

# MOTORSPORT

JUNE 1995

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## Advantage Schumacher?

- Benetton bounces back



### Ferrari F355 Spider test

## NEW

### WITH MOSS IN THE MILLE MIGLIA



584 CHEVRON DB

590 JAGUAR D-TYPE

602 PORSCHE 924 GT

610 CEDRIC SELZER

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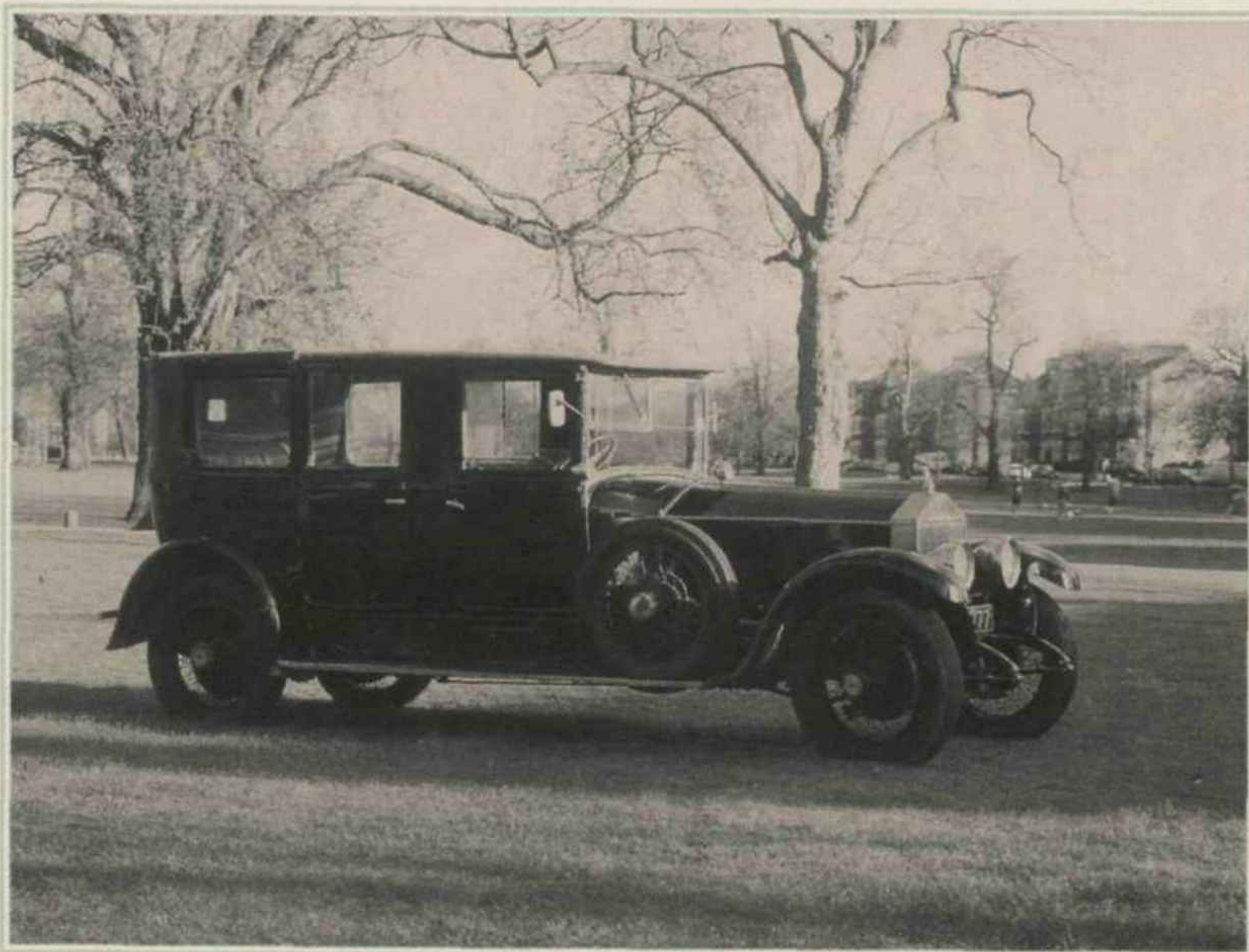
## FREE INSIDE



9 770027 201049

more than 10 hours in the 3000.R (membership of LBA), alongside  
remember that last year I  
gave me in a Mosler, and  
in the Mille Miglia again.  
The American driver John  
is a man I have known since  
then he was hoping to  
and, and we had long  
a passenger as a  
learning the circuit,  
races of ordinary  
ing being that all  
to race, and the  
appreciated that

PLUS: Ken Tyrrell interview ★ Le Mans 24 Hours preview



1925 Rolls-Royce 40/50hp Silver Ghost Landaulette

# Goodwood - June 23

IMPORTANT SALE of VINTAGE, SPORTS, COMPETITION and other COLLECTORS MOTOR CARS,  
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Now an established highlight of the Summer, the Goodwood Festival of Speed sale already includes:

- |  |  |
|--|--|
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| 1968 MGB Ex-Works Sebring                              | 1930 Frazer-Nash Special                                       |
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| 1964 Austin Healey 3000 Mk III,<br>Rally Specification | 1964 DRW Mk 5 Sports Racer                                     |
| 1985 MG Metro 6R4                                      | 1968 Jaguar E-Type 4.2 Series I                                |
| 1967 Ford Mustang GT                                   | 1972 Ford Escort RS 1800                                       |
| 1968 Jaguar 340  |  |

Selected late entries are invited.

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or Michael Worthington-Williams on 01559 370928

# MOTORSPORT

INCORPORATING SPEED AND THE BROOKLANDS GAZETTE

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To mark the 40th anniversary of Stirling Moss's triumph on the Mille Miglia, we have reprinted Denis Jenkinson's classic account of the event, viewed from the passenger seat.



# The month in MOTOR SPORT

## APRIL

**18:** The Environment Bill, which could outlaw motorsport in National Parks (to the considerable detriment of rallying), receives its second reading in the House of Commons. The RACMSA's John Quenby leads the campaign to alert MPs to the possible consequences of its passing.

**20:** In the absence of either Williams or Benetton, local team Jordan tops the Formula One testing at Silverstone. Eddie Irvine pips Rubens Barrichello, with Mika Hakkinen's McLaren a close at hand third. Unemployed GP racer Pedro Lamy has an outing with Arrows, and laps 4.1s faster than team driver Taki Inoue...

**20:** Nigel Mansell, fourth fastest at the Silverstone test for McLaren, says that his decision to miss the South American GPs was vindicated. In doing so, he also warns onlookers not to expect too much in the forthcoming race at Imola.

**21:** Jerez F1 testing times are topped by Damon Hill's Williams, some 0.9s clear of World Champion Michael Schumacher.

**22:** Former Le Mans 24 Hours winner Christophe Bouchut agrees terms with the Kremer team to drive one of the German outfit's Porsche K8 Spyderys in this year's running of the French classic. He will be teamed with Hans Stück and Thierry

Boutsen.

**22:** Young Scotsman Dario Franchitti, above, stuns the DTM establishment by setting pole position for the first round at Hockenheim on his Touring Car debut. The former Formula Vauxhall Lotus champion edges out AMG Mercedes team-mate Bernd Schneider by 0.01s.

**23:** Bernd Schneider saves face for the DTM 'Old Guard' by winning both races in the Hockenheim opener. Jörg van Ommen's similar C-Class Merc takes second place, but both Alfa Romeo and Opel are vanquished. Alfa Corse boss Giorgio Pianta as good as writes off the Italians' 1995 chances at the post race press conference.

**23:** It's better news for Alfa elsewhere. Gabriele Tarquini shares the spoils with Emanuele Pirro's Audi A4 in the Italian series opener at Misano. At Jarama, the 155TSs of Giorgio Francia and Luis Villamil win the two races.

**23:** Argentina's Norberto Fontana takes both German F3 Championship races at Hockenheim with his KMS Dallara-Opel. Satoshi Motoyama wins the latest round in Japan in a Dallara-Mugen.

**23:** The Gulf McLaren of Maurizio Sandro Sala/Ray Bellm continues its successful BPR Endurance GT campaign at the Nürburgring. Despite threats from Ferraris and the Larbre Porsche, Sala/Bellm hang on to win from the

Jacadi McLaren of Fabien Giroix/Olivier Grouillard.

**23:** Helio Castro Neves wins his first British F3 race at Donington. The Brazilian's PSR Dallara-Mugen overcomes Uruguay's Gonzalo Rodriguez on the third lap and leads to the finish. Rodriguez ultimately finishes third behind ADR Dallara-Mitsubishi team-mate Warren Hughes. Fourth for Oliver Gavin gives him the series lead, as Ralph Firman is eliminated in an incident with Jamie Spence.

**23:** Crowd favourite Ari Vatanen wins the Pirelli International Rally with his Ford Escort RS Cosworth, comfortably ahead of fellow Escort driver Tomas Abrahamsson. Maximum British championship points on the Welsh event are taken by third-placed Grégoire de Mevius, who leads Nissan Sunny team-mate Alister McRae by just 17s at the close.



**23:** Emerson Fittipaldi's Penske, above, wins the Indycar round at Nazareth, but there's heartbreak for Eddie Cheever. Seemingly on his way to his first ever CART win, Eddie's Lola splutters to a halt two laps from home, out of fuel.

**23:** Portugal's Manuel Gíão returns from an unsuccessful German F3 sojourn to take the first two rounds of the Formula Opel Euro-series at Zolder.

**23:** Jean-Luc Pailler takes the opening European Rallycross round at Horn-Fuglau in Austria, but the event is tarnished when multiple champion Martin Schanche withdraws in protest of circuit safety.

**24:** Martin Donnelly confirms his intentions to contest the opening round of the new Formula Classic series at Donington on May 7/8. It will be only his second race since his near fatal Spanish GP qualifying accident in 1990.

**26:** Pacific pilot Andrea Montermini is rushed to hospital for an operation to remove his appendix. Amazingly, he is fit in time for the San Marino GP's Friday qualifying session.

**28:** The Formula One Commission is believed to have discussed the creation of a technical panel which could give a ruling within hours on any incident taking place on the track. The subject of a 17-race calendar was also discussed.

**29:** At a press conference in Imola, Max Mosley lambasts both Elf and Michael Schumacher for bringing the sport into disrepute in the aftermath of the Brazilian fuel irregularity and drivers' weigh-in controversies.

**29:** Minardi announces that it is to take legal action against Mugen and Ligier over its claim to exclusive rights over the Mugen-Honda engine.

**29:** Elsewhere, Flavio Briatore hits out at criticisms within the French press of his management of Ligier. He is backed up by Max Mosley, who dismissed suggestions that the Magny Cours-based outfit's JS41 was merely a Benetton copy.

**29:** TOCA establishes a new Super Touring-type series, the North American Touring Car Championship, which is set to run Stateside from 1996 onwards.

**30:** Damon Hill takes his 11th GP win in 37 attempts in San Marino, storming to victory for Williams-Renault after early leader Michael Schumacher slams his Benetton into the Piratella tyres on the 10th lap. Jean Alesi and Gerhard Berger give Ferrari a useful 2-3 finish ahead of another early pacesetter, Hill's team-mate David Coulthard, who dropped back after spinning and damaging an endplate at the Villeneuve chicane. Heinz-Harald Frentzen gives Sauber its first point of the season in sixth, while one place ahead, Mika Hakkinen adds another brace to McLaren's tally, two laps and six positions clear of team debutant Nigel Mansell.

**30:** Former Minardi F1 pilot Fabrizio Barbazza, above right, is rushed to hospital in a coma after an accident at the Road Atlanta

## MATTERS OF MOMENT

# History lessened?

**A**s we closed for press, it appeared likely that there would, after all, be 17 races on this year's World F1 Championship schedule. That may cause some of the impecunious teams to wince, but for the sake of the sport's tradition, we hope that this proves to be the case. Either that, or that the Pacific GP at Aida is the race to be dropped.

Recently, however, the talk was not of removing Aida from the schedule, but Monza...

Some of the recent changes to the fabric of the World Championship have been absolutely necessary. The revisions to Imola, for instance, were inevitable, and have to be accepted as such. But to lose Monza from a calendar which already contains antiseptic, characterless circuits such as Buenos Aires, Magny-Cours, Budapest, the Nürburgring and the aforementioned Aida would be to emaciate it beyond reason.

One accepts having to move with the

times, but if Monaco continues to be included on the annual schedule, then there has to be scope for other traditional motor racing outposts to do likewise.

Period.

Safety is important. But so is the sport's history.

If Monza *has* to be rested pending safety modifications, then why not move the Italian Grand Prix, temporarily, to Mugello, a 'proper' circuit with superb facilities?

It has always been argued that Mugello lacks the necessary infrastructure, that there are insufficient hotels and a lack of access roads.

But that didn't prevent Formula 1 going to Aida last year.

**S A**

● Please note that production deadlines dictate that next month's MOTOR SPORT will be on sale on the *fifth* Friday of the month, June 30, one week later than our traditional publication date. It will include our free, full-colour guide to this year's British Grand Prix. Don't miss it.



IMSA World Sports Car Championship race. Jeremy Dale, whose Spice ploughed into Barbazza's stricken Euromotorsports Ferrari 333SP at over 100 mph, is also hospitalised with badly smashed legs.

**30:** Londoner Richard Westbrook makes light of a soaking Imola as he scorches to a 21-second win in the Formula Opel Euroseries support race at San Marino.

**30:** The Courage C24 of Bob Wollek/Lionel Robert heads the Le Mans Pre-Qualifying pack after three frantic days. Seven McLarens, three Ferrari F40s and two Jaguar XJ220s make it onto the grid for the June event.

**30:** Frank Meagher wins the Carling Rally of the Lakes in his Ford Escort Cosworth, taking a decisive Dunlop Tarmac Championship lead in the process.

## MAY

**1:** A seven-race International Touring Car series for Class One machinery – to be run by the GTCC's organiser, the ITR – gets the green light from the FIA.

**1:** The organisers of the first round of the Asia-Pacific Rally Championship, the Rally of Indonesia, announce that no fewer than eight manufacturers will be represented at

the opening round of this year's series.

**1:** Audi sources suggest that the Ingolstadt outfit may enter the BTCC later in the year, prior to a full assault in 1996.

**4:** Masimiliano Papis, Arrows's official test driver, gets his first taste of the FA16 with a run on Silverstone's South Circuit. The Frenchman is just four-tenths slower than Mika Salo's Tyrrell.

**5:** Ferrari's Gerhard Berger tops the testing times at Imola. Michael Schumacher's Benetton is second fastest.

**5:** Bruno Thiry loses out on a sensational Tour of Corsica win when his Ford Escort Cosworth suffers a wheel-bearing failure with just two stages remaining. The Belgian's agony is compounded by the WRC's new restrictive service regulations as he struggles for 30 minutes to repair the car himself. Calls for servicing to be more flexible subsequently increase. Meanwhile, Toyota's Didier Auriol takes advantage to score a record-equalling sixth win on the Mediterranean island.

**5:** Brazilian Formula Three hotshoe Christian da Matta is quickest at the Brands Hatch FOTA test in a West Surrey Racing Dallara-Mugen.

**6:** Christophe Bouchut is thrown out of the European F3000 opener at Silverstone, when it is claimed that the Frenchman prevents marshals from removing his stranded Reynard from the edge of the track during practice.



**7:** Ricardo Rosset gives Super Nova its first European F3000 victory, above, with a lights-to-flag success at Silverstone. Vincenzo Sospiri ensures a double celebration for the East Anglian team with a fine second place.

**7:** Top pic: The GTCC meeting at Avus ends in chaos when a multiple shunt causes the second race to be cancelled. Kurt Thiim wins the first encounter in a Team Zakspeed Mercedes C-Class.

**7:** German F3 Championship contender Alexander Wurz makes a little bit of history when his Dallara retires from the first race at Avus following a collision with the Safety Car! Argentinian Norberto Fontana increases his lead in the series with two more wins.

**7:** Arie Luyendyk tops the timesheets during the first weekend of official Indy 500 practice. The Dutchman is quickest on both days, topping 232mph in his Team Menard Lola. Scott Brayton, his team-mate, is second quickest.

**7:** At Sears Point NASCAR legend Dale Earn-

hardt scores his first win on a road course and moves back to the top of the Winston Cup table.

**7:** Tom Kristensen (F3000 Lola-Mugen) and Pedro de la Rosa (F3 Dallara-Toyota) win the All-Japan Championship races at Mine.

**7:** Emanuele Pirro (Audi A4) and Andrea Boldrini (Dallara-Fiat) increase their leads in the Italian Touring Car and Formula Three championships with double-successes at Binetto and Enna, respectively. Nicolas Minassian wins the French F3 encounter at Magny-Cours.

**7:** Jon Bennett-Evans/Chris Jones win the Plains Rally in a Ford Escort Cosworth outright, while Ricky Evans/Ian Butcher win the BTRDA Gold Star category in a Peugeot 205 GTI. In Scotland David Gillanders/John Bennie win the Weldex Rally in a Ford Escort Cosworth.

**8:** Norwegian Björn Skogstad is the surprise winner of the second round of the European Rallycross Championship, his Ford Escort Cosworth proving successful at Lousada, Portugal.

**8:** The West McLaren of John Nielsen and Thomas Bscher wins the BPR GT endurance race at Donington Park, to move into the championship lead. McLarens filled the podium with Pierre-Henri Raphanel and Lindsay Owen-Jones second, with Andy Wallace and Justin Bell claiming third.

**8:** In the wake of the Road Atlanta accident that left Fabrizio Barbazza and Jeremy Dale gravely injured, Spice threatens to withdraw from the IMSA series if the FIA Group C footbox structures are not adopted by the America-based championship. IMSA reveals that both drivers are now out of danger.



**8:** Twenty-one year-old James Thompson, above, becomes the youngest winner of a BTCC race when his Vauxhall Cavalier prevails in round six at Thruxton. Alain Menu's Renault Laguna wins the earlier race to take the lead of the series. The Ford Mondeo of Total Cup privateer Charlie Cox suffers a huge accident, but the Australian escapes with concussion, severe bruising and a damaged right eye.

**8:** Martin Donnelly scores his first win since his horrendous accident during practice for the 1990 Spanish Grand Prix. The Ulsterman is victorious in a Formula Classic race at Donington Park.



*1950 Bentley MK VI Saloon by H.J. Mulliner*

# SUMMER VINTAGE

A SALE of VETERAN, EDWARDIAN, VINTAGE and other IMPORTANT COLLECTORS MOTOR CARS, AUTOMOBILIA and MOTORING ART

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**ASCOT RACECOURSE 28 JULY 1995**

Brooks renowned Summer Vintage sale, originated at Lords with the record-breaking sale of the Hampton Collection, moves to Ascot Racecourse for 1995. Situated adjacent to the main Grandstand and Paddock the sale offers superb viewing, parking and access.

Among the properties already accepted for this sale is this magnificent 1950 Bentley MK VI Saloon by H.J. Mulliner. With one lady owner from new it comes resplendent in blue livery and has been fully-maintained by a local main agent.

Further entries are currently being accepted.

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To enter a car for sale or to enquire about any of Brooks forthcoming events, call one of the Brooks team – Malcolm Barber, Stewart Skilbeck, James Knight, Robert Brooks or Julian Shoolheifer (Automobilia) on 0171 228 8000 or Michael Worthington-Williams on 01559 370928

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*Annual subscriptions are available at a special offer price of £100 (post paid UK).*

**10:** The four-wheel drive Super Touring Nissan Primera finally runs when Ivan Capelli shakes it down at Donington Park.

**11:** Reigning Formula Vauxhall champion Owen McAuley tests a F3 Dallara/TOM'S at Snetterton. Rumour has it that the Ulsterman will replace the team's British F3 incumbent, Jamie Davies.

**12:** The calendar for the International Touring Car series is eventually finalised; the Nürburgring will host a round of the German Touring Car Championship, not the ITC as anticipated.

**13:** European F3000 team Super Nova scores its second 1-2 in as many as weeks when the Reynard-ACs of Vincenzo Sospiri and Ricardo Rosset romp home at Barcelona. The pair now share the championship lead. Allan McNish starts from pole position, but spins his Paul Stewart Racing Reynard-Cosworth out of the lead early on. Ulsterman Dino Morelli crashes his Reynard and suffers a broken left foot.



**13:** Scott Brayton secures pole position for the Indianapolis 500 with a four-lap average of 231.604 mph in a Lola-Menard. His teammate Arie Luyendyk winds up on the middle of the front

row, and the Reynard-Honda of Scott Good-year claims the final spot at the front. After dominating the race last year, the Penskes prove to be off the pace, and the team admits that it will test Lola and Reynard chassis with an eye to the second batch of qualifying runs.

**13:** Richard Moore/Alun Cook win the Manx National Rally in a Subaru Impreza 555. But fourth place for Stephen Price's MG Metro 6R4 is enough to keep the youngster at the head of the EARS Motorsport/Motoring News National Tarmac Rally Series.

**14:** In Spain Michael Schumacher regains his composure and the lead of the Formula One World Championship with a comfortable lights-to-flag victory at Barcelona. Damon Hill cannot match the German's Benetton, but looks set to take second place until his Williams runs out of petrol on the last lap. This allows Johnny Herbert to score his best Grand Prix finish to date and give Benetton its first 1-2 since the 1990 Japanese Grand Prix. Nigel Mansell retires his McLaren early in the race because of handling difficulties, and it is suggested that his Formula One career is staggering to a halt.

**14:** Emmanuel Collard wins the Porsche Supercup race at Barcelona.

**14:** A weak entry for the Montlhery BPR GT race means that Mühlbauer Porsche 911 GT2 of Stefan Oberndörfer and Detlef Hübner is able to claim overall victory. Bill Farmer, Paul

Edwards and Robert Nearn are second in the Parr Racing 911 GT2.



Cleland celebrates his 100th BTCC start with a third place in the first race.

**14:** Masanori Sekiya wins both rounds of the All-Japan Touring Car Championship at Sugo, and the Toyota Exiv driver takes the lead of the series. Joachim Winkelhock takes the lead of the ADAC Supertourenwagen Cup when his BMW 318iS pips Hans Stuck's Audi A4 at Spa. BMW is also successful Down Under with Geoff Brabham and Paul Morris sharing the spoils under the floodlights of Calder Park.

**14:** Charlie Cox returns home after a six-day stay in hospital following his BTCC Thruxton shunt. The Australian faces a six-week wait before doctors take a decision over his racing future.

**14:** The first-ever two-litre German Formula Renault Championship race – at Spa – is cancelled after just one lap when Eduard van de Kraatz crashes heavily at Eau Rouge. He

**14:** Volvo's Rickard Rydell re-takes the lead of the BTCC thanks to a win and a second place at Silverstone. Ford move into the winner's circle when Paul Radisich is victorious in the second race of the day. Vauxhall's John

escapes with relatively minor injuries, but the armco is damaged beyond repair.

**14:** Twenty-four of the 25 starters in the Formula Vauxhall race at Silverstone have their licences endorsed because of their behaviour under the yellow flag at Copse Corner.

**14:** Enrico Bertone and Massimo Chiapponi sweep into the lead of the European Rally Championship when their Toyota Celica Turbo 4WD scores a commanding victory on the Zlatni Rally, Bulgaria.

**14:** Stephen Murphy's Ford Escort Cosworth wins the Carlow Stages, but the headlines are stolen by Kenny McKinstry, who scores the best result for a F2 car in Ireland with second place in a Ford Escort RS2000.

**14:** After a disastrous start to his European Rallycross Championship campaign, Martin Schanche's Ford Escort RS2000 finally comes good with a victory in the French round of the series.



**15:** It is revealed that Miki Biasion will return to Lancia when he drives an Astra-prepared Delta Integrale on the Acropolis Rally. The Italian has scored 16 of his 17 World Rally Championship wins with the Turin marque.

**JUNE FIXTURES**

Date	Venue	Event	Type
Jun 2/4	Perth	Perth Scottish Rally	INT
Jun 3	Silverstone	Mono-Kent, Slick 50 saloons, BMWs	R
Jun 3	Oulton Park	750MC: F4, F Vee, Sports	N
Jun 3/4	Knockhill	Ventos, FFirst, ProSport 3000	R
Jun 3/4	Mondello Park	F Vee, Eurocars, MGs	N
Jun 4	Milwaukee, USA	CART/PPG Indycar	INT
Jun 4	Dover Downs, USA	NASCAR	N
Jun 4	Snetterton	Caterhams, Alfas, Fiats	R
Jun 4	Donington Park	MGs, TRs, Morgans, XKs	N
Jun 4	Lydden Hill	FF1600, Sports 1600	R
Jun 4	Mallory Park	FF1600, saloons	R
Jun 5	Pau, France	Int'l F3000	INT
Jun 10	Oulton Park	Porsches, FF1600, Retro GT	R
Jun 10	Silverstone (Stowe circuit)	Sports 1600, R5Ts, ModSaloons	R
Jun 10	Silverstone (National circuit)	Vintage SCC	R
Jun 10/11	Brands Hatch	TOCA	N
Jun 11	Montreal, Canada	Canadian Grand Prix	INT
Jun 11	Detroit, USA	CART/PPG Indycar	INT
Jun 11	Pocono, USA	NASCAR	N
Jun 11	Cadwell Park	FF2000, 2CVs, Westfields	R
Jun 11	Snetterton	750MC: F4, F Vee, Kits	R
Jun 11	Silverstone	AMOC, InterMarque	R
Jun 17/18	Le Mans, France	Le Mans 24 Hours	INT
Jun 17/18	Nürburgring, Germany	Nürburgring 24 Hours	INT
Jun 17/18	Letterkenny, RI	Shell Donegal Int'l Rally	INT
Jun 17/18	Croft	Classic F3, Historics	R
Jun 18	Thruxton	British F2, Rover GTis, FR1700	N
Jun 18	Michigan, USA	NASCAR	N
Jun 18	Cadwell Park	Ventos, Caterhams, Beetles	R
Jun 18	Snetterton	F2000, F First, Super Coupés	R
Jun 18	Mallory Park	Thundersaloons, Ford XRIs, Alfas	R
Jun 18	Mondello Park	F Opel, F1600, Touring Cars	R
Jun 22/25	Ypres, Belgium	24hrs of Ypres Rally	INT
Jun 24	Kirkistown	500 MRCI: FF1600, Metros, F Libre	R
Jun 24/25	Donington Park	TOCA	N
Jun 24/25	Goodwood, Chichester	Festival of Speed	N
Jun 24/25	Lydden Hill	750MC, MG BCV8	N
Jun 24/25	Pembrey	Vintage SCC	R
Jun 25	Portland, USA	CART/PPG Indycar	INT
Jun 25	Knockhill	Super Saloons, Kits/repairs, historics	R

Note: TOCA meetings include BTCC, F Vauxhall, F Renault, F Vauxhall Jr, Clios, Fiestas and ICS Historic Saloons.



# The COYS International Historic Festival *Auction*



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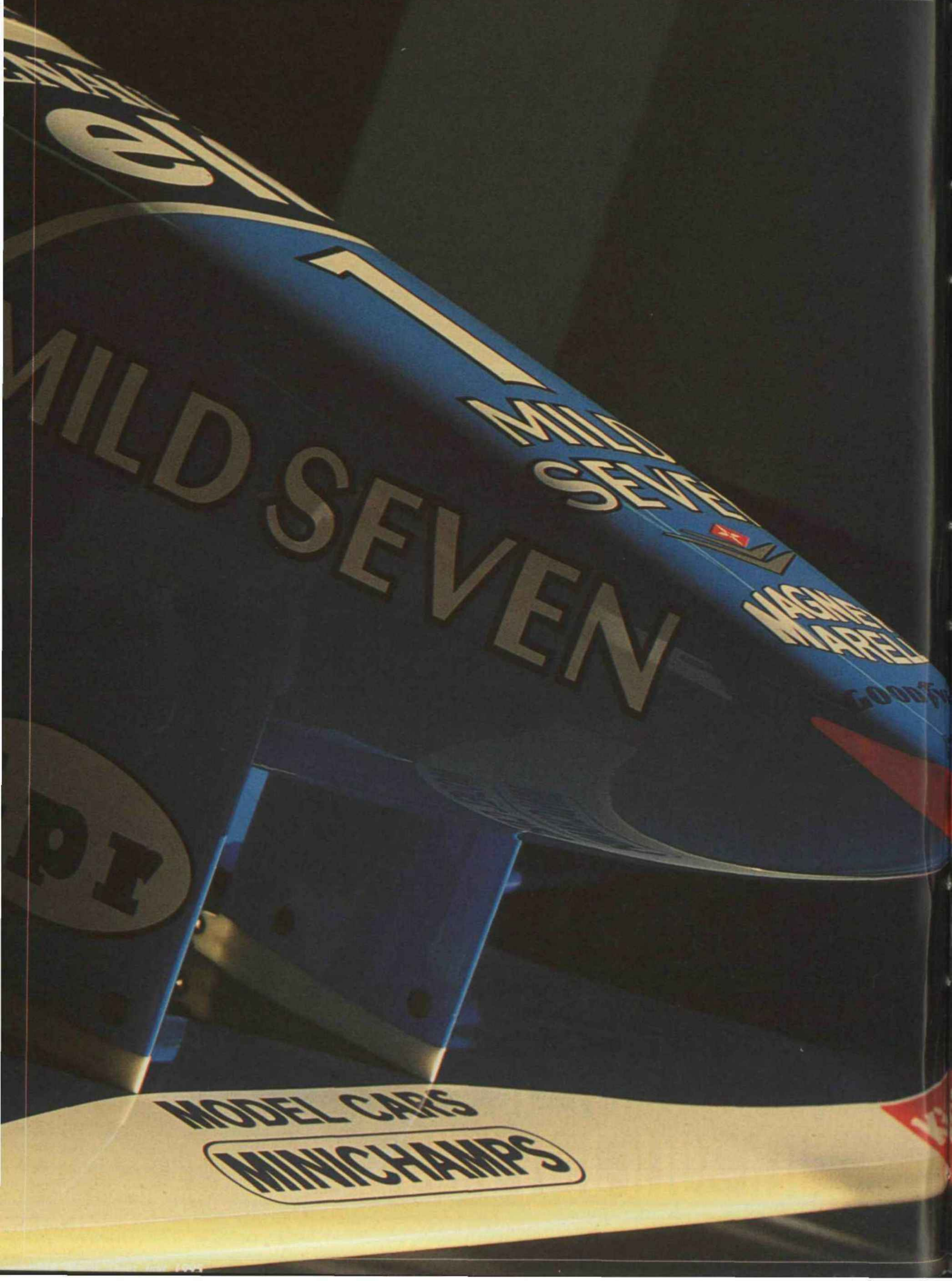
ALREADY INCLUDED IS THE 1963 ASTON MARTIN DP214 'PROJECT' CAR PICTURED OPPOSITE, A VETERAN OF LE MANS, MONZA, MONTLHÉRY AND THE NÜRBURGRING.

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FORMULA ONE



# The Levellers



A fortnight is a long time in motor racing. Hill's San Marino win, above left, looked like the start of a run – but in Spain Schumacher, above right, proved he hadn't read the script. . .

*In the space of two weeks, the advantage which saw Damon Hill take victory for Williams in San Marino was completely overturned. Benetton had its nose in front in Spain, and Michael Schumacher made the most of it*

# 'Someone killed the king'

It was the weekend when Formula One had to come to terms with its grief in public: Imola, one year on.

Officials had taken the precaution of removing the shattered remains of Ayrton Senna's Williams, still yet to divulge its secrets, to safer storage. Superficially, most of the scars resulting from last year's carnage were gone. Mentally, though, they remained.

"You don't see the old Imola any more when you are on the circuit, but you are back to this place and it is very difficult to come back here and compete in a racing car," admitted Michael Schumacher, whose countenance clouded the instant that last year's race was mentioned. "I would rather have gone somewhere else, to be honest."

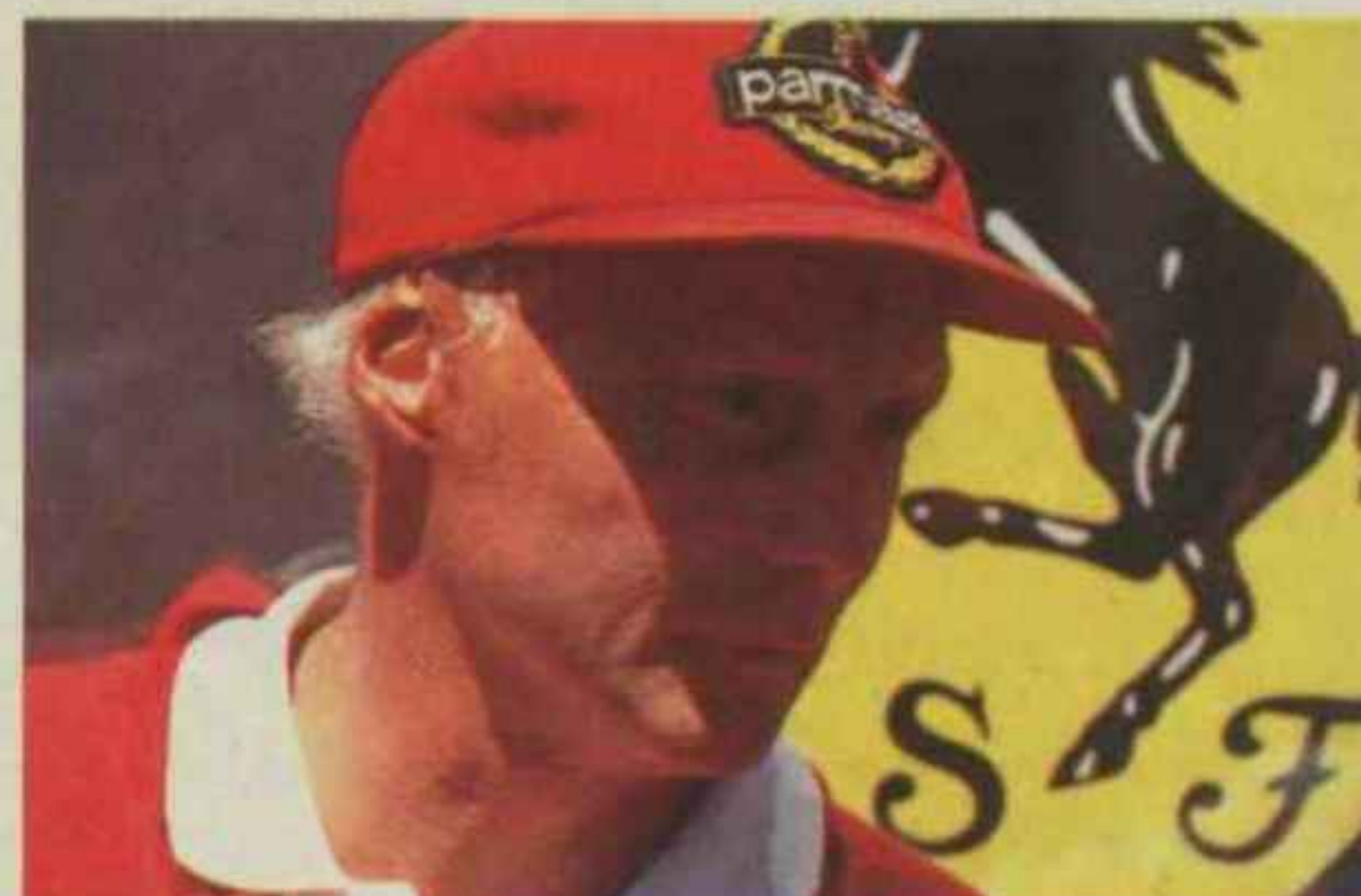
That photographers actually penetrated the circle of drivers observing a minute's silence before the race was a graphic illustration of how hard it was to reconcile past with present.

**"I think it is a great shame that Imola has become just another track. All the corners are the same speed. When you react quickly, it's very easy to react in the wrong way"**

"You can't ask these kind of questions," responded Mansell at one point when besieged by a media scrum anxious for comments about Senna. "If I think about that sort of thing I just can't function as a driver."

The press couldn't function without copy, and predictably most of it overlooked the fact that the weekend was as hard for the Simtek team as it was for Williams. Mika Salo was one of the few people to venture down to the spot where Roland Ratzenberger surrendered his life, and quietly laid a tribute of his own. Meanwhile the world and its wife congregated at Tamburello, where Senna's helmet is spray-painted to a wall now bedecked with flags, T-shirts and floral tributes.

'Someone killed the king' proclaimed one banner, and many will argue that one of the world's most challenging circuits died with him. With its flowing lines now rent by



Top, there were many tributes to Ayrton Senna at Tamburello. Above left, the drivers pay their own silent homage before the start. Niki Lauda (above right) says that the quest for improved safety must continue.

chicanes, Imola '95 was a vastly different circuit to its predecessor.

"The corners that made your heart beat faster in the past have gone," admitted Berger, "but the track is still difficult, although much safer."

"I love the old circuit," says Prof Watkins, who is heading Formula One's safety initiative. "To be driven round the circuit by Phil Hill, as I was some years ago, in a Ferrari given by Enzo, was an unbelievable experience. As long as you didn't leave the road..."

"We either need more run-off, or we need to change the configuration of the circuit, like we saw at Tamburello. What we don't want to do is put chicanes everywhere and spoil motor racing, so that it is short bursts everywhere and then through a wiggle, but the geography at Imola was impossible. I thought this year's track was very, very much safer."

The problem, as Ferrari President Luca di Montezemolo identifies, is that motor racing involves an uneasy trade between safety and romance.

Harvey Postlethwaite, one of many assisting Watkins' task force, is currently giving input on car and circuit dynamics in order

that the balance be maintained.

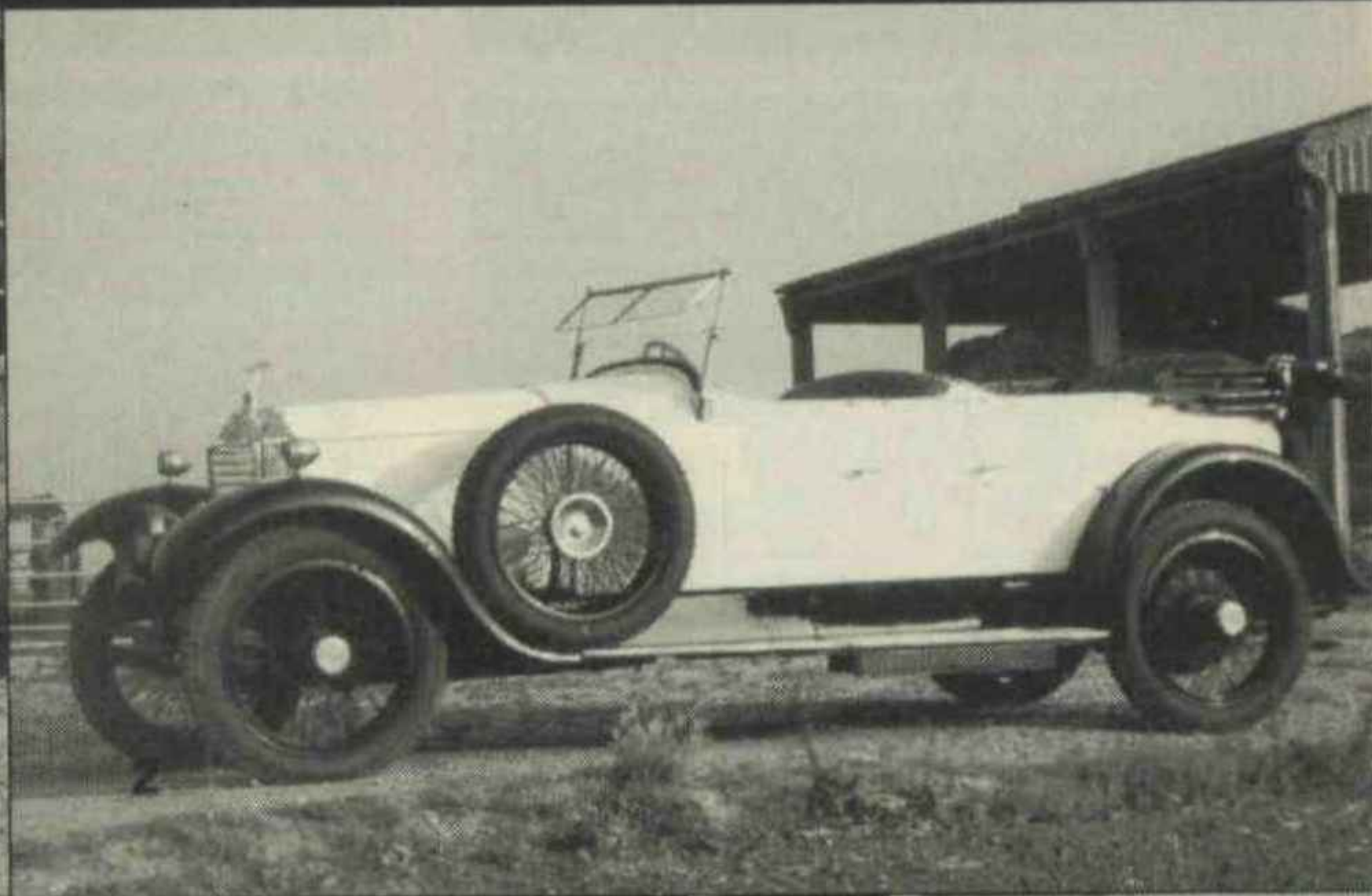
"I think it is a great shame that Imola has become just another track," muses the Tyrrell designer. "All the corners are the same speed. They did a super job, and they did it all in time, but the circuit we're left with: yawn, really, I'm afraid."

"I think that when you react quickly, it's very easy to react in the wrong way and I think the changes at Imola had to be made quickly. I suppose that had anyone proposed another fast corner, they would have said no. It was an inevitability, particularly in the wake of the Senna incident."

Rather than relaxing now that a gruesome anniversary is past, this is the time to push harder than ever on safety, reasons Niki Lauda, who was so instrumental in the re-formation of the Grand Prix Drivers' Association.

He has a strong ally in the form of FIA President Max Mosley, who is helping to push forward the safety initiative. "I do not believe it is right to accept a certain level of injuries," insists Mosley, who visited Imola for himself. "Although we will never get to the stage where Formula One is completely safe, that must be our objective..."

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# FIA Formula One World Championship Round

Damon Hill  
113.046mph  
Wet/dry

# 03

**Winner**  
**Winner's average speed**  
**Conditions**  
**Fastest lap**

Gerhard Berger, 1m 29.568s on lap 57, 122.257mph

## RESULTS

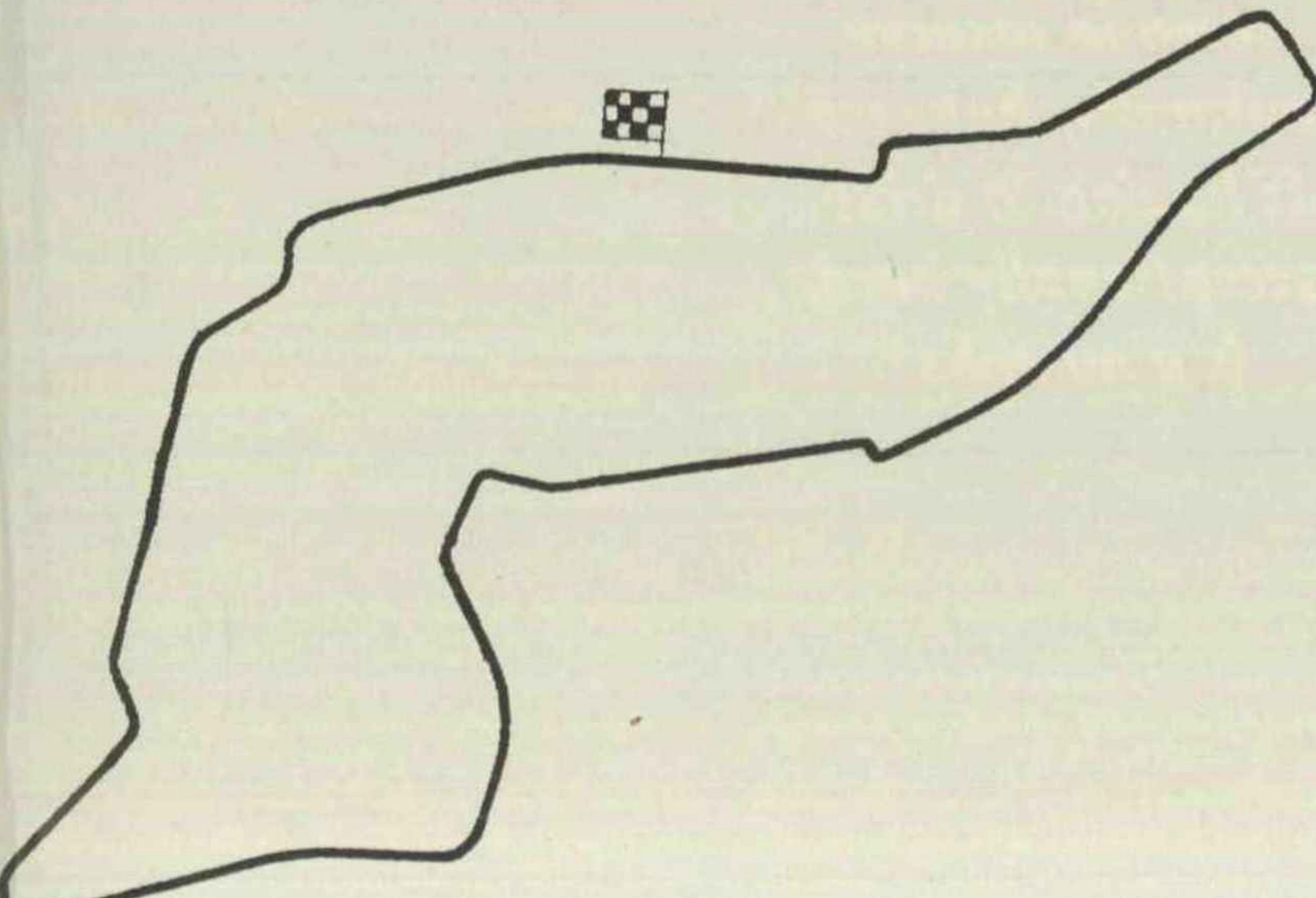
Pos	Driver	Nat	Car/Engine	Time/Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW17-Renault V10	1h 41m 42.552s	1m 29.710s	42
2	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	1h 42m 01.062s	1m 30.008s	42
3	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	1h 42m 25.668s	1m 29.568s	57
4	David Coulthard	GB	Williams FW17-Renault V10	1h 42m 34.442s	1m 30.049s	59
5	Mika Hakkinen	SF	McLaren MP4/10-Mercedes V10	62 laps	1m 31.029s	54
6	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	62 laps	1m 31.754s	60
7	Johnny Herbert	GB	Benetton B195-Renault V10	61 laps	1m 30.055s	60
8	Eddie Irvine	GB	Jordan 195-Peugeot V10	61 laps	1m 30.868s	53
9	Olivier Panis	F	Ligier JS41-Mugen Honda V10	61 laps	1m 31.135s	44
10	Nigel Mansell	GB	McLaren MP4/10B-Mercedes V10	61 laps	1m 31.251s	41
11	Aguri Suzuki	J	Ligier JS41-Mugen Honda V10	60 laps	1m 32.280s	55
12	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	59 laps	1m 32.505s	59
13	Gianni Morbidelli	I	Footwork FA16-Hart V8	59 laps	1m 33.415s	54
14	Luca Badoer	I	Minardi M195-Ford ED V8	59 laps	1m 33.838s	49
15	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	56 laps	1m 37.872s	52
16	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	56 laps	1m 37.529s	52
Rtd	Karl Wendlinger	A	Sauber C14-Ford Zetec-R V8	43 laps - jammed wheel	1m 33.617s	43
Rtd	Bertrand Gachot	F/B	Pacific PR02-Ford ED V8	36 laps - hydraulic leak	1m 36.136s	35
Rtd	Domenico Schiattarella	I	Simtek S951-Ford ED V8	35 laps - suspension	1m 35.534s	31
Rtd	Rubens Barrichello	BR	Jordan 195-Peugeot V10	31 laps - gearbox	1m 33.540s	30
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	23 laps - spin	1m 37.243s	23
Rtd	Mika Salo	SF	Tyrrell 023-Yamaha V10	19 laps - engine	1m 39.837s	17
Rtd	Andrea Montermini	I	Pacific PR02-Ford ED V8	15 laps - hydraulics	1m 47.102s	12
Rtd	Jos Verstappen	NL	Simtek S951-Ford ED V8	14 laps - gearbox	1m 44.585s	12
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	12 laps - accident	1m 59.717s	11
Rtd	Michael Schumacher	D	Benetton B195-Renault V10	10 laps - accident	1m 45.701s	8

© FIA

## CHAMPIONSHIP POINTS

DRIVERS		CONSTRUCTORS	
1 Hill	20	1 Williams Renault & Ferrari	23
2 Schumacher & Alesi	14	3 Benetton Renault	7
4 Coulthard & Berger	9	4 McLaren Mercedes	6
6 Hakkinen	5	5 Sauber Ford	3
7 Herbert & Frentzen	3		
9 Blundell	1		

## THE CIRCUIT



## SNIPPETS

● The heavily revised Imola track is praised by the drivers, although Michael Schumacher admits he would have preferred to race elsewhere this season. The drivers observe a one minute's silence in memory of the death of colleagues Roland Ratzenberger and Ayrton Senna 12 months earlier.

● Ferrari debuts an evolutionary version of its V12 engine, while Renault introduces its RS7A V10.

● Jean Alesi sparks tifosi hopes of a victory by heading the timesheets in both acclimatisation sessions.

● Andrea Montermini is not fit to drive on Thursday in the wake of an appendix operation. He does take to the cockpit for qualifying, dashing Emmanuel Collard's hopes of a GP debut for Pacific.

● Having improved his Benetton's handling in Jerez testing, Michael Schumacher gets the best of a battle for pole which sees the top five cars covered by just five tenths of a second.

● Both Schumacher and Elf are criticised by the FIA President Max Mosley for having adopted a 'childish' stance over the Brazilian GP controversies.

● Ligier owner Flavio Briatore is cleared by the FIA of running a 'Benetton copy', but Minardi instigates legal action against the team for allegedly swiping its Mugen-Honda engine deal.

● Nigel Mansell makes his long-awaited debut for McLaren, and demonstrates his commitment both on-track and off. "To say I've been pleasantly surprised by his attitude is an understatement," admits Ron Dennis. The former world champion qualifies 10th and, after tangling with Eddie Irvine, finishes in the same position.

● The top five all elect to start a wet/dry race on rain tyres. Schumacher leads early on, but crashes heavily immediately after switching to slicks.

● Gerhard Berger's hopes of victory vanish when he stalls at a pit stop after 21 laps.

● Damon Hill takes over the lead and, in spite of heavy pressure from team-mate David Coulthard and from Alesi, is never headed thereafter. The result moves him to the top of the points table for the first time in his career.

● Coulthard spins in pursuit of the sister Williams. Later, he incurs a 10s stop/go penalty for speeding in the pit lane, and finishes fourth.

● Ferraris finish second and third, Alesi branding Coulthard "ignorant" after the two clash at Rivazza.

● Another disappointing weekend for Jordan. Eddie Irvine finishes only eighth. It is nevertheless the team's first finish of the year.

# Benetton: what crisis?



**T**wenty minutes into the second qualifying session for the Spanish Grand Prix, Michael Schumacher sat in the cockpit of his Benetton, gazing dispassionately at the TV monitors.

He might just as well have poured himself a coffee and tuned the screen into the Antiques Roadshow, for even by that early stage he had consigned pole position to the history books. Having produced an astonishing Senna-style lap a full seven tenths clear of even his own benchmark, he subsequently went on to dominate the race too.

Furthermore, having upped the ante last year by switching to a three-stop strategy, Benetton won this time around by reversing the ploy and making Goodyear's new C compound last throughout a two-stop gameplan.

Two poles and two wins from four races, and a one point lead in the World Championship: not bad for a team popularly portrayed as being in crisis after Imola...

The Chris Eubank of Formula One, Benetton has become the champion that everybody loves to hate. Schumacher, it was said, couldn't handle the pressure; Benetton, ran the theory, had lost its way and, once lost, would never regain its poise.

But was Imola really such a disaster?

Although Schumacher seems to have spent much of the first four Grands Prix revolving in practice, and had clouted a wall hard in the second untimed session in San Marino, all of the cars have proved more sensitive with the new regulations. For him to crash out of the race heavily, on his first lap on slicks in still-damp conditions, was an uncharacteristic error.

If, indeed, it was an error. Benetton's telemetry revealed no mechanical problem, although the finger of suspicion has subsequently been pointed at tyre pressures.

Whatever the cause, the incident damaged his car and his title prospects but his confidence remains demonstrably intact.

"If you want to blame it on pressure, I think you would be wrong," he says of the accident. "I can assure you I have had a lot more pressure under different circumstances, like when I made my F1 debut, or last year. People say I am taking risks. Any race driver takes risks. I try to drive 100 per cent all the time, not 99, not 101. We are all

***"To think that Michael could hold some in reserve normally, but now is having to drive exceptionally hard, is a mistake"***

humans, we all make mistakes. When people say I am under pressure I like to answer the best way I can and in Barcelona I think I have done that."

Ross Brawn, Benetton's Technical Director, suspects that the whole issue has been blown out of proportion:

"Somebody came up to me after qualifying in Spain and said, 'Michael really had to drive hard for that lap.' I said to him, 'You don't think all the other drivers were?'

"Oh they weren't driving as hard as

Michael."

"I said, 'Look, I've seen Alesi drive, and I've seen the others drive. Everybody is balls out, everybody is on the limit, so to think that Michael could hold some in reserve normally, but now is having to drive exceptionally hard, is a mistake.'

"I think what we've had, and are gradually getting to terms with, is a car that perhaps isn't as predictable as it could be, and that on occasions has caught the drivers out. I don't think that's a question of over-driving."

But, patently, the media response to Benetton's early problems has been an over-reaction. So why did the team so obviously struggle in the opening races?

"I think there are two things, really," assesses Brawn. "One is that you must never underestimate how long it takes with a new partnership, like ours with Renault, to get everything sorted out. The second is that last year we had the luxury in most races of having such a margin that we could be conservative in the way we approached various things. This year, when it is a lot more competitive, you have to be more aggressive in everything you do."

Without doubt the early change to the airbox regulations did little to aid the team's cause. The B195 had originally been designed with a smaller engine intake, costing power, and with a humpback on the engine cover, costing downforce. When both aspects are modified, the engineers expect to liberate 10-15 more horsepower from Renault's V10 engine.

But even before the rule changes, Benetton was playing catch-up. Alain Prost says that a team would normally accomplish 10-12,000 kilometres of testing over the winter. Having switched from a Ford powerplant to Renault, Benetton completed what is estimated to be only a fifth of that



# The Herbert Conspiracy

*From zero to hero, but what really happened?*

**N**eedled by world champion Michael Schumacher's pointed comments about David Coulthard's speed, Damon Hill was moved to puzzle why it is that the German's own team-mates mysteriously lose form the instant they got their bottom in the second Benetton?

Touché.

Finally handed the opportunity his legion of supporters insist he deserves, Johnny Herbert's early form hinted that he would not fulfil the role of Benetton's second class citizen patented by the likes of Patrese, Verstappen and Lehto. Yet, having qualified within half a second of his team-mate in Brazil, the gap went out to three seconds in Argentina, where he was lapped. By now there were mutterings that Herbert had not found out until race day that Schumacher was using a different differential.

In Imola Herbert was again two seconds adrift and it was said that he was denied access to the German's telemetry printout. In the race itself he was at one stage passed by test driver Jos Verstappen, driving for lowly Simtek. With both their contracts owned by Flavio Briatore, speculation flew that before long the Dutchman would return to the fold. Hardly surprising, then, that Herbert's confidence was at low ebb.

But in Spain the plot suddenly went awry. Driving a fine race to achieve the best result of his Grand Prix career, he inherited second place on the final lap. Benetton was presented with only the second one-two finish in its history. It

***"Michael actually used Johnny's set-up for qualifying in Barcelona, and found that it worked pretty well"***

was a remarkable transformation, but what really happened behind the scenes?

Case number one: did Schumacher really have access to another diff?

"It is an open situation in the team, and any information can be passed on," insists Schumacher. "He gets a lot of support from the whole team, and I try to give him as much support as possible. Every driver has little secrets. I have

mine and I'm sure Johnny has his too. But in Imola, for instance, where Johnny was in quite big trouble, I tried to help him and when I had a little secret I passed it over to him."

The verdict: yes, he probably did.

Case number two: was Herbert denied access to some printouts?

"It's not an issue," he says, but the verdict is that yes, some of Michael's throttle traces were kept secret. That is no longer the case.

Ross Brawn, Benetton's Technical Director, explains the argument for the defence: "Michael is sensitive about aspects of his driving style. He believes he has a certain approach that gets him results, and he doesn't particularly want other people to know about it, in the same way that we wouldn't want McLaren knowing about the technical details of our car."

"All the data is now available to Johnny, he can look at everything that is going on. They are competitive by nature and Michael, quite rightly, isn't going to explain to Johnny how to go round a corner. That's really what it amounts to, and I don't think there are that many drivers who will."

Case number three: was Herbert left to go his own way on settings?

"It's not down to Michael," explains his team-mate. "It's more an issue of me getting hold of the car and doing what I want to with it. I used Michael's settings in Imola, but couldn't make them work. I think that's because I'm much more aggressive on turn-in to the corner. With Michael's settings if you turn-in slightly, the car really goes; if you turn-in a bit heavier, there is



Johnny Herbert and Tim Wright: "There was no conspiracy..."

no way it will stay on the track.

"I've got to change the car to suit me. I've got to go my way, Michael's got to go his way, but it's not as if we'll have a different floor or wings or anything. It's just a case of steering our cars to how we like them."

One swallow doesn't make a summer, and one podium finish doesn't make a career. It may seem harsh, but the jury probably remains out when it comes to Herbert's future.

"Michael is too strong, and too well integrated in the team for Johnny to suddenly walk in and put up a really strong challenge overnight," explains Brawn. "But he's already settling in and finding ways of making the car work for him. Michael actually used Johnny's set-up for qualifying in Barcelona, and found that it worked pretty well. So we are actually working together as a team. There are some people who like to make more of it than there is..."

"There was no magic," says Herbert's engineer Tim Wright of Benetton's reign in Spain. "I think the other teams were struggling a bit, rather than us being exceptional. But there's no doubt that Johnny's beginning to feel more comfortable with his car."

And the conspiracy?

"That's easy!"

It is?

"Yes. There never was one..."



distance.

"There were two major reliability issues which took some time to solve," admits Brawn. "And they hurt. One was a problem due to the vibration of the engine, which was fairly severe. The other was a hydraulic pump drive problem which was fairly banal but which took an awful long time to get working."



Schumacher had a difficult time of it in San Marino...

"We had to go through a fairly steep learning curve to discover how to make it all work because Renault quite rightly wouldn't tell us what Williams had done. I respect that, because I wouldn't want them telling Williams what we were doing."

"That meant we went racing with a car which we had managed to make reliable, but really the performance wasn't where we needed it."

The heavy criticism rankles. "What we had last year didn't happen by accident. We didn't just magic a car that no-one understood, and the same people are behind this one as well."

Schumacher's pit crew had their own answer to the critics. They hung out one of the offending articles taped to the World Champion's pit board during qualifying. The board read: 'P1'.



## **It's bound to cause disappointment.**

This Corrado is one of just five hundred. A Limited Edition? More a Final Edition. No more are to be made. That said, choice of two colours (the mystic blue shown here, and classic green, both in pearl effect), 6-spoke alloys, full leather trim

what a Final Edition: 2.9 litres and 190 bhp of pure VR6. Elsewhere, we've exercised due restraint, settling for a  
and a CD player. Meanwhile, our condolences in advance to those who leave it too late. **Corrado Storm**



# All the President's men



Todt's straightforwardness is seen as one of the keys to Ferrari's revival; above, in discussion with Alesi. Barnard's 412 T2, left, is a real improvement, while Berger, below, can feel relaxed about the team's good prospects.



Organising the Italia '90 World Cup is one thing, but to return the glory days to Ferrari would truly be an Olympian feat. Luca di Montezemolo is now in sight of achieving that objective for the second time.

Chief engineer when the Prancing Horse dug itself out of a slump over 20 years ago, commencing a run that would culminate in two World Championships for Niki Lauda, Montezemolo is now the President leading the quest for Ferrari's first title in 15 long seasons.

"Everybody is always asking, 'When will you win the World Championship?'" he laughs. "That is our final objective, and we are making progress every day, but I still think we have only done 70 per cent of our work. Now we need the last 30 per cent, which is of course the most difficult."

Difficult maybe, but, with his men leading the Constructors' series four races into the championship, not impossible.

Gerhard Berger still remembers the sinking feeling the day he first tested for the team upon returning there from McLaren in 1993: "It was a complete disaster, and I was really shocked when I ran in Estoril. We were seven seconds off the pace!"

At that stage you only required two Ferrari personnel to get three different opinions, and Berger says Montezemolo has

been instrumental in facilitating the revival. "It was clear that the strategy from the beginning was to change the personnel part of the team, to get into a consistent way of working and, fortunately, have less politics. The appointment of Jean Todt was in many ways the key to it. We have always had a few good people, but collecting them together

**"We were quick in Barcelona on a kind of circuit that isn't too good for our engine"**

has always been impossible because of the political reasons. Todt is able to deal with it. He is quite straightforward."

With the correct technical structure in place, the team also looks to have the right car in the shape of John Barnard's 412 T2, which is a significant improvement upon its high-nosed predecessor.

Last year Ferrari struggled on two fronts, trying to extract performance from its V12

engine at the same time as improving its reliability. The result was a string of race performances as disappointing as the qualifying sessions had been promising. Twelve months on, with the team sensing it has a genuine chance of honours, some of the showmanship has disappeared. That Jean Alesi's engine failure in Barcelona registered the team's first retirement of 1995 suggests it no longer has to gamble on running in such marginal fashion.

With Berger third in all but one race to date, and only that solitary failure robbing his team-mate of a trio of runner-up spots, Williams and Benetton are right to look over their shoulders.

"We have made progress, because we were quick in Barcelona on a kind of circuit that isn't too good for our engine, but there is no reason to dream," warns the Austrian. "At the moment we can be quick in qualifying but we are still struggling in the race. I still believe we need another two months to be very competitive. I know what's coming, and from Canada onwards we should be level with the top guys."

"If we can win three or four races this year, then I would be happy," suggests Lauda. "We need to prove that we are climbing the hill."

"It's a year of improvement for sure," agrees Todt, "but I'm not able to tell you whether this is *the year...*"



# Mansell

## under pressure

The manner in which Nigel Mansell parked his McLaren to register retirement from the Spanish Grand Prix inevitably raises the question of whether he is already contemplating retirement of another kind.

Even Ron Dennis concedes that the MP4/10's performance, or lack of it, was a factor behind his new signing's reluctance to drive the first two races. How the former world champion must have pondered his future after finishing a lowly 10th at Imola and deciding that he did not even wish to continue with the race at Barcelona. "It's undriveable," said the disgruntled Briton as he retired from 21st place. "I'm not going out there in it to have an accident."



**"In fact on the overall lap I'm at three per cent more full throttle than he is and yet I'm slower"**

He is a driver who thrives on 'people power' and is formidable when in buoyant form. But a demotivated Mansell is perhaps the last thing a team needs when it is fighting a rearguard PR action.

The problem is two-fold. Firstly, as teammate Mika Hakkinen confirms, the car is unbalanced, with or without its radical 'midship' wing. Secondly, Mansell's problems are exacerbated by his driving style.

"My style is to go deep into a corner and then turn-in," he explained after the first day's qualifying in Barcelona. "Mika's fast-

est lap today is near enough two seconds quicker, but in fact on the overall lap I'm at three per cent more full throttle than he is, and yet I'm slower. The reason for that, and that counts for three and a half seconds more full throttle per lap, is that I'm aggravating the front-end of my car and I

have more understeer, so I go into the corner and I can't turn. We do have a weakness on initial turn-in.

"I'll share this with you: Mika said to me at Imola, 'How the hell did you go round that corner like that?' I picked up three or four tenths just on braking and entering one corner. But it was only one corner and then there were six others he was killing me on - all the second gear corners!"

It is not the first time Mansell has found himself in such a predicament. At Ferrari in 1990 he struggled all season against Alain Prost, who preferred a car set-up for understeer. Mansell would rather cross himself and reach for the garlic than face such a nightmare.

Williams Technical Director Patrick Head maintains that Mansell's biggest asset has always been his tremendous physical strength in the corners. When Martin Brundle suggests that the fitting of power steering to last year's McLaren gained him seven tenths of a second at Silverstone's Becketts alone, you can see why. Now, however, Dennis concedes the weakness in the front-end of this year's car means Nigel's aggression only exaggerates the problem.

"I think our honesty at the start of the season worked against us, and continues to work against us," pondered Dennis at Imola. "It sort of gave a dog a bad name." But Barcelona's high speed curves exposed the MP4/10's inherent flaws to such a degree that it palpably warranted a bad name. You can bet your bottom seven million dollars that Mansell called it a few...



# FIA Formula One World Championship Round

# 04

**Winner**  
**Winner's average speed**  
**Conditions**  
**Fastest lap**

Michael Schumacher  
 125.096mph  
 Dry, sunny

Damon Hill, 1m 24.531s on lap 46, 125.096 mph

## RESULTS

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8	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	64 laps	1m 27.328s	24
9	Martin Brundle	J	Ligier JS41-Mugen Honda V10	64 laps	1m 27.039s	25
10	Mika Salo	SF	Tyrrell 023-Yamaha V10	64 laps	1m 27.823s	58
11	Gianni Morbidelli	I	Footwork FA16-Hart V8	63 laps	1m 27.284s	57
12	Jos Verstappen	NL	Simtek S951-Ford ED V8	63 laps	1m 27.923s	39
13	Karl Wendlinger	A	Sauber C14-Ford Zetec-R V8	63 laps	1m 27.991s	50
14	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	62 laps	1m 28.828s	21
15	Domenico Schiattarella	I	Simtek S951-Ford ED V8	61 laps	1m 29.712s	44
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	56 laps - engine	1m 27.467s	42
Rtd	David Coulthard	GB	Williams FW17-Renault V10	54 laps - gearbox	1m 25.409s	11
Rtd	Mika Hakkinen	SF	McLaren MP4/10-Mercedes V10	53 laps - fuel pressure	1m 25.771s	31
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	43 laps - fire	1m 28.204s	16
Rtd	Bertrand Gachot	F/B	Pacific PR02-Ford ED V8	43 laps - refuelling fire	1m 29.924s	35
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	39 laps - engine	1m 31.783s	7
Rtd	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	25 laps - engine	1m 25.671s	15
Rtd	Luca Badoer	I	Minardi M195-Ford ED V8	21 laps - g'box hydraulics	1m 29.032s	17
Rtd	Nigel Mansell	GB	McLaren MP4/10B-Mercedes V10	18 laps - handling	1m 27.054s	17
Rtd	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	17 laps - gearbox	1m 32.423s	4
DNS	Andrea Montermini	I	Pacific PR02-Ford ED V8	0 laps - g'box hydraulics	no time	

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## CHAMPIONSHIP POINTS

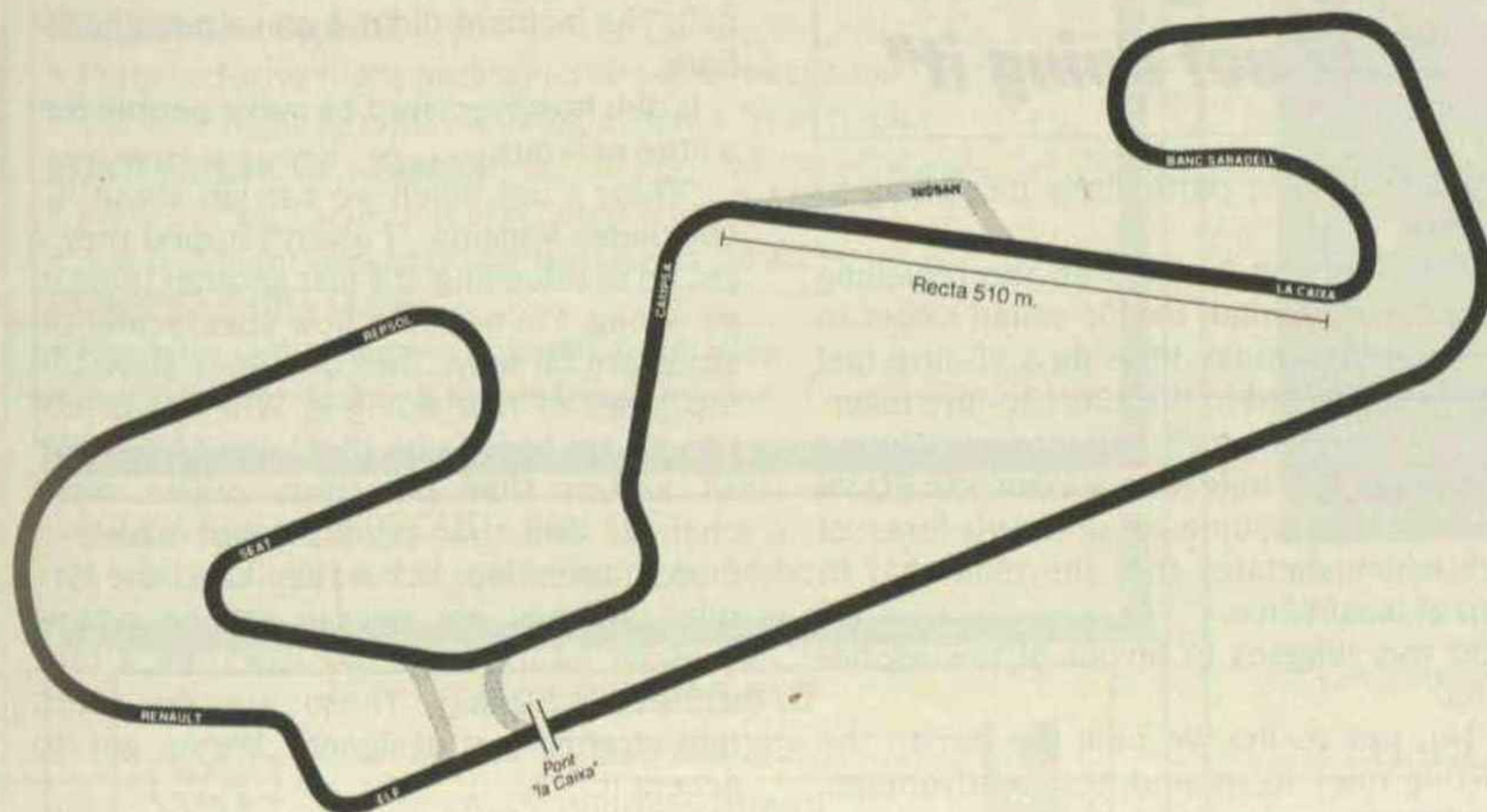
**DRIVERS**

1 Schumacher	24
2 Hill	23
3 Alesi	14
4 Berger	13
5 Coulthard & Herbert	9
7 Hakkinen	5
8 Frentzen	3
9 Irvine	2
10 Blundell & Panis	1

**CONSTRUCTORS**

1 Ferrari	27
2 Williams Renault	26
3 Benetton Renault	23
4 McLaren Mercedes	6
5 Sauber Ford	3
6 Jordan Peugeot	2
7 Ligier Mugen-Honda	1

## THE CIRCUIT



## SNIPPETS



● The Ferraris, quick in pre-race testing, set the pace on Friday, but Michael Schumacher stuns everyone with his best lap on Saturday, taking pole position by a full 0.6s.

● Martin Brundle has his first race of the year for Ligier. The Englishman qualifies 11th, ahead of team-mate Olivier Panis. A delayed pit stop costs Brundle any chance of scoring points in the race.

● Schumacher takes the lead at the start, and is never again headed. Even though the German is running to a conservative two-stop strategy, rather than the three of Williams and Ferrari, he is still able to ease away on his heavier fuel load at the start. It is the 12th GP win of the German's F1 career.

● Jean Alesi holds second place until his engine blows as he starts his 26th lap.

● Renault looks set to power the first four cars home until David Coulthard succumbs to gearbox failure with 10 laps to go.

● Damon Hill loses a safe second place when he encounters hydraulic trouble at the start of the final lap. It robs him of both throttle and gear-change, and he has to complete the final lap in fifth gear, at tickover. The lap takes over three minutes, and he drops to fourth, behind Johnny Herbert and Gerhard Berger. It also costs him his World Championship lead.

● Hill isn't the only driver to hit trouble on the final lap. Throttle problems force Rubens Barrichello to slow, and hand the final point to Olivier Panis.

● Eddie Irvine scores Jordan-Peugeot's first points of the season, in fifth place.

● Nigel Mansell has a thoroughly unhappy time. While team-mate Mika Hakkinen runs in the top six, Mansell gets no higher than 13th before giving up. After a trip through the gravel, he describes his McLaren as undriveable.

● Johnny Herbert stands on a podium for the first time since finishing third in an F3000 race at Monza, back in 1988. (He missed the 1991 Le Mans 24 Hours celebrations through dehydration.)

● Herbert leaves the pits with the rear jack still attached after his first refuelling stop. The jack flies off as he rejoins the circuit, fortunately without hitting anybody.

● Bertrand Gachot retires after a minor pit fire, which renews scares about the perils of mid-race refuelling.

# Chills and spills



Nobody who was watching is likely to forget the afternoon of July 31 1994, when motor racing's refuelling regulations underwent spectacular trial in front of a multi-million TV jury. That nobody suffered serious long-term injuries when Jos Verstappen's Benetton was consumed by a fireball in the Hockenheim pit lane was as miraculous as it was merciful, and a tribute to the quality of contemporary safety equipment.

It was not, however, a glowing tribute to the Formula One regulations. To date, it has been the only accident of its kind. Yet it was originally said to be an impossibility.

Walking around a modern Formula One paddock, racing drivers are not immediately obvious to the uninitiated. Pit crews, engineers and even TV journalists will be fully kitted out in fireproof overalls, just in case something as 'impossible' as Hockenheim should happen again. In Barcelona, one of Minardi's overalled engineers was badgered by an over-eager, and oblivious, fan to pose with him in a photograph. . .

Later in the afternoon, the reason why entire teams are now sporting three-layer Nomex was again apparent. As it sped down the pit lane, Bertrand Gachot's Pacific PR02 left behind it a trail of fuel, which eventually splashed onto its exhaust and ignited.

"We weren't aware of the problem straight away," explains Pacific managing director Keith Wiggins. "We released the refuelling nozzle, and the guy with the jack let Bertrand go. All he said was that, as the car accelerated, he saw a gush of fuel come back out onto the side of the car. The refuelling valve hadn't closed instantly when it should have done, and under acceleration the petrol was allowed to spill out of the back. We didn't see that until he got to the end of the pit lane, by which stage the fuel had worked its way into everywhere it was going to go. We saw a little bit of

flame, and we told him to stop. Luckily it didn't get any worse."

Momentary though the conflagration may have been, it has prompted uneasy talk about the consequences of an equipment failure during refuelling.

What can the teams do about it?

"Nothing," says Wiggins. "That's the annoying thing. It was a piece of equipment over which we have no control, yet it tends to reflect on the team. Last year, comments were made that if there there was a problem it would be with one of the smaller teams, and as it turned out it was the team that made the comment that had the problem!

***"It's a simple fact of life that there is a greater risk if you are doing it rather than not doing it"***

"It's still not a particularly nice thing to happen."

When building its car with the refuelling regulations in mind, Pacific sailed closer to the wind than most, utilising a 90-litre fuel tank, as opposed to the 120/130-litre reservoirs preferred by most other teams. During an average 190-mile race, a Cosworth ED V8 is likely to consume around 190 litres of fuel, which dictates that the team *has* to stop at least twice.

So was Wiggins in favour of the regulations?

"No, not really. We built the car to the existing rules to try and get an advantage, which we're perhaps not making the best of at the moment, but you do that because the rules are there. You've got to do it. In principle, I've never been very keen on it,

because every time you have a pit stop you always keep your fingers crossed and hope that everything goes OK. When you're talking about fuel under pressure, it's a problem. Putting fuel in a hot racing car during a race is obviously very dangerous. It can be as safe as anything can be technically, but it's a simple fact of life that there is a greater risk if you are doing it rather than not doing it. Obviously it should never happen. The consensus is that there was a spring inside the valve which turned and caused it to jam. We were assured that it's impossible for it to happen, but obviously *something* made it stick."

At the time of the incident, Gachot was carrying about 75 litres of fuel, a three-quarter load. A blessing? Not necessarily.

"The filters are all vented," explains Wiggins, "so I don't think a full tank would have made much difference. Maybe under acceleration a bit more would have come out, but it wouldn't have been another Hockenheim. The difference there was that the fuel sprayed out. This one didn't spray fuel; it just came out under the pressure of the car's acceleration."

A different situation, and, ultimately, a harmless one. There were no personnel engulfed within a spectacular televised fireball. The incident did not make news headlines.

It did, however, start to make people feel a little nervous.

"There's not much we can do about it," concludes Wiggins. "I always hoped they'd get rid of refuelling. It's just another thing to go wrong. I'm not sure how spectacular pit stops are on telly. They only ever show the top three or four doing it. Whether or not people are bored with that I don't know. We all accept that pit stops create more changes and that perhaps that makes it more interesting, but if they keep the tyre rules as they are people will be pitting anyway. As it stands, we can't run a race without refuelling. Those are the rules; that's what we designed. We've got to accept it."

The flash fire behind the Pacific might have been no big deal; the fact that the equipment has still been proved fallible, however, is.



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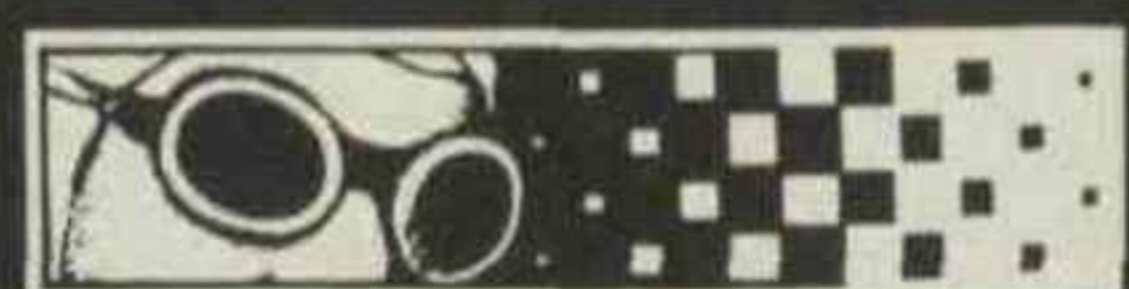
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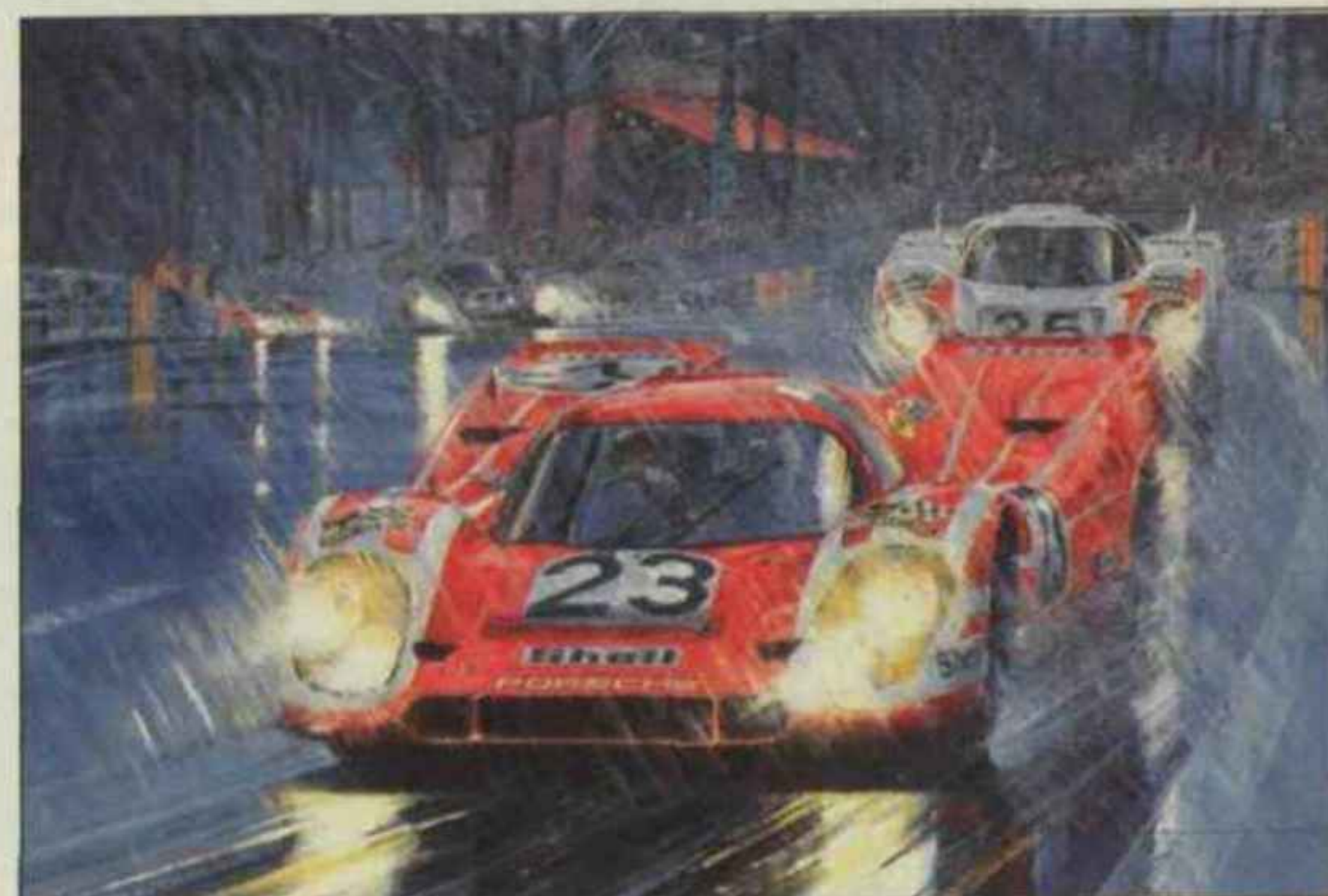


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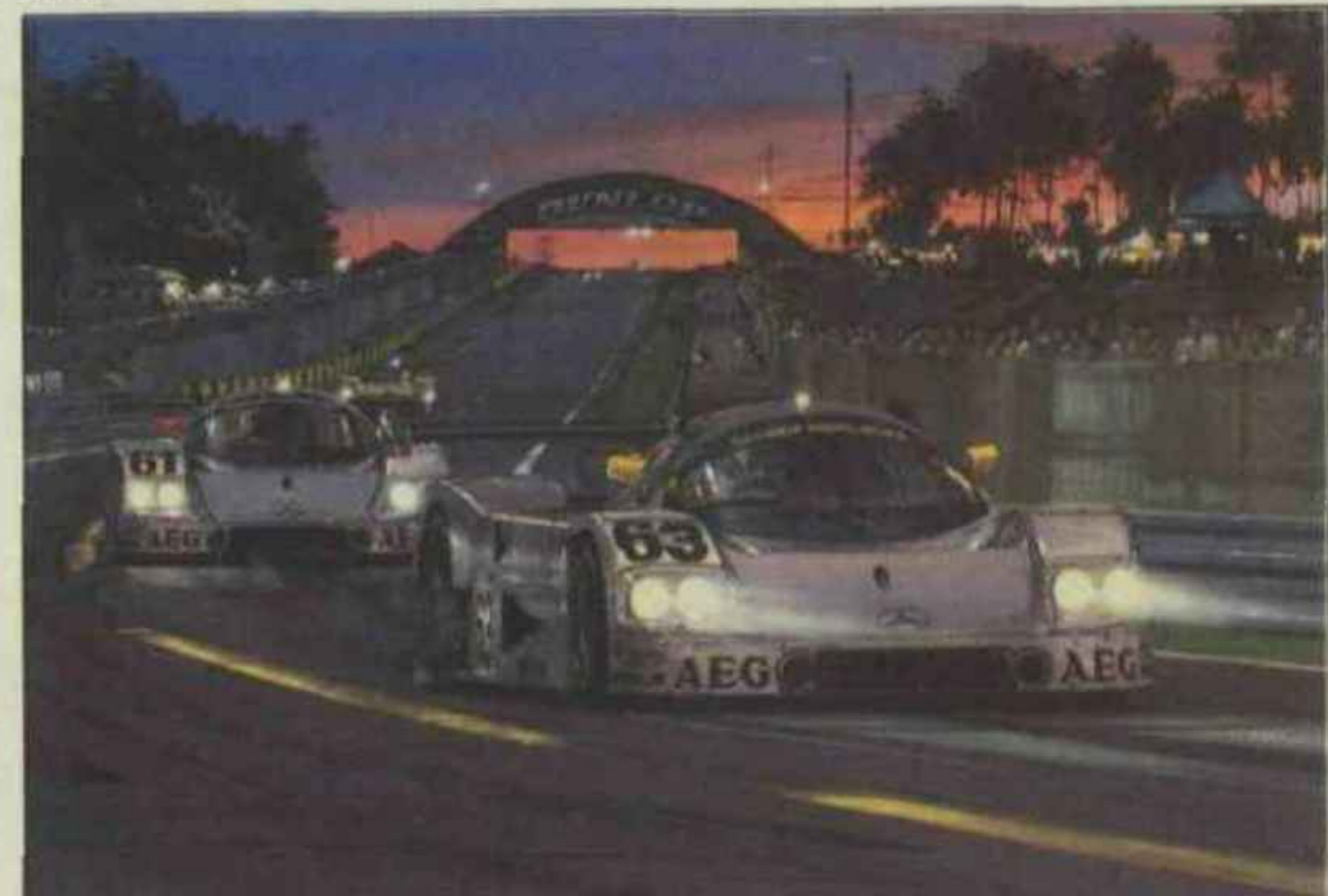
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"We're back!" Schumacher clenches his fists in triumph as he celebrates his second win of the year.



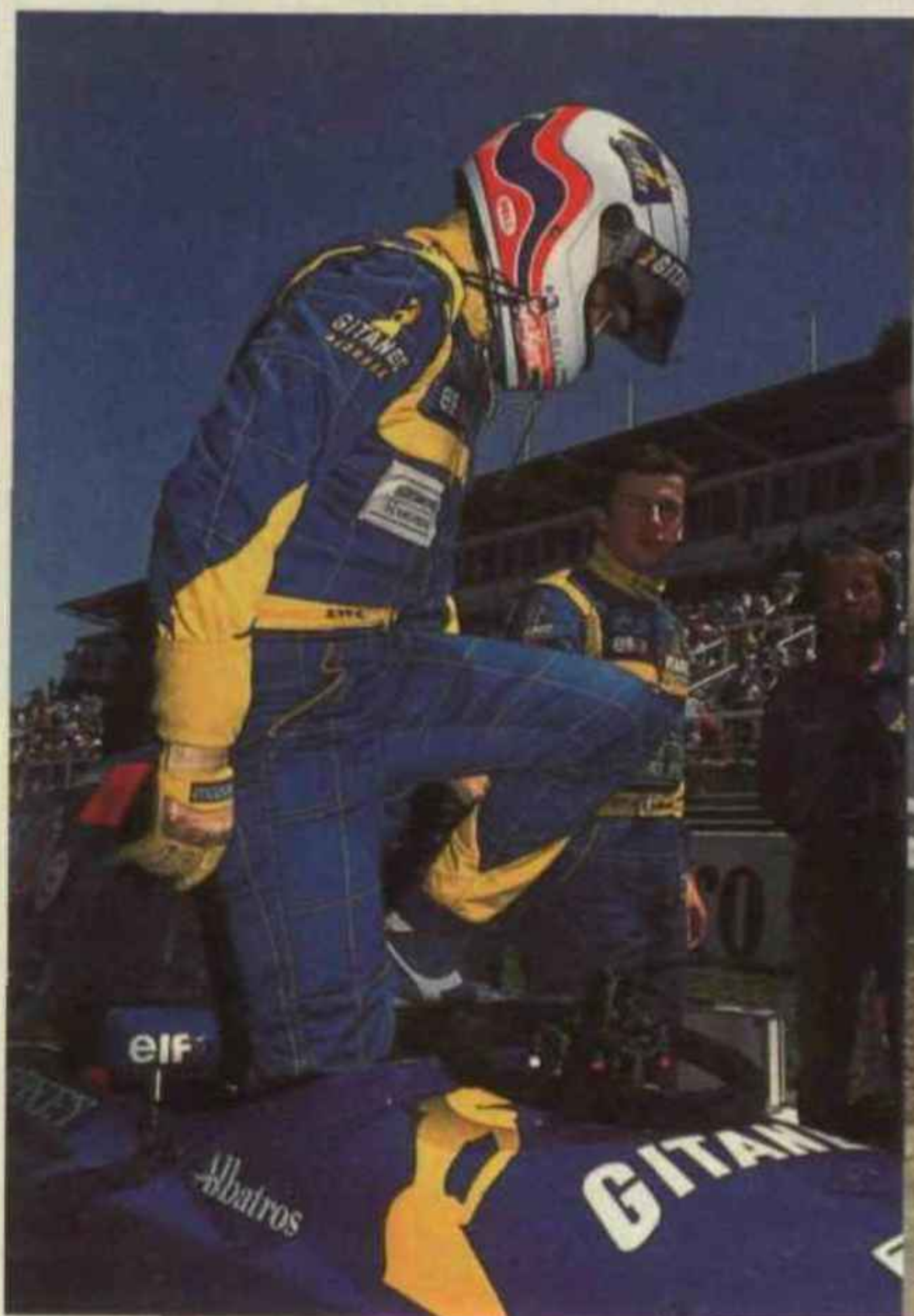
Limping in: Damon Hill in Spain.



Looking up: Heinz-Harald Frentzen.



Oops wrong pit! Irvine at Imola.



Return to arms: Martin Brundle joined Ligier in Spain. Battle royal: David Coulthard and Jean Alesi wage war in San Marino. The Frenchman was later critical of the Scot.

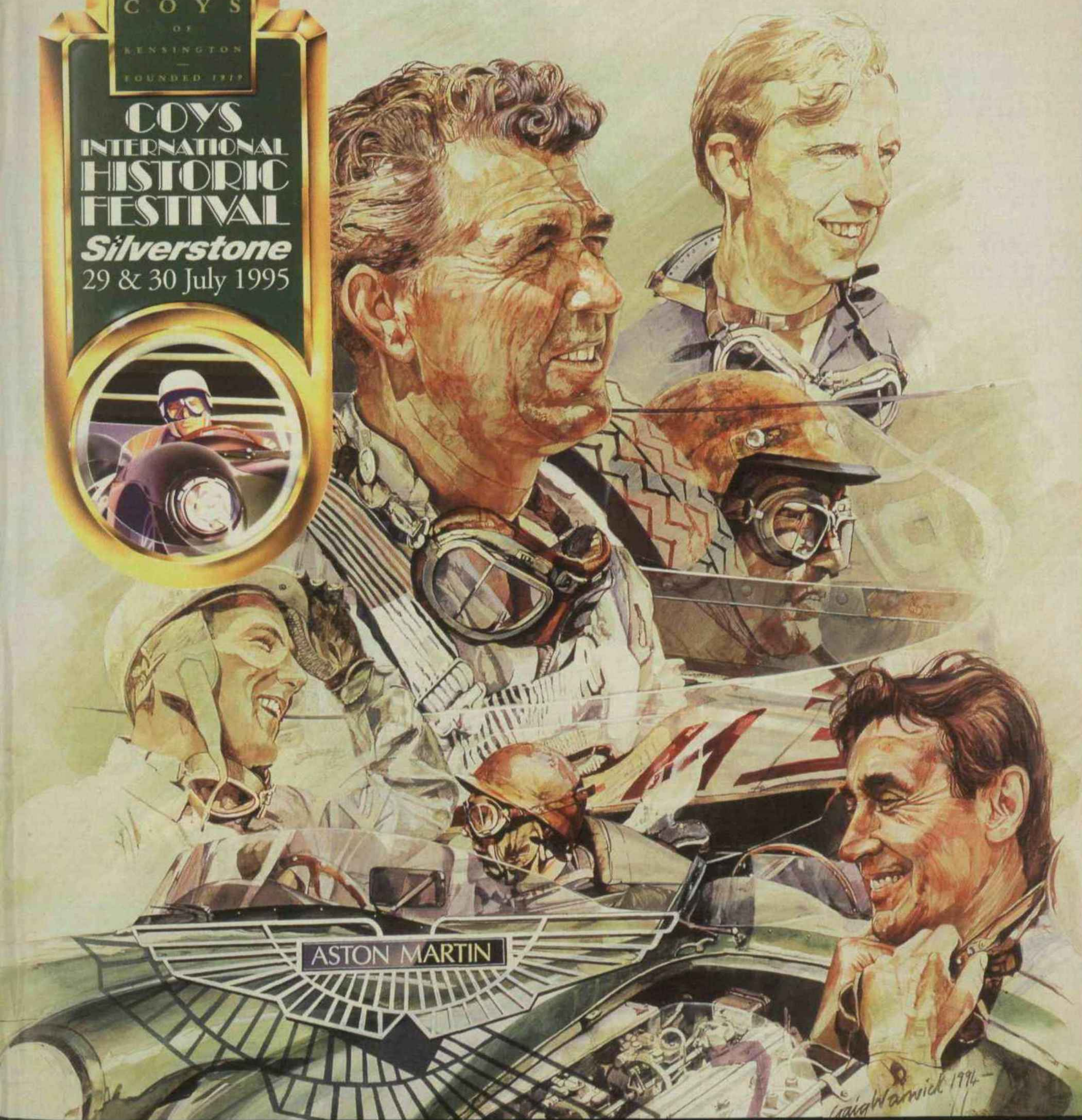
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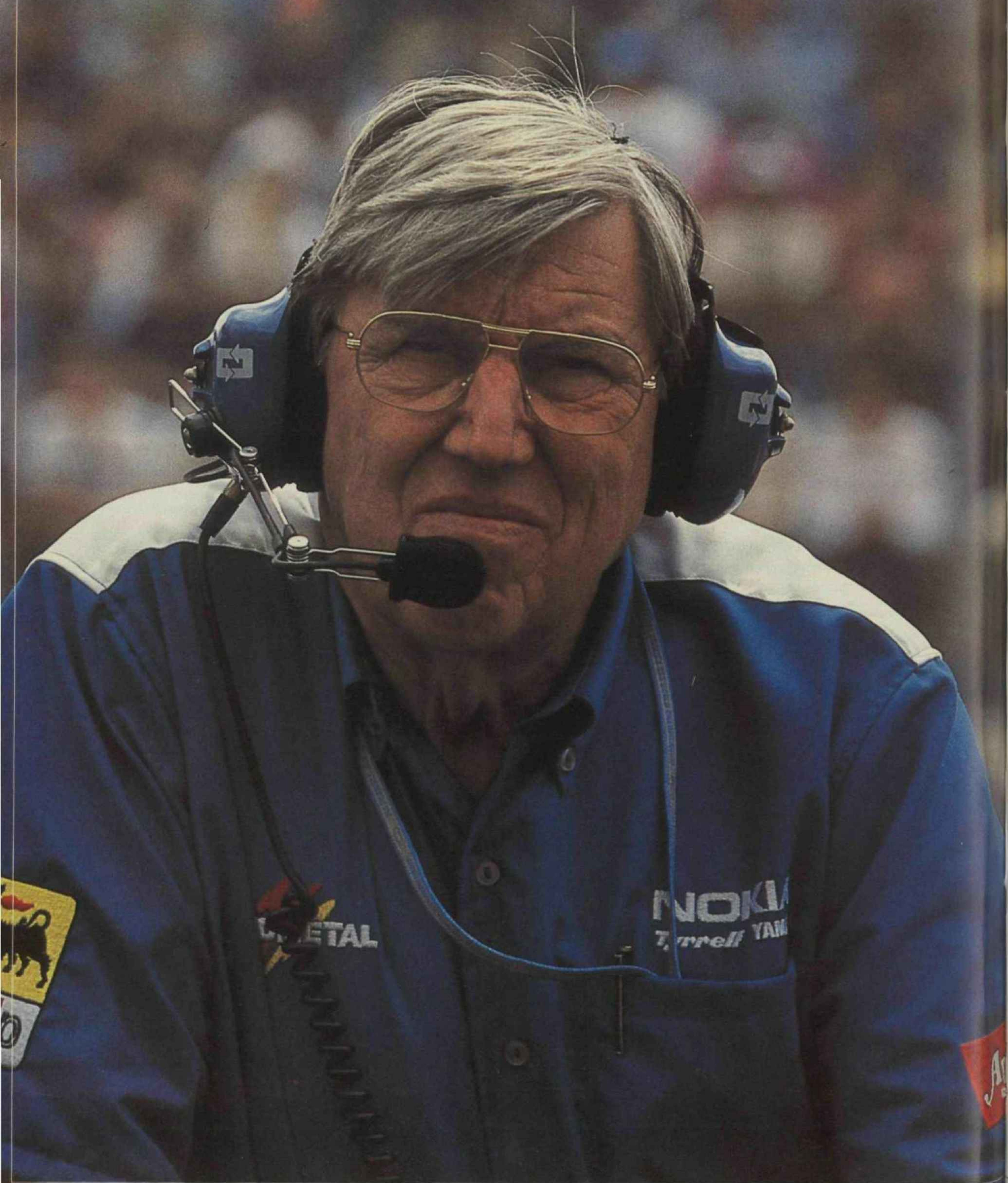


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**T**his month marks the 12th anniversary of Tyrrell's last Grand Prix win, achieved by Michele Alboreto around the streets of Detroit.

It is now a staggering 22 years since the Ken Tyrrell-Jackie Stewart Dream Ticket celebrated its last World Championship success. In the intervening years since the Scot's retirement, his former team has scored just seven victories.

Tyrrell himself is a figure for whom Formula One cannot be measured purely in terms of statistics. While half of the grid arguably races only for money, it could be said of Tyrrell that he requires money only for racing. He is, says one of his former drivers, a man who goes racing for all the right reasons.

Nice guy or not, a losing streak is still hard to take. Particularly when it is big enough rival the Conservative party's by-election campaign.

"Look, first of all it's something that I like doing, and for the last 27 years it's been my life, really," he says. "That's not an excuse for relatively poor performance, but it's a matter of fact: I like doing it, I have fun doing it."

The comment is offered almost with the hint of an apology. None is necessary. Only once in 24 full seasons have his cars failed to score a point, and that solitary failure presaged a re-structuring that has brought the team once more to the verge of the big time.

More than one young journalist's interview has been torpedoed by Tyrrell's refusal to lapse into misty-eyed reverie at mere mention of the glory days. 'These *are* the glory days!' he has often responded.

"Obviously, it's always better if you are going to be winning," he smiles. "The bad times are just as bad as they were then, and the good times are just as good."

The good times, though, have been few and far between in recent years. Tyrrell believes you don't have to look far for an explanation.

"What those last 27 years tell us is that if you want to win in Grands Prix, then you'd better have one of the top four drivers in the world driving for you," he insists. "If you don't, you're not going to win. We have not been able to achieve that since Jackie retired.

"It's an easy excuse to say we haven't had the money, and I don't like using it, but it's a matter of fact that if you haven't got the budget you can't afford the top drivers. Another way of doing it is the way Frank Williams has introduced both Hill and Coulthard - take them in at the bottom and see if they can make it without costing you too much money. Williams can put any driver they like in their car. They might get a bit of stick from Renault, perhaps, but they've done it with both of those drivers and they are winning. But a team down here," he says casting his eyes down the timesheets to his cars, "can't do that.

# Years of famine

*After a 12-year winless stretch long enough to put anyone off, Ken Tyrrell remains just as positive as he was during the glory days of the early 1970s.*

Ken Tyrrell (left) - still watching and waiting. Above: under Stewart's tutelage, Cevert blossomed into a Grand Prix top liner.



Ready to go (above) for the 1995 campaign. Michele Alboreto's win at Detroit in 1983 (left) is still Tyrrell's most recent. François Cevert (right) should have taken the number one seat on Stewart's retirement, but was killed a day before the Scot was due to quit.

Although we thought we'd done that with Jean Alesi, actually..." The sentence trails off into a wry chuckle.

Right now he can afford to chuckle because, in the shape of Mika Salo, he may just have done it again. "Mika performed so well in testing," he recalls, "that he looked like a star in the making. The first races we've done seem to indicate that might be the case."

With just two Grands Prix under his belt, and those in an uncompetitive Lotus, the Finn was the sensation of the opening race of the 1995 season, rising as high as third at one stage. He underlined that this was no fluke by running fourth in Argentina.

Inevitably, perhaps, the performances have sparked suggestions that Tyrrell's long drought may soon end.

"I think to talk about us winning in '95 is a bit over the top," he counsels, "but I certainly think we are capable of a few podiums. That's our target this year. Ukyo [Katayama] is now a very experienced driver, and he has a number of very exceptional drives under his belt. Mika is still finding his way around the various circuits, and learning to accept that fourth is quite a good finishing position (a reference to the tangle with Aguri Suzuki which ended his Argentine GP), but that comes with racing experience. That's why the top guys are not just quick, but they know the score."

Having seen in excess of 20 teams come and go since his car last took the flag first, Tyrrell too knows the score. There have, he says, been only two occasions when he came close to throwing in the towel.

***"It was awful to lose a driver who had become part of the family. That was the lowest point. We could have chucked it in then"***

The first dates back to Watkins Glen 1973, scene of François Cevert's death in practice for the US Grand Prix. Team-mates Chris Amon and Jackie Stewart were withdrawn, the latter from what was to have been his final event before retirement. The loss hit Tyrrell particularly hard.

"Being slung out of the championship in '84 was bad but, without doubt, our lowest point was when François was killed," he intones. "It was awful to lose a driver who had become part of the family really, very close to Jackie, very close to all of us. That was the lowest point. We could have chucked it in then."

"After some weeks I thought that it's better to stay in, and to try and prevent this sort of thing happening, so we continued."

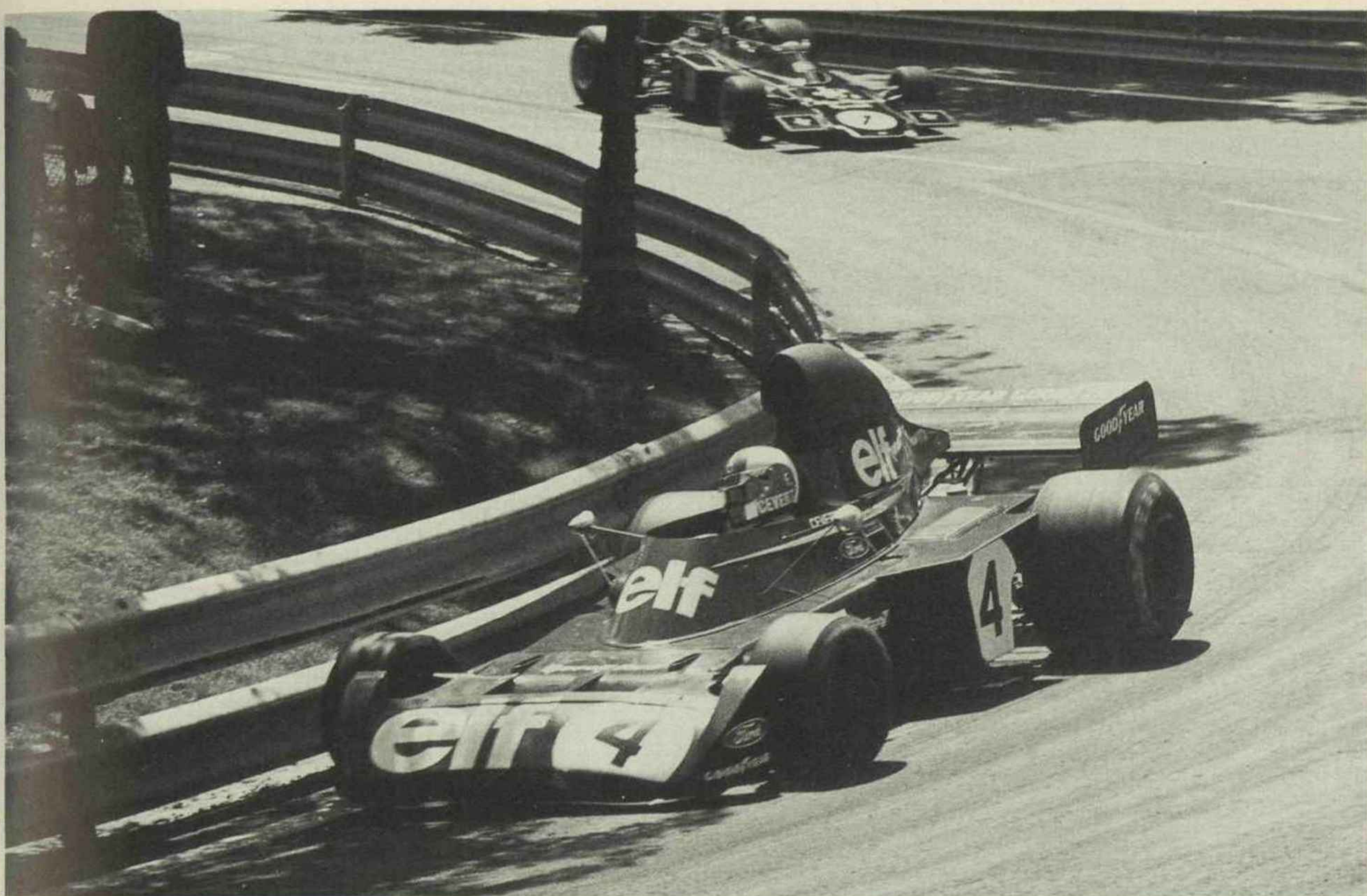
The team reached its technical nadir in '84, when it was ruled guilty of weight deception and excluded from the remainder of the championship. The affair still rankles with Tyrrell, whose abiding belief is that his stance on the fuel allowance for turbo engines – for which he alone had no deal on the table for '85 – did not aid his cause.

Into the bargain, the points his team had scored thus far that season were revoked. Not until 1993, the first term of his engine alliance with Yamaha, would Tyrrell's operation again fail to register a point by the year's end.

In need of pounds, as much as points, he nevertheless decided that drastic steps were warranted. Harvey Postlethwaite was brought back into the fold, from Ferrari, and the technical squad assembled under him has taken the team back to the brink of success.

Postlethwaite's ability to galvanise Yamaha, to get across the message that participation alone is not enough, has been instrumental in the team's resurgence.

"It's been a twin-pronged effort," explains Tyrrell of his links with the Japanese. "When one of us gets in a bit of trouble, the other one doesn't go and clobber them. We talk about it, and try to overcome the problem. The relationship with Yamaha is a very close one and their performance has gone up in about the same ratio as ours has. We're not a Grand Prix-winning team yet, but we're moving in that direction."



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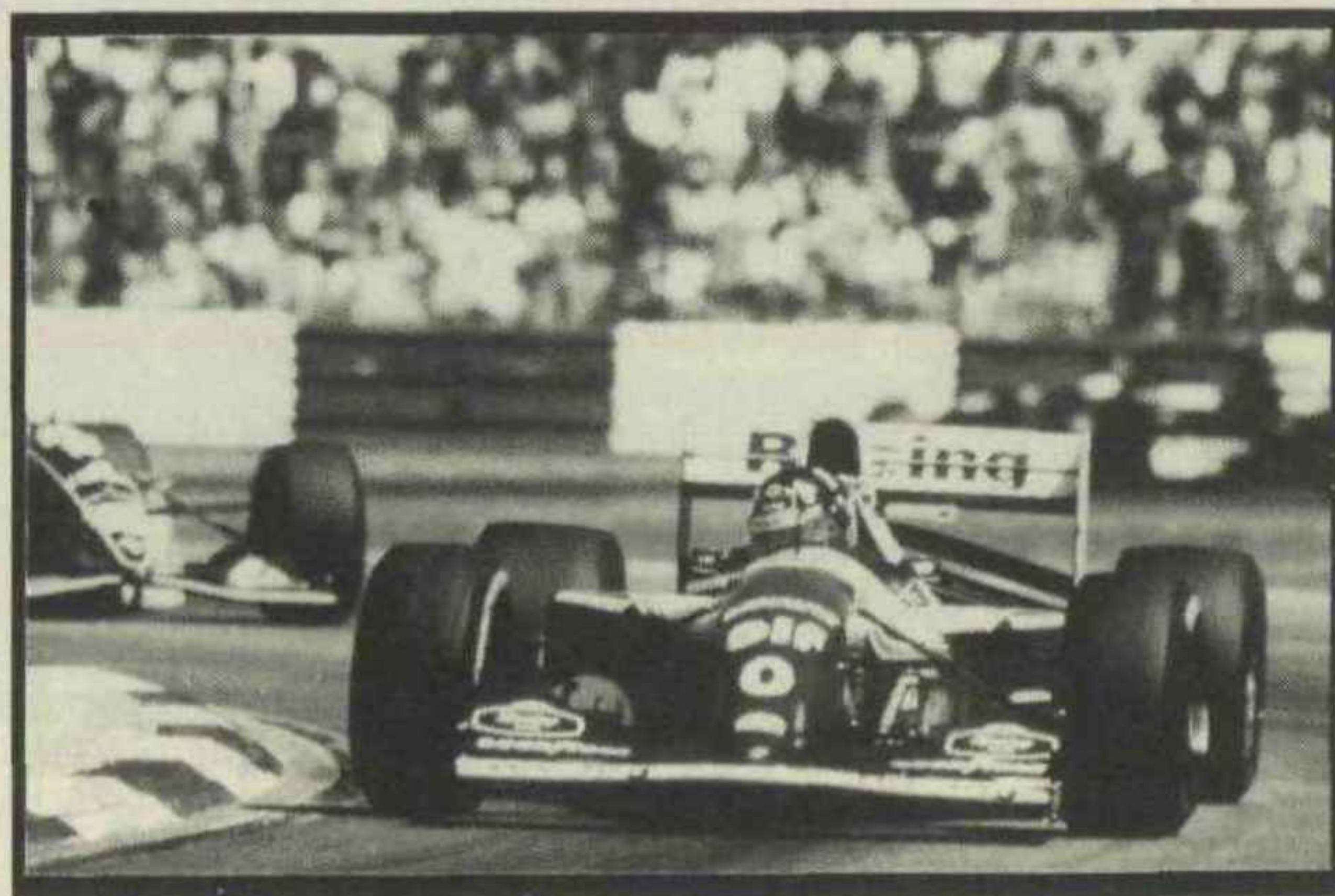
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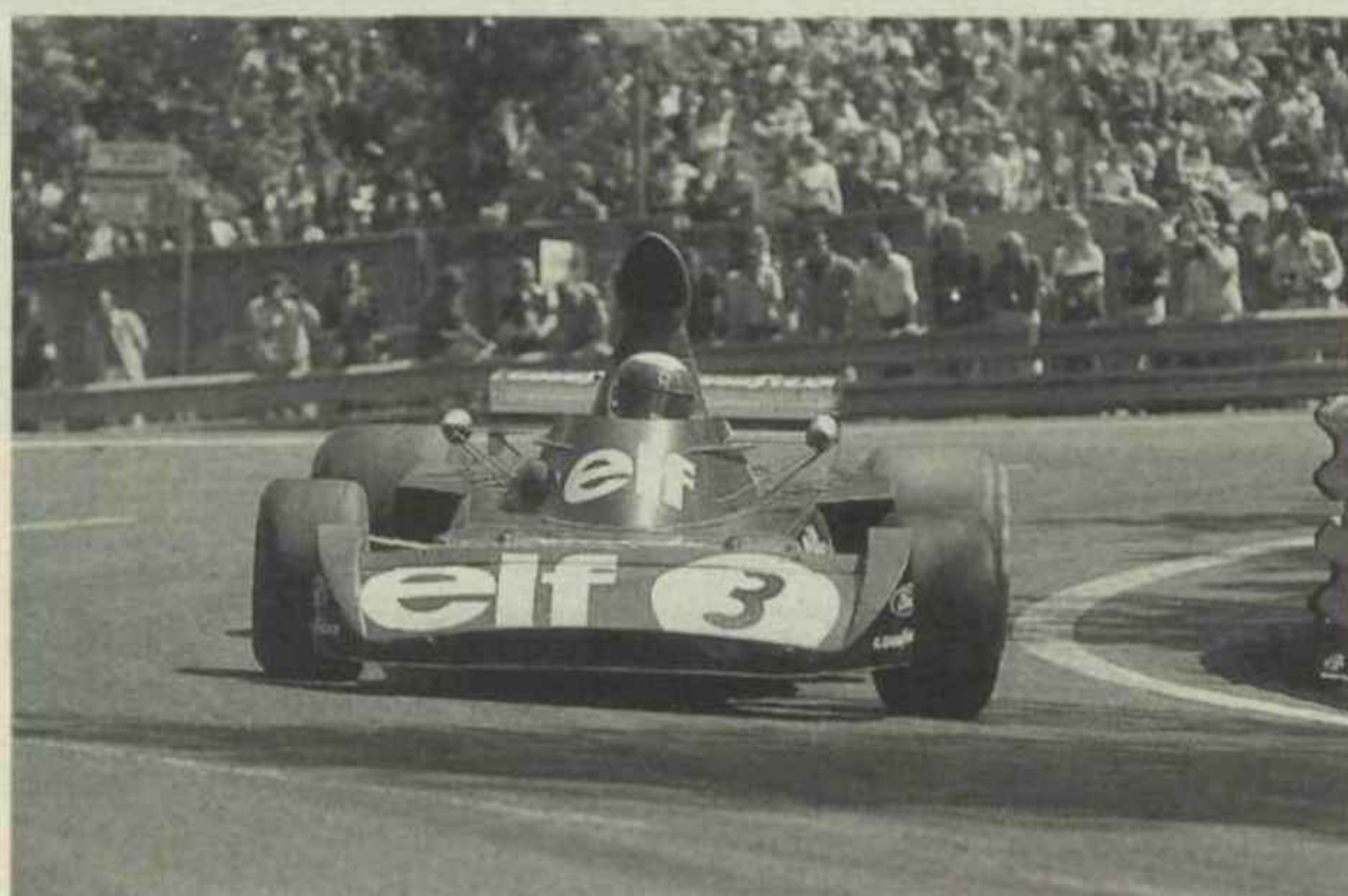
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The impudent Alesi holds off Senna at Phoenix in 1990 (above). Jackie Stewart (left) on his way to the World title in 1973 - 22 years on and he is still easily Tyrrell's all-time top driver. Bellof (right) fought gallantly against the turbos in 1984 with the venerable Cosworth engine - he could have won the Monaco GP if it hadn't been halted prematurely.

The last decade has lacked victories, but not valour. He may profess himself too long in the tooth for sentiment, but an unmistakable gleam nevertheless enters his eyes when the talk turns to Stefan Bellof's drive at Monaco in '84. . .

"It was unusual in that Martin [Brundle] was putting in a lap which, until he lost it by the swimming pool, was going to put him on the grid. But he lost it, the thing turned on its side and slid along the track. It was a big shunt. He came running back up the pits to get the spare car. I said, 'Are you alright?' He said, 'Yeah, I'm fine, fine.' So we got him in the spare car and were doing up the seatbelts when he looked up at me and said, 'Where are we?'

"We undid the seatbelts. . .

"That left Stefan qualifying last on the grid. On race day it rained. The whole race was wet and they eventually stopped it. From last on the grid, he got himself up to third spot, and was catching Prost hand-over-fist. Prost had a problem, and was waving to the organisers to stop the race. The rain had, in fact, eased off. There really was no need to stop the race.

"Stefan was overhauling Prost and, the lap they actually flagged him, Prost pulled in because he had a brake problem. That left us catching Senna, who would have been leading, and he was catching him at one or two seconds a lap. They stopped the race. . .

"Then, of course, they took the result away from us. Whatever they thought we had done, it had nothing to do with Monaco, did it?

**"How could he lead the bloody race? With a 20 year-old engine, an old eight-cylinder Cosworth opened up to three and a half litres . . . and he led the race for 30 laps!"**

"Bellof was the best German driver that we'd seen since the war. No question, he was quite exceptional. He was driving a very much underpowered car but, when it rained, he probably had exactly the right car for the conditions. But, nevertheless, he still had to do it, and he had to pass all the other cars in order to do it. He was brave, and he was quick."

As, indeed, is Jean Alesi. His exploits likewise catapulted the team back fleetingly

into the limelight in '90.

"Alesi at Phoenix and Alesi at Monaco sit in the memory." Tyrrell warms to his theme. "I suppose they were equally spectacular."

"He led the race in Phoenix for 30 laps. How could he lead the bloody race? With a 20 year-old engine, an old eight-cylinder Cosworth opened up to three and half litres by Brian Hart. And he led the race for 30 laps! And who did he lead it from?"

"I was praying for Senna to come through and pass him. I wanted Ayrton to get in front of him so that he could ease off. And what happened? Senna caught him just after third distance, passed him, and then Jean had repassed him before the next corner. Oh, shit!

"At Monaco he also did the most extraordinary thing. The sort of thing where it's too easy to say you'll never see the like of it again. He qualified third, and went down the inside of Prost at Mirabeau, first lap, down the hill, and made it. Outbraked Prost. Unfortunately, Berger saw Alesi doing it and thought, 'If he can do it, I can,' whereupon he couldn't! He T-boned him and caused chaos behind - 15 cars in a heap.

"They stopped the race, and he tried to do exactly the same thing at the second start, same place: down the inside of Prost."

"He ought to have won a Grand Prix by now, shouldn't he?"

And so, perhaps, after 12 years out of the winner's circle, should Tyrrell. But, as a successful timber merchant, Tyrrell knows the wood from trees; knows that the team has lived through an era when survival was in itself a success.

**MS**





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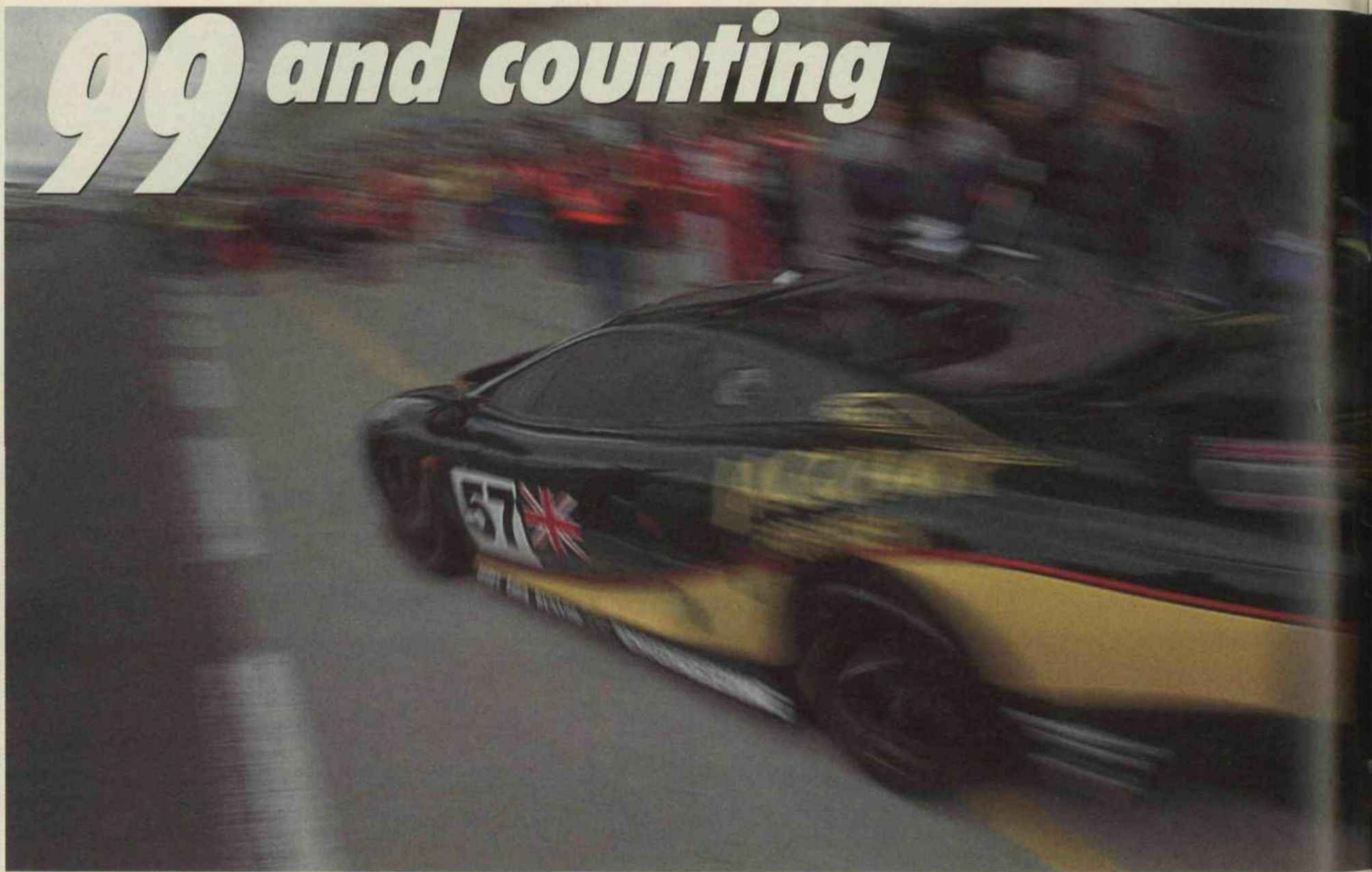
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# 99 and counting



## *It has taken an official pre-qualifying session to whittle down an extraordinary number of Le Mans entries to a manageable level*

**T**he surge of interest in the ACO's 24 Hours of Le Mans continues. Three years ago, when the event was tied to the mast of the FIA's sinking ship, it attracted a grand total of 28 entries... and production-based GT cars were strictly prohibited. This year the ACO received 99 entries, most of them in the GT1 and GT2 categories, which have now been whittled down to 48 plus four reserves.

McLaren, winner of six BPR Kärcher GT races in succession, will have seven cars on the track, Ferrari three F40s, and Porsche two new 911s in the GT1 group, but the overall winner is likely to come from the World Sports Car category – and the chances are it will have a Porsche engine.

Jaguar is back at the Sarthe, represented by the Brands Hatch-based PC Automotive

team with two ex-TWR XJ220Cs. Tiff Needell, James Weaver and Win Percy are the three professionals, joined by team director Richard Piper, British F2 stalwart Phil Andrews and Olindo Iacobelli.

The PCA Jaguar, appropriately liveried in British Racing Green, qualified extremely well in the one-day Le Mans trial on April 30. Both Needell and Percy lapped three seconds quicker than the XJ220s managed on their first and last outing in 1993, and the test went so well that the team went home on a cloud.

On the reserve list – but with a good chance of starting – is the Jaguar V12-powered Lister Storm, with Geoff Lees lined up as lead driver.

Two Marcos 600 LMs will take part, too, and the team has a professional approach

about it. Alongside former winner Jan Lamers in one car will be Chris Hodgetts and the young Brazilian, Thomas Erdos, while David Leslie, Chris Marsh and François Migault drive the other.

### **How they qualified**

The process of elimination was painful, a culling which had onlookers reaching for their handkerchiefs. Two dozen had their entries returned, including the entire Konrad Porsche team (Franz didn't sign his cheque, apparently) and the Lanzante Motorsports Porsche GT2.

The ACO's selection committee, on which Jean-Pierre Moreau and Alain Bertaut seemed to share the casting votes, decided they wanted no more than a dozen Porsches



Jaguar will be represented by PC Automotive's XJ220s (top). Left, the Aston Martin DB7 failed to make the cut.

or Porsche-powered cars on the grid on June 17.

Erwin and Manfred Kremer, winners back in 1979, had one K8 Spyder invited and easily qualified another. With the recent Daytona 24 Hour victory to their credit, they will start as favourites.

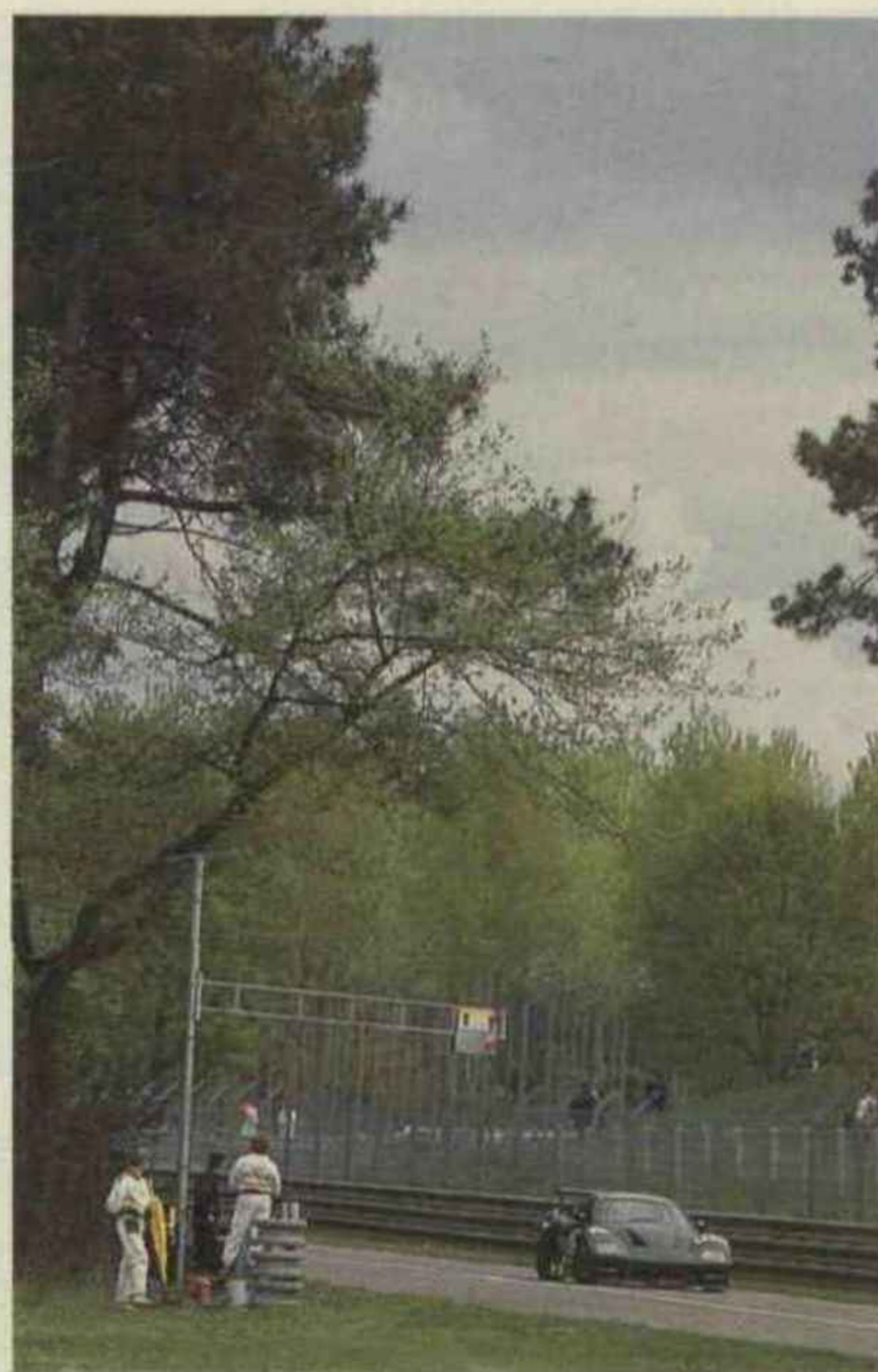
Following the factory's withdrawal from the WSC category, a legacy of its spat with IMSA, official Porsche support is shared among the Kremer, Courage and Larbre teams.

Kremer has obtained the services of Hans Stuck, Thierry Boutsen and Christophe Bouchut for its lead car, and will be supplied with so-called Dauer engines – those twin-turbo flat-sixes developed for the Dauer 962 LMs that finished first and third last year.

Yves Courage, who runs his team from Le Mans, will also have Dauer 962 power for the C34 in which Bob Wollek set fastest time on April 30. He will share with Lionel Robert and (probably) Henri Pescarolo, leaving Eric van de Poele and Franck Lagorce to handle the attractive Chevrolet-powered C41.

Courage's second entry is also a GM-powered C41, but he is trying hard to get permission to switch this to a Porsche-engined C34. If he succeeds, the Weissach concern will bring Geoff Brabham and Scott Goodyear to the team, along with another factory-built motor.

There are only three Porsches in the GT1 category: two works-built cars for Jack Lecomte's Larbre team (which will become the



The Lister Storm surprised many with its pre-qualifying pace, though it remains on the reserve list for the moment.

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outfit's front-line cars in the BPR series), and Freisinger Motorsports' 993-based Biturbo.

There is another blend of youth and experience in the Larbre camp, where Jean-Pierre Jarier, paunchy and greying but still exceedingly quick, Jesus Pareja and Jürgen Barth are joined by Dominique Dupuy and Stéphane Ortelli.

The question mark, however, is over the cars. Can the new six-speed GT2 model really handle the 620 horsepower promised by the factory from the Phase 2 engine? Two broken driveshafts and a broken differential in recent weeks have certainly raised a few doubts.

There are six more Porsche GT2s in the category, and although they'll probably be as reliable as Swiss cuckoo clocks it won't

be enough to put them in the frame for outright victory.

As the ACO intended, then, a quarter of the grid will be either Porsche or Porsche-powered. Either the Kremer brothers or Courage really should win this race, and in doing so chalk up Porsche's 14th Le Mans victory since its first in 1970.

The open-top WSC cars are restricted to 550 horsepower and the Porsche turbo examples must weigh at least 1,950 pounds (885 kg), the figure that IMSA suddenly upped by 100 pounds just prior to Daytona.

The Kremers have sadly admitted that their K8 weighs more than 2,050 pounds anyway, though factory help with components such as new uprights and carbon discs will allow some reduction.

Massimo Sigala's Ferrari 333 SP, run in

America by Antonio Ferrari's Euromotorsports team, was completely wrecked in the terrible accident at Road Atlanta, as was the brand-new car driven by Freddy Leinhard.

With Fabrizio Barbazza on the mend, but certainly off the track, it seems that a substantial sponsor will persuade Sigala to wheel out his 1994-model Ferrari 333 SP, with a choice of Elton Julian, Jay Cochran and Didier Theys as co-drivers. Their chances of going the distance without problems are minimal.

The remaining WSC car is a good one: the Mazda rotary-powered Downing DG3, better known as Kudzu. It isn't the quickest in the field, but the triple rotor power unit package gave Japan its first-ever Le Mans victory in 1991 – and Jim Downing has a

## Driven Spirit

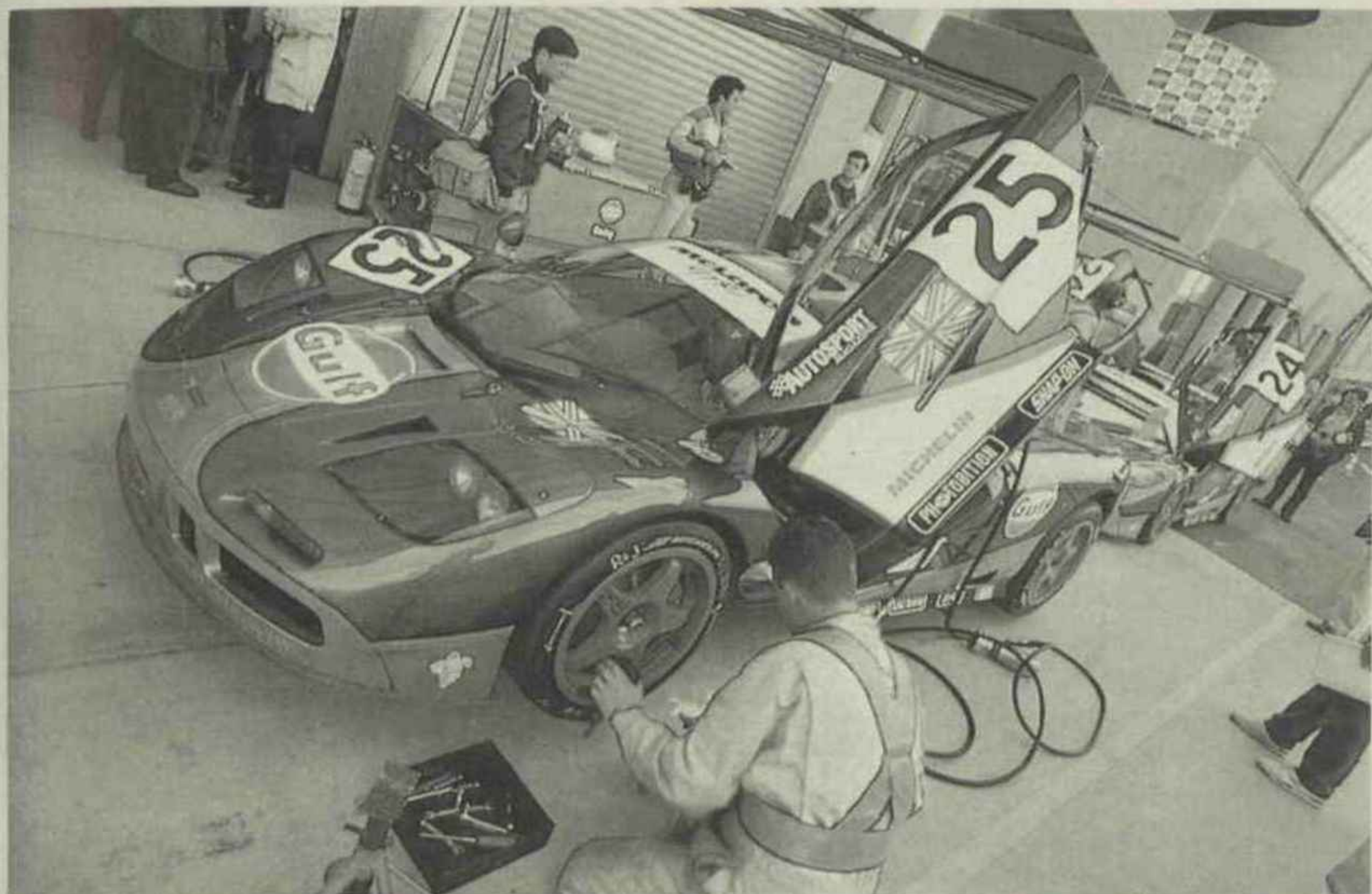


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Opposite, Marcos has signed a strong driver line-up. Clockwise from above, all seven McLarens have qualified for the race; the Bells, Derek and Justin, will share a Harrods-backed McLaren; Porsches will abound, as usual; the Courages impressed with their testing pace.



wealth of experience. He, Yojiro Terada and Franck Fréon could well be the dark horses.

Some people believe that the Le Mans Prototype 2 cars – centre-seaters with one-piece bodywork – don't belong at the Sarthe. They will remain as Alain Bertaut has anything to do with it, though, and

Achilles' heel, but what about McLaren?

A couple of busted gearboxes among six sweeping successes doesn't set alarm bells ringing, but Gordon Murray knows that the six-speed, transverse transmission is the F1 GTR's weakest link, still unproven at anything over four hours.

Murray has redesigned the lubrication system for the second time, and a 24-hour test was being planned at Magny Cours late in May. All the McLaren teams, principally those run by Michael Cane/Ray Bellm GTC Motorsport outfit and Dave Price Racing, will start the race in sceptical mood and keep spare transmission/suspension packages in the back of their garages. One hour is the bogey time for changing the back end of a McLaren: 15 laps down if all goes well.

Toyota's SARD and Team Nisso Trust teams have been decimated by unplanned crash tests, and Honda is still proceeding very slowly towards its goal. It is the NISMO Nissan GT-R LM, therefore, that seems likely to produce the goods. The operation is 100 per cent Japanese this year, and the Skyline-based GT1 is a proven winner.

Porsche may be the hot tip in GT1 just on account of experience – the car is 31 years old, after all – but Nissan could produce a surprise, and so might the PC Automotive Jaguars. If the British cars run as well as they are capable of, why shouldn't they repeat the 1993 result for real?

Two Marcos, two Honda NSXs and three Callaway Corvettes take on Porsche in GT2, but in truth I can see only one result: a sweep for the Porsches, perhaps with the 'Royal Couple', Enzo Calderari and Lilian Bryner, on the podium on Sunday afternoon.

MLC

### When is Le Mans?

Weekend June 17/18, starting and finishing at 4 pm.

Scrutineering takes place at the Place des Jacobins, the Cathedral Square, on Tuesday June 13.

### When do the teams qualify?

Qualifying is on Wednesday and Thursday evenings, from 7pm to midnight with a short break at 9pm. All three drivers must qualify in daylight and after dark. Friday is a rest day, a good opportunity to see the cars in the paddock and garages.

### How much are the tickets?

A 'circulaire' ticket allowing you to visit any corner costs 310 francs, plus 90 francs per evening for qualifying. At 7.5 francs to the pound, these are getting rather pricey!

Grandstand seats range from 470 francs along the pits straight (350 francs to stand along the frontage) down to 200 francs for the less spectacular seats.

### Parking and camping?

Ample. Le Mans has this down to a fine art: camping from Monday onwards costs 170 francs at Tertre Rouge (including the vehicle) to 240 francs at the Maison Blanche and 300 francs nearest the paddock (Camping des Tribunes). A reserved parking space costs 160 francs, unreserved 90 francs.

### Can we book ahead?

Yes. Contact the Service Billetterie, Circuit des 24 Heures, Les Raineries, 72100 Le Mans. Phone: 0033 4340 2424. Fax: 0033 4340 2415.

**"Ferrari's track record suggests that the Italians will be dining in town on Saturday evening, gearboxes being the Achilles' heel"**

Welter Racing's Peugeot 2-litre turbo powered WRs are quite capable of starting from the front of the grid. Finishing is another matter...

Finishing is the name of the game for McLaren and Ferrari in the GT1 category, however. Ferrari's track record suggests that the Italians will be dining in town on Saturday evening, gearboxes being the

## POSTCARD FROM AMERICA

**T**here is widespread agreement that FIA Super Touring sedans will be racing in the United States in 1996. The creation of the North American Touring Car Championship, at the behest of Gerald Forsythe, Roger Elliott and Alan Gow, has seen to that.

The question is, will Championship Auto Racing Teams sanction the NATCC? More significantly, the manner in which that question is decided will speak volumes about how much CART has matured as an organisation in recent years. Will the decision be the result of a careful analysis and discussion of the issue with politics kept to a minimum? Or will power politics rear its unseemly head as has often been the case in CART's past?

Certainly all the elements are in place for

a political dust-up. Forsythe, owner of the Forsythe Racing Indycar team, very much wants the series to run under CART's banner. So do many of his fellow CART team owners, including Carl Haas, Derrick Walker, Rick Galles and others.

"The NATCC holds a lot of attraction," says Walker. "On the one hand you've got the high-tech missiles of Indycars, and on the other hand you'd have the grassroots, door-banging sedans. It would provide fans with a good cross-section.

"It would enable IndyCar and Indycar team owners to develop relationships with the manufacturers, it would provide good value to a sponsor that was associated with a team running both Indycars and touring cars and the touring cars offer good family demographics."

"I'd like to have a situation where we know from week to week what the schedule is going to be, and having Indycars, Indy

Lights and touring cars would do that," says Rick Galles. "Plus the more manufacturers involved the better."

On the other hand, Roger Penske, Carl Hogan and Chip Ganassi are against the NATCC to varying degrees.

In a recent letter to IndyCar president Andrew Craig, Penske characterised the NATCC as "irrelevant" and "counterproductive" to Indycar racing's long term growth. "This action could easily be perceived as a challenge to the SCCA, IMSA and, most especially, NASCAR," wrote Penske. "We should also consider its impact on the Firestone Indy Lights Championship. . . Another feeder series makes no sense whatsoever."

"We all recognise the need to improve the show on Saturday," says Hogan. "But I think the consensus is we need to give more support to the Indy Lights series."

It wasn't terribly long ago that a decision of this nature would have been a foregone conclusion once Roger Penske came out



Roger Penske - no longer the only voice to count in CART.

# Is America ready for to



against it. In the days when Penske virtually single-handedly determined the allocation of the all-conquering Ilmor/Chevrolet engines, team owners in quest of Chevy power crossed him at their peril.

Recall also that when the forerunner of the FILC – the American Racing Series – was created by Pat Patrick, that it was done with virtually no input from the very promoters who were expected to add the ARS to their calendars in 1986.

Of course, this is not the same CART that sanctioned Penske's ability to dole out Chevies arbitrarily or which let Patrick, Frasco and Sanchez bully the race promoters in the mid-1980s.

For openers, Andrew Craig is now president of CART, not Bill Stokkan or John Frasco. Under Craig, CART has quickly moved away from the highly charged political era when Penske, Patrick and Carl Haas called the shots and the rest fell rather dutifully in line.

For that CART can thank Craig, who is a capable enough leader and businessman

that Penske, Haas, Hogan, Ganassi and the rest have the confidence to let him run the store. That was certainly not the case with Stokkan, in whom the team owners quickly lost confidence, or Frasco, who the smaller teams thought was in the hip pocket of the big teams.

CART can also thank Tony George for creating the common enemy – the Indy Racing League – against which the often fiercely independent CART team owners could form a united front. The result has been a remarkably unified Board of Directors for the past season and a half, a Board that has backed Craig every step of the way in his efforts to come to grips with the IRL, and a Board which has rather harmoniously tackled such thorny issues as reducing the turbo boost to 40in for this year's Michigan 500, dramatically reducing downforce on 1996 chassis and the heavily shuffled 1995 schedule.

In fact, the Indycar race promoters may have more to say about the proposed NATCC/CART marriage than the Board of Directors. The Board's promoters liaison group met with the IndyCar Promoters

Group to discuss the NATCC concept recently and the NATCC is slated to make a formal presentation to all the Indycar promoters at a meeting in Indianapolis later this month.

How the promoters respond to the NATCC proposal will have a lot to do with whether CART brings the series under its wings.

"The final decision will be up to the promoters, really," says Hogan. "We're interested in creating partnerships with them, not jamming our will down their throats."

"I really do believe that our promoters are our first line of customers," says Craig. "And when you don't listen to your customers you put your business in peril."

One healthy sign is that the owners don't seem to be taking sides based strictly on allegiances to sponsors. Penske may be following the lead of Mercedes-Benz in fighting the NATCC (Mercedes has opted not to participate in other Super Touring car series, concentrating instead on the Class 1 German Touring Car championship), but Galles is a supporter of NATCC and his team runs Mercedes engines. In contrast, Ford has expressed interest in NATCC – and while Haas and Walker follow the Ford line, Ganassi does not.

"We're not talking about the fact that Gerry Forsythe is a CART member and he's for the series, or that Roger Penske is a CART member and he's against the series," says Hogan. "We'll take the positives and the negatives and present them to the promoters and go from there."

"The key issue is that there may be divergent views on the North American Touring Car Championship," says Craig, "but it won't split the Board of Directors. We'll meet, discuss the issue, vote and go forward. I don't think anybody will lose sight of the big picture."

No doubt about it, the team owners are saying all the right things. In the very short-term, however, they will have to back up their words with actions. Stay tuned. **D P**

# uring cars?



# Consistency

If you drive for Williams you are expected to win races and challenge for championships. So when it was announced that this famous Formula One team would run the Renault Lagunas in the 1995 British Touring Car Championship, most of the people who have watched the likes of Alan Jones, Nelson Piquet, Nigel Mansell, Alain Prost and Damon Hill win Grand Prix after Grand Prix for Williams, naturally expected us to dominate the BTCC. But it's not that easy...

Williams Renault Dealer Racing is just seven months old; we have done very little testing with the new cars; the BTCC is the most competitive touring car championship in the world. Because of these circumstances I knew that I would have to be patient – pick up points at the start of the

***"That's not to say that I will be willing always to settle for second – if I'd been pushing hard and catching him, I would have gone for a win"***



# Pays

year and then make a big push towards the middle and end of the season when we were on the pace, if not setting it.

But after just six races I am leading the championship – for the first time in my career – and have chalked up my first win of the season. We are making faster progress than I expected. It's far too early to talk about winning the title, however.

I secured my victory at Thruxton. This is a very fast circuit, and the problem it has with noise restrictions means that you get very little time to test on it. But I knew the Renault would be very good there; we still have a bit of a problem with the Laguna on slow corners and there are very few of these at the Hampshire track... I scored a pole position and a third in qualifying, and led the first race from start to finish.

I pushed very hard from the start of this race to open out a gap over the pre-race favourite, John Cleland in the Vauxhall. The Cavalier has proved very easy on its tyres,

and because Thruxton has a very abrasive surface some anticipated that John would overtake me later in the race. But my car felt strong and, although he did close onto my tail for the last few laps, I was able to hold him off – just.

In the second race my biggest problem was Cleland's young team-mate – James Thompson. He's just turned 21. He was starting from his first pole position. And he was going to crack, they said. Indeed, on the first lap he was a little bit ragged, but the race was red-flagged because of a big accident involving Charlie Cox's Ford Mondeo. We waited 20 minutes for the re-start and I think this gave him a bit of time to calm his nerves.

I stayed right with him for the first two laps, but thereafter he began to pull away. There was nothing I could do about it, and so, after seven laps, I decided that 18 points for second place was better than none at all. I knew also that this would be good

enough to give me the lead of the championship. It's a very long season – 25 races that all count towards your final points total – so it is important to be a consistent points-scorer. That's not to say that I will be willing always to settle for second – if I'd been pushing hard *and* catching him, I would have gone for a win.

James drove a very mature race. He was very impressive, and his performance proves my theory that experience is not vital to win BTCC races. If you are a good driver, in a good car, you should be able to win. And at the moment the Vauxhall is the best car. The Renault is quick, but the Cavalier looks better on the brakes and in the slow corners. But this is good for us – we have already beaten it and our car *still* needs a bit of sorting.

A testing programme has taken a bit of a back seat while our new team was set up, but now we have our test car and the time and the manpower to do all the track work







**Maturity beyond his years; James Thompson has the ability – and the car of the moment, above. Kelvin Burt, left, narrowly escaped the *contretemps* which knocked Menu back at Brands, where Harvey, right, skated to a double victory.**



we've been promising ourselves. The week before Thruxton we did two solid days of running at Snetterton. This was our best test yet and, although some of the things we tried didn't work, we were still building up data on the car. As I said, we still have some problems with the Laguna, but I think we are close to solving them.

With a new car and a new team you must always expect a few hiccups in the early races, but my Laguna has been very reliable so far this season. It is my team-mate, Will Hoy, who has had all the problems up to now. At Thruxton he managed just one good lap in qualifying because of his troubles, and this was good enough to put him on the front row for the second race. But his car developed a problem just before the start of this race and he retired at the end of its first lap. I feel sorry for him. . . but rather him than me!

Neither of us had a very good day at Brand Hatch last month – rounds three and four of the BTCC. The opening race was red-flagged, and as we waited for the restart it began to rain. We were allowed to go back to the pits to change our tyres. Will and I chose intermediates because it was only drizzling, but moments before the start it began to rain much harder. And when it's

wet Brands Hatch is like a skating rink. After lots of opposite lock I finished seventh while peering through a misted windscreen.

I bolted on full wet Michelins for the second race, and almost took the lead on the first lap when Cleland and Rickard Rydell's Volvo slid off right in front of me. I

***“There was some blatant bad driving at Brands Hatch and nothing was done about it”***

just missed them, but lost a lot of speed and lots of places. I was fighting back through the field when I was tapped into a spin by the Toyota of Tim Sugden.

I was very unhappy with what he did. Kelvin Burt had just passed him and I was following the Ford driver through when Tim

saw me and turned in on me. It was not a big impact, but I went round and finished sitting sideways on the track. This is the worst position to be in and can be very dangerous. Thankfully, nobody hit me and I recovered to finish ninth.

I was angry with Tim, but I was more angry that nothing was done about it. They were very difficult conditions and Tim made a snap decision. . . but the Race Director had plenty of time to look at the video before making *his* decision. It all seems so inconsistent at the moment. To me, there was some blatant bad driving at Brands Hatch and nothing was done about it. But if you misjudge your braking distance by an inch in a genuine attempt to overtake and hit somebody, you are fined and/or thrown out of the race. It's very strange. The next time I'm called in to explain mine or somebody else's actions I may plead the Fifth Amendment!

By the time you read this I may have lost or extended my championship lead because we raced at Silverstone the weekend after the Thruxton meeting. The National circuit has lots of second gear corners, so it will be a tougher test of my Laguna. If we go well there I'll know that we have made progress. **A M**



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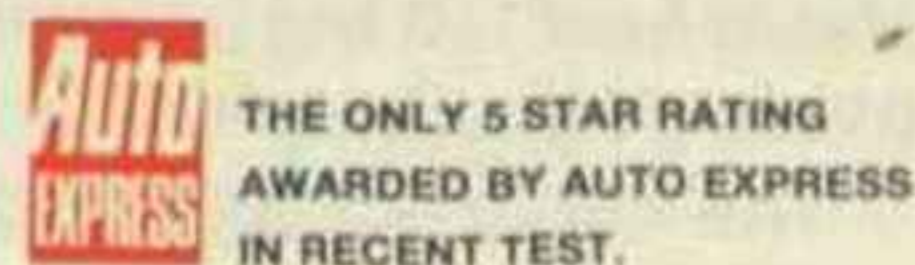
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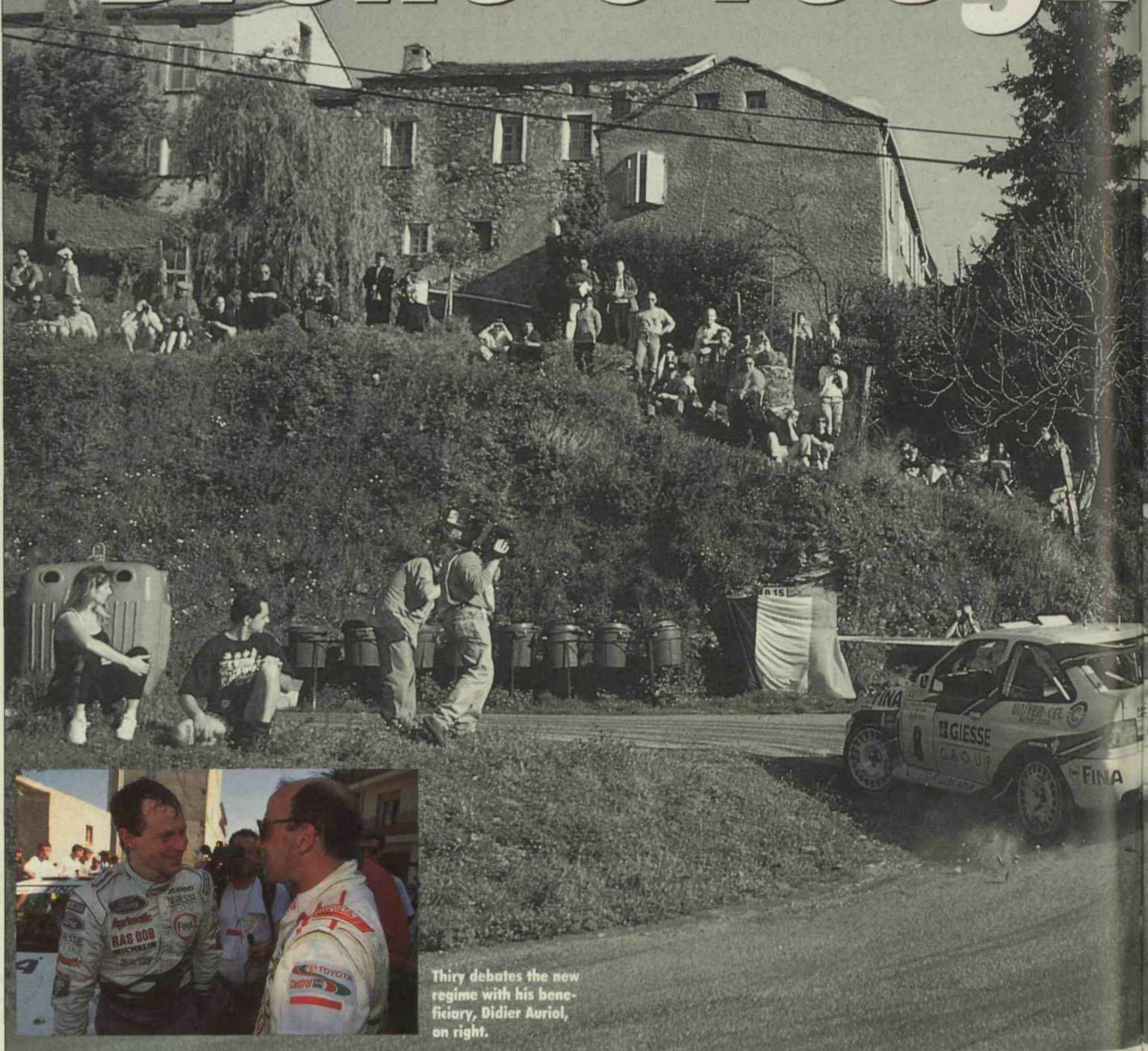
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# Bruno's rough



Thiry debates the new regime with his beneficiary, Didier Auriol, on right.

**T**he Ford team suffered the tantalising and bitterly disappointing loss of a maximum points score in the all-tarmac Tour of Corsica when, just as it seemed likely that Belgian crew Bruno Thiry and Stéphane Prevot would romp home to a win, ahead of team-mates François Delecour and Cathérine François, Thiry was stopped by a faulty wheel hub on his Escort RS Cosworth and Delecour was slowed by a suspension strut bent as a result of a brush with a bridge parapet. A surprised but delighted Didier Auriol emerged outright winner, with partner Denis Giraudet, in their Toyota Celica, whilst Ford at least salvaged

some championship points from Delecour's eventual second place.

The two incidents, both in the closing sections of the rally, caused a furore among competitors and team officials about the servicing restrictions which give rise to situations when, in many places, cars in need of attention can only be fettled by their crews, using parts and tools carried in those cars, whilst engineers look on helplessly, prevented by the rules from laying hands on the car and even from providing spare parts or tools.

There were repetitions of comments made during the Monte-Carlo Rally this

year, when one prominent driver remarked, "One minute we are drivers; the next we are mechanics; and then we are drivers again. . . How can we concentrate on driving right up to the limit of going off the road when we have just been sweating over the car, changing things, whilst our mechanics stand near, giving us advice but not allowed to touch anything?"

The servicing restrictions recently introduced by the FIA were said to have been brought in to reduce the number of service vehicles and mechanics required by a team, therefore cutting costs. But it has not worked out that way at all. The service

cut



*On the verge of  
his first outright World  
Rally Championship success,  
Bruno Thiry's Escort came to a halt.  
Didier Auriol was handily placed to profit.*

ation in which there is a great deal of temptation for a crew to continue in a car which is less than mechanically able to survive the punishment of hard driving and which is likely to succumb to a failure and put its crew at risk of injury.

This argument is just as invalid as the previous one. It has always been the case that success in a rally stems from the skill of a competing crew *and* the unfailing reliability of the car they drive. Both factors are required. If a driver makes a mistake and goes off the road, that's part of the game. If a co-driver makes a mistake in his time-keeping, that is equally so. If a part of the car breaks and there is no opportunity to fix it, that is as much part of the game as the previous instances, a point which professional teams, and their drivers, are conveniently overlooking nowadays.

I am all for increasing every possible improvement to safety standards, but to invoke the cause of security in order to ensure constant fettling for cars which are not as reliable as they might be is carrying the banner of reasonable prudence too far.

Reliability has gone by the board, and rally cars have caught up with race cars inasmuch as they are designed to give maximum performance for short periods; in the case of a racing car, for the duration of that race; in the case of a rally car, some components for the duration of the rally and others from one opportune and allowed service point to the next. The longer the intervals between those service points, the stronger, more reliable, but heavier the cars have to be, and those features do not figure in the terms of reference given to today's design engineers to produce fast, rally-winning machines.

**Last-minute hub failure on Thiry's Escort (main pic) sparked an argument over servicing as victory passed from Ford to Toyota - Auriol, below.**



Reliability used to be one of the essential features of a rally car. It had to be capable of enduring all manner of privations and still perform as its crew demanded. Works teams are now accustomed to having highly skilled engineers ready to work on cars after every special stage, and when this facility is suddenly denied them one cannot really blame them for complaining and thinking of every possible reason to justify their complaints.

These words are not just meant to indicate that works teams, perhaps with tongues in their cheeks, conjure any reason to be able to fettle their precious wares at

vehicles are still there; the mechanics are still there. The only change is that, in all but certain places, such facilities may not be used. So the argument about cost-cutting seems not to hold water. Why should these vehicles and personnel be there if they cannot be used? The opportunities to cut costs exist, but it seems that teams are not making use of them and are taking along their customary complement of staff and equipment, even to set them up at places where their expertise and facilities cannot be used.

I sympathise a great deal with those who protest against rules which make the sport

more difficult for everyone, but in this case those rules were made with the best possible intentions; to cut costs for competitors. That the costs have not been cut, inasmuch as service vehicles and mechanics are still on hand, even at places where they are not allowed to work, is not the result of the rules but the choice of competing teams. So any argument against the new rules on the basis of cost cutting not being effective are invalid.

The other argument relates to safety. Drivers and team engineers have said, and stressed the point in Corsica, that it is highly risky and certainly unsafe to create a situ-

every possible opportunity. They signify that the rule makers are just as much to blame as those who have to follow those rules and, understandably, try to find ways of driving coaches and horses through them.

Teams criticise the FIA on the grounds that the service restrictions are dangerous. The FIA counters that the teams wanted such rules in the first place, to reduce their on-event costs. Which is right will probably never be made clear, but there can be no doubt that the scenario would not have developed had both sides taken a more realistic view of the outcomes.

The basic way of looking at it is simple. If you don't like the rules, don't play the game; something for teams to consider. Something for the FIA to consider is this: make the rules simple. Either restrict everything to just showroom standard, or go the other way and lift the lid on everything. Either one thing or the other. The practice of attempting to follow the middle of the road has

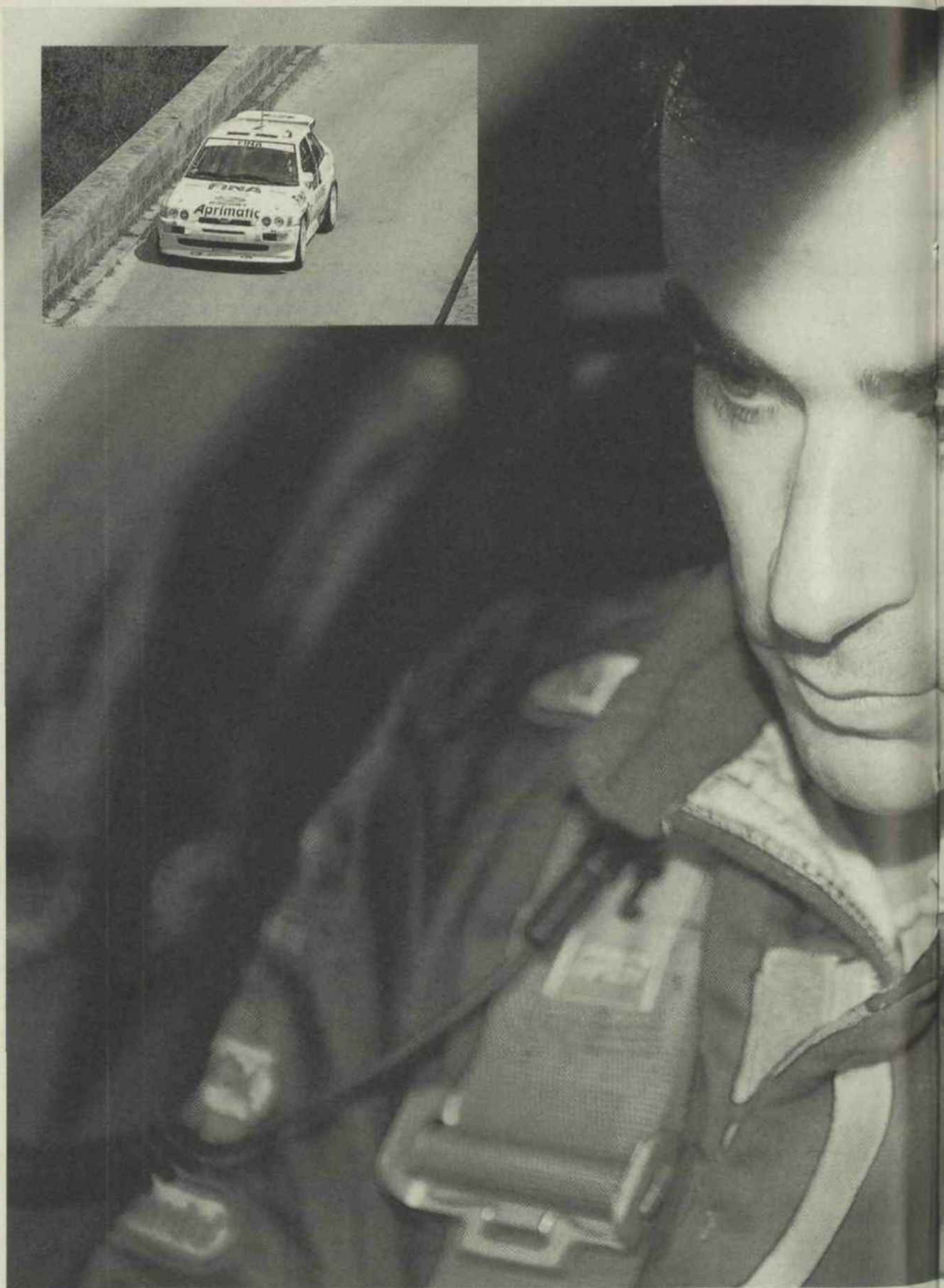
***"Corsica has a long history of political intrigue . . . In the past, bridges on the rally route have been blown up to protest"***

proved to be far too complicated. Personally, I'd like to see a return of what used to be called Group 1 – everything in standard form, and classes based on showroom prices, as they used to be on the Safaris of old. Then there would be no arguments and no vague interpretations of ambiguous rules.

Somewhat camouflaged by all the talk of danger was the fact that the Tour of Corsica attracted 89 starters, whilst the Safari Rally two weeks before, drew well over a hundred even without a full World Championship prop on which to lean. We have always said that a rally of quality, character, toughness and popularity has no need of a championship pedestal.

Three superb rallies have lost their full World Championship status this year, only being qualifying events for the two-wheel-drive series, not for either of the full-blooded groups of rounds for drivers and nominated makes. Those are the Safari, Acropolis and 1000 Lakes and, if the first is anything to go by, we trust that the two which follow will be as well supported as the Safari was.

All four of the teams currently nominated for points in the World Rally Championship were in Corsica. They could do nothing else. With one very strong eye on television



royalties, the FIA has fixed a penalty of US\$250,000 for a team's non-appearance at a World Championship rally after having nominated for points. It's no great amount compared with the cost of shipping an entire entourage from one side of the world to the other, but it is a hefty sum nevertheless.

Ford, Toyota, Mitsubishi and Subaru were all in Corsica, in one representative way or another, not to mention the two-wheel-drive outfits of Renault, Skoda and Peugeot. The Ford team, represented on paper by RAS, consisted of the cars of Thiry and Delecour, plus a third driven by Patrick Bernardini, accompanied by the experienced (and sometimes comically eccentric) Jean-Marc Andrié. The Mitsubishi outfit was made up of three cars for Isolde Holderied/Christina Thörner, Tommi Mäkinen/Seppo Harjanne, the driver having his first taste of Corsica, and, from Italy, Andrea Aghini/Sauro Farnocchia. The two girls were in a

Group N car, the others in Group A versions. Two other Group N cars were entered by Mitsubishi Germany for Argentinians Jorge Recalde/Martin Christie and Portuguese crew Rui Madeira/Nuno Silva.

The Subaru Impreza 555s, brought in from Prodrive's Banbury base, were driven by regulars Carlos Sainz/Luis Moya and Colin McRae/Derek Ringer, joined for this event, at least, by Italy's Piero Liatti/Alessandro Alessandrini. The Toyota crews, entered in Celica GT-Fours, were the regular pairs from Cologne, Juha Kankkunen/Nicky Grist, Didier Auriol/Bernard Occelli and Armin Schwarz/Klaus Wicha. Kankkunen is well-known for his lack of liking for tarmac whilst Schwarz was having his first experience of the tortuous, often rubble-covered roads of the island. Before the start Occelli and his family had to make a sudden departure from Corsica for personal reasons and Denis Giraudet was brought in at the last moment as a substitute, the



Three Subarus finishing line astern was not much comfort for the fastest Impreza pilot Carlos Sainz, only fourth overall. Inset, a whack with a jack failed to sort Delecour's suspension. Completing the quartet of makes, Andrea Aghini's Mitsubishi placed third, right.

Sainz complained that his engine was down on power; Triner stopped instantly with a wrecked suspension.

After this first stage, Thiry and Delecour were jointly leading. On the next, Thiry got ahead, and from then on Delecour had nothing but praise for his Belgian teammate, saying that, although he was new to the car, he had taken to it like a duck to water. The wry Frenchman is not known for his repertoire of profound statements, but later in the rally he became quite lucid in his praise of Thiry's driving.

Sainz had to put up with loss of hydraulic pressure in his centre differential until the end of the leg, whilst Kankkunen was suffering with stiff steering, which was not remedied until the second day because there was simply no time to change the possibly affected parts. Delecour said that a front shock absorber had gone soft, making his Escort handle very peculiarly, whilst Holderied had gear linkage trouble, although she still managed to get ahead of Bin Sulayem in the Group N category. The latter driver's engine had been overheating and he was having to nurse it along. Bernardini, in the meantime, had gone off the road backwards due, so he said, to loss of brakes, and was then having to endure bad handling as a result of bent rear suspension.

Having held a joint third place, McRae lost it through a spin after his steering hydraulics sprung a leak, whilst at the mid-day service area Sainz had stiffer front springs fitted and Liatti much more beefy anti-roll bars. Mäkinen had his rear differential changed after spinning and hitting a rock, whilst Schwarz complained that his steering power assistance was unpredictable



success of his pairing with Auriol being reflected in the fact that they emerged winners.

The weights of the Toyotas were marginally close to the 1200 kg minimum, but the addition of the FIA tracking device, based on the American military GPS system, placed them well within the limit.

Renault sent several of their seven-speed Clio Maxis, driven by Jean Ragnotti/Gilles Thimonier, Philippe Bugalski/Jean-Paul Chiaroni, Claude Balesi/Jean-Paul Cirindini and Angelo Medeghini/Claudio Quarantani. Skoda brought two Felicias from Czechoslovakia, for Pavel Sibera/Petr Gross and Emil Triner/Pavel Stanc, whilst the two 2wd Peugeot 306s were driven by Gilles and Hervé Panizzi and Fabien Doenien/Hervé Sauvage. Italy's Grifone team was looking after the Group N Toyota Celica GT-Four of Mohammed Bin Sulayem/Ronan Morgan.

During the practice period, just a week for nominated works drivers, Thiry's car

broke down and he had to resort to a diesel-powered Peugeot, whilst during a last minute test session in his rally car Aghini damaged his rally car beyond repair and a recce car had to be quickly fettled overnight, on the eve of the day of vehicle scrutiny, for him to use on the rally.

Corsica has a long history of political intrigue, and many of its native islanders are desperately keen to have independence from France. In the past, bridges on the rally route have been blown up in protest, although the local population are always enthusiastic about the event, though not so much for its secondary title, *Rallye de France!* There seemed to be no such incendiaryism this year, although fierce ideology was as much in evidence as it has always been.

On the first day, from the 9 am start in the centre of Ajaccio, all manner of things happened on the first stage: Mäkinen spun; Holderied had her gear linkage loosen;

in that it was sometimes working and sometimes not, making precise car control very difficult indeed. Ragnotti suffered clutch difficulties, whilst Bugalski spun after his throttle jammed open.

Kankkunen had his power steering hydraulic pump changed just before the end of the leg at Bastia, but there was no time to change the rack itself and the next day the same lack of power assistance persisted.

Thiry led the rally at this stage, with a lead of just six seconds over team-mate Delecour. Auriol was another 24s behind, Aghini another 24 and Sainz another seven.

The second day began with a trip to Cap Corse, the long finger which projects northwards from the north-eastern corner of the island. On the first stage up here Thiry was fastest, even though he had not practised it properly, this being one of the stages on which he had used the Peugeot diesel after his recce car had broken down. It was up



**Renault clinched the Formula 2 category with Philippe Bugalski's Clio Maxicoming ninth overall.**

here that Schwarz came to a final stop when his alternator pulley detached in a place where no service was allowed. Had the mechanics been able to work, he would have been away again within minutes.

Delecour spun when he attempted to engage seventh gear in a car which was fitted with a six-speed gearbox, whilst Kankkunen, determined to put an end to his steering stiffness, decided to stop to have his rack changed. He lost a whole road minute as a result, but considered the stop worthwhile. Road lateness penalties were at full rate, a minute penalty for every minute late.

Liatti was surprising not only his more Subaru-familiar team-mates but everyone else into the bargain, and everyone was wondering why this newcomer to the car should be driving so well.

On the last two stages of the leg, the Toyota team took a calculated risk and sent their cars through without spare wheels. The weight saving paid off, at least on SS13, where Auriol was fastest by 5s from Thiry, but on the next the Belgian was 3s up, finishing the leg in a firm first place, 36s ahead of Delecour. Auriol was still snarling at his countryman's heels, now only 2s back, followed by Sainz after 44s and Liatti after another one.

During the day, Delecour lost a few gear ratios and, at the end of the leg, had the box changed, but he didn't take too kindly to the seven-speed unit which was fitted. Mäkinen lost some time when he broke a rim against

a rock in swerving to avoid cows on the road.

It seemed that very little could dislodge Thiry's total command of the rally on the final day. He had been driving impeccably and his Escort sounded and looked in perfect condition. That is how the final Friday began, and that is how it progressed – until the afternoon, that is.

Auriol had a loose steering joint fixed during the morning, but he was nevertheless keeping very close behind Delecour who was still having trouble adjusting to the seven-speed gearbox. Indeed, with just four stages to go, Auriol moved up to equal Delecour's total time and they began the 18th stage on equal penalties. Soon after a 20-minute regrouping stop at Sagone during the morning, Kankkunen lost a massive seven minutes when he left the road on an unexpected patch of loose chippings and had to be manhandled back to the road by spectator power, whilst among the two-wheel-drive diehards, Peugeot's Doenien was held back by team orders in order that Panizzi, who had led after Leg 1, could move up and win the category.

Many things happened on this final day. Ragnotti dropped to 11th place after a wishbone persisted in moving under acceleration or braking, whilst Liatti, ahead of team-mate McRae, accepted team orders and dropped a deliberate minute to let the Scot finish in fifth place, 44s ahead of him.

Meanwhile, everything had happened up front. Thiry came into the refuelling area

two stages from the end with a front wheel which was vibrating badly. The bearing had all but collapsed. Service was not allowed in this area so, after struggling with limited tools and no spares to fix the problem, watched and encouraged by spares-laden mechanics, Thiry eventually gave up when the chief engineer decreed, and very correctly, that it would be highly dangerous for the Belgian to continue and risk having a wheel come off.

Thus Ford's command of this rally came to an end. But that was not the only of the team's misfortunes that day. Delecour had hit a stone bridge and bent a front strut, again in a non-service area. The handling had become dreadful, so he had to do something about it and resorted to a hefty jack handle to try to straighten it. The effort was great, and the effect almost nothing, with the result that Delecour lost enough time to allow Auriol into a 15s lead.

Thus, after leading the rally almost throughout, the two front-running Fords dropped back, one out of the rally alto-

***"Had the mechanics been able to work, he would have been away again within minutes."***

gether, allowing Auriol's Toyota, which had been a close third most of the way, to snatch the lead. But that's rallying; unpredictable and uncompromising.

Auriol's unexpected win brings him up to third place in the Drivers' series of the World Rally Championship, two points behind Kankkunen and 14 behind series leader Sainz. Among the makes, Mitsubishi leads by just five points from Toyota, followed by Subaru, only two points ahead of Ford. Due to the silly rule which requires team to nominate (and pay for) their championship intentions at the start of the year, only these four makes have scored points. A far cry from the days when if your make of car got into the first ten, you got the points no matter who was driving it.

The next major event is the Acropolis in early June, but this is one of those rallies which, this year, will not count for the two major divisions, only the two-wheel-drive cup, and the entry list has suffered accordingly. Next year, it seems, the same events will qualify for all categories, which will be a great return to sanity. All we then want is for the nomination system to be scrapped and the FIA to relinquish its demands for advance payment for the chance to score points and the threat of a hefty fine for failing to compete on all rounds. But, as they say in Africa, no vulture turns its head away from a choice piece of meat! **G P**

**Tour of Corsica — May 3-5 1995**

<b>1 Didier Auriol / Denis Giraudet (F)</b>	Toyota Celica GT-Four, GpA	5h 14m 49s
<b>2 François Delecour / Cathérine François (F)</b>	Ford Escort RS Cosworth, GpA	5h 15m 04s
<b>3 Andrea Aghini / Sauro Farnocchia (I)</b>	Mitsubishi Lancer RS Ev3, GpA	5h 15m 46s
<b>4 Carlos Sainz / Luis Moya (E)</b>	Subaru Impreza 555, GpA	5h 16m 07s
<b>5 Colin McRae / Derek Ringer (GB)</b>	Subaru Impreza 555, GpA	5h 16m 32s
<b>6 Piero Liatti / Alessandro Alessandrini (I)</b>	Subaru Impreza 555, GpA	5h 17m 16s
<b>7 Patrick Bernardini / Jean-Marc Andrié (F)</b>	Ford Escort RS Cosworth, GpA	5h 17m 54s
<b>8 Tommi Mäkinen / Seppo Harjanne (SF)</b>	Mitsubishi Lancer RS Ev3, GpA	5h 19m 39s
<b>9 Philippe Bugalski / Jean-Paul Chiaroni (F)</b>	Renault Clio Maxi, GpA	5h 20m 25s
<b>10 Juha Kankkunen (SF) / Nicky Grist (GB)</b>	Toyota Celica GT-Four, GpA	5h 24m 50s

**World Rally Championship points after three of eight rounds**

**Drivers:** 1 Sainz 50; 2 Kankkunen 38; 3 Auriol 36; 4 Delecour 30; 5 Mäkinen 28; 6 Eriksson, McRae and Thiry 20; 9 Aghini 18; etc. **Makes:** 1 Mitsubishi 168; 2 Toyota 163; 3 Subaru 145; 4 Ford 143.





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# Sound and VISION



*Ferrari recorded a 19 per cent rise in sales last year. The cabriolet version of the F355 is unlikely to discourage growing interest in the marque*



**L**et's look at that tachometer again. Just to make absolutely sure that you aren't imagining things. You really are stroking along at 1200 rpm. In sixth gear.

And when you put your foot down, the Ferrari F355 Spider simply ups and goes. It's not terribly urgent, of course, and pulling away from little more than idle in top gear was hardly what Enzo originally had in mind all those years ago. But the fact remains that the F355 is *capable* of such tricks. It is *that* docile, *that* flexible, and you can be *that* lazy when the mood takes you.

Time was when the 'supercar' epithet could be something of a paradox. Some of the world's fastest cars could be amongst the world's worst when it came to town traffic. A nightmare on Bond Street. Lamborghini Countach, anyone?

But no more. Ferrari has built the F355 as a racer with the street manners of the Fiat Cinquecento. It's a car that anybody can jump in and drive.

And enjoy.

Is there anything else quite like it?

***"Potential F355 Spider buyers are more likely to consider a modest yacht or a helicopter as alternative purchases"***

Probably not. The Porsche 911 cabriolet is the only other thing which comes vaguely close, but Ferrari prefers to think that potential F355 Spider buyers are more likely to consider a modest yacht or a helicopter as alternative purchases. They certainly wouldn't want a Mercedes-Benz SL, for instance. Impressive technological calling card? Yes. Sports car?

Palpably not.

The F355, however, is a more versatile proposition.

The choice of Monaco as a launch-pad for the Spider was hardly likely to cause much of a fuss. The crowds gathered in Casino Square were there to catch a glimpse of temporary residents U2 and Stevie Wonder. A passing alfresco Ferrari barely merits a glance. Even though it is arguably more tuneful.

For all its capacity to pull away smoothly in any gear from a fistful of revs, the F355 is rather more engaging when you edge it closer to its 8500 rpm limit. The open top accentuates the aural sensation, of course, as do Alpine tunnels. Flick on the lights, drop down a gear or two and... the English language simply doesn't possess adjectives enough to do justice to the consequence, a remarkable phalanx of sound which consumes you completely. In this context, light



at the end of the tunnel is bad news: your exhilarating echo chamber is coming to an end. . .

Adding icing to the soundscape, the F355 is endowed with a glorious bass-note rumble on the over-run. Going up or down the range, it is indescribably addictive.

This appealing wall of sound is orchestrated by a mid-mounted 3.5-litre, 40-valve (three intake and two exhaust per cylinder), 90 deg V8 with four overhead camshafts. It propels the F355 to an estimated top speed of 183 mph, and hurls it from rest to 60 mph in 4.6s. The V8 thumps out 268 lb ft of torque at 6000 rpm and 375 bhp at 8500. That's 109 bhp per litre, which Ferrari estimates to be the highest specific output for a naturally aspirated engine. The whole caboodle is electronically managed by Bosch Motronics. Long gone are the days when Ferrari compromised reliability by preferring its own 'expertise' to outside assistance. Its *modus operandum* has changed.

"We would prefer to do it all in-house, of course, but we accept that a more practical approach is nowadays necessary," says public relations chief Antonio Gini. "You can see that tradition has gone out of the window a little bit. I mean, we are building a V10 engine for Formula One, so. . ."

Ferrari claims that the 355 has 26 per cent more torsional stiffness than the 348 Spider it supersedes, and body strengthening materials make it 20 kg heavier than its berlinetta sister. As with any cabriolet, you



**Once upon a time only a Rolls-Royce or a Napier would move off perfectly in top. But with the F355, Ferrari has closed the circle of supercar performance and limousine flexibility.**

can feel the effects of rough surfaces as they pulse through the chassis, but in the 355 the intrusion is minimal. It does not have the tissue-paper feel of certain sawn-off hatchbacks. Just occasionally, a pot hole will send a minor tremor through the floor, but it is not an irritation. Furthermore, the 355 is equipped with cockpit-adjustable

electronic suspension: flick the switch from 'sport' to 'comfort' and you are immediately aware of the difference. The former mode is really designed for motorway use, but such is the damping control that the ride is perfectly acceptable on French D-roads, which have the approximate surface quality of most British A-roads. Adopting the 'com-

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*FANGIO (right) with STIRLING MOSS after The British Grand Prix at Aintree, 1955. Moss had won, with his team-mate Fangio second driving to Mercedes Team orders.*

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Shapely rump houses a Ferrari first – a power hood. Screen frame passes US safety tests, but there's no Mercedes-style pop-up roll-bar.

fort' programme gets rid of a few bumps and jolts, and might have more noticeable benefits in rutted Britain.

For a powered system, the steering provides plenty of feel, although it is a little inert around the straight-ahead. This, says Ferrari, was a deliberate policy. "We didn't want the steering to be too direct for our less experienced customers, when they are doing 200 kph on the autostrada," explains an engineer, matter-of-factly. "We prefer a small safety margin. In testing at Fiorano, the likes of Nicola Larini, Niki Lauda and Jean Alesi all stated a preference for powered steering, rather than the unassisted system. But we have to accept that not all our customers drive like they do. . ." All UK cars (about 40 are due to arrive between September and the end of the year, to commence fulfilment of a two-year waiting

list) will have power assistance.

The gearchange is simply wonderful. There is a certain beauty in the naked aluminium selector gate; you feel more involved in the whole process than you do when everything is tucked away beneath rubber and plastic. The lever moves with firm precision. From cold, second can be a bit sticky – a traditional Ferrari bugbear – but a heat exchanger has been fitted at the top of the engine, to warm the oil and make second easier to engage.

The six forward ratios are well chosen, though it's not so much that which makes the car restful to drive as the aforementioned, and awesome, flexibility.

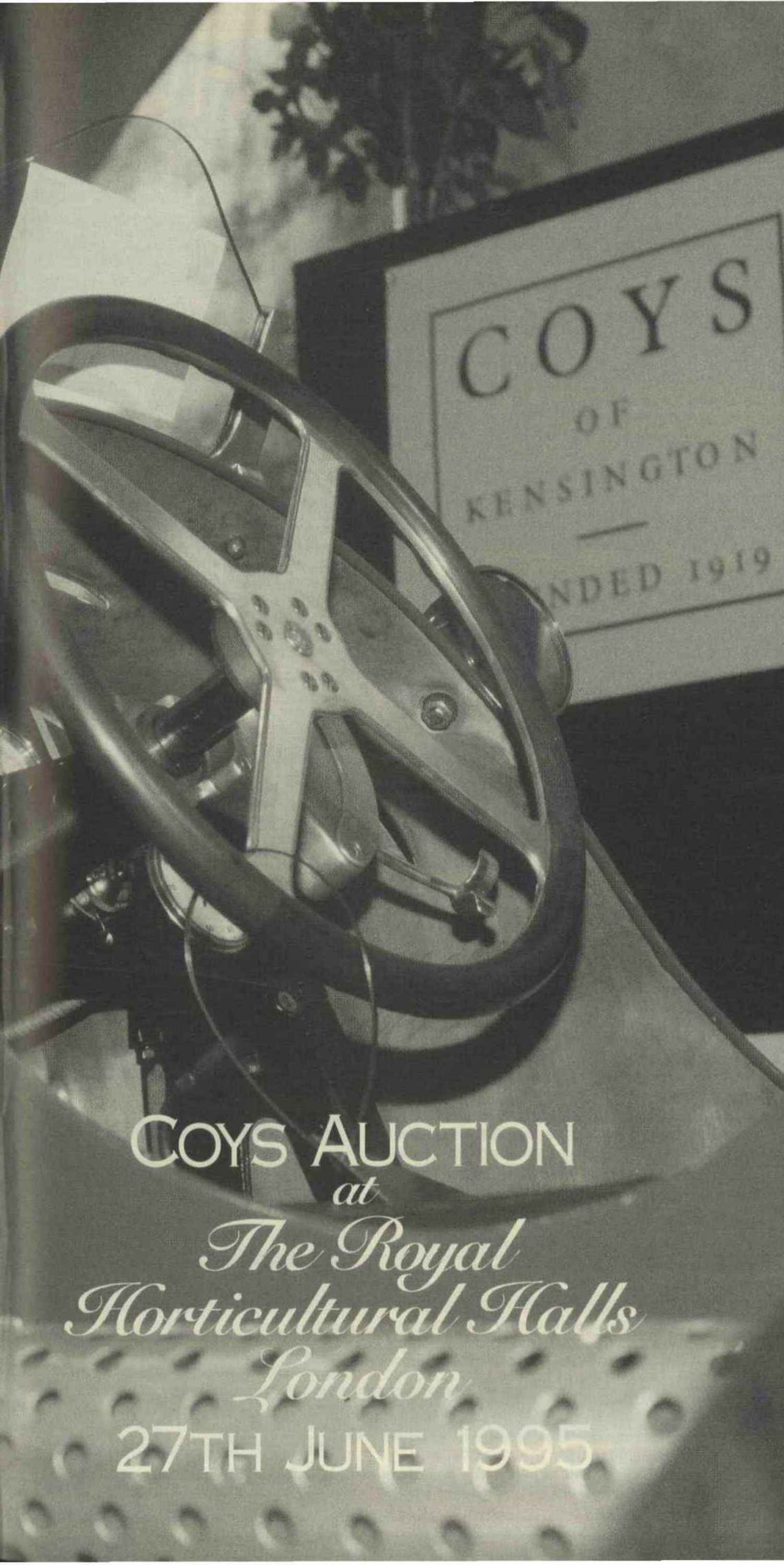
Down in the footwell lie three drilled metal pedals, the middle of which provides smooth, progressive and incredibly powerful braking via a quartet of ventilated discs.

There is no intrusion from the ABS; the car simply decelerates every bit as impressively as it accelerates.

The throttle pedal action was not so smooth, and produced the only flaw which attracted consistent adverse comment. It was just a momentary hesitation which occurred as you pressed the pedal; Ferrari accepts that the problem is there, but insists that it is easily remedied, and that dealers will be checking closely at the pre-delivery inspection stage, to ensure that the relevant modification has been made.

In the dry, the F355 has a high grip threshold, as you might expect from something equipped with virtually half a rubber plantation at each corner: Pirelli P-Zeros are employed, 225/40 at the front, 265/40 at the rear. Under hard acceleration from slow





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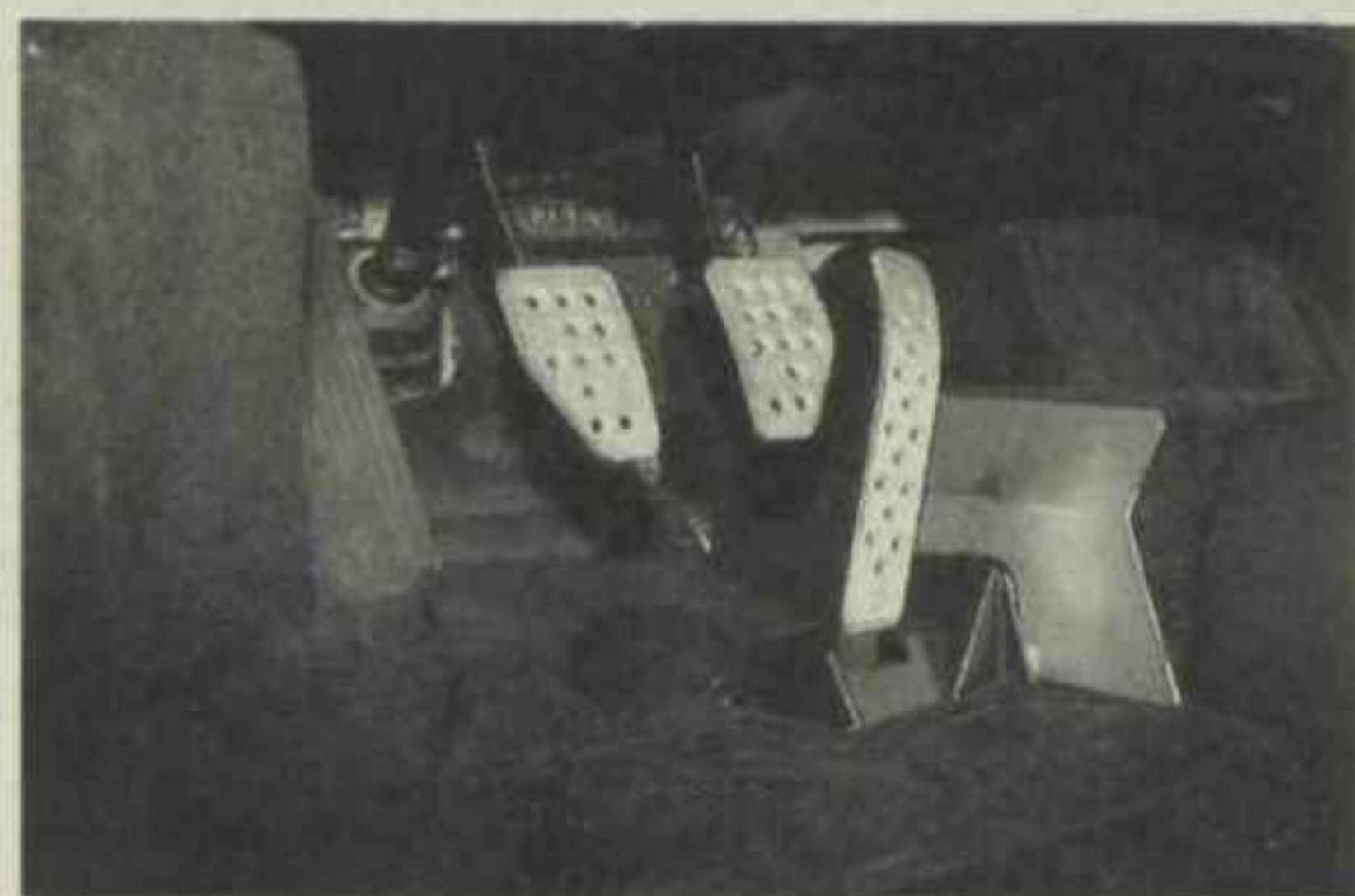
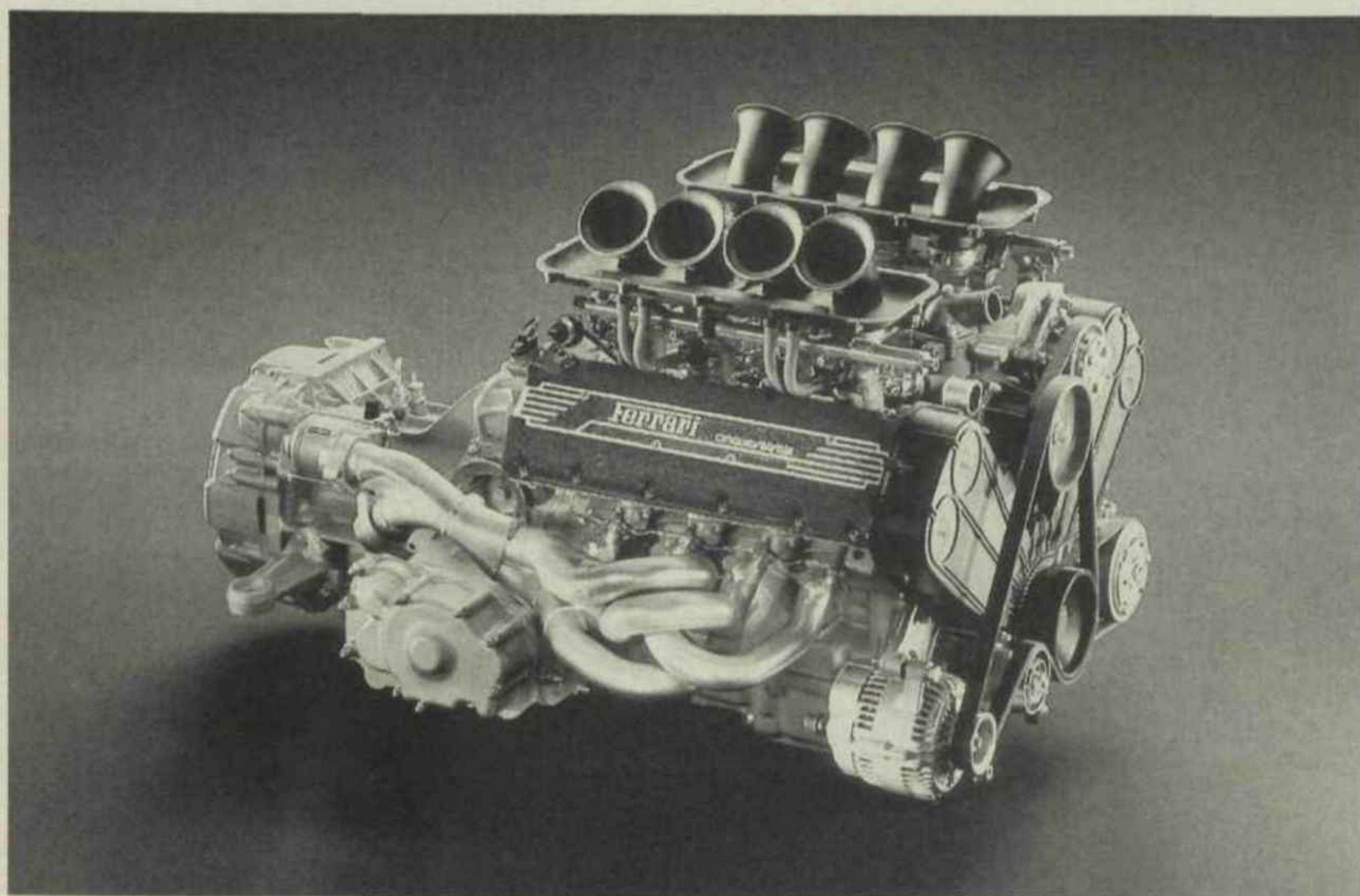
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Despite its multi-valve design, the gorgeous-sounding V8 appears vice-free. Cabin is plain without seeming bare; functional details like the drilled pedals are the only adornment needed.

to medium speed corners, you can feel the rear end working, feel it starting to edge, progressively, across the road. In the wet, the engineers assure you, arms waving in big, semi-circular gestures, eyes bright, you can have a lot of fun.

Always assuming you're at Fiorano, of course.

Ferrari admits that it makes no pretence about roll protection. The 355 Spider has passed all the US safety criteria, not exactly the work of a moment, and that's it. The front screen is strong enough to support the car should it be parked upside down, and will offer greater resistance than that of the 348, but it is not a roll-hoop as such.

One thing the 355 does have, and which no Ferrari has ever had before, strangely, is an electrically powered hood. The superior technology which has seen a reduction in both the size and weight of electric motors has finally persuaded the Prancing Horse that certain luxury items can be incorporated without sacrificing performance. The whole procedure is very neat; unclip a brace of retaining handles, press a button and

seats and windows will move automatically to allow the hood frame to rise or fall, the seats regaining their original position once the manoeuvre is completed.

Generally, the cabin is frill-free. Electric windows and mirrors, a fistful of relevant gauges, twin airbags and a couple of supportive seats trimmed, by Connolly, in recycled cow. Comfort without excess.

### Verdict

The best part of £90,000 is an obscene amount to spend on a motor car.

Discuss.

Within moments of driving away in an F355 Spider, you will have thrown away your prejudices. You may envy those who can afford to pay the price of a three-bedroomed semi in leafy Surrey for a car with two seats and no spare wheel (a space saver is optional; a canister of get-you-home foam comes as standard), but you won't begrudge them their extravagance.

The F355 Spider is hardly the complete car. It is, however, a complete driving experience. **S A**

ENGINE	
Location	longitudinally mid-mounted
Cylinders	90 deg V8
Bore x stroke	85 x 77 mm
Capacity	3496 cc
Compression ratio	11.0:1
Valve gear	quad ohc, five valves per cylinder
Power	375 bhp/8250 rpm
Torque	268 lb ft/6000 rpm
Fuel	unleaded, 95 RON

TRANSMISSION	
Type	six-speed manual, rear-wheel drive

SUSPENSION	
Front	unequal length double wishbones, springs, variable gas dampers
Rear	as front

BRAKES	
Front/Rear	ventilated discs all round, ABS

STEERING	
Type	rack and pinion, power assisted

DIMENSIONS	
Wheelbase	2450 mm
Front/Rear track	1514/1615 mm
Overall length	4250 mm
Overall width	1900 mm
Overall height	1170 mm
Kerb weight	1350 kg
Fuel tank	18.0 gallons

PERFORMANCE	
0-60 mph	4.6s
Maximum speed	183 mph





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# Farewell, little giant



**A**re people blind, simply too conservative, or did Honda just get it wrong?

Whichever way we look at it, it's a great injustice that the Civic VTi never sold in sufficient quantities to justify being marketed any longer in the UK.

But then the world has never been a fair place.

Now available to special order only, we took the opportunity to indulge ourselves with one last blast in this most engaging of sporting hatchbacks.

Once, Honda had only the CRX to offer to anyone who was actually interested in the art of driving. The Civic was generally considered to be no more than a competent shopping trolley.

Then along came a glorious little fireball of an engine, the V-Tec, and with it the second generation CRX.

Suddenly, Honda became interesting. And it didn't stop there.

The third, and current version of the CRX hit the scene. No longer a coupé, but a sportster extravagantly laden with a multitude of electric motors to lift and slide its targa top into the boot with the press of a finger. Though powered by the same V-Tec engine, its sheer weight makes it slow to react to the starting pistol.

The contemporary Civic VTi, on the other hand, has a similar top speed but will have already snapped the 100 metre tape as the CRX is just getting into its stride. But that's not the only area in which the Civic has the upper hand. While the validity of some of the CRX's styling credentials have been

questionable, the aesthetic appeal of the Civic has never been in doubt.

As a whole and in detailing, the VTi is full of visual stimuli. Its squat yet timeless shape consists of panels of subtle curvature. Honda carefully avoids the organic overkill of which some Japanese manufacturers have been guilty, thus making this the most successful of the company's 'design for now' executions.

***"Are people blind, simply too conservative, or did Honda just get it wrong?"***

One of the drawbacks of this particular design is that the packaging becomes a secondary consideration, and the Civic is almost in a class of its own, being unable to compete directly with so-called rivals. It may seat four adults in relative comfort but you can forget any serious additional luggage.

To skirt around this little shortcoming, the Civic has carefully designed rear seat backs which form part of a massive flat luggage area when folded. Thus, a youthful, sporty couple can travel anywhere with as

much luggage as they're likely to desire.

So the Civic VTi is pretty, it's fast and it *can* be spacious. It is also a dream to drive for a fwd chassis, having the driveability round town you'd expect of the more mundane models. Light but precise controls feel almost non-engaging in these circumstances and one can feel rather uninspired when using low revs and the steering isn't loaded-up.

Everything about the Civic is relaxing, nonetheless. Its ride and refinement would do any quality sports saloon proud, but one senses something more visceral lurking beneath the surface. This becomes apparent when the revs are unleashed, first hitting 5000rpm before the variable-valve system 'boosts' the power further still until all 158 horses are stampeding at 7500rpm, amazingly, still way short of the red-line.

Damping has been something of an Achilles heel on previous Civics, and while still not perfect, at least has been sorted sufficiently to endow the car with sharp, vice-free handling. Grip is certainly not in the supercar league, so you can have genuine fun exploiting the chassis's fine balance to the full. You'll not wish to relinquish your grip when it's time to give it back. I did so with genuine sorrow.

It's all too sad that the VTi's talents have not been rewarded with more sales. Perhaps Honda should have been more aggressive with its price strategy, at £15,695 it isn't cheap. That said, there are still precious few hatchbacks around that come close to giving as big a thrill. Honda's Civic VTi will be missed.

RRB

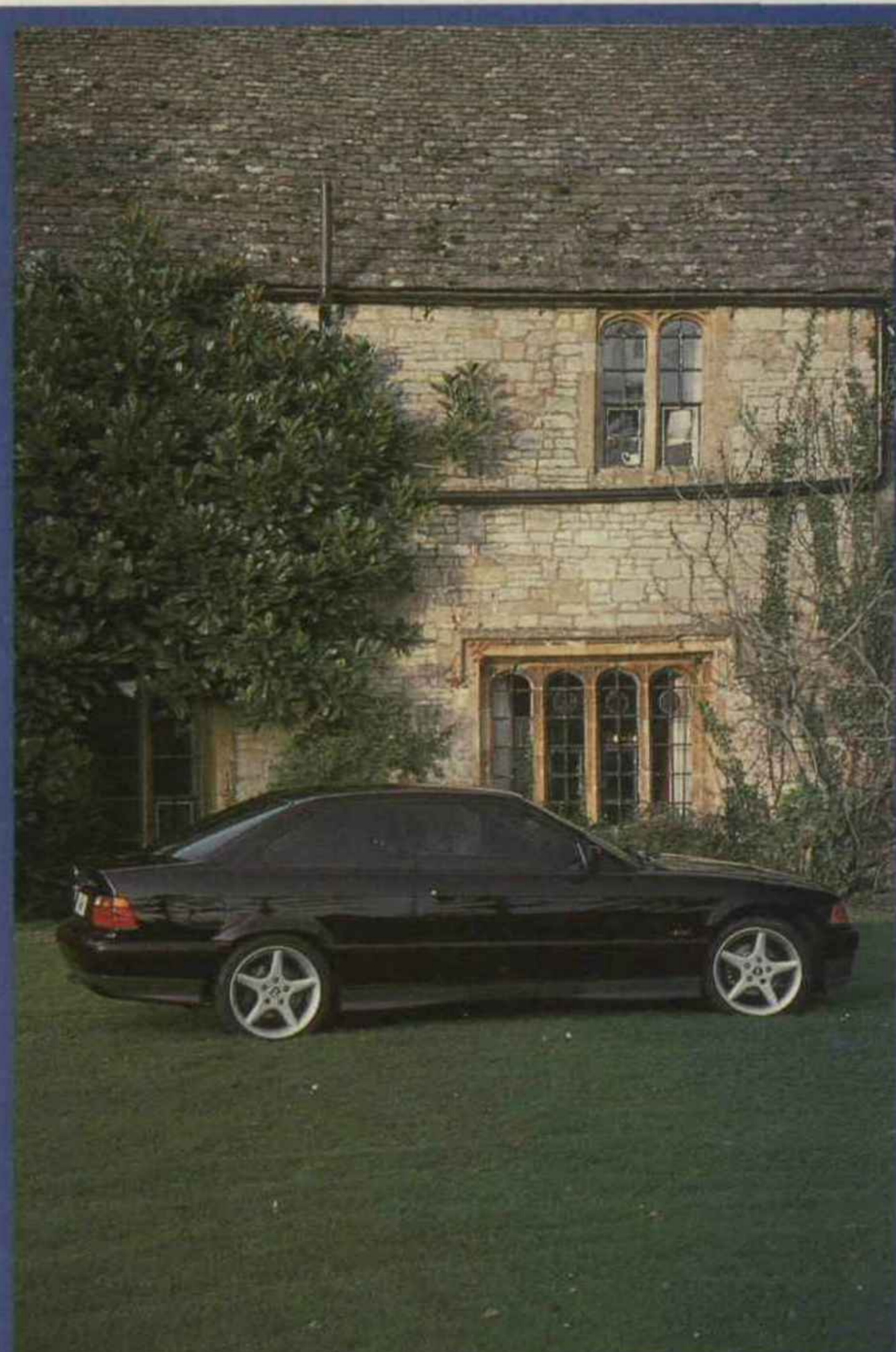
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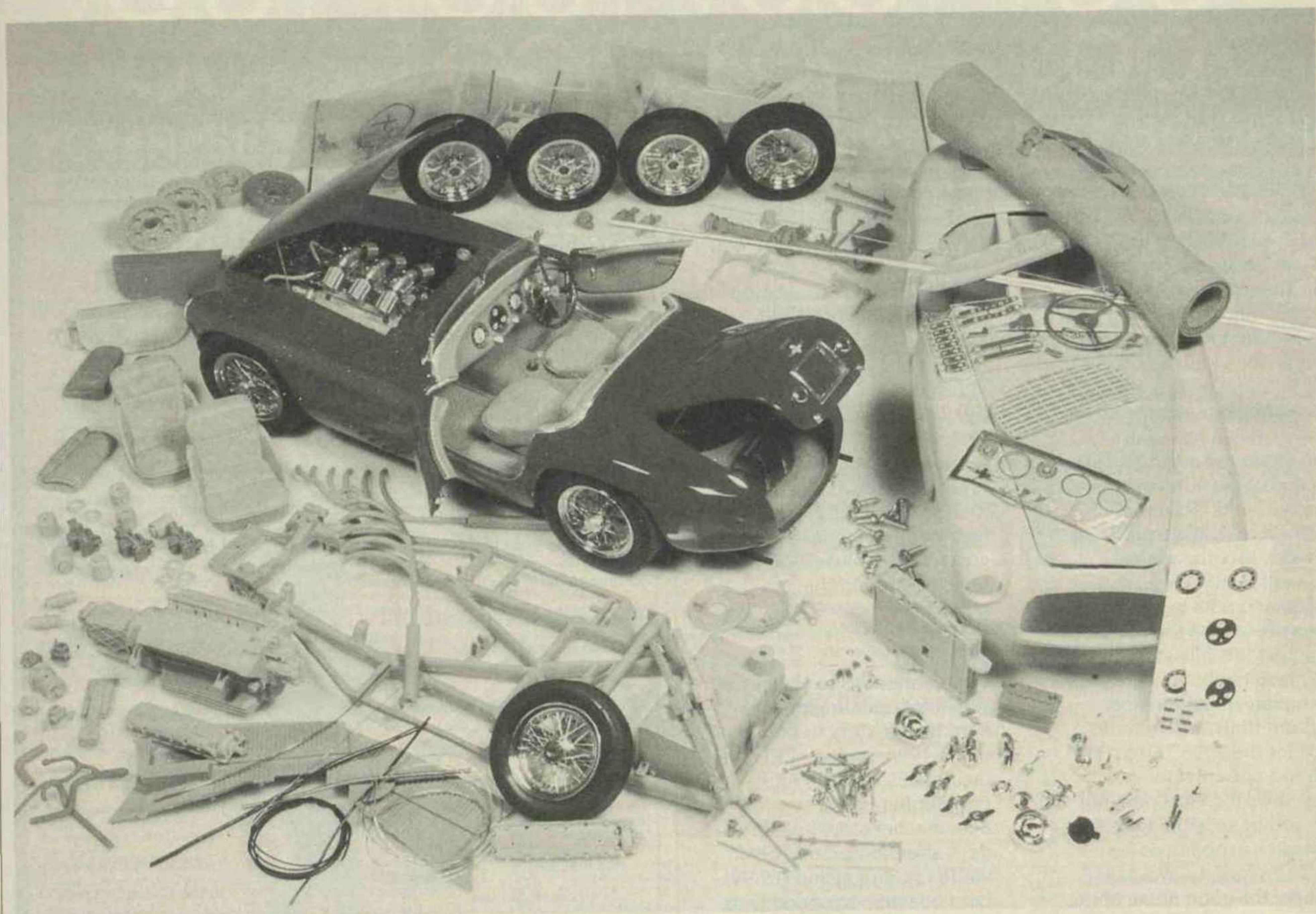
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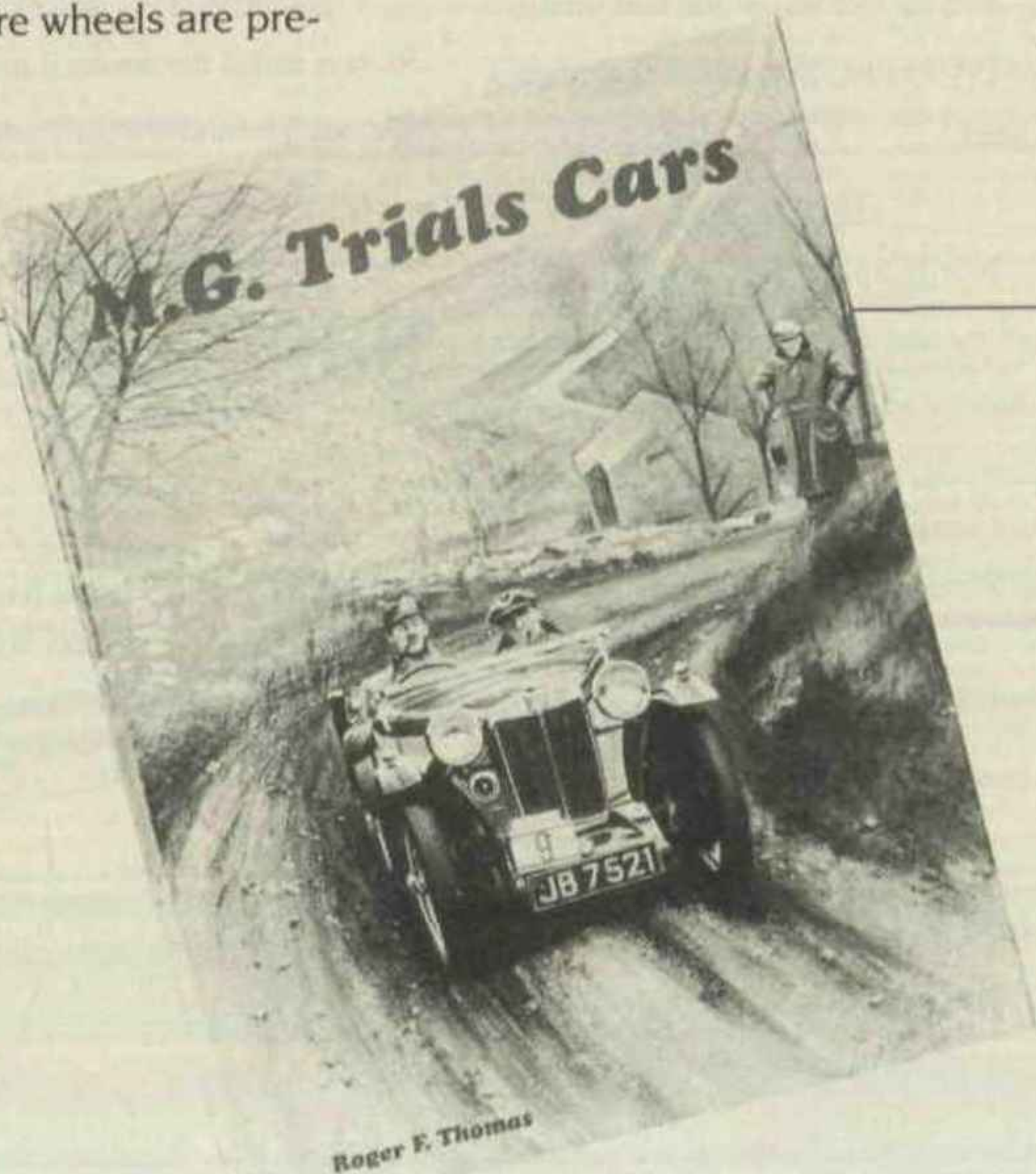


There are over 300 parts in this detailed 1:14-scale resin kit of a Ferrari 166MM Barчетta, from American makers Creative Miniature Associates (29 Parker Ave, Stamford, CT 06906, USA). The chassis and suspension are fully detailed, the photo-etched wire wheels are pre-

assembled, and even the gauges are correct. This is part of a range which includes 1:24 and 1:43 European sportscars, also available ready-built, and while we have yet to see one in the flesh, the quality looks very fine.



## M.G. Trials Cars



**MG Trials Cars, by Roger F Thomas. Magna Press, Knole House, E Horsley, Surrey, £14.95.**

It could be said that there is not much substance to this book and that some of the explanations it gives of the pre-war trials scene will be known to those who run MGs of the period it covers. That said, I regard it as one of the most interesting and jolly books I have seen for a long time. Thoroughly enjoyable!

The reason lies in the invigorating pictures of MGs taking active roles in these trials and in particular

because the book contains reproductions of correspondence between the drivers of the "Cream Cracker", and "Musketeer" MGs and the works at Abingdon. So for the first time it is possible to see how much works' support these teams had, how much store the MG Car Company set on publicity from good performances in these mud-storming events, how the cars were prepared, the finances given and how in later days much of this diminished and the drivers had to purchase the cars themselves, but with a

good re-sale arrangement. Fascinating.

For me these old letters "made" the book, along with so many memory-stirring pictures. But in the 104 pages Thomas, a competitor himself, and running an MG restoration business, also manages to remind us of what trials are about and how they changed over the years, outlines the history of the MCC long-distance events, for which no praise can be too great, provides interesting biographies of the better-known MG trials' drivers, describes the technicalities of the "Cream Cracker" and "The Musketeers" MGs from 1934 to 1939, lists the whereabouts of the surviving cars today, and puts in descriptions of some of the more famous trials hills, together with results obtained in the Abingdon-Abingdon and Chiltern trials, with a route card for the 1938 "Abingdon" etc. (So one can look at these hills if so inclined, but the author sensibly suggests that such expeditions be made on foot, to avoid tarnishing the good name of the sport).

A small book, but one no trials enthusiast should miss. The colour front-cover picture of a pipe-smoking Toulmin in JB 7521 on a trials sections reflects the purpose of this truly enjoyable book, — which was well-timed to co-incide with the MGCC's Rodborough Common reunion of the pre-war MG competition cars. **W B**

**Microcar Mania, by Chris Rees. Bookmarque Publishing, £24.95**

It seems only the other day that I reviewed a book about bubble-cars. Here is another, more comprehensive as it is not just a pictorial survey but claims to be the definitive history of the small car. Not quite that, because it does not cover the pre-1915 and vintage years of the successful and struggling economy cars (a book I would like to have tackled) but it does look at all the later little microcars — although the interest in these rather astonishes me, unless we are soon to be driven to driving nothing else. . . On the subject of micros and bubbles

from 1940 to today the 176-page book is thorough, but can you call a Citroën 2CV or Fiat 500 a micro? Electric specimens are there, as is a list of 28 obscure makes, from Baldet Bluebird to Roe Little Giant/Runner. Curious, I thought the bubbles had burst. **W B**

New titles from Brooklands Books include four **Gold Portfolios** on the **Mini Minors** of 1959/69 and 1969/80, the **Audi Quattros** of 1980/91 and the **Jaguar XJS** of 1975/88. Packed with reprinted data of all kinds, these volumes are invaluable for historians, researchers or just for fun reading. Each costs £12.95 plus £1.50 postage direct from the publisher. **W B**

Congratulations to Haynes of Yeovil for updating the Gerhard Berger story to the end of the 1994 season of F1 racing (PSL, £16.99) and Christopher Hilton's Schumacher story just three days after he won the 1994 World Championship (£9.99). But I question the good taste of more Hiltonism on Senna, right up to the moments before and after the fatal accident, too soon after his death. **W B**

PSL have now made available a third updated edition of Graham Robson's **Cosworth — The Search For Power** (£19.99) and a fifth expanded version of Paul Frère's **Porsche 911 Story** (£19.99), and from MRP we have the first book to be devoted to the 4WD Suzuki Vitara, by Nigel Fryatt, in their **Enthusiast's Companion** series (£12.95). **W B**

To celebrate its 50th birthday the **Vintage SCC of Australia** has produced a fine commemorative book, 191 pages of pure "down-under" nostalgia, which is a fitting companion volume to that which our own VSCC produced ten years ago for its Golden Jubilee. The Australian book sold out very quickly in Australia, but is handled here by Meneshire Ltd, Unit 11, 21 Wadsworth Road, Perivale, Greenford, Middlesex UB6 7LQ, and costs £49.95. **W B**

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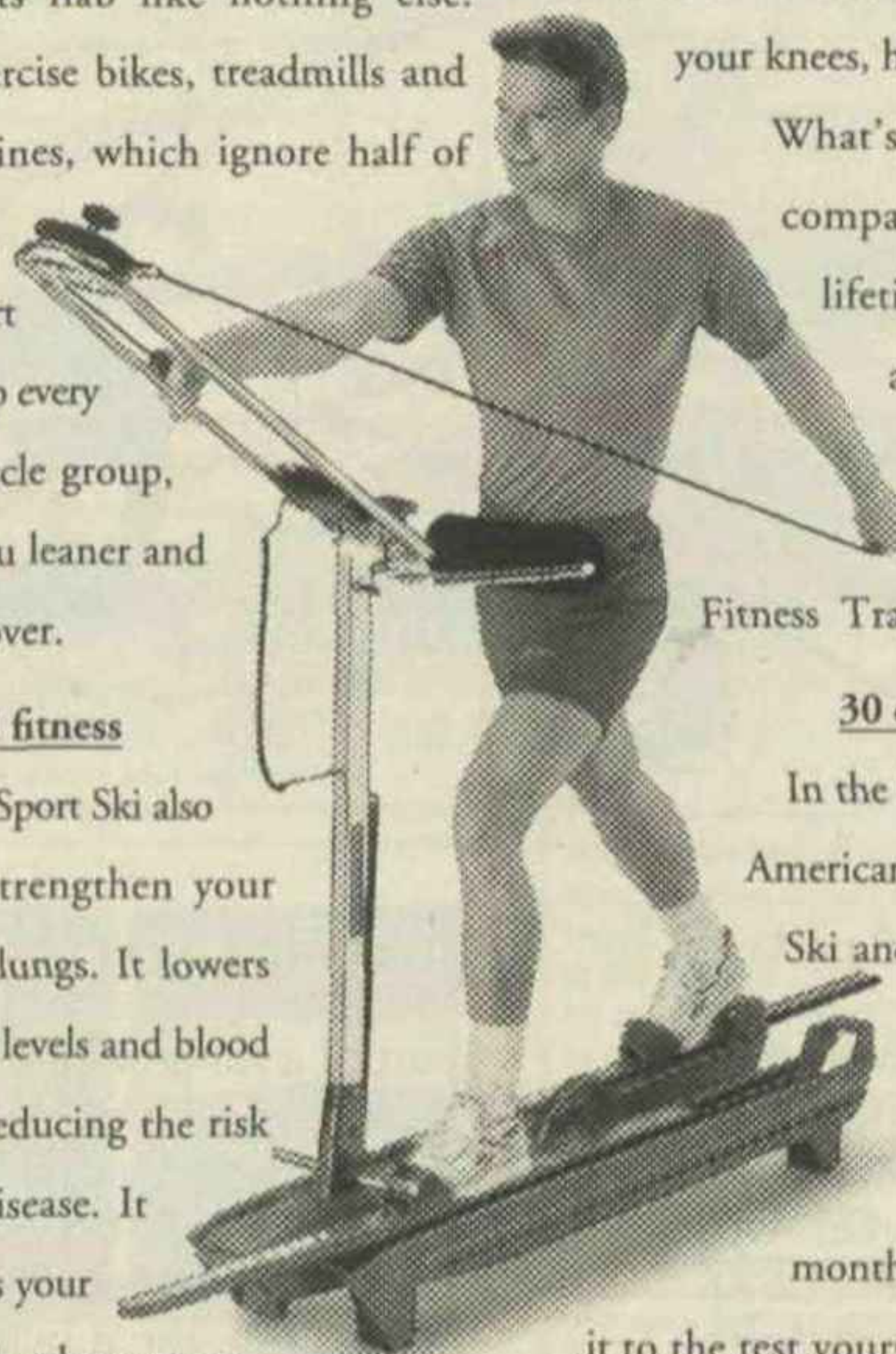
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**Africa revisited**

Sir,  
Mr Victor Bryant has raised some objections to my piece on the 1939 Tripoli GP (April). He is correct in saying that Nuvolari, not Lang, won the 1939 Yugoslav GP — I misread my notes. A different matter is my including the Tripoli GP in the European Championship; that was industrial strength brain-fade.

The question as to who was the more successful driver, Caracciola or Nuvolari, is a minefield. For a start, one has to go through the entry lists to decide what really was a major race (there were many times when the Mille Miglia and Targa Florio, for example, were really only Italian national events). I assessed two of my heroes in one way (without suggesting who was the greater driver) and Mr Bryant disagrees. No problem, it is a point which has the potential for a friendly debate late into the night.

In fact, I was being slightly provocative, but only slightly. It annoys me that drivers of the calibre of Caracciola and Lang are today rarely given the credit they are due. Too many journalists 'know' that Nuvolari was this, that, and the other, because they have read other men's opinions. Let me be the first to say that we never saw the best of Nuvolari. For some years he was kept out of the Alfa Romeo team by Vittorio Jano (who thought he was too wild), and later he was kept out of Auto Union by Achille Varzi (who thought he was too quick).

For his part, no driver has hurt himself as badly as Caracciola did in 1934 and yet has returned and won grands prix — and three European Championships. He was not always an admirable man, but his courage and determination were extraordinary, even by the standards of other top drivers.

Having owned up to two mistakes, I must add a third. According to Paul Sheldon's *A Record of Grand Prix and Voiturette Racing*, Lang did not even win the European Championship. It was his year, unquestionably; he is usually credited with the title and Lang himself believed that he had won it. The trouble lies in the points

system — only four races counted, and the driver with the lowest number of points won.

Points were awarded on the basis: 1, 2, 3 points for the first three, 4 for any driver who made it to three-quarters, 5 for those who made it to half distance, 6 for those who survived the first quarter, 7 for early retirees and 8 for non-starters.

By this reckoning, the real 1939 European Championship was Herrmann Müller (Auto Union) who won the French GP, was second in Germany, fourth in the Swiss Grand Prix and retired from the other two, so he was runner-up, while Nuvolari did not finish a race, yet was fourth in the Championship.

It looks like a good few books will have to be rewritten! Among them will be the 'authoritative' works which I used to assemble my story. Müller finished only three European Championship races in three years, all in 1939, Lang won five of the eight Grands Prix he started in 1939 — there's something not quite here, isn't there? There has been something not quite right with more than one World Championship as well.

**Mike Lawrence,  
Chichester, Sussex.**

**Fuel-proof**

Sir,  
Given the recent fuss over the disqualification of Michael Schumacher and David Coulthard from the Brazilian Grand Prix why do not the powers that be ensure that F1 cars use bog-standard (complying with BS 7070 or its ISO equivalent) four-star petrol?

The race organisers can wheel a tanker down to the local garage and fill it up with Shell, BP, Elf, Agip, Exxon, NAFTA, Tesco, or whatever and then dole out equal amounts to each team for use during the race weekend.

Simple enough?  
**Michael Crawford,  
Birkenhead, Merseyside.**

**Rindt Recall**

Sir,  
I recently had the privilege of uncovering after 25 years what is believed to be the original Jochen Rindt Lotus

69, raced successfully by Jochen in the 1970 Formula season before his tragic death at Monza.

There are no signs that the car has had any further racing activities since. All the numbers and dates on the components match with its construction in 1969 and to it being the original car which was formed from the adaptation of a Lotus 59. The chassis number is 69-F2-4.

I need more information on the car and its early history and would be grateful to hear from anybody who can throw further light on its early history, and mechanics who might have worked in Jochen Rindt's races with Bernie Ecclestone. Please contact Peter Spooner on 01753 511567 (Office) or 01344 26396 (Home).

**Peter Spooner,  
Ascot, Berks.**

**Aero Origins**

Sir,  
This year we are celebrating the 50th anniversary of the formation of a motor sport club for the employees of the Bristol Aeroplane Company at Filton. We should like to make contact with any former members of the BAC Motor Sports Club of the 1940s and its successor, the BAC Motor Club from 1955 to date, to invite them to a celebration event on June 18 at Filton.

We should also like to hear from anyone present at the sprint meeting run by the club on Filton airfield on 28 October 1945, which was the first post-war tarmac speed event held in the UK, and anyone who was involved in the evolution within the club of the 500cc racing car formula during 1945. This formula became the basis of Formula 3, when some of our members went on to form the 500 Club, forerunner of the BRSCC.

**Tim Murray,  
Stoke Gifford, Bristol.**

**Outside Looking In**

Sir,  
Having enjoyed BTCC racing on television over the last season, I decided to go to the TOCA meeting at Silverstone to see some good racing and to get a close-up look at a touring car. What a

hope. The racing was fine, almost as impressive in the flesh as on TV, but where were the cars before and after the racing? Screened off behind a solid wall of transporters and motorhomes, with all the gaps fenced off with tapes and the pit shutters mostly down. It was absolutely impossible to see them inside their pits; in this case the free paddock transfer was completely worthless, unless you were an addict of Renault and Ford trucks.

Yes, there is a pits walkabout, but a shuffling queue past a row of static machinery is not the same as being able to watch the teams actually doing their job. If you can't see real people working on the cars, you might as well be watching Scalextric racing. Of course I don't want to get in anybody's way — what about some sort of gallery above or through the pits?

Touring car racing has brought a new surge of customers to the race-track, but they seem to be less important than the sponsors and the people in the business. Yes, if I were a team manager I too would appreciate a nice weatherproof pit with lots of room to work, but I'd like to think I could still remember being an enthusiast on the outside, and not make the poor punters feel like unwelcome intruders.

**B Roberts,  
Aylesbury, Bucks.**

**TV Lobby**

Sir,  
With the CART/PPG IndyCar series now under way in the States, MOTOR SPORT may be interested to know that neither LWT or Carlton (and therefore, I assume, the other independent TV companies) plan to show these races in full or as edited highlights in the UK.

If you wish to lobby for continued coverage of this exciting race series, the addresses in London to write to are:

- Carlton Television, 101 St Martin's Lane, London WC2N 4AZ.
  - London Weekend Television Ltd, The London Television Centre, Upper Ground, London SE1 9LT.
- Malcolm Hardie  
Palmer's Green, London.**





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### 590 JAGUAR D-TYPE

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Star-Spangled Spanner





# LANCASHIRE

## HOT SHOT

*The name of Chevron is so familiar that it's almost a surprise to remember that it was a major manufacturer only for about 12 years. The car that put the company on the map was the B8, still highly successful in Historic racing.*

**T**he main force behind Chevron was one man: Derek Bennett, who first made his reputation as a midget racer on Northern speedway tracks during the 1950s. He was a fine driver, a natural engineer, and one of those rare individuals who can inspire others to both follow his lead and also realise their own potential. Colin Chapman had the same gift, but while Chapman's has been widely acknowledged, Bennett remains relatively unknown.

Paul Owens, now MD of Reynard Composites, was one person who fell under Derek's spell. By day he worked with the

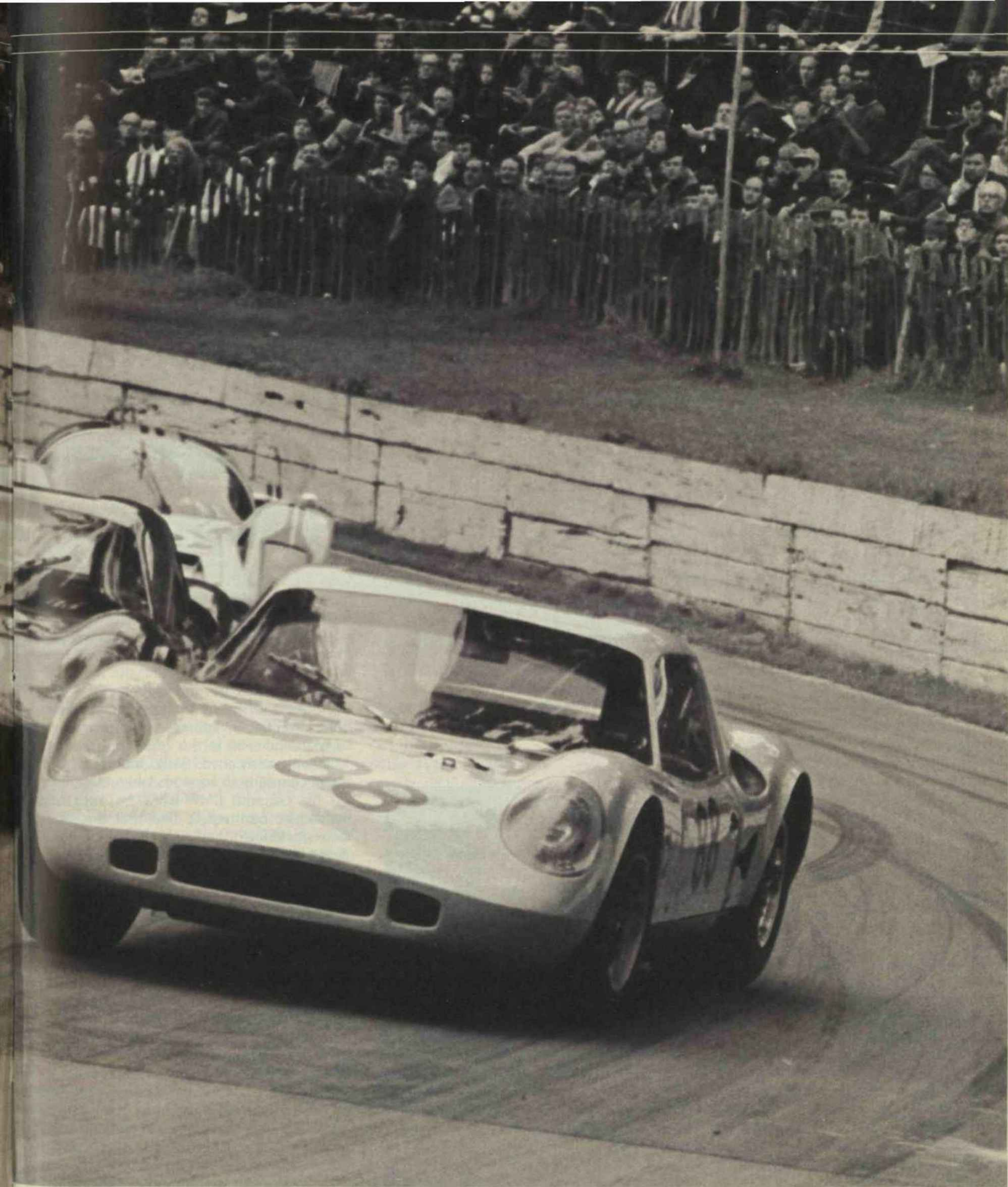
Salford Corporation Bus Company, but he spent his evenings and weekends building Bennett's cars — and Paul came to look on him as an elder brother.

Paul Brown, whose design portfolio includes F1 and Group C cars, plus the Chrysler Patriot, was another to learn his trade with Chevron. Hired as a draughtsman, he recalls that he had been working for the company for a fortnight before he realised that the chap who swept the workshop floor was actually the boss. Bennett was a special man: that much is clear from speaking to anyone who dealt

with him, either as a colleague or customer.

To understand Chevron one must realise this, and also that the company was based in an old Bolton cotton mill. During the 1950s, and for much of the '60s, a lot of British motor racing was on a regional basis. For example, the two most successful drivers of AC Aces were Ken Rudd (from Worthing) and Peter Bolton (from Halifax). Ken ruled the South, Peter the North, and the first time that they competed in the same race was when they shared a works AC at Le Mans.

Chevron did not go in for glitzy press



hand-outs, and as far as the media was concerned the company was "somewhere up North" in the land of clogs and ferrets. This is another important strand in the story, because too many people assumed that it was a one-man band: Bennett became well-known despite his reticence, but little was made of the strong team around him, and this was crucial when he died.

Mike Earle, whose F2 team switched from March to Chevron during 1974, recalls, "You'd phone March and be met with something like, 'Ah yes, you're customer No36, I



1968, and Chevrons are making all the running; Digby Martland (on the Crystal Palace grass above, fighting back from an earlier spin, seen below) was one of Chevrons's earliest champions, proving his long-standing faith in Derek Bennett's design skills.

see that you've bought three cars from us, but you've been complaining.' If you phoned up Chevron you'd usually be put through straight to Derek Bennett who would say in his broad Lancashire accent, 'You want to buy a car, lad? Come up Saturday and we'll make you a pot of tea while we knit one up for you.' They were lovely, lovely people to deal with."

Derek built several Bennett Specials for the 750 and 1172 and Junior formulae, and also prepared cars for other drivers while racing Lotus Elites with great success himself. Long before he was regarded as a star designer, he had built a solid reputation in the North. It was local, certainly, but credible because people liked doing business with Bennett and his small band of helpers.

The breakthrough came in 1965 with a Clubmans car. Since he intended to make

***"You want to buy a car, lad? Come up Saturday and we'll make you a pot of tea while we knit one up for you"***

two – for himself and Brian Classic – Bennett began to think of a company name. One day in his local sub-post office, he saw an advertisement for the Highway Code and was struck by the chevrons on the poster. And thus, the Bennett Special Clubmans car became the Chevron B1.

It won first time out, and the two cars went on to take 28 race wins in 1965. Naturally, other people took an interest and so, in the time-honoured way, a special builder became a manufacturer. Chevron relocated to the mill in Bolton, and Owens gave up his day job.

The following year saw four production Clubmans cars (B2) and the first mid-engined GT, the Ford-powered B3. This featured a fully-triangulated spaceframe made from round, square and oval tubing, with monocoque sills and bulkheads making for a particularly strong cockpit area, and a very pretty, aerodynamically efficient fibreglass body fabricated by Specialised Mouldings. With only slight modifications, the body featured on all Chevron GT cars for the next few years, and was to become a classic.

Although only two were made, the B3 was as successful as the earlier cars – even if it was largely confined to Northern club races. Chevron was on its way.

Over the next two or three years the GT concept was developed through the BMW-powered B4, B5 (a one-off with a 2-litre BRM V8 engine) and the B6, available with either a Ford or BMW unit. All three won first time out, and were successful due to talented drivers in the North who believed in them: John Lepp, Digby Martland, Brian Redman and Bennett himself. Lepp took the 1967 *Motoring News* Special GT Championship



**Derek Bennett, a natural leader who left a strong team behind him – if the racing world had but realised.**



**USA imports were handled by Fred Opert, who entered a B8 for the Daytona 24 hrs, collecting sixth overall and a class win.**



**Even after the B16 arrived, the B8 was a strong contender. Mike and Richard Knight won their class in the 1971 Targa Florio.**



**BOAC 500, 1968: Martland and Classic mix with the GP6 machines, finishing eighth.**

with his B3-Ford, and Martland's B6-BMW matched him for race wins.

Incidentally, it was only at the end of 1968 that Chevrons actually received type numbers, so it was only in retrospect that they were called B1, B2 *et cetera*. It is often assumed that the 'B' was for Bennett, but in fact it stood for John Bridges, a longtime Bennett supporter who entered cars under the Red Rose Motors banner. He was also a director of Derek Bennett Engineering, and invested money in the company in return for getting cars and spares at cost.

Throughout the '60s GT racing was popular at all levels, and the *Motoring News* GT Championship became one of the most important series in Britain. The 1,600cc Formula Two had arrived in 1967, and with them came new engines from Cosworth and BMW. It is a broad rule in motor racing that when powerful, reliable, and readily-available engines appear, there will grow a series to use them: it was a short step from 1,600cc to 2-litres, and for a while 2-litre sports car racing would be very popular.

By the time the B8 appeared in 1968, however, only 18 Chevrons of any description had been made. Bennett and Owens worked for a pittance, but things had begun to look up when Paul Ashcroft took a hand in selling cars and promoting the marque. Ashcroft looked beyond club racing, and soon Chevrons began to appear in international events. An impressive performance by Martland's B6 in the 1967 Nürburgring 1,000kms convinced BMW that Chevron was a company to support; when Martland left his car with BMW while he went on holiday he returned to find that the nice men at Munich had rebuilt his engine. Thirty-five of the 44 B8s made had BMW engines.

The B8 was essentially a production version of the earlier GT car, and the plan was to homologate it into Group 4. The snag was that 50 had to be built – a huge stride for a small company. Bennett recruited more workers, production lines were set up, and when the officials arrived to monitor homologation they found a centre of teaming activity – and also eight 1967 cars, which then would become known as the B5 and the B6.

Once the eight pseudo-B8s, parts being made, and names in the order books were added together, the magical figure of 50 was somehow reached, and on May 1 1968, the B8-BMW was duly homologated into Group 4. A scam, certainly, but the wording of the regulations was ambiguous and Chevron did have the *intention* of building the required number – if customers could be found.

The B8 was the right product for the time and it was soon winning races, although most of them were fairly minor. An indication of the car's potential came in April 1968, though, when Martland and Classic brought their B8 home eighth overall in the BOAC 500 World Championship race, only narrowly beaten in the 2-litre Group 6 class (it was not homologated at that stage into Group 4) by a Porsche 910.

Since most of the quicker drivers concen-



trated on overseas events, there were no major successes for Chevron at home. In international terms the B8 was no match for the better Porsches, but it didn't disgrace itself at the highest level, and Barrie Smith won the Ford Grand Prix in Denmark.

Meanwhile, Fred Opert had begun to import Chevrons into North America, and it was his enthusiasm which saw a B8 finish sixth and win its class in the 1969 Daytona 24 Hours. That year Reine Wisell and John Hine finished seventh and first in class in the BOAC 500, Lepp won his class in the Tourist Trophy, Barrie Smith returned to Denmark and won his second Ford Grand Prix in his Ford-engined car, Guy Edwards and Mike Franey took class honours in the Barcelona 12-hour race, and B8s performed with distinction in the South African Springbok series. Outstanding among numerous club victories, Lepp also took the British Sports Car Championship.

Within five years, Chevron had grown up from building two Clubmans cars to major player status — a rise which paralleled that of Lotus. By the end of 1970, 44 B8s had been made, and at the same time the company was making its mark in Formula Three, Formula B (Atlantic) and Formula Two — and also introducing the B16 in GT and Spyder versions. In 1970 it took five major championships, including the European 2-litre Sports Car series.

The European Championship win was achieved with the B16, but as late as 1971 Mike and Richard Knight took their B8 to a class win in the Targa Florio, and Tony Goodwin and Ray Nash won their class in the Nürburgring 1,000kms in a B6.

An interesting variant was the Gropa CMC (Chevron-Mylius-Curl), which was a Spyder conversion for the B8 built by graphic

designer Andy Mylius and Bob Curl, who made Nomad sports cars. In 1970 Mylius, with Gerry Birrell, won the Group 6 2-litre class in the BOAC 1,000.

The B8 is still a strong performer in historic racing, and it's not hard to see why. When Stirling Moss drove one in 1982 he declared it was the best-handling car he'd ever driven — and he backed that opinion by buying one. Indeed, for many, the concept of a roadgoing B8 has been a recurring fantasy, and Chevron Cars — now owned by Roger Andreason in Dorset — did build a prototype B8R with a 2-litre Warrior engine, an Alfa Romeo transaxle, and a leather interior. It was capable of over 150 mph which, combined with its legendary roadholding, made it a very desirable proposition indeed. For various reasons (including cost) plans to put it into Type Approved production were shelved, but the prototype was recently sold at auction.

Chevron went from strength to strength, and the full story of the marque is told in David Gordon's splendid book *Chevron — the Derek Bennett Story*.

When Bennett died after a hang-gliding accident in 1978, however, too many people assumed that the company was finished. But because Chevron had never been strong on talking to the press it was not widely known that all of its designs were collaborations, and that with men of the calibre of Paul Owens and Paul Brown on board the company was fit to continue.

There were other reasons for its subsequent decline, but the way that the marque was perceived was perhaps the main one. The Chevron name has since been bought and sold a few times, and Andreason can still run you up a B8 — but the original team who created a big impact with such small resources is now widely dispersed. **M L**

**B8s rapidly made an impact internationally (this is the Nürburgring 1000 kms, 1968) but did not have the legs of their constant rival, Porsche.**

#### **Chevron B8**

**Chassis:** spaceframe with stressed skin.

**Front suspension:** coil springs and unequal double wishbones.

**Rear suspension:** coil springs, lateral links, radius arms.

**Gearbox:** five-speed Hewland with reverse.

**Engine:** BMW 2000TI, four cylinders, 1991cc (80 x 79.9mm), two valves per cylinder, 11:1 compression ratio, 195 bhp @ 7300 rpm, Schnitzer or Kugelfischer fuel injection or two twin-choke Weber carburettors.

**Length:** 162 in.

**Width:** 66 in.

**Height:** 48 in.

**Wheelbase:** 92 in.

**Track (front and rear):** 52 in.

**Weight:** 1268 lbs.

#### **Production (Bolton cars)**

**Built:** 1968-70.

1991cc BMW: 34 (Group 4)

1600cc BMW 1 (Group 4)

1598cc Ford Twin-Cam 1 (Group 4)

1598cc Cosworth FVA 5 (Group 6)

1790cc Cosworth FVC 1 (Group 6)

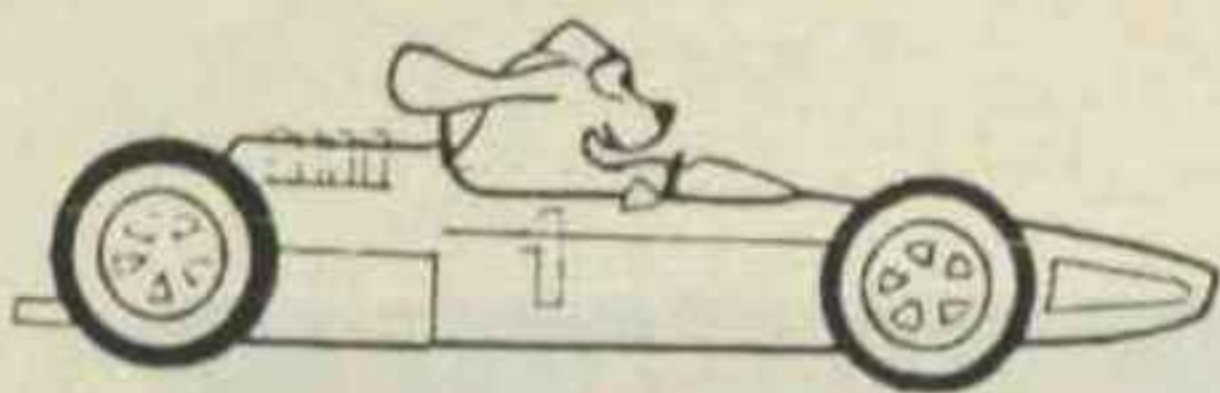
1998cc Coventry

Climax FPF 1 (Group 6)

2700cc Coventry

Climax FPF 1 (Group 6)

**Total:** 44



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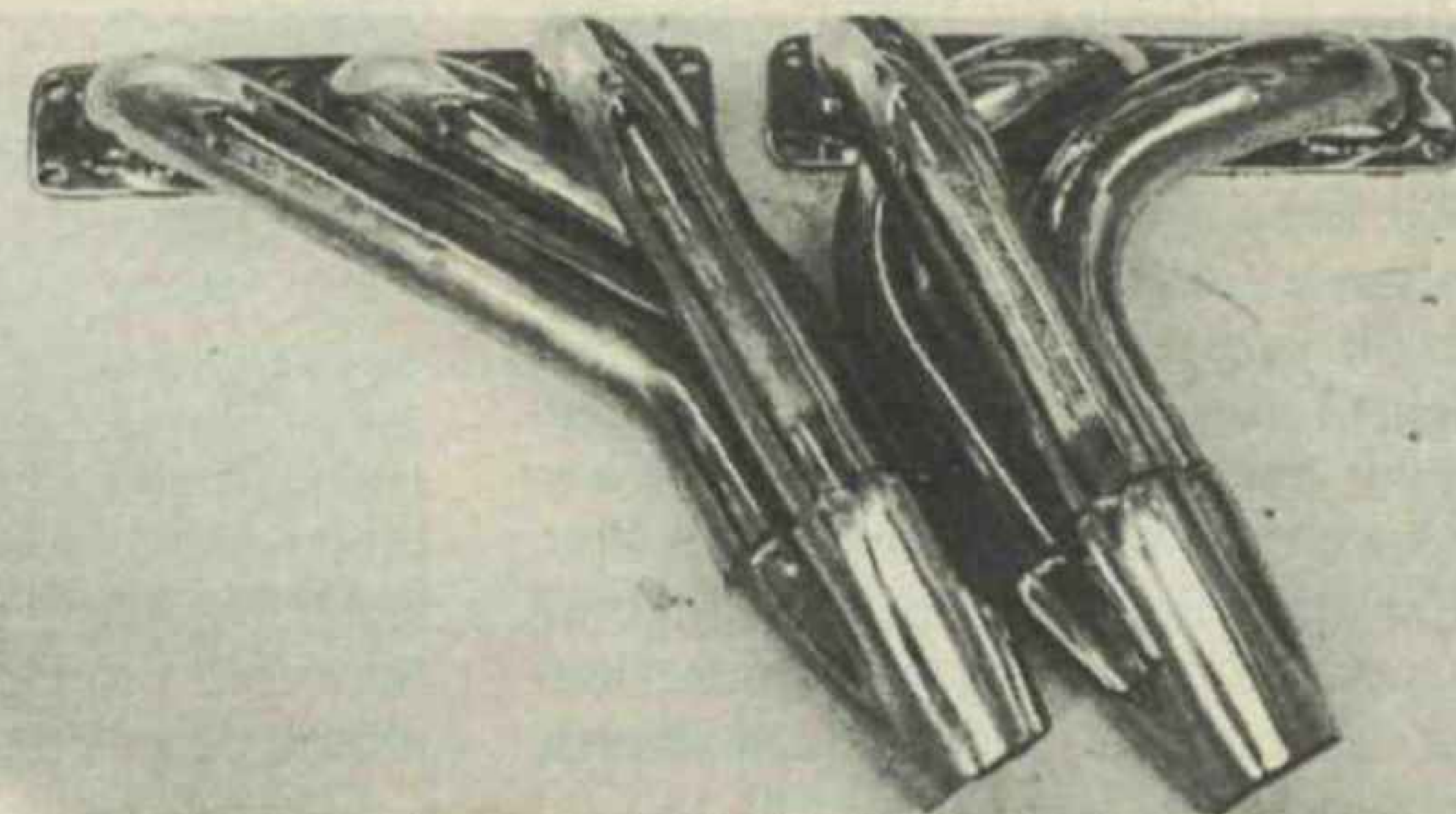
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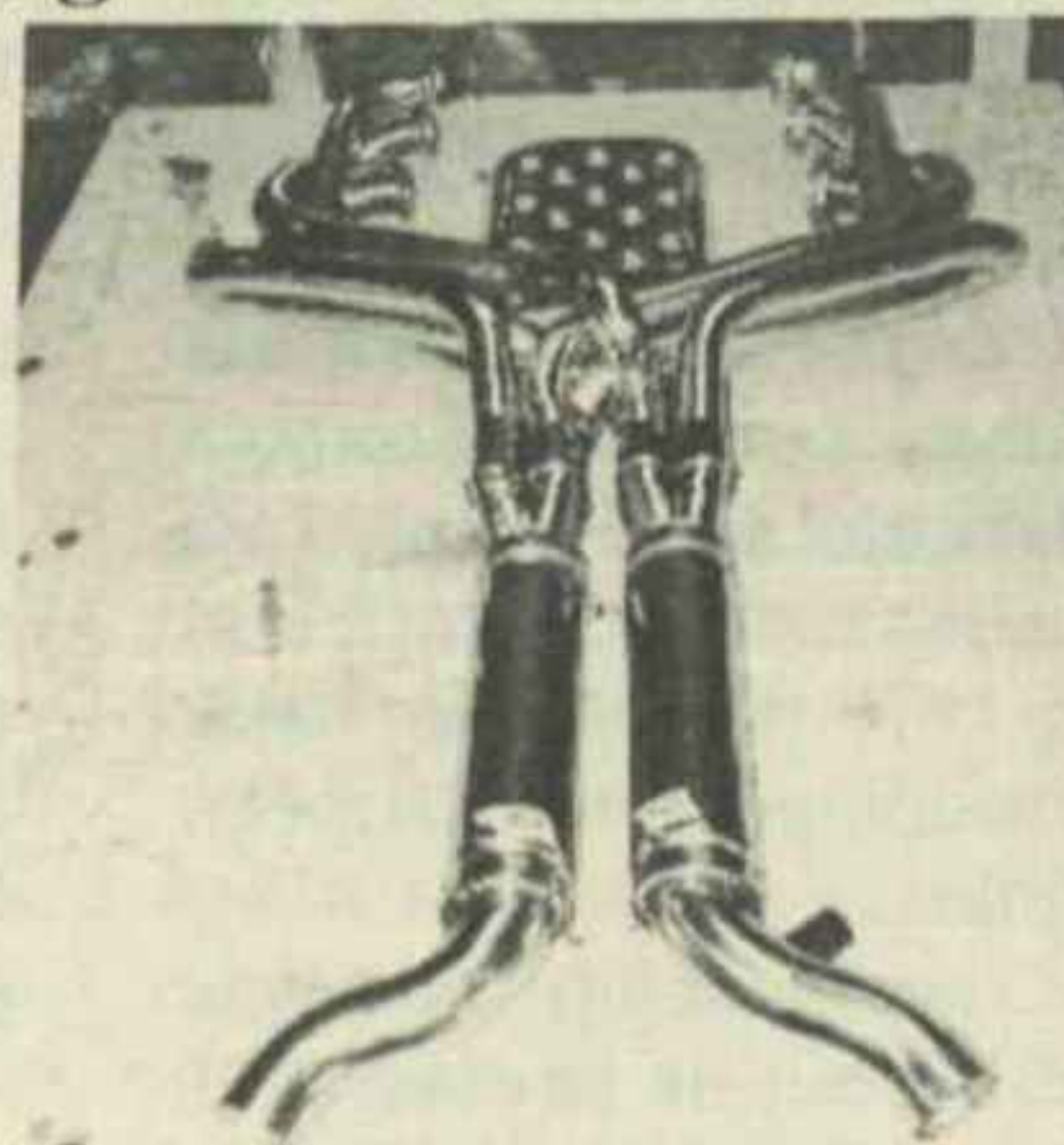
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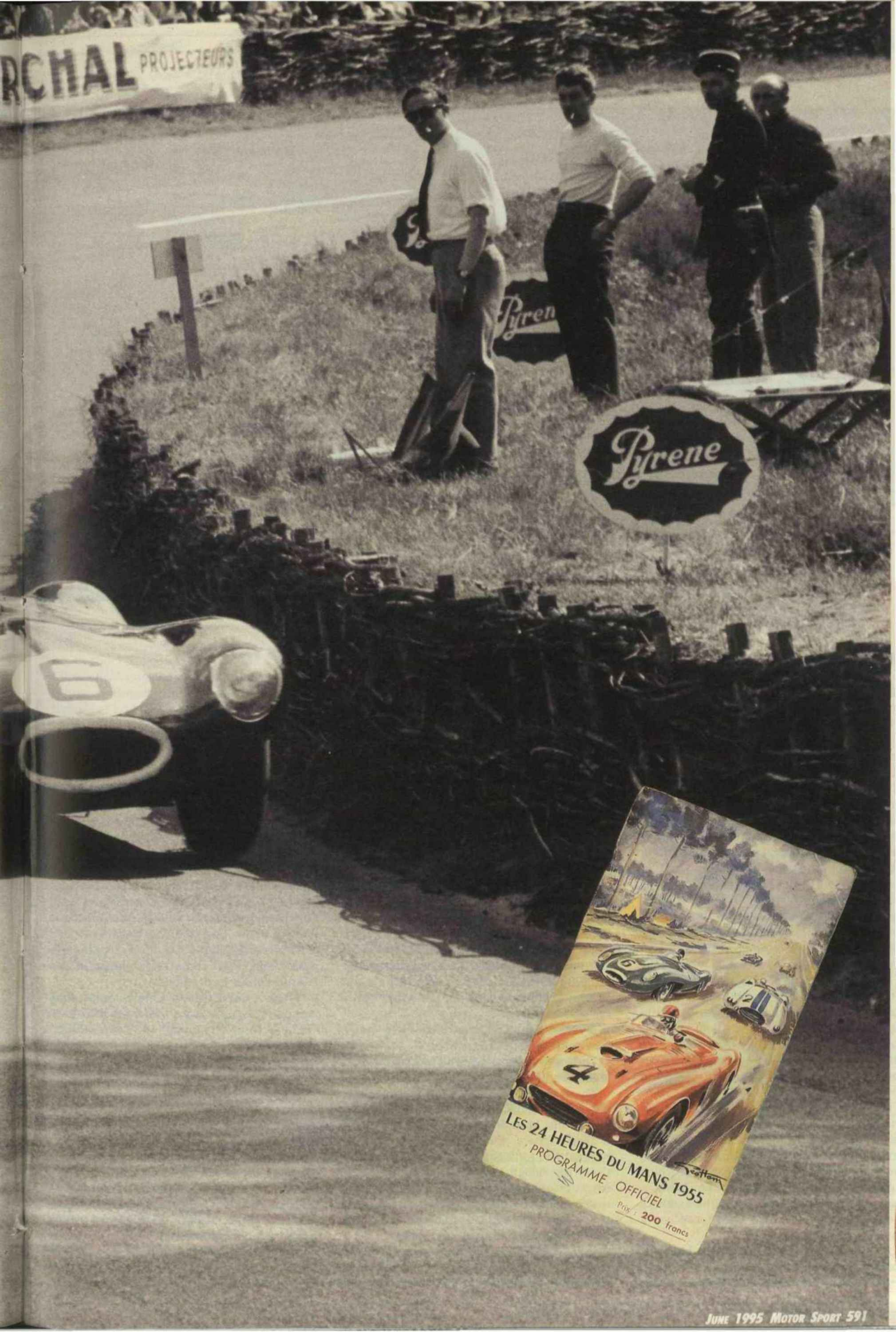
# TRIUMPH and DISASTER

*Forty years ago the sport was shaken to its very core by the Le Mans disaster. Indeed, it almost shuddered to a standstill. Of course, the human toll of that race will always remain uppermost. But the 1955 Le Mans was a landmark race for sports cars. It was landmark year; Mercedes-Benz returned with its superb 300SLR, and ranged alongside it was the stunning Jaguar D-type. Designed specifically to win at Le Mans, the latter scored a sombre triumph upon its second visit to Le Sarthe – the first leg of a magnificent hat-trick.*





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In the first two hours all eyes were on the epic dice between Hawthorn's Jaguar and Fangio's 300SLR. Then Hawthorn (inset) headed for the pits...



***"It was an admission that Mercedes-Benz was not as technically advanced as it liked to appear"***

The D-type had made its competition debut at Le Mans in 1954. Tony Rolt and Duncan Hamilton brought their car home a close second to a 4.9-litre Ferrari 375 Plus driven by Maurice Trintignant and Froilan Gonzalez who, with due respect to Rolt and Hamilton, were in a different class. However, thanks to its advanced aerodynamics the Jaguar had proved quicker than the Ferrari in a straight line, despite giving away nearly 1,500cc. Allied to Hamilton's inspired wet weather driving and a lengthy pit stop for the leading Ferrari late in the race, the winning margin was less than 21 miles. In a different era this might have been a Jaguar win. For, in their agitation when the car failed to start, more Ferrari mechanics worked on the leading car than the rules permitted. Jaguar had every right to lodge a protest, but refused.

Hamilton's heroic charge in the wet made for compelling viewing and hundreds of column inches but, had it stayed dry, the Jaguar might have won at its first attempt. The conditions negated the advantage which Jaguar's novel four-wheel disc brakes conferred because the Ferrari's drums were cooled by the rain.

For 1955, therefore, Jaguar had unfinished business. The Coventry marque began the year by winning the Sebring 12 Hours. Then the 300SLR entered the fray at the Mille Miglia, the bumpy roads of which Jaguar decided to miss. So Le Mans – Jaguar's Holy Grail – was to be the scene of the first battle between these two great cars.

Any account of this race must be overshadowed by Pierre Levegh's terrible accident. The Frenchman's 300SLR was

launched into the crowd and exploded. The death toll estimates range from 85 to 96. It was a crash that changed the face of motor sport: racing was banned in Switzerland, which previously had staged a round of the World Championship; France put a temporary embargo on the sport, and the French GP and Reims 12-Hour were not held; other French races, run on street circuits, were cancelled, never to be revived.

This would all become apparent in the future. At the time the motoring press closed ranks and avoided the subject if possible. The future of their sport was in jeopardy. It was only much later that it was revealed that the disaster had played a major part in the decision of Mercedes-Benz to withdraw from racing – its competition department was working on the 1956 cars when the board of Daimler-Benz pulled the plug in the October. Among the developments planned was a four-wheel-drive system...

A varied field had promised a memorable race for more sporting reasons.

The headliners were Mercedes-Benz, Jaguar and Ferrari.

There were three 300SLRs, fresh from a debut 1-2 in the Mille Miglia. Unable to match the stopping distance of the disc-braked Jaguars, these were fitted with air brakes that took the form of a flap behind the driver which he could flip up hydraulically. It was widely admired at the time, but was actually a crude expedient – an admission that the company was not as technically advanced as it liked to appear.

Jaguar had fitted its three works D-types with longer noses to increase their top speed to 175 mph.

There were three works Ferraris – the 4½-litre, six-cylinder Tipo 121LM – raced by the works only in 1955 – and two private Monza 750s in support.

There was a strong supporting cast, too. Lagonda entered two 4½-litre V12s with the new Project 166 spaceframe (later used for the Aston Martin DBR2), but scratched one of them because the engine was so unreliable. Still, the David Brown organisation also had three of its latest Aston Martin DB3Ss in the field.

Briggs Cunningham made his final appearance at Le Mans with a car of his own manufacture, a C6 with a 3-litre Offenhauser engine, while a Ferrari 750 Monza and a D-type (the Sebring winner) were also entered under the American's familiar white and blue colours.

Maserati had two of its new 300S (virtually a sports version of the 250F) and a 2-litre car. A Cooper-Jaguar made a rare appearance in an important race, while Gordini, which was struggling to survive, was represented by a single 2-litre car. As there was no entry from Talbot for the first time in years, the Gordini was the host country's only chance of victory. The great French sports car tradition was almost dead.

Down the field there was a sudden inter-



est in the 1,100cc class since the Coventry Climax FWA engine had been snapped up by a host of British constructors. Making their debuts at Le Mans were Arnott, Cooper and Lotus (with Colin Chapman driving), while Kieft was returning with a Climax-powered car and one with a Turner-modified 1,500cc Lea-Francis engine. Connaught entered its only Le Mans with a car in the 1,500cc class, while Bristol fielded three of its successful 2-litre 450s, this time in open form.

Porsche had four entries in the 1,500cc class, plus two 1,100cc cars. There was one 1,500cc OSCA. Nardi had a strange twin-boom car with a 735cc twin-cam Giannini engine; this proved impossibly slow and unstable, and was blown off the course by the wake of an overtaking car when holding last place! Eight cars using the Panhard engine (four each from DB and Monopole) were aiming for class wins and the Index of Performance; six had 750cc units, but two of the Monopoles had 850cc engines in an effort to beat the handicap. The 750cc class was completed by a VP-Renault. This company had attempted to strike up an official partnership with Renault, only to be told that its cars were no good and that Renault had begun a relationship with Alpine. Stanguellini made its first works appearance in a race outside Italy with cars for the 750cc and 1,100cc classes, though the latter did not make the start.

MG made its first official works entry since 1935 with three EX182 prototypes based on the MGA, then being readied for its launch. Triumph entered three TR2s. There were two Frazer Nashes, and one private Austin-Healey 100S. In fact, the latter was a works entry, but Donald Healey

had fallen out publicly with the organisers the previous year when they allowed prototypes. Finally, there was a Salmson, a virtually standard 2300S GT with a sports body that provided the company with its last appearance in a race.

One of the Arnott drivers was to be Ivor Bueb... but Jaguar was a driver short. Conflicting fuel and tyre contracts narrowed its choice, and since Bueb was doing well in Formula Three and was driving a Cooper-Climax 'Manx-tail', he was approached, even though he had never competed in a sports car larger than 1,100cc or raced at night. The latter fact was to play a small part in the tragedy.

To replace him a young reserve was drafted into the Arnott and, feeling pleased with himself, he nonchalantly waved to his girlfriend as he passed the pits, lost control of the car and wrecked it beyond repair!

Levegh was the other surprise choice for a front-running car. His real name was Bouillion, but he adopted a pseudonym in honour of his uncle, Alfred Velghe, one of the greatest of the pioneer racing drivers. Levegh was a capable engineer, an excellent all-round sportsman and, although he made a speciality of Le Mans, had experience of Grand Prix racing and had scored place finishes.

Noted for his intelligent driving and mechanical sympathy, he had come within an ace of winning the 1952 Le Mans single-handed in a self-prepared Talbot. Early in the race he noticed a slight engine vibration and, as the rev counter had broken, he feared his inexperienced co-driver would over-rev the car. So he did not hand over to him. Nor did he inform his pits why in case

**Levegh, top, was known for his intelligent driving. The Mercedes of Kling/Simon deploys its air-brake, left, but it was no rival for disc brakes. Castelloti's big-six Ferrari, above, retired from the lead after just one hour.**

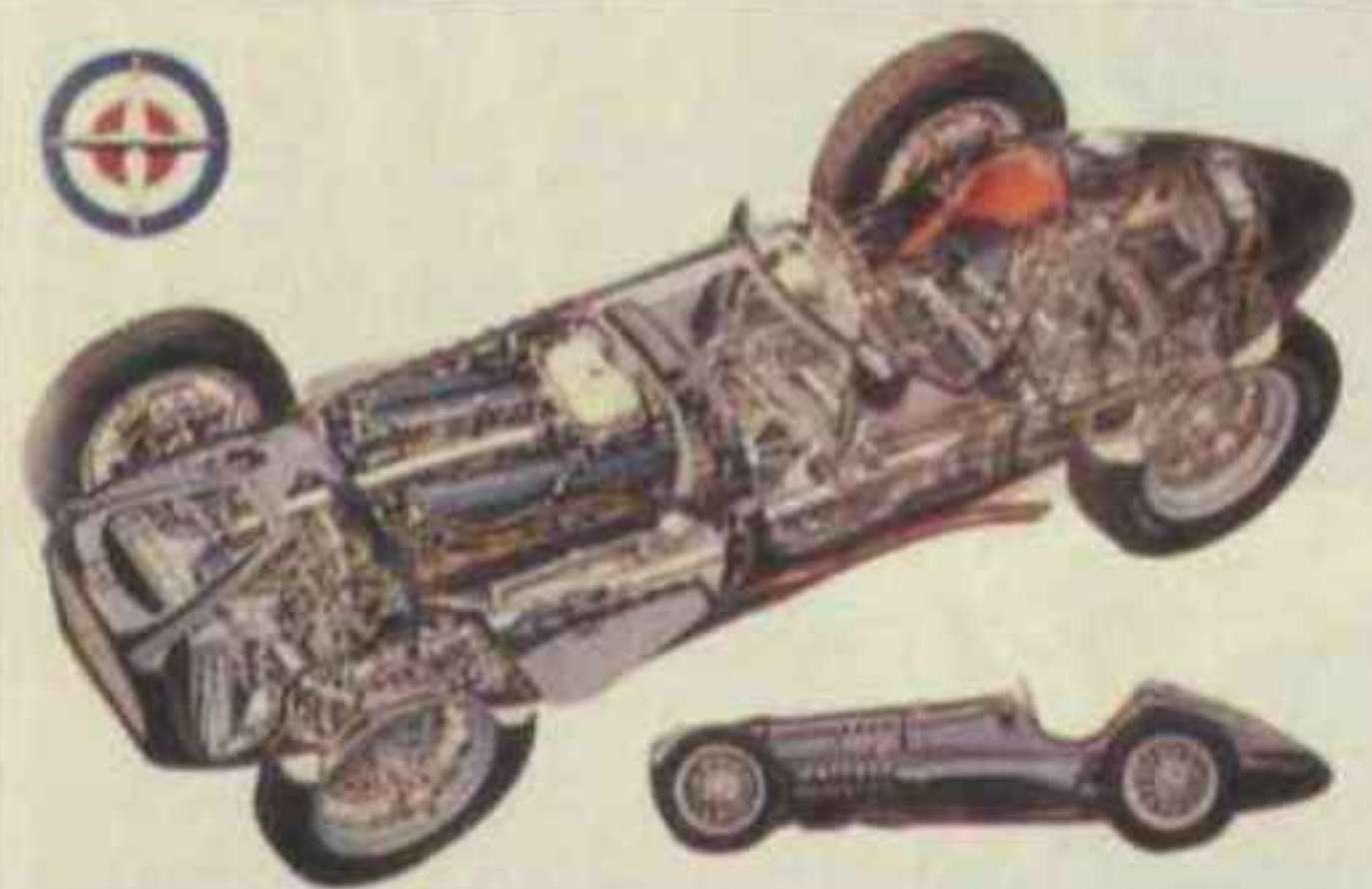


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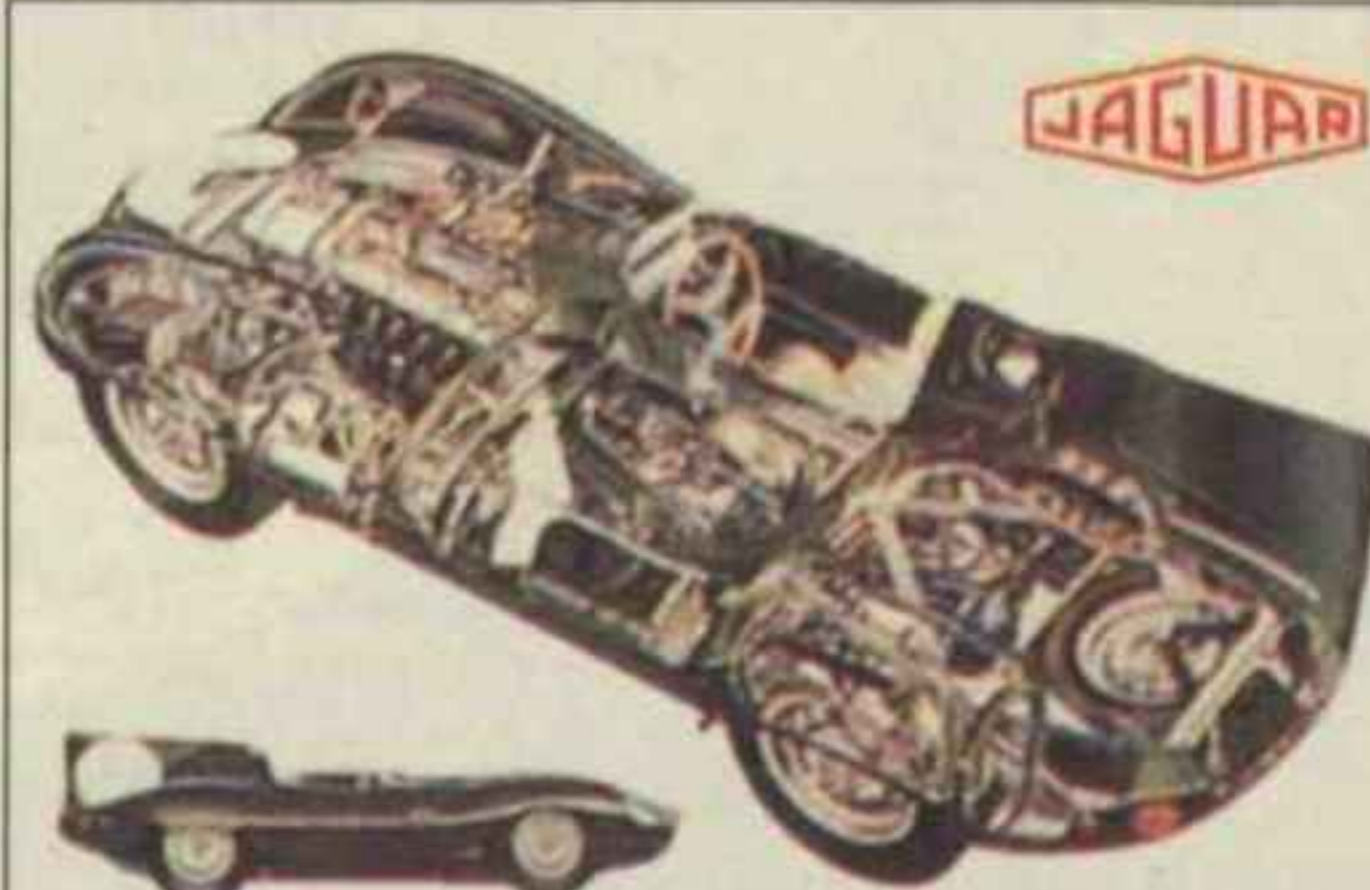
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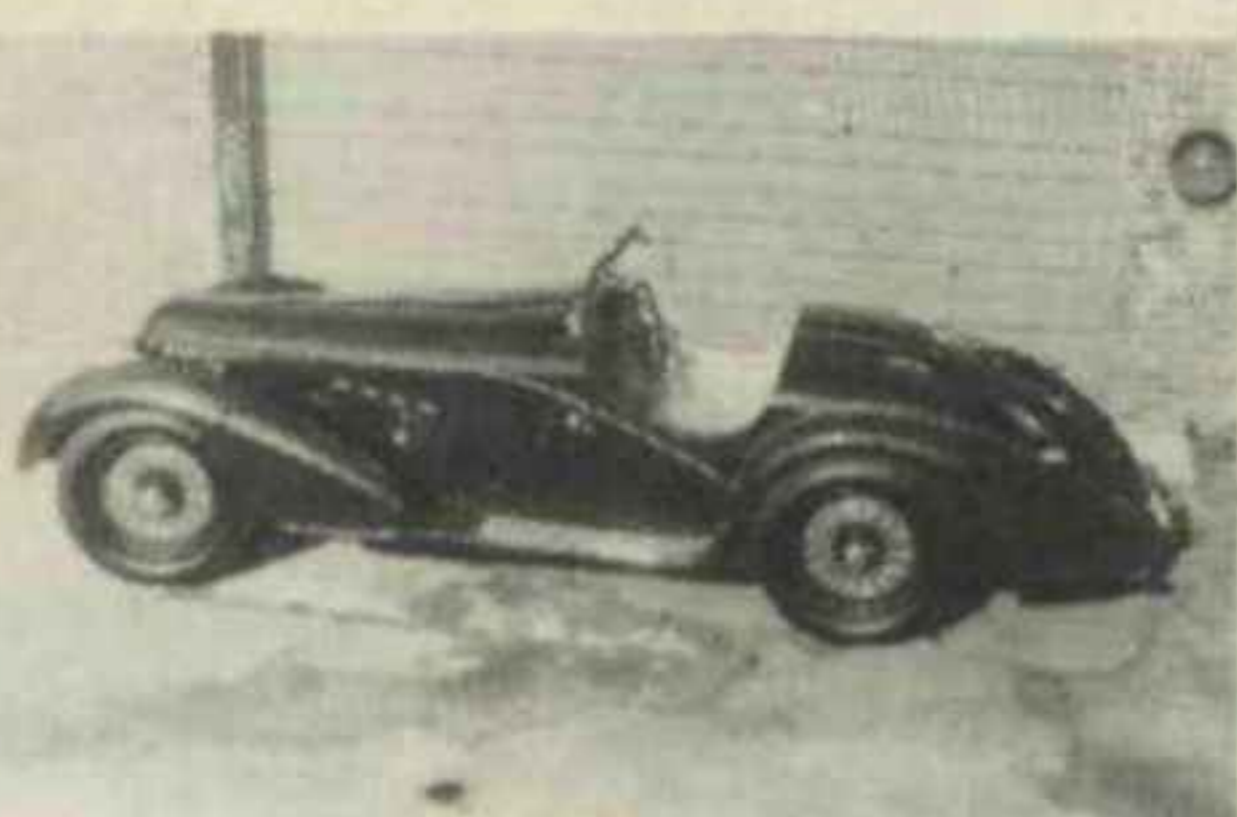


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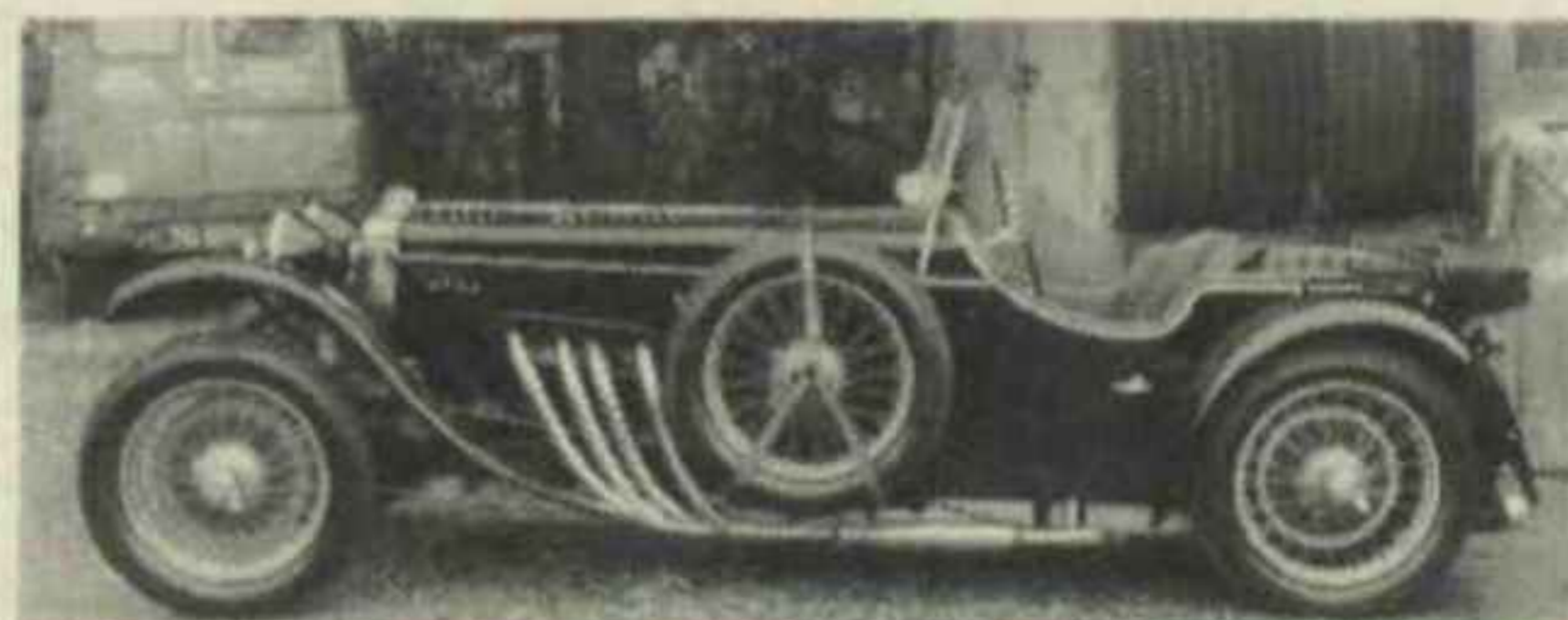
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word got out to the opposition. With an hour remaining and holding a four-lap lead, the exhausted driver missed a gear change and wrecked the engine, allowing the carefully paced Mercedes-Benz 300SLs to take first and second places.

It was a sentimental gesture on Mercedes-Benz's part to include Levegh in its team for 1955. Afterwards some people (regrettably, from the Jaguar camp) were to claim that Levegh's inexperience contributed to the accident. This was ripe since Jaguar was running Bueb. Also, it was nonsense. No driver in the race had driven as many miles at Le Mans as Levegh, and not only did he post faster lap times than his team-mates, Karl Kling and John Fitch, but he was also quicker than all the Jaguar drivers except Mike Hawthorn and Rolt.

The early stages of the race were led by Eugenio Castellotti's Ferrari, with the slow starting Mercedes of Juan-Manuel Fangio and Hawthorn battling for second as though they were in a 10-lap sprint. Just after the

***"No driver in the race had driven as many miles at Le Mans as Levegh, and he was also quicker than all the Jaguar drivers except Mike Hawthorn and Rolt"***

first hour Castellotti retired, and the Fangio/Hawthorn dice became a battle for the lead.

Time and again they passed and re-passed, constantly breaking the lap record — it was a re-run of their epic Reims battle in the 1953 French GP. After two hours Hawthorn had an advantage of about 200 yards and his adrenalin was flowing. Furthermore, he despised all things German, and to be ahead of a Mercedes-Benz meant a lot to him. But he had a problem. He was due to hand over to Bueb in his first important race, while Stirling Moss, the world's best sports car driver, was waiting to take over from Fangio. . .

At about 6.30pm Hawthorn headed for his pits. One needs to know that the road was fairly narrow, with no pit lane in the modern sense, merely an apron marked by white lines. The Englishman was determined to hand over while in the lead. He overtook Lance Macklin's Austin-Healey and braked hard. The 'Healey was going full chat with much inferior braking, and Macklin was suddenly in danger of ramming the Jaguar. He had no option but to ease to the left — it had to be a gradual move, as a sudden jink would have sent him into a spin.

Levegh was close behind and he had no chance as Macklin was forced to the left;



there was simply no more road. Levegh realised that he was about to be involved in an accident and raised his hand to warn Fangio, who was about 50 yards behind. The Argentinian braked, and was later to say that Levegh's gesture saved his life, and possibly those of dozens of spectators.

Levegh's Mercedes hit the low, sloping back of the 'Healey and was launched towards the protective earth bank. It slammed in almost head-on and was catapulted into the crowd.

There were immediate casualties from the impact. Then the fuel tank exploded, spraying shrapnel among the spectators. There was much magnesium in the car's construction and it burned fiercely. The scene was gruesome.

As Levegh's car went into the crowd, Macklin was cannoned into the pits, injuring several people, before bouncing back across the track and blocking it. It was a miracle no further accidents occurred.

This all happened in full view of Bueb, who was waiting to take over for his first stint. It says a great deal for his moral fibre that he was able to take over the Jaguar.

The race organisers knew that if they stopped the race, the circuit would become congested and the emergency services would be hindered. So it continued. It was the right decision, but there was much criticism of it. It seemed wrong to some observers to continue to race while people lay dead and dying.

Hawthorn had been right about Bueb; Ivor could not match his pace, and soon Mercedes-Benz held a comfortable 1-2. But at 1.45am came the call from Stuttgart and its team was withdrawn as a mark of respect. It was a dignified gesture, and by any reasonable standard Mercedes-Benz was the moral victor. But the record books show that the winners were Hawthorn and Bueb, ahead of Peter Collins and Paul Frère in an Aston Martin, which won the 3-litre class. The Ecurie Francorchamps D-type of Johnny Claes and Jacques Swaters was third.

It was not a completely hollow victory,

since the Jaguar had set a new distance record for the race; but it was not a great win.

Two Porsche 1500s came fourth, fifth and sixth overall to take a 1-2-3 in the class. The Weissach firm also won the 1,100cc class — a remarkable feat for a company which made its international debut (at Le Mans) only four years before. Bristol took seventh, eighth and ninth — a 1-2-3 in the 2-litre class — but it would be the company's last appearance in a race. Later in the year two of its team drivers were killed in separate events. Neither was in a Bristol, but following so closely to the Le Mans tragedy, it persuaded Bristol to abandon racing, and so a future sports racer was still-born, along with a proposed F1 car.

Only two French cars finished, both DB-Panhard's, but they scored a 1-2 in the 750cc class. The only Italian car to finish was the OSCA.

All three TR2s were running at the end, along with two of the three MGs, and a Frazer Nash — the last time a 'Nash would finish at Le Mans. The only Climax-engined car to complete the course was a Cooper — third in the 1,100cc class if you want to be polite, dead last if you want to be accurate. Climax-powered cars would be back, however, and perform with distinction.

After the race wild stories circulated, including one that Mercedes-Benz had a secret fuel additive in a hidden tank, which had caused a separate explosion and added to the death toll. It was nonsense.

Levegh was blamed by people anxious to shift the blame from Hawthorn. It was even suggested that a man who used a pseudonym was mentally unbalanced. There were no depths to which some would not stoop to point the finger. It helped that Levegh was dead and could not defend himself.

The official inquiry declared that no driver was to blame, but there is no question that Hawthorn triggered the sequence of events — as he knew only too well at the time.

One could say that it was a "racing accident", that there were many contri-



butory causes. But the fact remains that Hawthorn caused Macklin to brake and change direction, and it is a general principle of driving that anyone who causes another to react so is always at fault. Thus blame can be apportioned, though one hesitates to hang 80 deaths around a man's neck for an error made in the heat of a race, one which would normally have led to nothing more harmful than a shaken fist.

Macklin, the innocent party in the accident, and a very gifted driver, retired from the sport a few months later. Three years on, Hawthorn published an account of the accident in a national newspaper, which caused Macklin to serve a writ for libel, but Hawthorn was dead before the case came to court.

When Levegh was buried a great number of drivers attended, and the ceremony became farcical as autograph hunters turned out in force. Some of the mud stuck, but Levegh was entirely innocent and, far from being out of his depth, he had had the presence of mind to warn Fangio and so prevent worse carnage.

Mercedes-Benz's withdrawal ensured that neither Fangio nor Moss ever won Le Mans. The only person to come out of the event with advantage was Bueb. His conduct under trying circumstances was widely admired and doors began to open for him. "Ivor the Driver" was never of the top drawer, but he was a great personality and practical joker, who was to win Le Mans again for Jaguar, in 1957, and be an occasional Formula One driver. He died in a French hospital in 1959 after crashing in a Formula Two race at Clermont-Ferrand. He should have recovered, but the doctors did not notice that he had a ruptured spleen.

It was now clear that Le Mans had become inadequate for cars capable of over 170 mph, which was acknowledged by the fact that it was reconstructed for 1956.

Ironically, the tragedy also helped Jaguar to a second successive win at Le Mans. In 1956 the race was confined to cars of no more than 2-litres unless they were production cars (i.e. at least 50 had been made).

Aston Martin pretended that it had made 50 examples of the DB3S, while Ferrari could not even pretend, so built special 2-litre cars. But Jaguar had *really* made more than 50 D-types, so its win was kosher and deserved, while Aston Martin's second place was dubious.

That it was the Ecurie Ecosse car which took the flag on this occasion persuaded Sir Williams Lyons that a works team was no longer required, so Jaguar withdrew from racing at the end of the year while supporting Ecurie Ecosse. It proved a perspicacious move, for Ron Flockhart was joined by Bueb to secure Ecosse's second consecutive Le Mans victory and Jaguar's hat-trick in 1957.

But that same year Fon de Portago's Ferrari crashed during the Mille Miglia. Both he and his passenger were killed, together with nine spectators, five of whom were children. It was the final straw. This and Levegh's accident had made organisers acutely aware of safety, and the road racing tradition died.

This altered the balance of power in motor racing. Italian car makers, in particular, had tended to construct rugged chassis to cope with the cobbles and manhole covers which were part and parcel of street racing. Now constructors had to build for the smoother surfaces of airfield circuits and, therefore, paid more attention to chassis and suspension design. The new breed of British designers was able to exploit this change, whereas the Italians had no depth of culture in chassis design.

Within a very few years most of the manufacturers represented at Le Mans in 1955 had folded or left racing, and it was left to the newcomers – Porsche, Lotus, Cooper and Ferrari – to take racing into the future.

Truly, this ill-fated race changed the history of motor racing. It also set the D-type on the way to a hat-trick of wins at Le Mans. A remarkable feat considering that it was based on production components, including an engine which powered them to 175 mph along the Mulsanne Straight, yet was tractable enough to power Daimler limousines.

1955 may have been a tarnished victory, but the next two were not. Far left, Ninian Sanderson conducts the 1956 winning D-type to the pits, while, centre, Ivor Bueb clings on as Flockhart steers through a congratulatory crowd one year later. Above, 'Ivor the driver' passes the over-turned Aston-Martin of Tony Brooks that same year.



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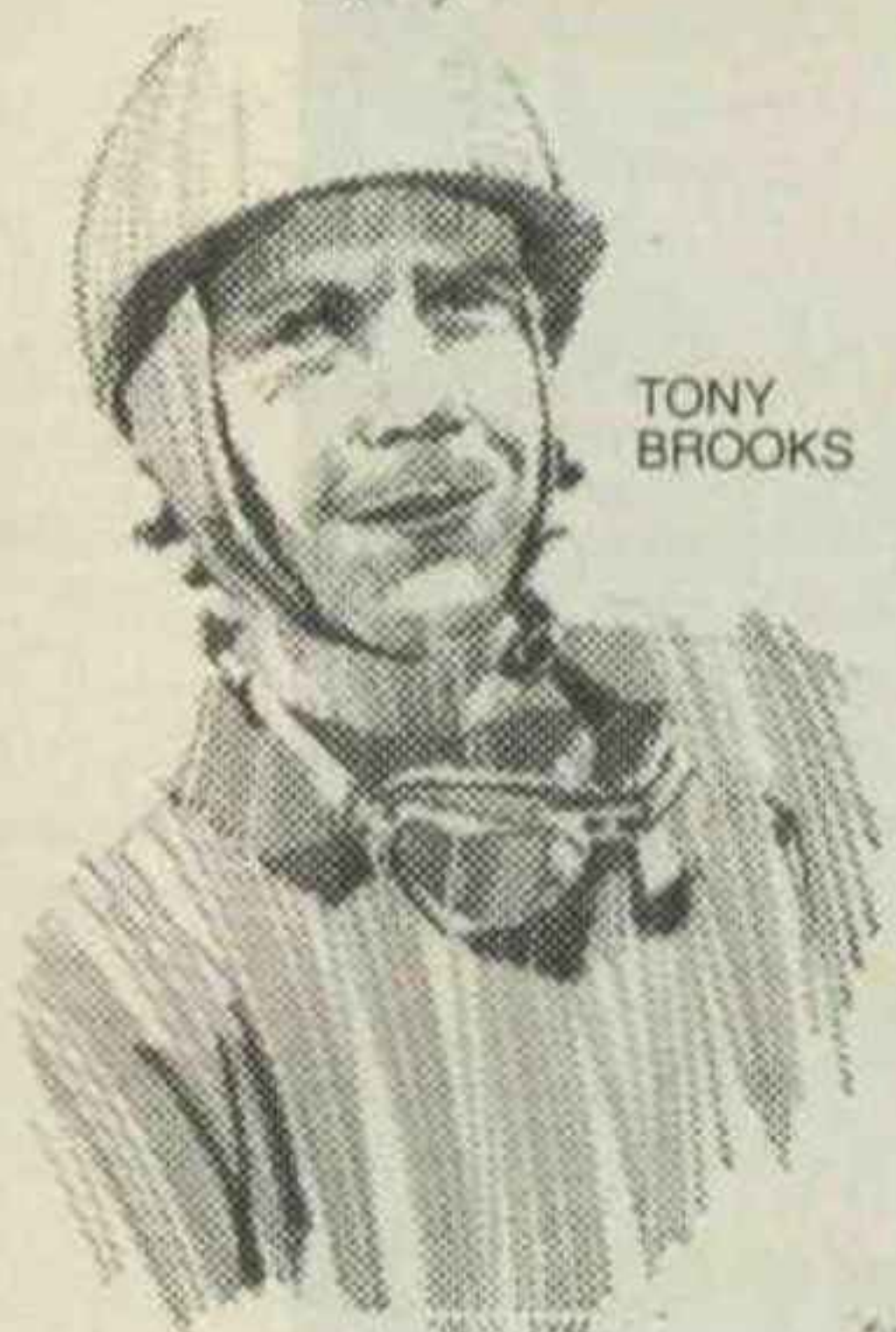
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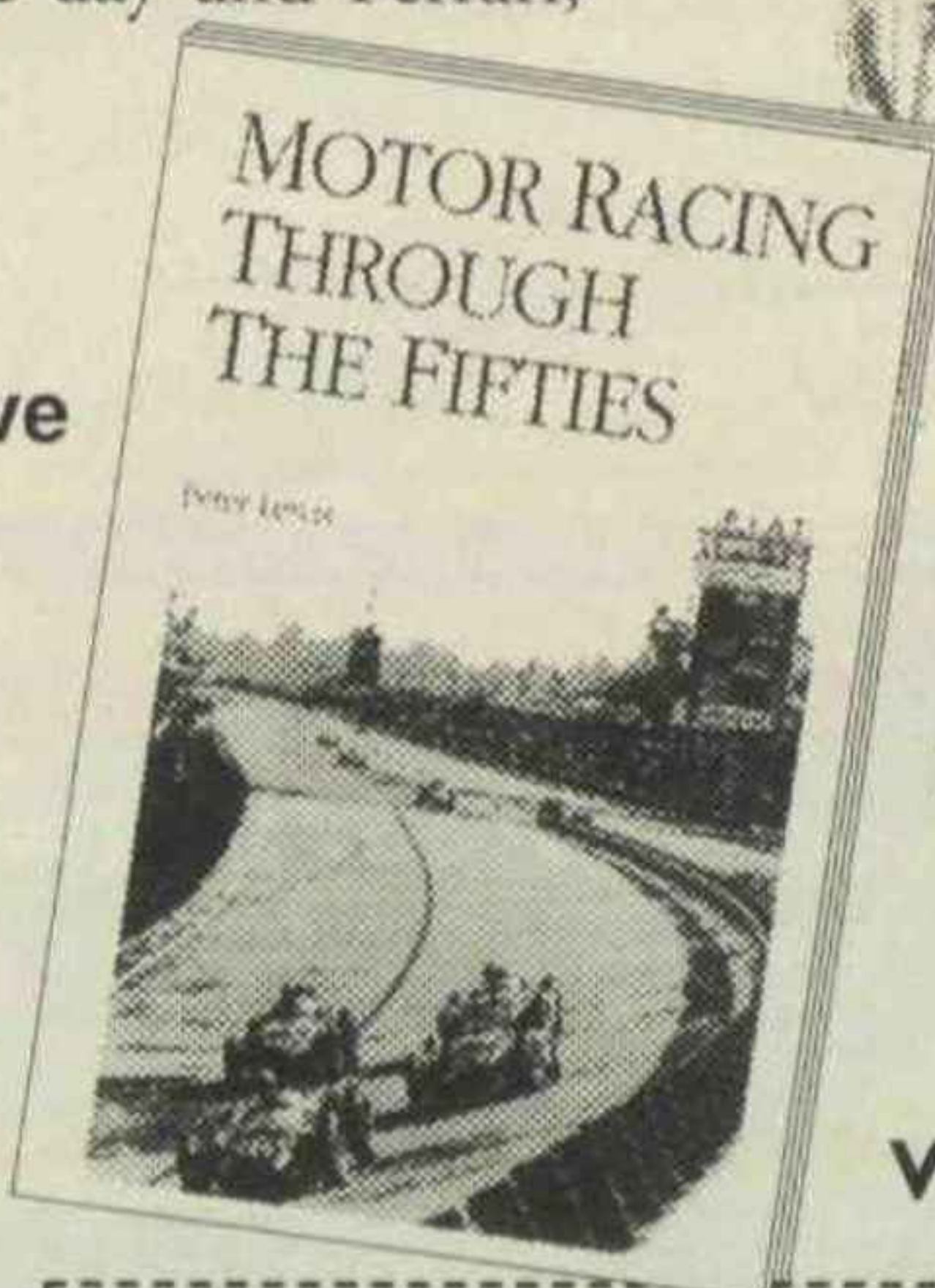
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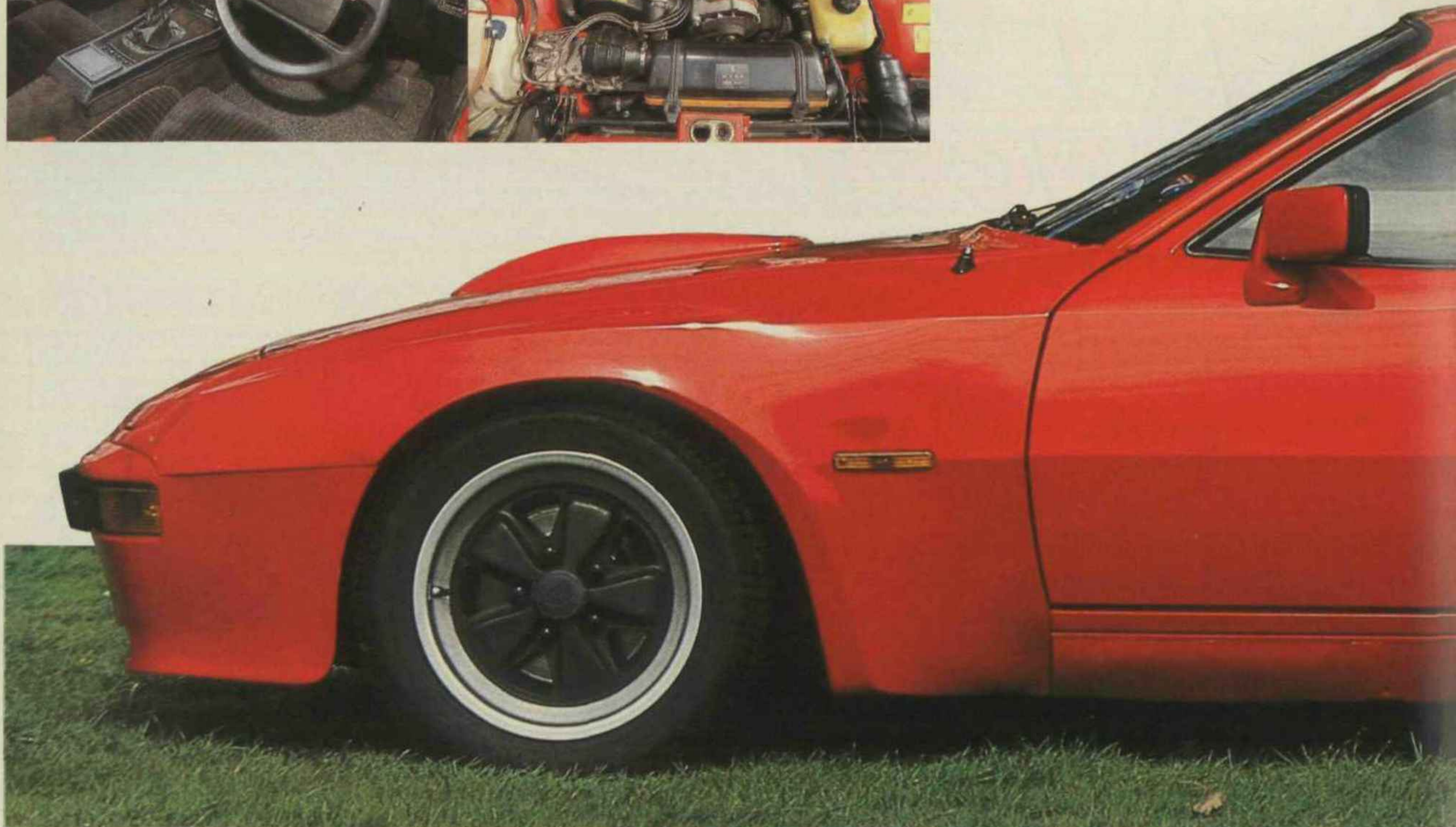
# I M M A

*Inheriting the 924 from Audi, Porsche found itself with a sound but unexciting coupé struggling to earn its badge. Something Had To Be Done. . .*



# **GE ENHANCER**





**P**orsche's 924 Carrera GT was built in small numbers in 1980 to cure an image problem, and so successful was it that it has become a sought after classic. Even now, a really pristine example will fetch its original price of £19,210, and would willingly show its potential as the first Porsche four-cylinder production model to reach, and hold a genuine top speed of 150 mph.

The Porsche 924 on which the Carrera GT was based was not a bad car, but that is a latter-day verdict. When it was introduced in 1976 it created a new market for Porsche in the "affordable" range, but at the same time it offended the die-hard Porsche enthusiasts, not least because it was powered by a four-cylinder engine of Volkswagen origin. Not just VW, but it shared the same block as the LT light commercial power unit, a fact that earned it eternal damnation!

Alright, it was harsh in the upper ranges, but it was torquey and economical, and made the 924 a very good cross-country model. Better, though, was the 924 Turbo which reached the British market in 1979, and best of all was the range topping Carrera GT which was produced and sold in 1980.

Just 406 were made, of which half were reserved for the German market. Britain was allocated 75 with right-hand drive (a real breakthrough!), and the remaining 125 were sold in other European markets, principally

France, Italy, Switzerland and Austria.

The 1,984 cc turbocharged engine produced a full 210 bhp, or 105 bhp per litre, which made it easily the most powerful engine of its capacity.

Acceleration was almost explosive once the KKK turbocharger was properly wound up, and performance was virtually the equal of the contemporary Porsche 911: the 0-60 mph acceleration time was 6.5 seconds, it would reach the ton in 15 seconds, and could even accelerate from 80 to 100 mph in 5.8 seconds, in fourth gear. These figures were not bettered until the 250 bhp version of the 944 Turbo came along eight years later.

Standard equipment in Britain included tinted glass, electrically operated windows and exterior mirror (only one of these, to reduce drag!), and a Panasonic sound system. Extras included air conditioning, and 16-inch 'slab' wheels, instead of the popular 15-inch (or 16-inch) diameter Fuchs forged aluminium wheels.

The use of the Carrera name, emblazoned on the polyurethane front wheel arch, could only mean that the GT was intended for competition. The model was revealed at the Frankfurt Show in September 1979 and went into production the following summer, immediately after a three-car debut at Le Mans.

Derek Bell, Tony Dron and Andy Rouse were to have driven the 'British' entry, but Bell was moved sideways to share the

***"Porsche's 924***

***Carrera GT was built***

***in small numbers in***

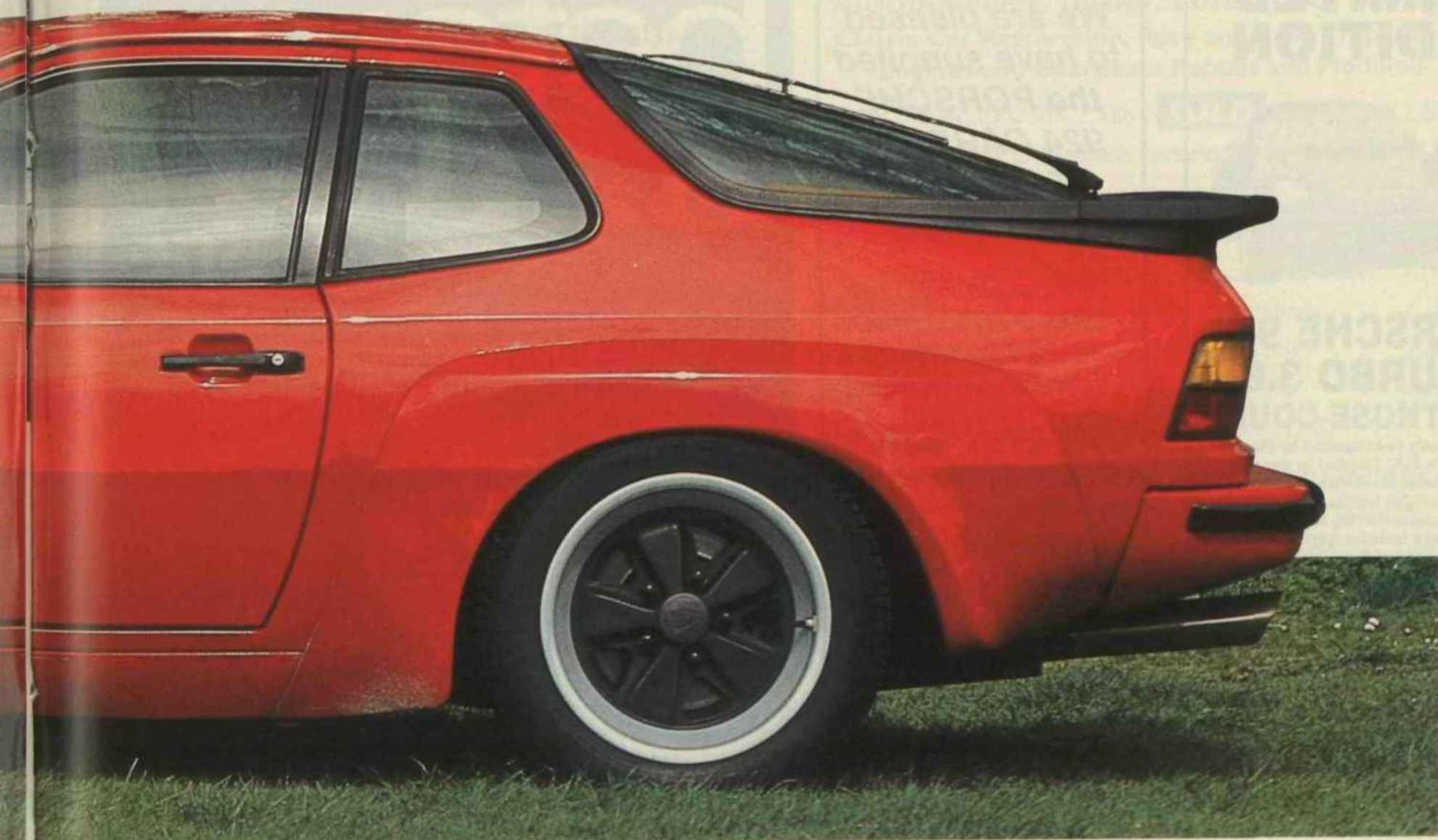
***1980 to cure an***

***image problem"***

'American' car with Al Holbert. Peter Gregg, who was supposed to be Holbert's partner, was hurt in a road accident close to the circuit, sustaining concussion that indirectly brought his career to a close. It was Bell's first real acquaintance with Holbert and in fact his first Porsche 'works' drive, so the event really marked a turning point in his career.

Of the three Porsche Carrera 924 GTRs at Le Mans, only the 'German' entry of Juergen Barth and Manfred Schurti reached the finish safely, in sixth place; the other two burned exhaust valves and finished, smokily, in 12th and 13th positions.

Following the production of 406 Carrera GTs between August and December 1980 (the UK production cars were delivered in the latter three months), 59 evolution GTS



models were made in the first quarter of 1981, with 245 bhp in standard form or 275 bhp in Club Sport trim. Derek Bell still has a very nice example of the Club Sport, which gives great pleasure today.

These were followed by 19 GTR models which were virtually replicas of the 1980 Le Mans cars but with an extra 55 bhp, thus making 375 bhp, and weighing 945 kg. Andy Rouse and Manfred Schurti drove one at Le Mans in 1981, finishing 11th, but attention was more focussed on a similar car, a Porsche 924 GT Prototype, which had a 2.5-litre balancer shaft engine... a prototype of the 944 Turbo, in fact.

Porsche's styling director Anatole 'Tony' Lapine was responsible for the 924 Carrera GT's 'wide body' look, first seen in Frankfurt. Polyurethane, that wonderful bounce-back flexible material, was used for the front and rear arches, and also for the aerodynamic front and rear deformable panels.

The Carrera GT retained the Turbo's four-slot nose panel but this now fed an air-to-air intercooler, while a cold air scoop surmounted the NACA duct, simply to lower under-bonnet temperatures.

The brakes, suspension parts, steering and Porsche 5-speed gearbox were all carried over from the 177 bhp 924 Turbo, and the car was lowered by 10mm at the front and by 15mm at the rear. The windscreen was bonded in place, and the drag coefficient was kept down to 0.34 despite the

fitment of wider, 7J rims.

The Carrera GT's kerb weight of 1,180 kg was perhaps a little disappointing, since the use of aluminium for the doors and bonnet was reserved for the GTS, which was 60 kg lighter.

Thanks to the intercooler, though, the temperature of the charged air was lowered by 50°C and this improved the combustion characteristics by a calculated 15%. The compression ratio was fixed at 8.5:1, a high figure allowed by the sophisticated anti-knock control. Siemens developed the digital ignition system, said to give exceptionally accurate spark control.

Acceleration off the line impressed everyone who drove the Carrera GT, and that's hardly surprising. A terrific surge of power was unleashed in first gear, although the dog-leg shift from first to second took some mastering; the 'shove' was pretty impressive in second and third gears, as well, with maxima of 55 mph and 88 mph.

Pirelli P7 tyres offered masses of grip, though on 7J rims they transmitted a good deal of road feel and tended to tramline and yield to irregularities. The seats, straight from the 911, were superbly shaped for fast motoring, and comfortable. The ventilated disc brakes were from the 911, too, and were extremely effective.

The steel body was galvanised, as were all Porsches by 1980, and a well maintained example could still be almost as good as the day it was made.

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**Though the GT interior was broadly that of the 924 Turbo with 911 seats added, the power jumped to 210 bhp thanks to the fitment of an air/air intercooler. Outside, extended plastic arches banished the 924's narrow-tracked stance, and established the look for the subsequent 944 range.**

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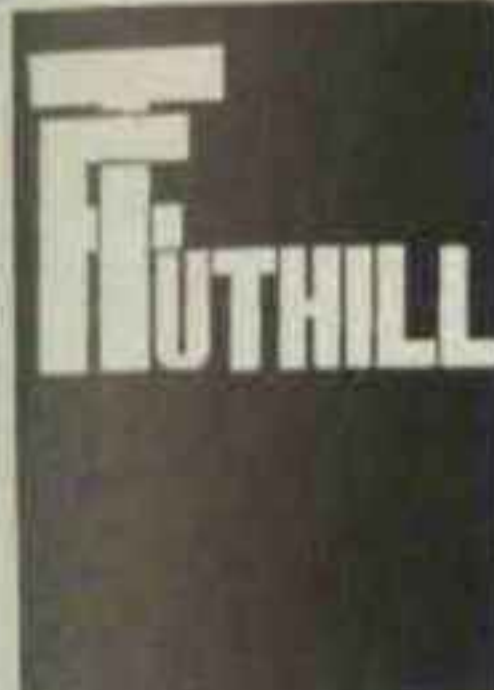
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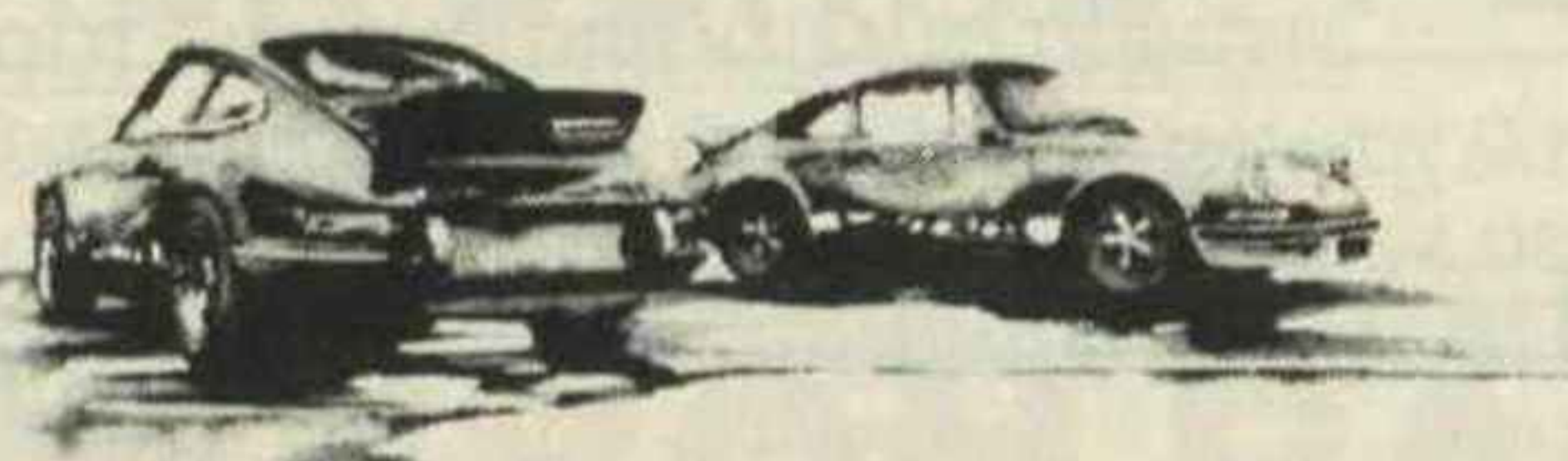
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Boucles de Spa	1994	S. Blomqvist	B. Cederberg	1st
		B. Waldegard	B. Crawford	2nd
Killarney	1994	B. Waldegard	B. Crawford	1st
Ypres	1994	B. Waldegard	B. Crawford	1st
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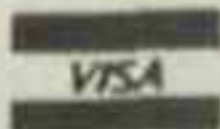
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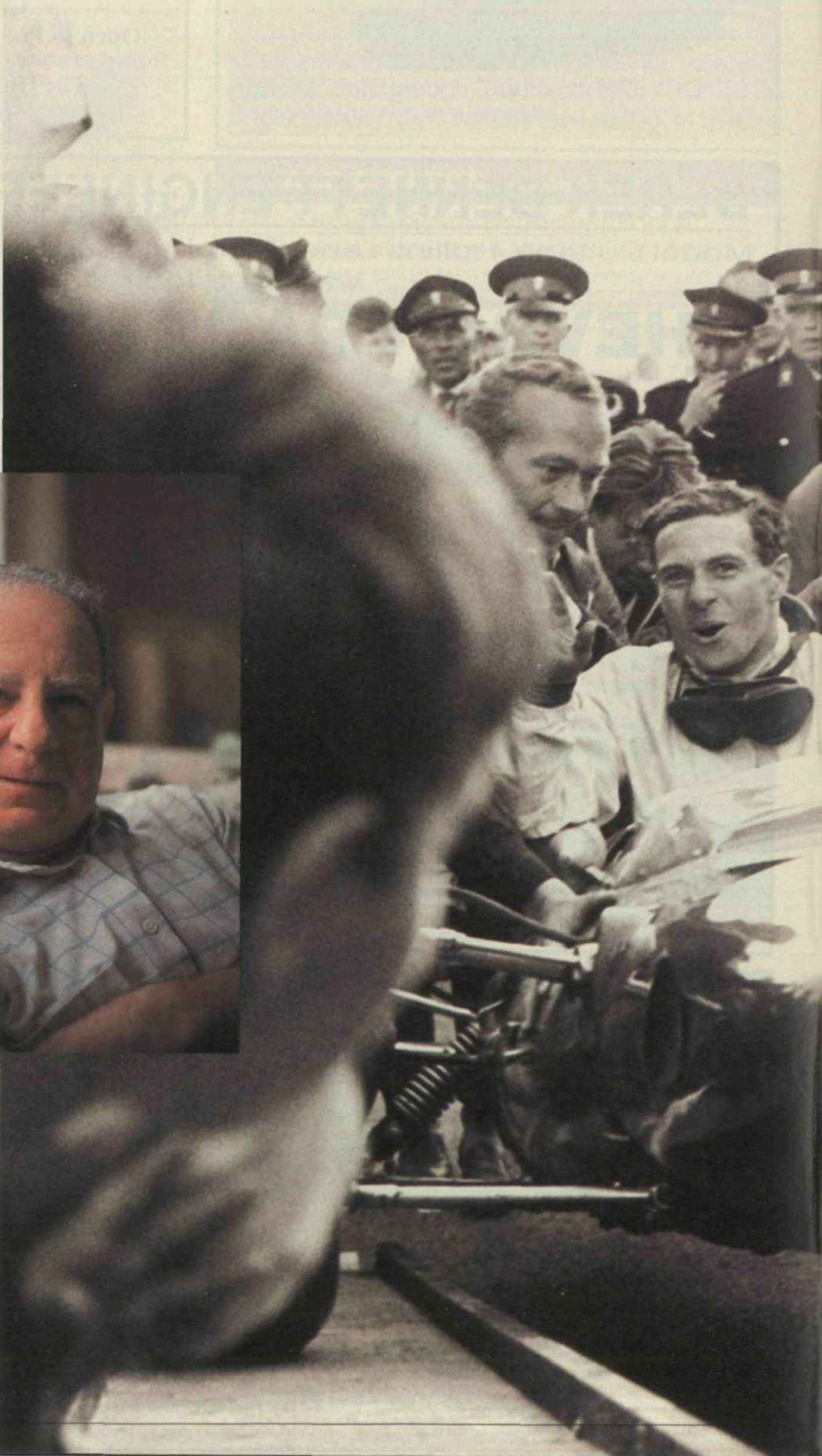
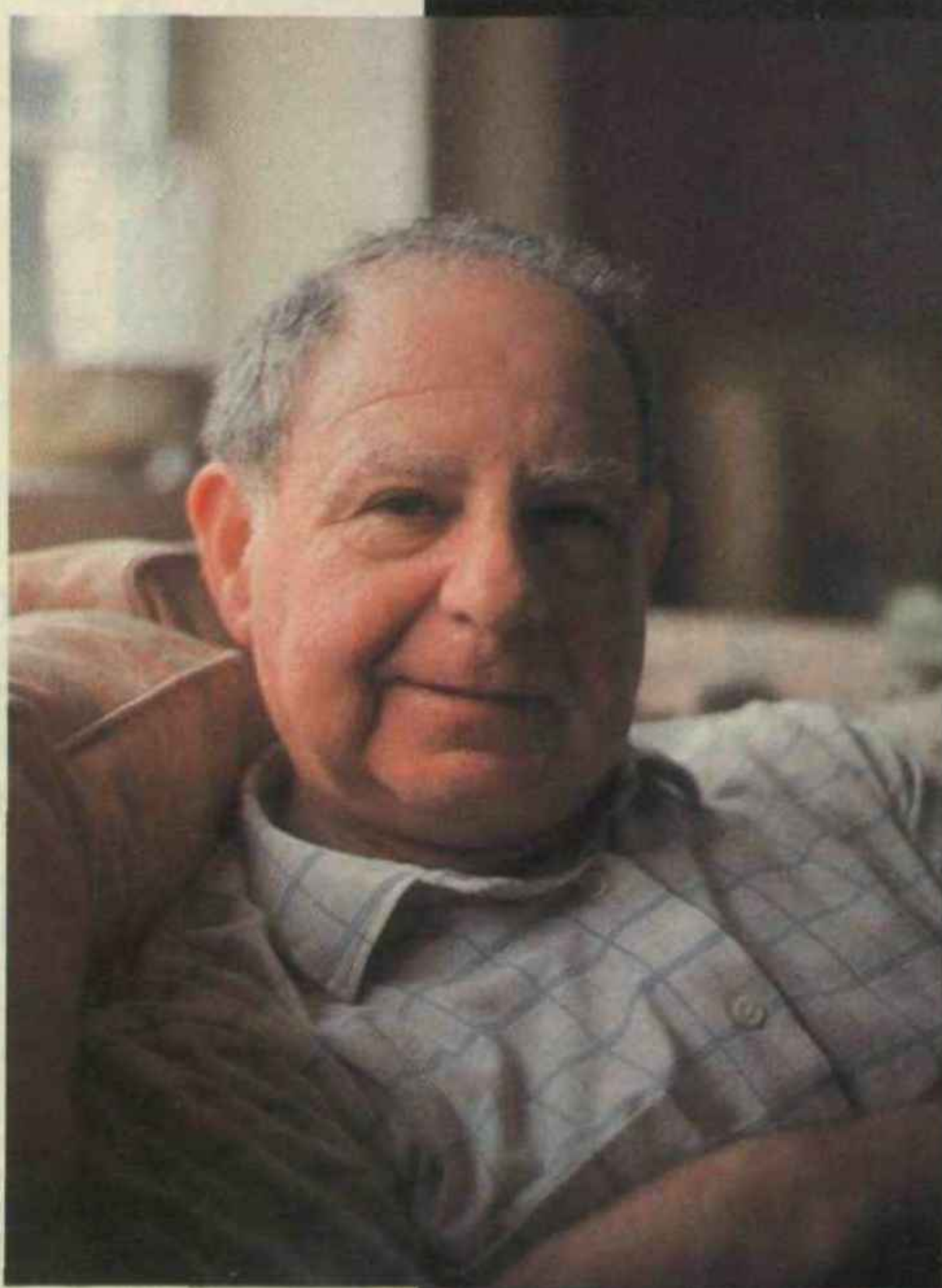
**A**s the long trip by boat from his native Cape Town came to an end at Southampton in the damp spring of 1961, one of Grand Prix racing's most celebrated living mechanics admits to having felt gripping nervousness. At the tender age of 23, Cedric Selzer was on his way to Team Lotus, charged with the awesome responsibility of a new job: working under the command of Jim Endreweit and David Lazenby on Jim Clark's Formula One cars.

After spending little more than a couple of local race meetings in South Africa "spannering" on F2 Coopers for New Zealanders Ronnie Moore and Ray Thackwell, and consciously befriending Stirling Noss with a view to getting a foot in the F1 door, Cedric possessed an unquenchable enthusiasm for the world's most exciting sport. But nothing he'd done previously had prepared him for the shock that awaited him during his first week's working for Colin Chapman.

"I was completely lost, and if it hadn't have been for 'Laz' (David Lazenby), who bent over backwards to show me the ropes, I'd have wallowed around for ever like a beached whale," recalls Cedric. "It takes a long time for an 'outsider' to be accepted in a team like Lotus, but luckily I survived. First, there was the inevitable workshop initiation ceremony: having your trouser legs clamped to a couple of bench-mounted vices while everyone else leaves for lunch, but after that there was the serious business of fettling the Lotus 21."

The hours were long, the wages just about adequate, the schedule hectic and the working practices occasionally suspect — drawings for some components were done after they had been fabricated — but such was the life of a Grand Prix mechanic, and Cedric did not complain. "After a chassis frame had been completed in the chassis-building shop, it was my job to build up the rest of the car; but it wasn't just a case of slotting everything together like a jig-saw puzzle," says Cedric. "Even at Lotus, so many of the parts just didn't fit, and had to be modified and reworked until they did."

"From a mechanic's point of view, one of the interesting things about the early 1960s



# GLEED

Zandvoort, 1963: an excited Jim Clark inches his Lotus off the transporter while talking to Colin Chapman. A young Cedric Selzer guides the left rear wheel. Today, Selzer (inset) has returned to motor-racing, as an entrant.



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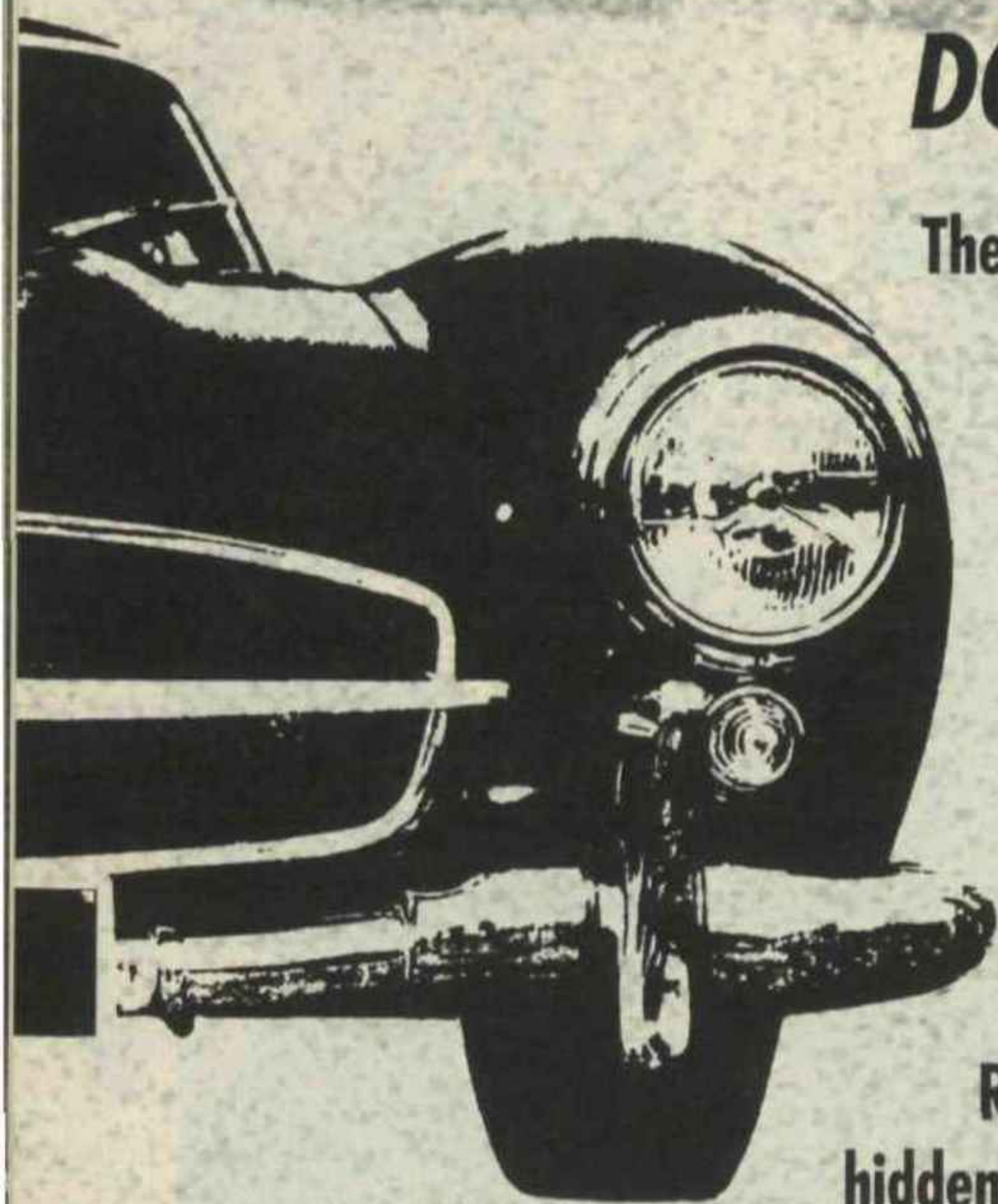
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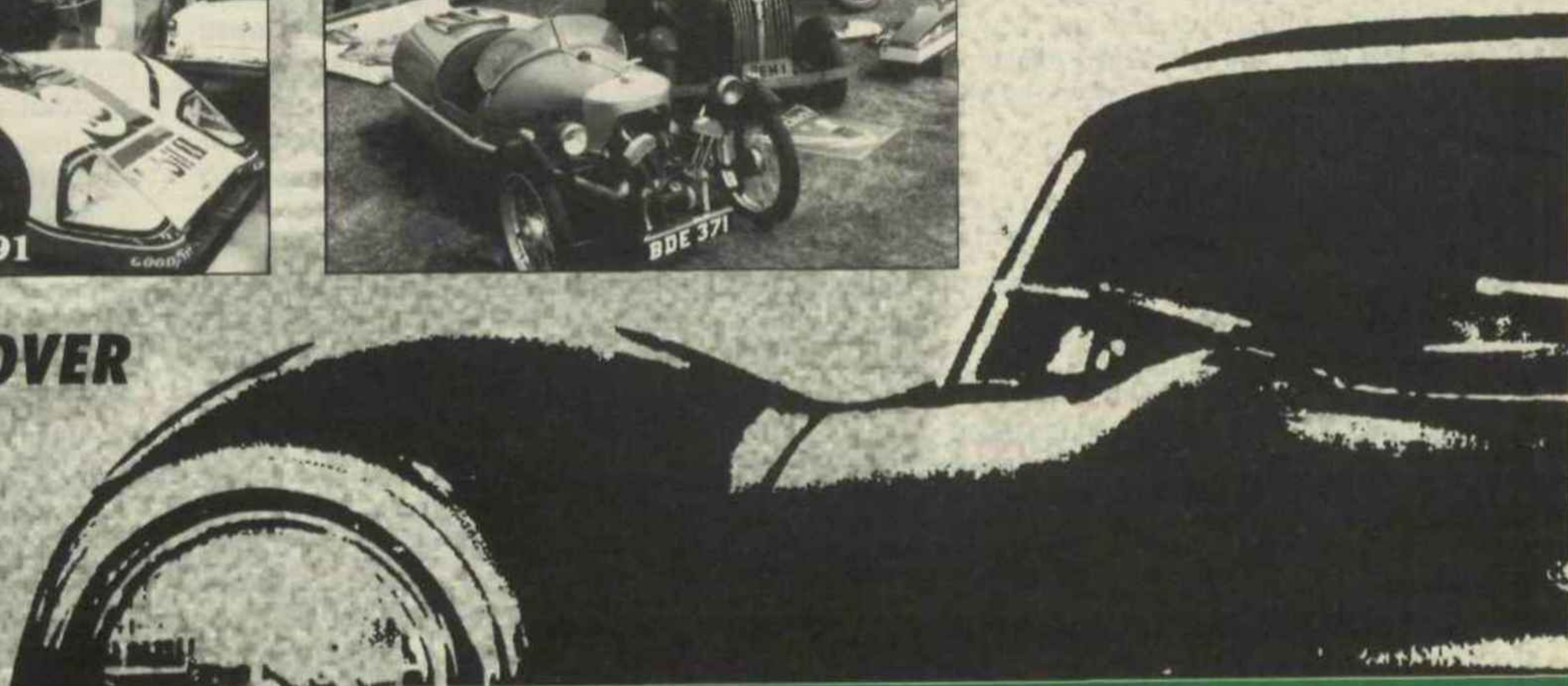
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was that it was always possible to tell who'd built a car, because we were given a free hand, and each one differed according to who had screwed it all together. Dick Schammel and Ted Woodley, who were responsible for Innes Ireland's car, were both very different from each other, and from Laz and I," says Cedric.

It was typical of Colin Chapman at that time that he occasionally breezed into the workshops, said little and departed as quickly as he had arrived. Cedric recalls that the first Grand Prix he attended with Lotus was the Belgian at Spa in 1961, Jimmy Clark finished tenth in the race, but despite the hectic work schedule and the speed at which everything happened, Selzer admits that that Grand Prix was a very special occasion for him.

"I'd seen photographs of Eau Rouge in various motoring magazines, but here I was, actually looking down at this famous corner from the Lotus pits: it just didn't seem real. I felt as though I had really arrived in Grand Prix racing. Brabham, Phil and Graham Hill, Ireland, Moss and the rest were all household names throughout the world, and suddenly, these people were talking to me about motor racing."

Jimmy Clark was still very much the 'new boy' and no-one, except Colin Chapman, really knew his full potential. "He was a quiet, shy man and a true gentleman, but because he was from a farming background and had little experience of engineering, Jimmy wasn't able to set his car up as quickly as some of the other drivers," muses Cedric. "However, when he spoke, Colin knew exactly what he was on about. Of course, Jimmy always knew whether the car oversteered or understeered too much, but could never tell you why. Colin translated what Jimmy tried to explain and I had to make the necessary adjustments. Surprisingly, it was an arrangement which worked perfectly well."

In fact, this team of Colin, Jimmy Clark, Jim Endreweit, Laz and Cedric worked so well that it was during the 1961 season that things started to go pear-shaped for Lotus's 'other driver', Innes Ireland, despite scoring the team's only victory of the year at the United States GP. "Innes was a first-class driver and won a lot of races, but spoke with a 'plummy' accent which, though Colin may not have realised it, made him feel inferior," says Cedric. "It was at this time that the Lotus 25 was taking shape in Chapman's mind, and he was in no doubt who his number-one driver would be when it finally took to the track."

"Thinking back, I remember that we in the workshop had heard about an impending change of driver through a contact at Esso before Clark and Ireland." Following on from the unsuccessful Spa outing, the FI circus travelled to Reims for the French GP, which was won by Giancarlo Baghetti in a Ferrari,



with Dan Gurney second in the Porsche and Jimmy Clark placed third in the Lotus 21. According to Selzer, the occasion was memorable for two different reasons. First, he had a rude lesson as to why mechanics shouldn't wear jewellery: "I shorted an identity bracelet that I wore around my wrist between two battery terminals and welded it to my skin." He still winces at the thought of the pain. And second, the post-race 'scrutineering' took place at the renowned Bridget's bar where all the teams traditionally retired for a glass or six,

"The idea here was to be thrown out by the police," laughs Cedric. "While John Cooper was trying to catch a woman jumping from a tree, and breaking her arm in the process, Paul Hawkins and his crew were busy taking the wheels off a police car that was parked outside. The boys in blue were so upset that they chased Hawkins down the road with guns, but Paul managed to outpace them."

At the German GP a few weeks later, it had become obvious to Cedric and others who worked behind the scenes that Innes was well and truly out of favour. After crashing his car in flames on the exit from the Nürburgring's infamous Karussell, the team, unbeknown to Innes until recently, was instructed to take the remains of the Lotus back to England, salvage what they could from it, shotblast the chassis and repaint it ready for further use. Such a car would normally have been scrapped! Meanwhile, the boys in the workshops had also been told to prepare a special lightweight version of the 21 for Clark, with strict orders from Colin Chapman that its existence must not, under any circumstances, be brought to Innes Ireland's attention.

"Innes was nobody's fool and was well aware that Chapman was giving more and

more attention to Jimmy and less and less to him, but up until the day he died, Innes always thought that Clark was instrumental in his dismissal from the team at the end of the season.

"I know that this was not the case," says Cedric emphatically. "Jimmy Clark just hadn't got it in him to scheme against anyone, and he certainly wouldn't have known how to conspire with Chapman to push Innes out. No, no, Ireland's sacking was all Colin's doing."

A good illustration of Clark's true character was demonstrated at the non-championship Cape Grand Prix at the end of the 1961 season. Trevor Taylor had been enlisted to drive the number 2 Lotus and won the race from Clark who finished second. History records that Clark, in a rare moment, spun the Lotus to avoid hitting another car. And that's the way the story has always been told. In reality, Clark confessed to Cedric that he'd spun the car deliberately to allow Trevor Taylor to impress Colin Chapman. Why? "Because Jimmy was that kind of guy," says Cedric.

For everyone at Lotus, the 1961 season had big ups and spectacular downs. At the Oulton Park Gold Cup, where Moss won in the 4WD Ferguson, Jimmy Clark again finished tenth. "His car had had a hard season," says Cedric, and at the end of that race a spectator approached me with a large piece of the chassis that had dropped off the car onto the track." Back at the factory, this particular 21 was literally thrown into the rubbish bin, one of the few Lotuses of the 1.5-litre era that was actually scrapped.

Conversely, Wolfgang von Tripps' fatal accident at Monza, in which Jim Clark was involved, wasn't remotely funny. "It was a bad day and a cloud hung over the team for





a long time," recalls Cedric. "Colin bundled Jimmy into his private aircraft and flew home straight away, because Colin realised there was a chance that Jimmy could have been arrested. The incident, which in my view was one of those inexplicable 'racing accidents', had a profound effect on Jimmy and I don't think he ever got over it properly."

At the end of the season, Chapman sold the 21s, sacked Cedric as part of a cost-cutting exercise, immediately reinstated him, and the team got on with preparations for the 1962 season. Because Chapman had designed the revolutionary Lotus 25 at home, no-one at Lotus had even an inkling of its existence, or that its monocoque construction was about to change the face of Grand Prix racing.

The torsional stiffness of the Elan, with its backbone chassis, had impressed Chapman, and it was this sports car that gave him the inspiration for the single-seater. "The first chassis was built in my workshop, and once again, we were sworn to secrecy about its existence," says Cedric. "The car staggered me. None of us had seen bag petrol tanks before and it was obvious that we were going to have to adopt different working practices."

From start to finish, the 25 took four months to build, and it wasn't really ready for the first Grand Prix of the season. "We spent a long time with Jimmy fitting him for that first chassis," says Cedric, "and with one thing and another, we ran out of time." Two Lotus 24s were prepared for a non-championship race at Pau. "We were so pushed for time that Laz and I agreed to work non-stop for three days and two nights for an extra £10 in our pay packets," laughs Cedric.

"At the end of that stint I was incredibly

tired, and Colin called me into his office. I sat down on a chair and he lifted my legs up onto another chair." In the usual Chapman style, he poured Cedric a large Scotch in the hope that it would revive his flagging mechanic, but the man who had dreamt of getting into a bed for so long simply passed out. But not for long.

While Selzer was left behind to finish building the car, with help from mechanics from other parts of the factory, the rest of the team left for Pau. As Cedric was in no fit state to drive the transporter, Colin telephoned Peter Arundell for help. Booked on the midnight ferry with little hope of catching it, Cedric and a hastily-prepared Lotus 24 were bundled into the transporter, an inspired Arundell at the wheel.

"It wasn't a pleasant trip to Dover, but I was honestly past caring. We were going full bore down the Walthamstow High Street on the wrong side of the road overtaking everything, when an old lady who was crossing the road put her arm up to tell us to stop. Her hand actually hit the windscreen before she jumped to safety," says Cedric. "Peter screamed an unprintable obscenity at her, which I thought was singularly inappropriate as she was not of a canine species and was clearly beyond the age of sexual reproduction anyway." Miraculously, they reached Dover in time to catch the last boat of the day.

It was not a good start to the season for Lotus. This was the year when BRM would come good with another ex-Lotus mechanic, Graham Hill, taking his first Drivers Championship. The Lotus 25 had yet to be developed, but its debut at Zandvoort caused "absolute uproar".

"Innes Ireland, who was then driving for the BRP concern, wanted to know when they were getting a new 25, and Dan Gurney

**Opposite page: Clark laments to Selzer and Chapman about the siezed gearbox which has dogged him in the 1963 Monaco GP. This page, top left: Clark's Lotus surrounded by (l to r) Doug Bridger, Trevor Taylor, Selzer and Derek Wilde. Below that, Selzer's own 25 in his workshop today. Above, Clark tries the Indianapolis 29 as Selzer, Jim Endreweit, and fabricator Jack Pritcher watch. Note *Motoring News* used to protect paintwork!**



reckoned that it was good enough to win the Indy 500 straight out of the box," says Cedric. "The 25 was a true milestone in Grand Prix history and the product of Chapman's undisputed genius." The cars weren't a hundred per cent reliable throughout 1962: there were niggling problems with clutches and gearboxes, but, despite that, Clark scored four outright victories — at Spa, Aintree, Monza and Watkins Glen.

Cedric had driven the 25 on many occasions, usually to and from a Grand Prix if the team wasn't garaged at a circuit. "At Monaco we had to take the cars for some seven miles along public roads from where we were staying to the circuit, and even at relatively low speeds, they felt absolutely wonderful," he says. "The front wheels felt part of your feet: the whole car fitted my body like a glove, and above 5000rpm the Coventry Climax engine developed a lot of useable power."

When the team took part in a non-championship round at the Solitude circuit near Stuttgart, Cedric came across a side to Chapman's character that he hadn't seen previously. "Jimmy had an accident and retired, and Trevor Taylor was circulating a long way ahead of the car behind him. I just happened to mention that I didn't know what the gap was between Trevor and the next car because I only had a one-day clock," laughs Cedric. Chapman was not amused, and Cedric was told in no uncertain terms to keep his ridiculous comments to himself.

"Colin was a genius. He was dynamic, brilliant and exciting to work for, but although well capable of taking the mick out of and laughing at other people, he couldn't stand the mick being taken out of him," says Cedric. "He was intolerant and always on the end of a short fuse, but it was because of his temperament that he could always get out of aggro, and I'm sure that Lotus wouldn't be in the unhappy situation they're in today if he was still alive."

Despite many problems with the 25, the 1962 season went reasonably well; but 1963 was mustard for all concerned with Team Lotus. Not one member of the team put a foot wrong all season, and Jimmy Clark won seven out of the 10 rounds of the championship, finishing second, third and tenth in the three others.

"Jimmy really came of age that season and proved that he was the genius Colin always knew him to be," says Cedric. "We achieved everything we set out to achieve. Winning was all-important to us; finishing second was the same as finishing last, but this time, Jimmy had won the championship in a car that I had built and prepared for him. It was all very special and a great



**Designer Len Terry confers with Endreweit, Selzer and Chapman over the Indy car. Selzer still uses the same tool box which accompanied him to all those memorable Grands Prix, left.**

personal achievement for me."

After clinching the title, Clark gave Selzer a framed photograph of the great man in action at the wheel of the 25. On the bottom of the picture Clark wrote. "To Cedric, with many thanks for all your help for preparing my car to win the World Championship. Many thanks, Jim Clark." It is one of Cedric's most treasured possessions, and he proudly keeps it hanging on the wall of his study. As a gesture of his appreciation for their efforts in winning the 1963 title, Colin

***"Colin was a genius. He was dynamic, brilliant and exciting to work for, but he couldn't stand the mick being taken out of him"***

Chapman presented each member of the team with a brand new Ford Cortina GT.

"I had the great fortune to be introduced to Fangio at a cocktail party a few years ago and, through an interpreter, he told me that he ranked Jim Clark as the world's greatest driver ever, which I thought was quite something," says Cedric. "It's always worth bearing in mind today that Clark won 54 Formula One races in his short career: not all of them were for World Championship points, but they were all contested by the top drivers."

Selzer stayed on with Lotus until the British Grand Prix of 1964, when he finally handed in his overalls and spanners. "I'd lost my hunger for winning: there were no more mountains to climb, so I took a job as the manager of a Mercedes-Benz dealership," he explains.

Brief flirtations with motor racing included working with Ulf Norinder and Robin Widows with their Lola T70 in 1968 and 1969, with Jackie Oliver in F5000, and the Hon Gerald Lascelles with the Nerus Silhouette project in 1970. "That season cost me so much money that I swore I'd never look at a racing car again," says Cedric. "By that time, the world of motor sport had changed. The people and the cars were altogether different. I used to think about all the really nice people I'd met, like Bruce McLaren and Tony Maggs, but Bruce was killed at Goodwood and there didn't seem to be a lot of point any more.

"Jimmy had died at Hockenheim, and after that, I lost a lot of the enthusiasm I once had. That was a dreadful day for everyone involved in motor racing. Fangio told me that the rear suspension must have collapsed, because if a breakage had occurred somewhere in the front suspension, Jimmy would have easily been able to control the car. But I suppose we'll never know what really caused Jimmy's fatal crash. . ."

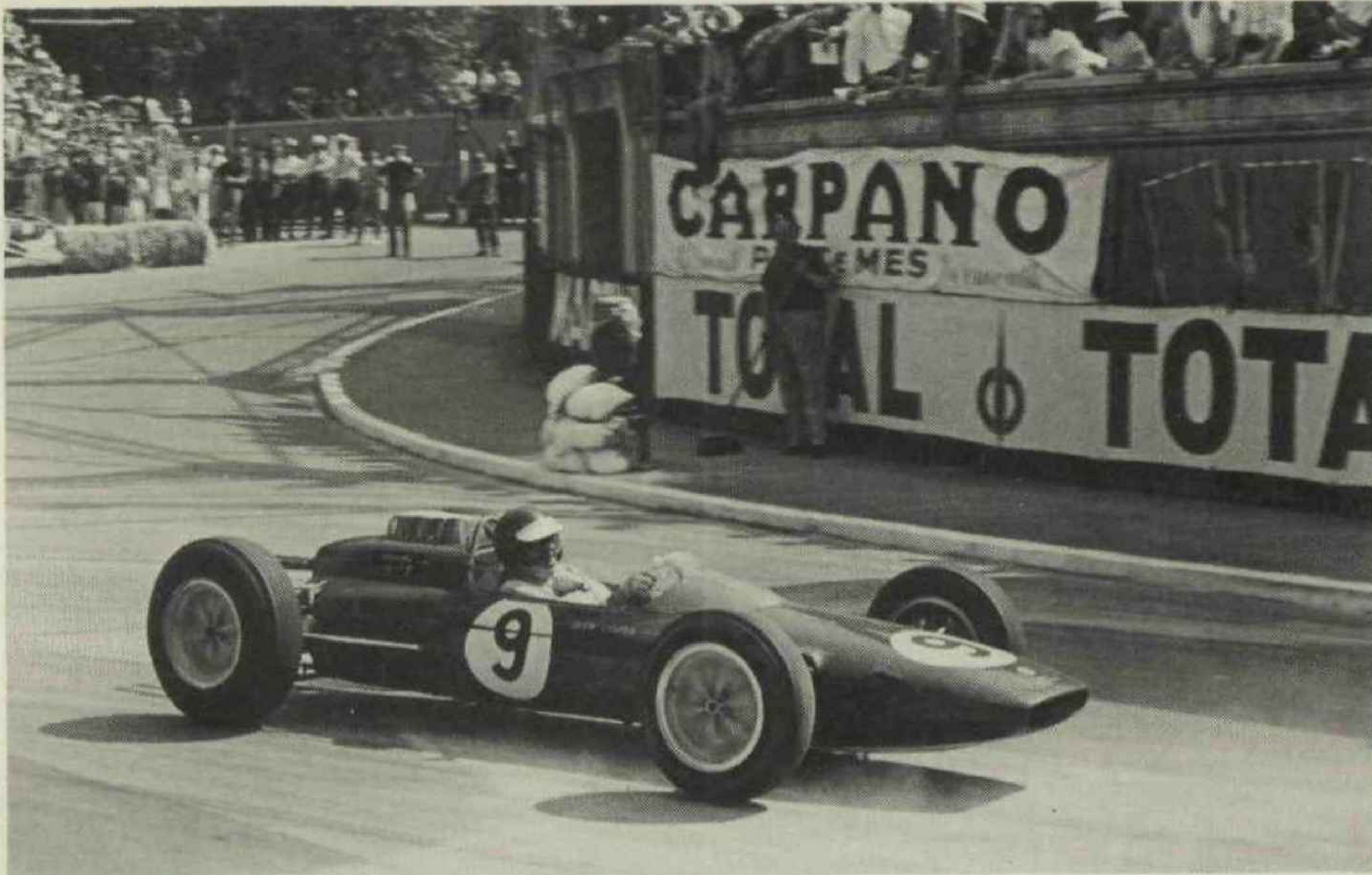
Like everyone who has been infected with the racing bug, Cedric eventually discovered that he couldn't keep away from the circuits. A trip by helicopter to the British GP in 1980 reawakened his interest, and he discovered a 'new' world of historic single-seaters. Since then, he has been totally absorbed: building, rebuilding and maintaining old Grand Prix cars for a variety of clients throughout the world who, like Cedric, have come to appreciate that the controversial 1½-litre racing cars built between 1960 and 1965 are amongst some of the most important and exciting GP machines of all.

Some years ago, he rebuilt his very own Lotus 25, and enters it for selected historic events today. "Some of the bits and pieces were taken, with permission of course, from the Lotus scrap-heap a long time ago, and over a period of time, I made or bought a sufficient number of parts to complete the car," says Cedric. "I've no doubt that if Colin were alive today, he would claim that it still belonged to him — but that would be one battle that he most definitely wouldn't win!"

**LM**

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| 1994 FERRARI 355 TB. Red, black hide, 2,000 miles, C/D (M).....                              | £89,950  | 1992 MERCEDES 300 SL 24V. Red, Cream hide, R.St. 8h Alls, 36,000m, FSH. (K).....     | £46,950  |
| 1992 FERRARI TESTAROSSA. White, Blue hide, 2,000m, super value.....                          | £66,950  | 1990 MERCEDES 300 SL 24V. Almandine, Black hide A/C v.h. Spec. 43,000m.....          | £43,950  |
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| 1994 BMW M3. Avus Blue, Silver hide, A.C., Roof, 17" Alls. 1 owner, 6,000m.....              | £35,950  | 1994 MERCEDES C280 SPORT. Auto, White, AMG 3.6 body kit, v.h. spec.....              | £32,950  |
| 1994 BMW 540 TOURING AUTO. Oxford Green, Silver hide AC, Alpina whls, 14,000m.....           | £33,950  | 1995 MERCEDES E320 COUPE. Azurite Black hide, air con. del miles. G. saving.....     | £43,950  |
| 1990 RR SILVER SPIRIT II. Royal Blue, Parch hide P.Blue, 12,000m, FSH.....                   | £49,950  | 1993 MERCEDES 300 GDS. Tur. Dsl, Blue/Black, Auto, many extras, 23,000m. (L).....    | £25,950  |
| 1985 RR SILVER SPUR CENTENARY. Royal Blue, Champagne hide, 1 owner, 180m.....                | £87,950  | 1992 MERCEDES 500 SE. Pagett Red, Cream velour, h.spec. 1 owner, 24,000m.....        | £43,950  |
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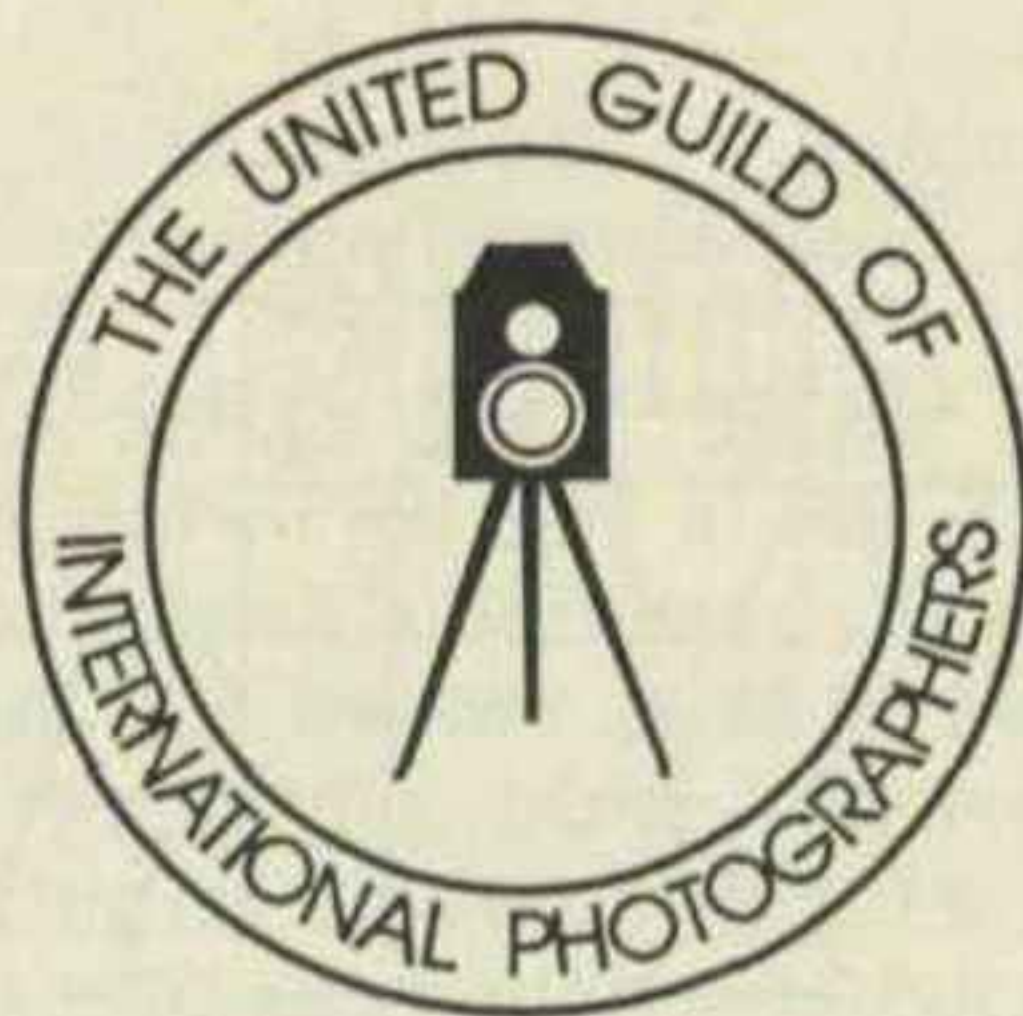


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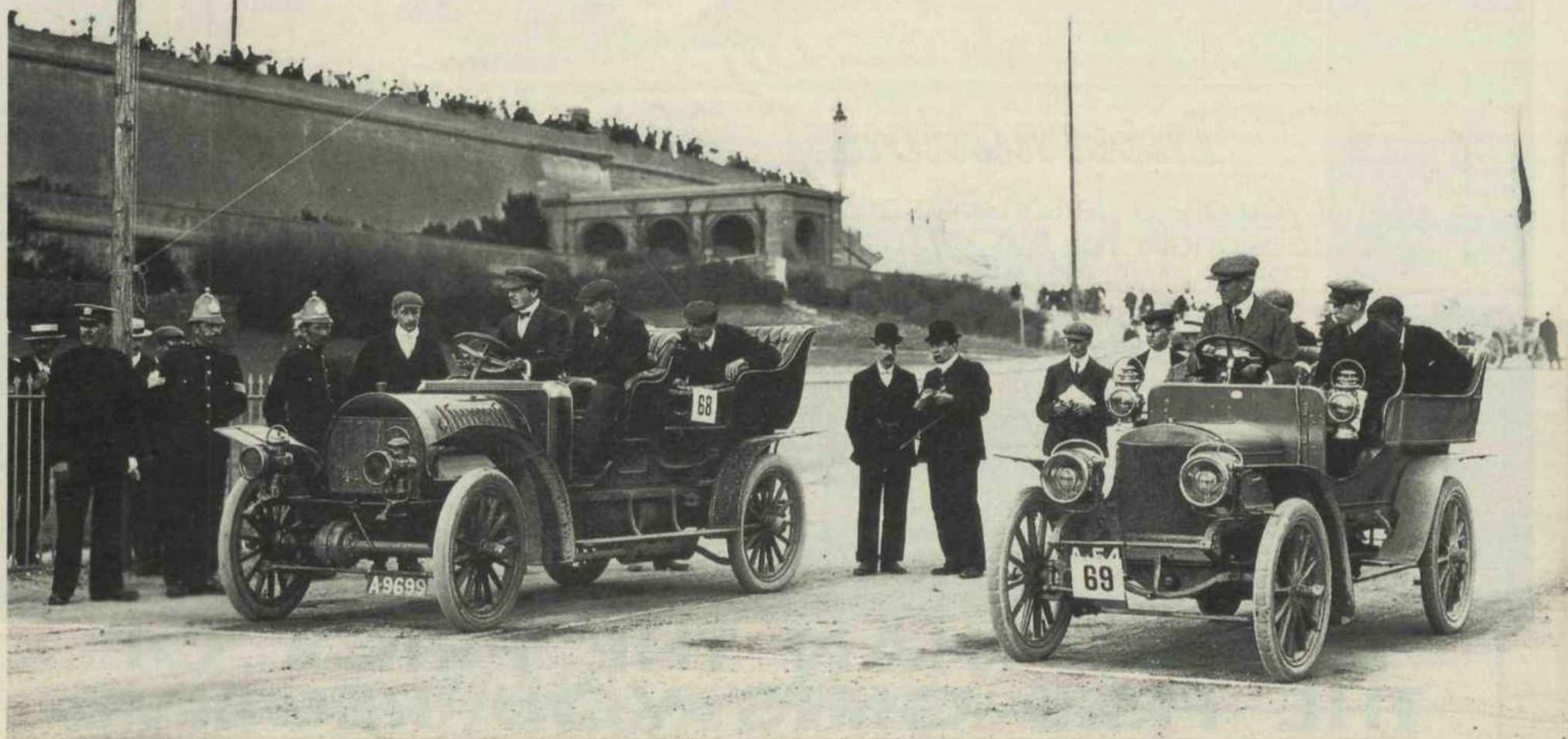
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# THE SUPERLATIVE SPYKER



At the 1905 Brighton Speed Trials, this touring Spyker (left) displays a front differential, two years after the experimental 4WD racer.

**T**he "Dustless Spyker" — so called, not because it excelled in those RAC dust-trials aimed at keeping down road grit but because it was designed to avoid dust penetrating to the engine and other areas — was a fine Dutch motorcar, perhaps less well-known here than its merit justified.

In 1899 De Industriële Mastschappij Trompenburg started to make motor vehicles at its factory in Amsterdam. With its great coach-building reputation this was perhaps natural, for the flat roads of Holland must have seemed well-suited to carriages propelled by mechanical means, however primitive. As was by no means unusual, the first Spykers, built by the brothers Hendrick and Jacobus Spijker, were really improved versions of the Benz. And why not, for the Benz Ideal, crude as it may now seem, was a good proposition then, the first practical horseless-carriage of automobile concept.

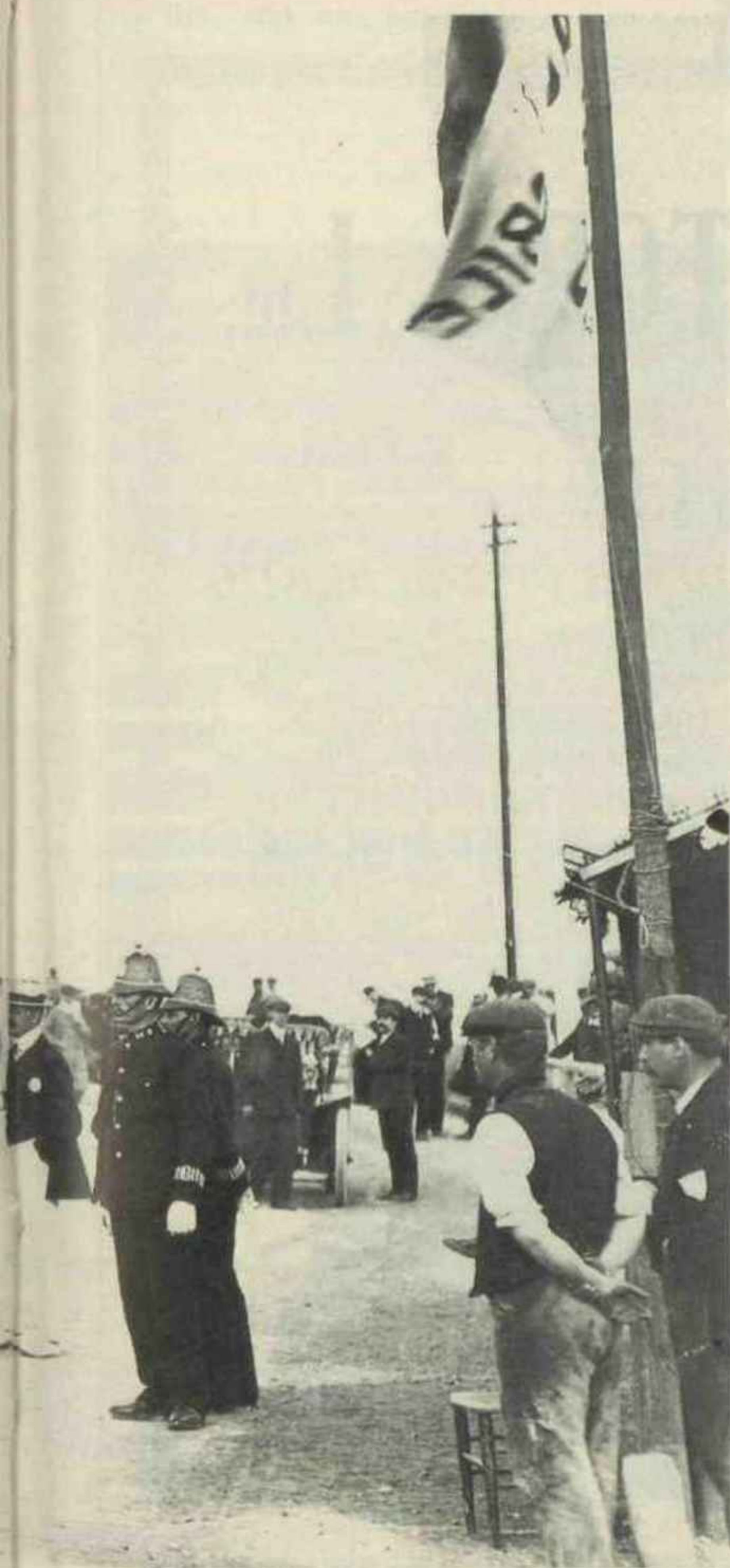
To the credit of the Spyker organisation, however, it was soon supplementing these modified Benzes with its own very different model, which had a flat-twin engine with well conceived cooling fins on its cylinders, mounted at the front, driving to the back wheels, not by belt, but by shaft and gears. Moreover, there was a two-speed-and-reverse gearbox and it ran on Michelin pneumatic tyres, instead of on the "solids" of

a Benz. This advanced autocar formed one of the Spyker exhibits at the 1900 Amsterdam Show. The following year Jacobus had sufficient confidence in the flat-twin model to compete with it in the Dutch Automobile Trials, averaging, it is said, 15 mph for the 340 miles, with a weight equivalent to three occupants. No mean feat, over 90 years ago. . .

This convincing showing made the company very optimistic of adding to Holland's ship-building industry that of motor-car manufacture. Their new factory was intended to turn out 500 cars a year. Optimism is to be applauded, but does not necessarily bring the hoped-for results. Holland had no raw materials, so Spyker had to import castings from Brussels and make its own parts and bodywork. Whereas Rolls-Royce made many of its own components for excellence, Spyker had no choice but to adopt the same method. So the motor-car venture was by no means easy. Sensibly, two French engineers and Valentin Lavolette from Belgium were taken on, the latter having a good influence on the pre-WWI Spyker products. These were at first conventional T-head 12 hp twin-cylinder and 20 hp four-cylinder cars, with shaft drive, Spyker never using chain final drive. Very early on, the Elsworth Automobile Company in Bradford secured the

English agency and there was a move to prevent dust from the then largely-unsurfaced roads getting to the engine. The 20 hp car had a 5-bearing crankshaft and the 1.9-litre Spyker could be brought here for £380 in 1903.

Fame came to the Dutch Company when it built a revolutionary six-cylinder racing car, the design of which was rumoured to have been commenced in 1901. Revolutionary it was, because it has always been accepted as the very first six-cylinder car. Napier, of course, pioneered the original production six-cylinder chassis and Sunbeam was not far behind, but this Spyker, which was a complete entity by 1903, got there a year before them. However it was a racing car, intended it was implied, for the Gordon Bennett race that year, although it never appeared therein. It had a 60 hp 120 x 128mm (8.7-litre) T-head engine in a short-wheelbase chassis. It also pioneered 4WD, because having constructed this monster, it seemed expedient to take the drive to the front as well as to the back wheels, in view of the small-section tyres of those times and the anticipated power output. What more logical than to have a cardan-shaft from the gearbox extend forward, to drive the steered wheels? Nor was that all, in the "firsts" department. For the 60 hp Spyker had 4WB, achieved by putting



Valentine Laviolette's transverse-camshafts, involving complicated gear-drivers.

But these things apart, Spyker made some good and varied cars in this period, from a small twin-cylinder chassis intended for taxi work to a 7.9-litre 25/38 hp and an exciting 155 x 140mm giant based on a 9.9-litre racing car Spyker is alleged to have built for the 1907 Kaiserpreis race, but them found to be too large for the 8-litre race-limit. Otherwise Spyker avoided racing, apart from finishing in the 1907 Pekin-Paris marathon, but concentrated on its production models, using T-head engines with ball-bearing crank-shafts and dual 8-plug ignition. Every so often they would try to depart from convention — compressed-air transmission, full elliptic front springs, and a short-lived short-stroke 4.2-litre six-cylinder model with one transverse camshaft-per-three-cylinders, the crankshaft whip of which destroyed its timing gears. . .

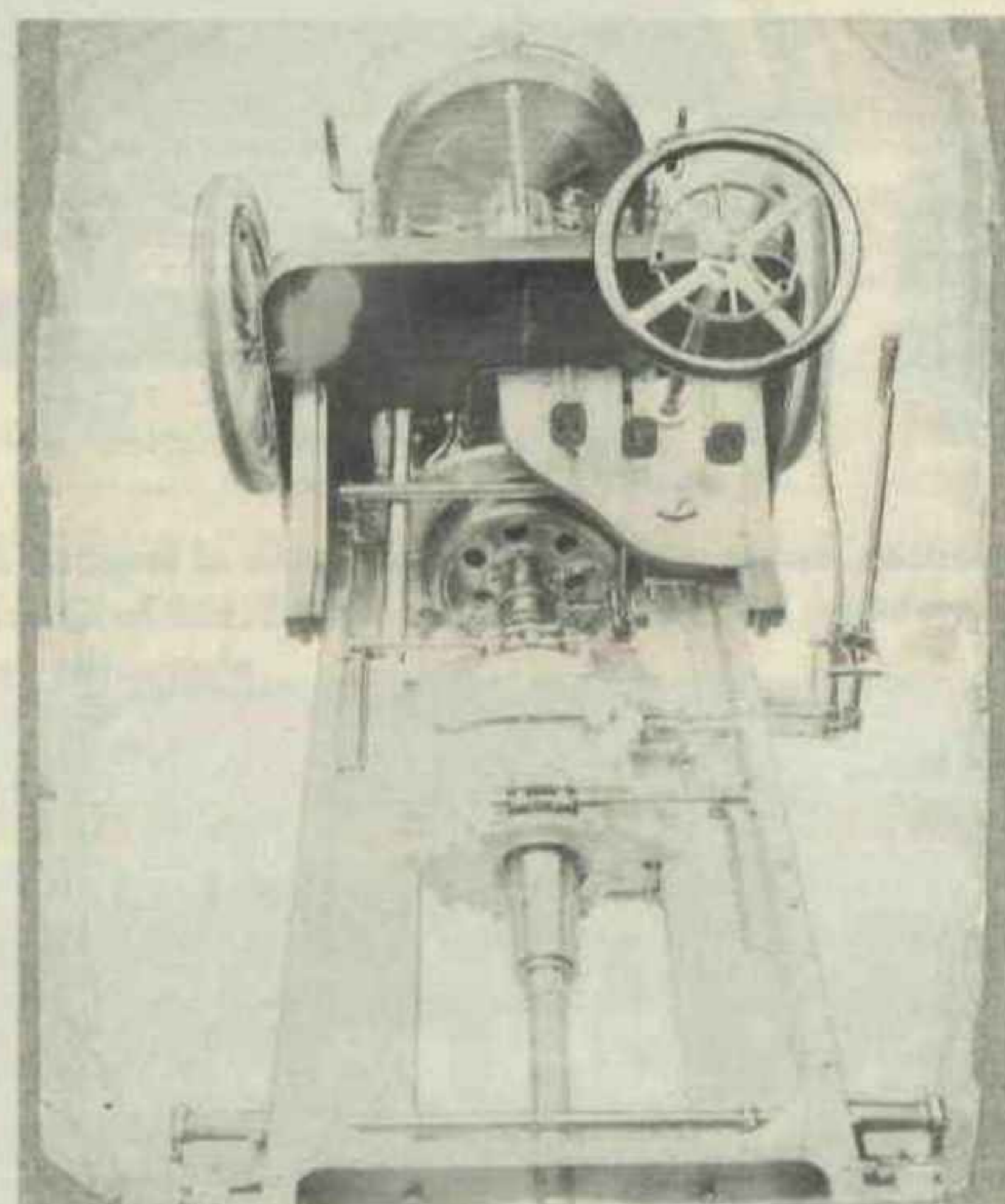
But on the whole the Dutch manufacturer made very dependable cars, which found diverse markets abroad and of which HM Queen Wilhelmina had four between 1910 and 1914. The four-cylinder cars could compete with sixes of other makes for

quietness and smooth-running.

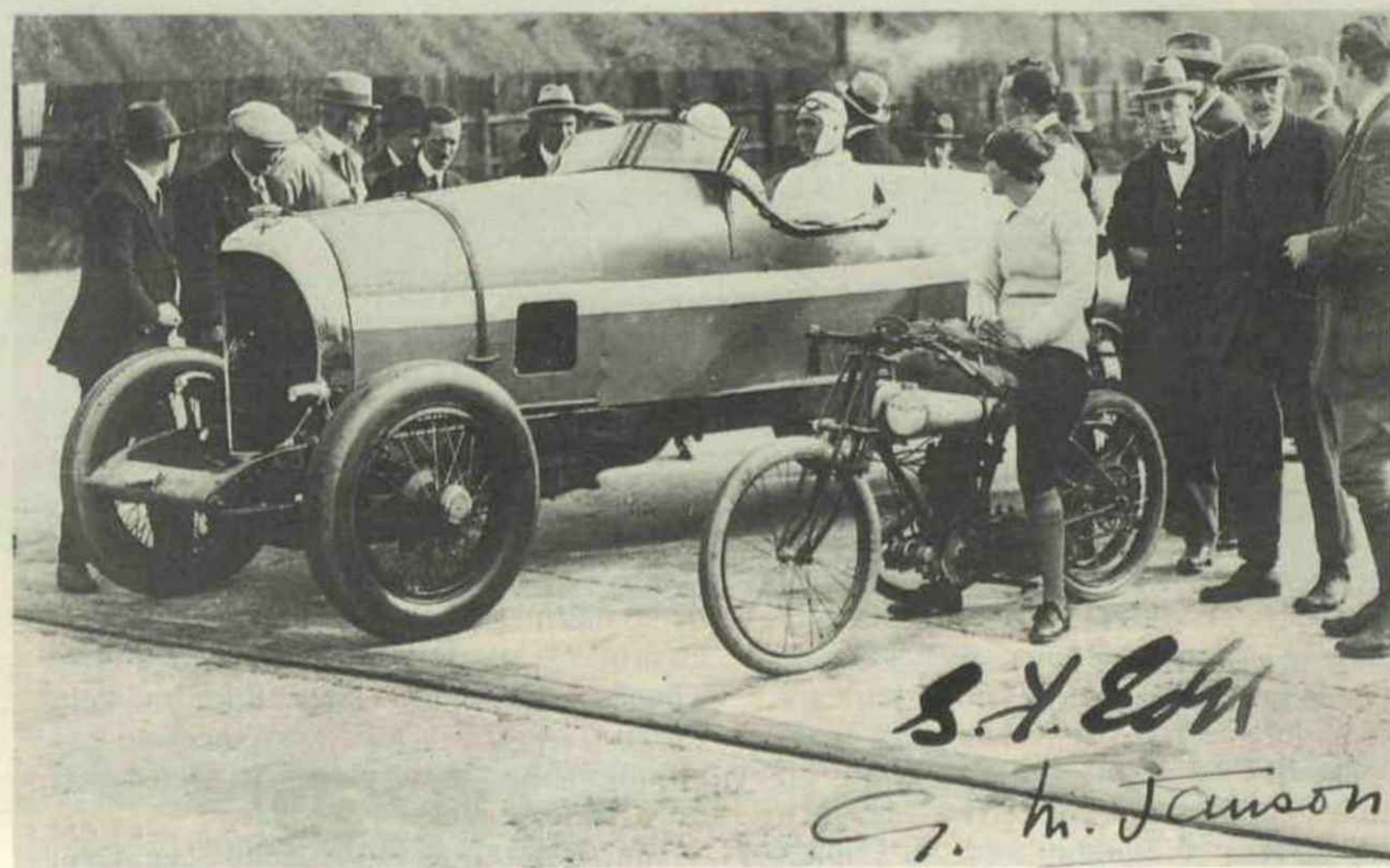
In 1905 the characteristic round radiator was adopted, a sort of Spyker trade mark, if one discounts the fact that round "coolers" were found also on Delaunay-Belleville, Maudslay, Britannia, Badminton, Enfield, Remo, NAG, Germain, Speedwell, Hotchkiss, Sheffield-Simplex etc. From 1914, though, the Spyker's new slightly vee-fronted radiators introduced a hint of ovality. . . The "Dustless" aspect of this make had been fully developed by 1906, scoring bonus points in the then-popular "dust-trials".

Before the First War the 10/15 hp (£380), 15/20 hp (£490), 20/30 hp (£590) and 30/40 hp (£690) were available here from the British Automobile Commercial Syndicate in Long Acre, London. Transport managers usually do a sensible deal, and brewers Bass-Charrington bought a fleet of 20/30 hp Spykers in 1907 and put bottle-shaped bodies on them; a good move, as when one was serviced after 200,000 miles the back-axle crown-and-pinion were found to be unworn. At this time another user, who drove 20,000 miles a year for 9½ years, a big mileage in pre-war days, reported that his Spyker had required only two new ball races, in gearbox and back axle, and five new piston rings, in that mileage; so the Dutch Spykers were making long-wearing cars. . .

Although Holland remained neutral during the 1914/18 war and Spyker was able to make cars until raw materials dried up in 1917, their new London agents then being Simpson Taylor Ltd, they later made Clerget rotary aero-engines (or were these Bentley BR rotaries?). This required a new tool-room, and in consequence Spyker was well advanced with its post-war model. This was the L-head monobloc four-cylinder 90-bore 3½-litre 13/30 hp chassis. It used many



Quality engineering shows on a 1907 four-cylinder chassis, left. In 1922 S F Edge chose a sports-bodied Spyker-Maybach to break his own 24-hour record, with G M Jameson, below.



a brake drum on that front cardan-shaft.

It seems that more than one of this remarkable design was made, that it was even listed by those English agents, priced at £1600, and that a few may have found customers on the Dutch market, until it fizzled out by 1907. Except, that is, as an exhibition attraction. I think it was railed to the Crystal Palace Show, and I seem to remember that it was damaged in transit and also caught fire. It reappeared at the London depot in 1910 and was restored in the early 1920s, when its original circular radiator was changed for one of vee-formation.

Until the outbreak of war the ingenious Jacobus Spijker kept the company busy not only with a range of sound conventional cars but with many less successful ventures, such as his "circular" engine with very elaborate water cooling of valve chests and heads, which merely overheated, carburetor novelties and Allen-Liversidge front wheel brakes which were available only on the 20 hp Spyker and only during 1911, either because they did not work well or due to the suspicion about such brakes which persisted into the early 1920s. Another not-exactly-popular innovation was a foot-board split into moveable sections in place of the conventional pedals, to give a level floor before the driver. Then there were

American components, had central gear and brake levers, dual magneto and 6-volt coil ignition, a multi-plate clutch, 3-speed gear-box, ½-elliptic suspension and came with two spare wire wheels shod with 820 x 129 tyres. The chain-driven fan incorporated a lever-engaged tyre inflator, and the fuel tank slung at the back of the 10ft 11in wheelbase chassis (vacuum-feed) held 18½ gallons. Maybe the whole chassis had been imported from the USA. The car lacked power and cost £900 as a chassis, in London. Some *aerocoque* sports bodies with tail fins were sarcastically named the "Flying Hens". Only 330 13/30s were made, Queen Wilhelmina among the owners.

Prior to that, the 20 hp model had been given light steel pistons, a stiffer crankshaft and enlarged valves. This 1915 sporting Spyker, which had dynamo lighting but no starter, could do 68 mph on a 3.2-to-1 top gear. This led on to the far better Type C-4 30/40 hp Spyker, the work of Frederick Koolhoven, who had been in England with Armstrong-Whitworth as one of their aeroplane designers during the war, before joining the British Aerial Transport Company. He used a six-cylinder side-valve dual-ignition 5.7-litre Type W-3 95 x 135 mm Maybach engine developing 72 bhp at 2200 rpm. This was a true luxury car, and in 1921 the faithful Queen ordered two 30/40 landaulettes. By this time the British Spyker Company had been formed, at Duke Street, London, managed by Col S Janson. The Colonel must have found it hard to sell this aluminium-bodied 43¼-cwt tourer at £1950. However, in its own country it fared well. An RDAC-observed trial of 30,000km (shades of the R-R Silver Ghost 15,000-mile trials of 1906) was delayed only by a defective magneto and 13 duff valve springs, replaced at a cost of £2, and showed afterwards only slight wear on one spring shackle and a valve guide that needed replacing. Also in 1921 Koolhoven drove fast in a sports 30/40 from Paris to Amsterdam, while here Col Janson set off on a tour to demonstrate the new car. It had the good features of former models, such as dual-ignition, etc, an alloy bulkhead and a variable-speed fan, unexpected in a car from the flat-lands. Less acceptable was the M-shaped gear gate. Front brakes were fitted by 1923. By 1920 the new Spyker had made the London Show, exhibited by the revised Netherlands Auto & Aeroplane Mfg Company, but it had gone after 1923, during which time the chassis price had fluctuated between £1500 and £1100. Another piece of publicity came in 1922, when *The Motor* agreed a wager with S F Edge of a copper medal against £100 to charity if he could beat his own 24-hour record made at Brooklands on a 60 hp Napier in 1907. Edge chose a 30/40 hp Spyker with a lightweight 2-seater racing body, to meet the challenge. I suspect he was thinking of future commercial projects, should AC fail (I believe he had already negotiated a Spyker agency) apart from a large car being more comfortable for such a long stint. The venue was again Brooklands. All went well for Edge, no trouble occurring with the Spyker-Maybach at lap-speeds of 80 mph, and the Dunlop

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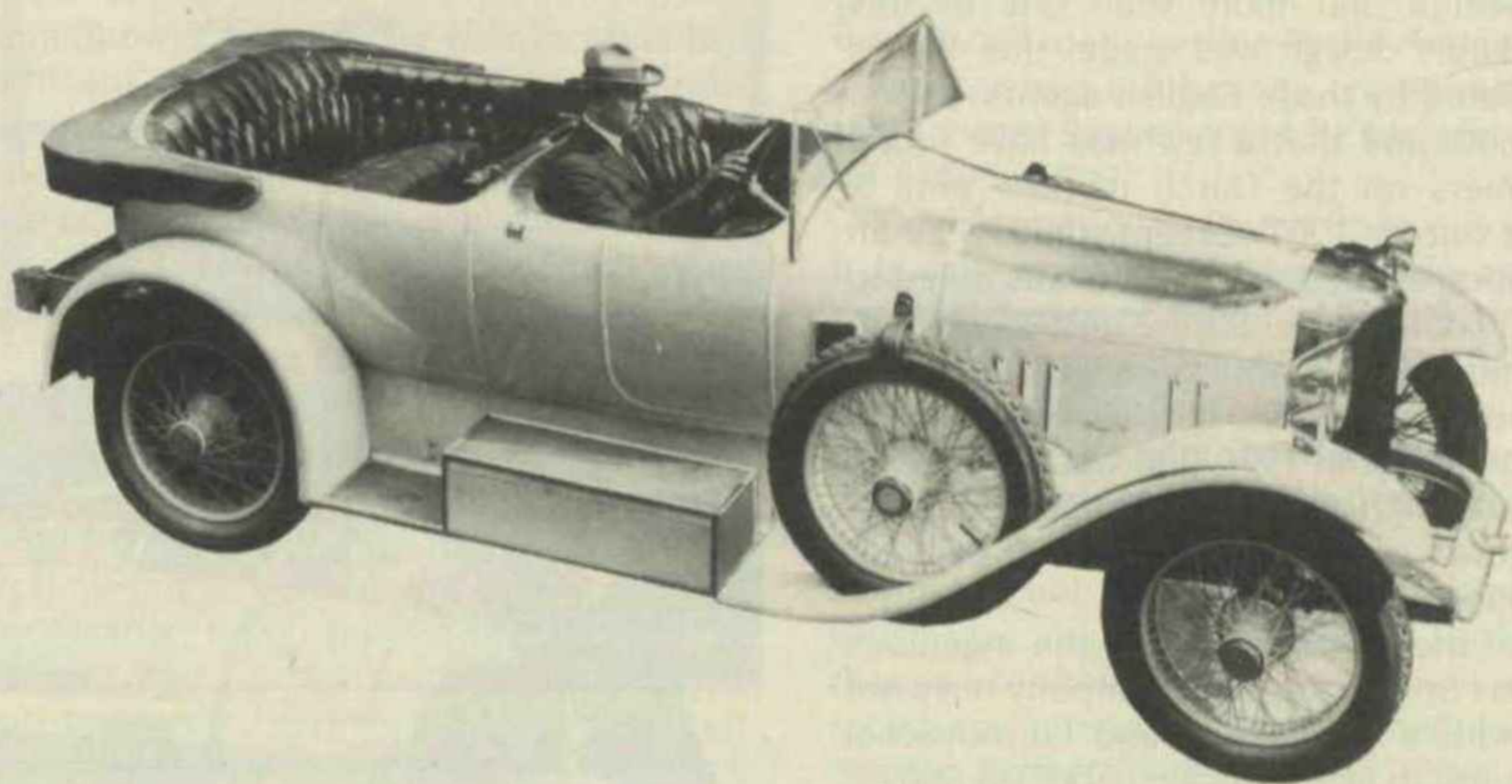
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Col Janson, below, setting off on his South of England demonstration run in 1921 in the then-new 30/40 hp Spyker, which had by then jumped from £1950 to £2600 – quite a step from the 25 hp advertised at £1550, above, the year before.



tyres would have lasted the entire distance had not one been punctured by a nail, another by a screw. Edge, 54 years old, averaged 74.27 mph for the 1782 miles 1000 yards (the Napier record was 65.90 mph). The Spyker used Shell petrol, Castrol oil, KLG plugs, and Rudge wire wheels. *The Motor* gave Edge a gold medal. . . A car which perhaps received less attention than it deserved? It seems that only 150 were made. . .

The *marque* was in the public eye again

when a 1905 Spyker was used as a foil for the 1904 Darracq *Genevieve* in the celebrated film of that name; but by then it was too late. The firm had ceased production in 1925, momentum having no doubt been lost after Hendrik left for the East Indies in 1905 to work his rubber plantations, for in 1907, when he was returning from seeing Mr Elsworth in England after the French agent, M Subardie, had defaulted over a big order, the steamship *Berlin* went down, and he was drowned. **W B**



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# A Wet Colerne



**T**he VSCC's requests to the weather-gods met with a bleak reception on April 21, when the Colerne speed-trials were run off. Rain bucketed down for the practice runs and a cold wind added to the unpleasantness. But a great many onlookers came, and although the motorcycle demonstrations were cancelled for safety reasons, pedal-power was deemed less risky, and the bicycle races took place.

This year the Aero-Engined CC decided not to monopolise the menu, with this litreage business, but the spectators pressed round the Mercedes-Maybach, and Nic Harley's R-R Merlin-engined Continental Phantom, while in the background the Leyat made its prop-propelled way about the paddock. Rain ruins records at such an event, but it did ease up for the timed runs, after Donald Day had spun his ERA R14B in mid-course getting ready for them. Out of an entry of 162, in 11 classes, White's twin-cam Salmson was No 1, President Barry Clarke ran a 1929 Austin 20 modified into a smart sports-model lookalike except for bolt-on wire wheels, to which he modestly drew my attention (40.63sec), and a "new" car was Irwin's Chevron Lasagne, so-called because it has a B2 Citroën chassis and a 2½-litre Hotchkiss engine, its radiator neatly disguised and a fairing over its front axle (41.22sec on the faster of two very consistent runs).

The rain took its toll — no ¼-mile times, no terminal velocity speeds; comparisons would have been interesting, because a wet track calls for getaway skills but need not have affected the top speeds very much. . . As it was, FTD went to Tony Bianchi (1958 6.4-litre Farrallac Allard) in 25.13sec, plus a class record, but he was naturally 2.25sec slower than the course-record. Going on hastily to the fast vintage cars, which is surely more what the VSCC should be about, this was achieved by Flack's 1930 8-litre Bentley, in 26.87sec, 1.63sec below the vintage class-record, deservedly winning the Colerne Trophy.

Of the class winners, Anabel James in the Frazer Nash "Patience" was best in both the



Spencer Flack defied the rain to collar the Colerne, above; meanwhile Irwin blessed the recent marriage of Citroën chassis and Hotchkiss power, top.

outright and vintage 1500cc sports cars categories (37.57sec), from Goodkan's Riley 9 and her Dad in the same FN. Of the over 1500s, Reynolds' 4½ Bentley also wiped up both categories (33.16sec), from Sparrowhawk's 4.3 Alvis (35.67sec). Of the more

## VSCC Light Car Weekend

**W**e reported on this event of April 1/2 last month but the results were then unavailable. The Saturday driving tests were attempted by 57 drivers and there was only one retirement, that of James Diffey (1926 9/20 Humber). Seven competitors gained **First Class Awards**: — H Colledge (1929 A7), A Tongue (1929 Morris Minor), P Gledhill (1928 A7), Paula Thorpe (1929 A7), D Marsh (1927 A7 box saloon), T Hallam (1924 AC) and Rosie Shapland (1925 10/23 Talbot). **Second Class Awards** were won by R Marsh (1927 A7 saloon), H Hickling (1917 Dodge) who also took the Edwardian prize, M Bullett (1920 GN), P Morgan (1924 Humber 8/19), Jane Brereton (1927 A7) and M Croome (1904 8 hp Wolseley). Those who had to be content with **Third Class Awards** were: Dr W Sellers (1928 A7), D Roscoe (1913 Overland 69R), P Tebbett (1930 Mulliner A7), G Stanton (1924 Humber 8/18), D Woodburn (1925 Gwynne 8), P Baker (1922 Fiat 501), and T McEwen (1921 GN Vitesse).

On the Sunday 48 competitors tackled the

specialised 1½-litre sports cars in the vintage category, Mrs Walker maintained the family reputation with 40.66sec in their Frazer Nash, Wakeley's Rapier Special scoring in the pvt division (32.92sec). Flack obviously had the big sports-car class sewn up, beating Bullings's blown Derby 3.6 Bentley by 3.40sec.

Against a girl in an non-s/c A7, Baxter could hardly help scoring in the 1000cc racing car class (36.13sec) and only one blown A7 ran in the pvt section (39.81sec). Of the 1500cc racers, Rides's Riley was quite the quickest (33.73sec), with the Gillow Special taking the pre-1931 section (40.60sec). Freddie Giles led the over-1½-litre vintage class in the FN/GN with only 0.10sec between his two runs, the faster in 28.62sec, compared to Tidball's 25.14sec in ERA R14B, its owner second, in 25.65sec; moreover, Tidball was only 0.03sec slower on his second run. Results were hardly representative, the ratio of runners to non-starters being 75/65, and neither of the cyclecars, AV and Bedelia, managing to complete the kilometre course.

Only a lone Historic racing car appeared, Gilbert's Cooper-Bristol (32.32sec) but the Edwardian and Aero-Engined class attracted its full complement of eight, of which Mark Walker's 6.1-litre Cirrus aero-powered Parker-GN was by far the most impressive, confirming, though there is absolutely no need, Mark's driving prowess. He clocked 29.17sec, compared to Ben Collings's best of 34.60sec in the 19-litre Mercedes-Maybach, its gear ratios not perhaps best-suited to a s s kilometer. But Ben won on handicap, from Lemon's 1913 Vauxhall, which lost to Ridley's 1914 TT Sunbeam on time by 0.44sec on its only run.

In all this spray and misery the fast lady proved to be Mrs Wigg (blown 1933 1½-litre MG, 34.64sec). It was all pretty miserable, but Colerne is still Colerne. **W B**

trials' hills, which dry weather had made reasonably easy, although the "Llwynbarried hump" stopped some of the longer-wheelbase cars. Overall victory went to Peter Gledhill in his 1928 A7, as last year, and the Kate Hutchings Trophy was won by John Chloe (1930 A7). **First Class Awards** were won by Sue Hirst (1930 Morris Minor), J Musty (1927 A7 GE Cup-model), M Brereton (1927 A7), P Liouse (1927 A7), A Marsh (1925 A7), Dr N Bell (1928 A7) and D Roscoe (1913 Overland). **Second Class Awards** by P Gledhill (1928 A7), J Diffey (1926 Humber), P Bullett (1928 A7), D Wilkinson (A7), Paula Thorpe (1929 A7), J Fenton (1912 Buick 28) and P Spencer (1915 Buick C55). **Third Class Awards** by C Gordon (1929 A7), R Threlfall (1927 A7), Monica Gray (1925 A7), R Britcher (1925 Talbot 10/23), T Colledge (1929 A7), J Chloe (1930 A7) and V Lane (1915 Buick D45).

It was noticeable how the Edwardians did well in this trial but once again the Austin 7 proved to be the best bet for winning VSCC DT and trials awards. **W B**

# Trials MG Sixtieth

The MGCC got a very fine response on April 29/30 to its 60th Anniversary of the formation of the MG works trials teams, based on The Bear on Rodborough Common, Stroud, from which so many pre-war trials started and finished, with a large marquee housing the historic MGs, and a post-luncheon photo-call on Minchinhampton Common. The line-up included the PA, PB and later TA "Cream Crackers" and the "Musketeers", plus two works replicas. These MGs, all but one pre-1939, were joined by the A7 "Grasshoppers", including the ex-Kay Petre car and the works Singer ADU 263.

The hotel car-parks were full of other MGs of every type, and some of the pre-war trials drivers joined in, while Maurice Toulmin's son Jonathan, in correct leather cap, drove the PA "Cream Cracker" TJ 5000, but unfortunately with so much spirit up the dreaded Nailsworth Ladder in the "Kimber Trial" on the Sunday as to break its differential.

It is significant of the enthusiasm that exists within the MGCC that so many wished to attend this event that "overflow" dinner arrangements had to be made at another hotel, and good that so many of the works trials MGs have survived. Those entered included the Centric-blown ex-Toulmin 1934/35 PA-type "Cream Cracker", the ex-J A Bastock non-s/c PA "Cream Cracker", the complete team of 1935/36 Marshall-blown PB "Cream Crackers" driven as works cars by Maurice Toulmin, Ken Crawford and John Jones, two of the non-s/c



Blown PB trialled by Maurice Toulmin in the 1935/36 season, top. Above, PA "Cream Crackers" driven in 1934/35 by Bastock (left) and Toulmin.

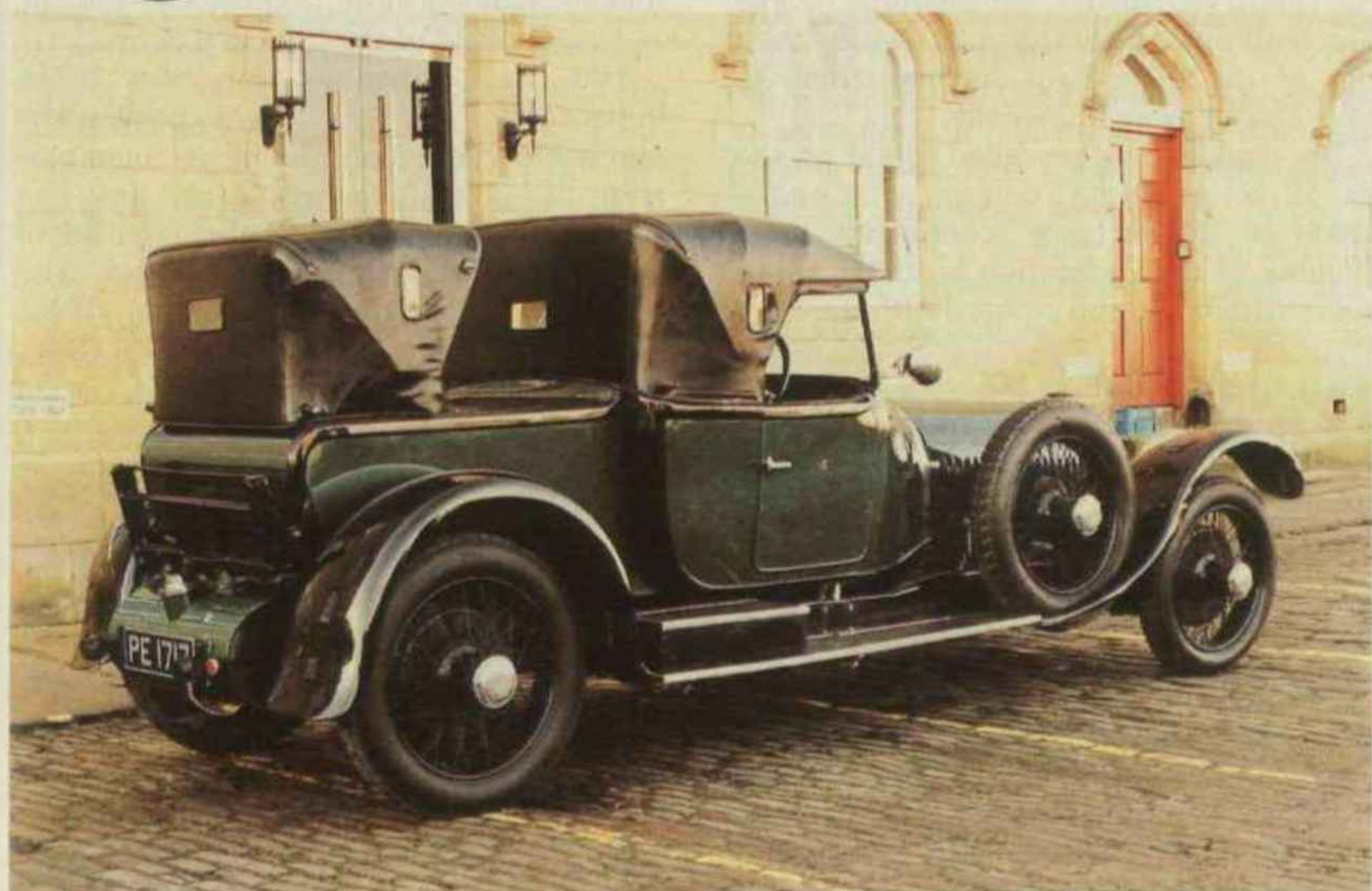
1937 TA "Crackers" ex-Crawford and Jones, the ex-Jones 1938 VA-engined 1708cc "Cracker", the 1935 ex-works "Musketeer" NE Magnette "Artemis" which Sam Nash once campaigned, the TA MG "Aramis" which A B Langley drove for the works in 1937 and Macdermid's TA-type works car of the same name, used for the 1938/9 seasons. These were backed up by the two works "Musketeer" replicas, one a 1938 TA. Very creditable, in view of the terribly hard competition life these MGs led. They looked like new cars at the reunion, and were of course in their correct pre-war livery. WB

## Home Again

It is good to hear of the return to the town of its origin of the only surviving 50 hp Sheffield-Simplex, which Lord Riverdale restored some years ago and with it re-enacted the End-to-End run of 1911. Malcolm Dungworth, fleet manager of SIG (formerly Sheffield Insulations Group PLC)

knew of this Sheffield-built 1920 car and was able to persuade Mr Norman Adsetts, Chairman of the Company, to buy it for the City, he being also Chairman of the Governors of Sheffield Hallam University and one of the partnership, with the Cutlers Company and the City Council, which founded the new Kelham Island Trust to run the museum of that name. This fine and very rare Sheffield-Simplex will lead a cavalcade of vintage cars through Sheffield on June 4 and be part of an exhibition of local transport vehicles at the museum during the summer.

Intended as a rival for the Rolls-Royce, the 50 hp Sheffield-Simplex appeared at the 1920 Olympia Show and was exhibited again in 1921, the post-war design of Earl Fitzwilliam's Company which had been making armoured cars and other military vehicles during the war. With its 8-litre six-cylinder engine, four-speed gearbox and 4WB it may well have received glances from the Derby engineers! But it never made the grade, and Earl Fitzwilliam used the car in question on his Irish estate. It was sold in the 1940s and was owned for a time by Lord Riverdale before going to America. Mr Adsetts drove it on its return, and arranged its purchase for the museum after hearing that it was probably destined to go to Mexico — excellent that it will remain at its birthplace. WB



The distinctive twin hoods of the 50hp Sheffield-Simplex which has returned to the city.



## Bugatti OC Spring Rally

Organised by Sir John Venables-Llewelyn, assisted by Mark Garfitt, this involved two nights at the Metropole Hotel in Llandrindod Wells, well-known rally centre, for a couple of days' scenic motoring, finishing up on the Sunday of the May (VE-Day) Bank Holiday weekend at the home of Lord Raglan, near Usk, where the Bugattis formed a fine display in his forecourt, while the rallyists enjoyed an excellent lunch prepared by Mrs Armitage.

Only one Bugatti had trouble, with bearings exuding white metal into the oil filter, although by then the cavalcade was somewhat depleted because some cars had gone to Prescott for the International hill-climb there. However, two Type 51s, one in racing trim, John and Mark's Type 35s, two Type 43s, a Type 44 saloon and tourer, a Type 40 and two Brescias made a fine showing in the warm sunshine, supported by a Phantom Rolls-Royce tourer. **W B**

## Giro di Sicilia Storico

Many of the 150 entrants on the seventh Giro Storico left Palermo by ferry, and were therefore not incommoded by the Mafia's blowing up of the Palermo *autostrada* on May Day to celebrate the appearance in court of 40 of their brethren the next day.

The circuit itself started on Thursday April 27 at 10pm, whence competitors (in cars from 1922 to 1979) set off at minute intervals for a night regularity stage to Citta del Mare, a resort on Sicily's north coast. Unlike the in-earnest events of the past, the 1995 Giro followed the coast all the way round the island, passing just downwind of Etna on Saturday afternoon. The volcano's blue touch-paper remained happily unlit. The earlier Giros included Etna in their 1000km itinerary, but left the coast for a visit to the island's centre of gravity at Enna. The "Storicos", though, have stuck firmly to the periphery, where most of Sicily's nearly 5m inhabitants live.

One of the Giro's more venerable entries was Humphrey Avon's 1924 Speed Six Bentley, which had done its bit for global warming by being driven the 700 miles from England, and which went home with a few trophies to encourage it to come again. There were a couple of Bugatti T37s from 1925/26 running on Swiss plates, plus a most elegant T57 Atlantique. The vast majority of the entry was of Italian pro-



Pilkington's Sebring Frazer Nash calling at the pits of the Targa Florio circuit, east of Palermo

venance, ranging from trio of Fiats 500 to a Fiat Dino 2400 Spyder. The Beautiful People who tend now to come out to destroy their cars on the Mille Miglia seemed mainly to have stayed away from Sicily.

The marking system relied totally on the last 50 metres before a control, at the end of which a rubber pipe connected to a Member of the Federation of Italian Chronometrists had to be crossed with the front

wheels on the hundredth of the second. The Italians seemed more practised at this art — they took 34 of the first 36 places.

The VCC Panormus ran the event impeccably, and put on a particularly agreeable event considering its membership of a few hundred souls and the potential pitfalls with which the organiser of any event in Sicily is surrounded. The oranges were superb, too. **T J T**

## V-to-C Miscellany

Steaming, the very high-class magazine of the national Traction Engine Club, had an interesting article recently by John Hiron, about the engines owned by the late Jack Wharton, who was the club's President, in the course of which it is mentioned that he used a Rolls-Royce Ghost as a breakdown crane until it was commandeered by the War Office during WWII, intended for the Far East; it is thought never to have been used there, but was never seen again.

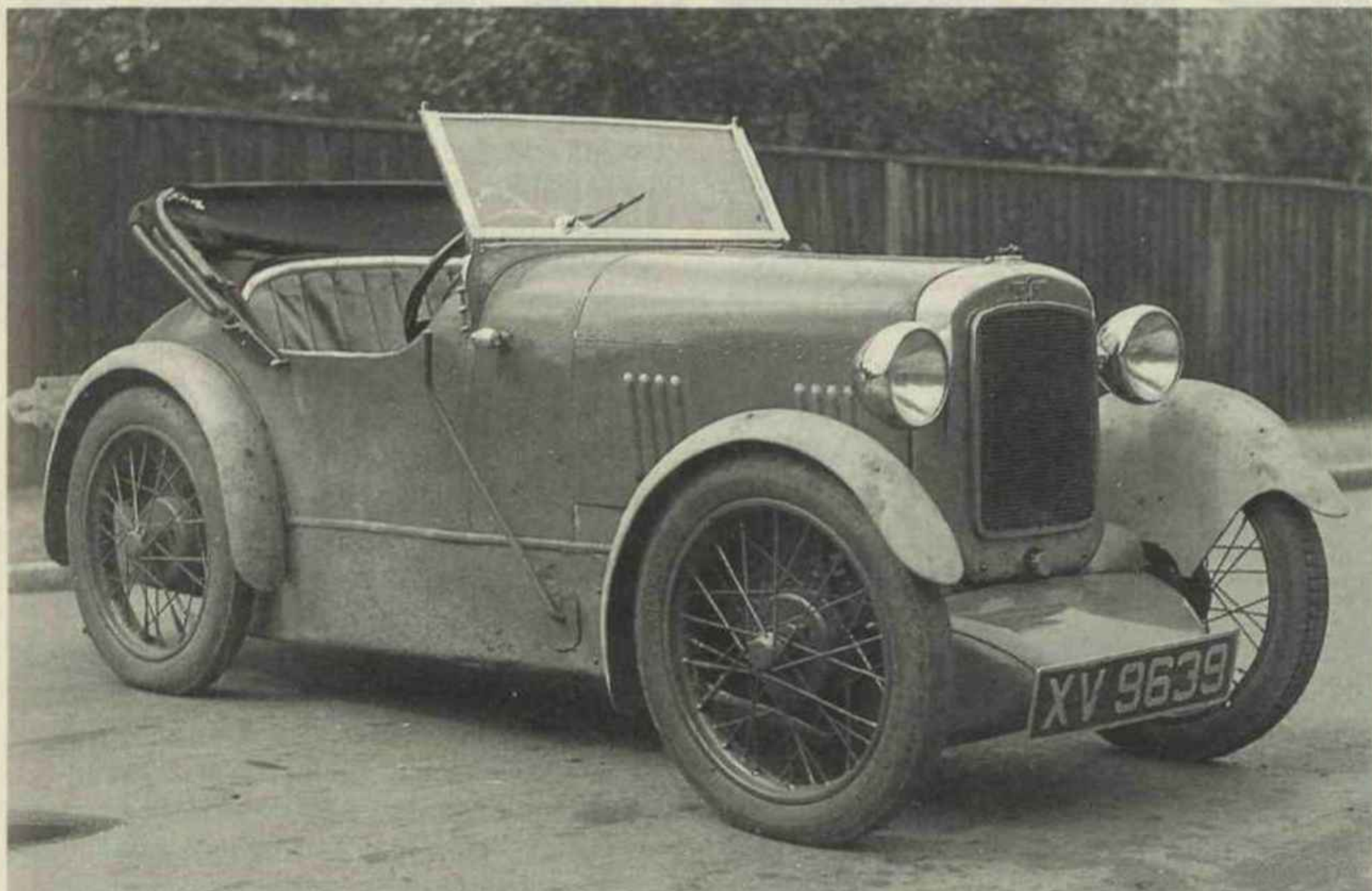
Rhayader & DMC & LCC has its annual vintage vehicle show in the town on July 23. Entry forms from Alan Gayes, Shalecropp, Maesmawr, Rhayader, Powys LB6 5PL.

The third Llandrindod Wells Victorian Festival Vintage Vehicle Rally will take place on August 26/28, for pre-1951 cars, with static shows and interesting runs through good scenery. Entries close by July 1, to Michael Baker, 2 Cwm-y-Geist, Fach, Llanbister Road, Llandrindod Wells, Powys LD1 5UW. Entry fees are £2 for two days, £4 per car for the full three days. **W B**



Rare trials car — C Hancock's 4.7-litre Daimler, which got a Third Class Award on the VSCC Exmoor Trial. [Photo: David Filsell]

# Out of the Past



A Boyd-Carpenter A7 Special, which "had the disadvantage of looking as though capable of 80 mph..."

It is interesting to discover what cars people owned in vintage times and in what sequence, or so I find. So I was pleased when a thoughtful reader sent in a transcript of some notes from a little book left by the late John Buchanan of Kirkcudbright. This gentleman felt the urge to set out what he remembered of the earlier motoring days, having discovered, as a youngster, as so many of us did, the pleasure to be gained by spending a few coppers on *The Autocar* and *Motor Cycling*. That interest had been started by finding a 1911 copy of the former journal, containing a report of the GP de France at Le Mans, won by Victory Hemery's FIAT S61 from Frederick's little Bugatti.

After some pages recalling many makes of cars and motorcycles, rare ones liberally included, we come to the nitty-gritty of this old notebook, the recollections of personal driving and vehicle ownership. I cannot do better than quote verbatim:

"The first shot at driving was in a T Ford, which I managed to control fairly easily due probably to the fact that it was brand new; the next time I "took a wheel" was being towed in an old Riley 2 seater which had a V-twin water cooled engine — and a broken axle-shaft. At that time Fords were the most readily obtained chariot, and many and varied were the bodies fitted to the old "T" chassis, also conversion sets from left to right hand drive, one of which I remember took the clutch and first gear pedal and the footbrake pedal to the offside, but left the reverse pedal for the passenger to play with, if he so willed. Some of the super-sport bodies looked very potent, but were not too popular when the transmission bands required relining and the cover removed and refitted. This led to a little bad language, as anyone who has

experienced the thrill of refitting a transmission cover, with its sundry gaskets and saddle felts, on a normal get-at-able Ford will appreciate.

"Fords, I think, bring back perhaps more memories than any other steed, and the spectacle of a bloke starting a Ford on a winter's morning always appeared a highly dangerous operation. The steed stood on three legs, the fourth being jacked up, canine fashion, on the spindly jack which Henry provided, the hand-brake lever forward into top gear and the engine wound until the winder was rewarded with a response from one or two cylinders and in due course the third and fourth came to the rescue; in the meantime the throttle was about half-open and the whole concern was doing a sort of St Vitus dance on the jack with the rear wheel spinning madly. Eventually all the cylinders performed reasonably normally, and the machine was lowered to *terra firma*, a half-brick being the usual parking brake. One could normally detect cigarette smokers, and their favourite brand, by having a squint at the coil box, the coils being packed with various appliances in an effort to retain a sound contact.

"The wealthier class of Ford owner often had some form of oil level indicator, which saved the knees of your pants, since it was no longer necessary to crawl underneath with a pair of pliers and fiddle with a couple of taps to check up; also a Blue Blaze commutator, or even a magneto — usually perched on a Woolworths sort of bracket and driven, between breakages, by a bit of push-bike chain.

"About this time, we had Citroën with left-hand drive, Model 4 Overlands, Chevrolets, Durants, etc. The brake lining merchants must have had a boom around this era, and owe much of their success to some of the cheap Yanks. The Overland, too, had

a detachable starting handle, which lived up to its name rather too literally, and the handle quite often slipped off while winding, describing an arc of some 180°, usually to the operator's face. What manly beauty I possessed was not improved by Overland handles.

"Overlands later produced their 13.9 with a Morris engine, and the latest types had four-wheel brakes; I do not remember the retarding properties being improved to any extent, but the pedal was certainly harder to push.

"I have happy memories of numerous runs in Rover 8s — air cooled horizontal twin side-valve engines — and Bayliss Thomas, the original 10/4 sidevalve, and later the overhead valve model which was renamed the 9.

"About this time I acquired my first motor bike, a Baby Triumph 2-stroke, which gave me an introduction to motor-cycle dealers' showrooms in many parts of the country.

"Eventually the Triumph found other hands, and I acquired a Cotton, with 350 sidevalve Blackburne engine — a grand job. Apart from a weak petrol tank, and spokes of none too heavy gauge in the rear wheel, this steed gave me thousands of happy miles, with lovely handling properties, which helped me to keep pace with those with hotter engines but less steerable bicycles.

"The Cotton was followed by a series of Sunbeams, a 499cc solo of 1926. A 493cc ohv model-9 of 1927, and a 493cc ohv model-9 of 1930. The latter was a beautiful machine for everyday use, and would still I think be an ideal mount for anyone who wants reliability with freedom from footling attentions, and a good performance withal.

"After the Sunbeams I took to an Austin 7 of 1929 vintage, a super-sports bodied Boyd-Carpenter special. This had a useful performance, and was pleasant to handle, but had the disadvantage of looking as though capable of 80. Flat-out speed was around 55-60, so considerable care had to be exercised when touring, as there is something disconcerting about tearing along flat-out, with a very ordinary saloon driver, probably bowler-hatted, on your tail.

"The next effort was a BSA 3-wheeler, the air-cooled twin, of 1932 vintage. A hardy machine, which carted me around for some 30,000 miles, and incidentally turned a somersault one morning en route to work, depositing me head first in a hedge, wiping its body off in the process. A very expensive somersault! Pocketed exhaust-valves, and flattened — or more — front springs, were my chief bug-bears, and hill-climbing one of the chief delights; over a hilly 25-mile route I could usually manage to hold an MG J2 fairly comfortably."

It is good to know that this enthusiastic motorist and motorcycle rider was also interested in racing, for among his papers were programmes for the 1936 British Empire Trophy Race at Donington Park and a 1939 MGCC Rally. It seems that Mr Buchanan was by then making every effort to join the RAF.

W B

# What Can You Do With Your Ford V8

Nothing rude intended, I assure you. Simply that at my advanced age I take an interest in what other ancients do, or did, with their cars. Thus I am pleased to recall a rather nice piece of driving by an elderly Ford V8 owner. Granted not so many of these impressively inexpensive and notably accelerative 3.6-litre side-valve eight-cylinder motor-cars are about now as when this motoring feat took place. More's the pity, as those who saw them in action in the old mud-trials may agree. But among those who still own a Ford V8 here is something to think about, even emulate, although road improvements may have eliminated some of the effort involved.

The person I am thinking of was regarded as a pioneer when he undertook this personal test in 1934, to see how the Ford V8 compared with a Model-A Ford he had used previously. He was J W Stocks, who had by 1899 turned from cycle-racing to riding motor cycles at various cycle tracks, against competitors such as Charles Jarrott and S F Edge. He had ridden a 3½hp Ariel Quad-racycle in the famous 1000-Mile Trial of 1900, and drove for Napier in the 1903 and 1904 Gordon Bennett contests before working for the De Dion Bouton Company whose cars he raced at Brooklands in 1908, etc.

When Mr Stocks set out to see what a Ford V8 could do he chose a round-Britain route, perhaps remembering his adventures during the aforesaid 1900 trial. He had hoped to take a companion with him and set off from London to Hull to collect his friend. However, this person being too busy, Stocks made his long drive alone, in his Ford coupé (BEV 986). Having left after 2 pm that day and covered 218 miles, Stocks stopped overnight in Hull, but the next day drove down to Land's End, via

Birmingham and Wellington in Somerset, a matter of 426 solo miles. Then it was off to Carlisle, retracing the route to Wellington, then via Kidderminster and Preston (464 miles). From there, the next day, the Ford went to John O'Groats and came down to Lybster for good measure (456 miles).

The veteran driver found that the roads were mostly excellent, except for that from Edinburgh via Berwick to Newcastle, and that was not really bad. In 1934 caravans were beginning to appear in some numbers, often towed by cars worth far less than the camping homes, thought Stocks, and caravan camps had begun to appear. Sheep still roamed on moorland roads and sign-posting was still inadequate. Slower cars formed long queues, and the Ford encountered hump-backed bridges and culverts which it was allowed to roll gently over. So, on his fifth day, Stocks left for Edinburgh, via Aberdeen and Invergowrie (369 miles), and the next day accomplished the long haul from Berwick to Darlington, Boroughbridge, and Stamford, to Streatham in SW London, presumably to spend a night at home (399 miles). Then he was off to Margate and from there via Hove and Bognor, to Bournemouth (291 miles). Stocks commented that it would not be difficult to drive from Land's End to John O'Groats in 24 hours in a Ford V8 without becoming tired, inconveniencing anyone, or travelling at a higher speed than the majority of drivers, providing one kept going. In his case, without a navigator, having decided at Carlisle to go the full run, he took the Edinburgh road at Beattock in the dark instead of the Glasgow road to Stirling, thereby adding a few miles, and took a wrong turn out of Perth, having to use a

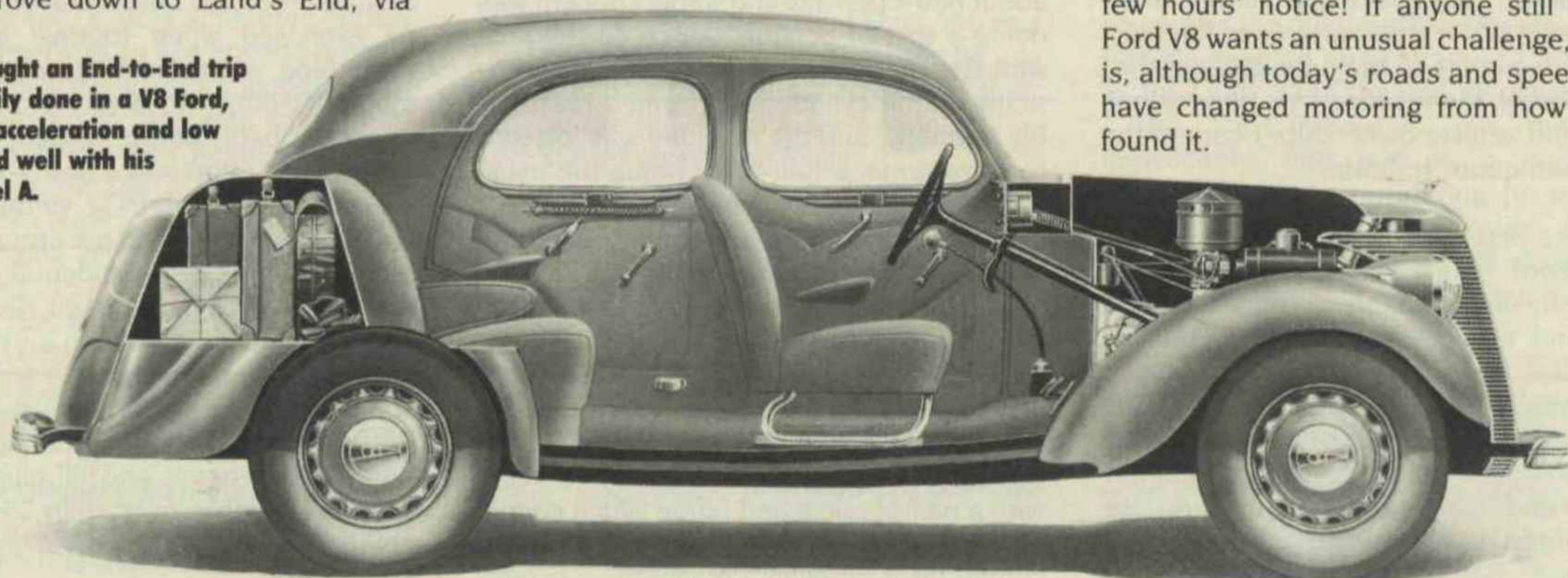
narrow winding lane at Blairgowrie to get to Dunkeld. He had also taken 45 minutes over tea in Kidderminster. Stocks was, moreover, held up for at least 20 minutes between Alness and Bonar Bridge because the road was blocked by a van and a car which had collided, the car's owner at first refusing to move until the Police could inspect the scene — and they were many miles away. . .

That apart, the Ford was driven from Bournemouth to Chester on the eighth consecutive day (322 miles), from there to Nottingham via Holyhead, Llangollen, Aberystwith and Wolverhampton the next (427 miles) and on the ninth full day of his lonely marathon it was via Stockton, Scarborough, Bridlington, to Newport, Brough, Lincoln via Sleaford to Peterborough and by Norman Cross to Grantham to finish at Lincoln (430 miles). Still determined to see how the V8 compared to the Model-A he had tested for 2100 miles in six days in 1933, Stocks set out of the last but three days to Ross-on-Wye, going through Hunstanton, Cromer, Yarmouth, Ipswich and Warwick (407 miles). The next stint took him over to Cardiff, Carmarthen, Cardigan, Aberystwith again, and back to London (393 miles). Then it was up to Barnard Castle and home, on the final spell (544 miles).

So in 12½ days the Ford's mileage was 5221, at just over 19 mpg of petrol and 1100 mpg of Castrol XL, which was used rather liberally. The only trouble was when the starter refused to function once, cured by topping up the battery. The Ford otherwise ran sweetly and smoothly all the way, mostly in top gear from 10 mph onwards, even up hills. Not a bad show for a run of 12½ consecutive days that had started at a few hours' notice! If anyone still using a Ford V8 wants an unusual challenge, there it is, although today's roads and speed-limits have changed motoring from how Stocks found it.

W B

Mr Stocks thought an End-to-End trip should be easily done in a V8 Ford, whose space, acceleration and low price compared well with his previous Model A.



## V-to-C Miscellany

The Bugatti Trust at Prescott is making moves to attract more visitors, and to this end has issued a brochure of its attractions. The Curator is Richard Day, Prescott Hill, Gotherington, Cheltenham, Glos GL52 4RD (01242 677 2901).

The new Secretary of the Riley Register is David Allberry, who drives, over very great distances, a 1934 12/6 Riley Lynx. The Register publishes a very professional, well-produced *Bulletin*, is administered to by a large number of experienced officials and its Secretary's address is 18 Castle Street, Cirencester GL7 1QB (01285 654 020).

The Jowett CC, founded in 1923, had an autojumble purely of Jowett spares owned by the Club last April before the rest were transported to a new store at Cullingworth. Those with Jowetts to resuscitate should contact Peter Holden, 44 Kings Road, Evesham, Worcs WR11 5BW (01386 765 262).

W B

# 90th Birthday Party

Guests from racing and the motor industry assembled at Easenhall, Works, in late April for a lunch to celebrate the 90th birthday of Wally Hassan OBE. The setting was the splendid Town Thorns retirement home run by BEN, the motor industry benevolent organisation, and on the lush lawn were gathered Bentleys, Jaguars, an SS, and Jack Brabham's Championship-winning Cooper, with all of which the veteran engineer is associated.

A long run of toasts served to outline Hassan's career, which began at Bentley in 1920 and led via Bentley specials such as the Barnato-Hassan to ERA, Cobb's LSR Railton, SS and Bristol. He was behind the Coventry-Climax race-engines, and later oversaw the Jaguar V-12 engine programme, having worked on the XK unit while at SS. Familiar faces and speakers included Raymond Baxter, Billy Rockell, Lord Hesketh, Jack Sears, Stanley Sedgewick, Diana Barnato-Walker, Bruce Spollon, Stanley Mann and Rivers Fletcher, with Jack Fairman wrapping up amusingly, while congratulatory telegrams arrived from Stirling



Above: Lord Hesketh, BRDC President, and Raymond Baxter both offer toasts to Hassan.

Left: Walter Hassan with a 3-litre Bentley on the lawn at Town Thorns.

Moss, Jack Brabham, Tony Brooks, Roy Salvadori, Rob Walker and John Cooper.

Organised by the Thursday Club, a social group of Midlands motoring people of which Hassan was a founder in 1964, the day also celebrated the 90th year of BEN itself, which does a great job, but Needs More Funds. . . G C

## Cars in Books

From *Laura Ashley* by Anne Sebba (Weidenfeld & Nicolson, 1990) we learn that the famous fashion designer's husband, Sir Bernard, liked fast driving and had a Lotus Elite, reconditioned

and tuned by Anthony Sheppard, who later became the Ashleys' works manager. The Elite had been brought for £500 in kit form and built up by Sir Bernard himself. There is also reference to the first Company aeroplane, a £95,000 twin-engined Piper Navajo, seating six and two pilots, in which the Ashleys flew all over the world, piloted usually by Malcolm Bland.

Nothing of motoring note, though, in

*W H Auden — The Life of a Poet* by Charles Osborne (Eyre Methuen, 1980), but some sledge poems (nothing new!) and a long one that should appeal to travelling lecturers. But there is a picture of Cornmarket Street, Oxford, with a Rover 8 (CT 3680) in the foreground, the only other car in sight a very early bullnose Morris, and parked in the foreground a motorcycle combination I cannot identify. W B

## V-to-C Miscellany

North Country readers may like to note the date of September 17, this being the day when Jim Bolton will organise another rally for all kinds of vehicles made in the Black Country. Last year some 70 appropriate cars, motorcycles and commercial vehicles took part. Apart from a run round Dudley's trolleybus route to enable those interested to see the vehicles, this is a static rally, but with free entry to the Black Country Museum (which is of a general nature, so should pass the time for wives and children) and a plaque for those taking part, so it should go down well. Details: J Bolton, 11a Ounsdale Road, Wombourne, Wolverhampton WV5 9JE.

The flourishing Morgan 3-wheeler Club celebrates its 50 years of action with a celebration Dinner and other activities at the Abbey Hotel, Malvern, over the weekend of June 2/4. The Club's *Bulletin* is published monthly and many fixtures organised. Last year's night trial was another punishing event, with driving tests and other frolics, including hill-climbs incorporated in the night navigational drive. But on one of the wettest of nights only two Morgans retired, and ten finished the course. The winners were Bob Angel/Dave Say, and with Bob Barlow/Marcus Beasant they took the Trevor

Trying Trophy, proffered in memory of this former competitor. The membership secretary is: Morris Blease, Arden Cottage, Rockey Lane, Benllech, Anglesey, Cornwall LL74 8TN (01248 852 325).

The Shuttleworth Trust will be in full swing again this year, with displays in the air and static of its historic aeroplanes, and a VSCC rally to mix vintage cars and aircraft. The magazine *Prop-Swing* is published three times a year to provide news of developments at Biggleswade, both of cars and aeroplanes. The Spring issue included an account of how a Hawker Hind was recovered and brought home from Afghanistan in a Ford van. The magazine costs £1.00 and sales go to fund the Biggleswade projects. Apply to Shuttleworth Vintage Aeroplane Society, Old Warden Aerodrome, Biggleswade, Bedfordshire SG18 9ER.

Arising out of the "Forgotten Makes" article on the Hurlu, a reader reminds us that one of these cars ran at the 1912 Shelsley Walsh Open Event, driven by E Herington. It was a 10 hp model with a four-cylinder 70 x 100mm engine and weighed 2009lb. Not surprisingly it was the slowest but one in its class, climbing in 2 min 31.8 sec, but on formula it beat J Higginson's 80 hp 170 x 150mm de la Buire, which had

climbed in 68.8 sec, winning both Open and Closed events.

The Bugatti OC had its Spring Rally at Prescott Hill on May 5/7, and its fixtures for the season include the Summer Rally on July 22/23, the enjoyable garden party, at Prescott of course, on that Sunday, and the International Bugatti Rally will be supported, in the USA this year. Then there will be Hill Climb Championships at Prescott on June 24/25 (Midland AC) and on September 2/3 (Midland AC and British). The Northern Bugatti event takes place in Lancashire on June 17/18. So those who find Bugattis the most delectable of cars are in for a good year, and Brescia fanciers should note that a Cotswold Rally for these cheeky sports-cars is to happen on June 2/4. Details can be had from Geoffrey Ward at the Club offices at Prescott (01242 673 136).

The 50th Anniversary of the Morgan 3-Wheeler Club got off to a remarkably good start when the astonishing total of 98 cars assembled for its opening rally at the Brooklands Museum.

The *Journal* of the Morris Register, Spring issue, contained an article on the coachbuilders T H Gill of Paddington, with particular reference to their Morris bodies. W B

# Lamentable Legislation

I hope strong objections are being raised against this proposed "Continuous Licensing", which the Government proposes to apply to all motor vehicles, whether used on the road or static on private premises. It is the most ill-conceived and obnoxious legislation since the window tax. And it could have the same outcome, with cars stored for restoration being destroyed to avoid paying tax on them.

Do not be deluded! The "road fund" concession on pre-war cars and the sop that this may be extended to cover pre-1961 cars, although appreciated, was introduced years ago to simplify taxation when different licence fees were in operation for different ages of vehicle, and continued because older cars are unlikely to do large mileages. But for those who run their veterans once a year, road tax and "continuous licensing" could actually cost more.

No, what we are facing is paying for some of the lost revenue because police and traffic wardens have been unable to catch

unlicensed vehicles on the road. Apart from which, it is a disturbing violation of the long-undisputed rule that the Englishman's Castle is his home, wherein he can do as he pleases, providing it is not criminal or obscene. Soon, if the new law comes into being, you will be taxed for keeping one or more cars on private ground or in a private garage on which rates are levied. This does not, yet, apply to tennis courts, swimming pools, chicken-houses, model-railway tracks, etc — I am trying not to think of caravans. It is the car-owner they will tax. . .

The scheme as presently constituted looks unworkable. The FBHVC was told not to be hasty with criticism until the discussion document was issued in three months' time. It came out in little more than two, so the Government, not the Clubs, had time on their side. The paper, moreover, does not define what is to be statically taxed — how many wheels, on or off, constitute a car? Will a pile of rusty iron be back-taxed after it has been assembled into an historic

vehicle, before this is ready to go on the highway? And although such vehicles are unlikely to be used for lethal "joy-riding", have to be taxed when entered for competitions, are not usually run by licence-evaders and in some cases consume large gallonages of taxed petrol, the 1995 Finance Bill strikes two further blows at their users. VAT concessions were withdrawn from vehicles re-imported from outside the EU in a delayed and misexplained way by the Ministry, and steam-rollers used as a hobby had their tax concessions withdrawn, with no announcement until it was too late for amendment. The Minister concerned showed no understanding of the complaints, and the DVLA had no idea that the concessions had been withdrawn. Can Ministers or the DVLA be trusted?

Unless you wish to subsidise the cost of trying to catch dishonest owners of unlicensed fund-raising cars by paying a tax on cars, which you, as an honest tax-payer, do not have on the road, PROTEST, PROTEST, PROTEST! To Alan Newport, DVLA, D9/S, Longview Road, Swansea SA6 7JL (Fax: 01792 782 056), and your MP, the RAC, AA, etc. You have until June 2.

# Mystery Picture



Last month MOTOR SPORT highlighted how to become a photograph collector. This reminded me of a racing-car picture the origins of which remain a mystery. Many years ago I was asked to write about a Brooklands' subject for a long-since defunct motor magazine. This I duly did. The editor then informed me that funds to pay me were unavailable, so would I accept photographs in lieu?

I had an obsession with obtaining pictures of all the Brooklands' outer-circuit racing cars between the wars but lacked one in particular. The car in question was the Sunbeam-Napier of 1926, that had unfortunately crashed in practice with tragic results. I thought that maybe no camera had ever been aimed at it, before the sad accident wrote it off. But I decided to ask, in payment for that article, if I could have its picture. I was so certain that none

was ever taken that I had quite a shock, albeit a pleasant one, when a few posts later a fine photograph of it arrived.

It was obviously of the right racing car, as the Paddock bay behind it was so labelled. It was a fine portrait, with no other cars and only one person in sight. The mystery being who took it, and who indexed the film (or glass-plate negative), as I knew the editor who had sent it to me was too young to have been at Brooklands at the relevant time and that neither he, nor I, had any idea what the car would look like. The calm scene in which the ill-fated motor car had been photographed suggests a non-race day, as if the camera-man had gone about, like a Brighton-beach freelance, snapping the cars and selling their likenesses to their owners. Yet I never saw this happen at busy Brooklands, where most Paddock pictures had backgrounds of admirers surrounding

successful and famous cars. So who took this obscure Sunbeam-Napier? I used its picture in my book about the aero-engined giants that were once an exciting aspect of the Weybridge scene without knowing the photographer's name or how the editor who offered it to me was able to identify it.

Incidentally, writing of photographers, those who work at motor races are brave fellows. One of the more foolish is depicted here! The barrel was a marker at the Fork turn of the Brooklands' Mountain circuit, so very much in the path of an out-of-control or under-steering competing car. The BARC was not amused! It was very strict and in this case complained to the stupid camera-man's newspaper, implying no more passes, unless their staff possessed a modicum of common sense. . .

## Bangers

My piece suggesting that a four-year-old Ford Sierra could be a good used-car purchase brought a note from another reader (much of the fun lies in the correspondence I get) about his 1988 Vauxhall Cavalier CD which has done 57,000 miles with only two breakdowns, a broken clutch cable and a leaking fuel pipe, both repaired promptly by the RAC. Brake pads replaced at 42,000 miles, tyres at 46,000 miles; first-time starts on original Delco battery. Life in another oldster! Long may they survive.

**WB**

## The Things They Say . . .

"The four-speed gearbox (one more than Rolls-Royce or Hispano-Suiza when the FIAT was launched in 1922) has a rather wide gap 'twixt third and top. . ." — From a very interesting piece on a 1925 Fiat 519 in a contemporary. But an injustice to the R-R Silver Ghost, which also had a four-speed box in 1922.

**WB**



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# EVENTS, CLUB NEWS C,D and SS REGISTER



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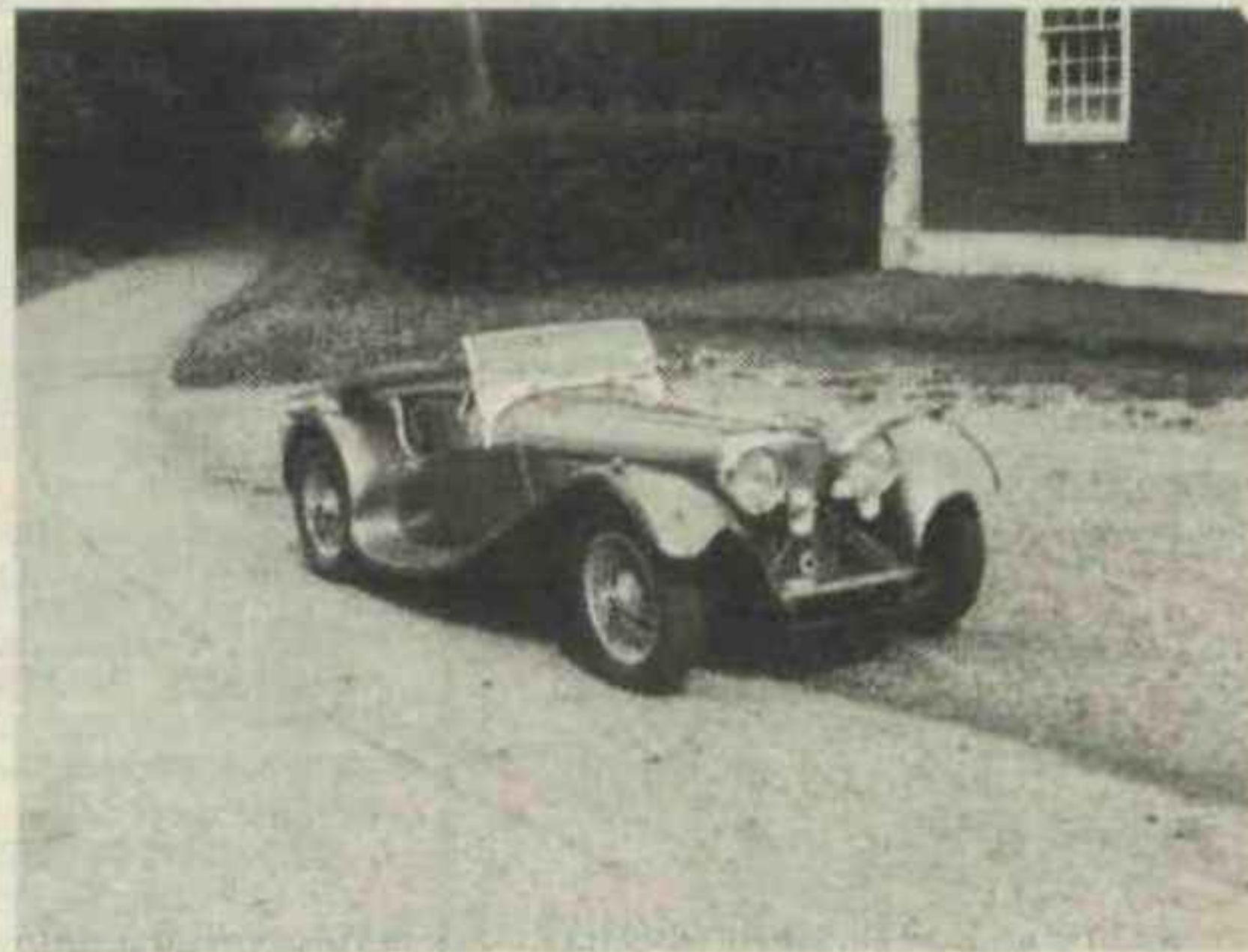
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**B**ecause of the proliferation of high-quality replicas, and the disinclination of some owners to make their replica status clear, the American Classic Jaguar Association has set up a Register of C, D and XK-SS Jaguars. Administered by Terry Larson, the Register will list all genuine cars with a continuous history, recording all repairs and component replacements. This should put the brakes on the deliberate misrepresentation of cars, and weed out those

"clones" which masquerade under duplicated chassis numbers. Larsen warns that any C or D whose history goes "cold" in the Eighties should be carefully checked. With a thorough listing in hand, honest replica owners can continue to enjoy their cars without the risk of any ill-feeling arising. Terry Larson would welcome any relevant C, D or SS information. Contact him at 2929 N 82nd St, Mesa, Az 85207, USA. Fax: 602 984 5219.

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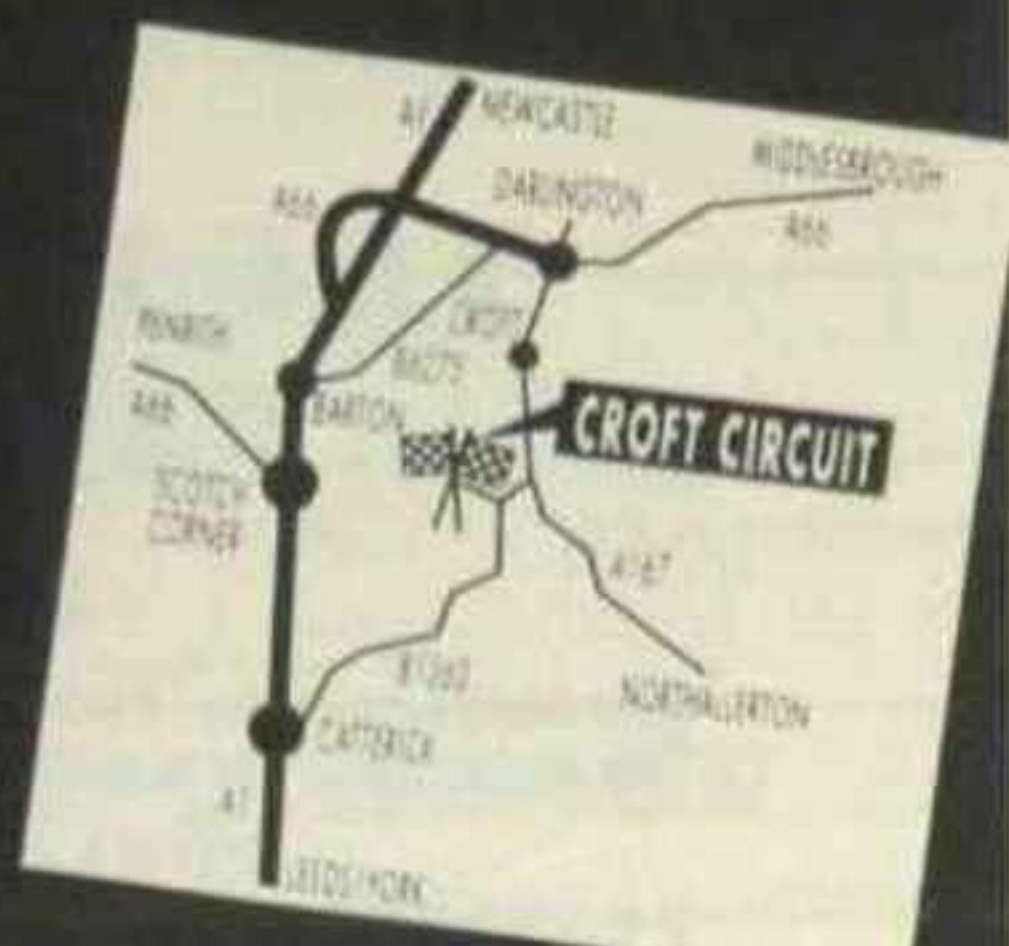
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## S O U T H E R N E - T Y P E D A Y

**T**he International E-Type Register, of the Jaguar Drivers' Club, will be holding Southern E-Type Day and Lunch on June 11th. This year the break is being made from the more traditional, if static, Stately Home setting to the Prescott Hill Climb course — near Cheltenham, Glos. Well over 100 E-Types are expected to attend, and they will be entitled to 'cavalcades' up the 1,127 yard Long Course.

Entry to the Event will be £5 per car. E-Types participating in the 'cavalcades', which will run from 10.30 am to 2.30 pm will be charged £10 for as many drives on the Hill as possible to fit in. There is no timing, or contest, and BOC marshals will be present to ensure there is no 'unsocial' driving. All drivers will have to sign an indemnity form at the Register Events Unit.

What should be an active Day out among E-Types, and other Jaguars, is supported by spares traders, specialist demonstrations and classes for Concours. And there is the Bugatti Owners' Club museum to wander round, play area for children.

There will be a professionally catered lunch costing £12.00 per person at the Restaurant, tickets, which must be booked well in advance, can be obtained from the Register's Secretary: Petronel Payne, Stable Yard, Longwood Estate, Owslebury, Winchester, Hants, SO21 1LB. Tel/fax 01962 777321.

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## MAY

**SAT-WED 24TH-28TH MAY**  
**8TH EXHIBITION OF MOTORING ART.** by Alan Fearnley. Organised by Grand Prix Sportique, Hotel De Paris, Salon Beaumarchais, Monte Carlo. Open Daily 10.00am-8.00pm (apart from early closing at 1.00pm on Monday). Subject to the circuit being open. For further information please contact Grand Prix Sportique, Upton, Tetbury, Gloucestershire. GL8 8LP England. Tel: 01666 503776. Fax: 01666 504386.

**FRI-SUN MAY 26TH-28TH**  
**THE AMILCAR-SALMSON REGISTER.** In association with Cercle Pegase (French Register) Cycle Car Rally Bordelaise region. Further information Len Battyl Voile/Fax 01483 282466.

**SAT-MON MAY 27TH/28TH/29TH**  
**ENFIELD PAGEANT OF MOTORING.** The Playing Fields, Gt Cambridge Road (A10), Enfield, Middx. Junction 25 on M25. Admission on the day.

**HISTORIC SPORTS CAR CLUB.** Croft Circuit, Nr Darlington. Roadsports, Saloons, Classic Sports, Single Seaters. Further details (01249) 758175.

**SAT MAY 27TH**  
**930 SPORT SPRINT & HILLCLIMB CHAMPIONSHIP.** (Aintree).

**SUN-MON MAY 28TH-29TH**  
**PIRELLI PORSCHE CLASSIC CHAMPIONSHIP. PIRELLI PORSCHE CUP.** (Brands Hatch). Rounds of the two Pirelli Championships for pre 1980 and post 1980 Porsches. **MOTORVATIN' USA AMERICAN EXTRAVAGANZA.** At Imperial War Museum, Duxford Airfield, Cambs. American Car and Aircraft Show. Tel 01376 552478. Easily reached by M11 or A505.

**SUN MAY 28TH**  
**THE P4 ROVER DRIVERS GUILD.** Bressingham Rally, Norfolk. Details Dawn Lister 01603 406609.

**MON MAY 29TH**  
**HAYNES CLASSIC RACE DAY:** Thruxton, Hants. Details: 01264 772607.

**NORWICH UNION RAC CLASSIC RUN:** 10 starting places in England, Wales and Ireland, all finishing at Silverstone, Northants. Details: 01753 681736.

**KELSO VINTAGE & CLASSIC CAR EVENT:** Springwood Park, Kelso Border Region, Scotland. Details: 01684 575902.  
**Huddersfield Autojumble:** Old Market Building, Brook Street, Huddersfield. Details: 01246 239264.

## JUNE

**FRI-SUN JUNE 2ND-4TH**  
**THE ROVER P4 DRIVERS GUILD.** Scottish Rally, Doune Motor Museum, near Stirling. Details Bill McCreath 0141 638 3151.

**FRI JUNE 2ND**  
**TVR CAR CLUB.** Cadwell Park Track Day. Details Club Office (01242) 222878.

**SAT-SUN JUNE 3RD & 4TH**



**BUGATTI OWNERS CLUB.** Classic Car Prescott Speed Hillclimb. Commencing at 10am on both days. For further details (01242) 673136 office hours.

**GINETTA OWNERS CLUB.** Prescott Hillclimb. 2 day meeting. Details (01245) 361051. 10th June. New Brighton Sprint Merseyside. Details (01245) 361057.

**JAGUAR DRIVERS CLUB.** XK/SS/Mk 7,8,9 Weekend. For details (01205) 722984. Grimsthorp, Lincs.

**JAGUAR DRIVERS CLUB.** Area 15/18 Big Saloon & XJS 20th Anniversary Weekend. Details (0161) 3664312. Tatton Park, Cheshire.

**MATRA ENTHUSIASTS CLUB.** "The Southern Weekend". The Cotswolds. For further details, Clive 01703 867804 or Tim 01264 396650.

**TROJAN OWNERS CLUB.** Devon Rally based on Ringmore near Kingsbridge.



**SANDOWN PARK INTERNATIONAL COLLECTORS CAR FAIR.** 600 plus Collectors Cars on Sale, Autojumble, Motor Book Fair. Art, toys, models. Details (01763) 261674.

**FORD ANGLIA 105E OWNERS CLUB.** 18th Annual Vehicle Day, Vintage Aircraft Club, Buckingham. Free for all historic vehicles.  
**CLUB LOTUS.** Castle Combe Circuit, Wiltshire. Speed Test Day. Full details. Tel (01362) 691144. Full details Tel (01362) 691144. 9am - 1pm Weekdays.

**ONSLAWS MOTORING ART.** Literature & Collectors Items. Sandown Park. Details (0171) 7930240.

**SUN JUNE 4TH**  
**FORD ANGLIA 105E OWNERS CLUB.** South Hants Classic Show.

**AUSTIN SEVEN OWNERS CLUB.** John Barker Braille Trille. North Hampshire Centre A70C. Event for pre war cars with blind navigators giving directions etc via a pre recorded tape. Contact Don Breakspear. 0162848567.

**MG CAR CLUB.** Anglia Phoenix Championship. Doninton details P. Thompson 01255 420220.



**JAGUAR ENTHUSIASTS CLUB.** Great West Jaguar Day. Near East Budleigh (10 mins fro M5 Junction 30. Take the A3052 and follow tourist signs to Bickton Park) Gates open 10.00am. \* Events & Competitions (including Best Jaguar of the Day and other awards) \* Test your Driving Skills \* Trade Stands & Autojumble \* Historic Jaguar Cars \* Open to other Classic Cars. Entry: £5 per Jaguar/Classic Car. Trade/ Autojumble stands: £10 per 20ft frontage (minimum). General information: Contact Christine Webber 01392 221604. Note: Non-Jaguars and non-classics must please use the main Bickton Park entrance and parking. USUAL ADMISSION RATES APPLY.

**THE PRE WAR AUSTIN SEVEN CLUB LTD.** Autokarna '95. Wollaton Park, Nottingham. Details (0115) 9288310 Eves.

**ROVER P5 OWNER'S CLUB.** West Midlands Regional Rally. To be held in conjunction with 'Back in Time' event at Avoncroft Museum, Worcestershire, two miles south of Bromsgrove off A38, via B4091. Please pre-book; £3 entry on the day. Club raffle, plaque, self-judging & awards; in addition to classic car display, the windmill and other buildings will be working craft demonstrations. The event organisers require that all display cars remain in position between 10.30am and 4.30pm. For further info. and to book, contact Mrs. Wendy Watts 0564 826086.

**LEA FRANCIS OWNERS CLUB.** National Centenary Rally, Stanford Hall, Coventry. Details Glen Ross (01203) 616941.

**TR DRIVERS CLUB.** Avoncroft Vintage & Classic Event, Bromsgrove.

**CLUB TRIUMPH.** Chatsworth House, Derbyshire. Telephone 01663 744474 for details.

**THE GREAT BRITISH PICNIC DAY.** At the Shuttleworth collection, Beds. Interests include flying display (weather permitting) picnic judging. The Shuttleworth Collection, Old Warden Aerodrome, Nr. Biggleswade, Beds.

**THE ROVER P4 DRIVERS GUILD.** South East Rally, Burwash, E. Sussex. Details Mike and Sue Couldry. 01602 811222.

**JUNE 5TH-15TH**

**JAGUAR INTERNATIONAL TOUR OF BRITAIN.** For details (01494) 715815.

**TUES JUNE 6TH**

**MG CAR CLUB.** Ulster Autotest Details. Geoff Rawlings (01232) 425564.

**FRI-SUN JUNE 9TH-11TH**

**THE DAIMLER & LANCHESTER OWNER'S CLUB LD.** International Rally Weekend. Mangapps Farm Railway Museum, Essex. Contact Paul Trivett 0181 594 4517.

**6TH NORTH OF ENGLAND MICROCAR RALLY.** Harrogate. Contact: Steve Pepper 0423 524840.

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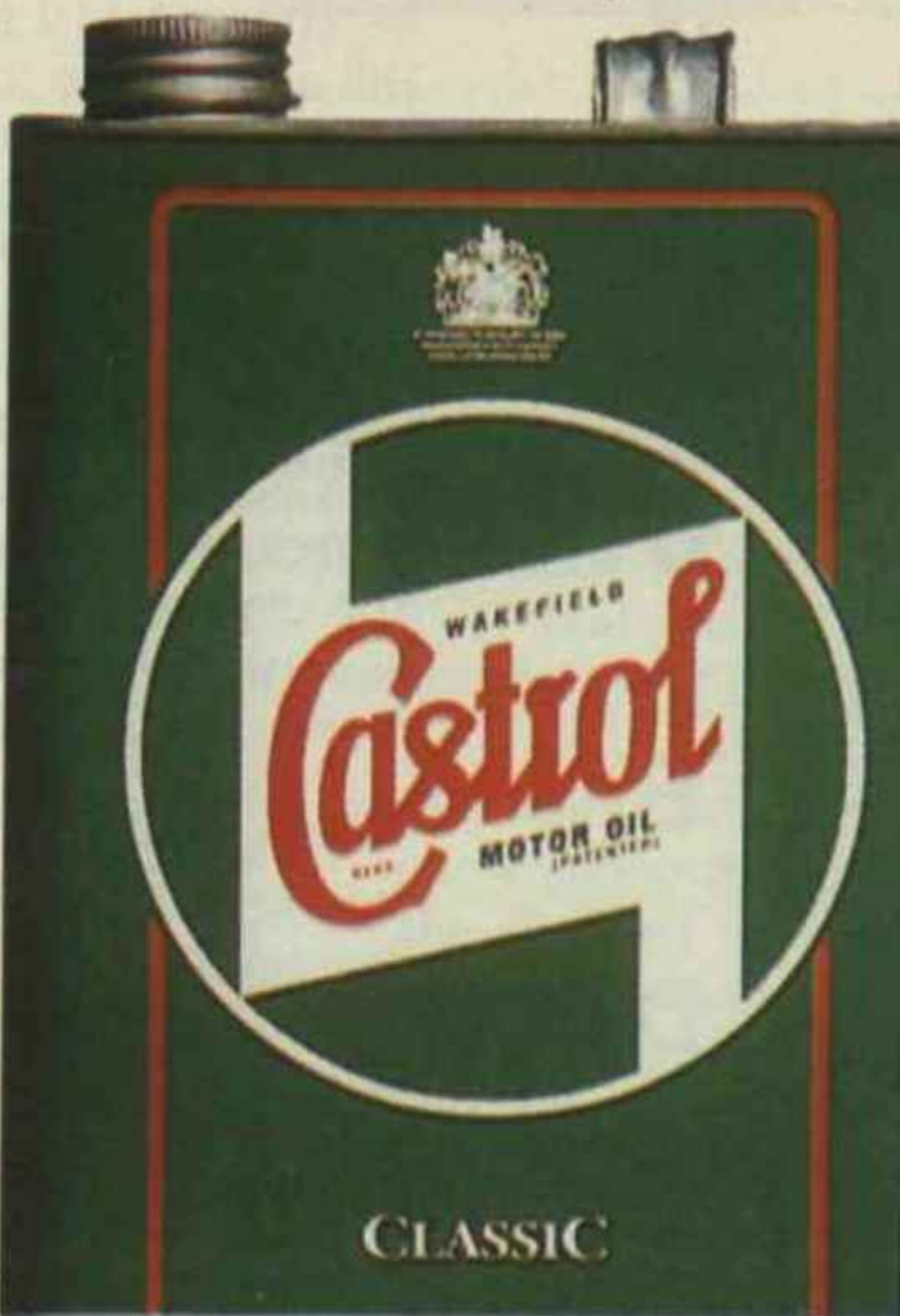
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# EVENTS, CLUB NEWS

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Now in its fifth year The Sandown Park Collectors' Car Fair is totally unique amongst classic car shows in as much as all the cars on display are for sale. Last year 805 cars were entered, with 509 selling over the weekend, and over 1,000 are expected this year, including Aston Martins, Ferraris, Jaguar E-Types and other desirable Marques. A new feature this year is an auction sale of 200 plus cars which will be held on the Sunday. As usual there is a major autojumble, spares mart, the largest motor book and literature sale in the country, plus sections devoted to the sale of classic motor cycles, rally cars, motoring art and toys. Onslow's will be holding one of their sales of fine automobilia and motoring luggage and there will also be sales parades, driving tests, demonstrations etc.

**Open to the public:** Saturday 10am-7pm, Sunday 10am-6pm.

**Admission:** Adults £5, Senior Citizen & Children (age between 8-15) £2.50, Children under 8 admission free.

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Sandown Park, Esher, Surrey.  
If you have a classic car you wish to sell or would like further information about this exciting event then contact the organisers (01763) 261674 or fax (01763) 261414.

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SATURDAY 24TH JUNE

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### NORTHERN E-TYPE DAY

**N**orthern E-Type Day' will be held, for the third year running, at Tatton Park, near Knutsford in Cheshire, on Sunday Spetember 3rd. Around 100 E-types will be on show, forming part of Tatton Park's large two day festival of Classic cars. There will be Concours competition from Premier to Endeavour classes, traders with spares for sale and the E-type Register Events Unit on hand. Free pass tickets, for those wishing to attend in e-types, can be obtained by sending a stamped/addressed envelope to organiser Stuart Holmes, Bridge House, Park Road, Stretford, M32 9RB'



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This is the biggest outdoor gathering of BMW drivers held annually in the United Kingdom and all BMW owners and enthusiasts are welcome. No charge for entry to circuit. No charge for parking. Bar, cafeteria and camping facilities.

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Book your fast driving certificate laps in advance. Only £40 per driver for the whole day. (Club members £30). Contact BMW Fast Driving Course Secretary, Sue Hicks on

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or write to BMW Drivers Club, Bavaria House, 32A High Street, Dereham, Norfolk NR19 1DR.

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# WHERE ARE THEY NOW?

## THE FIRST 30 RIGHT HAND DRIVE JAGUAR E-TYPE ROADSTERS

Here is a list of early E-Types by chassis numbers, if known and currently owned and their current condition.



**85003.** Reg No '77 RW'. The Press Road test car, privately owned (North Wales/Chester area). Body colour – Green.

**85004.** Reg No '1600RW' Lofty England's road car, also featured in 1960s TV detective series "Edgar Wallace".



**850012.** Reg No '2 BBC'. Robin Sturgess competition car. Also appeared in the film 'The Italian Job'. Now registered '848 CRY' owned by Jaguar Historian Phillip Porter.



Above: EE400 at Brands Hatch, circa 1962.



**85005.** Reg No 'ECD 400'. Raced by Graham Hill. Restored in late 1970s by Mill Lane, now owned by Steve O'Rourke.

**85006.** Reg No 'BUY 1' John Coombs competition car. Body colour – White. Now owned by Gordon Brown.

**85007.** Reg No '9 VPD'. Body colour – Red. Privately owned in Scotland.



**850013.** Reg No '4 BXV'. (The sister car to '3 BXV'. The Peter Berry competition car restored. Body colour – Green. Now owned by John Burton (Southampton area).

**850014.** The Roadster raced by Briggs Cunningham. Restored by Hall & Fowler. Body colour – Gunmetal Grey. Privately owned, Lincs area.

**850016.** Reg No 'RL 26'. The Jack Lambert competition car now owned by John Foster (Scotland).



**850018.** Reg No 'EE400' Equipe Endeavour car. Restored by Alan Collins (Essex). Body colour – Blue.

**850020.** Reg No 'YRP 999'. Now restored Cambs/Huntingdon area.

**850021.** Originally supplied to The Earl of Warwick. Last seen under restoration. Warwickshire area. Body colour – Green.

**850023.** Awaiting restoration Rheinbergs of North Yorkshire.

**850025.** Reg No '584 OE', currently in regular. Body colour – White. Privately owned. North London/Herts area.

**850027.** Restored Sussex area.

**850028.** This is the car featured on front cover of Phillip Porter's E-Type book. Body colour – White, privately owned Devon area.

**850029.** Awaiting restoration Rheinbergs of North Yorkshire.



**85008.** Reg No 'GB 8488'. Sir Gawaine Bailie competition car. Restored in late 1970s by Malcolm Clark. Body colour – Green. Now with private collector in Arizona.

**85009.** Reg No 'BYR' Peter Sargent competition car.

**850010.** Reg No '3 BXV'. The Peter Berry competition car, now restored and privately owned.



**850017.** Reg No 'UJD 888' supplied by Henlys to Ray Powell, Ray Powell Motors-group, restored by Southern Classics. Body colour – Maroon.



**850030.** The car featured in this issue. Restored by David Worrow. Body colour – White.

Further information regarding these particular cars above would be gratefully received. Please send correspondence to MOTOR SPORT.

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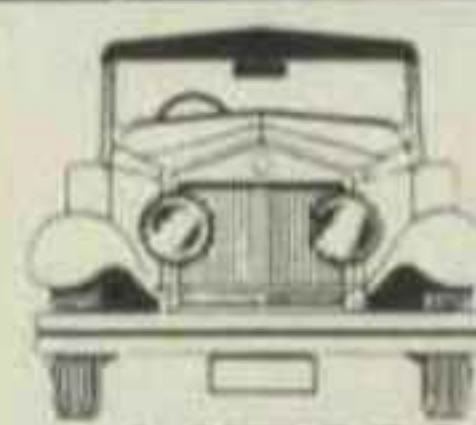
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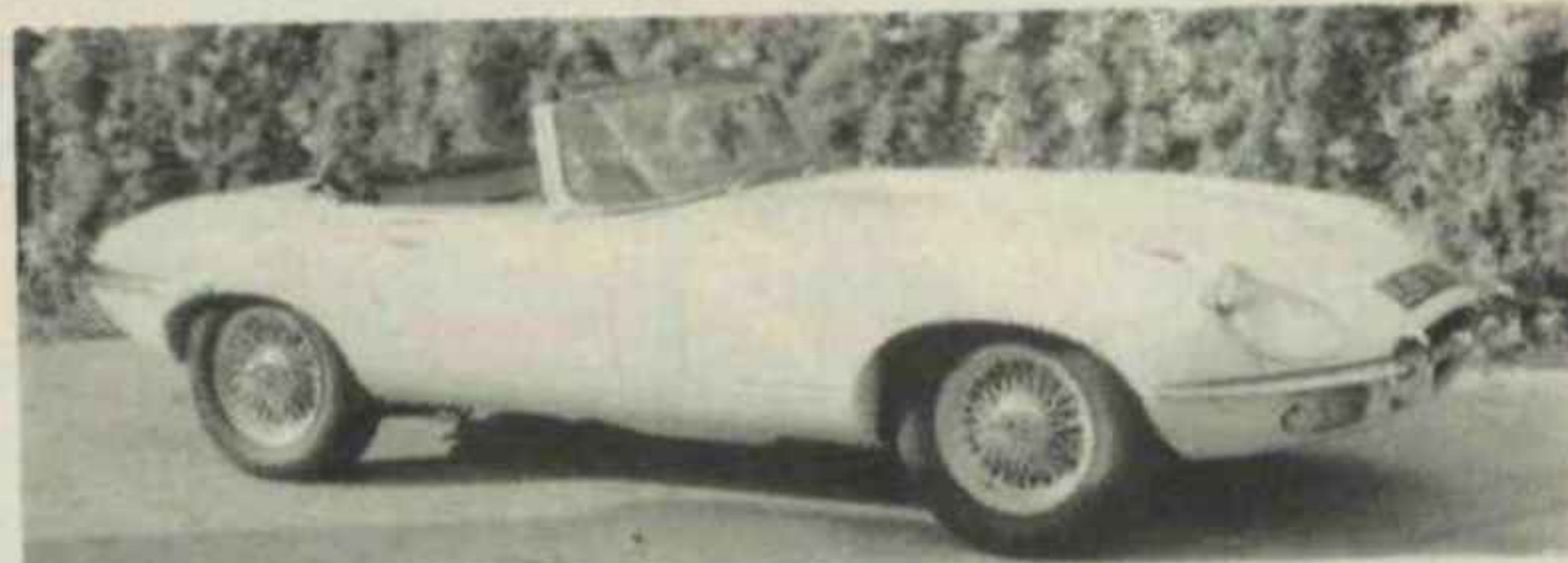


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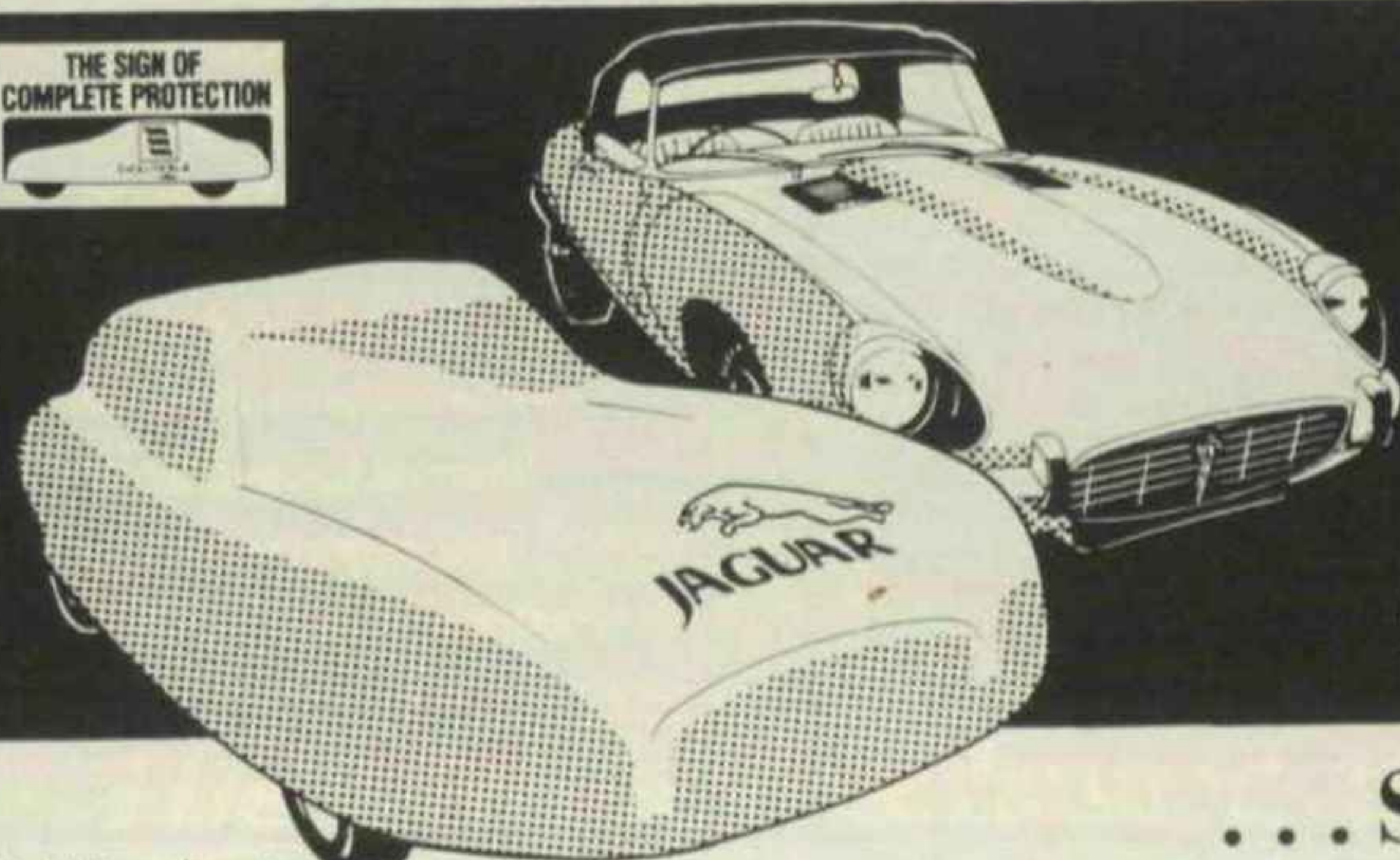


Shown the Ex Dennis Jenkinson E-Type which came 3rd in the Motor Sport Concours d'Elegance Silverstone September meeting.

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Buying a Jaguar E-Type  
3.8 1961-64

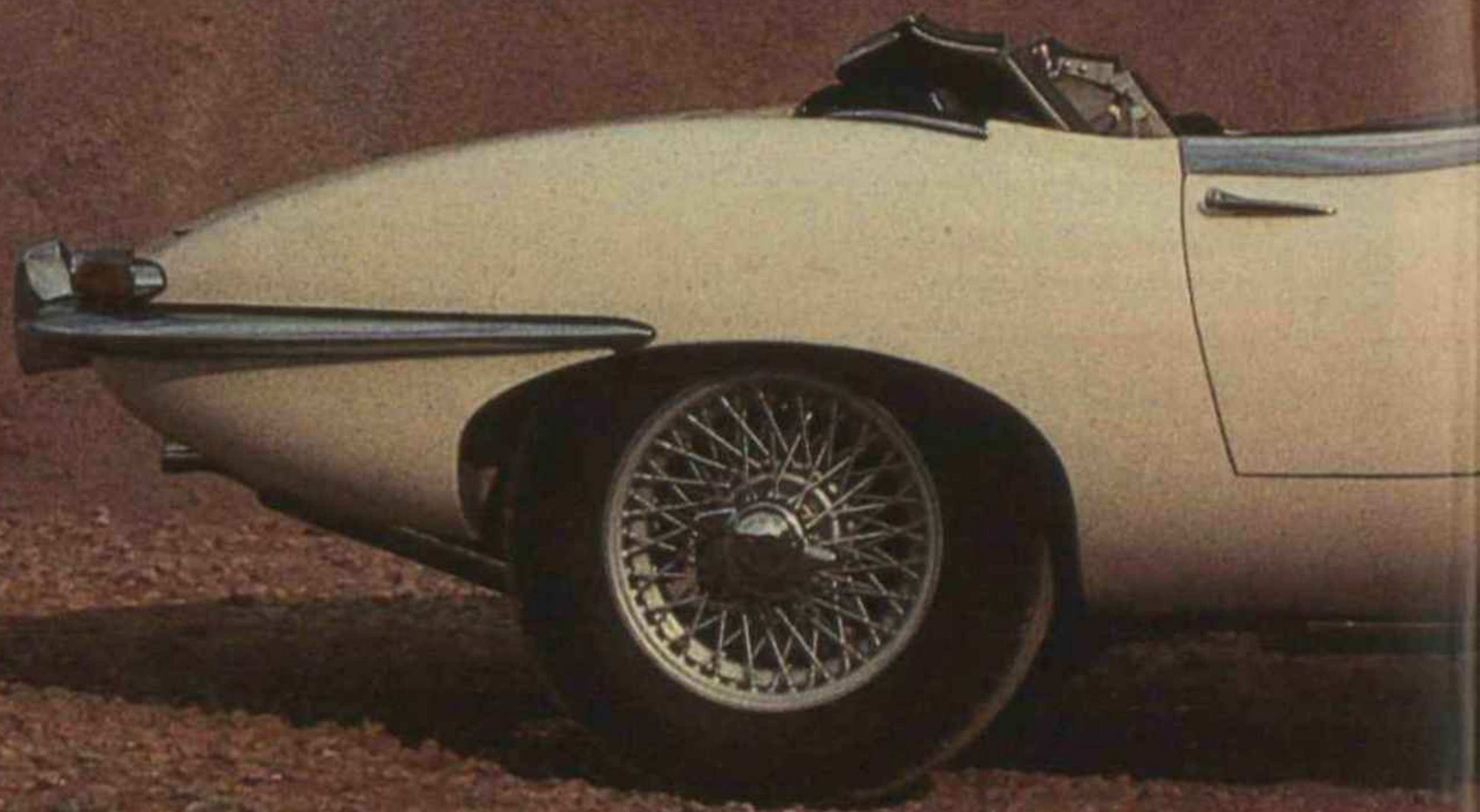
**T**he Jaguar E-type would make it into most people's list of Top Ten Cars. Even if they knew nothing about its race-type construction or its road-handling, it would figure because of its stunning looks.

Launched at the March 1961 Geneva Motor Show, it was described as one of the "most beautiful cars in the world". It was the talking point of the motoring world and finally went on sale in July of that year.

The sleek monocoque body was powered by a 3781cc XK engine, giving 265 bhp and a top speed in excess of 145 mph.

Only a limited number of motoring writers were fortunate enough to have this new E-Type for a road test, and all were overwhelmed by its rapid performance, the way it turned heads wherever it appeared and the long, louvred bonnet with faired-in headlights which swept back to the windscreen in a graceful flourish. The lines extended through the cockpit area to the boot. However, the E-type did not get full marks out of 10 and did draw some criticism, especially for the "bellow" type of braking system which was no match for its performance. Also, drivers over 5'10" found the car a little uncomfortable; but for only £1550, plus £647 purchase tax for the two-seater Fixed Head Coupé model, or £1480 plus £618 purchase tax for the two-

Right: The E-Type was the most fashionable car of its era. HMT598B starred in the film "Catch us if you can" and on the Dave Clark Five's album of the same name. Main pic: the restored car as it is today.



## PRICE GUIDE

seater Roadster version, Jaguar was certainly onto a winner both on and off the track.

Today, buying an E-type can have its drawbacks. You must remember that probably 70 per cent of surviving examples have, at some time, been rebuilt or totally restored. Check that the engine and body numbers match that of the logbook, and careful inspection should be given to the monocoque.

The most highly sought are the first batch of 3.8 models, especially the Roadsters despatched from the factory. These can be easily identified by an outside "T" type locking external bonnet catch mounted on either side of the front wings. Only 91 right-hand-drive Roadsters were built with these bonnet locks. The bonnet louvres were separate and a spot welded line is visible. On these models a 25mm thick chromium windscreen surround was used and both driver's and passenger's floors had no footwells — hence "Flat Floor" models. A total of 357 "Flat Floor" E-types were produced.

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(later internal bonnet locks, still flat floor) Restoration £12,000 — Concours £35,000 +.

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#### 1962-63

Roadster Restoration £10,000 — Concours £30,000 +.

#### 1964

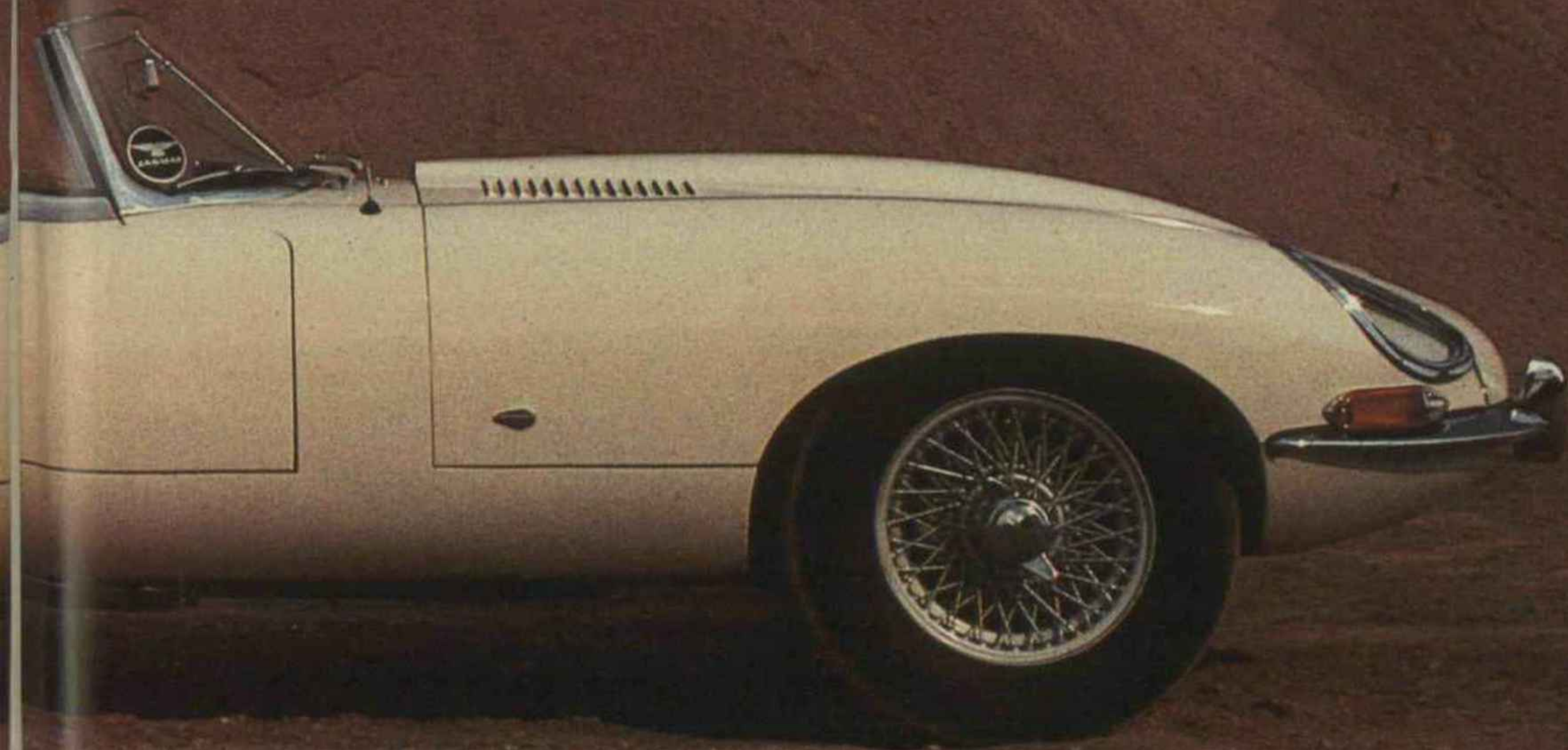
The improved Synchro first gearbox superseded the older "Moss" type gearbox.

#### 1964

Roadster Restoration £10,000 — Concours £30,000.  
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Top: SSN300, formerly FSN1 — Jackie Stewart's first race car. Currently for sale with Henry Pearman at Eagle E-Types. Above: '850942' at Eagle E-Types, awaiting a full restoration.



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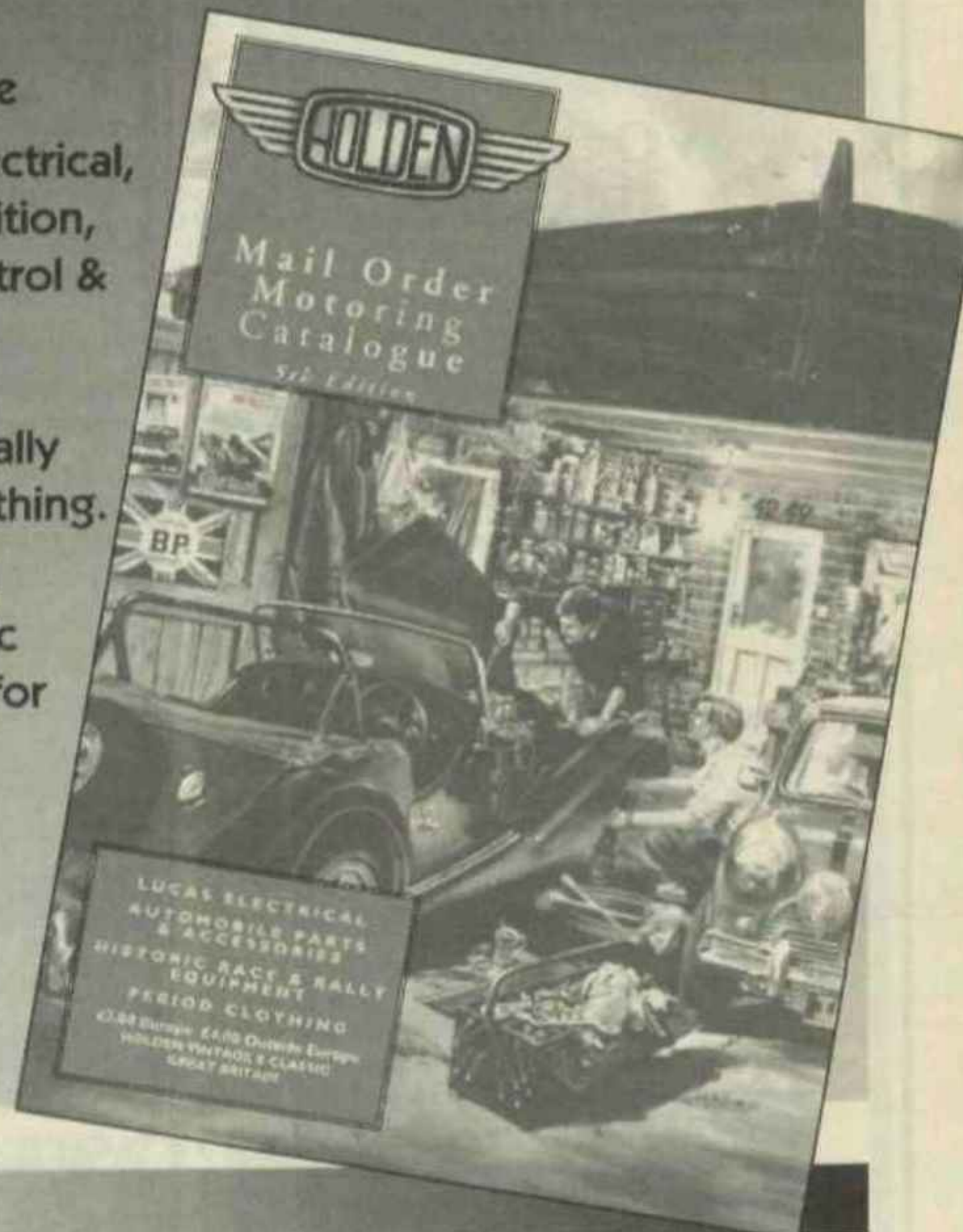
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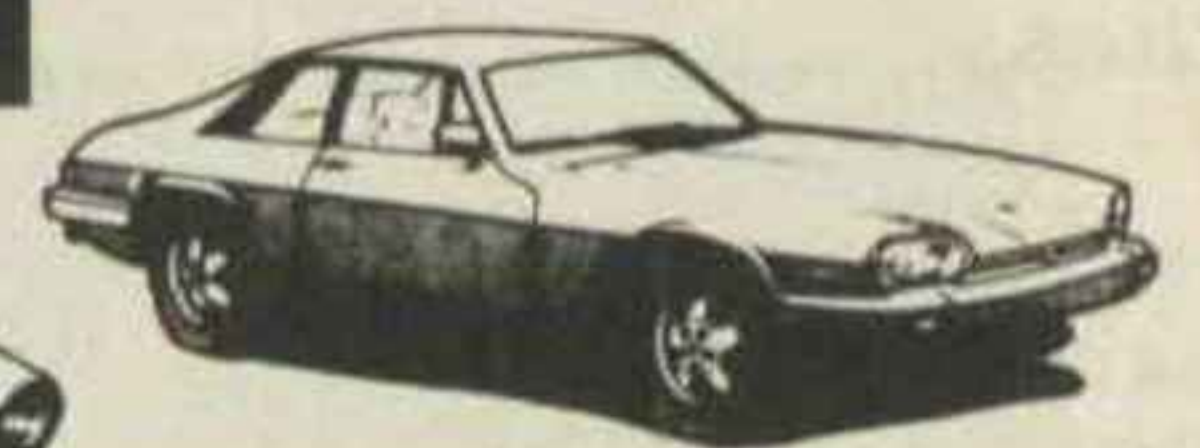


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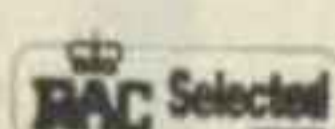
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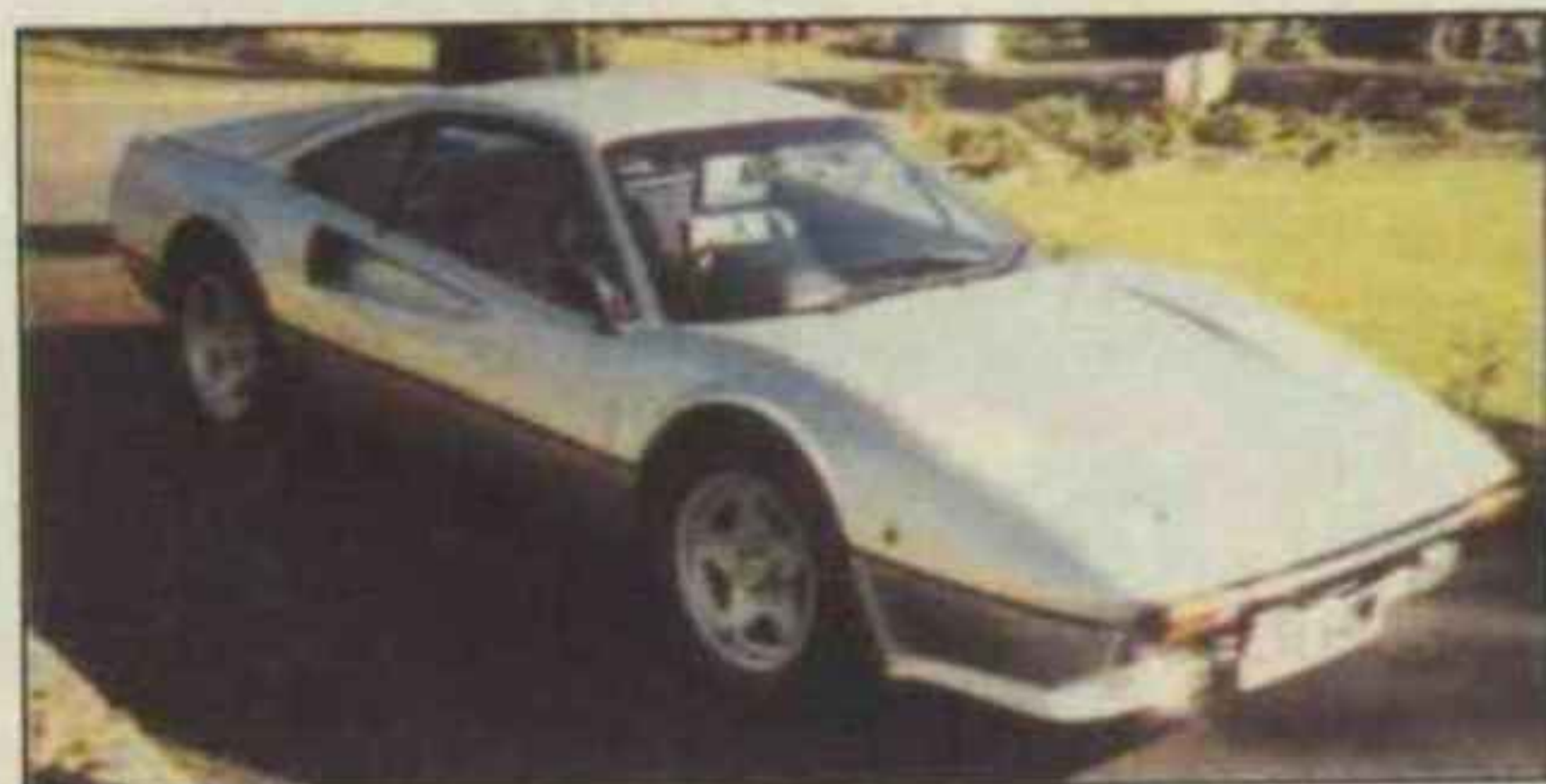


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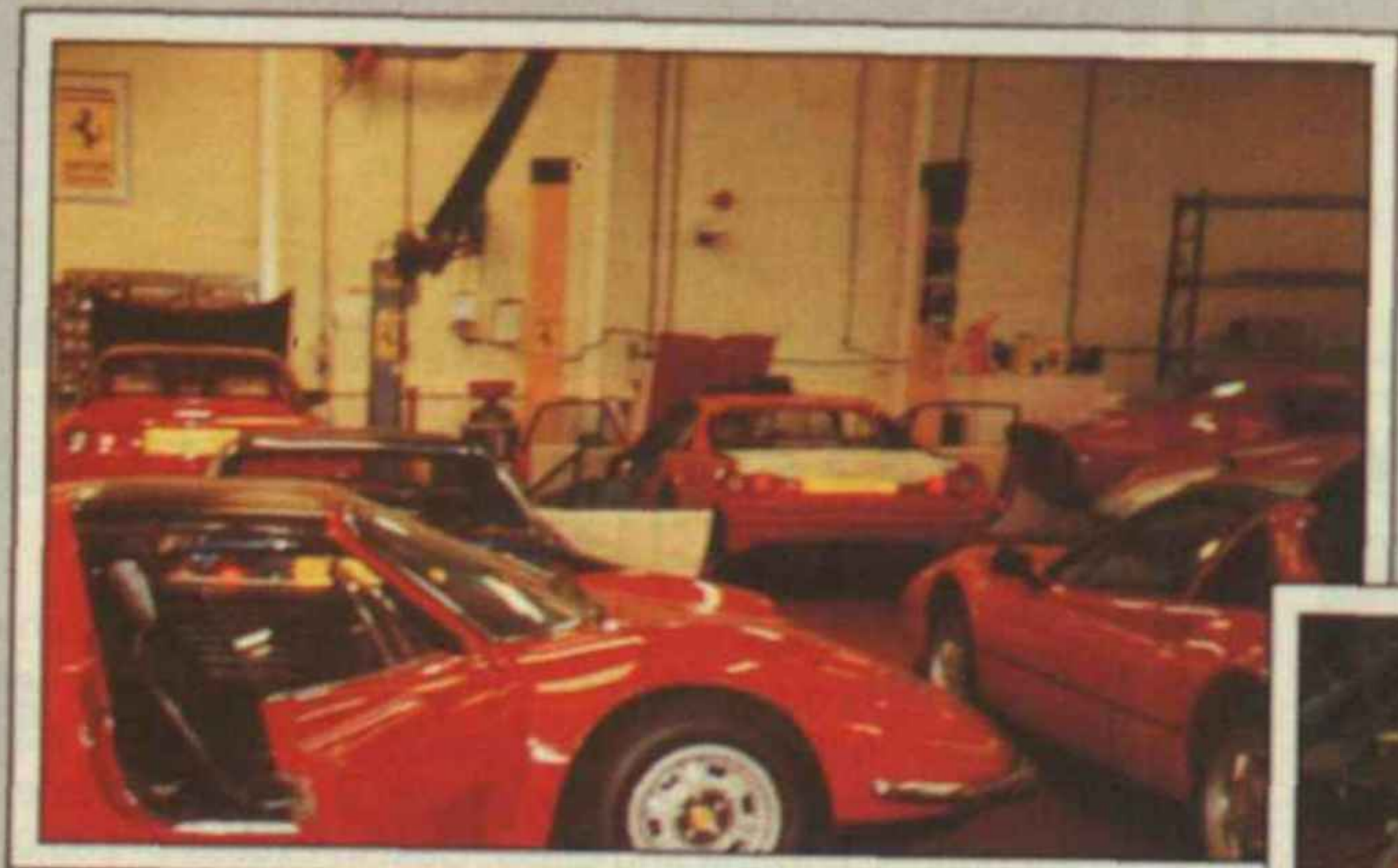


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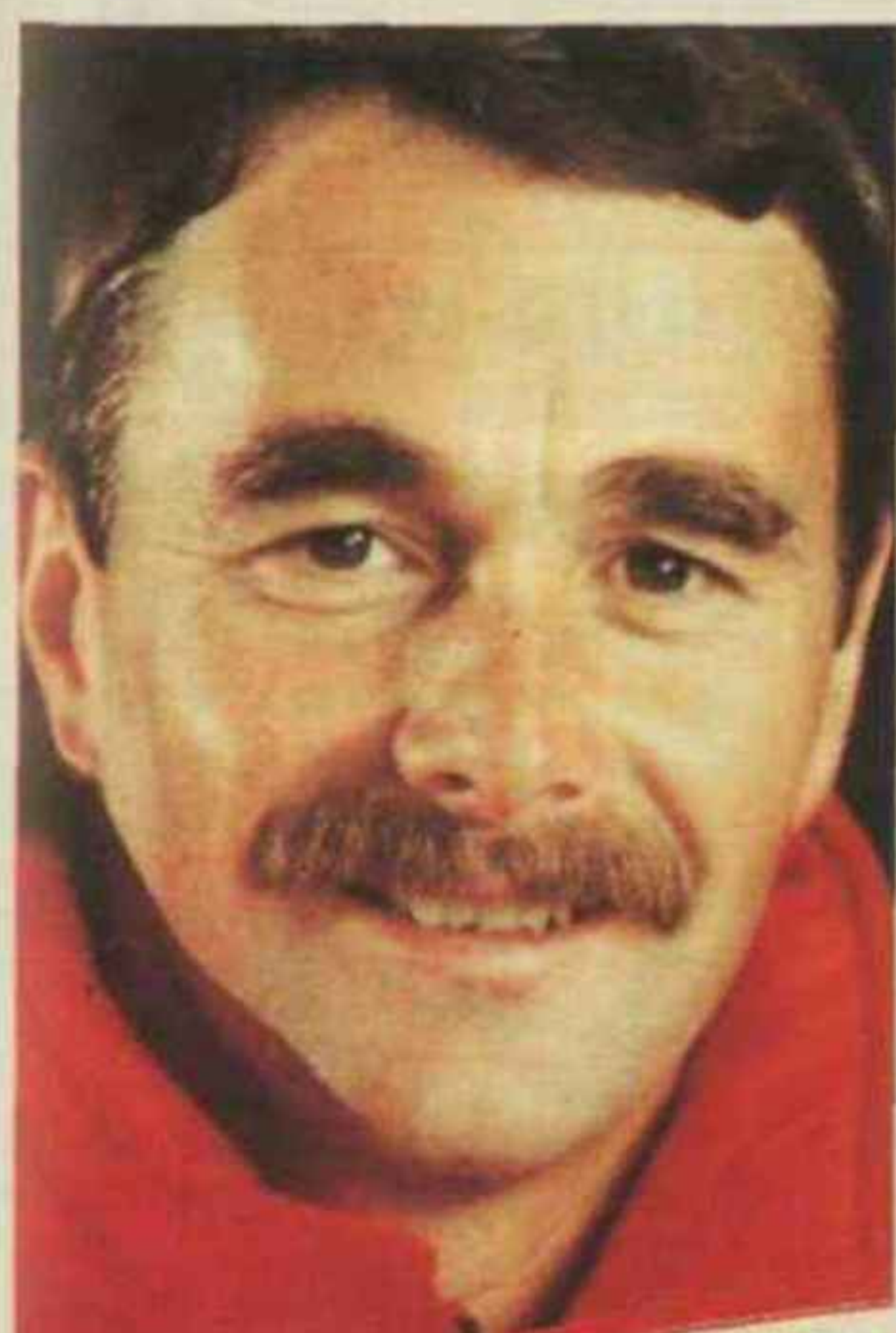
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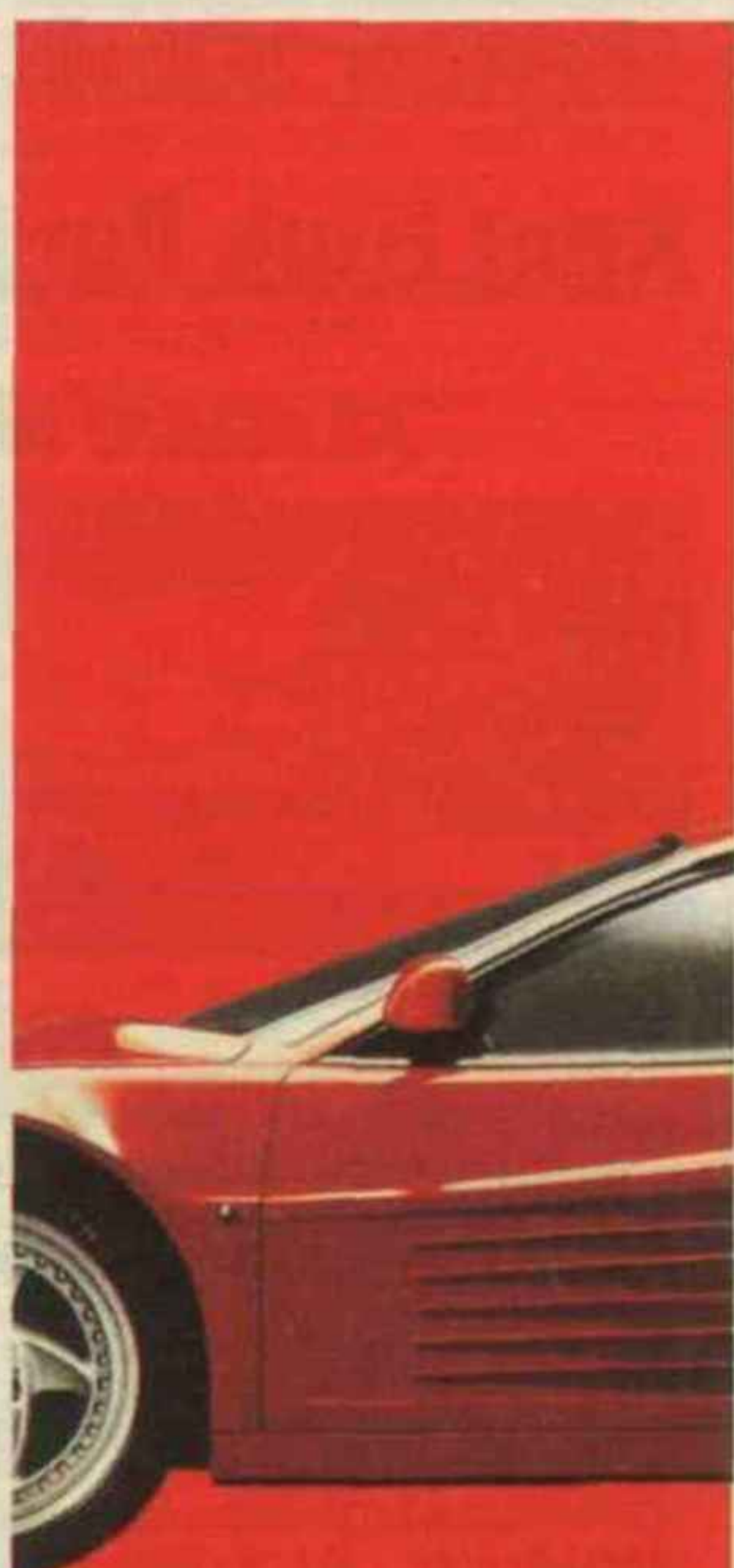
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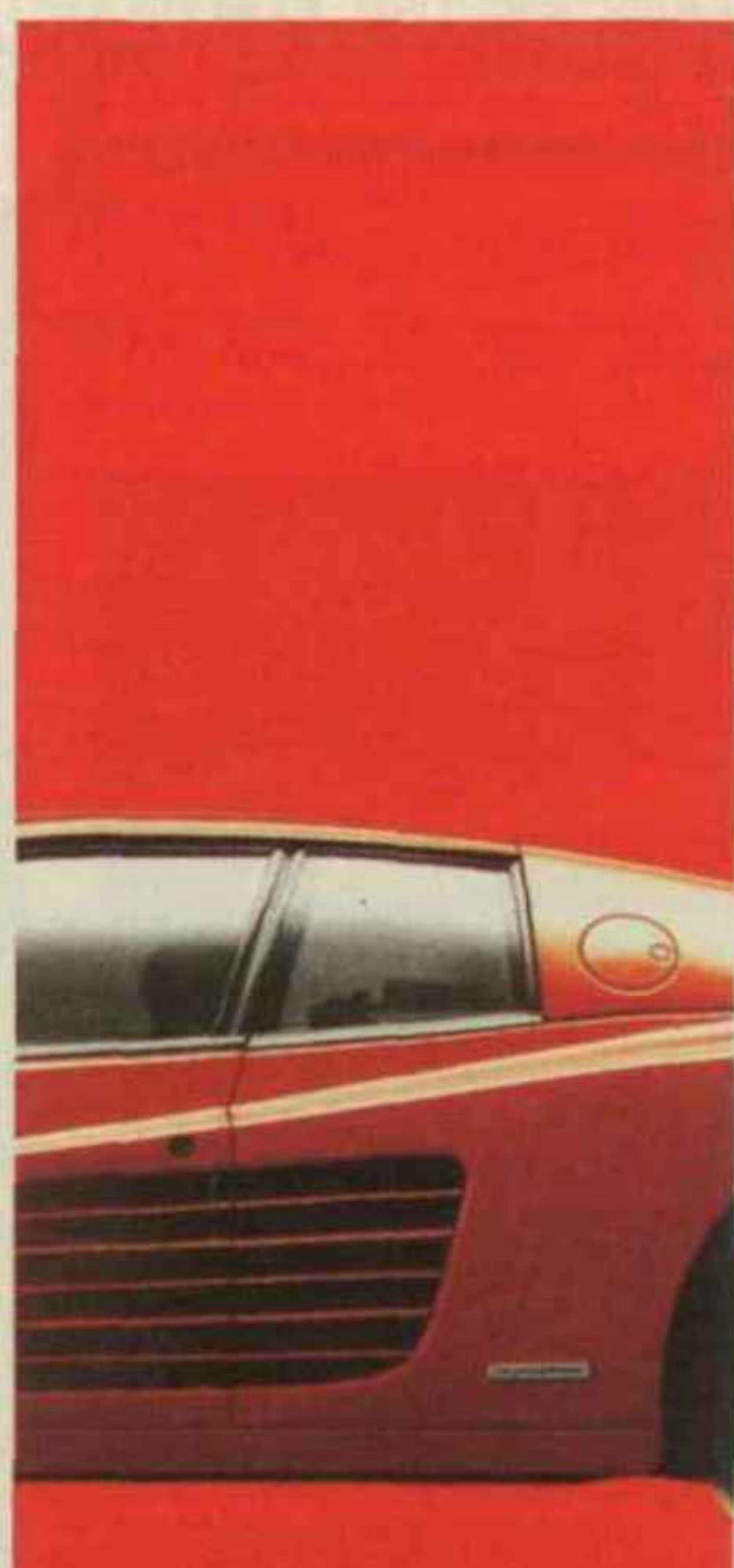
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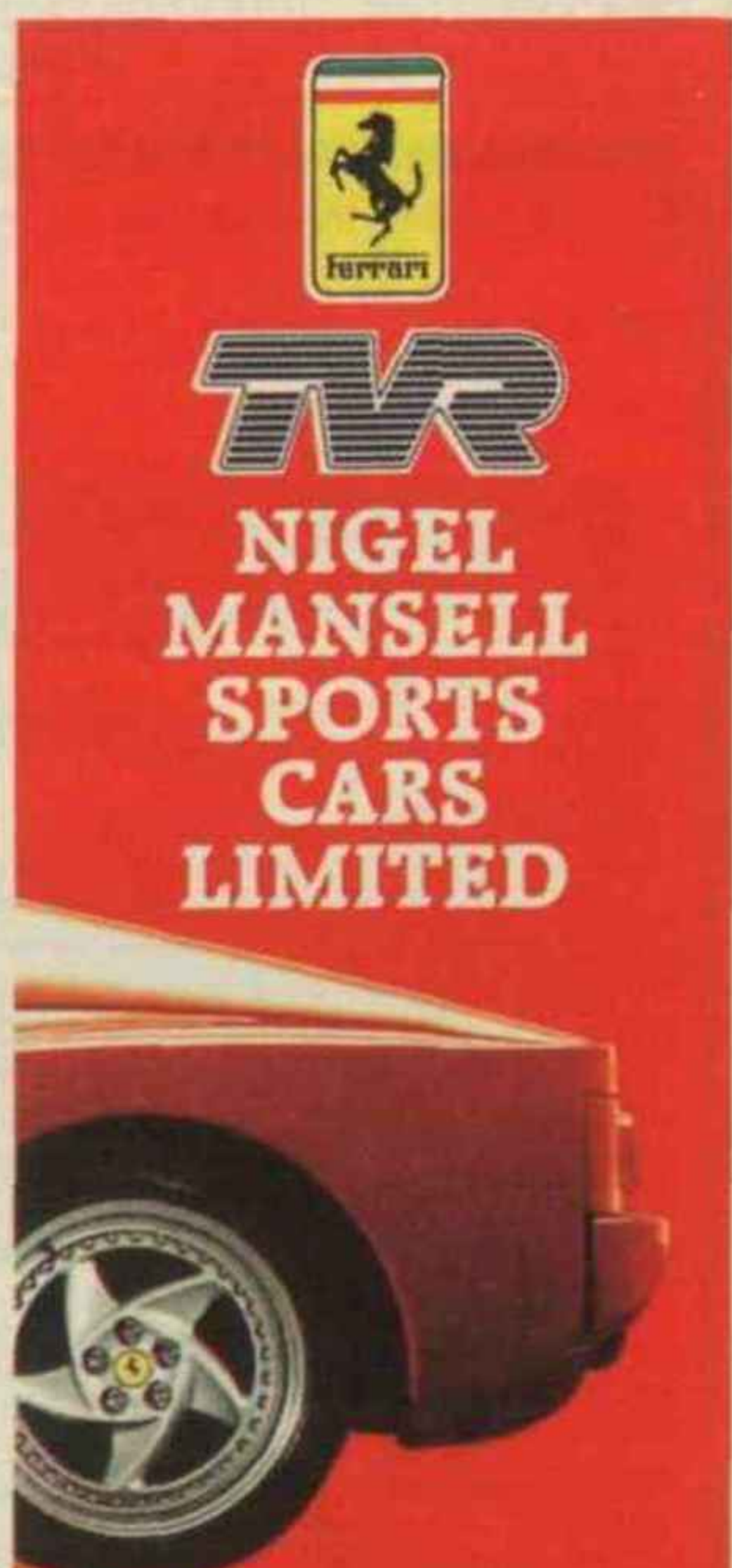
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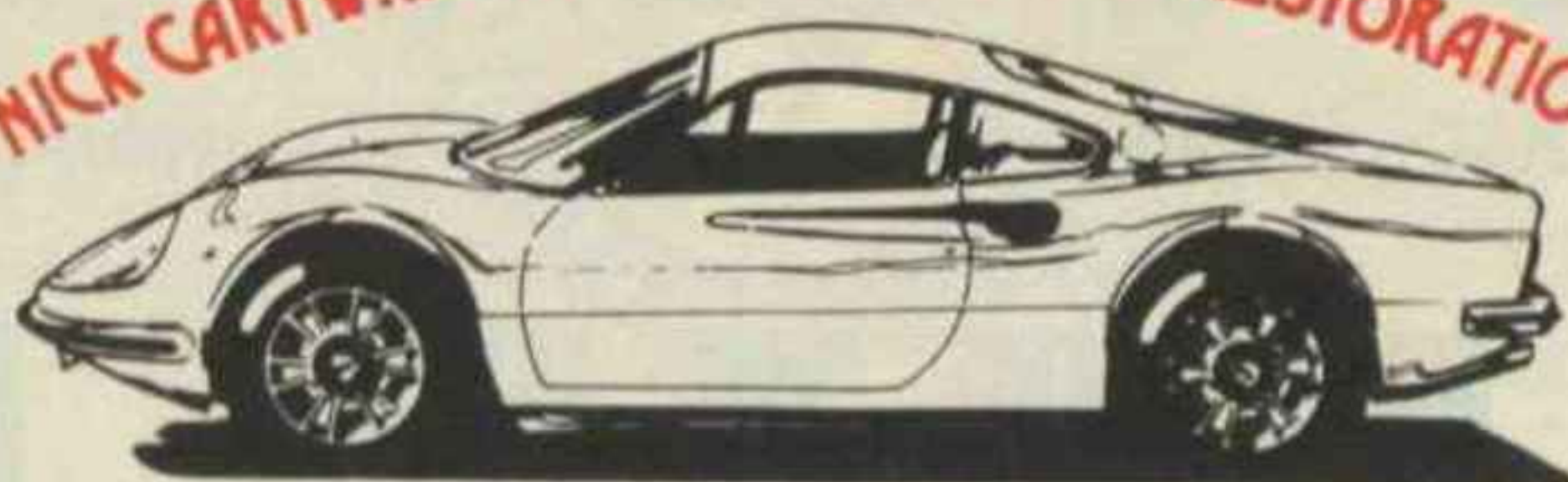
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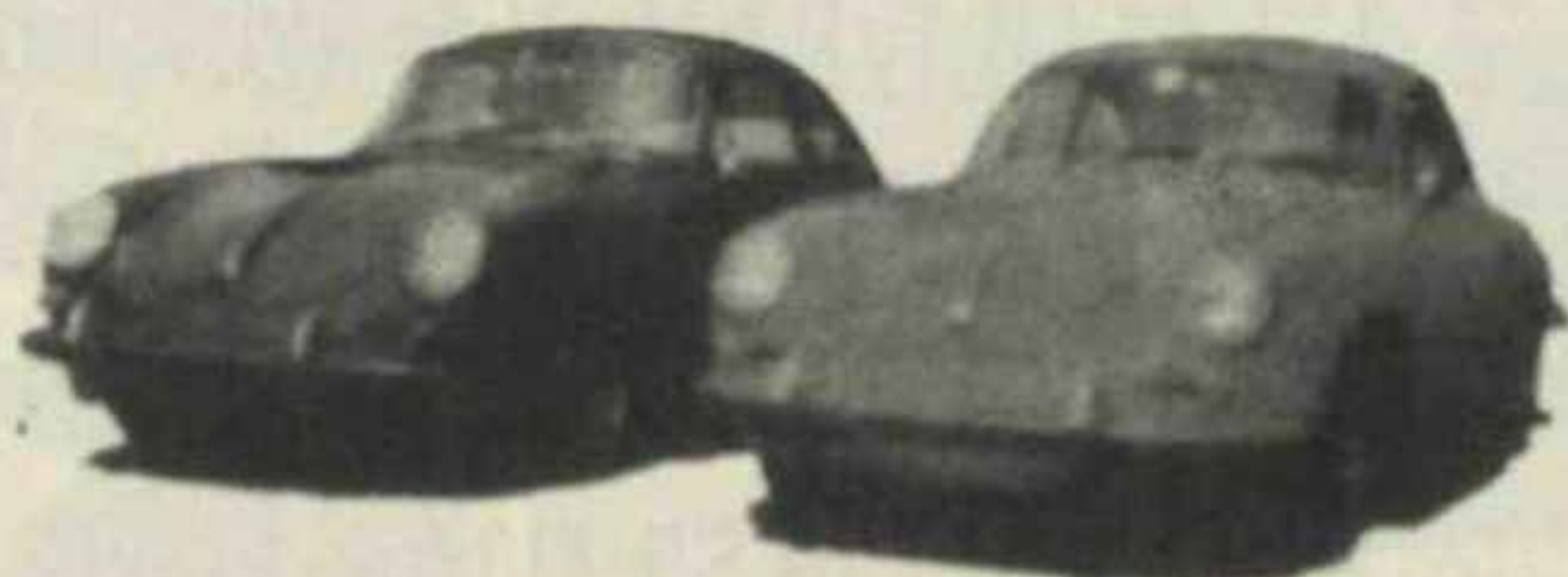
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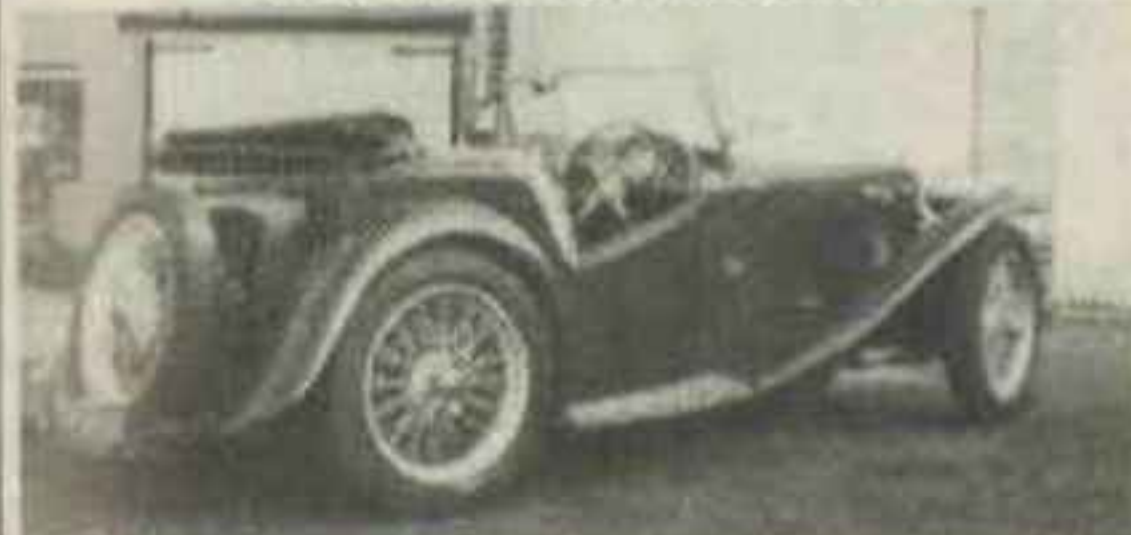
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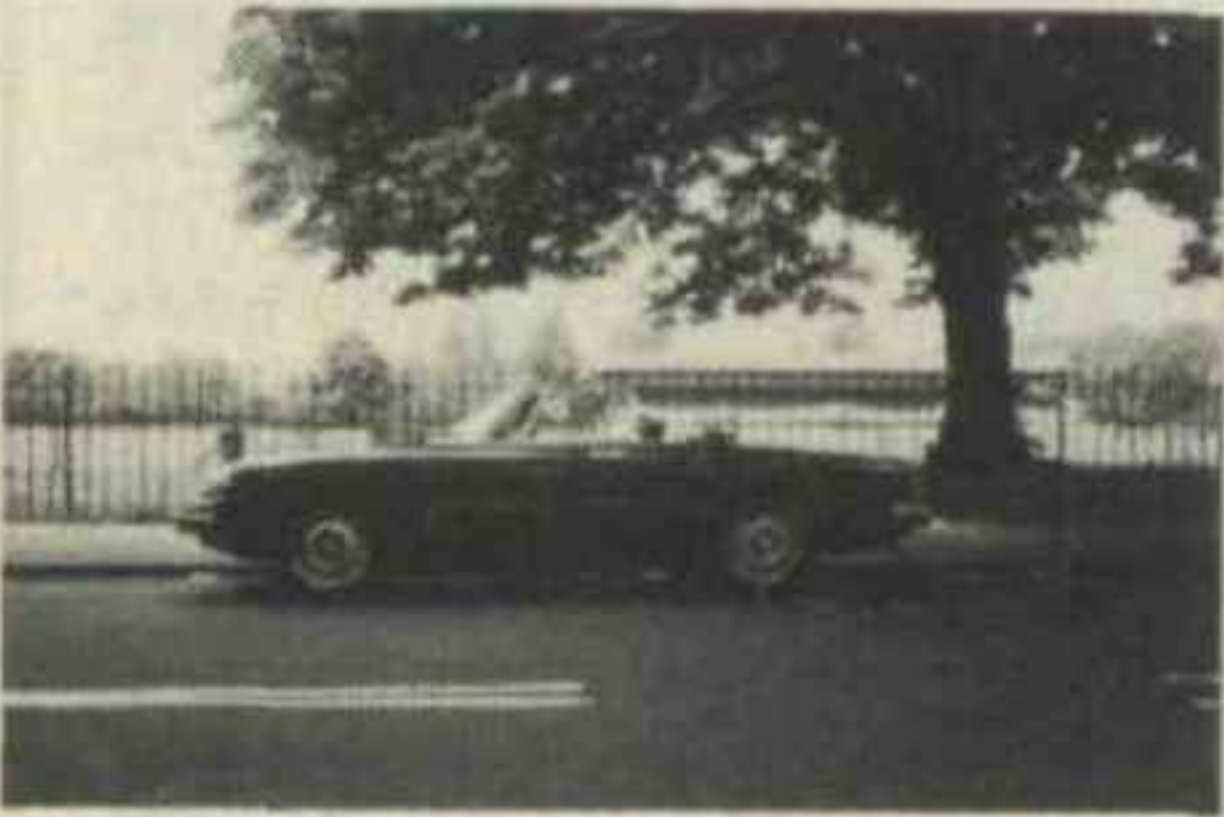
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**Rolls Royce 1964 Silver Cloud II.** Black over silver, grey interior, new carpets/roof lining, MOT, nice throughout, £18,650. Another SCII at £22,500. Tel: 0181 761 1155. Fax: 0181 761 1156. Eves/w-ends: 01959 564879.



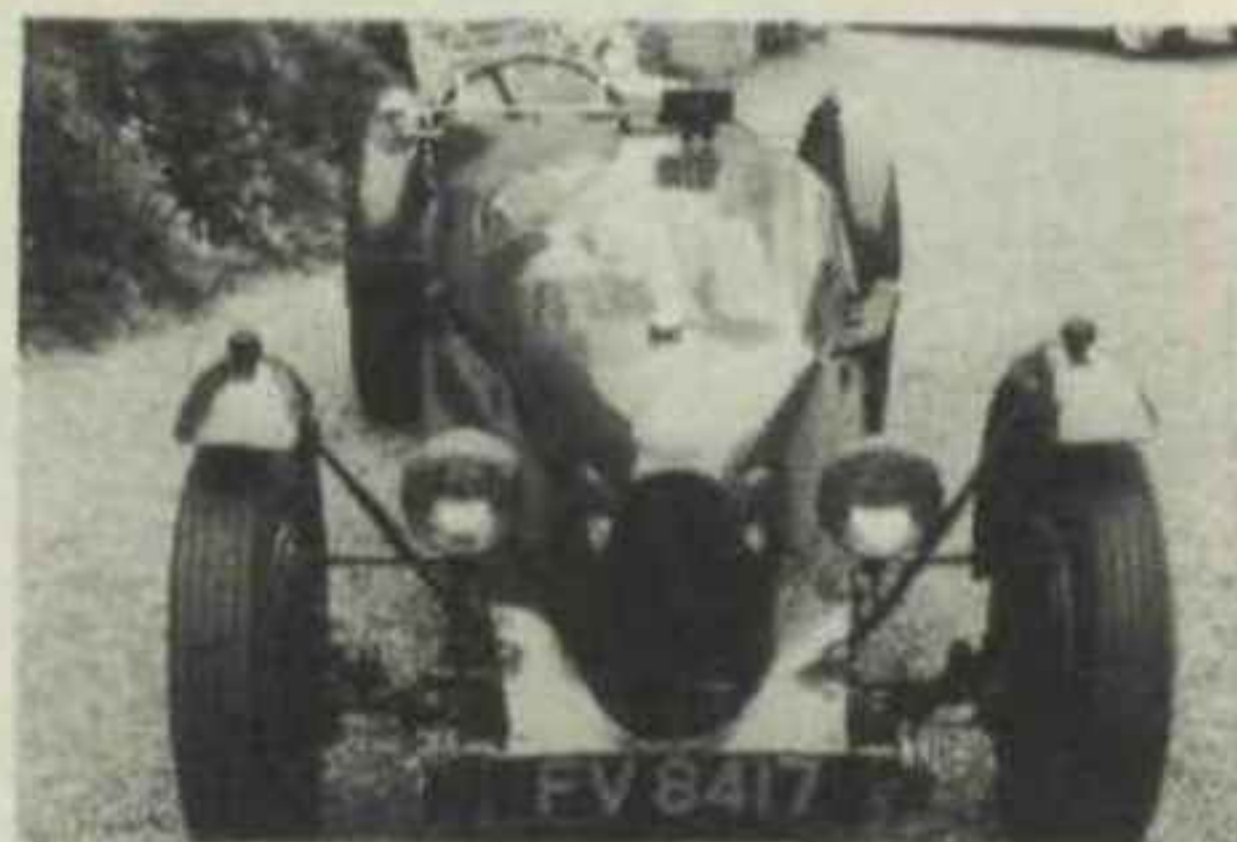
**1970 Rover Coupé.** Ivory over dark brown coachwork with tan leather interior. 60,000 miles believed correct. History, local car, just taken in part exchange. Will sell to first sensible offer. Tel: 01935 813737, 01258 861414.



**1909 Reliable Dayton.** This high wheeler horseless carriage has arrived from Florida in recent years. She has been in the Harrahs Collection and comes with dating certificate and history. Extremely rare. Offers or exchange. WHY. Tel: 01935 813737, 01258 861414.



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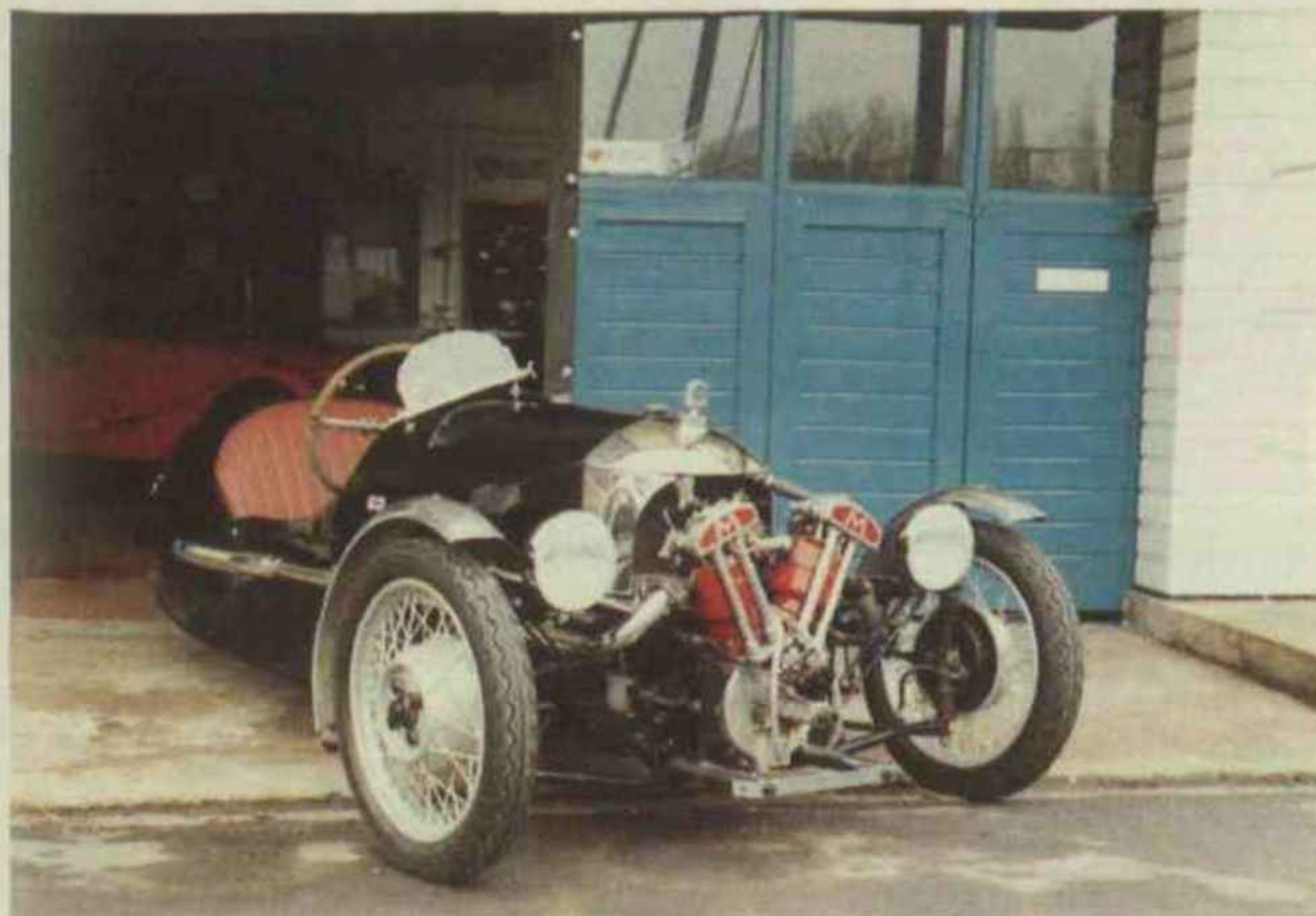
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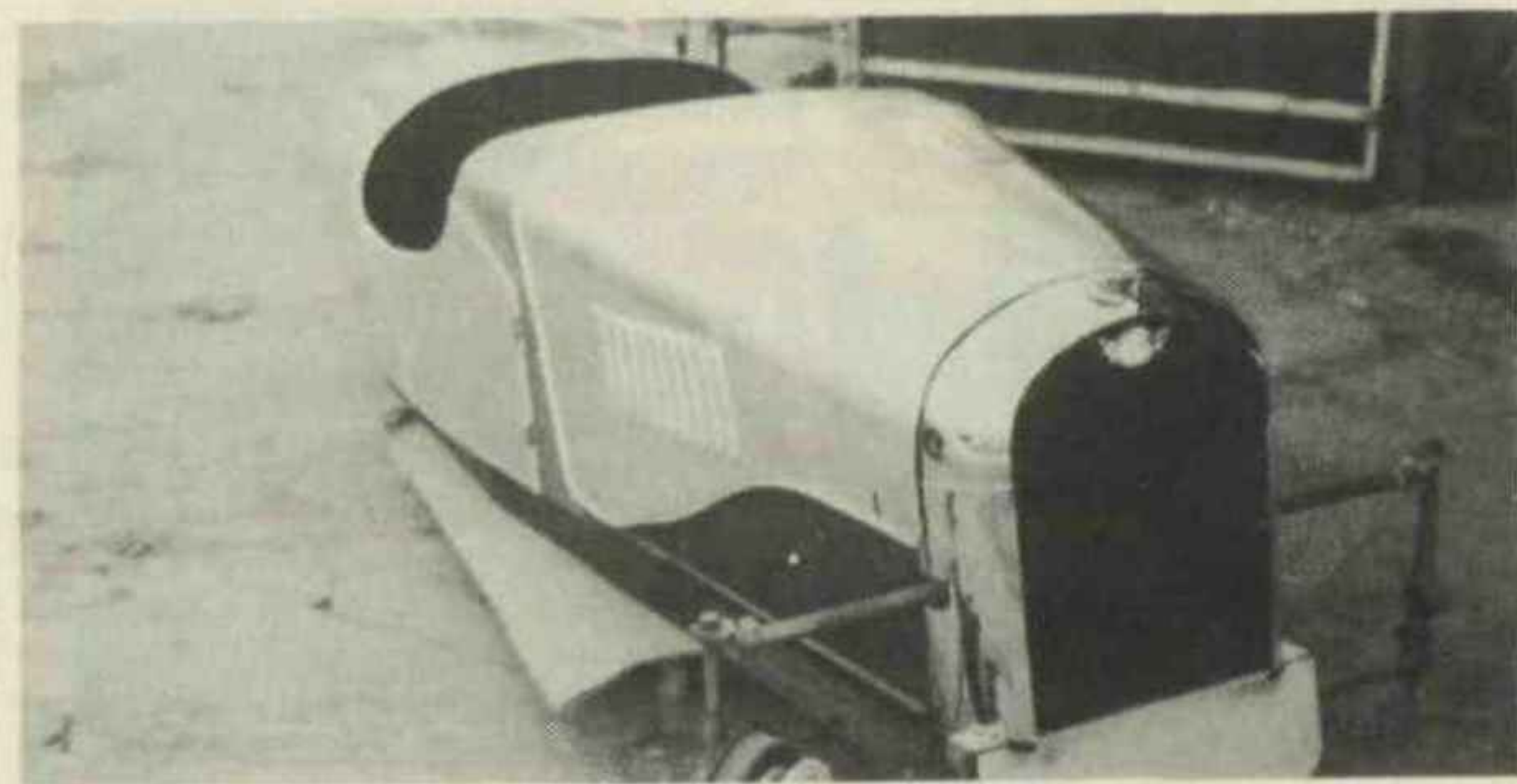


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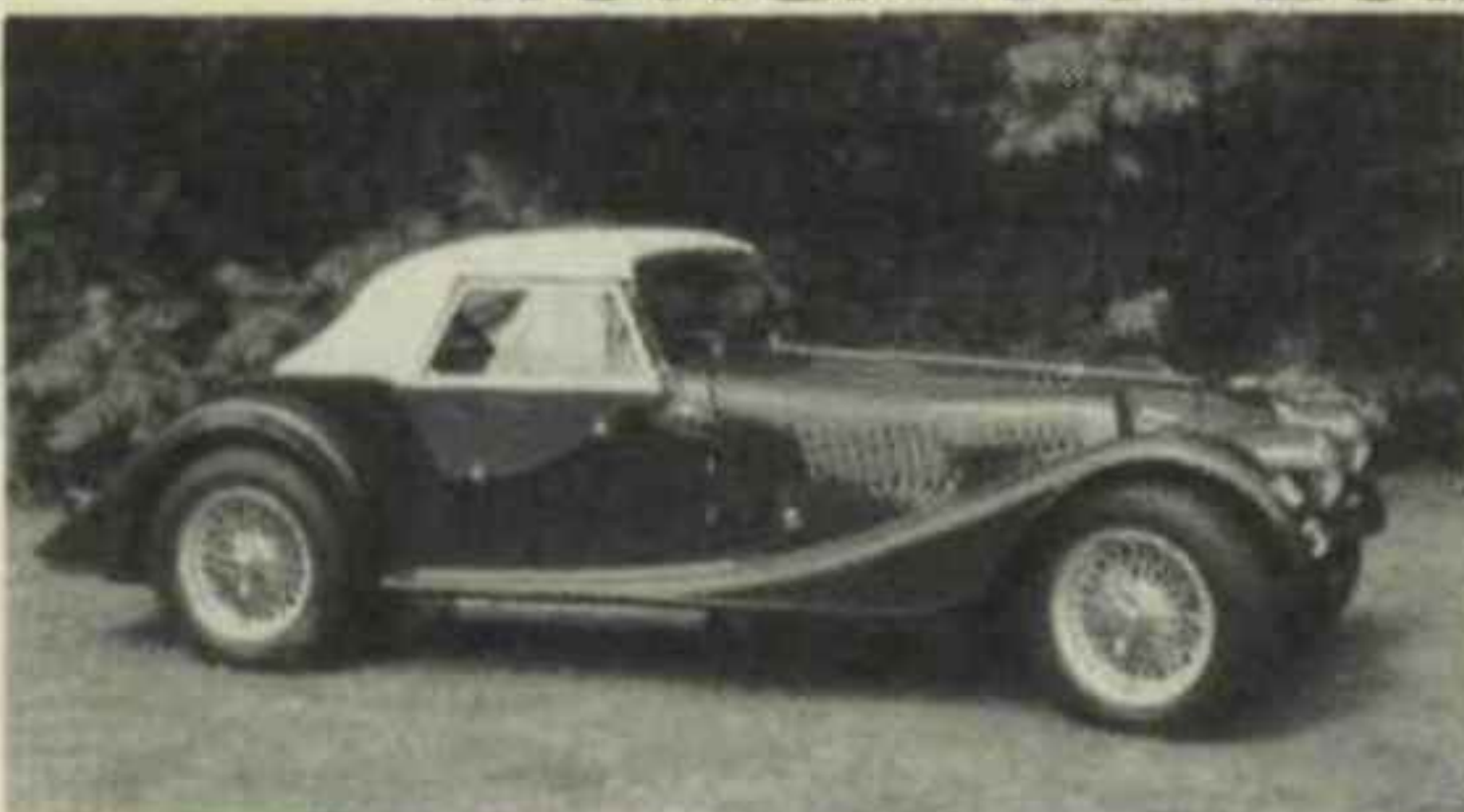
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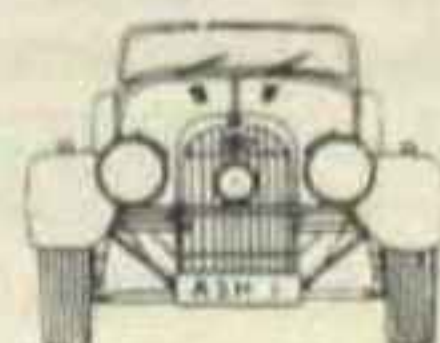
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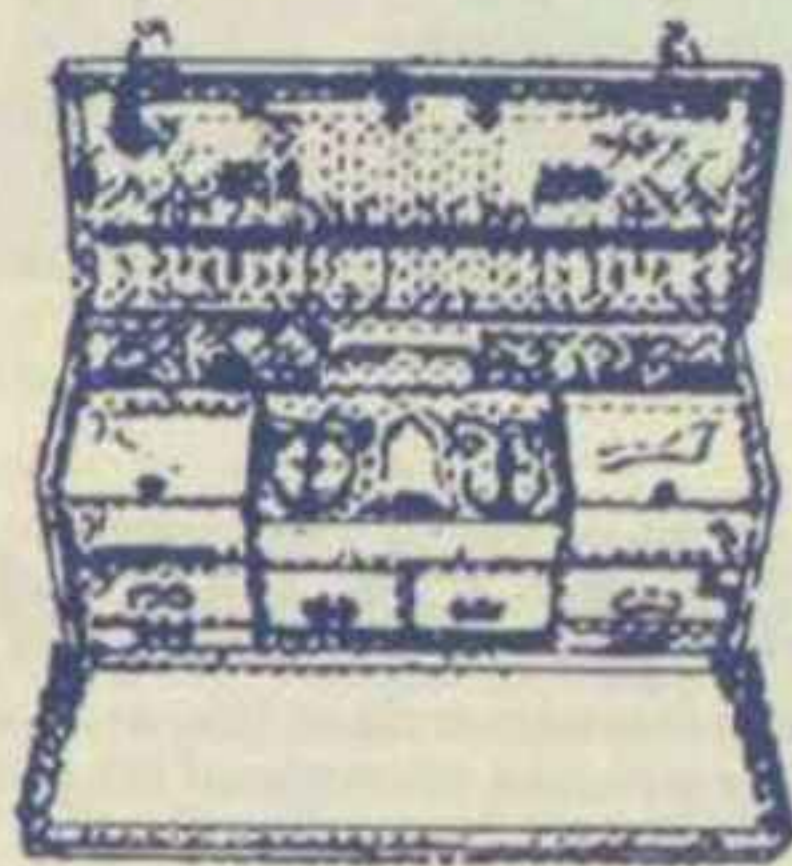
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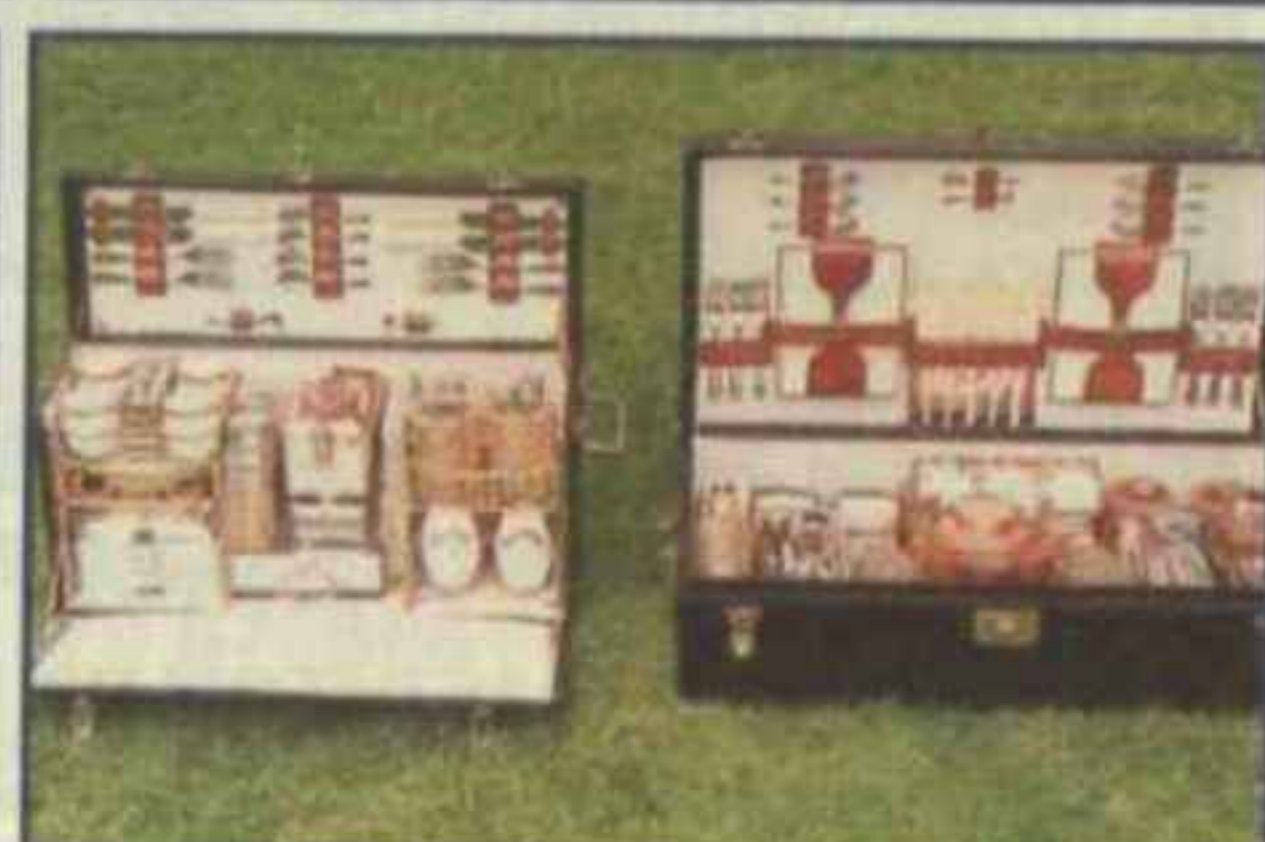
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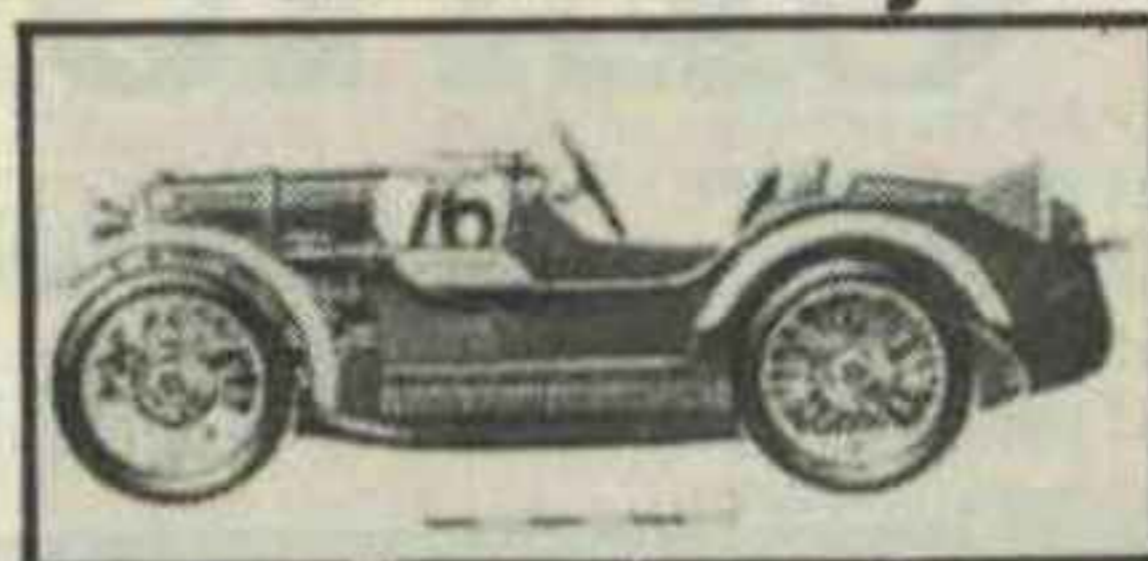
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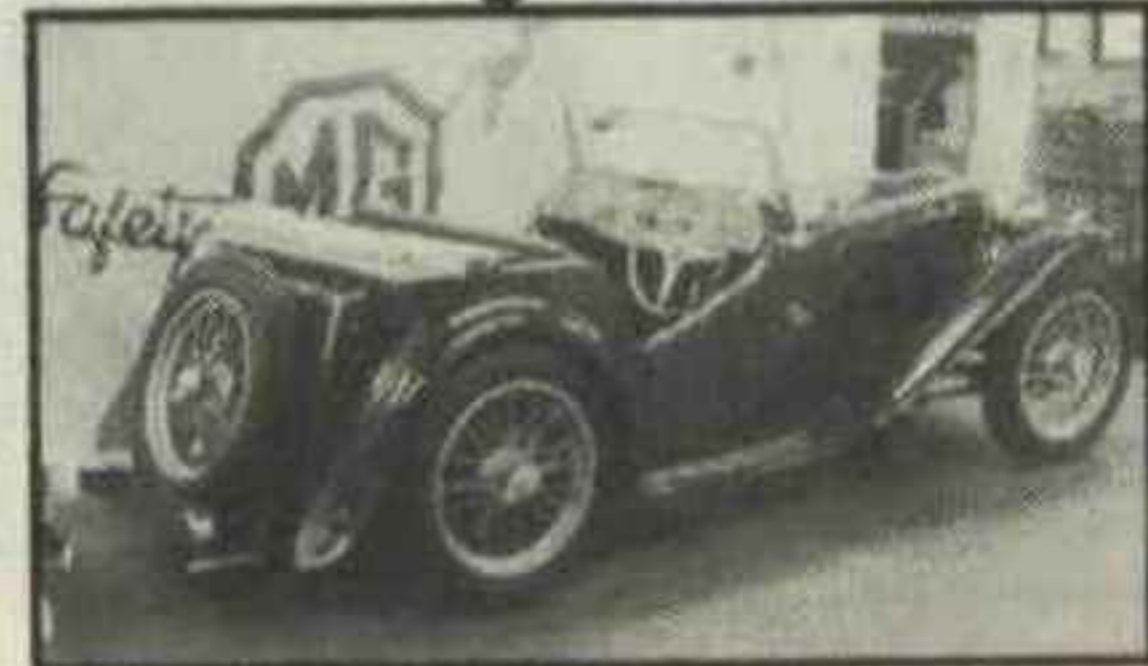


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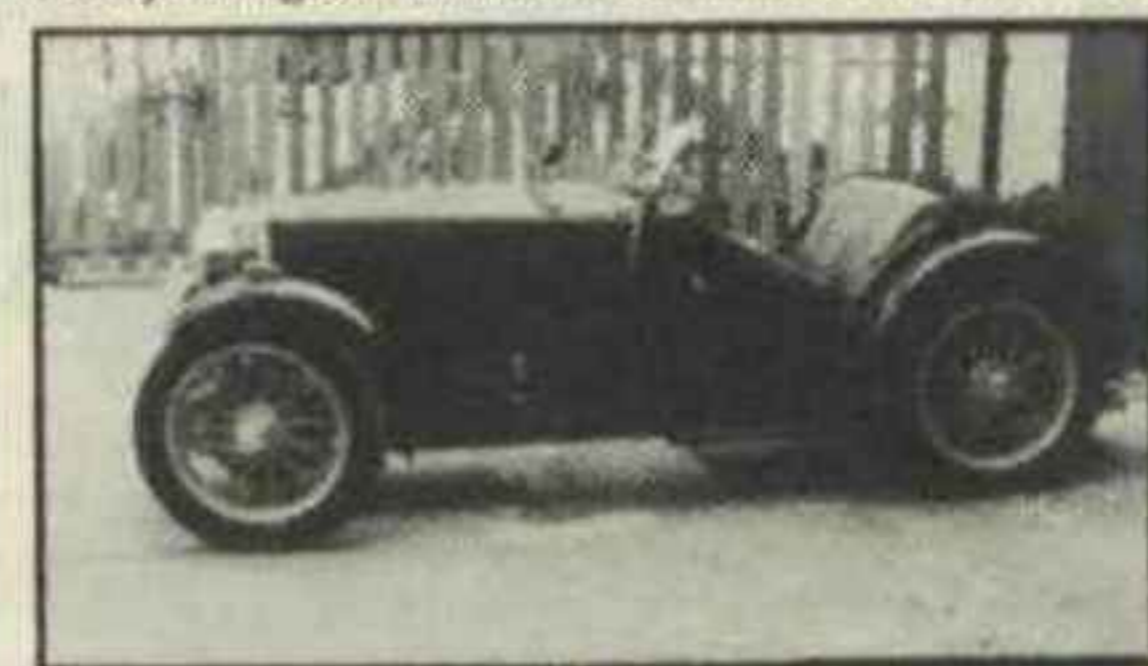


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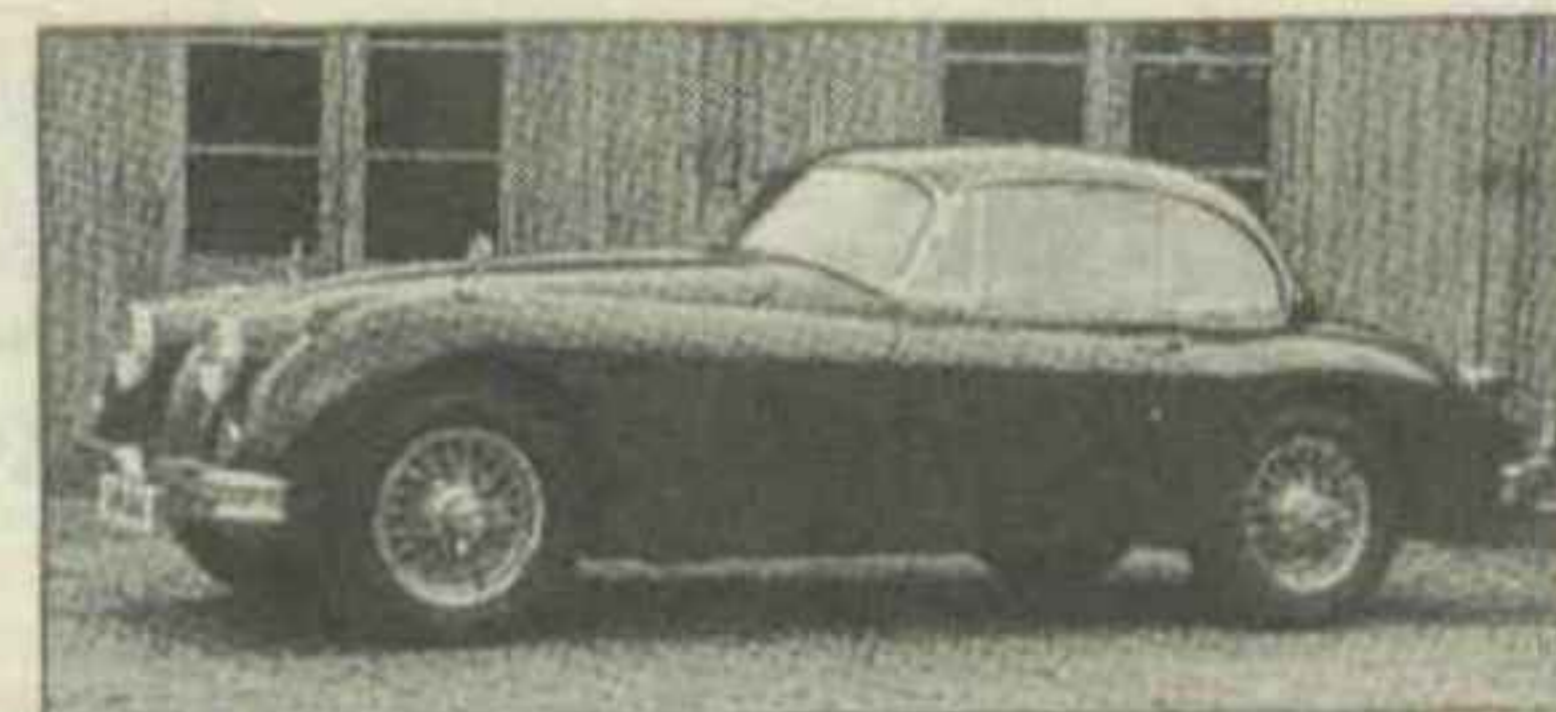
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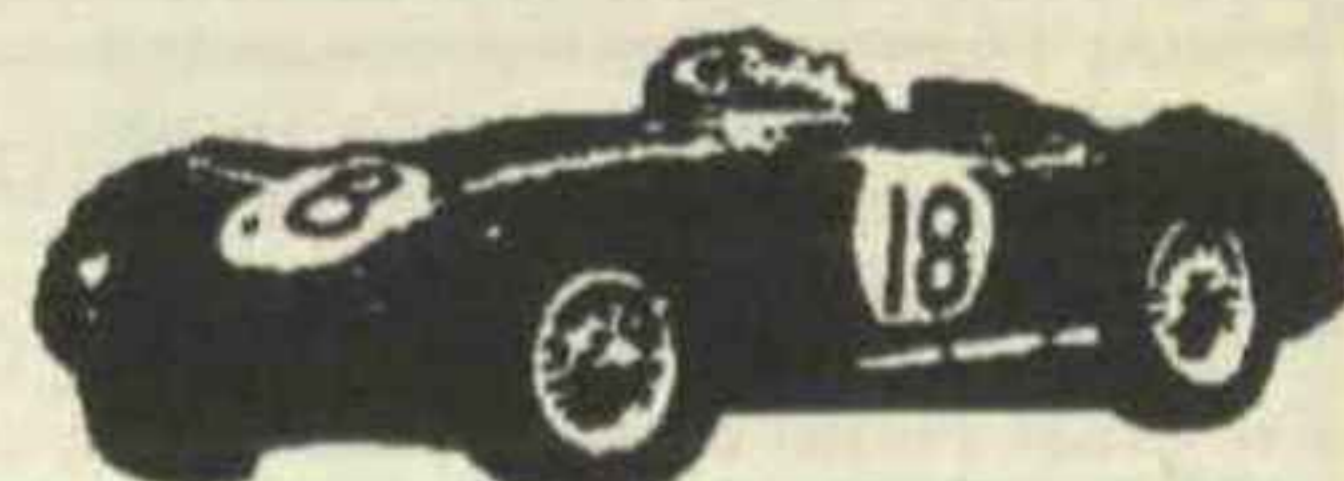


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**Aston Martin V8 Series III 'S' Specification,** bright red, magnolia leather interior, automatic, Cibie auxilliary lights, Vantage front air dam, rear seat belts, documented history by AML and AM franchised dealer confirming 49,000 miles. I have known this car since I purchased it from the first Channel Islands' owner in 1988 and it is one of the nicest V8 saloons I have driven £22,500. Please contact Philip Jones of Byron Garages International. Tel: 01737 244567 or 0836 555666. Fax: 01737 226224.

**Aston Martin DB5,** pale metallic green with beige leather interior, automatic, £12,000 recently spent on chassis and bare metal respray. £27,950. Please contact Philip Jones of Byron Garages International. Tel: 01737 244567 or 0836 555666. Fax: 01737 226224.

**Aston Martin DB6 Mk I Vantage,** bright red, black leather interior, 5 speed manual, rare 325 bhp Vantage engine, chrome wire wheels, stainless steel exhaust. From personal experience, this car feels to have a very good engine performance and is very competitively priced at £25,950. Please contact Philip Jones of Byron Garages International. Tel: 01737 244567 or 0836 555666. Fax: 01737 226224.

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**Aston Martin V8 Zagato Vantage F.H.C.** javelin grey metallic, burgundy leather interior, black carpets, 5 speed manual, suspension handling kit, approximately 55 of this model were built by Aston Martin and Corrozzzeria Zagato of Milan, this car is one of the last. 2 owners, 9,000 miles, serviced by Aston Martin Lagonda. £99,950. Please contact Philip Jones of Byron Garages International. Tel: 01737 244567 or 0836 555666. Fax: 01737 226224.

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**Aston Martin DB6 MK I Volante.** Dark brown with beige leather interior and beige hood, 5 speed manual, PAS, power hood, owned and much loved by the late Gordon Chapman (of ERA fame) for twenty years, drives nicely, must be one of the most competitively priced convertibles available. Get the wind in your hair this summer. £46,500. Please contact Philip Jones of Byron Garages International. Tel: 01737 244567 or 0836 555666. Fax: 01737 226224.

**Aston Martin V8 Series III 'S' Specification,** tourmaline blue metallic, magnolia leather interior, automatic, electric steel sun roof, leather head lining, Vantage front air dam, Cibie auxilliary lights, side marker lights, head restraints, headlamp wash/wipe, Vantage steering wheel, service history by Aston Martin franchised dealers and specialists, 72,000 miles. This car is quite rare in that it has a very high level of factory fitted options. £19,950. Please contact Philip Jones of Byron Garages International. Tel: 01737 244567 or 0836 555666. Fax: 01737 226224.

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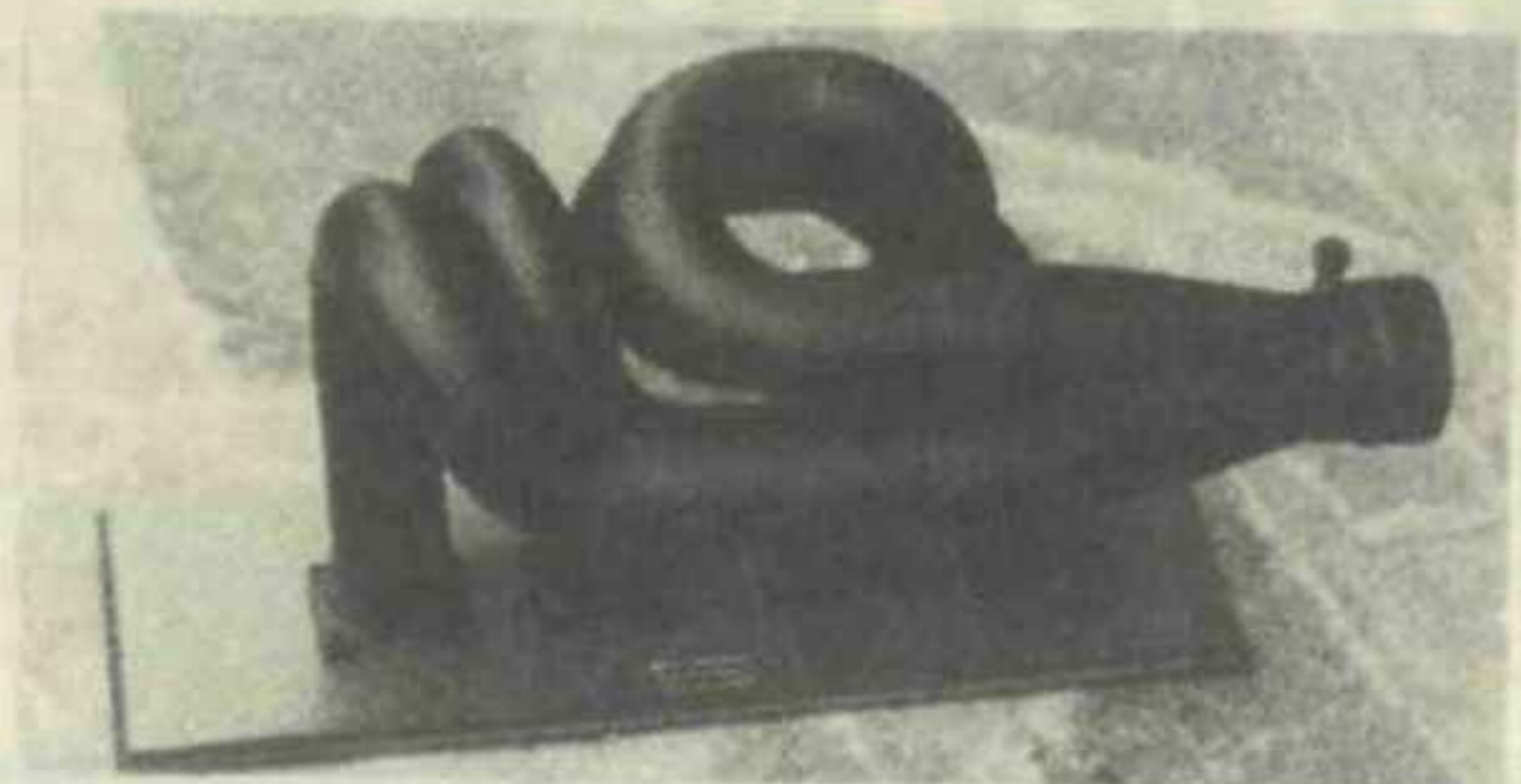
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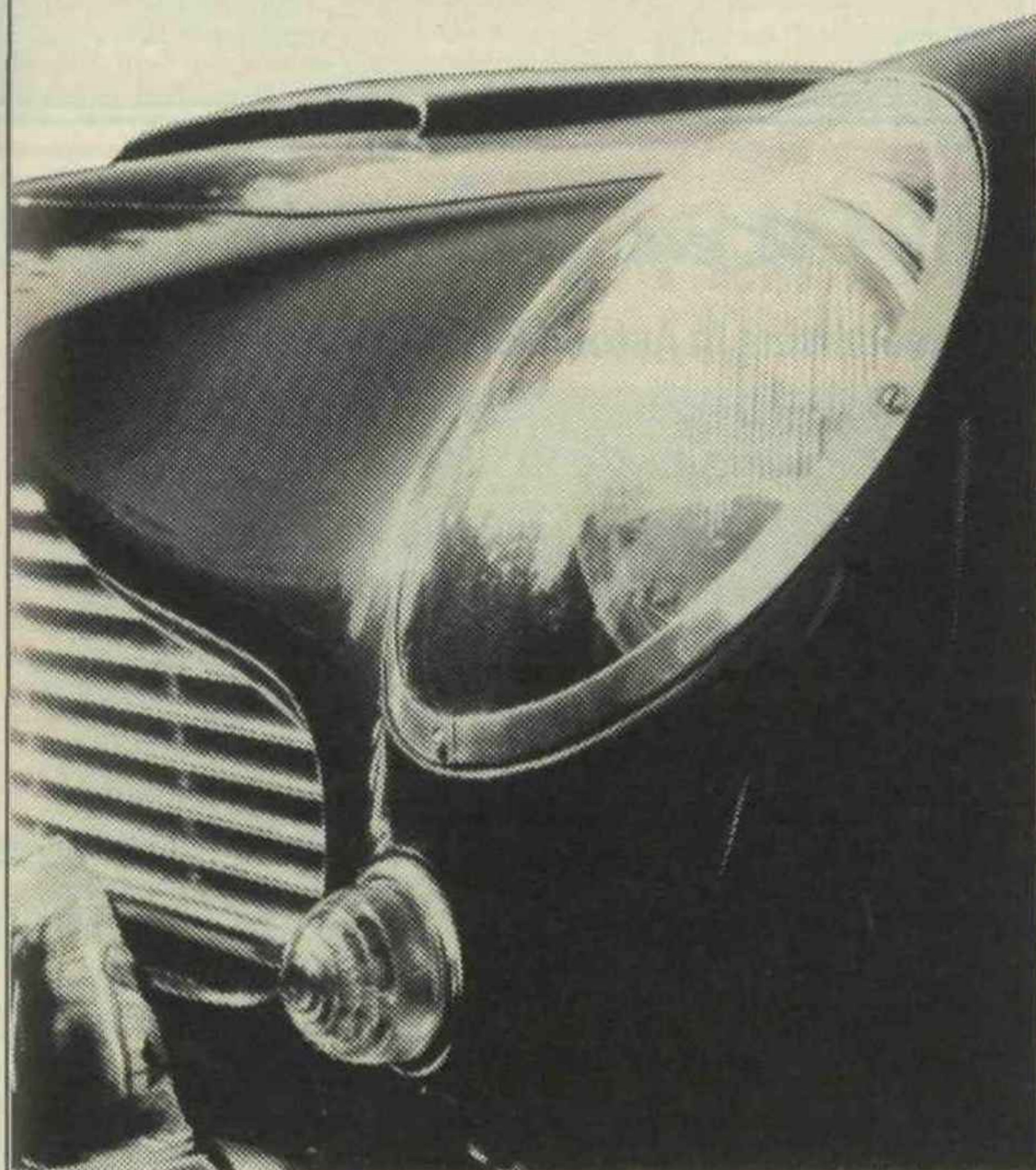
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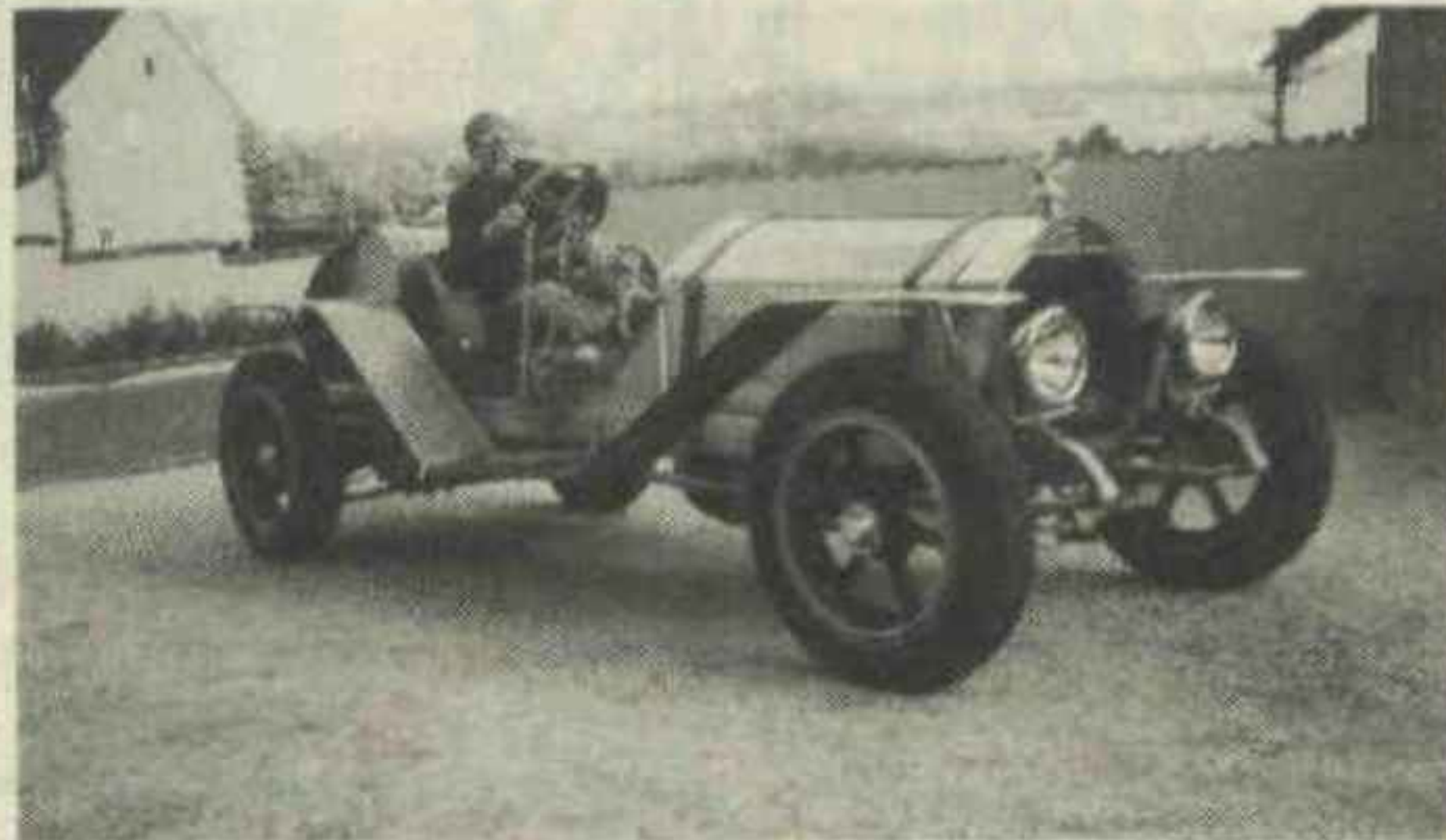
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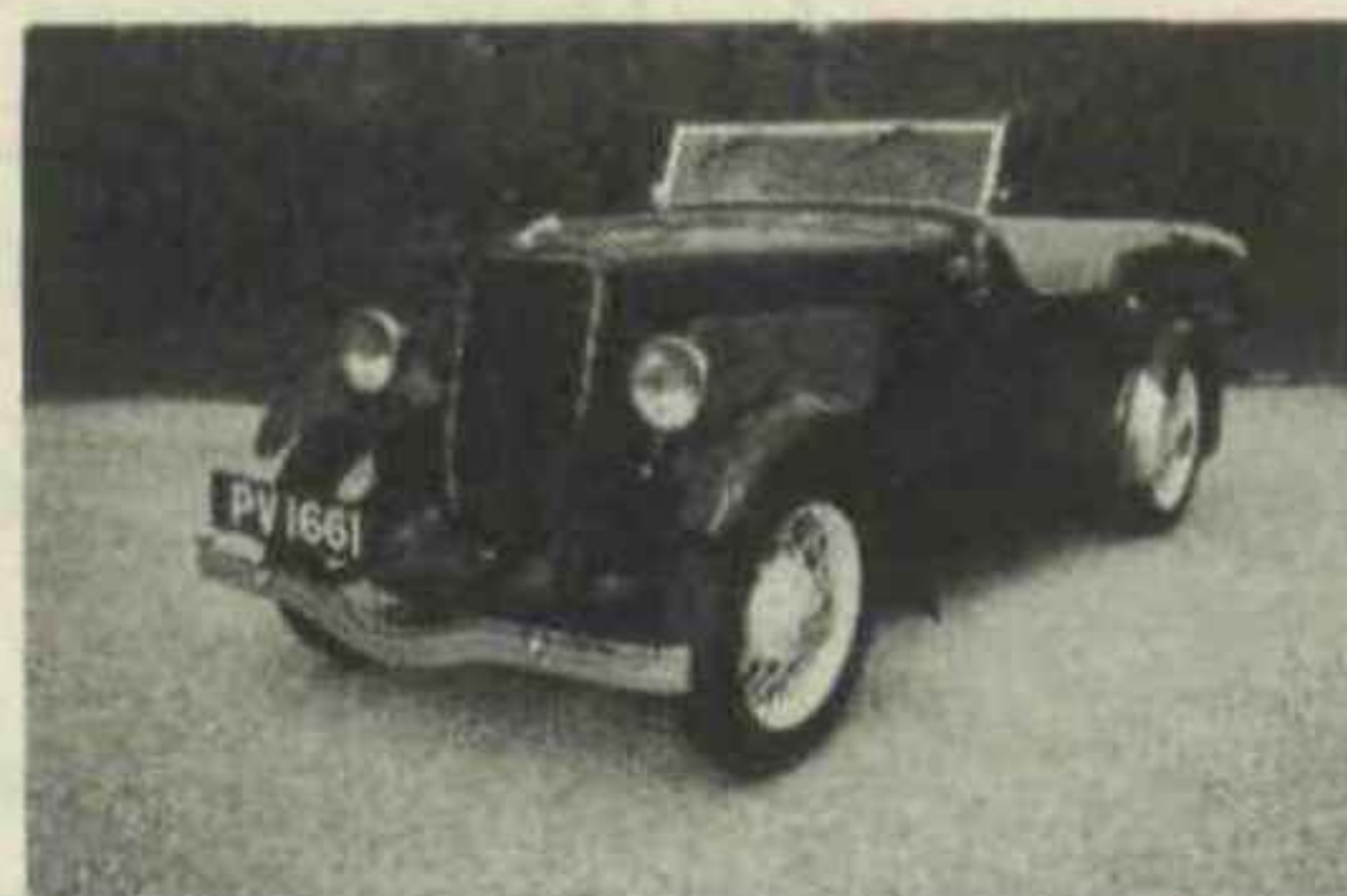
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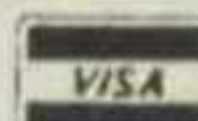
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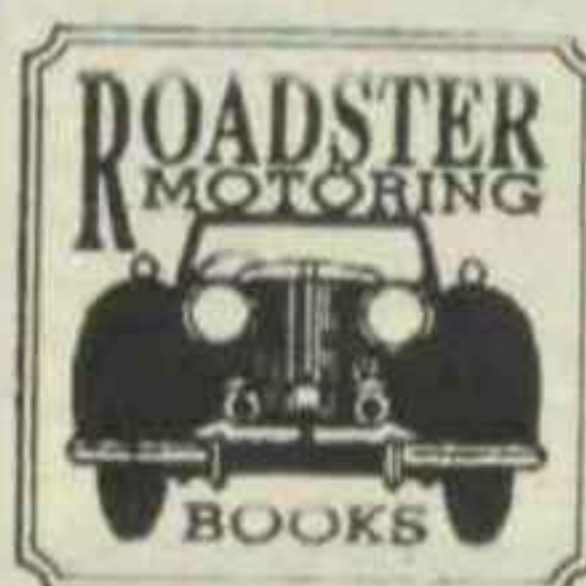
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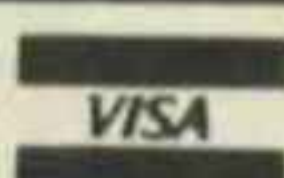
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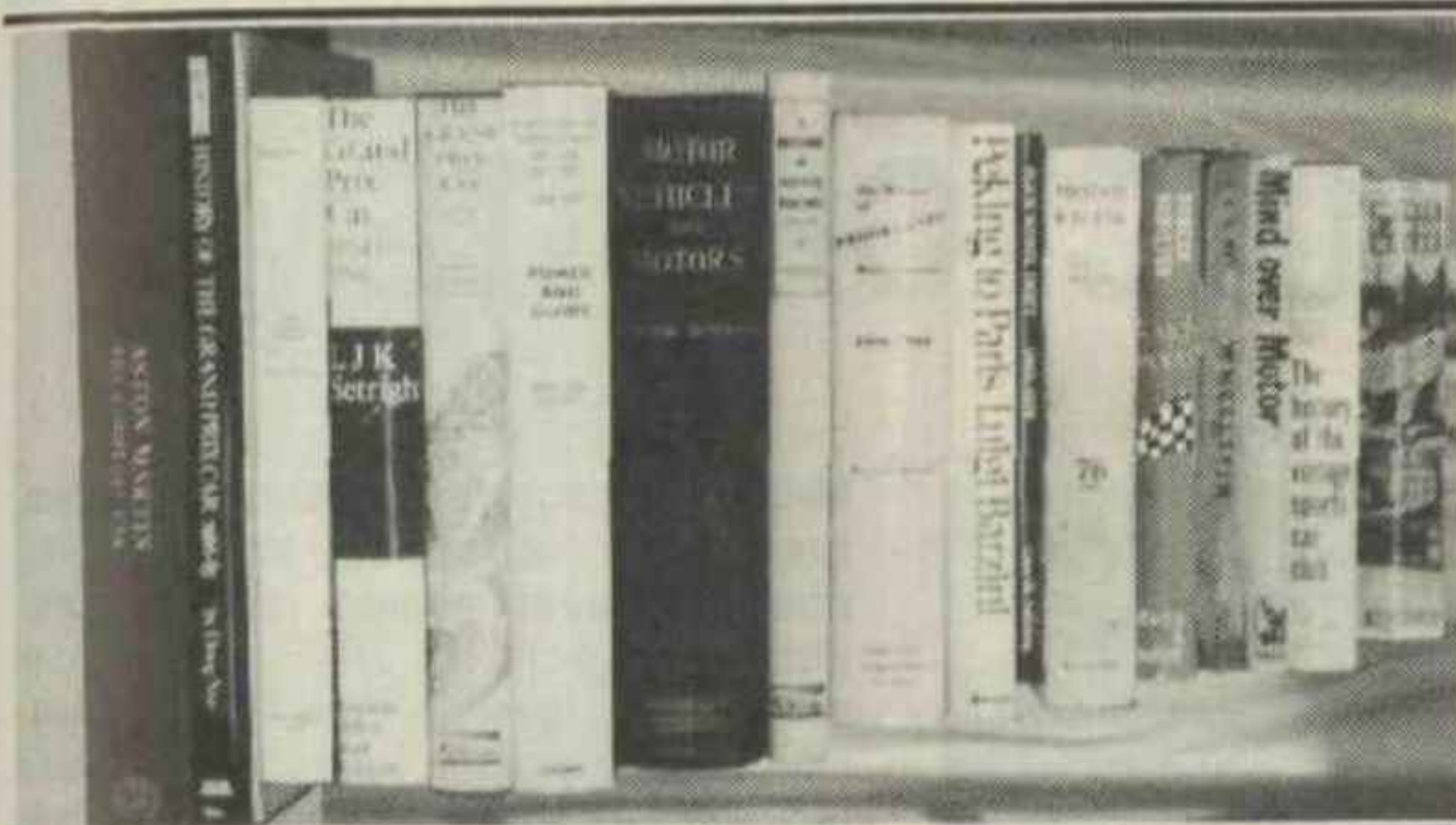
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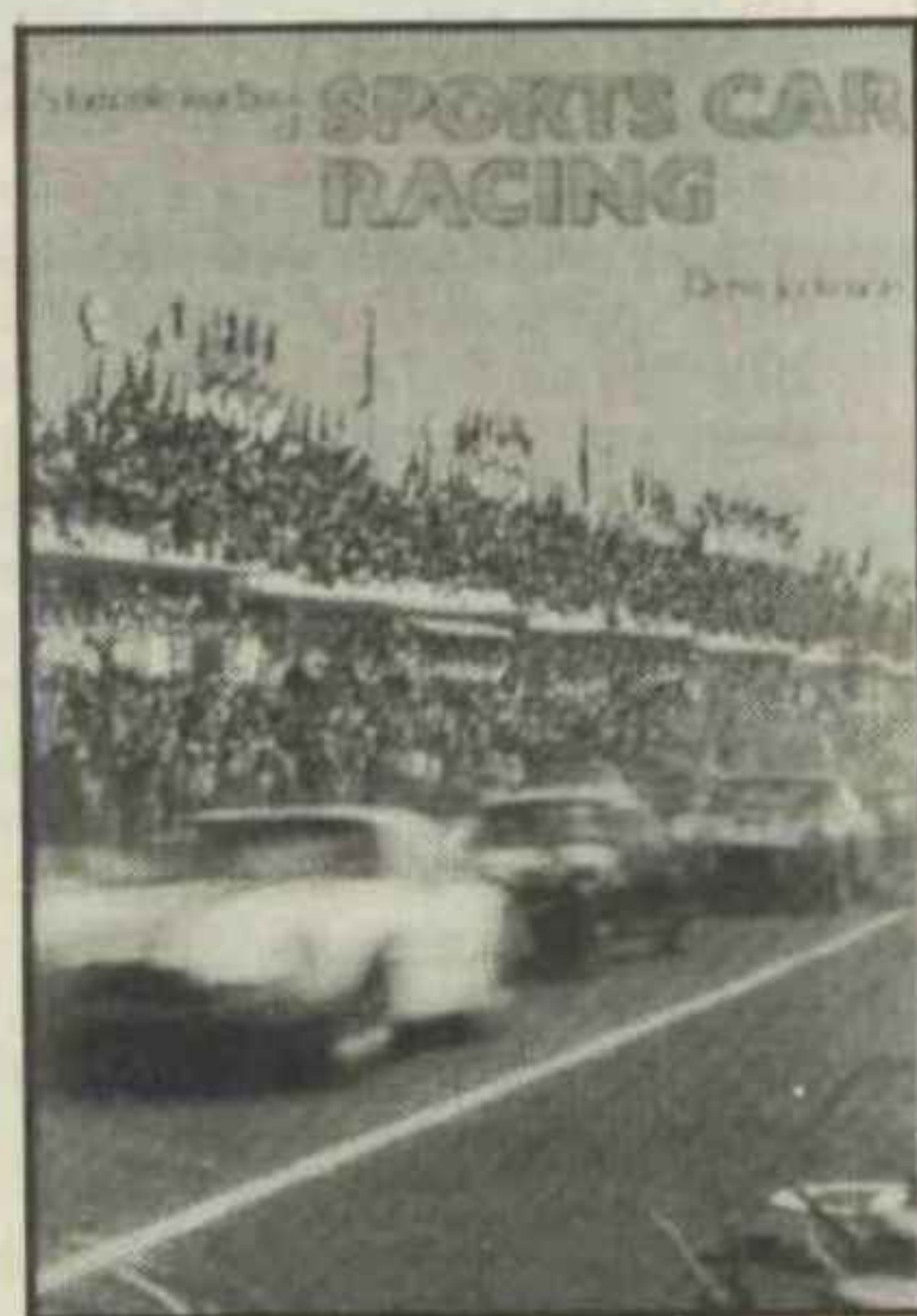
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## REVIEWS, PRICE GUIDES



**The Automobile Year Book Of Sports Car Racing.** Denis Jenkinson. Editor SA Lausanne (1982).

Given the high photographic standards set by the publishers of Automobile Year and the knowledge and enthusiasm for motorsport consistently demonstrated by "Jenks", this book's cover alone provokes high expectations. And, happily, the content more than lives up to them. Spanning the years 1953 to 1972, an enormous collection of photos is used, many of them by such pre-eminent photographers as Geoff Goddard, Bernard Cahiers and Jesse

Alexander, all of them rich in detail and tellingly captioned.

Anyone who remembers the halcyon days of the Targa Florio and the Mille Miglia, or the exploits of Moss, Rindt, Surtees, Siffert and others, will find this a totally irresistible work, even at its now three-figure price. (Ironic to recall that it was once on sale as an "end of run" item for around a tenner.)

Most of the photos are in mono, and are none the worse for that, though there is enough colour scattered through the book to bring alive the magnificent landscapes in which many of these races took place — with the watching public enviably close at hand.

Perhaps the most fascinating aspect of the book, as Jenks points out, is the way in which it straddles the end of one age and the beginning of another. The dawn of a new technology-dominated era, the drawing to a close of racing on public roads, and the change in drivers from "shirt-sleeved sportsman to the anonymous being in regulation gear", ensure that one's pleasure in the book is tinged with regret.

Adding to the book's reference value is a table of principal results for the twenty years. But it's the pictures and Jenkinson's text which tell the real story, and make this the outstanding work it is.

**Price guide £100.00-£120.00**



**The Encyclopaedia Of Motor Sport.** GN Georgano (editor). Ebury Press & Michael Joseph (1971).

The greater fame of Georgano's magnum opus "The Complete Encyclopaedia Of Motor Cars" has perhaps overshadowed this book. And that's a shame, because even though 24 years have passed since it was first published, there has been nothing quite like it since.

Running to 656 large pages, with close-set type and almost 2,000 photos, the book was compiled under Georgano's editorship by a team of international experts and its scope extends far beyond the confines of Grand Prix racing. Sports car racing, racing in the USA and other branches of motorsport are all included, with the bulk of the book divided into four main sections: The Organisation of Motorsport; Circuits, Races, Rallies and Hill-Climbs; Drivers; and Cars. The presence of such names as Troy Ruttman, Albert Guyot and Meo Constantini testifies to the breadth of the section on drivers (359 entries in all), while the chapter on cars boasts 488 entries, including numerous rarities.

If one had to find fault with this book, it might be said that it leans slightly in favour of the American scene. Fundamentally, though, it is a unique feat of research and scholarship — though with none of the dryness those words might imply — which one could use for a lifetime without ever exhausting its storehouse of knowledge.

**Price guide: £90.00-£110.00**



**The Certain Sound.** John Wyer. Editor SA Lausanne (1981).

"Plunges the reader headlong into the anxieties, triumphs, glories and tragedies of the sportscar racing world" — so begins the publisher's blurb for this autobiography, and for once there can be no accusations of hyperbole. From his position as racing manager of Aston Martin, Wyer went on to work with both Ford and Porsche. The GT40 and the Porsche 917, two of the most famed competition cars of the era, are both

strongly featured (Wyer foresaw that the introduction of the 917 would "spell the end of an era in motor racing"), and the story ends with Wyer's retirement from the scene in 1971.

It is difficult in a brief synopsis to convey the vast amount of behind-the-scenes detail this book contains, whether it be the personalities of the drivers, designers and others, the relationship (not always harmonious) between the company men and the team men, the ceaseless need for development and redevelopment . . . It's all here, as they say, and no-one with the slightest interest in sportscar racing should miss it.

On the debit side, one has to say that the production of the book is nowhere near Edita's customarily high standard. There is no colour and many of the mono pictures are decidedly grainy. One gets the impression that someone was keeping a very tight rein on costs, resulting in a book of lower quality than its content deserves. (The book was in fact once reprinted, but to no advantage.)

As a story, however, it's absolutely unique and worth every penny.

**Price guide (first edition): £75.00-£85.00**

*Continued  
on page 671*



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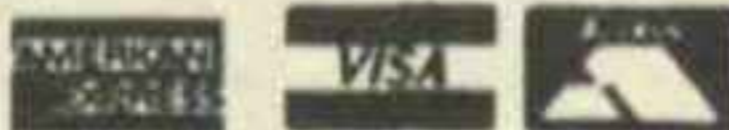
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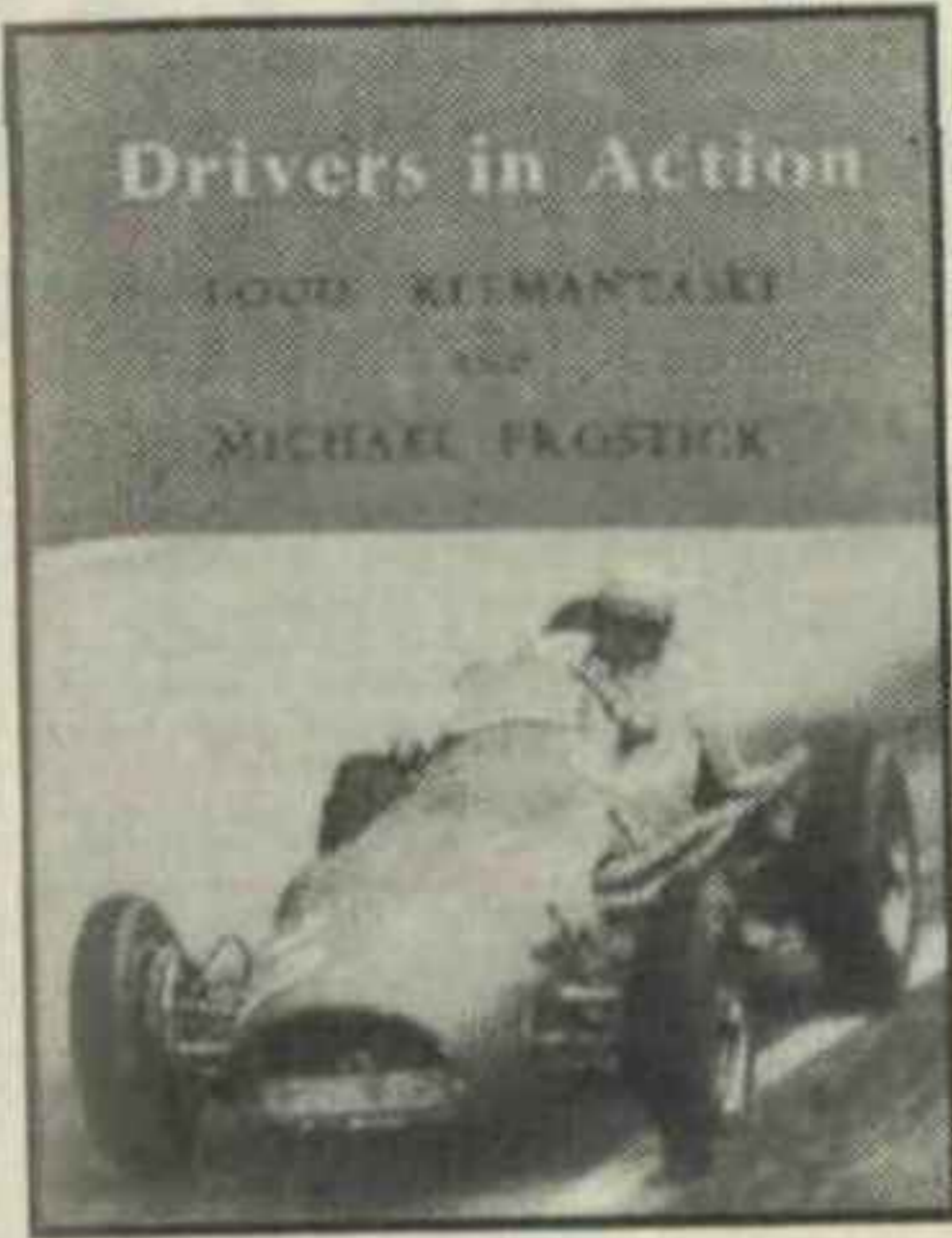
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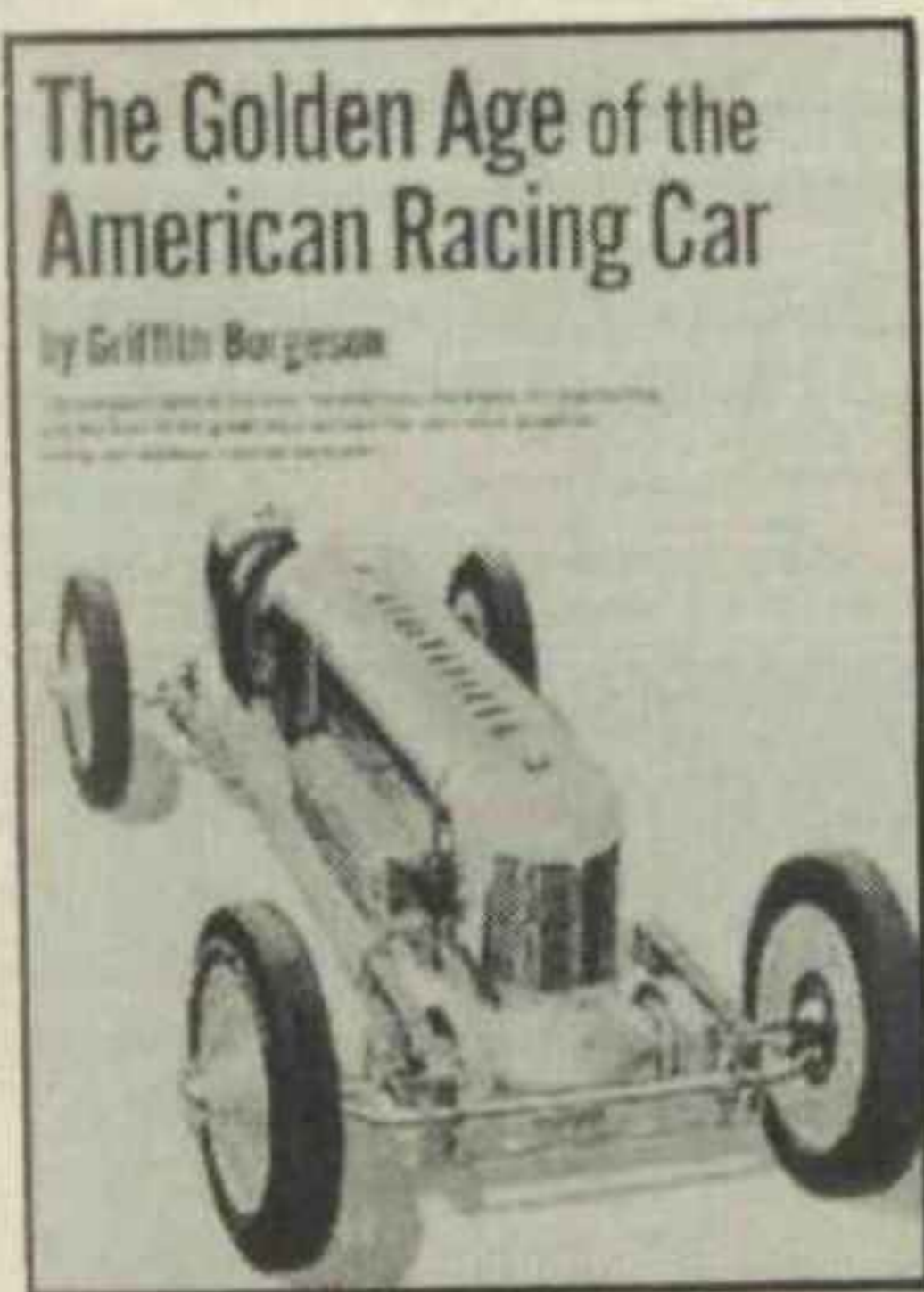
**Drivers In Action.** Louis Klementaski and Michael Frostick. The Bodley Head (1955).

More nostalgia here, in this slim-ish volume devoted to a dozen drivers of the period: Ascari, Fangio, Gonzales, Moss, Chiron, Parnell, Farina, Hawthorn, B. Bira, Trintignant, Villoresi and (sharing the final chapter) Hamilton and Rolt. This is one of a series of books utilising the skills of photographer Klementaski and writer Frostick; others include "The Vanwall Story", "British Racing Green", "For Practice Only" and other sought-after titles, and it's strange to recall how few motor racing books there

were in those days and how keenly each of these volumes was welcomed.

The book's appearance is very much of its time, with no fancy graphics but simply a photo or two on each page, fairly substantial captions, and a brief profile of each driver. On virtually every page, Klementaski reveals his uncanny ability to bring his subjects alive; a magnificent full-page shot of Louis Chiron's Talbot speeding into the village of Gueux is a prime example of his talent, and there are many more like it.

**Price guide: £40.00-£50.00**



**The Golden Age Of The American Racing Car.** Griffith Borgeson. Bonanza Books USA (1966).

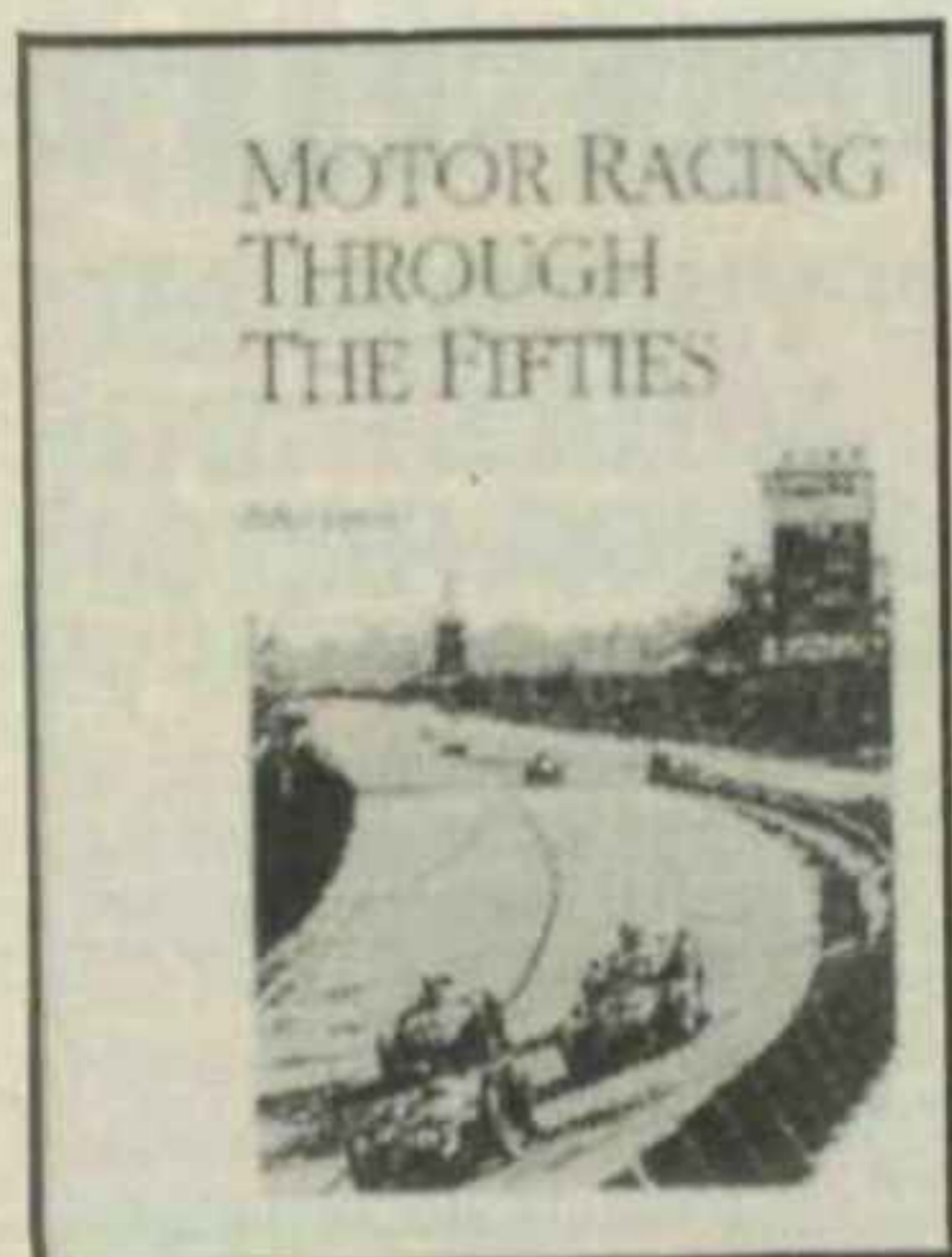
One of the few books available on the subject, this one conveys all of Borgeson's passion for the design and engineering aspects of automobile history and his willingness to take pains over research. Again, though, one has to say that production and photo-reproduction are poor.

The "Golden Age" of the title refers to the period between the two World Wars, and it is documented in depth. Pioneer figures Duesenberg, Chevrolet, Miller and Goossen (in charge of the Miller design team) are all given chapters to themselves, and the phenomenal growth in popularity of motor

racing is described in terms of both events and technical developments, making for a truly rounded picture. Race results, engine specifications and other data are found in a useful Appendix section, and most of the photos will be new to European readers.

A subject of limited appeal in this country, but for those who are interested an essential part of their library.

**Price guide: £90.00-£100.00**



**Motor Racing Through The Fifties.** Peter Lewis. Naval & Military Press (1992).

A recent publication, this attractive book should be relatively easy to find.

The title is misleading perhaps, since this is by no means a complete chronicle of the fifties. Instead, it concentrates on a dozen races run between 1953 and 1959, all of them Grand Prix events apart from the 1955 Mille Miglia and the Le Mans race of the same year, both of which one might reasonably feel had been fully documented already.

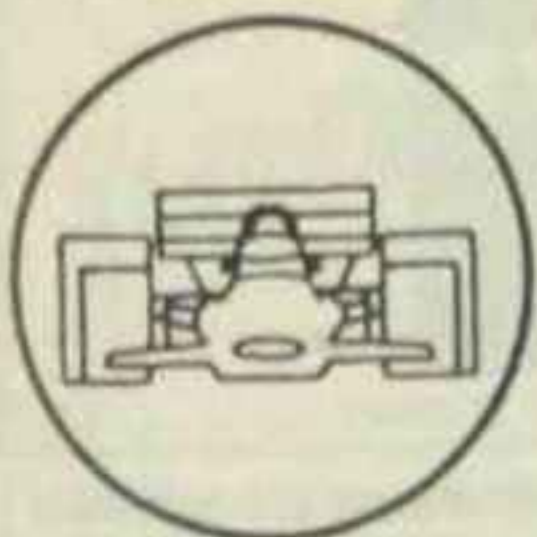
Four of the 12 races are in fact from the same year, since to the two mentioned above can be added the 1955 Argentine

Grand Prix, won by Fangio, and the historic Brooks/Connaught victory at Syracuse.

Each of the 12 race reports is illustrated with a selection of period photos, plus a drawing of the race-winner and a map of the circuit. This is not a new approach, nor does the book break any new ground, but the photographs are pleasing and the price isn't high, so collectors may well consider it worthwhile.

**Price guide: £10.00-£15.00**

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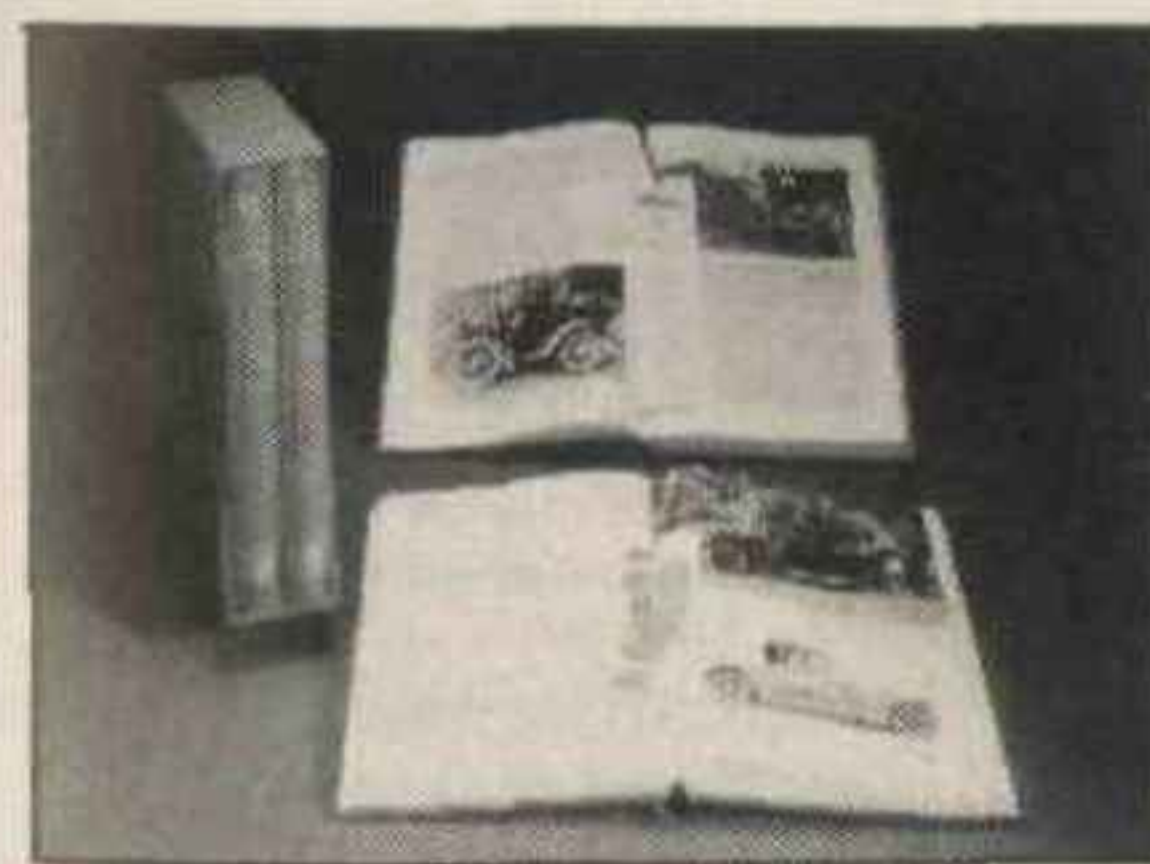
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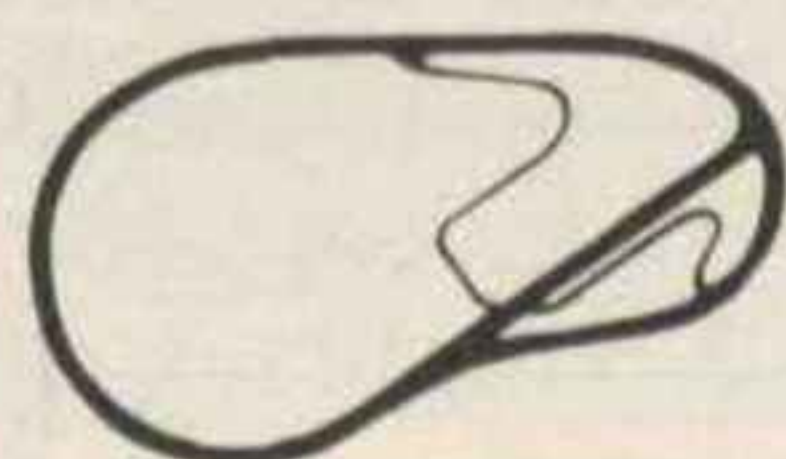
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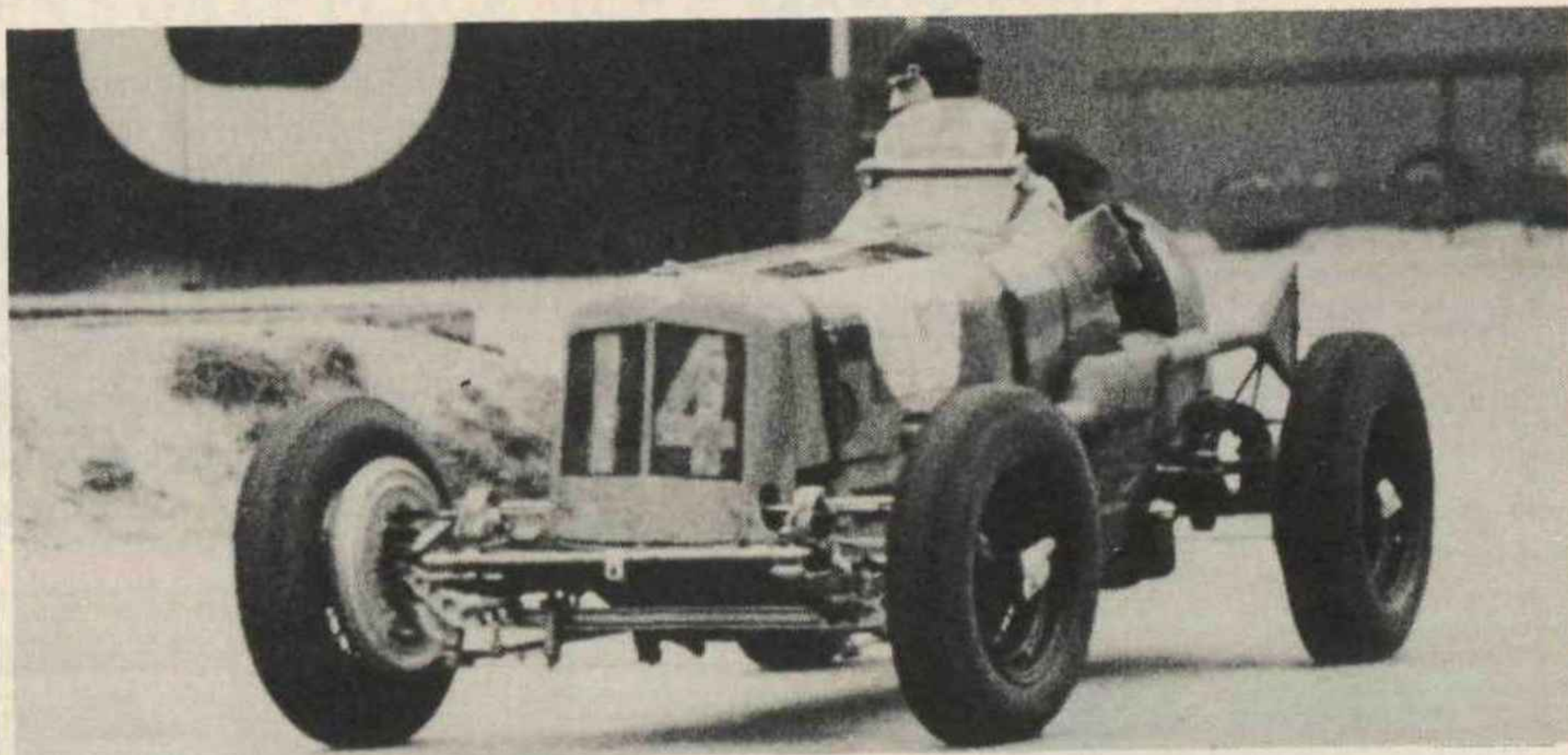
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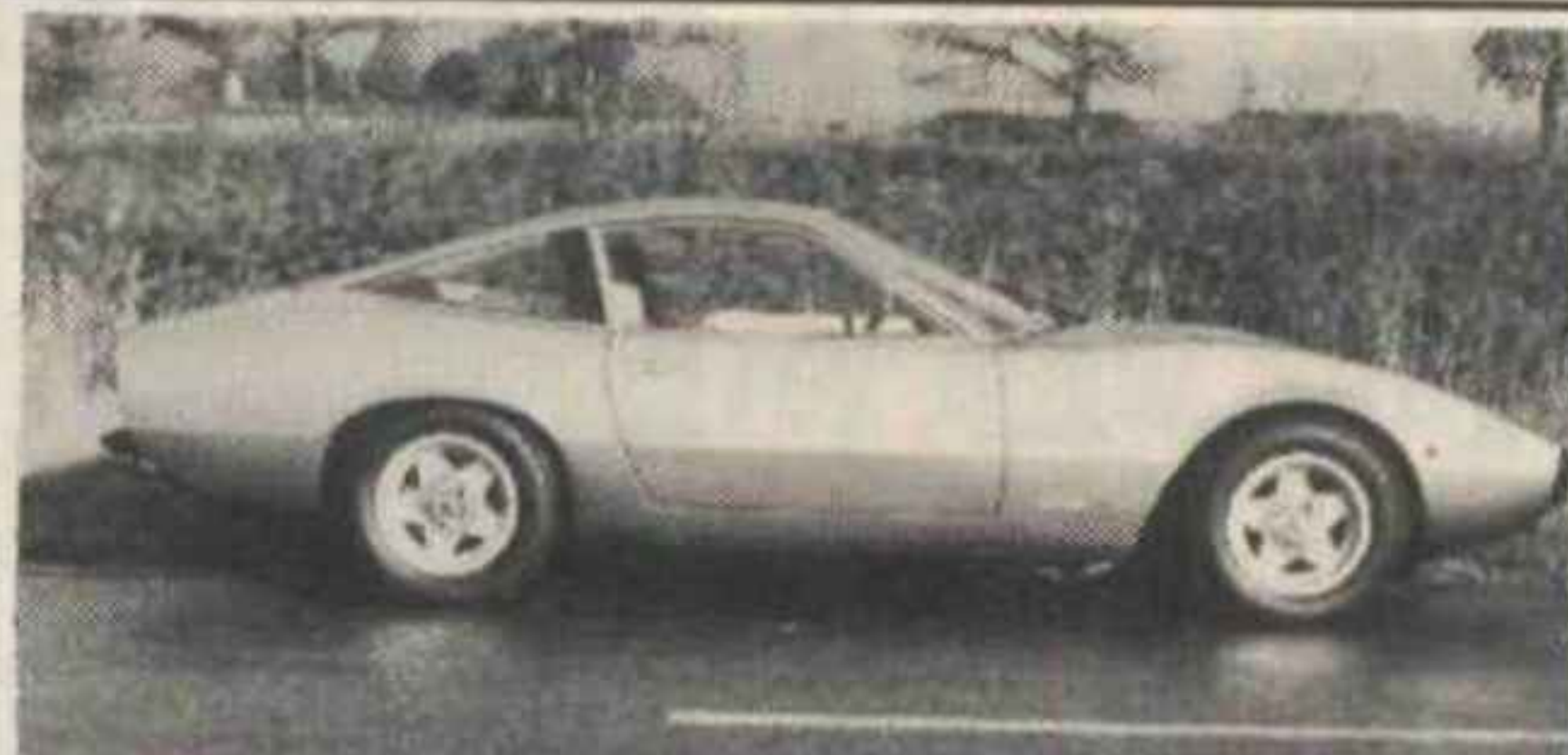
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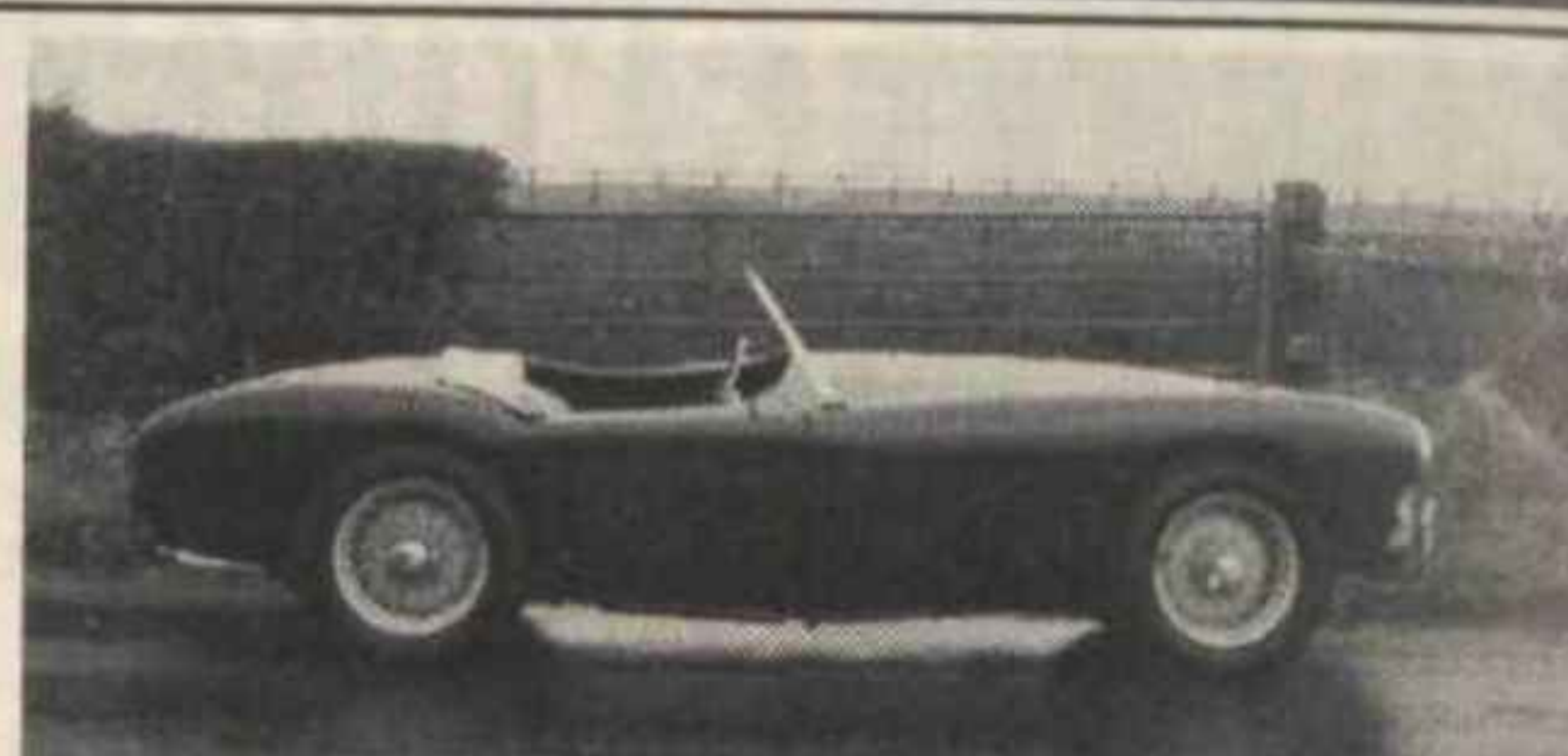
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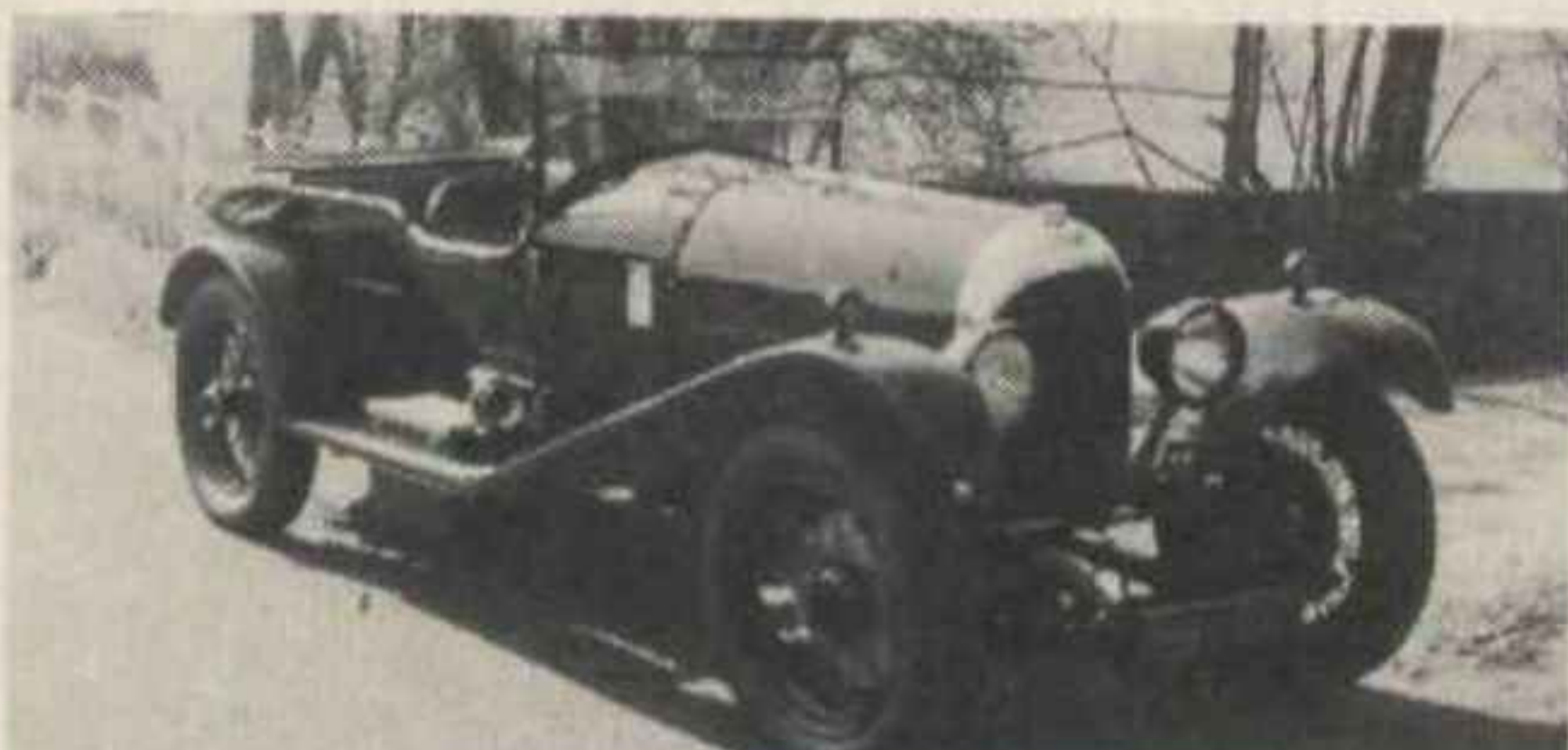
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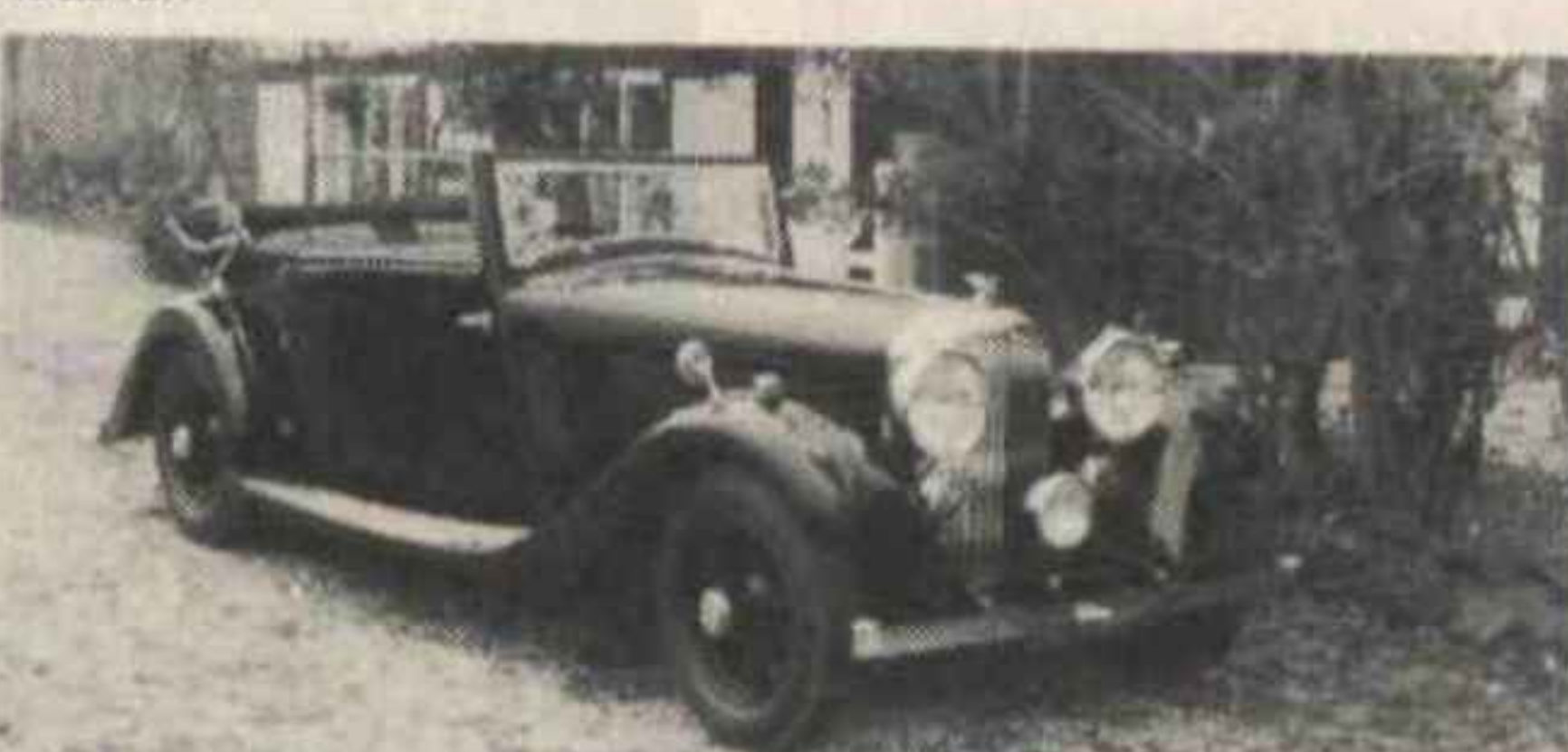
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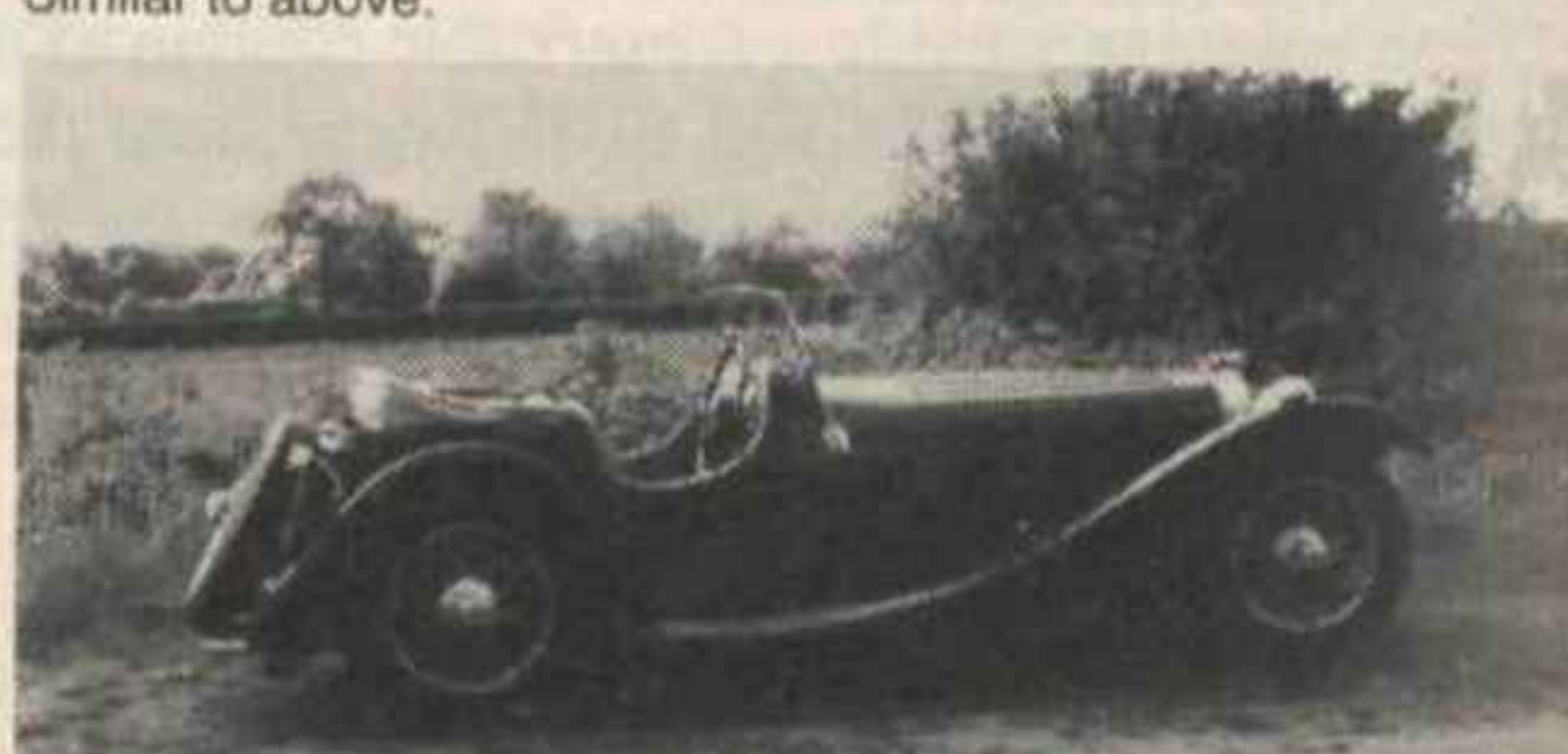
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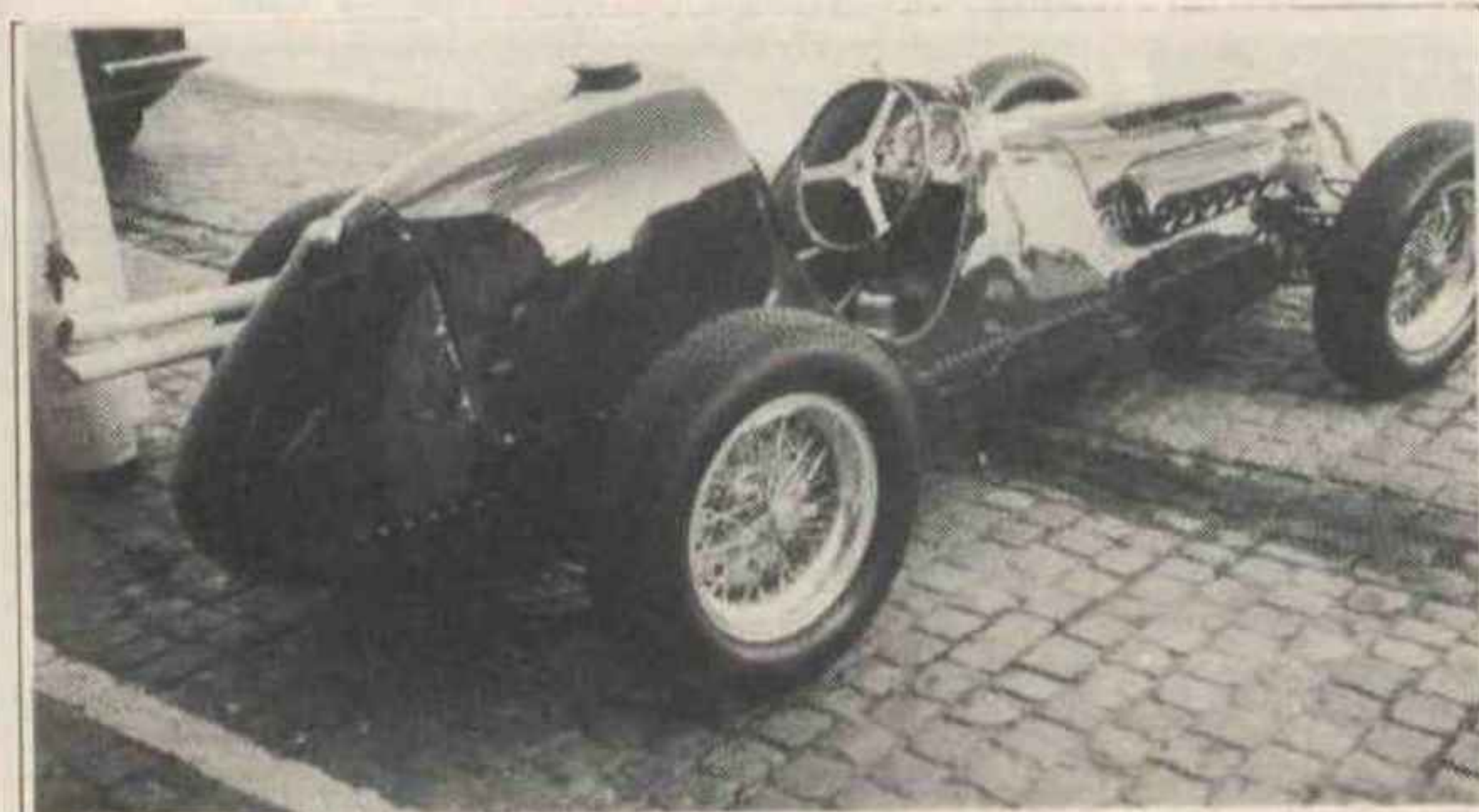
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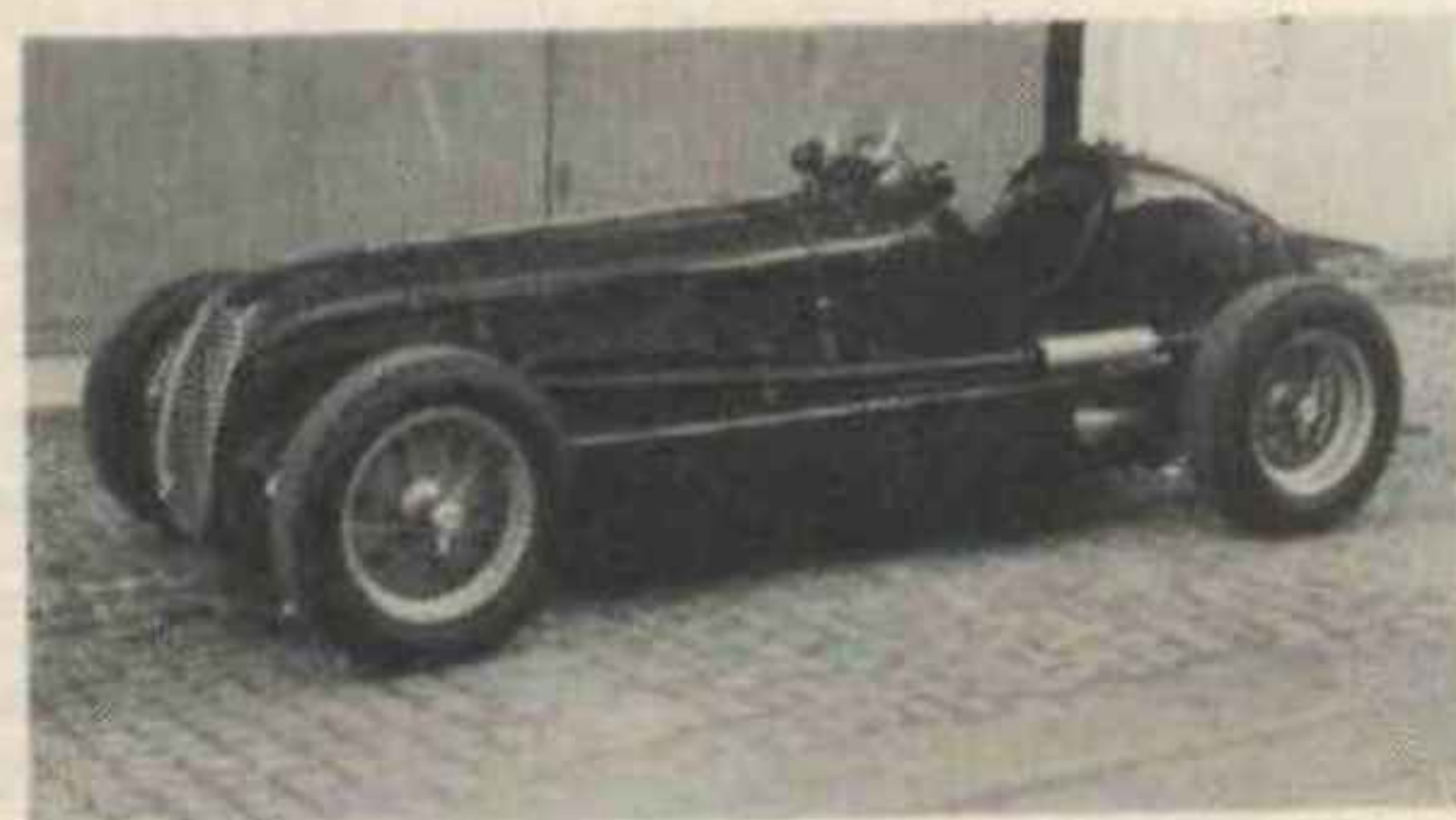
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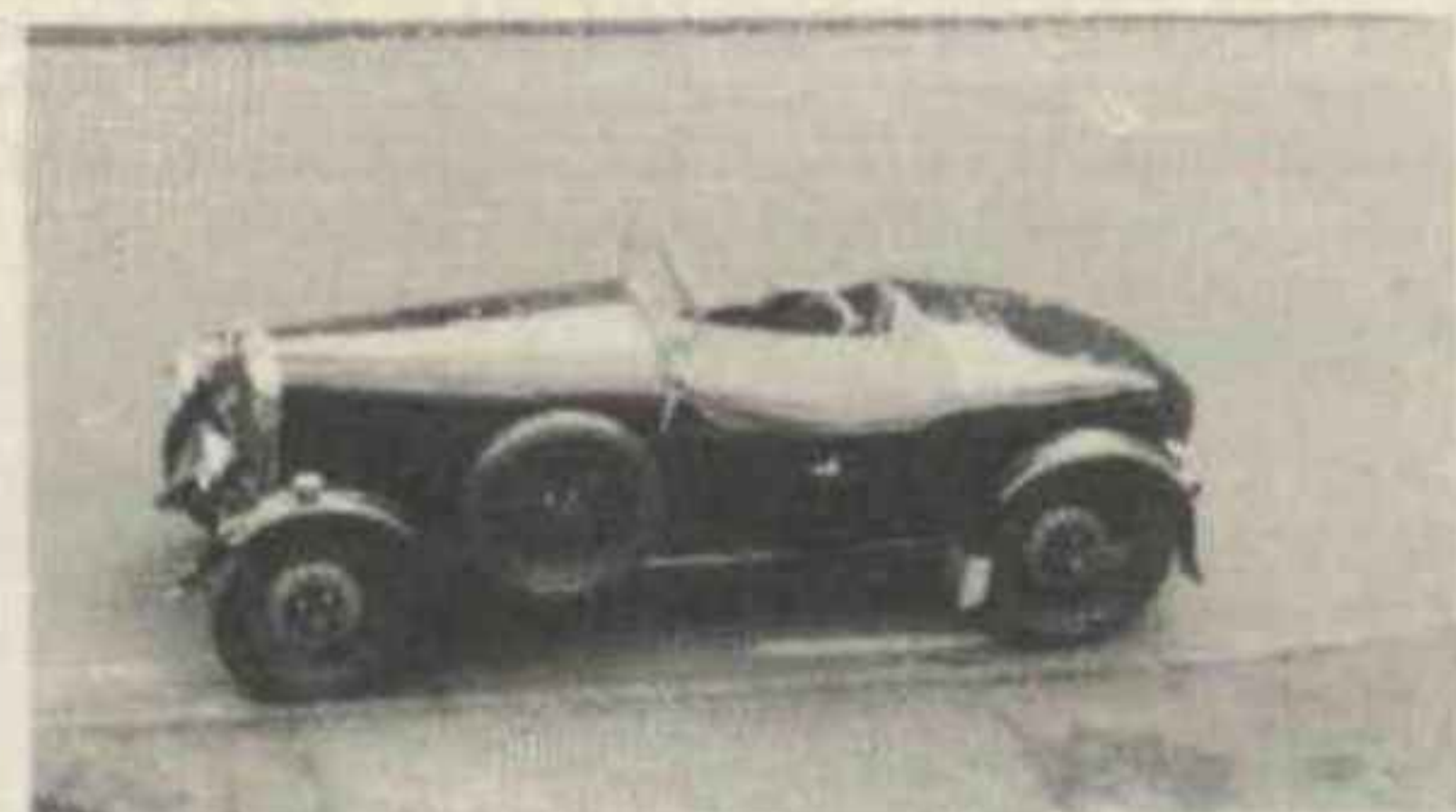
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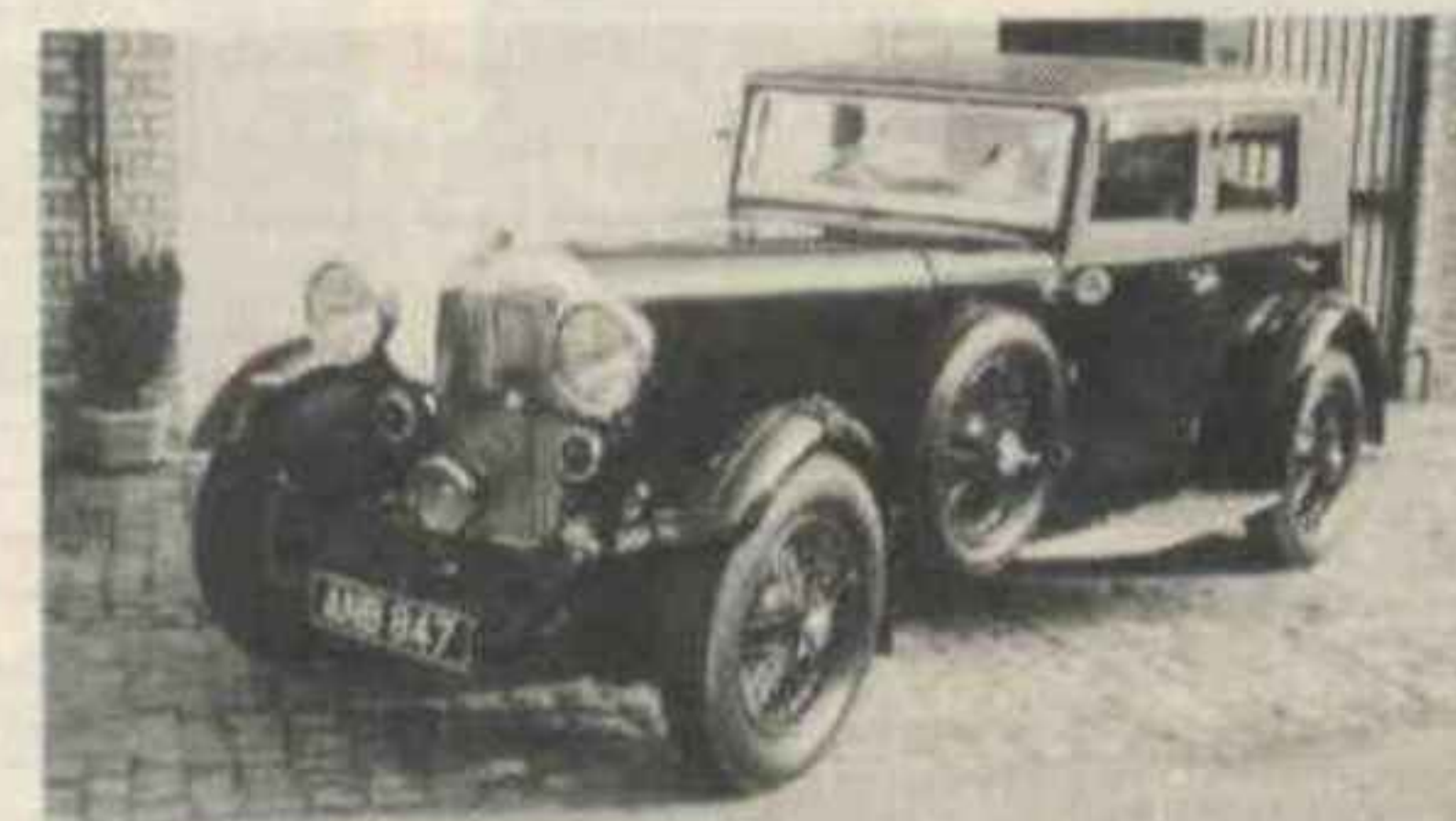
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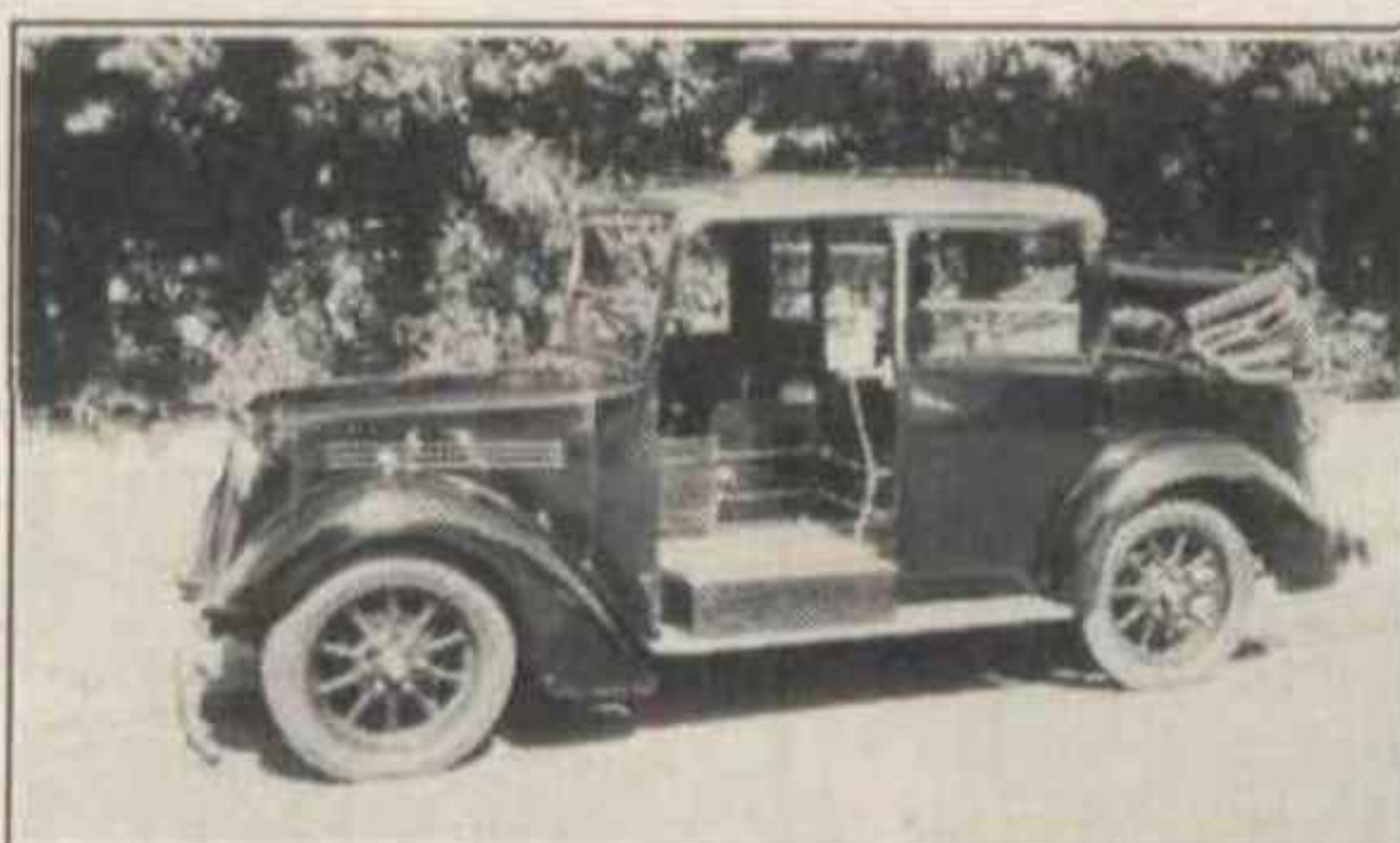
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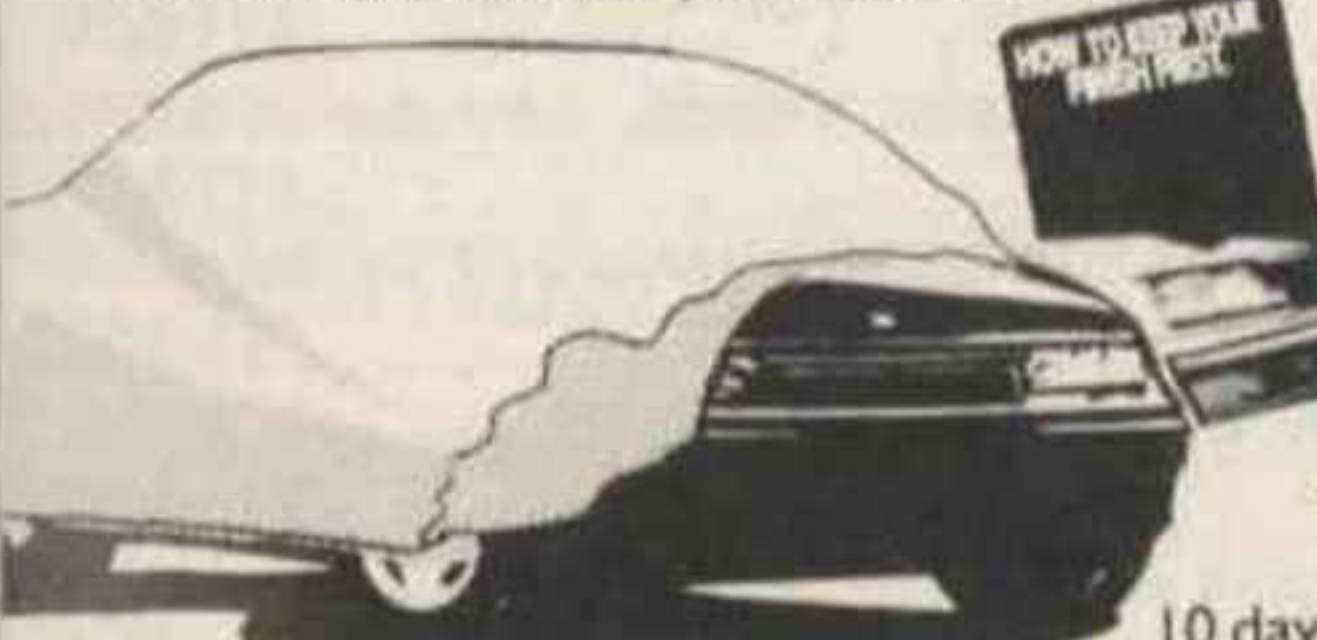
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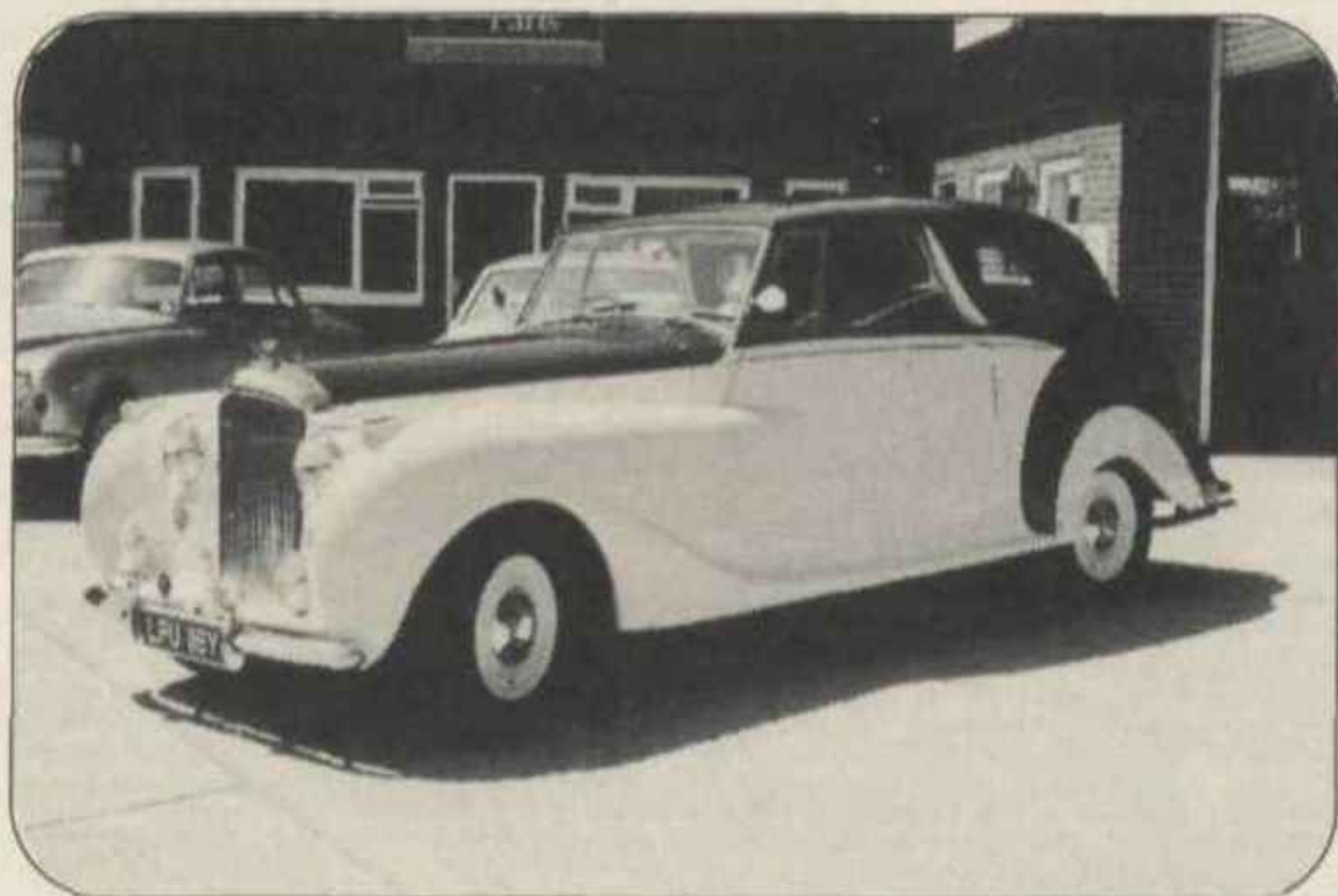
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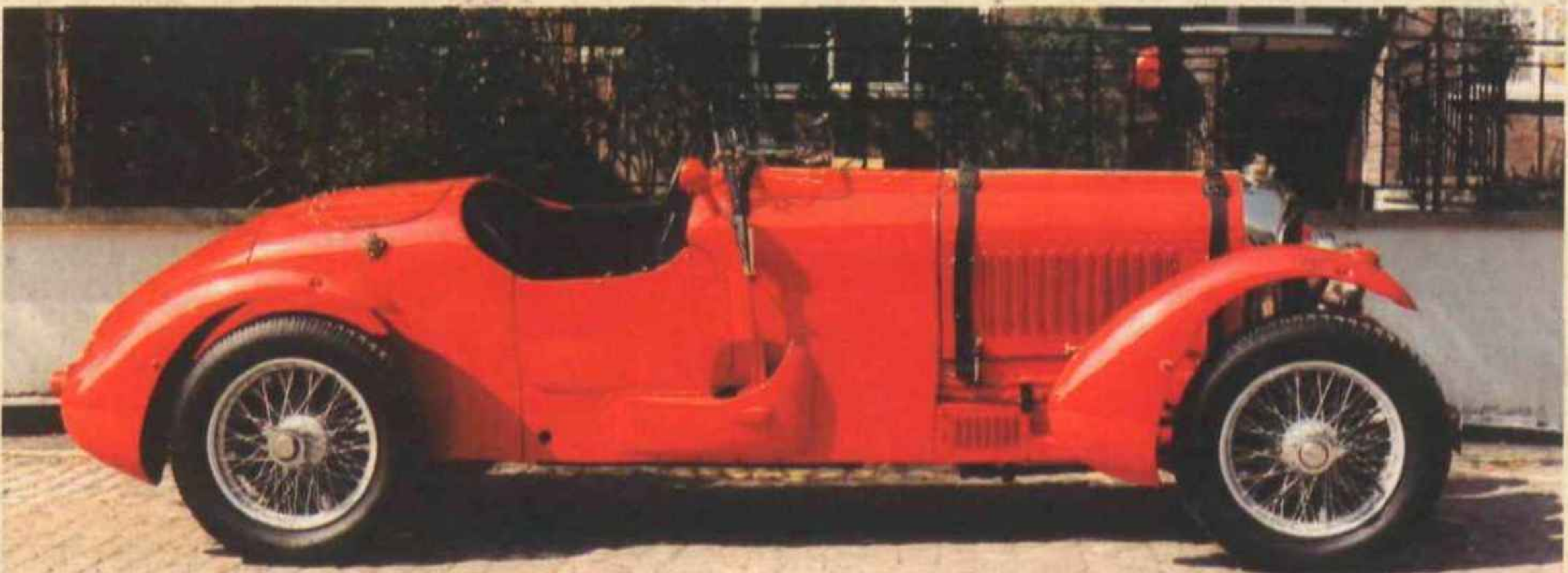
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1930 Bentley 4 1/2 Litre Le Mans Tourer  
1930 Bentley 4 1/2 Litre Supercharged Tourer  
1934 Bentley 3 1/2 Litre DHC by Park Ward  
1953 Bentley R Type Continental Fastback 4.9 manual  
1955 Bentley S1 Continental DHC by Park Ward, (power steering)  
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1959 Bentley S1 Continental Coupe by Park Ward  
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