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Hill pipped by Schumacher

– controversial collision mars Adelaide's F1 finale; Mansell wins

PLUS

Johnny Herbert ★ Martin Brundle ★ BTCC review ★ Aston Martin DB7 ★ Jim Clark's D-type

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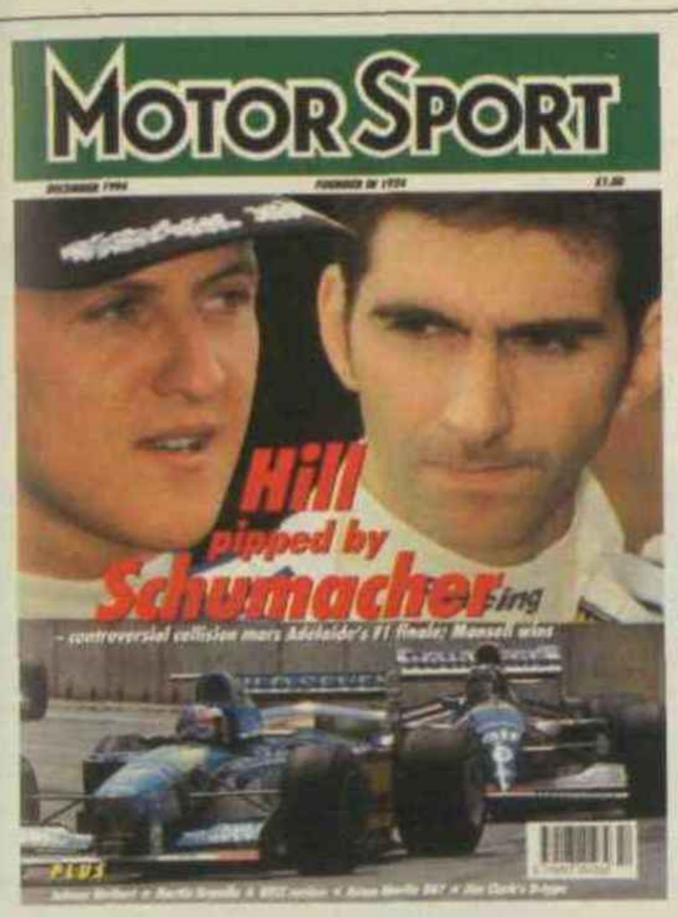
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Head to head: Michael Schumacher and Damon Hill fought tooth and nail for the first half of the Australian race . . .

MOTOR SPORT

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Needing to beat Schumacher in Adelaide to take the title, Hill was attempting to do just that when his German adversary moved across. . . A sorry year for F1 thus ended in more controversy.

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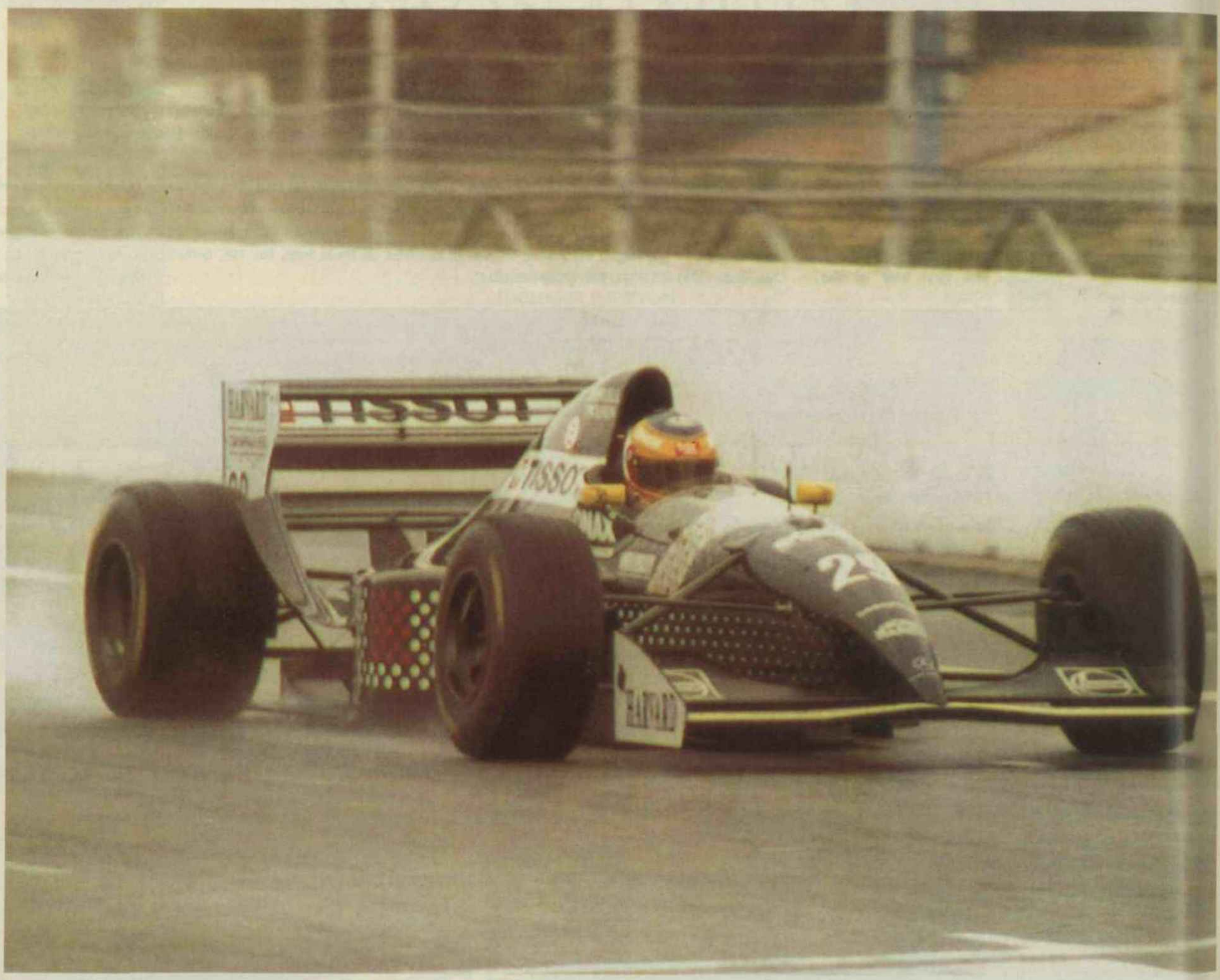
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The month in MOTOR SPORT

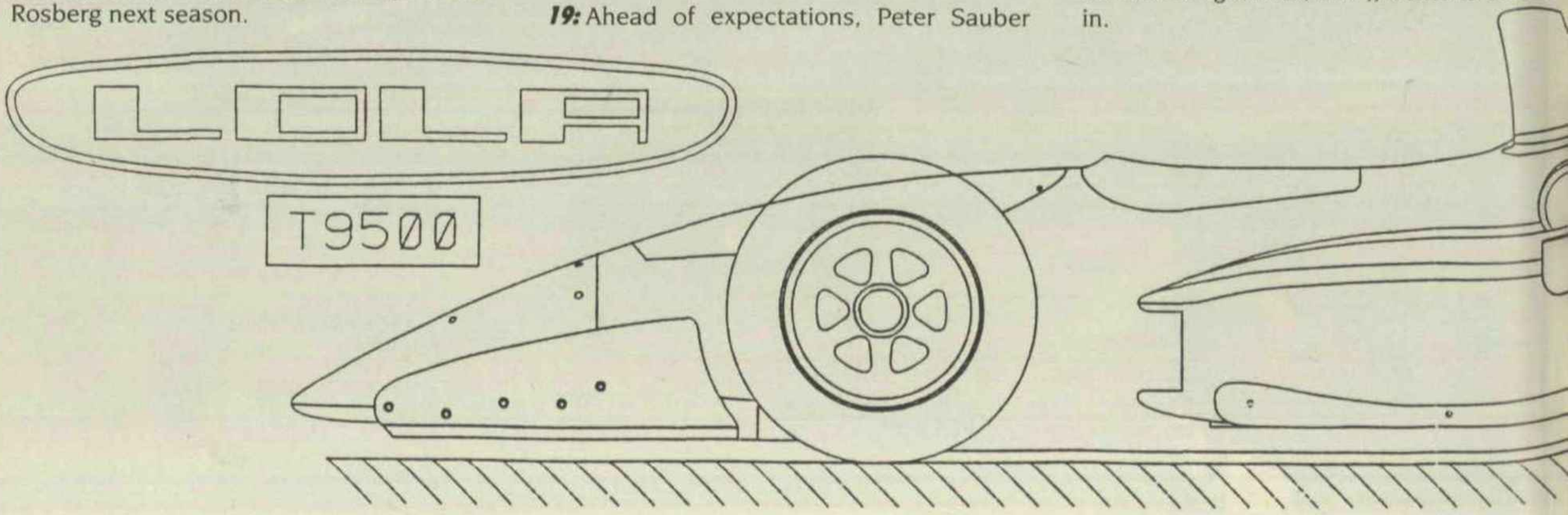


OCTOBER

18: Opel rocks the German Touring Car scene by poaching reigning champion Klaus Ludwig from Mercedes. He will partner Keke Rosberg in the Finn's brand-new Opel Team Rosberg next season.

19: Taki Inoue tests a Simtek S941 at Barcelona. Though his F3000 team-mate Vincenzo Sospiri records a faster lap, Inoue is confirmed as partner for David Brabham in his home Japanese GP, becoming the Banbury team's sixth driver this season.

19: Ahead of expectations, Peter Sauber announces that Karl Wendlinger, who was badly injured in the Monaco Grand Prix, will race in Japan. Remarkably recovered from his 19-day coma, the Austrian tests a Sauber at Paul Ricard (above) and pronounces himself fit; the decision is later reversed on medical grounds, and JJ Lehto is drafted in.



19: The FIA bans sequential gearboxes and water-cooled brakes in F3 for 1995.

20: With Jos Verstappen apparently suffering neck strain from his Jerez crash, Benetton tries out Johnny Herbert at Barcelona. He enthuses about the B194 after an impressive performance, but is still tied to Ligier...

20: Elf Renault UK Clio Cup-winner John Bintcliffe tests a BTCC Renault Laguna at a very wet Silverstone.

21: Reigning British F3 Champion Jan Magnussen tests a Paul Stewart Racing Reynard 94D F3000 car at Snetterton.

23: Dale Earnhardt equals Richard Petty's seven NASCAR titles by winning the AC Delco 500 at Rockingham in his Goodwrench-sponsored Chevrolet.

23: Giancarlo Fisichella, the recently-crowned champion, and Andrea Boldrini win the final two rounds of the Italian F3 Championship at Misano.

23: Jason Watt and Vector add the Brands Hatch Formula Ford Festival title to their British Championship success. Jonny Kane is second for Swift, with Vincent Vosse third in a Van Diemen. The Kent Festival is won by Gavin Wills in a Swift.

23: Formula Renault hotshoe James Matthews concludes a fantastic season by winning the final Renault Eurocup race at Jarama in his Manor Motorsport Van Diemen. For once, however, he didn't have it all his own way, Angel Burgueno winning the first race for Alpa.

23: David Donohue, 27-year old son of the late Mark, clinches the IMSA Bridgestone Super Car series by winning at Sebring in a BMW M5.

23: Despite rolling out of the Le Touquet Rally on the 10th stage, Rudi Lancaster and Paul Spooner are confirmed as the Peugeot Challenge Champions. The rally is won outright by François Chatriot's Toyota Celica Turbo 4WD.

23: Fiat boss Gianni Agnelli criticises current F1 regulations at Mugello's Ferrari Day, not long after Luca di Montezemolo sends John Barnard to the Laguna Seca IndyCar race, sparking hints that the Italian outfit might be looking at the Indy 500.

24: Hugh Chamberlain announces a private team of Jaguar XJ220s for Le Mans. He will run three cars at the Sarthe, but drivers are yet to be finalised.

24: Lotus is cleared to participate in the final two Grands Prix of the season, following the disclosure that a mystery consortium – thought to be headed by US businessman Sam Brown – has acquired the team.

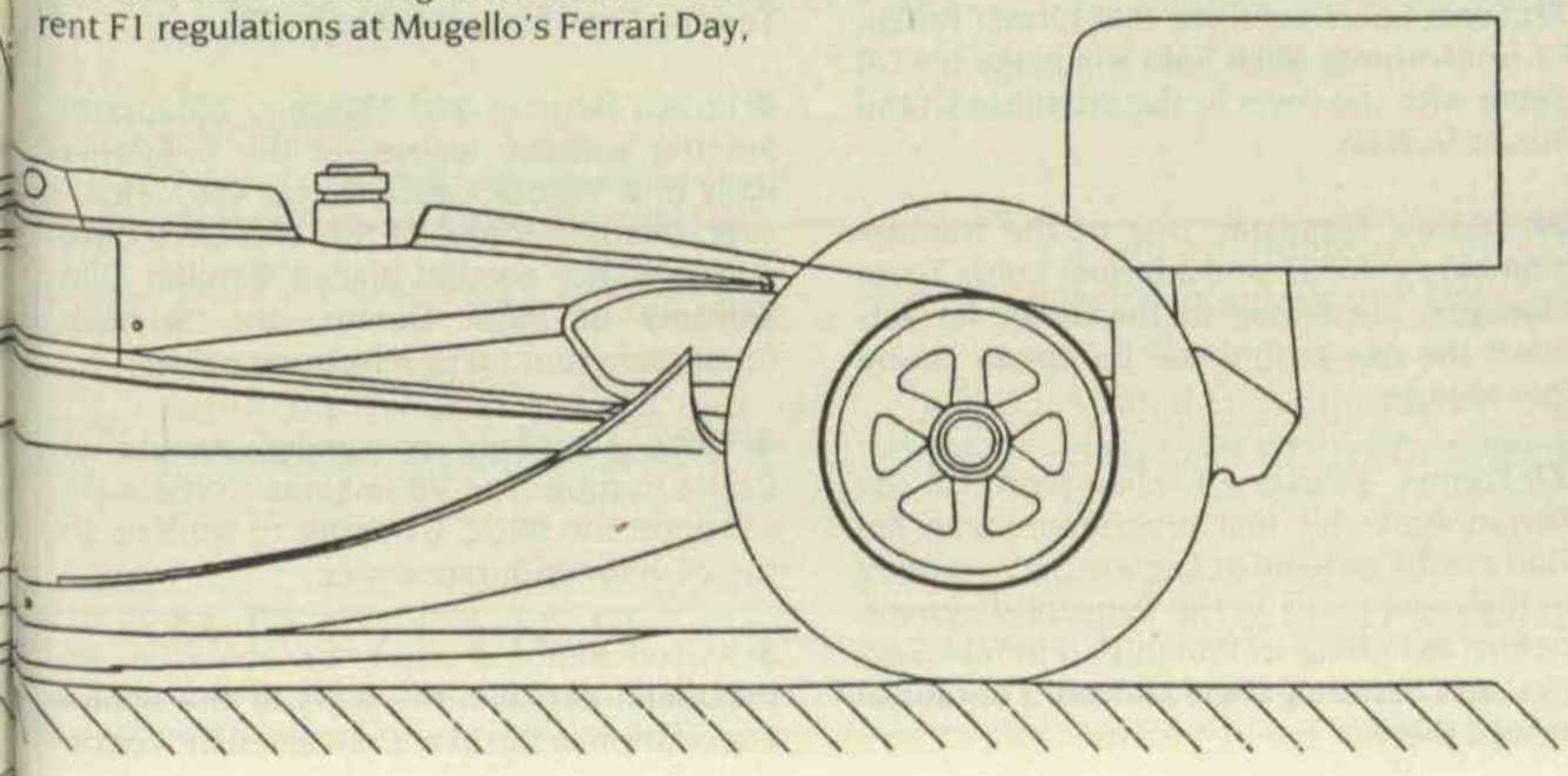
24: Lola reveals the shape of its latest IndyCar challenger, the T95/00 (bottom).

24: Elton Julian makes a sensational F1 testing debut at Estoril, the American lapping faster than Larrouse's regular driver, Erik Comas, within three laps.

25: Proposals for a new one-make series to replace F3000 are aired at the FIA's World Motor Sport Council; meanwhile 10mm skidblocks or "planks" will be compulsory for next year, while variable valve timing, water-cooled brakes and twin ignition are all banned.

25: Despite a last-minute approach from Ford, Eddie Jordan (below, right) and Peugeot Sport sign a deal to propel next year's Jordan 195 with the French V10 engine, late of McLaren. Though Peugeot's Jean-Pierre Jabouille (below, left) is keen to see a Frenchman in the team, there are no current plans to drop either Irvine and Barrichello.





MATTERS OF MOMENT

The crowning irony



Had the lead battle in the Australian Grand Prix lasted the full distance, the chances are that international motor racing would finally have had something to celebrate this year. If Michael Schumacher had pipped Damon Hill by a point in those circumstances, it would have provided a fitting conclusion to the season.

If...

As it is, the man who has won most races is champion, and Damon Hill has proved beyond all reasonable doubt that he is a valid world championship contender.

That much would still have been true had Schumacher beaten him over 81 laps, rather than 35.

It is futile arguing about the rights and wrongs of the collision. It happened, and thus was the championship settled – a tawdry conclusion to an unsatisfactory year. (It is by no means the first time that the title has been decided in contentious circumstances. The collisions between Prost and Senna at Suzuka in 1989 and, again, in 1990 remain clear in the memory. In each case, these incidents decided the destiny of that year's world championship title. Hardly what you'd call sport, but that's the way it often is nowadays.)

In the aftermath of the incident, there was at least one thread of good news. You would never have gauged, from his reaction, that Damon Hill had just been barged out of contention for the world title. His response was calm and measured, his dignity admirable.

It was a welcome sign that there *is* still room for sportsmanship in Formula One. It was an example that others would do well to follow.

Ironically, it meant that Damon emerged with possibly more credit than he would have done had he actually taken the title, which just goes to show how far motor racing's standards have slipped in recent years. **S A**

25: Reigning British F3 Champion Jan Magnussen has his maiden F1 test, the young Dane impressing McLaren with his performance at Estoril.

26: Damon Hill and Mike Hakkinen suffer shunts during Estoril testing. Both men are unhurt.

26: Aston Martin reveals its intention to race the new DB7 at Le Mans in 1996.

26: Ford drops Mats Jonsson from its RAC Rally plans, and replaces the Swede with former World Champion, Ari Vatanen.

27: China announces that it wants to host a round of the World Rally Championship

28: At a press conference in Stuttgart, Mercedes-Benz and McLaren International confirm an ambitious five-year deal. The agreement gives McLaren an exclusive F1 engine deal as from 1995. This announcement leads to speculation that Michael Schumacher will join the team in 1996 at the expiry of his contract with Benetton.

28: Ex-Lotus F1 driver Pedro Lamy has his first run in a racing car since his huge testing shunt at Silverstone in May when he drives a GTCC Mercedes-Benz C-Class at Hockenheim. He is linked with Mercedes' touring car plans for 1995.

28: The hugely popular Clubmans racing formula is to be revolutionised by the introduction of a mid-engined format in 1995.

28: Former British F3 Champion Gil de Ferran signs a three-year deal with the Hall IndyCar team.

29: Having clinched the BTRDA Club Championship on the previous round, Adrian Struthers and Graham Law win the Castrol Crystal Ford Forest Stages in a Ford Escort. On the same event Ricky Evans and Ian Butcher secure the Peugeot Sport Gold Star series in their 205GTI.

30: Four-wheel drive rally cars gain a reprieve when the FIA bows to pressure from manufacturers and drops its proposed ban, though turbo four-wheel drivers are still out; the new 2-litre series is brought forward to run alongside the current makes championship.

30: British Formula Ford Championship front-runner Jonny Kane wins on his Formula Vauxhall debut at Pembrey.

30: By winning the Oman Rally in his Ford Escort Cosworth, Mohammed Bin Sulayem secures yet another Middle East Championship title. He is co-driven by Irishman, Ronan Morgan.

30: Pete Doughty and Jerry Freeman's Ford Sierra Cosworth finishes second on Cheviot Rally to win the EARS/*Motoring News* National Tarmac Rally Series. Meanwhile, fifth place on the Fastnet Rally is enough to give Subaru Legacy RS pairing, Mickey Farrell and Anthony Nestor, the Vard Irish National Rally Championship.







Viviane Lalli, sister of the late Ayrton Senna, visited the Japanese GP (top) to explain the aims of the Ayrton Senna Foundation. Ron Dennis (above left): three-pointed liaison. Pete Doughty (above right): *MN* rally champion.

30: Kenny Bernstein becomes the first man to clock over 500km/h in a drag race. His top-fueller does back-to-back runs of 311.85mph (501.76km/h) and 314.46mph (505.96km/h) at Pomona, California.

31: Team Lotus confirms that former British F3 front-runner Mika Salo will make his GP debut with the team in the Japanese Grand Prix at Suzuka.

31: Andrew Ferguson, one of the founder members of FOCA and a former Lotus Team Manager, succumbs to the stoke he suffered the day before the European Grand Prix at Jerez.

31: Former British F3 champion Gil de Ferran starts his test programme with Jim Hall's IndyCar team at Laguna Seca, turning in high grid times in the Pennzoil-Reynard, before switching to Phoenix's Firebird East oval and bettering Nigel Mansell's unofficial record there.

NOVEMBER

2: A new junior race series, Formula Renault Sport, is launched at the Williams base in Didcot. F1 hopefuls will be aiming for the champion's bonus of a Williams-Renault test-drive.

3: Peugeot Italy withdraws from the Italian Touring Car Championship for '95.

4: Enrico Bertone and Massimo Chiapponi are the surprise winner of the Catalonia Rally in a Toyota Celica Turbo 4WD. However, this is a round of the Two Litre Cup, and it is the second-placed Renault Clio Williams of Oriol Gomez, the Spanish Champion, that takes maximum points.

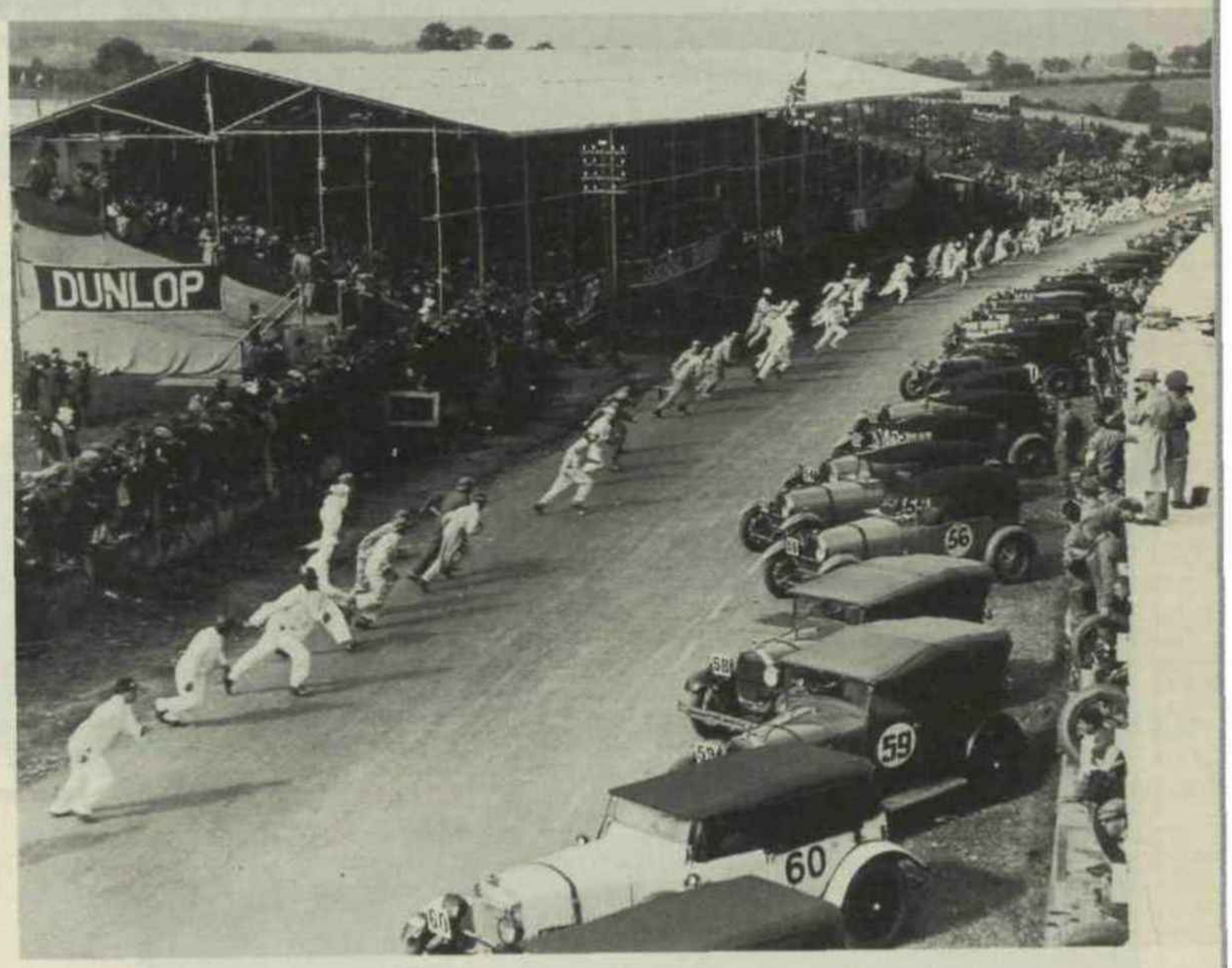
4: TVR's Le Mans contender debuts at Castle Combe. The V8-engined Cerbera GT will enter the BRDC GT series to work up to the 24-hour endurance race.

5: Ayrton Senna's sister, Viviane Lalli, its President, explains the aims of the Senna Foundation in Suzuka. Conceived by Ayrton

95

BROOKS

Sale Calendar



21 February
Collectors' Motor Cars and Automobilia,
Olympia, London

19 March
Collectors' Motor Cars and Automobilia,
Olympia, London

22 April
Pioneer, Vintage and Classic motorcycles
and related material

20-22 May
Collectors' Motor Cars and
Automobilia, Monaco

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

28 July
Summer Vintage
Collectors' Motor Cars and Automobilia

21 September
Collectors' Motor Cars and Automobilia
Olympia, London

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

16 November
Collectors' Motor Cars and Automobilia
(provisional)

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

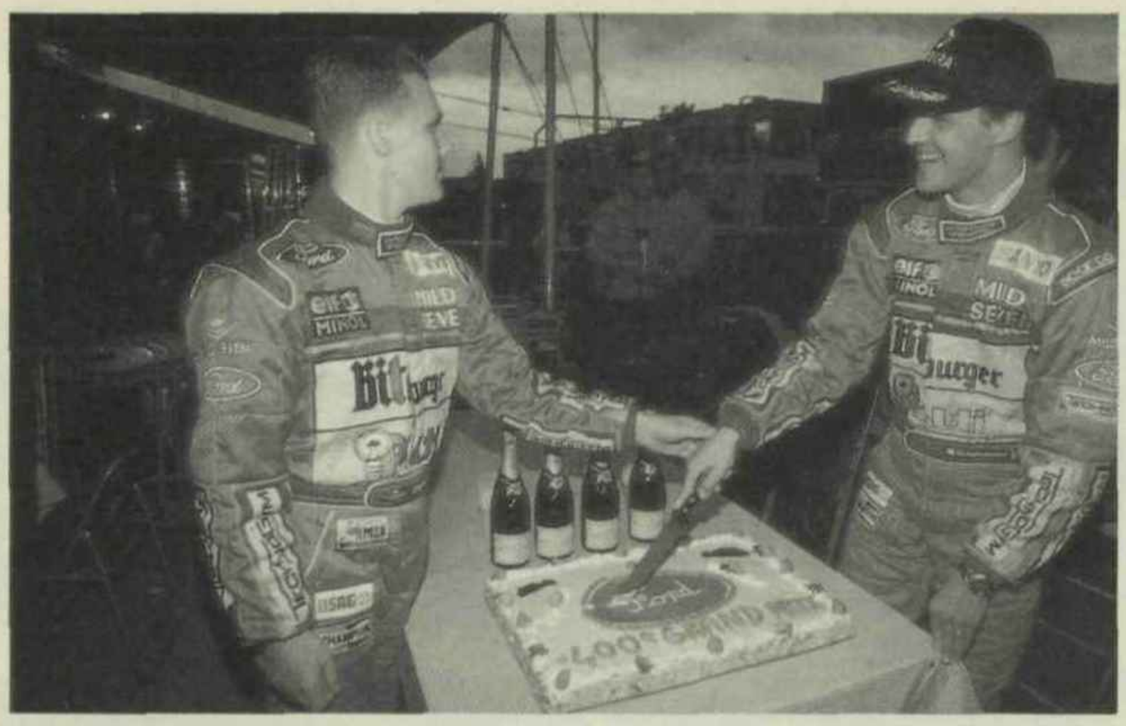
4 December
Important Collectors' Motor Cars and
Automobilia, Olympia, London

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

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

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Sauber gets Ford: Peter Sauber (right) and Heinz-Harald Frentzen (left) with Ford's Director of Motorsport Peter Gillitzer.



Suzuka: Schumacher and Herbert fête Ford's 400th Grand Prix as an engine supplier.

before his death, the organisation will use marketing and manufacturing profits to improve quality of life for the Brazilian community, particularly children.

6: Damon Hill's championship hopes soar with a win in Japan, putting him one point behind Michael Schumacher. Martin Brundle is reprimanded for having an accident in the torrential rain and hitting a marshal, ironically after criticising safety at the Suzuka circuit.

6: At Suzuka, Minardi reveals that Italian F3 Champion Giancarlo Fisichella will be its test driver in 1995.

6: German rally star Armin Schwarz announces he will quit Mitsubishi to return to Toyota for next season.

6: Alfa Romeo's Gabriele Tarquini, the current BTCC Champion, wins the penultimate round of the Spanish Touring Car Championship at Jarama. At the same meeting Javier Diaz clinches the Spanish Formula Renault Championship in a Van Diemen.

6: BMWs dominate the touring car races at Kyalami with Alex Burgstaller/Deon Joubert and Joachim Winkelhock/Shaun van der Linde taking a win apiece.

6: Patrick Bernadini wins the Cévennes Rally in his Ford Escort Cosworth, and thus becomes the French Rally Champion. Meanwhile, Andrea Aghini wins the final round of the Belgian Championship, the Condroz, in a Toyota Celica Turbo 4WD, and Dieter Depping is victorious on the Semperit Rally in Germany at the wheel of a Ford Escort Cosworth.

7: Plans are announced for the world's first-ever rally for electric cars. This will be held somewhere in northern Europe, and will consist of 15 timed tests.

8: The recently retired Mario Andretti refutes speculation that he will drive a Ferrari sportscar at Daytona and Le Mans.

8: Max Mosley, the President of the FIA, sits alongside Juha Kankkunen as the Finn tests the latest Toyota Celica GT-Four in Wales. François Delecour then offers Mosley a run in a Ford Escort RS Cosworth to illustrate the dangers of the new Monte Carlo tyre rules! At the same time, the French tarmac ace announces his intention to stay with Ford for next season.

8: The RACMSA decide to take no further action against Swift Racing Car Constructors in the wake of the double eligibility exclusions that deprived Jonny Kane of this year's National Formula Ford C pionship.

9: Damon Hill creates a storm on his a in Australia by criticising Williams f lack of appreciation for his efforts.

9: Armin Hahne crashes the latest H NSX GT car while testing at Snetterton German driver is unhurt.

11: Audi is believed to have signed with Earle's 3001 International team in read for its assault on the 1995 British To Car Championship.

12: One race after its 400th Grand Prix engine-supplier in Suzuka, Ford annou that Sauber will use its Championship-winning Zetec-R V8 during the 1995 Formula One season. A same time Arrows are linked with Hart's V10 and Minardi with the M Honda V10.

13: Michael Schumacher becomes the German Formula One World Champi controversial circumstances during Australian Grand Prix at Adelaide. His etton hits the wall while leading on the lap and collides with the Williams of rival Damon Hill as the Briton attemp overtake. Schumacher retires on the but Hill crawls to the pits where he r with damaged suspension.

13: Nigel Mansell wins the Australian G Prix for the first time – his 31st GP win he is now strongly tipped to partner D Hill at Williams next season. This lea speculation that David Coulthard will for McLaren in 1995.

13: NASCAR veteran Harry Gant retir the age of 55 as the oldest winner Winston Cup race – he was 52 when h victorious at Michigan.

13: Jean-Louis Schlesser wins the Desert Challenge in his self-built Bugg

14: For the first time in more than a de Team Toyota Europe will not be conte the Safari Rally. This is because the ev a round of the Two Litre World C pionship, and therefore its four-wheel Celicas will not be eligible to score po

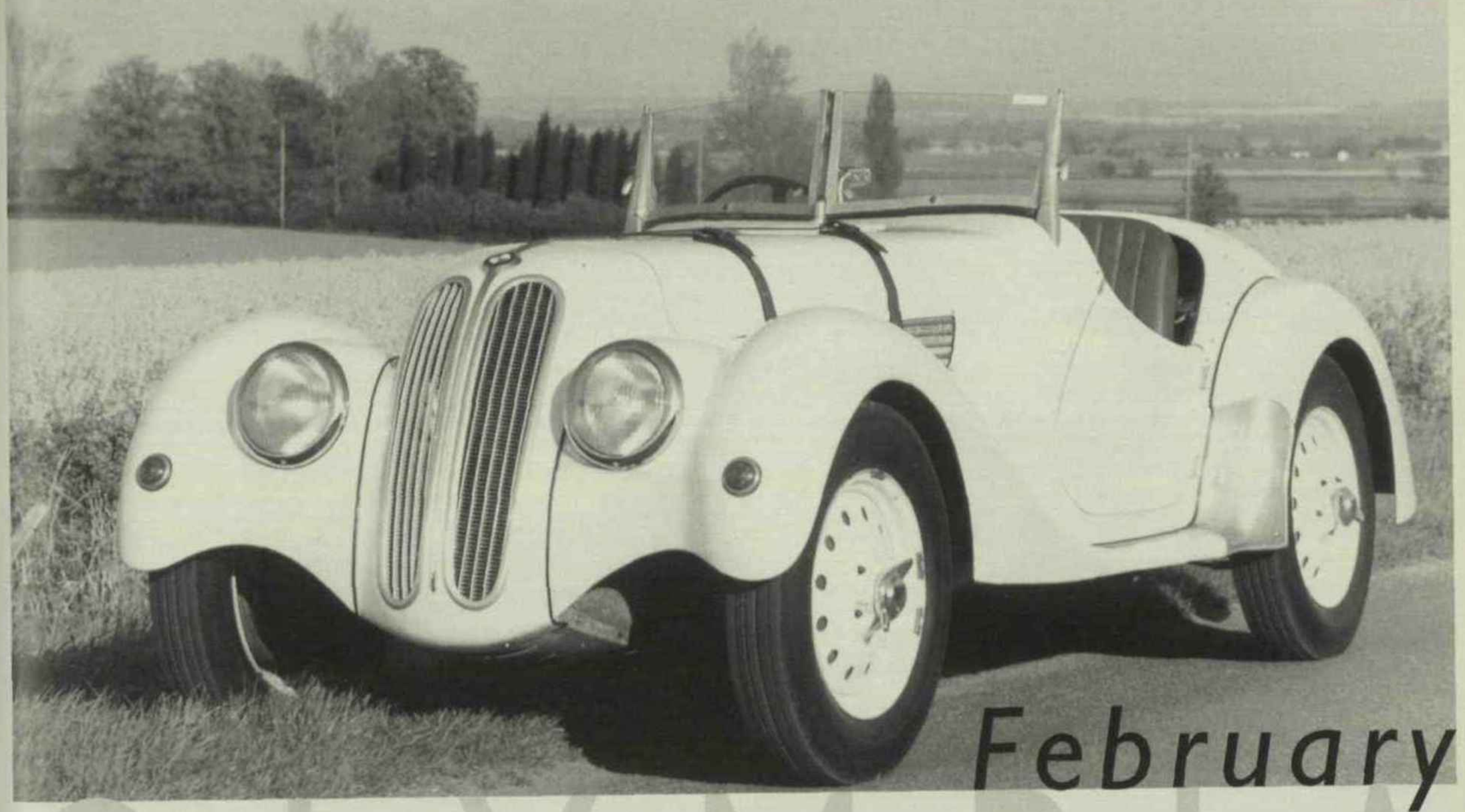
14: Jamie Hunter, 23, is confirmed a year's Renault UK Karting Schola winner.

14: Honda UK withdraws its official from the National Saloon Car Cup winning the series in 1993 and 1994.

DECEMBER FIXTURES

Date	*Venue*	*Event*
Dec 3/4	**Brands Hatch**	**British Rallycross Grand Prix**
Dec 3/4	**Canary Islands**	**Race of Champions rally contest**
Dec 3/6	Land's End	Le JOG Classic Run
Dec 27	Mynd Eppynt	Virgo Rally
Dec 27	Mynd Eppynt	Coronation Historic Rally

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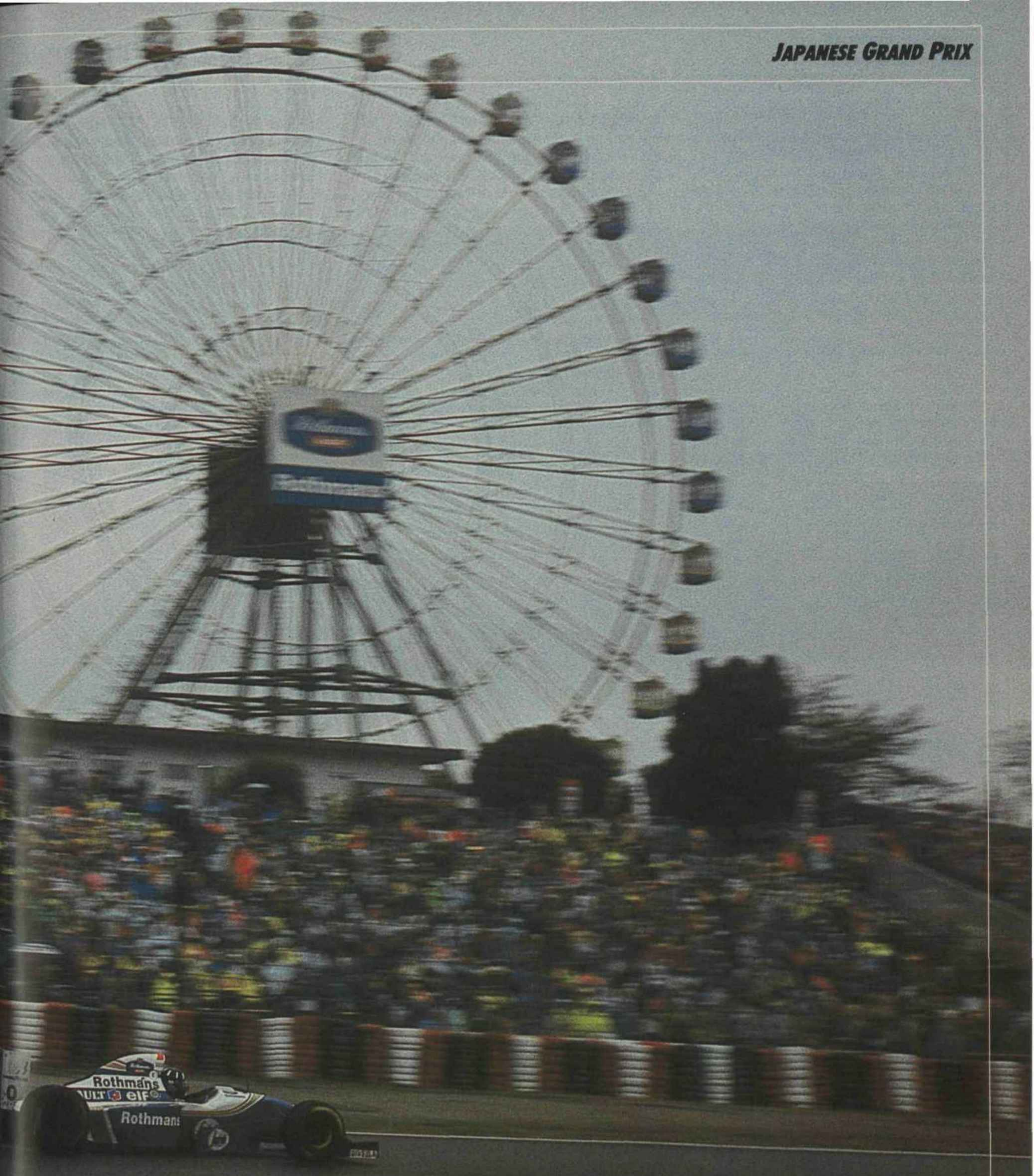
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Down to the wire

You wouldn't have given tuppence for his chances of victory after qualifying, but when the chips were down in Suzuka Damon Hill kept his hopes alive with a champion's drive


Rothmans
elf
Rothmans

From the moment that Michael Schumacher so insouciantly began to hammer home quick laps in qualifying, you began to form the impression that victory in the Japanese GP — and the World Championship — was all but a formality for the dour German. As he and the Benetton handled the circuit's sweeps and flat-out swerves with almost majestic ease, Williams struggled, its FW16Bs looking cumbersome and intractable. Worse still, as far as his championship aspirations were concerned, Damon Hill was floundering in Nigel Mansell's wake. True, he outqualified his team-mate on the strength of Friday afternoon's lap, but on Saturday the former champion had been in a class of his own as he became the only man to break into the 1m 36s bracket. There is evidence that Hill did a fair amount of soul-searching prior to Saturday's final session, but then the skies opened and washed everything away in anti-climax. Going into the race, the advantage seemed entirely with Schumacher.

Suzuka, however, has a tradition of serving up the unusual and, when raceday dawned wet, there was just the chance of something unpredictable. What none of us could foresee as the grid formed, though, was just how this would become *the* most exciting race of 1994.

Against the odds, and in the face of monumental pressure, Hill beat Schumacher to the damp chequered flag by 3.365s after a fantastic duel, on a day when, against the run of the season, Williams' one-stop fuel strategy beat Benetton's two-stop tactics with a lap to spare, to narrow the gap between the two drivers to a single point as they headed to Adelaide.

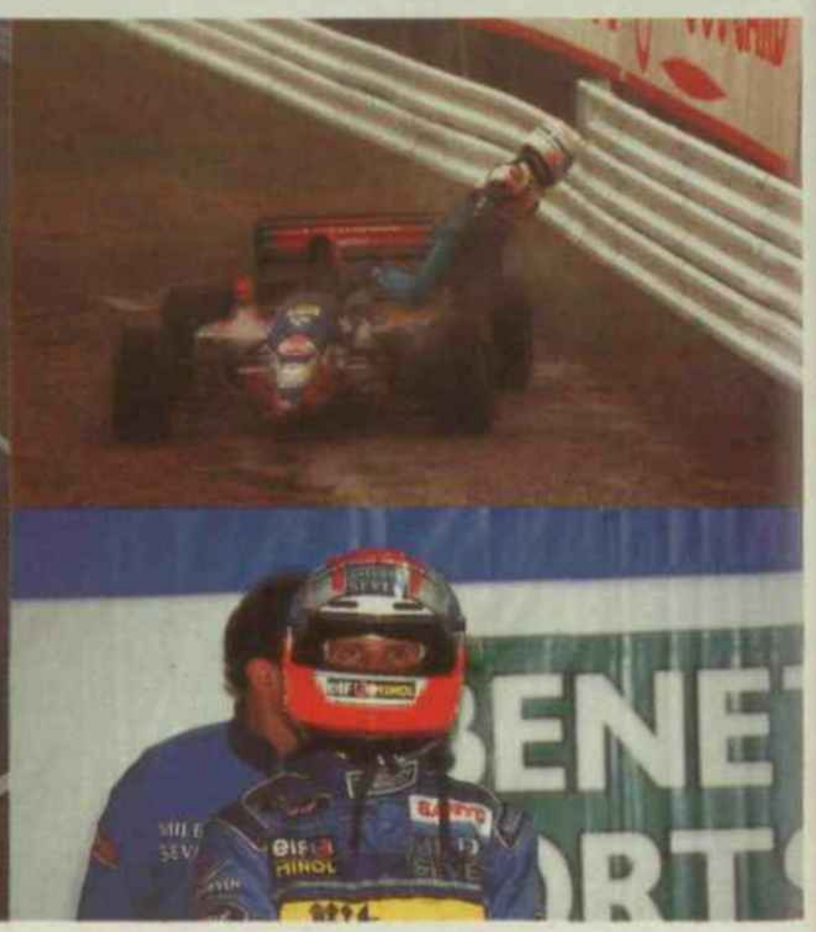
It was Michael who won the start, with a clumsy swerve that echoed Mansell's move on Alain Prost at Estoril in 1990. Its wheels spinning, the Benetton speared straight across from left to right, across Hill's bows. It looked dramatic and it was certainly deliberate, but Damon expressed no bother with it later and perhaps the television angle foreshortened things and made it look less subtle than it was.

Whatever, down into the first corner Michael was precisely where he wanted to be, but Hill had the unwanted attention of Frentzen, a splendid third fastest for Sauber, nudging his way alongside as he took the outside line. A wee bit further back, Mansell had bogged down with excessive wheelspin and been engulfed, so that Johnny Herbert in the second Benetton was fourth ahead of Alesi and, temporarily,



Alesi and Mansell indulged in an afternoon-long battle which was both hard and fair. Alesi took third, Mansell fourth.





Frentzen, who qualified a best-ever third, leads Hakkinen, Blundell, Irvine and Fittipaldi. The German went on to finish sixth, one place behind Irvine.

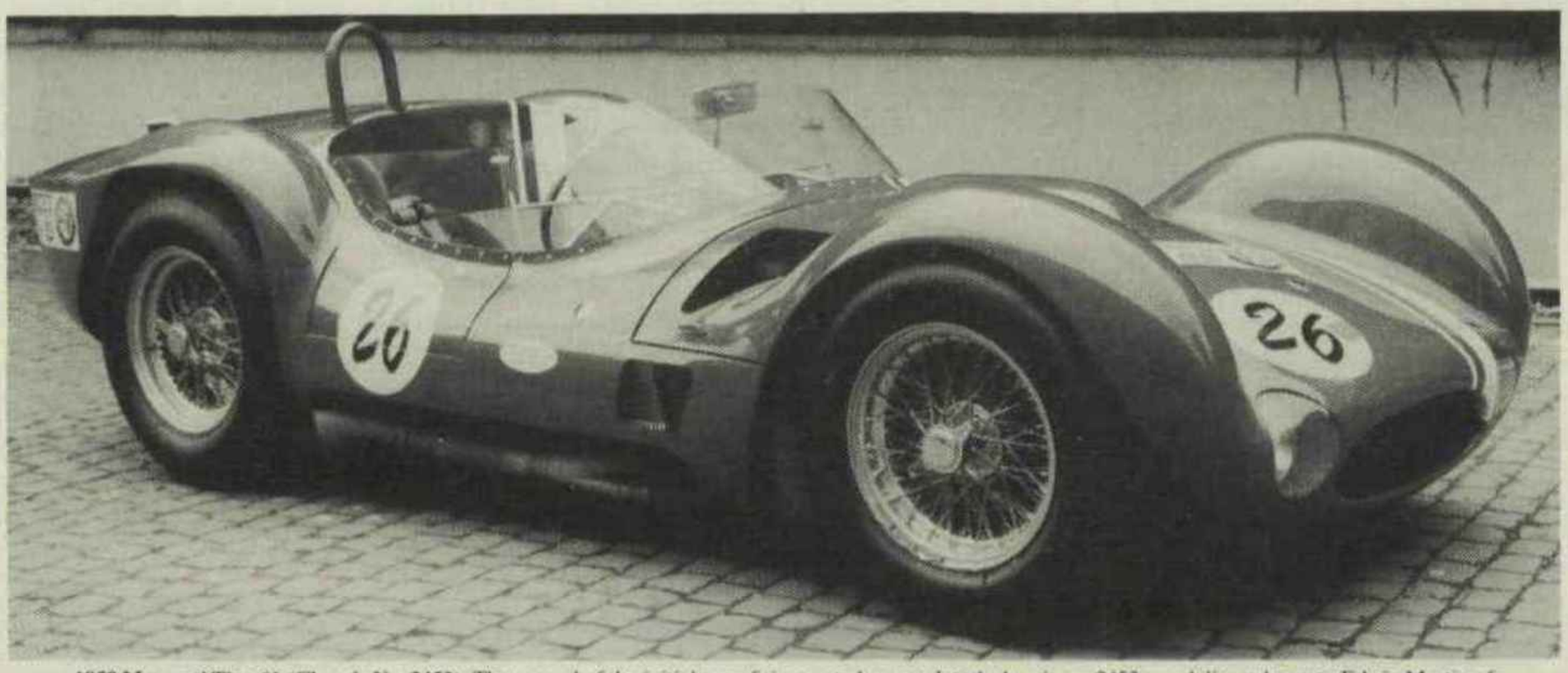
Benetton returnee Herbert's race was short (top). Martini abandons Minardi (below).

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9.30 TO 6.00 WEEKDAYS
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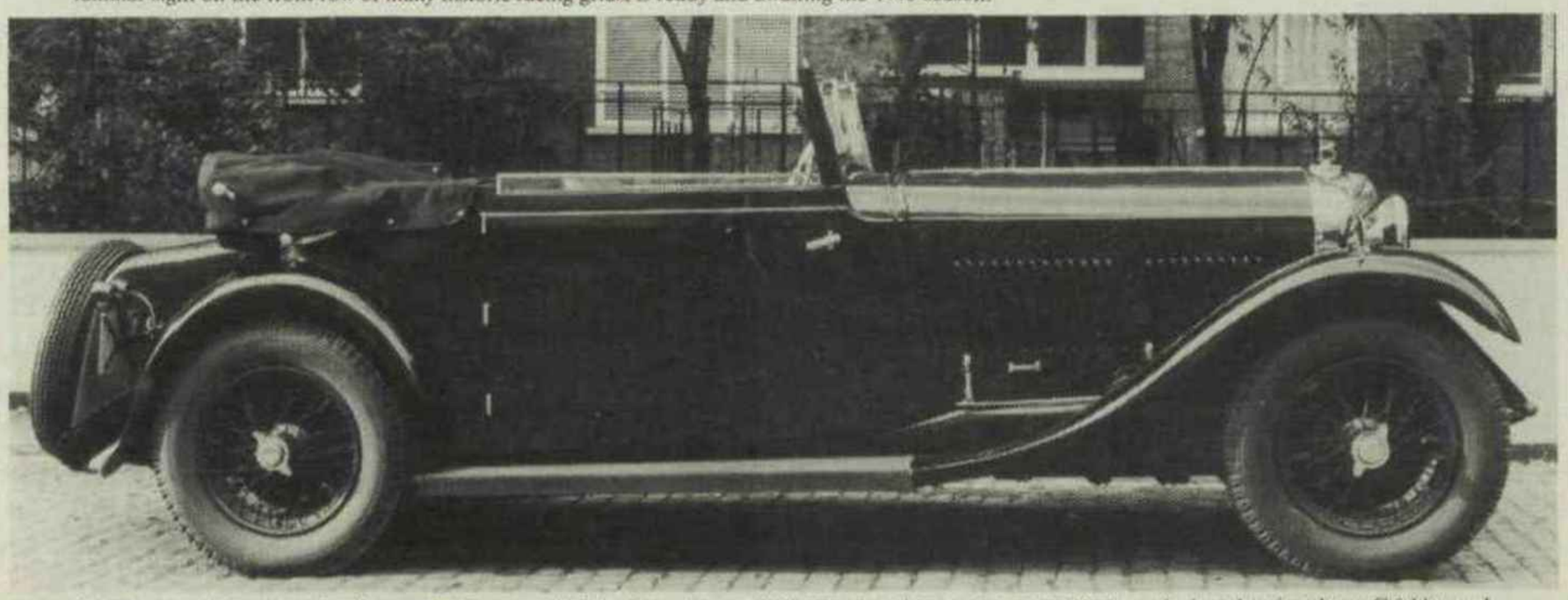
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FOUNDED *1919*

"WE WILL TRAVEL
ANYWHERE IN THE WORLD
TO OBTAIN A CLASSIC
MOTOR CAR"



1959 Maserati Tipo 61 (Chassis No. 2453). The second of the initial run of six cars to be completed, chassis no. 2453 was delivered new to Edwin Martin of Columbus, Georgia in October 1959. He won with it first time out, at Dothan, Alabama, also racing at Daytona. Subsequently the car was sold to Joel Finn and featured in his definitive book on the Birdcage, before being restored to the highest standards by Crosthwaite & Gardiner. This superb car, now a familiar sight on the front row of many historic racing grids, is ready and awaiting the 1995 season.



1933 Bentley 4 Litre Drophead Coupe by Freestone & Webb. The ultimate W.O. Bentley, this car chassis VA4100 was the last chassis to leave Cricklewood. The car carries its original coachwork and original engine and is featured prominently in "A Pride of Bentleys". Finished in dark green with a matching leather interior.



1974 Jaguar E-Type Series V12 Roadster. An excellent original example of this sought after and most usable classic. Finished in signal red with a black leather interior.

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1939 Alfa Romeo 8C 2900 Touring Spyder
1930 Bentley 8 Litre Tourer
1933 Bentley 4 Litre Freestone & Webb Drophead Coupe
1937 Bentley 4¼ Gurney Nutting Sedanca Coupe
1938 Bentley 4¼ MX Razor Edge Sports Saloon
1934 Bugatti Type 51 Grand Prix
1931 Cadillac Phaeton
1929 Cord L29 Convertible
1955 Connaught B Type Grand Prix
1949 Delahaye 135 Convertible
1964 Ferrari 275 GTB/2 6C, Right Hand Drive
1973 Ferrari 246 GT Dino
1954 Fiat Topolino
1951 Fraser-Nash Le Mans
1967 Ikenga Prototype
1934 Invicta 4½ Litre S Type Drophead Coupe by Salmons
1932 Invicta 4½ Litre S Type Tourer by Carbodies
1958 Jaguar XK150 DHC 3.4 Right Hand Drive
1952 Jaguar XK120 Roadster
1930 Lagonda 2 Litre Tourer
1938 Lagonda V12 Sedanca de Ville by James Young
1933 Lagonda M45 Rapide
1935 Lagonda LG45 Rapide
1926 Lancia Lambda Torpedo
1958 Lister Jaguar (Knobbly)
1936 Maserati 6CM
1959 Maserati Birdcage Tipo 61
1954 Mercedes-Benz 300 SL Gullwing (Rudge wheels)
1958 Mercedes-Benz 300 SL Roadster
1931 MG Q-Type by Gregory
1952 MG TD
1933 MG K3 by Gregory
1953 MG Arnolt
1933 Rolls-Royce Phantom II Continental
1964 Rolls-Royce Silver Cloud III Drophead Coupe by Mulliner
1954 Talbot-Lago T26 Grand Sport

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Irvine. They stayed that way to the end of the lap, except that Mansell edged back ahead of the Jordan.

Frentzen screwed his chances on the second lap, when he went autocrossing and dropped back to sixth. "I tried to pass Hill on the outside line but there was either oil or fuel on the track," he said later. "I realised that I wasn't able to stay on the track so I just tried to keep control of the car and went through the gravel. The handling was good at that time, but immediately after the pit stop it was almost undriveable for reasons I don't yet know. . ." His chances evaporated there and then.

Initially, Hill closed right up on Schumacher, but just as we settled down to the prospect of an unfettered encounter between the two championship contenders, white hailstones fell at the start/finish line as a prelude to disaster. Schumacher and Hill completed their third lap and headed into the fourth as they gingerly slithered past the pits, the main straight now literally awash, but when third placed Herbert came through nine seconds later all hell broke loose.

"As I was coming through the 130R bend they told me on the radio that it was raining really badly there," said Johnny, who was further to the left of the track and may thus have been on the wetter section where the water squeegeed up by Schumacher and Hill moments earlier would have fallen. "And in any case I could see that the rain was like white stones on my visor, it was so bad. The track looked like a lake, but I was being very careful not to come right off the power because that can make things worse. I had one moment, collected it, and then another, and suddenly I spun six or seven times. I was just a passenger."

The Benetton aquaplaned down the straight, rotating all the while, and as it glanced a wall and left its nosecone in the middle of the track, there were some close avoidances as those immediately behind braked and snaked round it. Then Katayama's thoroughly disappointing weekend for Tyrrell came to an inglorious and painful end as he mirrored Herbert's demise. The Tyrrell clobbered the pit wall and Ukyo, who had almost been in tears the previous day after feeling that he had let his expectant countrymen down by qualifying only 14th, was assisted away with a badly bruised right leg.

Compounding things, debutant Taki Inoue spun his Simtek too, also striking the pit wall.

His team-mate, David Brabham, said: "The car would just let go. You had no warning; you'd just suddenly find it snapping one way or the other and it was pure luck whether you caught it or not."

As the wrecked cars were cleaned away the race continued, with the safety car and then an official car deployed to slow things down. The former did not immediately pick up on the leaders because they had gone by before the incidents began, but Schumacher in particular showed commendable commonsense by obeying the yellow flags and his radio messages and resisting any temptation to push too hard in his chase after the safety car. Since Suzuka has such a long lap, the official car also went out to hold the field, and as the rain gradually began to ease team managers went up to the stewards to voice their opinions as to whether the event should be stopped. Eddie Jordan was among the most vocal, as is his wont, expressing his drivers' views that the race should be stopped immediately.

As these talks went on the rain eased further, and with every driver behaving sensibly the officials prepared for a restart. This came at the end of lap 10, and with a rolling start by the pits the field was racing again by lap 11. This time, it would last for only a handful of laps.

Schumacher instantly got on the loud pedal and slithered away from Hill to the tune of 4.8s, with Alesi resuming in third place from Mansell and the attentive Frentzen and Brundle. Hakkinen was further back, shadowed by Morbidelli, with Blundell, Irvine, Barrichello, Panis, Fittipaldi and the fast-starting Lotus duo of Zanardi and the extremely impressive Finnish debutant Mika Salo pushing along hard ahead of Comas and Brabham.

Lagorce, Martini and Alboreto had all disappeared on lap 10 when they became entangled going by the pits. The French rookie spun, claiming he had been tapped by Martini, who said that he had been unable to see anything. Alboreto was an unwitting victim, and all three were out. Berger, too, had gone out that lap, his battery condition warning light flickering on as indication of low voltage. He was advised by radio to creep to the pits, but refused, parking the Ferrari rather than risk running at such low speed in the conditions.

On lap 14 Morbidelli made himself dizzy when he aquaplaned on standing water in the Degner Curve, where the yellows were still out, and removed the front wheels from his Footwork. Just as marshals were clearing this away Brundle arrived and did exactly the same thing. As the McLaren slid off it struck a marshal who was assisting another with removal of the FA15.

"I really thought that was it for me," said Brundle. "I thought that was the moment that I was going to die. I was headed straight for the caterpillar tractor that was moving Morbidelli's car, and then somehow, right at the last moment, I just missed it. I really don't know how."

Ironically, he had voiced concern about such vehicles being used to remove damaged cars during the morning's drivers' briefing. Bearing in mind the circumstances of his demise and near miss, it seemed churlish that the stewards later issued him with a reprimand for 'driving too fast' in the conditions.

If Martin had a lucky escape, so too did the marshal that he struck. The man was thrown into the air, but suffered nothing worse than a fracture of his right leg, just below the knee.

This time the race was red-flagged, and for the next 23 minutes debate raged whether it should be resumed as Christian Fittipaldi and Mansell accompanied Flavio Briatore to the stewards office. There it was decided that it would be restarted.

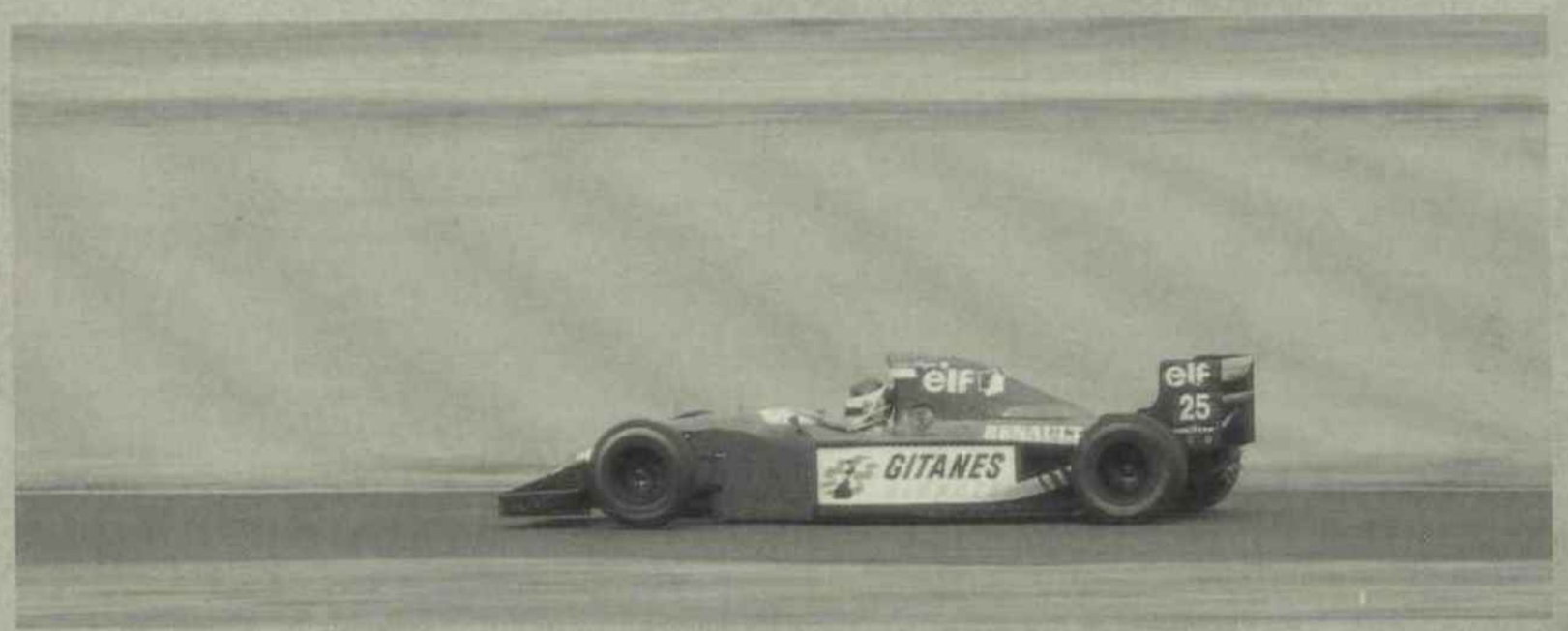
"There were no disagreements and the stewards behaved very professionally," reported Mansell. "If it rains again we're going to face a very tough decision. It's very dangerous out there."

Berger was as ever very conscious of his role as elder statesman and safety spokesman, but said: "I'm not too worried about it. We know it's dangerous but everyone is being sensible."

While the debate had been conducted Hill was the only driver to remain strapped in his car, his mind totally focussed on the job ahead. Then, as the cars assembled behind the safety car, which would run one lap with its lights on and another with them off before the competition began again in earnest, Mansell had new tyres fitted, and Zanardi his ride height raised. This time, 15 cars were left.

This became 14 almost immediately when Barrichello stopped in the pits with electrical problems in his Jordan's transmission, while the two Lotuses (on successive formation laps) and the lone Ligier all made sensible use of strategy to refuel.

As the racing resumed in earnest when the safety car pulled off, Schumacher again began to speed away from Hill, but when he came in for fuel after only the fifth of the scheduled 37 restart laps, it became almost certain that the team had opted for a two-stop fuel policy to Williams' one. Michael had 6.8s in hand on aggregate from the first part, but when he resumed his times were initially way off Hill's. Had he, after all, taken on sufficient fuel to go the distance? Time would tell... And why



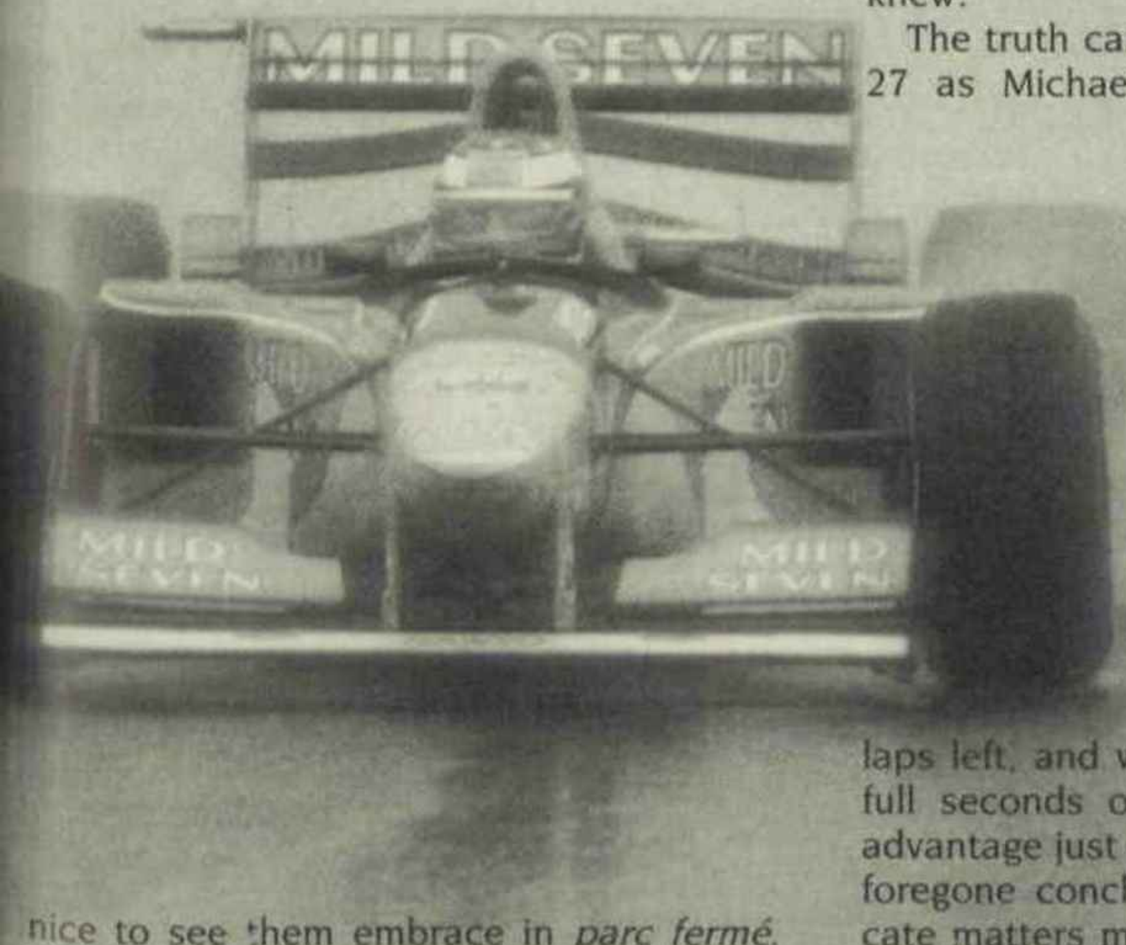
European F3000 series runner-up Franck Lagorce took over the second Ligier seat.

hadn't Benetton brought him in for fuel during the formation laps when everyone else was still going slowly?

Much later the truth emerged. Schumacher felt that the Benetton was heavier than he expected, and was beginning to wonder whether the team had changed its strategy and opted for just that one stop. Curiously, however, he didn't radio in to check with the pit crew, and after he'd lost a lot of time following Hakkinen for several laps the team gave him the wake-up call. "We didn't bring him in until we did because we didn't want to risk putting him down the back among the traffic, with all the spray, during the safety car laps," explained Tom Walkinshaw.

And that feeling of heaviness? The officials had informed the teams of their intention to put the safety car out and run the race behind it until the 40th lap, in the event of the rain returning, so the team had put in an extra 10 litres just to make sure that Michael could make the 40th lap if it became necessary.

Meantime, Mansell was into a frantic chase of Alesi which made the best F1 television of the year. The Ferrari's rearward-facing onboard camera showed the Williams time and again drawing level with the Ferrari, like something out of the Frankenheimer film *Grand Prix*, only to lose out to the Italian car's top speed. It was a fantastic duel between two hardened professionals, and it speaks volumes for their respective abilities that neither in any way did the dirty on each other. At the end it was



nice to see them embrace in *parc fermé*. The race had been proof positive that Mansell was right back to his old form as far as aggression is concerned, though it is relevant to record that his lap times were still nowhere near Hill's even when he was running on clear road.

Frentzen chased them initially until his fuel stop on lap seven, whereafter he simply survived with the Sauber's unsteady handling. Hakkinen thus rose to fourth on the road, troubled by poor handling balance, and initially Schumacher seemed to be making little impression on the McLaren as Irvine kept them both in sight and Fittipaldi and Comas followed at equal distances. Further back, Zanardi was coping with a Lotus which had lost both mirrors and whose diffuser was steadily collapsing, and inadvertently delayed the hungry Salo for a few laps.

"I didn't realise that Mika was close behind me," said Alex, "and I'm really sorry if I held him up."

When Hill made his one fuel call on lap 12 Alesi went ahead on the road, his life made easier when Mansell came in a lap later. The Ferrari driver stayed out until lap 16, whereupon Hill resumed the lead having stayed ahead of Schumacher, who still had Irvine close enough to be potentially bothersome. Further back, Alesi had escaped the pits just ahead of Mansell, and within a few laps they were back at it, harder than ever.

The confusion for those spectating without recourse to Tag Heuer's timing screens can only be imagined, for the hangover times from the first section of the race meant that what was happening on the road did not necessarily reflect the true order. By the 22nd lap Hill was 7.2s ahead on the road, but that equated to a mere 0.484s on corrected aggregate, and Schumacher was now back into his stride. Even though he was not on the same part of the track as Hill, he was poised to regain the lead. By 25 laps he had at last converted the deficit into a 3s advantage even though he was still adrift of Damon on the road, and the questions became more pressing. *Was* the Benetton going to have to stop again, or had it been 'slow' for that strange period because of its fuel weight? At the time only Benetton knew.

The truth came for everyone else on lap 27 as Michael dived in for a superbly executed splash-and-dash stop which involved the B194 standing still for a mere 7s. Half of that was occupied by the refuelling, the rest as the switch to a new set of Goodyear wets was completed.

The atmosphere was now electric as the calculations began. There were 10 laps left, and when Michael slashed three full seconds off Hill's corrected 14.599s advantage just on his 30th lap, it seemed a foregone conclusion. And just to complicate matters more, what little traffic there was started to come into play.

Hill's Williams was now sliding all over the place, and at times Schumacher was lapping two seconds a lap faster. Steadily he eroded the deficit: 8.352s, 7.032s, 5.245s, 4.231.

Sharp-eyed observers noticed that there had been a problem during Hill's stop, which materially affected his ability to withstand Schumacher's challenge. The right rear wheel proved reluctant to come off, and the Williams crew decided to leave it on. Thus Damon had only three fresh Goodyears.

"That was actually a mark of good pit work because they had taken the decision beforehand that if there was any problem with the tyre they should leave it on, so rather than spending more time than necessary trying to get it off, they left it on and it proved to be the right decision," he said.

"I had no idea during the race that it was the same tyre — I thought I'd got a new set. And they worked well for a bit — but there were only three of them so towards the end the traction wasn't perhaps what it should have been. And the right rear was blistered on top of everything. Its useful life had expired!"

On lap 49 he came up behind the 'blind' Zanardi, but fortunately Alex was well tuned in to the developing situation despite his lack of mirrors. "At the end I was driving looking to each side all the time. I could see

"Once and for all (Hill) showed in Suzuka that the greater the pressure the greater the man"

the blue flag and I expected Damon and Michael to come by me at any moment. I wanted desperately not to be the one who might accidentally determine the outcome of the World Championship." A fine man, Mr Zanardi, who as well as all his other troubles was racing under the emotional burden of his father's death the previous week.

Fittipaldi proved a greater problem when Hill encountered him on his penultimate lap, and the Footwork lost him valuable ground at the hairpin as it upset his rhythm. With a lap to go the gap was 2.4s, and Damon was all over the road as he used armfuls of lock to keep the Williams going. It looked messy and dramatic, but that was a highly effective last lap, as he opened the gap to 3.365s to score the most crucial victory of his career. All year his detractors have accused him of all sorts of shortcomings, but once and for all he showed in Suzuka that the greater the pressure the greater the man. It was the first time all season that he had beaten Schumacher in a straight fight, and to have done so in such conditions, and under such phenomenal pressure, was indeed a mark of the man. In *parc fermé* afterwards the German strode to the Williams and shook his rival's hand, before administering a slap on the helmet that said: 'You beat me, dammit, but I respect you for it.'

"It was just a question of taking as many risks as I could not to let any of my advantage slip away," said Damon. "There were a couple of backmarkers there too, and I was praying I wouldn't be delayed. But

they were pretty good here. . ."

Schumacher duly held on for second, his tyres in much better shape than Hill's.

"I was feeling confident all through the weekend, and under normal circumstances the strategy we planned could have worked out," said Michael. "But because of what happened today it didn't work out. And in the end they beat us by that. . ."

Mansell's jubilation at passing Alesi on the last lap lasted as long as it took his crew to relay the news that he remained fourth on aggregate, 4s adrift of the Ferrari, Jean admitting that he had been doubled up with laughter crossing the line when he saw his rival's momentary jubilation. Further back Irvine reaped the reward of another sensible, if understeer-plagued drive with two further points, which helped offset Jordan's disappointment with Barrichello's retirement. Hakkinen led Frentzen home sixth on the road, but the positions were reversed on combined times so that Heinz-Harald took the final point by 3s. Fittipaldi was a lapped eighth from Comas, who at one stage had kept Hakkinen honest until his late fuel stop, and Salo completed a brilliant GP debut by coping with the dire conditions as if born to them. Once by his troubled team-mate, Mika raced after Panis and grabbed 10th place from the Ligier on lap 31.

"I'm delighted to finish my first Grand Prix with 10th place," said the Finn. "It was very busy at the start, but to be honest it was a bit boring towards the end." Make no mistake, this is another great star in the making.

Blundell retired from 10th place with engine failure on lap 27, bringing to an end an awful weekend for the Tyrrell team, which just never seemed to hit the performance level one expected of it. Brabham took 12th place from the unhappy Zanardi.

"It's tremendous to win, as in the back of your mind you think that if I won and there was one point in it, wouldn't that be nice," said the stressed but highly relieved Hill.

"You keep telling yourself to be realistic, it is a tall order to beat Michael as this year he has been the class of the field. It was a tremendously exciting race, it's just a shame we weren't together on the same part of the track, but I was on the radio on every lap being informed of his progress."

As he began to relax and savour the moment, and to look forward to Adelaide where the winner would take all, he added: "I want to mention the service of remembrance that was held for Ayrton before the race. Ayrton was very popular here in Japan, and inside the team our thoughts are still very much with him. I would like to dedicate this victory to Ayrton's family, some of whose members were here today, in remembrance of him."

Wherever he was watching, Ayrton would have been proud of Damon's performance, especially the way he pulled out time on that last lap. This was a fighter's victory. You don't beat Schumacher in those conditions, with a less agile car, if you're second rate. **DJT**



"This was a fighter's victory. You don't beat Schumacher in those conditions, with a less agile car, if you're second rate"

STARTING GRID

5 SCHUMACHER
Benetton B194
1m 37.209s (1)
1m 57.128s (2)

0 HILL
Williams FW16
1m 37.696s (1)
1m 57.278s (2)

30 FRENTZEN
Sauber C13
1m 37.742s (1)
1m 56.945s (2)

2 MANSELL
Williams FW16
1m 37.768s (1)
2m 00.963s (2)

6 HERBERT
Benetton B194
1m 37.828s (1)
1m 59.729s (2)

15 IRVINE
Jordan 194
1m 37.880s (1)
1m 57.760s (2)

27 ALESI
Ferrari 412 T1
1m 37.907s (1)
1m 58.610s (2)

7 HAKKINEN
McLaren MP4/9
1m 37.998s (1)
1m 58.204s (2)

8 BRUNDLE
McLaren MP4/9
1m 38.076s (1)
1m 56.876s (2)

14 BARRICHELLO
Jordan 194
1m 38.533s (1)
2m 01.905s (2)

28 BERGER
Ferrari 412 T1
1m 38.570s (1)
1m 58.926s (2)

10 MORBIDELLI
Footwork FA15
1m 39.030s (1)
2m 07.293s (2)

4 BLUNDELL
Tyrrell 022
1m 39.266s (1)
2m 02.266s (2)

3 KATAYAMA
Tyrrell 022
1m 39.462s (1)
2m 04.187s (2)

29 LEHTO
Sauber C13
1m 39.483s (1)
1m 59.943s (2)

23 MARTINI
Minardi M194
1m 39.548s (1)
2m 01.929s (2)

12 ZANARDI
Lotus 109
1m 39.721s (1)
2m 02.077s (2)

9 FITTIPALDI
Footwork FA15
1m 39.868s (1)
2m 00.084s (2)

26 PANIS
Ligier JS39B
1m 40.042s (1)
2m 00.575s (2)

25 LAGORCE
Ligier JS39B
1m 40.577s (1)
2m 02.780s (2)

24 ALBORETO
Minardi M194
1m 40.652s (1)
2m 02.219s (2)

20 COMAS
Larrousse LH94
1m 40.978s (1)
2m 01.035s (2)

19 NODA
Larrousse LH94
1m 40.990s (1)
2m 05.354s (2)

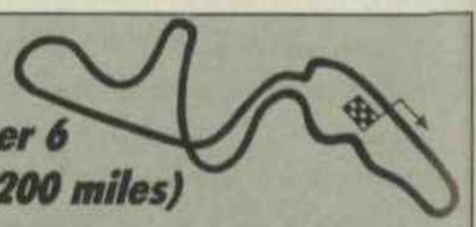
31 BRABHAM
Simtek S941
1m 41.659s (1)
2m 09.453s (2)

11 SALO
Lotus 109
1m 41.805s (1)
2m 01.637s (2)

32 INOUE
Simtek S941
1m 45.004s (1)
Did not run (2)

Did not qualify:
GACHOT (Pacific PR01) 1m 46.374s/Did not run
BELMONDO (Pacific PR01) 1m 46.629s/Did not run

FIA FORMULA 1 WORLD CHAMPIONSHIP



JAPANESE GRAND PRIX, Suzuka, November 6
50 (13 plus 37) laps of 3.644-mile circuit (182.200 miles)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW16-Renault V10	1h 55m 53.532s	1m 56.597s	24
2	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 55m 56.897s	1m 56.697s	44
3	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	1h 56m 45.577s	1m 58.438s	24
4	Nigel Mansell	GB	Williams FW16-Renault V10	1h 56m 49.606s	1m 57.912s	25
5	Eddie Irvine	GB	Jordan 194-Hart V10	1h 57m 35.639s	1m 58.095s	31
6	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	1h 57m 53.395s	1m 59.612s	19
7	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 57m 56.517s	1m 59.831s	24
8	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	49 laps	2m 00.456s	26
9	Erik Comas	F	Larrousse LH94-Ford HB V8	49 laps	2m 01.088s	40
10	Mika Salo	SF	Lotus 109-Mugen Honda V10	49 laps	2m 01.811s	43
11	Olivier Panis	F	Ligier JS39B-Renault V10	49 laps	2m 02.413s	39
12	David Brabham	AUS	Simtek S941-Ford HB V8	48 laps	2m 03.105s	41
13	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	48 laps	2m 04.371s	26
Rtd	Mark Blundell	GB	Tyrrell 022-Yamaha V10	26 laps – engine	2m 00.437s	20
Rtd	Rubens Barrichello	BR	Jordan 194-Hart V10	16 laps – gearbox electrics	2m 07.632s	13
Rtd	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	13 laps – accident	2m 04.733s	13
Rtd	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	13 laps – accident	2m 06.206s	13
Rtd	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	10 laps – electrics	2m 11.960s	2
Rtd	Franck Lagorce	F	Ligier JS39B-Renault V10	10 laps – accident	2m 20.381s	2
Rtd	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	10 laps – accident	2m 19.252s	2
Rtd	Michele Alboreto	I	Minardi M194-Ford HB V8	10 laps – accident	2m 21.689s	2
Rtd	Johnny Herbert	GB	Benetton B194-Ford Zetec-R V8	3 laps – accident	2m 12.194s	2
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	3 laps – accident	2m 16.655s	2
Rtd	Taki Inoue	J	Simtek S941-Ford HB V8	3 laps – accident	2m 21.978s	2
Rtd	Hideki Noda	J	Larrousse LH94-Ford HB V8	0 laps – accident	no time	–
Rtd	JJ Lehto	SF	Sauber C13-Mercedes V10	0 laps – engine	no time	–

Winner's Average Speed: 94.324 mph Conditions: very wet
Fastest Lap: Damon Hill, 2m 02.446s on lap 12, 112.505 mph

Championship points – Drivers: 1 Schumacher 92; 2 Hill 91; 3 Berger 35; 4 Hakkinen 26; 5 Alesi 23; 6 Barrichello 16; 7 Coulthard 14; 8 Brundle 12; 9 Verstappen 10; 10 Blundell 8; 11 Panis and Frentzen 7; 13 Fittipaldi, Irvine and Larini 6; 16 Katayama 5; 17 Bernard, Martini, de Cesaris and Wendlinger 4; 21 Morbidelli and Mansell 3; 23 Comas 2; 24 Alboreto and Lehto 1.

Constructors: 1 Williams Renault 108; 2 Benetton Ford 103; 3 Ferrari 64; 4 McLaren Peugeot 38; 5 Jordan Hart 25; 6 Tyrrell Yamaha 13; 7 Sauber Mercedes-Benz 12; 8 Ligier Renault 11; 9 Footwork Ford 9; 10 Minardi Ford 5; 11 Larrousse Ford 2.

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Game, set and crash

After going off the road on his own, Michael Schumacher ensured his

first World Championship in controversial style

All sorts of emotions must have been running through Damon Hill's head as he crept back to the pits on the 36th lap of a scintillating Australian Grand Prix, few of them printable. After driving his heart out he had challenged Michael Schumacher every inch of the way in their World Championship fight, only for both to collide in the East Terrace. As the world waited, Hill already knew from the suspension damage he could see and feel that, though he was mobile and Schumacher no longer was, the dream was over. The German, the cause of the incident, was already World Champion.

It was a tragic shame that the Great Confrontation had to end the way it did, because up until then the Australian GP was one of those rare F1 races that grabs you by the throat. In qualifying there had been Nigel Mansell's 32nd pole position, followed immediately by only the third big shunt of Schumacher's career as he overdid things in the Senna Chicane trying to beat the Briton's time. In their wake, Hill had struggled to third place, unhappy with his Williams' set-up on Friday and unable to have a second crack because of rain on Saturday.

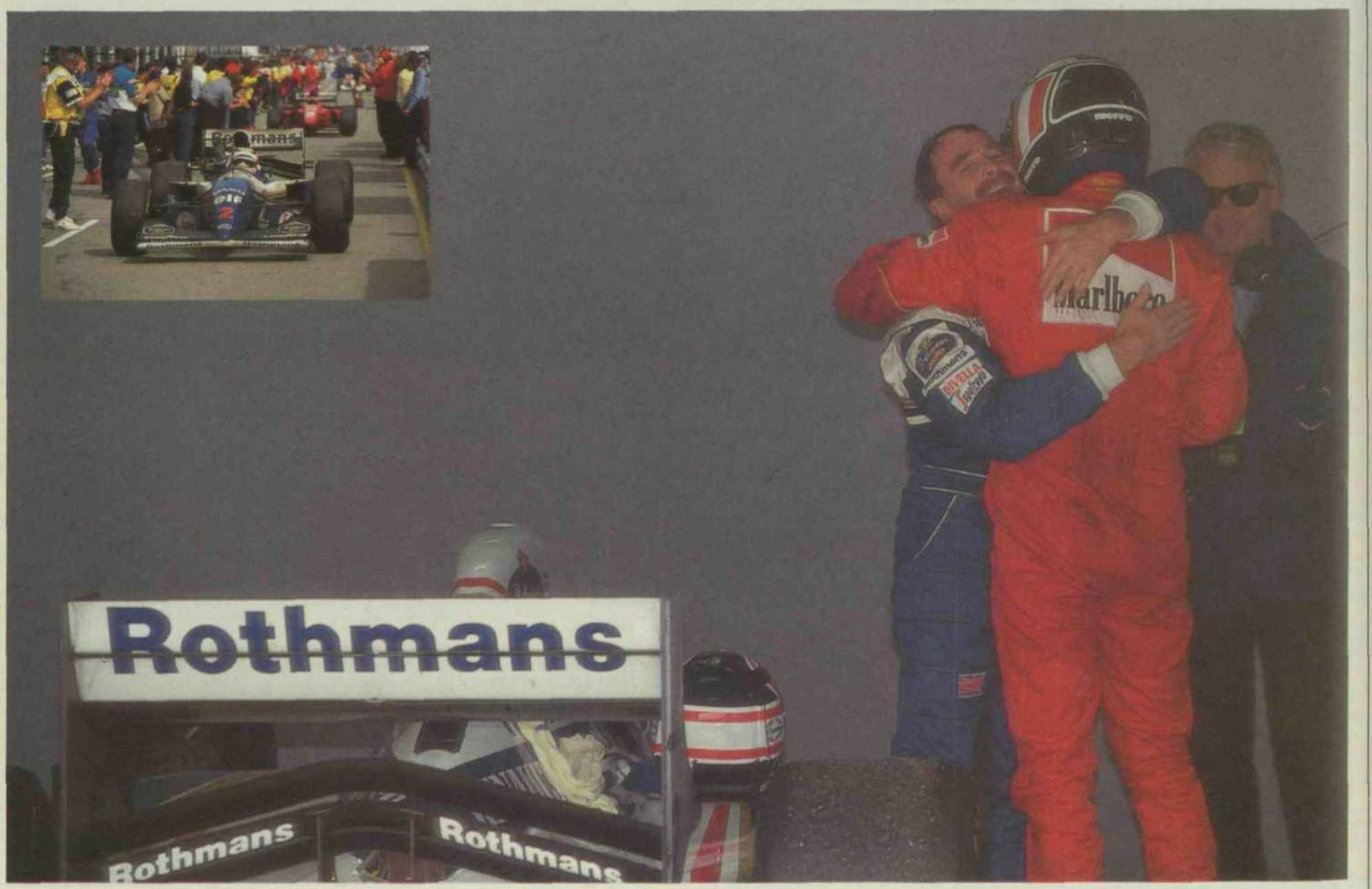
With everything at stake the atmosphere was already electric as the grid formed, and when at the start Mansell was slow away, the two Championship protagonists were left with clear road for their fight. Mansell moved to the middle of the road to try and block Schumacher as the German got off the line with minimal wheelspin. As he went to Mansell's right, clearing the Williams sufficiently to grab the lead going into the first corner, Hill was also getting underway well and slipping into second place to Mansell's left. A little further round the course, on East Terrace, Mansell went off the road temporarily, dropping from third to fifth behind Hakkinen and Barrichello.

At the end of the lap Alesi was sixth, with Irvine, Brundle, Herbert, Frentzen, Berger, Panis, Blundell, Katayama, Zanardi, Lehto, Alboreto, Martini, Fittipaldi, Morbidelli, Lagorce, Salo, Noda, Brabham, Schiattarella and Deletraz fanning out behind.

Already this was one of those events where the backmarkers were ignored instantly, for it was clear that, his qualifying problems behind him, Hill was determined to carry the fight to Schumacher. Both had opted for three-stop refuelling strategies, to most others' two (which was one reason why Mansell couldn't match their starts) and with their lighter cars they repeated Jerez and Suzuka to blast away from their pursuit in the early laps. Revealing his ability to go hard right from the outset,



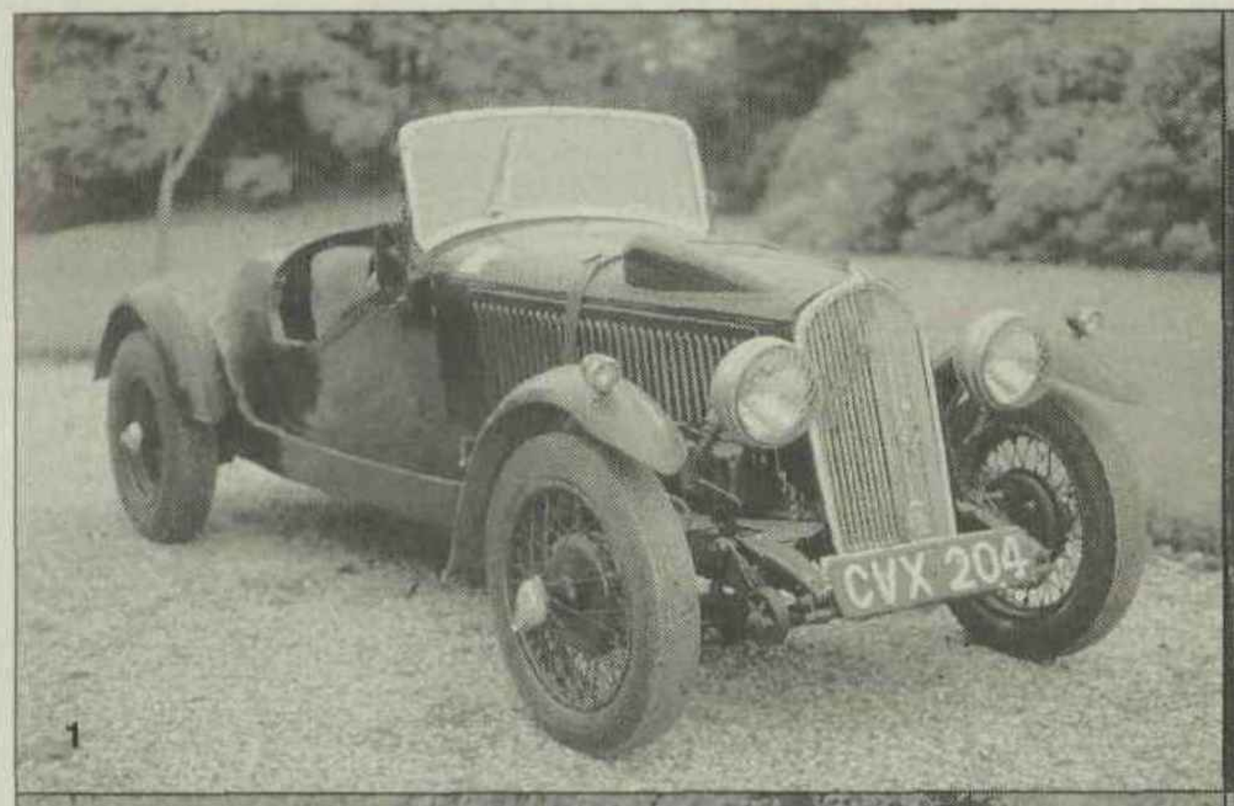
The manner of Schumacher's triumph did not dampen celebrations chez Benetton.



A jubilant Mansell (inset) celebrates with old sparring partner Berger in the afterglow of their 1-2.

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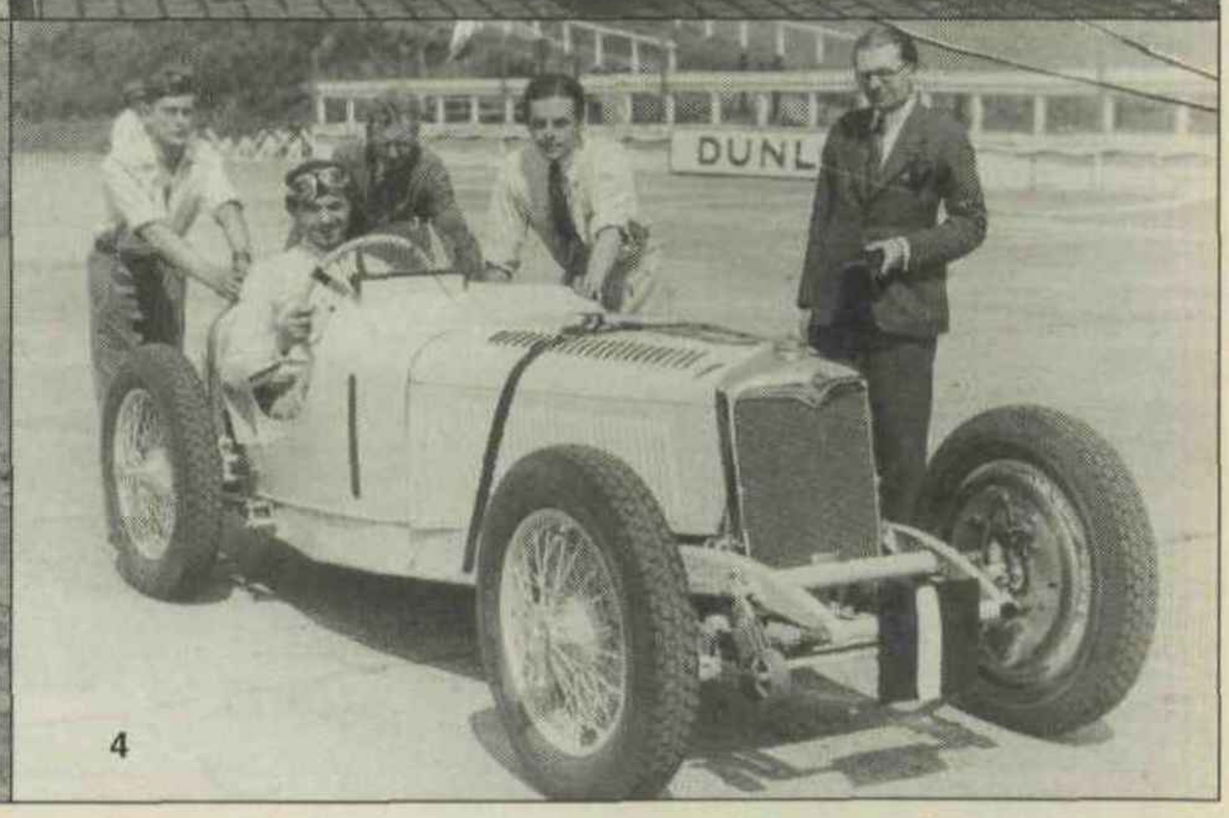
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3



4

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3. 1927 Bentley 3 litre Le Mans No. 2 Team Car. **4.** The White Riley at Brooklands.

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Michael was 2.13s ahead after the opening lap, but after five, as Hakkinen, Barrichello, Mansell, Alesi, Irvine, Brundle and Herbert formed a crocodile in their wake, Schumacher and Hill were separated by just over a second and a half. On the second lap Mansell squeezed ahead of Barrichello going into the hairpin at the end of Brabham Straight, only to run wide and be repassed on the exit.

From the sixth lap on Hill stabilised the gap to Schumacher at 1.5s, setting fastest laps and sending out clear messages that this one was going to be down to the wire. For once, all the pre-race anticipation was being justified.

Herbert had passed Alesi after the first corner but then lost time in a shoving match with Irvine before his unhappy time with Benetton ended with gearbox failure. Irvine lasted little longer, spinning at the end of the straight on lap 16 after getting his left-hand wheels on the kerbing, while Blundell spun at Brewery Bend on lap 13 and continued and Katayama spun on lap 20 and didn't. It was another bad weekend for Tyrrell.

Alesi was the first front runner to stop for fuel, on lap 17, dropping to 10th, and then there was great excitement as both Schumacher and Hill came in on the next lap. Both Benetton and Williams turned their men round very quickly, but Michael still just had the advantage as they rejoined without losing their lead over Hakkinen. This was turning into a quite remarkable clash, especially as the gap was now down to half a second and Hill was obviously going to be a challenger throughout.

On lap 20 they came up to lap Lagorce on the straight, but as Hill sensed an opportunity Schumacher calmly moved over on him to discourage any manoeuvre. Meanwhile, the previous lap, Mansell had been in trouble again. He'd overtaken Barrichello on the 15th lap, but after grabbing third from Hakkinen at the end of the straight he ran wide and was repassed in a repeat of the Barrichello situation on lap two. The race was really living up to its Sensational Adelaide billing.

Mansell finally got third place for good when Hakkinen went off at the end of the straight in a mirror image of Mansell's previous lap.

Damon was keeping the gap at half a second until he ran wide going on to the main straight on lap 23 and then locked a brake at the end of it, and after that it increased to 1.3s. However, it was noticeable that he was being as aggressive with the backmarkers as Schumacher. A lap later he got a really good run at Michael as the latter came up behind Blundell at the end of the straight, and the gap was only 0.4s. Schumacher certainly knew he was in a race. Further back, Alesi slewed off the road at East Terrace, keeping his Ferrari's V12 screaming and rejoining without losing a place.

There was another flurry of fuel stops around this time, and as Schumacher picked his way by Fittipaldi, Martini and a noticeably polite Zanardi, Hill followed suit, shadowing his every move.

Hakkinen surrendered third place and Barrichello fourth when both stopped on lap 28, Mansell having come in two laps earlier, but the Jordan driver got back out quicker so that by lap 30, the order read Schumacher, Hill (now 1.5s adrift after traffic), Berger (at this stage believed to be planning only one stop), Mansell, Alesi, Hakkinen and Barrichello, with Brundle a comfortable eighth from Panis and Frentzen, and Zanardi 11th a lap down. Alesi in particular had been in spectacular form. As Barrichello lost his advantage over Hakkinen by going very wide turning into Brewery Bend, Mika dived by along Brabham Straight only to have Jean pile past both in the braking area in a breathtaking lunge.

Then came the unhappy climax to the championship fight. On lap 32 Schumacher had the gap out to 2.3s, the largest it had been all race, but Hill wasn't finished by a long way. When Frentzen held up Michael going down Jones Straight, Damon sliced the deficit to 1.6s, only to suffer a similar fate with the Sauber so that it was up to 2.8s by lap 34. But then Damon stole back almost a second on the next lap. Sadly, that was when it all went wrong as they collided on lap 36.

"For a brief period it seemed that the Championship lay at the Briton's feet, in emulation of his father's traumatic 1968 success"

The incident occurred in the East Terrace left/right section as Michael nursed a 1.9s lead. He simply lost his Benetton, over a bump going into the left-hander which had claimed Senna in 1989 and Alesi earlier in the race. The B194 oversteered, then understeered into the outer wall, which it struck very hard with its right-hand wheels. As Schumacher came back on to the track Hill arrived. As he moved to the left to pass the Benetton, which had lost all of its momentum, Schumacher moved left to block him. As Hill then dived for the right, on the inside line for the next corner, perhaps even thinking that Schumacher was moving over for him because of his incident damage, Michael came back across to cut him off. Damon's left front wheel struck the Benetton's right-hand sidepod, and the blue and green car was launched on to two wheels before going off on the outside of the corner and nudging into the tyre wall.

Schumacher hopped out, and had some



After a slow start from pole, Mansell was beaten to the

anxious moments as Hill struggled back to the pits with a flat front left Goodyear. For a brief period it seemed that the Championship lay at the Briton's feet, in emulation of his father's traumatic 1968 success, but already Damon himself knew that the Williams' suspension was kinked and that his dream was over. Michael Schumacher was the first German to win the title. At 25 years 10 months he was the youngest champion since Emerson Fittipaldi, who was 25 years and 9 months when he clinched his first title in September 1972.

With Schumacher out and Hill limping for the pits and retirement the face of this remarkable race changed completely. Mansell was now in charge from Berger, and where the former was scheduled for another stop the latter apparently wasn't. The two Ferraris were now looking very nicely placed, until Alesi's stop on lap 39 when, disastrously, the engine stalled and he plummeted to ninth place behind Hak-

First chicane by both Schumacher and Hill.

kinen, Barrichello, Brundle, Panis, Frentzen and Blundell.

Meanwhile, Gerhard was catching Mansell, but having reduced the gap to 1.9s by lap 41 it grew to 3.2s with traffic. There was, however, that second Williams stop to take into account. . .

With 31 laps remaining Mansell was still at the head of the leader board, but Berger had recovered from the loss of a second behind tardy newcomer Deletraz in the Larrousse. Hakkinen was third, while Barrichello surrendered fourth to Brundle with his second pit stop. This, actually, would cost him more still, for he was awarded a 10s stop-and-go for speeding in the pit lane. Hakkinen, with his stop on lap 54, would get the same, but Martin kept his nose clean when he refuelled in between them both on lap 52 and would thus set himself up for a podium finish.

Mansell's crucial stop came on lap 54 and he rejoined without drama as Berger took over the lead, and by lap 55 the Austrian had 19.1s over the Briton. Ferrari, meanwhile, had changed its strategy and was now planning to give Gerhard some fresh tyres. He got them in 7s with a splash of fuel on lap 57, and managed to rejoin still in the lead, 4.7s ahead of the charging Mansell. This was great stuff!

The pair of them now indulged in some great cat-and-mouse fighting, with Mansell several times looking very hard down the inside at the end of the straight, but each time Gerhard repelled his advances. Barrichello and Hakkinen paid their stop-and-go penalties on laps 58 and 61 respectively, losing fourth and third places, and with 20 laps to go Gerhard still led Mansell by 0.6s as Brundle moved up to third place from Mika and Rubens. After another disastrous (13.4s) stop, Alesi was now finished, lapped down in ninth place, so Panis was in the points from Frentzen and the impressive Blundell, who had his sights firmly set on the Sauber's seventh place after a great recovery drive.

The race finally came into Mansell's hands on lap 64, when his relentless pressure on Berger paid. Going into Brewery Bend Berger got his left-hand wheels on the kerbing and went way off course and by the time he'd rejoined the track Mansell had taken full advantage. Gerhard kept pushing hard, and he reduced the gap to 1.2s by lap 70, but now it was virtually over bar the champagne shower even though Mansell was at times looking a wee bit ragged at East Terrace. In their wake Hakkinen and Barrichello momentarily began to make inroads into Brundle's advantage in third place, until Martin stabilised things with some strong laps. Meanwhile, Panis was alone in fifth and Frentzen was under pressure from Blundell until the almost inevitable coming together on lap 67 put the Briton out.

Frentzen and Panis would then both mistake the approaching Berger for Alesi,

holding him up long enough to kill his remaining chance of catching Mansell. Ferrari's only consolation was that Alesi, who was shadowing his team-mate but one lap down, caught and passed the Sauber to take sixth place. Afterwards, a bitterly disappointed Jean stormed out of the pits without a backward glance, just as he had at Monza. Like the Italian race, this was one he could have won.

The final drama in this extraordinary race came on lap 77, when Hakkinen had a huge accident at the end of the main straight, his McLaren slamming over the kerbs and into the wall after a rear brake locked on.

Brundle thus finished a worthy third, his result well deserved after the scare he had at Suzuka, while Panis' three-stop strategy paid a handsome dividend for Ligier as the team moved to sixth place ahead of Tyrrell-Yamaha in the Constructors' Championship.

Behind Frentzen, Fittipaldi enjoyed a strong battle with the Minardis which was resolved in his favour from Pierluigi Martini. Alboreto, after an early clash with Zanardi resulted in a spin, retired with suspension damage within sight of the flag. Zanardi himself drove beautifully, coping with a throttle problem that ended with a broken cable.

Mansell's victory put the seal on Williams' third straight success in the Constructors' Championship, stealing that at least from Benetton, and was his 31st GP success in his 185th race, and his first triumph in eight tries Down Under. It did his cause for 1995 no harm whatsoever.

"It's a great relief," he admitted happily. "I've now won a race every year since 1985, but this one was balls-out all the way. There literally wasn't any time for a breather. Whether I drive then or go fishing, at least I can say I won the Australian Grand Prix," he added.

His success served to heighten the sympathy felt for Hill, whose plight evoked memories of Mansell's own dramatic misfortune in Adelaide in 1986. Schumacher looked suitably contrite for a while after clinching his first World Championship in the sort of controversial style one used to associate with Ayrton Senna and Alain Prost, and offered apologies for the harsh words he'd said about his rival earlier in the season. Pointedly, however, he offered no apology for what many saw as two deliberate blocking moves which ultimately took them both out of the race. He dedicated his success to Ayrton Senna, but there was a bad taste to the post-race celebrations in the Benetton pit just as there had been at McLaren at Suzuka in 1990.

Hill was drained but remarkably philosophical in defeat, after the greatest race of his career in which he had really carried the fight to Schumacher.

"I pushed him very hard all the way, it was a terrific race and all I can say is that it is over now. I have an empty feeling, but I think I gave him a good run for his money. He certainly was feeling the pressure as he ended up going off the road.

"I saw the opportunity and I thought I had to go there. That is motor racing. I am afraid that going into the last race with one point deficit to Michael is unfortunately always going to be putting you into the position where you have got everything to lose. I couldn't win in that sort of situation.

"I want to say that everyone in the Rothmans Williams Renault team deserves a medal this year. They have been through a hell of a tough time and there at least for the last race we were fighting for the Championship and looking very strong and competitive."

In the final analysis he could justifiably feel robbed, but he fought with honour and he lost with great dignity. He'll be back.

DJT

STARTING GRID



2 MANSELL
Williams FW16
1m 16.179s (1)
1m 33.988s (2)



5 SCHUMACHER
Benetton B194
1m 16.197s (1)
1m 32.627s (2)



0 HILL
Williams FW16
1m 16.830s (1)
1m 33.792s (2)



7 HAKKINEN
McLaren MP4/9
1m 16.992s (1)
1m 35.432s (2)



14 BARRICHELLO
Jordan 194
1m 17.537s (1)
1m 37.610s (2)



15 IRVINE
Jordan 194
1m 17.667s (1)
Did not run (2)



6 HERBERT
Benetton B194
1m 17.727s (1)
1m 35.712s (2)



27 ALESI
Ferrari 412 T1
1m 17.801s (1)
1m 33.905s (2)



8 BRUNDLE
McLaren MP4/9
1m 17.950s (1)
1m 36.246s (2)



30 FRENTZEN
Sauber C13
1m 17.962s (1)
1m 35.623s (2)



28 BERGER
Ferrari 412 T1
1m 18.070s (1)
1m 33.818s (2)



26 PANIS
Ligier JS39B
1m 18.072s (1)
1m 36.222s (2)



4 BLUNDELL
Tyrrell 022
1m 18.237s (1)
1m 35.462s (2)



12 ZANARDI
Lotus 109
1m 18.331s (1)
1m 39.179s (2)



3 KATAYAMA
Tyrrell 022
1m 18.411s (1)
1m 36.628s (2)



24 ALBORETO
Minardi M194
1m 18.755s (1)
1m 36.498s (2)



29 LEHTO
Sauber C13
1m 18.806s (1)
1m 36.245s (2)



23 MARTINI
Minardi M194
1m 18.957s (1)
1m 36.257s (2)



9 FITTIPALDI
Footwork FA15
1m 19.061s (1)
1m 35.790s (2)



25 LAGORCE
Ligier JS39B
1m 19.153s (1)
1m 37.393s (2)



10 MORBIDELLI
Footwork FA15
1m 19.610s (1)
1m 35.136s (2)



11 SALO
Lotus 109
1m 19.844s (1)
1m 43.071s (2)



19 NODA
Larrousse LH94
1m 20.145s (1)
1m 47.569s (2)



31 BRABHAM
Simtek S941
1m 20.442s (1)
Did not run (2)



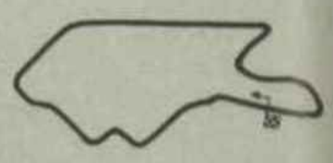
20 DELÉTRAZ
Larrousse LH94
1m 22.422s (1)
1m 44.155s (2)



32 SCHIATTARELLA
Simtek S941
1m 22.529s (1)
Did not run (2)

Did not qualify:
BELMONDO (Pacific PR01)1m 24.087s/Did not run
GACHOT (Pacific PR01)7m 40.317s/Did not run

AUSTRALIAN GRAND PRIX, Adelaide, November 13
81 laps of 2.348-mile circuit (190.254 miles)



Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Nigel Mansell	GB	Williams FW16-Renault V10	1h 47m 51.480s	1m 18.167s	52
2	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	1h 47m 53.991s	1m 18.094	48
3	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	1h 48m 43.967s	1m 18.819s	76
4	Rubens Barrichello	BR	Jordan 194-Hart V10	1h 49m 02.010s	1m 18.674s	60
5	Olivier Panis	F	Ligier JS39B-Renault V10	80 laps	1m 18.864s	60
6	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	80 laps	1m 18.193s	34
7	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	80 laps	1m 19.346s	66
8	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	80 laps	1m 19.458s	47
9	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	79 laps	1m 20.255s	54
10	JJ Lehto	SF	Sauber C13-Mercedes V10	79 laps	1m 20.159s	53
11	Franck Lagorce	F	Ligier JS39B-Renault V10	79 laps	1m 20.436s	40
12	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	76 laps – accident	1m 18.632s	66
Rtd	Michele Alboreto	I	Minardi M194-Ford HB V8	69 laps – suspension	1m 20.338s	38
Rtd	Mark Blundell	GB	Tyrrell 022-Yamaha V10	66 laps – accident	1m 18.909s	56
Rtd	Jean-Denis Delétraz	CH	Larrousse LH94-Ford HB V8	56 laps – gearbox electrics	1m 23.929s	3
Rtd	Mika Salo	SF	Lotus 109-Mugen Honda V10	49 laps – electrics	1m 20.164s	41
Rtd	David Brabham	AUS	Simtek S941-Ford HB V8	49 laps – engine	1m 20.637s	14
Rtd	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	40 laps – throttle cable	1m 19.784s	11
Rtd	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	35 laps – accident	1m 17.140s	29
Rtd	Damon Hill	GB	Williams FW16-Renault V10	35 laps – accident damage	1m 17.294s	20
Rtd	Domenico Schiattarella	I	Simtek S941-Ford HB V8	21 laps – gear selection	1m 22.674s	16
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	19 laps – spin	1m 19.592s	10
Rtd	Hideki Noda	J	Larrousse LH94-Ford HB V8	18 laps – oil fire	1m 21.961s	11
Rtd	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	17 laps – oil pump	1m 20.771s	12
Rtd	Eddie Irvine	GB	Jordan 194-Hart V10	15 laps – spin	1m 18.932s	10
Rtd	Johnny Herbert	GB	Benetton B194-Ford Zetec-R V8	13 laps – gearbox	1m 19.658s	11

Winner's Average Speed: 105.835mph Conditions: warm, dry
Fastest Lap: Michael Schumacher, 1m 17.140s on lap 29, 109.615 mph

Championship points – Drivers: 1 Schumacher 92; 2 Hill 91; 3 Berger 39; 4 Hakkinen 26; 5 Alesi 24; 6 Barrichello 19; 7 Brundle 16; 8 Coulthard 14; 9 Mansell 13; 10 Verstappen 10; 11 Panis 9; 12 Blundell 8; 13 Frentzen 7; 14 Larini, Fittipaldi and Irvine 6; 17 Katayama 5; 18 Bernard, Wendlinger, Martini, de Cesaris 4; 22 Morbidelli 3; 23 Comas 2; 24 Alboreto and Lehto 1.

Constructors: 1 Williams Renault 115; 2 Benetton Ford 103; 3 Ferrari 71; 4 McLaren Peugeot 42; 5 Jordan Hart 28; 6 Tyrrell Yamaha and Ligier Renault 13; 8 Sauber Mercedes-Benz 12; 9 Footwork Ford 9; 10 Minardi Ford 5; 11 Larrousse Ford 2.

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Martin Brundle (left) joined compatriot Mansell on the podium. Hill's performance (right) was his best yet for Williams.



Newcomer Delétraz listens to advice from Philippe Streiff.



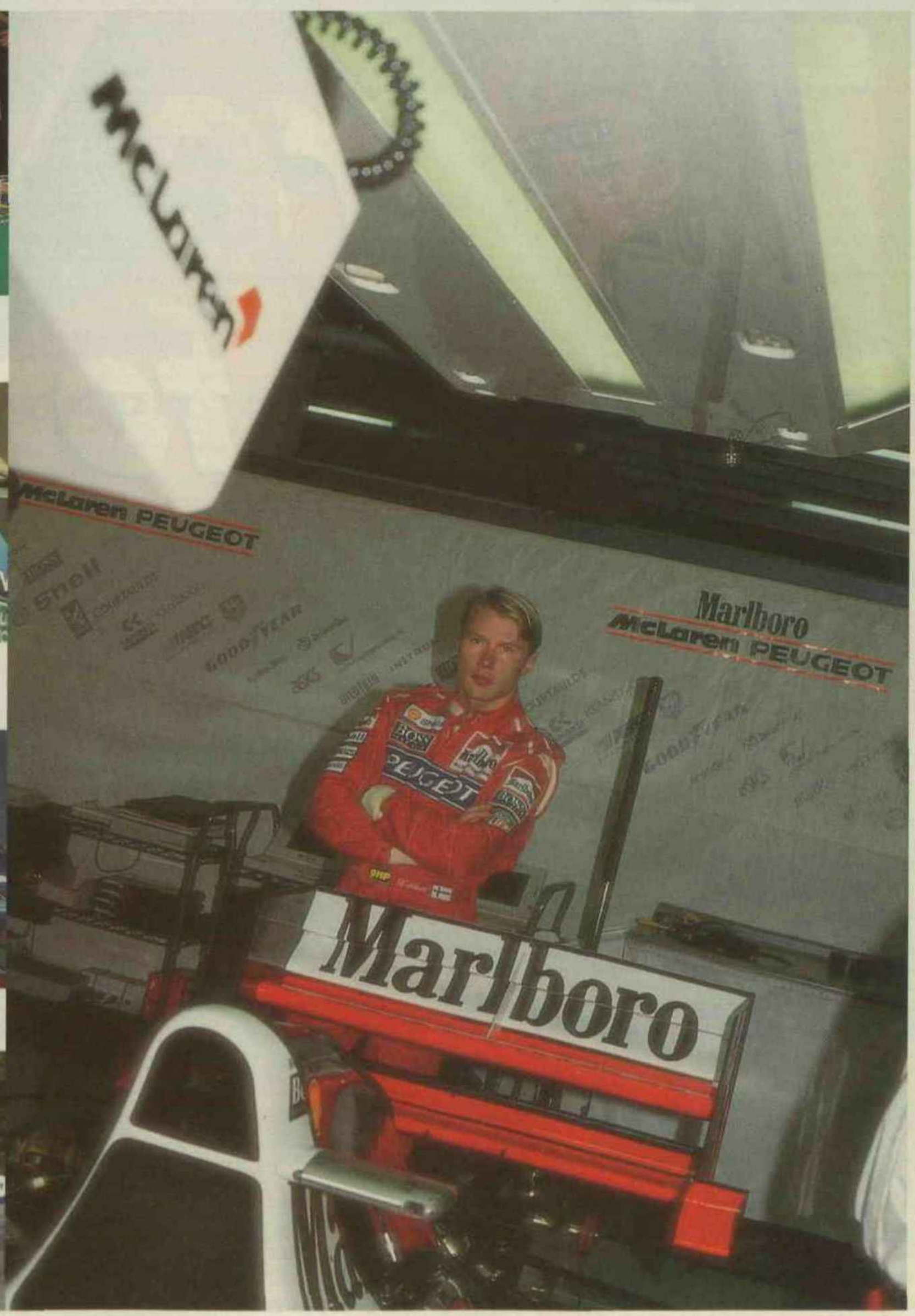
Schumacher and engineer Pat Symonds study the evidence, post-race.



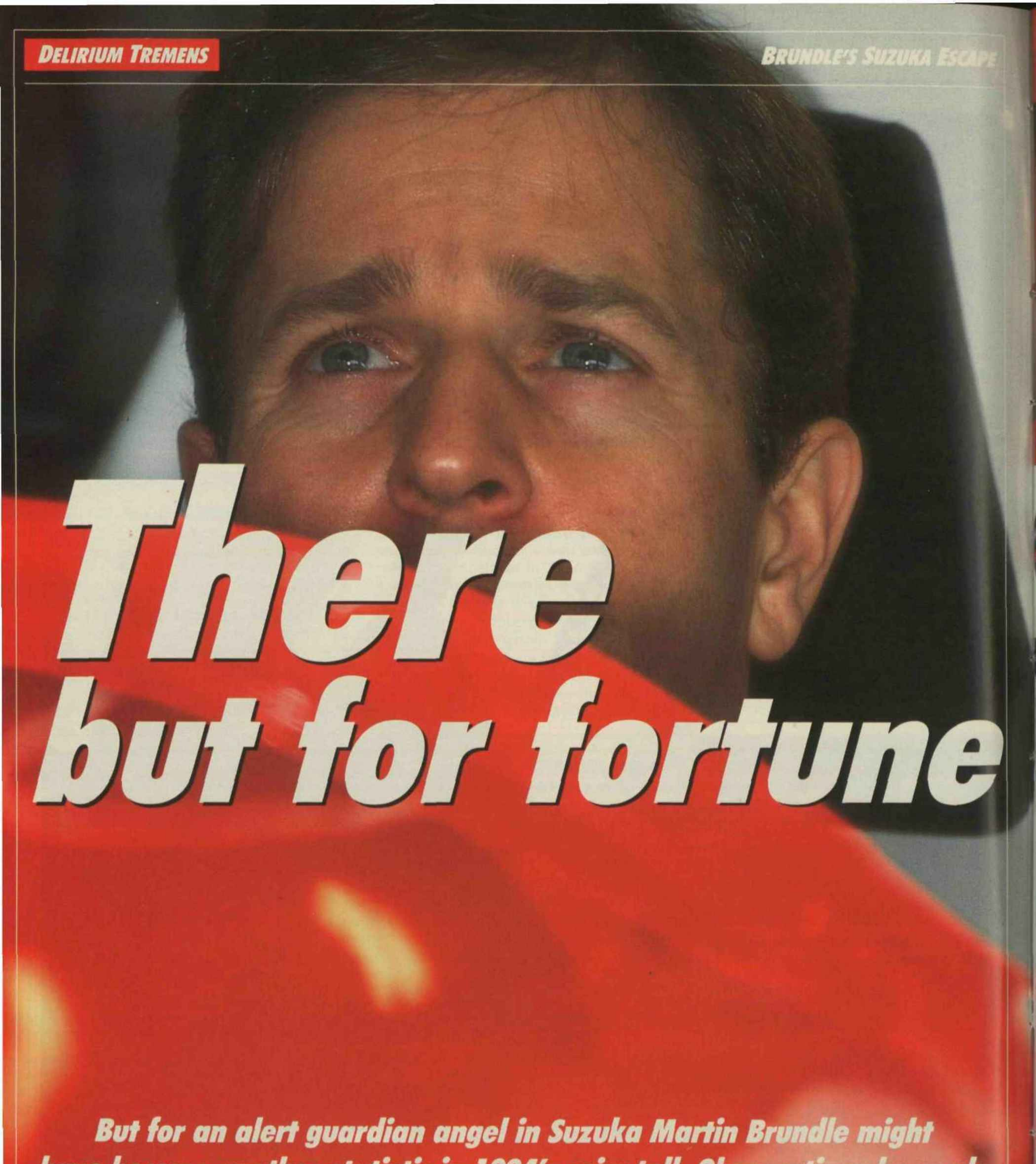
Eddie Irvine: sixth on the grid, second to retire.



Adventuresome as always, Alesi took sixth.



Mika Hakkinen: late pursuit of team-mate Brundle ended in violent wall contact.



There but for fortune

But for an alert guardian angel in Suzuka Martin Brundle might have become another statistic in 1994's grim toll. Observations he made earlier in the season eerily forecast the situation in which he unwillingly found himself. . .

"Imola was a dreadful shock. I put together an agenda for a meeting in Monaco, and every driver turned up, plus a few. We had a four and a half-hour, properly structured meeting, and we covered an awful lot of ground. I've felt for a while now that the guys in Formula One are probably as sensible a bunch as I've ever seen in my 10 years. There are some very intelligent young men. A lot of the big egos have gone. I don't think this could have happened three years ago, because the egos were matched by the bank balances. We couldn't have had such a constructive meeting as we had in Monaco.

"We elected Niki Lauda as our spokesman because we needed someone who wasn't actually racing. If you're a current driver there are so many emotional strings that can be pulled.

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Ayrton was much more than just a racing driver, people focused on his death. It was very bad for our sport. And we don't want to be killed, either.

"It's going to be difficult to keep the balance between something being a challenging track and a safe track, and we can never pretend that motor racing will be completely safe. It never will be. But we need to make it as survivable as possible.

"As drivers, we don't want a combative role in safety. We want to drive. But we also want to be set up so that when the engineers and the FIA come to us we can give one opinion.

"In the short-term, everyone has become a safety expert, in and outside Formula One. We're all focussed. And whilst the drivers stay together we've got a lot of clout. Everybody wants to be seen to do what the drivers want. The crunch is going to come if somebody is hurt in a corner where the drivers asked for changes, because then we may become open to political manoeuvres. We just have to see what happens in a year, but this is not a particularly democratic society we live in. . ."

Martin Brundle was the speaker, in an interview we did back in the middle of May just after he had been appointed chairman of the newly reformed Grand Prix Drivers' Association. In that capacity he had just been to Montreal to oversee installation of the new chicane, and continued: "It's in that fast sweep which is like Tamburello; demanding on the car, not the driver. No skill involved. But if you go off there you're in trouble, and Formula One can't afford to lose another driver.

"We all signed a statute in Monaco, and the GPDA is properly set-up and properly defined. We don't want to meet at every race, and I don't want to be walking round standing in gravel traps all the time. We've been obliged to do that as the more experienced guys, but standing there and seeing what you might hit is not good news. . . But it had to be done.

"In Barcelona one of the best things was to see changes to Montreal and Silverstone signed off by the FIA, and to see people being refocussed. When I went to Montreal I took a speed trace from the previous year, what the car was doing and where it might end up. The guys there were terrific, and they said they'd never had that kind of input before during a safety inspection. Going into the hairpin there at 300k, and going round it on foot, are two different things. . ."

Looking back on that now, a week after his miraculous escape in the Japanese GP at Suzuka, some of MB's words have an Arctic chill to them, and a worryingly prophetic ring.

He was very fortunate at Suzuka, and in one of those twists it had been he whose warnings in the pre-race drivers' briefing about the dangers of having caterpillar tractors operating the wrong side of the Armco barriers could so nearly have been the preface to his death.

The incident in which his McLaren aquaplaned off the track and ploughed down a marshal occurred on the 15th lap of the sodden race, and involved many of the political wranglings that he had predicted. Of them all the most insulting was to give an official reprimand to a man who had already been chastened by the view of his life passing before his own eyes.

"It was a bit of a bizarre situation, a bit ironical, not least because in the drivers' briefing I was the one who raised the subject of these caterpillars going against the flow of traffic. Or just having them out there anyway. In qualifying I'd come across one; I'd just passed an incident and was getting back on it, and there was a caterpillar coming from the next corner, back round the track to help out. I think that's a no-no! Cranes are the way to go, and I'm told they have got cranes at Suzuka. Sure, the caterpillars do pull cars out of the way, but. . .

"In the race I just radioed in, not 10s earlier, to say I'd got aquaplaning. I think there's a distinct possibility I had a right rear puncture from the debris that had been all over the place from various cars. I think there's a great chance that I had a slow puncture. I'd just radioed in to say I'm really struggling with aquaplaning, which I knew Steve Hallam, my engineer, would read as 'think about a pit stop and think about some more tyre pressure in the next set' because sometimes more pressure can reduce aquaplaning.

"I don't know, I think I was also a few inches further left through that quick fifth-gear left, the Degner Curve that leads back uphill behind the pits, where Riccardo went off last year when his active failed. My car got away from me on exactly the same puddle that Morbidelli's got away from him.

I thought I was going to save it, but I just couldn't.

"Apparently there were yellows there, but sometimes you can't even see your own dashboard. I was very close to Frentzen. You're driving along in a ball of spray and — I'm not romanticising it — sometimes you cannot see your own dashboard! You can't see anything. It's like when you pass a truck on the motorway: you know when you're at that critical point just up by his rear wheels, where if you stay there you're in trouble and where you have to drive through it. But with an F1 car you can't drive through it. Imagine being in that position with your car but you have no wipers, it's exactly the same scenario, but instead of the windscreen being blocked it's your visor that's blocked. So that's why I say you can't see your own dashboard.

"It's a long, long left-hand corner, uphill, slightly off-camber. The car just swapped ends so quickly. There's very little run-off there. Anyway, I'm now travelling backwards, trying to keep it on the road, then as soon as I touched the grass, as you can imagine, it just accelerated. And as the car gyrates you look out of whichever side you're going, and it became very clear that I was heading for a nasty situation. There was a red Honda Accord Estate that was reversing out of the way, the wrong side of the Armco; I don't know what it was doing there.

"As I got very close to Morbidelli's accident, I was heading — not just the car but my part of the car — was heading for the caterpillar about five metres away. I can see it now, a blue caterpillar tractor, out of the right side of my cockpit, looming up. And I'm going at enormous speed still. And I really thought that I was going to die.

"What's amazing is that I wasn't scared, which is really scary in itself. I've spoken to a couple of drivers since on that, because I was quite surprised. The Verstappen thing in Brazil, when he ran over my head, took me by surprise because I didn't see that. I didn't even know it had happened afterwards, because I was unconscious or semi-conscious. But I saw this one coming up, and it's the first time I've really thought: 'You've had it, you're not going to make this one.' I could just see it looming up.

"I just stamped the brakes again. I'd released the brakes, then stamped them again. I did that in the IROC car when Rusty Wallace pushed me off at Michigan; I was hurtling towards the end of the pit wall, remembering what I been told: 'Whatever you do, don't hit the end of the pit wall!' And I did the same thing then. If you jump on the brakes it can actually make the car go into a different kind of spin. I did that and by some miracle it just whistled past the caterpillar. Before that my shoulder had been going right for it. There was no way I'd have survived, no way on earth I'd have survived that.

"I then went through the gap between the caterpillar and the barrier, and I could see the men. What they showed on the circuit film, not the TV film which doesn't show much, it was just terrifying. I went through a gap where the Honda Accord had been and where the caterpillar was moving to, somehow I went clean through that gap.

"One marshal threw himself against the barrier. They were reorganising the tyre wall that Morbidelli had knocked down, which I think was totally unnecessary. I went clean through the lot of it, but then I had this vision of this slightly chubby Japanese marshal with his crash hat on — I'm sure he went through across my cockpit. I have this real vision of his crash helmet in front of my crash helmet. And I knew I must have hit somebody.

"The guy who threw himself against the barrier was putting the tyres back, and I missed him by inches. I slammed into the barrier and skidded down that, then I collected the other guy.

"Anyway, I got out, I wasn't injured. If it had been an accident all by itself it wouldn't have been that nasty because I slithered down the barrier. I got out, ran back, and I saw the red flag was out and I saw the marshal's leg pointing the right way and saw that he'd got some paramedics, and I'm not very good in that sort of situation. If there's blood around, I'm not the right man on the scene! I could see the guy was totally conscious but in shock. I think I must have glanced him as he was diving away, but I'd thought for sure the guy was dead. So that was a relief. Minoru, McLaren's Japanese representative, has been to see him in hospital, we took him some flowers. I'm going to send him a letter and some paraphernalia, and he sent a message back that he feels sorry for me because he knows there was absolutely nothing I could do about it.

"Then as I walked back to the pits I just got angrier and angrier and angrier, and Morbidelli wound me up because he was angry as well. It was just outrageous, because we shouldn't have been doing that. I think with that sort of downpour they should have stopped the race until the rain stopped.

"The thing is, it's a big grey area as to what's acceptable and what's not and it depends on individual cars. Some are better at clearing water than others. They've changed the cars and the whole criteria of what's acceptable and what's not in the rain has been reduced. Much earlier now you've got to say 'stop', and it'll be even more so next year because you haven't got so much downforce. Anything we've seen this year in reduction of downforce is nothing compared with next year's change. You've got less downforce so you're still going to aquaplane. But when you come down the other side of the water you don't really catch the track anything like as quickly. You look at how races are won in the wet; Boutsen here in Adelaide had a Gurney on everything! So much downforce on the car; that's what gets rid of the aquaplaning.

"The reason I just accepted a letter of reprimand from the stewards is how do you explain to somebody who's never been in a racing car, let alone a Formula One car in the rain, that yes I did see the yellow flag at the last moment, and yes I did lift and it might have contributed to my accident, but now there's nothing I can do, the conditions were appalling and if the car aquaplanes you go off the road. How do you explain that to a person who's never driven a racing car?"

It's just as if, when you start a roller-coaster ride, you spot something to one side as the carriage starts moving. Under a certain set of circumstances what you see is beyond your control.

"That's right!"

Brundle says that he never did suffer any follow-up reaction — further anger or fear — perhaps because racing drivers are conditioned. "These things are in your mind but whilst they don't ever come very much to the front of your mind, at the back of it you must know that this could very well happen to you one day. So when it happens there's absolutely no shock involved at all. Most people would have a month off work." In Adelaide in the rain a week later, he says he never even thought about the accident.

The worry about the Brundle accident, the mechanics and near-tragedy of it aside, is that some of the FIA officials were in momentary turmoil, not knowing which rules to apply until a calm John Corsmit brought common-sense to bear. And they were all too aware of the standing water in the Degner Curve. Then to say that a driver was to blame for pushing a fraction too hard in the conditions, was simply crass.

"I could have protested it, but what's the point? It might have got tripled. . ."

Word was that because of the injuries to the marshals something had to be seen to be done. Remember those words about politics in situations where drivers had already pinpointed potential problems? And who said them? Gentlemen of the FIA, pin your ears back and open your eyes. This time we were all lucky, not least the driver you so unjustly reprimanded. **DJT**



"The conditions were appalling and if the car aquaplanes you go off the road. How do you explain that to a person who's never driven a racing car?"

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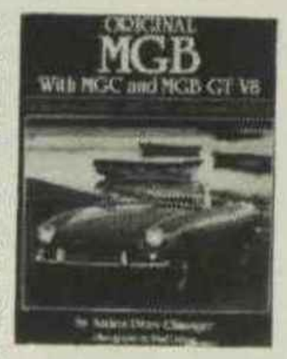
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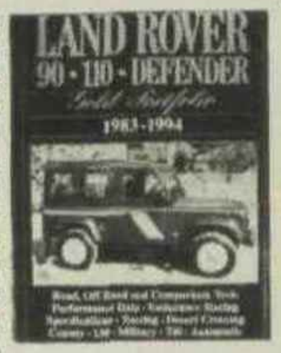
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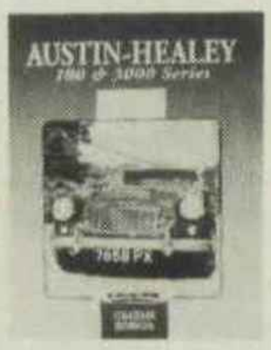
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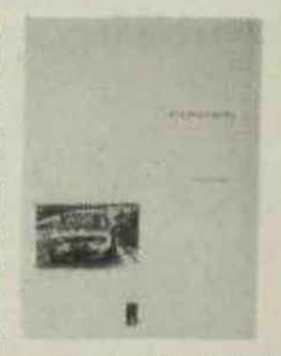
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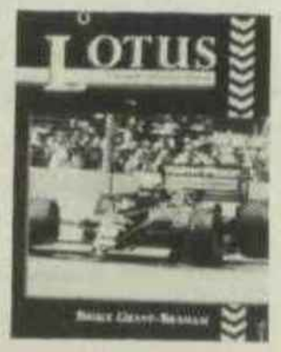
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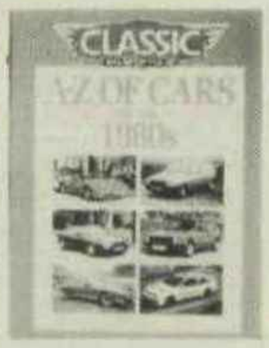
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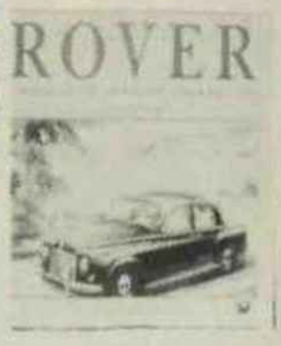
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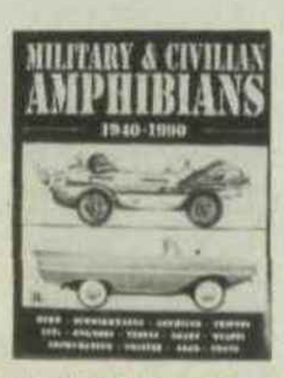
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Johnny come' lately

In 1989 he was F1's blue-eyed boy. Five years down the road, things may finally be happening for Johnny Herbert . . .

In Hungary, Johnny Herbert reached rock bottom. Looking back now he probably finds it hard to believe that his fortunes could have taken such a radical upturn since, but the dark memory of that race weekend will not fade for a while yet.

"Hungary was the lowest point," he confirms when discussion turns to the erratic path of his F1 career. There, in the Lotus motorhome, he had just been totally deflated, a man gone almost beyond conventional despair. It was at least two hours before the normal Herbert exterior reappeared and more before the clowning with a cucumber began, but inside the man whose cheerfulness is taken for granted, the damage was almost irreparable. Herbert, finally, wanted out, and he didn't care who knew about it.

"I had no motivation to do it, none at all," he says of stepping into the Lotus 109. "I didn't want to drive it. I didn't want to get in it at all."

He even began to talk of retirement from F1, if that was what it would take to get out of his contract. Of, perhaps, looking for a Touring Car drive. As he prepared to do the final two Grands Prix of the season for Benetton, it seems laughable that he had sunk so low. But Johnny was no longer laughing.

"That was semi-seriously. I talked to Becky about it, and she said she would do whatever I wanted, and would be behind it. Basically, I just wasn't enjoying Formula One. I've never been a driver who wanted to do it just to be a Formula One driver. I did it because I wanted to win a World Championship, which is what I've always wanted to do."

In 1992 Lotus had laid a strong foundation for its recovery, although whenever one of the 107s broke it tended to be Johnny's and when one finished, it tended to be Mika Hakkinen's. At the end of that year there was interest from Williams for either of them, and for Mika from Ron Dennis. For Johnny in 1993, there was only a false dawn.

"The 107B seemed to go very well in testing at Paul Ricard, Silverstone and Snetterton. I raved about its turn-in then mainly because of the way it went at Ricard. It was the best it had been. But then we went to South Africa and we were in all sorts of trouble..."

Despite that, the rot with the troubled Lotus team really started, he felt, after a couple of races in 1994. "Perhaps even during the testing in the winter, at Barcelona. That was when I felt it started. I thought they were dicking, at the end of the day, because they were just doing damper stuff. They were stiffening the chassis a bit, and maybe that was the only way they could do it, but it seemed all they were doing for the whole winter was fiddling around with damping. *I* thought.

"I went to see PC at the beginning of the year and said that we've done all this testing, and yet we'd done absolutely nothing. He said that wasn't true, but I said it was. I said I hadn't seen anything that was going to make the car go *quicker*. When you're six to eight seconds off, you know, it's going to go better. It can't go any worse. But..."

Peter Collins, then Team Lotus' Managing Director, was his usual positive self, firm in his belief that the team *had* learned from its tests and that wind tunnel work was ready to yield further improvements. Herbert was unconvinced. The threads of tetchiness that had already begun to weave their way into their relationship at times the previous year were now beginning to take on a definite pattern.

There were other sources of tension within Lotus at that time, over and above the ever present spectre of financial crisis that was a hangover from the debts that had had to be incurred just to save the team at the end of 1990 and get it thus far. And further complicating those issues, predators were circling the camp. Ron Dennis was pushing hard to take over Herbert's contract, to have him drive alongside old Lotus partner Hakkinen who'd jumped ship the previous year. An offer of sorts was made by Dennis to Collins, and rejected. Herbert continued to get restless. The frustration with progress aside, he was also beginning to realise that, as far as his own career was concerned, he was being left behind. Worse, he had made a major error of judgement in signing a lengthy contract at the end of 1992, one that tied him until 1997.

The real kick was that he had done so against the advice of his wife Rebecca and their lawyer. If he was in a predicament, he had only himself to blame. Many drivers would have kept that bit to themselves, but it is worth pointing out that the source of such information was Herbert himself.

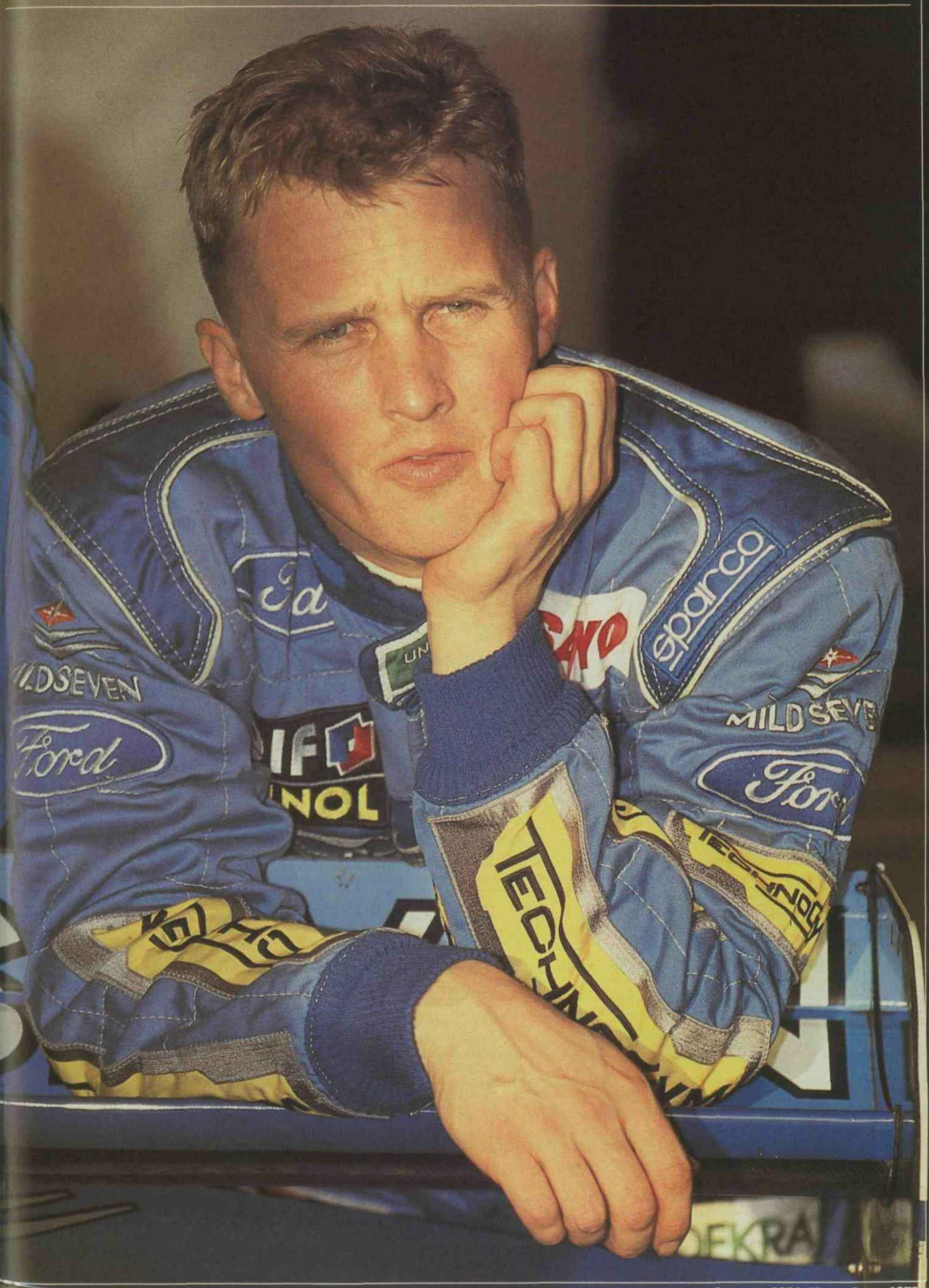
"I was in Adelaide still, with Peter, and I called Becky and both she and my solicitor said don't do it. Don't sign yet. But I did it for the team. Peter said he needed it for the sponsors, because Mika had left for McLaren, more or less, and the sponsors were getting worried. And at that time they didn't have a driver.

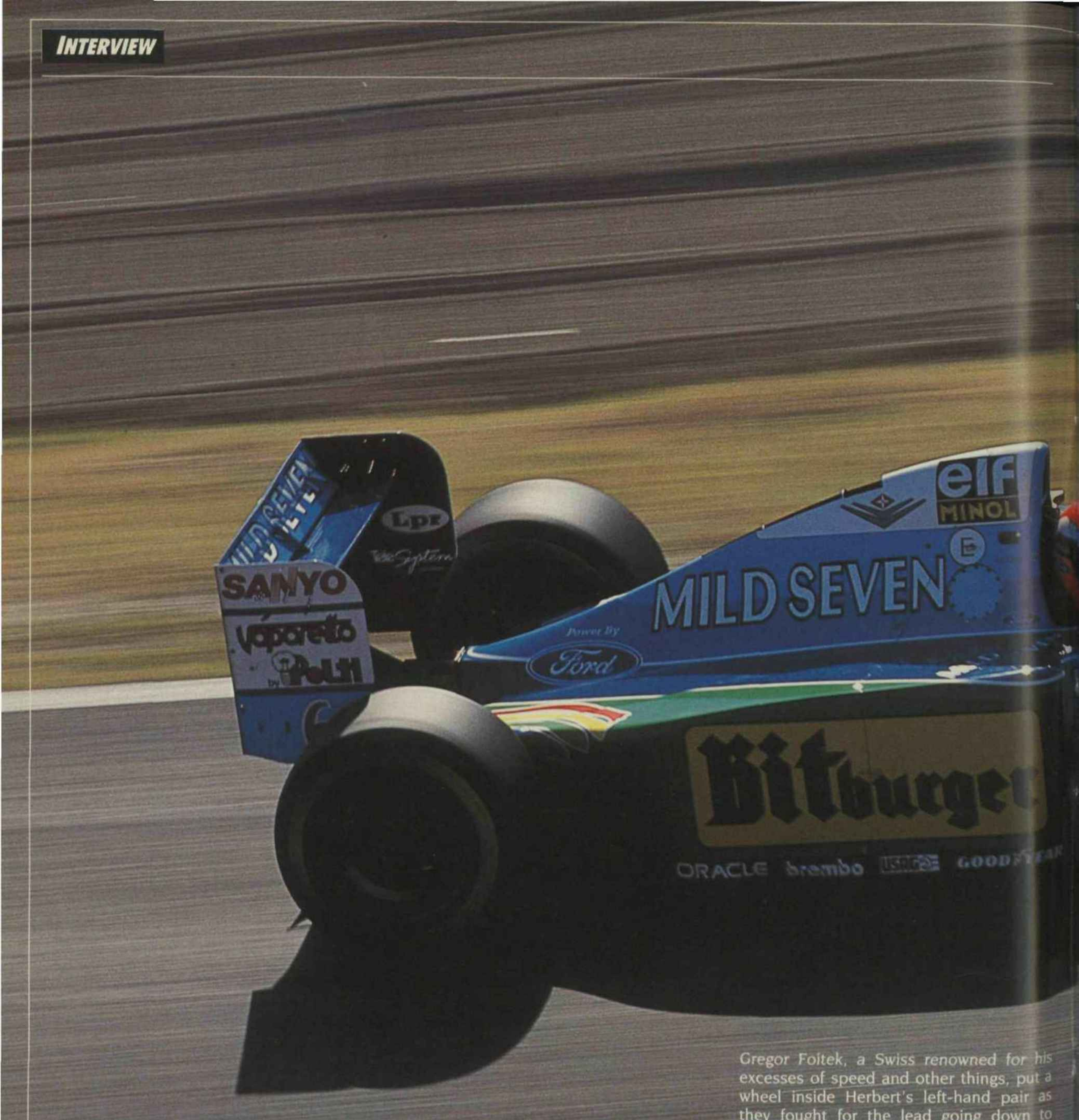
"PC would argue that he put my money up, but it wasn't down to money at the end of the day."

Looking back on his Lotus days, which had begun with such hopes and ended on such a sour note, that remains his only source of regret.

"Signing that *is* the only thing I regret. I was told there were certain things that, when we got back, we could change. It was for five years at that point and I didn't do anything. With a solicitor it could have been cut down to two years or a year with an option or whatever. My option. I was in the driving seat at that time, to negotiate."

Clearly, his forte is handling racing cars


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Gregor Foitek, a Swiss renowned for his excesses of speed and other things, put a wheel inside Herbert's left-hand pair as they fought for the lead going down to Hawthorn's Bend, the fastest part of the course. The huge accident that ensued caused the race to be stopped, and very nearly ended Herbert's career.

rather than driving contract negotiations. On this occasion it would appear that he had a self-induced spin into the gravel.

"Yes!" he concedes. "When I was in that room there were just me, PC and Guy Edwards. I spoke to Becky and the solicitor an hour before, and then left. But there was no need for me to do it there, none at all."

The relationship between Collins and Herbert had been deep and enduring, based on mutual respect and, in Johnny's case, a certain amount of gratitude. Collins had begun to take close interest in him at the 1986 Cellnet Super Prix F3 race at Brands Hatch, when he himself was still running Benetton. And as Herbert's career developed the following year as he dominated the British series with a Reynard entered by Eddie Jordan, Collins engineered a test at Brands with the Ford turbo V6-powered B187. Herbert was very quick immediately, easily outpacing regular pilot Thierry Boutsen and prompting Nigel Mansell, who was present testing for Williams, to pull into the pits and enquire: "Just who is driving that thing?"

It was Collins who lined Herbert up as part of Benetton's nascent junior team for 1988 as Johnny graduated to F3000 with Jordan. As that season unfolded Johnny took Nelson Piquet apart when they both tested the recalcitrant Lotus 100T at Monza, to the point where the team had to start adding fuel to the car when Johnny drove it, just to placate the reigning World Champion.

Everything changed at Brands Hatch's F3000 race in August, however, with the accident that would smash Herbert's ankles and threaten his career. It happened when Distinctly, he remembers one thing.

"A marshal came to the car and was talking to me. I knew I was bad, but he kept saying, 'It's okay, you're fine. You'll be okay.' Then he walked to the front of the car, and when he saw the state of my feet he was sick..."

One of the things that helped him most as he struggled through months of pain, was the promise of a Benetton F1 drive for 1989. Collins had made the promise, and was putting his neck on the line at Benetton to keep it.

When he finally came back to the cockpit Johnny was gaunt and pale, his eyes sunk into his skull and edged with black. He

"The pair of them were close to tears when Herbert finished fourth on his debut in the Brazilian GP, one of the highest placings ever by a rookie"



hobbled, and it would be months before he would be able to walk without a distinctive swing which stuck his bottom out. And even longer before bits of grass stopped working their way out of the fragile envelope of skin that encased the mass of damaged bone and gristle that had been his feet. Most of the time – in public at any rate – Johnny laughed.

It's typical that, in his first run, he pulled into the pits and nearly gave Collins heart failure by slumping in his seat, his face etched with defeat. A moment later he giggled, swept back out on to the track, and set his fastest time.

Together the pair of them were close to tears when Herbert finished fourth on his debut in the Brazilian GP, one of the highest placings ever by a rookie, and they shared concern after Johnny had bravely dragged the B188B home fifth in Phoenix, as great a triumph of courage over pain as we had seen for a long time.

By this time, however, Flavio Briatore had finally been installed at Benetton, and when Herbert was 'rested' prior to the French GP the writing was on the wall for both of them. Within weeks of Herbert's dismissal, Collins too had gone.

When Collins and Peter Wright rescued Lotus in December 1990 it was only ever going to be a matter of time before Herbert was recalled to F1, and he duly took up station as Hakkinen's team-mate in the Canadian GP in 1991.

All this lay behind the two as their relationship ground towards its unhappy conclusion this year.

As Lotus' problems continued, the arrival of the 109 became the great focus of attention, a beacon of desperate hope that its puny development budget could never allow it to realise. Initially, it was powered by the old Mugen-Honda engine. When he had first seen the powerful but bulky unit when penning the Tyrrell 020 in late 1990, designer Harvey Postlethwaite had reportedly thrown up his hands in horror. With this engine the 109 was never going to be capable of running quickly without using some sort of active suspension – now outlawed, of course – that could override the natural laws of physics to offset its architectural shortcomings, the way Footwork had managed the previous year. Hope sprang eternal in some quarters, but competitive lap times were as rare as steak tartare.

"It was always 'Wait until we get the new car.' Then it went to 'Wait till we get the new engine.' When the engine did come and made a difference, it was 'Look now, boys.'"

Nonetheless, Herbert was very impressed with the new Mugen-Honda engine when he first ran it at Silverstone, and then he qualified it fourth at Monza. By contrast with Lotus' previous performances in 1994 that was Laurence Olivier to Stan Laurel, but whatever hope there was that the relationship might somehow be patched up died, crushed in the ever-decreasing gap between Herbert's gearbox and Eddie Irvine's nosecone as the field braked for the first chicane and Johnny was pushed inelegantly out of third place. The Lotus might have been a genuine contender there, and given reliability certainly had the pace for a podium place, but Fate decided otherwise.



Above, leading away at the restart in the fateful Brands F3000 race of 1988.

Impossible though it seemed, from that depth it was downhill all the way.

Prior to that first Benetton drive back in 1989, Johnny Herbert had never been in a category that didn't eventually surrender him victories; he'd won in karts, Formula Ford 1600, Formula Ford 2000, F3 and F3000. F1 was to prove a very different proposition.

In the past Herbert has been like the Super Mario character who, at one stage of the computer game, is literally stepping off into space, but each time gets rescued by either a rising or falling stepping stone until he reaches terra firma once more. Up until F1 Johnny's career went that way too, with somebody there at each new stage to guide him upwards. There was Mike Thompson in the Quest Formula Ford days, then Eddie Jordan for F3 and F3000, then Peter Collins with F1. He never started to worry that there might not be further salvation around the corner.

When the real trouble started this year, he says he was happier when he was away from racing, "because when I was away from the circuit I just didn't think about it at all. There was nothing to look at. I began to dread going to the next race.

"I was supposed to be the happy-go-lucky Johnny Herbert. But if I was going around with a dull face, I was the spoiled brat. 'Look at him, just because he hasn't got a good car.' So I could see it from that point of view, but it was getting so bad that I couldn't see it really mattered because I wasn't going anywhere anyway. I was locked into something that wasn't going to let me out, so it didn't really bother me, and that's why I thought of the Touring Car bit because it's silly being in something when you feel like that."

Worse, he began entertaining doubts about himself. "You always doubt yourself when things are going so bad. You do doubt yourself, yes. You begin to think sometimes, 'Should I have done better?' If I get the chance in the Benetton I'll always think, 'I should have done better.' But that's just the way that I work.

"If I was going around with a dull face, I was the spoiled brat. 'Look at him, just because he hasn't got a good car.' "

"You know, I've never done a perfect lap yet, I don't think. But I'm never happy. Everybody talks, 'Oh yeah, that was my perfect lap,' but I'd be very surprised if you actually do it. I'm hard on myself, but I think that's the only way to be if you really want to get on. If you think, 'Oh, that was a good one,' you've almost beaten yourself before you've done it."

Going to Ligier for the European GP at Jerez, then, was like going from prison to a remand home prior to the full release of Benetton. He drove the French car well, outqualified and outraced the impressive Olivier Panis, and set himself up for the Benetton situation. Whether partnering Michael Schumacher was always the plan, Briatore and Tom Walkinshaw aren't saying, just as nobody is yet voicing thoughts whether Flavio and Tom might indulge in a tug-of-love if the latter goes away with Ligier to run for 1995.

"Ligier was a relief," Johnny states flatly. It wasn't entirely what he wanted, but he was happy to go there because it was the best slot available at the time. Thus he became perhaps the first driver ever to step in three stages from the back to the front of the grid, via three different F1 cars in three consecutive races.

It's too early to say if he will partner Schumacher in 1995 as well, but if, as the rumour mill continues to insist, the German *does* head for McLaren-Mercedes in 1996, that could leave Johnny very nicely placed.

Running the final two races as Schumacher's team-mate clearly held no fears, and in a remarkably candid moment Herbert opened up on his thoughts about other drivers. First there was David Coulthard, who shares the same management.

"David hasn't outqualified Damon yet,



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Rio, 1989. Herbert heads for fourth place in the Brazilian GP, his first race since his Brands F3000 shunt . . .

but I think he's quicker than him in a race. But at the end of the day, how quick is Damon? Or even David? No-one really knows.

"It's like Michael. People say, 'Oh, he's fantastic, no-one can drive that car because it's made for Michael and his style and nobody else...' It's an absolute load of rubbish. If anybody is good enough, they will beat him. Same with Ayrton. He was fantastic, but he was beatable. He was difficult, but he was beatable, and so is Michael.

"It's like myself. People always say, 'Well how good is he?' No-one knows. 'He's never had the results,' which is totally true. I must have had a four-litre engine in Formula Three..."

The usual laughter breaks through.

"But it's *true*. At the end of the day I haven't had any results. All right, a series of fourth places. That's it. And at the end of the day a lot of people look at that. This year there must have been about 20 drivers who've scored points, and I'm one that hasn't. You can look at it so many ways. At Monza I did very well, but then that was put down to the engine being very good and everything else. All right, I drove it and I got it to fourth, but I didn't do the race so it gets forgotten.

"I had a good test with Benetton in Barcelona. I think I did very well" – he did, turning in a lap only four tenths off Schumacher's best despite taking it relatively easy through the tyre wall chicane that he described as stupid – "but I haven't seen much written to tell me I did well."

His inclusion at Benetton creates the supreme irony, given his 'resting', but he takes the long view. "In Formula One we all know that people can be pushed out. A team can claim mental injury, or whatever. They did it with me quite easily! All right, it was easy with me, a lot easier because it was true!"

He reflects on that situation. "It was the best thing, to be honest, looking back. I mean, if you could look at it, knowing what's going to happen in the future, I should have stopped after Brazil, or Imola..."

Right decision or not, at the time the way in which it was done sucked.

Johnny Herbert is an at times odd little fellow, in some ways a child who hasn't fully grown up until he climbs into a racing car. It's hard to find people in F1 who dislike him, such is his bubbly personality, even though at times he has been known to launch himself playfully at somebody and bite their nose, Hannibal Lecter-style. His most endearing aspects are his naiveté and his candour. He speaks as he sees, without political subterfuge. Being honest with himself comes easy. He is defensive of that Benetton decision, even though it cost him the best part of his career, and not because he is sucking up to Briatore.

"Flavio is like that. He's one of those that, if you're not good, if you haven't done the job in your last race, you're no good. Which probably, at the end of the day, if you want to succeed, is the only way to do it. It's no good having someone in who does a good race every now and then.

"It's like Alesi. He only seems to go well every now and then. Maybe he doesn't know how the car works, but though he may be quick he's going to have a problem in the future."

Alesi is an interesting choice to raise in conversation, because their initial career paths were so similar. Quick in F3 and F3000, they pounced into F1 too. But where Schumacher was underrated by all but Mercedes-Benz and a handful of prescient sportscar journalists before Spa in 1991, and then simply maintained an upward curve on his F1 début, Herbert and Alesi soon ran into trouble and their careers stalled at crucial stages. Johnny, in fact, substituted for Jean in the Tyrrell team in 1989, during the latter's F3000 days, running at Spa and then failing to qualify in Portugal due to food poisoning. If nothing else, he learned the hard way what to eat and what not to eat on important occasions that weekend.

"If you don't do the job, people won't want you," he continues. "Especially the way Formula One is at the moment. Or, I would say, the world in general. If you're not good enough, you're out."

I reminded him that the things that incensed his friends so much back in 1989 were that Benetton brought in Emanuele Pirro, who manifestly never looked remotely like getting close to his performances on tracks such as Rio that didn't require heavy braking, and that Johnny was never recalled to the team despite promises to that effect. His response was untypical of the majority of F1 people, and suggests that he is not one to bear grudges.

"That was the Italian bit. But they have brought me back... It just took five years!"

In his Benetton test at Barcelona in October, he put many things into perspective, for himself and for others. "Now that I've driven it, it's no surprise at all that it's been so dominant this year. I've known in the past that if you get in a car that's good, it's a hell of a lot easier to be quick.

"The car is different to anything I've driven, big time! It's a stage better aerodynamically than the Ligier, and it has masses of traction. You can brake mega-late and just turn in. Normally, you would feather the throttle, turn in, wait for the back end to stop pattering and then accelerate out of a corner. But with the Benetton you just floor the throttle and come straight out. You don't lose any time.

"This is what a Formula One car should be like. I've always thought they should be like big karts, and this one is just that. It's much, much better than anything I've driven in F1, even those other cars with their full aerodynamic floors and everything.

"All of that helps your confidence. The fast corners feel miles better. It's been really good to have a go in a car that you can actually do something with. You feel you can properly go quicker; by that I mean you can set a time, and then set another limit with the car when you really start to push it.

"I'd heard that it's twitchy, and it is. But you have to push beyond that. And when you do it becomes quite stable."

In Suzuka and Adelaide Benetton had arguably the strongest driver pairing in F1 since Senna and Prost in their days at McLaren. But where Schumacher is close to his peak, Herbert may have more to come as his confidence rockets again.

Katsuhisa Homma, Managing Director of the Le Mans Company, was, until the Japanese GP, the only man to have run both men in the same team, for each drove a Ralt for him in their Japanese F3000 days. "I would say that Johnny is the more natural driver," he said on his first visit to Spa this year, "while Michael is a more technical driver."

Which of them will get the upper hand? We must wait to see if they are indeed paired together during a full season in 1995 before we may know an answer. Right now, Johnny Herbert is just relieved at last to be in a position where such a comparison can be made.

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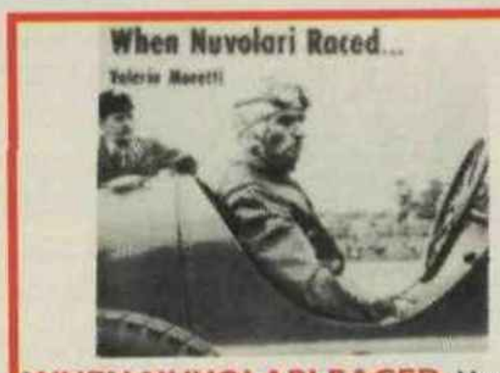
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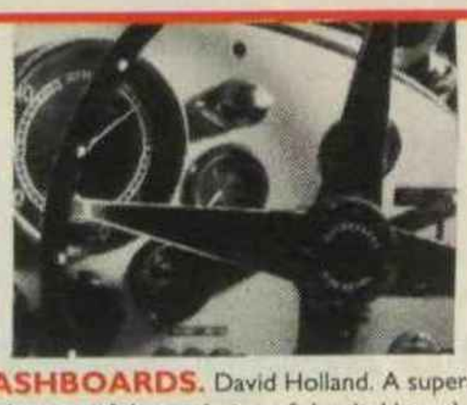
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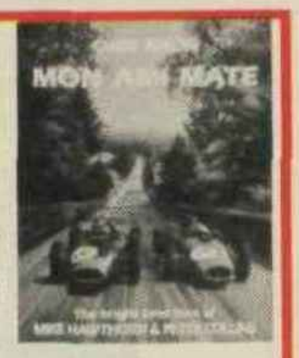
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A second-tier sport?

Improved though it might be, IndyCar racing still has hurdles to overcome if it is to be regarded as a truly major league sport



Indycar racing stands at a critical juncture in its history in this autumn of 1994. Much that is good has happened in the past year and a half, but that only makes the next 18 months all the more crucial if the sport is to take advantage of the momentum generated since 1993.

Firstly, Andrew Craig has brought the kind of sound, dynamic leadership to CART that the organisation has long needed. Secondly, Honda, Mercedes-Benz, Reynard and Firestone have all entered the sport, with Toyota very much in the offing. Then too, international interest is at an all-time high while many if not most IndyCar races have become big-time sports events in terms of attendance, media interest and overall impact on the local communities.

Although Craig has revitalised CART's front office and generated a rare sense of unity among the team owners in just nine months, the organisation still has a long way to go. There are signs of real progress, however. The race management staff received a big boost with the addition of Dennis Swan, a seasoned professional whose resumé includes time as team manager for Shierson Racing and, more recently, manager of the Rahal/Hogan test team. Swan will work with overburdened vice-president of operations Kirk Russell and assistant director of operations Billy Kamphausen, while being groomed to take over as director of competition when Wally Dallenbach retires. At the same time, CART's press relations operation is undergoing a long-needed overhaul.

But a plethora of challenges remain. The success of Paul Tracy, Robby Gordon, Jacques Villeneuve, Adrian Fernandez and Bryan Herta has blunted criticisms of CART's dependence on "foreign" drivers. Closer ties with Indy Lights and, perhaps in the near future Toyota Atlantic, should bolster the influx of "homegrown" talent. Nevertheless, CART has yet to figure out a way to re-establish productive ties with America's grassroots racers – and their faithful fans – in sprint cars and midgets.

The television effort also needs help. Although 12 of 17 races will be aired live on one of the three major television networks, these network broadcasts are still the product of CART's policy of buying the air time, then selling advertising time itself. While this gets network air time for sponsors, until CART finds itself in a position to offer its product to the highest bidder – like the National Football League, Major League Baseball and the National Basketball Assn – nobody will consider IndyCar racing a major league sport.

At least CART doesn't have much trouble selling its ad time, thanks in part to the recent influx of manufacturers. As late as 1991, IndyCar teams had little or no choice with regard to chassis and engines. Back then, it was either a Chevy-powered Lola or give up hope of a top 10 finish. Now Reynard has joined the fray and given Lola a run for the customers' money. And now teams can choose between Mercedes, Ford and Honda engines – with Toyota on the horizon – and between Goodyear and



Under Andrew Craig's guidance, CART has prospered, but there remains work to do.

Firestone tyres.

This diversity is a good thing in and of itself thanks to the increased fan interest, not to mention the increased exposure generated through manufacturer ads. Whether the increased competition between chassis, engine and tyre suppliers for the customer dollars can offset a seemingly inevitable escalation in costs owing to more intensive development remains to be seen. Likewise, CART has to insure that the playing field remains rather level with regards to "development" tyre, engine and chassis teams.

The international front also presents its share of challenges and opportunities. There's no doubt Nigel Mansell was a real shot in the arm to CART's international presence. Equally beyond dispute is the fact that Mansell is no longer driving an IndyCar. In a perfect world, the exposure to some of the fiercest racing on the planet over the past two seasons will have convinced a sizable portion of the international audience to keep watching CART races, Mansell or no. But CART can't depend on that. It will take a renewed commitment to upgrading the quality of its international television broadcasts as well as a concerted effort to court the international press.

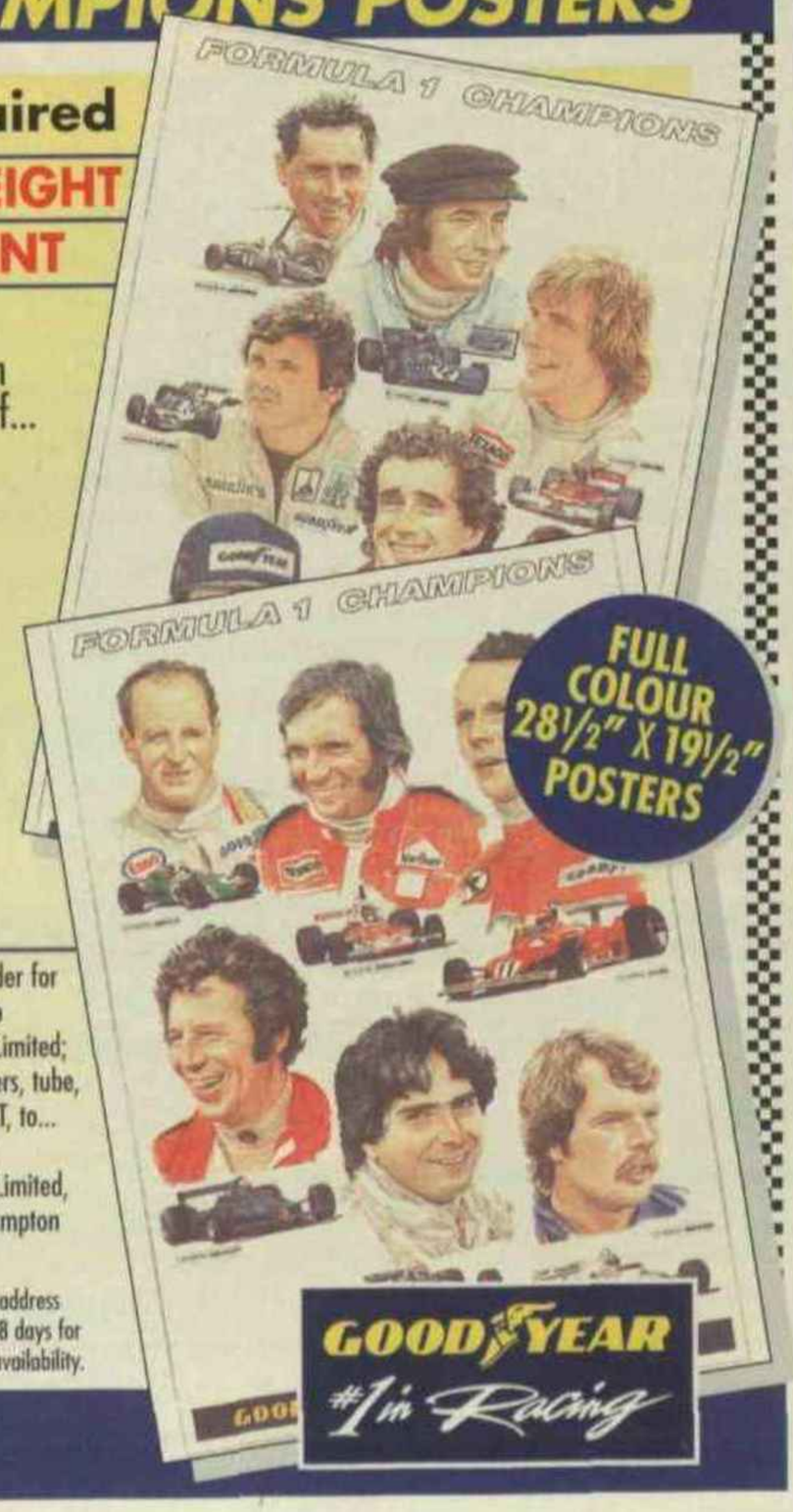
"Critics relish the fact that the Michigan, Phoenix and New Hampshire IndyCar races draw fewer customers than do NASCAR races"

Meanwhile, CART's critics relish the fact that the Michigan, Phoenix and New Hampshire IndyCar races draw significantly fewer customers than do NASCAR races at those same venues. There is doubt that NASCAR has a far greater hold on the general sports public and the average racing fan than does CART. In part this is a function of the fact that NASCAR has been painstakingly building its house, brick by brick, with few changes in direction since the 1950s. During that time, IndyCar racing

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CART still has the capacity to draw big crowds (top), but departing stars such as Mario Andretti (pictured) and Nigel Mansell may need to be replaced.

has been sanctioned by three (technically, four) different organisations, none of which has been particularly adept at marketing and communications.

Despite the bad press CART gets for indifferent attendance at some tracks, the majority of its races are very successful. Long Beach, Milwaukee, Portland, Toronto, Mid-Ohio, Vancouver and Laguna Seca attract big crowds, while Surfers Paradise, Detroit and Road America certainly get their fair share of customers. The gates at Cleveland and Nazareth are limited by the number of available seats, but the degree that Cleveland's civic leaders went to keep their event back in 1991 is a measure of its importance to the community. And Nazareth boasted a big new grandstand for last year's race. It was filled on race day.

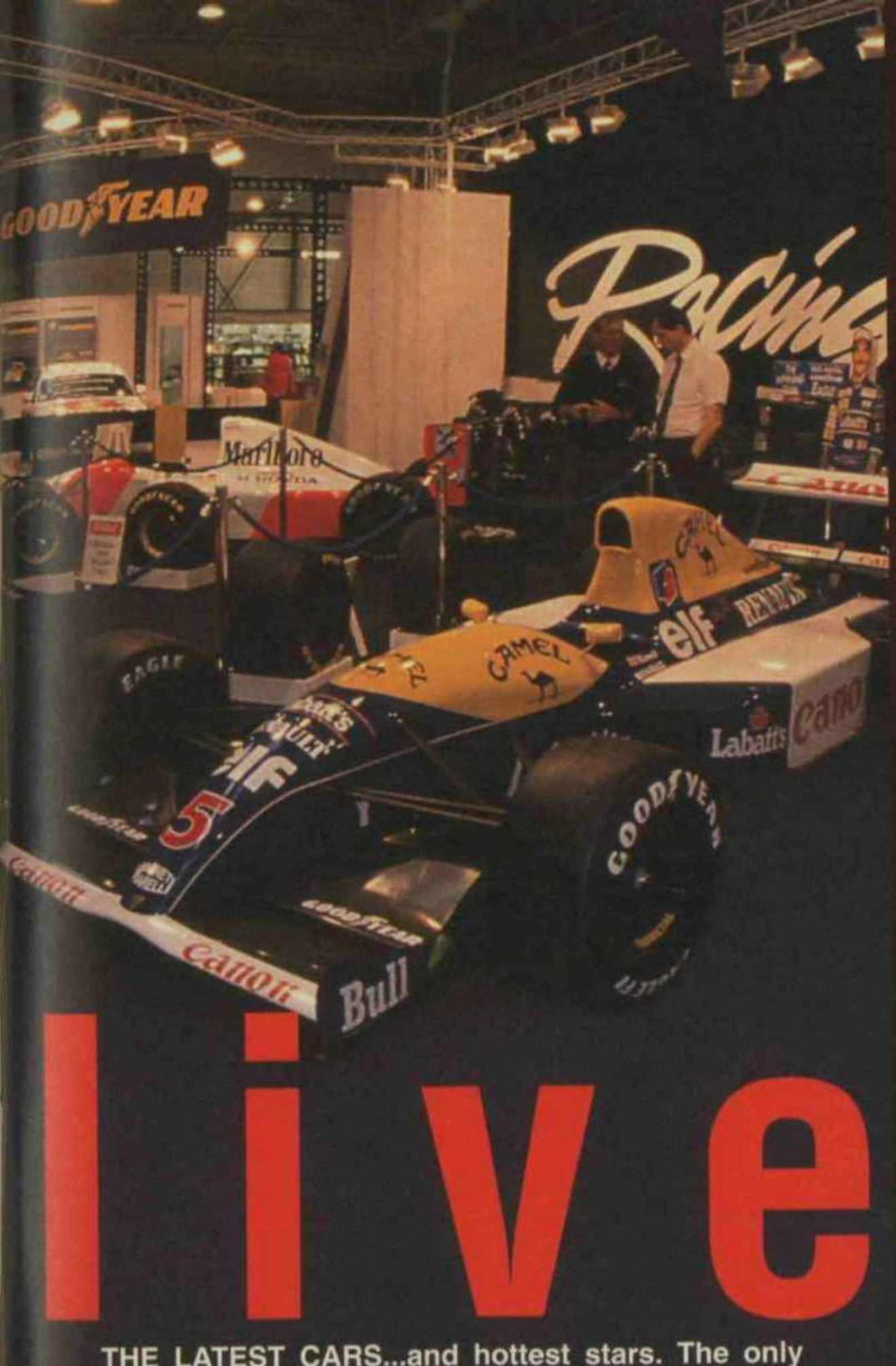
The past season also saw significant progress in CART's relationship with its race promoters, as symbolised by the creation of a liaison committee between the CART Board of Directors and the promoters organisation. The promoters have long been the forgotten element in the CART scheme, and perhaps now long standing bones of contention such as conflicts between event and television sponsorship can be resolved amicably.

Certainly one of the issues on the liaison committee's agenda should be upgrading facilities to meet the brave new world of oversubscribed fields and growing media coverage. The pit area at some tracks – notably Laguna Seca – are simply too small to handle full fields while the media "facilities" at Portland, Milwaukee and Cleveland are wholly inadequate.

Of course, the catalyst for much of the apparent harmony between CART and its promoters was the threat posed by Tony George and the Indy Racing League. With the spectre of the IRL stealing dates and tracks from CART, Craig had no choice but to strike deals with the promoters and by mid-season he'd signed long-term contracts with all but Long Beach, Phoenix and New Hampshire. Word has it that Long Beach is now close to a long-term agreement of its own and, with Roger Penske's planned California Speedway on board together with Michigan and Nazareth, CART's position vis a vis the IRL looks very strong indeed.

In the end, however, CART's relationship with the Indianapolis Motor Speedway remains the central issue on which the future of IndyCar racing ultimately depends. More and more, the IRL seems destined to define that relationship over the next years. And since Tony George appears to be utterly intractable in his stance, the next move is up to CART. Do Craig and the team owners engage in a war of attrition with George which could end quickly if the IRL proves to be an ignominious failure, or drag on indefinitely if Tony is willing to invest the kind of money most people believe it will take for the IRL to succeed?

Or do they take a stand here and now, perhaps by refusing to adopt the IRL's 2.2-litre engine formula and formulating a gentleman's agreement between Ford, Mercedes, Honda and Toyota *not* to design a purpose-built 2.2 engine for the Indy 500? Can IndyCar racing afford the Mother of all Wars between CART and the Speedway? Better yet, can it afford not to settle the issue of supremacy once and for all? For one thing is certain: IndyCar racing will never rise above a second tier sport until CART and the Indianapolis Motor Speedway are on the same page. **D P**



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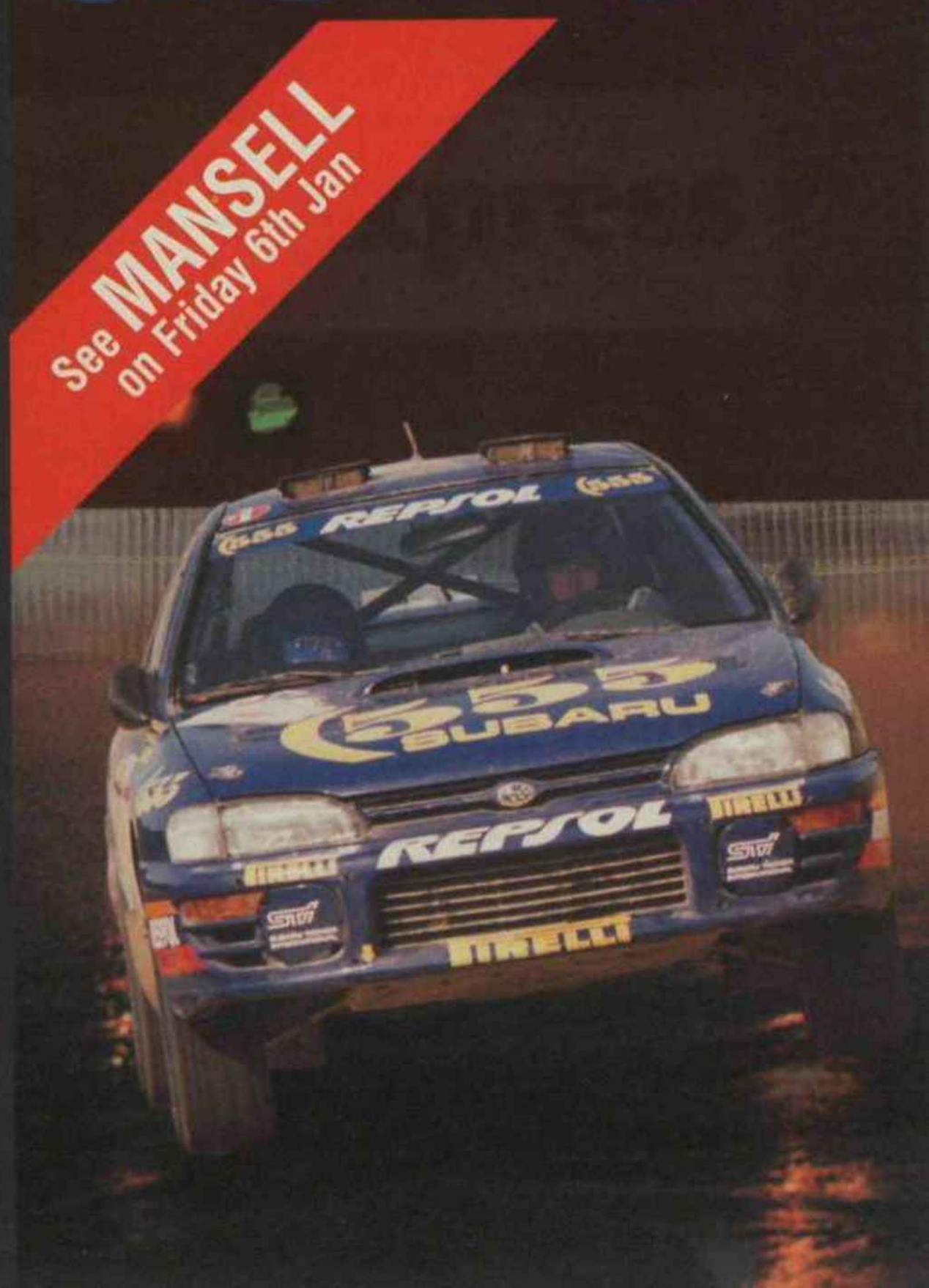
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Alfa's man,



Twenty minutes beforehand he had looked like death warmed up, ensconced in his Alfa Romeo swathed in so many coats that he resembled Michelin's Mr Bibendum. Now he and his mechanics were celebrating with the euphoria that the hapless Franco Baresi and Roberto Baggio – Italy's World Cup Final penalty-fluffers – must still dream about. Gabriele Tarquini had defied a chronic stomach upset to secure the British Touring Car Championship at Silverstone, and to ice the cake he promptly scored his eighth victory of the year in the second part of the double-header around the GP circuit.

From the moment Alfa Corse had wheeled out its be-winged 155TS on a very wet April Fool's Day at Thruxton, the ex-Formula One driver from Giulianova had been the man to beat in this country's premier racing series. He wasn't. Amidst the maelstrom of Alfa's aerodynamic aids, he had been the personification of calm as he remained totally focused to score five wins on the trot. This run was halted when he was pushed out of the lead at Silverstone, but his first truly serious stumble was when Alfa Romeo left Oulton Park in high dudgeon after its cars had been refused their scrutineering tickets.

This was the high point of the wrangle surrounding their wings and splitters. This heated debate dominated the early stages of the championship. But in pure racing terms, the ultra-professional Alfa Corse had caught its rivals on the hop by building a homologation special for this series – it being the only manufacturer to do so – and the car's raised rear wing and extended front airdam – the latter in particular – gave the 155 a distinct grip advantage over its rivals. After numerous discussions, the Milanese team was forced to lower its rear wing, but was allowed to run with its splitter extended until July 1 – the next homologation date – whereupon it would have to be pushed back. However, it soon became clear that these were only a part of the reason for Alfa's early season dominance, as it was still on the pace after its wings had been clipped and its rivals had sprouted theirs.

Another major contributing factor to its success was the car's "open loop" electronically-activated differential. This brought a lot of huff and puff from its aggrieved rivals, but it had been declared legal by the FIA as early as February, and those hoping to win next season will have to be so equipped. The Alfa Romeo often appeared to be running softer and have more body roll than most, but it was rarely short of grip while looking after its Michelins better than the rest. Its engine – which

Alfa's biscuit

suffered a run of failures mid-season – was not the strongest along the straights, but it had excellent torque, and the acceleration it was able to generate out of mid-speed corners was its big plus. At times, the car gave the impression of running to a different formula – it was that good.

Alfa Romeo was also blessed with the best driver in the series. It was only after he had clinched the title that Tarquini made the vestige of a mistake. His approach was completely measured and he always appeared to have a little in reserve.

Giampiero Simoni was the surprise choice to partner Tarquini, but after a patchy, incident-filled start, he settled down to become an excellent foil for the champion. At times he was quicker than his team leader, but he always played the dutiful number two. His win in the final race of the year was highly popular, and if he returns to these shores next year he is ready to be a regular winner.

Two slips of the pen may have cost Renault a real shot at the title. Days before the opening race at Thruxton, GB Motorsport discovered that its Lagunas would have to race minus its rear spoiler because of an administrative bungle. On July 1 the car's Airflow body-kit was homologated, but another red-tape blunder prevented the team from fitting the vital front undertray.

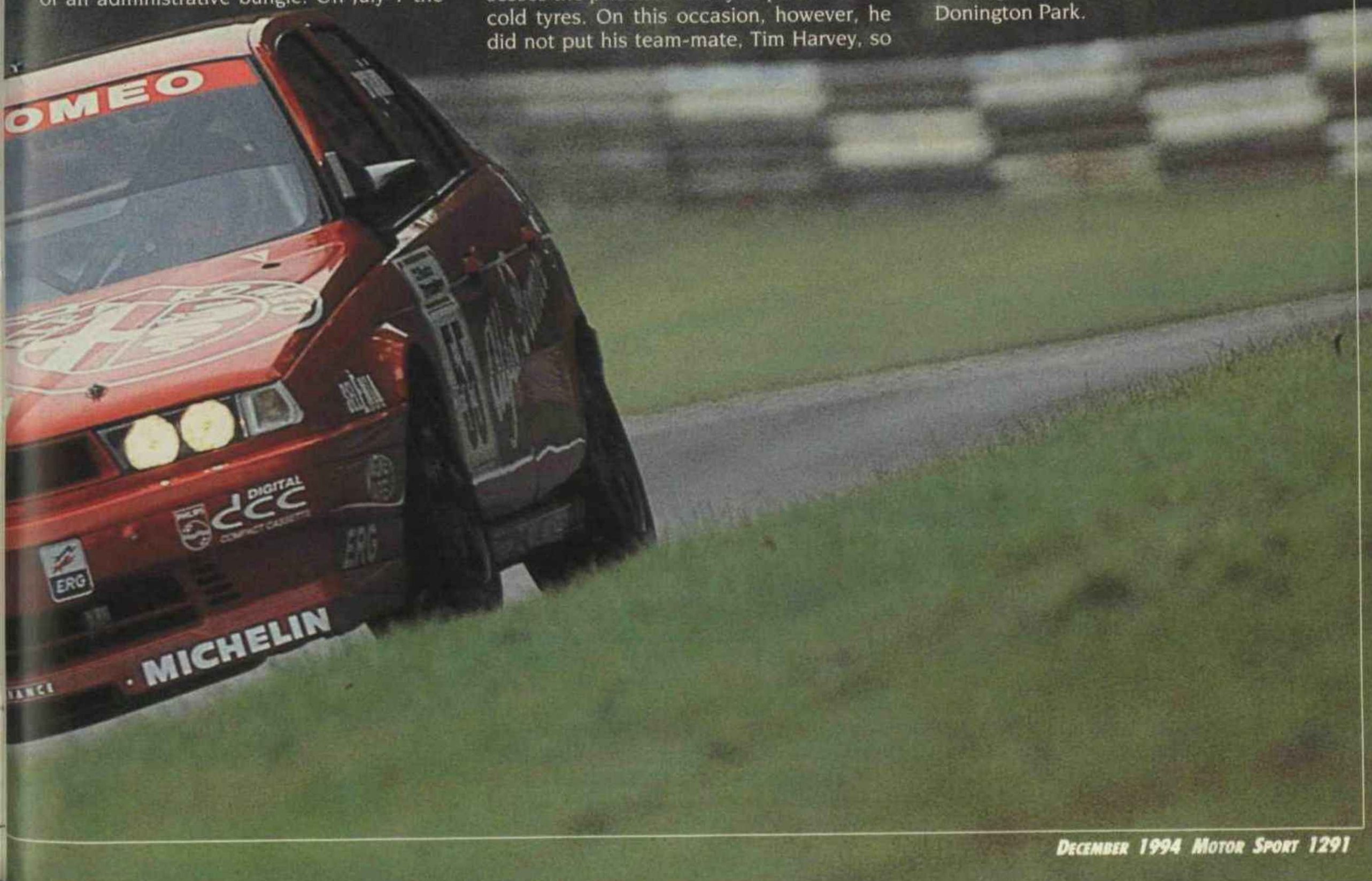
In spite of this, the car was a regular front runner, notching up three wins in the hands of Alain Menu and Tim Harvey. It never looked as stable as the Alfa, being particularly twitchy under braking. And it harboured a vociferous appetite for front tyres at the outset of the season. But a very strong engine ensured that it was usually a very potent force.

> **"Alfa Romeo was blessed with the best driver in the series"**

Menu continued his sparkling form of last year to be second overall. At times he was untouchable in qualifying, and he possesses the priceless ability to push hard on cold tyres. On this occasion, however, he did not put his team-mate, Tim Harvey, so totally in the shade as he did in '93. The former BTCC champion suffered the bulk of the team's misfortune, but showed pole-setting and race-winning form towards the end of the season.

Third in the series was a major disappointment for Paul Radisich, the pre-season favourite. His consistency ensured that Tarquini had to be on his mettle for much of the season, but Andy Rouse's Mondeos were rarely the cars to beat. In contrast to Alfa Romeo, Rouse had chosen to divest the Mondeo of its rear wing, as the low road spoiler served no real purpose. Thus the Blue Oval was lacking in the aerodynamic department, and in the middle of the season the Mondeo suffered from a lack of traction. However, by general consensus, its Cosworth-tended V6 was the strongest of the lot, and Radisich's cool, unhurried style kept him in the hunt longer than most would've managed.

As for Rouse, it was a case of one season too many behind the wheel – just – although he was happy to give his team-mate the sole benefit of most of the year's developments. Perhaps because of this, the New Zealander was able to successfully defend his FIA Touring Car World Championship title at Donington Park.



Initially, a pronounced shortage of wings saw the usually dominant BMWs languishing in the pack, a scenario Steve Soper dealt with better than the reigning champion, Jo Winkelhock. But on July 1 it homologated a new aerodynamic package and was also awarded a weight reduction by the FIA. The former was perhaps the more important as the Munich marque re-established itself at the front of the grid.

Give Winkelhock some clear track and his late-braking speed can be awesome, but, at times, his methods in traffic are questionable. Soper split his time between Britain and a full-scale attack on the Japanese series; he was usually edged out by Jo in qualifying, but he raced cleaner and extracted more from the car when it was struggling. He remains a true saloon car hero. Roberto Ravaglia was Soper's capable stand-in, and when the 318i was on the pace, so was he.

It was an up and down season for Vauxhall; the Ray Mallock-built car could be



Radisich heads season-long strugglers Hoy and Allam.



Volvo strikes a PR coup; Jan Lammers strikes a kerb.



Alain Menu: runner-up.



Simoni, Winkelhock, Tarquini.

untouchable, witness John Cleland's two wins at Donington Park, but it could also be surprisingly off the pace. Along with Dunlop, the team was never able to come up with a workable qualifying package, while the chassis was affected by high-speed oversteer.

Cleland remains the hardest of the BTCC's hard-chargers, but this no longer enough in this series. However, if he and Mallock hit the bullseye early next year there is no doubting that Cavalier can still be a force in its sixth straight year of competition.

As last year, Jeff Allam played little more than a second string to Cleland's bow. The amiable Epsom car dealer is liable to become downhearted if circumstances are not *au point*, but equally, there is no doubting that Cleland got preferential treatment.

Patrick Watts and the '93 Peugeot 405 were the revelations of the season's first half, the Tonbridge driver's flamboyant style putting him up at the sharp end on numerous occasions. The 405 had a strong engine and was a *tour de force* over the bumps, but its poor aerodynamics were a drawback. We waited in vain for much of the season for the new car, but when it arrived it was not the step forward the team had hoped for.



Patrick Watts: Peugeot's hero.



John Cleland: never gives up.

Eugene O'Brien was again Peugeot's number two, and his efforts to cast off the sobriquet of General Accident were not helped with a major shunt in the first race of the season. Occasionally he showed genuine pace, but he has yet to alter many of his rivals' damning view of him.

Both Julian Bailey and Will Hoy, the former especially, drove excellently all season for little reward in the recalcitrant Toyota Carina. There is little doubt that Yokohama suffers in comparison to Michelin and Dunlop when it comes to developing front-wheel drive rubber, but







O'dor ajar (left); Radisich, Menu and Soper pass Tarquini's rolled Alfa (centre); Harvey won once (right).



Steve Soper dovetailed his BTCC programme with a full season in Japan. Giampiero Simoni watches.



Bailey attacks Lammers: O'Brien follows.

"Cleland remains the hardest of hard-chargers, but this is no longer enough in this series"

there remains something fundamentally awry with the Carina's suspension. A new suspension system from Japan and a reverse-head engine helped matters, but there is still a lot of room for improvement.

It is fair to say that TWR did not expect to win races in its first year with front-wheel drive, but equally, the season proved tougher than it might have reasonably expected. The 850 Estate – a huge success in publicity terms – was highly advanced, with its engine pushed hard against the bulkhead so that the diff could be mounted between it and the radiators; under braking and through the fast corners it was almost unmatched, while its five-cylinder motor did not lack for power or torque. But in the slow corners it stubbornly remained an unholy terror.

Rickard Rydell was the team's undoubted star. He was often brilliant in qualifying, although the car's understeering qualities usually prevented him from a matching these performances come the race. In contrast, the highly experienced Jan Lammers struggled like hell to get to grips with front-wheel drive; he sparkled at Brands Hatch, but was generally a disappointment.

As was Eric van de Poele. The talented Belgian's mysterious lack of pace with the Primera was, however, indicative of a disastrous year for the Janspeed Nissans. The team was blighted with innumerable accidents – the dust usually settled to reveal a very bent Nissan – but the bottom line was that its engine lacked the power and torque required to be a front runner. Kieth O'dor remains a very capable pilot, but he spent most of the year hitting cars parked at right angles to his line of travel. The unluckiest man in the series.

Mazda was the final manufacturer, and both David Leslie and Matt Neal struggled with the now uncompetitive Xedos 6 until the latter rolled his to destruction at Silverstone, and the former was left on the sidelines when the team ran out of money.

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Following on 28 years after the launch of the cherished Aston Martin DB6, you could forgive the air of expectation that surrounded the DB7. It may have been a long time coming, but few would argue that it wasn't worth the wait...



There are few, if any, cars on the road today that would pip the Aston Martin DB7 in a beauty contest.

Fact.

Subjective an issue as taste may be, the new Aston's aesthetic qualities are inescapable. Its proportions are exquisite, its purpose unmistakable.

It may be fully 28 years since Aston launched its spiritual predecessor the DB6 (and 23 since it ceased production), but the passage of time and the advent of Ford as a parent have not erased certain familiar styling cues, such as the distinctive little vents just fore of the the A-pillars.

And the time chasm which separates the two models appears, if anything, to have heightened demand. In the still cost-conscious '90s, the best part of £80,000 is a lot to ask for a car, though it is modestly priced by current Aston standards (the Virage range starts at £133,500, rising to £165,000 for the Shooting Brake, and the Vantage is listed at £177,600). Whatever, Aston has had no trouble finding customers. Once 300 £10,000 deposits had been received, the order book was temporarily closed. The first batch of customers were promised that the cost would not exceed £80,000; Aston has kept it to £78,500, though it is not impossible that the launch price will be reassessed once the first 300 cars have actually been delivered.

"It is expected that the Aston Martin factory will return to Le Mans with a DB7; and the target will be outright victory"

The Bloxham assembly plant, developed for the Jaguar XJ220 programme and since passed on to Aston by Ford, presently has the capacity to produce three cars per day. Though some of the factory's modern pre-fab lines sit uneasily amidst the surrounding Cotswold stone, Bloxham is a monument to traditional craftsmen. For instance, it takes three men 90 minutes to fit one of the Tom Walkinshaw Racing-built, 3.2-litre, supercharged, six-cylinder engines. "The nearest thing we have to automation is a powered screwdriver," reckons Aston's Director of Public Affairs Harry Calton.

Even so, there are ambitious long-term targets. The DB7 range will expand to include a Volante cabriolet, presumably to coincide with the US launch in 1996, and a Vantage. The latter will be powered by a six-litre V12, and early predictions suggest 400 bhp and 400 lb ft of torque. Experimentation has already shown that the chassis will house twice its present number of cylinders.

And in 1996, it is expected that the Aston Martin factory will return to Le Mans with a DB7; and the target will be outright victory. British Motors, the marque's Paris-based French importer, may even run a privateer DB7 at the Sarthe in '95, in the GT2 class. The same company was instrumental in Bugatti's return to the event this year, so don't bet against it happening.

As a prelude to the factory's intended Le Mans return, there has been sufficient interest from DB7 clients to provoke talk of a one-make racing series next year, featuring lightened (by around 250 kg), more powerful (380 bhp) cars running on specially developed Bridgestone tyres.

Production-wise, Bloxham has planning permission to expand, and staffing levels will be increased, eventually, from the current 105 to around 180. The combined target for the plants at Bloxham and Newport Pagnell is to be producing 1200-1500 Aston Martins per year by the end of the century. Aston Martin Lagonda is presently expanding its dealer/service network furiously to cope with forthcoming demand. From around 40 at the start of last year, there should be almost 100 worldwide by the end of next. . .

Initially, the 'base' DB7 has been released into the UK, mainland Europe, Japan and the Far East. The Middle East has had to wait until next year, simply because there

are insufficient supplies of unleaded fuel in the region at present!

Ian Callum's alluring bodyshell clothes a chassis which is similar in dimensions to that of the DB6. The DB7 is 8 mm longer, although it is shallower and wider in line with contemporary design practices.

Inside, the expected use is made of recycled trees and cattle. Burr walnut and Connolly leather are everywhere. Standard cabin accoutrements and driver aids include, as one would expect, air conditioning, remote alarm and immobiliser and high-quality Sony radio/cassette. The only listed option is a 10-disc CD autochanger, at £823. Airbags are still under development, but should be introduced next year. Sumptuous as the finish is in parts, it is still a little difficult to reconcile the idea of a near £80,000 supercar with knobs and switches that can also be found in a Ford Orion. . .That's by no means a new practice, of course, and it's an inevitable (not to mention cost-effective) by-product of Ford's guardianship. At least the mass production switches function correctly; of more immediate concern were traces of poor panel fitment below the dash, although the demonstrator was a pre-production model. There were other detail niggles, too. Making the removal of a cassette tape almost impossible when the car's in fifth gear was the sort of trick Alfa Romeo used to play 15-20 years ago. . .

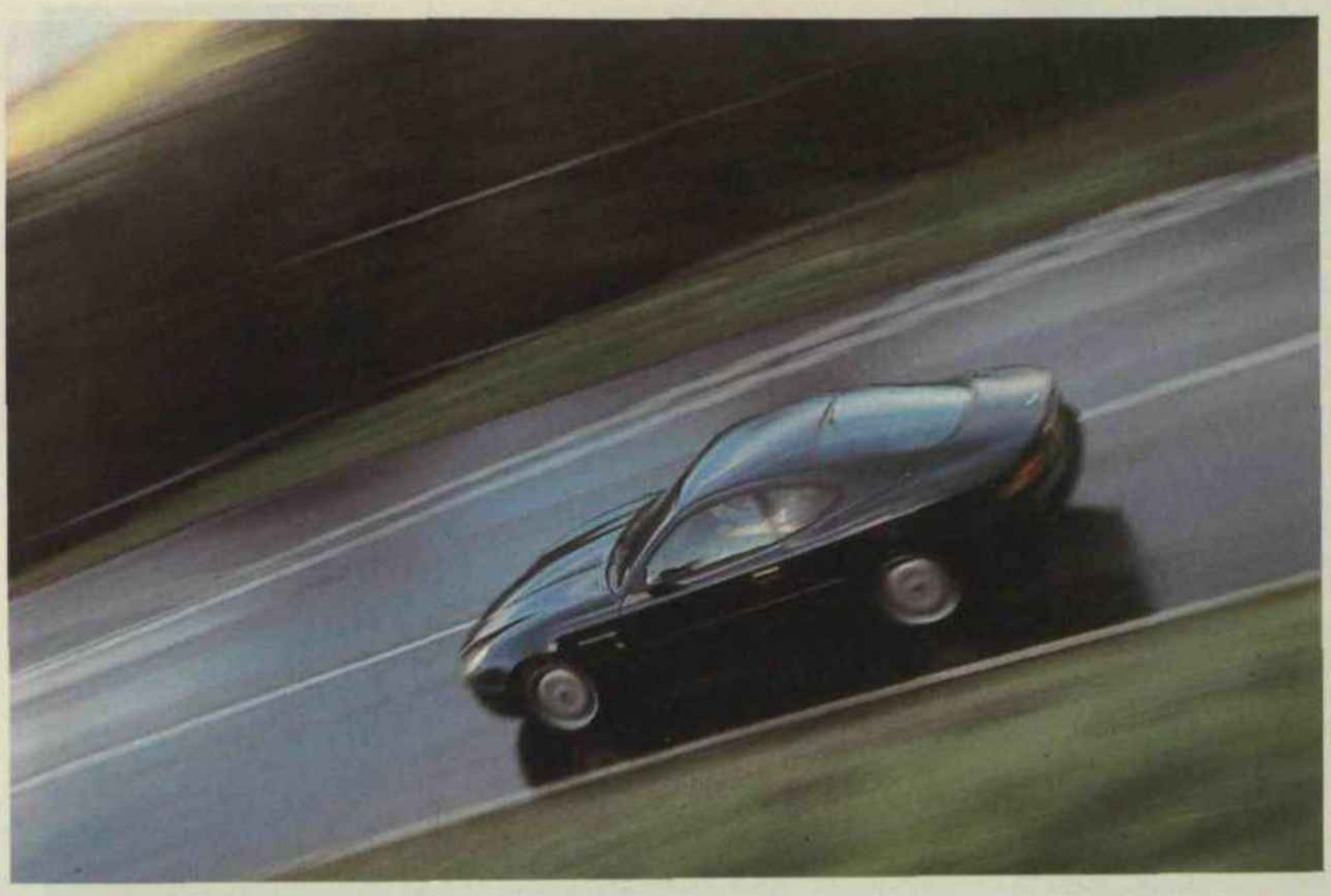
As an additional side-effect of this DB7's prototype status, there was an excess of wind noise as the window seals and side glass curvature dated back to a stage of development before such things had been perfected.

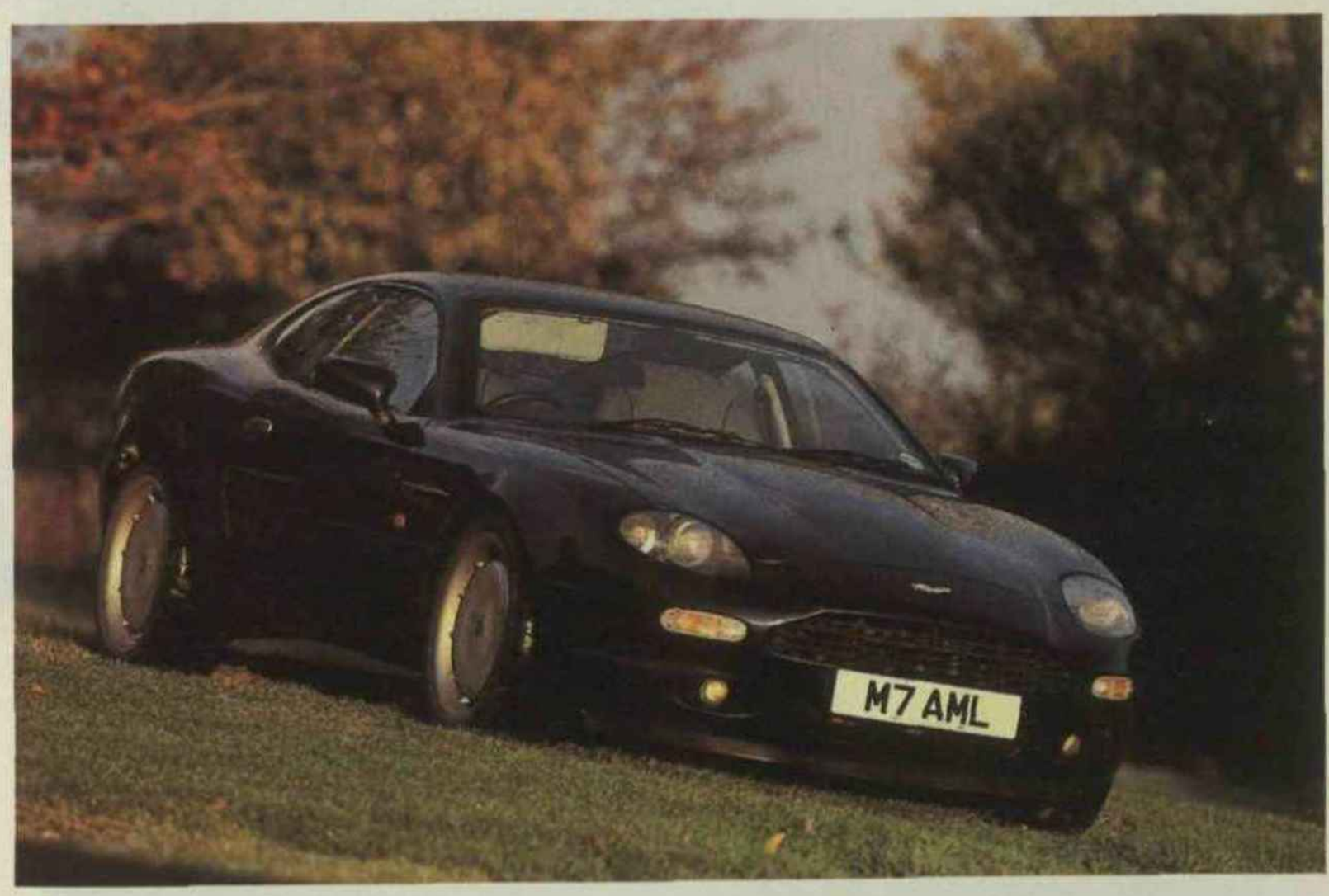
Resultant wind roar aside, the DB7 sounds fabulous. Ironically, for a practice that has been with us almost since the turn of the *last* century, supercharging remains something of a novelty in the modern car world. In this application, the blower's whine is distinctive, and not unpleasant. It builds up to a point at which, around 5200 rpm, it starts to sound deliciously akin to a TVR. Peak power (335 bhp) is delivered at 5500 rpm, and there is enough torque to rotate several planetary systems. Simultaneously.

A yield of 360 lb ft at just 3000 rpm naturally endows the DB7 with fantastic flexibility; just as impressive is its seamless ability to pull away smoothly from as low as 1500 rpm in top gear without a hint of protest. No matter what your speed, nor which gear you are in, it is constantly strong and progressive. Top speed, should the opportunity ever arise, is estimated at 165 mph. From a standing start, 60 mph should be accessible in just over five seconds; the accelerative process is aided by a swift, if firm, gearchange, and although the clutch is a touch heavy on first acquaintance – resistance is similar to that on the brake pedal of some small hatchbacks – you soon get used to it.

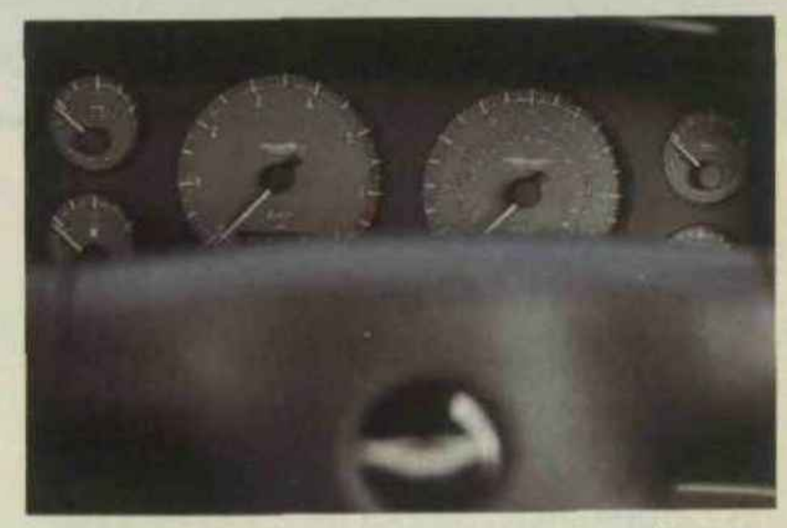
The vast reserves of torque naturally mean that the DB7 is a relaxing tourer. But it combines its long-legged nature with the hard-nosed sporting manners that its pedigree requires. The suspension – double wishbones are deployed all round – is firm, but compliant. The ride quality is almost as impressive as the roadholding. The DB7's grip threshold, even on greasy surfaces, is high indeed. On a dry surface, you have to be brutal and deliberate to unstick a glutinous mass of Bridgestone Expedia (ultra low-profile 245/40 ZR18s are standard all round issue).

Generally, the DB7 goes where you point it. The steering provides an abundance of feel. Whatever your speed, whatever the surface, it's a mine of information. The brakes, too, have a similar dynamic appeal, providing firm, fade-free deceleration with

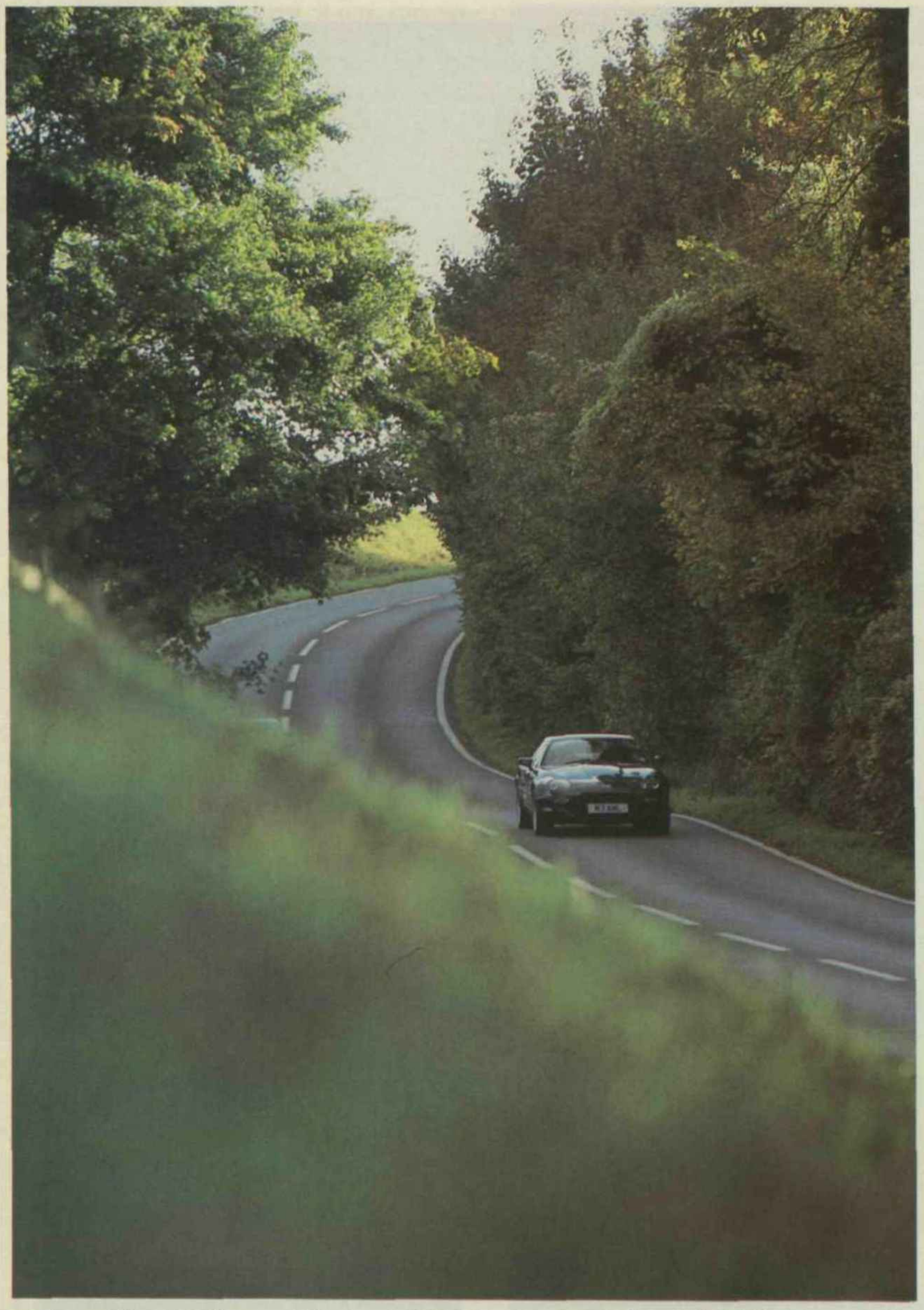


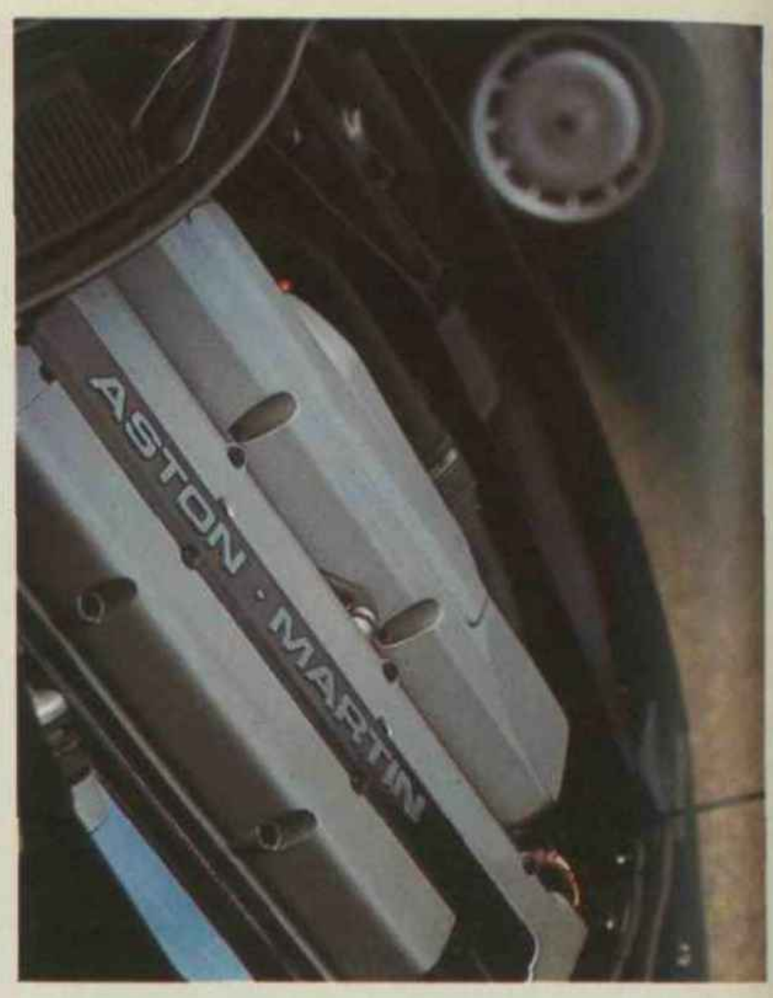






Soft styling recalls glory days of '60s Astons; though air-conditioned cabin with token rear seats promises '90s comfort, instruments reinforce retro-look.





DB7 is magnificent with blown straight-six, top right; future Vantage promises 400 bhp V12.

no unwanted interruptions from the ABS. If you want to get *involved* in the driving experience, then we can think of few better places to be.

Verdict

So, the DB7 is all good news, is it?

It's certainly well placed for those looking for a true Grand Tourer. It's similarly priced to the likes of BMW's 850 CSI (£77,500), only a touch more costly than the ageing, but effective, Porsche 928 (£72,950) and the stylish, if not entirely sporting, Mercedes-Benz 500SL (£77,400). There again, you could opt for a Jaguar XJS, which has been around only a couple of years longer than the 928. Even the 6.0 V12 would almost allow you to buy a BMW M3 with the change. . .

The DB7 was by no means an easy project for Aston; there were high expectations, both from those who had intimate acquaintance with bygone members of the DB dynasty, and from a younger generation who will forever associate the marque with a series of mid '60s James Bond movies and a particularly charismatic Corgi Toy. (Was there anybody who *didn't* lose the passenger who was fired from the ejector seat?)

Although our test car suffered one or two minor detail imperfections, and the rear seats serve little purpose other than decoration, one can only conclude that Aston has got the balance about right. The DB7 is more than just a pretty face. It is also comfortable, well appointed, enormously fast and, if the mood takes you, fun. A BMW 850 might score on three of those counts, but it doesn't have the same capacity to titillate as the Aston; likewise the 500SL.

The DB7 *needed* to be good.

Make no mistake. It *is*. **S A**

ENGINE

Location	longitudinally front-mounted
Cylinders	six, in-line
Bore × stroke	91 × 83 mm
Capacity	3228 cc
Compression ratio	8.3:1
Valve gear	dohc, four valves per cylinder
Power	335 bhp/6400 rpm
Torque	295 lb ft/4800 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

SUSPENSION

Front	independent via double wishbones and coil springs
Rear	independent via double wishbones, coil springs and longitudinal control arms
Wheels	alloy, 8J × 18
Tyres	Bridgestone Expedia 245/40 ZR18

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2591 mm
Front/Rear track	1524/1530 mm
Overall length	4631 mm
Overall width	1820 mm
Overall height	1268 mm
Kerb weight	1650 kg
Fuel tank	19.5 gallons

PERFORMANCE

0-62 mph	5.7s
Maximum speed	165 mph

Figures supplied by Aston Martin Lagonda Ltd

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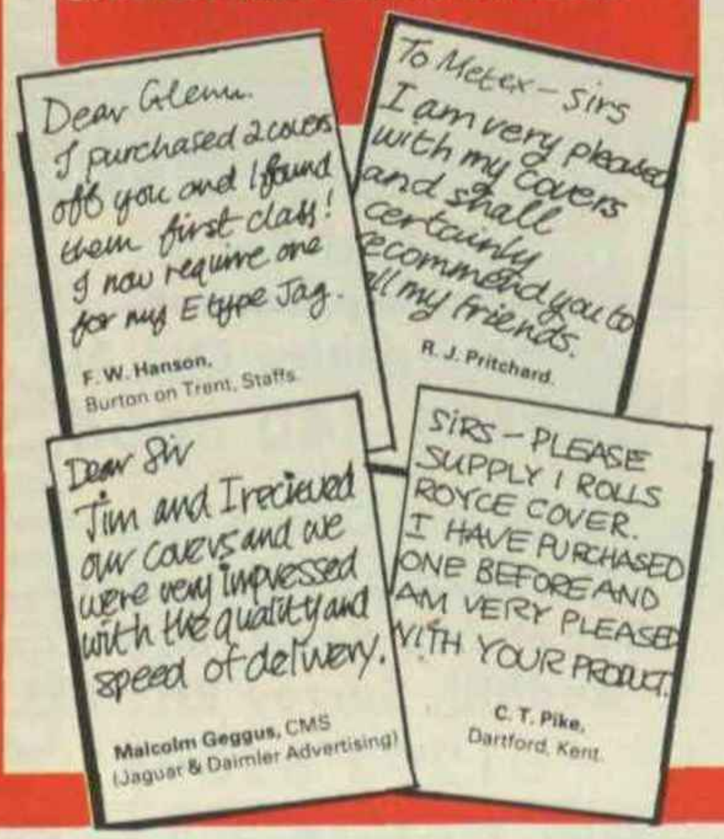
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Coffee with cream



Rarely, if ever, has a road-taxable car looked quite so much like something which belongs in a Scalextric set.

Month in, month out, we criticise the absence of flair and originality in contemporary car design. Hence the blast of fresh air that follows in the slipstream of Suzuki's Cappuccino.

It looks like nothing else, and the design of its four-piece hardtop, which can be disassembled in a variety of ways, is a touch of genius. It takes longer to remove and refit than more conventional cabriolet tops, but it does provide added security and weather protection, and it also includes a heated rear window, which slips away neatly behind the seats as and when required.

From a practical viewpoint, of course, the Cappuccino borders on the futile. Once the rear window section has been folded away, the remaining roof panels occupy the entire boot space. If you want to carry luggage, therefore, you either leave the top up, or at home. . .

Dynamically, the Cappuccino is equally distinctive. Its turbocharged, three-cylinder, dohc, 654 cc engine provides punchy bottom-end acceleration, which makes negotiation of urban traffic a positive joy. In Mini Cooperesque fashion, the Cappuccino exploits gaps that are usually the preserve of motorcycles. The Suzuki just happens to be rather more comfortable than a Mini.

Its ride quality is such that it was a comfortable motorway companion. It cruises comfortably at 85 mph; at an indicated 87, a governor steps in to prevent further accelerative progress. The tacho goes all the way round to 12,000 rpm; a shame that it is red-lined at 8500. One is curious to know just what sort of performance might be available, if the technology was pushed to extremes.

Its handling is simply terrific. In the wet, it squirms a little, as you might expect of such a short wheelbase, but it is easily tamed via sharp, responsive steering. In the dry, it has bags of grip.

The cabin looks a bit of a squash, though it proved not to be the case. The driver's seat was retracted as far as it would go to accommodate a driver of 5 ft 9 in, but a colleague who looks something akin to a red-headed version of the Eiffel Tower managed to fit behind the wheel without undue trouble, and could operate all the relevant controls with dexterity.

When we first tried a Cappuccino, via Rare Imports (January 1993), the asking price was in excess of £15,000. Now, Suzuki's UK importer brings it in officially at just under £12,000 (plus a bit extra for a radio/cassette player). That's a couple of thousand pounds cheaper than the base MX-5, or the Caterham K-series, both of which are ultimately more potent and, in the Mazda's case, a little more practical.

In that context, it still seems a fair price to pay for a bundle of fun, not to mention individuality. And if you're still not convinced, you could always buy a Volvo estate and keep the Suzuki in the back, to be used whenever the mood grabs you. . . **S A**

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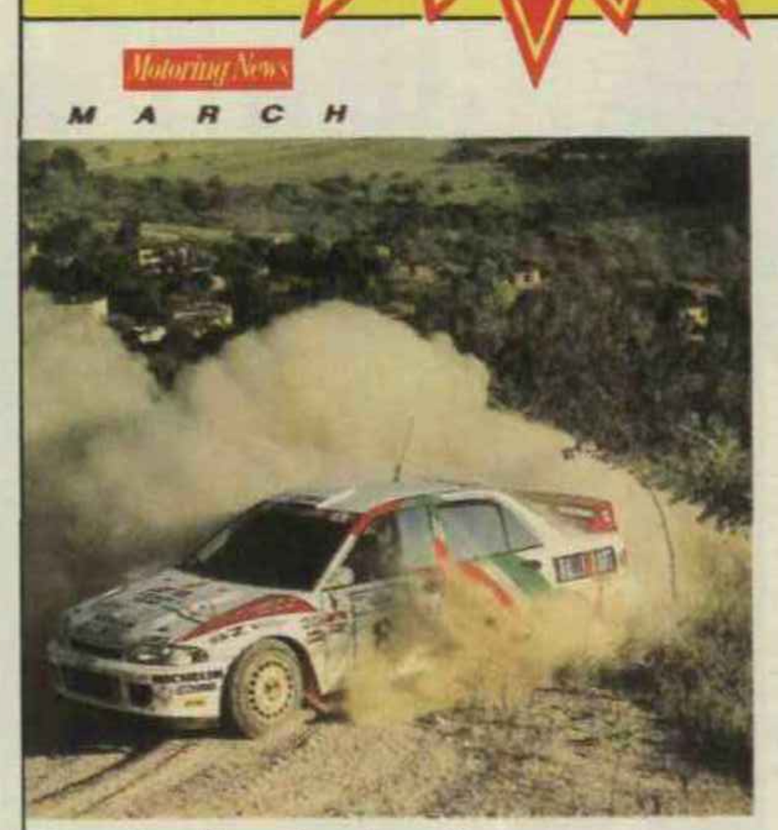
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Lost for words



Open the door of the latest Mitsubishi Lancer range; it's like peering into the late 1970s. Lashings of nondescript cloth trim, a plastic facia packed with buttons. . .Anonymity turned into an art form.

But dated as it may look, and feel, the undersung, and understated, Lancer remains fair value for money, though at just under £16,000 the range-topping 1800 16v GTi is probably a fraction too much, despite its welter of electronically-powered driver aids. Its performance is adequate (the dohc, 16v four-cylinder yields 138 bhp at an altitudinous 6500 rpm, and a top speed of 127 mph), but not remarkable.

Import restrictions have necessitated the deletion from the UK range of the four-door model, leaving only the Liftback, which manages to *look* like a saloon despite its hatchback.

Most cars stir some degree of emotion, positive or otherwise. The Lancer somehow doesn't. There is no adjective which encapsulates its ordinariness. You can't fault anything it does, not can you fall in love with it. User-friendly though it may be, it is just a trifle too bland. A function, rather than an inspiration. **S A**

Fuel for thought

CITROËN XM 2.5 TD/2.0 16V



Saturday morning, before daybreak. The XM's fuel gauge indicates that it has about three-quarters of a tank of petrol on board.

Saturday evening, just before midnight. The gauge has dipped to around the one-quarter mark, maybe just a little below.

In-between times, the car has travelled from south-east London to Cheshire, and covered a fair few urban miles before commencing its return journey. It is some way south of Birmingham when you finally stop to refuel.

Such are the potential time-saving benefits of a diesel. With care, it should be possible to cover 600-plus miles between stops, thanks to the 17.6 gallon tank.

The XM 2.5 turbodiesel is a particularly good example of the breed, and spearheads the oil-burning segment of the revised XM range. It is one of two new engines introduced during the summer, and it boasts more torque than any other diesel passenger car in the UK – 217 lb ft at just 2000 rpm.

Its performance is superb. Beneficial economy aside, it provides silent, high-speed cruising and punchy mid-range acceleration. It's not sparklingly fast (although quoted top speed is a respectable 124 mph), just astonishingly smooth. Only when you fire it up from cold does it offer any aural clues that it might have a passing relationship to an FX4 cab. . .

The XM is an extremely practical long-distance tourer, bereft of all sporting pretensions. In addition to a restyled (for the better) interior, remote deadlocking and alarm, coded immobiliser, steering-wheel mounted stereo controls and a driver's airbag, the XM has also been endowed with revised suspension. The new front geometry is said to reduce pitch, dive and roll, but the fact remains that the XM turns into a squidgy mess if you try to thread it through a series of corners at speed.

For all that, the £23,950 2.5 TD comes thoroughly recommended. If you want cossetting, look no further. The aforementioned London-Cheshire return trip, undertaken with absurd haste, induced absolutely zero driver fatigue.

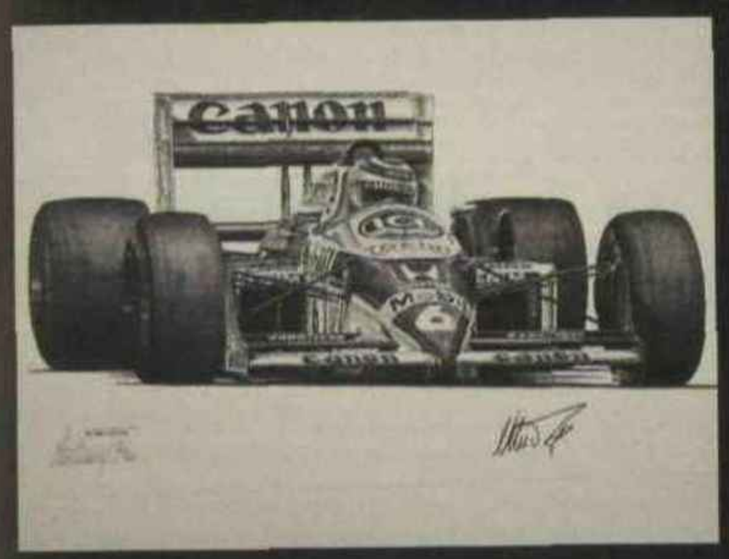
The other new powerplant is the petrol-fed, 2.0, 16v four-cylinder, which powers the entry-level XM SX (at £15,995). This proved more disappointing.

Although its performance capabilities are ultimately similar to those of the turbodiesel, it requires a far greater deal of effort to extract them. Our test car, fitted with the four-speed automatic, felt gutless, and a touch harsh.

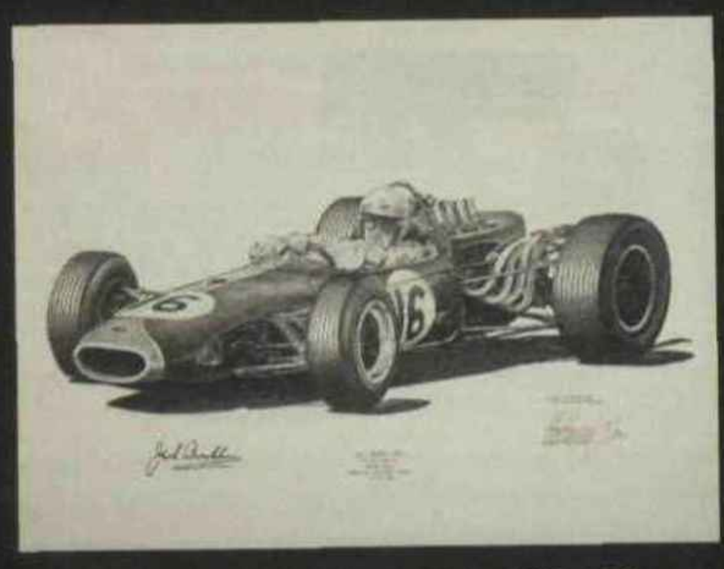
It's still has peerless ride quality, of course, and, in fairness, it's a reasonable slab of car for the money. But once you've driven the 2.5 TD, most other XMs are going to seem a little second-rate. . .It's as comfortable an A-B conveyance as there is, and it'll get most of the way to Z before you need to refuel. **S A**

Peter Ratcliffe

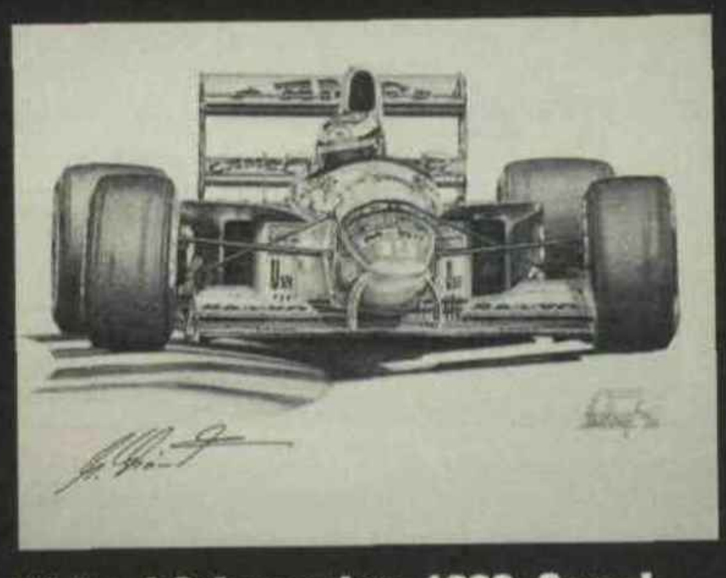
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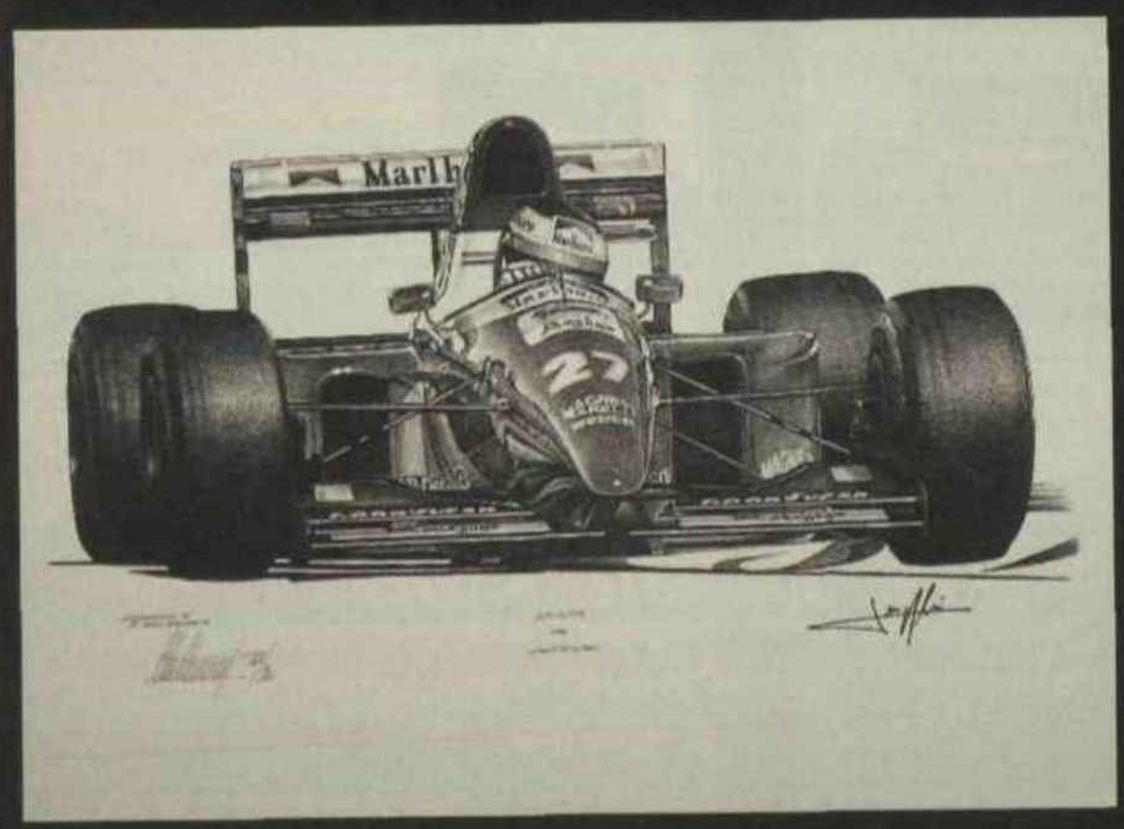
Nelson Piquet, 1987. Third World Championship, Williams-Honda. Signed by Nelson Piquet, 34"x26". Edition of 750. A. Stammers



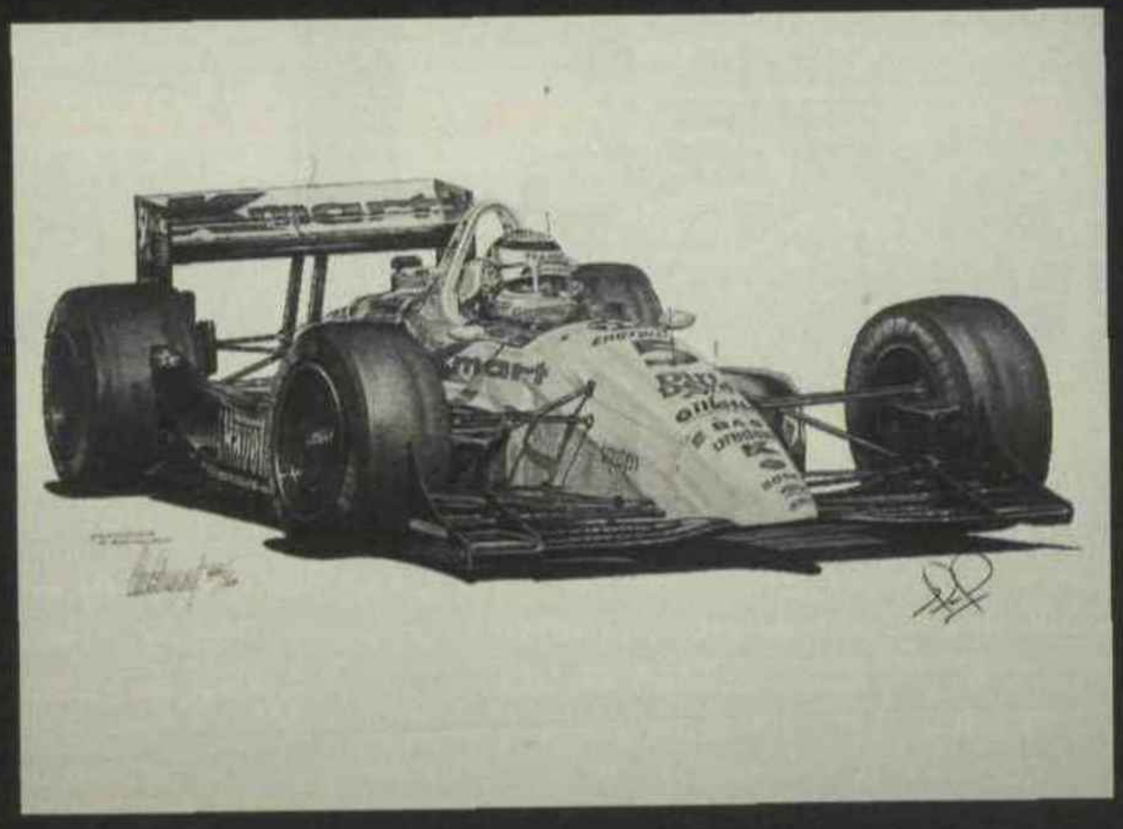
Jack Brabham, 1966. Third World Championship, Repco Brabham. Signed by Sir Jack Brabham, 34"x26". Edition of 550. A. Stammers



Michael Schumacher, 1992. Camel Benetton. Signed by Michael Schumacher, 34"x26". Edition of 550. A. Stammers



Jean Alesi, 1993. Ferrari at Imola. Signed by Jean Alesi. 34"x26". Edition of 750. A. Stammers



Nigel Mansell, 1993. Newman-Haas Indycar. Signed by Nigel Mansell, 34"x26". Edition of 500. A. Stammers



Juan Manuel Fangio, 1955. Monaco GP, only 73 copies signed by Juan Manuel Fangio. Features a listing of the five record years that Fangio won the World Championship, 34"x26". Edition of 750. A. Stammers

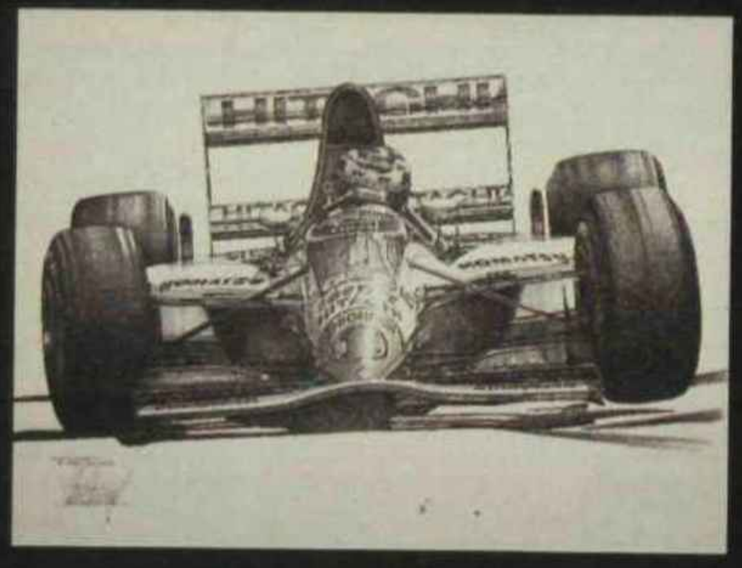


Ayrton Senna, 1990. Monaco GP, McLaren-Honda. 34"x26". Edition of 750. A. Stammers

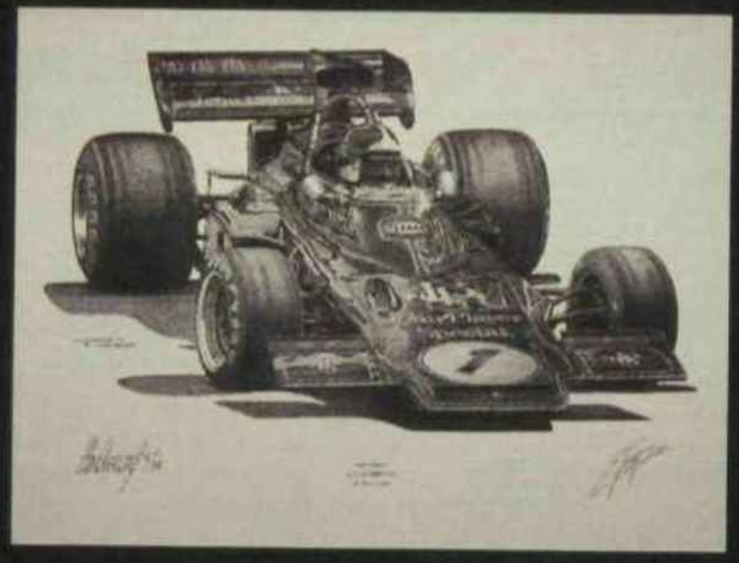
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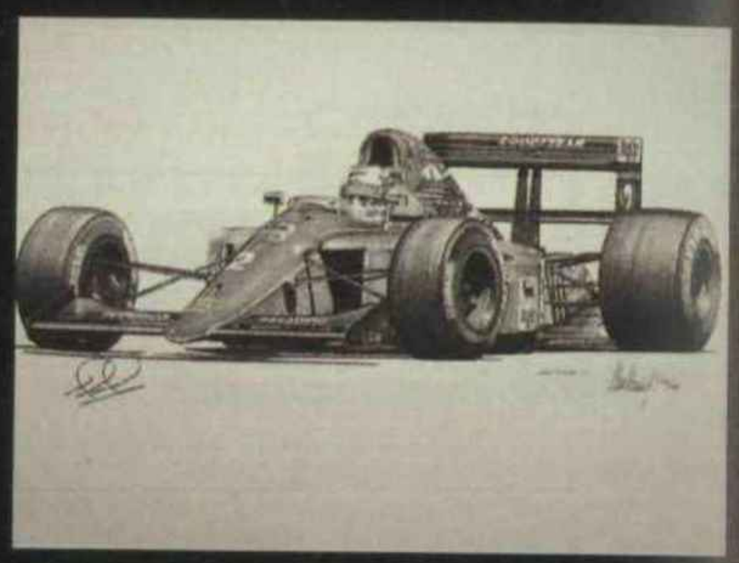
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Johnny Herbert, 1993. Team Lotus. 100 copies signed by Peter Collins, 34"x26". A. Stammers



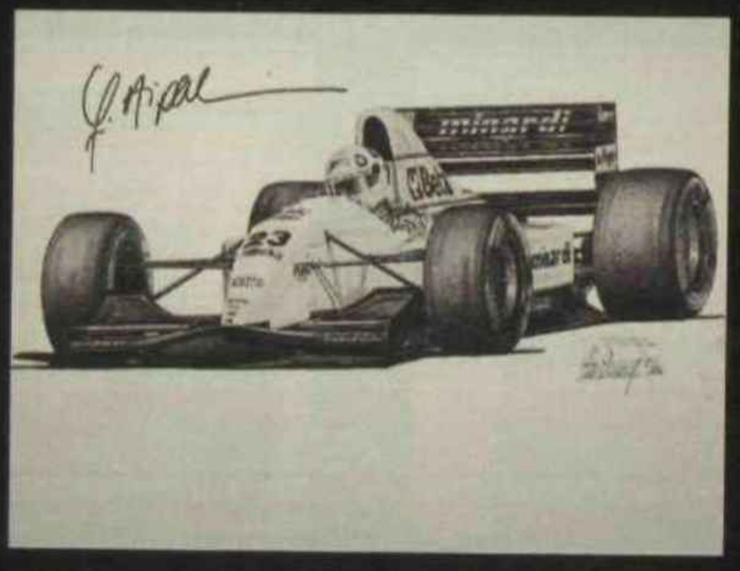
Emerson Fittipaldi, double World Champion. 1973 John Player Lotus, signed by Emerson Fittipaldi, 34"x26". Edition of 750. A. Stammers



Nigel Mansell, 1990. Ferrari F641. Signed by Nigel Mansell, 34"x26". Edition of 750. A. Stammers



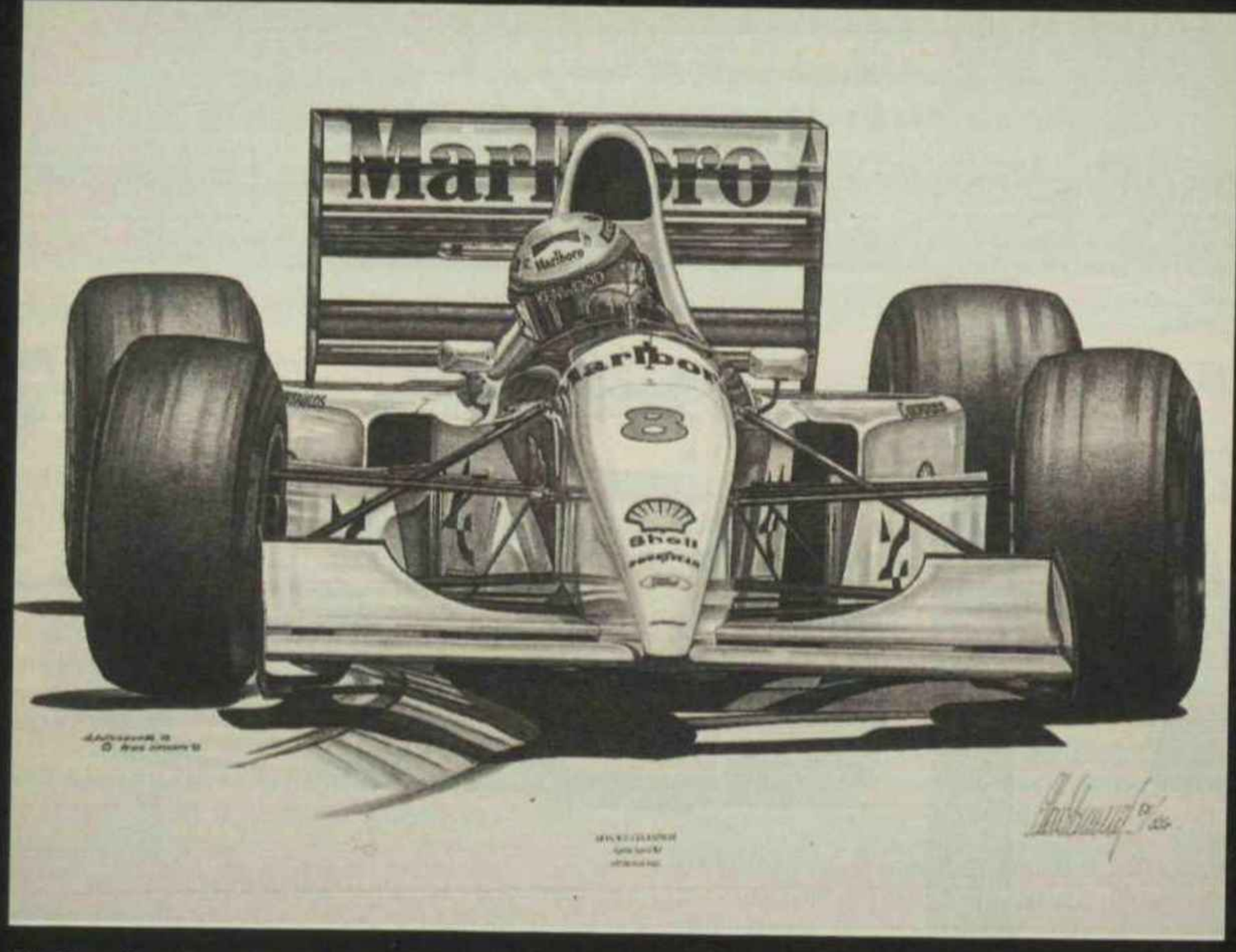
Nigel Mansell, 1986. Australian GP, Williams-Honda. Signed by Nigel Mansell, 34"x26". Edition of 100. A. Stammers



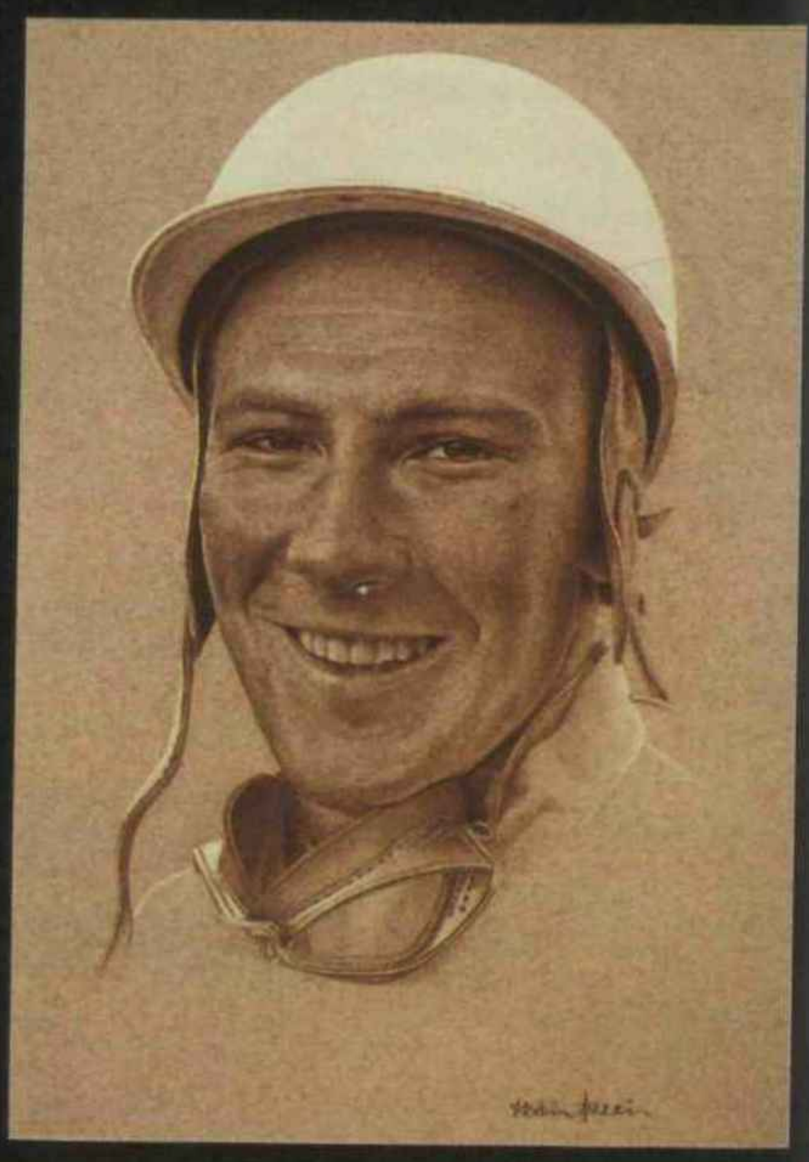
Christian Fittipaldi, 1993. Minardi, signed by Fittipaldi, 34"x26". Edition of 550. A. Stammers



Alain Prost, 1989 World Champion. Marlboro McLaren, signed by Alain Prost, 34"x26". Edition of 250. A. Stammers



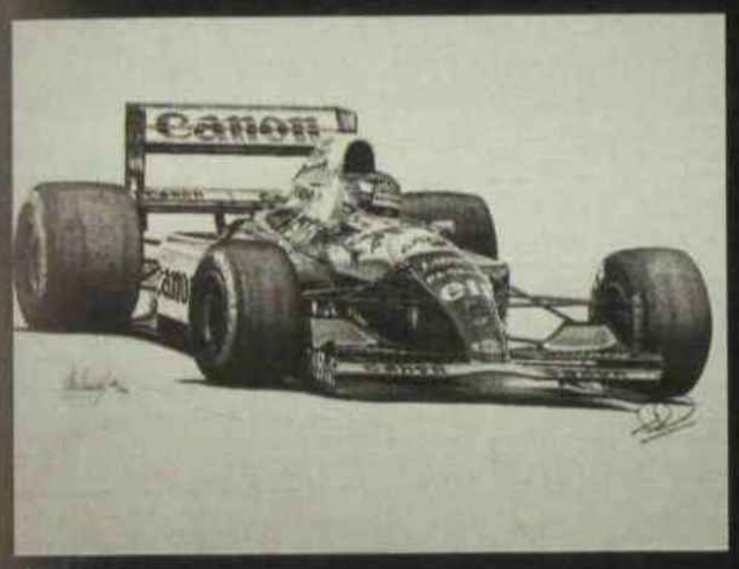
Ayrton Senna, 1993. 'Monaco Champion', Marlboro McLaren. Features a listing of the record six years that Senna won the Monaco Grand Prix. 34"x26".Edition of 550. A. Stammers



Stirling Moss, 1961. 'Mr Motor Racing', signed by Stirling Moss. Portrait 18"x12". R Elvin edition of 750

Peter Ratcliffe

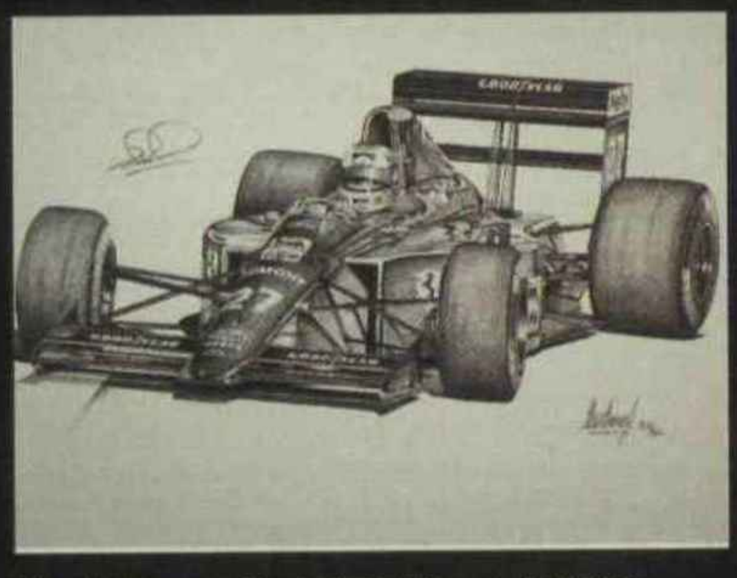
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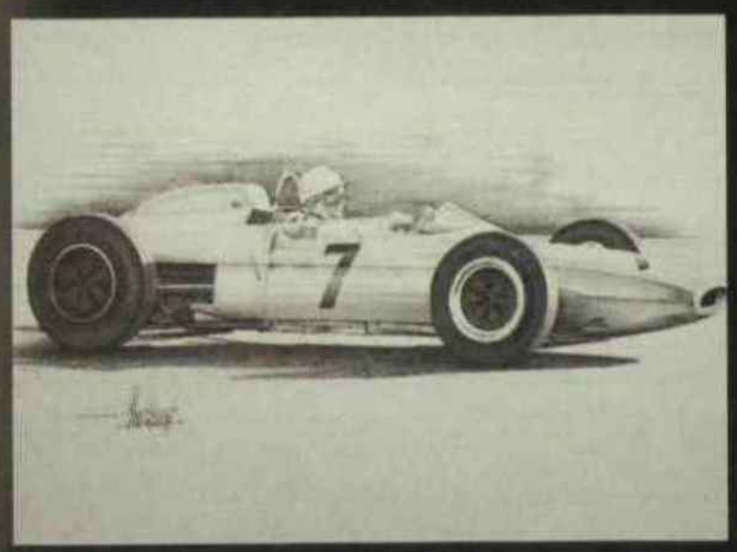
Nigel Mansell, 1991. Title chase, Williams-Renault, signed by Nigel Mansell, 34"x26". Edition of 750. A. Stammers



Emerson Fittipaldi, 1993. Indianapolis 500 winner, signed by Emerson Fittipaldi, 34"x26". Edition of 500. A. Stammers



Nigel Mansell, 1989. Ferrari F640, signed by Nigel Mansell, 34"x26". Edition of 250. A. Stammers



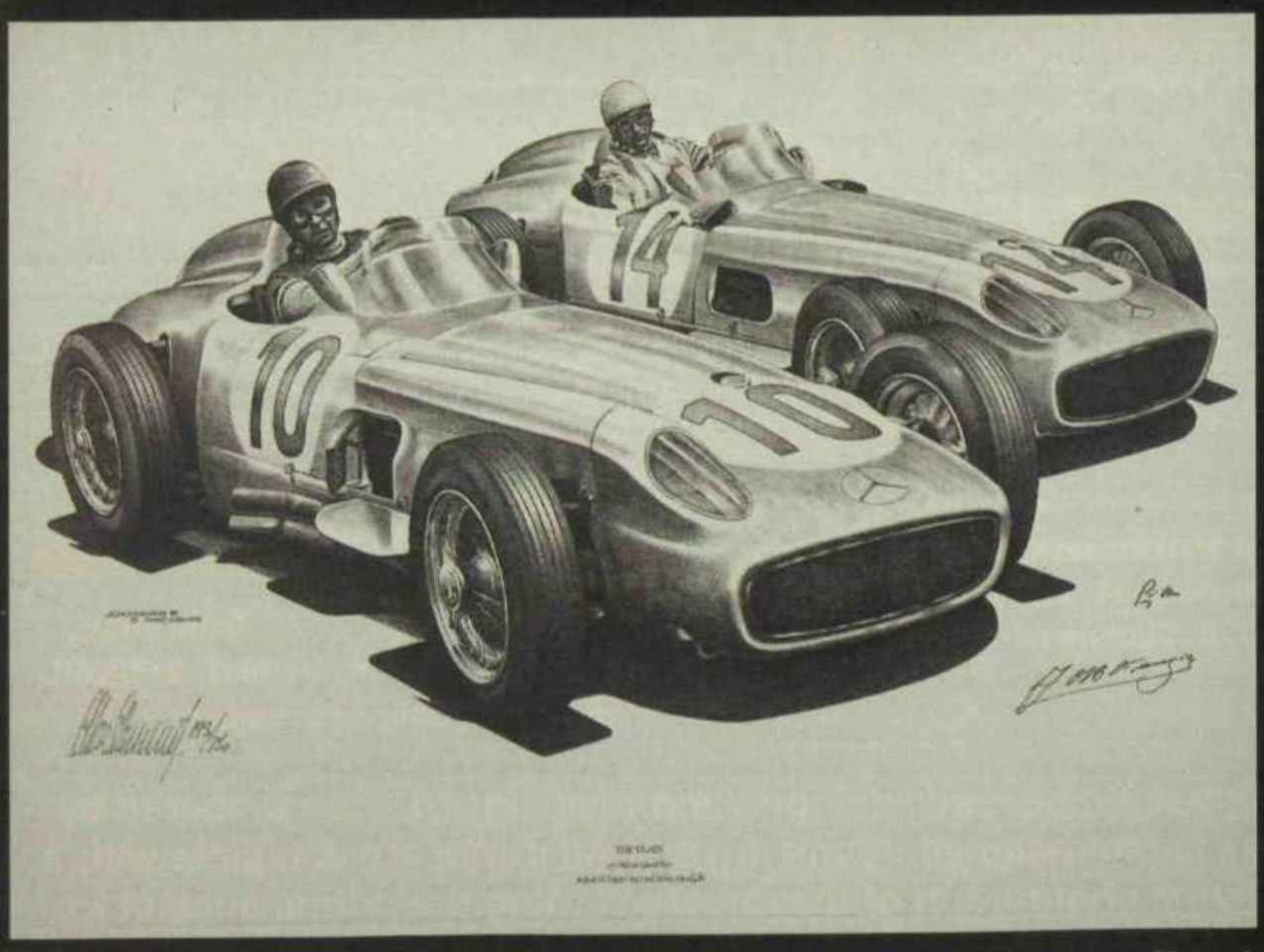
Stirling Moss, Goodwood 1962. 'My Last Race', signed by Stirling Moss, 34"x26". Edition of 300. A. Stammers



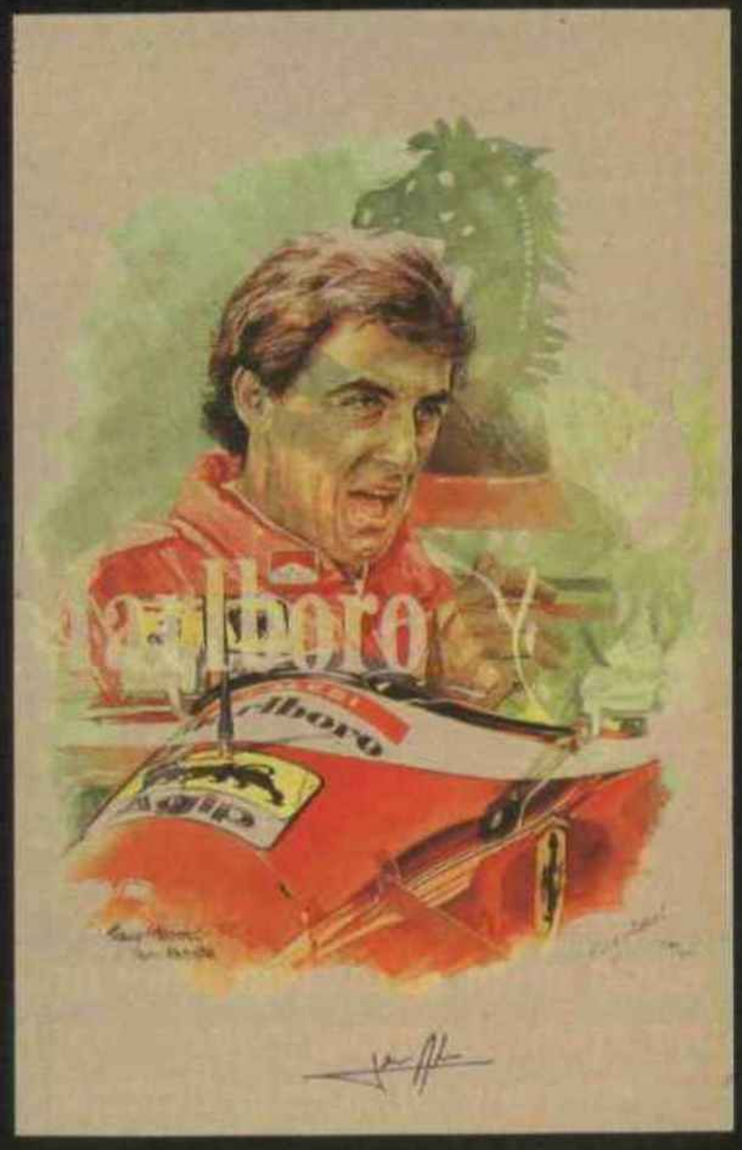
'Return of the Silver Arrows', 1989 Le Mans Champions, Sauber-Mercedes. Signed by Jochen Mass, Stanley Dickens and Manuel Reuter, 34"x26". Edition of 200. A. Stammers



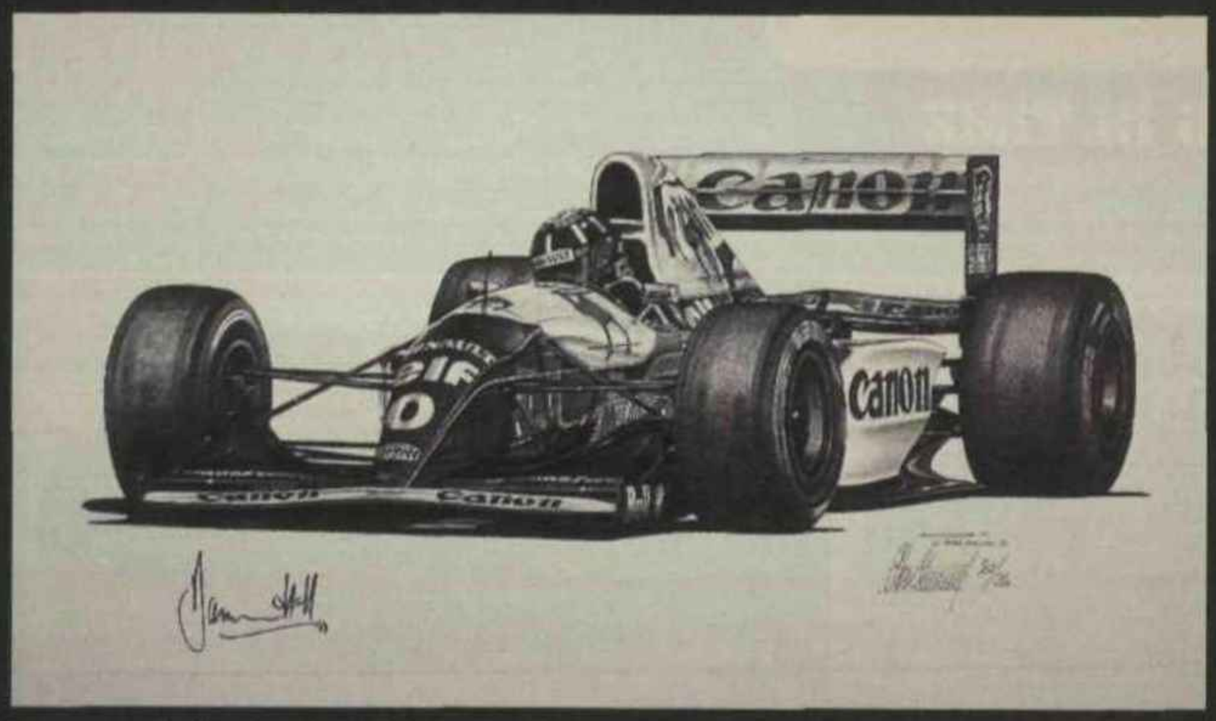
Juan Manuel Fangio, 1957 'My Greatest Race', German GP. Maserati 250F, signed by Juan M. Fangio, 34"x26". Edition of 750. A. Stammers



Juan Manuel Fangio and Stirling Moss, 'The Train', 1955 Mercedes Benz. Signed by Stirling Moss and Juan M. Fangio, this is the only edition of prints ever signed by both of these legends, 34"x26". Edition of 750. A. Stammers



Jean Alesi, 1993. Ferrari colour montage, signed by Jean Alesi, 26"x18". Edition of 575. C. Warwick



Damon Hill, 1993. Williams-Renault, signed by Damon Hill, 34"x26". Edition of 750. A. Stammers



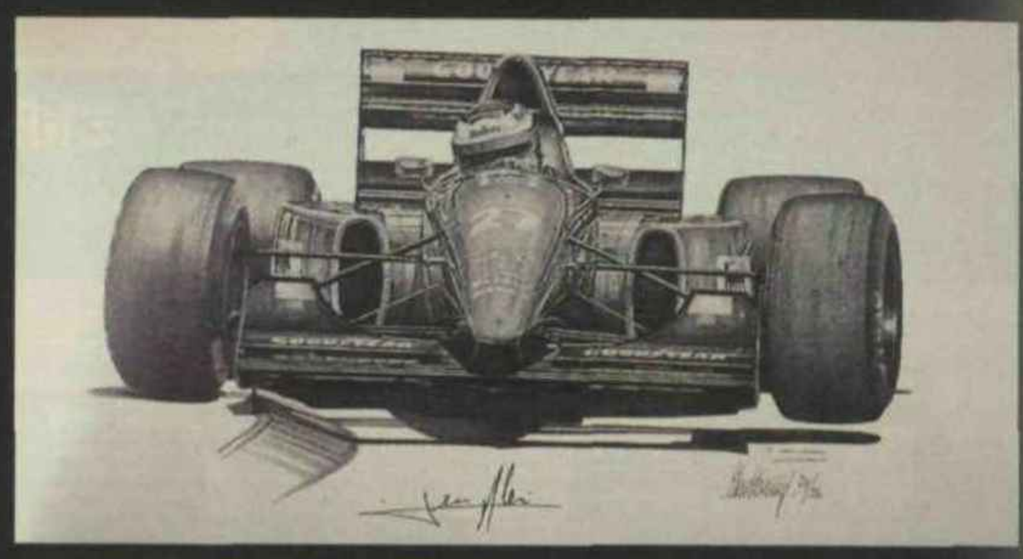
Nigel Mansell, 1992. 'Man and Machine' colour montage, signed by Nigel Mansell, 34"x26". Edition of 950. C. Warwick



Nelson Piquet, 1993. Indianapolis 500, Menard Lola. Signed by Nelson Piquet, 34"x26". Edition of 750. A. Stammers



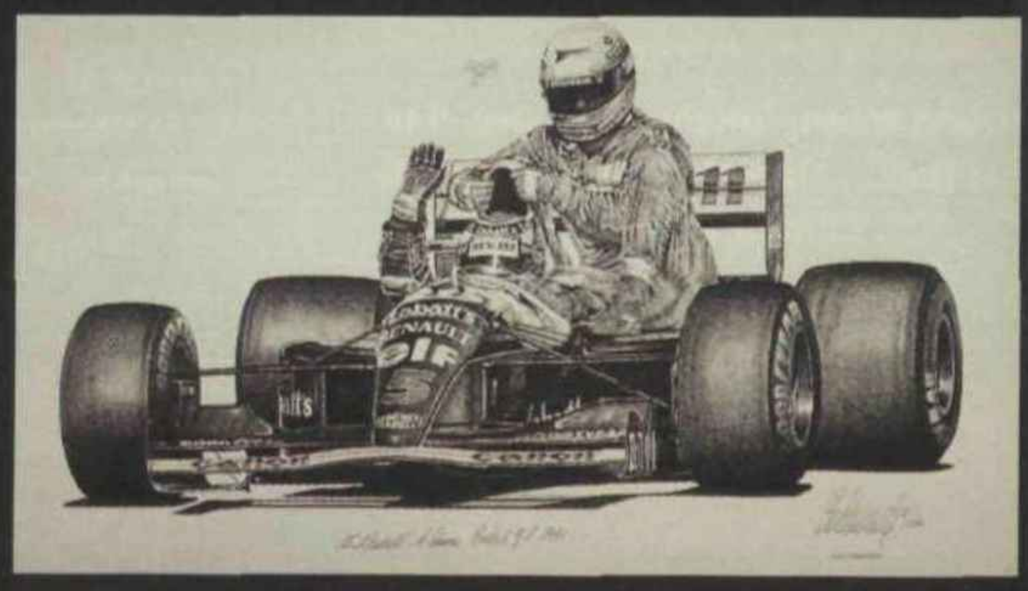
Le Mans Jaguars, 1990. Silk Cut Jaguars first and second, signed by Martin Brundle, Andy Wallace, Franz Konrad, Tom Walkinshaw, Jan Lammers, 34"x26". Edition of 250. A. Stammers



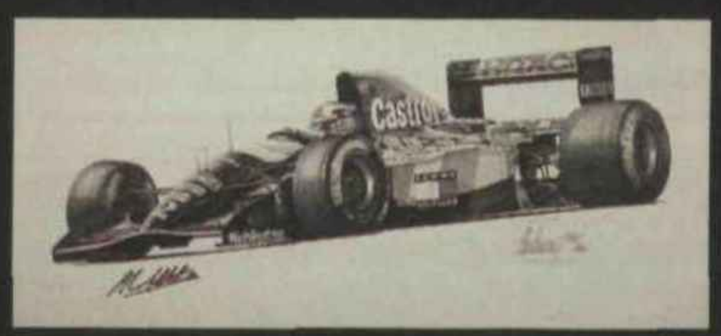
Jean Alesi, 1992. Ferrari, Monaco GP, signed by Jean Alesi, 34"x26". Edition of 550. A. Stammers



Jackie Stewart, 1973. Elf Tyrrell, third World Championship. Signed by Jackie Stewart, 34"x26". Edition of 250. A. Stammers



Nigel Mansell and Ayrton Senna, 1991. British GP, 34"x26". Edition of 550. A. Stammers



Johnny Herbert, 1992. Team Lotus, signed by Johnny Herbert, 34"x26". Edition of 550. A. Stammers

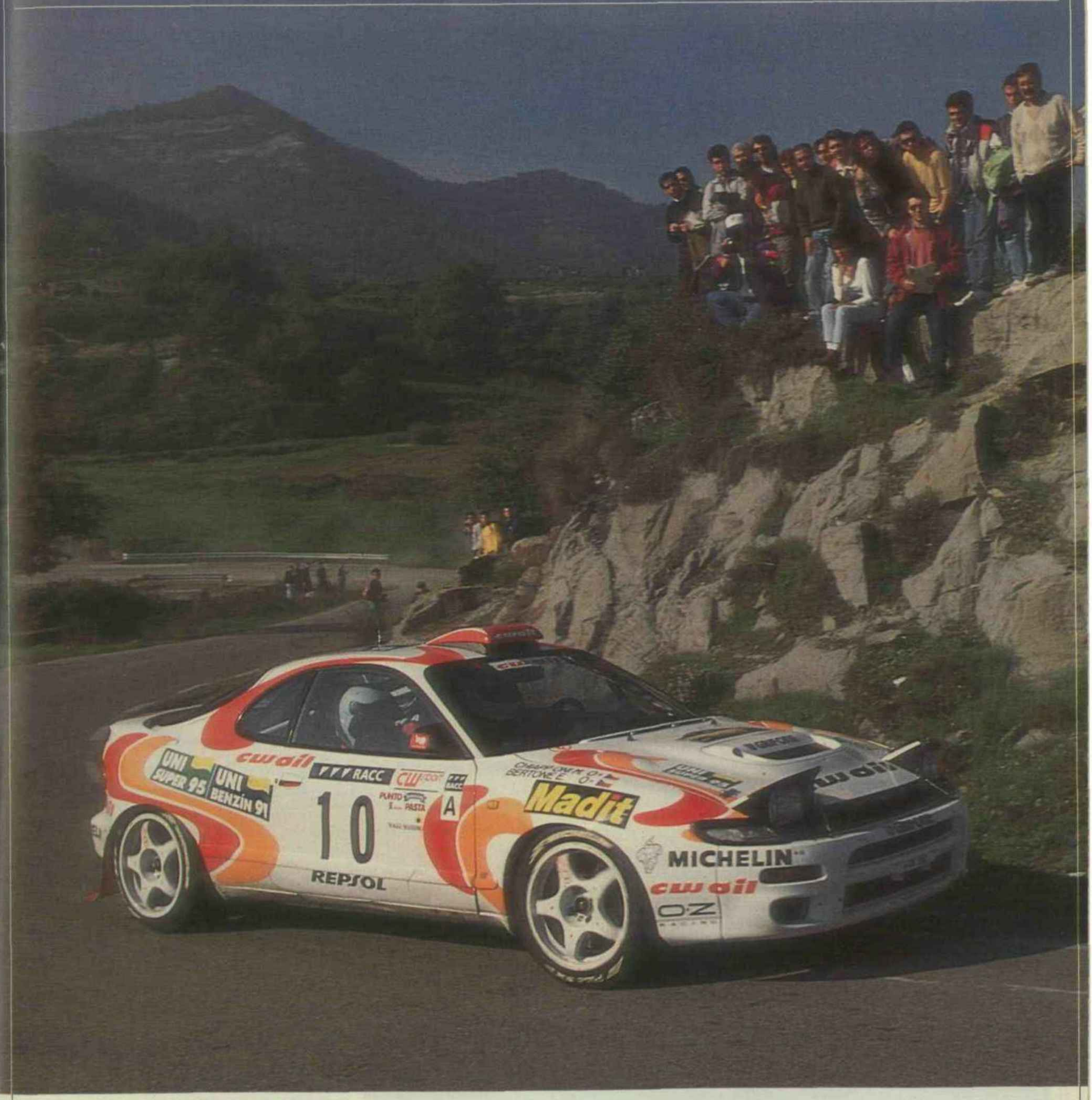
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Bertone by design

Hot on the heels of the FIA's announcement of a Two Litre (two-wheel drive) World Championship in 1995 came a glimpse of what it might be like – the latest round of this year's Two Litre Cup, the Catalonia Rally. The omens were not good.

Reassuringly perhaps, the two-wheel drive battle was the highlight of the rally, Tommi Mäkinen urging the British-built Sunny GTi to hitherto unattained speeds on tarmac in pursuit of the Spanish Champion, Oriol Gomez, and his works-spec Clio Williams. A broken gearbox sidelined the 1000 Lakes winner when he had scythed the gap between the two to just 14 seconds, leaving



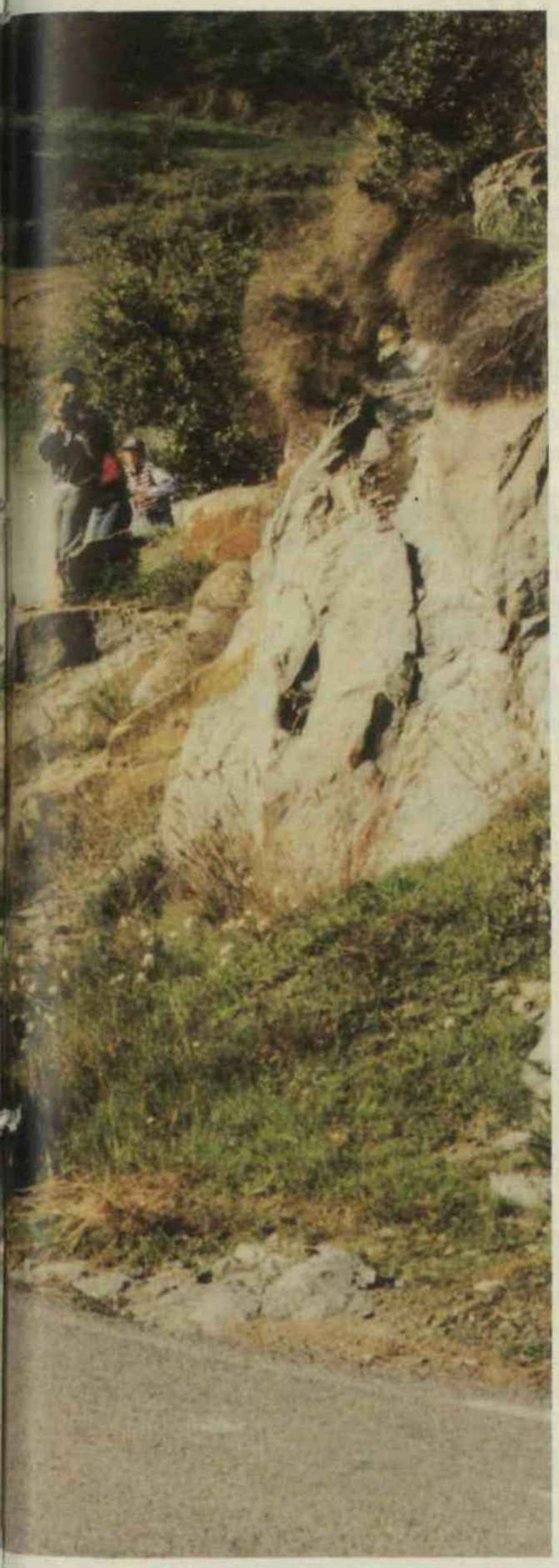
Gomez to take second overall and a very comfortable class victory.

Nissan collected second in class anyway, thanks to the Catalan veteran, Salvador Servia, who won the event outright 10 years ago, when it was a European Championship round. He was no match for Gomez though, finishing more than 10 minutes behind.

Opel suffered a major reverse in its attempt to retain the two-wheel drive title, Freddy Loix crashing his Astra on only the second stage.

Seat lost Erwin Weber at the same point, the German suffering brake failure and destroying his Ibiza at the end of a downhill straight. The Spanish firm picked up a respectable fourth overall nevertheless through Jordi Ventura.

The outright winner was the little-known Italian, Enrico Bertone, co-driven by Massimo Chiapponi. They won as they pleased in their Grifone-prepared Celica once Gus-







Nissan (lower left) and Seat (above left) both emerged with some credit, although Oriol Gomez (above right) was the F2 star. Carlos Sainz and Colin McRae shared a 1995-spec Impreza course car.

tavo Trelles had hit electrical trouble in his RAS Escort, but the F2 cars had regularly been as quick or quicker when Trelles was still in the running.

Numerically, the entry for the rally wasn't at all bad, but it was conspicuously short of professional crews and, accordingly, spectators and press. Whether the two-wheel drive formula is suitable material for a World Championship is open to conjecture. It will need more works teams and much more publicity if it is to stand on its own two feet in 1995, when no fewer than five of the 10 rounds will be "stand alone" rallies that are not part of the four-wheel drive World Championship.

The issue is further complicated by the introduction of the kit car regulations in January. At present, only Renault and Skoda have started serious work on kit cars and only the latter has indicated that it will contest the full series. A heavily modified two-litre kit car, such as Renault's Clio Maxi, could enjoy a 30 bhp power advantage over a conventional two-litre Gp A car and be up to three seconds per mile faster, according to Renault projections. Indeed, four-wheel drive team engineers believe that the top front-wheel drive cars could be within a second per mile of the turbo cars in 1995 under certain circumstances.

The snag is that most of the Formula Two teams much prefer the present regulations, largely on grounds of cost. While the kit car rules provide for quicker and more entertaining cars, they may actually deter potential competitors – particularly if Renault does launch a serious championship assault.

D K W

Catalonia Rally – November 2-4 1994

1	Enrico Bertone / Massimo Chiapponi (I)	Toyota Celica 4wd, GpA	4h 43m 52s
2	Oriol Gomez / Marc Marti (E)	Renault Clio Williams, GpA	4h 47m 46s
3	Salvador Servia / Xavier Lorza (E)	Nissan Sunny GTi, GpA	5h 01m 44s
4	Jordi Ventura / Joan Sureda (E)	Seat Ibiza GTi 16V, GpA	5h 06m 06s
5	Rui Madeira / Nuno Silva (P)	Mitsubishi Lancer E, GpN	5h 06m 51s
6	Jaime Azcona / Julius Billmaier (E)	Peugeot 106 Rallye, GpA	5h 09m 16s
7	Jaime Azcona (E) / Inma Vittorini (I)	Renault Clio Williams, GpN	5h 12m 13s
8	Emil Triner / Jiri Klima (CZ)	Skoda Favorit 136L, GpA	5h 14m 02s
9	Jindrich Stolfa / Miroslav Fanta (CZ)	Skoda Favorit 136L, GpA	5h 14m 53s
10	Sergi Perez / Juan Manuel Martinez (E)	Peugeot 106 Rallye, GpA	5h 21m 10s

Golf swings

When the Zambia Rally began as a national event in 1969, it took the form followed by many African events of the time; it was held without special stages and its timing was just in minutes, not seconds. The open road format, although no longer possible in densely populated countries which have heavy traffic, is still used in a number of African events.

In South Africa, on the other hand, competition is invariably on closed road special stages and timing is in seconds, but the Zambia Rally, held this year towards the end of October, used a hybrid system which combined open road competitive sections with timing in seconds, similar, in fact, to the 'selective' sections which were common on British road events years ago.

The organisers of the Zambia Motor Sports Association went a stage further by declaring no target times for competitive sections. Actual times taken were the penalties. In this way they avoided the possibility of sections being given over-generous target times, leading invariably to the frustration of cleaning a section by, say, three minutes and then having all the advantage rubbed off the slate when others clean it by, say, just one minute. Although you will have beaten your rivals by two minutes, you are all within the target time and you all score zero penalty.

Of course, not all sections were competitive. Between them, usually when the route ran along, or even crossed, a main road, a generous allowance was given, allowing ample service time. Even for the competitive sections, a theoretical assessed time was quoted so that the rally did have a timetable, accurate in the case of controls after non-competitive sections and approximate in the case of those after competitive sections.

Good communications are the life blood of any rally, and it is vital nowadays that

those at Rally HQ be aware of what is happening out in the field. There are several ways of achieving this, but in Zambia, where the telephone system is subject to frequent disruption, the only reliable way is by radio.

As Zambia is an almost flat country, with no mountains to speak of, one would have expected a system based on VHF signals (line-of-sight) to work well so that there would be no need to use a less distinct HF system (long-distance by means of ionosphere-bouncing). Alas, although a VHF repeater was employed, it did not seem to have been installed in the correct places, leg by leg, and its effectiveness was almost nil. Overall control of the rally was thus impaired and penalties could not be processed until time cards were physically brought to Rally HQ.

However, all this was of secondary significance in Zambia. The important thing was that every single member of the organising team was a dedicated enthusiast to whom nothing was more important than the success of the event. Add to this the equal dedication and ardour of the competitors and you have an event which is on the top line of the interest and keenness scale. For someone accustomed to the cut and thrust of World Championship events, it was a refreshing change to be among people to whom the sporting element was the main thing that mattered.

The route was divided into three legs, spanning Saturday, Sunday and Monday morning, and formed a cloverleaf pattern with both night stops at Lusaka. Servicing was straightforward, for all end-of-section controls could be reached by a tarmac road. All competitive sections were on dirt roads, of course, many of them having very long straights.

Although nearby Zimbabwe has many rally enthusiasts, and South Africa many more, entries for this year's Zambia Rally were precious few, and the starters numbered just 16. Even though there were no less than eight nationalities recorded on the list, all except two crews (from Zimbabwe) were resident in Zambia.

From neighbouring Zimbabwe (Zambia and Zimbabwe were formerly Northern and Southern Rhodesia respectively) came Abe Smit and Les Wild in their heavy Audi 90 quattro, one of only three Group A cars competing in the event. All the others were Group S cars. Smit was the leader of the African Championship, having scored points in the Castrol Rally (South Africa), the Zimbabwe Challenge and Kenya's Equator Rally.

The other crew to make the trip from Harare was Jamie Whyte/Philip Archenoul in a Volkswagen Golf. The leading Zambian contender for the African Championship was veteran driver Satwant Singh, partnered by his wife Leanne in a Group A Volkswagen Golf which had been hastily made ready after their Toyota Celica had been very badly damaged in an earlier event.

The third Group A car was the Toyota Supra of Muna Singh and Malcolm Ross, the driver being the nephew of Satwant, whilst prominent among the pick-up trucks (called bakkies in southern Africa) was the Toyota 4x4 of Yakub Patel and Pappu Saran. A similar pick-up was driven by locally resident Tanzanians Rammy and Tinky Singh.

Azim Ticklay and Ajit Naik were in a venerable Datsun 160J, whilst Mannix Chiwone and Ben Chikasa drove a Toyota Corolla. Steve Harman, boss of event sponsor DHL, drove a diminutive 4wd Daihatsu with Kevin Birch. They had arranged to borrow the car only days before the start.

Fred Milanzi and Frank Mashinta, a very keen local crew eager to learn as much as possible about the sport, were in a Toyota Conquest, whilst Vedad and Vahdad Alavian were in a Mazda Drifter and Colin Gander/Mahesh Patel in a Toyota Pick-up. July Danobo and Ray Thornicroft were in a well-used Datsun.

"In its present form, the Zambia Rally is hardly in World Championship class, but the enthusiasm of its organisers and competitors knows no bounds"

The first leg began with a short special stage in Lusaka city centre, along streets which had been very firmly closed by the simple means of parking huge trucks across the carriageways. The ardour of the many spectators was hardly dampened at all when, just before the start, the dark clouds burst and a torrential downpour soaked the city. As the watchers unfurled umbrellas, crouched under the road-closing trucks or merely stood there and got very wet, the drivers had to cope with a tarmac surface which had become very slippery indeed, especially as most of them were using chunky tyres.

After this opening prelude, won by Satwant Singh with a time of 2m 48s, just two seconds ahead of the similar Golf of Jamie Whyte and another second ahead of Abe Smit in his 90 quattro, the event headed out eastwards for the two competitive sections scheduled for the remainder of that day.

Whyte opened out an impressive lead on the first one, an amazing feat considering the comparative low power of his VW and the number of very long straights on the section, beating Satwant by no less than 78 seconds. Alas, ARC contender Smit came to a stop on the next one when the engine of his Audi gave up. Observers commented afterwards that he had been pushing the engine to screaming pitch.

Another to retire during the second section of leg one was Raju Saran, whose engine also blew.

At the end of the leg Whyte led by nearly four minutes from Satwant who, in turn, was nearly six minutes ahead of Ticklay. Chiwone was another 37 seconds back.

When the second leg began, most people thought that Satwant would be heading for his fifth African Championship title, but the dark horse was Jamie Whyte. He lost at least two minutes of his lead on the first section of the Sunday, just another second to Satwant on the second, then promptly went out on the third when he went wide, hit some hefty rocks and caused serious damage to the underside of his Golf. He left a large pool of oil on the ground when he left but, not surprisingly, he did not get very far and was soon joining countryman Smit on the way back to Zimbabwe.

Thus Satwant emerged the leader with a substantial lead. Muna Singh had lost considerable time when his turbocharger failed and he had to stop for a replacement, fitted by a service crew led by his father, Guru Singh, Satwant's brother. Another to go out was Rammy Singh whose Toyota Pick-up lost all its gearbox oil after a seal failed.

Whilst the second leg had gone all the way southwards to the area just westward of Lake Kariba, the third, confined to the Monday morning, ventured just east and west of Lusaka. Satwant drove carefully on this day to avoid putting his lead at risk and he eventually emerged the winner, three and a half minutes ahead of Patel in his Toyota Pick-up. The result gave him a single point lead (40 to 39) over Smit in the African Championship, and all now depends on the result of the final round of the series, the Total Tara Rally in Namibia on 17-19 November.

In its present form, the Zambia Rally is hardly in World Championship class, but the enthusiasm of its organisers and competitors knows no bounds and it was a stimulating experience to witness how they really enjoy their sport. **GP**

Zambia Rally — October 22-24 1994

1	Satwant Singh/Leanne Singh (Z)	Volkswagen Golf GTi, GpA	9h 28m 59s
2	Yakub Patel (Z)/Pappu Saran (GB)	Toyota 4x4 Pick-up, GpS	10h 32m 29s
3	Azim Ticklay/Ajit Naik (Z)	Datsun 160J, GpS	10h 48m 08s
4	Mannix Chiwonie/Ben Chikasa (Z)	Toyota Corolla, GpS	11h 14m 29s
5	Vedad Alavian/Vahdad Alavian (CDN)	Mazda Drifter, GpS	11h 21m 47s
6	Fred Milanzi (ZIM)/Frank Mashima (Z)	Toyota Conquest, GpS	12h 04m 07s
7	Colin Gander/Mahesh Patel (Z)	Toyota 4x4 Pick-up, GpS	12h 36m 25s
8	July Danobo (ZIM)/Ray Thornicroft (Z)	Datsun 160J, GpS	12h 42m 02s
9	Muna Singh (EAT)/Malcolm Ross (GB)	Toyota Supra, GpA	13h 18m 39s

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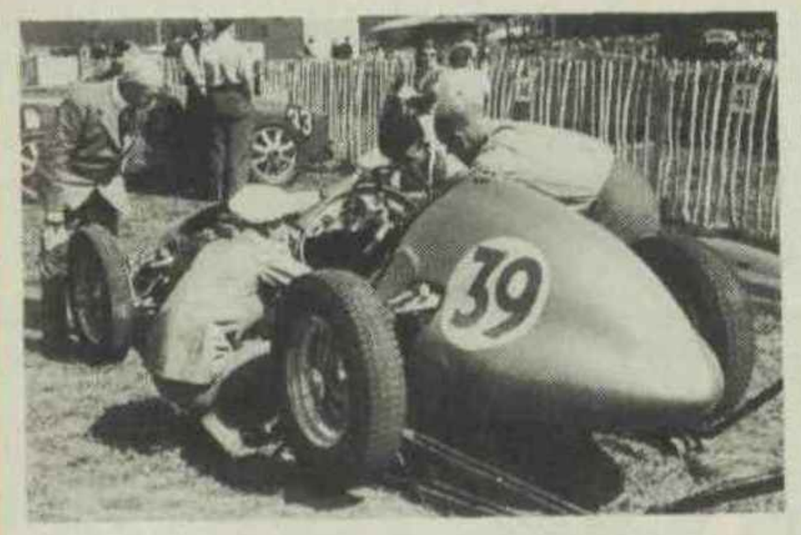
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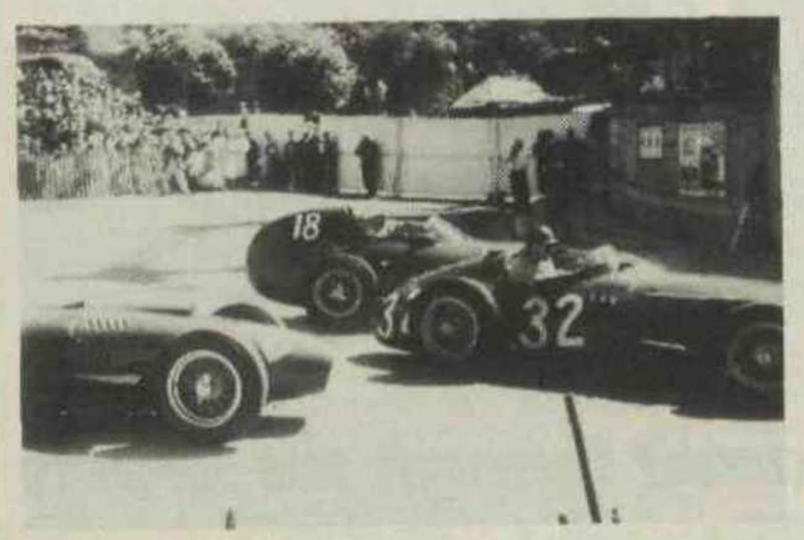
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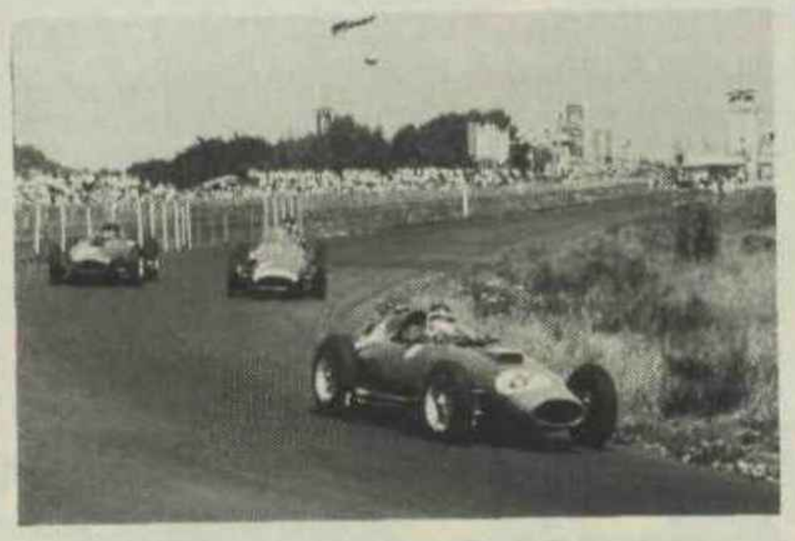
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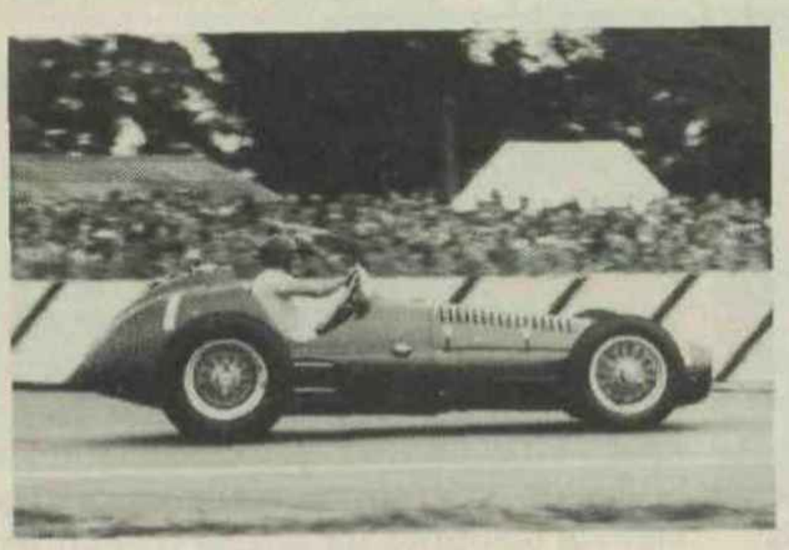
















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Streets, cars, names, desire

Ferrari crossing . . . René Mauries' 225S tackles a city-centre hairpin..



There used to be a racing circuit through the streets of Angoulême. Officially, it no longer exists. But then again. . .

In 1939, a number of French enthusaists from the town of Angoulême, in the Charente, decided to organise some motor races around their home streets and, with backing from a local entrepreneur, the *Circuit des Remparts* was born. Situated some 70 miles to the north of Bordeaux, the event takes its name from the circuit which winds its way through some exceedingly narrow streets, descending from the start-line by the cathedral through a series of 90 deg left- and right-hand bends and on to the wider, bottom straight of the Rue Waldeck-Rousseau, which presents one of the very few overtaking opportunities. Thereafter it ascends towards the town ramparts once again, returning to the start-line via a sequence of three consecutive hairpin bends. All the corners are contained within a total lap distance measuring around 1.27 km.

The inaugural event attracted 19 entries, with victory going to Raymond Sommer (Alfa Romeo). The advent of hostilities delayed the second *Circuit* until 1947, the early post-war races being dominated by Simca Gordinis. Russian Prince Igor Troubetskoy won in 1948 and Maurice Trintignant the following year. In 1950, Fangio's Maserati defeated the 166 F2 Ferraris, though one of the latter won in 1951, in the hands of Switzerland's Rudi Fischer.

Tightening of rules and organisational difficulties meant that the next race was not staged again until 1955 when, with a down-grade in status, Panhard-engined Monomilles (a training single-seater category not unlike, in principle, 500cc F3) held centre stage. It would be the last time a genuine race meeting took place in the town.

However. . .

The *Circuit des Remparts* was revived in 1978 as a historic car festival with cars running in 'demonstration' events, although the average observer would have struggled to discern that these were not actual races, with 'grid positions' having been determined in somewhat random fashion. Since 1978 it has become an important tourist attraction for the Charente region, with healthy support from local business and considerable efforts made to close roads, erect barriers, grandstands and foot-bridges in order to provide access and good viewing platforms for paying spectators.

Now a regular fixture on the historic racing calendar, the weekend incorporates various other motoring-orientated activities including a concours d'élégance, concours d'état and the Rallye de la Charente, all of which cater for historic cars and motor-cycles.

Each year the selection of categories on display differs; this year, entries were restricted to around 10 cars in each of the quicker classes, with available track time being extended. A class for Grand Prix Bugattis was included in honour of the marque's return to competition at Le Mans last July, and the racing EB 110S, now owned by collecter Michel Hommell, was pressed into service as a course car, in which role it proved to be something of an embarrassment. Its steering lock was inadequate to cope with the tight hairpins without resorting to reverse. . .

By way of recompense, the field of 10

Type 35 and Type 37 variants proved memorable in terms of both sight and sound. Perhaps the Williams Trophy should be transferred to Angoulême?

Another new class was for 1960s Sports Prototypes which, although looking like fish out of water within the circuit's narrow confines, allowed further aural indulgence as the bark of Lola T70-Chevvies and Ferrari V12s reverberated off the walls. 'Practice' proved fraught, the T70s having the same trouble at hairpins as the Le Mans Bugatti. The 'race' produced a good duel between the T70 MkIIIB of Chris O'Neil and the T70 Spyder of Colin Parry-Williams, O'Neill taking the honours, and also fastest time of day, averaging 82.33 kph over 15 laps.

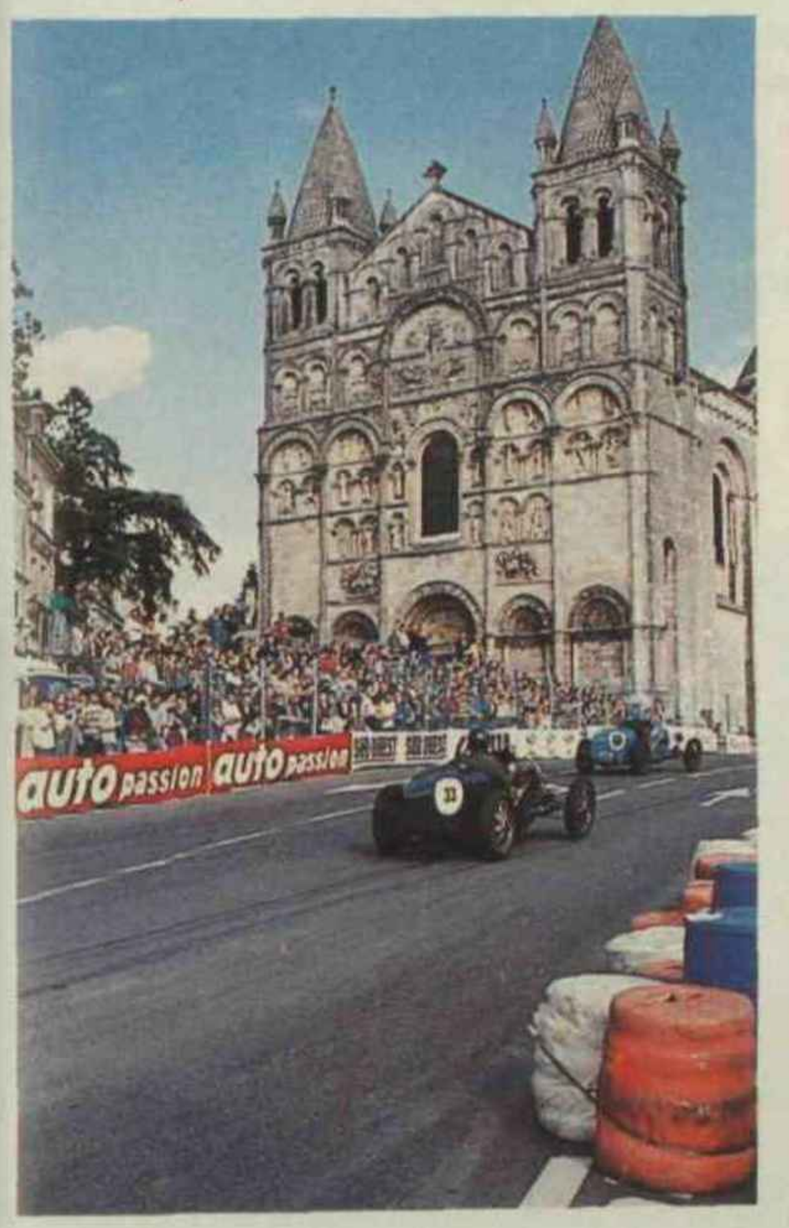
Main British interest was split between the Prototypes and the 1950s Grand Prix cars, with Graham Burrows, Ian Nuthall, Gerry Porter and Kirk Rylands dropping in on their return from the previous weekend's HGPCA race at Nogaro. Rylands' HWM almost trounced the opposition, taking a commanding early advantage before making unavoidable contact with the tyres on the middle hairpin exit after being forced off line by a backmarker. That allowed Hartmut Ibing in his ex-Fangio 250F Maserati to capitalise. It was particularly appropriate that the entry included a helping of home-grown produce, in the form of Jackie Iuri's very pretty, and rare, Gordini Type 15 and Jean-Louis Duret's Talbot Lago T26, both of which acquitted themselves creditably. Duret was also the star performer in the Bugatti race, proving to be comfortably quickest with his Type 35B and lapping all other runners.

The race for Monomilles celebrated the 1955 race and produced 14 examples of these slightly eccentric front-engined, front-wheel-drive devices, all being either DB or Racer 500 chassis. Star driver in this class was Maurice Trintignant, a participant back in 1939 and winner in '49. The large crowd was to be disappointed, however, as his car failed to complete the warm-up lap. After soaking up warm applause from the ramparts, 'Le Petoulet' was forced to sit and watch the race from the hairpin where his DB had come to rest.

Because the *Circuit des Ramparts* is run as a demonstration, it is free from the constraints imposed by governing and circuit-licensing bodies at modern race meetings and hence it manages to recreate an atmosphere which has long ago disappeared from most contemporary circuits. It's an event whose only motive for participation is to have fun.

A trip to Angoulême is strongly recommended for those who wish to balance their sense of perspective.

ASDC

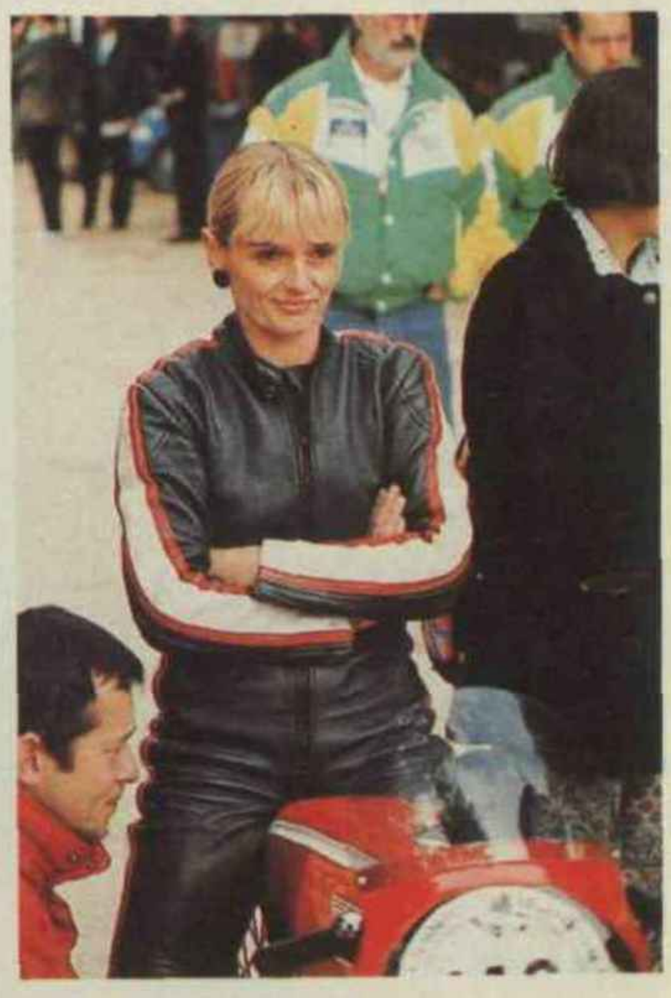


No time for a service — Grand Prix Bugattis honoured the works Le Mans entry.





In the paddock a Ferrari 166 F2 obscures a Talbot Lago. All photos by Alan Cox.



Maurice Trintignant, centre top — winner here in 1949. Above, motorbikes came too; Sophie van den Bussch rode a Moto Morini.

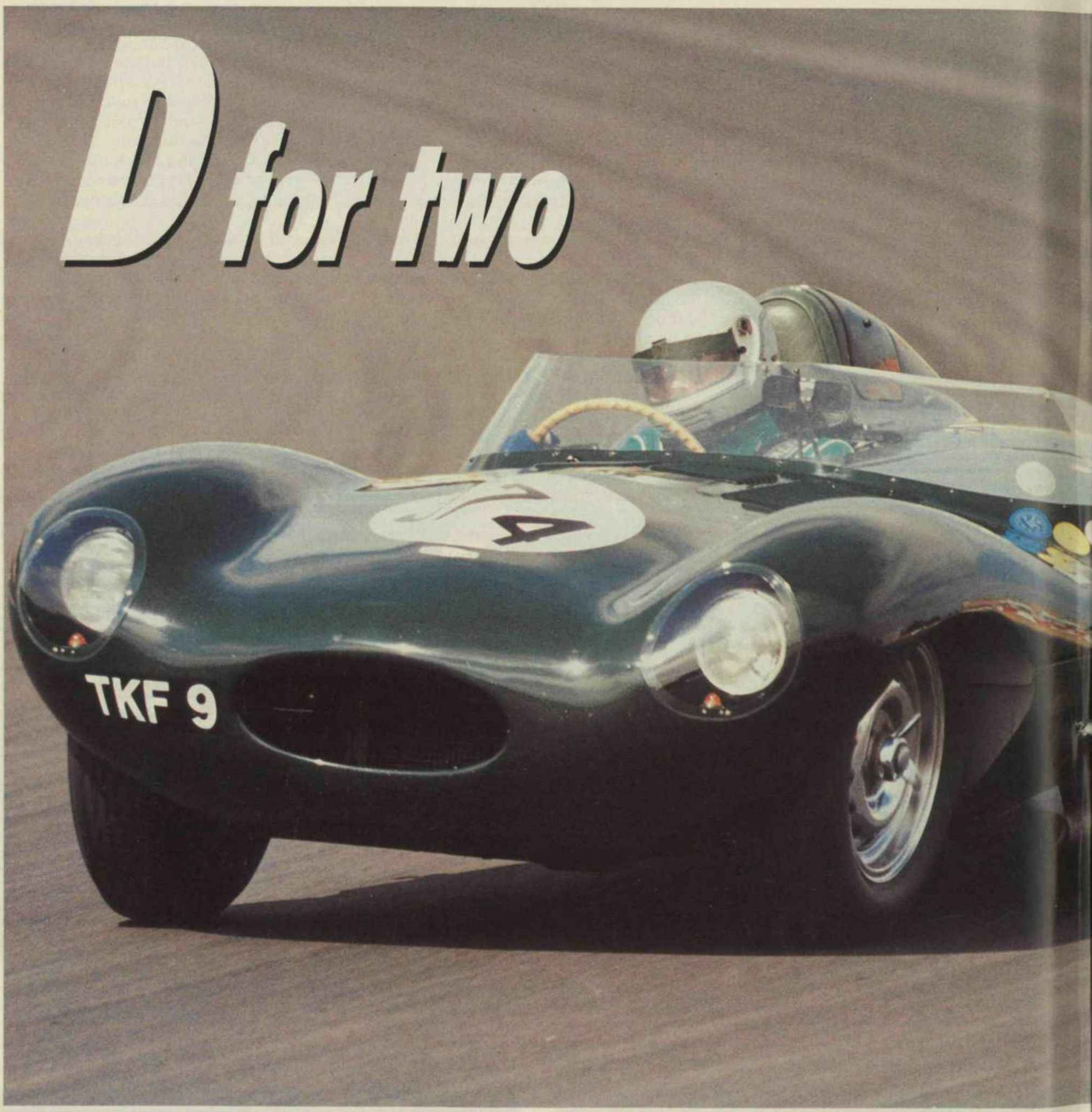


David Piper brought a team of cars, including his famous 275 LM.



Jean-Louis Duret (T35B) chases the field in the Bugatti class.

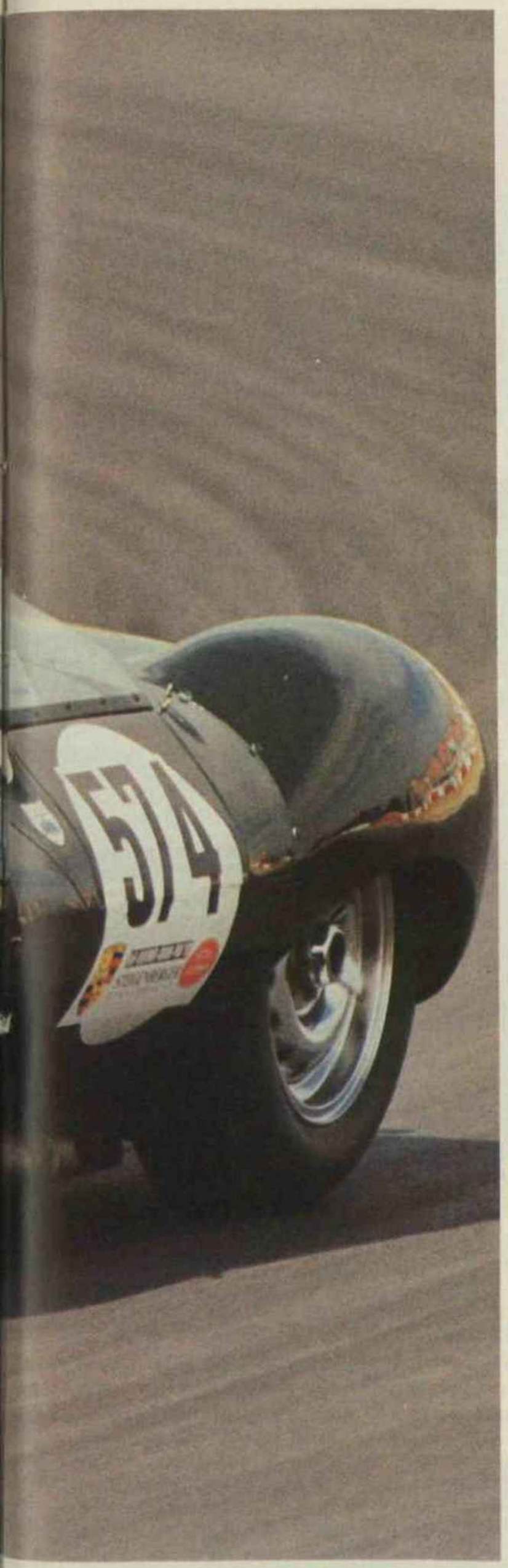
D for two



TKF 9 was responsible for launching the F1 careers of Henry Taylor and Jim Clark. And it's never stopped racing since...

"There's someone else who really ought to be here, and that's Jimmy Clark." The speaker is Henry Taylor, former GP driver, and we are gathered in the BRDC Suite at Silverstone to reminisce about a car both Taylor and Clark drove early in their careers — Jaguar D-type TKF 9. Around the table are Willie Tuckett, the Jaguar's current custodian, Tony Murkett, who owned the car in the Fifties and employed Henry to drive it, and John Pearson, Jaguar fixer and racer. The car is outside in the only rain we've had in October, alongside its *doppelganger*, a replica of it built by Brian Wingfield — Taylor liked the car so much, he built a copy.

Although Tuckett races the short-nose D regularly, this is the first time for years that Murkett and Taylor have met, and immediately the tales begin to fly. Murkett sold the car to Jock McBain of Border Reivers, which is when Clark came into it, and Taylor is sure this was significant: "Tony gave me a hell of a leg-up from 500s into the D-type, and it taught me an awful lot, and it taught Jimmy a lot too. We both got into Grands Prix at the same time, and I think it was a stepping stone. The D-type always locked its rear wheels; going into a corner with the back locked up, you *had* to take your foot off the brake and do it again, so it taught a lot of people how to brake properly, up to the limit and over it, and I'm sure it taught Jimmy too."



As well as numbering several of the greats amongst its drivers, TKF 9 has an unusually complete and consistent competition history. Willie Tuckett still has the original log-book, rather fragile now, showing him to be the ninth owner, most of whom have used the car for its proper purpose — competitive motoring.

First owner of chassis no XKD 517 was Gillie Tyrer, remembered for his skimpy BMW 328 special, who traded in fast machinery. He registered it on 10 September 1954, but wasn't impressed — now 81, he still recalls that he didn't like the gearbox, or "that metal bar ready to chop your head off..." Only four weeks later it was transferred to Alex Macmillan of The Futura Rubber Co, while Tyrer bought one of the works C-types. Macmillan won three races at his first Silverstone "clubby", but preferred to race single-seaters, letting Tyrer record a quarter-mile at 131.58mph at a Chester MC sprint at Queensferry. It also had the first of several changes, with the removal of the driver's headrest.

Meanwhile, an enthusiastic Huntingdon Jaguar dealer, Tony Murkett, was looking for something with which to return to racing. From 1947 he had dabbled in trials and rallies, including the Tulip and RAC, in an SS100 and an XK120 (KEW 818 — is it still extant?) but decided he preferred racing. After switching to a 4-cylinder 1500cc Rover-engined Lister ("a waste of time — only 80bhp"), he bought the D in late 1956, and began to make his mark in it.

In fact, the Murkett team was already well-known in club racing, as Tony confirms: "We had a big following. Even in 1952 when I was racing the 120, I was one of the few drivers who was getting good starting money to appear."

Unfortunately he too discovered the D's tail-happy brakes: "I had my big shunt on the club circuit here at Silverstone at the end of '56. I was lying third behind an Aston, and could see Noel Cunningham-Reid disappearing bit by bit, and I thought 'if I don't get past this Aston I haven't a chance'. So I tried to overtake on the inside — I can still see the look on his face as he saw me coming. I had to ram my foot on the brake, and the nose went straight into the retaining wall just past the pits. I thought 'this is it!' — I had the whole pack behind me. As we went up in the air I can remember the bonnet flying off and the tail coming loose and then I noticed cars cavorting round both sides. I came down sitting in the monocoque which was still in one piece, and so was I apart from a bruised right arm. That was when the insurance company said 'Finish', and I had to employ a driver."

Spurred on by the successes of Ecurie Ecosse, the Murketts (there were three cousins in the family business) had already decided to enter some international events for 1957. As supplied and raced by Tyrer, the D had a Le Mans screen, but new endurance regulations meant the small wrap-around version had to be replaced by a full-width screen. At the same time a headrest was refitted and the car's colour changed from light green to white, the colour of Murkett's Jaguar demonstrators — "because there were too many green or blue Ds around".

The car was ready. but the team needed a driver with potential for the Sportscar GP at Spa. Mike Hawthorn was auditioned at Silverstone — fast, but too expensive. Instead, Bud Murkett's friend Charles Taylor suggested they try his son Henry, who was winning in 500cc racing.

Taylor recalls that "when Tony said 'would you drive the D' I said, 'well, I'm not really out of 500s yet.' He said 'Well, we'll arange the transporter so it takes the 500 above the D-type'. That year I raced the 500 and the D, and I brought along Ray Lane as engineer. He was good, though that type of racing was as new to him as it was to me. Ray came to me as a part-timer, when I was doing Cooper-JAPs and Nortons. I was doing the Autosport and JAP championships, of which I won both, and during a lot of the races we had to do engine changes — one heat with a JAP engine, one with the Norton, then the final with the JAP and the final with the Norton. So we had three or four engine changes in one day, and Ray never left a bolt out; he was pretty meticulous."

Murkett concurs about this hidden asset. "Ray would never go for ultimate power, wasn't interested in peak figures. He used to take the car up to the factory to set it up on the bench, and had many an argument with Lofty England, who said 'you're not getting the peak power', and Ray said 'I'm not re-setting the engine, I want a long

TKF 9 gets a good deal of Continental exercise today in the hands of Willie Tuckett, left – he recently enjoyed a 2000-mile French tour *after* the ADAC 500km marathon at the Nürburgring. Below, Tuckett, the car, and Tony Murkett (right).





power curve.' Now Ecurie Ecosse were always going for peak power, they were always quoted about 30bhp above us, but Ray wanted mid-range power because at a circuit like the Nürburgring you want to be able to ease the power on and off all round the circuit."

But before the 'Ring came the Sportscar GP at Spa. Murkett again: "We were up against the factory teams, Maserati, Ferrari and the works Astons, as well as many of the well-known privateers such as Ecurie Belge. Henry had a fairly good starting grid position, about tenth, then after a few laps he had made it up to about fifth when we heard that it had started to rain on the other side of the circuit. We thought 'oh dear, what's going to happen now'. Much to my surprise, the next thing we see is Henry leading Tony Brooks and Roy Salvadori on the Aston Martins, miles ahead of the rest of the field. Unfortunately it then started to dry out, and you finished third, didn't you, Henry?"

Taylor: "Yes, I did. Tony and Roy passed me. It was funny because Tony and Roy were commanding the race, and I overtook Tony, who was leading, into the La Source hairpin, and it absolutely surprised him — I mean, he was obviously on half-throttle, and he passed me very quicly after that going down to the pits. His lines in the wet were unreal, he'd disappeared in one lap, and all I had were some wheelmarks. He was such a wonderful driver."

That achievement, an unknown privateer beating all the other D-types, was a fillip for the team as they prepared for the 1000kms at the Nürburgring. All they needed was another driver, and Tony Murkett decided to approach a rapid local man, Archie Scott-Brown, who despite a deformed arm had been conducting JAP-, Bristol- and Jag-engined Listers rather quickly. Murkett: "It was through Henry's reputation that I managed to get Archie Scott-Brown to be accepted. At first the German authorities wrote back that they'd accept Henry, but no way because of his handicap would they accept Archie. Eventually I explained that not only did I expect the full starting money, but that they either took Henry and Archie or not at all. They phoned me back and said they'd accept. I'm certain that was the very first time he'd been accepted on the Continent."

The team were in, but tight resources meant that the only practising the drivers could do around the tortuous 'Ring was in Taylor's Ford Zephyr. Tony laughs to remember it. "We came over later in a Mk II Jaguar to find Henry and Archie sitting in the hotel. We said 'you're not over here to do this — you should be on the circuit!' They said 'If you can get that Zephyr round the circuit once more. . . It was on its last legs, tyres down to the inner tubes! So we cleared the Mk II out and they finished their practice in the Jag."

> ***"'If you can get that Zephyr round the circuit once more . . .'"***

It must have worked; both drivers were quicker than the works-supported Ecurie Ecosse Jaguars, to team manager David Murray's annoyance.

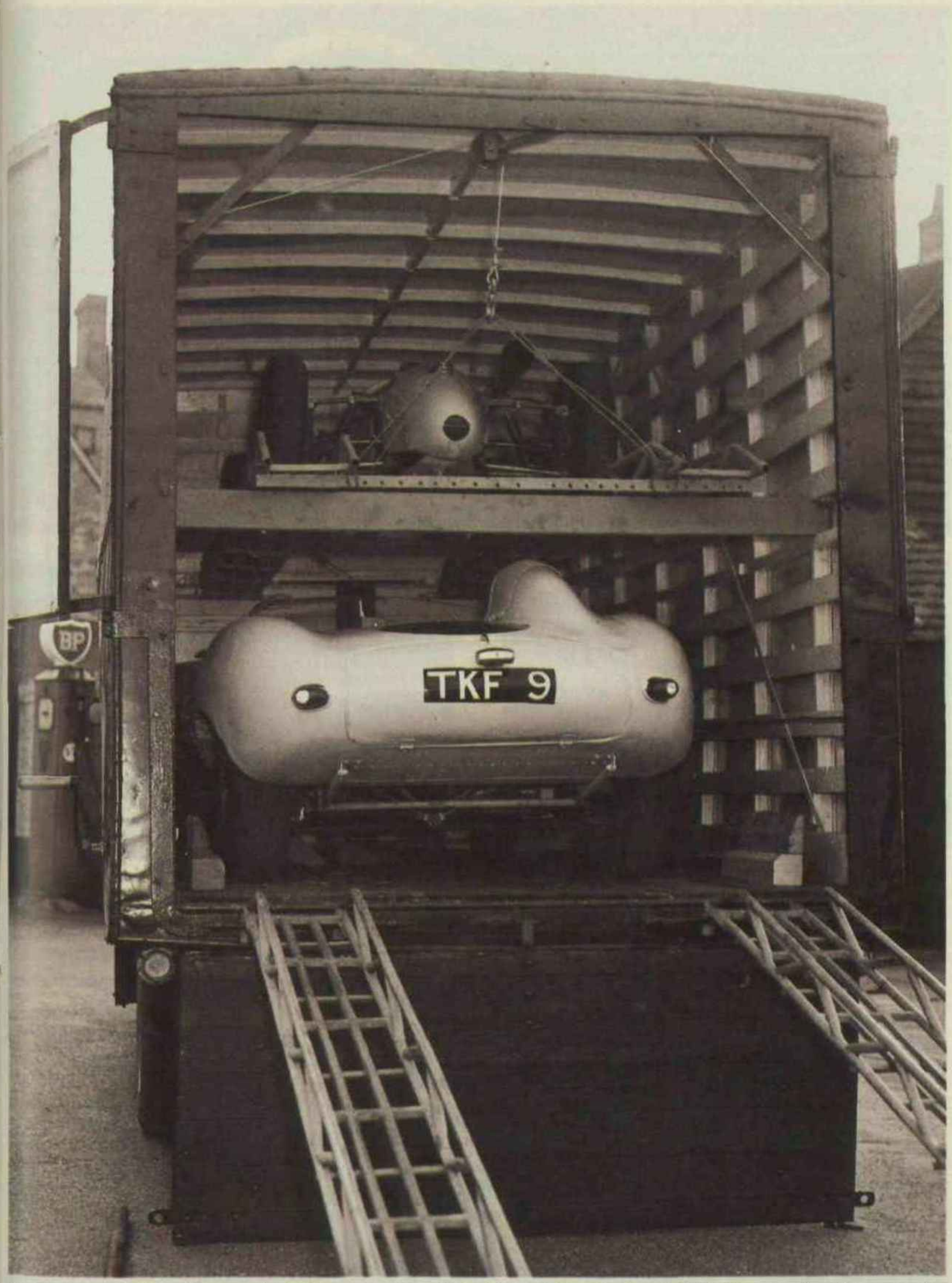
Murkett again: "I gave them both only one lap to get used to it and one lap to establish a time; first Henry beat the Ecosse times, and then Archie went out, and much to our amazement he was so fast that Ecurie Ecosse weren't in sight. So David Murray gets his cars back out of the transporters and says to his blokes 'We're not having a privateer ahead of us. Get cracking.' So they all went out and tried again without any success whatever. So then David Murray walked up to Fangio — he was driving for Maserati but in those days they allowed you a certain amount of licence — and said 'Do you mind driving this and showing my fellows how to do it?' So Fangio got in and still got nowhere near us!"



At this point I boldly ask whether it was the car which was exceptional, or the drivers. Taylor modestly refers to Ray Lane's tuning skills; Murkett is more forthright. "I still rate Henry on his day as a match for Tony Brooks — wonderful balance with a motor car. But the thing about Archie was that he could step into any motor car and do his fastest lap in one, and repeat it and repeat it. How he did it I shall never know."

Taylor takes this up: "Jimmy was like that; he was incredible like that in a GP car. He used to do two laps and get pole position and say 'Colin, put it away.' Colin would say 'no, no, because I want to try this gadget and that gizmo', and he'd say 'put it away', and Colin used to get very annoyed. But that is the mark of a great driver, and he was a great driver."

However, the Jaguar rivalries at the 'Ring were sporting, according to Tony. "We couldn't afford to take many spares, but if ever we wanted a part, David Murray would say 'there's the van, help yourself'." Indeed, the Murkett team could not have started the 1000kms if Murray had not loaned them a starter-motor just before the off.



Murkett raced TKF until a smash at Silverstone (top left with Noel Cunningham-Reid's Lister), when Henry Taylor (recently reunited with car and Murkett, left) took over. Team transporter carried his Cooper 500 above the D-type. Below, Taylor was third in the 1957 Spa Sportscar GP, before the team went to the 'Ring, right. L to r, Taylor, Tony and Bud Murkett, Archie Scott-Brown.



Despite the auguries, there was disappointment ahead: Taylor went off the road in a big way, having, as he admits, having simply misremembered one of the 'Ring's confusingly similar corners. Murkett is philosophical about what might have been as we pore over his photos of the race.

"We'd decided that the Ferraris and Maseratis were very much faster than ourselves, and we said we're not going to win this on speed, the only way is to maintain position ahead of Ecurie Ecosse but don't start taking on the factory cars. So for about 10 laps Henry took orders and was doing very well, a nice steady ninth or tenth place; then somebody went by him, down went his foot and that's when he went off. As it happened, Ferrari and Maserati destroyed each other, and had we maintained our position I'm sure we'd have finished third. We were way ahead of the other Ds."

Marque loyalty had other benefits for the tiny team. Tony had an arrangement with Lofty England that he would be present at scrutineering, otherwise "if you were an ordinary privateer the scrutineers would take the car apart". Yet the teams were real rivals: "I remember Archie giving Mike Hawthorn a hell of a battle at Silverstone in 1957", says Murkett. "Lofty came up and said 'it's time you called your fellow off — we're neither of us going to finish'. I said 'I can't stop Archie when he's got the bit between the teeth!'. Now the factory cars had disc brakes and Archie's car was still on drums, and in the end the rear brakes



caught fire, and that's the only thing that stopped Archie."

There was one more suitable race on the Continent for 1957, the Spa 500kms. This time Tony Murkett employed Brian Naylor, then racing the JBW-Maserati, to drive. Naylor asked to test the car at Oulton Park, and Tony got a phone call: "There's a little bit of bad news — the D-type's in the lake!"

At this point Tuckett, hearing of his D-type's submarine past for the first time, gives a wan smile. "Hmmm... And if Tony shunted it, and Henry shunted it, and even I've had a huge shunt in it, it must be the shortest short-nose D there is!"

But the D was salvaged, dried out and sent to Spa, where Tony recalls their canny strategy. "We weren't fast enough to win outright, so we'd got to do something to make sure we didn't need petrol. So Fred (Naylor's mechanic) and Ray made an extra petrol tank, similar to the D-type oil tank, which they managed to tuck on the other side. They then went to a scrapyard near Stavelot and found an electric pump and

rigged it up to top up the main tank after a certain number of laps. The tank was almost empty at the finish, but they didn't have to stop at all and Brian eventually finished fifth and had the works Astons going." In fact, fifth was remarkable, since Naylor had flooded the carbs at the Le Mans-type start, and got away last, passing cars right up to the last corner.

That was the last of the Murkett's foreign adventures. "We added up the sums for 1957 and decided we couldn't do 1958! We just about managed to balance the budget, but the day of the amateur is gone now."

This strikes a chord with Willie Tuckett, who reckons he must have been one of the last amateurs in sportscar racing, running a Chevron B16 and Lola 212s in the Seventies. "We were paid start money to turn up; we could probably run a year on £10,000, and a win at Brands could mean £1500 with the extras from Duckhams etc. We just about balanced the books — we weren't professionals, but we were amateur-professionals which is what you were."

When, around the late Seventies, the cost of a sportscar jumped from £3-4000 to £20,000, Willie switched to old-car sport to maintain the relaxed atmosphere, but is sad to have seen that change too: "Even today, as these cars develop I've seen myself squeezed further and further back to the middle of the grid. All these "new" cars are so highly developed, with brake balance bars, special pads. . . I only have one gear ratio, and I go on my own, no mechanics, helped by John Pearson".

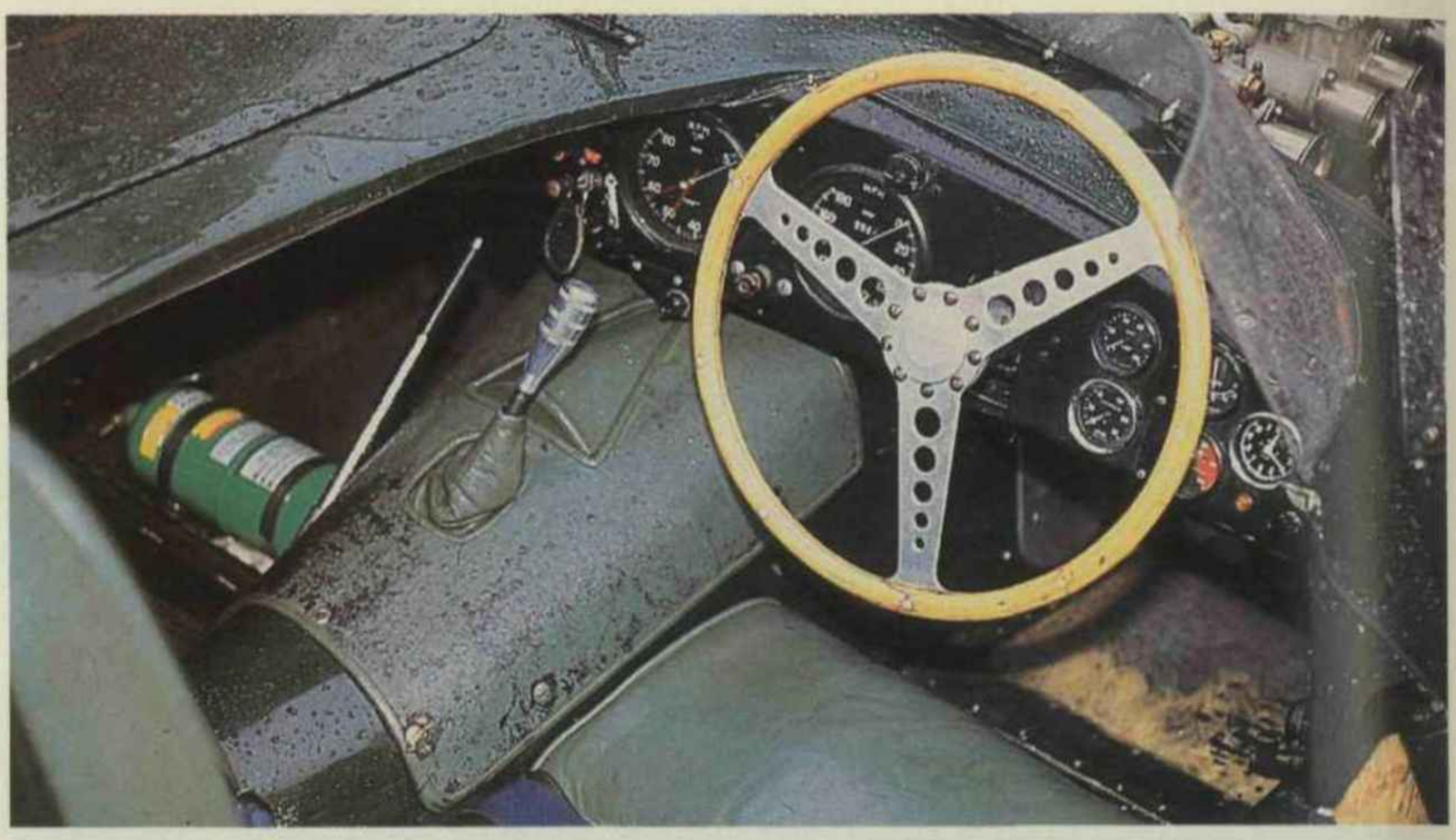
But back to how TKF 9 launched two Formula One careers. Taylor had by this time signed to Reg Parnell, racing an F2 Cooper in '58 and '59, progressing to a Grand Prix Cooper in 1960 and a UDT-Laystall Lotus the following year. After a serious accident he raced one more time before retiring from the track, though he turned to rallying, and later racing, Cortinas, before becoming Competitions Manager at Ford.

Meanwhile, as the Murketts dropped their racing efforts, Ian Scott-Watson, managing Jock McBain's newly revived Border Reivers race team, was looking for a faster car for their main driver, Jimmy Summervail. He went down to see the Murkett car, taking his friend Jim Clark, who had already been hustling Scott-Watson's Porsche 356 extremely quickly at Charterhall.

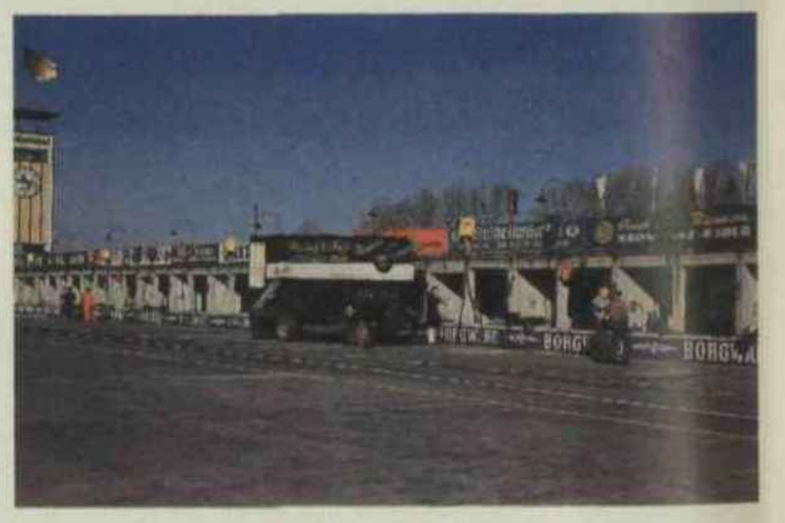
He recalls it as "a good buy – very reliable, and just fast enough to test Clark". He confirms that it was TKF 9 which gave Jimmy his first experience of fast driving. In fact, he soon surpassed Summervail, who bowed out of the team, promoting the young farmer sooner than expected. Says Scott-Watson now: "his first big event was really more than we should have asked him to do". It was the 1958 Sportscar GP at Spa, where the inexperienced Scot (who in his own book says that he was "frightened throughout") finished eighth, having witnessed the tragic death of Archie Scott-Brown on the infamous Masta straight.

This was TKF's most famous period, when Clark polled 12 wins from 20 races, including the first 100mph sportscar race win on an unbanked UK circuit, at Full Sutton airfield. There was also a royal interlude: Scott-Watson was asked to discreetly arrange for an afternoon at Charterhall where the then Duke of Kent had several laps in the D.

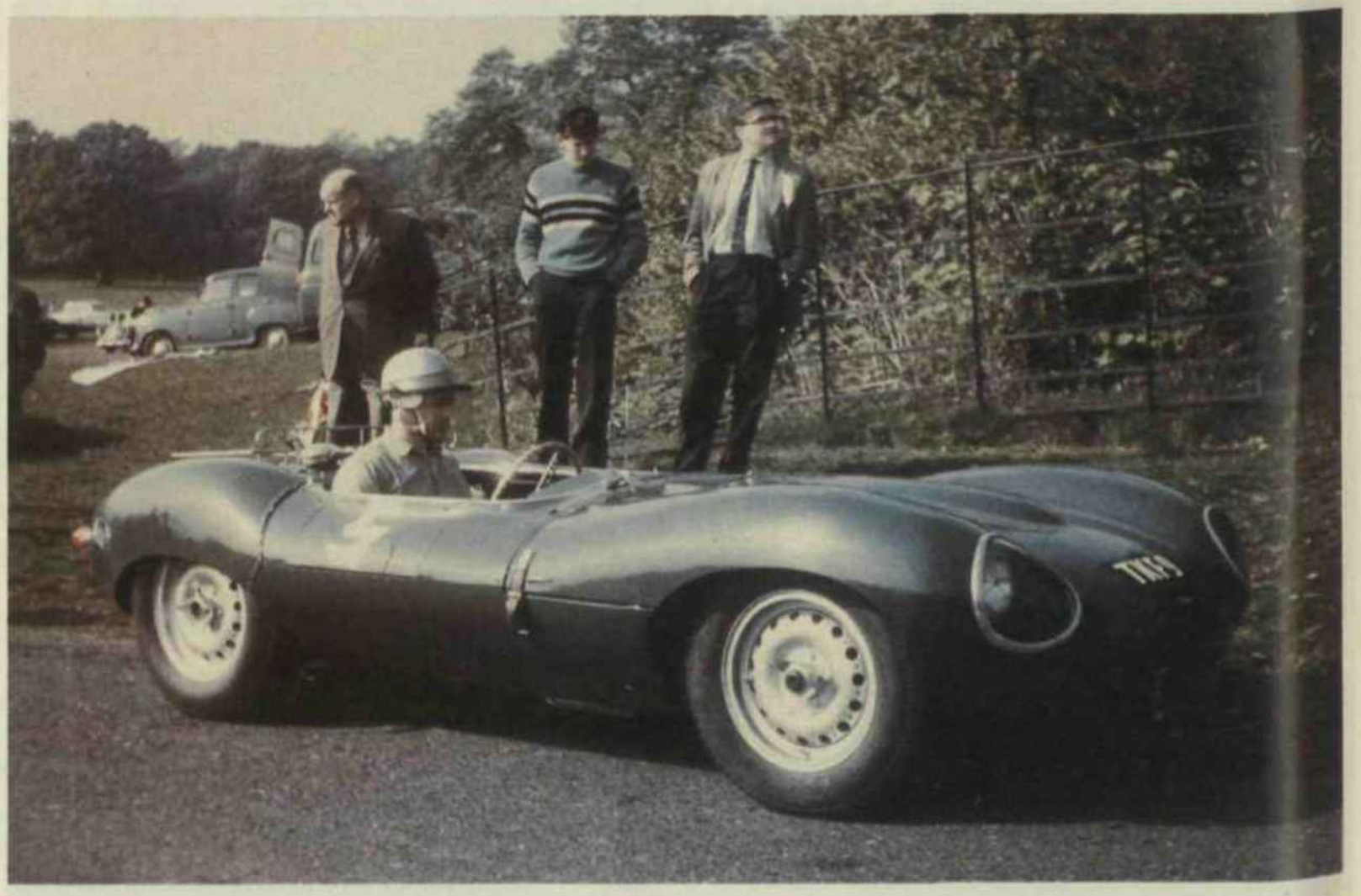
For 1959, the Reivers switched to something more up-to-date, a Lister-Jaguar, and the D moved on to Alan Ensoll, an enthusiast living in the North of England. He, too, has fond memories of the car, which he drove in hill-climbs, sprints, races and even autocross. It was, he says, "in a hell of a state" — the oily bits were sound, but the shell was hammered. He rebuilt the monococque, using over 1000 rivets, and fitted a taller quick-release screen with wipers, and







Bare interior belies car's regular road use, top. Above left, original logbook still with car. Team transporter at Nürburgring pits for 1957 1000kms, above right. Below, Alan Ensoll in the car after modifying it – note luggage rack and q/r screen. Right, Jim Clark proving his skills in TKF 9 at Charterhall in 1958.



an XK-SS-style luggage rack, which meant removing the head-rest again. It also reverted to light green. Ensoll drove it to events all over the North, taking hill records at Barbon, Catterick and Castle Howard, class wins on Rufforth, Full Sutton, Thornaby and Charterhall, and FTD at the Langtoft Dale autocross. It was often referred to in the press as an XK-SS at this time.

He ran it for two years, and considers it the best all-round sportscar he has had, out of a range including a lightweight C, the ex-Protheroe XK120, a Mk II and a 330 Ferrari; the only breakage was a half-shaft when chasing Sir John Whitmore at Charterhall. But now the Jaguar tried a new career — the movies. Ensoll rented it to the makers of *The Green Helmet*, a sports-racing epic, and when it returned he got a call from a Dublin farmer named Bob Duncan, who had fallen for the car on set. The allure of film glamour! Ensoll sold it to him and switched to a Lister, the offset single-seater Monza.

So TKF 9 went across the water to Northern Ireland, where Duncan ran it occasionally up Craigantlet hillclimb and at Kirkistown, and then over-revved it and blew it up at Phoenix Park. It was rescued in 1964 from a lock-up near the foot of Craigantlet by Jaguar collector Bryan Corser, who despite an interested policeman spectator ran the unlicenced machine up the famous hill as his test-drive.

Back in England the new owner set to work to strip yards of protective tank-tape from the wings (a legacy, he claims, of Duncan's nickname — "Basher") and remove a crude rear bumper, then sent it to Jaguars to rebuild the complete brake system and repaint the car in dark green to match the dozen or so Jaguars in his stable. He also bought Ensoll's remaining spares, including the head-rest, and fitted extra indicators and a carpet.

Although Corser had been hillclimbing his C-type, he mainly used the D as course car at Loton Park, which he founded in 1964. But he does recall driving it through central London on the way to Brands Hatch. The car remained in Corser's hands for 14 years, going through the chrysalis phase of all such machinery as they turn from merely old racing cars into historic artifacts, until in 1978 he decided to dispose of the collection.

At this news, another Coventry fan, American airline pilot Walter Hill, stepped in and bought TKF 9. He arranged for Martin Morris, ERA and D-Type racer, to collect the D and look after it until he was able to fly over and try his new acquisition. Arriving in winter, he and Morris blatted round the Devon lanes in the snow, but Hill returned to Florida without deciding whether to keep it. Meanwhile the car went temporarily to Richard and Trisha Pilkington's Totnes Motor Museum, but not before Willie Tuckett had expressed an interest. In the end, Hill, who has a spectacular and complete range of every type and variant of sporting Jaguar, decided that TKF 9 didn't add anything historically to the spread, and Tuckett became in 1979 the latest guardian of a much used, (in the best sense) sportscar.

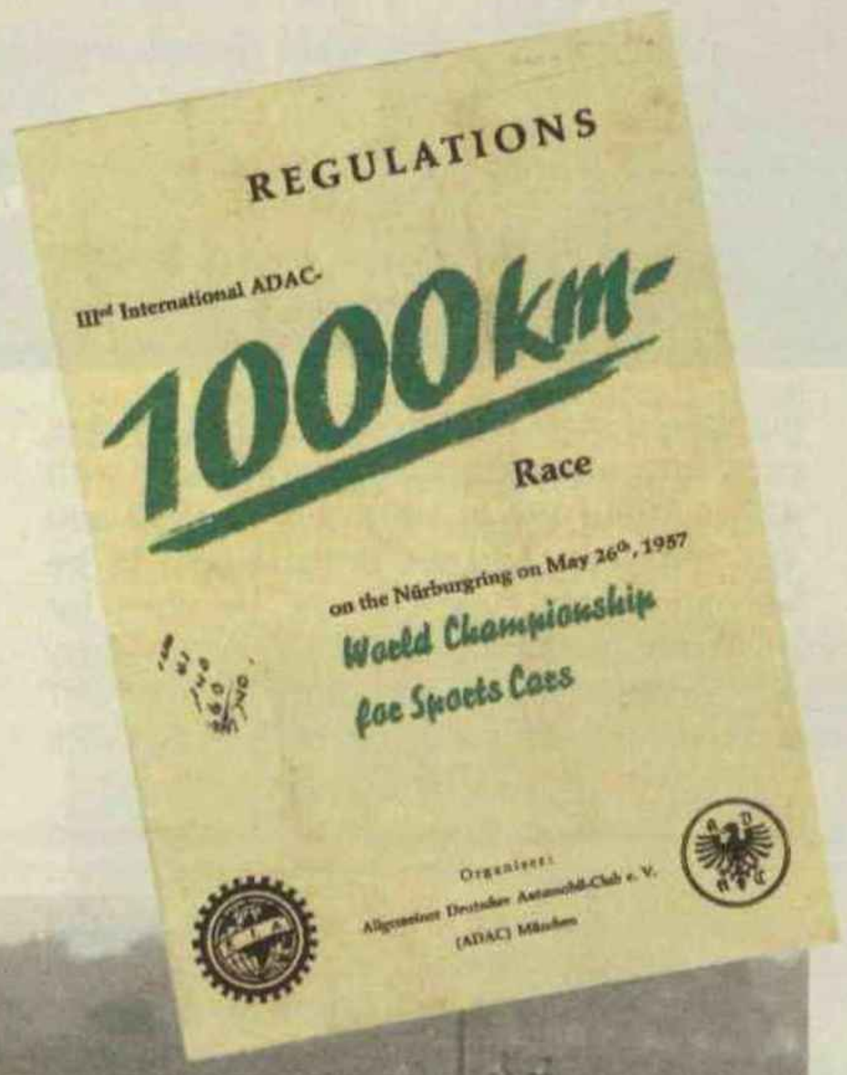
With little more than a tidy up, and another new screen, which Tuckett says is better than the old Appendix C version for road use, the car began a new round of international racing.

It wasn't long before he too joined the select club of those who have crashed the D, and Martin Morris undertook the rebuild using a new engine frame. But Tuckett retains the crumpled original to prevent any mysterious "Brazil finds" surfacing later. Or rather, he has kept the *previous* frame, because at our meeting (which has now transferred to the Green Man at Silverstone), Murkett confirms that TKF had already had two new ones; "When Henry did have a crash, he made sure he did it properly!"

Yet all the car's associates agree that all its vital parts remain original — monocoque, engine no E 2026-9, gearbox, axles. The motor had a rebuild by Kings Mews Racing last year, but the bores were only honed; Tuckett reckons on another 10 years racing before it's necessary to line the block, by then 50 years old. When it needs paint, he might be tempted to return it to white, but that's for the future. It's still a 3.4, so it won't win against the "evolution Ds", but that's fair enough — despite the famous names who drove it, it never did take a major victory. Tuckett won the Coys 500km race at the Nüburgring in 1990, but is not prepared to undertake the mods which would make it a front runner again.

Tuckett frequently drives it on the road — indeed our Silverstone rendezvous is on his return from the DSG World Sportscar Endurance series prize-giving in London, where most of the cars were driven around Park Lane — and says that the headrest-hump is one of the car's big assets: you can just squeeze pyjamas and toothbrush in there, making it a Grand Tourer.

Eventually we abandon the Green Man and return to soggy Silverstone. All day, memories have been pouring forth, old friends prompting each others' stories; scads of photographs have been produced, exercising John Pearson's remarkable knowledge of Jaguar racing history. But Taylor has a BRDC committee meeting to attend, Tuckett is due in Devon for dinner, and Pearson must return the Wingfield rep, which he looks after while Taylor is at home in France running his company Sunseeker Boats. Along with many a telephone call, we have pulled together countless strands in the story of a car which has a terrific and continuous history, and looks like adding to it for years to come. **G C**

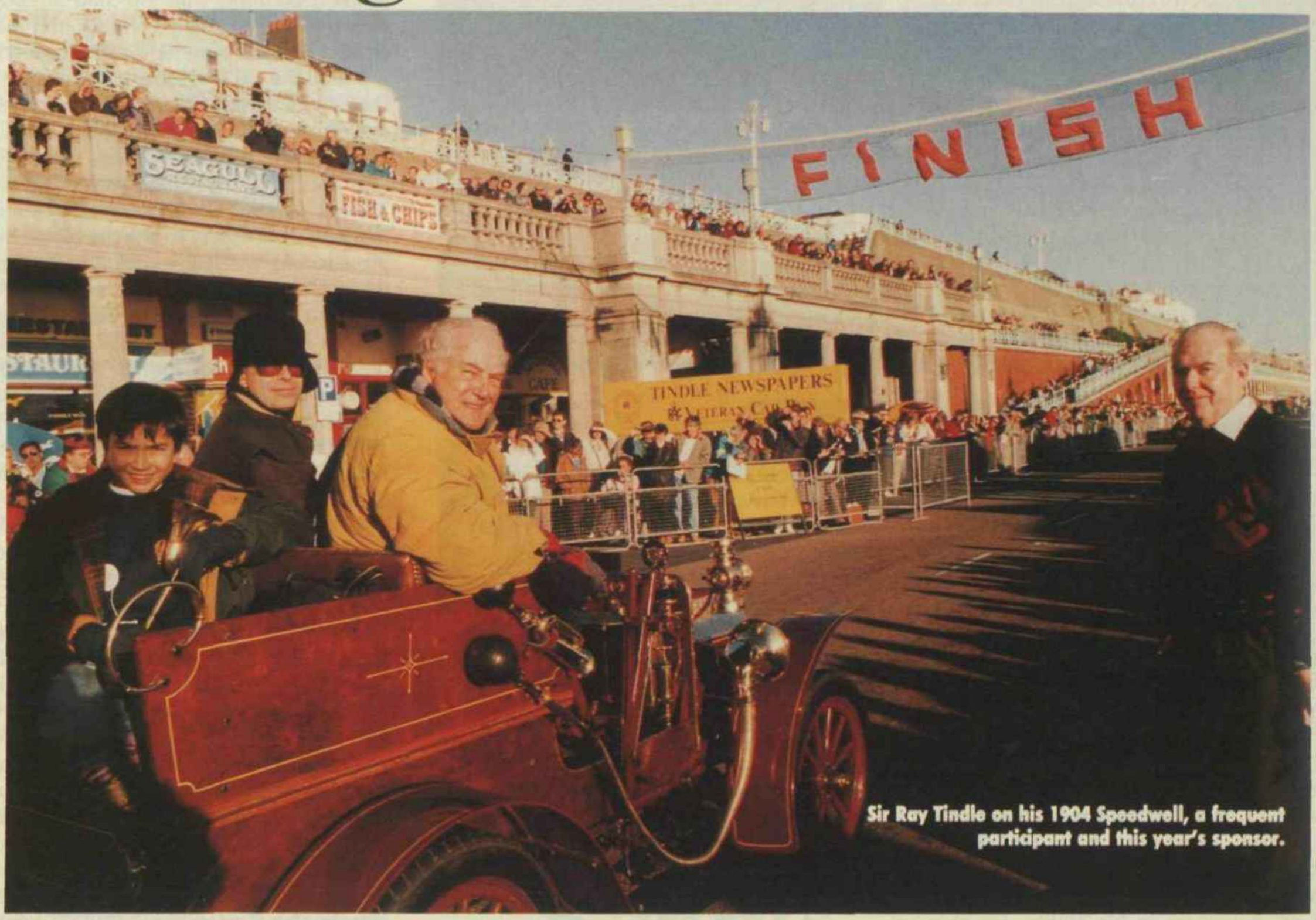




Doppelganger

Henry Taylor has never forgotten the car which taught him so much: "I had so many fond memories of the car I wanted to buy it, but that was before it was done up, and I didn't have the time to do the work. So someone said, well of course the person who can build a proper one is Brian Wingfield. I knew Brian from my time at Fords, and I asked for the nearest possible short-nose replica, the exact car it was, even down to the 3.4 engine. It's given Peggy and I a lot of pleasure, even doing the Manx Classic. It was built 15 or so years ago from a 1955 XK140, which is how the logbook reads." "Like our Cobras!" chimes in Tony Murkett. Though now 71, he runs a replica 289 AC Cobra, as does his son Steve, a Porsche designer at Weissach.

The Brighton Veterans Run



Sir Ray Tindle on his 1904 Speedwell, a frequent participant and this year's sponsor.

As much of a British Institution as Trooping The Colour, Changing The Guard or the Queen Mother's Birthday Appearances, the VCC/RAC Veteran Car Run from Hyde Park to Brighton occupied a great many owners of pre-1905 cars, crews and onlookers on November 6. To those surprised that this massive event does not take place in a warmer month of the year it has to be explained that November is traditional, because the original Emancipation Run was staged in that month in 1896, and also because the Brighton Road, although widened and staightened a great deal since then, would be too congested in the summer for masses of ancient horseless carriages to mingle with modern traffic.

So November it is, just clear this year of those who spend their money, and risk in some cases burnt children, on fireworks, The 1994 Run was sponsored by Tindle Newspapers, so Sir Ray Tindle, their Chairman, wrote the message of welcome in the souvenir programme — it was nice to learn that as a child he had stood in 1934 by Streatham Common to watch the veterans go by and that since 1964 he has taken part with his 1904 single-cylinder Speedwell dogcart — so a real enthusiast for veteranism, although even he got in a bit about the nonsensical Red Flag and 4mph speed-limit theories. But he must have been elated at the satisfactory entry. This year it numbered 460 vehicles, which included cars, forecars and tricycles, compared with 477 in 1990, 496 in 1991, 472 in 1992 and 461 last year. And we British seem to be becoming less superstitious, because for the first time No 13 appeared in the entry list, ascribed to N R de Long's 1¾ hp 1897 Beeston tricycle — something to do with getting entangled with Europe perhaps?

The Souvenir Programme concentrated on the film *Genevieve* — when will a follow-up be made? There is in my opinion a script ready and waiting (for the finance?) — and had a double-page colour spread depicting that splendid Royal ambassador for motoring sport, HRH Prince Michael of Kent, the RAC's President, driving Tim Scott's 1903 Mercedes in the 1991 Run. The oldest veteran to be entered was again Ruth Moore's 1892 two-horse Panhard et Levassor phaeton, reminder that Run is not Race, although at one time one associated Roger Collings's famous Sixty Mercedes with FTD. It is rather astonishing that so many of the "early primatives" turn out, instead of being museum incarcerated, for the Brighton Run, when they afford a truly educational aspect for the spectators as to what the birth of automobilism was like. All credit to those prepared to put up with their driving idiosyncracies and often a prolonged and sometimes cold and wet ride to the seaside. 41 pre-1900 autocars were entered, in contrast to the more practical motors from that period onwards with other VCC crews and many well-known VSCC members conducting them.

Credit must go, too, to the museums and others organisations of that kind which let their cars have an airing on this auspicious day. This year Coventry's Museum of British Road Transport put in an 1897 Daimler, the Fiat Museum its 1899 Fiat, the BMIHT an 1899 and a 1901 Wolseley and a 1904 Thornycroft, 1902 Albion and 1904 Wolseley, Norfolk Museum its 1899 Panhard, Holland's Fietsmuseum a 1900 Clement, the RAC the 1901 Mors driven by Jeffrey Rose, CBE, Nick Ridley was again entrusted with the VCC's 1902 Wolseley, Tom Wheatcroft's son Kevin was at the wheel of the Donington Museum's 1904 Panhard, Hampshire CC Museum had a 1903 Thornycroft, Cornwall's Museum its 1904 Peugeot, the Magee Collection a 1904 Pope-Hartford, Nottingham's Museum the 1904 Celer, the Dutch Museum a 1904 Darracq, the AA its well-known Renault Park Phaeton, and the Haynes Museum its 1903 Oldsmobile for John Haynes. In addition Vauxhall Motors contributed its 1904 Vauxhall, and Renault UK its 1900 Renault. Sotheby's had their 1903 Peerless and 1904 Cadillac and, more anonymously, Robert Brooks a 1903 Mors. And although this is not a speed event or a competition it is truly international, with

entries from the UAA, Australia, France, Germany, the Netherlands, Belgium, Switzerland, Ireland, Sweden, Mexico, Luxembourg, Turkey, Hong Kong and South Africa, to join our own veterans.

The sun shone on this year's Run and 15,000 spectators were estimated to have watched from Brighton's Madeira Drive. First to arrive to the hand-clapping was the 1900 Stevens dog-cart driven by Richard Eastmead, with the MP for Milton Keynes as his passenger. Some time afterwards J Proctor arrived in his 1896 De Dion Bouton tricycle, in spite of having had to pedal up most of the hills. Next in was Johnny Thomas on the 1902 GB Napier, with Les Needham of the RAC/MSA on board. The Deputy Mayor of Brighton, Sheila Schaeffer, was handing out the finishers' medals. The RAC insists that to win these drivers have to arrive on the "Madeira Drive by 16.00 hrs", but I thought they were considered to have finished by the Pylons, before running on into Brighton Town — the rules must have changed, to take in the full 57 miles. The route still goes through hilly roads via Crawley, Cuckfield and Burgess Hill — nice for onlookers but not so good for low-power single-cylinder veterans. This is due to road works on the A23, which have been going on for years!

The RAC's Chairman had a good run in his Mors, as did Sir Ray Tindle on the Speedwell; both praised the police and the other elements of the organisation — formidable with 410 veterans to park, as well as all the tender cars and trailers, which is where the Madeira Drive is such a boon. With 27 entrants unable to take part and another 23 non-starting on the day, there were 410 starters. The 1903 Humberette from N Ireland was early in trouble, with a sheared timing-pin, but eventually got away, and H Clarke's 1904 Cadillac had stopped before getting as far as Westminster Bridge. Lord Montagu was giving Dame Vera Lynn her first taste of veteran motoring on the 1903 De Dietrich, the Hong Kong Panhard was on its third Run, and S Ripley and his wife, both in their 80s, were on their 25th with the 1903 De Dion. From the Dutch Museum came the Darracq "Genevieve", to a trouble-free journey. Another successful run was made by a 1903 Argyll on which rode 87-year-old Bill Peacock who had driven the same car in 1948, when he owned it. Although it broke a front road spring on Westminster Bridge, P Forster's rare 1904 Waverley was successfully juryrigged and reached Brighton. By 16.00 hrs, 346 finishers had clocked in. **W B**

Non-finishers (provisional): T Bickens (1898 Panhard), D Harper (1899 De Dion), V Vinne (1900 Clement), R Fisher (1900 De Dion), J Guinness (1900 Clement Bayard), M Rowlett (1901 Renault), R Heminway (1901 Renault), P Reed (1901 Winton), Y Crump (1901 American steam car), M Cartney (1902 Bartholomew), P Norfolk (1902 Oldsmobile), Pauline Jensen (1902 Oldsmobile), A Hancock (1902 Puritan), Mrs Jowsey (1902 Renault), J Clayton (1902 James & Browne), J Conant (1902 Autocar), H Ball (1902 Darracq), R Martin (1903 Humber), C Wratren (1903 Phoenix Trimo), R Carr (1903 Northern), C Smith (1903 Humberette), D Burgess-Wise (1903 De Dion), C Horley, Junr (1903 Gamage Aster), Elizabeth Langton (1903 Stevens-Duryea), B Ferguson (1903 Brown), L Allen (1903 Darracq), D Sharpe (1903 Wolseley), M Barber (1903 Peerless), C Harrington (1903 Winton), R Peek (1903 Pope-Tribune), R Banner (1904 De Dion), J Pullen (1904 Wolseley), L Lambert (1904 Alldays), M Rothschild (1904 Rambler), P Beckwith (1904 Crestmobile), M Goding (1904 De Dion), Dr S Crofton (1904 Cadillac), H Clarke (1904 Cadillac), R Proctor (1904 James Browne), J Mueller (1904 Turner-Miesse steam car), W Magee (1904 Pope-Tribune), R Merrison (Cadillac), J Bowland (1904 Ford), R Taylor (1904 Autocar), H Petronis (1904 Rambler), R Stross (1904 Darracq) and D Meyer (1904 Peerless).

Brighton Jottings

Ben Collings rode on Arturo Keller's 1904 45 hp Mercedes, over from Mexico for the occasion; it arrived triumphant after a spot of scroll-clutch skittishness and a breakdown in the lt magneto, repaired with a Biro spring!

Julian Majzub had oiling problems on his 1901 6½ hp Darracq, which were not of his doing, but after the engine had seized he rebuilt it at the road-side and completed the Run, a stout effort during which, one gathers, the engine was not the only thing serviced *en route*. . .

Roger Collings was in charge of Majzub's 1904 racing 28/32 hp Mercedes, giving the winner of some prize or other a promised and completely no-trouble ride. Another racing veteran, Don Meyer's 60 hp Peerless was less fortunate, breaking a steering arm. **W B**

Ten Records Fall

Congratulations to the MG CC's Triple M Register, whose members, subject to official confirmation, set new records at Millbrook on August 28/29, with five pre-1934 MGs. The ten new records are the National Class G 500km, 200 miles and three-hours figures by Peter Green's K3 Magnette, respectively at 103.49, 105.14 and 103.49 mph, the National Class H 1000 mile and 2000km records by John Bannell's J2, at 75.42 and 76.60 mph, and five National Class I records by Ken Rees' C-type MG using only two of its cylinders, to put it into the 350-500cc category. These were the f s 5km to 10km targets, at speeds of 75.52, 75.50, 69.33, 75.63 and 75.43 mph. The two "dead" pistons had holes in their crowns and lead weights to balance them. The aim was 24 hours, but oil pressure was lost after nine hours.

Bannell's J2 had a short-stroke crankshaft to bring its engine size to under 750cc. It lapped at around 93 mph but was delayed by bad oil leaks. Green's K3 is the ex-Seaman/Straight car, which holds the class 24-hour record at 79.81 mph. It stopped with a sheared magneto drive after some three hours. Mike Hawks' K3 and Barry Foster's E-type MG failed on this occasion to break records. All these MGs were supercharged.

Before the war the RAC would sell you a book for 1/- (5p) listing all the year's current records; will the RAC MSA please repeat this useful service — if not for 5p? **W B**

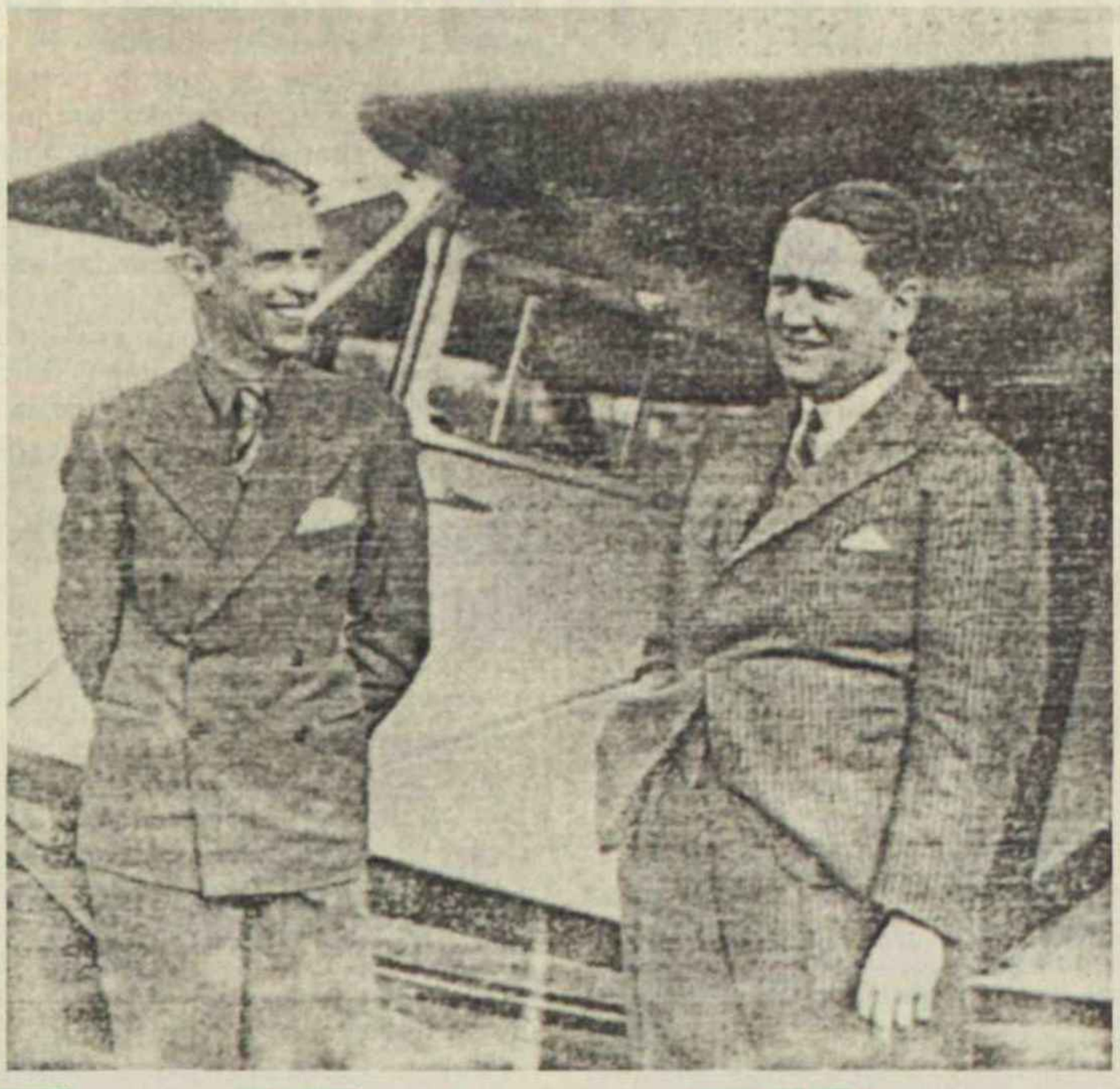


V-to-C Miscellany

At this year's Royal Tournament, three Rolls-Royces took part, a 1919 Ghost tourer, a 1924 Ghost landaulette and a 1925 Phantom I tourer.

The Bull-Nose Morris Club's Oxford Rally, with the cars going back to the town of their birthplace, saw 58 pre-war Morrises, the oldest a 1914 Oxford, and four vintage MGs, attending. The event was graced by the Club's President, Ken Revis, MBE, and his wife. The secretary is Richard Harris, PO Box 383, Hove, E Sussex BN3 4FX.

Air:



The Flying Ellisons

By the 1930s, long-distance flights in light aeroplanes flown by amateur or semi-professional pilots were becoming almost too common. C G Grey, the famous and notably out-spoken editor of *The Aeroplane*, was apt to castigate such endeavours, especially when a crash or a poor time failed dismally to set up a new record. The flying done by Alfred Ellison and his brother were in a different category. Alfred had been a RFC pilot and continued his flying without a break until he started to use his own light aeroplanes for adventurous but successful business journeys. Previous to that he had raced the 15-litre 1912 GP Lorraine Dietrich, which he called *Vieux Charles Trois*, at Brooklands, also very successfully, with in 1924 a best lap of 105.29 mph, as recounted in my book about the history of the old Motor Course. Ellison also drove a Renault 45, *Vieux Charles IV*, at Shelsley Walsh in 1926, clocking a time of 69.0s with this cumbersome car. Later, when he had gone to live in Nassau, he found the roads unkind to his Mercedes-Benz 300SL.

A member of the Midland Aero Club, Alfred Ellison took part in the then-current Air Rallies, often with his wife as passenger, to places such as Warsaw, Bucharest and indeed all over Europe. but it was his flight with his brother George Ellison to Africa in his own DH Puss Moth, G-ABMP, that endorsed his ability as a pilot and the fact that he used his aeroplanes for serious business-promoting flying. It was customary for the brothers to fly in business suits, without overcoats in the comfort of the Puss Moth's enclosed cabin. The flight to Africa, carefully planned, commenced early one Tuesday morning in September 1934, from Castle Bromwich. Alfred was MD of the Black Lake Iron Works, George Ellison MD of George Ellison Ltd making electrical switchgear at Perry Barr; the purpose of the long flight was to call on business prospects and visit associates in Africa — and also enjoy a holiday. They reckoned on the 18,000-mile out-and-home flight occupying five weeks.

The brothers arrived in Cape Town after nine days, conducted business there, then made an extensive aerial tour of South Africa. The route had been Heston, Lympne, through France to Spain, Tangier, Tripoli, Cairo, Luxor, Khartoum, Nairobi, Broken Hill, Pretoria, Johannesburg, Ladysmith, Durban, to the Cape. Few problems were encountered but the Italian Customs held them up for some hours, and in Egypt they were made to land at Tobruk for checks that the seals put on the cine-cameras with which they had filmed wild life had not been broken; on their return they were able to show a film to members of the Midland Aero Club. And there were riots going on near Tripoli, but the Puss Moth was well received at the military aerodrome there. A wise decision was made to refuel at Sirte, otherwise there could have been a forced landing in the Libyan Desert, "ten times worse than any sea, shark-infested or not".

The military authorities had landing lighting ready, but the Ellisons got into Bengazi just before dark. After flying through a sand storm and crossing the Nubian desert in torrid heat, they landed at Wadi Halfa for petrol, seeing there an Imperial Airways aeroplane bound for Cairo. After more than ten hours' flying, Khartoum was reached, two very tired aviators attending to the Puss Moth, which was refuelled, oil checked, and cleaned and picketted-down, before they met their own needs. W/Cmdr A Conyngham was most helpful, they reported. Then it was on through torrential rain, to land for more fuel at Malakal, where the wind was blowing across the only runway (for the use of Imperial Airways). After debating whether to sideslip in or land on the fairway, the latter course was taken; the touch-down was alright but they then taxied into high elephant grass, which the propeller swathed deep into the cabin. Later on the inevitable, if you fly in Africa, locust clouds were encountered, which with that grass and the sand storms, removed paint from the wings and undercarriage.

The dreaded Sudd swamps crossing, where a forced landing could be disastrous, was reduced to about 15 minutes by using the narrow north end. Ideal for sighting elephants — the Puss Moth circled to film the Bor herd of some 400 animals. More petrol at Kisumu, then over Kilimanjaro, after which the Imperial route was left for a short cut to Mpika, to meet Mr and Mrs Roland Smith, who by themselves had built the splendid "Crested Crane" hotel, 300 miles from any railhead. Salisbury was reached in bad visibility and so this journey took the Ellisons on to Johannesburg, in nine days. They had circled interesting ground sights and altogether had treated the matter as a routine flight.

After touring S Africa they had intended to return in the same fashion. But the brothers were persuaded to have a crack at the Cape-England record. It stood at 7 days, 7hr 5min, Cape Town to Croydon, to the credit of Mrs Amy Mollison, flying the DH Puss Moth "Desert Cloud", with 130 hp Gipsy Major engine. The standard 120 hp Puss Moth had a top speed of 128 mph, a cruising speed of 108 mph and a range of 300 miles. (Puss Moths had been involved in nine fatal accidents, including that of racing driver Cmdr Glen Kidston, in Africa, and the famous pilot Bert Hinkler; but that was now behind them).

The Ellisons set off in high spirits, but when about an hour from Mpika the engine lost power. They made the aerodrome but "opening the bonnet" (which vintage aeroplanes have) the inlet manifold was seen to be holed. It was patched up and the Puss Moth flown back to Jo'burg, a loss of two days and an added 2000 miles to the return trip. Re-starting after a top overhaul by de Havilland's at Baragwanath, having survived a gale and a puncture (repaired with jack and patch as with a car) fate turned against them after landing at a farm to enquire the way. Heavy rain didn't help and Customs at Petersburg kept the aviators waiting an hour, in spite of a telegraphed

warning of their arrival. At Salisbury they had to taxi through hordes of locusts — "the smell of roasted locust lasted for days" — but made the difficult-to-find Mpika aerodrome just before it got dark. Off at dawn, all hope of the record receded when low cloud necessitated a return there. However, they continued at a less frenzied pace, flying over the wreckage of Van de Leeuw's Leopard Moth which had crashed and killed him a few days previously, when it became trapped in a valley, in cloud, near M'beya. The Ellisons were in cloud here and they were forced to fly low over a village, shouting for directions — shades of Lindbergh over the Atlantic! Then it was on to Juba, at 12,000ft.

The Puss Moth was now pointed for Asyut, across 355 miles of trackless desert, when after 45 minutes at 5000ft, the engine began to misfire badly. Alfred Ellison aimed for the Nile, and after "the worst hour of my life", they made Wadi Halfa and cleaned sand out of the petrol filter. It all ended when they failed to find Almarza aerodrome at night, the beacon not being on, although they circled flashing a torch. With oil on the windscreen a landing was tricky; they bounced, and wrote-off the undercarriage — whereupon the landing lights came on! A good try had failed. The Puss Moth was crated and sent home for its overdue 300-hour overhaul and rebuild. The brothers came back to England by Imperial Airways to Brindisi, train to Paris, and by air to Croydon. Jo'burg to Cairo had taken four days. So the record might, I suppose, have been theirs.

Undaunted, in 1935 Alfred Ellison acquired a DH Leopard Moth (top speed 137 mph, cruising pace 119 mph), and with it competed in a number of air rallies, taking his wife with him on some of them. First, he and brother George took off from Heston for the AC of Morocco Casablanca rally, winning a silver trophy. Next, they tried to fly 2400 miles in two days to the Tripoli Rally, but fog at Lympne made the Channel crossing impossible. There had been plans to fly to Moscow and China, abandoned for frontier reasons, but to offset disappointment over the Tripoli Rally, after the fog cleared Ellison flew to Dieppe for another rally there and escorted Herr Kronfield part way over the sea in his BAC Drone on the return crossing. The Leopard Moth was also used for the Belgian, Austrian and Hungarian rallies. In a month and a half it had logged 150 trouble-free hours. That summer Alfred Ellison took in the Rome rally, competed in the 3-day Belgian *Aerienne*, toured Holland to visit friends, and two days after getting home, left for the Magyar Pilot's Picnic at Budapest. Bad weather at Berck ruined that, so after a short delay Mr and Mrs Ellison flew instead to Perpignan to see more friends, then to Barcelona, Alicante, Gibraltar and across to Casablanca. After which they "just pottered about", down the West African coast. In one day Ellison and his wife flew 1080 miles, homewards bound.

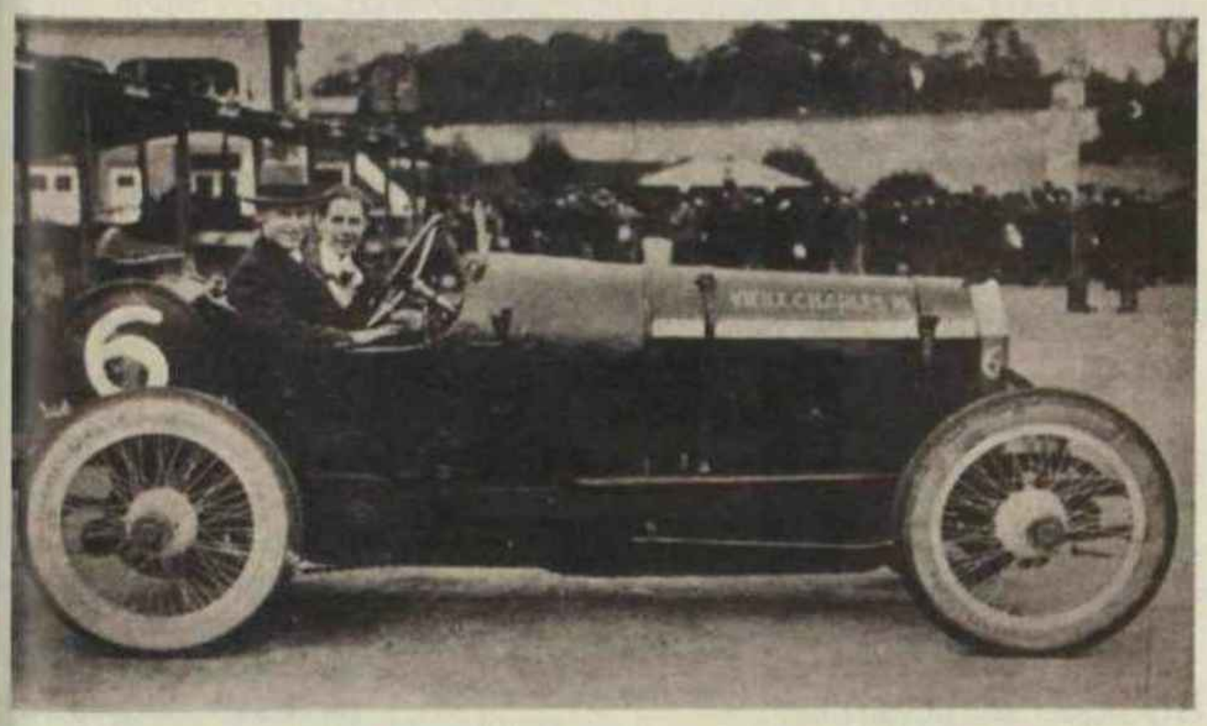
Off to France soon afterwards, there then came another Cape flight, which ended at Nairobi, where Ellison sold the Leopard Moth to the famous pilot Beryl Markham. . . I believe that later he may have obtained a racing Percival Mew Gull, which would have given him a top speed of some 250 mph, and been able to cruise at over 200 mph.

Obviously Alfred Ellison was a very capable pilot. Yet, although his serious use of light aeroplanes should have appealed to the aforesaid CGG, who disliked those who simply took risks chasing records, I do not recall any mentions of the aforesaid journeys in *The Aeroplane*, although I read it avidly then, and still do.

When war broke out in 1914 Ellison had joined the Public Schools Battalion, 21st Royal Fusiliers, but transferred to the RFC and flew on active service from 1915 to 1916, with Nos 2, 4, 12 and 13 Squadrons. He was Observer in the BE2c with which Lt Sanday (who became a Lt-Col, DSO, MC, with four more German aeroplanes to his credit) shot down one of the first Albatrosses. Commissioned in the Field and mentioned in Dispatches, Ellison learnt to fly (R-Ae-C Certificate 2249, CFS Certificate 899) and was 27 when he turned to motor racing.

At that time he lived at Footherley Hall, Shenstone, and George at Batts Hall, Knole. W D Wallbank told me that when he bought the venerable Lorraine in 1929, after a hair-raising demonstration run, he drove it non-stop to Brooklands from Birmingham, fearful of being unable to re-start the enormous engine if he stopped! Some years later, wanting to contact Ellison, I called at Footherley Hall, to find that it was then a Convent. Advised to write to the Mother Superior explaining my motor racing interest, I received her reply, stating that she had no forwarding address, but added that she was interested to learn that an old racing car had been kept there "which must have been very exciting". I rather liked that. . .!

I have since been able to make contact, thanks to Mr R Trotman of Tufnol Ltd, a successor of one of the Ellison companies, with Alfred's daughter, and VSCC member H Stockley has kindly provided some of the data on which this piece is based. **W B**



Main picture: The Ellisons with one of their De Havilland aircraft. Above: Alfred Ellison in the 1912 15-litre Grand Prix Lorraine Dietrich which he raced successfully at Brooklands. It can now be seen at the Museum there.

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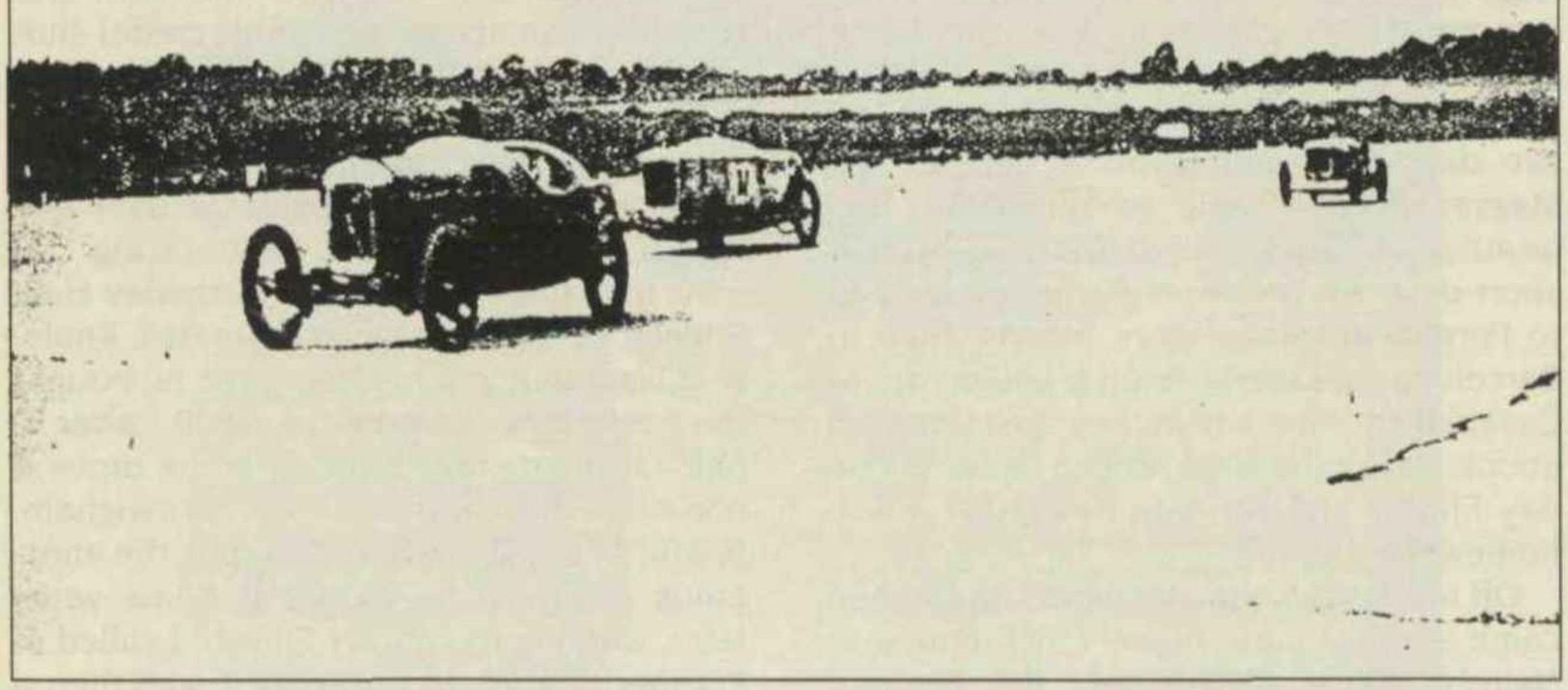
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Choosing A Sports Car



Had you been able to buy a sports car back in the 1920s, which one would you have chosen, I wonder? The choice was pretty open; there were 40 different makes available on the British market, in a number of various models. It seems possible that, before making your purchase, you might have gone to Brooklands in 1926, where the ever-ambitious Junior Car Club put on a race for such cars, the result of which, and the happenings therein, might have given you some idea of how best to part with your money. With, I hope, happier results than those experienced by the Alvis owner, a student at the Royal Naval College at Greenwich, who went to the Track to study the racing qualities of these cars in a similar race in 1930, was injured in an accident when two Talbots collided and came through the railings, sued the BARC for damage, but lost. (The Alvises this luckless spectator was watching were a team of the new six-cylinder Silver Eagles; I hope the cost of the case did not prevent him from changing from what was, perhaps, an old 12/50!)

The event which could have guided the decision of sports-car customers in 1926 was the Three-Hour Production Car Race which the JCC held in that year, using a course which had two artificial corners, contrived by making the cars come part-way up the Brooklands' finishing straight and hairpin round a barrel to return to the Fork, where they went left in another hairpin turn round "Chronograph Villa" to regain the Outer Circuit. The date was in July, with a 2pm start, so that Londoners could arrive after an early lunch, and return home in time for a late tea. The cars appeared to be production models but, in fact, the rules were fairly lax, but did prevent purely racing-type entries. These were in three classes, 750, 1100 and 1500cc, ballasted respectively to the equal of one, two or three passengers. For 3/– (15p) to get in, 3/6d (17½p) for a grandstand seat, and 5/– (25p) if you had a car to park, you could watch what happened, with maybe the happy anticipation of what car you might buy afterwards.

Even this race attracted Trade entries. Arthur Waite's A7 definitely so, and Alvis put in C M Harvey. H J Aldington had business interests in the Frazer Nash he drove, and Tatlow and Norris were associated with Lea-Francis, while George Newman and Vernon Balls sold Salmsons and Amilcars respectively. However with the cream of production sports cars set to do battle, it looked interesting. After all, had not the two San Sebastian Salmons been excluded as too close to "pukka" racing cars?

It soon became apparent, after the Fork semaphore arm had risen to release the field on one of the best-ever massed starts, that the ballast in the 1½-litre cars was reducing their acceleration from the corners almost to that of the 1100s. Harvey's 12/50 Alvis, with non-standard tail (and what else besides?), with Norris's Lea-Francis, led easily from the following bunch, in which "Aldy" got past Green's Alvis between barrel turn and Fork, on lap one. Harvey was soon dominating, with Green, "Aldy" and Hazelhurst's Salmson swapping places in a ding-dong struggle. Waite lost time trying to cure mis-firing, two early stops and a change of magneto costing him 25m.

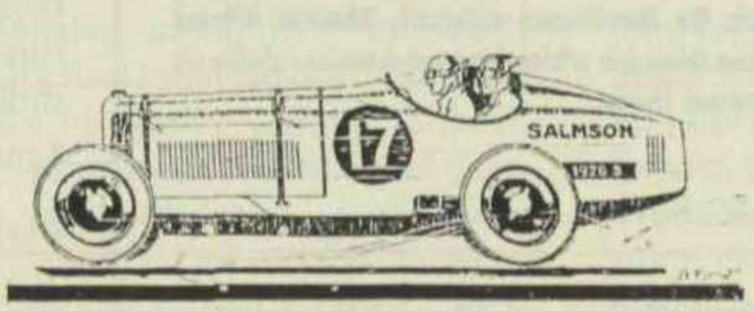
The non-factory Alvises were beetle-back 12/50s with tiny dickey seats, the A7s GE Brooklands models, although garage-owner Hendy's was somewhat squatter. Randall ran a 4-seater Aston Martin and was last, but Aldy's FN had a racing body, emphasised because mudguards were not stipulated, perhaps as a safety factor. After many days hard work on the OM, Oats' car blew a head gasket on the very first lap. . . Then Green's 12/50 went out with big-end failure, being pushed in, and Macdonald's Alvis retired with a fearful clatter. Prospective Alvis buyers may have wavered but Harvey was well ahead, lapping at 68 mph in spite of 395 lb of ballast, and Dykes was cornering with abandon, in *his* 12/50, with back brakes only and its wide two-seater body removed in favour of a narrow ducks-back body borrowed from the Coventry factory.

Norris's Lea-Francis needed oil and fell back, Hendy's A7 was out, but Harvey was

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Top: Victory to Salmson, followed by Bagshawe's Frazer Nash, in the first of the JCC production car races. Left: Salmson capitalised on its sporting image – but the JCC excluded 'San Sebastian' models as being 'pukka' racing cars.

now a lap ahead of "Aldy" and Hazelhurst's Salmson, on the narrow tyres this make favoured, so it was cornered more sedately than Balls's Amilcar with bigger tyres and brakes. Then "Aldy" came in for his first of many stops, with lubrication problems causing eventual retirement. (Did buyers now cross that one off their short-lists?).

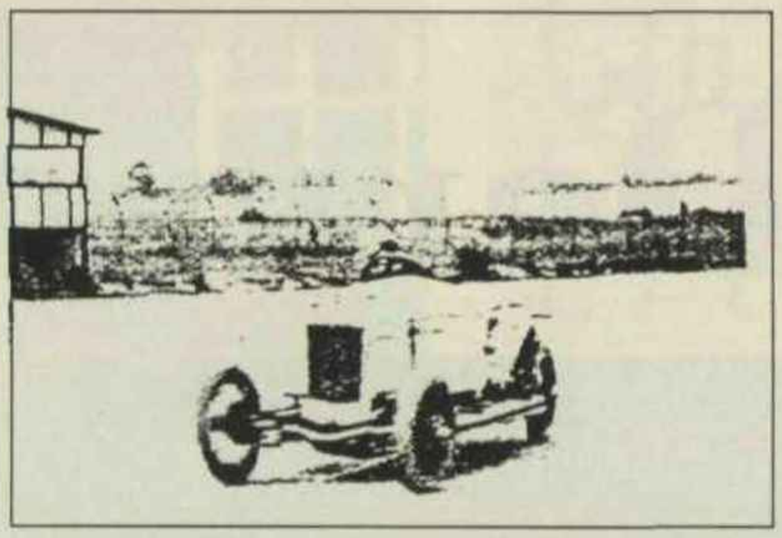
The sun beat down on the concrete as only it could at Brooklands, but Harvey was untroubled, changing down at the same place each lap, to cut the Fork turn close, his lap times consistent to within a second or two. The second OM, in contrast, was ever in trouble, and several cars lost time re-fuelling, although one might have expected this to be unnecessary in a 3-hour, 60 mph sort of race.

Then — drama! The leading Alvis came in, not for fuel but to have a broken valve-spring changed. It continued before the challenging Salmson had drawn level on distance, as Hazelhurst had refuelled — a mild forecast of today's F1 pitstop thrills. . . But what is this? The Alvis is still mis-firing badly, and a second pit-stop does no good. There was by then only half an hour left, and the Salmson was able to go into first place. Samuelson's A7 had a fire in the pits, Balls was doing all he could to catch up after a 5m stop for plugs and water, and Dykes, not surprisingly, had to change a tyre, and the Alvis needing water, he couldn't release the filler-cap, unusual for one used to making pit-stops on long-distance record bids.

Waite's A7, now running properly, held the bigger cars on the corners, Balls was two laps down on the best Salmson but caught Martineau's Salmson after it had had a fuel stop and punctured a rear type. Bagshawe's Frazer Nash was emitting awful sounds from its transmission but with only six minutes left, he drove on. The touring Aston-Martin broke a valve, so came touring in. Eight finishers, nine out. Hazelhurst (1100cc Salmson) had won, at 62.9 mph, Bagshawe second and winner of the 1500cc class at 61.7 mph, three laps down, Balls third, Martineau fourth, and Harvey's Alvis a disappointing fifth (59.1 mph), five laps behind the splendid Salmson. A maroon exploding called those still running into the inspection enclosure. Did the wise spectators go home and invest in twin-cam Salmsons?

The JCC obviously considered this innovation a success, as they held a very similar race in 1927, but now as a Four-Hour Sporting-Car Race. Apart from the added hour duration they altered the rules to restrict it to catalogue cars, although some mods were allowed, such as stronger valve springs and push-rods (on ohv engines), bigger valves and special camshafts. Entries were slow in coming in, cancellation was contemplated, but in the end 16 were received and the race was held in pouring rain on August 13, the course as in 1926.

A good crowd sheltered in the big covered Fork grandstand, some possibly again metaphorically fingering their cheque-books. This time the 12/50 Alvis entry made no mistakes, Harvey winning in the black beetleback, at 63.2 mph. Green second. "Soapy" Sutton was third for Lea-Francis. Two 1100cc Salmsons, of Newman and Bugatti-man JC Douglas, headed the sixth-placed Alvis of Clutterbuck, but Macdonald's special-bodied Alvis was 11th and last, at 45.5 mph. Harvey had dropped from first to eighth place with a 4m stop for all plugs to be changed but soon retook the lead. Only four retired, perhaps because the fearful conditions kept speeds down; they were the other Green's 4-seater Alvis and a Sénèchal, due to big-ends, and Glenny's Frazer Nash after 2h 40m spent in the pits. The latter crew changed at least four broken chains, which had wiped off some of the ballast, suggesting disqualification, suffered a puncture and a loose exhaust pipe and changed the mechanic. Lastly, Rose-Richards retired the ex-Ivy Cummings 3-seater Type 37 Bugatti after endless oiled plugs, which reducing the sump level did nothing to cure, and a wheel-change. I had tea with Rose-Richards' sister only the other day; he was to go on to far happier racing in later years.



Private owner F Clark's OM was a disappointment in the 1926 race.

Those assessing car quality would have noticed that S G Nash's normal 2-seater AC went well (ninth at 50.3 mph), apart from pulling tyre and tube from a disc wheel at the hairpin, and that Randall's Aston Martin was eighth this time, at 54.6 mph. Also, maybe, that Lea-Francis appeared unable to afford new tyres, and that Newsome's needed a push-start after loss of oil pressure had been traced to a faulty gauge, that Macdonald's Alvis mis-fired badly, and that so inaccessible were the plugs on Peacock's Lea-Francis that they took 13m to change, but that the Salmsons went well, Newman's with a new engine fitted the night before the race (fourth, at 60.7 mph), Douglas', with broken exhaust pipe, seventh.

No doubt sensible onlookers who had £535 to spend afterwards bought 12/50 sports Alvises, for which 80 mph was claimed, or if less affluent, a Grand Prix Salmson, priced at £275 and good, the papers said, for 75 mph. Or a Frazer Nash, offering anything from 70 to 90 mph according to type, at from £385 to £495; but not quite ready for some of them yet, those rain-swept spectators may have felt, after seeing poor Glenny's misfortunes. . . And a Bugatti (95 mph, £550) may have seemed too extreme to those who had witnessed the Rose-Richards fiasco? However, I was 17 then and even a Type 40, a very used one, would have done very nicely, thank you. **W B**

VSCC Bakewell Meet

The Light Car & Edwardian Section of the VSCC looks after the lighter vintage cars, (and those comic cyclecars which are at last emerging from their bolt-holes) and the great dignified Edwardians, when these motor-cars are not engaged in the general run of the Club's events. Thus it was that the LC&E division held driving-tests at Bakewell, with the following results. Tim Hallam won the Trophy for best showing, the Edwardian prize was secured by Marcus Croome, who was seventh overall, and Mike Bullett guided his cyclecar into 12th place, to win that class. Six had non-started out of 40 runners, but only the retirement was Caroline Marsh, after she had completed six of the dozen driving frolics. Apart from the other award winners, Julian Hallam and Peter Gledhill got Firsts, Mike Kippling, David Crossley, and Andrew Marsh Seconds and Paula Thorpe and David Marsh Thirds. The cars? Well, like some F1 broadcasters and the old-time dirt-track-racing commentators, the Light Car Section has become coy about them. Its new Competition Secretary is Tim Jones. **W B**

The Things They Said...

"We have always understood that it is illegal to transfer a number from one car to another. The only transfer allowable being from one owner to another on payment of a small fee." — From a 1916 issue of *The Light Car & Cyclecar.*

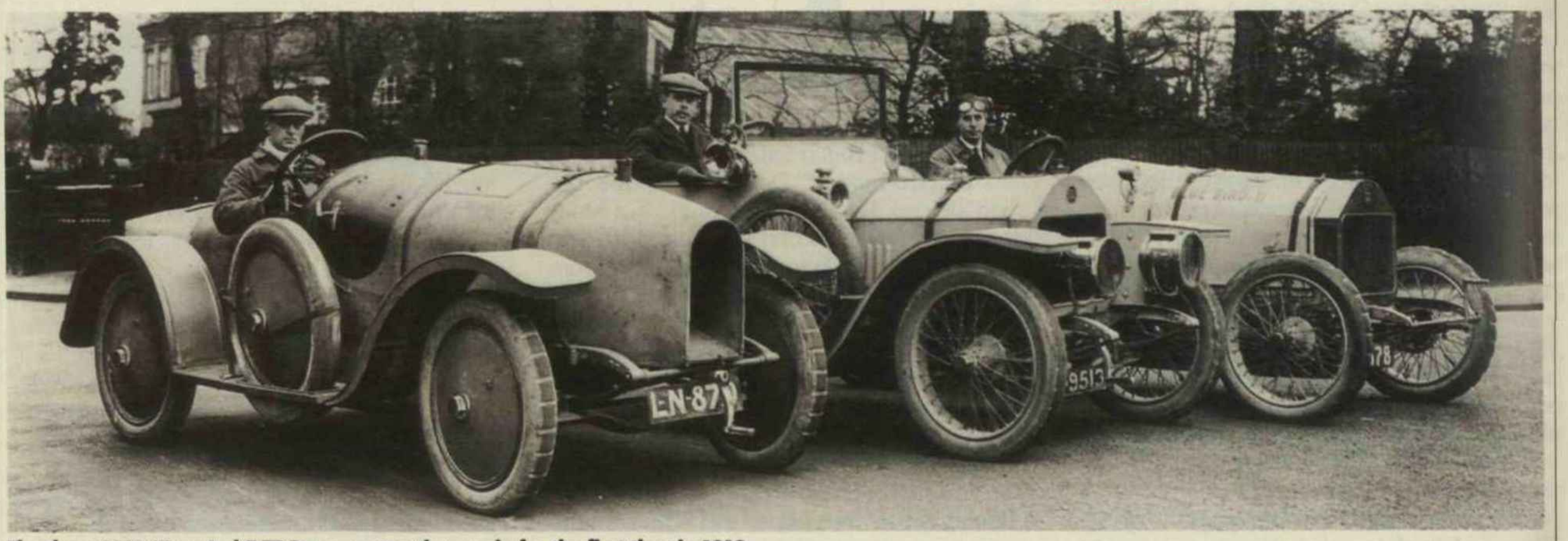
Now the swapping of number plates is big business. . .

"As a method of punishing a chauffeur who took friends for a ride in his employer's car, he was charged with stealing half-a-gallon of petrol, value 1/6d (7½p), and sentenced to 21 days imprisonment by the Marlborough Street magistrates, who thought it should be an offence to drive motorcars without permission."

From a 1917 issue of *The Light Car & Cyclecar.* A reflection on how much more viciously joy-riders were treated in those days. . .

"All will be well if we keep a strong Air Force to defend Great Britain and the lands beyond." O G Grey writing in *The Aeroplane* in 1936 — which has a topical ring to it at a time when the Government is contemplating cuts in our defence weapons. **W B**

Three Darracqs



The three 1908 "Four Inch" TT Darracqs together again for the first time in 1913.

The point cannot be made too often that ownership of an antique motor-car is enhanced for most people if the history of its make and type, and if possible the antecedents of the particular car concerned, can be traced. It is not always easy, or possible, especially in the case of racing cars of which more than one of a given kind was produced; in later days each one will no doubt be quoted as the winning, or best-performing, car of any successful team — a case in point, where the later identity of each team car has never been established, in spite of long investigations and theories by those of chess-like erudition, is that of the three (or four?) 1914 TT Burgess-designed Humbers, of which Kenneth Neve/Judy Portway own the only example still extant and in good running order.

So it is nice to be able to recount what happened to three Darracqs — racing Darracqs, of course — at least for six years after they were built. I refer to the cars made by Alexandre Darracq & Company of Suresnes, Paris, for the "Four-Inch" Tourist Trophy race of 1908, so-called because the engines of the competing cars were limited to a cylinder-bore of not more than this diameter, and to have not more than four such cylinders. The race was run over nine laps of the sinuous Mountain IoM course, a total distance of 339½ miles. Thirty-eight entries were received by the RAC, of which the Darrracqs were the favourites. There were three of them, to be driven by A Rawlinson, Sir Algernon Lee Guinness and Arthur George. They had engines of just under the required bore-size (100 x 160mm), with overhead valves operated by long exposed push-rods and rockers. They were reputed to develop 84 bhp, at 1400 rpm.

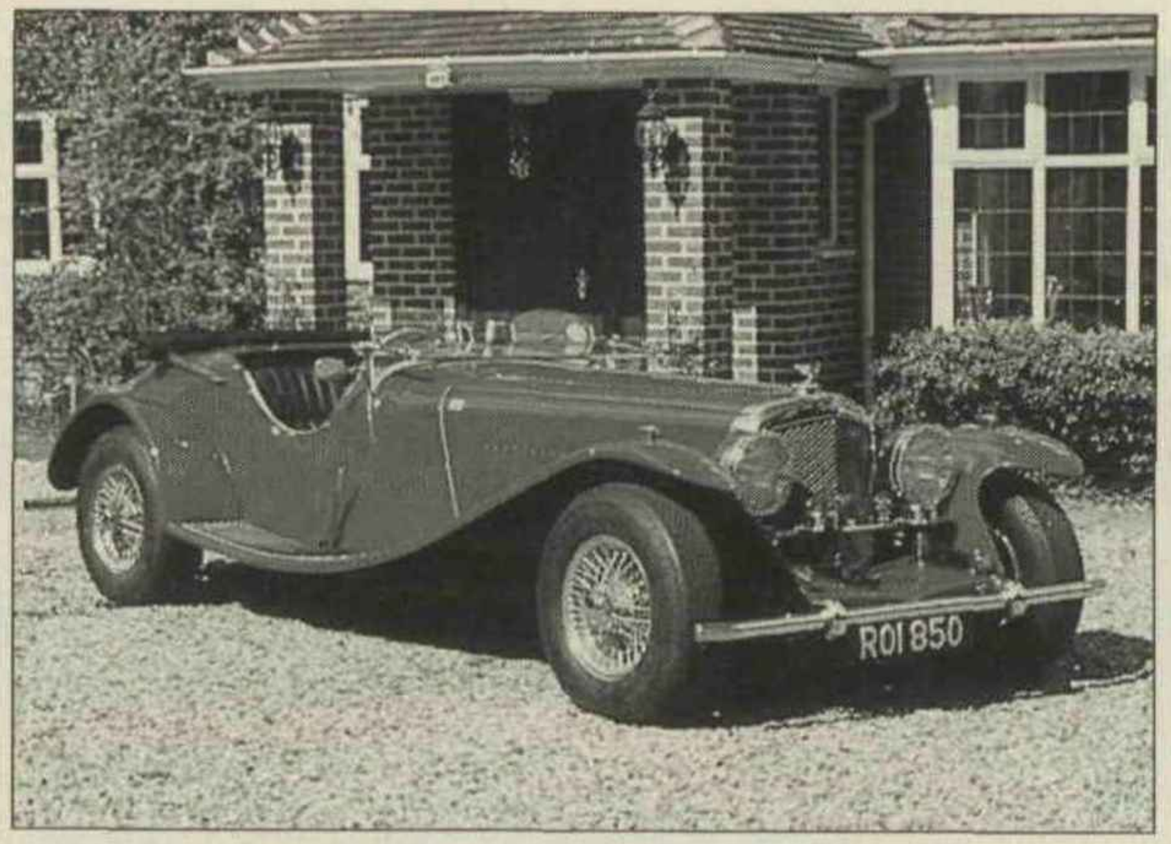
The race was won by W Watson, a Liverpool Vauxhall agent, driving a Hutton, who took the flag after a strenuous six hours, 43 minutes and five seconds. Second home came Lee Guinness, 2 min 16 secs in arrears. He was followed by the third-placed Darracq, brought over the line in that position by Arthur George, from Newcastle, who had consumed a dozen oysters during a pit-stop (which would have made me sick!). The winner averaged 50.?mph, an indication of the severity of the event, and George got his Darracq round the IoM course faster than anyone else, at 52 mph, which meant a lap in 43min 15sec. Some way behind came a Calthorpe and a Thorneycroft.

In fact, George had led the race easily after 300 miles and had equalled his first record circuit, but he was out of luck — that commodity which, even with fine driving and mechanical efficiency, is so essential for success in motor racing. . . Having changed all four wheels of the Darracq without losing his lead, George was going well, just beyond Ballacraine, with but 25 miles to go, when the carburettor caught fire. Legend has it that a spectator's coat was used to quell the flames! He lost six minutes, but raced on to that third place. Lucky indeed was George — at one stage of the race he had collided with a roadside bank and he and his riding mechanic had to straighten out the damage with posts wrested from a convenient hedge. He was still active in 1922, with a 30/98 Vauxhall. It was Rawlinson, that determined military gentleman, who was ill-treated by Lady luck, or lacked skill, for he overturned at Ramsey, although able to continue.

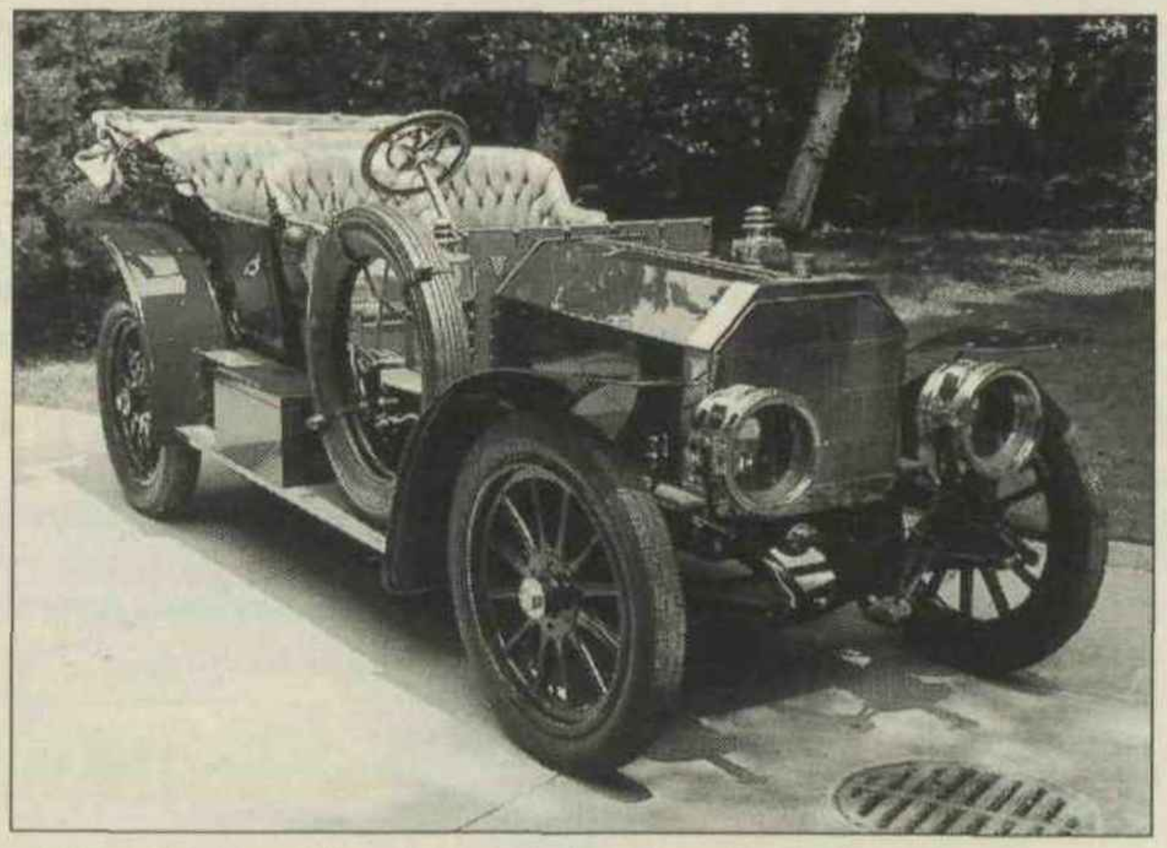
After the race the fate of all three Darracqs is fairly well established. Rawlinson seems to have quickly acquired two of them, which he entered for the two "Four-Inch" races at Brooklands in 1909 (he lapped at 62.86 mph, Vidler at 71.02 mph). The car George drove was sold to a North Country doctor and than to a coal-mine owner in Wales. In poor condition it then went back to Darracq's London depot and was fully restored. Malcolm Campbell ran it at Brooklands in 1911, winning a 60 mph Handicap and being second in a Private Competitors (as he then was) handicap, before turning to his slightly larger Darracq "The Flapper".

G R N Minchin, whose wealth came from the Chloride Electrical Storage Co which supplied batteries to Rolls-Royce, then found this Darracq early in 1912 and had a touring body made for it by Mann Egerton, but retaining the bolster petrol tank and external exhaust pipes. He put on an SU carburettor and claimed some 80 mph and 18½ mpg, but as no half-compression device was fitted found starting difficult until he installed Bosch dual ignition. Research being what it is, even here Minchin, author of "N7" and "Under My Bonnet", caused confusion because he would insist that in the TT George's number was 17, whereas it was 30 (No 17 being worn by Guinness's car); this Minchin repeated five times in 1913 (so that Malcolm Campbell had to gently remind him that he had the Guinness car, causing even *The Autocar* to get itself in a twist.

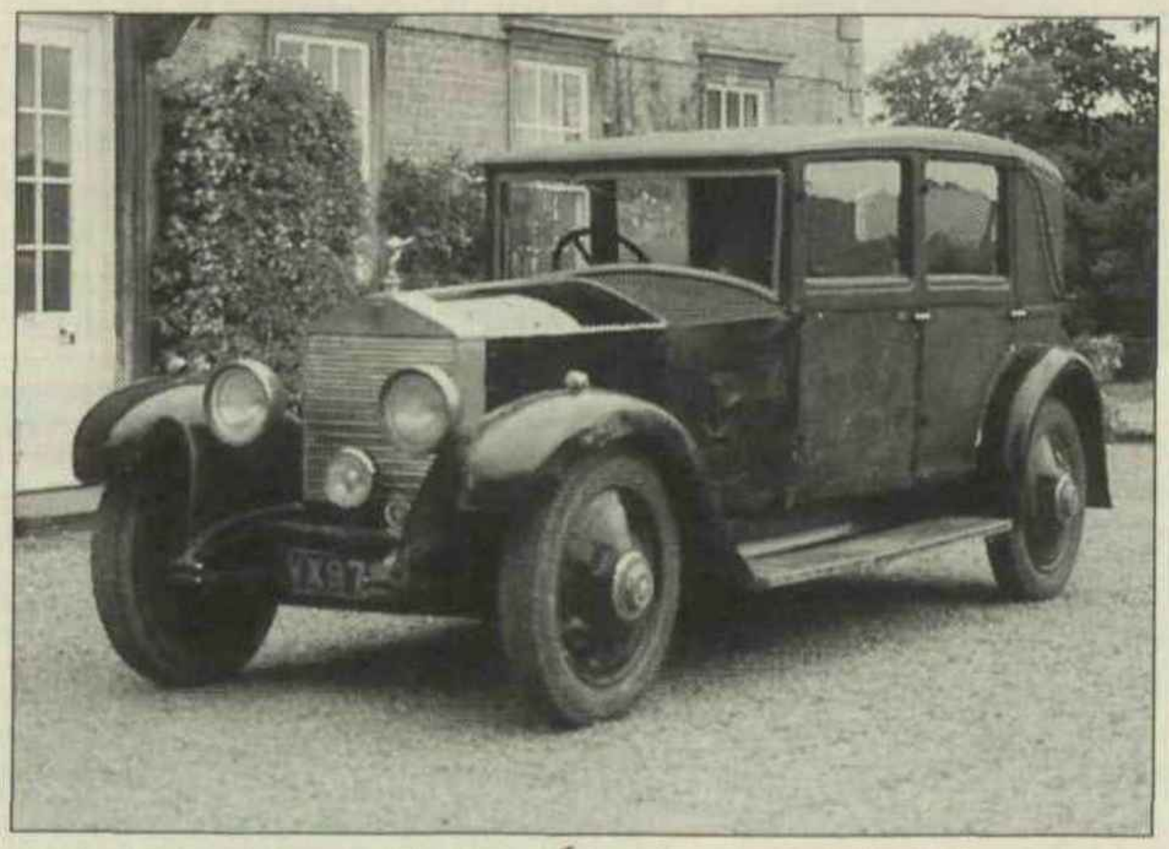
Campbell raced his "Four-inch" Darracq at Brooklands in 1912, as "Blue Bird II", as a companion to his 1906 10½-litre Darracq, which was his first "Blue Bird", and ran it in 1913 as "Blue Bird III". Campbell's car (LN 870) had also been given Bosch dual-ignition, so that when warm it would start "on the switch". It had a radiator cowl, disc wheels and mudguards (I hope its racing roundels did not attract too much Police attention!). Sir Algernon Lee Guinness also had one of the TT Darracqs, presumably the Rawlinson car (No 4 in the TT), perhaps purchased from Campbell. Minchin found his ideal for touring and all three owners spoke well of the reliability of these well-made Darracqs. **W B**



1949 Bentley MK VI Royston Special Tourer. Sold at Beaulieu in May 1993 for £34,000



1907 Rochet-Schneider 40/50 Double Chain Drive Flyabout. Sold at Pebble Beach for $200,500 (£118,550)



1928 Rolls Royce 20HP, with coachwork by Weymann. Sold at Beaulieu for £19,550.

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OBITUARIES

Jack Lemon Burton



The Bugatti Owners' Club President Jack Lemon Burton has died from a heart attack, aged 83. Not only is this a terrible shock to the BOC but all Bugatti worshippers will be immensely saddened, along with followers of the vintage-car movement the world over. Born in 1911, Jack was educated at Kilburn Grammar School. His first motorcycle was an OK in 1924, but later that year Jack was out and about in his father's car, overcoming his age by the expedient of wearing his parent's bowler-hat while his father put on Jack's school-cap!

His aptitude for matters mechanical was shown when he sold his Headmaster a steam engine he had made, and a electrical buzzer for the lab. He also repaired the Head's fishing punt. . . He purchased his first Bugatti in 1927, a Full Brescia, and joined the BOC in 1929. From then on Jack was an inveterate Bugatti man, buying his second one, a Type 37, from Malcolm Campbell, in 1930. Every variation of the Molsheim marque became known to Jack, who raced them with successes at Brooklands and elsewhere from 1934, and who set up his business in Kilburn, by the railway arches, to sell and repair them. I used to look with respect at the big Bugatti-blue doors wherever I drove past.

A big, reserved man with a great sense of humour, Lemon Burton never "pushed" his intimate knowledge of all Bugatti types, but he would quietly help those in need, and as quietly race his beloved cars. He had owned every kind of Bugatti and could boast (quietly of course) that before the war he had owned two of those great Ettore white-elephants, the Royale. He was an early member of the BOC and was later elected Vice-President, then President, of this exclusive Club. His other love was his Paynesfield Railway, a 7¼in-gauge line running the two miles between his houses in Albourne, Sussex, with 10 locos and six wagons, and a 15in-track, two miles long, taking seven years to lay, served by two steam locos, a diesel engine, and seven wagons.

Jack Lemon Burton had a good life — and his kind are now seldom seen. Our condolences to his wife and his vast number of friends, in their irreplaceable loss. **W B**

R J W Appleton

Sadly, we learn of the passing of another personality from the world of amateur motor-racing of the pre-war and later period — John Appleton. He is best remembered as a very enthusiastic Special builder. This began in 1933 when he acquired the sports 1100cc Maserati which Henken Widengren and R F Oats had run unsuccessfully in the 1931 TT. Appleton changed the engine for that from a Riley 9 and commenced a long and notable career with the car, which by 1936 had been extensively modified and had changed from the Maserati-Riley into the Appleton Special, now with a three-bearing Laystall crank and a new single-seater body; the claim was 120bhp. Appleton ran the revised car at Brooklands, where he had competed with a Bugatti in 1932, and at the new Donington Park circuit, and of course in sprints, at Shelsley Walsh for instance, where he had a class-win in 1935.

With the true Appleton Special John had another class-win at Shelsley and won at Brooklands, where he also set a Class-G Mountain-circuit lap record of 76.1 mph which stands for all time, and did some other record-breaking, including a s s mile at over 91 mph. By 1937 the big Zoller supercharger had given place to an even more massive 27 psi Arnott, and A F Ashby helped the Riley valve-gear to cope. Good results followed, at Brooklands, the Crystal Palace and at the Poole speed-trials, etc. After WW2, with the engine de-tuned to suit non-racing fuels, using now a Roots blower, Appleton made a Shelsley climb in 47.1sec and entered the 1937 JCC International Trophy race before selling the car in the early 1950s. MOTOR SPORT appreciated the enthusiasm of this inveterate Special builder, publishing a full description of his car before the war. He will long be remembered, especially by those running their own specials. **W B**

John Thornley

MG exponents will have been especially devasted on hearing of the death of John Thornley, aged 85. He joined the MG Service Department in 1931, rising to General Manager of the MG Car Company by 1952, and became Director-General of MGs to his retirement, saddened by the Leyland takeover, in 1969. From being the MGCC's first Hon Secretary, Thornley was later elected President of this Club he had founded. With a break during the war, when John served as a Lt-Colonel, all his life was spent promoting the cars he loved, especially in competition, and his book "Maintaining The Breed" was the first motor-racing history to give attention to technical details. It was, of course, an MG saga, about trials, racing and record-breaking. Our condolences to Joanne (whom John met when she worked in the Abingdon drawing office) and her two children. **W B**

V-to-C Miscellany

Another ex-Brooklands car has been found still to exist, the TT Replica Frazer Nash AUL 4, now in Kent, but owned from 1937 to 1947 by Miss P McOstrich. who was a well-known driver at Brooklands.

Last month we reported on the VSCC Welsh Trial. In the road rally run in conjunction with it the winning performance for the Rally Mug was achieved by Stephen Skilbeck, navigated by I S North (1924 30/98 Vauxhall). The only casualty was P Cattell's 1908 Riley, which broke its crankshaft. Blaine's Ballot, a Sunbeam, a Vauxhall and a Chrysler non-started. First-Class Awards: Skilbeck, the outright winner, and D Baker (1927 Rolls-Royce Twenty). Second-Class Awards: T Clark (1925 3-litre Bentley), K Burnett (1928 12/50 Alvis), R Prest (1928 Star), L Eccles (1928 12/50 Alvis). Third Class Awards: J Potter (1927 AC), J Chapman (1923 Lea-Francis), K Stimpson (1929 Riley 9), R Parson (1928 Morgan).

Nigel Brooke has been elected the new President of the Brooklands Society.

Stolen! WB would be very grateful to anyone who can tell him the whereabouts of a 1932 490cc Sunbeam motorcycle, MV 7991, frame no J6095, which was stolen from a padlocked coach-house recently, together with an air-cooled V-twin JAP engine for a Morgan.

As a change from full-size A7s, a miniature A7 van, on bicycle tyres, was a feature of the SE A7 Rally reported last month. Presented by young Austin and Lawrence Hawkins (one brother really *is* called Austin), it is the work of their father.



Mrs Morag Barton has pointed out to us that she is the Manager, not the Curator, of the Brooklands Museum.

Expanding Manx





Sloc hillclimb boasts spectacular scenery, here being ignored by Enrico Guggiari at the helm of his Shelby Mustang.

A class award and an FTD for post-war cars fell to Jackie Cochrane and his Tiger.

A new hillclimb and a new circuit boosted the sixth Manx Classic meeting to four days, and brought increased entries and spectators to the island to see cars from the '30s to the '60s tackle the Willaston Pursuit Sprint and the dramatic Sloc climb. And for the first time, circuit racing featured at the 1½-mile Jurby track, where Bruce Spollon's ERA bested that of Fred Tidball after a penalty for missing the chicane. **G C**

V-to-C Miscellany



Blower Bentleys are not the easiest of cars to use for long-distance rallies, so great credit is due to Lord Montagu for winning the prestigious Rally Monte Carlo de Voitures Anciennes, with just such a motor-car. Apart from which it is nice to know that the National Motor Museum is continuing to use its vehicles for such events, instead of retaining them solely as static exhibits. The 1930 blower-4½ Bentley won outright this Mercedes Benz-dominated event, which ran from Germany into France to finish at Monte Carlo. British drivers also took the third and fourth places.

On the historic motor building front, the Automobile Place in the Welsh spa town of Llandrindod Wells has been acquired by the Development Board for Rural Wales and a Trust set up to restore the building, dating from 1909, and its facade, which includes an "Aircraft" sign denoting then-owner Tom Norton's involvement with such projects both before and after WWI. The plan is to open the building, which was an Austin and Overland agency from the early days, as a "Time Traveller" show, demonstrating, in modern exhibition style, history from the invention of the wheel to futuristic space-travel. Cars and record-breaking scenes are visualised but sponsorship is needed; apply to Jerry Laurie, Old Town Hall, Temple Street, Llandrindod Wells, Powys LD1 5D1 (0597 822 997).

In contrast to the hopeful report on the Automobile Palace ex-garage building in Wales, we are sorry to learn that the old Argyll factory at Alexandria in Scotland, continues to deteriorate. After £800,000 in Government grants to buy this and other buildings the buyers collapsed; meanwhile, Dumbarton Council has spent over £30,000 to stop the historic listed building from destruction. A compulsory purchase order is likely. **W B**

VSCC Eastern Rally

There would have been 72 competitors in October 23rd's VSCC Eastern Rally organised by Peter Hart had not Sudjic's Bugatti, a Lagonda Rapier and a 4½-litre Bentley failed to start. A fine field nevertheless, in which the dreaded No 13 was allotted to a Lea-Francis but No 41 omitted. The 95-mile route started and finished at Haughley Park near Stowmarket, so there was good country to rally in and about. It took its toll of Huggett's 1930 Humber with a recalcitrant fuel pump, while, more seriously, Foster's A7 Special broke its crankshaft and Holland's Lagonda Rapier had enlarged a big-end, while Collins' Speed-20 Alvis broke a half-shaft.

The Eastern Trophy was won by T Clark's 1925 3-litre Bentley, navigated by K Pendlebury. The best novice entry was the Bank's 1935 Lagonda Rapier, best newcomer A Tongue (1929 Morris Minor). **First-Class Awards:** P Watson/P Agar (A7), J Baxter/A Jones – the latter taking the Navigator's Award – (A7), A Jones/M Kipping (30/98), A Lupton/T Chalkwright (Lea-Francis), R &B Thomas (s/c MG Midget), I Whyte/P Collins (Lagonda Rapier).

Second-Class Awards: R Fayter/B Geodwin (Riley 9), D & S Rouse (Alvis Speed-20), P Cattell/T Cork (1.6 Riley), A Ducker/A Littler (Riley 9), R & S Hart (Humber). **Third-Class Awards:** P & M Milne-Taylor (12/50 Alvis), P Longden/C Bowyer (3-litre Bentley), D Blake/D Barker (Rolls-Royce), P Glover/D Roberts (30/98), P Gallifant/H Doyle (Alvis), R & D Odell (1½-litre Riley), B Wildsmith/R Parsons (Morgan), C Ping/J Harris (4½-litre Lagonda), J & K Edge (1934 3½-litre Bentley). **W B**

The Things They Say . . .

"The R34's most significant memorial was at London's Heathrow Airport, where in 1962 a large model was hung above the space where daily congregate the thousands of passengers travelling between Britain and America. Sadly, and for no apparent reason, the model was removed some years later and is now, unaccountably, in the museum at Brooklands; a place with which the airship had no connection whatsoever" — *Aeroplane Monthly*, in the very interesting article by Patrick Abbott it published in its August issue about the R34's double crossing of the Atlantic in 1919.

Sad experiment



Having lost the use of Oulton Park and Cadwell Park from its regular calendar of race meetings, the VSCC has sought to fill the voids and maintain its programme of six race events by using Pembrey and, for the first time, travelling to the continent in the tracks of the HSCC and 750 Motor Club, hosting a meeting at the twisty, 1.19-mile circuit at Croix-en-Ternois, close to Arras in north-eastern France.

Being late-season, entries for some of the races were a little unrepresentative with many regular front-runners notable by their absence. Sadly, an incident towards the end of practice claimed the life of Howard Bevan, who suffered a heart attack while at the wheel of his Bugatti 35B, casting a shadow over the rest of the meeting. As a result of the ensuing delay, all races were shortened.

The opening scratch race was reduced to five laps in which Donald Day was penalised for a jump-start although he led home on the road. In his wake, Duncan Ricketts had spun Sally Marsh's ERA R1B on the first lap and spent the rest of the race trying manfully to make amends, finally taking Jost Wildboltz's ERA R9B on the line to take the win in a virtual dead-heat. Day retained third from John Seber's Wolseley.

Six starters were mustered for the vintage race in which Tim Llewellyn led from start to finish with his familiar 3/8 Bentley while main interest centred on the spirited battle for second. After a tardy start, Martin Stretton had hauled his Frazer Nash up to third by lap two and set about harrying Mac Hulbert's Silver Eagle Alvis, briefly taking second on the penultimate lap before the Alvis' power told on the straight. The Nash twice retook the place on the last lap but, once again, the Alvis's grunt told where it mattered to pip the new European Historic F2 champion. Randall Stewart followed home, some way back, with his 4.4 Bentley.

The race for Pre-1941 Sports Cars (a somewhat unusual category, this) resulted in a flag-to-flag win for Bob Gilbert's 4¼ Bentley although Simon Bulling offered an early challenge over the early laps with his 3.6 Bentley before dropping back slightly. Stretton, swapping his Nash for Simon Bull's Invicta, had a lonely run to third well clear of Bob Spiers' Alvis. Man-of-the-Moment Duncan Ricketts had an easier time than in the opening event in taking an unchallenged victory in the race for Pre-War Racing Cars with ERA R1B. Paul Jaye briefly held second place with the Alta, before spinning, but was finding the circuit very heavy on brakes and was unable to maintain his early form. The runner-up spot was taken over by Donald Day (ERA R14B) although a closing Jost Wildboltz narrowly failed to wrest the place on the run to the line. Bruce Spollon managed to get the ERA-Delage to the finish in fourth just ahead of Mark Gillies (Brooke Special).

Lap times were slowing considerably as the day progressed as more and more oil was laid down and in the race for Two-Seat Racing Cars Sir John Venables-Llewelyn lapped some 6s slower than in practice in taking the win with Lord Raglan's Bugatti T51, after disposing of Tim Llewellyn's Bentley which remained safe in second for the duration. Ricketts, taking a turn in Hulbert's Alvis, displaced Simon Bulling's Bentley to consolidate third, while Philip Venables (MG Special) and Amanda Cohn (Stretton Nash) completed the top six.

Another slim field contested the Post-War Racing Cars event and was lacking the odd 250F, Lotus 16 or Connaught C-Type to add some variety. Donald Day, running the only pre-war car in the race, ERA R14B, led into the first corner where he had to give best to Paul Alexander's Cooper Bristol, and as far as the race went, that was it, the order staying unchanged to the flag. Roger Friend took his second third place of the year with the Lotus 12, albeit sounding distinctly under par in the closing stages with 'Spike' Milligan's A-Type Connaught in fourth, well clear of Ian Bentall's Cooper Bristol.

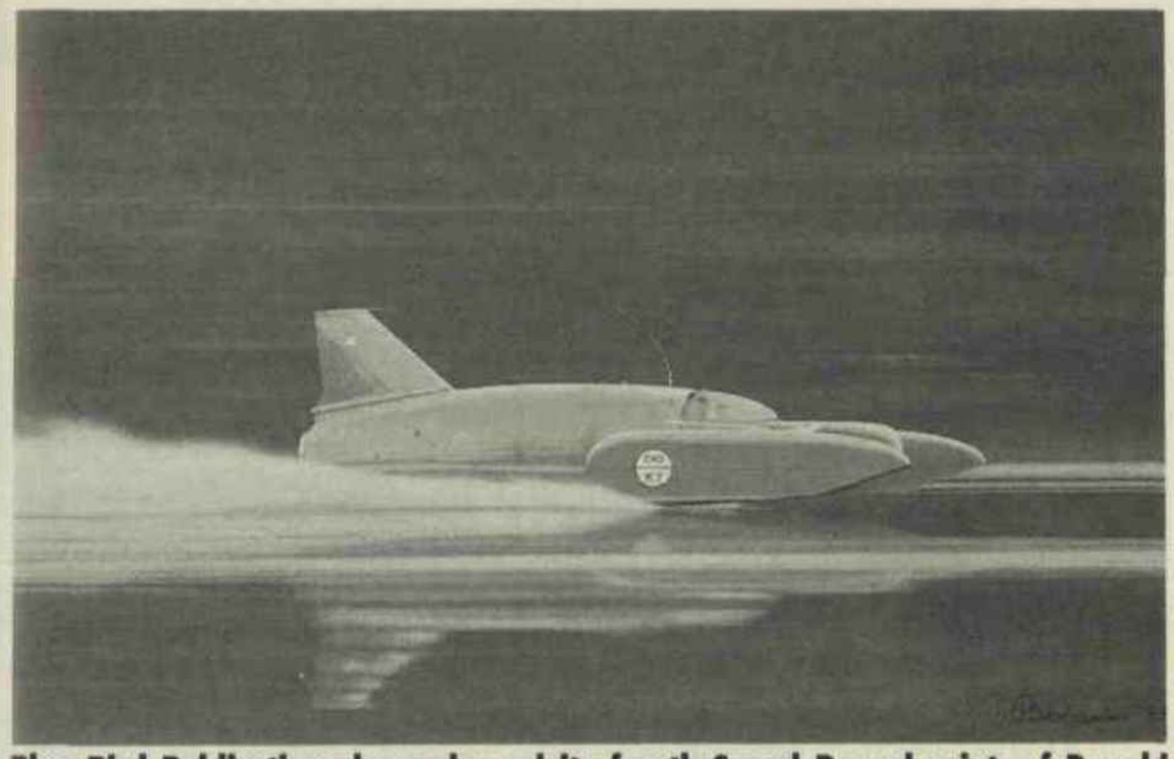
Practice for the Fifties Sports Cars was limited to three laps of familiarisation, so drivers still had some learning to do come the race. The Lotus 11 of Roger Biss took the early lead but had been passed by Tony Bianchi in the Farrellac Allard before the end of lap one. Bianchi was controlling the big Farrellac very stylishly on the slippery surface, although Biss slipped past momentarily before being demoted to third by David Ham (Lister Jaguar). Having worked his way through the field, Ham took the lead from Bianchi at half-distance and maintained it to the finish. John Pearson worked his Cooper Jaguar up to third, at the expense of Biss.

In the remaining five-lap scratch races wins were taken by Anthony Seber (Wolseley), Freddie Williams (Lagonda Rapier) and Tim Rides (Riley). **A S D**





Tim Llewellyn presses on to win the vintage race (top). Tony Bianchi's Farrellac Allard leads David Ham's Lister (top left). Martin Stretton taxes Simon Bull's Invicta (below left).



Blue Bird Publications has released its fourth Speed Record print, of Donald Campbell's Bluebird K7 on Lake Coniston. "Across the Lake", by Arthur Benjamins, measures 19 × 30in, and costs £15 unsigned, or £35 signed, from 3 Treebourne Road, Biggin Hill, Westerham, Kent.

Across Africa and Beyond, by James Wheildon and Paul Davies. Navigator Books, £12.50.

If you like reading about motoring adventure you can obtain from Brickwood Enterprises, 76 Victoria Road, Surbiton, Surrey, this 171-page story of how James Wheildon and Paul Davies completed the 1988 London-Sydney Marathon in a 1930 Talbot 75, a challenge arising from an advertisement in MOTOR SPORT in 1985. The old Roesch Talbot was successful and its accomplishment has pleased the STD Register. Now you can recapture the hardships and great moments on this 10,000-mile journey. But the pictures are very amateur. **W B**

A-Z of Cars In The 1920s, by Nick Baldwin. Bay View Books, £24.95.

Fascinating, absolutely fascinating! Here are short histories and brief specifications of some 390 makes of production cars that were made in the 1920s. A work of such application and industry that I would have thought it might have rendered old Nick mad. Not a bit of it. He has provided all this information, the specifications taking in designations, engine size, valve location, clutch type, number of speeds, and back axle type, and then laced it with about 650 photographs. Could you find a picture of a Menley, Hariscott or Wigan-Barlow, let alone identify them? But not only does the book contain this great collection of pictures, many of them very rare, but the make by make biogs include much new information about personalities, the firms they were with before joining a given company and where they went afterwards.

So this is a wonderful reference book, but also a delight to read or browse through. If you are doubtful about, say, a Urecar, Lothian, Skeoch, Tankette or Suffolk Royal, you only need to consult it. Compiling it must have been a formidable task, yet I can find no errors, except that in the Foreword about what 1920s' motoring was like — I refrain from saying who wrote it — I know that The Motor was out on Tuesday, not Thursday. Criticism of such a valuable and enjoyable compendium is horrid of me — it is just that I have seen better pictorial representations of a few of the makes/models. But as if this matters! Vintage-car folk need this one, and quickly. **W B**

Gold Portfolios: TVR, Jaguar Mk I & II, Triumph TR6. Brooklands Books, £11.95.

Newest literature — I feel I must refer to it as this as MOTOR SPORT articles are included! — from Brooklands Books are three more of their invaluable reference works on TVR, Jaguar Mk I & II, and Triumph TR6. These over-170-page reprints in de luxe Gold Portfolio form are priced at £11.95 each, or £1.50 extra if ordered through the post. **W B**



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Champagne replies

Sir,
In response to 'Champagne Query', from A Burman, (MOTOR SPORT, October), the practice of spraying, rather than drinking, the victory champagne, was first seen after the Le Mans 24 Hours in 1967.

The perpetrator? Daniel Sexton Gurney!
M Gallagher,
Derbyshire.



Sir,
With reference to the Champagne query in the October issue, I have always believed that Dan Gurney started it. Being a non-drinker he did not know what to do with the stuff — so he shook the bottle and sprayed it around!
K Warner,
Alresford, Hampshire.

(Several other readers have written in to identify Gurney as the originator of the champagne-swigging art – Ed.)

Ownership onus

Sir,
New legislation which will affect *all* car owners is under review at DVLC Swansea. Briefly and simply – their answer to Road Tax dodgers is to introduce an ownership tax. *All* cars whether on the road or not will have to be taxed! So far the methods and payments involved have not been released, but certain points seem clear.

1: We will all end up paying full tax – as a part tax for "restorations", "stage rally cars", etc won't work as a deterrent for tax dodgers.

2: Cars over three years old require an MoT to obtain a tax disc – where does that leave half-completed restorations and cars that the owner cannot afford to MoT at the precise moment the test and/or tax is due? How do we obtain the MoT certificate in these cases? And what about museums, breakers' yards etc? The problems are infinite.

3 (This one could really kill us all off): To obtain tax, surely the car will have to be insured. Otherwise "off-road" cars, having obtained a tax disc (or whatever) would be able to drive *without* insurance undetected in the same way as are current tax disc dodgers!

All car owners/clubs or any interested party should contact their MP, RACMSA or DVLC Swansea where a special department is set up to deal with the flood of complaints arising from this proposed legislation.

One possible answer to detecting tax dodgers is the US style dated licence plates, renewable annually, which show clearly whether the car is taxed or not. Any following motorist or patrol car can see immediately if current road tax has been paid. These plates are supplied by licensed companies, just like MoT testing stations.

Why should we pay tax on possessions – what's next, a tax on the number of shirts you own, an MoT for spare parts, or a licence to carry brake fluid – a dangerous corrosive liquid, after all?
Ken Calder,
Ettrickbridge.

Moore Memories

Sir
You might be interested in a recollection of 60 or more years ago which was triggered by Mr Stanley Mann's advertisement on the back of a recent issue.

At this distance in time I cannot recall the relevant date except for the fact that it was September of either the year of the last Amateur TT or the year of the first Manx G P; I am quite sure, however, that it was very wet.

George Sutherland, a fellow inmate at my prep school in N Wales, had invited me over to the island to watch the September races. His home was out at Castleton so on the day in question we had to pedal our watery way to the nearest point on the TT course which was Quarter Bridge, a sharp right hard turn with a camber which was good for racing motor bikes but no help at all to cars. The tedium of waiting in the rain was relieved by the excitement of knowing from the family grapevine that the "Road Closed" car was to be driven by Mr TG Moore. The car and its owner were well known on the island.

Shortly after the time for the road to be closed an open Bentley four-seater came rushing down to Quarter Bridge where it skidded on the wet road and made a 180-degree turn but was bought safely to a halt in the middle of the road, all to the great delight of the crowd. Then from the crowd there appeared a large policeman — all policemen were large in those days — who strode across to the car and with a great flourish pulled out his notebook amid more cheers and laughter and pretended to take down the driver's name as if he didn't know who it was.

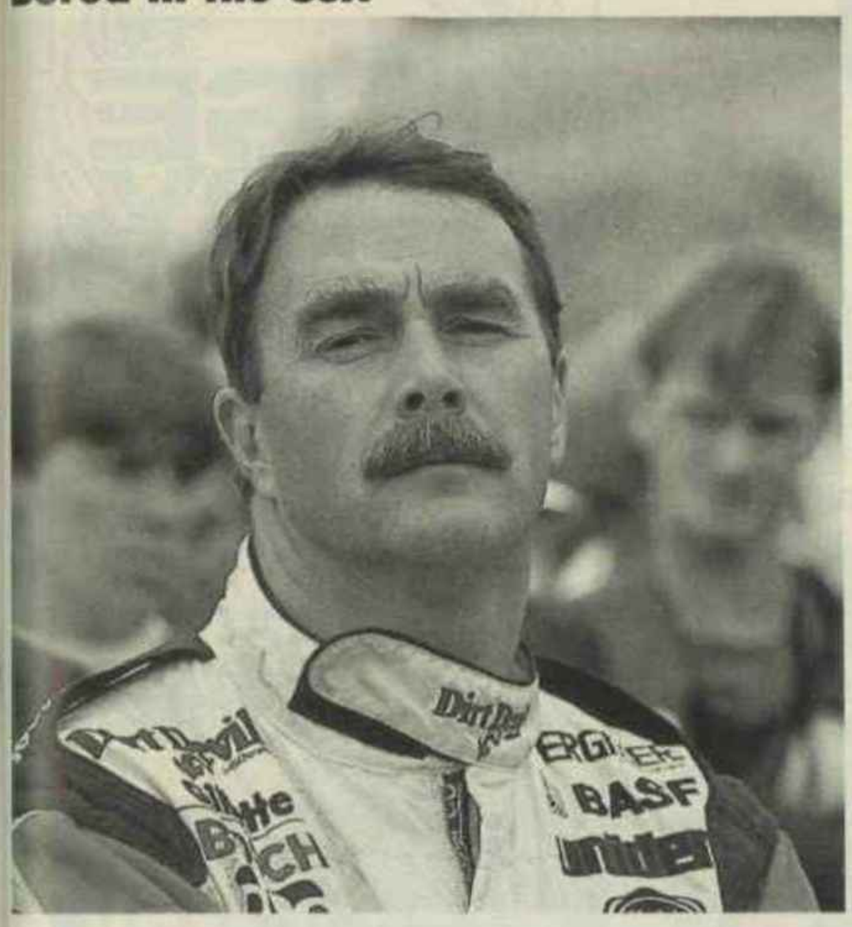
The car was turned round and shot off towards Braddan Bridge. It never occurred to me that I might see it again, even in an advertisement.
Col Henry Weaver,
Ventnor, IoW.

Straight thinking

Sir,
To avoid the costly time consuming accidents at the double chicane immediately after the start at Monza, is not the answer to allow the cars to go straight through at this point on the first lap? Cones could then be put in place for all subsequently laps. By this means the drivers and we, the spectators, would enjoy the full speed acceleration from the start and the sorting out process would have no interruptions with less likelihood of damage to cars and drivers.
Christopher Riley,
Southwell.



Bored in the USA



Sir,
I was interested to read the *Postcard from America* article in the October issue of MOTOR SPORT regarding Mansell's farewell to IndyCar. Being a racing fan and resident of Indianapolis, I have followed the career of Mansell in F1 and more recently the CART series. While it was refreshing to see a happy relaxed — albeit theatrical — Nigel in 1993, this year it was back to 'Mansell Classic'.

Not winning apparently suits him ill and everyone was certainly made aware of that. In addition to theatrics, we were treated to whining, moaning, finger pointing, excuses and petulant behaviour Not only did Nigel not have the patience for the required medical exam after his accident and subsequent retirement at Indy, he had the distinction of being the only driver not to attend the following evening's Victory Dinner.

Local talk is that Mansell signed for $45 million to return to F1, and that $44 million was raised by IndyCar fans.

B Johnson,
Indianapolis, USA.

Cooper's whereabouts?

Sir,
I am trying to trace any history for a Mk XI 1957 F3 Cooper, chassis 6/57, the remains of which came to Australia from the Reading area in the early 1980s. The car originally had a Manx engine and is well documented between 1957 and 1959 in the hands of the Finnish driver Carl-Otto Bremer.

However, its subsequent history is unclear, although it appears it later ran in UK sprints and hillclimbs. All that is known is that it may have been painted black with an orange nose stripe, and that parts of it were incorporated into a VW-powered car around 1980.

I would welcome any correspondence on the history of this car, on Carl-Otto Bremer, or on Mk XI Coopers in general.

Graham Howard,
33 Princes St,
Boronia Park 2111,
Australia.

Calculators out. . .

Sir,
Now that the close season in F1 is descending, perhaps this is the time for some suggested rule changes to promote (hopefully) better racing:

1: A further reduction in front wing size including a limit upon the length and width of bodywork in front of the front axle line.

2: A reduction in the extent by which rear wings may extend beyond the rear axle line.

3: As racing suffers from the problem created by "marbles" restricting the racing line, and as the 'marbles' are a by-product of ultra soft slick tyres which are of no relevance to road tyres, the rules should be amended to require all-weather treaded tyres which at the end of a race retain at least 1.6mm tread depth. Tyre-changes to be restricted to changing punctured tyres.

4: Grid positions to be decided on the basis of finishing position in the previous GP (other than first race of year).

5: Points to be awarded on following basis (assuming 26 car grid):
leader each lap 25 points;
second each lap 24 points
(etc down to 0 points for last place on each lap). The total at the end of each race would be divided by the number of laps and then points as above added for position on last lap. This would reward drivers who suffer a mechanical failure near the end of a race, which presently goes unrewarded, and will also encourage more overtaking.

6: Raised bevelled kerbs to be altered so that they drop away into the gravel trap, thus discouraging kerb-banging and encouraging rather more accurate car placement.

AP Martin,
Fillongley, Warwickshire.

VINTAGE POSTBAG

Marendaz Evidence

Sir,
It is always very irritating when you know a little history but can't find the photographic evidence, when you know that someone out there must have it! So, then, where can I find a comprehensive set of photographs for Shelsley or the Brighton Speed Trials for the period 1932-5?

Captain Marendaz ran a supercharged 13/70 model at these events and others during the period and so far no photographs have been traced. As is well known he sold production four-seater cars from his factory in Maidenhead and although they were occasionally seen at sporting events in the hands of owners, factory supported speed events were mainly run with a stripped, supercharged, four-seater car. It was unpainted, with racing circles on the side, no trim and only two seats. The supercharger was a Zoller, driven at an angle from a crankshaft extension, in the style of Lea-Francis. This car fulfilled no other function within the factory, resting quietly within the works, until Friday afternoon when it was looked over preparatory to a weekend racing. Being a scruffy looking thing it was not used as a customer demonstrator, this function being reserved for Captain Marendaz's own car.

Drivers at the events were the Captain and frequently a chap called Mitchell, and sometimes Kaye Don who was a good friend of the Captain. Rita Don, his sister was also sometimes a member of the Marendaz party.

So, who can help? My undying gratitude is your reward!

Graham Skillen,
Tonbridge, Kent.

Lady Drivers

Sir,
I read with interest your article 'Getting it Right' concerning some of the ladies who raced at Brooklands. In my quest to fit cars with current owners I wonder whether any of your readers could shed some light on a couple of ladies who made up one of the first Fiat Balilla teams in the 1936 LCC Relay Race at Brooklands? The ladies in question are Mrs Chaff and Mrs Lace. (The third driver in the team was Mrs Wisdom, and both she and her car are well known and documented!) I note that Mrs Chaff also drove a Fiat Balilla in the May meeting at Donington in 1936. Any information concerning these ladies or details of the cars they drove would be much appreciated.

Richard Patten,
Barming, Kent.

(Mrs Lace sometimes drove a 4½-litre Invicta in other races, and a David Scott-Moncrieff Singer 9 on one occasion. If anyone has more information, it can be forwarded – WB)

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Overall Print Size: 70cm × 52cm (27.5" × 20.5")

Ayrton Senna leading the 1994 Brazilian Grand Prix on 27th March 1994 where he started from pole position driving the Rothmans Williams.

(Grand Prix Sportique will be making a contribution to the Ayrton Senna Foundation from all sales of the print)





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Derek Bell MBE leading the start of his 24th and final Le Mans 24 hour race driving the Gulf Kremer-Porsche K8 on Sunday 18th June 1994 where he finished in 6th position. Derek Bell has won a memorable five Le Mans 24 hour raees 1975, 1981, 1982, 1986 and 1987

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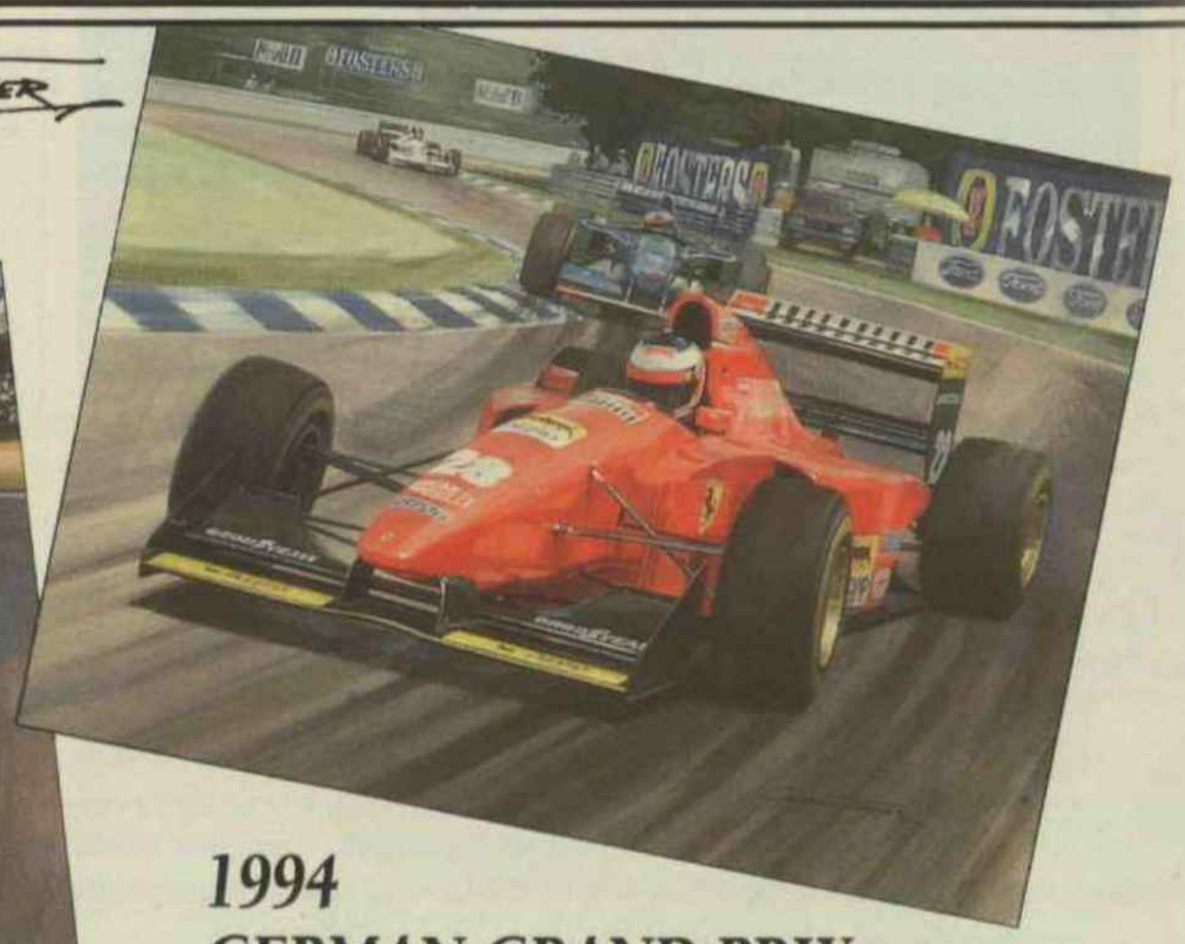
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SIMON TAYLOR

Born in 1964, Simon was educated at High Wycombe Grammar School and Southampton University.

Specialist subject: driver portraits and car studies, many of which have been reproduced as limited edition prints. Also driver/team montages and racing scenes.

Favourite media: pencil, colour pencil, and watercolour. Also gouache and acrylic.

Recent commissions include works for Gerhard Berger, David Coulthard and Jo Winkelhock.

Simon demonstrated a flare for drawing from a very early age, which was reflected through studies at school, taking art to "A" level. Subsequently this was complemented by a burning passion for Formula 1 Grand Prix racing. On leaving school, at the age of 18, he spent a year at art college before taking a degree in engineering at Southampton University. The combination of art training and an understanding of engineering principles proved invaluable.

Attending his first Grand Prix in 1979 at Silverstone, he became hooked by the atmosphere, incredible power, noise and speed. Throughout his teens, and motivated by his love and passion for Formula 1, he started drawing portraits of Formula 1 drivers and racing scenes for himself and fellow enthusiasts. His first commissioned portrait, in 1985, featured his great idol Ayrton Senna during the Brazilian's Lotus days.

The first limited editions were released in January 1993 and included portraits of Alain Prost, Michael Schumacher, Ayrton Senna and Stirling Moss (autographed by the legend himself). These featured his identifiable style, which combines a pencil drawn eye catching portrait with an accurate colour illustration of the car.

Simon, who had been operating semi-professionally, started working on a full-time basis in mid-1993. His first limited editions have been a resounding success, selling in the UK, Germany, France and Luxembourg. In addition to private work, he has also had several important commissions, including a portrait of BMW touring car driver, Joachim Winkelhock, which was purchased by the BMW team and presented to the driver for winning the 1993 British Touring Car Championship.

Recently, he has been commissioned to produce portraits by David Coulthard and Gerhard Berger.

In recognition of his high standard of work, Simon has been accepted as an associate member of the Guild of Motoring Artists.

Prints by Simon Taylor are available in many galleries throughout the UK, through a direct mail order service, and through agents in Europe.

GAVIN MACLEOD

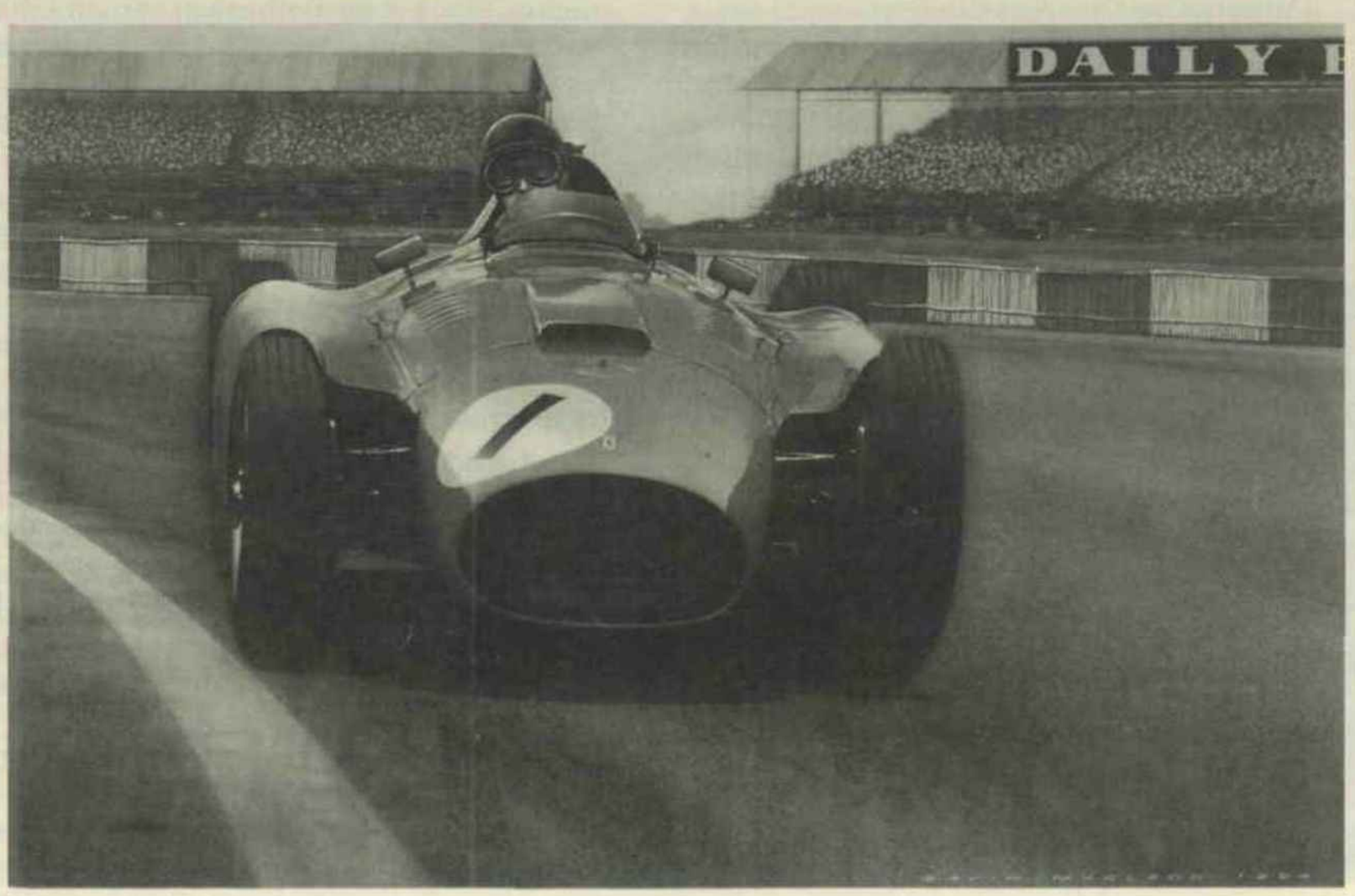
Gavin Macleod's distinctive style of automotive art is collected throughout the world and his clients include Nigel Mansell, Mario and Michael Andretti, Roger Penske, Peter Windsor and Nick Goozée.

Despite being a Leeds-domiciled Scot, Gavin has until recently concentrated his efforts on the North American market. The IndyCar series has formed the basis of a number of evocative paintings capturing the speed and beauty of cars from the Penske and Newman/Haas stables.

Luckily for UK enthusiasts Gavin has now applied his undoubted talent to the world of Formula One. His latest limited edition print, *Ayrton Senna da Silva — The Final Victory* has just been published by Goggles Limited Editions and features Senna racing to victory in the 1993 Australian Grand Prix.

Gavin's unique style is breathtakingly accurate and successfully captures all the speed and colour of motor racing at the highest level.

His work is exclusively sold by Goggles in the United Kingdom. Colour brochures are available from Goggles Limited Editions, 3 Crester Drive, Werrington, Peterborough PE4 6AD; telephone 0733 324400.



MICHAEL TURNER

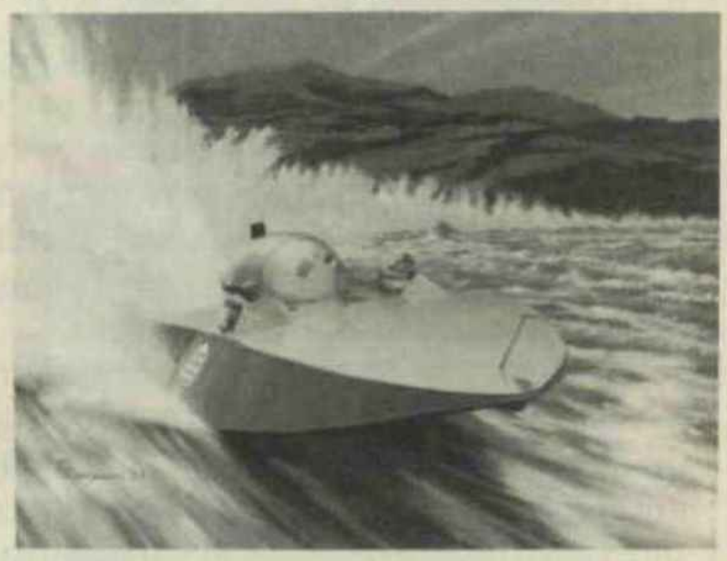
Michael Turner was born in Harrow in 1934, and saw his first motor race in the Isle of Man in 1947. After leaving school he studied art for one year in London, and started his professional career as an artist after completing two years in the National Service in the army. He has been painting the motor racing scene for over 40 years, during which time he has travelled regularly to the major racetracks of the world to witness and record events first-hand. His clients over the years include many drivers, teams, sponsors, manufacturers and museums, and he has held exhibitions in London, New York, Chicago, Milan and Sydney. Four books of his paintings have been published, the most recent in August 1994. In 1963 he formed Studio 88 Ltd with his wife Helen to publish and market prints and cards from his original paintings.

His other great passion is aviation and he is currently President of the Guild of Aviation Artists.

GRAHAM TURNER

After two years working at a London design studio, Graham Turner went freelance in 1984, at the age of 20, and has been kept busy since then painting both current and historic racing cars. His clients include drivers, teams and sponsors, as well as enthusiasts and collectors keen to record their racing memories. His work is published alongside that of his father, Michael, by the family business, Studio 88 Ltd and he lives in a 17th century thatched cottage with his wife, Anita, and their baby son, Alexander.

ARTHUR BENJAMINS



Arthur Benjamins was born on June 22 1953 in Rotterdam, Holland. He has a twin sister and an older brother, lived in Bulawayo, Rhodesia for six years and returned to Holland in 1963.

He came to live in England in January 1974, where he has stayed ever since. He is married to an English girl, Elaine, and has an adopted son, Damien.

In Holland, before the war, his grandfather and great-granduncle were well known in the art world; the latter's work can be found in the Museum Boymans van Beuningen in Rotterdam.

Arthur Benjamins began painting motor racing scenes in 1970 due to his passion for this sport. He is entirely self-taught and has developed a technique of painting and a

use of medium which is unusual. He uses enamel paint on canvas with vivid, bright colours. The use of airbrush is minimal.

He strives for the utmost in technical representation in all his works depicting motor racing, aviation, boats and other subjects. (He has a technical as a design draughtsman.) As his painting style has a certain photographic quality, his work takes on an extra dimension.

His other style of work is "science-fantasy", which is a total departure from his rigid world of reality. In the art world of the late 1970s he won several prestigious awards and three of his works can be found in three European museums of modern art.

Apart from motor racing and "science-fantasy", he also paints aircraft and powerboats and many scenes from the world of Land and Water Speed Record breaking, another topic he embraces passionately. He produced the paintings which grace the front and rear covers of a book called *Power, Boat, Speed*, relating to the entire history of powerboating.

Many of his powerboat paintings have appeared in boating magazines. The Basildon Motorboat museum commissioned him to paint the Harmsworth Trophy Race on the Detroit river in the 1930s.

He has appeared in many leading British magazines such as MOTOR SPORT, *Motoring News, Motor, Autosport, Classic & Sportscar, Motorboats Monthly* and *Classic Boats*.

His works have also been featured on British Television, including an appearance on the *Top Gear* programme.

When one of his paintings appeared in Enzo Ferrari's book *Piloti, Che Gente*, Mr Ferrari presented him with a signed copy! Ferrari also produced an official print of one of his paintings, which was presented to the Italian press.

Arthur Benjamins' customers include drivers, sponsors, team managers, airline pilots, pop stars and promoters.

NICHOLAS WATTS

Nicholas Watts was born in Tunbridge Wells, in 1947, within a short distance of the Brands Hatch Grand Prix racing circuit. From an early age he became fascinated with the structure, form and function of the automobile and spent most of his youth learning to draw and paint.

He abandoned his academic career at the age of 16 to train as an engineering draughtsman at Vauxhall Motors in Luton. This successfully completed, he felt a need to travel and experience a different way of life to broaden his horizons, hence his decision to join the Royal Air Force, in which he specialised in navigation systems.

After this period of military service, he returned to painting, expanding all the skills that an artist must have.

For his work he prepares several pencil roughs until the optimum composition is attained, with particular emphasis on compositional strength. Many paintings have been based from quickly drawn sketches, even scribbles, defining profiles of shape to achieve realism.

When Watts begins a commission he always takes the standpoint that each car is unique so that what emerges is a portrait of an individual, working on one picture at a time from initial perception through to the end result.

Although aware of the uncertainty in any artistic career, he takes the assumption that the painter must always paint from the heart; dangers lie in painting to suit transient fashions.

Never content with his work, he constantly experiments with new techniques and varying approaches to similar problems, not to expedite a completely new style but to enhance and refine what is already there.

Over the past five years Watts has had no fewer than 16 of his original paintings selected for reproduction as limited edition prints, signed by such notables as the late Al Holbert, three-time Le Mans winner Derek Bell, Jochen Mass, the late Stefan Bellof and Juan Fangio.

Today he works in his studio attached to his house in a small village, which lies one hour to the north of London by car. Married to Lyn, they have three children, Claire 18, Lyndsay 16 and Matthew 10, and an ever-increasing menagerie. He is the only English artist selected to join as a member of the Automotive Fine Arts Society.

All limited edition prints and colour brochures are available from Goggles Historic Racing Pictures, 3 Crester Drive, Werrington, Peterborough PE4 6AD; telephone 0733 324400.



ROBIN OWEN

Robin Owen originally trained in fine art. He pursued a career as a designer within the Motor Industry, both in Britain and abroad. In 1984 he went freelance, working as a designer and illustrator, and painting in his spare time. In 1990 he took the decision to dedicate all of his time to painting transportation subjects.

He has had numerous successful exhibitions.

Robin's original oil paintings feature in the collections of international companies and members of the racing and rallying fraternity.

A wide range of fine art prints are available depicting classic World Rallying and Formula One events. For information and availability, telephone 0608 686433.

To discuss corporate or personal commissions, please telephone Robin on 0926 612764.

ALAN FEARNLEY

Alan Fearnley was born in Yorkshire and attended Batley College of Art. His oil on canvas paintings reflect his keen interest in transport and his works include railways, ships and racing cars.

His paintings hang in the offices of Rolls-Royce, Porsche, Mercedes-Benz, McLaren International and are also displayed at motor racing circuits and in museums the world over, as well as in the homes of Nigel Mansell, Derek Bell, Sir Jack Brabham, rock star Chris Rea and many others.

Alan is an artist whose work attracts the attention of collectors worldwide. It is hung extensively in private collections but he is best known to the public through his reproductions.

Since 1988 Alan Fearnley has held an annual exhibition of his work at the Hotel de Paris in Monaco at the time of the Grand Prix.

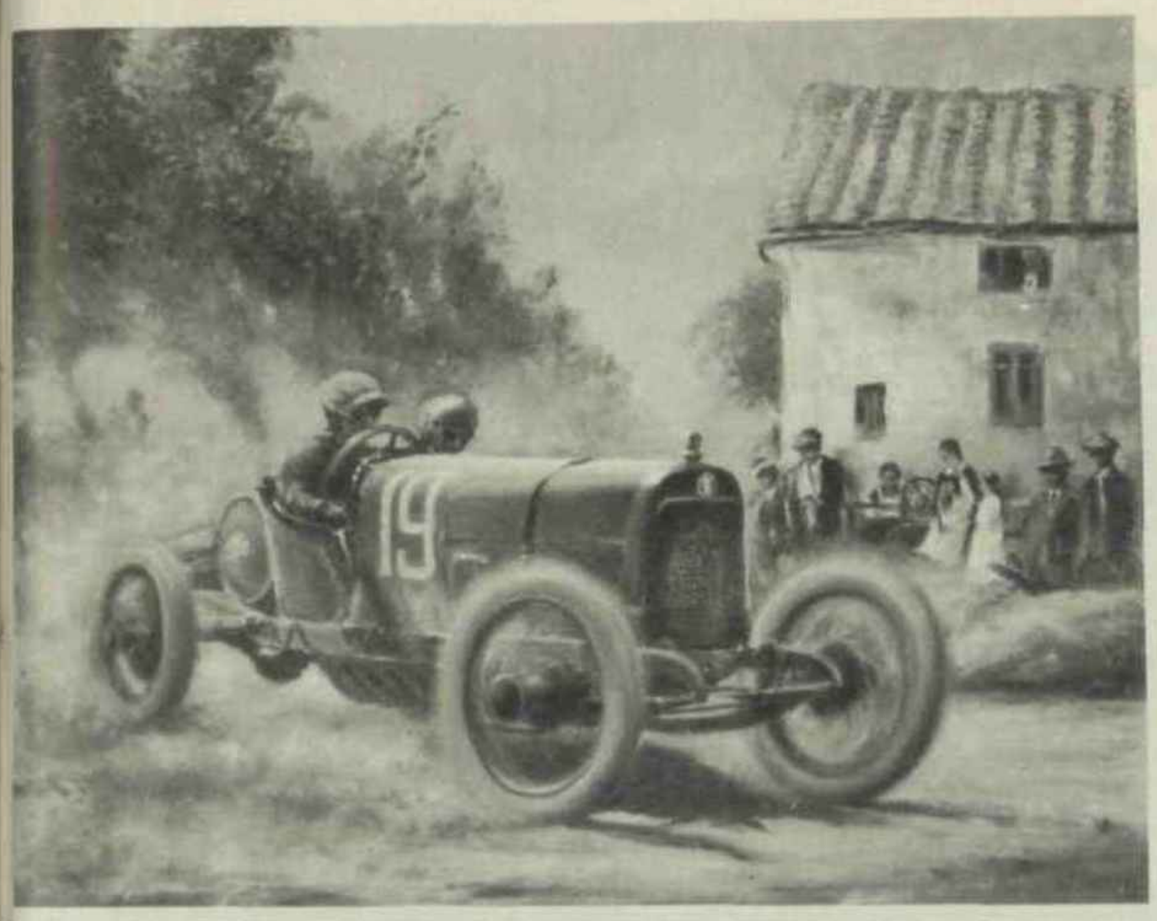
Alan prefers to paint in oils as he feels he can create more in this manner. Alan's skills are unique. He is a gifted landscape painter and yet he understands the world of motor racing like a true enthusiast. Much of his success derives from his talent for really studying his subject before commencing work, and this is evident in the completed paintings.

For further information contact: David Mills, Grand Prix Sportique, Upton, Tetbury, Gloucestershire GL8 8LP; telephone 0666 503776, fax 0666 504386.

CRAIG WARWICK

Craig Warwick's astonishingly lifelike portraits of racing drivers are now available as limited edition prints. Michael Schumacher and Damon Hill feature in the first two, shown alongside his original paintings at an Exhibition of Motoring Art held by Grand Prix Sportique at The Gallery in Cork Street from November 7-12.

"Craig's work is a great challenge to the lithographer," according to David Mills of Grand Prix Sportique. "Capturing the flesh tones and the fine detail he works into his





portraiture is difficult. The world's best artists use light creatively, and Craig manipulates it to give his pictures a quality rare in the world of motoring art. We showed the prints alongside the originals to prove how faithfully we have managed to reproduce the quality of Craig's work."

The 45 year-old artist has signed up for a series of driver portraits which include Mario Andretti, Jacky Ickx, Nigel Mansell, Jim Clark, Denny Hulme and Ronnie Peterson. Warwick is working on a portrait of Ayrton Senna, proceeds from which will go to the Ayrton Senna Foundation for impoverished children in Brazil.

A lifelong motor racing enthusiast, Warwick's work has featured in motor racing books and magazines, but the opportunity to publish it in high quality prints confirms him as probably the leading portrait artist in the crowded world of sporting prints. Sir Jack Brabham recently bestowed the ultimate accolade on Warwick's work by buying a portrait of himself.

Grand Prix Sportique already handles the work of Alan Fearnley, whose lithographs and oil paintings have acquired collectable status.

For full biography and further information please contact: David Mills, Grand Prix Sportique, Upton, Tetbury, Gloucestershire, GL8 8LP; telephone 0666 503776, fax 0666 504386.

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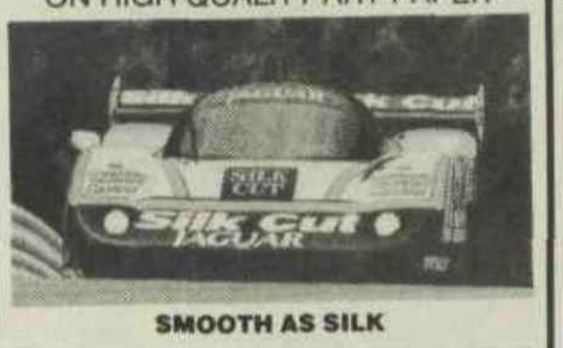
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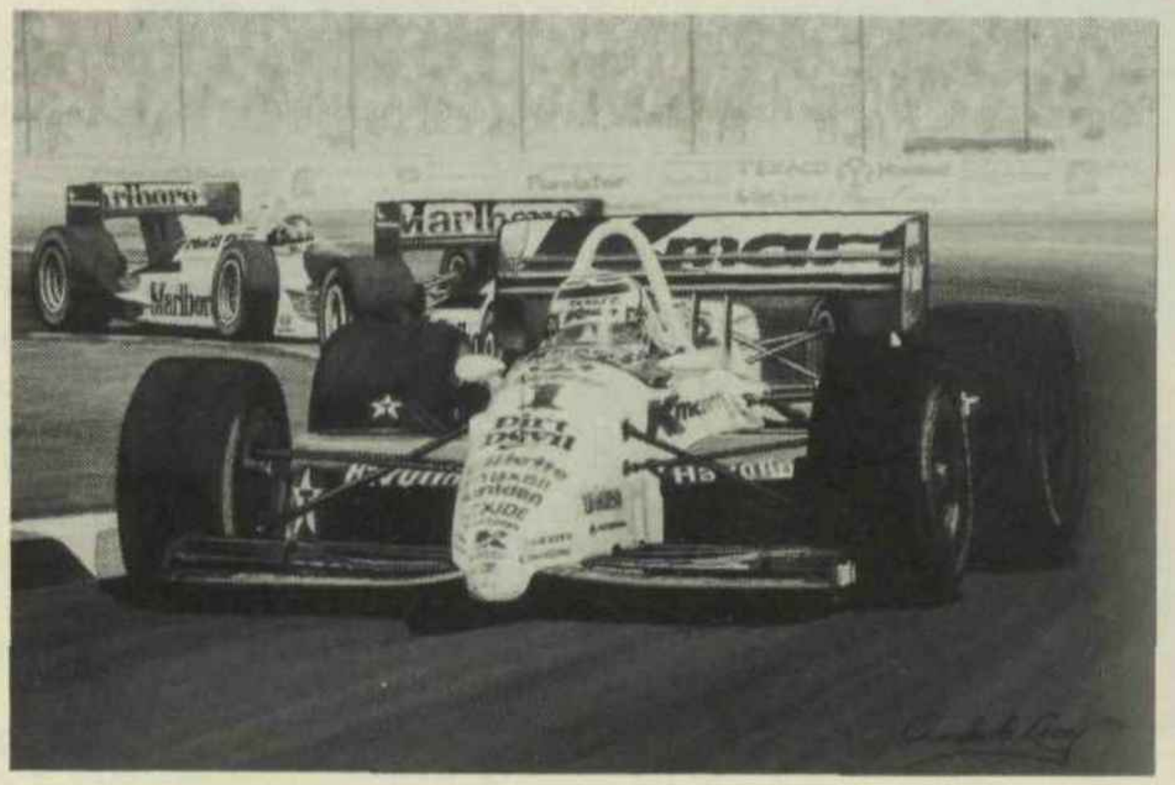
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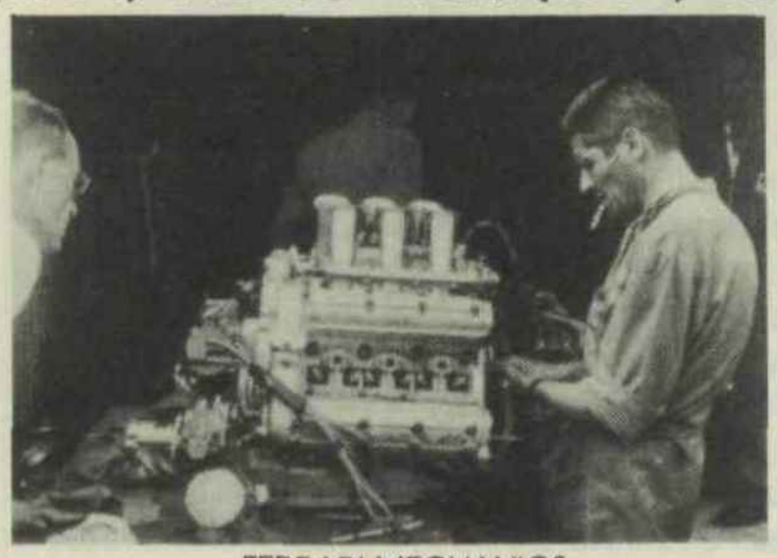
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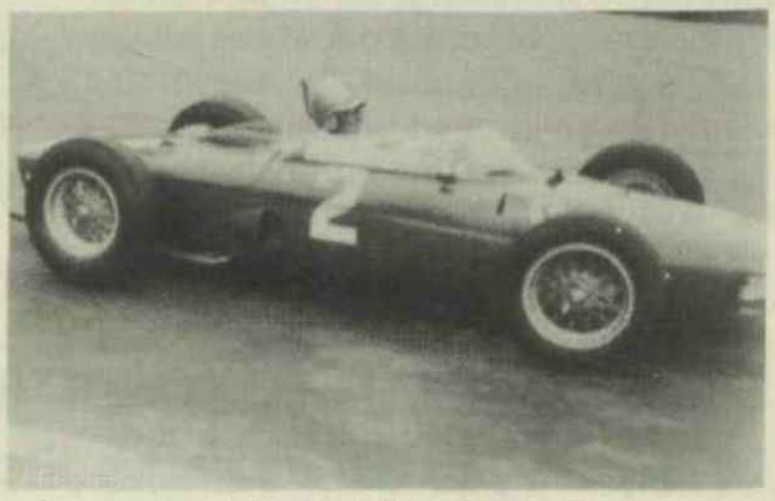
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JEREMY MALLARD



Jeremy Mallard has been painting professionally for 27 years. His work has been exhibited in the Mall Galleries, London and International Art Exhibitions in Milan and Amsterdam.

His commissions have included aviation and naval subjects as well as motorsport, where he is probably best known. Famous owners of his work include such illustrious names as Fangio, Stirling Moss and Damon Hill. Not surprisingly the fine art prints of his original paintings are avidly collected worldwide.

His reputation for capturing movement and atmosphere, combined with his remarkable portraiture, has ensured him a unique position in the world of automotive art.

His current portfolio of 14 signed limited edition prints include: Damon & Graham Hill, Michael Schumacher, Ayrton Senna, Gilles Villeneuve, Juan Fangio, Jim Clark, Stirling Moss, Mike Hawthorn, Wolfgang von Trips, The Rolt/Hamilton Le Mans-winning C-type Jaguar, two famous Bentleys and the lightweight E-type Jaguar. All aspects of motorsport are executed brilliantly in his unique watercolour technique.

Prices of Jeremy's signed and numbered prints start at £32 and original paintings cost between £750 and £2500. He can be contacted through The Pen & Think Publishing Company on 01746 718697, or by writing to 5 Station Road, Stottesdon, nr Kidderminister, Worcs DY14 8TT.

SIMON WARD

Simon Ward has specialized in automobile art since 1986 and has quickly achieved an outstanding reputation for quality and accuarcy appreciated by the international world of motor racing. He works mostly in gouache, a high resolution form of watercolour which is ideal for the vibrant and colourful world of autosport.

The majority of his work is produced for the industry itself, the team drivers, sponsors and circuits involved. At the age of 8, Simon visited his first British Grand Prix in 1972 and has never looked back. Travel is now a major part of his life, with annual attendance at all the major racing events including Spa, Monza, Le Mans, Indianapolis, Daytona, Sebring, Charlotte and Atlanta.

Simon was born in Nottinghamshire, England and now lives near London with his wife Sarah and daughter Pollyanna.

STUDIO 5

Studio 5 published their first limited edition in 1991 — inspired by Mansell's victory at Silverstone and noble gesture of collecting Senna on his victory lap.

That piece was created by John Batchelor, a renowned aviation artist from Dorset. There are a handful of these large size signed editions remaining, but the majority of the edition have been taken up. John went on to create another signed edition picturing Mansell and Senna side by side in Spain that year which again proved very popular.

Since then John Batchelor has continued his association Studio 5. He has produced forty or more different works featuring Formula 1 and Indycar. These paintings cover action from each of the Grand Prix from the last three seasons. These editions are all available exclusively through Studio 5, either individually or as a complete collection offering remarkable value.

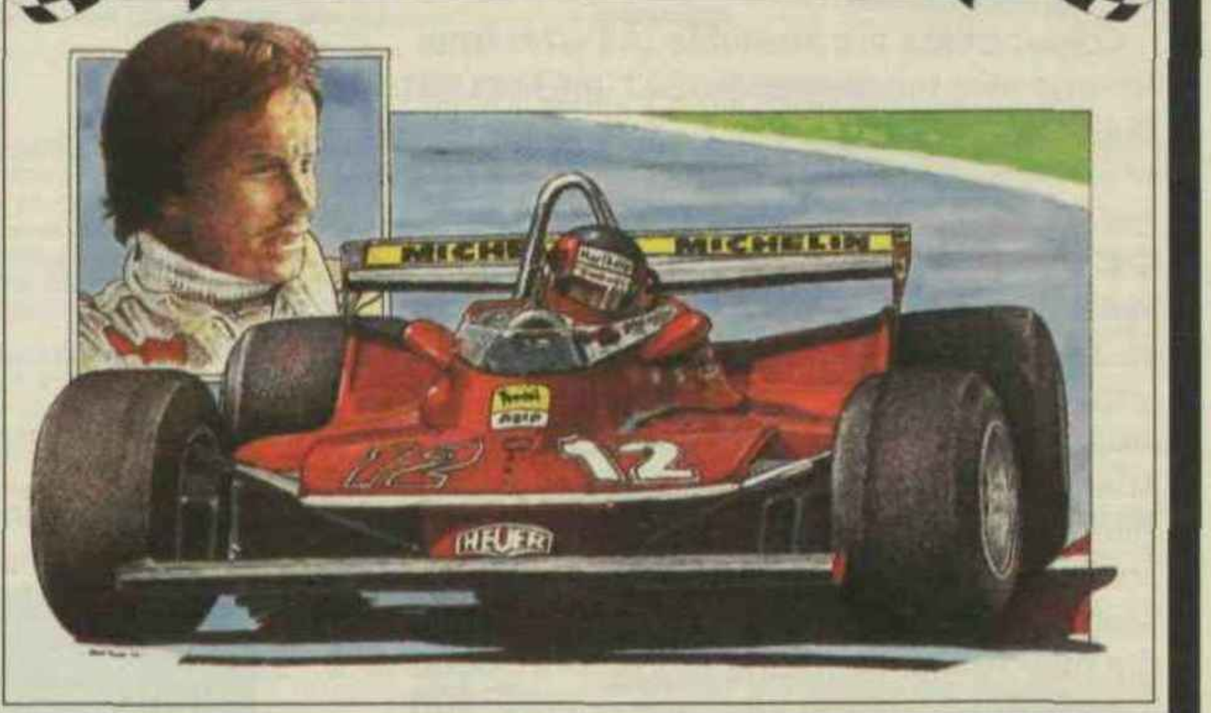
Timon Pratt who runs Studio 5, then met Brian Reaney. Together they created a mini series celebrating Britain's Formula 1 World Champions which has been a storming success. A few from this collection are still available from Studio 5. Brian has gone on to create a new series entitled "SIX OF THE BEST" featuring Niki Lauda, Ayrton Senna, Alain Prost, Nelson Piquet, Gilles Villeneuve and Ronnie Peterson. Once again this series is available exclusively from Studio 5 and is to be published very shortly.

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RAYMOND GOLDSBROUGH

Raymond Goldsbrough is a commercial artist who produces outstanding motor racing paintings, recapturing those many great moments of the sport.

After working in advertising agencies for some 30 years, Ray decided to commit himself to become a full-time artist, illustrating all eras and classes of motor sport in a style that can only be described as meticulous and exacting. His distinctive drawing skills for his gouache-based paintings are so intricate and detailed that, at first glance, the subject could be mistaken for a photograph.

Ray, who's been recommended and accepted by the Guild of Motoring Art, brings to life the spectacle, nostalgia and atmosphere of the track. From Moss to Mansell, Stewart to Senna, Ray's work has been featured in *Autosport*, MOTOR SPORT and *Ferrari World*, to name but a few of the authoritative motorsport and classic car magazines.

His paintings have been shown, by special invitation, in Milan, Essen and Beaulieu, in addition to exhibiting at the various motoring art galleries and racing circuits throughout the UK.

Colour prints are available (A3 size) from his originals; telephone 091 222 0603 or 091 284 5907.

KEITH WOODCOCK

Keith Woodcock is probably better known as one of this country's foremost and respected aviation artists, having won awards for his work on both sides of the Atlantic, but over the past few years he has also added motoring subjects to his portfolio. This is not so surprising as he has been a keen spectator at motorsport events since the mid-1950s, providing him with a sound foundation of knowledge, experience and enthusiasm which is the lifeblood of any specialist artist.

It is therefore perhaps only natural that most of his subjects tend to be nostalgic portrayals of classic cars, drivers and circuits of the past which vividly convey the drama and atmosphere of the scene. Some of his paintings have been reproduced as driver-signed limited edition prints by Bayside Automotive Art (telephone 01327 811528).

The vast majority of his work is now specially commissioned and he has gained an enviable reputation for his motoring art with clients both in this country and abroad. His studio number is 01469 531902.

JAMES DUGDALE

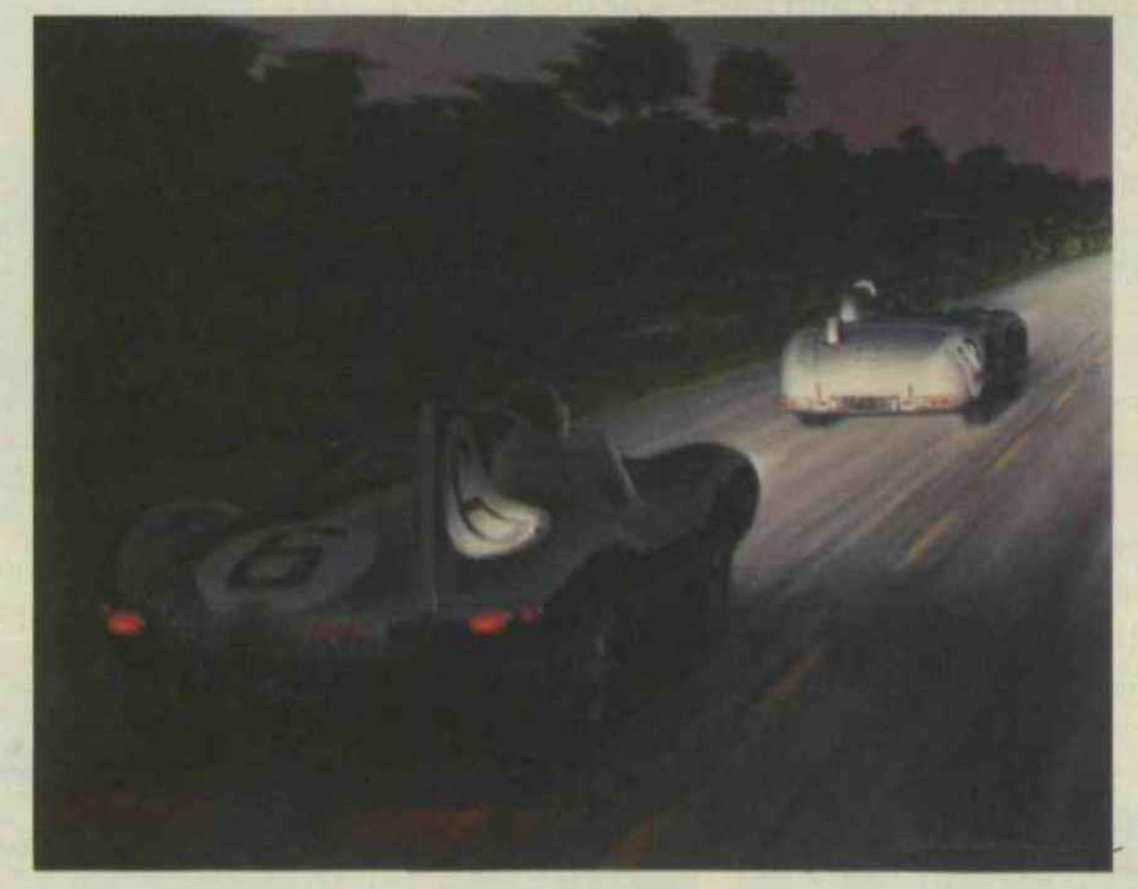
Born in Rossendale, Lancashire, on May 10 1940, James was educated at the Bacup and Rawtenstall Grammar School. On leaving he worked for a packaging company as a graphic designer. After moving down to London, James worked for a design studio, upon leaving which he turned to freelance illustration, supplying the publishing, advertising and, briefly, film industries. His subject at this time were transport, both military and historical.

Now working almost exclusively in advertising, he has exhibited in the UK and USA. James now paints motoring subjects both for private commissions and commercially and for pleasure.

To buy or commission other work from James, write or call James Dugdale, The Bloomsbury Arts Company, 24 Store Street, London WC1E 7BE; telephone 071 436 4641.







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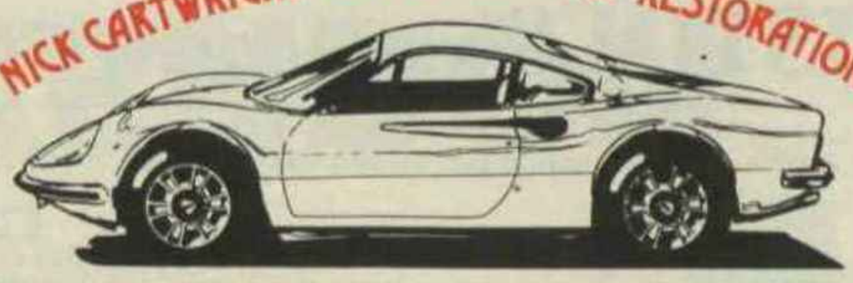
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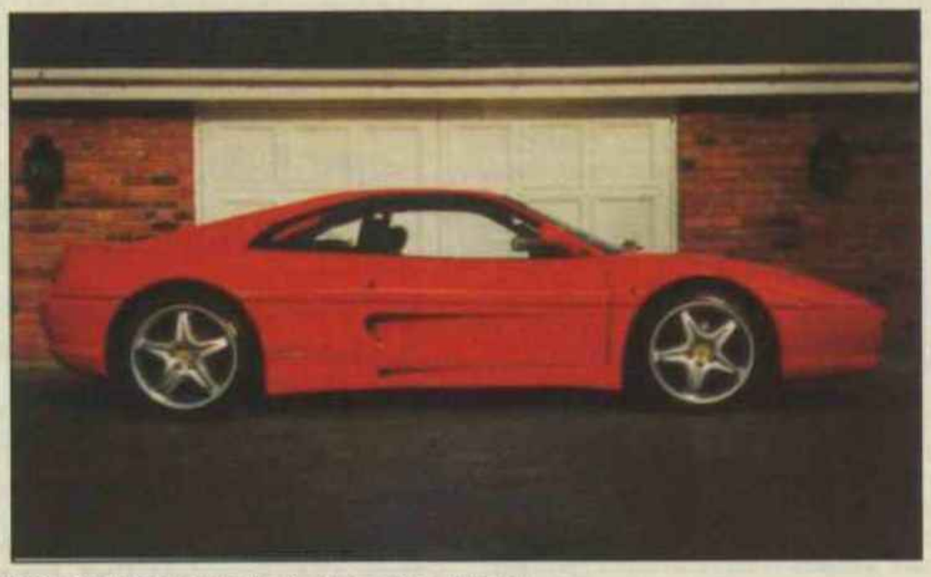
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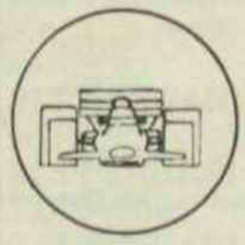
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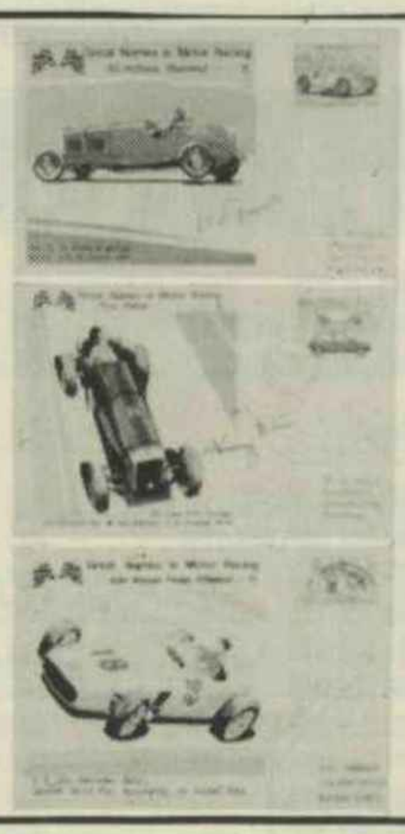
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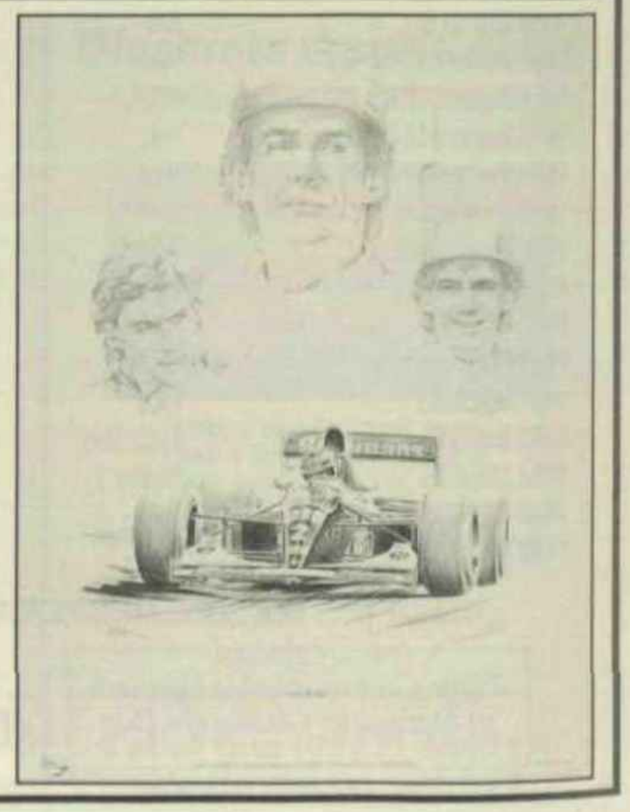
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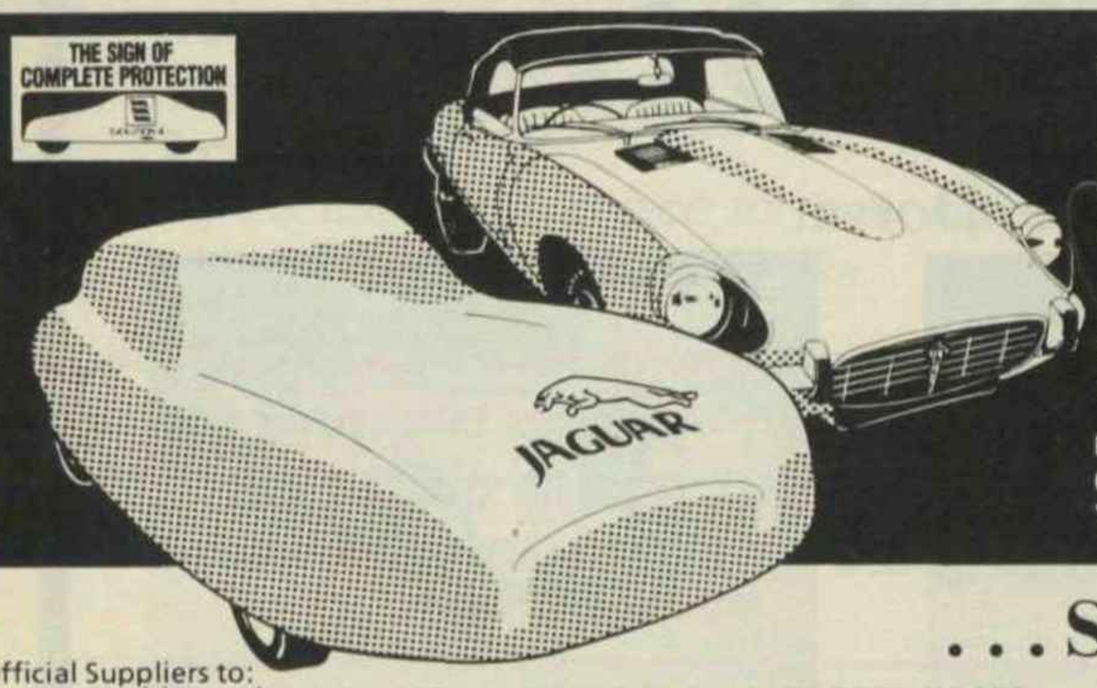
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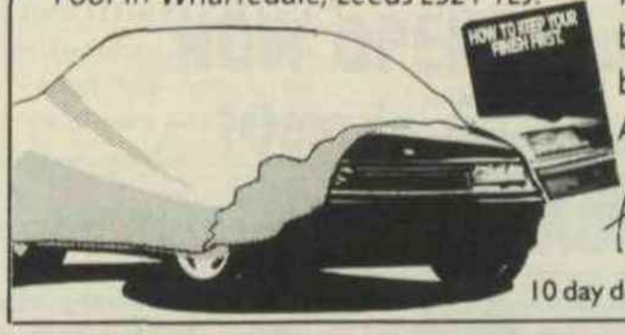
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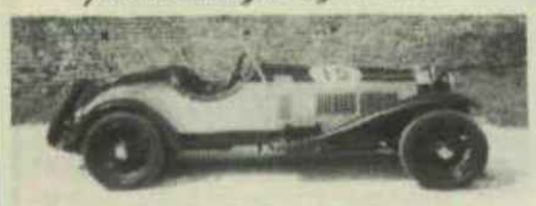
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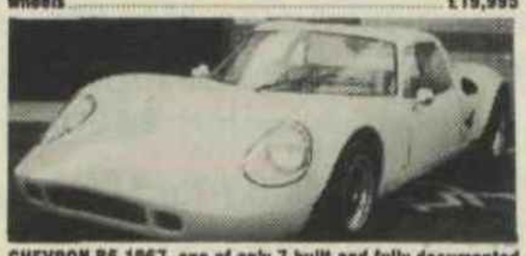
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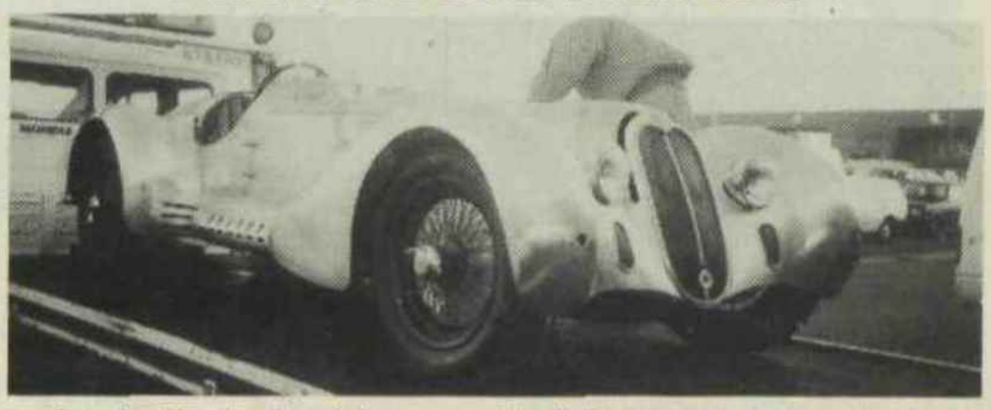
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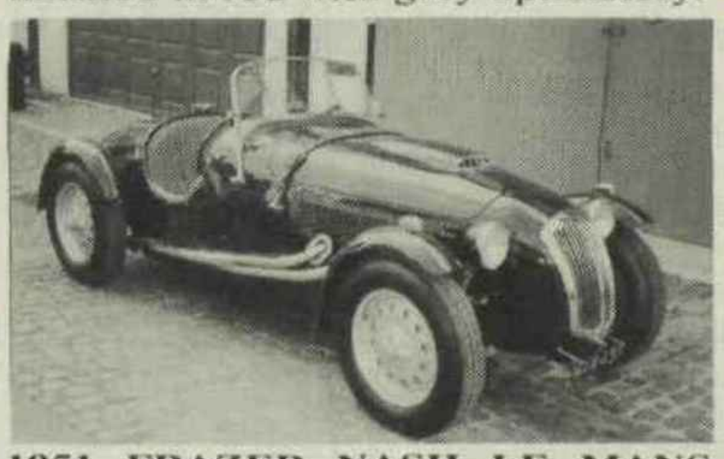
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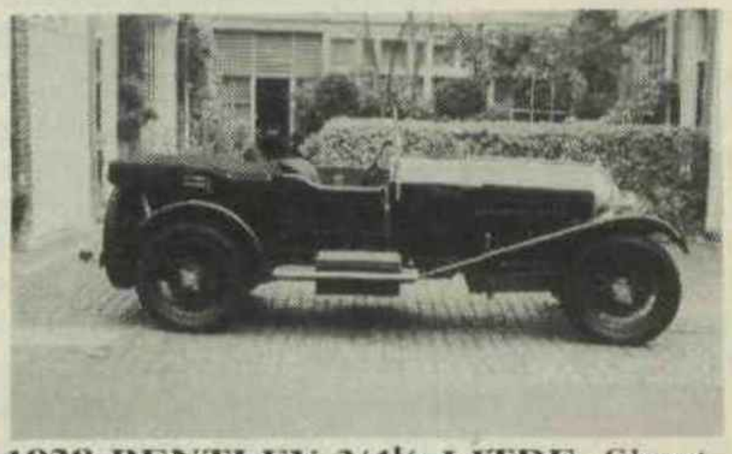
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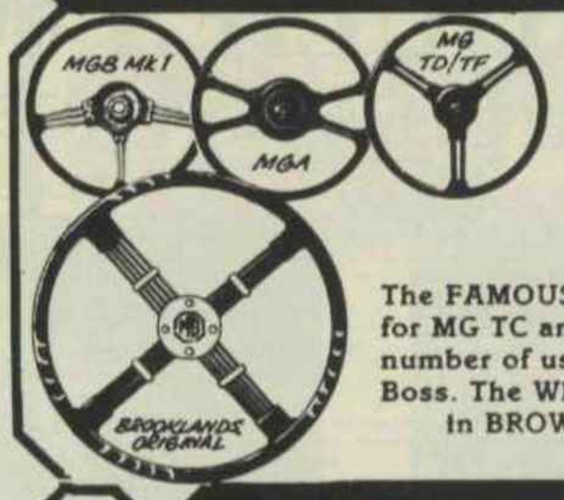
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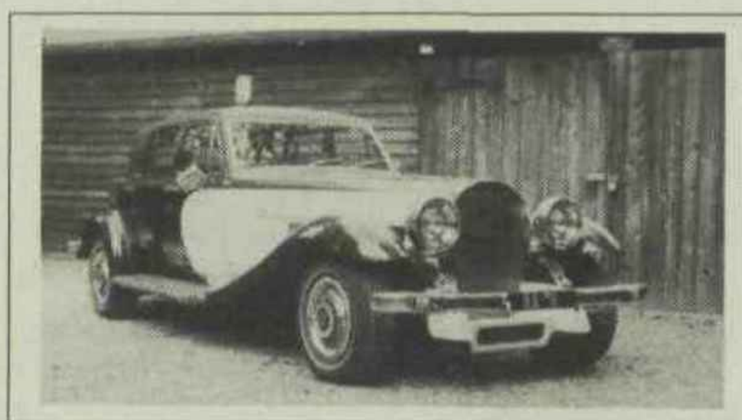
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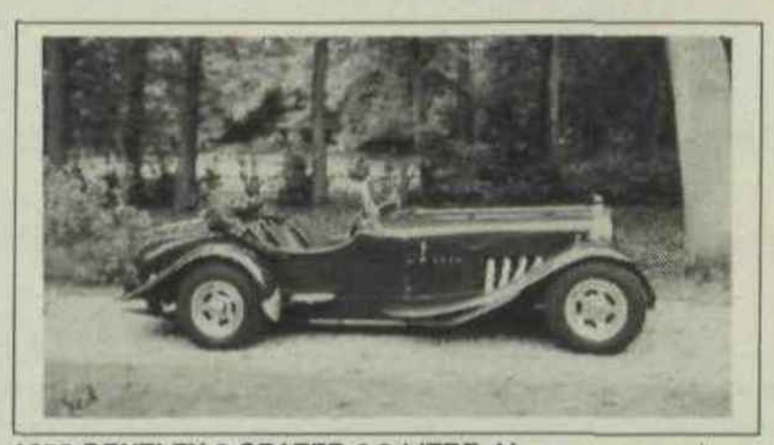
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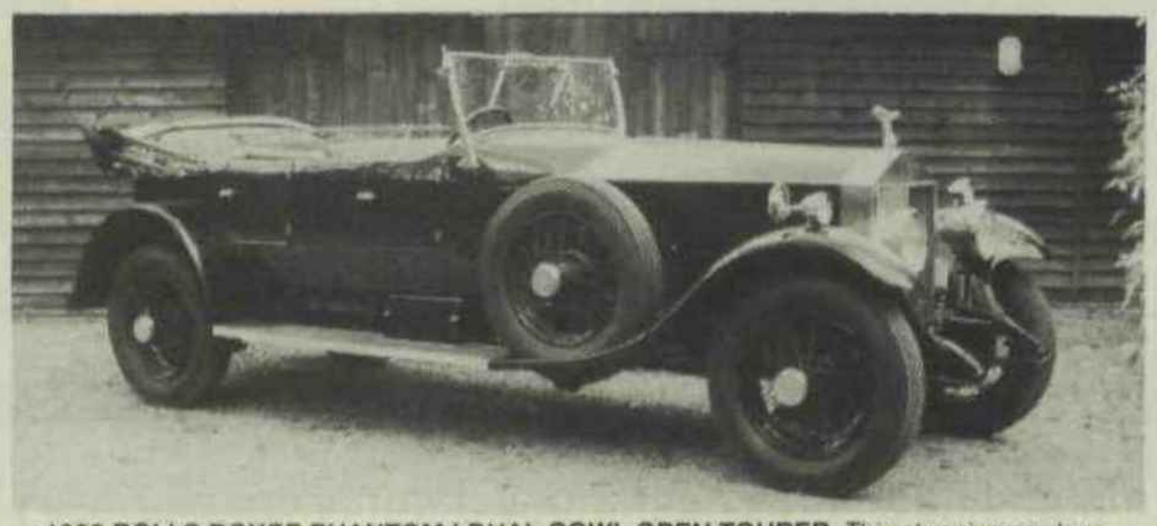
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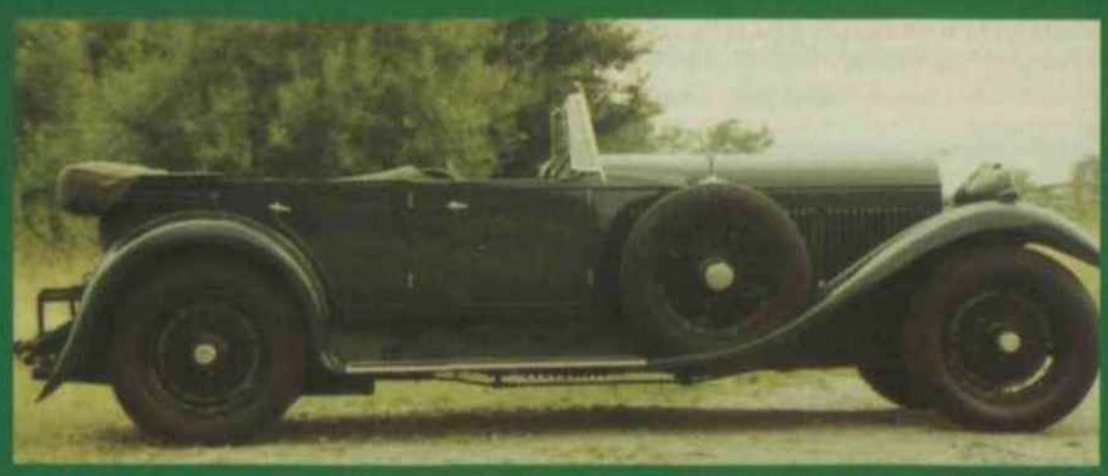
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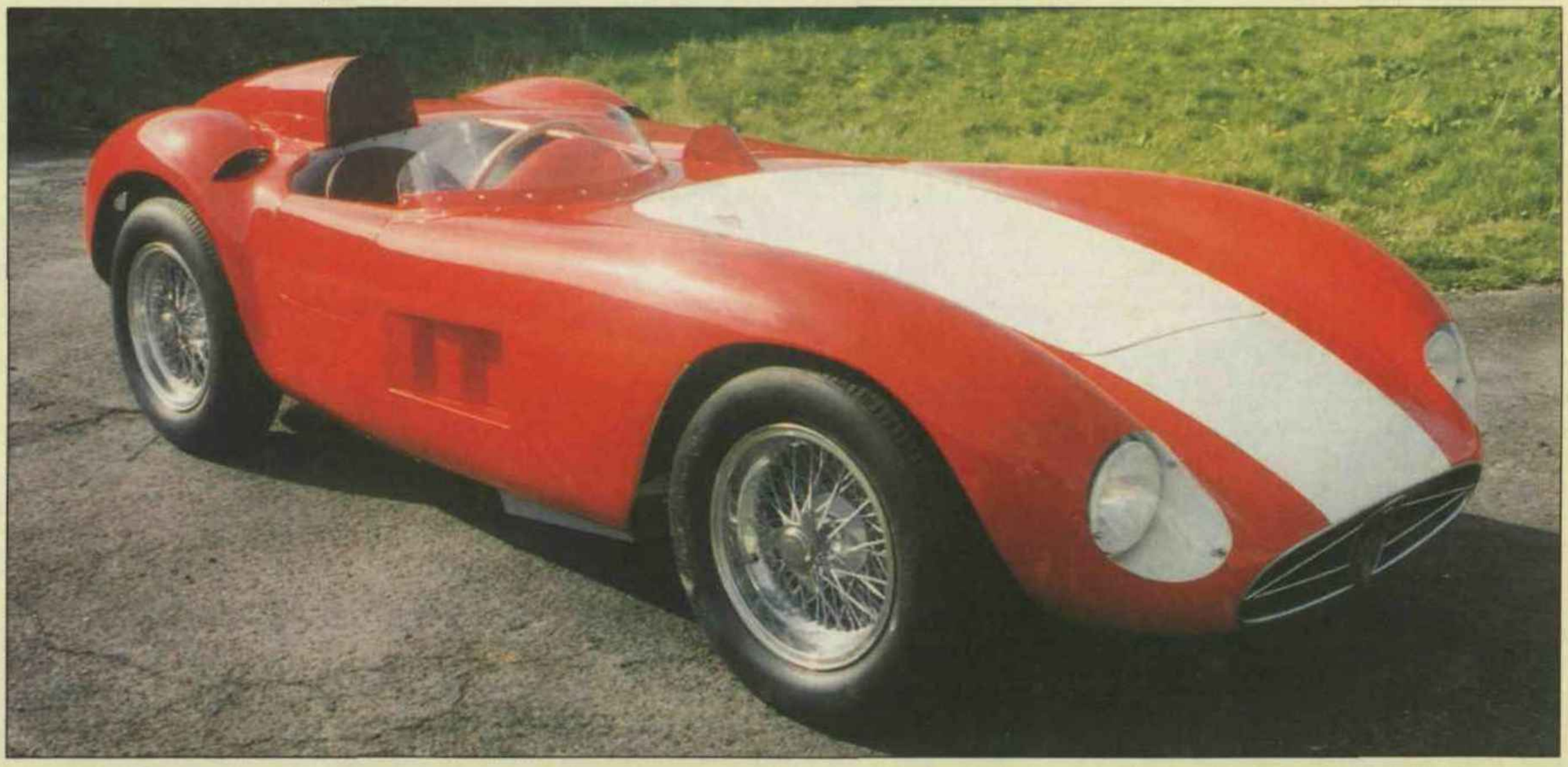
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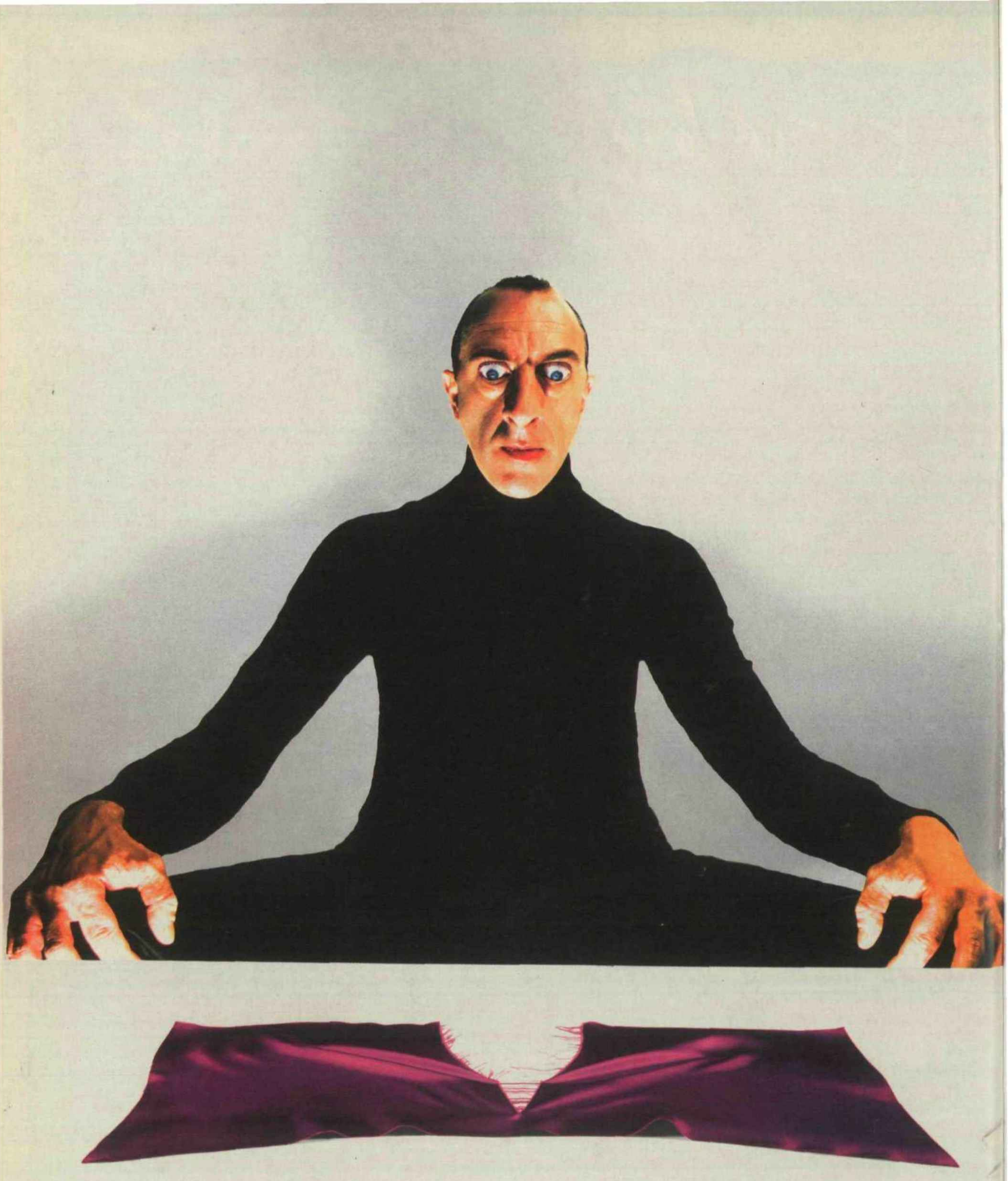
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