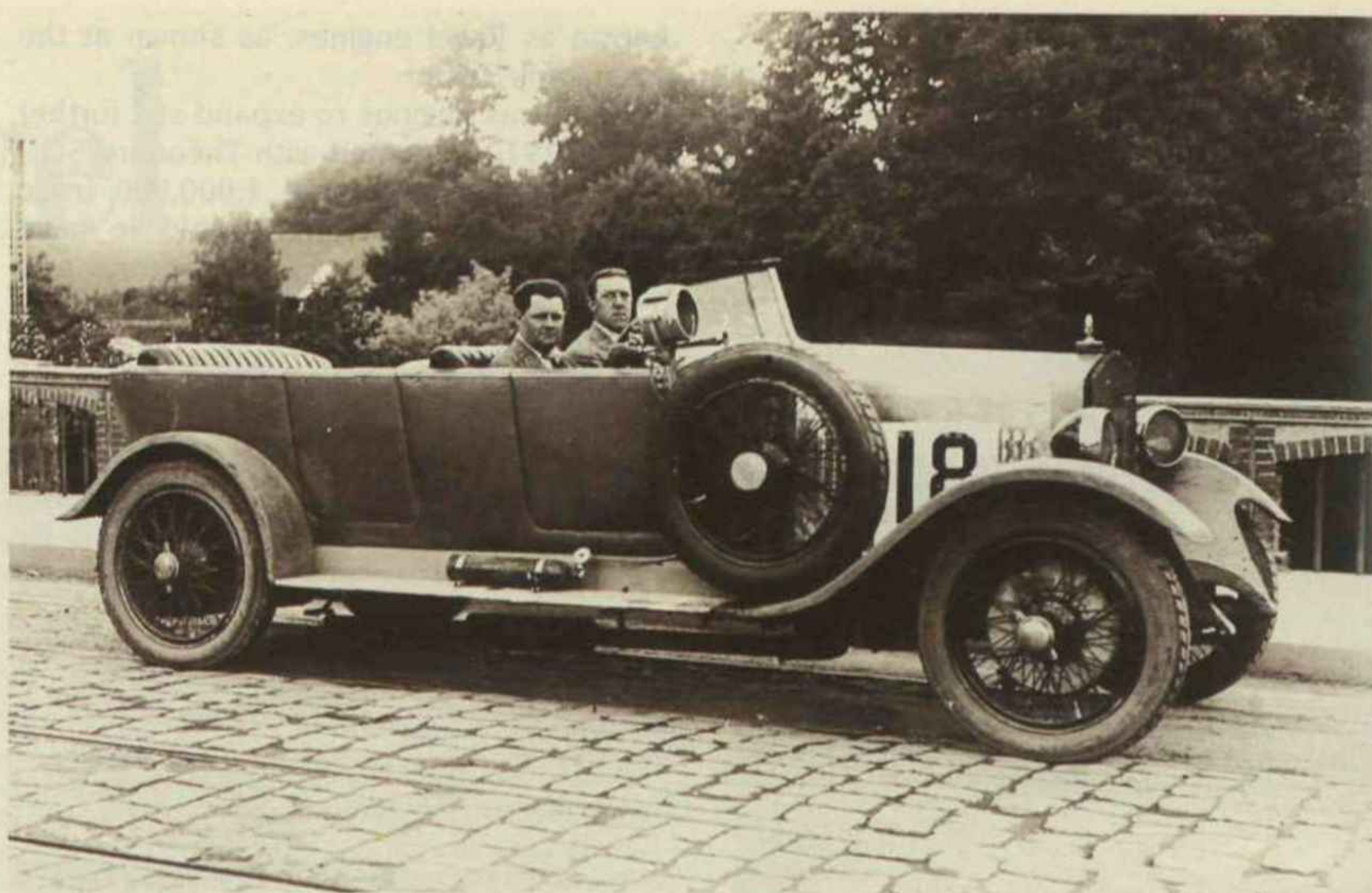
back axle had a one-piece casing for the Gleason differential. The smaller chassis had at first an inverted cone, then a multi-plate clutch, but later chassis used single-plate clutches. The usual 4 mm pressed-steel chassis frame had ample cross-members and was further stiffened by the aforesaid, patented, unit engine/gearbox block. The early Ravels had RAF wheels with 820 x 120 tyres but soon Rudge-Whitworth wire wheels and 32 x 4½in tyres were fitted. There was LUB chassis lubrication. For almost the entire time Ravel cars were in production they had no rear-wheel brakes, but a transmission brake which also helped apply the front-wheel brakes, a method used also by Chenard-Walcker and Bignan. From about 1926 a Westinghouse servo was added, and normal 4WB were used in 1928/29.

***“Selborne Motors in
Great Poland Street
would sell you a
12-cv Ravel in 1927
for £575”***

Although the Ravel factory had three lathes, two boring machines, a planing machine and a crankshaft balancer, much of the work was farmed out, notably to the Plançon works in Ranchot, with raw materials supplied by the Monnlotte foundry at Dôle. Louis Ravel would drive a Ravel chassis with a wooden seat to and from these places to collect parts and the entire family would help test new chassis, loaded with pig-iron, using the hilly Brégilly road, the Fort on which became the company's trade mark. Bodies were made by Mamy and by Monjardet et Cie of Bescançon; the body on the car in the Schlumpf museum, for example, was by the latter company.

Along the years Ravel models included the 1925 65 x 110 mm (1460 cc), the 76 x 110 mm 2-litre of 1926, and the six-cylinder 70 x 109 mm chassis for 1928. The last-named had only three main bearings, which restricted its top speed to about 63 mph, whereas the 12-cv Ravel would do some 70 mph. Various wheelbase lengths were offered, and the 12-cv model was available in sports form, with a shorter wheelbase. A new 9-cv car was offered at the 1926 Paris Salon. There were several Ravel agents in France, especially in the Lille area where many of the shareholders lived, and there were outlets in Paris, notably at the Garage de Ranelagh. The Ravel was also represented in Belgium and Switzerland, and here Selborne Motors in Great Portland Street would sell you a 12-cv Ravel in 1927 for £575.

Although all this sounds to have been encouraging, Louis Ravel apparently never





Far left; the 2½-litre Ravel which, driven by Van den Bossche-Smeets, ran the distance but outside the time limit, in the 1925 Le Mans 24 Hours. Its headlamps were arranged to swivel with its front wheels. Below left; a Ravel on a typical French highway of its period. Left; the 1926 Le Mans car. Note triple headlamps.
All photos from the Douezy and Dornier Collections

made a fortune; it is said that when the aforesaid Plançon works (which has been started in 1919 by the former foreman of Th Schneider's) was running two of his cars, he was motoring about in an 8.3 hp Renault. Which may have been why he turned to racing in an attempt to publicise his cars. In 1923 the Le Mans 24 Hours was a novelty but it was well established, and regarded as important, by 1925. So for that race Ravel entered two of his 2½-litre cars, to be driven by private owners Van Den Bossche/Abel Smeets and Barra/Delhauvenne. The cars were ordinary touring models, with heavy 4-seater bodies. Unfortunately, going out to practise in the second car on the Saturday morning the mechanic, Guilbert, met a Panhard-Levassor truck approaching on the wrong side of the Hunaudières straight. It failed to return to its proper side of the road and the two vehicles collided so violently that Guilbert died in hospital three days later.

This did not stop the other Ravel from starting in the race. It failed to complete its required minimum distance in the 24 hours but was running at the end, in 16th place. For the 1926 Le Mans race Ravel entered three of his new 1½-litre cars, with lightened chassis, two-seater Duco fabric bodywork, and triple headlamps. Entrusted to Louis Abit/Charles Duverger, Van Cuiyck/Roger Camuzet and Georges Kling/Rey, two of the Ravels retired, on laps 45 and 46 respectively. The Cuiyck/Camuzet car suffered from being too low-geared but, although unclassified, was still running at the end. A 9-cv Ravel started in the 1926 Spa 24-hour race, driven by Albi/Rey. Although again not an official finisher, it completed the distance, in a token 17th place. That was the close of Ravel's official race participation, but these cars appeared in the hands of private owners in some French hillclimbs. Thus in 1925 Courtot won his class at Planfoy with a 12-cv 2½-litre

Ravel, and later a six-cylinder Ravel competed at Ballon d'Alsace.

The Ravel Factory had been enlarged in 1926 but by 1928 finance was running out. Louis Ravel was a sick man (he died in 1930) and the Company was sold in January 1929 to a local purchaser. The make was scarcely known here; I have never seen a road-test report on a Ravel, or one advertised for sale, in an English paper but in France it was a highly respected make, the output of which was about 350, between 1922 and 1929. Two still exist, one each in the Mulhouse and Brussels Museums. What is more, the original factory, now a garage, has hardly changed — for a while it was a depot for the famous Lacroix bleach, a concern that used Rochet-Schneider trucks — and at the Plançon workshops most of the Ravel drawings and many of the machine-tools that helped to build these cars are apparently intact. Indeed, their last Ravel car was not sold until 1936 and long after WW2 I am told that Ravels were to be seen in the Jura district, and that a few were still in use in Bescançon in the 1960s; indeed one garage was found to be running a Ravel until about 1970, and the last one to be seen was a van belonging to the Gérard laundry.

Many thanks to Marc Douezy, great-great grandson of Louis Ravel, for his helpful assistance, and supplying the pictures from his and the Dornier collections.

WB

SCAT Sequel

My *Forgotten Makes* piece about SCAT/Ceirano in the January issue has brought a letter from Nick Sloan who owns a Newton Ceirano, a 1925 S105 ohv version of those nice little sports-cars, which he thinks must be one of the first produced, from its chassis serial number and differences between it and later models. It is significant that his car's gearbox oil-level plug has "SCAT" stamped on it and is fitted with "Palf" telescopic shock-absorbers, which were made in Italy, and of which the much-publicised Newton-Bennett ones were either these renamed, or direct copies. This seems to confirm the supposed close connection between Newton & Bennett and SCAT/Ceirano, in which the Manchester company had a large, if not a controlling, financial interest.

What Nick Sloan was really drawing my attention to was that when I referred to the SCAT self-starters I was writing of their well-established compressed-air engine-starter, which also acted as a tyre-inflator. In this he is perfectly correct, and I was mistaken in describing the 15 hp pre-1914 SCATs as having electric starters, although I believe that at first the compressed-air starter was fitted only to the larger models. Scat themselves termed both simply self-starter, so confusion arose. But it was the latter system which sometimes required an owner of a SCAT to turn the engine over a half-turn or so before the starter would

function. In 1910 N & B got the RAC to carry out an officially observed test of such a starter on a 25.6 hp SCAT, with a Bosch magneto as its only ignition equipment.

This starter was made under Harper patents. It consisted of a 50×40mm cylinder, the piston in which was driven by an eccentric from the front of the engine's crankshaft. This air-compressor fed a 28×8½in weldless reservoir which stored air at up to 400lb/sq in pressure, fed to the engine cylinders when required through a non-return valve in each exhaust-valve cap, a rotary valve, driven by bevel gearing from the camshaft, ensuring a correct feed-sequence. When the engine had been started this valve was lifted from its seat, to save wear. The air-compressor also served as the car's petrol feed until the engine was running. Apparently the SCAT system was made in Italy but assembled in England.

The RAC-observed trial confirmed that this engine-starter performed impeccably. The engine was stopped and re-started 67 times during a drive of 185 miles, 57 of them in London traffic, at intervals varying from 91 seconds up to 55 minutes. Each time the engine restarted perfectly, without the carburettor being flooded, even after standing for three nights in the open. A 32×4 tyre was inflated to 80lb/sq in in 93 seconds, but when the feed-pipe was held an inch from a sheet of blotting-paper some oil was deposited thereon. The engine could be started 24 times before the reservoir emptied, with the compressor not running, and the engine turned 51 times at a pressure of 350 lb/sq in

before the reservoir became exhausted. The RAC even took the car to Brooklands Track and drove it for two hours at 49.39mph (presumably the comfortable cruising-speed of a 25.6hp SCAT) finding that the compressor didn't get warm; but for a time it was not compressing because dirt had obstructed the feed; this took only 39 seconds to remove, but reservoir pressure had dropped from 350 to 220lb. Good old RAC — so very thorough!

The Delaunay-Belleville also used compressed-air starting before WW1 but when electric starters became dependable the complexity was too much and such systems became defunct. Back briefly to those shock-absorbers, a relief perhaps after all that (hot?) air. Although the instruction-book for the early Newton Ceiranos refers to "Palf" dampers, N & B supplied what they called Newton Hydro-Pneumatic dampers, in four sizes, those for cars of 7/10 and 10/18hp at 8gns and 10gns per set of four — there were also dampers for motorcycles and big cars and lorries. N & B claimed that theirs was the only shock-absorber that was truly progressive in both directions and didn't work at slow speeds, so that it was claimed that the car would "glide like a gondola". Many testimonials were published in 1926, from Daimler and Humber owners as well as Newton Ceirano users and these dampers were said to have helped win the 1926 GP of Rome; although in my book an Austro-Daimler won, from Cattaneo's Ceirano. There is a 1913 N & B in the NMM at Beaulieu and the compressed-air self-starter is still on at least two of the surviving SCATs

WB

VSCC Herefordshire Trial



The big cars had a bad time at 'Moffat's Meander' - Wills' 30/98 is rescued (above). Firth's 5½-litre Nordenfeld benefited from oversized rear tyres (right).

Although the VSCC arranged for fine sunny weather for the popular Herefordshire Trial on February 5, it could not arrange for the 15 hill-sections to be dried out after a week of heavy rain and snow. Consequently, this was a tough event for a change, which is no bad thing, and those I spoke to had enjoyed it. Observing at "Moffat's Meander", it was evident that this was to be no simple meander over the shorter of his two landing strips, but muddy and wet grassland which defeated all the cars except the A7s of Welch, Clarke, Gosling, Densham, Miss Winder and Baxter, but O'Dell's Riley did well here, losing only one mark, and Hall's Frazer Nash two marks. Not so fortunate was the 1936 A7 Special of T Wilcox, not did a racing-start avail Rides's Riley Special. The big cars were absolutely hopeless, making for much work on towropes by willing marshalls, aided by as

many pushers. Williamson's "Cream Cracker" MG was revved hard, the exhaust note and blower whine reminding me of more professional pre-war trials.

At last a big Universal tractor came to the rescue but there were still delays as bogged down cars were hauled out. Barry Clarke went well in his A7 Chummy, as did Firth's 1906 Nordenfeld, both helped by rather bigger than original back tyres, but Collings's gigantic Mercedes-Maybach needed a tow to the start as well as from early on the section, but I hear it did well overall. Seymour Price had a king-pin collapse on his A7 and the trial took its toll, Hall's Frazer Nash needing attention afterwards as its clutch was vibrating, Sythes's Frazer Nash having a burnt-out clutch, Colledge's Riley 9 troller a rocker jump out, Odell's side-valve Riley, which had done the MCC LEJOG troublefree, retiring with a burnt-out valve

and a suspected blown gasket, Dear's supercharged PB MG Midget non-starting due to main-bearing problems and Gosling's A7 having back-axle trouble. But by early afternoon they began to arrive back at *The Verzons* near Ledbury, muddied but unbowed. An interesting runner among the 79 entries, was Williams's American A7 coupé, on appropriate number plates, which somehow contrived to retain its immaculate shine. To end on a modern note, whose was the smart Chrysler coupé that occupied the centre of the car-park? **W B**



Results:

Hereford Trophy (best in Class One): J Densham (1929 A7). **Andrew Blakeney-Edwards Trophy** (best in Class Two): R Harcourt-Smith (1929 Alvis). **First Class Awards:** J Densham (A7), J Baxter (A7), R Harcourt-Smith (Alvis), P Garland (30/98). **Second Class Awards:** S Diffey (A7), S Welch (A7), I Williamson (MG), R Collings (Mercedes-Maybach), P Tebbett (Riley), R Thwaites (Chrysler), B Spollon (30/98). **Third Class Awards:** J Brewster (A7), D Rolfe (MG), B Clarke (A7), R Low (A7), P Blakeney-Edwards (Frazer Nash), P Cassidy (Riley), J Wheeler (Morris), W Urry (Riley), E Getley (Bentley).

VSCC Measham Rally

The VSCC opened its 1994 season traditionally on January 5/6 with the Measham Night Rally, this time in the Yorkshire Dales, its title derived from years ago when the event started and finished (with a free breakfast, as I recall) at the Measham Motor Auction Centre in the Midlands. This time it began from Lightwater Theme Park near Ripon, with 62 drivers and navigators prepared to take part in their vintage cars over 195 nocturnal miles, attempting to clock-in accurately at 25 time-controls. In fact, two of these were cancelled after a delay had been caused by a farmer who thought a pirate event was in progress and took it upon himself to block a lane with his Land Rover. The Police arrived and told him that unless he removed the vehicle immediately he would be in trouble, as this was an approved event and they had been informed of its route — all clubs note how important it is to make sure the latter requirement is not neglected.

Two Riley 9 Specials, a supercharged MG Midget and a 1927 Ansaldo non-started, leaving 58 crews raring to go, on a cold, slippery

night, but over an enjoyable route. The Parker/Tennent Alvis and Fleet/Dunkerley Frazer Nash retired early, the Alvis with a duff magneto, followed by Martin/Freeman (Frazer Nash) with oil-pump failure, the Rippons' Bugatti, the Burnett/Warburton Alvis, Reg Nice's A7, Milne-Taylor/Mrs. Taylor, when their Morgan 4/4's clutch gave out, Mrs Bond's Morris and the 1923 Crossley of Campey/Thourgood. Class 1 competitors were excused two of the timecontrols. **Results:-**

Measham Trophy: K Hyland/A Atkinson (1929 2148cc Alvis). **Jeddere-Fisher Trophy:** P Hart/D Smith (1930 2100cc Humber). **PVT Trophy:** P Cattell/T Cork (1933 1633cc Riley). **Best Novices:** Welsh/W Teague (1925 2996cc Bentley). **Preston & District VCC Award:** P & J Jelley (1929 2245cc Austin). **First Class Award:** Winder/Barton (1926 Alvis). **Second Class Awards:** Tomlin/Tomlin (1932 Alvis), Hill/Wilcock (1936 AC), Miss Winder/Carr (1934 A7), Gordon/Ackworth (1936 Frazer Nash), Prest/Atkins (1930/31 Alvis). **Third Class Awards:** Hutchings/Selwyn-Smith (1937 FN-BMW), Thomas/Thomas (1934 s/c MG Midget), Jones/Filsell (1923 30/98 Vauxhall), Clark/Pendlebury (1925 Salmson), Marsh/Robinson (1923 30/98 Vauxhall), Baker/Barker

(1927 Rolls-Royce). **W B**

Trikes at Night

Although not anything like as elaborate as the VSCC's Measham night rally, that run by the Morgan 3-Wheeler Club is supported every bit as enthusiastically. The last one had 16 entries and a route of 130 miles, in two loops, centred on Chesterfield. It took some toll of the trikes involved. A cigarette lighter had to be applied to the carburettor of one JAP engine to get it to fire up (no pun intended) at the start, and another JAP refused to go at all. A Super-Sports broke its rear chassis fork, clutch and adjustment were needed on another Moggy, another required a new battery before the second control, and the gasket of an F4 had been changed between North Wales and the start and a spare battery found *en route*. An Aero Morgan broke a timing-gear tooth, and the other two two-speeders also retired.

But there were eight finishers, to whom all credit. The first two places went to MX Sports models, with an F4 Morgan third. Stout fellows, tough cars. **W B**

A Veteran Sunbeam Remembered

In the January MOTOR SPORT, we were able to describe the origins of the Darracq "Genevieve". Here is Dr Bill Pumphrey's story of how a veteran Sunbeam, believed to be the first of that make, also emerged from Jack Wadsworth's yard. W B

From mid-1946 to late-1949 I was a research student in the Metallurgy Department of Birmingham University. One of my fellow researchers was Don Shewell, the proud possessor of a 1900/1901 Argyll that had been in his family since new, and one or two excursions with him fired me with an irresistible urge to have a veteran car of my own. Don was a member of the V C C and heard, through the Club grapevine, that there were several "old cars" lying in a yard at Isleworth owned by a Mr Jack Wadsworth. We drove there early in 1947, to be confronted with a mouldering heap of vehicles, more rust than metal, but all, we were told, of pre-1905 date. Despite the absence of most of its body, a reputed 1903 four-cylinder, chain-driven Sunbeam seemed to us the most restorable of the lot and my offer of £25 for it was accepted by Mr Wadsworth.

We returned to Isleworth the following weekend with Don's low-loading trailer. Mr Wadsworth, obligingly, had separated it from the heap and had rigged up an overhead block-and-tackle to hoist it on to our trailer. What he failed to tell us, perhaps he was unaware, was that the Sunbeam had a wooden chassis, much rotted after forty and more years. When the car was hanging in mid-air the chassis collapsed, depositing a pile of broken bits on to the trailer. Nothing would induce Mr Wadsworth to refund my £25 — a considerable sum to an impoverished research student in those days — and so we carted the load of junk, as I thought it, to Don Showell's house in Belbroughton and dumped it in one of his barns. I slunk back to my home in Birmingham to lick my wounds and think what on earth to do with my purchase.

I could not bring myself even to look at it for several weeks but, luckily, I had an engineer friend, Chris Lilburn, who was interested to see what I had bought. To satisfy his curiosity I took him to Belbroughton, where he picked over the bits. To my astonishment he said there was a car there, just waiting to be re-assembled and that, furthermore, he was certain we would get the engine going without too much difficulty. With his prodding, we disentangled the engine, put it on a couple of wooden boxes, cleaned-up all the vital parts, rigged up a gravity-feed petrol tank using an old petrol can, gave the starting handle a twirl and — it started! We let it run for only a few seconds, of course, but those seconds were the prelude to months of hard, intensely enjoyable, and rewarding, restoration work.

Needless to say, when we stripped the engine down we found that it was in a poor

state of health. The crankshaft was cracked and had to be re-welded and ground, all the bearings had to be renewed, the clutch needed re-lining, and we had to fit expansion rings to the pistons to accommodate the wear on the cylinder bores. The starting-handle needed replacing and I cast a new brass one in the University foundry. With the aid of the Belbroughton blacksmith/coachsmith we built a new chassis of ash, using the bits of the old one as a pattern, and assembled the frame of the body along the lines of the original, as pictured in various books and sales-pamphlets we borrowed from the V C C and Mr Anthony Heal. The side lights came from my father's garage in North Wales and were of 1920's vintage. Unfortunately, the new wooden chassis cracked during its first trail run and we had to reinforce it with 3in angle-iron, which may still be in place for all I know.

At this stage the car was in running order if not *concours*, and what is more had been identified by the V C C and Sunbeam Register as the earliest existing Sunbeam-engined Sunbeam — No 1, in fact. We over-reached ourselves, however, in entering it for the 1948

Brighton Run, which was a disastrous failure for us. The ignition timing developed a mind of its own and we had five punctures in the first ten miles — after which we gave up — because we had omitted to fit protective bands to the wheel rims, re-built by the Belbroughton blacksmith, to protect the inner tubes from the projecting spoke-ends. With these faults remedied, and a discreetly hidden lubricating pump fitted, Chris and I had a glorious 1949, taking part in many Club events and winning much-prized cups for the VCC Bagshot Trial and the Southport Rally. I had registered the car as JOH 2 when it became road-usable but during 1949 I changed this to A 13, at a cost of about £7, on the hunch that it had been a London-based vehicle originally.

Sadly, in 1955 or thereabouts I had to dispose of it to raise money for school fees and sold it to Dr Fellows of Ware for £600. He, in his turn, re-sold it some years later. Since then I have neither seen nor heard of it and all I now have to remind me of those exciting long-ago days are some old photographs and the original Sunbeam Register badge. **W I P**

Out Of The Past

From time to time readers send us most interesting letters and sometimes photographs of cars for identification; I regret there is not space to publish many of them. But they liven up the task of writing the V-to-C pages of MOTOR SPORT.

For instance, I have had some pictures from a family album of a reader of some 40 years, depicting interesting cars owned by his late father, who was keen on motoring, and springer spaniels which he took to shoots and field-trials. He was a Mercedes enthusiast and the first picture is of a very early car of this make, I would think of 1902/04 vintage, as it has the very narrow radiator shell and raised header-tank which was also a feature of some veteran Peugeots. The next photograph is of a bigger pre-war Mercedes, of about 1910/12, with an obviously enthusiastic spaniel as front-seat passenger. Then a most interesting pair of cars, presumably both Mercedes, one almost certainly a Gordon Watney-bodied four-seater sporting model, probably a Ninety, with the expected disc wheels and outside drop exhaust pipes. I thought the other car was another Gordon Watney conversion but a rather unusual radiator

and the fact that the four outside exhaust pipes emerged at two different heights, whereas on all such Mercedes and Benz I have seen they are level, and because a big vee-cowl had been added to the radiator, caused doubts.

The next photograph was especially interesting, because it was of a rare Morriss-London tourer, thought to have been taken in India when the Colonel was serving in the Royal Horse Artillery — which seemed to add up, because this make, based on the American Crow-Elkhart, was intended for export. Next there was what I think to be a Silver Hawk, the only identification difficulty being that these enticing little sports-cars usually had well-louved bonnet sides, which this one didn't, and the exhaust-pipe was on the off-side. The last of these fascinating pictures was of a supercharged 33/180hp Mercedes-Benz saloon, photographed in Bournemouth in the early to mid-1930s. Soon afterwards the Colonel cut the roof off, the better to accommodate a large number of his beloved springer spaniels! His son would like to know if the car has survived and this completely open big Mercedes may be recalled by someone? **W B**

Air: London/Australia — a long race in 1934



The winning Comet, *Grosvenor House*, at Mildenhall ready for the 1934 race. It has recently been rebuilt and is now flown by the Shuttleworth Trust. (Picture: *Aeroplane Monthly*.)

Sixty years ago the aviation world was stirred by the presentation of a £500 gold cup and £15,000 in other prizes put up by the Australian chocolate millionaire, Sir MacPherson Robertson, for a race from England to Australia.

The race having been authorised, the problem was from where to start it. The Royal Aero Club decided on Mildenhall aerodrome in remote Suffolk, then little-known; when I drove past it some years ago the perimeter was sinister with the latest US Air Force bombers. . . This prestigious contest had brought in 65 would-be competitors, but the hazards of an 11,300-mile race in 1934 reduced this to 20 starters. Only De Havilland thought it worth producing special racing aeroplanes in the hope of winning it. To this end the Hatfield Company built three DH 88 Comets, offering them for sale at £5000 each.

Racing driver Bernard Rubin bought the third Comet, which was green, a memory of his "Bentley Boy" days no doubt. The first Comet had been purchased by A O Edwards and named *Grosvenor House* in accord with sponsorship from that hotel, and painted red. Jim and Amy Mollison had secured the second Comet, calling it *Black Magic*, in keeping with its livery. Yet DH kept the design secret, so the buyers had not even seen the drawings. . .

The rest of the entry consisted of normal, if tuned-up, civil and military aeroplanes. There were civil-registered RAF Fairey IIIFs and two Mk I Foxes, the American aces, Col Roscoe and Clyde Pangborn, relied on a big Boeing 247D, many were going in light aeroplanes like Brook's Miles Falcon, Australian Jim Melrose's DH Puss Moth, a Klemm Eagle, a Miles Hawk Major and Miss Cochrane's Gee-Bee-like Grenville RD-H. There was even a DH Dragon biplane. Airspeed had a Courier and a Viceroy. A Pander SI, a Lambert Monocoupe and a Lockheed Special Vega were also starting. It was the Dutch airline KLM that put in what appeared to be an improbable entry, a Douglas DC2 crewed by uniformed Parmentier and Moll, who flew a normal passenger

service on the way to the start.

The splendid low-wing Comet monoplanes with two Gipsy Six-R 230 hp engines, retractable undercarriages and Ratier propellers were firm favourites; they had a cruising speed of over 220 mph. The props were set in fine-pitch by pressurising them with a bicycle pump for take-off and changed automatically to coarse pitch for cruising; but they could not be reset to fine pitch in the air, making landing tricky. I recall seeing a Comet circle Croydon several times at the end of a record-breaking flight for this reason.

The scenes at Mildenhall on the week before the start of the race on October 20 resembled those before a big motor-race. The scrutineers were troubled about the permitted take-off weights of the American machines and dispatched urgent queries to the USA. The Boeing was overweight with 950 gallons of fuel and the compulsory food and water rations; Col Roscoe said it would be alright provided the pilots stayed behind! The Bellanca was in trouble and soon dubbed *The Shamrocket*; it had been paid for with an Irish sweepstake and when it wasn't allowed to start C G Grey, the outspoken and entertaining then-Editor of *The Aeroplane*, wrote "the silly English people who had bought tickets didn't even get a fly for their money." The Royal Aero Club sensibly refused to be coerced into making exceptions to its rules and Grey had some more fun, writing that "if the British Government had been equally firm and fair in 1921 Ireland might by 1934 have been a prosperous part of the Empire instead of a half-starved, impoverished part of two-thirds of this country," adding, "perhaps when the Irish are tired of squabbling among themselves the British Government will appoint a commission to run their country and put the Race Committee of the R-Aero-C in charge." A poignant comment, in view of the failure so far of the Irish peace-talks. (The R-Aero-C was liquidated in the 1970s but has been reformed in Leicestershire, while the *Aeroplane* continues publication as a monthly).

As the pre-race week unfolded, there was much drama. Rubin had had to get Cathcart Jones to take his place and his Comet damaged its undercart when landing with its wheels half-down. Herbert Broad set off in haste in the service Dragon to fetch spares. Meanwhile, car headlamps picked out the stricken machine in the middle of Mildenhall. Jacqueline Cochrane arrived in the dusk, her touchdown path lit by searchlights that "showed every blade of grass for 500 yards"; she still stalled in from some 50 feet. . . In practising, the Mollisons' wing nearly touched and they went round again — that prop problem perhaps? In fact, they had gone round three times before landing when they first arrived. Scott and Black, pilots of the Comet *Grosvenor House*, who were to win outright, were very professional, even spending half-an-hour in turns swinging the props, to make sure of quick starts.

But, as with many racing cars, the Comets, built in eight months, were ready only a short time before the race began. The DH mechanics worked day and night, checking mixture strength, each night top-overhauling all the engines, and with a day to go the AID had still to approve the repairs to the green Comet's damaged props by Fairey's, and covers had to be made for the magnetos. The overweight wasn't discovered until then. So the petrol people reduced the specific-gravity of the fuel and the new supply was rushed to Mildenhall in a fresh tanker and permission obtained to refuel within the hangar. Scott and Black hoped to fly non-stop to Baghdad but this involved a change of jets but no time for a test flight if this were done. On the last night experts were checking the mixture richness by the colour of the exhaust flames. And while this was going on, new oil tanks had to be made and fitted to all three machines. . . But it was done and DH apprentices polished the Comets just before starter George Reynolds — another motor racing link — flagged the Mollisons off at 6.30am on the Saturday, the starting-order having been drawn beforehand.

The importance of this race had been emphasised when, on the Friday, King George, Queen Mary and HRH The Prince of Wales (who came in his private DH Dragon) had inspected the aeroplanes and met the crews. Lord Londonderry, S-of-S for Air, and AOC Sir Brooke-Popham attended, flying there in two RAF Hawker Harts, the American Naval Air Attaché came in a US-Navy Chance Vought Corsair, other VIPs in a Stinson and an Atlas, and KLM flew in Anthony Fokker (and spares for their DC2) in a Fokker Tri-Motor. A crowd of some 65,000 came to see the start in a shell-pink sunrise, under a pale blue English sky. Roads blocked, many walked across the fields and climbed the hedges. But they obeyed the police and the Halton Cadets — hooliganism had not yet come into fashion! All the competitors got away, although the green Comet swung off-line and had to try again.

The rest is history. C W A Scott and Tom Campbell Black got to Melbourne first in Rubin's Comet, in 70hr 54 min 18 sec,

178.9mph flying-time. The KLM DC2, expected to win the handicap (set to do 108 mph but able to cruise at over 180 mph), was second overall, the Turner/Pangborn Boeing third, the green Comet fourth. Scott and Black also won on handicap, the DC2

second, Melrose's Puss Moth third. Ten retired, the Mollisons with undercarriage and engine problems, and sadly one of the old Fairey Foxes crashed in Italy, killing its crew.

Postscript: In 1935 patriotic Sir MacPherson

Robertson came to England on the *Otranto* for the King's Jubilee Celebrations and to receive his KBE. What he would have thought of the discourtesy shown to the Prince of Wales on his recent visit to Australia leaves little to the imagination. **WB**

VSCC Brooklands Driving Tests

On January 29 the VSCC went to Brooklands for a driving-test meeting, with 10 tests laid out for the 61 competitors. Some of the less-usual cars had a go, such as Belsize Bradshaw, Rhode, OM, 1935 Hudson and the Riley-Ford Special of A Winn and Sandy Skinner. The Belsize had a bad day, retiring before any of the tests and the others who gave up were Mrs Shapland's normally effective 10/23 Talbot, the OM and the Hirrons' Frazer Nash.

Results: First Class Awards: M Dawes (1929 Riley 9), G Wright (1937 Singer 9), A Marsh (1928 A7), D Marsh (1925 Brescia Bugatti). **Second Class Awards:** A Harker (1937 Riley 1½), A Jones (1929 A7), H Gibson (1926 Rhode), T Tarring (1927 Frazer Nash), H Conway (1926 2.3 Bugatti), C Marsh (1925 Brescia Bugatti). **Third Class Awards:** Mrs Threlfall (1928 A7), R Leigh (1926 A7), M Biggin (1925 2.5 Lancia), P Stainton (1925 A7), J Peacop (1930 MG Midget), C Banks (1935 Lagonda Rapier).

WB

V-to-C Miscellany

Following last month's feature on the Hooker-Thomas-engined Young Special, it is interesting that the Marlborough Thomas which was imported into New Zealand just after the war by the Leyland agent and raced in various forms is now being rebuilt with the correct 1½-litre Hooker engine and Parry Thomas suspension. Information is sought on technical data.

It was of course in 1926 that the Davis/Benjafield 3-litre Bentley ran into a sandbank and retired at Le Mans. In 1927 the same car, "Old Number 7", crashed at White House corner but went on to win, again driven by Davis and Benjafield.

The Shelsley Walsh hillclimb on June 4/5 will include a special class for post-1948 Frazer Nash cars, by invitation of the organisers, the Midland AC. Details from Brian Heath, 20 High Street, Milford-on-Sea, Lymington, Hants SO41 0DQ. At the hillclimb at this famous venue on July 2/3 there is to be a class for aero-engined cars, as part of the VSCC's Jubilee Week happenings, as well as the usual classes for other

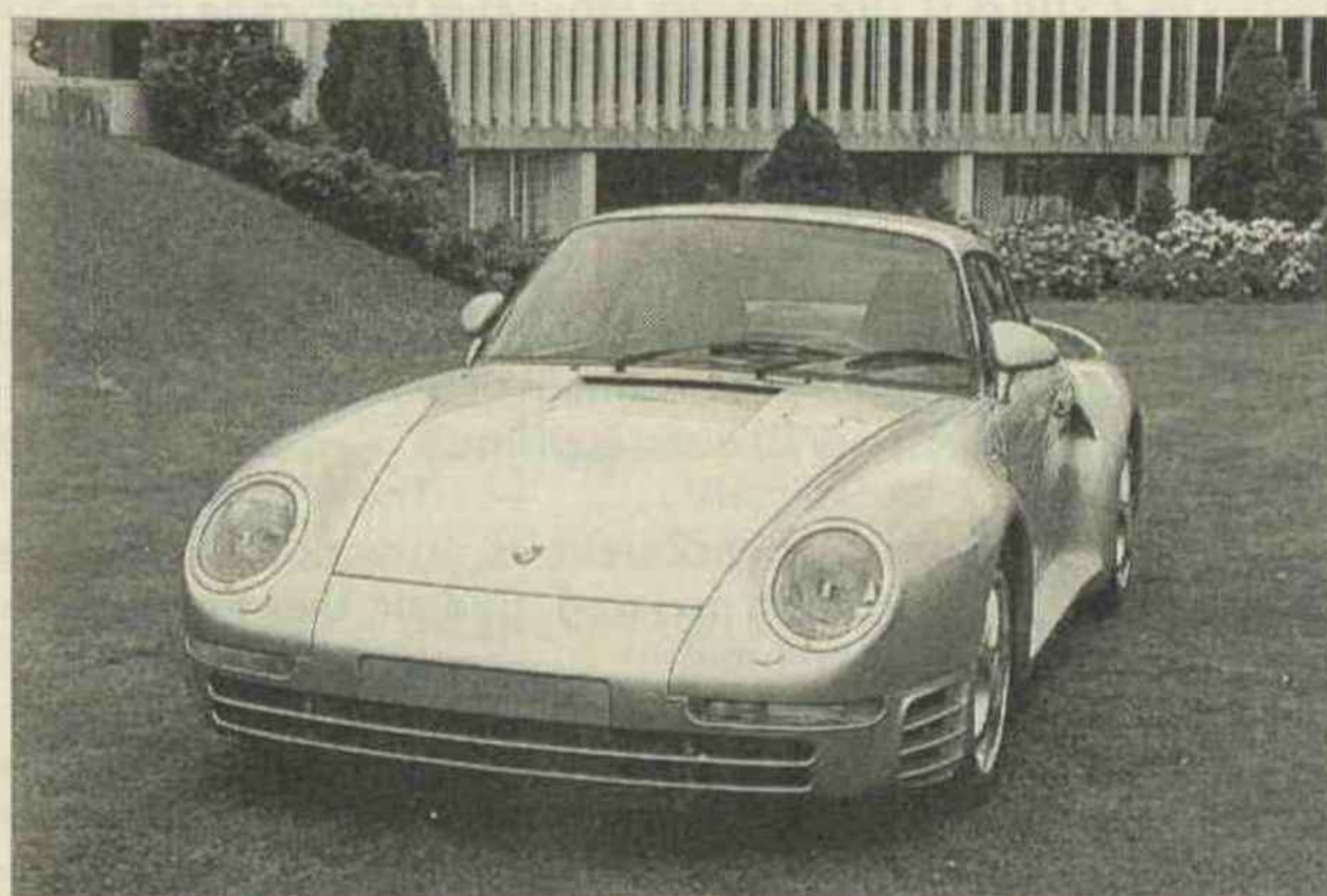
pre-war cars.

The VSCC of Australia, which celebrates its half-century next year, has a fixture-list very much like that of our VSCC, with night trial, Alpine Rally, sprints, trials and a Two-Wheel Brake Run, together with a *Newsletter* which has the flavour of light-heartedness found in early editions of our own *VSCC Bulletin*.

Regulations are now available for the Yeovil CC's Bristol-Bournemouth Run for pre-1940 vehicles. Entry restricted to 350 (nearly 300 last year). Fee £25, £20 for members of the organising club. Period costume encouraged. Distance 97-miles with three stopping places. Non-competitive event; signing-on 8.30 am, finish by 4.30 pm. Date June 12; entries close April 1, to Alan Davidson, 63 Abbots Way, Yeovil, Somerset BA21 3HX.

The Crossley Register's National Weekend (July 9/10) will be held at Combermere Abbey, the Crossley family home, with HQ at the Tern Hill Hall Hotel, near Market Drayton. Contact the Register at Willow Cottage, Lexham Road, Gt. Dunham, King's Lynn, Norfolk PE32 2LS. **WB**

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F1

in

1994



Re-fuelling fires have been rare in F1, but the risk is there — Rosberg's Williams at Interlagos in 1983.

In my book, top-class motor racing is the finest sport of all — I assume you are 100% behind this opinion? — and we have only to wait until March 27 for the first F1 race of 1994. Nothing can equal, surely, the moment when the green light flashes on and the pack roars in action? A friend once likened it to a good orchestra tuning-up and then starting a piece of classical music — but not so loudly, of course. . .

After the Rothman-Williams-Renault Press Conference in Portugal Ian Wooldridge aimed a powerful piece at Senna, in the *Daily Mail*. Never mind, it is no bad thing to have a *prima donna* in F1, to keep the news on the boil. Senna was said to regard himself as scandalously underpaid, at a rumoured £10-million for this season. But it's all relative: actress Julia Roberts is reported as expecting £8-million for appearing in one play. Such bickering reminds me of Donald Campbell's last bid for the Water Speed Record. He was waiting for favourable conditions. The Press became impatient and made disrespectful comments. But as MOTOR SPORT wrote at the time, it was Campbell, not the critics, who would have to get into the boat and go. . . (And how distasteful that the horrific shots of his last moments alive in *Bluebird* continue to be shown in films, newspapers and books). This recalls another instance of how onlookers in safe places at brave events often underrate them. When the RAF's Hawker-Siddeley Harrier took-off from a London coal-yard in the 1969 TransAtlantic Race some of those watching claimed compensation for clothes dirtied by the slipstream! — as I wrote at the time, they couldn't see the Prestige for the Coal Dust. For the Harrier was a very significant aeroplane, which served well in the Falklands War.

Wooldridge noted that "... rule changes,

including obligatory refuelling stops, promise a campaign freed from single-team, technical domination", in this year's F1 contests. I dislike any rules restricting racing-car development but surely the return of refuelling stops will favour these with the more potent engines, unless they muffle the pauses for more fuel their power advantage necessitates? It is a return to the days when Dick Seaman challenged the more fuel-thirsty ERAs with a ten-year-old Delage that was able to dispense with pit-stops for petrol, and when the highly-boosted Alfettas ran against the bigger-engined, less fuel-demanding Ferraris. But it is surprising that the FIA, which in recent times has banned refuelling as a fire hazard, is now permitting it again. Not, I hope, as a sop to TV producers hoping for more dramatic racing?

Let us hope sincerely that the changed rules — especially artificial bunching by pace-cars or other means — will in no way take the edge off the finest sport in the world.

Likes & Dislikes

I was surprised to read that a Gallup Poll shows that 1-in-4 men and 7% of women admitted to being a danger to other road users. I thought the theory was that every driver believes that he or she is near-perfect and it is the rest who cause the mayhem? And how on earth does Gallup keep these views from those interviewees' insurance companies?! It used to be the other person who drove too close, signalled too late, flashed at you when you knew your overtaking had been perfectly safe and no danger to anyone. Remember the "tenths" method of comparing driving ability? When to try to emulate Senna or Prost at "10/10ths" would have implied a coffin for the District Nurse?

I am dubious about one person being able to judge the driving ability of others, in view of differences in experience, reaction-time, eyesight, judgement etc. So much for police evidence, IAM tests and the like! As for the other driver being always in the wrong, never you, I remember when I was very young being much impressed by an ex-Army Officer who actually *stood up* in his Clyno (whether the better to make his point or to obtain more purchase on the brake-pedal I know not) and shouted "My road!" at an approaching motorist.

So let me confine my dislikes to drivers whose cars are *stationary*. Those who block the pumps at filling-stations with plenty of forecourt space while they shop in the garage supermarket. And those who park in the middle of two-car lay-bys, preventing other cars from using them. You encounter such selfishness every day. . .

The Things They Say

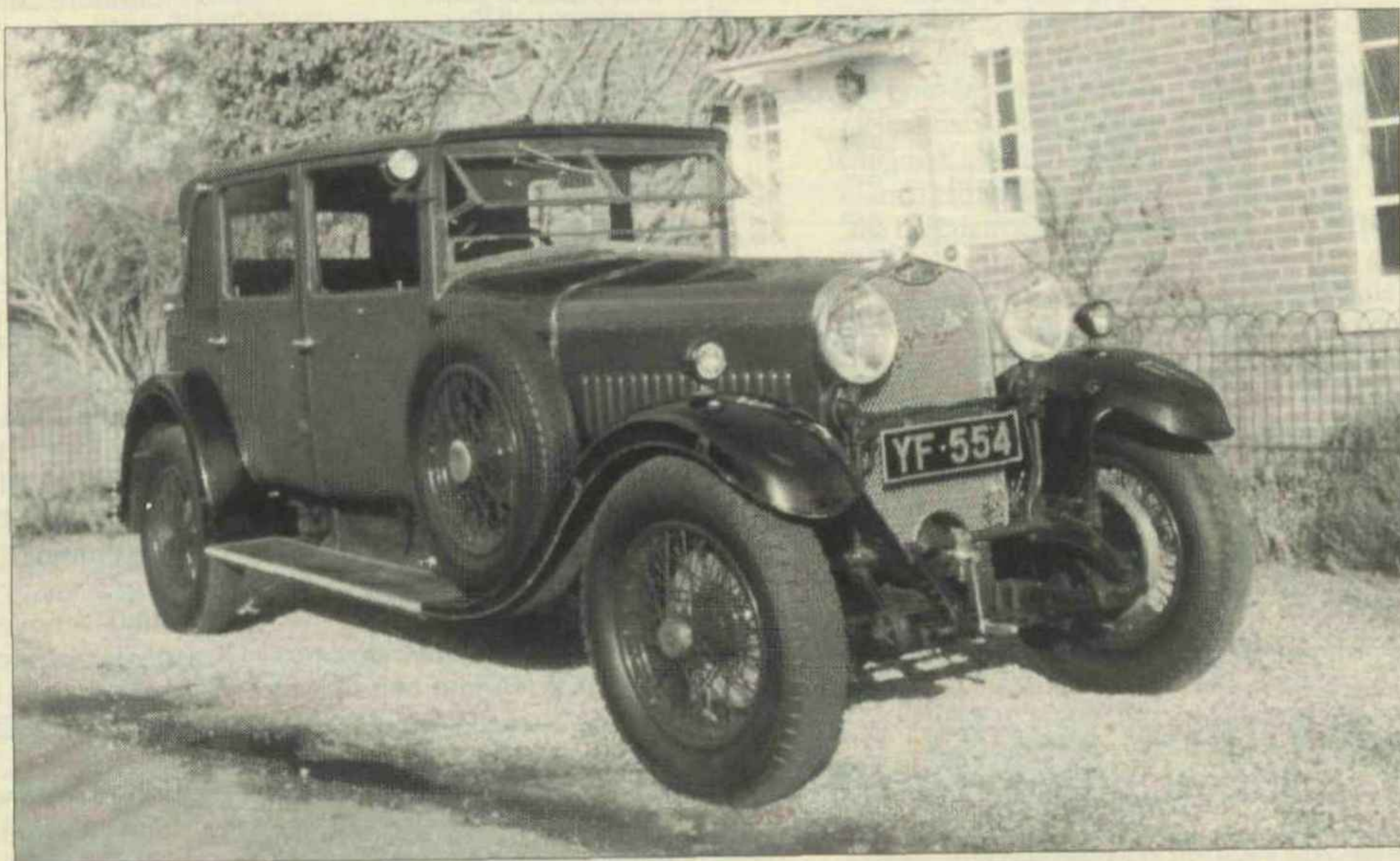
“On Sunday, emphasis will be on powerful Sports Cars, together with Edwardians, Aero-engined Cars — some of 200-litres — and 'Shelsley Specials'...” — The Midland AC's announcement of attractions at Shelsley Welsh on July 3. Gad sir, they get bigger all the time!

"Rolls-Royce Motor Cars to paint Aston Martin DB7" — A Press handout from Rolls-Royce. Their Managing Director of Operations commented: "This contact will provide a major boost to Rolls-Royce and is testament to our outstanding capabilities for motor car finishing". — A sensible *marque* mix-up, no doubt, but surely the first time an Aston Martin has been cited as giving a major boost to "The Best Car in the World"?

WB

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Ecurie Ecosse Transporter, by SMTS. £313.73 (ready built); £128.13 (kit).

Charisma does not come cheap, even when it has been scaled down to 1/43rd of its original size . . .

It was handy for SMTS that Lynx Engineering was located close to its Hastings HQ. While Lynx was busily restoring the 1/1 scale Ecurie Ecosse transporter to its former glory, SMTS was allowed easy access in order to cross-check details for its forthcoming miniature.

This has now been released as a 500-run limited edition,

each model being identified by a brass plaque mounted on the chassis. SMTS's future plans include the release of Ecurie Ecosse C- and D-type Jaguars, with identical ID plates, the idea being that serious collectors can assemble a matched set. Those wishing to do so are advised to reserve their Jaguars well in advance, to ensure that they get the right ones.

Skilled craftsmen with less ready cash will be pleased to hear that unlimited supplies of the kit version will be available.

Details from SMTS, on 0424-853353. **S A**

The Modern Formula 1 Race Car, by Nigel Macknight. Motorbooks International, £22.95.

When this first arrived in the office, with a Lola T93/30 leaping out of the cover, my first reaction was a puzzled 'Why?'

There was barely time to begin formulating an explanation before author Macknight was on the 'phone to offer an insight into this colourful, and supremely well printed, tome.

Macknight is fully aware that the T93/30 is not obvious book material, and is rightly anxious that his subject should not be misinterpreted. It is the story of how a racing team, any racing team, goes about producing an F1 car from scratch. Given 1993's results, the choice of a BMS Lola might be seen as unfortunate. Given the access he was allowed by the Huntingdon manufacturer, however, the plot begins to make sense.

This is the story of the genesis of an F1 car, down to every last nut and bolt: it

does not go into details about race performance. The story ends at Kyalami, in 1993, as the car enters what, as it transpired, was to be a vastly disappointing – and ultimately curtailed – season.

Macknight has done well to explain a potentially complex story in language that those who struggled to pass their physics O-level will understand. His text is backed up by a multitude of photographs, detailing carbonfibre construction techniques, wind tunnel work, crash-testing, CAD/CAM operation, hole drilling procedure . . . You name it, it's illustrated.

Although generally a good effort, it is a little impersonal in parts – some Lola operatives get a name check, while others are dismissed as 'this engineer' or 'that designer'. All the same, it's the first modern step-by-step guide to how an F1 car is conceived that I have encountered, and the content is vastly more relevant than its cover subject suggests. As such, there should be a market for it. **S A**



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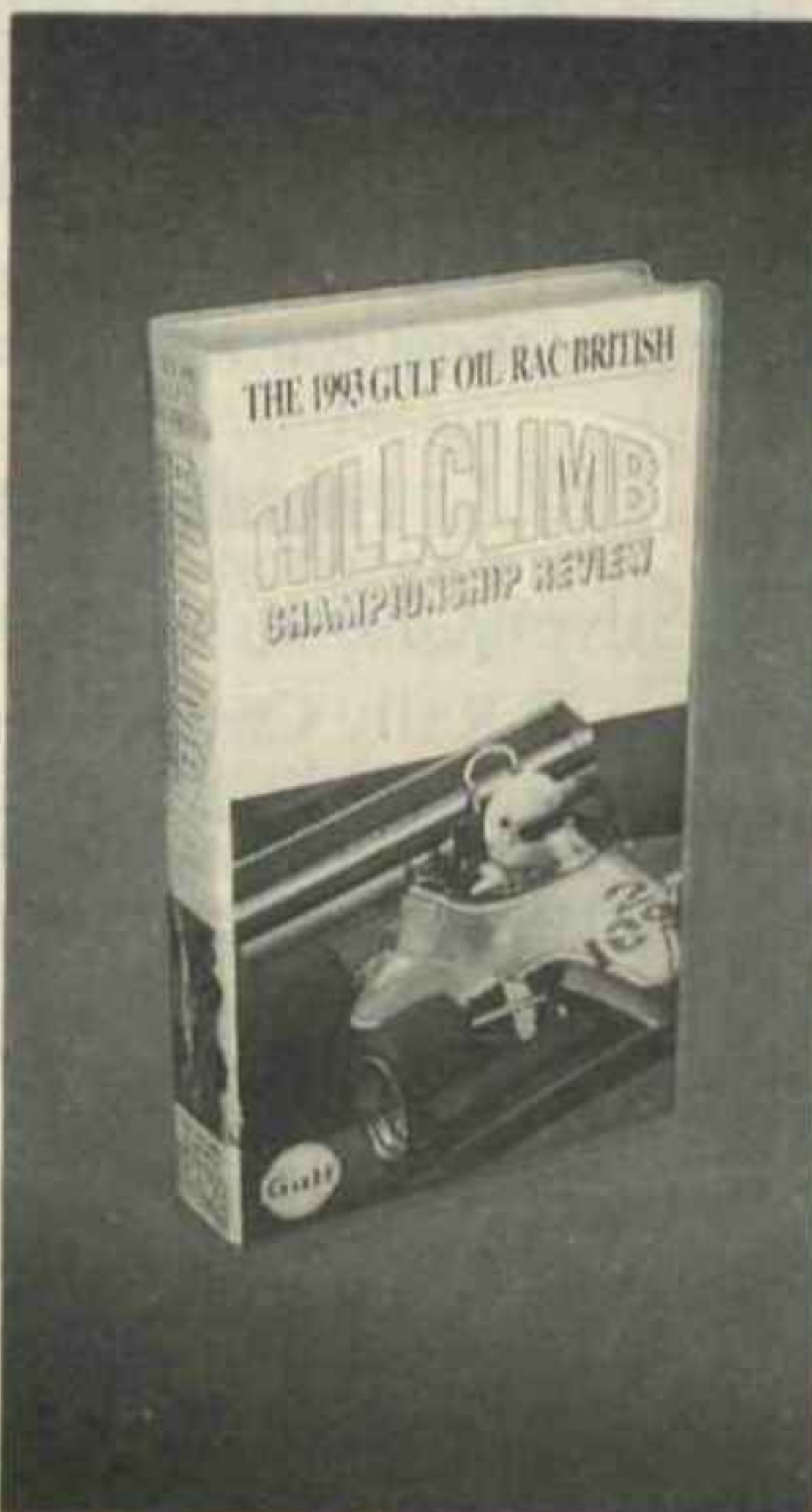
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1993 Hillclimb Championship Review. Duke Marketing. 120 mins, £16.99.

This actually marks something of a pleasant change. Commonly, video releases at the turn of the year concentrate upon Formula One, touring cars, the RAC Rally and all the other populist activities. To watch single seaters with power-to-weight

ratios of almost F1 proportions ascending spindly lanes with a) no discernible run-off area and b) adjacent trees has a certain fascination.

This seasonal review contains selected championship rounds, and focuses on the leading lights in every class – though priority is obviously given to those chasing points in the top 10 run-off.

Ironically, this amateur pursuit commands a lengthier review than the 1993 World Championship, and the price reflects this. Unlike the F1 tape, it probably won't bear repeated viewing, and one doubts that it will sell in huge quantities (though it's not the first time hillclimbing has been granted a video review, so one assumes that previous releases were commercially viable). All the same, it's nice to know that there is substantial footage of a branch of the sport that commands roughly as much TV airtime as marbles, yet which has a strong, and devoted, following. **S A**



Senna Fights Back. Duke Marketing. 90 mins, £12.99.

Senna Fights Back, eh? Now what could that be about?

Turns out that it's the official FOCA review of the 1993 FI World Championship (winner: A Prost). The heading, one presumes, is a passing reference to Senna's momentary lapse into pugilism at Suzuka.

Misleading title apart, this, as it usually is, is a decent production.

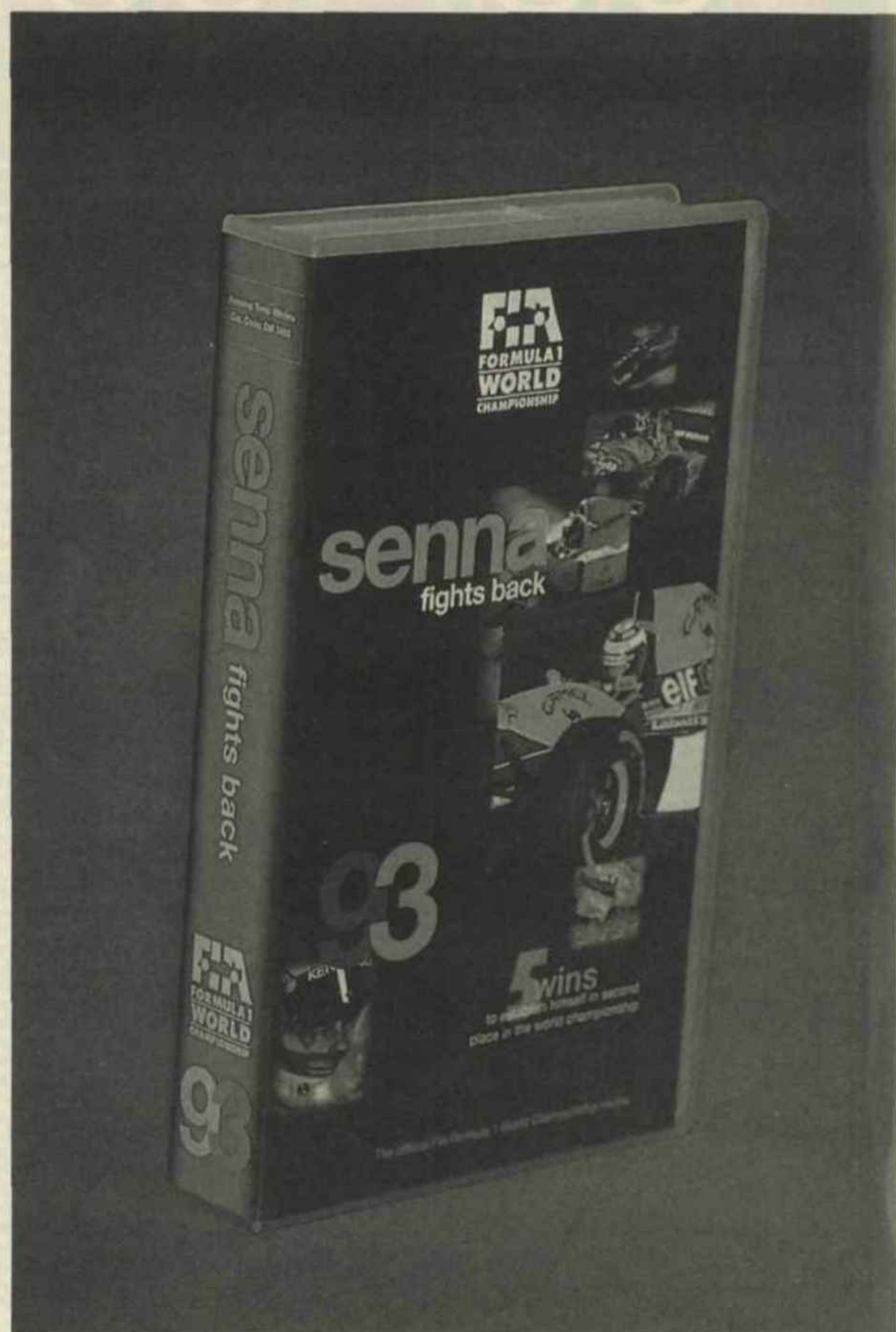
Even though TV directors don't always make full use of the facilities at their disposal for live broadcasts, the proliferation of cameras means that virtually all major incidents are captured nowadays. Sure enough, here they all are, crammed into an hour and a half, which is no mean feat: just over five and

a half minutes per Grand Prix does not offer great scope for detailed analysis, but precious few of the year's talking points are missed.

The result is a Zap! Pow! delivery worthy of a 1960s Batman movie, but we recommend you watch it with the commentary turned down (ideally replaced by a musical substitute of your own choosing). The policy of having guest commentators has worked in the past, most famously with Clive James, who was allowed to inject some of his own personality into the role. The latest incumbent, Jonathan Ross, merely follows a fairly plain script, delivered in a monotone which completely fails to match the glitzy action sequences.

Good footage; shame about the voice.

S A



Senna Fights Back actually covers the fourth World Championship triumph of Alain Prost (above left)...

Osprey Classic Marques, various authors. Osprey, £9.99 & £10.99.

This series is building into a useful quick pictorial reference source; the text takes second place to the photos, which are excellent in some but not all volumes, with almost as much information in the captions as in the body of the text. This works well when skimming through to read up on a particular model, but it does mean that the main story is sometimes interrupted by four or six picture pages.

Each of these four books is 128 pages long, but subject density varies greatly: Mike Key in *Tri-Chevy Legend* (£10.99) can spread luxuriantly over a mere three years of Chevrolet products, while Jeremy Walton has the same space for almost the whole history of BMW in *BMW Classics* (£9.99); thus the latter seems hurried, while the former sometimes

dwells on differences of chrome between trim levels. And with a huge variety of models to cover, the Walton book illustrates many of them at one huge American BMW gathering, making it look rather samey. But he doesn't skip the unusual cars: the pre-war fours and sixes and the post-war twins and V8s all get their credit. The Chevys get more lavish visual treatment, but the word "legend" in the title tells you that nostalgia overrules analysis here, and one has to ask why such a small series of visually extravagant but technically stolid machinery merits this adulatory treatment.

There's more meat in *Lagonda Heritage* (£10.99), in which Richard Bird outlines the English marque up to 1939. Here the balance of history, model types, and coachwork variations to be depicted comes out well, making a rounded introduc-

tion which should lead the reader on to more detailed works. Duncan Wherrett, too, is luckier with *Lotus Elan*, even though covering one model only, as the evergreen favourite had plenty of interesting variations in its life. Inevitably, you've read the facts before, but that's not a complaint in a small book like this, and the generous pictures cover all standard versions plus the novelties: the Shapecraft fastbacks, the Hexagon Estate and the Williams & Pritchard Le Mans fastback. The recently dead New Elan (now due to be resuscitated briefly by Bugatti to use up spare engines) also appears.

Specially commissioned photographs make these paperbacks look fresh, and all conclude with a model spec summary.

G C

BMW 3-Series, by Jeremy Walton. Osprey, £30.00.

From one extreme to the

other: this time BMW specialist Walton gets a whole hardback volume to concentrate on one model, and the result is much more relaxed. There's the usual history lesson to begin, but successive chapters concentrate on individual elements such as body engineering, engines, track successes, the M-power strategy, interviews and driving experiences, to give a comprehensive picture of the common thread which joins what are in fact three different cars which have shared a type-number over almost 20 years.

Using a mixture of period and new photographs, mono and colour, plus drawings and tables, Walton brings us from the much-loved 2002 which crystallised this market sector for BMW up to the latest M3 coupé, via his own close contacts with the Munich firm over the years. Not cheap, but thorough.

G C

1993 Le Mans 24 Hours. Sports Seen. 90 mins, £10.99.

On the face of it, Le Mans 1993 had a patchy field, though there were moments when the works Peugeots and Toyotas appeared to be treating the event as they

might a 10-lapper at Mallory Park.

However, just because the closing stages of the event were devoid of serious competition (leastways at the front) does not mean that you can't produce an entertaining video.

The coverage has a documentary feel about it, and use of the Radio Le Mans commentary team – whose microphones get absolutely everywhere – rather than a post-race, studio-produced script adds to the impact.

The same formula has

worked well for several years (even in 1992, when the entry was positively anorexic), so it's hardly a surprise that the finished article is once again well produced and appropriately atmospheric.

S A



1993 British Touring Car Championship Review. Sports Seen. 150 mins, £10.99.

Editing this must have been quite some task, for the standard of BHP's coverage of the BTCC has become a byword for quality filmwork.

So, what do you throw out?

A few years back, you'd have been lucky to find half an hour of coverage for the whole season, but now...

By the time the editor had put his scissors down there were still two-and-a-half



hours of apparently unditchable material. The result is a video of *Dr Zhivago* proportions (though the content is a little more pacy than Omar Sharif's most dramatic hour). It also means you get excellent value for money, by current standards.

While most of the content will be familiar to couch potatoes with a season ticket to BBC Grandstand, it's still a surefire best-seller, given the BTCC's current lofty profile.

And it's also extremely well executed.

S A



Make your mind up

Sir,
What is it about modern-day racing drivers that makes them so fickle? A couple of years ago, amid much ballyhoo, Nigel Mansell announced that he was to quit motor racing. A few months later, he signed for Williams, and I read he's been talking about returning to FI when his IndyCar contract expires.

Now, Alain Prost (above) appears to be on the verge of changing his mind, after having stated his intention to retire at Estoril last year.

Why?
I can't believe that money's the root cause. How come a man who has perfected the art of making split-second decisions on the track can't make up his mind whether or not he wants to race?

I accept that the attraction of taking on, and maybe beating, Senna must be tempting, though I'd rather see a driver of Prost's class bow out at the top. I'd hate to see him race on beyond his sell-by date, and I find all this petty will-he, won't-he business so irritating.

As a secondary point, Prost's departure, for once and for all, would open the door for someone else to have a go in a competitive chassis. I know that Schumacher and Hill have joined the ranks of GP winners in the past couple of years, but they are rare exceptions in a discipline that has been dominated by all too few real stars in recent years.

**Colin Green,
Perth.**

Monte carless?

Sir,
I was dismayed to hear how malicious spectators had

apparently caused the time-consuming mishaps which delayed Colin McRae and Armin Schwarz on the recent Monte Carlo Rally.

I appreciate that rallying can never be policed as effectively as circuit racing, but surely it is not beyond the wit of the FIA to do something to reduce the possibility of such mindless interference?

While they consider how best to achieve this, wouldn't it be better if the Monte was struck from the World Championship for the time being? In the new age of the rota system, surely there are suitable substitutes?

**CF Lee,
Chislehurst,
Kent.**

Principality principle

Sir,
What is it about Monaco? Firstly, the Grand Prix is allowed to survive on a circuit which laughs in the face of modern safety criteria. (Using the 'San Marino principle', I always wonder why the Monaco GP couldn't be staged at Paul Ricard?)

Secondly, the round of the World Rally Championship which is based in the Principality is marred by the actions of a minority whose idea of a good laugh is to try and cause accidents in a sport that already carries enough inherent risks.

Tradition notwithstanding, are there any reasons – other than financial – for the two events to continue in their present format?

Just a thought . . .

**Bill Timm,
Manchester.**

Wrong dog

Sir,
May I hasten to correct a major, though non-motoring, error in your February issue?

On page 179, in the article *GP Napiers*, you have published an illustration showing Jarrot, Edge and Stocks at Rheban "with Edge's pit-bull terrier".

It is not a pit-bull terrier, but a perfectly standard,

white English bull terrier, of which I currently have two. It is extremely important that these affectionate, family dogs should not be confused with the most undesirable pit-bulls – a breed which I doubt had been 'invented' in Edge's day.

**Peter Garnier,
Penzance.**

Ancient mariner

Sir,
Please would it be possible to make an appeal for help, to the readers of MOTOR SPORT, in trying to trace a racing marine engine that was used in the first of a number of special sports cars constructed by a Mr Dick Shattock in 1947.

The engine was a 1½-litre dohc Brooke built by JW Brooke & Co of Lowestoft circa 1924 and quite possibly used in the racing hydro-plane 'Bulldog'.

I have managed to trace Mr Shattock who told me the details of building the original car, called an RGS Atalanta.

I gather that the Brooke

Which Lagonda?

Sir,
With reference to last November's issue of MOTOR SPORT, I was interested to read your fine article on Lagonda, and about the cars that are produced today.

The only ones I ever see now are in motor museums, where I stand and look, and look, they being the only models that interest me.

It all takes me back to 1937, when I used to work

was troublesome so a 1½-litre Lea Francis was also used, both engines being sold with the car, but unfortunately Mr Shattock can't remember to whom.

An article was carried in *Thoroughbred and Classic Cars* in May 1975 on the RGS Atalanta specials and the original car was listed as being built in 1947, registration MMX 343.

A friend remembers seeing the car for sale in the 1950s, still with the Brooke motor, and I just wonder if any of your readers have any knowledge of the car or the engine and could help to establish whether it has survived to the present day?

The DVLC had no record of the registration number, and hasn't had for the past 18 years, so maybe it was broken up many years ago. However I would be most grateful to hear of any information and thank you for your assistance.

**ST Mills,
Moe-Ra,
Trent Lock,
Long Eaton,
Notts.**

for Lagonda in Staines. I left in 1941, to join the Services, and returned in 1946, before leaving the company to get married.

I have always wondered what happened to LAG 1947, of which I enclose a photograph taken on the forecourt in Staines. Does anybody know what happened to the car, or whether it was ever produced. I did hear that it had gone to David Brown in Feltham.

I would love to find out



more, if any readers could oblige.

**Mrs GV Hussey,
43 Holly Rd,
Wainscott,
Rochester,
Kent ME2 4LG.**

Morgan search

Sir,
I wonder whether I could appeal through MOTOR SPORT for any information on the Morgan 4/4 driver JA Thom-

son, who drove a supercharged, much modified Morgan in 1947/48. I think he may have been disabled, as Bill Boddy's report of the 1948 Brighton Speed Trials mentions a hand clutch-control.

The only other information I have is that he lived in South Croydon in 1948.

**Jake Alderson,
36 Stone Delf,
Fulwood,
Sheffield S10 3QX.**

Cardinal Wolseley

Sir,
It was good to read Bill Boddy's account of the origins of the Brighton Run in the December issue.

A pity that in his commendable striving for accuracy, there is some confusion of 1986 and 1896 in the text as the date of the original run!

Bill's description of the layout and virtues of the 1902 Wolseley is full of interest, but for the sake of accuracy it should be noted

that the Wolseley engine is not horizontally opposed but horizontal, with both cylinders in line with the frame and the cylinder heads facing forwards.

The inlet valves are automatic, operated by the lower than atmospheric pressure situation in the cylinders at the beginning of the induction stroke.

**R Hargreaves,
Reigate,
Surrey.**

Out of order

Sir,
In your article about the Brighton Run you made some comments about the programme.

For a 50 per cent price increase it seems a pity that after about 40 years we can no longer have the entrants listed in alphabetical order by year. I have found this practice a great convenience both during the Runs and looking back afterwards.

**DG Shannon,
Shamley Green,
Surrey.**

In, and out

Sir,
It is a shame that you managed to get me "first to Brighton" and also "failed to finish" in the same article (*Brighton Run Recall*, page 174 January).

For the records, overheating was not the problem that necessitated a push over the finish line in the 1901

Renault racer. In fact, an advance linkage rod came undone whilst we were going up Madeira Drive.

The overheating was caused hanging around at the entrance to Madeira Drive, with the engine running, waiting for the "Finish" to open at 10.30. We had arrived at 10.10, having a start time of 07.46 and passing the Pylons at 09.59.

We didn't race, the car can go much faster than this.

After the 'ceremony', the ignition was quickly repaired and we drove the Renault back to London in time for lunch.

In its wisdom, the RAC has struck us from the records and has asked for its medal back.

Despite all the photographers at Brighton, I do not have any pictures of us at the finish in car number 112. If any reader has a decent photo, I would be grateful for a copy.

**Roger Hemingway,
Beckenham,
Kent.**

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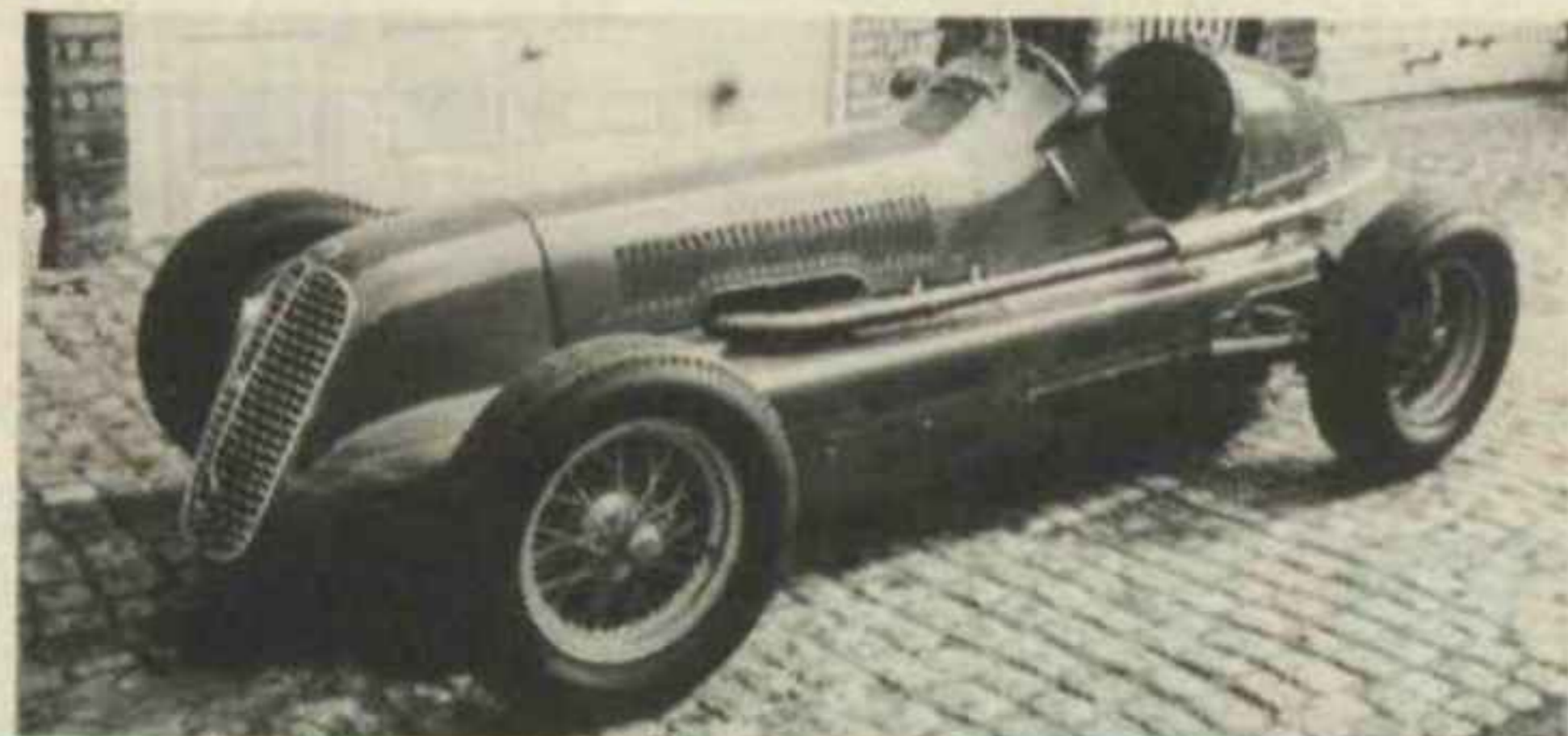
**1962
ALVIS
TD 21**

PAGE
324

**Series 11 Drophead
Coupe, Chrome
Wirewheels**

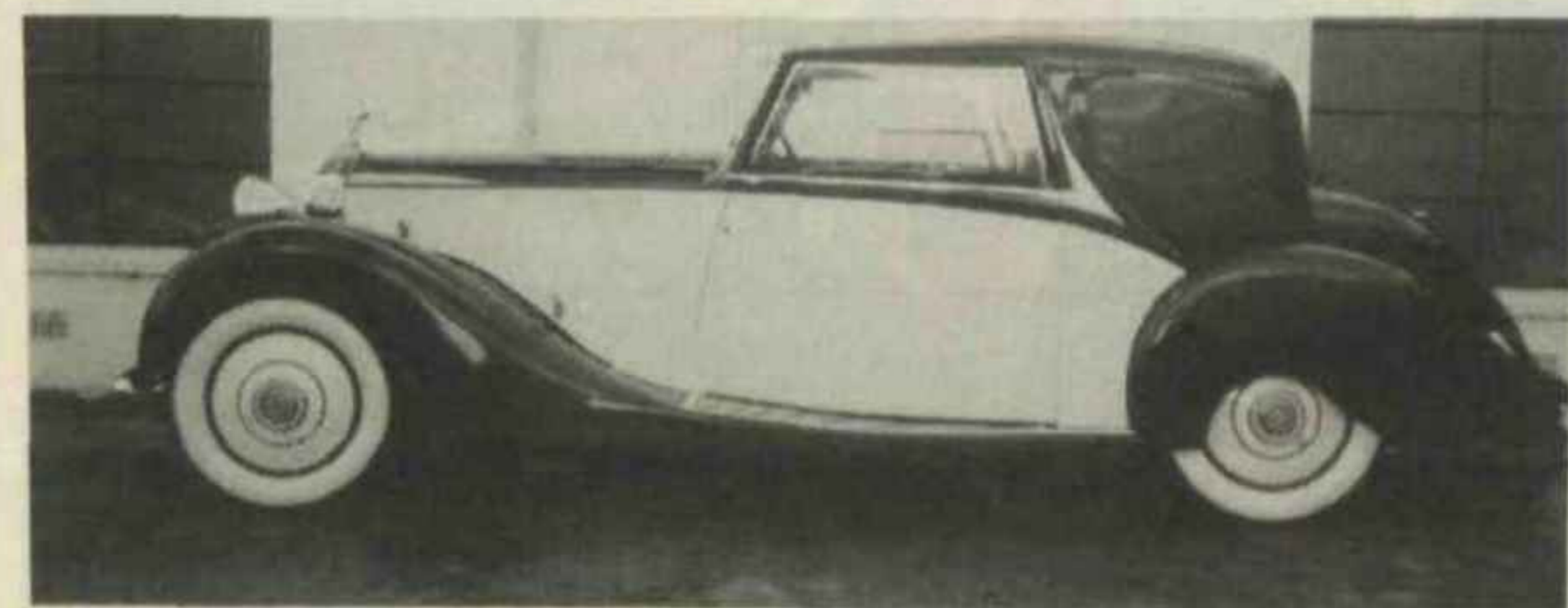
PAGE
325

1938 MASERATI 4CM/4CL



1935 ROLLS ROYCE 20/25 COUPÉ COACHWORK BY CHAPRON UNIQUE

PAGE
326



PAGE
328

**1935
BENTLEY
3½ LITRE
By Park Ward**



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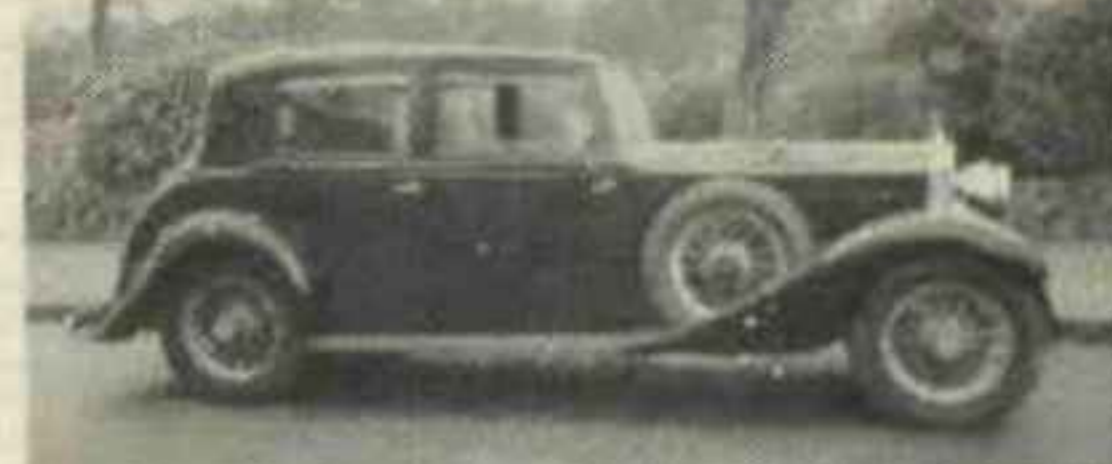
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- 1959 PORSCHE 356 A CABRIOLET LHD
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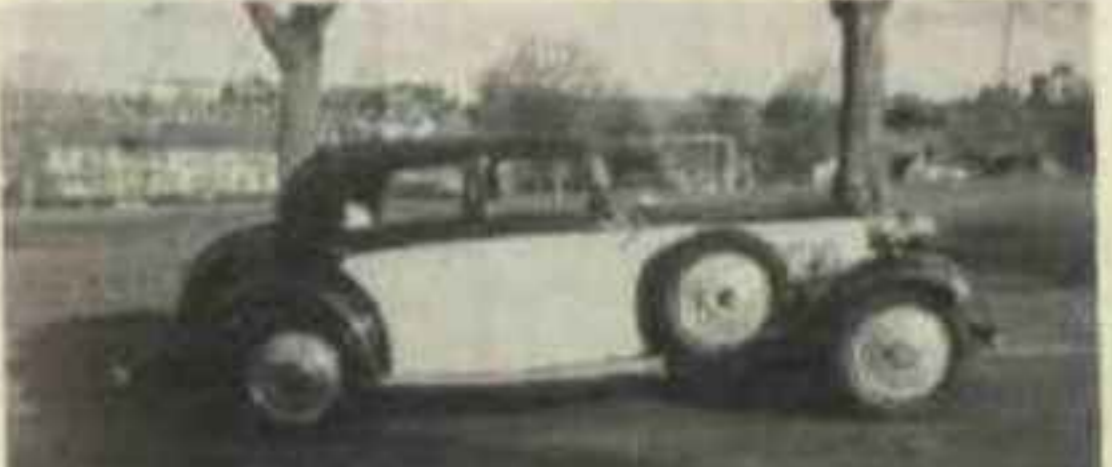
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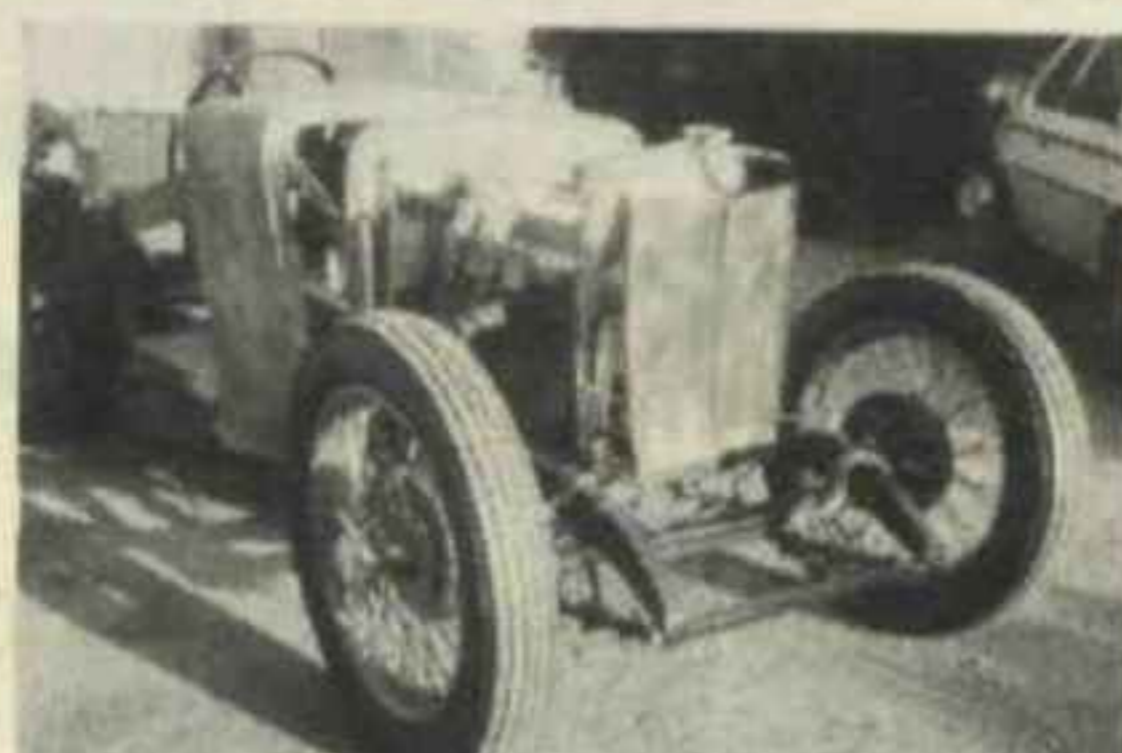
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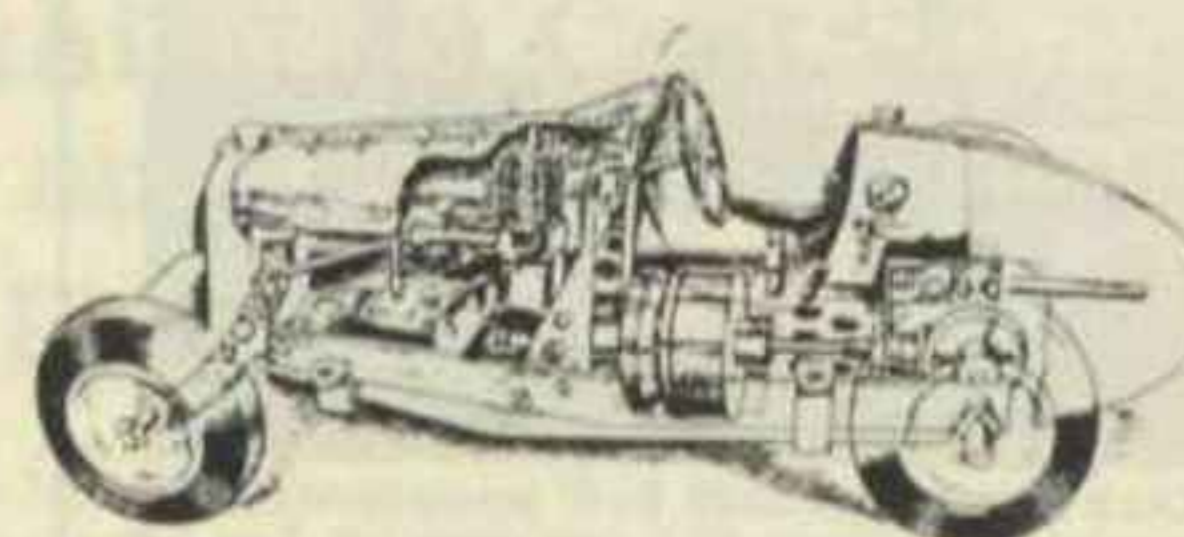


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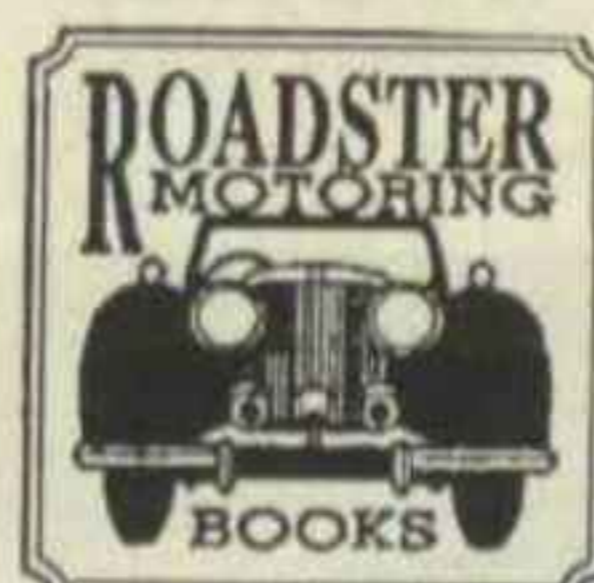
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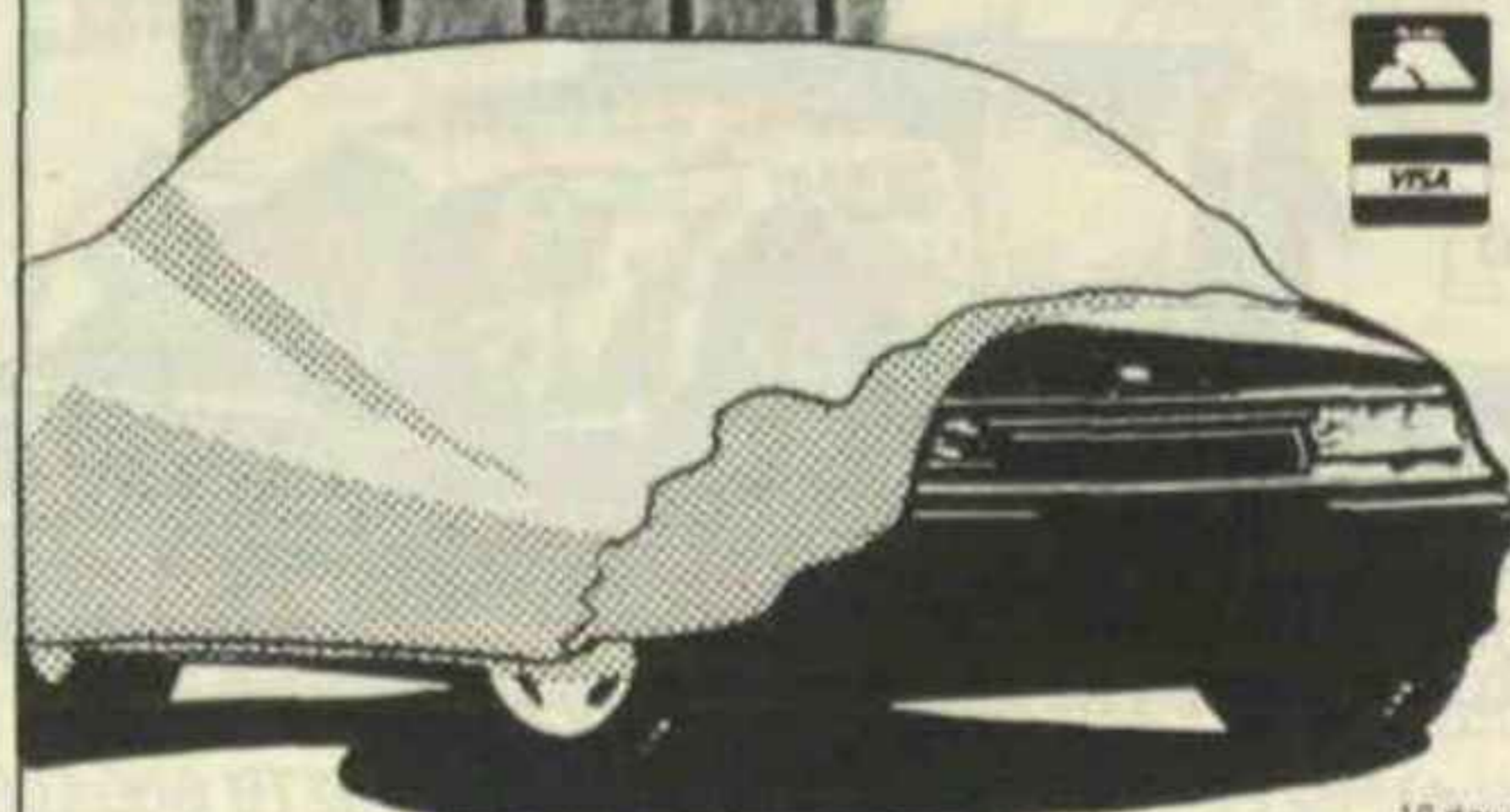
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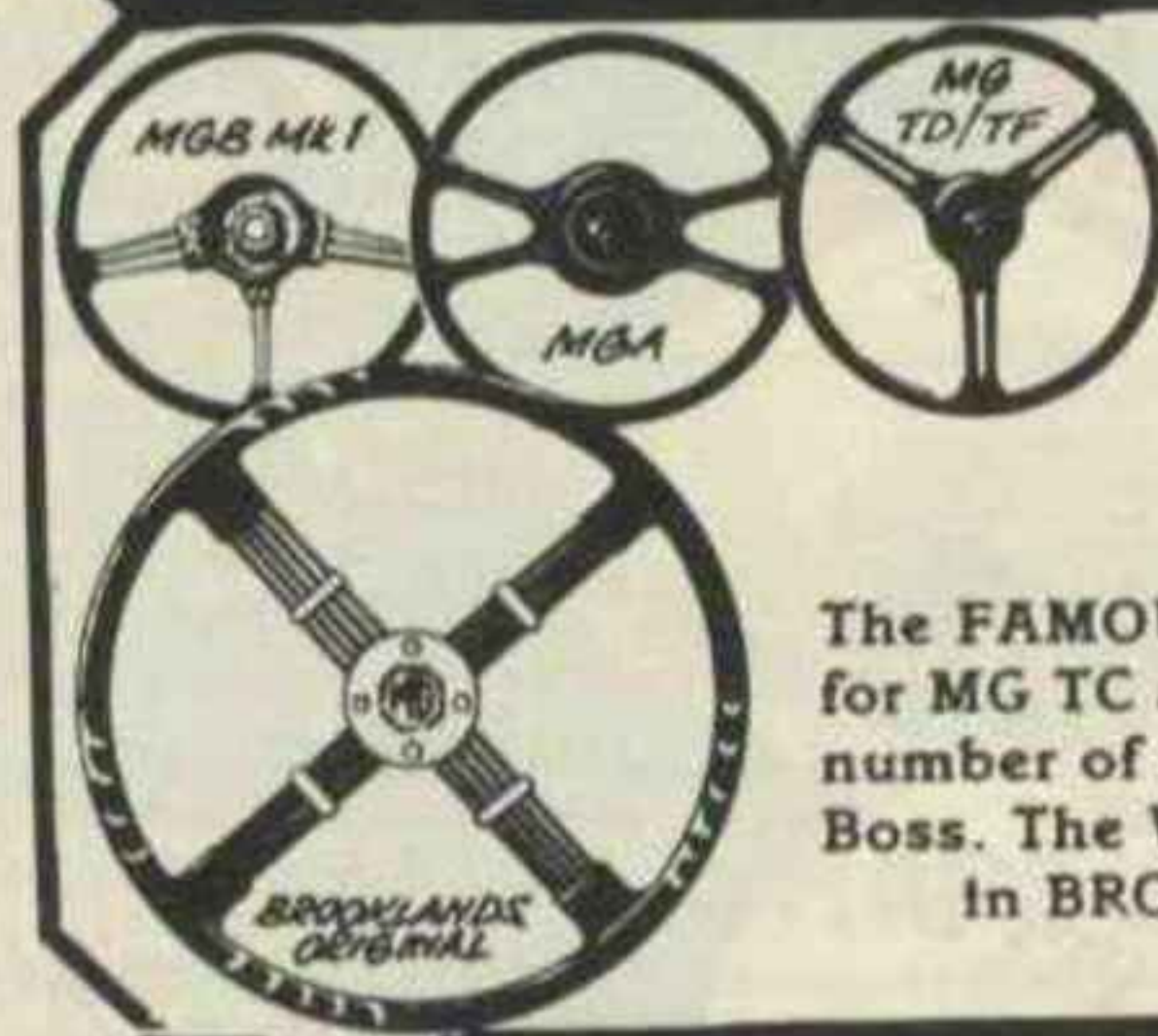
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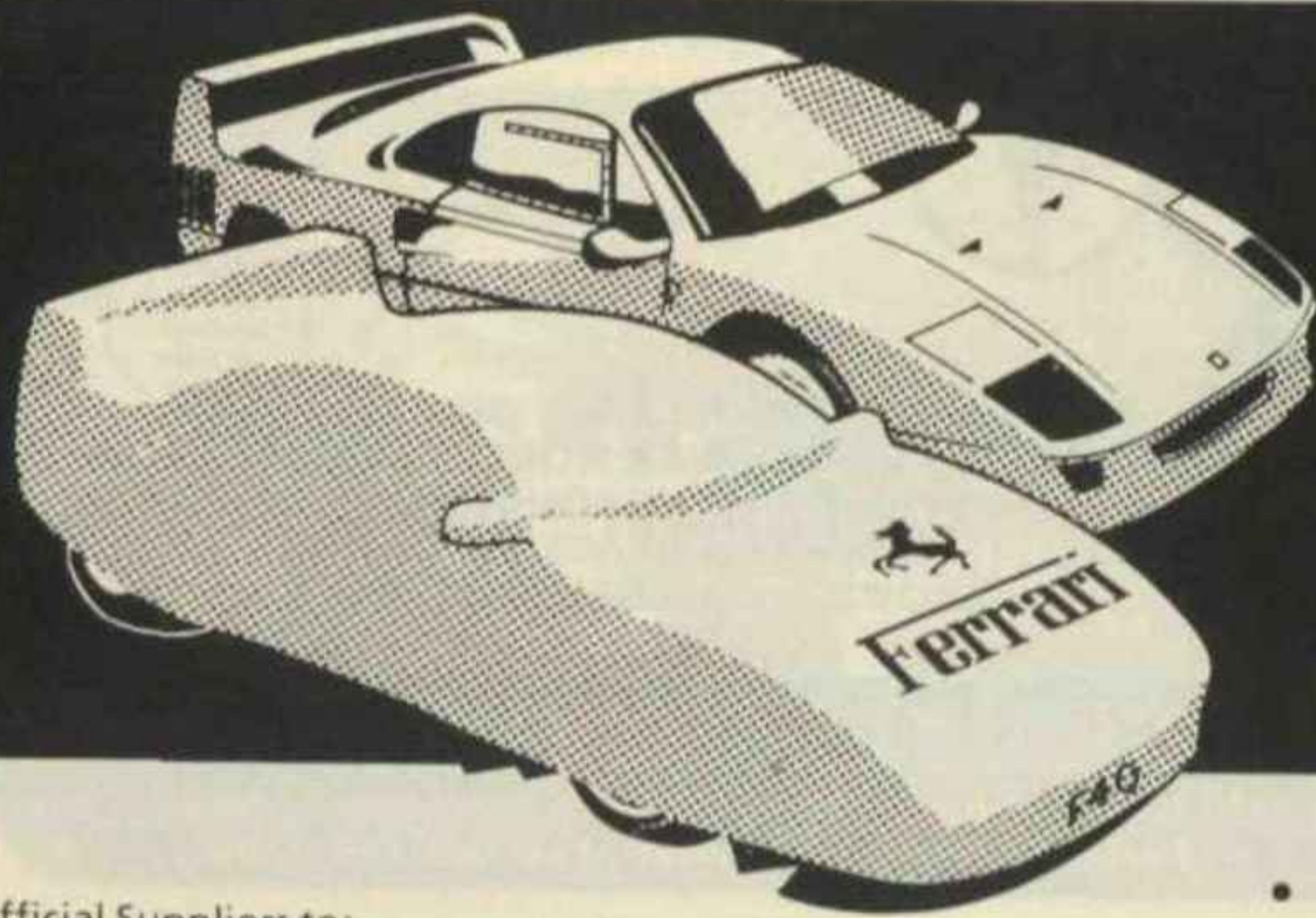
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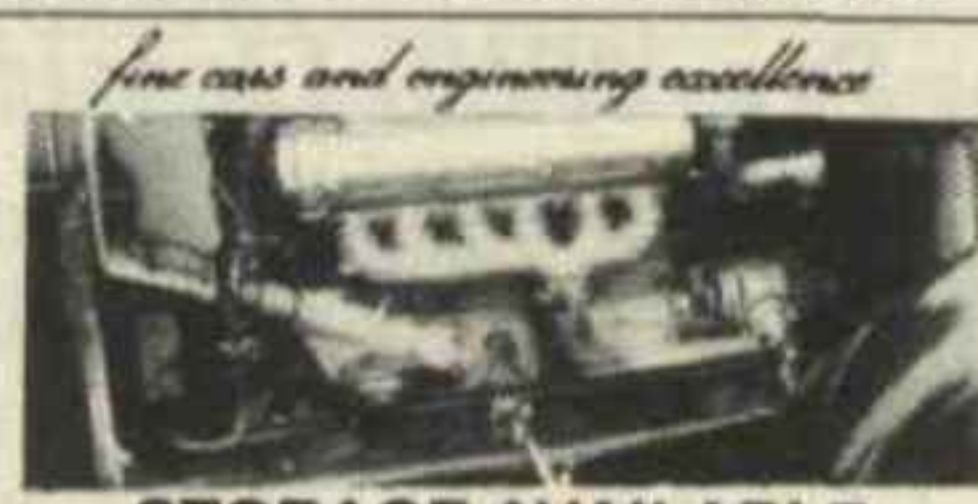


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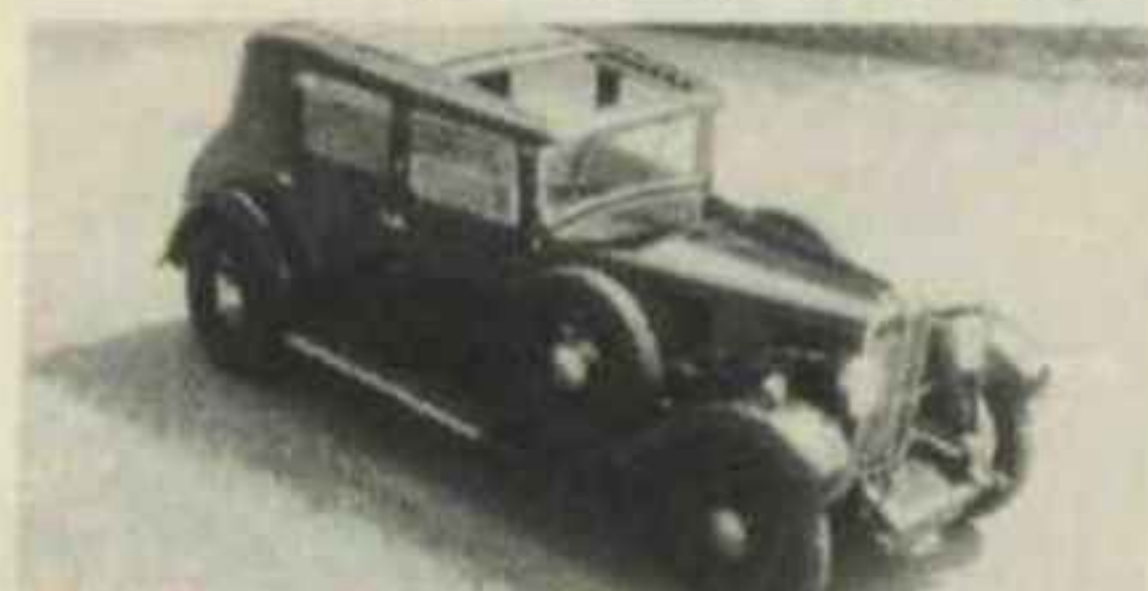
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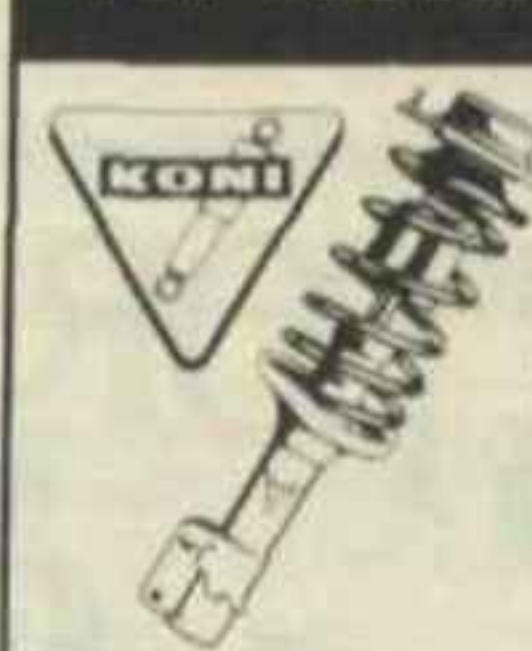
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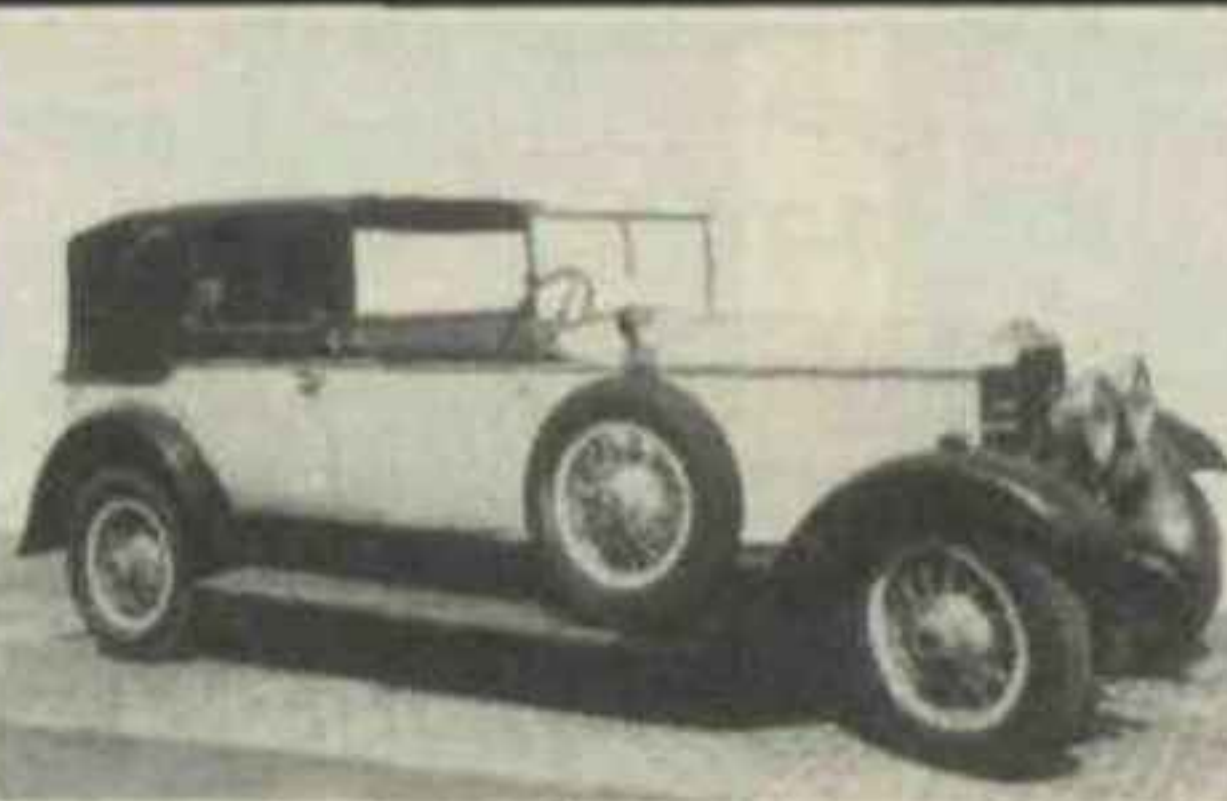
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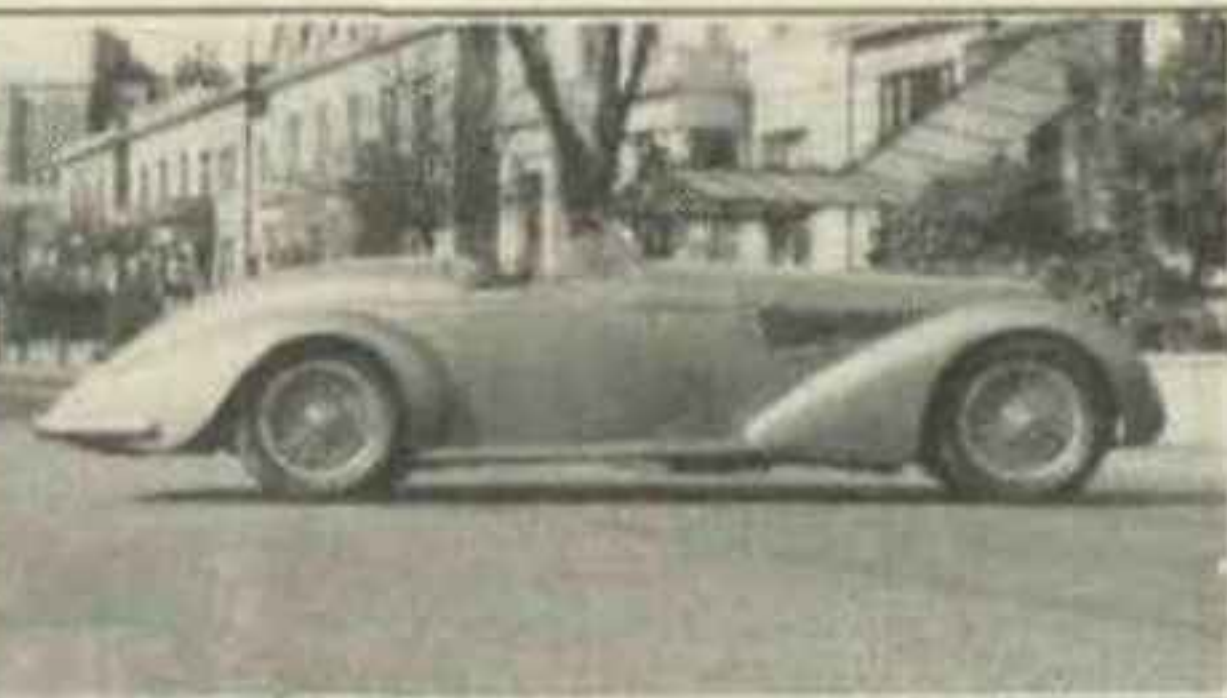
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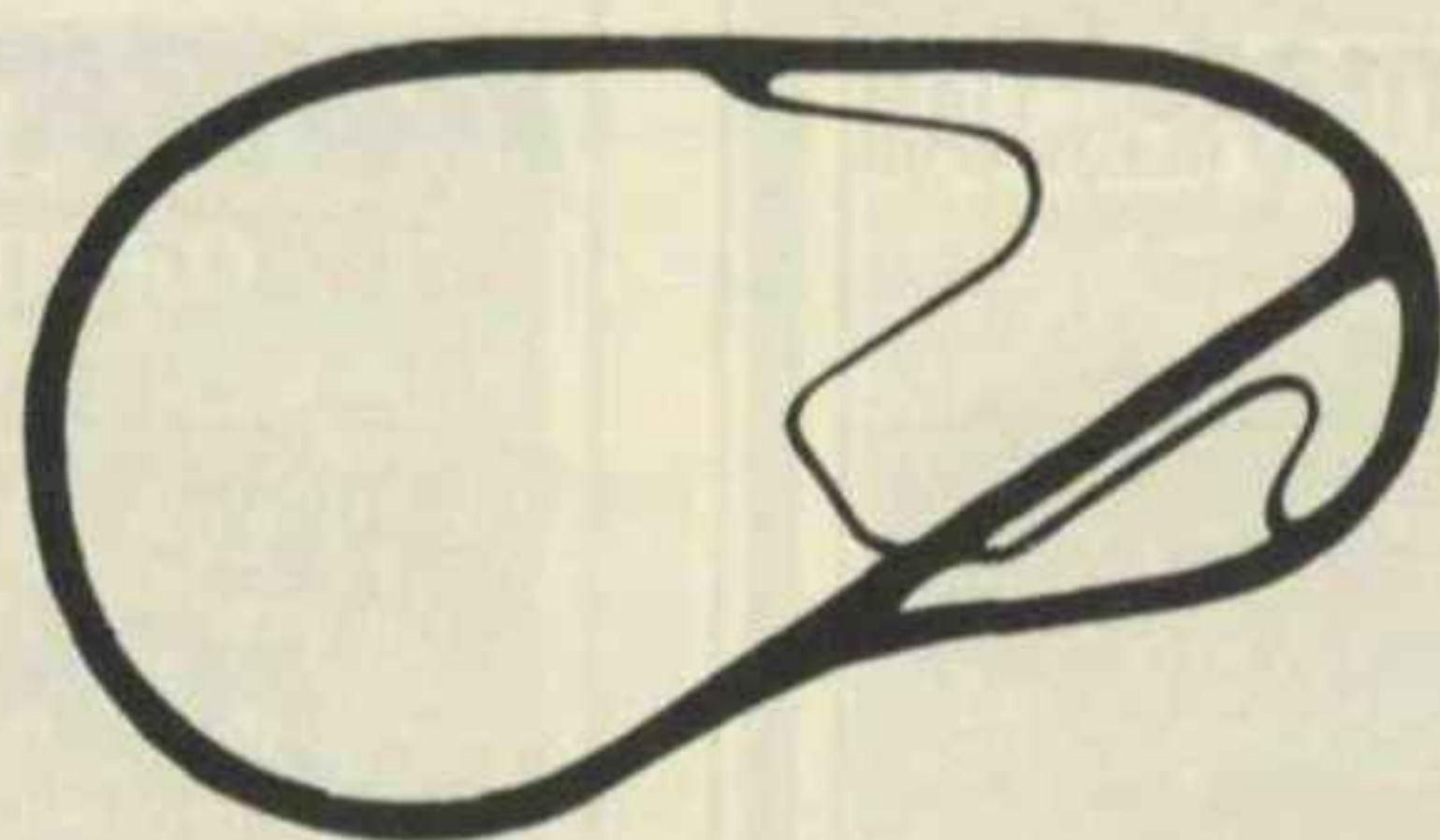
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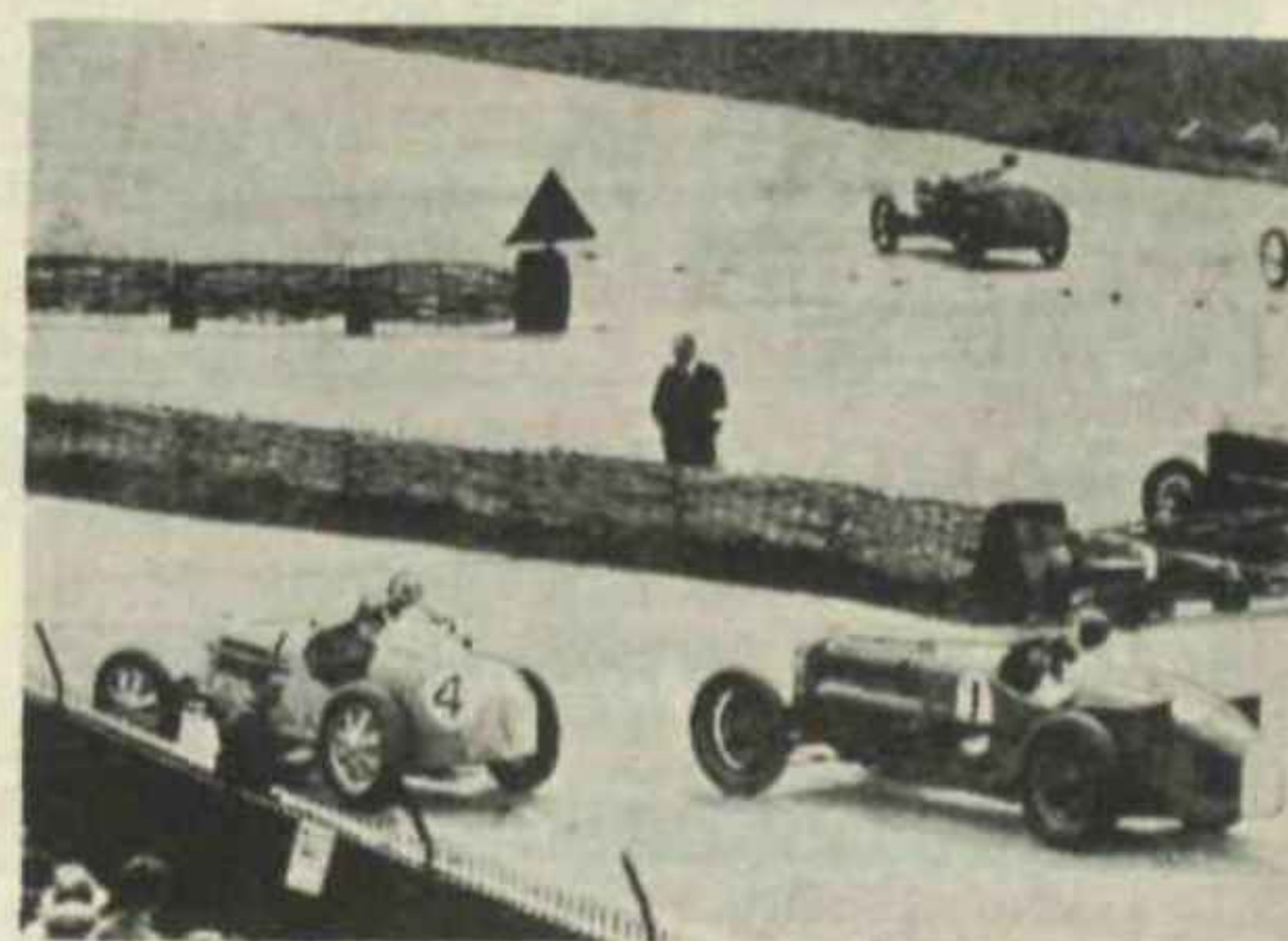
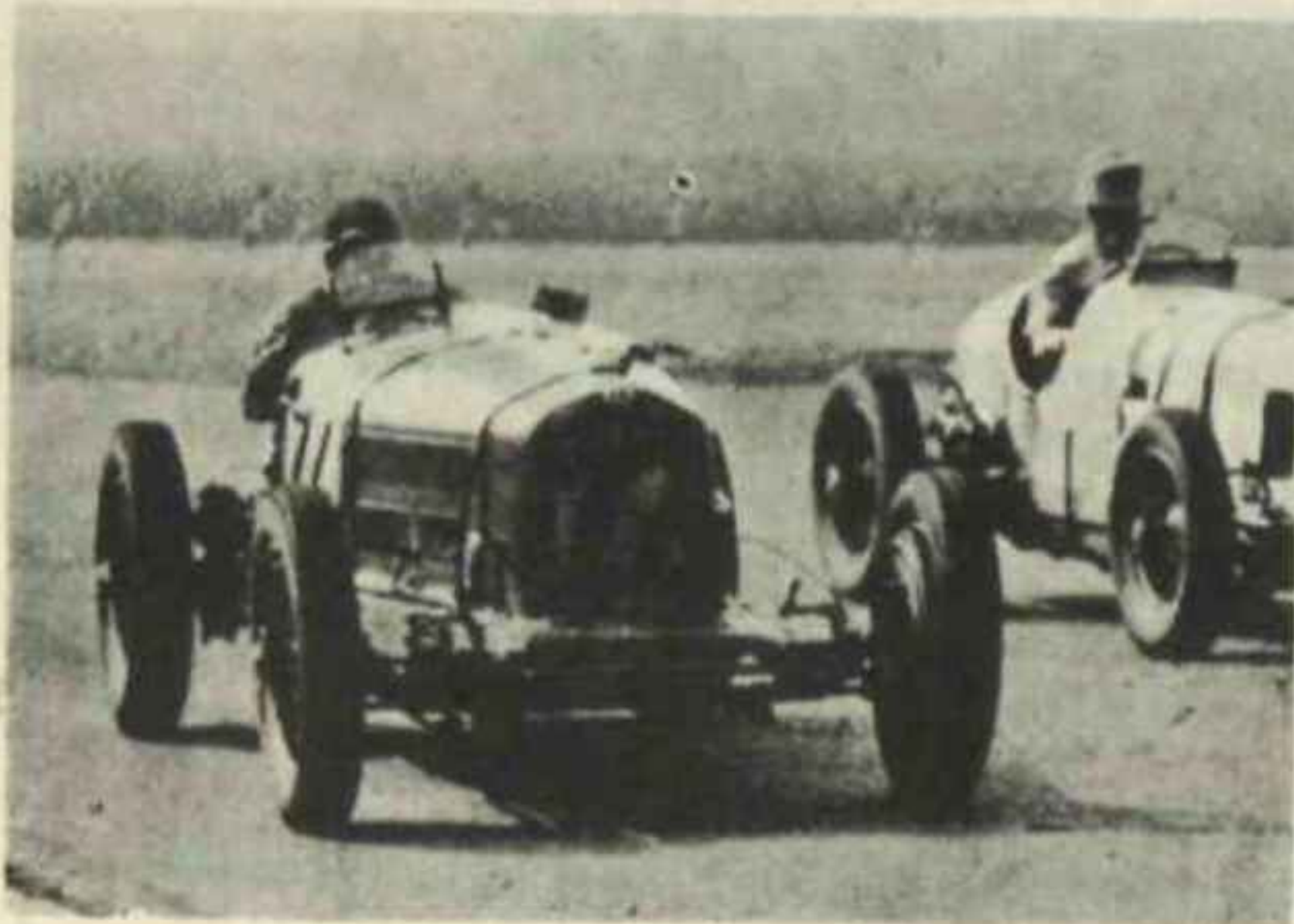
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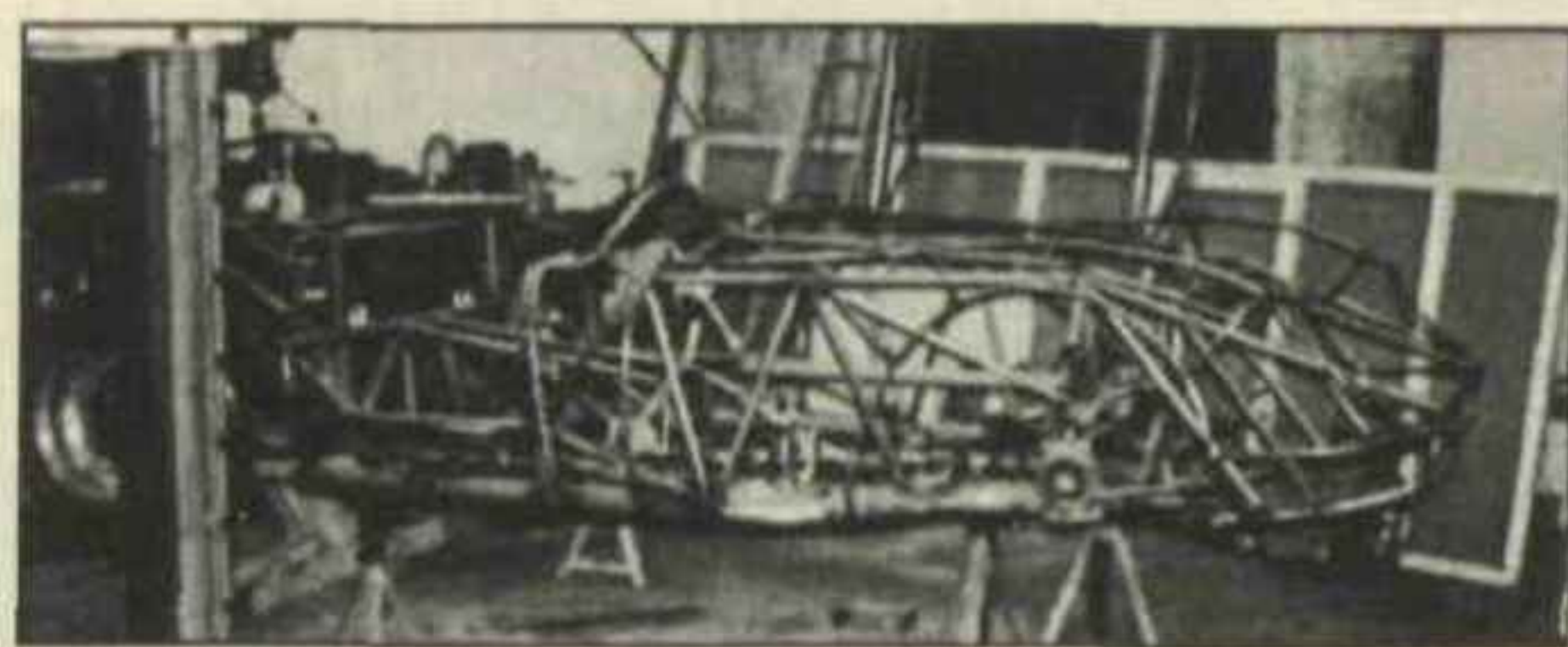
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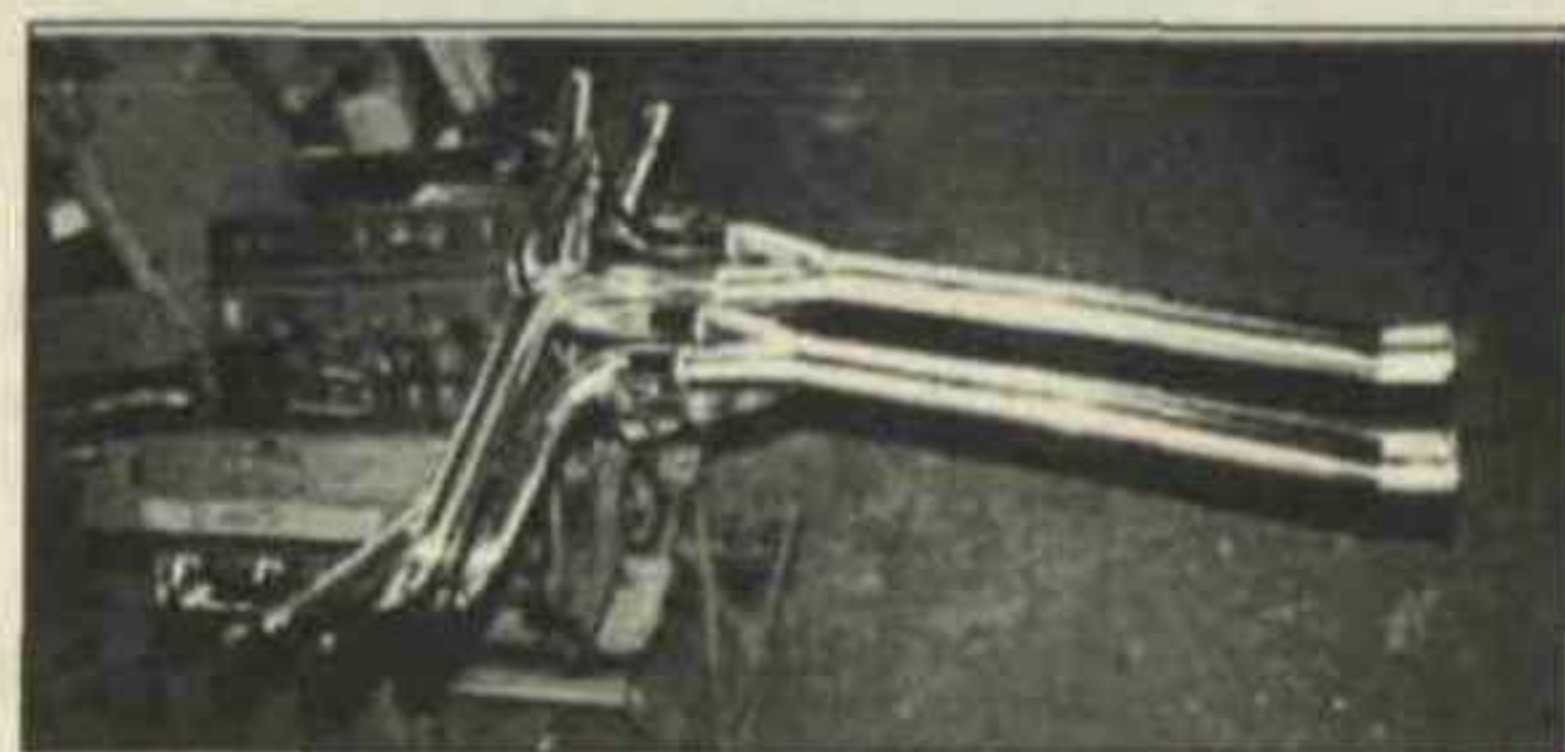
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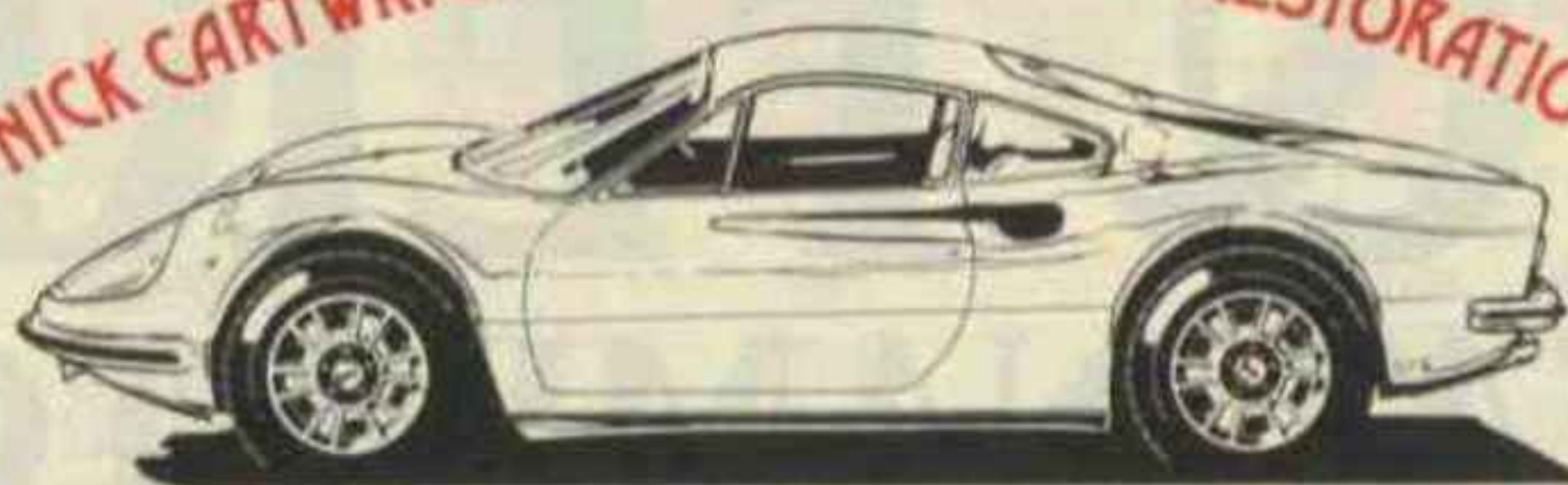
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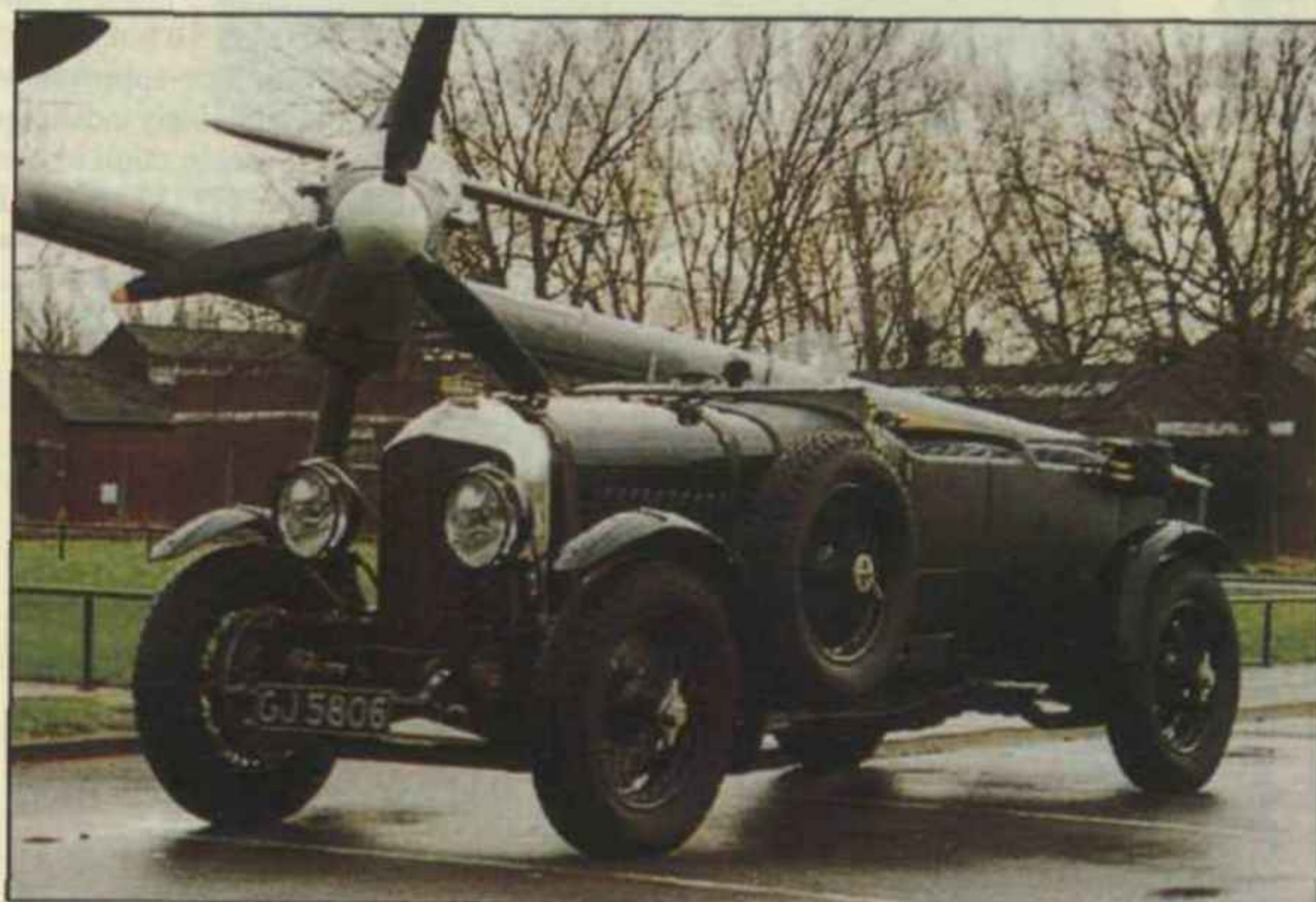
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Jaguar XJS Convertible. G reg., 38,000 miles.
Jaguar XJS 5.3 'G' reg. Black/mag.
Lamborghini Countach Anniv., H reg., 1,000 mls. Special Red.
Maserati Ghibli 4.9 SS 1969. LHD.
Mercedes G Wagon 280GE. Blue. Auto.

Mercedes 420 SE 1990. ABS, air con., a/seat.
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Mercedes 280 SL 1970 RHD. Silver/black.
Mercedes 450 SEL 6.9 1980. Grey/black hide.
Mercedes 450 SLC 5 Litre 1979. LHD, 29,000 kms.
MGA Roadster LHD 1960, chrome wires.
MGB Roadster 1972. 35,000 miles, Blazie, wires.
Mini Cooper S 'F' reg. Red, Paddy Hopkirk rally spec.
Mini Cooper S red rally prepared by Mighty Minis Bow.
Panther De Ville 1979. Cinnamon spice. 16,000 miles.
Rolls Royce Wraith II 'V' reg., FHS, grey/grey.
Rolls Royce Silver Spur 'F' reg., Forest green.

Rolls Royce Silver Shadow 1976. Walnut.
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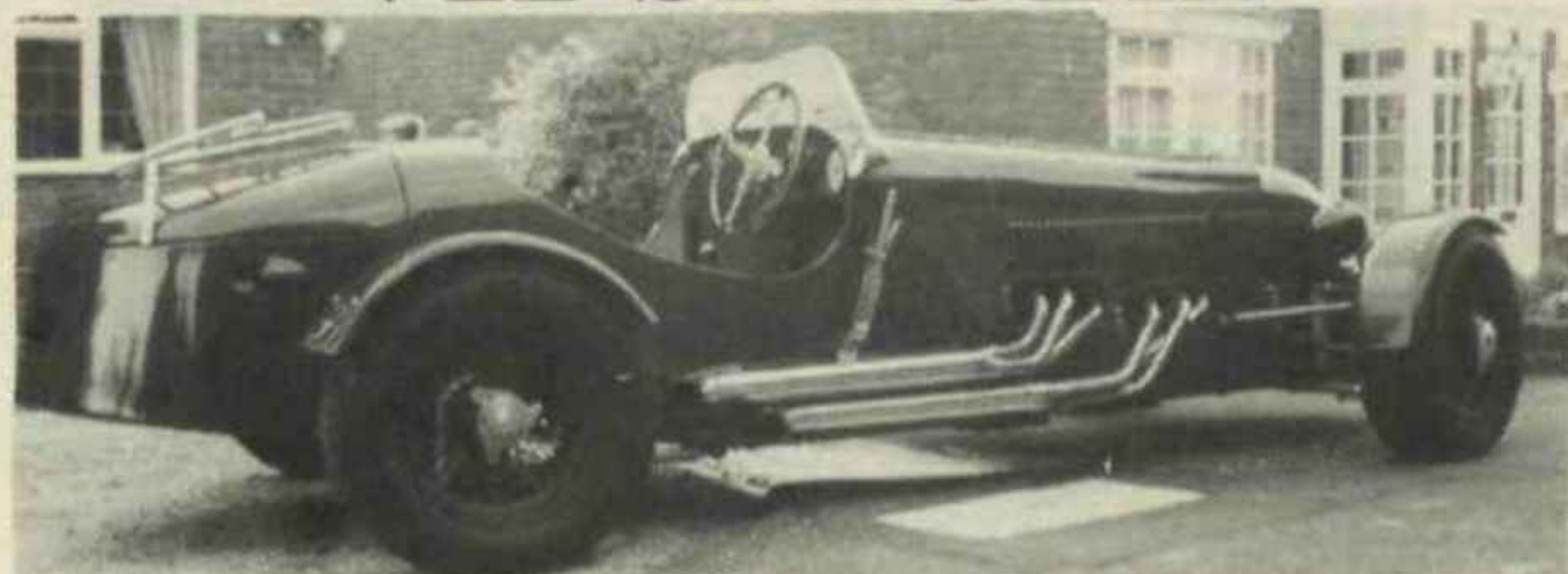
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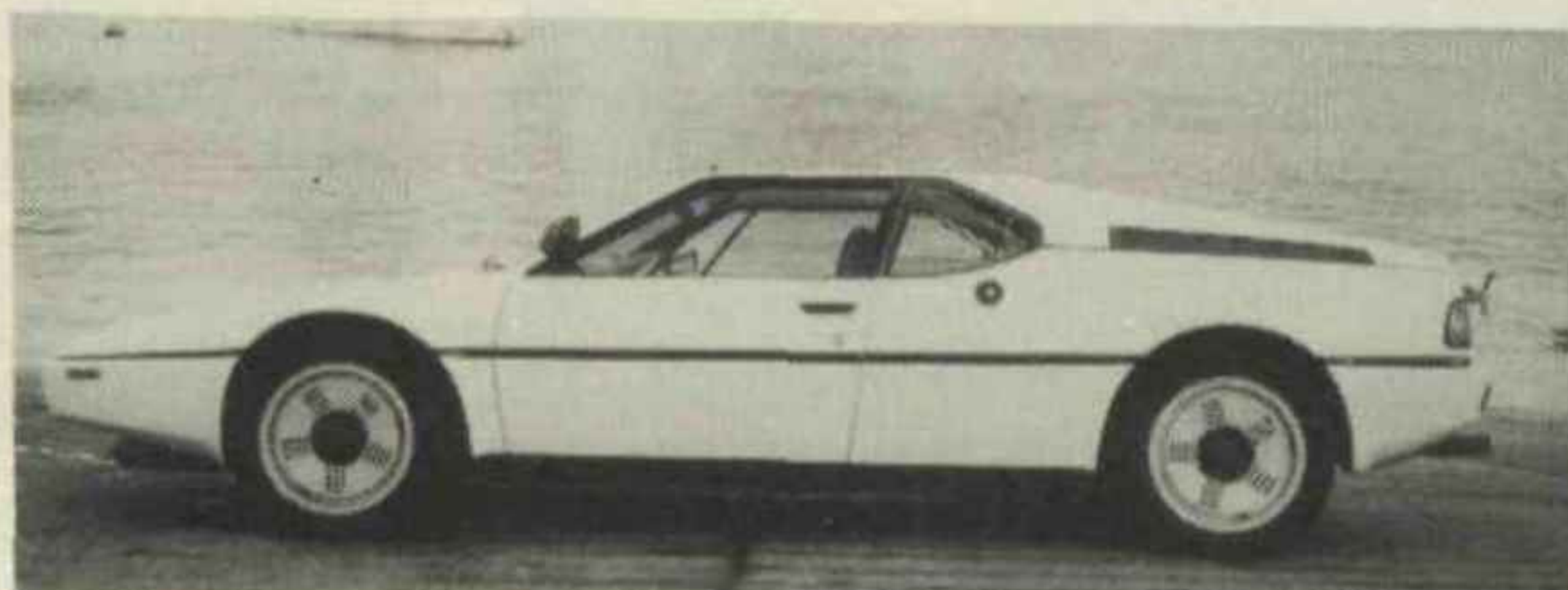
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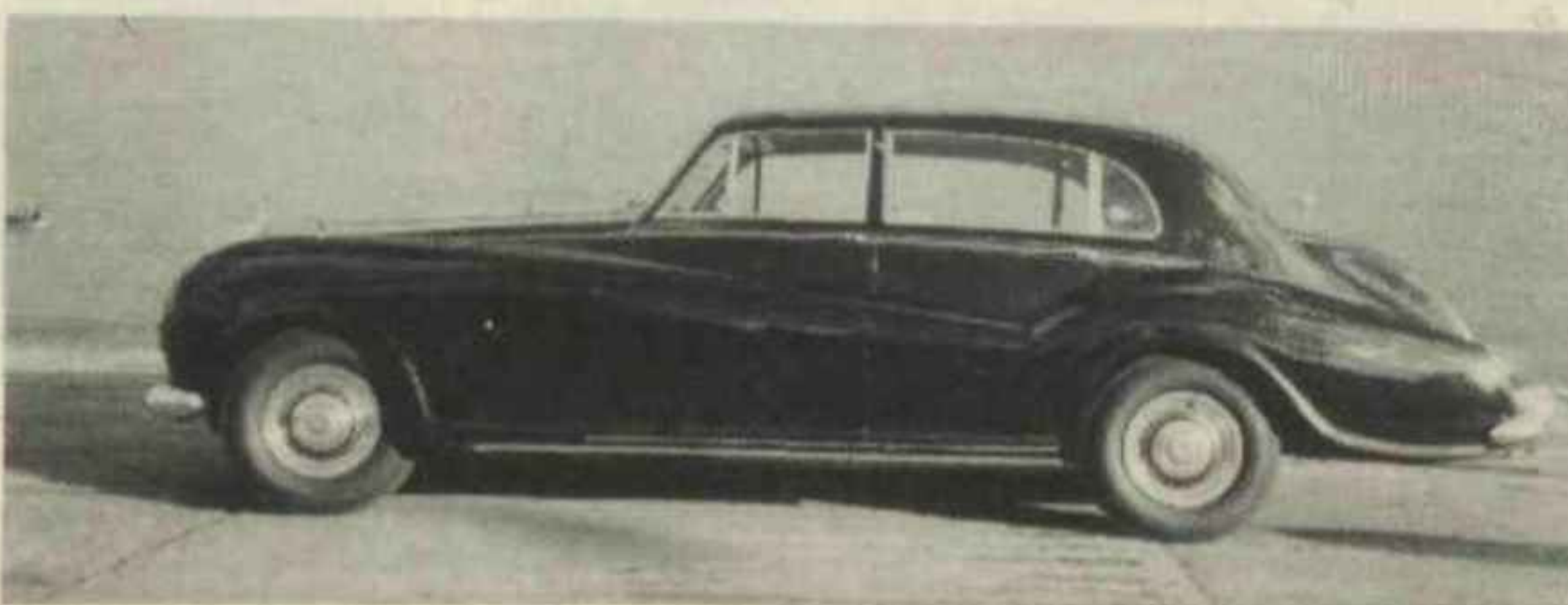
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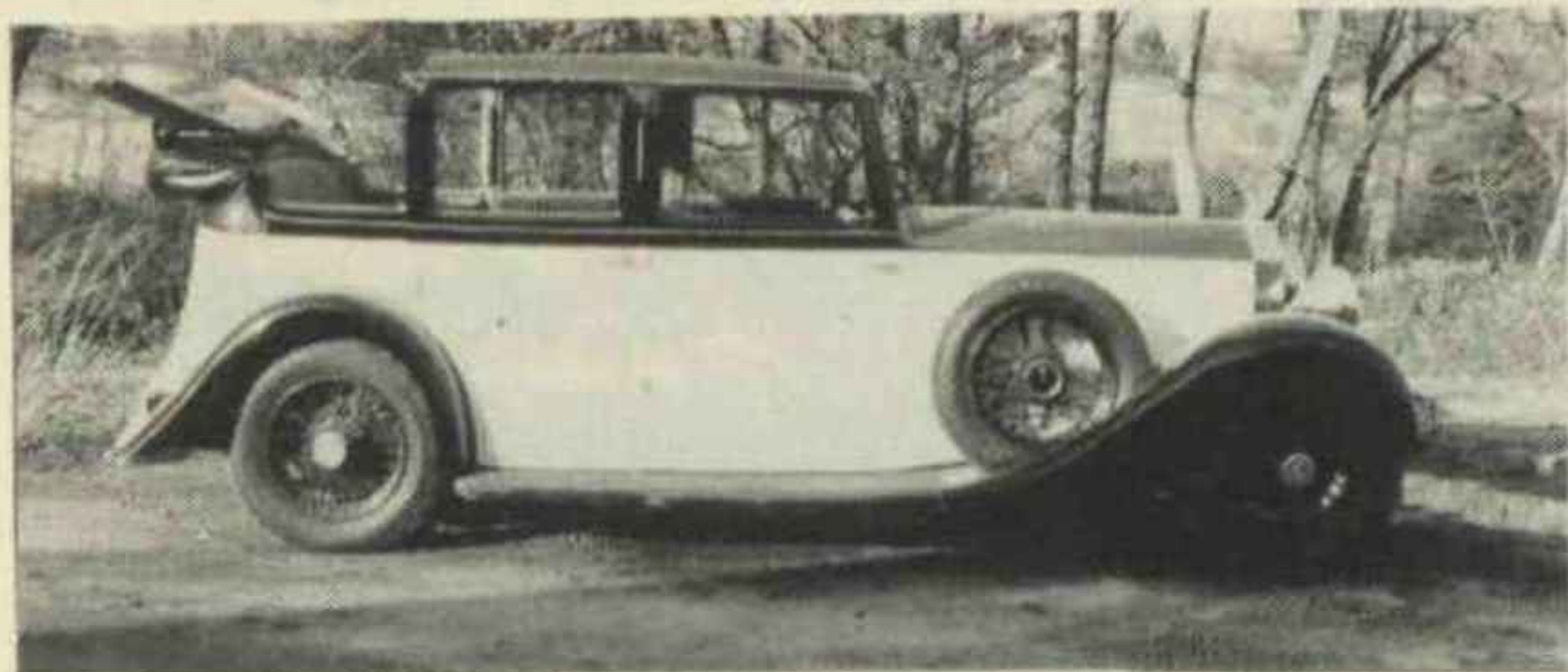
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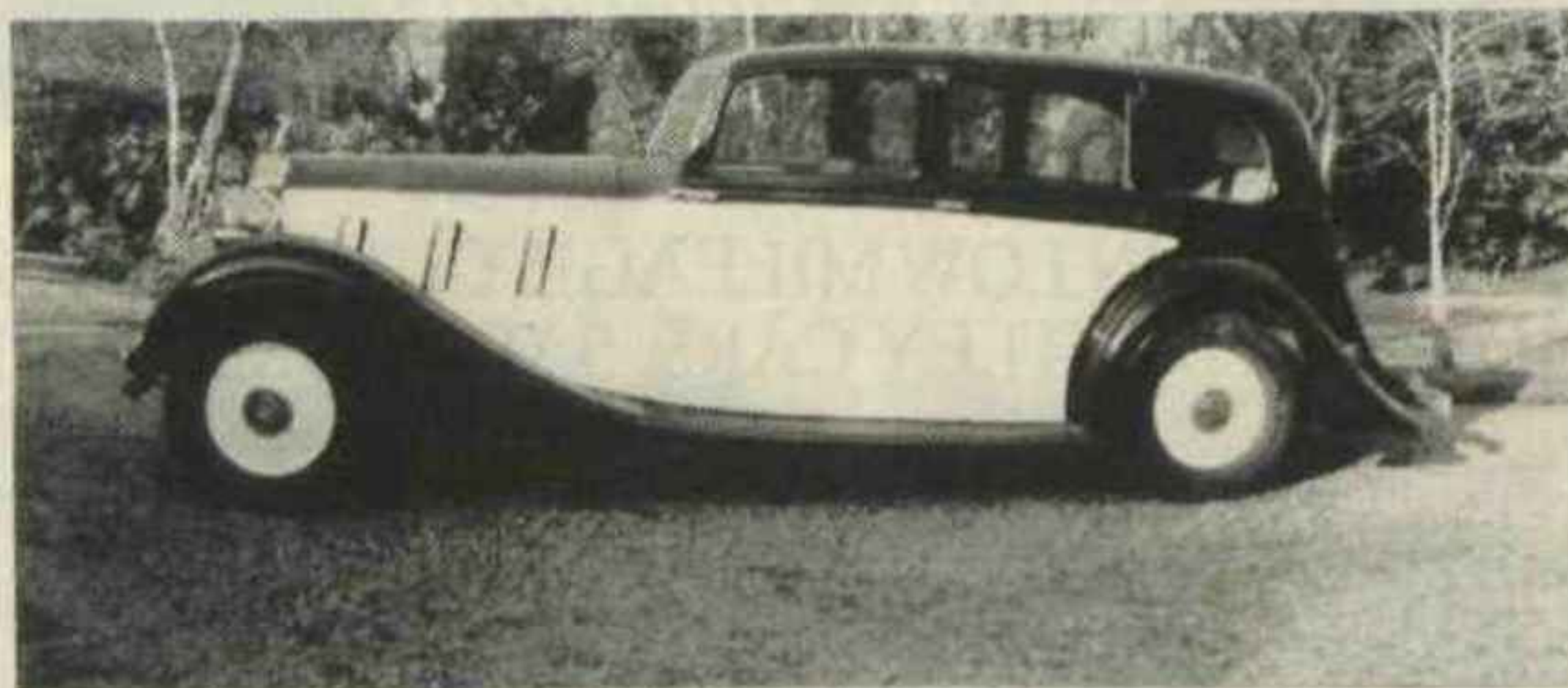
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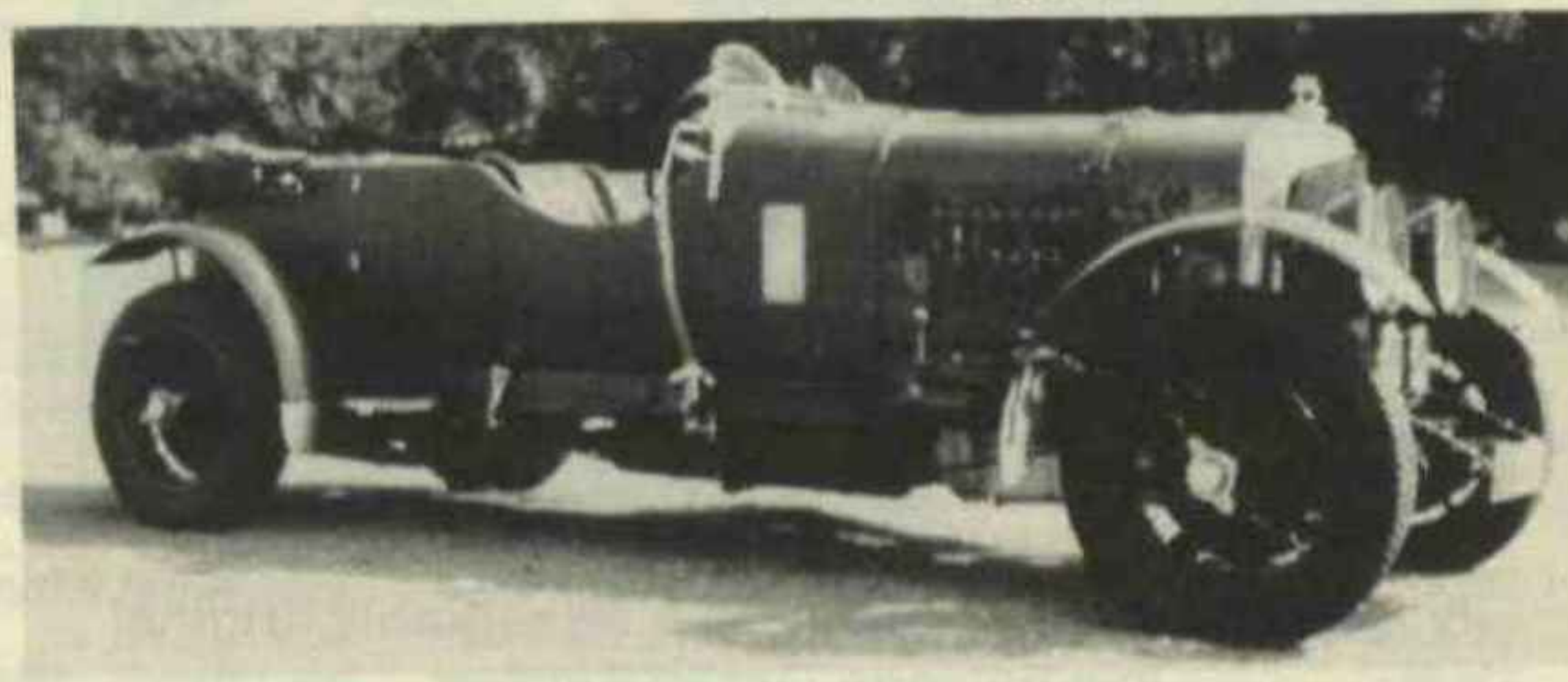
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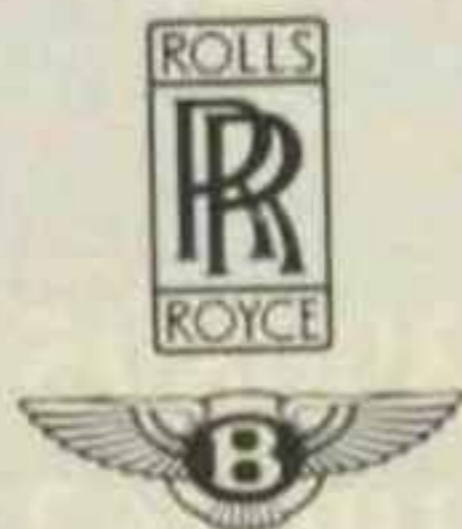
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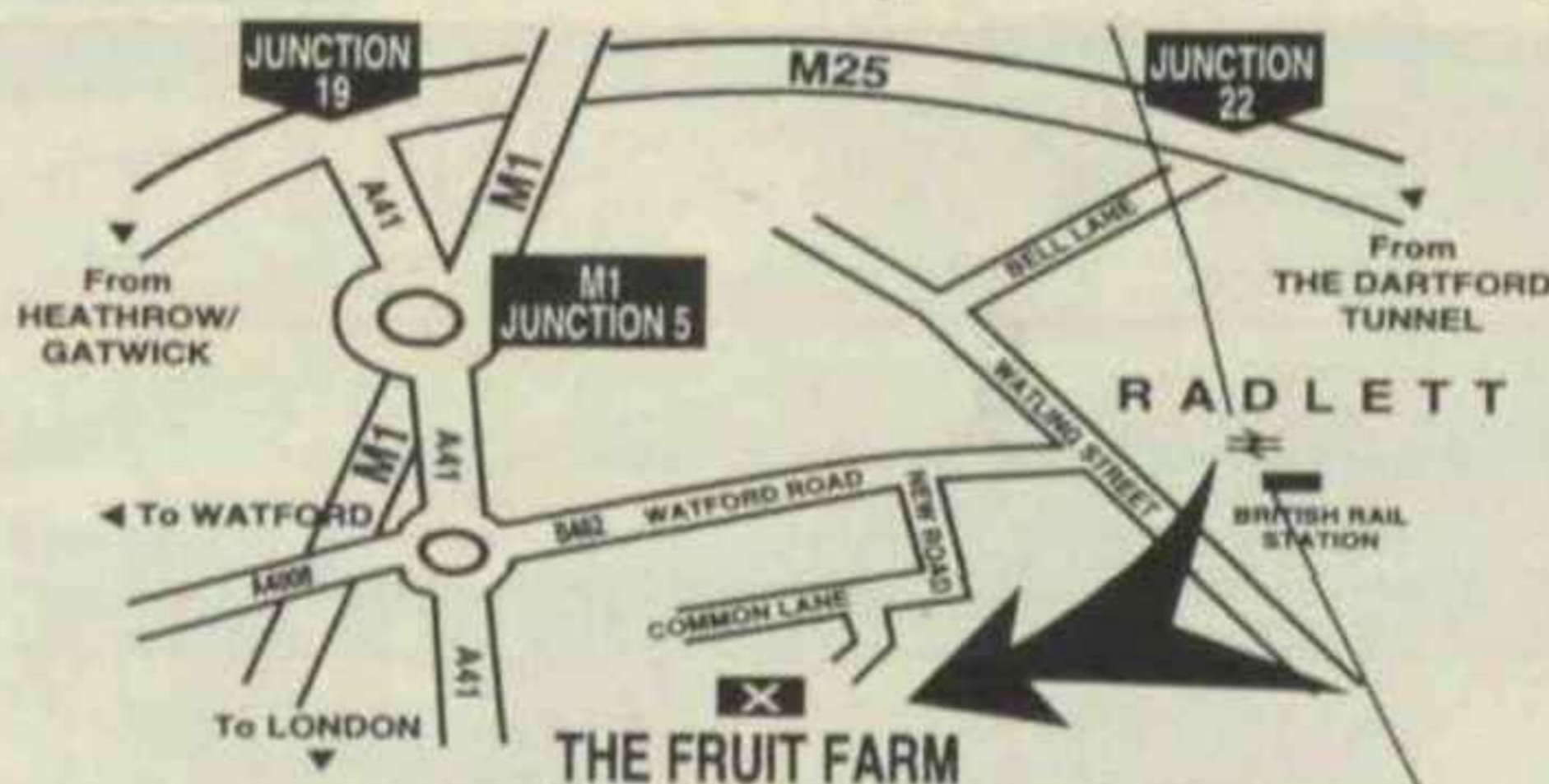


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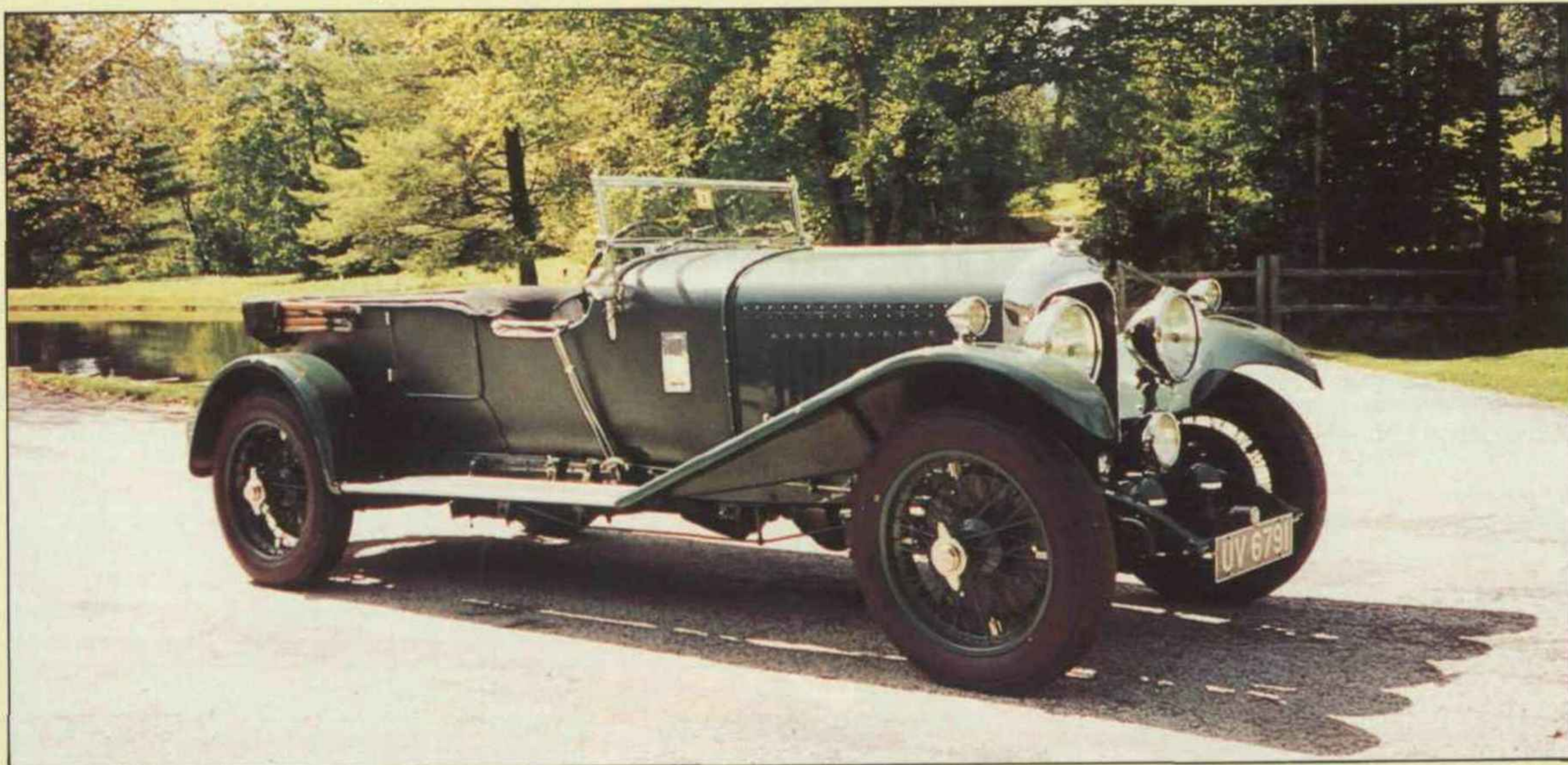
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