MOTOR SPORT

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Hill proves his mettle

- Argentine & Brazilian GPs in focus

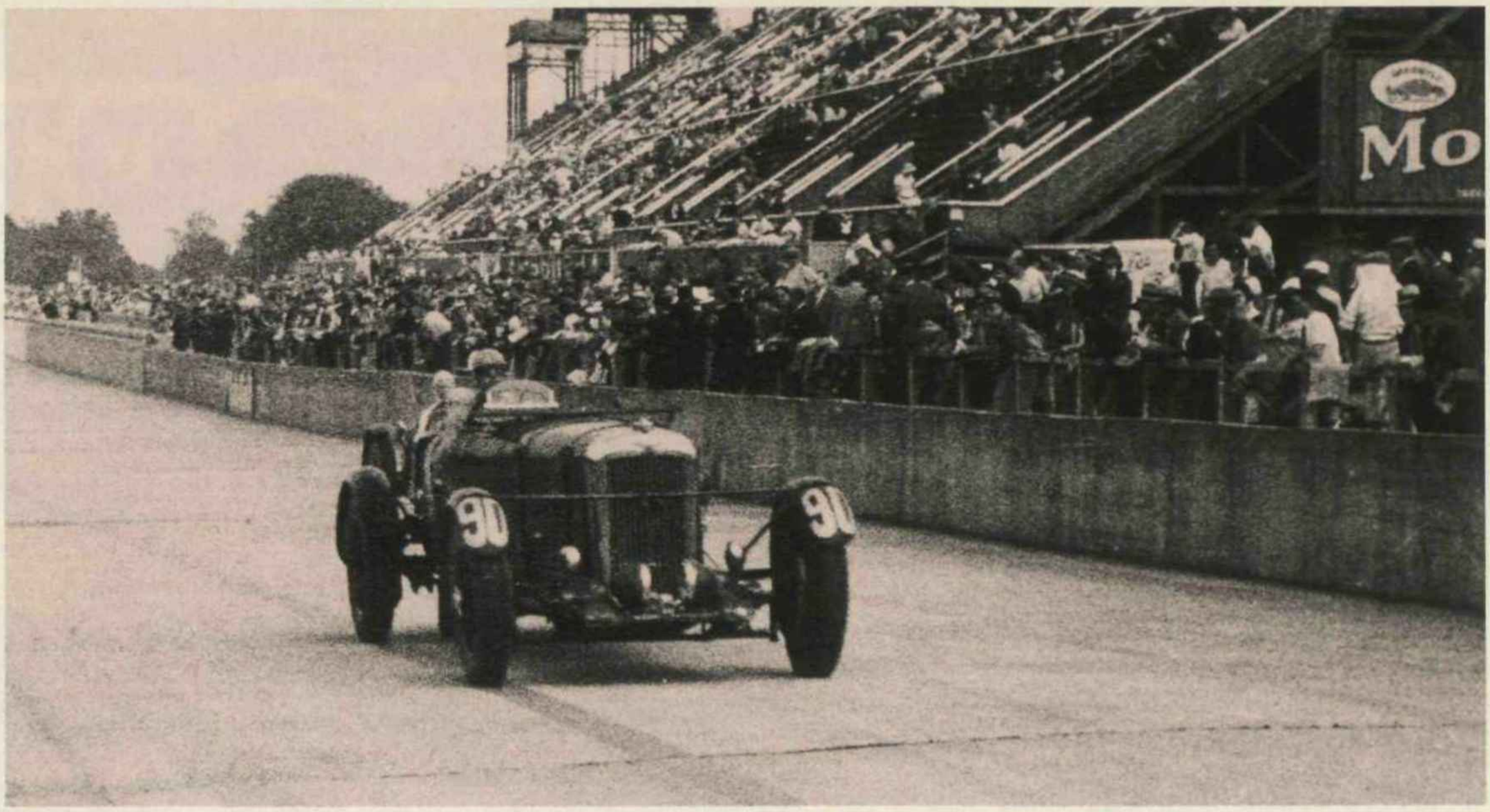
The changing face of F1

–Martin Brundle

PLUS Safari Rally ★ Hartge BMW road test ★ Indycar strife ★ Agusta's racing dynasty

Life in the BTCC –Alain Menu

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1936 Lagonda LG45 Team Car at the 1936 Grand Prix de L'ACF, Montlhéry

Goodwood – June 23

IMPORTANT SALE *of* VINTAGE, SPORTS, COMPETITION *and other* COLLECTORS CARS, AEROPLANES, HYDROPLANES *and* RELATED COLLECTIBLES

Now an established highlight of the Summer, the Goodwood Festival of Speed sale already includes, from the Estate of the late Lord Dunleath:

1936 Lagonda LG45 Team Car
The Lagonda, Chassis Number 12110, was acquired by Lord Dunleath in 1956 from his neighbour and close friend Lord O'Neill. It has been in the same family ownership ever since. Its contemporary racing history from 1936 includes the French Grand Prix, driven by the Leoz brothers, and the Tourist Trophy at Ards, driven by Pat Fairfield. (Pictured above);

1975 Ford Escort RS1800 Saloon
Famous third generation Escort 'homologation special', built in tiny (undisclosed) numbers. The RS1800 was supplied with a 1.8-litre/ 115hp BDA 16-valve twin overhead cam engine, special gearbox and firmer suspension;

1930 Frazer Nash Special Two-Seater Sports
Frequently campaigned by Lord Dunleath through the VSCC, this chain drive Nash is now powered by a 2-litre Bristol engine, providing the driver with quite breathtaking performance. The original 1,500cc Meadows engine (dismantled) is offered with the car;

1925 Rolls-Royce 40/50hp Silver Ghost Landaulette
With original Landaulette coachwork by Hooper & Co., this Silver Ghost is in very original condition and was once used as a taxi;

1932 Rolls-Royce Phantom II Continental Boat-tail Tourer
Originally sold to Paddon Brothers in 1932 who commissioned Thrupp & Maberly to fit all-weather touring coachwork. Lord Dunleath commissioned James Pearce to fit a rakish dual-cowl boat tail tourer on this Continental chassis (No. MS24) in the late 1960s.

Other properties include such varied competition machinery as:

1935 MG PB – ex Betty Haigh
1964 MGB Works Competition Car
Riley MPH – ex Arthur Dobson
1970 Lotus 69 – ex Jochen Rindt

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BROOKS

MOTOR SPORT

INCORPORATING *SPEED* AND *THE BROOKLANDS GAZETTE*

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The month in MOTOR SPORT

Rickard Rydell has placed his Volvo 850 saloon on pole for all four BTCC rounds thus far, though his only win came at Donington (above). Alister McRae (below) maintained his family's tradition of rally success by winning the Vauxhall Rally of Wales, opening round of the British Championship.

MARCH

15: Mark Blundell signs a surprise F1 test deal with McLaren.

15: Carlos Menem Junior, the rally-driving son of Argentina's President, is tragically killed when the helicopter he is flying collides with power lines in the north of Buenos Aires province.

15: Toyota Team Europe confirms that Ian Duncan will return to defend his 1994 Safari Rally victory in a works Toyota Celica Turbo 4WD, even though this year's event only counts towards the Two Litre World Championship.

15: Tyrrell finally confirms Mika Salo as Ukyo Katayama's partner for the 1995 season.

15: Against expectations, Andrea Montermini signs to partner Bertrand Gachot at Pacific Team Lotus. His expected employer, Forti Grand Prix, responds by snapping up Roberto Moreno for the opening two races.

16: Just hours before it is freighted to Brazil, Simtek unveils its S951 Grand Prix contender.

17: McLaren ends intense speculation by announcing that Nigel Mansell will skip the Brazilian and Argentine Grands Prix, having been frustrated in his attempts to get comfortable in the MP4/10. Mark Blundell will substitute for his compatriot in the opening two races.

18: Alister McRae wins the opening round of the revitalised, "F2-only" British Rally Championship in his works Nissan Sunny GTi, beating all of the four-wheel drive cars into the bargain.

18: Paul Tracy bounces back from a poor Miami showing to win the second round of the PPG Indycar World Series at Surfers Paradise for Newman-Haas Racing. His team-mate Michael Andretti dominates before losing second gear and subsequently crashing out while defending second from eventual runner-up Bobby Rahal's Lola. Stefan Johansson brightens up an miserable weekend for Penske by leading for six laps, only to go out with transmission failure.

18: Although he was originally announced by sponsor Elf as a member of the DAMS F3000 line-up, Christophe Tinseau is confirmed a member of the Mythos team. DAMS signs Tarso Marques in his place.



20: Despite a late injection of cash from the Junior Team, Gérard Larrousse's outfit is forced to pull out of the Brazilian Grand Prix, as it is unable to modify one of last year's LH94 cars in time. The team confirms that Christophe Bouchut and Eric Bernard will drive, with Eric Hélary acting as test driver.

22: Last-minute negotiations in Brazil between the FIA and the GPDA avert the possibility of a drivers' strike over the superlicence furore.

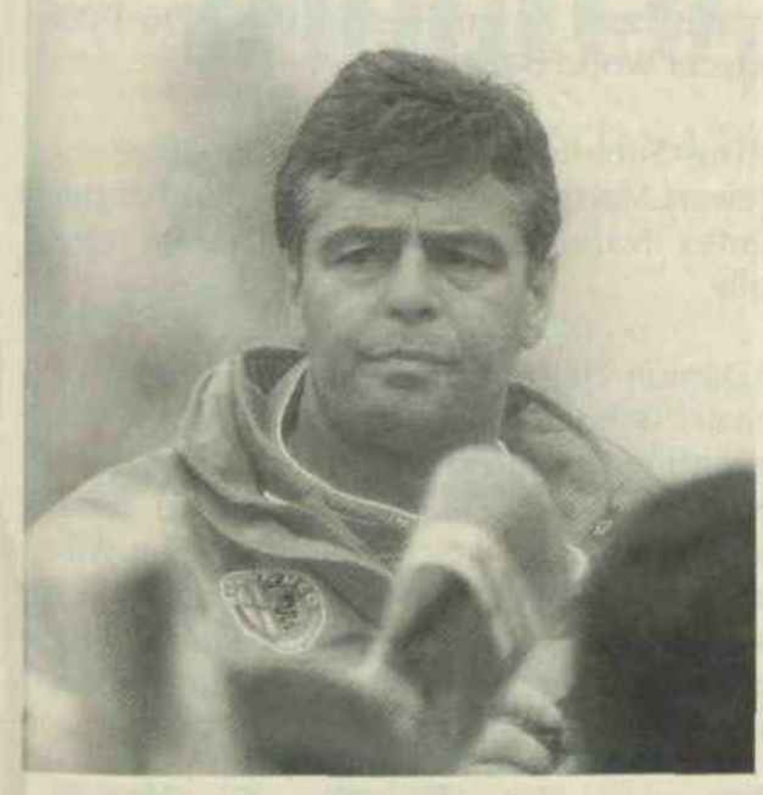
22: Nissan confirms that it is developing a four-wheel drive version of its Primera for Germany's Super Tourenwagen Cup.

22: The Automobile Club de l'Ouest, organiser of the Le Mans 24 Hours, reports over 100 entries for this year's race.

22: Ligier and TWR confirm their involvement in the British F3 Championship, running a singleton Ligier Junior Team Dallara-Mugen for Jérémie Dufour.

23: Paul Radisich (Ford Mondeo) and Tim Harvey (Volvo 850) set the BTCC testing pace at Brands Hatch. Derek Warwick isn't so lucky, enduring his first touring car shunt as he clatters the Clearways barriers in the Prodrive-run Alfa Romeo 155.





24: McLaren's disclosure that it suffered a spillage during a refuelling practice prompts widespread concern that last year's pit stop fire could be repeated in 1995.

25: Rumours circulate to the effect that Nigel Mansell might miss the first three Grands Prix of the season.

25: Experienced F1 designer Sergio Rinland joins Forti GP, leaving Dan Gurney's fledging Indycar project.

26: A turbulent Brazilian Grand Prix weekend concludes with both the race-winning Benetton of Michael Schumacher and runner-up David Coulthard's Williams being excluded from the results, amidst allegations that the Elf fuel they used during qualifying was different from that submitted to the FIA for pre-season analysis. A surprised Gerhard Berger finds himself the winner, launching Ferrari into the World Championship lead and the *tifosi* into overdrive. Damon Hill had retired from the lead with suspension failure.

26: The opening two rounds of the British F3 Championship fall to Ralph Firman Junior, the Norfolk teenager dominating Silverstone's double-header in his PSR Dallara.

26: John Nielsen and Thomas Bscher notch up a third successive BPRO GT success for McLaren's F1 at Monza.

26: Sterling Marlin wins the TranSouth 400 NASCAR race in his Chevrolet Monte Carlo.

26: A kit car wins a rally outright for the first time, as Bernard Munster powers his Clio Maxi to Circuit des Ardennes victory.

Derek Warwick (left): BTCC growing pains. Ralph Firman (above) has had more success in F3, winning the first two British Championship races.

27: Prodrive boss David Richards confirms that Colin McRae may be drafted in to bolster Subaru's Asia-Pacific title bid.

27: Alain Menu gives the first Williams Touring Car Engineering-built BTCC Renault Laguna a shakedown run at MIRA.

27: The FIA contemplates relaxing servicing restrictions for the Two Litre World Championship, in an attempt to boost the meagre level of support for the two-litre series.

MATTERS OF MOMENT

You know the rules . . .

It was scarcely credible, truth be told. All winter, we'd heard promises of a bright new beginning for Formula One. The latest generation 3.0-litre cars would be more racer-friendly, we were assured. The performance differentials between the established front-runners and the rest would be reduced. There would be more excitement, more variety and, we hoped, naïvely as it transpired, less controversy.

The events in Brazil have been well documented, and are scrutinised elsewhere in the issue. Suffice to say that Benetton and Williams were still ahead of the rest, the only significant overtaking took place in the pits and the crowd went home thinking one driver had won the race only to awake the next morning and discover the result had been changed. . .

So what's new?

The ramifications of the FIA's remarkable decision to reinstate Schumacher and Coulthard in the results but penalise their teams will be interesting. Ferrari, which finally showed real signs of competitiveness in Argentina, has reacted most strongly. To some extent, Ferrari has a point. Sure, neither Benetton nor Williams gained any advantage from the Elf they used in Brazil, but Ferrari's point, that rules are rules, black and white, is valid. Ferrari's implication, however, that teams are now going to infringe the rules in the expectation that their drivers will be able to retain points upon payment of a fine is ludicrous.

Our hope is that Ferrari's vitriol will subside, that the first argument of the year will gradually fade away and everyone can get on with the business of competing on the track, rather than in the law courts.

There was some good racing in the opening stages of the Argentine Grand Prix. There is genuine cause to hope that Formula One can emerge from the tawdry goings-on of the past couple of years.

The teams and their suppliers know the rules. The onus is upon them to respect them, in order that such hope may be fulfilled. And at a time when the sport's public profile is in sore need of a polish, that, surely, is not too much to ask? **S A**

30: The FIA confirms its rallying U-turn. Turbocharging and four-wheel drive are to be until the year 2000.

30: The FIA confirms that the Hungarian GP will take place. Another event, probably the Pacific GP at Aida, is tipped for the axe.

30: The FIA stresses that it never meant to imply that Elf had deliberately cheated during the Brazilian GP. An appeal date against the exclusions of Schumacher and Coulthard is set for April 13.

30: Ligier confirms that Aguri Suzuki will drive in the Argentine Grand Prix.

30: The FIA accords championship status to the BPR GT series, and also opens up F3's strangling air restrictor regulation for 1997.



APRIL

2: Volvo scores its first BTCC win at Donington Park, thanks to Rickard Rydell. John Cleland wins the first round of the series for Vauxhall, earlier in the day.

2: Robby Gordon scores his maiden Indycar victory at Phoenix. Greg Moore wins the FIL support race. Elsewhere in the States, Jeff Gordon takes his third NASCAR win of the year at Bristol.

2: The French F3 series kicks off at Lédenon, with victory for Alexandre Janoray. The French rally championship gets off to a sober start, with the death of Philippe Bugalski's co-driver Thierry Renaud in an accident on the 17th stage.

5: Michael Schumacher reveals that he had narrowly escaped death during a holiday dive off the coast of Brazil. Unnoticed by its crew, his boat had slipped anchor and drifted away while the Benetton driver was underwater. His fellow divers were exhausted by their efforts to swim to the boat, but the superbly fit Schumacher eventually made it.

5: Brands Hatch Leisure is bought out by an independent investment group, Apax Partners. Nicola Foulston, the Chief Executive of BHL, becomes the Managing Director of the group, and she declares her commitment to the continuation of Brands Hatch, Cadwell Park, Snetterton and Oulton Park as motorsport centres.

4: The Scottish Motor Racing Club cancels its first two meetings planned for Ingliston, and after almost exactly 30 years of racing, the Edinburgh circuit's days look numbered.

5: HRH Duke of Kent opens the £5M refurbishment of Silverstone. This includes new pit garages, medical centre, service station, scrutineering bay and 1,400-metre track.

6: Carlos Reutemann makes a brief, but impressive, return to an F1 Ferrari cockpit. Driving a 3.5-litre '94 Ferrari 412T1, the 52-year old Argentinian records the 11th fastest time during the teams' acclimitisation runs at Buenos Aires.

6: Nicola Larini destroys the latest GTCC Alfa Romeo 155 V6 TI at Mugello. He suffers no more than cuts and bruises in the shunt.

7: Scottish youngster Dario Franchitti badly damages the 1995 GTCC Mercedes C-Class when he rolls it at Hockenheim.

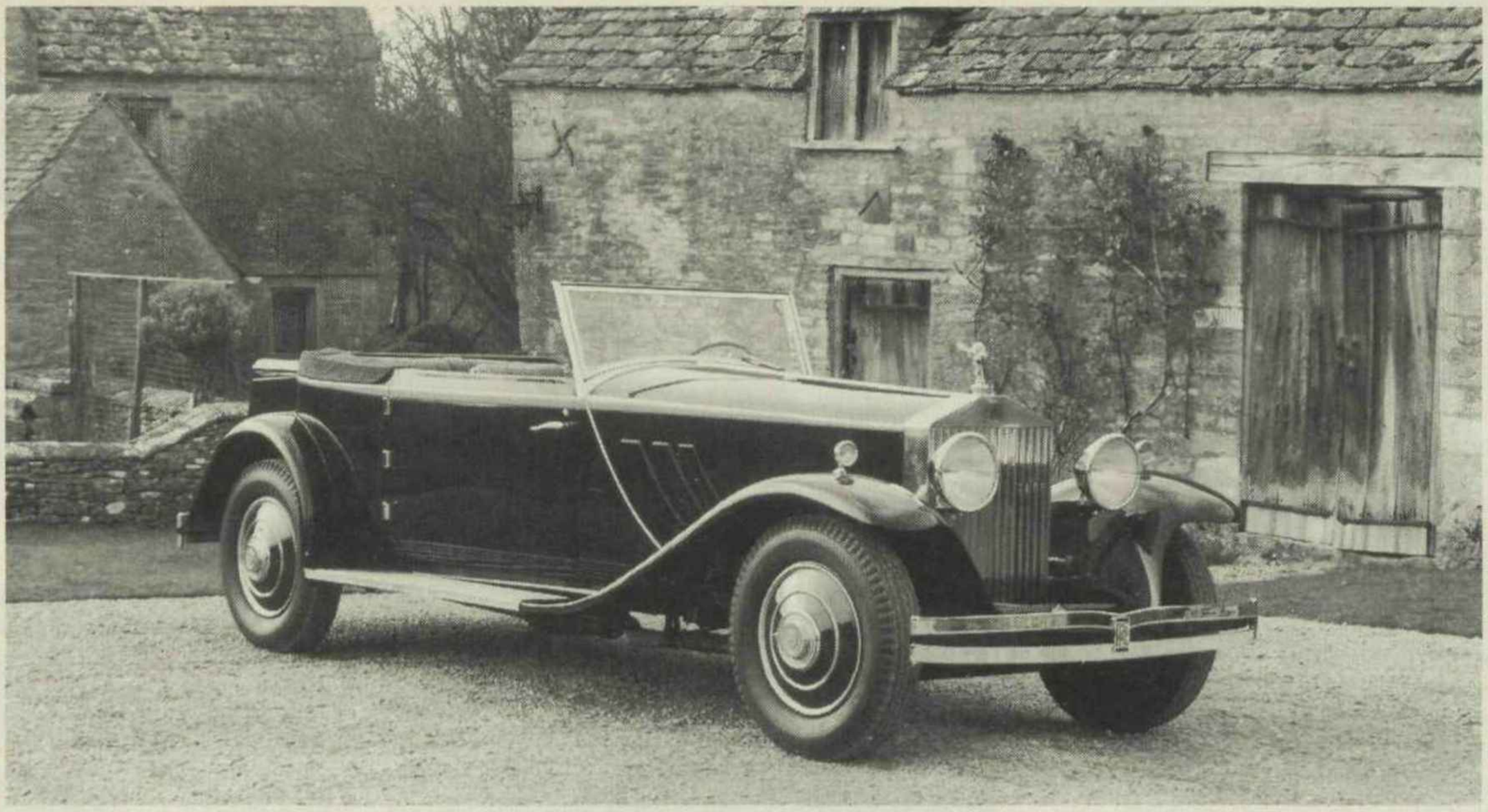
Aguri Suzuki (above) got the call from Ligier for the first two GPs. Below, David Coulthard celebrates in Brazil.

8: Toyota announces that Arciero/Wells will benefit from its engines in the 1996 PPG Indycar World Series.

8: The Subaru Legacy of Murray Grierson/Stewart Merry wins the second round of the Mintex National Series, the Granite City Rally.

9: Damon Hill puts the disappointment of Brazil behind him when he wins the Argentine Grand Prix at Buenos Aires. Ferrari's Jean Alesi is second, ahead of a lacklustre Michael Schumacher. Hill's Williams team-mate, David Coulthard, takes the first pole position of his Grand Prix career, and might have won but for an electrical problem.





The 1931 Rolls Royce Phantom II Croydon Convertible, originally the property of Charlie Chaplin, to be sold in Monaco May 23-24

Monaco, Goodwood & London

IMPORTANT SALES *of* VETERAN *and* VINTAGE, SPORTS, COMPETITION
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MONACO, MAY 23-24

Brooks return to Monaco with a sale of important sports, competition and touring cars. Entries already accepted for sale include:

1931 Rolls-Royce Phantom II Croydon Convertible – ex Charlie Chaplin (pictured above)
1954 Maserati 250F
Bugatti Type 57 Gangloff Drophead
1928 Rolls-Royce Phantom I Ascot Dual Cowl Tourer
1930 Fraser Nash Special Two-Seater Sports
1925 Rolls-Royce 40/50hp Silver Ghost Landaulette
1932 Rolls-Royce Phantom II Continental Boat-tail tourer
1975 Ford Escort RS1800 Saloon

Catalogue now available.

GOODWOOD, JUNE 23

Brooks Goodwood Festival of Speed sale will be a highpoint of the summer and entries already include:

From the Estate of the late Lord Dunleath:
1936 Lagonda LG45 Team Car

Other properties include:
1935 MG-PB – ex Betty Haig
Riley MPH – ex Arthur Dobson
1970 Lotus 69 – ex Jochen Rindt

Entries are currently being accepted

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BROOKS

9: Al Unser Jnr takes his tally of Long Beach Indycar wins to six, but second place behind the Penske driver is enough to lift Scott Pruett to the top of the points standings.

9: The McLaren F1 GTR of Ray Bellm/Maurizio Sandro Sala scores its third win from four starts in the BPRO GT Championship when it is victorious at Jarama.

9: Dale Earnhardt increases his lead in the NASCAR Winston Cup with a win at North Wilkesboro – his first victory of the season.

9: The second round of the All-Japan F3000 Championship at Fuji is rained off after just one lap.

9: Guy Smith takes a double victory in the second round of the Formula Renault Eurocup at Barcelona after the Ermollis that finished first and second in both heats are disqualified because of illegal engines.

9: Teenage karting star Matthew Davies scores his first car win with victory in the third round of the Formula Renault Elf Campus Cup at Albi.

9: Richard Moore/Alun Cook win the fourth round of the EARS/*Motoring News* National Tarmac Rally Series, the Tour of Cornwall, in a Subaru Impreza 555.

9: Mickey Farrell/Anthony Nestor extend their lead in the Coras/Vard RIAC Rally Championship when their Subaru Legacy prevails on the Circuit of Kerry.

10: Volvo's Rickard Rydell sets the quickest time during the official BTCC test at the Brands Hatch Indy circuit.

12: The RACMSA urges all fans of stage rallying to write to their MP as the future of the sport in the Lake District, the east side of Kielder, Otterburn, North Yorkshire, Brendon Hills and much of North Wales is threatened by a new Environment Bill, the second reading of which is due on April 18.

13: An FIA Court of Appeal restores Michael Schumacher and David Coulthard to the results of the Brazilian GP, on the grounds that neither driver had done anything wrong, nor had either gained a performance advantage. Benetton and Williams are, however, fined $200,000 each, and neither is granted constructors' championship points. Ferrari, in particular, is angered by the verdict (see page 430).

14: Derek Bell appears certain to renege on his decision not to race again at Le Mans. The 53 year-old Briton is set to drive the Harrods McLaren alongside son Justin and Andy Wallace.

14: Dutch veteran Jan Lammers signs to contest the FIA F3000 series with Vortex Motorsport, at the age of 38.

16: Yoshio Fujimoto becomes the first Japanese driver ever to win the Safari Rally.





Oliver Gavin (above) renews acquaintance with victory, after his Thruxton F3 double. Below, Bertie Fisher has waited a long time to win the Circuit of Ireland. Victory finally came at the 21st attempt. . .

17: Volvo's Tim Harvey wins both BTCC rounds at a wet Brands Hatch. At Thruxton, Oliver Gavin bags a similar F3 double.

17: Renault scores its first F3 victory for 15 years thanks to David Dussau at Nogaro, where the opening rounds of the French touring car series are won by Laurent Aïello (Peugeot) and Yvan Muller (BMW). In Italy, Gianluca Paglicci takes a brace of F3 victories at Magione.

17: Bertie Fisher finally wins the Circuit of Ireland, at his 21st attempt.

17: Mike Turpin wins the second round of the British Rallycross Championship, at Lydden Hill.

18: Larrousse announces that it will not, after all, be contesting the World F1 Championship. The French team had hoped to commence its season in San Marino.

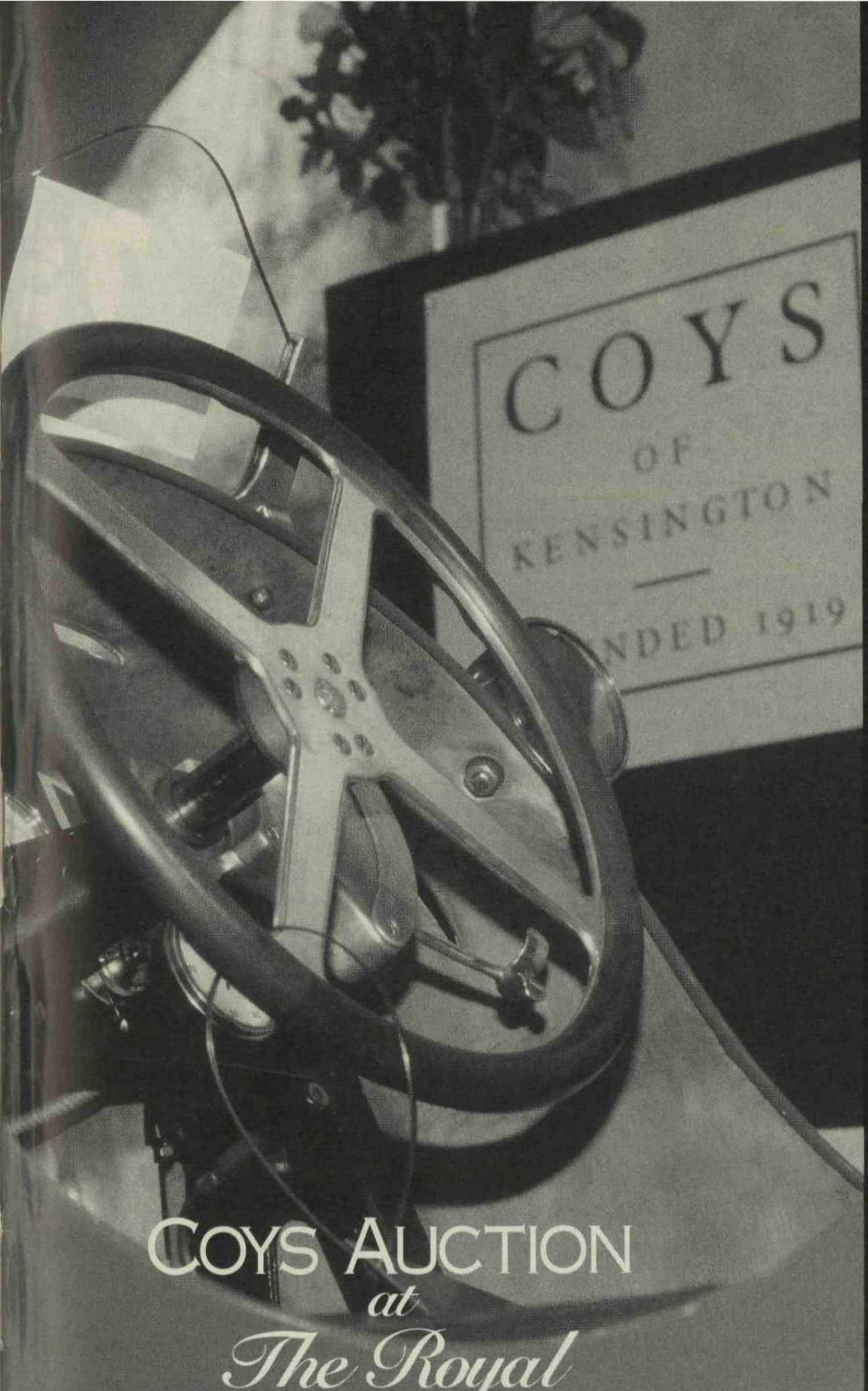
18: Nigel Mansell tests a McLaren MP4/10 in the wet at Silverstone. He won't drive a bespoke version of the car until the acclimatisation run two days before the San Marino GP at Imola.

18: Nissan confirms that Ivan Capelli will test its 4wd Primera touring car shortly.

MAY FIXTURES

Date	*Venue*	*Event*	*Type*
May 3/5	Ajaccio, Corsica	Tour de Corse Rally	INT
May 6	Dunoon	Weldex Rally	N
May 6	Aberystwyth	Plains Rally	N
May 6/7	Silverstone	Int'l F3000, Saloon 2000, Rovers	INT
May 6/8	**Thruxton**	**TOCA**	**N**
May 7	Sears Point, USA	NASCAR	N
May 7	Cadwell Park	Toyo saloons, Italian Intermarque	R
May 7	Mallory Park	MGs, TRs, Morgans, Jags	R
May 7	Snetterton	AMOC, InterMarque	R
May 7/8	Donington Park	Int'l GTs, F2000, F First	N
May 7/8	Lydden Hill	Mod saloons, R5Ts, FF1600	R
May 8	Castle Combe	TVRs, Caterhams, Saloons, BMWs	N
May 8	Snetterton	HSCC, historic s/s and sports	R
May 13	Douglas, IoM	Manx National Rally	N
May 13/14	**Silverstone**	**TOCA**	**N**
May 14	**Barcelona**	**Spanish Grand Prix**	**INT**
May 14	Snetterton	Classic F3, F1600s, Super Coupés	R
May 14	Mallory Park	FF2000, Westfields, MGs	R
May 14	Lydden Hill	Mono-Kent Ch'ship	R
May 18/20	Brescia, Italy	Mille Miglia Retro	INT
May 20	Silverstone	MGCC: BCV8, Ts, TRs	R
May 20	Snetterton	Jaguar CC	R
May 20/21	Donington Park	Historics: GP, Le Mans, F2, HARA	N
May 20/21	Brands Hatch	TVRs, Caterhams, Rover GTis	N
May 20/21	Pembrey	FF1600, Prod & historic saloons	R
May 20/21	Mondello Park	IMRC, Ford XRs	R
May 20/21	Wiscombe Park	AMOC Hillclimb	R
May 21	Knockhill	Classic F3, Sports saloons	R
May 21	Snetterton	FF1600, Road Saloons	R
May 21	Cadwell Park	750MC, Kits	R
May 21	Mondello Park	F Opel, FF1600, Historics	N
May 27/31	Athens, Greece	Acropolis Rally	INT
May 27	Kirkistown	500 MRCI: FF1600, Metros, F Libre	R
May 27/28	Croft	HSCC: F3, Sports, Saloons	R
May 28	Charlotte, USA	NASCAR	N
May 28	**Monte Carlo**	**Monaco Grand Prix**	**INT**
May 28	**Indianapolis, USA**	**CART/PPG Indy 500**	**INT**
May 28/29	***Oulton Park***	***TOCA***	**N**
May 28/29	Brands Hatch	Rover Turbos, Porsches, F Ren1700	R
May 29	Silverstone	Brit F3, GTs, Minis	N
May 29	Mallory Park	Rover GTis, ARP F3, R5TS, Midgets	
May 29	Thruxton	FF2000, FF1600, Historics	R
May 29	Castle Combe	Mono-Kent, Thundersaloons	R
May 29	Cadwell Park	Super Coupé, Porsche 924s	R

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



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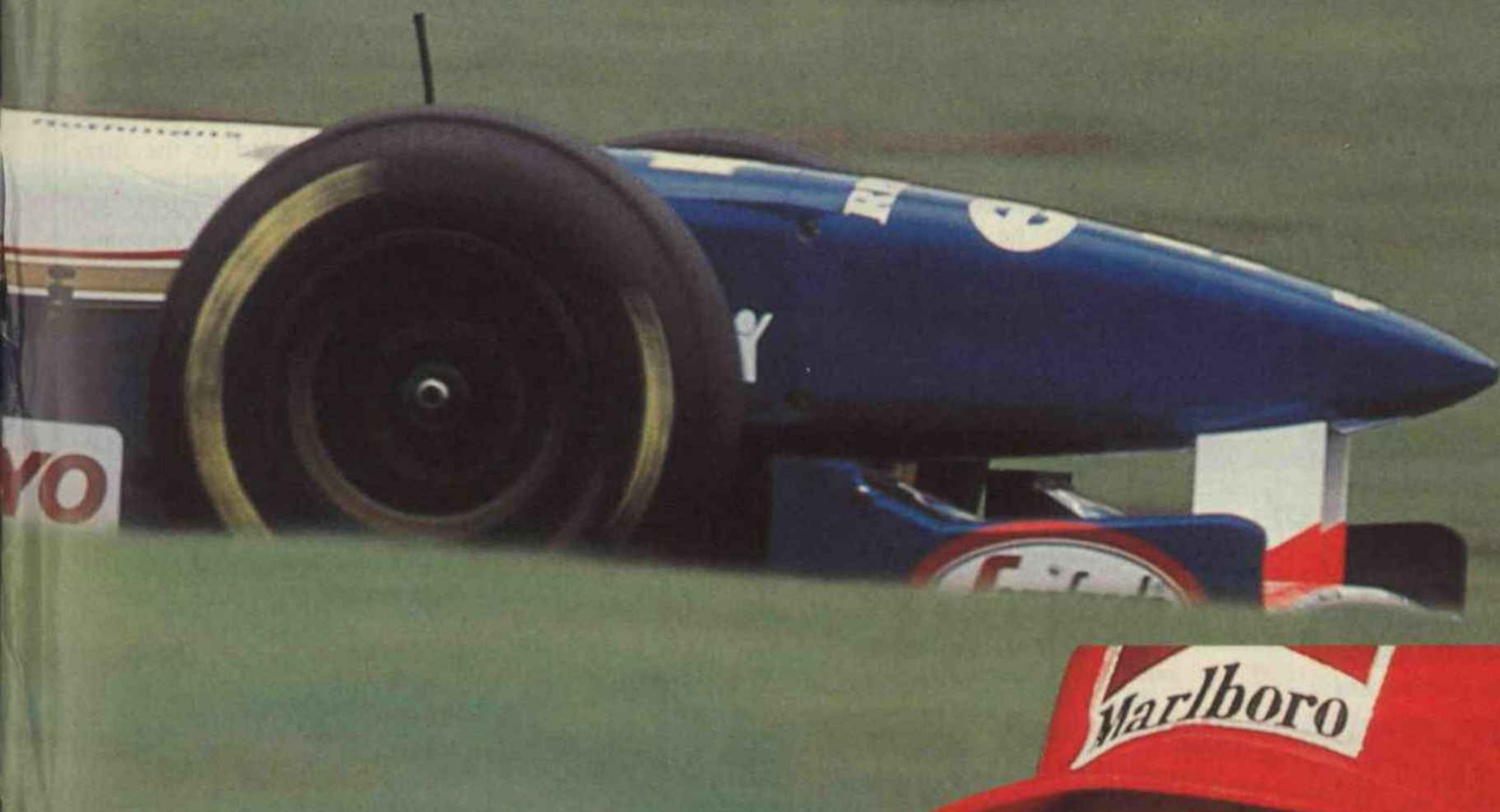
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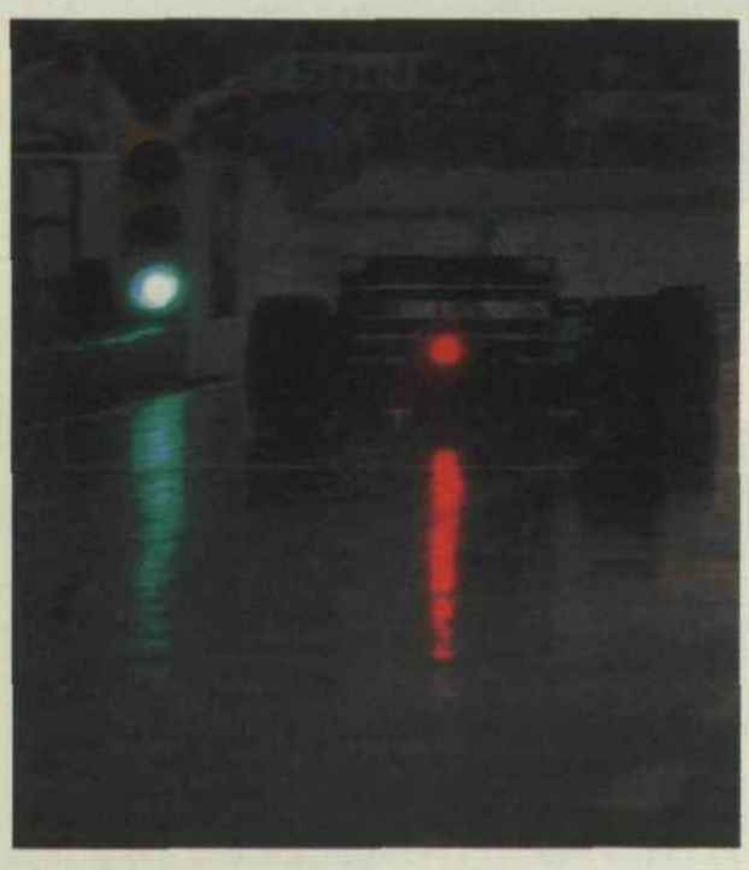
it ever was?

The reigning world champion starts his campaign with a victory, but loses it five hours later. New regulations; same old story. At least Damon Hill's victory in Argentina was unclouded by controversy. . .





Michael Schumacher (left) won the Brazilian Grand Prix, and then lost it to Gerhard Berger (right) in the post-race scrutineering bay. He regained his victory in an FIA appeal court on April 13. Damon Hill (above) was thwarted by suspension failure in Brazil, but made amends with an utterly convincing victory two weeks later.



Heavy rain blighted the first three days of the meeting (above). Below, the Pacific PR02s of Andrea Montermini and Bertrand Gachot fared better than the PR01 ever managed...

Pacific learns fax of life

Having failed to make the grid since last June, Pacific Team Lotus not only started the Brazilian Grand Prix - but finished it!

Keith Wiggins arrived home from Brazil to find that it wasn't only his team which had been working hard. Its fax machine had been fully employed too.

The rain forest hasn't faced imminent threat from the amount of paper devoured in the form of congratulations flooding in to Pacific since its entry to Formula One. But one or two saplings might be quivering after the response to its first finish in over 12 months of trying.

The rest of the world reacted as if it expected the champagne corks to be popping down the 'unfashionable' end of the pit lane, but Pacific boss Keith Wiggins looked distinctly underwhelmed by the enormity of the feat. Having won championships at every level his team has ever contested, he is not in the habit of celebrating a car finishing seventh. Six laps down, at that.

"I suppose you go back a bit into your old stride," he says, "but that's something we should have done a long time ago, so I didn't take it as any great achievement. For sure it was a milestone for everybody outside, and considering that the car was brand new, it *was* an achievement. But I just thought that's what we *should* have done anyway; it's taken too long to do it."

It wasn't the most glamorous of runs, for F1 rookie Andrea Montermini struggled for much of the race with a broken floor on his PR02. But it was quite a contrast to Pacific's arrival in Brazil for its first F1 race, 12 months earlier. Then, the team hadn't seen the circuit, the car hadn't seen the wind tunnel and, fortunately, the customs men hadn't seen the substantial bits of cars arriving late in team members' hand luggage!

This time around it arrived with less testing still, but in the PR02 had a vastly improved car.

"We ought to be finishing anyway," reasons Wiggins, "but under the circumstances it just proves our faith in the design team. Last year we knew that we couldn't expect much else. It just proves what we say – if we get the money behind us, we can do it.

"We all knew what it took, and we knew last year we didn't have it. This year we went to Brazil with the knowledge that we had built our own car and that we had a technical structure which gave us a lot more confidence. But you always want more."

Ninth on the track, Montermini got more: he was fleetingly promoted to the dizzy heights of seventh place by the two exclusions. The result ensures that Pacific can now base its sponsorship appeal on something more substantial than a sympathy vote.

"It's everything really," says Wiggins. "Obviously last year we suffered, and I think sponsors hung on a bit because they knew our situation. But there's no doubt that you can't survive like that for long. Performance is related to finance.

"Now we've got to make sure that we get two cars to the finish. You've got to remember that while everyone is with us now, you're still only as good as your last race..."

His cautious approach proved well-founded. In Argentina neither car made it beyond the first corner.

"The rain forest hasn't faced imminent threat from the amount of paper devoured in the form of congratulations flooding in"

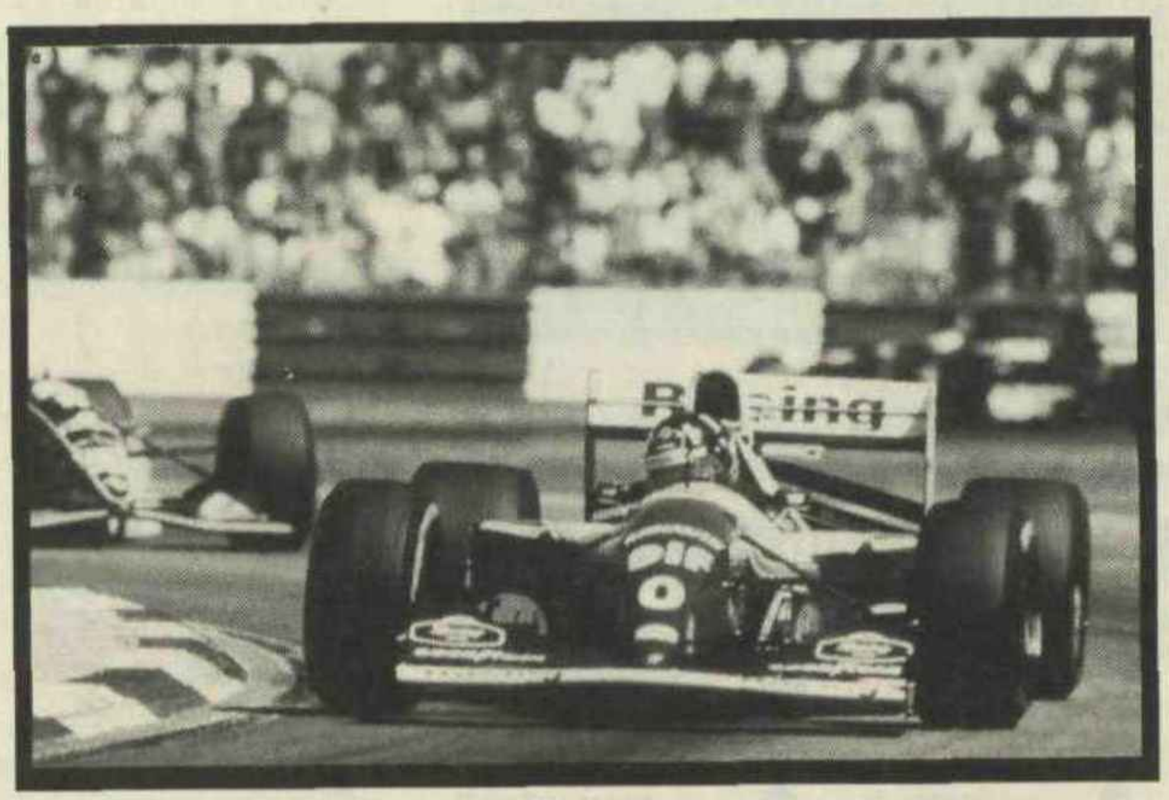


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BRAZILIAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Interlagos, 26 March 1995

71 laps of 2.687 mile circuit (190.825 miles)

STATISTICS



Previous winner: Michael Schumacher, Benetton B194

STARTING GRID

1 SCHUMACHER 1m 20.382s (2) 1m 22.131s (1)		**5 HILL** 1m 20.081s (1) 1m 20.429s (2)	
2 HERBERT 1m 20.888s (2) Did not run (1)		**6 COULTHARD** 1m 20.422s (2) 1m 21.343s (1)	
27 ALESI 1m 21.041s (2) 1m 21.655s (1)		**28 BERGER** 1m 20.906s (2) 1m 21.015s (1)	
15 IRVINE 1m 21.749s (2) 1m 22.370s (1)		**8 HAKKINEN** 1m 21.399s (2) 1m 22.017s (1)	
26 PANIS 1m 21.914s (2) 1m 22.370s (1)		**7 BLUNDELL** 1m 21.779s (2) 1m 22.821s (1)	
4 SALO 1m 22.416s (2) 1m 23.470s (1)		**3 KATAYAMA** 1m 22.325s (2) 1m 24.165s (1)	
30 FRENTZEN 1m 22.872s (2) 1m 24.065s (1)		**9 MORBIDELLI** 1m 22.468s (2) 1m 23.403s (1)	
14 BARRICHELLO 1m 22.975s (2) 1m 23.350s (1)		**25 SUZUKI** 1m 22.971s (2) 1m 23.251s (1)	
24 BADOER 1m 24.443s (1) 1m 25.205s (2)		**23 MARTINI** 1m 24.383s (2) 1m 56.532s (1)	
16 GACHOT 1m 25.127s (2) 1m 25.819s (1)		**29 WENDLINGER** 1m 24.723s (1) 1m 25.161s (2)	
17 MONTERMINI 1m 25.886s (2) 1m 27.440s (1)		**10 INOUE** 1m 25.225s (2) 1m 27.306s (1)	
12 VERSTAPPEN 1m 26.323s (2) 2m 01.610s (1)		**22 MORENO** 1m 26.629s (2) 1m 27.204s (1)	
11 SCHIATTARELLA 1m 28.106s (2) Did not run (1)		**21 DINIZ** 1m 27.792s (2) Times disallowed (1)	

LAP CHART

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71	1	6																						

FIA Formula One World Championship Round 01

Winner Michael Schumacher
Winner's average speed 116.15mph
Conditions Warm, dry
Fastest lap Michael Schumacher on lap 51, 1m 20.921s, 119.56mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B195-Renault V10	1h 38m 34.154s	1m 20.921s	51
2	David Coulthard	GB	Williams FW17-Renault V10	1h 38m 42.214s	1m 21.543s	39
3	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	70 laps (1h 38m 44.151s)	1m 22.679s	30
4	Mika Hakkinen	SF	McLaren MP4/10-Mercedes V10	70 laps	1m 22.495s	35
5	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	70 laps	1m 23.207s	16
6	Mark Blundell	GB	McLaren MP4/10-Mercedes V10	70 laps	1m 23.252s	38
7	Mika Salo	SF	Tyrrell 023-Yamaha V10	69 laps	1m 22.979s	25
8	Aguri Suzuki	J	Ligier JS41-Mugen Honda V10	69 laps	1m 23.409s	25
9	Andrea Montermini	I	Pacific PR02-Ford ED V8	65 laps	1m 27.447s	7
10	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	64 laps	1m 28.811s	49
Rtd	Gianni Morbidelli	I	Footwork FA16-Hart V8	62 laps – fuel pressure	1m 22.818s	61
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	48 laps – fire	1m 26.470s	34
Rtd	Luca Badoer	I	Minardi M195-Ford ED V8	47 laps – gearbox	1m 26.349s	13
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	47 laps – spin	1m 27.829s	31
Rtd	Karl Wendlinger	A	Sauber C14-Ford Zetec-R V8	41 laps – electrics	1m 24.387s	23
Rtd	Damon Hill	GB	Williams FW17-Renault V10	30 laps – suspension/spin	1m 20.982s	25
Rtd	Johnny Herbert	GB	Benetton B195-Renault V10	30 laps – accident/clutch	1m 23.009s	18
Rtd	Bertrand Gachot	F/B	Pacific PR02-Ford ED V8	23 laps – gearbox	1m 26.828s	22
Rtd	Rubens Barrichello	BR	Jordan 195-Peugeot V10	16 laps – gearbox	1m 23.346s	13
Rtd	Jos Verstappen	NL	Simtek S951-Ford ED V8	16 laps – clutch	1m 26.017s	3
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	15 laps – spin	1m 23.718s	4
Rtd	Eddie Irvine	GB	Jordan 195-Peugeot V10	15 laps – gearbox	1m 23.355s	11
Rtd	Domenico Schiattarella	I	Simtek S951-Ford ED V8	12 laps – steering	1m 28.467s	9
Rtd	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	10 laps – electrics	1m 24.087s	10
Rtd	Olivier Panis	F	Ligier JS41-Mugen Honda V10	10 laps – accident	no time	–
Rtd	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	0 laps – gearbox	no time	–

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CHAMPIONSHIP POINTS

DRIVERS

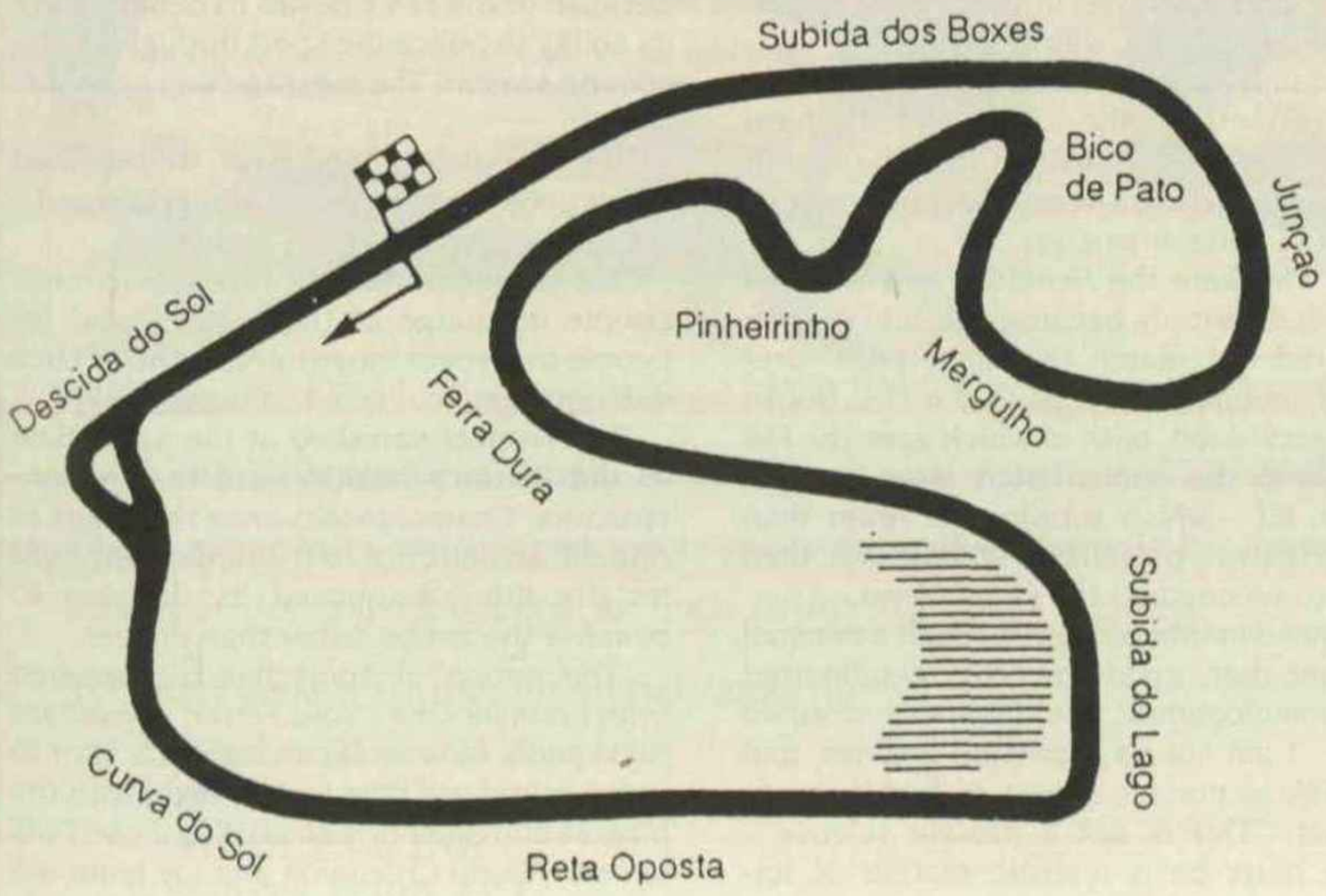
1 Schumacher	10
2 Coulthard	6
3 Berger	4
4 Hakkinen	3
5 Alesi	2
6 Blundell	1

CONSTRUCTORS

1 Ferrari	6
2 McLaren Mercedes	4

* No constructors' points awarded to either Williams or Renault, as a consequence of fuel irregularities.

THE CIRCUIT



SNIPPETS

● Damon Hill takes the fifth pole position of his Grand Prix career. He takes the lead of the race after the first round of pit stops, but retires shortly afterwards with a rear suspension failure.

● Despite the promise of pre-season testing, the Jordan-Peugeots fail to shine as the 195 chassis is ill-suited to the peculiarly bumpy Interlagos surface. Conversely, the McLaren MP4/10s fare better than expected.



● Pacific records its first ever Grand Prix finish, courtesy of Andrea Montermini (above) in ninth place.

● Larrousse fails to be ready in time for the start of the season, so there are only 26 cars present.

● Olivier Panis, the man who covered more racing mileage than any other driver in 1994, spins off at the very first corner and retires.

● Suffering from cramp, Mika Salo spins out of third place, when running ahead of Gerhard Berger. But for that, the Finn would certainly have finished in the points in his first race for Tyrrell. During the race, Salo renews acquaintance with erstwhile F3 sparring partner, and compatriot, Mika Hakkinen.

● Fuel valve problems blight Footwork's weekend, and cost Gianni Morbidelli a top six finish.

● Forti Grand Prix achieves a finish in its very first F1 race, although Pedro Diniz comes home six laps adrift in 10th place.

● Running as Ford's works representative for the first time, the Saubers have a difficult weekend. Heinz-Harald Frentzen and Karl Wendlinger both succumb to electrical problems. It was Wendlinger's first race since his accident at Monaco last May.

● The initial disqualifications of Michael Schumacher and David Coulthard are not made public until five hours after the race. Coulthard hears the news at 35,000 feet, on his way back to Europe.

● Although there are screams of 'cheat' levelled at Benetton and Williams, the FIA makes it clear that the fuel supplied by Elf does not contravene the regulations, per se. It is simply that it differs, chemically, from the samples submitted for analysis pre-season.

● Despite completing only 70 of the 71 laps, Gerhard Berger's Ferrari is declared winner of the Brazilian Grand Prix, pending appeals by the Benetton and Williams teams. These are heard on April 13, when both Schumacher and Coulthard are reinstated.

Schumacher's weighting game

Michael Schumacher's Brazilian Grand Prix commenced, as it would end, with controversy.

Prior to this season the FIA's minimum weight limit governed only the car. A heavy driver therefore carried his own penalty, as well as a guilt complex. For 1995, though, the minimum weight was raised to 595 kilos, and revised to include car *and* driver.

Suspecting that after the initial weigh-in only cars would be put on the scales, and the driver's weight automatically subtracted, many thought they spied a loophole in the rules: if a heavy driver could subsequently 'diet', his car would effectively run under the minimum weight.

The controversy was sparked when Schumacher, hardly the Cyril Smith of Formula One, was found to have ballooned from last year's 69 kilos up to 77. By the time the race finished, and car *and* driver had been weighed - oops, there goes the *loophole! - the German tipped the scales at* a mere 71.5 kilos. At a combined 595.5 kilos, Benetton's car/driver package was still legal, but his loss of nearly a stone in three days qualified him not only for a slimming award, but considerable flak in the press.

There are a number of mitigating factors, he argues, such as the heavier weight of his training helmet, and a recent gain through putting on increased muscle, but his main *defence hinges upon a special procedure to* thin his blood. "I generally don't like to talk it through," he admits, "but I'm going to because I see the reason I need to. It starts on the Tuesday, when I start drinking a lot of water, sometimes as much as four or five litres, to have my blood as thin as possible. Then during Saturday and Sunday I drink less and less. If I continued the drinking I would have to go to the toilet I don't know how many times during the race, and that wouldn't be very comfortable."

Why thin his blood? Unlike many drivers, the World Champion doesn't use a drinks bottle during the race, arguing that it affects his concentration. "But if you went into the race and started sweating, and you didn't have a lot of water, the blood would get too thick and give you a big problem."

So too, for that matter, would whisperings of deception at the opening race of the season.

In the wake of the post-race weigh-in, the FIA has 're-adjusted' Schumacher's weight back to 71.5 kilos. "I was a bit surprised when I was 77 kilos," he admits. He wasn't *the only one.*





The trimmer, 71.5 kg Schumacher is weighed in Argentina (top). Right, trouble brewing for Elf. . .

Elf fuels controversy

The Brazilian Grand Prix commenced at Interlagos on March 26, and was won in Paris 18 days later. Instead of having shot from the starting blocks, Formula One had, for many, shot itself in the foot.

Michael Schumacher, who, like David Coulthard, was disqualified for running irregular fuel, did not attend the International Court of Appeal. He has seen enough *of Paris. In the course of the last nine months* the German has twice been disqualified, and also received a two-race ban at the hands of the FIA. It is a losing run more suited to the British downhill ski team than to motor racing's World Champion.

The prospect of losing a further 10 points was undoubtedly the catalyst for reports of Schumacher's possible defection to IndyCar. But, for once, his fears were unfounded: his victory, if not his faith, was restored.

An element of myth surrounds the case: Formula One no longer relies on 'witches' brews' which would strip your wallpaper as well as outstripping the opposition. Instead the cars effectively run on 95 octane Euro Super. Gilbert Chapelet, head of Elf's special fuels department, estimates that the switch to pump fuel has cut the possible performance gain from in the region of 20bhp to 10bhp.

"Sometimes you have the same from your *pump as the Formula One cars," says* Michel Bonnet, head of Elf's marketing department. "But what we have to do is always keep the same specification because of the engine's mapping and its sensitivity. One fuel station may differ very slightly from another for the motorist, but with Formula One the fuel has to be exactly the same."

Which is one reason why Elf contends that the difference between the sample it submitted pre-season for FIA homologation, and that used in Brazil and, subsequently, Argentina, was negligible.

Certainly experts could find no evidence to substantiate the claims of Gerhard Berger and Mika Hakkinen that the fuel in any way led to extra-terrestrial performance from the Renault engines.

So why were the Benetton and Williams excluded? Simply because the fuel in their cars did not match the 'fingerprint' previously submitted by Elf to the FIA. Unlike Agip and Mobil, both of which gave the FIA fuel from the same batch later used in Brazil, Elf – which supplies no fewer than seven teams – proferred a sample first, then tried to reconstruct the same blend.

It failed in that bid, but by such a minimal amount that, once correctly re-submitted for homologation, the fuel was deemed legal. "I am not an expert on engines, and the FIA is not an expert in fuel," shrugs Bonnet. "This is not a precise science – there must be a realistic margin of tolerence."

Why all the fuss? Partly, one suspects, it was the residue of battles past. Partly too, because of the FIA's desire to demonstrate its ability to police the sport throughout the coming season. The message was acknowledged:

"We desperately need clear, well-defined regulations which we can all understand," responded Ron Dennis in Argentina.

"It's very important to have clear rules, *people in charge of those rules, and for* people to respect those rules," echoed Luca di Montezemolo, Ferrari's President.

That respect vanished at the same time as did Ferrari's healthy lead in the Constructors' Championship once the Court of Appeal, anxious not to jeopardise any fight for the title, announced its decision to penalise the teams rather than drivers.

"The notion of sport has disappeared from Formula One," said Ferrari consultant Niki Lauda, bitterly. "I can, aged 46, start to race again. I will race for the team with the biggest budget and, with an illegal car, I will become World Champion and my team will pay for the infractions of the rules..."

The case is now closed. Its legacy, you suspect, has yet to unfold.

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The McLaren empire strikes back

McLaren's performance in Brazil, as had been predicted, was a huge disappointment. But only to the rest of the pit lane.

Having been the butt, if you'll pardon the pun, of jokes about Nigel Mansell's inability to fit into his new car, Ron Dennis handled an awkward situation with both wit and candour. "We certainly made an error," he confessed. So had the press corps. Having confidently predicted the fall of the McLaren empire, the vultures gathered to bury the crowd pleaser, not to praise him. But left praising him anyway.

"We've put quite a few smiles on the faces of a lot of people in Grand Prix racing, because they've seen us apparently struggle," conceded the McLaren boss. "The car has some innovative concepts which people have also smiled at. Hopefully, those smiles will disappear. The only thing that ever takes a smile off someone's face is when they're actually beaten. That's our objective. I think we're going to be a lot better this weekend than people anticipate."

He was right.

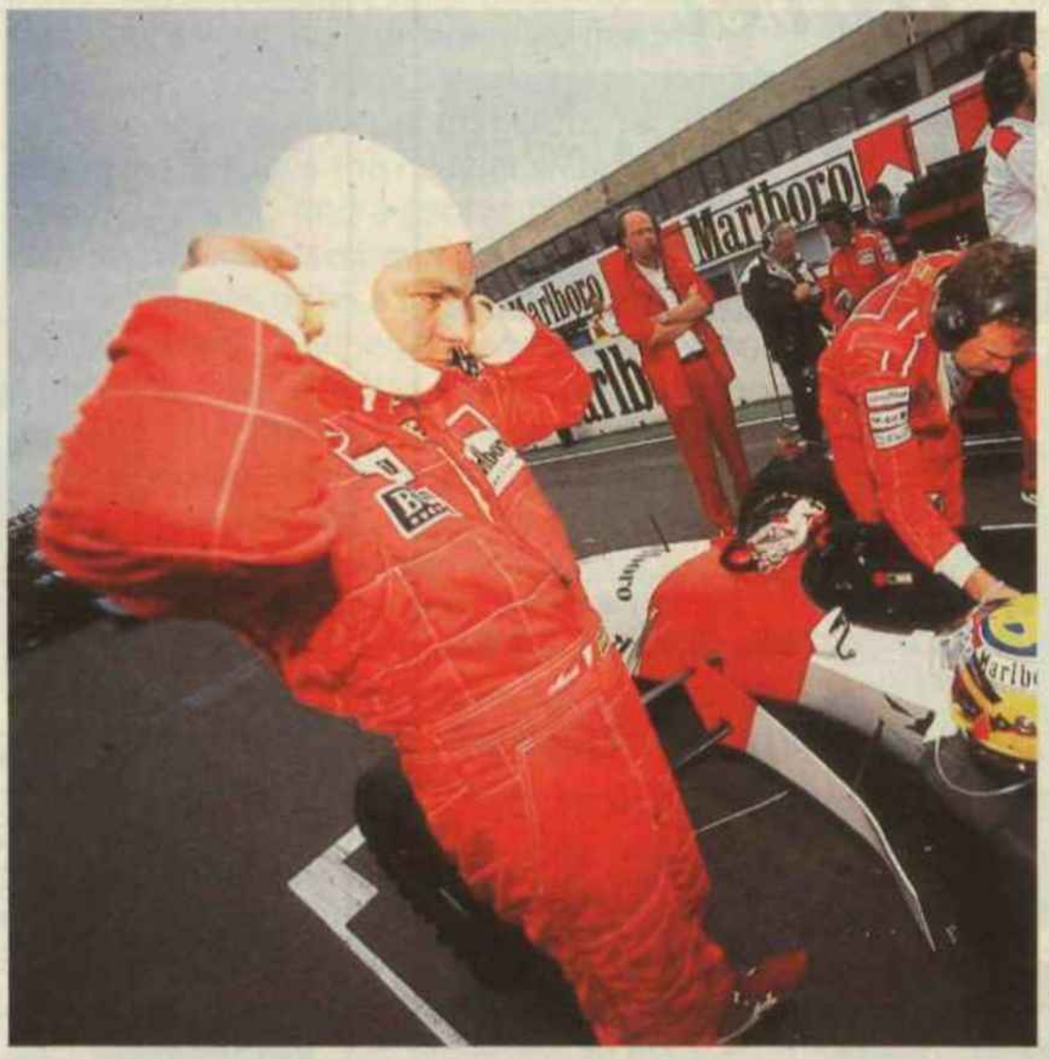
Sporting substantial modifications to its rear suspension, the MP4/10 was clearly some way short of being a world-beater, but was nowhere as disastrous as its testing form – or rather lack of it – had indicated.

Mika Hakkinen and Mark Blundell impressed, both with their endeavour on the track and their diplomacy away from it. But just as there was no hiding the plasters which bore testimony to the Briton's discomfort in the cockpit, the fact that the cars were two seconds adrift of the pace was also evident from the timesheets after first qualifying.

Although Benetton's improvement demoted both men further in the final session, they were by now only one second from Damon Hill's benchmark. "If we break that down to half a second for the chassis, and half a second for the engine, that's not such a bad start," stressed Mercedes competitions boss Norbert Haug. "Before Brazil, we were quite prepared to start 15th, and build from there." If the Stuttgart giant was clearly relieved to see its new partner's discomfort slightly eased, the race itself brought further solace in the form of two points finishes.

"Only a fool would ever discount McLaren," said Dennis, having nicely extricated himself from his own pre-season hype. But then, having suggested, "I think optimism is a weakness," he went on to boast: "I don't have any doubt that the future will show this to be one of the strongest partnerships, if not *the* strongest, that has ever been formed in Formula One."

The passing of time may well prove him correct. But, right now, it is a prediction which sits rather like McLaren's drivers: uncomfortably.





Left, Mark Blundell prepares for his second – and possibly final – McLaren drive of the season. The MP4/10 performed better than expected. Below, Renault finds itself servicing the top two F1 teams: here, Coulthard pressurises Schumacher in Buenos Aires.

Renault's balancing act

The Elf controversy notwithstanding, Renault's bid for a fourth successive Constructors' title got off to a flying start. Both of its customers, Williams and Benetton, have already crossed the line first, prompting Ferrari's Gerhard Berger to ponder: "The way that engine works, there's no way I can catch them; not in one race, not in five. Renault are in another world..."

Renault Sport's goal for the 1995 season is a simple one. "It seemed to us that the best homage we could pay Ayrton Senna rather than pulling out of F1, was, on the contrary, to keep on fighting," says Patrick Faure, its President. "And fighting to win."

It may have the best two teams in its armoury, but how – when such bitter rivalry exists between the two – can it keep both happy?

"A driver who is in a top team doesn't like to see his engine supplied to another team, because you like to be in a privileged position," admits Alain Prost, who experienced a similar situation both with Honda and Ferrari. "I remember Ayrton had particularly strong views on this subject. You prefer to have a one-to-one relationship. A driver who works on his engine often feels proud of what he's done, and what he's found out about it."

"The decision to equip two top teams has caused us a few problems," admits Bernard Dudot, the French manufacturer's Technical Director. "It is a difficult challenge for us, but not as difficult as some of you might imagine. What was immediately clear was that it was of primary importance to us that our partners know we treat them equally."

To that end, he spent the first race with Williams, the second with Benetton. He will continue to alternate throughout the season, much as he did when Renault supplied different teams in the turbo era. His technicians, of course, stay based with one operation, and Dudot pledges that no technical information will be passed between teams.

The V10 powerplants will be mated with the team's own electronics package but, he insists, will otherwise by technically identical: "All engines, I can tell you, are within 10 horsepower of each other."

Mecachrome, which last season supplied engines to Ligier, has been geared-up to undertake as much as a third of Renault's overall workload, though Dudot refuses to be drawn on the precise destination of the sister company's handiwork.

"When I think of Ferrari, I felt that the team didn't have the ability technically to develop engines which were the best, *and* give them to another team," says Prost, who bowed out from the sport in 1993 having finally achieved the ambition he strove for so hard since 1983: that of becoming World Champion with Renault. "I don't think Renault will have that problem..."

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History against Mansell

As the lights were doused, the conference hall fell silent. But not for long. Soon the journalists' senses - if, indeed, they are endowed with such - were assaulted by the vibration of music loud enough to send you scurrying for the aspirins, and a 'star wars' laser display which would have American Presidents reaching straight for the cheque book. Mercifully, the world finally halted long enough for lasers to trace a map of Argentina - complete with Falklands - and spell out the three Ms: Marlboro, McLaren and Mercedes.

The fourth 'M', Mansell, was missing from the display of pyrotechnics, and from the race.

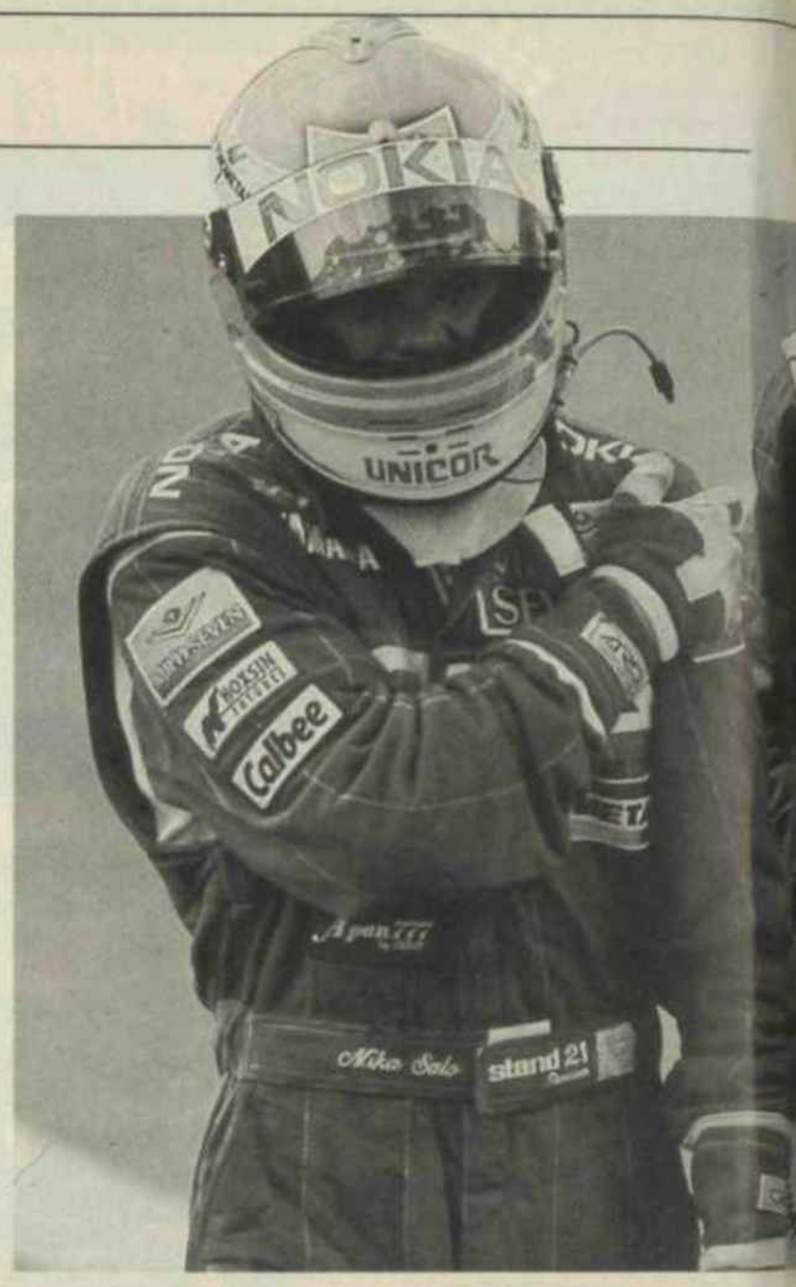
As a display of showmanship, Marlboro's Argentine GP conference was stunning; as a display of optimism, the choice of 'We are the Champions' over the tannoy was unsurpassed. Only four things stand between Nigel Mansell and a second Formula One Drivers' title: Williams, Benetton, Ferrari, and the weight of history.

Having missed the first two races of the season, the 41 year-old faces an uphill battle if he is to mount a challenge for honours in what could be his racing swansong.

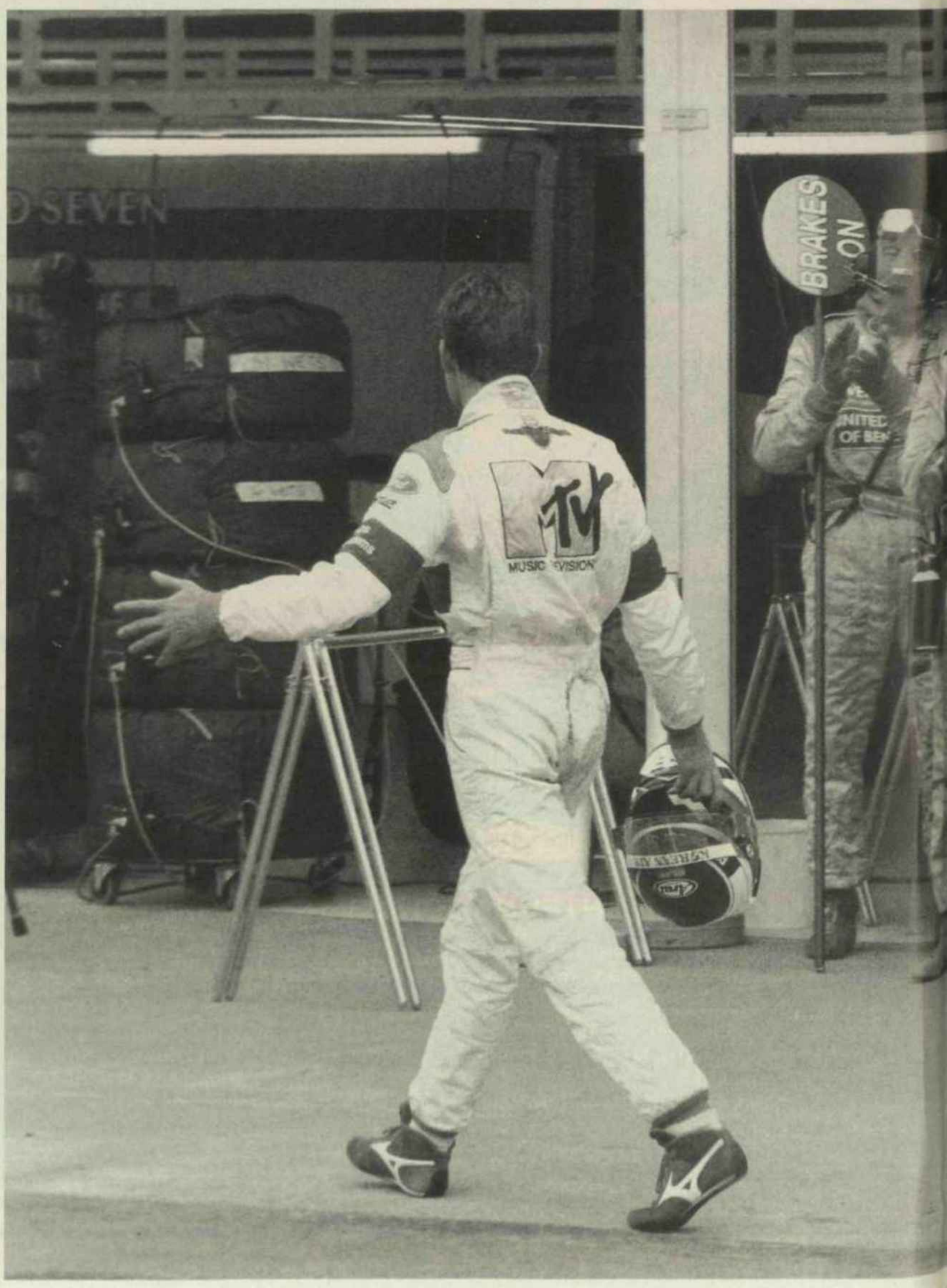
In 1979 Jody Scheckter became champion after collecting only a solitary point from the season-openers in Argentina and Brazil, and you have to whisk the tardis back to 1970, and Jochen Rindt, to find a driver who failed to score in the first two events but went on to claim the title.

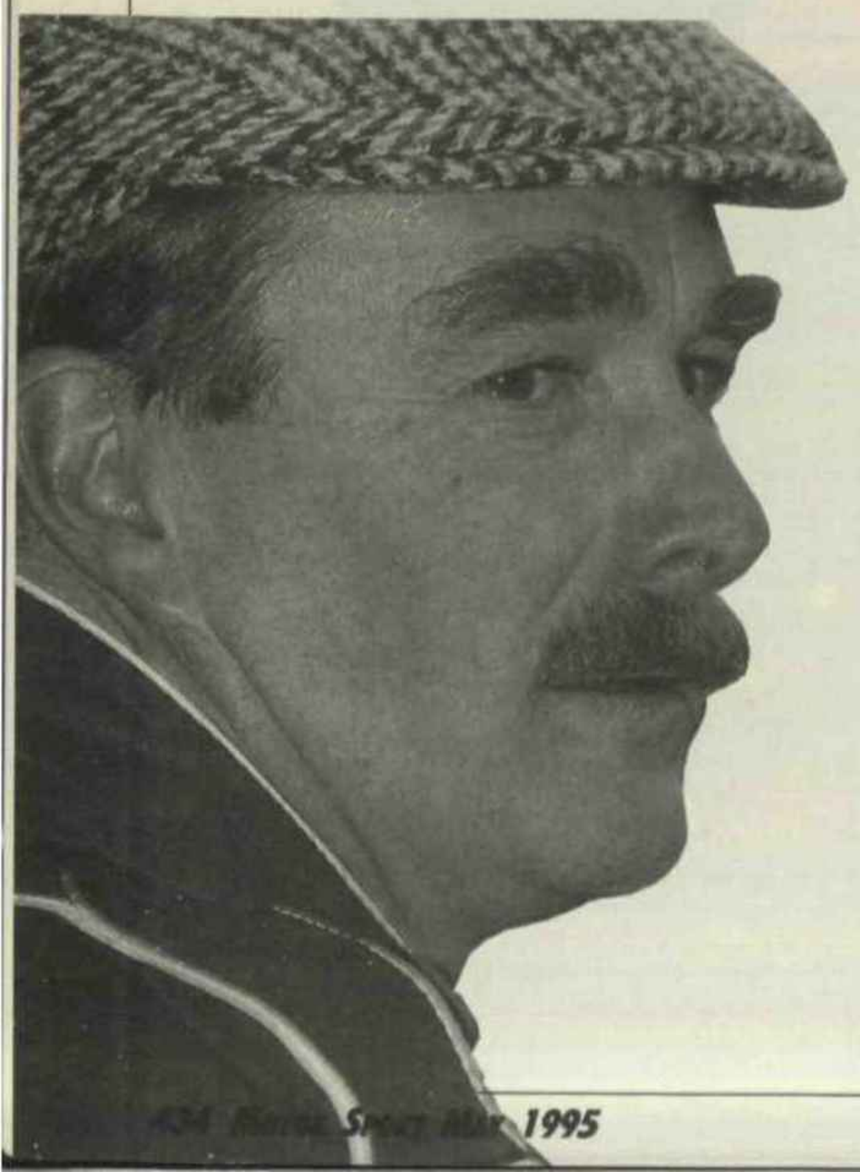
The championship featured fewer races then, and Mansell may also draw solace from Niki Lauda's achievements in 1984, when the Austrian won the crown in spite of scoring only once in the first four races. That said, the task awaiting the Briton has not been accomplished since the rules were revised to consign 'dropped scores' to the history books.

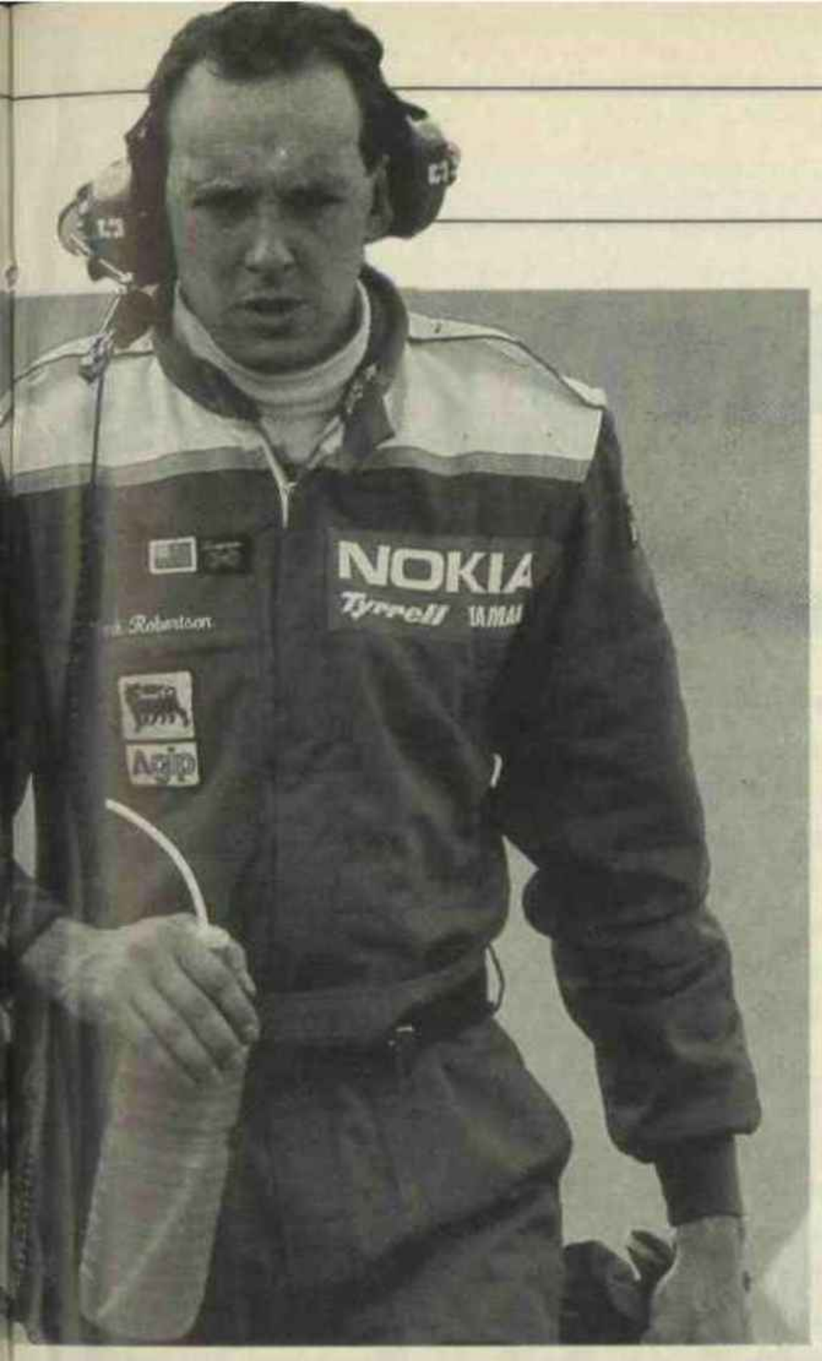
"We took time in building a car, and subsequently paid the price when it had a flaw in it," explains McLaren boss Ron Dennis. He estimates the price of a new car to be half a million dollars. But will it ultimately cost Mansell his championship aspirations too?



Below left, Nigel Mansell's championship chances have already been compromised. Right, Mika Salo rubs his shoulder after suffering cramp on his Tyrrell debut in Brazil. Below, Jos Verstappen receives warm applause from his former mechanics at Benetton. The Dutchman had run as high as sixth before his Simtek suffered gearbox trouble.







Salo sensation

The revelation of the first two races, Mika Salo was still sore when he boarded the return flight from Argentina. And it had nothing to do with the severe cramp which hampered him in Brazil.

Such is the 27 year-old Finn's assurance that he was unhappy with himself for spinning his Tyrrell out of third in Sao Paulo, and angrier still with Aguri Suzuki for the tangle which sidelined him while again running in the points in Buenos Aires.

"I really needed those points," he lamented even while he ascended the aircraft steps a full 24 hours after the race. "I'm really not impressed. Outside of the top 10 the standards are really bad. I guess it is the same in any racing where people have dollars in their eyes!

"The first two races weren't bad, but I'm sure I could have done better had I known I'd got the drive earlier. Spending the winter sweating, and being told one week before the first race that you are in, is no way to prepare."

Perhaps not since Michael Schumacher has a driver entered Formula One with so much speed, and so little respect for his rivals' reputations. But how good *is* the Finn?

Dr Harvey Postlethwaite, Tyrrell's Managing Director, Technical, tells all:

"I think that his route of entry to Formula One, Japanese F3000, is perhaps the best one currently available. The cars have very high levels of grip, which is good preparation for F1, and the people who have come from the category recently have acquitted themselves very well."

"I can see that people will say he has sprung to prominence rather as Jean [Alesi] did, but in truth the two men couldn't be further apart. Jean is a constant bag of nerves; that's his make-up when he takes off his helmet. Mika is exceptionally cool. Boy, he is ice cool!

"He can be arrogant at times, but I think maybe there is a streak of that in most of the really good drivers, people who really know their ability.

"Above all, perhaps, he's hungry. There were times last season when, okay, reliability let us down. But there were others when I felt we should have been qualifying better, should have been pushing the car that bit harder.

"When we looked around for a driver this season, there were obviously some commercial demands, but we also wanted someone who could take our performance to another level. Any of the established guys were already taken. Sure, there were plenty of other people available, but we wanted someone who would come in and push Ukyo [Katayama], push the car. There are a lot of guys you could take where you know their relative position on the grid. We were looking for more than that, which is why we cast our eyes outside of Formula One.

"Mika is clearly exceptionally talented and, whilst we mustn't get too carried away, he seems to have adjusted to it all very calmly. He very rarely makes mistakes, and he has natural speed.

"His potential is clear. Many drivers come into Formula One and make a big impact immediately. Perhaps the true guide to their talent is how they cope with the slump that inevitably follows. There will always be a period when the honeymoon is over. The exceptional people will come through the other side of that slump; many others will never progress further. It will be interesting to see how Mika copes with that, but I think the signs are good." **M S**

FIA FORMULA 1 WORLD CHAMPIONSHIP ARGENTINE GRAND PRIX

Buenos Aires, 9 April 1995

72 laps of 2.64 mile circuit (190.08 miles)

STATISTICS



Previous winner (1981):
Nelson Piquet, Brabham BT49C.

STARTING GRID

5 HILL
1m 54.057s (2)
1m 55.677s (1)

6 COULTHARD
1m 53.241s (2)
1m 54.670s (1)

15 IRVINE
1m 54.381s (2)
1m 56.615s (1)

1 SCHUMACHER
1m 54.272s (2)
1m 57.056s (1)

27 ALESI
1m 54.637s (2)
1m 55.213s (1)

8 HAKKINEN
1m 54.529s (2)
1m 56.449s (1)

28 BERGER
1m 55.276s (2)
1m 56.260s (1)

4 SALO
1m 54.757s (2)
1m 57.738s (1)

14 BARRICHELLO
1m 56.114s (2)
1m 56.746s (1)

30 FRENTZEN
1m 55.583s (1)
1m 56.168s (2)

9 MORBIDELLI
1m 57.092s (2)
1m 57.684s (1)

2 HERBERT
1m 57.068s (1)
1m 57.341s (2)

12 VERSTAPPEN
1m 57.231s (2)
2m 02.410s (1)

24 BADOER
1m 57.167s (1)
1m 57.657s (2)

23 MARTINI
1m 58.066s (1)
2m 01.059s (2)

3 KATAYAMA
1m 57.484s (2)
1m 59.909s (1)

26 PANIS
1m 58.824s (2)
1m 59.204s (1)

7 BLUNDELL
1m 58.660s (1)
1m 58.767s (2)

11 SCHIATTARELLA
1m 59.539s (2)
2m 02.806s (1)

25 SUZUKI
1m 58.882s (2)
2m 01.446s (1)

17 MONTERMINI
2m 01.763s (1)
43m 31.316s (2)

29 WENDLINGER
2m 00.751s (2)
2m 01.774s (1)

22 MORENO
2m 04.481s (1)
2m 15.398s (2)

16 GACHOT
2m 04.050s (1)
2m 09.359s (2)

10 INOUE
2m 07.298s (1)
Did not run (2)

21 DINIZ
2m 05.932s (1)
Did not run (2)

LAP CHART

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FIA Formula One World Championship Round 02

Winner Damon Hill
Winner's average speed 100.90mph
Conditions Dry, overcast
Fastest lap Michael Schumacher on lap 55, 1m 30.522s, 105.250mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW17-Renault V10	1h 53m 14.532s	1m 31.253s	21
2	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	1h 53m 20.939s	1m 31.453s	25
3	Michael Schumacher	D	Benetton B195-Renault V10	1h 53m 47.908s	1m 30.522s	55
4	Johnny Herbert	GB	Benetton B195-Renault V10	71 laps	1m 33.082s	32
5	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	70 laps	1m 34.331s	4
6	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	70 laps	1m 31.868s	65
7	Olivier Panis	F	Ligier JS41-Mugen Honda V10	70 laps	1m 33.953s	27
8	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	69 laps	1m 34.106s	5
9	Domenico Schiattarella	I	Simtek S951-Ford ED V8	68 laps	1m 35.945s	27
NC	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	63 laps	1m 40.683s	4
NC	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	63 laps	1m 40.730s	4
Rtd	Mika Salo	SF	Tyrrell 023-Yamaha V10	48 laps – accident	1m 33.636s	28
Rtd	Aguri Suzuki	J	Ligier JS41-Mugen Honda V10	47 laps – accident	1m 34.049s	26
Rtd	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	44 laps – spin	1m 35.837s	5
Rtd	Gianni Morbidelli	I	Footwork FA16-Hart V8	43 laps – electrical	1m 34.396s	26
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	40 laps – spin	1m 35.325s	30
Rtd	Rubens Barrichello	BR	Jordan 195-Peugeot V10	33 laps – engine	1m 33.810s	26
Rtd	Jos Verstappen	NL	Simtek S951-Ford ED V8	23 laps – gearbox	1m 35.353s	5
Rtd	David Coulthard	GB	Williams FW17-Renault V10	16 laps – electrics	1m 32.095s	3
Rtd	Mark Blundell	GB	McLaren MP4/10-Mercedes V10	9 laps – engine	1m 34.963s	5
Rtd	Eddie Irvine	GB	Jordan 195-Peugeot V10	6 laps – engine	1m 35.070s	4
Rtd	Andrea Montermini	I	Pacific PR02-Ford ED V8	1 lap – accident	3m 02.417s	1
Rtd	Mika Hakkinen	SF	McLaren MP4/10-Mercedes V10	0 laps – accident	no time	–
Rtd	Bertrand Gachot	F/B	Pacific PR02-Ford ED V8	0 laps – accident	no time	–
Rtd	Karl Wendlinger	A	Sauber C14-Ford Zetec-R V8	0 laps – accident	no time	–
NS	Luca Badoer	I	Minardi M195-Ford ED V8	accident at first start	no time	–

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CHAMPIONSHIP POINTS

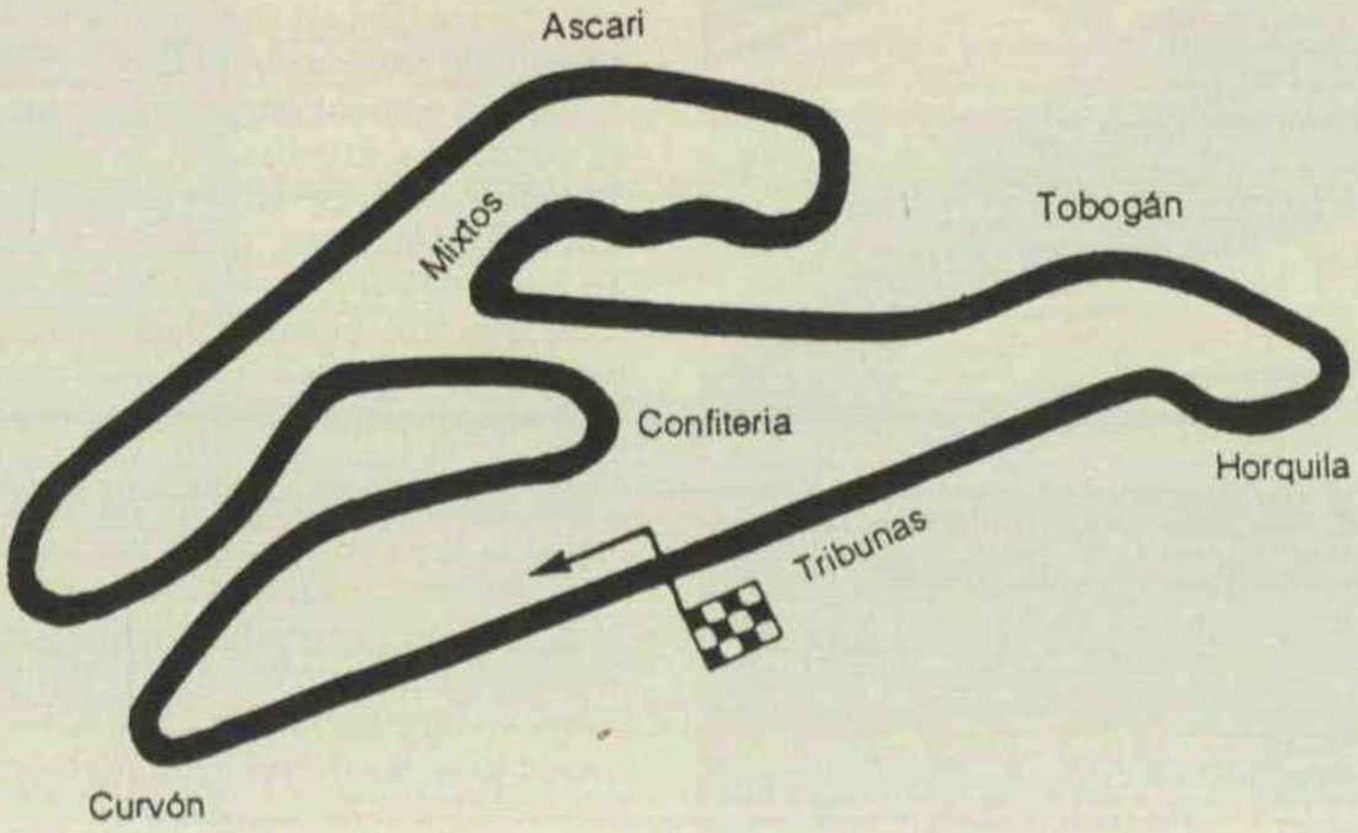
DRIVERS

1 Schumacher	14
2 Hill	10
3 Alesi	8
4 Coulthard	6
5 Berger	5
6 Hakkinen	3
Herbert	3
8 Frentzen	2
9 Blundell	1

CONSTRUCTORS

1 Ferrari	13
2 Williams Renault	10
3 Benetton Renault	7
4 McLaren Mercedes	4
5 Sauber Ford	2

THE CIRCUIT



SNIPPETS

● Michael Schumacher survives an ordeal at sea several days before the race. Out diving with friends, the German and his party are stranded when their boat drifts away without them. Schumacher has to swim for an hour to re-establish contact; nobody is injured.

● Torrential rain causes interruptions during practice, and there are even suggestions that the first Argentine GP for 14 years may have to be cancelled, should the poor weather persist.

● Fastest in both qualifying sessions, David Coulthard takes his first pole position. The Scot makes a superb start to lead the race, but a first-corner accident involving Alesi, Panis, Salo, Badoer and Martini and a subsequent brush between Herbert and Barrichello cause the race to be stopped. Only Badoer fails to restart.

● Coulthard starts well again, but an electrical problem costs him the lead and forces his retirement a few laps later.

● Schumacher takes the lead when Coulthard strikes trouble, but Damon Hill swiftly moves ahead and controls the race thereafter. His biggest threat in the closing stages comes not from Schumacher, but from Jean Alesi's Ferrari.

● Mika Salo runs well again for Tyrrell, but he is eventually turfed out of the race by Aguri Suzuki. The two almost come to blows in the pits.

● Sauber has a better weekend. Heinz-Harald Frentzen excels when the track is at its wettest. The German finishes fifth. He opts for a one-stop race strategy, figuring that his car handles better the more fuel it has on board. . .

● Eddie Irvine qualifies a best-ever fourth, but is forced to pit when Mika Hakkinen drives over his front wing at the restart. Engine failure puts him out after only six laps. Hakkinen and Irvine are called to the stewards office to explain the incident; no action is taken against either party.

● A secondary accident at the restart eliminates Karl Wendlinger's Sauber and both Pacifics.



● Jos Verstappen (above), who had qualified a best-ever 14th for Simtek, runs as high as sixth before being sidelined by gearbox trouble.

● It looks like being Mark Blundell's final race of the year for McLaren, as the revised MP4/10 for Nigel Mansell is taking shape.

● Martin Brundle is tipped to replace Aguri Suzuki in San Marino. This later emerges not to be the case.

● Carlos Reutemann demonstrates a Ferrari 412 T1 on the Thursday before the race.

The spectator

Interlagos ushered in a fresh Formula One era. It was not the first 'new dawn' Martin Brundle had witnessed...



Brundle hustles the Brabham BT60 around Barcelona in 1991

The incessant drum beat from the main grandstand is broken only by a lone trumpeter's outburst, and the occasional bark of an engine from deep inside a pit garage. Cars are being readied for the qualifying session. There is an air of expectancy. An air of frustration, too, as Martin Brundle paces the floor at Ligier, where Aguri Suzuki will drive the opening races.

Of the 26 drivers who start the first GP of the season, none boasts an F1 career stretching back as far as the Briton's. A full 11 years have elapsed since he prepared for his first race, in this very country, but the adrenalin still courses his veins every bit as freely as the champagne flows in the hospitality suites.

At Interlagos this weekend Mika Salo, fifth at the wheel of a Tyrrell, steals the show. Back in 1984 Brundle's exploits in finishing in exactly the same position, for the same team, saw him likewise fêted as the 'young gun' due to set F1 alight. He endorsed that Rio billing by placing second in Detroit. The world was at his feet – until his feet suddenly hit a rather solid piece of the world, at speed, in Dallas.

"I was really on a roll then," he recalls. "If that run of form was 10 years later, a helicopter would have been sent for me; I'd have been in and out of all sorts of factories, with somebody wanting to slap badges all over me and tie me up for five years. And pay me a few million dollars down the road a bit. Back in those days you didn't do it quite like that. The emphasis was on the older, more experienced drivers. Now it's on somebody coming out of primary school!"

Offered without rancour, the observation is based on experience. In recent years Brundle has partnered Michael Schumacher and Mika Hakkinen, groomed for stardom by Mercedes and Marlboro respectively.

At Benetton when the team was poised to become such a major force in Formula One, and ensconced at McLaren during its first barren season for 14 years, you could conclude that Brundle has a knack of always being in the right place at the wrong time. But you won't hear him curse his luck. An astute businessman, he could have turned his back on the sport years ago and still lived comfortably ever after. Whether he would have lived happily is another matter, for racing is in his blood.

Flicking through some documents recently, a picture caught his eye. It captures him hurtling through Casino Square at the wheel of a Tyrrell 012 in 1984. Only one


住友海上
SUMITOMO MARINE
PIRELLI
BP
CAMEL

wheel remains on the ground: one has just hit the bump on the exit; the other two are airborne because the car is flexing so badly in the middle.

"That was actually quite a good little car in its day," he smiles. "The DFY engine revved to some staggering amount like 10,700 rpm which, to put that into perspective, is now more or less the minimum you need on the clock before these new three-litre engines really get off the ground. Then we take them to 15,000 rpm plus. . . "

Out on the circuit, and deprived of downforce, the drivers struggle to keep the new generation of cars under control in Brazil. *Within the sanctuary of the pits, Brundle* faces no such battle to control his enthusiasm for the new rules.

"The teams spend tens of millions; the engineers spend thousands of hours; the drivers work with the engineers constantly to get the right balance. We spend so long trying to perfect these cars, and then somebody just draws a line though the regulations.

"All you'd have to do is find a driver who could actually still see going round a corner that fast"

"*I know it's got to be done, because* otherwise we'd be here in Brazil with a turbocharged, ground-effect, fully automatic Formula One car: all you'd have to do is find a driver who could actually still *see* going round a corner that fast. I'm not criticising, I'm just saying it feels like a kick in the nuts when you've worked so hard to get a car right and suddenly you go back to basics."

He still recalls the day in Paris when the governing body tolled the death knell for turbo engines. But not as vividly as he does

"They were dinosaurs in the beginning, but that era was really quite thrilling. I'm pleased that I was a part of it. I remember the last race in '86. We had 5.5 bar boost with the Mexico high altitude compressors on, and I think I had 332 kilometres per hour at the end of the Brabham Straight in Adelaide, a street circuit with concrete walls either side! The thing was absolutely awesome. But the car was never really able to put that kind of power, about 1250 horsepower, down until sixth gear."

A qualifying lap was, he says, the ultimate thrill: "*You wanted to keep the intercooler* pressure down, so you used to creep round on your out lap, sometimes to the last corner, using no boost, to keep it nice and cool. You'd do everything to keep the qualifiers cool, then come out of the last corner and put your foot down. From the last time



Detroit, 1984. Brundle's second place would eventually be taken away by FISA as a result of the 'ballast' dispute.



Lows: . . . Brundle drove for Zakspeed in 1987. . .



. . . and highs. He was recruited by Williams to deputise for Nigel Mansell at Spa in '88.

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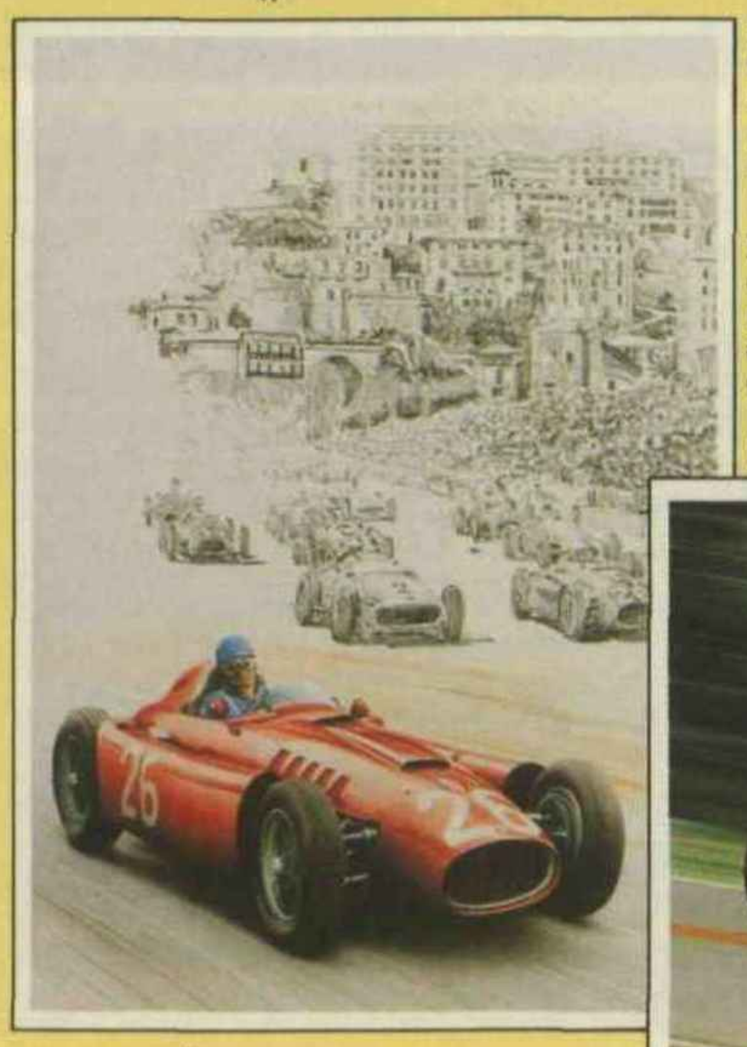
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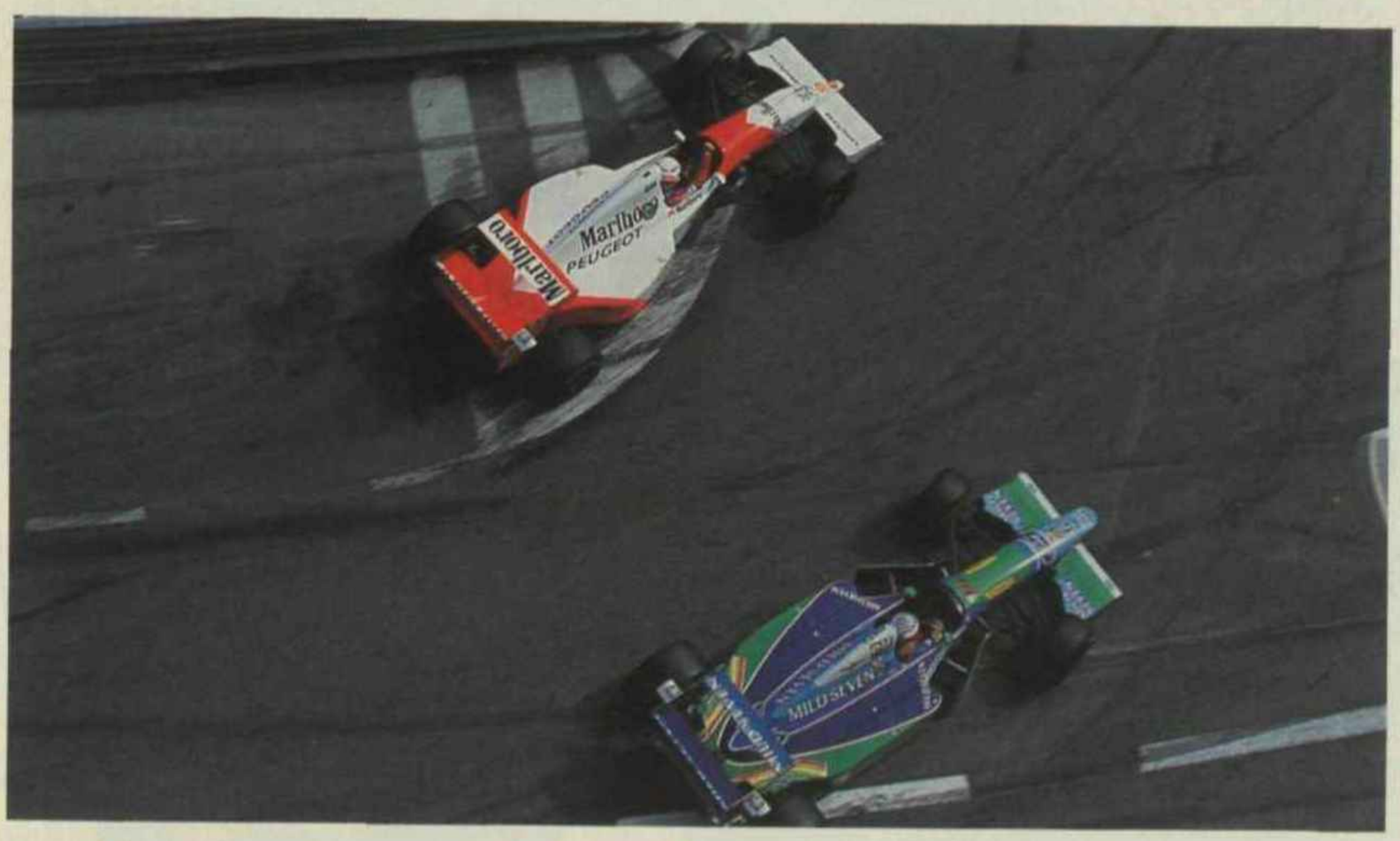
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With the benefit of hindsight, Brundle's performance at Benetton (above left), against Schumacher in 1992, looks ever better. His best result was at Monza, where he finished second to old F3 adversary Ayrton Senna (above). This year, he returns – part time – to Ligier, alongside Olivier Panis (above right). Right place, wrong time? He drove for McLaren in its first barren season in 14 years. Left, he passes Lehto's Benetton in Monte-Carlo. Shaking down the new Ligier (right).

you did a lap, just before lunch, you've now got something in the order of another three to four hundred horsepower in the same car; probably with even less weight, because you know you're going to be running just enough fuel to get you back into the pits. The thing took off.

"The horizon just came towards you, that was the impression you got. It wasn't that you were going towards anything; everything just came towards *you*. At an enormous rate of knots. You had extra grip from the qualifiers anyway, although invariably they weren't fully up to temperature for the first three or four corners because you'd crept round out of the pits. During the middle of the lap it would all be awesome, singing and screaming, but then the last two or three corners the tyres would start to go off; they'd roll, you'd be having blisters on them. Now these are tyres that take eight man hours each to produce, and we were trying to get eight kilometres out of them!

"The last corner would normally be a compromise. By now the charge temperature going into the engine was beginning to get so high that you probably only had 1200 horsepower at the end of the lap. Senna was the absolute *master* of getting all of those variables together on one lap.

"Where I probably remember the turbos most was Monte Carlo, climbing the hill to Casino Square. I was alongside de Cesaris, and I think we had 182 miles per hour at the speed trap just before the Square. It was awesome.

"Now, of course, that thing with 1200 horsepower wouldn't see a '95 car for dust – this with only 700 horsepower. Tyre technology, aerodynamics (dramatically), driveability and driver fitness have all changed so much."

So have the rules, and the FIA's struggle to reign-in engineers intent on trampling new technological frontiers has ensured that what goes around not only comes around, but does so with incredible speed: "I remember crossing the finish line at the Nürburgring in '85, [the last race in which Tyrrell qualified a Cosworth prior to the arrival of its second turbo] and thinking, 'Well, there's a piece of history coming to an end: the normally aspirated Formula One engine's last race.' How wrong can you be? It was only two years later that we were back into normally aspirated cars."

He rates the Benetton, in '92, as the most satisfying car he has driven – "It had enough grip that if you got it slightly wrong you could tip-toe round the outside of the corner and still live for another day. That meant you were just committed at all times." – but contends that the subsequent era of 'driver aids' did not take the cars too far out of the driver's hands: "The best drivers still got more out of that system than the worst drivers. All right, I will accept that to be able to change gear quickly, accurately, reliably, at the right time, is a racing driver's skill. Or was. Under pressure you could miss a gearchange, boil the engine, make or break a race. Automatic gearchanges take away a driver's skill, but the top drivers can then use whatever's available to them, thinking as hard as they can about every aspect of what they're doing, and find another advantage. It doesn't level the playing field completely and make a back of the grid driver a front of the grid driver. It didn't happen, did it?"

Although the driver aids era witnessed F1 scale new technological heights, it was also a period of relative innocence, one when the word 'danger' was measured in the expenditure of money rather than life.

"What happened [prior to Imola] is that we took more risks on the track, we were very blasé about it," he concedes. "On qualifying laps, or during overtaking manoeuvres, you would be in sixth gear corners absolutely on or over the ragged edge. Knowing, or thinking you knew, that almost whatever happened you would climb





from the car and your first thought would be to run back to the pits for the spare car, not 'Where's the doctor?'"

A leading light in the Grand Prix Drivers' Association, re-formed in the wake of Imola, Brundle's reaction to last year's horror is sharpened by the knowledge that back in '85 the same circuit very nearly claimed his own life. Then, he counted himself exceptionally fortunate to survive a brake failure entering Tosa at 185 mph.

Four drivers who sat with him on the grid for his maiden Grand Prix, Elio de Angelis, Manfred Winkelhock, Stefan Bellof and Ayrton Senna, are no longer with us. Then, as now, drivers risk paying the ultimate price for their sport, but, he says, perceptions of that danger are changing: "Back in those days we didn't have a camera pointing at every orifice; worldwide TV coverage wasn't what it is now. Accidents didn't get played forwards, backwards, slow motion, 25 times. I think people's awareness of this kind of thing has changed. Certainly sponsorship has changed enormously: sponsors don't want to be involved in sportsmen getting killed; people don't want to see people killed in the name of sport any more. Drivers don't particularly want to get killed: we expect risks, I think we all accept we may die, but we want to be satisfied that the risks are kept to a minimum.

"It's an ongoing thing. I think more has been done by the FIA, the teams and the drivers in the last 10 months that at any other time.

His own accident, at Dallas, did as much damage to Brundle's career as it did to his legs: "Suddenly I'd ground to a halt just when I was on the roll. It probably took me until '89, the year with the Brabham BT58-Judd, to really get going again."

More than anything, perhaps, it was a sabbatical in sports cars in 1988, when he won the World Championship with Tom Walkinshaw's Jaguars, which served to resurrect the King's Lynn driver's career. Two years later, when he won the Le Mans 24 Hours, he again used a sports car campaign as a successful launchpad to shoot back into the F1 firmament. When all around him colleagues were clinging to F1 drives, *any* drives, was it not an exceptionally bold move to drop out of the category?

"The first year I was going to do it, at the end of '86, I couldn't bring myself to take the leap," he confesses. "I went to Zakspeed. So I didn't take quite so much convincing at the end of '87. . .

"My driving style suits long-distance racing incredibly well – I had a confidence. Whenever I got behind the wheel of a TWR Jaguar, I felt completely invincible. That's a feeling I never really had in Formula One until I passed Schumacher in Canada in '92 for second place, and I was catching Berger at three quarters of a second a lap. I was seven seconds behind him, 22 laps to go, and I suddenly thought, 'Hey, you're going to win your first Grand Prix'. It was really interesting, because at that moment I felt like I grew about three inches and I just tore off down the track. Then the bolt dropped out of the diff, sadly.

"That was a very significant moment for me, mentally. In any area where you are pushing the limits of the human body, such a mental approach is very important. Some people are born with self-confidence. It is often described as arrogance, but it is very critical. It's like Schumacher: I can't think of anything you'd like to happen less to you than a steering column failure, and fate says it would have to be at the Brazilian Grand Prix. But he got back in the car and was fastest the next session."

Brundle counts losing his own Benetton drive, at the end of '92, as the lowest point of his F1 career. Ironically, with Schumacher now having confirmed himself an exceptional talent, Brundle's efforts as his teammate bring him more praise three years on than they did at the time. That thought recently prompted the admission that one spectre remains to be exorcised: "It's just a personal thing, and I don't say it just to show off, but I've got a fantastic trophy cabinet at home. I look at it, and I see all the things I've won over the years, but all of that just gets overshadowed by not having won a Grand Prix. I'm constantly fending off the question, 'Well, you've done 131 Grands Prix, Martin, and you haven't won one.' The fact of life is that I've never quite elevated myself into the megastar status. I've always attracted a lot of attention from teams, but never quite convinced them that I'm world champion material."

He is candid enough to admit that, at 35, the likelihood is that he never will. When he does walk away from F1 – and he has no intention of warming the carpet slippers just yet – he will do so with myriad memories and trophies alike, and one further legacy: a souvenir, if you like, from Dallas.

"My feet now get very sore, very quickly. I've had to clear a bit of a hurdle, because you try to protect anything that you've damaged.

"Which, of course, is why I go round the world feet-first at 200mph. . . " **M S**

"Which, of course, is why I go round the world feet-first at 200mph. . ."

A dream come true



From penniless F3000 racer to Williams driver in the space of four seasons: our new touring car columnist Alain Menu reflects on his change of fortune

To race for Williams is a dream for most drivers. Certainly, four years ago I would not have believed you if you'd said I would be in the position that I'm in now. In the middle of a season of European F3000 in 1991 I ran out of money. I thought that was it. The end. Back to Geneva to do God knows what. But, following a driver evaluation test for BMW Motorsport, I got a drive with the Prodrive M Team in the 1992 British Touring Car Championship. I was happy to be getting paid to race, but I never thought I would make a career out of saloon cars. Then, in the middle of that year, I fell off a quadbike at Knockhill and broke my leg, so I was lucky to be signed by Renault for the following BTCC season.

And now I'm driving for Williams. It's incredible. It would've been nice if it was Formula One – I keep thinking 'If only I was seven years younger' – but now I think I'm driving for this famous team in a championship that's perhaps harder to win than F1. Williams has been racing – and winning – in Formula One for so many years that it's almost become second nature. In contrast, touring car racing is a completely new challenge for them. But not for a second have they become complacent about the new rivals and difficulties it faces. This attitude has served them well in Formula One, and I'm sure the same will be true in the BTCC.

For sure, to be with Williams can only be good for a driver, and I am excited about my prospects for this and the next season, but this close-season has been a frustrating one for me. Williams Touring Car Engineering Limited has only been operating since last November, and our designers and mechanics have been working around the clock to get the new cars ready in time for the first round.

They made it . . . just.

I had my first run in the new Laguna at Silverstone the day before I had to qualify it at Donington Park. Prior to this I had to share the sole remaining '94 car with my new team-mate, Will Hoy. And at each test session there would be a different set of mechanics present as they had to learn about the car just as much as the drivers. In fact, until the Donington Park race, Will and I had played a small role in the creation of the team. Our work really starts now . . .

Naturally, I visited the new factory in Didcot a lot during the winter, and I was always amazed by how much work the mechanics put in during the last few months. In fact, even as I write this, they are busy finishing our third car!

I think it's fair to say that the team was surprised by how many changes it had to make to last year's car. We did very well last season – I finished second to Gabriele Tarquini in the drivers' championship and Renault was second behind the Alfa Romeos in the manufacturers' championship – so we knew the car was on the pace. But Williams has had to do a lot of work in order to make the car, not necessarily a lot faster, but easier to work on and



to alter the set-up.

Because of this non-stop work, the boys were knackered before we even started at Donington Park, and so it was important that Will and I brought both cars home safely and in the points. We did this, and at the same time surprised ourselves a little bit when I finished second in the first race. This gave us all a big boost, and proved that all the work was not for nothing. To be third in the championship after the first meeting was as good as I dared hope. The team had done a fantastic job to make the cars reliable – a Williams trait – and now we have to test to build up our database on the car and discover what has to be done to make it win.

Testing is so vital. Volvo and Vauxhall shared the wins at Donington, and this was no surprise to me as they have done more winter miles than anyone else. In contrast, the first time I truly drove my new Laguna in anger was during Saturday's qualifying sessions; even then I left a little bit of a safety margin. I won't allow myself this in future as qualifying this season is more crucial than ever. Why? Firstly, the new rules force you to go for it both times as each session sets the grid for the corresponding race; secondly, because the new wings have made it much harder to overtake in the races.

It sounds silly, but I would say that if you get your qualifying lap absolutely right it's about 70-80% of the job done. The difficulty is that our qualifying tyres are at their best for just one fast lap, during which the car feels very strange because of the different set-up required to get the best out of the softer Michelins. So I was delighted to be third and second fastest at Donington, especially because I missed a gear in the afternoon, a mistake which is normally the difference between the first and third or fourth rows. If you don't start from the first or second rows I think it is going to be really hard to win races this season, and because the cars are so closely matched this year, one mistake on your quick lap can ruin any chance of victory.

The recent races at Donington Park were not very exciting, but if you think back to last year's World Cup race at the same track, that wasn't exactly a thriller, even without the wings. For sure, it's harder to overtake now because the braking distances are shorter than before, and you have to take a big risk in the braking area to get by other cars. It's even riskier because the organisers are now so against there being any contact. My team-mate is currently waiting to see if he will lose his sixth place in the first race because he made a mistake and pushed Julian Bailey's Toyota into the gravel. The problem is that I think a lot of the spectators come to see this sort of action. And I don't think the drivers do it on purpose – it's just that the racing's so close – so the organisers must be careful how they deal with these incidents. I believe there will always be some contact in touring car racing. It's a grey area, so I don't think the rules about it can be black and white.

But what I really don't like about the wings is that they've made the cars easier to drive. In the second half of last season we ran with an improved aerodynamic package on our Laguna, but these were just off the road car; the wings we have now have been developed in Williams' wind tunnel and are much more effective. You used to have to concentrate very hard through the Craner Curves at Donington, but now they are easily flat.

In spite of this, I think it is wrong to say that this year's BTCC will be boring. It maybe a little different, but it won't be boring.

I hope not, anyway, because I would like to do this form of racing for the next 10 years! When I see how old my team-mate is, I know that I can make a living out of my passion for motor racing for a long time to come! I have a two-year contract with Renault, but I hope to be driving for them for a lot longer than this. I would like to build up a relationship similar to that BMW has with its drivers. This is my long-term goal.

My short-term goal is to haul in those Volvos and Vauxhalls. I know this is going to be difficult as they both looked very strong at Donington. Rickard Rydell was especially impressive in the second race. His Volvo was a full second quicker than anybody else – a lifetime in touring cars – on the second lap, and by lap three he was away and gone. He's a very good driver and will take a lot of catching but, although Williams' involvement in touring cars is a long-term project, with its renowned commitment to winning, I'm confident that I will be able to beat Rickard – and Vauxhall's John Cleland – sooner rather than later. **A M**



This was as close as our man got to Rydell's Volvo in the second race (left). With a bit more testing, he's confident he can reverse the situation.



Go Buddy, go!

The fragile truce in American single-seater racing appears to have been broken by a few ill-timed observations. . .

Just when it seemed peace was about to break out in Indycar racing along came Emmett "Buddy" Jobe and the Slick 50 200 at Phoenix International Raceway. Or was it the Pyroil 200?

The title sponsor of the race depended on how and where you watched it. Those in attendance at the desert mile got a full dose of Slick 50 propaganda; those watching on television saw the Pyroil 200 thanks to the fact that every IndyCar sanctioning agreement permits the organisation to sell the television rights to a different sponsor than the promoter if said promoter is unable to sell the television rights on his own.

It's been a bone of contention between Jobe and IndyCar for years, but this time Buddy used the issue to announce he is casting his lot with Indianapolis Motor Speedway president Tony George's fledgling Indy Racing League.

"It became more and more apparent as time went on that (IndyCar's) direction and attitude was that there wasn't a whole lot of consideration given to the promoter or the direction of the sport," said Jobe in *The Arizona Republic*.

"We refuse to be responsible for the incompetence of others," said IndyCar president Andrew Craig.

Not content with burning his bridges with IndyCar, Jobe gave just about everyone (including Goodyear's Leo Mehl) a hard time with credentials and parking passes and then proceeded to insult anyone with even a rudimentary knowledge of motor sport by saying the burgeoning contingent of Brazilian IndyCar drivers had bought their rides.

That brought an angry reaction from Jim Hall, who tried for several days to get Buddy to retract his statement. In the end, Jobe did IndyCar racing a favour by serving as the catalyst for perhaps the most eloquent statement yet made about the issue of "foreign" drivers in IndyCar racing.

"Such an inference reflects unfairly on my team, my driver (Gil de Ferran) and my sponsors, Pennzoil," said Hall. "We have the best drivers in the world competing here at Phoenix, which is a great showcase for our sport. Because of the worldwide popularity of IndyCar racing, this race will be seen on television in 13 countries. The spectacle is not hurt but is enhanced by the presence of so many talented foreign drivers. With such competition on the track, it makes it all the more significant that the championship is held by the great American driver Al Unser Jnr. The best competition attracts the best people. . . "

In other respects, though, the timing of Jobe's tantrum was regrettable. There had been signs of compromise between IndyCar and Tony George. In March USAC announced it was deferring implementation of the IRL rules package indefinitely – thus enabling anyone in possession of a current



Indycar to compete in the IRL. More importantly, the IRL put-off a showdown with IndyCar and the current chassis and engine manufacturers.

What's more, there was a growing belief that by putting his money where his mouth has long been and bankrolling a new oval track at Disney World and giving his blessing to plans for a new speedway in Las Vegas, George had begun the process of acquiring some of the influence he has so long coveted. Were George and IndyCar able to come to an agreement to roll the Disney World and Vegas tracks into the existing PPG schedule, Tony would have become, in effect, a super promoter. In so doing, he would have *earned* the respect of the IndyCar team owners rather than simply inheriting a lot of power by ascending to the IMS throne.

"Jobe gave just about everyone a hard time with credentials and parking passes"

But the fiasco in Phoenix left Indycar racing more polarised than ever. Such was the mood in Phoenix that an IRL cocktail party was shunned by most of IndyCar's influential powers – including Goodyear and PPG – and every team owner save for IMS sycophant AJ Foyt.

Bob Thomas, executive director of the IRL, was on hand at Phoenix and Long Beach, talking a strong line about the future of his series, one he says will get more of America's traditional oval track drivers into Indycar racing instead of 'road racers'. (As we've long suspected, the IRL boosters' problem with IndyCar isn't so much that there aren't enough American drivers as that they're the wrong kind of American drivers.)

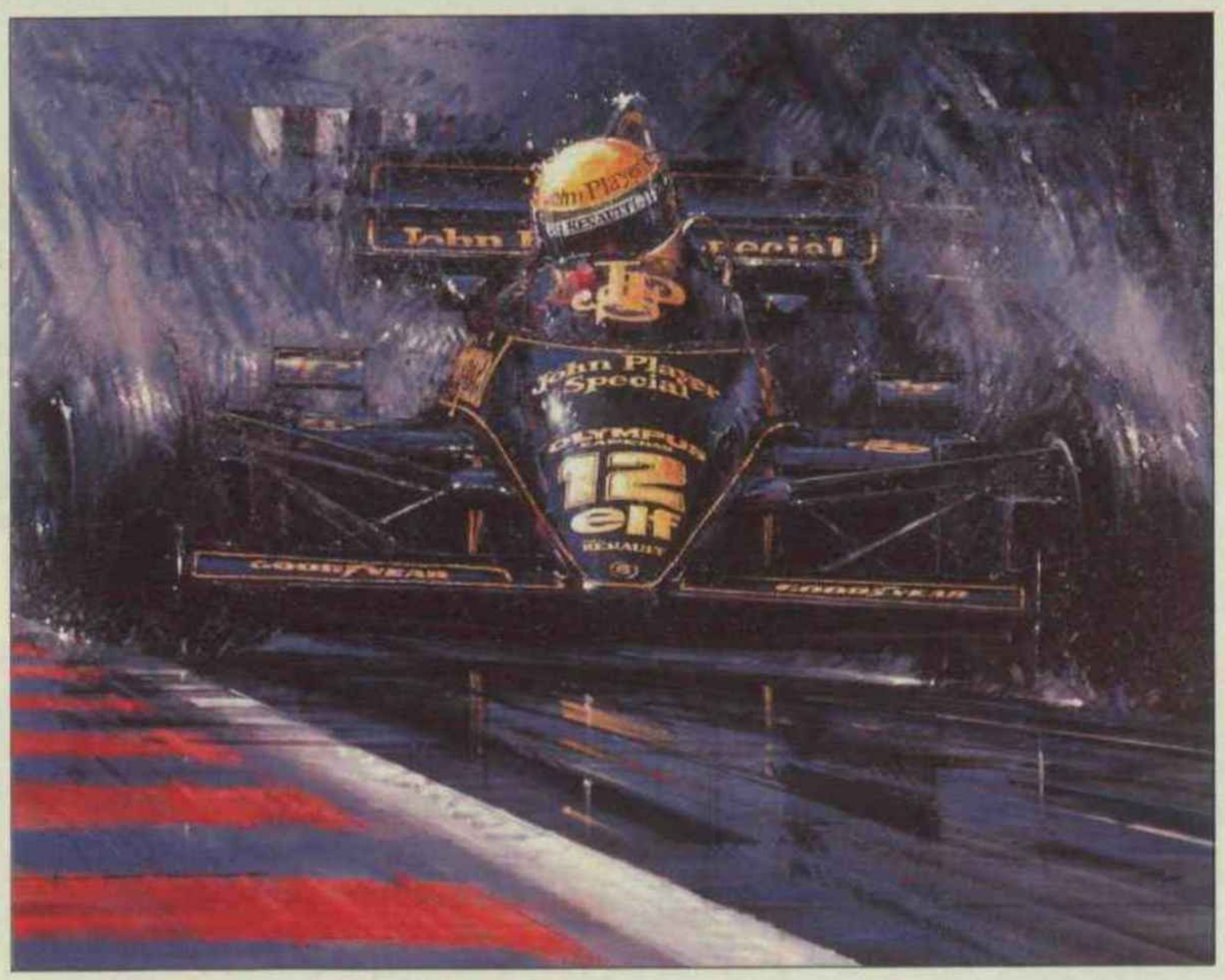
Thomas also expressed confidence in having representative fields in the IRL.

"You've got a couple of CART's current franchise teams, plus the teams that usually just run Indianapolis," he said. "There were two drivers at Phoenix – a former Indy 500 winner (Arie Luyendyk) and the current track record holder (Roberto Guerrero) – looking for full time rides and I've had maybe 18 enquiries from people who want to start new Indycar teams for the IRL."

Let's see – that's AJ Foyt, possibly Dick Simon and Ron Hemelgarn, Jonathan Byrd and possibly Vince Granatelli and John Menard, though the latter's sanity would have to seriously questioned if he races with the IRL after his push-rod programme was torpedoed by USAC. So that gives us a race

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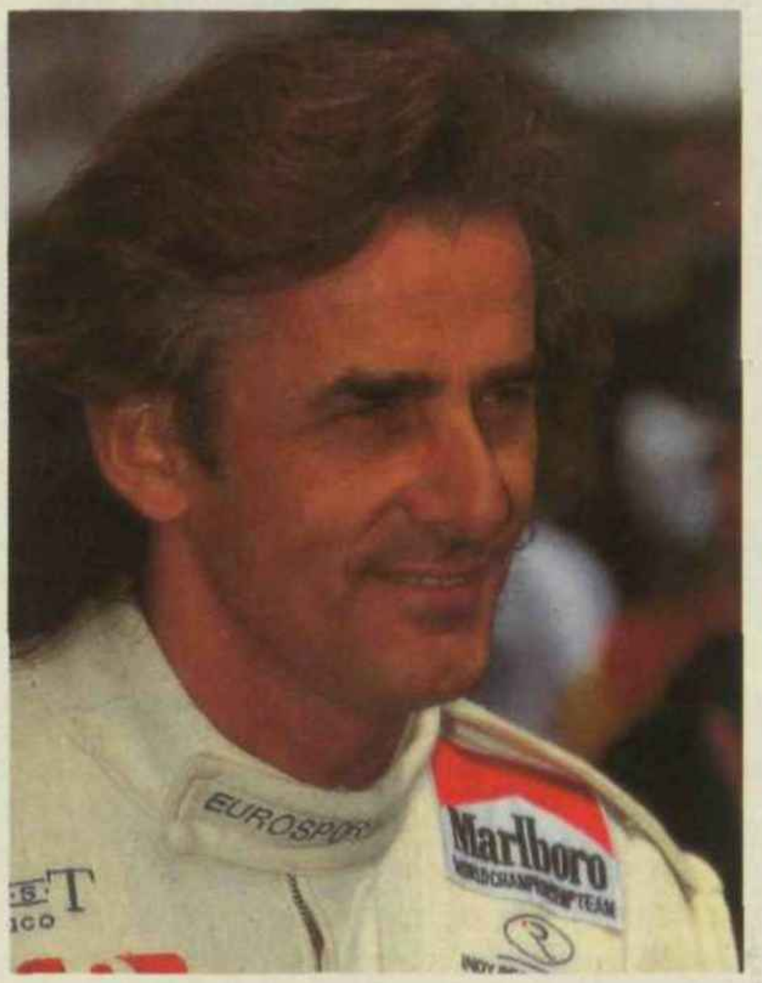
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"The season opener at Miami was a sell-out and the only tickets available at Long Beach were general admission"

at Disney World with Eddie Cheever, Eliseo Salazar, Dean Hall, Carlos Guerrero, Stan Fox and, *possibly*, two men who've actually won Indycar races – Luyendyk and Guerrero.

Compare those projections to the reality



Arie Luyendyk (right) appears to be one of only two Indycar race winners who could race in the IRL. Meanwhile, CART (below) appears to be running on more solid foundations.

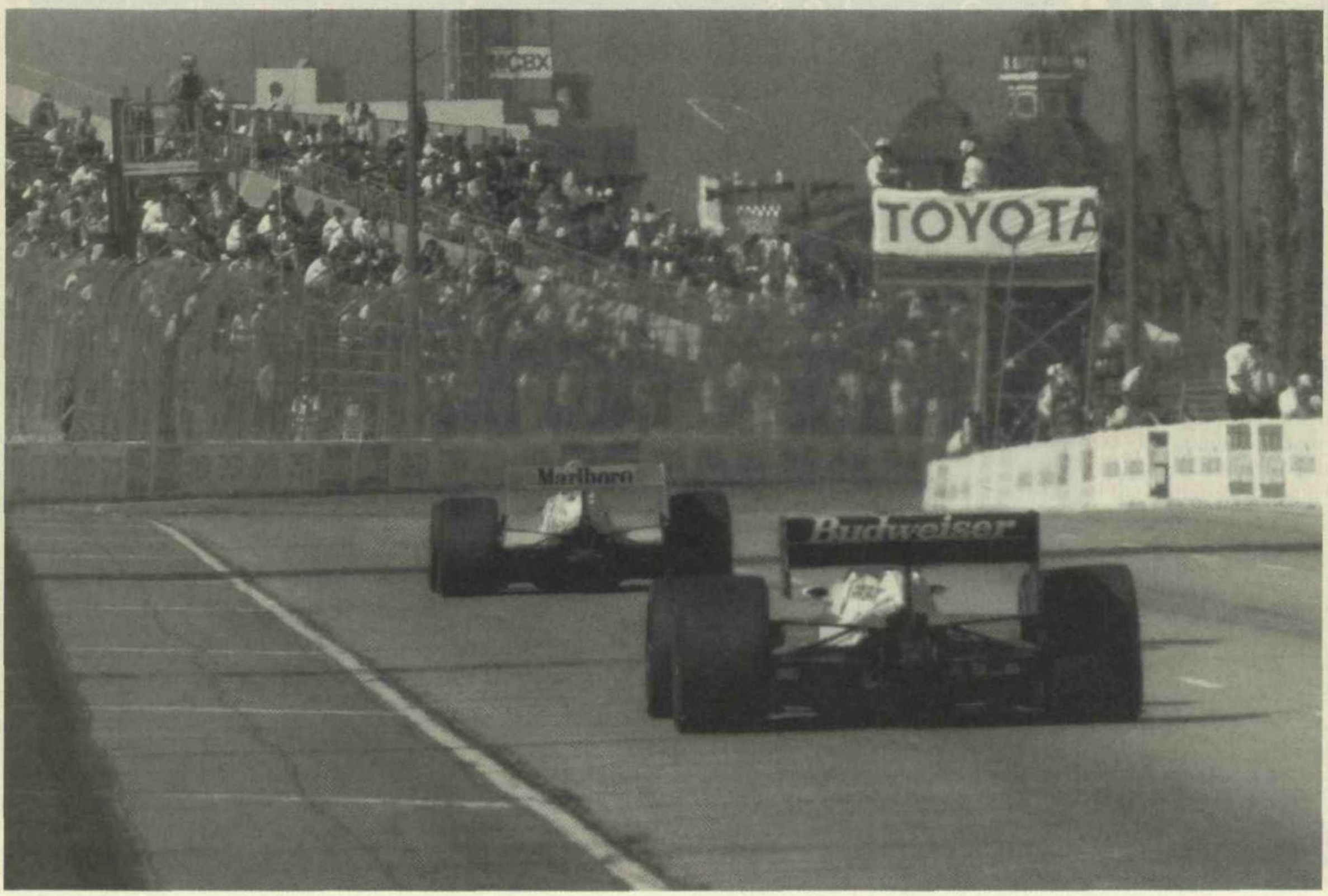
of the 1995 PPG Indy Car World Series, which boasts six former national champions, one former F1 champion, two WSPC champions, four Indy 500 winners and nine men who've won Indycar races among its regulars; which saw the first 21 cars qualify within a second of the pole at Phoenix and which, in the first four races, has seen 10 different drivers on the podium. And which now boasts competition among two major tyre manufacturers, three chassis manufacturers and three engine manufacturers with a fourth to come.

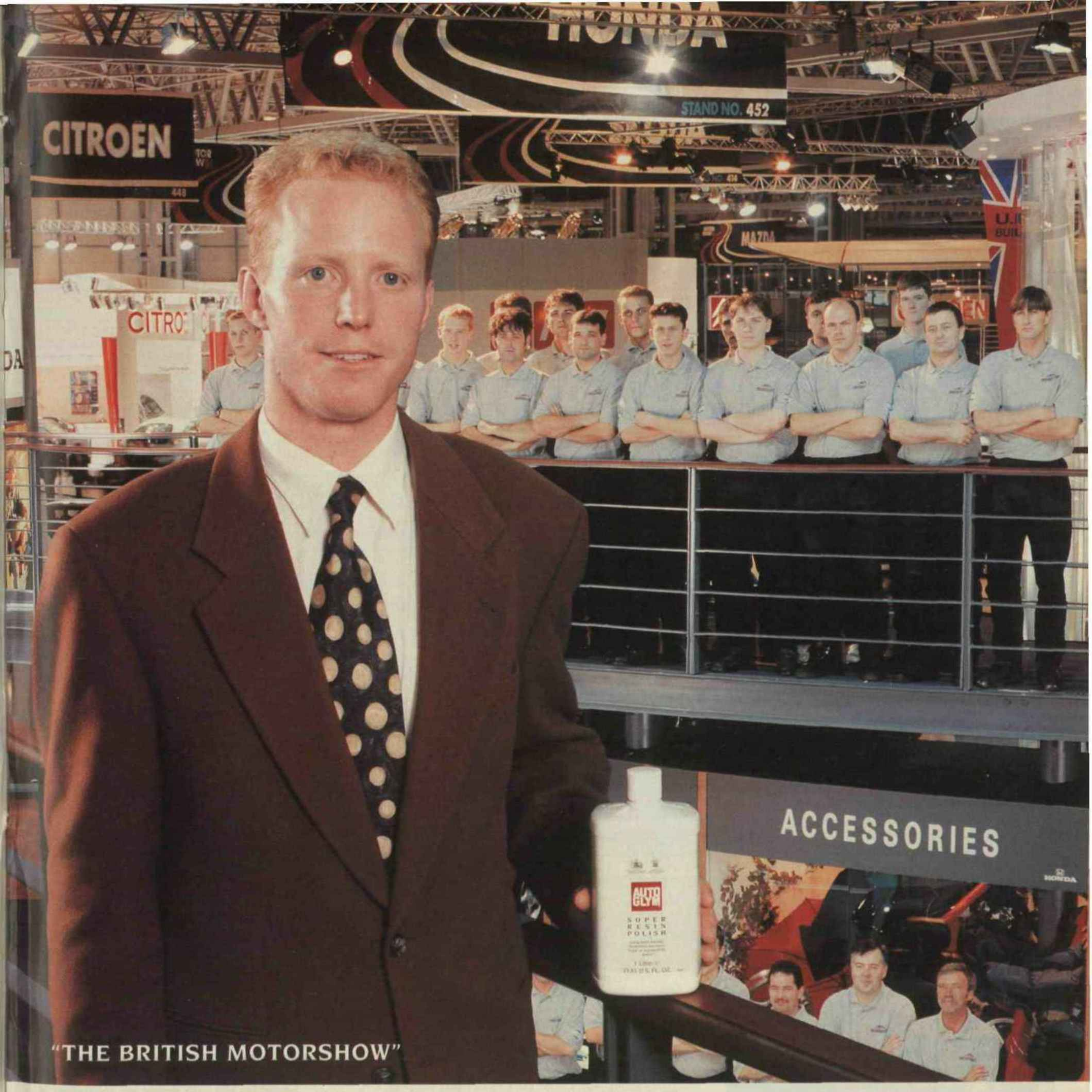
The season opener at Miami was a sell-out and the only tickets available at Long Beach were general admission – all the grandstands seats were sold – and the total gate for the weekend topped 200,000. Although Long claims IndyCar television ratings are down, IndyCar's figures show the number of households watching the Surfers Paradise and Phoenix races are up 39 per cent compared to last year.

No wonder there's a growing consensus that IndyCar is in a strong position, one that figures to get only stronger when Penske's new California Speedway comes on line (the project recently passed a major political hurdle when its environmental impact and overall plan were recommended for approval by the San Bernardino County commissioners). And for all the talk of Las Vegas joining the IRL fold, the promoters have not committed to the IRL and, in fact, continue to talk in earnest with IndyCar.

IndyCar holds most of the cards. As such, there is no compelling reason for Craig and the team owners to make a "bad deal" with George and the IRL. Indeed, history shows that by making anything less than a great deal, IndyCar will only set itself up for Tony George and the USAC diehards to take another run at them a few years down the line.

D P





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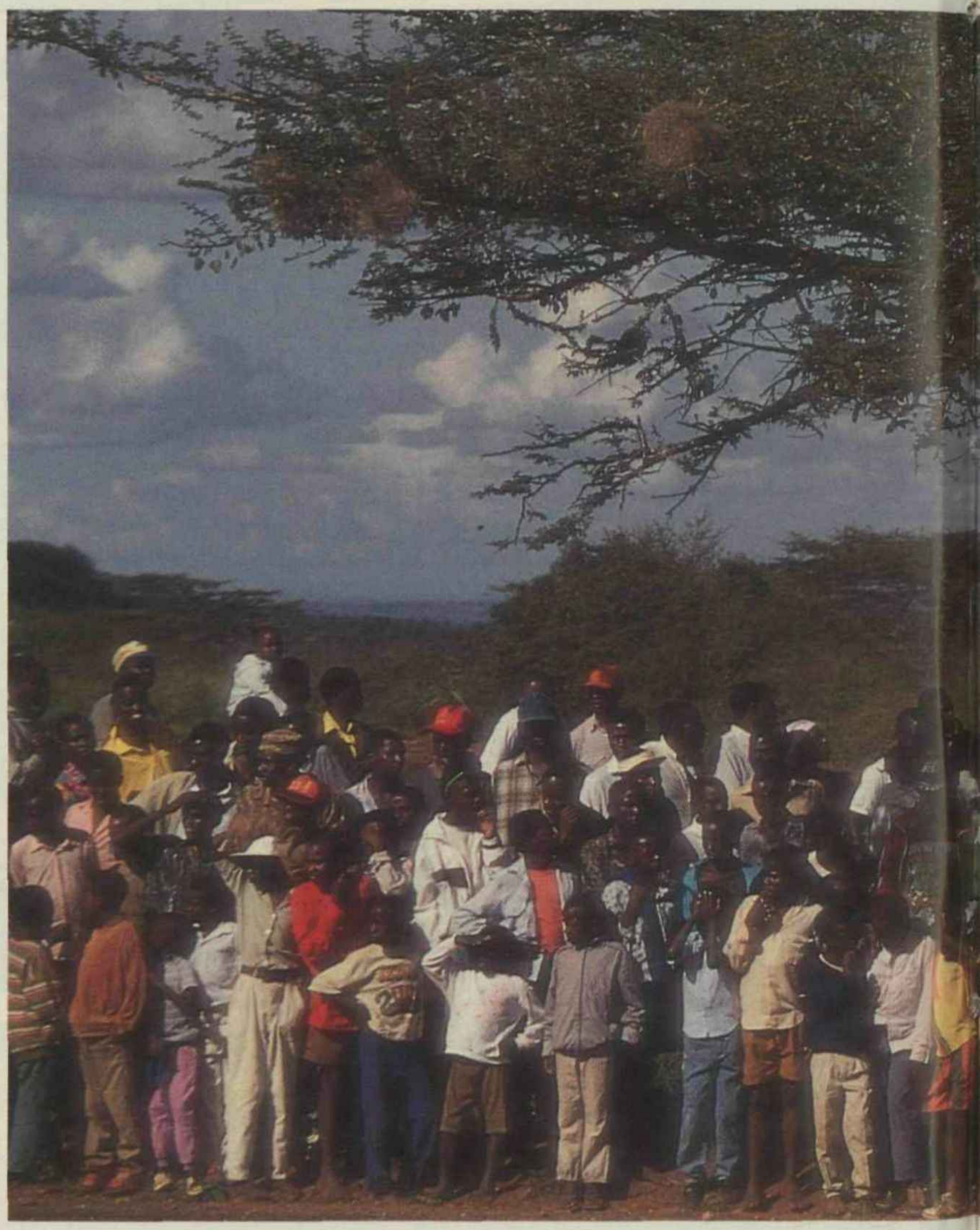
Several years ago, the writer was following the Rally of New Zealand with some photographers and seeking a vantage point that would permit the taking of useable photographs without threatening life and limb.

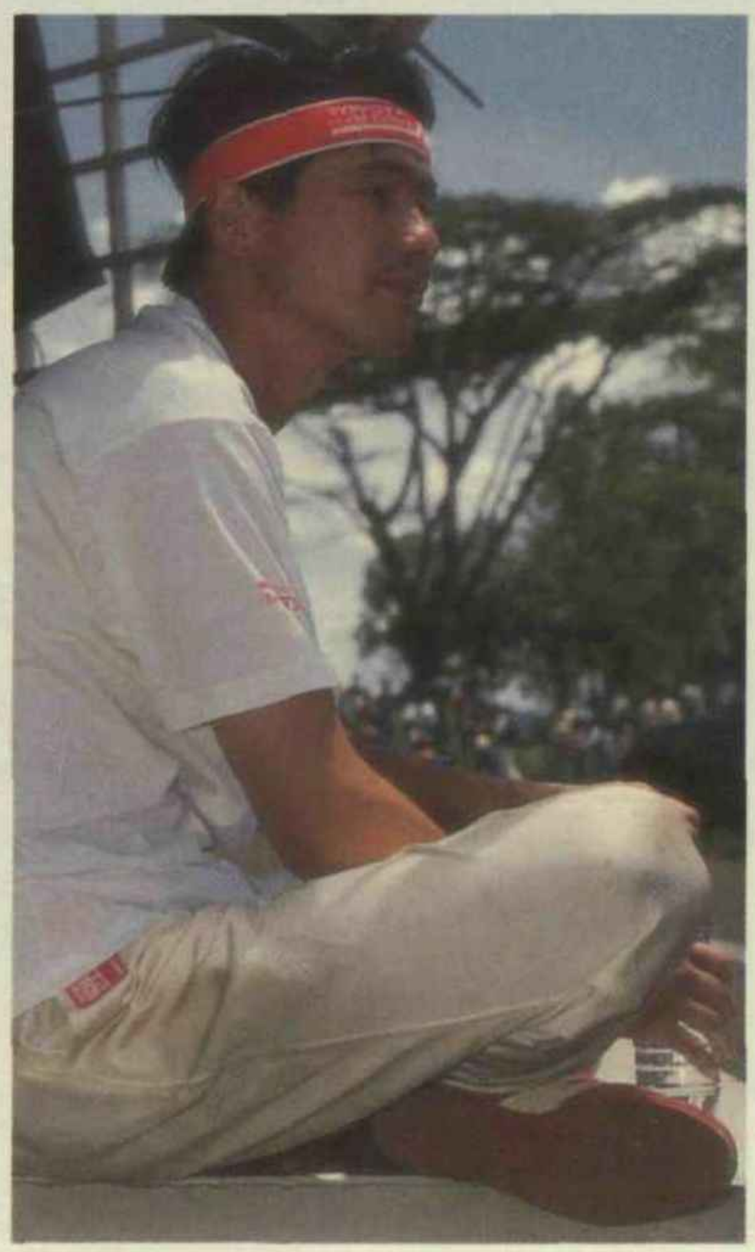
A spectator studied us for some time as we clambered up banks and through ditches before remarking, "You'll be alright there for the first few, but you'll have to look out when the Japanese come: you never know where they're going to end up."

He had a point. There was no denying the commitment of the assortment of Japanese privateers grappling fiercely with their unruly Group N steeds, but it was hard to be sure who was driving whom. Frankly, there wasn't a safe vantage point on the corner, even though they were travelling 20 mph slower than their immediate rivals.

Latterly, Japanese drivers have performed with increasing success on race tracks and have made quite an impact in Grands Prix, not simply because they have access to massive sponsorship. Rallying has been another matter entirely. There *have* been successes: Yoshio Fujimoto and Kiyoshi Inoue have both won the Gp N category on World Championship rallies, while Kenjiro Shinozuka has polished off sketchy opposition twice to win the Ivory Coast, but it has been difficult to avoid the conclusion that sitting in traffic jams in downtown Osaka, or taking part in "rallies" where the average speed is akin to an autotest doesn't prepare one for the forests of North Island, or Alpine passes for that matter.

The question of Japanese rally drivers has been a source of disquiet within Japanese teams, particularly Toyota Team Europe, for some time. Aware that the Japanese media has tended to concentrate on F1 and Le Mans, despite the remarkable success of





Japanese cars in World Championship rallies, TTE has made strenuous efforts to recruit a Japanese driver who would be something more than a makeweight.

The result, after a two-day competition held at Silverstone in late 1993, has been a limited role for Yoshio Fujimoto. It's wildly improbable that a 33-year old European would have been signed up by a major rally team and there has never been much doubt that Fujimoto's main asset to Toyota (and Castrol for that matter) has been his nationality.

His past performances did little to inspire confidence. When Ian Duncan lost an hour on the second competitive section of the Safari by ripping the rear crossmember out on a rock, there was a distinct air of foreboding within TTE; it would, after all, have to rely on his team-mate and nothing in the latter's record suggested that he would stand up to pressure from his older and slower compatriot, Shinozuka. Hadn't he crashed heavily on last year's Safari, putting his co-driver in hospital? Hadn't he speared off the road again on the RAC, shortly after being overtaken by the top Formula Two car?

Asked how he viewed the position, TTE's President, Ove Andersson, said that he was "Not confident at all".

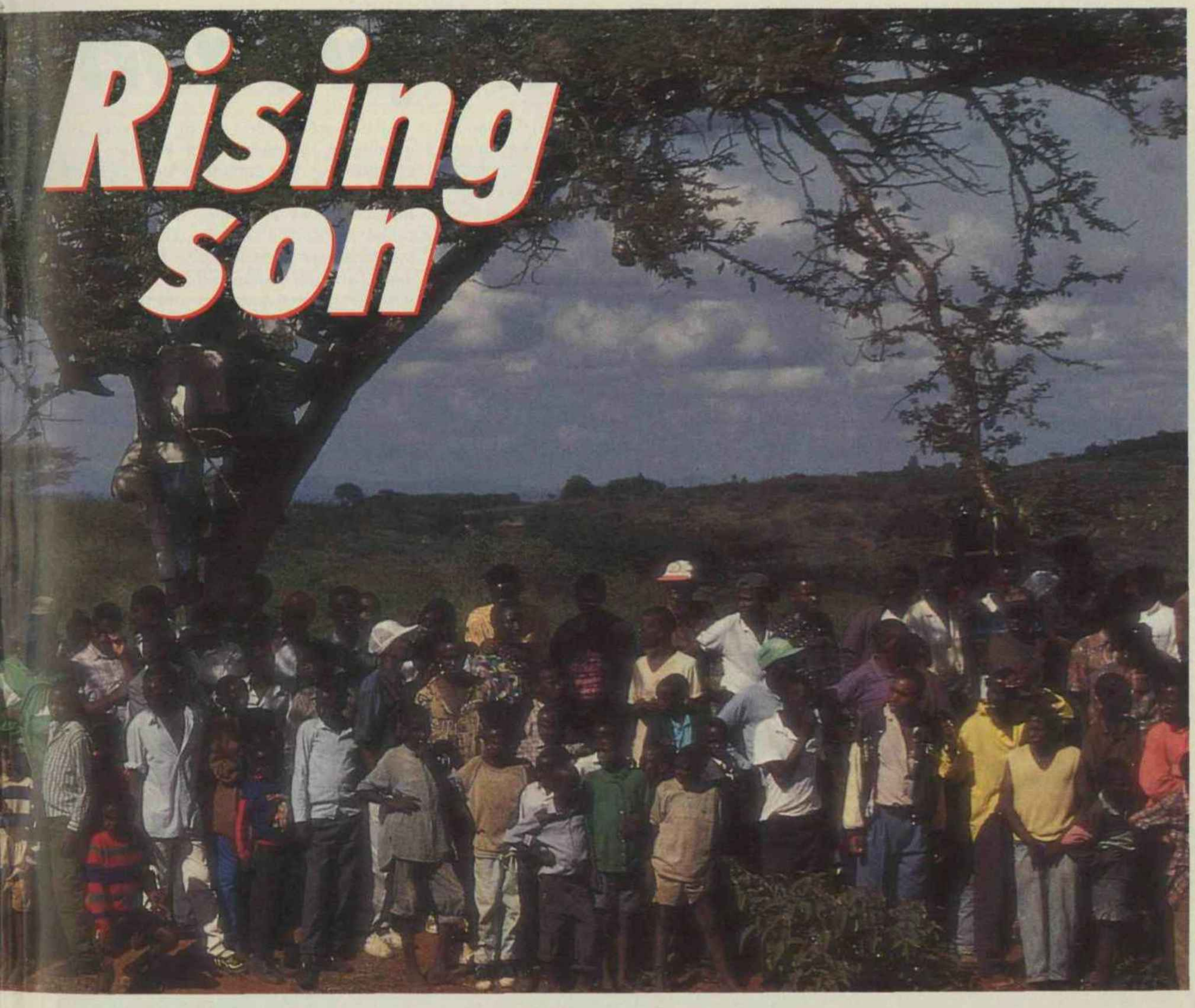
Was that a quote?

"Take it any way you like," responded Andersson.

Fujimoto rose triumphantly to the occasion. He had his share of luck, glancing off a matatu (one of the brightly painted, grossly overloaded, erratically driven 'buses that provide the most common means of transport in East Africa), getting punctures that didn't cost him his lead on the road and then rolling gently without doing any significant damage but, as the event wore on, it became increasingly clear that he had the measure of Shinozuka. Since he had been able to drive a Gp N Lancer quicker than the veteran could drive a Gp A version, this wasn't a revelation. His composure and resilience were.

Victory for a Japanese driver on the Safari was a historic step and it will put Fujimoto at least in a new light. His preparations

Rising son



The Safari is a major national event in Kenya and is said to attract the largest crowds of any motorsport event in the world (above). Yoshio Fujimoto (left) was the picture of calm, growing in confidence the longer the rally continued.

included an unprecedented recce of between eight and 10 laps of the entire route, and a visit to an Austrian sports doctor-cum-psychologist, which led to a new training regime and mental approach. His application and determination are world class.

Yet Richard Burns was sometimes within five minutes of the leading duo in a Gp N Subaru before his absurd collision with some foolish spectators, on an event that puts a Gp N car at more of a disadvantage than any other. It is wildly improbable that Fujimoto will triumph in a well-supported sprint event such as New Zealand, as he realises, and therefore the search for a Japanese driver with World Championship ability continues. It will require something more intensive than a two-day exam at a British rally school. **D K W**

● A re-jigged route made servicing vastly easier and TTE therefore took its smallest-ever complement to the Safari – 41 people.

● The 1995 event was the shortest ever Safari on record, at 1,859 miles.

● Richard Burns/Robert Reid were on course for third place in their 555 Subaru, which would have been their best World Championship result, until they crashed into spectators' cars blocking the road.

● Only one manufacturer scored World Championship points: Daewoo. The lone Gp N Cielo driven by Azar Anwar/Shailen Shah finished 18th overall. No other two-wheel drive car finished this Two Litre World Championship qualifier.

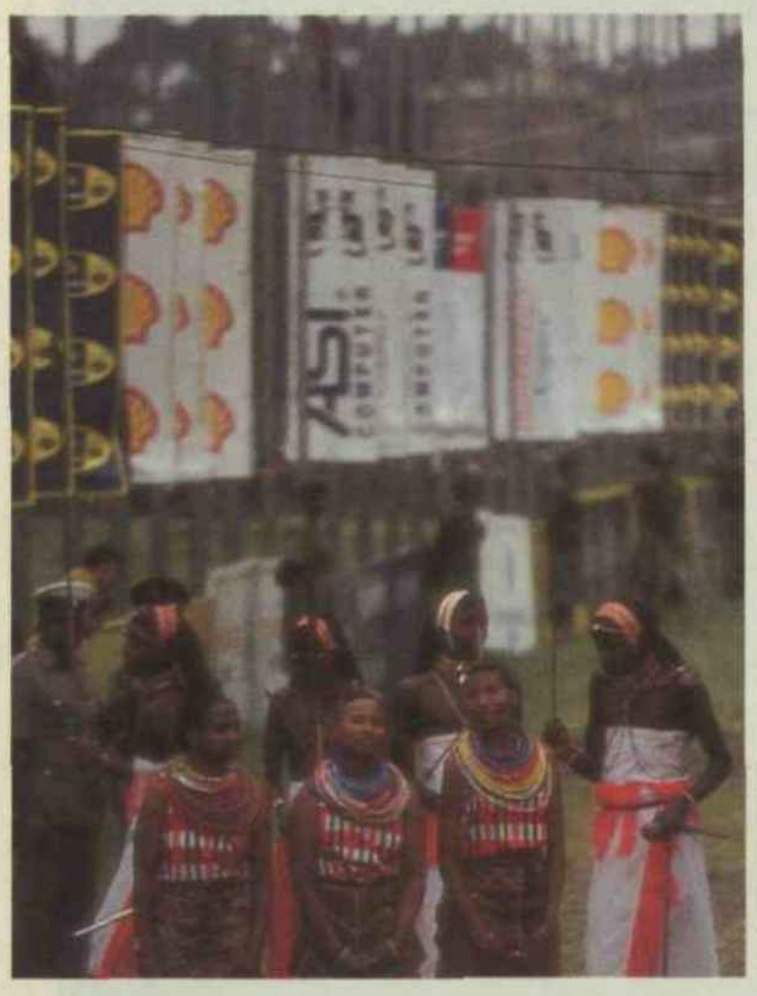
● Historic cars took part in the Safari for the first time, albeit over a shortened route. The surprise winners were Tim and Mark McCloy in a Frogeye Sprite. Like Anwar/Shah, they were the only finishers.

● Sammy Aslam was holding a place in the top 10 and well on course for maximum F2 points, until his Golf was halted by transmission trouble.

555 Safari Rally — April 13-16 1995

1	Yoshio Fujimoto (J) / Arne Hertz (S)	Toyota Celica GT-Four, GpA	17h 38m 27s
2	Kenjiro Shinozuka (J) / Pentti Kuukkala (SF)	Mitsubishi Lancer E3, GpA	18h 20m 49s
3	Ian Duncan / Dave Williamson (EAK)	Toyota Celica GT-Four, GpA	19h 01m 10s
4	Hideaki Miyoshi (J) / Mo Verjee (EAK)	Subaru Impreza WRX, GpN	21h 37m 02s
5	Marco Brighetti / Peter Stone (EAK)	Subaru Impreza WRX, GpN	22h 43m 20s
6	Rob Hellier / Saleem Haji (EAK)	Mitsubishi Galant VR-4, GpA	23h 14m 01s
7	Marco Galanti / Hans Thiede (PY)	Toyota Celica GT-Four, GpA	23h 18m 26s
8	Jonathan Toroitich / Ibrahim Choge (EAK)	Toyota Celica GT-Four, GpA	23h 28m 27s
9	Rudi Stohl (A) / Jürgen Bertl (D)	Audi Quattro S2, GpA	23h 53m 28s
10	Carl Tundo / Matthew Luckhurst (EAK)	Subaru Impreza WRX, GpN	25h 51m 41s

Don't rely on the product



Rather like the Rally Australia last year, two-wheel drive cars were an irrelevance on the Safari. 555 made its presence felt in the first year of a three-year, £120,000-deal, but there was still a place for the traditional Masai warriors (above) at the finish ceremony.

In the good old days, the Safari Rally was restricted to Gp I cars. It was a genuine test of a road car's ability and manufacturers such as Peugeot and Volkswagen sold a good many cars in East Africa on the strength of it. Highly tuned Gp 2 machines didn't make their first appearance until 1970.

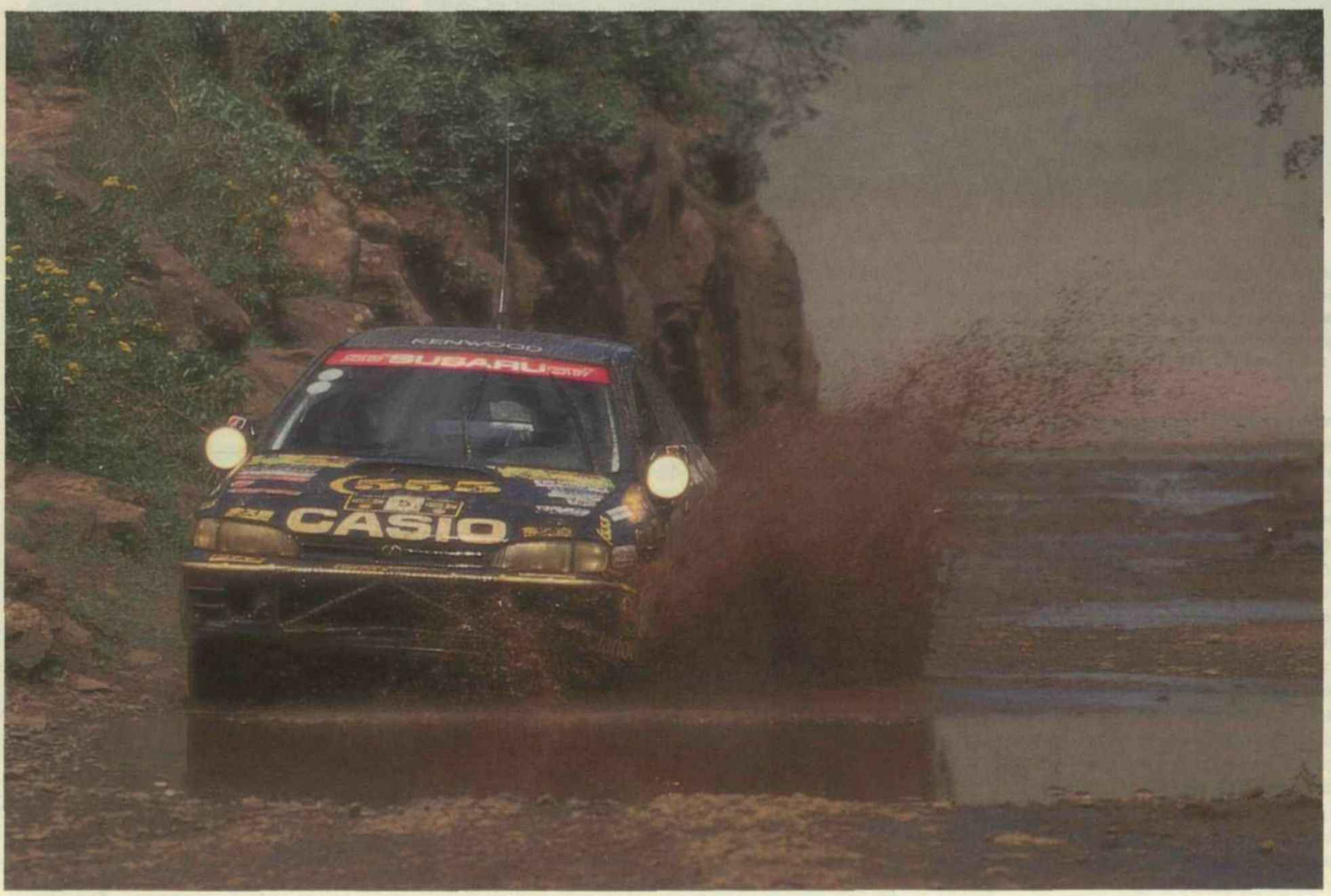
There is still some mileage in this approach. Daewoo is the latest oriental predator to move into the Kenyan market and its aggressive selling of its Opel-based models has done something to throw the Japanese onto the defensive, just as the Japanese long since overpowered the European makers. Azar Anwar's remarkable Safari success will be trumpeted long and loud by Kingsway Motors, and Daewoo sales will no doubt mushroom profitably. The fact that he crawled round within minutes of his maximum lateness, safe in the knowledge that he had the only surviving F2 car will be lost to sight: reliability had triumphed.

All car manufacturers like to maintain that motorsport success, particularly in rallying, demonstrates the worth of the showroom shoppingmobile, but the majority of them are united in campaigning for rally cars that bear no more than a passing resemblance to the showroom product.

Like most agreements of this sort, the unanimous acceptance of kit cars is a compromise. The Japanese were perfectly happy with Gp A regulations, but uneasy that Ford was the only "European" firm prepared to follow suit. The European factories have come to realise that performance cars are extremely hard to sell, now that every bored teenager and petty crook has realised how easy it is to steal them. The collapse in sales of such models has as much to do with the rise of the kit car concept as the awareness that new type approval regulations will soon clamp down on even the most minor changes to road cars; in short order, the fitting of a roll cage or a tripmeter will infringe type approval requirements, unless the manufacturer approves the modification.

For the Japanese, agreeing to kit cars is the price of retaining four-wheel drive; for the Europeans, a means of getting four-wheel drive, or at least escaping the onerous need to make a road version that will sell in minute quantities.

Recognising the inevitable, the FIA has belatedly declared that four-wheel drive and even turbocharging aren't dirty words, and that World Championship rally cars may have both without replicating a similar road car. It is no longer a question of





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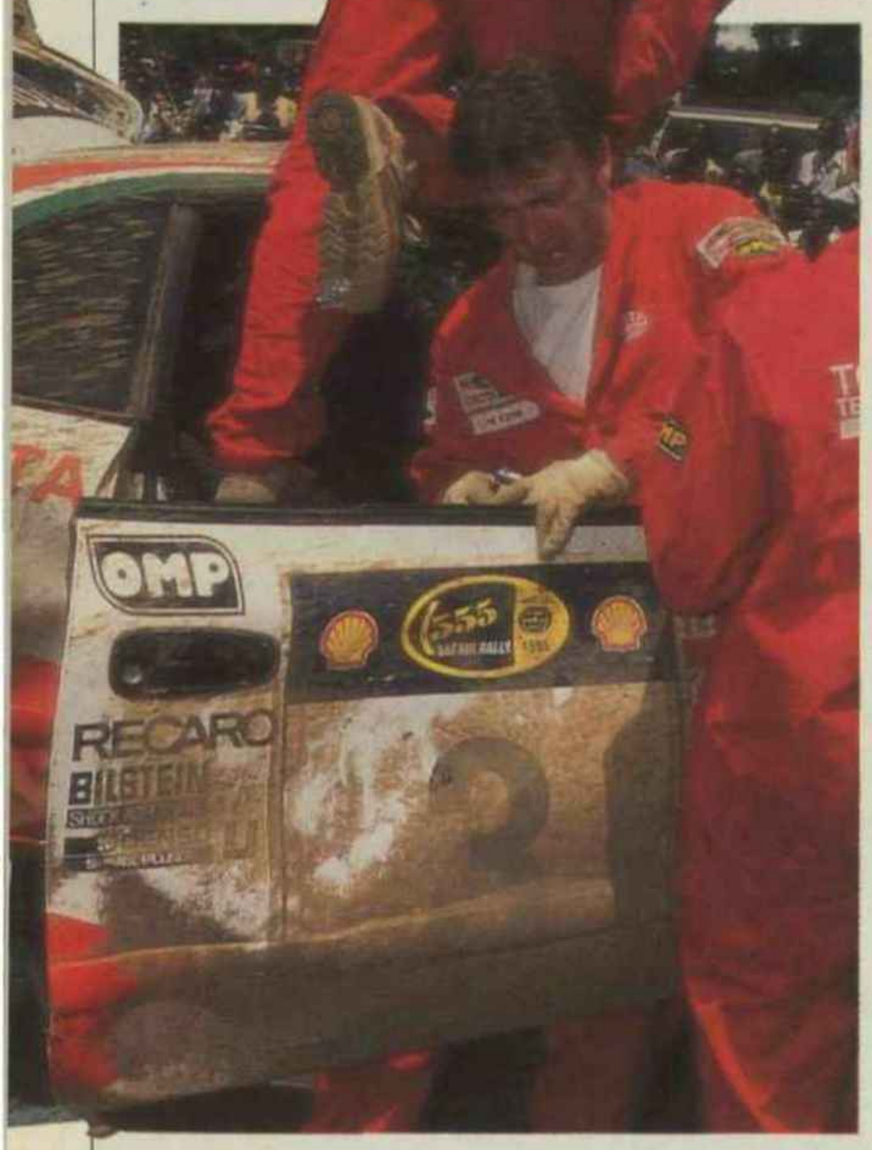
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whether we have kit cars, but how many and what form they take.

The current situation may be described as a ceasefire rather than a peace treaty, which is to say that it is welcome, while not providing an instant, long-term solution. There has been no indication as to whether four-wheel drive kit cars will be allowed on national rallies – God knows, there are already quite enough highly expensive four-wheel drive cars being squirted around airfield rallies at well below their potential – nor how their performance will be controlled.

The FIA believes that turbo restrictors are the answer. It is palpably obvious that the 34-millimetre inlet has finally tamed Gp A power outputs this year and controlling power is perhaps the key to preventing a return to the lethal excesses of Gp B. However, there are already hints that controlling the rest of the car may prove difficult. Converting two- to four-wheel drive will inevitably permit a large degree of freedom in cutting the floorpan about to accept a propshaft and modified rear suspension. Some are already talking of carbon fibre panels and bulkheads. They won't be cheap. Will they be safe?

There is also the small matter of F2. Permitting F2 kit cars to take on non-kit versions of four-wheel drive was the first step in the now-discredited "equivalence" process, by which the FIA hoped to produce equal performance from the two types of car. Even the most radical four-wheel drive fans believe there is a place for F2, but many of them hold that they should conform to conventional Gp A rules, with none of the exotic, costly engine changes that Renault has already exploited on the Clio Maxi. The trouble is, most F2 manufacturers have already started work on kit cars, even if they preferred the cheaper, pure F2 option. Two-wheel drive kit cars may be too far advanced to be stopped. Hold the clean sheet of paper up to the light and the difficulty of making a tidy break where production-based competition cars are concerned becomes all too apparent.

D K W



Ironically, there wasn't a kit car to be seen on the first F2-only rally of the season and maximum points on the Safari went to Azar Anwar's Daewoo (below). Toyota (left) and Mitsubishi made the running and the headlines with four-wheel drive cars.

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1. 1931 Delage D8C 3-Position Drophead Coupé. **2.** 1933 Rolls-Royce Phantom II Continental. **3.** 1960 Jaguar XK150 2+2 Drophead Coupé. **4.** 1955 TVR Climax.

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Better late than never

Despite his personal fortune, Riccardo Agusta had turned 40 by the time he was able to devote some serious time to motor racing. This year, he has a works team at his disposal. . .

Photographs: Ulrich Upietz and P. Kiefer

"Cor, I bet that suntan goes right down to his bones," remarked one admirer when Riccardo 'Rocky' Agusta appeared in the Paul Ricard circuit paddock. Stockily built, with a mane of golden hair, the 44 year-old looks every inch a wealthy celebrity, Italian style.

To get one matter out of the way, the Agusta family has long since ceded control of the helicopter concern to professional management. Agusta and his three cousins are occupied elsewhere, not short of a bob or two, and are averse to discussions about current Italian business practices.

Agusta divides his time between Monaco and South Africa, where he has vineyards and a fruit farm, and Botswana where he owns the Campokuti Safari Camp. He also has a controlling interest in a small, but flourishing telephone answering service in Britain.

But it is as a team owner and driver that Riccardo Agusta currently raises his profile, running the 'works' team of Callaway Corvettes in the BPR Kärcher GT series.

Why so late in life? "In 1972, when I was 21 years old, I went to Balocco to drive an Autodelta Alfa Romeo, and it was very exciting. I was not much good on motorcycles, I have to say, but cars were a different matter. I drove very fast. But when I told my father, he was so sad that I dropped the whole idea."

Many scions of wealthy families met this sort of parental opposition. Some raced under pseudonyms. 'Mickey Mouse' and 'Shangri-la' are two that come to mind, and perhaps 'Stingbrace' is another? Corrado Agusta knew how to control Rocky's enthusiasm, though, making him director of the legendary MV Agusta motorcycle team.

A bit young, perhaps, to run a team with 36 World Championships to its credit? "Yes, too young to be in charge," Agusta agrees. "But my job was publicity, PR, not really to control the team. We had quite fantastic people to do that. Romani was the team manager, thank God, he could do everything. There were about 10 of them, a group of mechanics, who were genius."

Names trip from Rocky's tongue. . . "Leslie Graham, Gary Hocking, John Surtees, Mike Hailwood, Giacomo Agostini, Phil Read, Carlo Ubbiali and many more, won championships on MV Agustas." These included 18 in the 500 cc category, with Surtees (four), Hocking (one), Hailwood (four), Agostini (seven) and Read (two) providing an unbroken run of titles between 1958 and 1974. Then the Japanese manufacturers arrived, and MV Agusta retired honorably.

For the speed-crazy Italians Verghera was a shrine, the home of the Meccanica-Verghera Agusta team north-west of Milan. Members of the Agusta family are accorded the highest respect, as Enzo Ferrari was in his lifetime, and an interview with Riccardo Agusta at Monza is punctuated with requests for autographs, and a photograph, *per favori*, alongside the superb display of MV Agusta motorcycles that glistens on display under the team awning.

Rocky Agusta did not go to university. "In 1968, the students were striking everywhere, and the universities were closed. I was lazy, I did not bother after that." Nor did he do his military service, having been born with a deformed finger on his right hand.

He led the life to which millions vainly aspire, but was liberated, in a sense, by the death of his father in 1989. And it was still not too late for him to take up motor racing. . .

With friends, who included Stéphane Ratel, the 'R' in BPR, the Venturi Gentleman's Trophy was established in 1991. "It was all a bit crazy, but fun, with a group of friends who like speed," recalls Agusta.

One thing led to another, of course, and last year Agusta set up his own team with Venturi GT cars. On his own account he finished 24th at Le Mans in a Venturi 600 LM ("first of the Venturis," as he likes to mention) with Paolo Mondini and Onofrio Russo, 16th in the Spa 4 Hours and 16th at Suzuka.

"I enjoy it very much," he says, "but even more than the race I enjoy the ambiance, the life with

the mechanics, the drivers. It is a good way to spend some time. It is a clean sport.

"I chose endurance racing because I can learn a great deal without showing exactly that I do not have much experience, maybe 10 races, against other professional drivers with perhaps 300 races. Today, I consider myself as a gentleman, an old driver!"

As Venturi's fortunes went down, Agusta switched to the Callaway Corvette for 1995. It was a clear choice because Reeves Callaway's cars were good out of the box last season, running rings round the Porsche 911 RSRs. They were well priced, competitive, and looked and sounded marvellous out there on the circuits.

The Agusta Racing Team was established during the winter with Almo Coppelli as co-director, and managed by Keith Greene. "It is fun, but it is business," emphasises Agusta, a point that he impresses on his staff.

The team unfortunately had to sit out the opening BPR GT race at Jerez as the two cars were not yet ready to emerge from Callaway's factory in Heilbronn, and the only result at the time of writing was a 15th place overall, and sixth in the GT3 class, for Coppelli and Philippe Olczyk at Ricard.

Agusta made the decision to sit out the race at Jarama, in order to test the Corvettes thoroughly and overcome the teething problems. Along with everyone else, his attention is focussed on getting the team into shape for pre-qualifying at Le Mans on April 30.

Does the man have any more goals? Well, he owns the trademark for MV Agusta, and although the company has been shut down for a number of years, Agusta surprisingly reveals that "we will make motorcycles again."

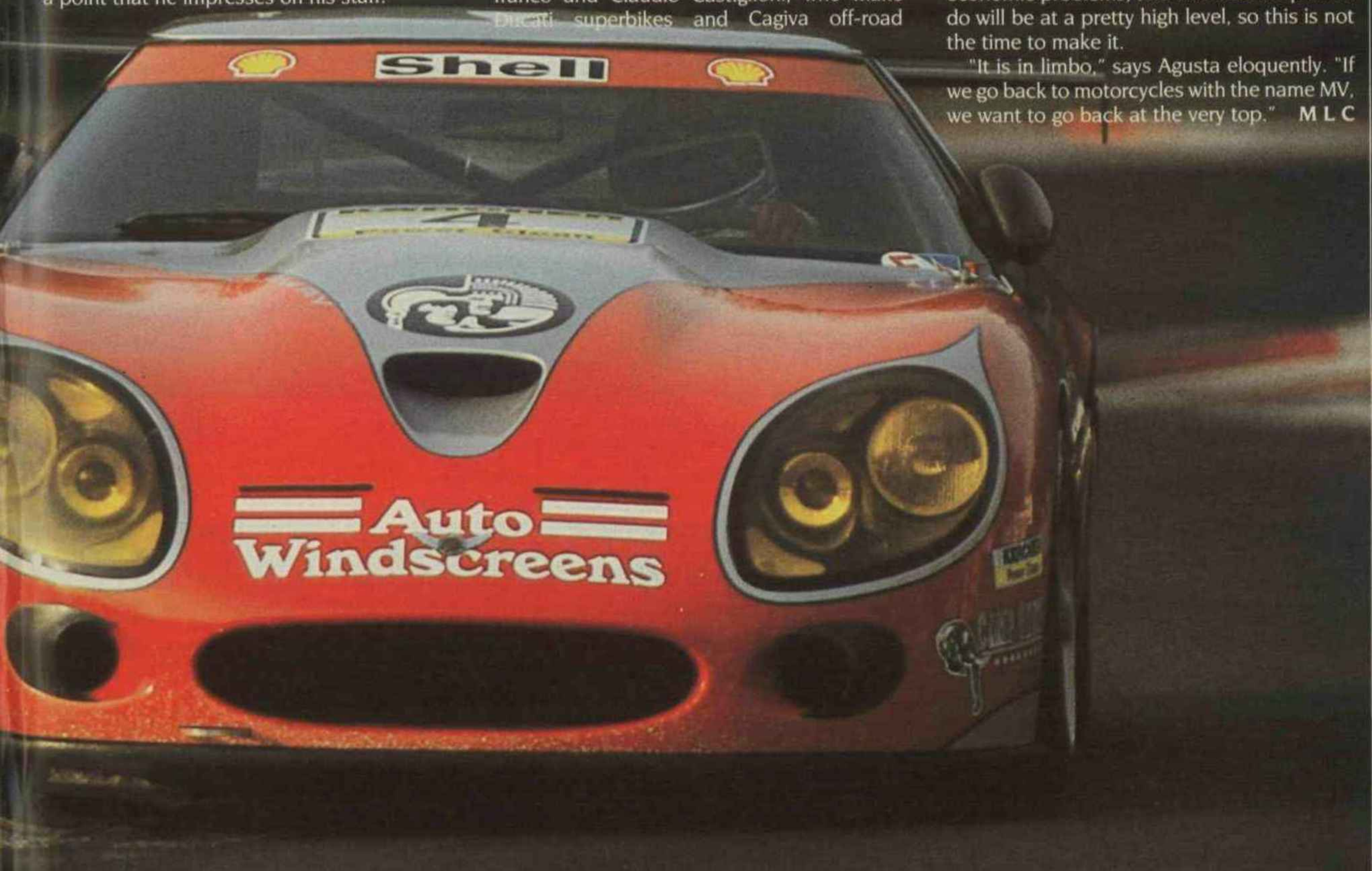
He is in partnership with brothers Gianfranco and Claudio Castiglioni, who make Ducati superbikes and Cagiva off-road machines.

Both have been extremely successful in recent years in Superbikes (Raymond Roche, Carl Fogarty and Doug Polen being the top men on Ducatis) and in Rally-Raids, Cagiva being the top make in the Paris-Dakar and Pharaohs events.

The new MV Agusta, according to Rocky, is a 750 cc four-cylinder, four-stroke. In the motorcycle paddock you may learn that the Ferrari-influenced engine is mounted transversely and that it revs mightily to 16,000 rpm, where it develops 145 bhp. . . almost up to Formula One levels of 200 bhp per litre! A 900 cc road version is also proposed, apparently.

They will be expensive, no doubt about it, and although at least one prototype has been on trial for months no date has been set for production. "At the moment there are some economic problems, and this bike we plan to do will be at a pretty high level, so this is not the time to make it.

"It is in limbo," says Agusta eloquently. "If we go back to motorcycles with the name MV, we want to go back at the very top." **M L C**









Agusta, present and past: 'Rocky' (left) runs the 'works' Callaway Corvettes in the BPR GT series, at which a display of his family's famous old racing motorcycles is inevitably on display (below right)

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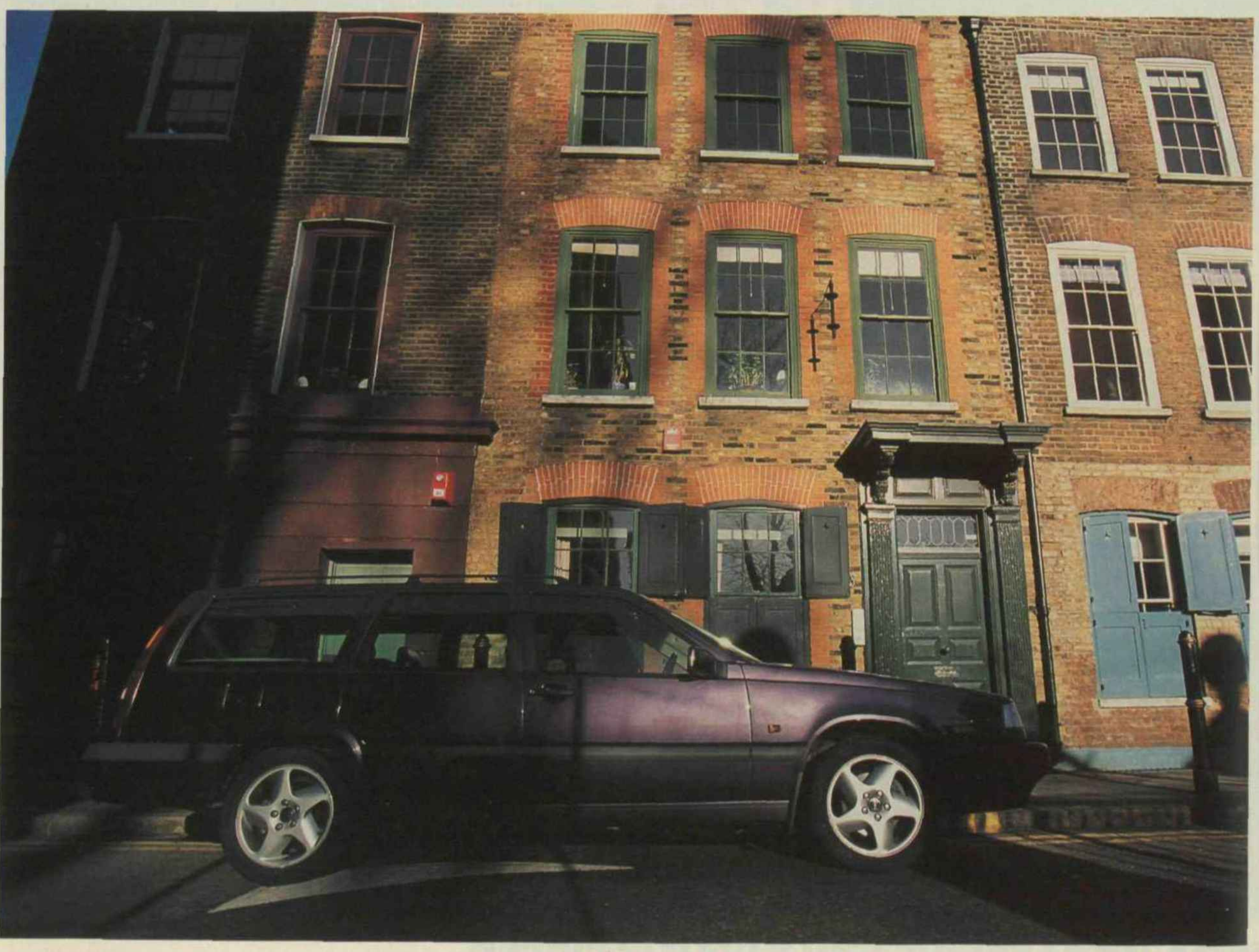
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No place to hide

It didn't look like much at first, just a wispy cloud of snow particles, blown across the M25 from the top of an articulated trailer. It was only like driving through a mild snowstorm. . . until the next truck, also passing in the opposite direction, shed a gigantic slab of packed ice that had settled atop its load. In an instant, the carriageway was being bombarded by glacial bricks. There was a flurry of brake lights amidst the explosion of frozen waste, but for the most part the torpedoed traffic just pressed on and hoped for the best.

The fragment which blasted the windscreen of our long-term Volvo Estate



looked pretty substantial from where I was sitting. It hit with some force, too, before atomising on impact. A flick of the wipers and the screen was immediately clear and, apparently, intact.

Bitterly ironic, therefore, that a small stone should ricochet off the screen not two minutes later, leaving a tiny hole in the outer surface of the glass. It feels smooth to the touch, but a scar is nonetheless visible. Perhaps the icy bomb had weakened the glass. Perhaps it was just the extraordinary velocity of the pebble. Whatever, it was the first time anything out of the ordinary had happened to the 850 T-5 in its first 5000 miles of our stewardship.

And the first in a series of minor incidents. There was the bad-tempered road traffic cone, for instance, the base of which was clipped in the bump and grind of London traffic one evening. The rubbery triangle performed a graceful arc. . . and its base connected firmly with the Volvo's nearside mirror, which shattered on impact. Contrarily, the offside mirror survived what looked to be a far harder brush with a van that attempted a pass through a gap that was at least a good two inches too narrow.

And then there was the failed headlight bulb. Volvo is more thoughtful than most. If a bulb goes, an orange light glows menacingly, and unmissably, on the dash. If you don't do something about the problem pronto, the warning light will likely become a major irritant. So you pull promptly into the nearest service station, close to Macclesfield. There's a gale force hailstorm going on, but it only takes a matter of seconds to release a headlamp bulb, doesn't it?

Not, apparently, in a Volvo. Some 25 minutes and a couple of pairs of badly scratched hands later, the duff bulb was finally released once the spring-loaded retaining clip had finally been persuaded to part with its charge. And then, of course, the service station doesn't stock bulbs of that type, sir. A suitable replacement was finally located 12 miles up the road, and this gave 10 days faithful service before it, too, expired. Fortunately, the replacement procedure really was only a matter of seconds this time, and bulb number three has lasted rather longer than did its predecessor.

"It's a bit too big to hide when they come to ask for it back. . ."

At the time of writing, the 850 has covered the best part of 7000 miles, and the aforementioned trifles have hardly been enough to cause serious concern. A more pressing problem is what I'll want to do six weeks hence, when Volvo UK arrives to reclaim its property. Is there anything else on the road that has the T-5's blend of performance, practicality and discretion? People keep nodding appreciatively when you harp on about its good points, before they raise an eyebrow and enquire, 'Yes, but how many sets of front tyres have you gone through?'

You know *why* they are asking, but the fact remains that the T-5 only acts like a rabid dog when you allow it to. The modern fascination with technological acronyms which remove many of a driver's responsibilities is all very well, but the fact remains that the majority of cars still require the driver to do more thinking than the engine management system. The T-5 is one such. And its deep reserves of torque mean that you really never *have* to resort to extreme first- or second-gear acceleration.

Last year, Volvo was struggling to keep up with customer demand for the T-5. After four months at the wheel, I can fully understand why. The biggest drawback is that it's a bit too big to hide when they come to ask for it back. . .

S A

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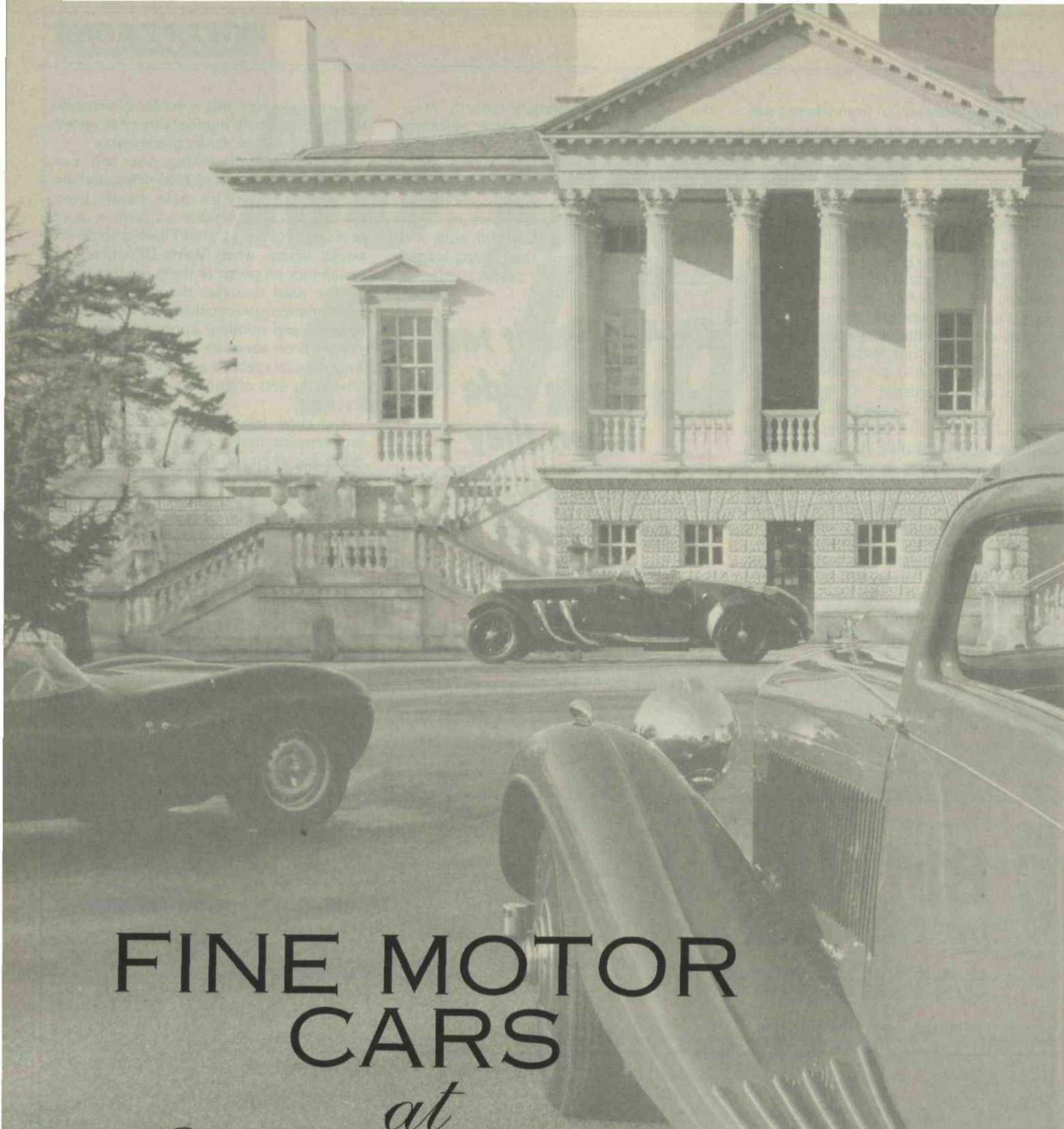
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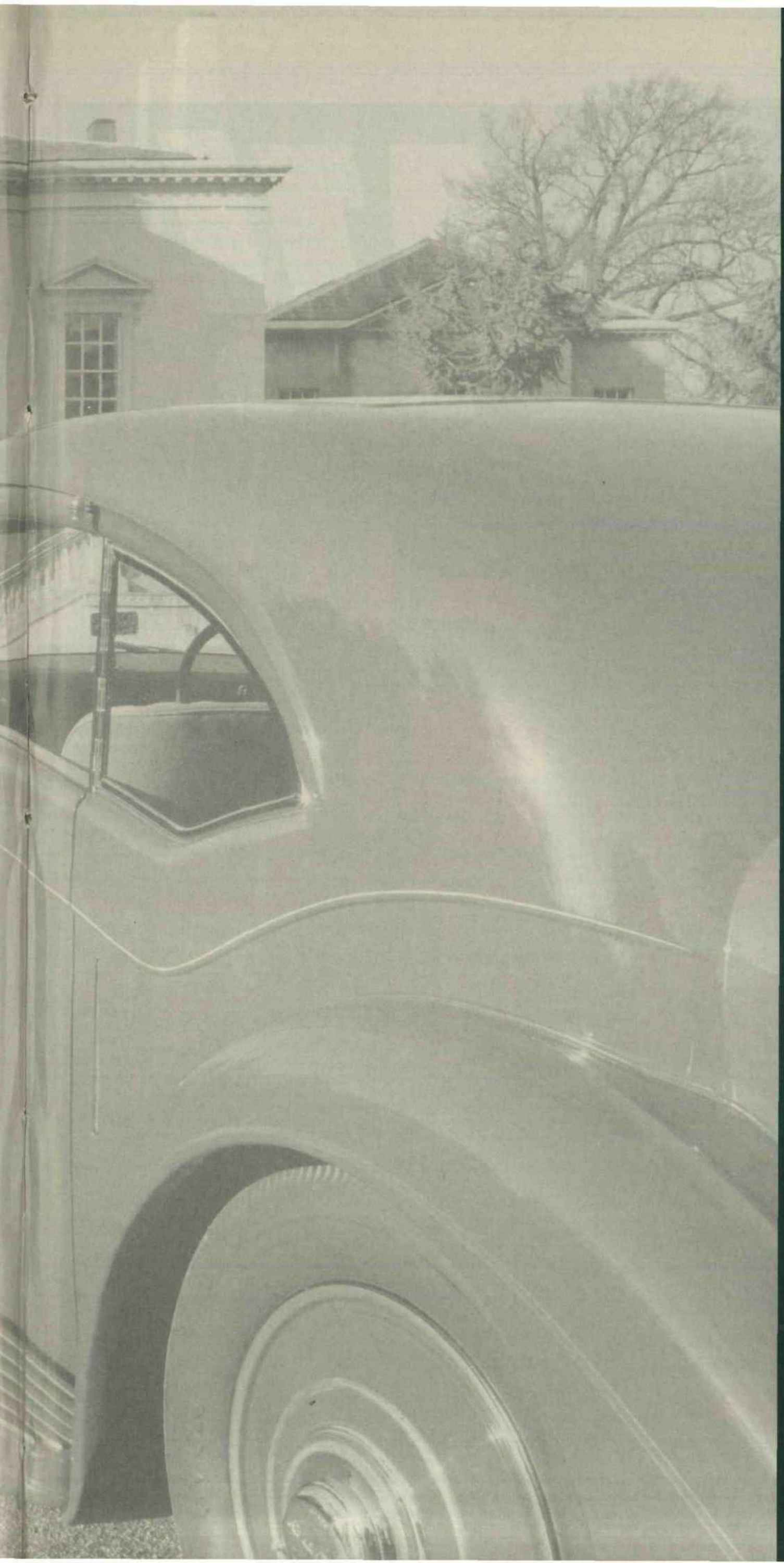
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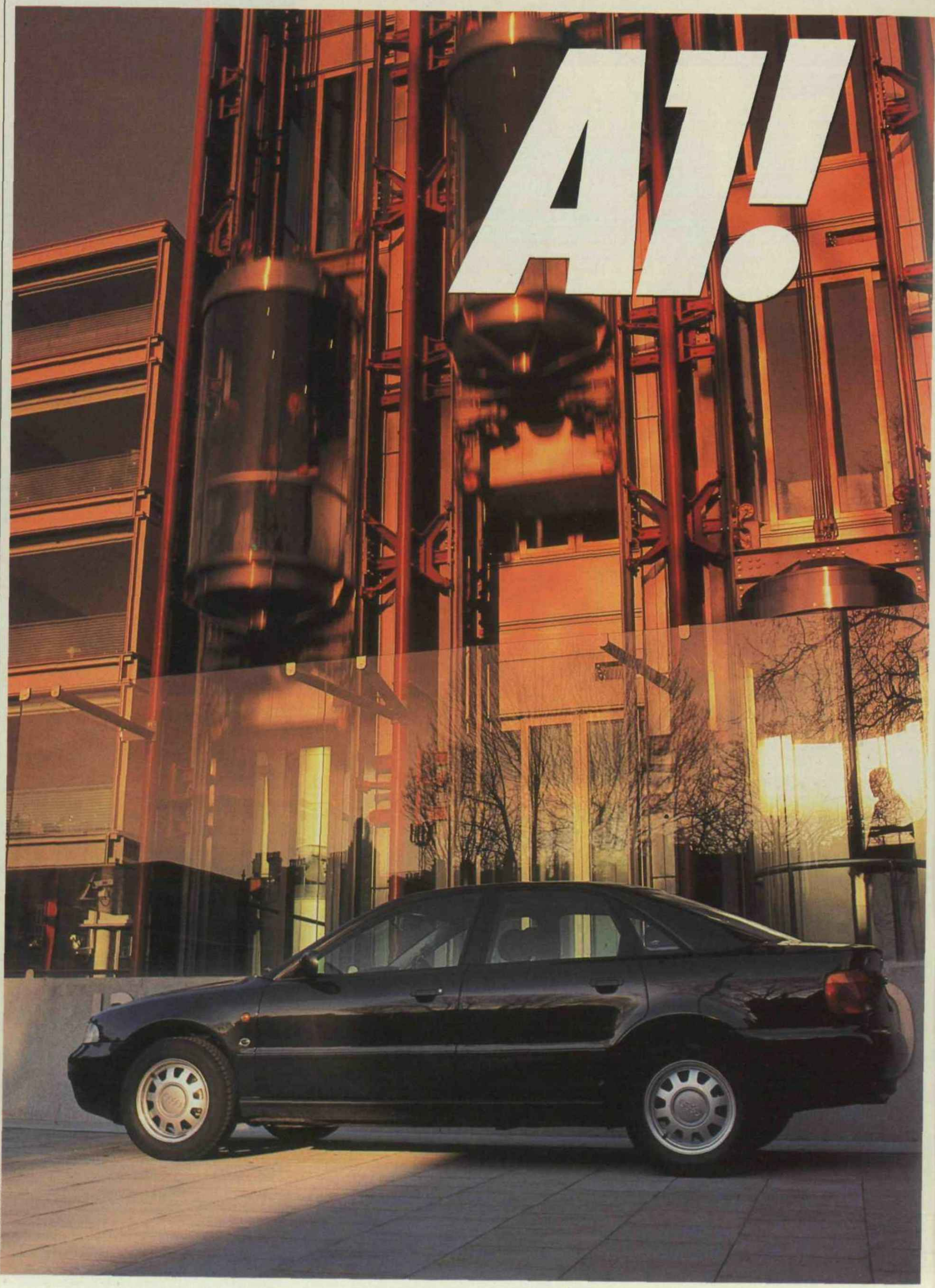
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A7!



MARK WOHLWENDER

Following in the footsteps of the A8 and A6, the new A4 is probably the most important of all the new generation Audis. If there is a market sector the company must crack by virtue of potential sales, this is it. Mercedes, with the 190 and replacement C-class, and BMW, with the 3-series, have tediously hogged the top end of the medium and large executive saloon classes for too long. The plain Audi 80s never had the prestige of the Mercs, and they lacked the driveability of the Bee-Ems.

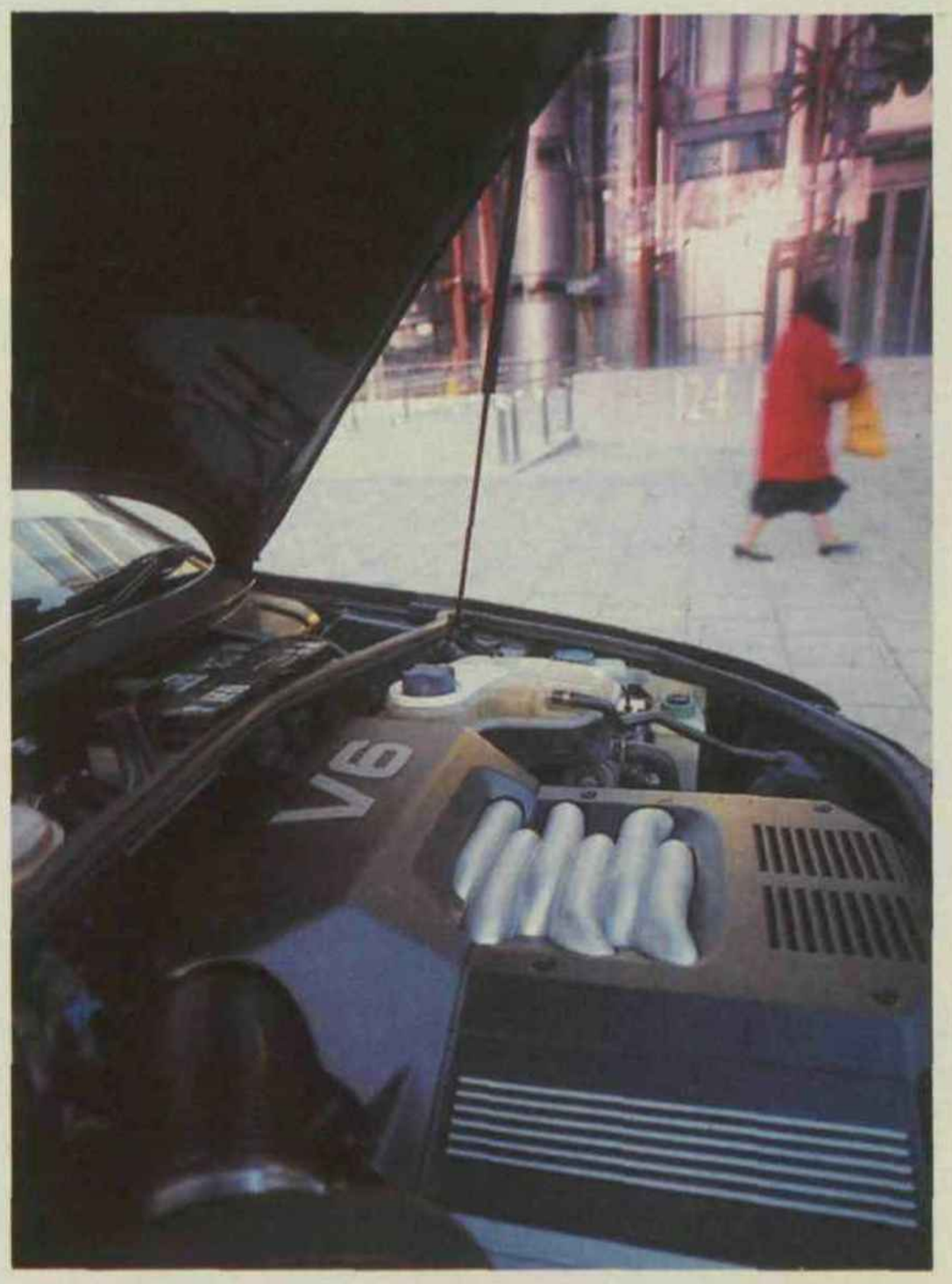
To an extent, Audi has redressed the balance in the larger classes. The aluminium bodied A8, in particular, has stunned some of the marque's detractors. Conventional galvanised steel cloaks the A4's chassis, but the car is no less striking for it. To my mind, it dates its immediate rivals at a stroke. Wonderfully proportioned, it has matchless elegance for a car of this size, no mean achievement when you consider that it is both shorter and taller than its predecessor.

Not only has specification been boosted and weight shed, but Audi has become more aggressive with its pricing policies. The 2.6 V6 tried here is £744 *less* than the 80 2.6E it replaces, at £19,755. That's bang on target to give its immediate rivals serious cause for concern. Complex four-link front suspension (first seen on the A8) heads the spec sheet, and is designed to reduce the pitch and dive we've been accustomed to with previous Audis. Twin-tube shocks and coils with additional polyurethane springs and progressive bump stops absorb shocks without sacrificing ride quality.

The rear suspension also differs significantly from its forebear, to similar effect, and ABS with EBD (Electronic Brake Pressure Distribution) allows optimum braking by unevenly distributing brake pressure depending on road conditions and chassis attitude.

In parallel with EBD, ASR (Anti-Slip Regulation traction control) uses the same sensors to apply the brakes to the wheel with least grip in slippery conditions, while simultaneously reducing engine revs via a signal to the management system.

Now that Audi's five-cylinder motors are being phased out, power output for the A4 2.6 comes from a reduced capacity version of the V6 that powers the A6 quattro. Audi claims that its 150 bhp and 166 lb ft of torque will propel the car to 62 mph in 9.1s and to a respectable 137 mph max. Needless to say, the unit is catalysed and continues Audi's environmentally considerate principles.



New Audi A4 boasts elegant profile (left). Six cylinders are smoother than five (right), even if they don't provide the same aural satisfaction.

The A4 is much the same to sit in as any other Audi. Its cabin is rather austere, though more inviting than hitherto, with its comfortable, supportive seats, neat, clear instruments and a large glass area. It is all quite beautifully put together, and well equipped.

A better than average driving position can be attained via the height and rake adjustable steering wheel.

But the most appreciable difference between the A4 and the outmoded 80 is its road manner. Gone are the horrible squat and dive, despite the suspension's softness, and the rubbery gearchange and clutch have almost been eliminated. The aural satisfaction of a five-cylinder motor is no longer there, but the A4 is a more refined beast altogether.

Chucking it around is now fun, as the chassis actually responds faithfully to driver inputs. Feedback from the steering could still be better but turn-in is sharper and understeer much reduced. It is composed and fun, in roughly equal measure. And it becomes all the more remarkable when you appreciate just *how* good the ride is.

And at a small cost to rear passenger space, increased boot volume has increased overall practicality.

There is a vitality about this Audi which few, if any, have possessed since the demise of the great Quattro. The A4 2.6 could never pretend to be the best 'driver's' saloon, but it actually provides stiff competition for its rear-drive counterparts. Taking account of its looks and price, it's a surefire winner. **RRB**

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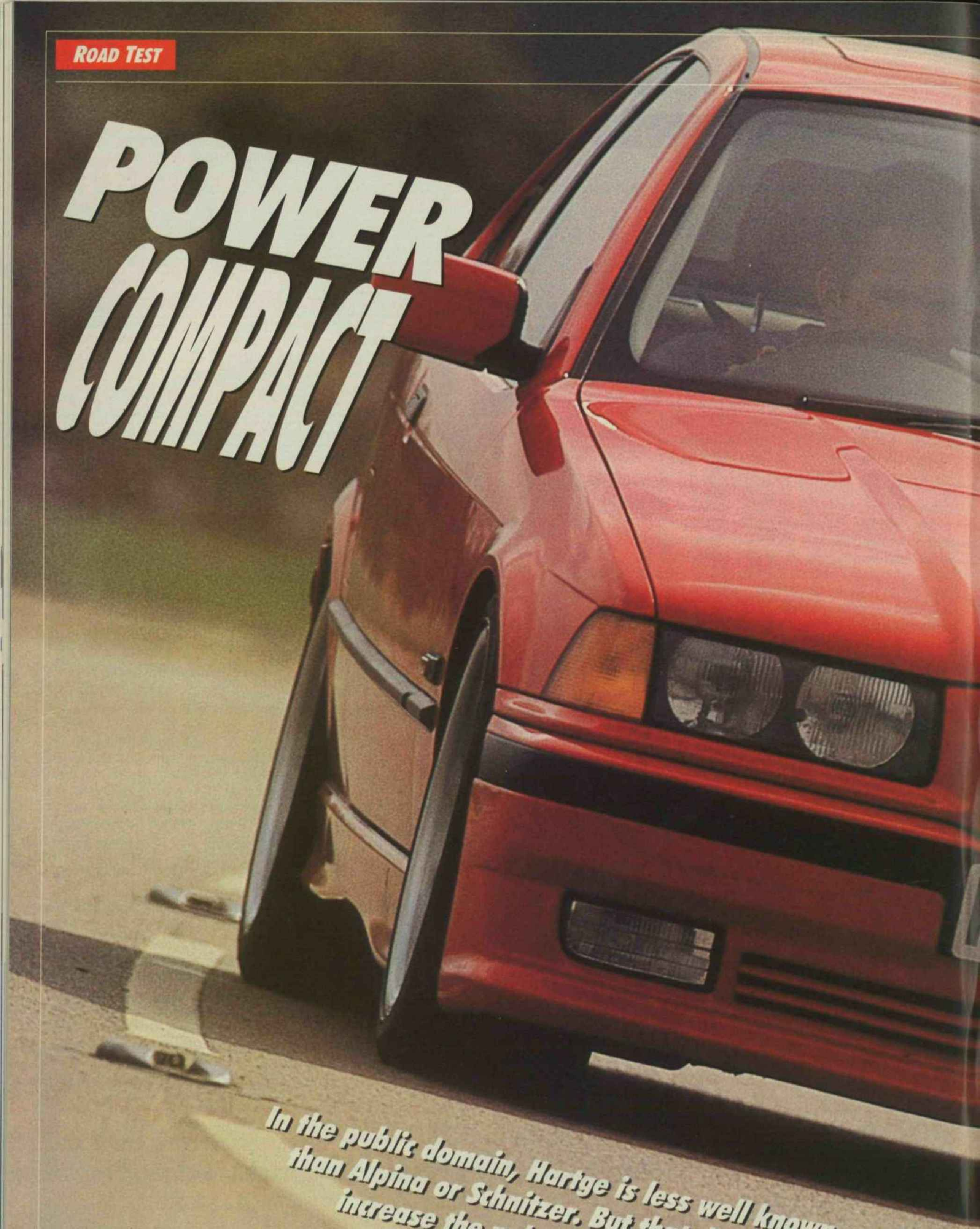
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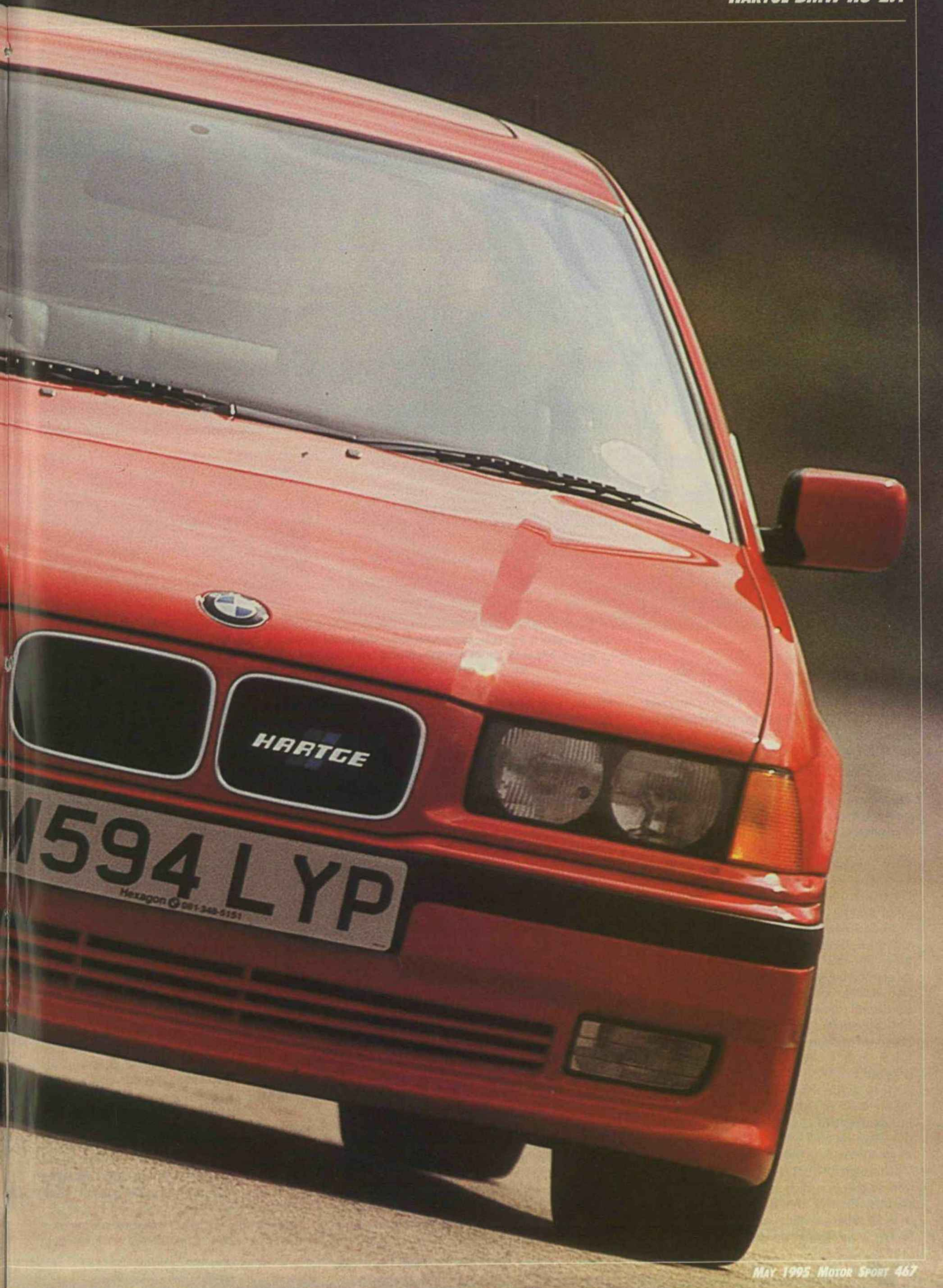
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POWER COMPACT



In the public domain, Hartge is less well known, perhaps, than Alpina or Schnitzer. But that doesn't mean it can't increase the pulse rate of those who submit their BMW for a course of treatment...


HARTGE
M594 LYP
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There are few tuning concerns which have earned their spurs in the middle to upper price sector in the UK. Germany tends to be the home for such extravagances. Here, we we generally appear to have been content with the naffer end of the aftermarket styling world. Even so, there are few end products of such cosmetic surgery treatments which we'd felt compelled to feature in MOTOR SPORT as a full road test.

The likes of Schnitzer, Alpina and AMG would certainly fit the bill, however, and so does Hartge, whose BMW conversions are imported to the UK by Birds of Uxbridge. And Birds wasted no time in getting the still rare Compact 3-series over to these shores, beating BMW counterparts Alpina and Schnitzer in the process.







Large monolithic wheels add purpose to Compact's presence. Hartge cam-cover badge is only clue to engine's 30bhp increase, while interior's aluminium pedals are main giveaway.

"The only other current 'fours' we can think of that sing this well are Honda's little V-Tec and Alfa's boxers"

Based on the standard 1.8 Ti Compact, which lacks the sleeker proportions of the coupé, the Hartge H3's capacity has been enlarged to 2.1 litres. Its stubby appearance has been subtly improved by its lowered stance and by being dressed in the enormous monolithic wheels on ultra low-profile tyres which have become a Hartge trademark.

The 1.8 Ti Compact is the flagship of BMW's bargain basement range, chopped from the longer wheel-based coupé and trading in multi-link rear suspension for the semi-trailing arms of the old 3-series.

At £15,650, the 1.8 Ti represents great value for money if having a baby BMW is your present goal. The aluminium alloy straight-four has two valves per cylinder and double overhead cams. Performance borders on the feeble, however, particularly the acceleration: it takes around 10s to reach 60 mph from a standing start, though it will strain its way to an eventual 128 mph if asked to.

Despite the retrograde suspension treatment, a fine balance between ride and handling is the Ti's forté, with communicative steering and a responsive four cylinder engine providing solid back-up.

Although the H3-2.1 receives treatment across the board, it is the relatively weak performance of the donor car that commands the greatest attention, reflecting Hartge's racing experience. Both bore and stroke have been increased. Special Mahle pistons and conrods are attached to a solid billet steel crank, which is most definitely not an of-the-shelf item. The combustion chambers have been reshaped for optimum compression and given both larger inlet and exhaust valves, while the engine management has been remapped to suit. To retain as much low-down torque as possible, the standard BMW cams are left untouched.

As a result, power takes a hike from 140 to 170 bhp, while torque likewise increases, from 129 to 162 lb ft at 4400 rpm.

Not only do we now have a real performer, but the engine's response takes on another dimension. It revs sweetly from around 2000 rpm, though the engine doesn't feel terribly torquey at this point. Beyond a momentary trough at about 5000 rpm, the unit finds its second wind and bursts into life once more, the crescendo of Hartge's rear silencer reviving memories of the original – and unsurpassed – BMW M3.

Stopping some way short of that car's 8000-plus rev limit, the H3 nevertheless feels at its strongest and sounds at its best near the top end. There's a racing urgency in its voice that BMW's lazier six-cylinder motors lack. The only other current 'fours' we can think of that sing this well are Honda's little V-Tec and Alfa's boxers. Super plus unleaded is recommended, but for some reason our test car ran better on premium unleaded.

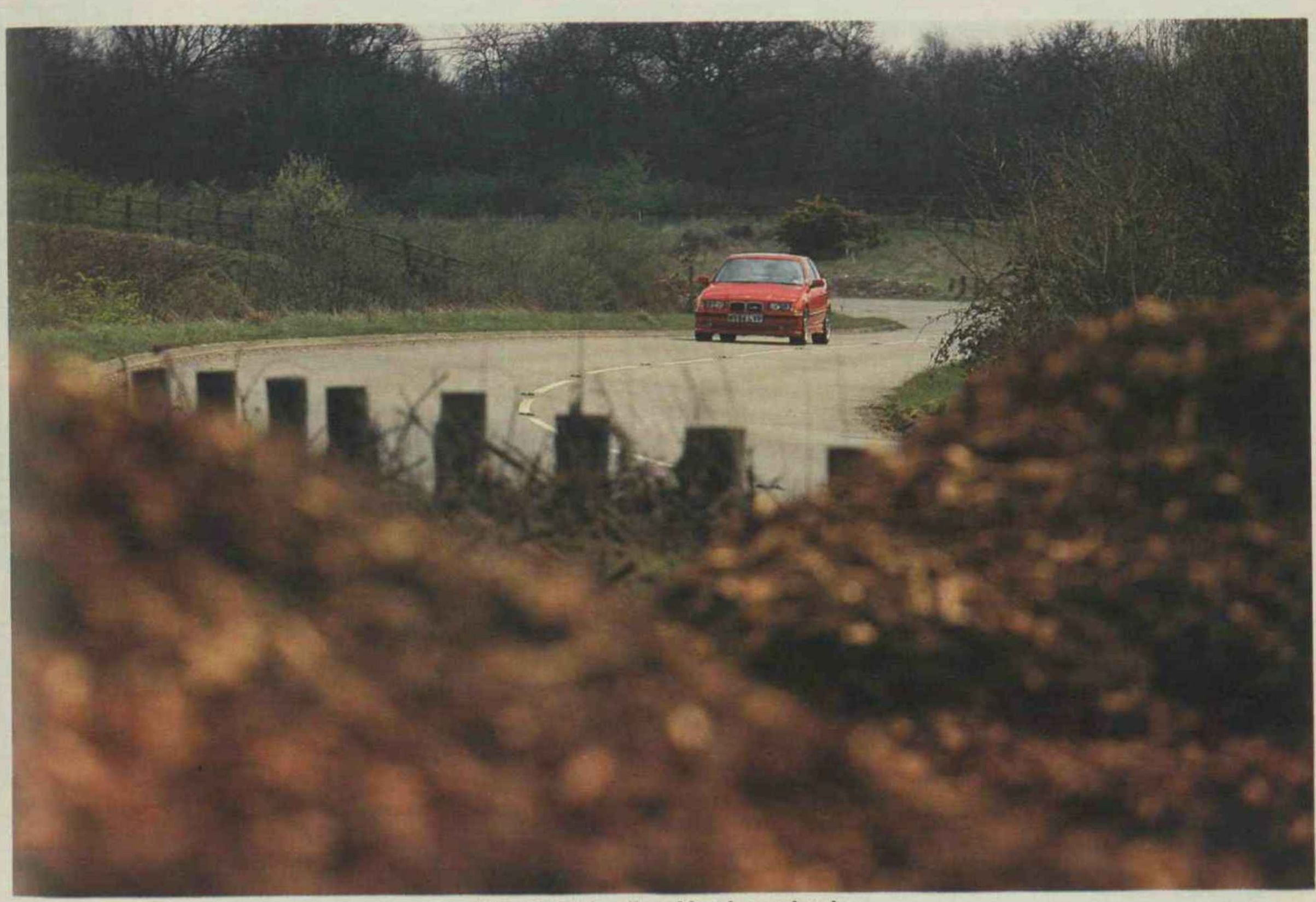
'Comfortable sport' is how the press blurb describes the H3's suspension, which is lowered by 30mm and graced with adjustable front and rear anti roll bars. The comfort aspect, however, is certainly compromised by the aforementioned very low-profiled 235/40 ZR17 tyres.

As far as 'styling' cues are concerned, Hartge has shown restraint in those areas where it is easiest to go overboard. Externally, only a front spoiler and the giant wheels give the H3's game away, model inscription apart. And there is little more on the options list. Inside, the story is similar: aluminium pedals, leather steering wheel and gear knob on a shortened lever, and that's your lot. Elsewhere the interior, like the rear suspension, is a carry-over from the old 3-series which, while still possessing more than acceptable ergonomics, clearly now shows its age, but the seats are comfortable, and well contoured.

The price of this complete conversion? Yours for £7700.

That sounds a lot at face value. The H3 is much faster than the standard item, but some may still find this price hike difficult to justify. It must be said that Hartge's attention to detail is hugely impressive and that the conversion goes much deeper than sheer performance.

BMWs always offer a sensible driving position, despite the absence of steering



Hartge H3-2.1 is agile and fast, but needs to be revved to be fully exploited. Rear end can get exciteable if pushed.

adjustment in this case. The aluminium pedals may not be vital, yet they are a visible reminder of just how right this car *feels*. It begs to be *driven*, just as any of the more powerful 3-series range, because of the perfectly weighted controls and simplicity of the instruments.

Rorty though the H3's exhaust is, it is just about unobtrusive enough in urban crawling. Step up the pace and things get a little rougher – not from the engine, but in the ride department. A steeply crowned and poorly surfaced road fires home a few truths. Not only does the suspension fail to absorb the worst bumps and ridges, but the fat tyres tram-line over undulations resulting in a steering wheel which writhes and squirms in the hands.

This is not necessarily a bad thing, and certainly not intolerable – there are standard production sporting cars that ride worse, and at least the writhing tells you that the steering is alive – it's simply a matter of taste. It certainly prevents your attention from drifting, though it did get a little tiring on occasions.

That the level of grip is enormously high doesn't mask the H3's inherent lack of rear body control. The relatively crude semi-trailing arms cannot be disguised completely, and when traversing ridges across bends this inherent 'liveliness' is enough to cause minor concern.

Control at the front of the car is altogether tidier. Turn-in isn't abnormally sharp, yet understeer is negligible and body roll is conspicuous by its absence, so the H3 can be driven round bends at fantastic speeds. A fair amount of violence needs to be applied to unstick the chassis in dry conditions and even when that's achieved, usually out of hairpins, it more often than not tucks back neatly into line without protest. All of this suggests that the H3 is completely idiot-proof.

Wrong!

There's little doubt that the chassis is one of the most confidence-inspiring to drive quickly. So much so, that one can be brainwashed into a sense of false security, at which point being too pushy will result in a highly modified pulse rate as the rear end becomes especially loose. Plenty of corrective arm twirling is one minor result of such insensitive acts.

Obviously, reaching this point when in the wet requires much less effort, and fast bends are definitely not for those of a nervous disposition. That said, the level of lateral grip in such conditions is almost astonishing for a car of this type.

If a little restraint is applied, you'll find that there isn't much else around that rewards so much for such minimal effort. If the roads are slow then you'll literally be singing in the rain. It really is like being in a baby M3 – easy to drive quickly while requiring your unreserved attention at its eventual limits.

Unlike the M3, however, you can't *really* press on unless it is revved hard and if you're not in the mood this too can become tiresome. Stopping the H3 produces no undue surprises or shocks. It pulls up hard and true, but perhaps discs should replace the standard rear drums to keep the braking performance in line with the rest of the package.

Verdict

In the H3-2.1, Hartge has a fine conversion. The base car is a competent, and relatively affordable, BMW. Though the H3 is much faster when revved, it lacks the sheer effortlessness of an M3, and that's where most questions should be asked. The £5000-plus price hike (for engine mods alone) is valid, however, as the car reaches 60 mph some two and a half seconds faster than the standard product, and an extra 13 mph is allegedly grafted on to the maximum speed.

The biggest question we must ask, however, is why anyone would choose to buy and modify their Compact when just around the corner lurks BMW's barnstorming 328i, which will out-gun and under price the H3 by almost £4000.

The only reasonable responses are the head-turning looks and exclusivity, both of which the H3 has in abundance. **R R B**

NEW FOR JUNE



Starting next month, MOTOR SPORT is to expand. In addition to our regular blend of contemporary features, we will be adding to our coverage of the classic car sector. Classic MOTOR SPORT will have its own cover within the magazine, and there will be more dedicated features, more information about events and more classified advertising. Extra entertainment for no extra cost; available from May 25.

★ Pre-War **Alfa Romeo** 1750 ZAGATO Grand Sport
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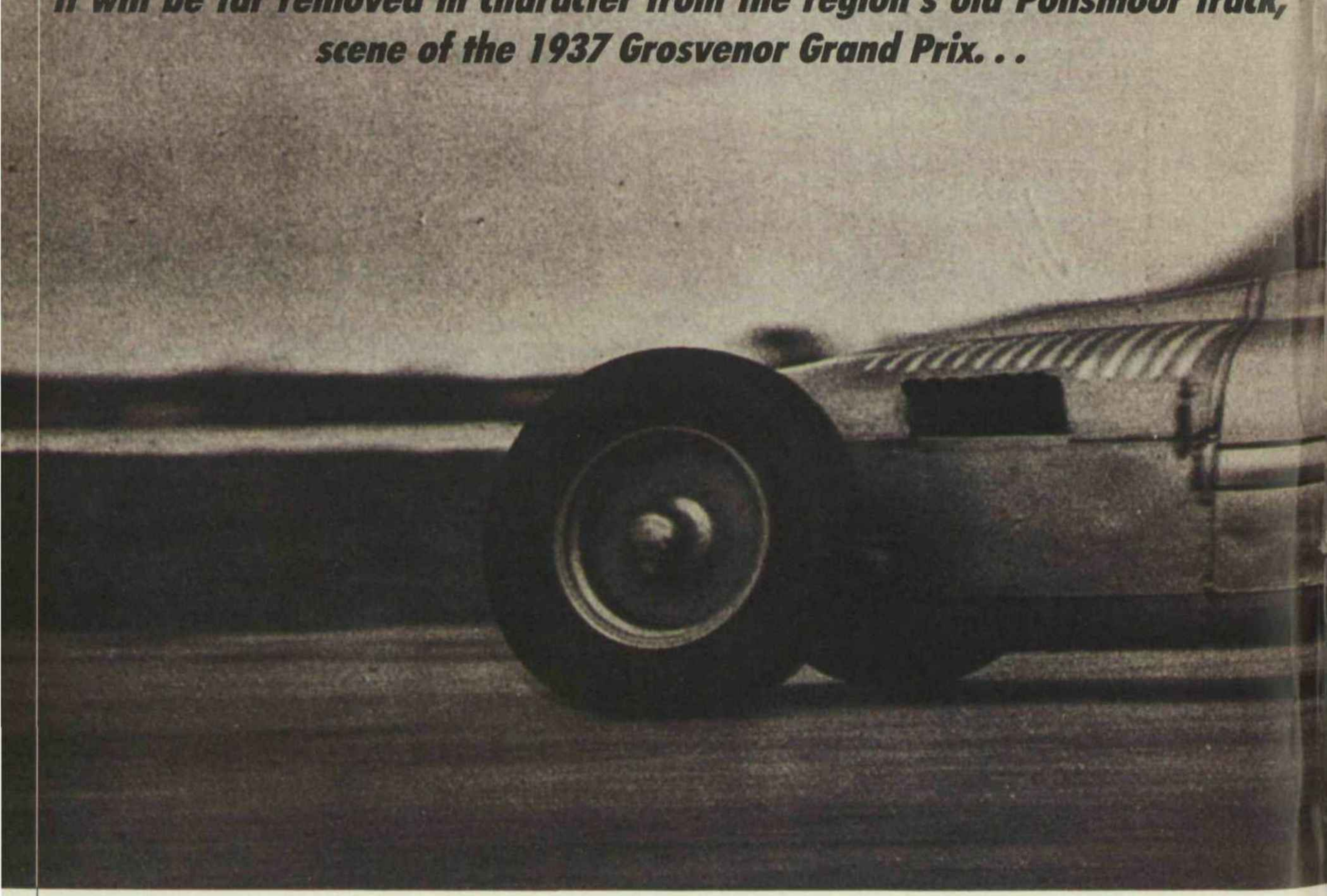
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A handful of dust



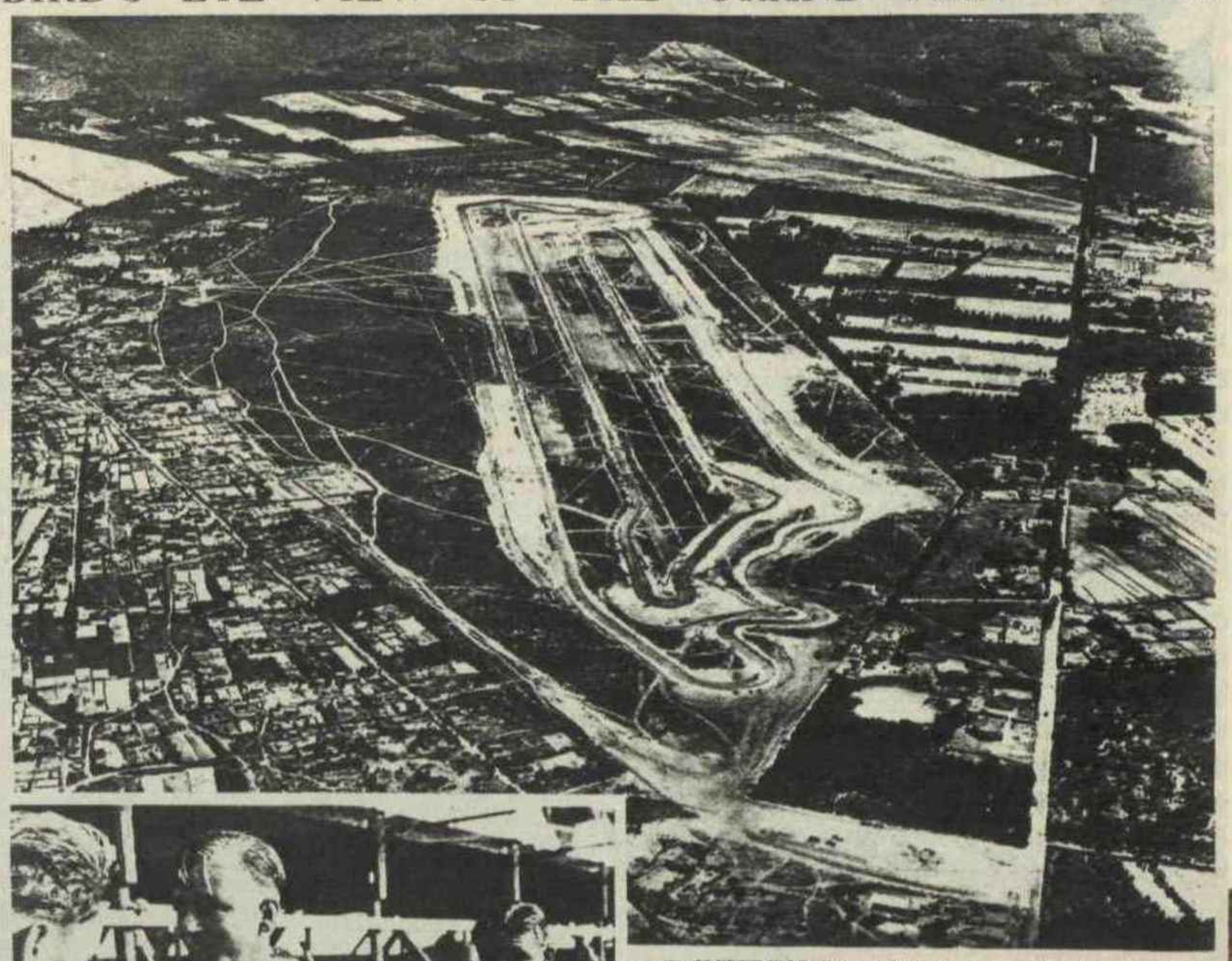


There is some talk of a new street racing circuit in Cape Town. If it happens, it will be far removed in character from the region's old Pollsmoor track, scene of the 1937 Grosvenor Grand Prix. . .





BIRD'S EYE VIEW OF THE GRAND PRIX COURSE



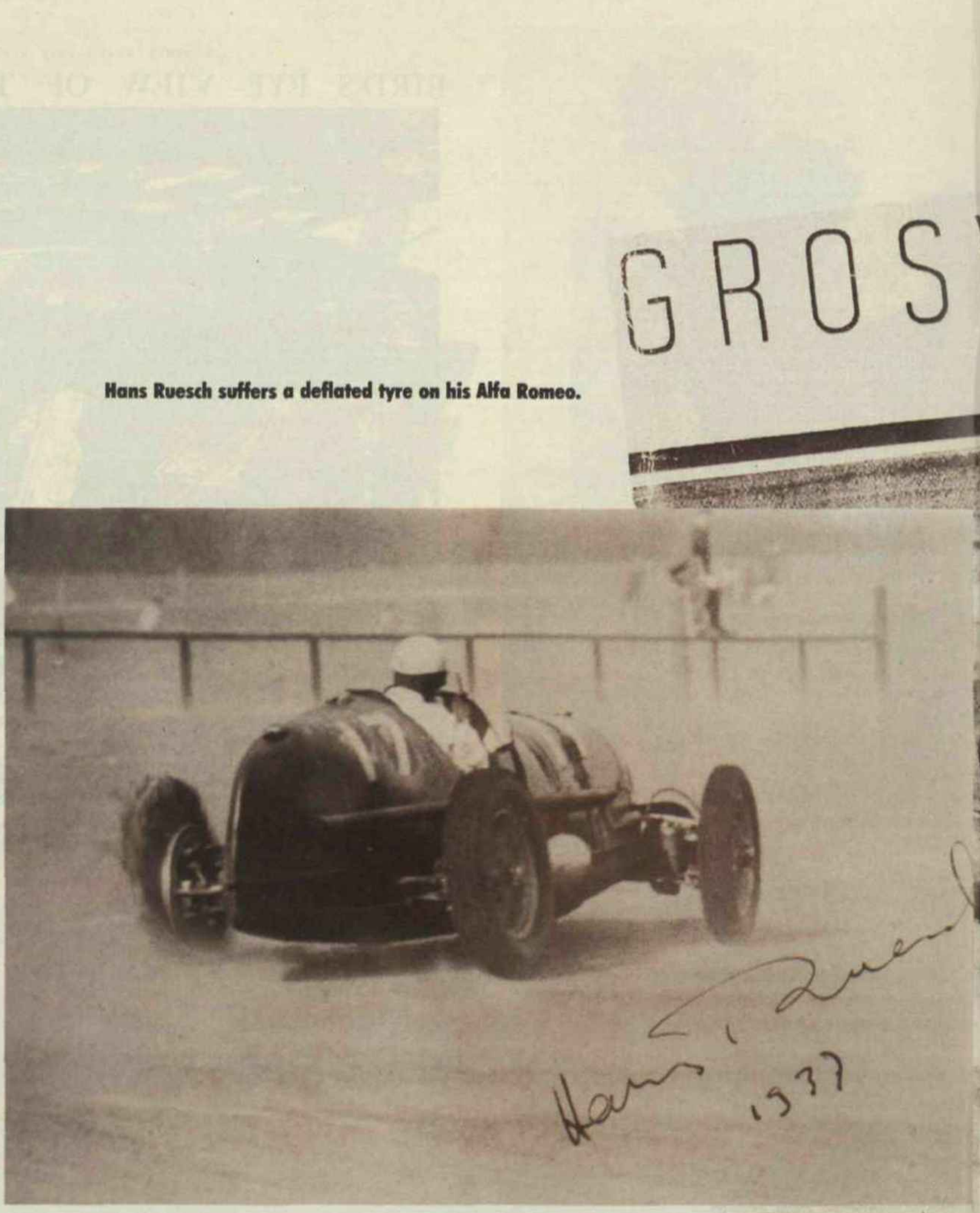
Bernd Rosemeyer pursues team-mate Ernst von Delius (main shot). Far left, the winner's trophy. Centre, Elly Rosemeyer talks to von Delius (centre) and her husband (right). Above, the layout of the Pollsmoor circuit.

South Africa's 21 post-war Grands Prix counting towards the world championship – three at East London and 18 at Kyalami – have been well documented. What is less well known is that a trek by pre-war racing drivers to the southernmost tip of Africa started as early as 1934, for it was on December 27 of that year that the first South African Grand Prix was staged at East London.

The inaugural race was won by an 8CM Maserati driven by Whitney Straight. A huge success, it was followed by four further Grands Prix at East London in 1936, 1937, 1938 and 1939; three at Cape Town's Pollsmoor circuit in 1937, 1938 and 1939; and two, both in 1937, at the Lord Howe circuit near Johannesburg.

The 1937 Grosvenor Grand Prix held at Cape Town's Pollsmoor circuit captured the imagination of that city's motoring enthusiasts, for eight British and continental stars – including Ernst von Delius and Bernd Rosemeyer in their awesome Auto-Unions – arrived in that fair city to do battle on the newly constructed circuit set in the heart of Cape Town's elite Constantia wine growing region.

"Nelson Mandela spent part of his 27-year prison sentence incarcerated in a cell 100 metres from the old start/finish line"



Hans Ruesch suffers a deflated tyre on his Alfa Romeo.

Even though there has been speculation that a future South African Grand Prix might take place on a new street circuit in Cape Town's waterfront development, the notion of a contemporary race occurring on a circuit barely three kilometres from the historic Groot Constantia homestead would today be unthinkable. The Cape Town city fathers would not allow it and the residents in the vicinity would be up in arms about the noise and congestion.

However, this was certainly not the case on January 16 1937, when the Grosvenor Grand Prix was staged at the Pollsmoor circuit, 17 km SSE from the centre of Cape Town. In those years, the name Pollsmoor may have had romantic connotations but its present day image is more sinister in that the track is the site of Cape Town's main prison, a choice of location (alongside Constantia's vineyards) which has puzzled local citizens for years. Of particular interest right now is the fact that newly-elected South African President, Nelson Mandela, spent part of his 27-year prison sentence incarcerated at Pollsmoor in a cell 100 metres from the old start/finish line.

The Grand Prix was the brainchild of British tycoon, Mr AO Edwards – known to friends and colleagues simply as 'AO'.

Edwards, chairman of London's Grosvenor Hotel, had extended his business interests to South Africa and founded Grosvenor Motors (a Ford dealership) in Cape Town; Dominion Motors in East London; and a finance company in Cape Town, known as the Union Dominion Trust Ltd. His property portfolio included blocks of flats, factories and warehouses in the Cape Peninsula. His Cape Town headquarters were at Union House, Queen Victoria Street, and it was from there that the Grand Prix was planned.

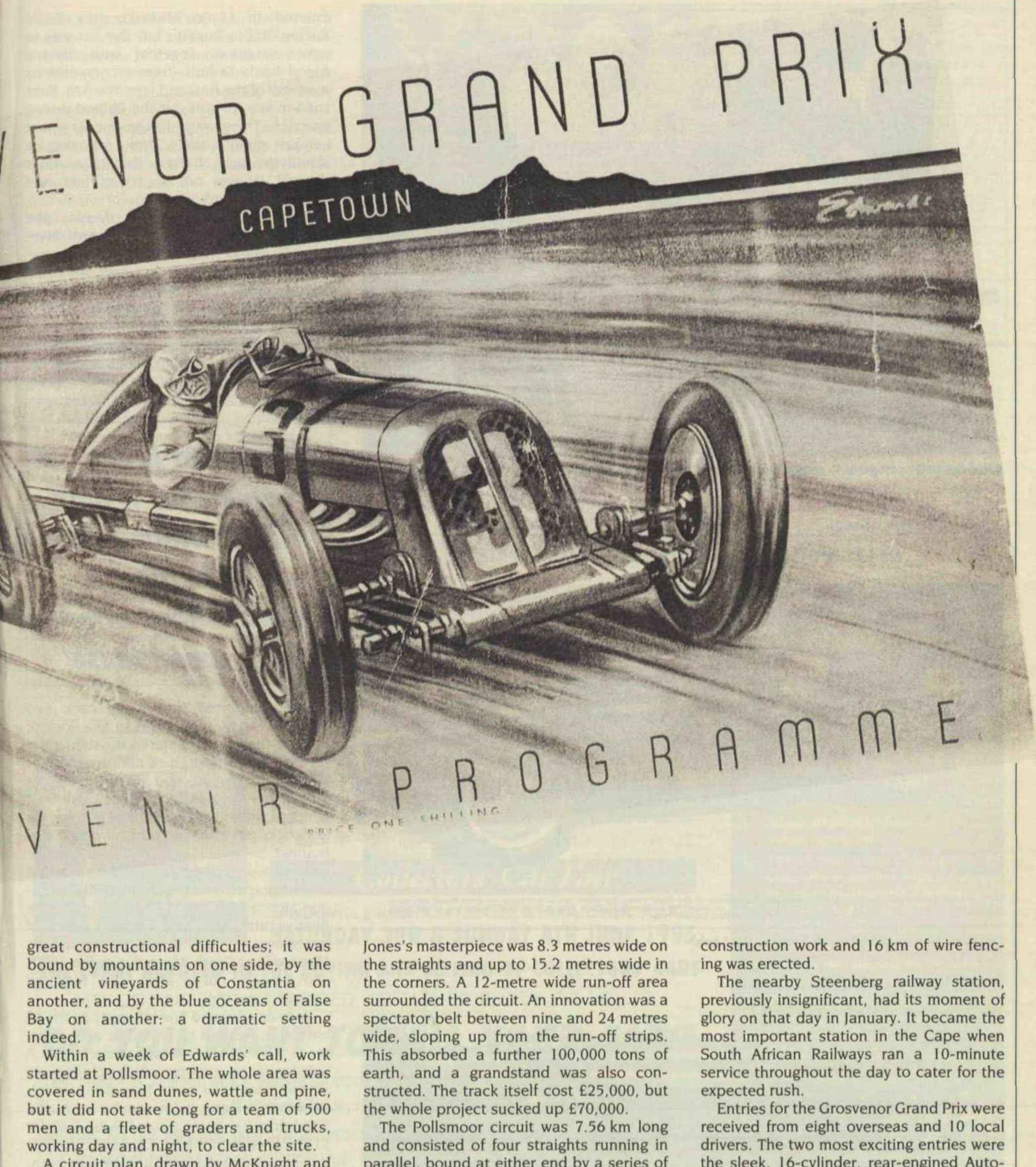
Edwards appointed two local men to organise and plan the circuit and the event – Frank Robb and Dave McKnight. Robb was to be general manager and legal adviser while McKnight, a former city council roads engineer who had become Edwards' property supervisor, was given the task of designing the circuit and liaising with the contractor. Dr Frank Robb would later become chairman of the Royal Automobile Club of South Africa, a position he held for many years.

A local contractor, Owen Wells-Jones, was awarded the tender to build the circuit and the venture was apparently set in motion when Edwards, who was in London at the time, telephoned Wells-Jones and asked: "Can you build me a motor racing circuit?"

Wells-Jones responded in the affirmative.

"Then start at once," came the reply. And so began a hectic race against time to build a circuit capable of hosting an international Grand Prix.

However, a great deal of time and energy had already been expended in finding a suitable location and an area at Steenberg seemed to fulfil all criteria. It was close to the centre of Cape Town and offered no



great constructional difficulties; it was bound by mountains on one side, by the ancient vineyards of Constantia on another, and by the blue oceans of False Bay on another: a dramatic setting indeed.

Within a week of Edwards' call, work started at Pollsmoor. The whole area was covered in sand dunes, wattle and pine, but it did not take long for a team of 500 men and a fleet of graders and trucks, working day and night, to clear the site.

A circuit plan, drawn by McKnight and sent to Edwards in England, was returned with only a few minor amendments. Work on the track commenced in earnest.

Twenty-five thousand tons of stones of uniform size were packed to form the base, which was covered by 7600 cubic metres of gravel. Steamrollers toiled for days to prepare a level surface that would take speeds of up to 320 kph.

Built in less than six months, Wells-Jones's masterpiece was 8.3 metres wide on the straights and up to 15.2 metres wide in the corners. A 12-metre wide run-off area surrounded the circuit. An innovation was a spectator belt between nine and 24 metres wide, sloping up from the run-off strips. This absorbed a further 100,000 tons of earth, and a grandstand was also constructed. The track itself cost £25,000, but the whole project sucked up £70,000.

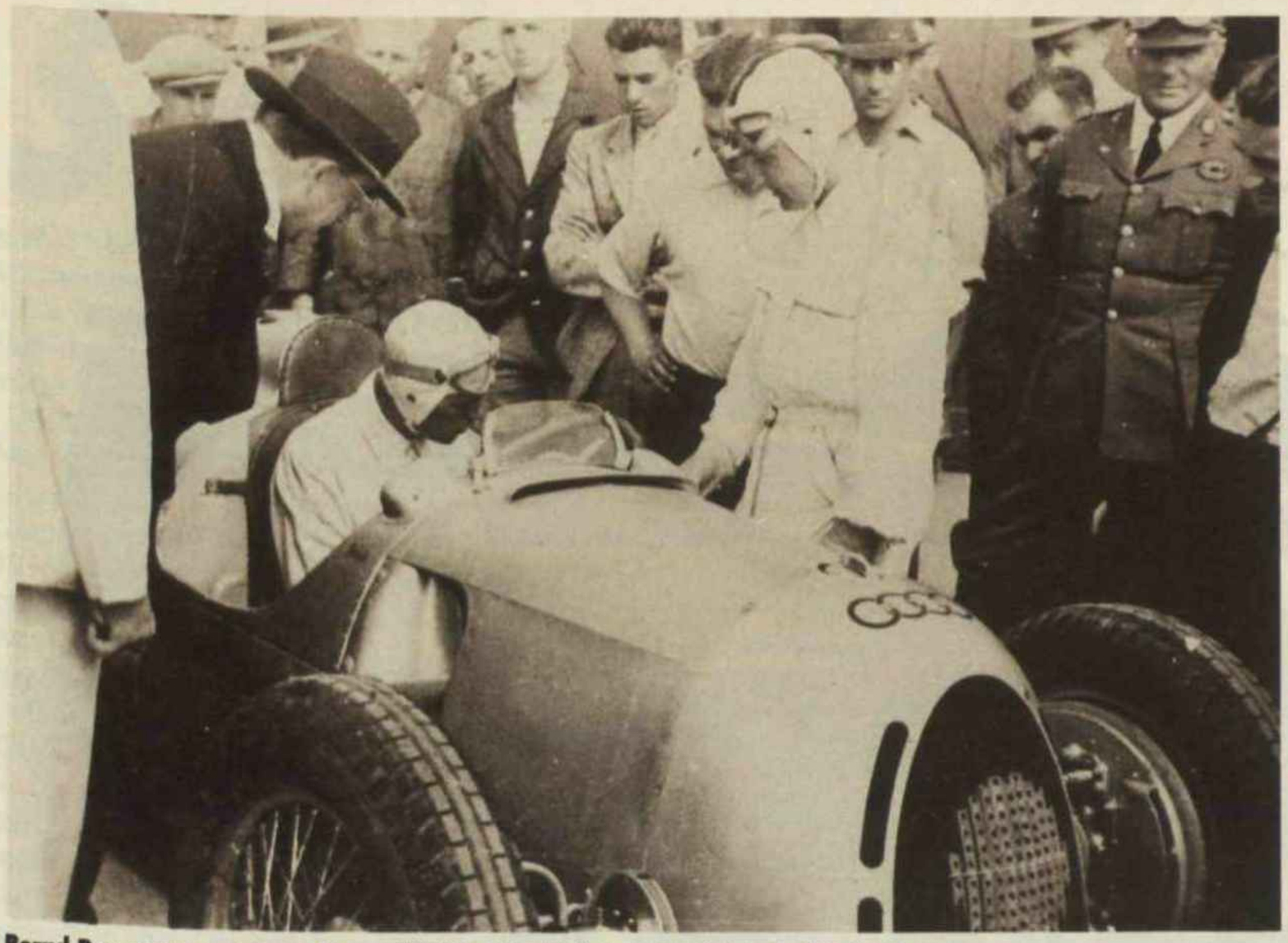
The Pollsmoor circuit was 7.56 km long and consisted of four straights running in parallel, bound at either end by a series of tight bends, providing an ideal spectacle for viewers. A punishing course, it allowed speeds close to 320 kph along the straights but no more than 50 kph through the hairpin bends.

At least 100,000 spectators could be accommodated and car parks were designed to house almost as many cars as were registered in Cape Town at the time. Approach roads alone required 17 km of construction work and 16 km of wire fencing was erected.

The nearby Steenberg railway station, previously insignificant, had its moment of glory on that day in January. It became the most important station in the Cape when South African Railways ran a 10-minute service throughout the day to cater for the expected rush.

Entries for the Grosvenor Grand Prix were received from eight overseas and 10 local drivers. The two most exciting entries were the sleek, 16-cylinder, rear-engined Auto-Unions driven by Bernd Rosemeyer, then the reigning European Champion (the equivalent of world champion), and Ernst von Delius. Rosemeyer was flown to the event by his wife, the famous airwoman Elly Beinhorn.

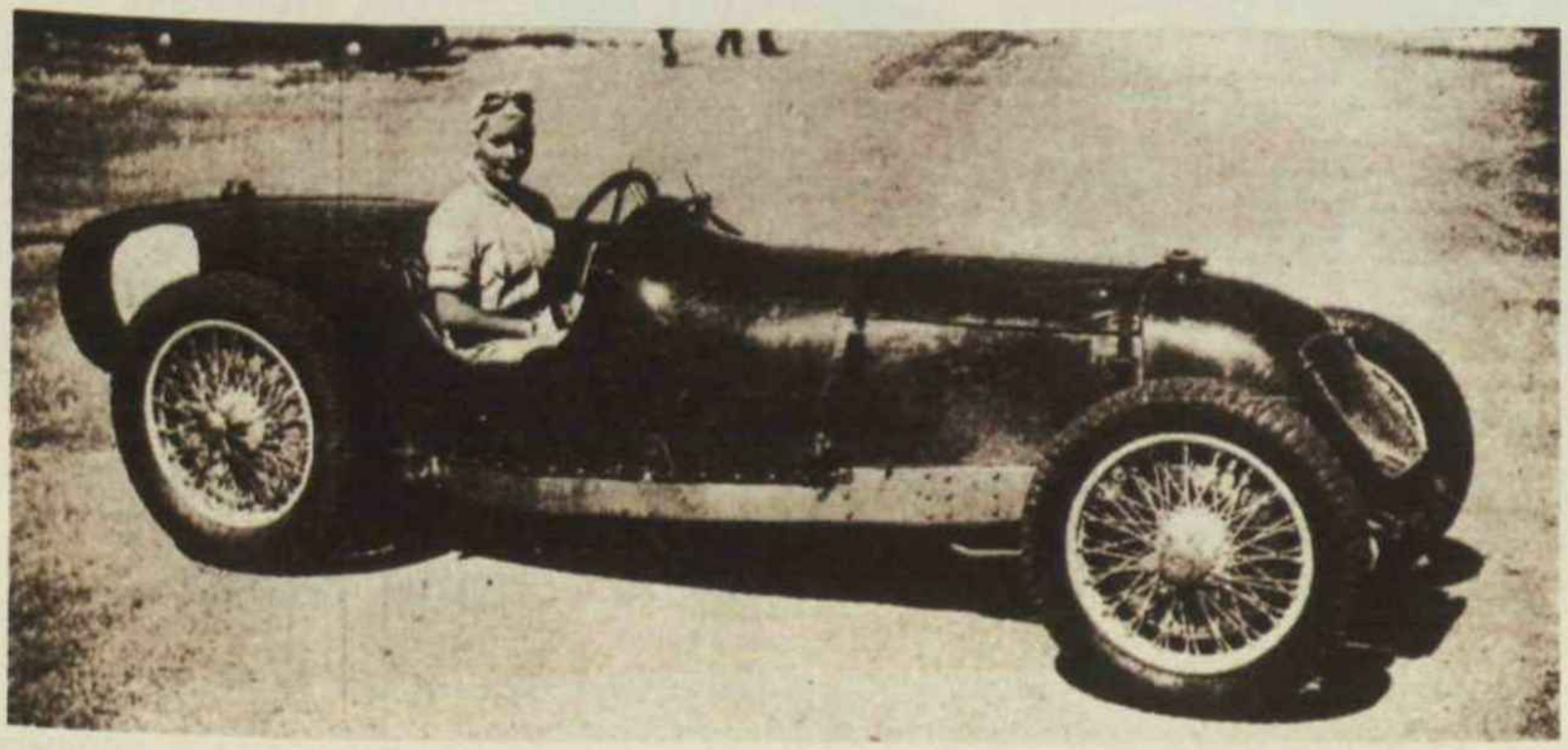
From the 19 entrants, there were four withdrawals – George Anderson, Vernon Berrange, Hooper in Earl Howe's 3.3 Bugatti and Ralph Rohr. The latter had been



Bernd Rosemeyer prepares to qualify his Auto-Union as Ernst von Delius looks on.

CAPE TIMES, FRIDAY JANUARY 15, 1937.

ONLY WOMAN COMPETITOR IN GRAND PRIX



MRS KAY PETRE in her 1½ litre Riley specially built for her at the Riley works, for whom she is driving in the three Grand Prix races in South Africa. She will be the only woman competitor in to-morrow's Grosvenor Grand Prix at Pollsmoor, as she was in the recent East London race.

Kay Petre took her Riley to sixth place, at 105.1 kph.



Earl Howe's Bugatti was present, though he chose to race his trusty ERA.

entered in Mario Massacuratti's Eagle Racing Stable Bugatti, but the car was in poor condition. Together with lifelong friend Louis Duffett (former competitions manager of the RAC and later the AA), Roht tried in vain to sort out the Bugatti during practice. There were disagreements about certain modifications and, following a sleepless night before the race, Rohr thought it wise not to tempt fate and withdrew his entry.

Known to all simply as 'Mario', the ebullient Italian immigrant and civil engineer Dr Mario Massacuratti was a larger-than-life character who owned the Eagle Racing Stable (ERS) attached to a service station close to the circuit, An advertisement in the race programme described ERS as "importers and suppliers of racing cars, racing tyres, racing plugs and racing fuels." It also offered "racing tuition given by experts."

"When war broke out legend has it that Mario escaped over the border to Mozambique after a high speed chase"

Mario imported five racing cars, two Bugattis, two Maseratis and an Alfa Romeo. Four of these were entered for the Grand Prix: his own Maserati (a notoriously difficult car to handle, and which killed Tex Kingon many years later during a 1950s East London Grand Prix); an Alfa Romeo for Roderick; and Bugattis for Rohr and Bothner.

When war broke out legend has it that Mario escaped over the border to Mozambique after a high speed chase in a 4.5-litre Bentley rather than face a lengthy period of internment in South Africa. Apparently Mario visited South Africa during the 1970s and brought out a sleek new Maserati coupé for the trip.

Race day dawned fine but gusty as the 15 entrants prepared to do battle over a distance of 335,5 km – 45 laps of the circuit. A substantial programme which sold for one shilling contained some interesting advertisements, among them one for an Austin Cambridge Ten saloon from F Robb & Co for £175; tents from the SA Canvas Co for five guineas; a double room and private bathroom from 31s/6d in one of London's best hotels, the Grosvenor House in Park Lane; and an offer from A&A Reed of Cape Town for DKW Wonder Cars, 'Brothers of the Racing Auto-Unions', for £197/10s.

Stanley Reed, son of one A Reed and nephew of the other, whom many Cape Townians remember for his multiple victories in his rear-engined, Auto-Union inspired Citroën special during the 1950s, vividly

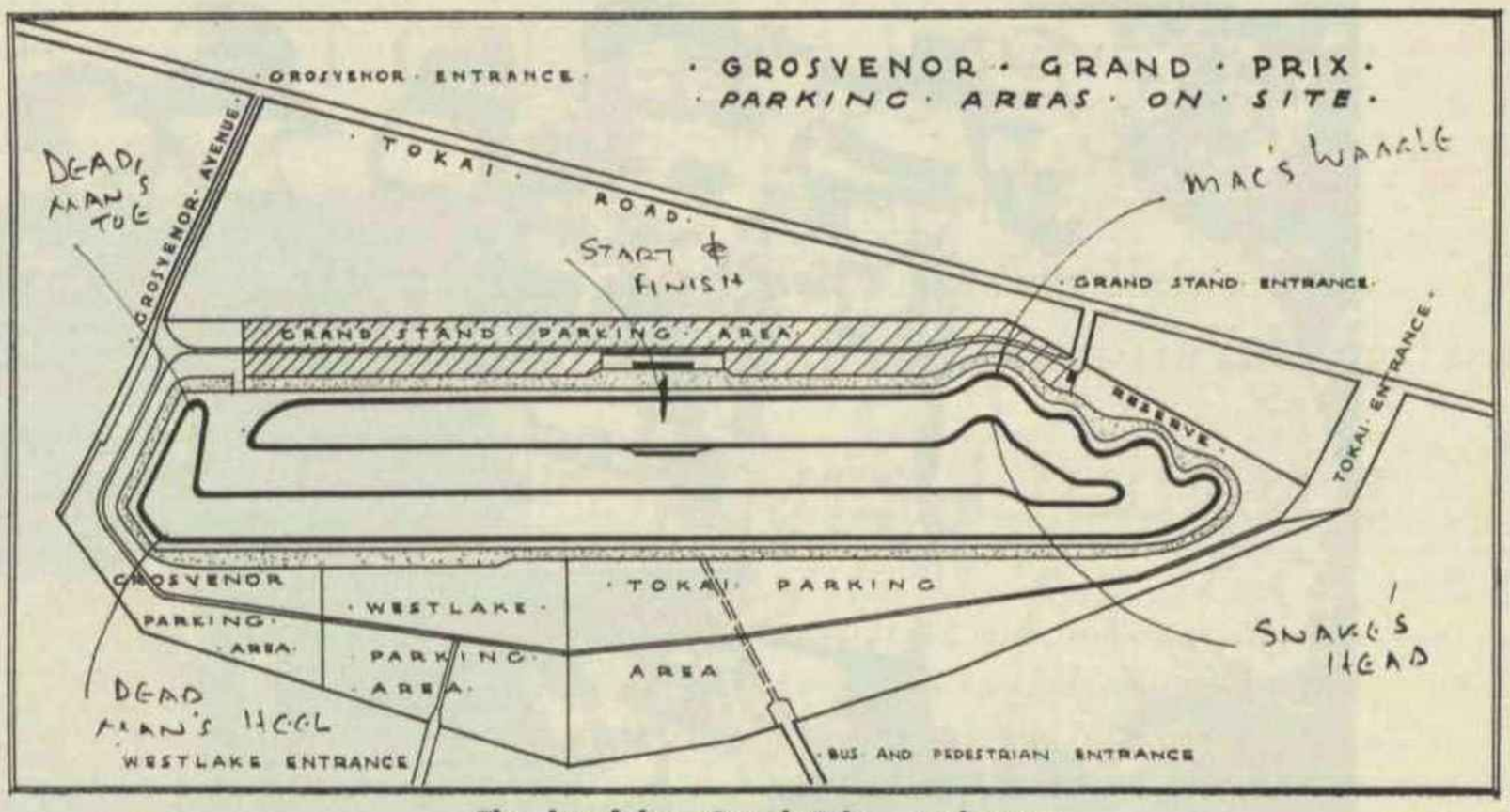
recalls sitting in one of the Auto-Unions as a teenager when the cars were on display in the showroom of the family business prior to the race. He also recalls how easy it was to roll the Auto-Unions across the floor because of their hard rubber racing tyres.

The organisers had arranged to send off each starter with his own national flag and the Auto-Unions with a flag bearing the the Swastika. First away was Neville Clayton's MG as the South African flag fell at 14.30. The rest of the field roared off at the predetermined intervals and, 39m 40s later, the silver Auto-Union of scratchman Bernd Rosemeyer howled off the line in hot pursuit. When Rosemeyer started Clayton had already completed nine laps, van Riet and Chiappini eight each.

Auto-Union race boss Baron von Oertzen's strategy was that Rosemeyer should save his tyres and minimise wheel changes while von Delius was ordered to go flat out and to change tyres as often as he was flagged in. After 10 laps Rosemeyer was flagged in but ignored the signal and shot past the pits at 290 kph.

When he finally came into the pits after 16 laps his wheels were changed and he was refuelled in 41s. Off again, he proceeded to lap at 132 kph, even though he found it difficult to breathe in the dusty and windy conditions, due to an earlier tonsilectomy.

In the meantime, Duggie van Riet had taken the lead on handicap and Mario's Maserati had retired with cooling problems. Kay Petre and Hans Ruesch were both easily holding their respective positions.



The site of three Grands Prix. . . and now a modern-day prison.

On the 34th lap van Riet lost the lead to Earl Howe's ERA and the order was then von Delius, Chiappini, Fairfield, Petre, Ruesch and Rosemeyer. On the 40th lap, Howe who was then leading by 0.8 km, pulled into the pits for a plug change – to the dismay of the crowd who expected von Delius to dash into the lead. But he too pulled in for a tyre change and to take on more fuel. The English aristocrat got away first, only to be reeled in by the German on the next lap.

In the meantime, Ruesch – who had delayed a tyre change – suffered a blow out coming out of Mac's Waggle, the first left-hand bend after the start and finish line, named after Dave McKnight and still visible today. Undaunted, he continued to the pits at undiminished speed. When von Delius passed Earl Howe on his way to victory, Rosemeyer was a short distance behind, driving like a man possessed. With one lap to go he was rapidly catching the ERA and just managed to snatch second place by a mere 10s, setting the fastest lap of the day in 3m 14.1s. It was indeed a thrilling finish



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VICTORY Ernst von Delius, 24-year-old winner of the Grosvenor Trophy and the £750 first prize, garlanded after his Grand Prix win on Saturday. Mr. O. Pirow, who presented the prizes, is next to him. On the left is Berndt Rosemeyer, who was second, and on the right Earl Howe, the real hero of the race, who is 52 and was placed third after a thrilling battle with the two Germans. Pat Fairfield, who was fourth, is between Earl Howe and Mr. Pirow.

The top four, Rosemeyer, von Delius, Fairfield and Earl Howe, surround Mr O Pirow (centre), presenter of the awards (above). Right, contemporary advertising, 1937-style.



and the crowds broke the barriers to mob the exhausted drivers, causing Roderick to be flagged off with four laps to run.

Von Delius had covered the course in 2h 31m 39s at an average speed of 129.3 kph and Rosemeyer's time was 2h 31m 14s – an average of 129.6 kph. Had they started together, Rosemeyer would have won by 25 seconds, but he had given his team-mate a 2m 6s start. Von Delius had four tyre changes, while Rosemeyer had managed with two.

Howe's actual time for the course was 2h 45m 6s – an average speed of 118.36 kph. He thus averaged 17.9 kph under his handicap average, against Rosemeyer's 21.5. In effect the handicapper beat Howe. He was given a 13m 42s start over Rosemeyer and took 13m 52s longer on the course.

The Swiss Ruesch drove a superb race, but he too was handicapped out of it. Kay Petre's driving in her 1.5-litre Riley was a lesson in neatness and skill. Towards the end, her engine started misfiring, forcing her to make several pit stops. She eventually crawled into sixth place.

Duggie van Riet was the first South African home in seventh place at an average speed of 98.6 kph, having led from the 13th to the 34th laps before Howe overtook him – and that in a six year-old car with a capacity of only 747 cc. His efforts won him a £100 special prize.

Now in his 80s, and until recently still the owner of the little Austin before it went to a new home in England, van Riet recalls how he actually overtook Rosemeyer in Dead Man's Toe, the Austin being more nimble than the big Auto-Union, With glee, van Riet recalls how Rosemeyer's face reminded him of the fabled look of disbelief on the face of the Red Baron when he was shot down in World War One!

There were only seven finishers and the results of the Grosvenor Grand Prix read as follows: 1, Ernst von Delius – Auto-Union (129.3 kph, handicap 2m 06s); 2, Bernd Rosemeyer – Auto-Union (129.6 kph, scratch); 3, Earl Howe – ERA (118.36 kph, 13m 42s); 4, Pat Fairfield – ERA (118.2 kph, 12m 04s); 5, Hans Ruesch – Alfa Romeo (121,9 kph, 5m 47s); 6, Kay Petre – Riley (105,1 kph, 24m 7s); 7, Duggie van Riet – Austin (98.6 kph, 3m 11s).

Von Delius won £750, the Grosvenor Floating Trophy and a replica. Rosemeyer won £250 and a plaque; and Duggie van Riet won £100 for being the first South African home. To put von Delius's prize money in perspective, it was then the equivalent of the cost of three new American sedans or 1.07 per cent of the total cost of the circuit – not bad!

As a race the Grand Prix was a spectacular success, as a financial venture a dismal failure. Whereas Edwards had spent £70,000, only £12,000 was taken on the day – largely due to an alarmist attitude that built up in the press and over the radio during the preceding days about possible chaotic crowd conditions. Only 32,000 spectators turned up and the caterers suffered heavy financial losses, being left with half their stocks.

Edwards, however, was undaunted and two further Grands Prix were staged at Pollsmoor before the site was turned into a transit camp during World War Two and eventually into Cape Town's main prison.

The 1938 event was won by Earl Howe in an ERA, followed by Piero Taruffi and Luigi Villoresi both in Maseratis. The 1939 race was won by Franco Cortese in a Maserati with the Hon Peter Aitken second in an ERA and Steve Chiappini third in a Maserati.

Today a motorway, known as the Blue Route, cuts across what was part of the old circuit about 100 metres due east of Mac's Waggle. The bend, forlorn and greying but still clearly visible from the motorway, bears testimony to a bold venture of yesteryear.

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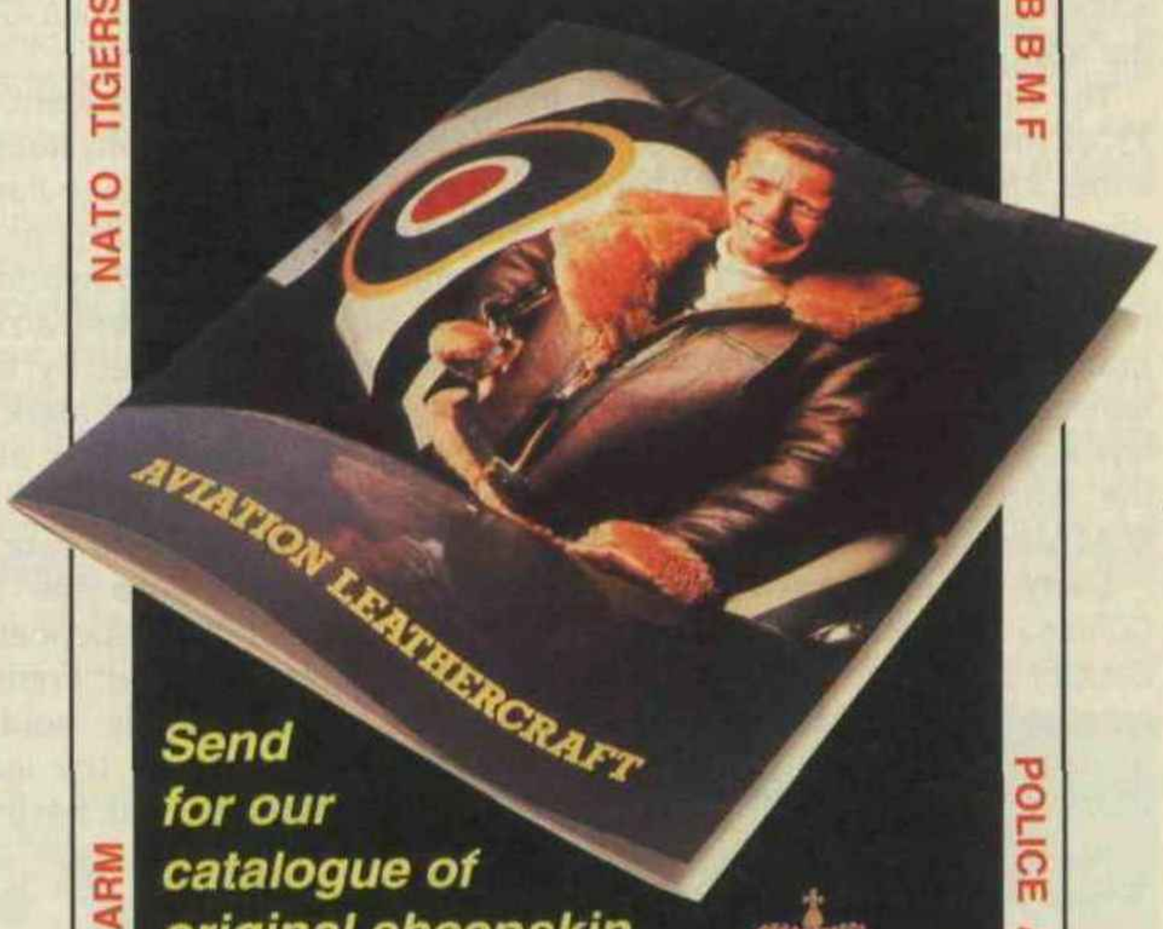
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THE RED ARROWS



VSCC Silverstone

What changes greeted the members of the VSCC as they descended on Silverstone for their traditional curtain-raiser to the new season on the 8th April? Well, gone were the old café and bar, and in their place were rolling acres of new tarmac behind the pits, and a sparkling array of new paddock buildings to cater for the manoeuvering of Fl transporters and the like. On the track, the eagerly awaited debut of Paul Grist's C-type Alfa, imported from Argentina and rebuilt over a long period, must await another day, although the car was on static display in the paddock to whet the appetites of admiring onlookers,

The opening High Speed Trial, in which 23 of the 27 starters qualified, took place under clear, blue skies which prevailed all day. It was followed by the Fox & Nicholl Trophy Race, in which Julian Bronson (2½-litre Riley 'Blue Streak') maintained practice form to dominate proceedings, finishing clear of Bob Gilbert (4¼-litre Bentley) and Stephen Bulling (3½-litre Bentley), the latter having demoted Chris Drake's 8CM Maserati after the opening laps.

Gerry Porter claimed pole for the Peter Collins Post-War Race in his ex-Harper Cooper T53, from Ludovic Lindsay's Cameron Millar 250F Maserati, and it was the rear-engined car which led from the flag, while Lindsay found his hands full defending second place from the BRM of Amschel Rothschild, in turn harried by Jeremy Agace (Lotus 18), Phil Walker (Lotus 16) and Robin Lodge debuting his 246 Dino Ferrari. Porter's race came to an end with two laps to run when a drive-shaft let go, allowing the front-engined brigade to the fore headed by Lindsay, who had lost his clutch early on and resisted race-long pressure from the BRM to win by 1.7 seconds, with Walker in third as Lodge fell back towards the finlsh, A welcome splash of French blue was brought by John Foster who gave his ex-Donlngton Collection Simca-Gordini its first outing in historic racing.

Following recent trends, the Itala & Lanchester Trophy Race was somewhat short of genuine vintage cars elegible for the name trophy, the main race contenders being specials and hybrids, and after the demise of early leader Ivan Dutton (Bugatti 35B) the pace was set by the spectacularly driven Parker GN of Mark Walker, with 6 litres of Cirrus Hermes acro-engine, before he slowed with a lack of pressure to the fuel tank, allowing Peter Morley's giant Napier-Bentley into the lead. The pursuit was headed by Spencer Flack (3/8-litre Bentley Special) and Freddie Giles' AC/GN, with Flack briefly holding the lead at half-distance as the leaders negotiated back-markers, but having to settle for a close second to Morley at the flag. Gary Caroline took the Itala Trophy with fourth in his Morgan, as Walker recovered to fifth, having carried out some fettling on the move to tighten a leaking pipe union behind his seat and restore pressure to the fuel system.

Having practised 3½ seconds quicker than Duncan Ricketts (ERA R1B), Martin Stretton's efforts to claim his third Patrick Linsday Trophy were thwarted when a half-shaft failed on Simon Bull's Maserati 4CM as he left the line, leaving the way clear for Ricketts to head Swiss Jost Wildbolz (ERA R9B) and Donald Day (ERA R14B) at the end of lap one. A slow-starting Paul Jaye (Alta) worked up to second by the second lap as the load pair pulled away from their pursuers. As Ricketts headed down the Club Straight on lap 8, a cloud of smoke heralded a piston failure, but as he pulled off to the left the closely-following Alta launched over the rear wheel of the ERA, fortunately landing on its wheels and without serious damage to either occupant. This left a surprised Day In the lead from Wildbolz and Jeffrey Pattinson (ERA R6B) who had stormed through to latch onto the leading duo, the three covered by 1.6 seconds in a close-fought finish. Tony Smith (ex-Shuttleworth Alfa P3) and Robin Lodge (Maserati 4CM) filled the next two places after a spirited scrap, and the demise of Robert Brooks (Maserati 8CM).

The biggest racing draw at today's VSCC meetings is the 1950s Sports Car Race, and the entry for Silverstone's event was over-subscribed, resulting in a full grid. Barrie Williams sat on the outside of the front row, giving the recreated 1959 Tojeiro Jaguar its maiden outing and looking a lot more competitive than it did fn its heyday, lining up with regular Gary Pearson (Costin Lister) and Frank Sytner (Jaguar 'D'), closely followed by Nick Mason, making a welcome return after Pink Floyd's world tour, at the wheel of his bigger (2.6-1itre) Birdcage Maserati. The grid also saw both Aston Martin DBR2s of Simon Draper and Steve O'Rourke racing together for the first time in many years.

Pearson outdragged Sytner, with 'Whizzo' indulging in the first of two spins on the opening lap at Luffield, letting John Harper ('D' Type) through into third. The two leaders rapidly pulled away while Harper indulged in his own private battle wlth team-mate Brooks (Lotus 15), and on lap 7 Sytner snatched the lead as the Lister's brakes were cooked, although Pearson was less than a second adrift at the flag, the pair having out-distanced Harper, with Mason bringing up fourth after Brooks retired with a lack of gears.

Phil Walker forsook his Lotus 16 for his trusty MG to take the closest win of the day in the first 5-Lap Scratch Race by 0.1 seconds from Mark Gillies' Treen Riley, with the second being a Riley benefit with Kenneth White heading home Terence Watson. White had some consolation in winning the first Handicap, a full half-minute clear of Robert Monk (Alvis) — handicappers take note — whilst other Handicaps went to Ian Rowe (Lagonda) and Jost Wildbolz, who brought his ERA through from scratch to beat Freddie Giles (AC/GN).

ASDC



Donald Day may have been surprised to collect the Patrick Lindsay Trophy, but it was not an easy win (top). New to the track, John Foster's pretty Simca-Gordini, right.

Car Cathedral



A recent exhibition of Bentleys gave me the prod I needed to go and investigate the Museum of British Road Transport, Coventry, and I came away impressed. Where I had expected that a temporary display might consist of four or five cars, we found a large hall graced with some 18 Bentleys; and instead of the usual LM reps, two actual Le Mans cars in a Sarthe pits setting, Jumbo Goddard's improbably fast 8-litre, and the Pacey-Hassan and the Birkin single-seater balancing on a mock-up Brooklands banking. There was also one of almost everything else bar S and T, including a 4-litre and a MkV, a Continental R revolving at 45rpm, and a pleasing variety of WO saloons. Quite a show. You've already missed it, but the museum runs four or five such specials in the year.

Elsewhere the extensive permanent exhibits crowd together in busy street scenes enlivened with shop fronts, adverts, motoring paraphenalia and appropriate sound effects, and leavened by an extraordinary collection of early bicycles and motorcycles to remind you of Coventry's position at the centre of the fledgling British car industry. Coverage extends from an 1897 Daimler up to current Jaguars and a couple of advanced concept cars. Thrust II lives here with an LSR show, and you can immerse yourself in The Blitz Experience, where you are lightly pummelled by bomb-blasts and wreathed in smoke passed by the Health and Safety board. The Museum is easy to find from Coventry's Ring Road (though you arrive at the back where there is only a faded A4 paper explaining where the entrance is — *post a proper sign, chaps*), and it adjoins the town centre with much historical interest. It's open seven days a week from 10am-5pm. I failed to get round all three packed floors in one visit and am waiting to find out what the next special show is about. **G C**



Part of the museum's motorsport section, above left, and one of the street-scenes, above.

Events

A team of six British Bentleys will feature in the Mille Miglia rally on May 18/20, headed by Prince Michael of Kent, who shares Victor Gauntlett's 4½. Three other fours and two Speed Sixes complete the Crewe-supported entry, all of whom will drive out to Brescia and back.

A new Historic rally, around the North Yorkshire Moors on July 1, offers 100 miles of mixed navigational and driving tests which should appeal to novice or expert. Stockton & DMC's Hambledon Classic Cup is regularity-based, so any type of car should be competitive. Entry costs £35; contact Ned Brook on 01642 722791.

After the success of last year, there will be another British Sportscar day at Brooklands on June 18, organised by the Gordon-Keeble and TVR Clubs. Cars of 27 different British marques attended last year, including the Warwick and Peerless connection. Speak to Roy Dowding on 01708 767 778.

Exchange the snows of British winter for — well, the snows of Arctic summer. The North Cape Challenge will lead a covey of pre-'74 sportscars from Oslo *upwards* to North Cape, a 1630-mile adventure through Norway's striking coastlands. The FIVA-permit event includes light-hearted diversions like quizzes, as well as timed stages and driving tests, pausing at fine hotels, while the recommended return trip is by the scenic Coastal Express sea voyage. This will be the third North Cape (the previous two were for Jaguars only) and it runs through June 8-16, but don't panic — that's 1996. Fax Arctic Challenge AS in Norway on (47) 67 12 34 59.

Wigton MC hosts the Cumbria Classic Weekend on June 24/25. It's a two-part deal, Saturday involving the Cumbria Classic Caper, a 100-mile tour of the Lake District including special tests, while Sunday brings the Cumbria Classic Car Show at Carlisle Racecourse (admission £3, open 11-4.30pm). The Caper is part of the Rickerby Historic Challenge, a commendable idea which offers eight good value events, mixing rallies, hill-climbs, a sprint and a PCT for four age-groups of vehicle. It was very popular last year, and could usefully be copied by others. For details of any element, call Graeme Forrester on 016973 42058.

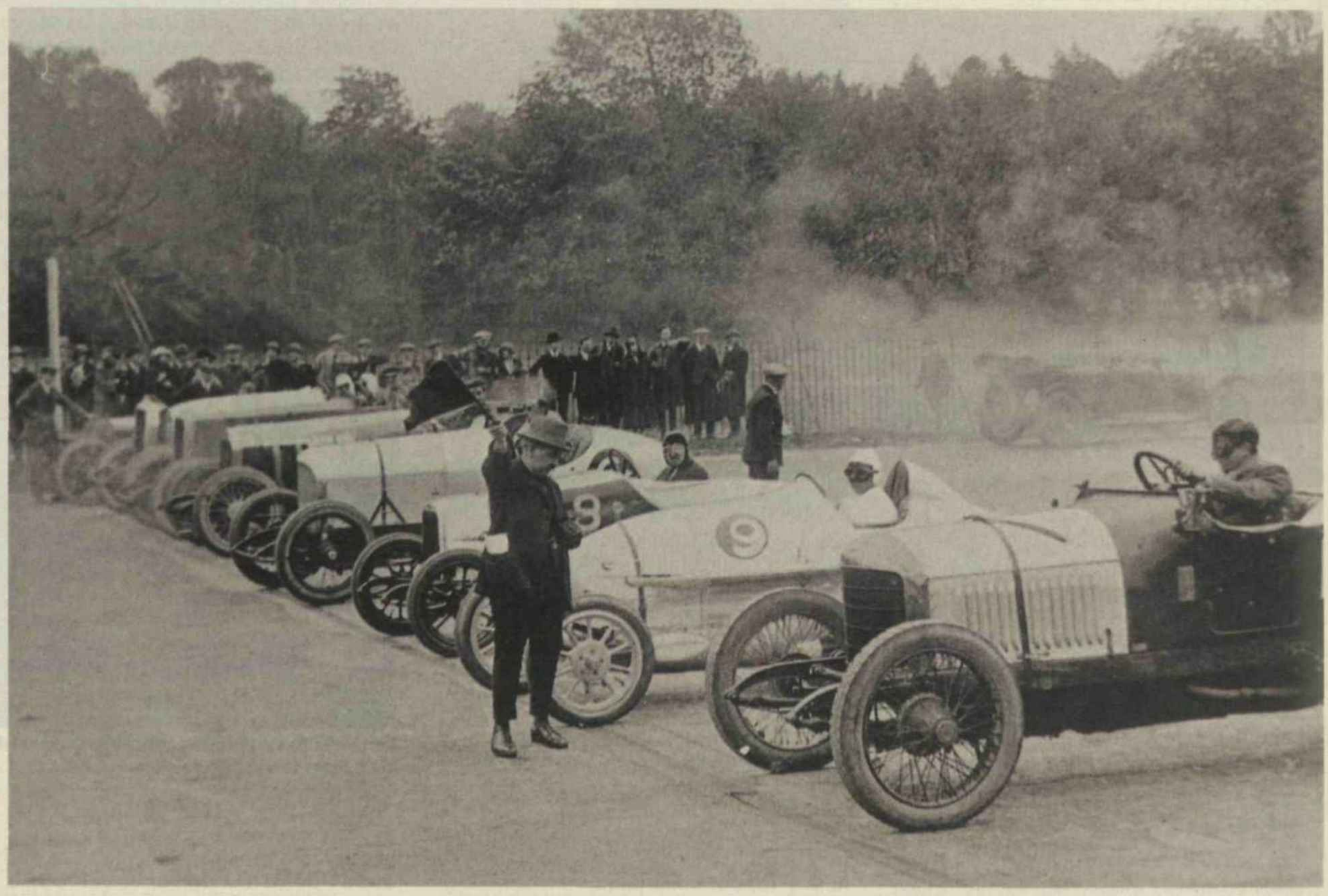
Donington Park's International Historic meeting offers some of just about every bracket of old-car racing over May 20-21. Races (many split over the two days) include Vintage, HSCC Sports, F2, Grand Prix cars including the 20-lap FIA Cup, pre-'60 Le Mans and SuperSports. Racing starts at 2pm Saturday and 1pm on Sunday. **G C**



You can assemble the 1994 Grand Prix grid with the Paul's Model Art Minichamps pre-built and painted range of 1:43-scale F1 cars; prices are £12.99 or £13.99 from Model Aerodrome (Tel: 0483 578682). They also offer a detailed 1:18-scale die-cast metal McLaren MP4/8, the car in which Ayrton Senna scored his last GP win, at £34.99 plus £5 P&P.



FORGOTTEN MAKES



The Berliet

Disregarding the fact that Marius Berliet's first productions were in the crude horseless-carriage idiom, as were they all at the time when he started manufacture in his little factory in Lyons, namely in 1895, this make became an exciting kind of car and one that was well made — in 1913 *The Autocar* said of it that "no motor-car of French extraction can boast a sounder reputation in this country than the Berliet."

Although those very early Berliets were made in very small numbers indeed, they classed the French make as a true pioneer, and to its credit features even then included engines easily removed from the rear of the contraption for inspection on a workbench, four-speed gearboxes, and wheel- instead of tiller-steering. Then it all began to take on momentum when in 1901 M Berliet acquired the Audibert-Livorotte Company, an amicable take-over, with the firm's founder remaining the managing director. It was then that vertical four-cylinder engines joined the former flat-twin Berliet power units, in chain-drive chassis, although these frames were constructed of wood, armour-plated. The prestige of the Berliet was such that when Sunbeam of Wolverhampton were branching out their T C Pullinger adapted the Berliet engine design for the British Company's new 1902 12 hp car, with no regrets. This was just before Automobiles Berliet took another significant step forward, following the advanced specification of the German Mercedes for their future models. They were not alone by any means in this ploy of copying such things as the honeycomb radiator, pressed-steel chassis frames and mechanically-operated overhead inlet valves.

From this time on, for a considerable number of years, the Berliet from Lyons was a motor-car for keen drivers and those with sporting instincts to contemplate with unalloyed enthusiasm. They must have been served well, in the exhilaration and speed departments, for instance, by the 8.6-litre Berliet Sixty, (which owed so much to the great 60 hp Mercedes) and the even more outrageous 80 hp Berliet with an engine of more than 11-litres capacity. . . Ever ambitious, Marius Berliet allowed the American Locomotive Company to make Berliets under licence from 1906, sold in the USA as Alcos; this, and their own railway engine connections, explains the use of a locomotive logo on Berliet radiator badges. Their pre-WWI catalogues were works of art, with magnificent art-work and silk tassels, which I regret do not figure in my own modest collection of rare motoring publications. . .

In the Edwardian years, then, the Berliet was a much respected French make, very firmly established, both in Europe and here. The British branch of Berliet was located in Piccadilly House, Sackville Street, in London's West End, where the staple models included the 15 hp and 22 hp four cylinder cars, with a 20-25 hp chassis announced for 1911, priced when it made its Olympia debut at £485. The specification of the new car was quite conventional, with a 100x140 mm (4398 cc) engine, a side-valve four cylinder of neat exterior, with a fixed head necessitating screw-out valve-caps, the carburettor was incorporated partly within the cylinder block, on the off-side. The tappets were enclosed by two cover plates on the same side of the engine and because the centrifugal water pump and Bosch magneto were driven by a skew-gear-driven cross shaft at the front, as on later ohc engines of other makes, not only was the near-side of the engine very neat, only the breather-tube projecting, but easy

access to both contact-breaker and water-pump gland were assured. The crankshaft ran in three generously long white-metal bearings, pressure lubricated, the camshaft was gear-driven from the crankshaft, ducted oil fed the big-ends, and – a reminder that we are in the Edwardian era – surplus oil was taken *via* a triple drip-feed to the gearbox, back axle and prop-shaft universal joint.

There were some nice details, such as a big, capped water-draining outlet for the water jacket, the size of the belt-driven cooling fan and twin top water pipes to the radiator feeding to its cooler sides. The chassis was, again, quite conventional. A multi-plate clutch took the drive to a four-speed-and-reverse gearbox, which had short, stiff shafts running in ball bearings, inspection *via* a large cover plate, and final drive was by an enclosed universal joint and enclosed propshaft to a bevel-gear back axle with fully-floating half-shafts. A pedal-applied transmission brake formed part of the universal joint and the rh lever operated internal-expanding back-wheel brakes. The 25 hp Berliet was sprung on half-elliptic front, ¾-elliptic back springs, ran on 880x120 tyres and had a wheelbase of 10ft 6in.

"These 25 hp Berliets were called 'Whistling Rufus' because of the noise air made going through their radiators"

Nothing very exciting, emphasised when Salmons of Newport Pagnell put a large all-weather body on one of these chassis. However, it was the sporting version of this side-valve 4½-litre big-bore Berliet that had a strong following among the ranks of keen drivers. From earlier days the appearances of Berliet cars at race meeting and the fact that racing drivers J E Hutton and W Watson, from their premises respectively in London's Shaftsbury Avenue and Liverpool's Renshaw Street, were agents for the 22 hp, 40 hp and 60 hp cars, must have been a useful sales incentive. The Berliet Sixty had a 140 x 140mm "square" engine and cost £800 as a chassis in 1908. At the Opening Meeting at the new Brooklands Motor Course the previous year, Hutton the Mercedes driver had entered 40 hp and 60 hp Berliets. In the Spring Stakes that opened Brooklands' 1908 season the entire entry comprised three 35.7 hp Berliets and from then until war closed play in August 1914 these cars, in various forms, were well-known at the Track.

Their drivers included D Pigot, P D Stirling, H Farquharson, N Nalder, C A Cuthbert, H Tapner, J Aldridge, B F Hale, E Turnball, C Leese, G Dumbleton, J Burdock, S Gore-Brown, J Prioleau, A J Mander, R S Whitehead, L C Rawlence, R C Fish and N S Hind, most of them with 37.5 hp cars, proof of the esteem in which the Berliet was regarded here as a sporting motor-car. Of them, Hind was a very staunch supporter of the *marque*. He was still racing his old 6.3-litre chain-drive "Black Beetle" with handsome wood-planked body as late as 1913 and had also one of the new 25 hp Berliets as his touring car while racing the short-chassis version "White Beetle", etc. He also raced an 8-valve Bugatti. He put a saloon body on "White Beetle" for the August 1914 Brooklands Meeting and told me how annoyed he was, after stripping it of mudguards, lamps, etc, in the sweltering heat, to have the officials ban it from racing or even practising. . .

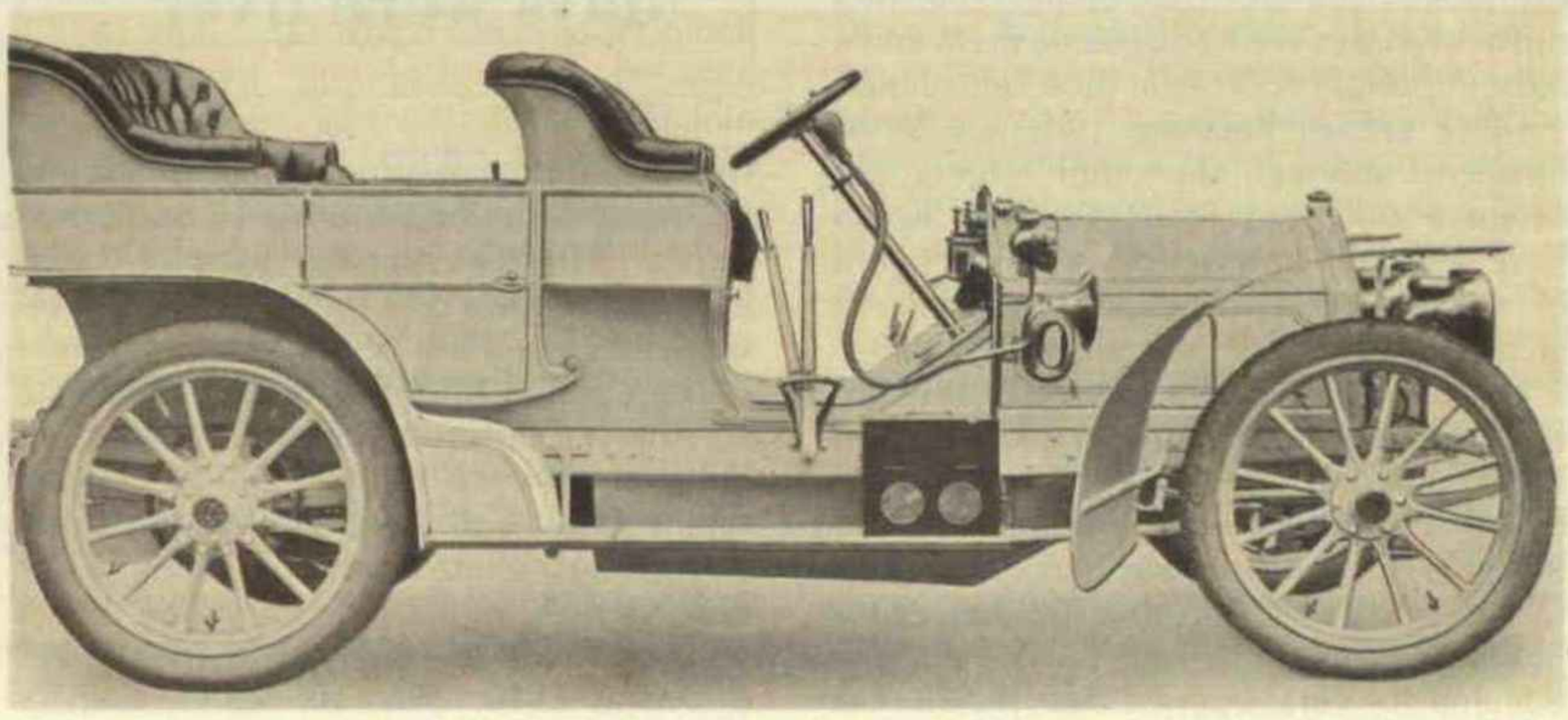
The 25 hp Berliets appeared again at Brooklands after the war was over. They were driven by A W Robinson, C G Brocklebank and by Sqdn Ldr C FPortal who became an Air Chief Marshall, GCB, OM, DSO, MC later in his RAF career. Portal had bought his car from a London dealer in 1918 for £215, using it for touring until 1923. With the seats covered over with canvas, the mudguard removed and Zephyr pistons and a big Claudel-Hobson carburettor from a small aero-engine installed it was ready to race, but was written off near Northampton in 1927 while stationary, hit by a skidding car. Incidentally, these 25 hp Berliets were called "Whistling Rufus" because of the noise air made going through their radiators as speed rose, a characteristic also of the 1914 TT Humbers. With side-valve engine and a comparatively low compression-ratio the Berliet was good for 80 mph on the road, and some 90 mph when stripped for racing, confirxmed by lap speeds at the Track of 83/85 mph. I do not quite know how to put this into perspective. Let us just say that 14 years later the £1250 4½-litre Bentley, which had the same bore and stroke but a 16-valve racing-type overhead-camshaft engine, had a top speed, road equipped, of 92 mph. . .

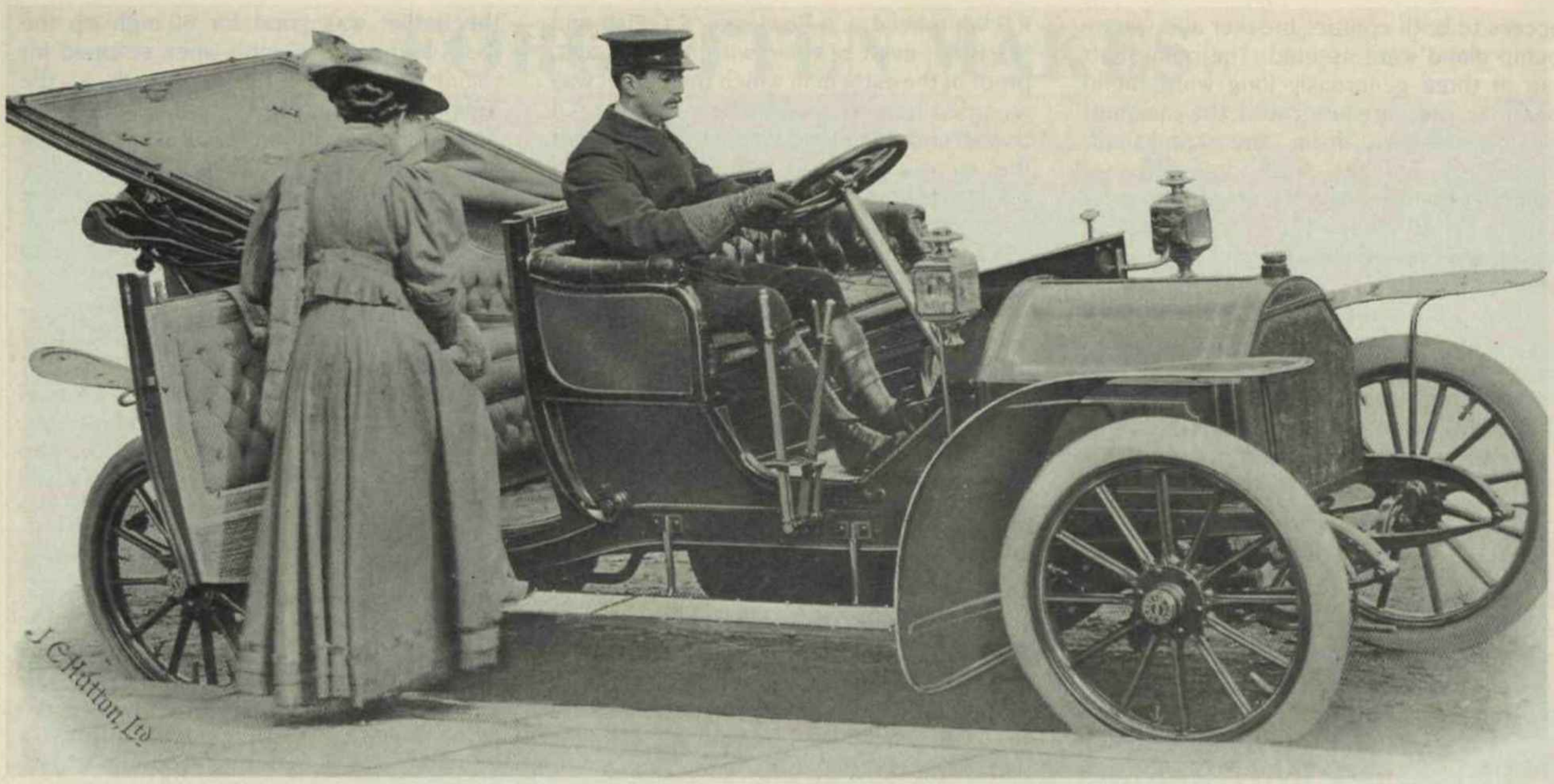
L C Rawlence, who later became well-known for his activities with OMs, took over the Berliet concession at Sackville Street and for the first post-Armistice London Show in 1919 produced two 25 hp chassis, followed later from Lyons by the 15/20 hp model. Both had the gearbox mounted on the nose of the torque-tube and the larger car now had long cantilever back springs. One of the 25s had twin tyres on its back disc wheels, unusual for a car of this size — maybe the French thought our roads as war-torn as theirs. . . The 15/20 hp car had an engine of 90 x 130 mm (3307 cc), like that of the other car, but with a 3-speed, not a 4-speed, gearbox. The 11ft 6in—wheelbase 25 hp chassis now cost £1175. The maker's name was writ large in script across the radiator, and their carburettor had a slow-running jet that went out of action automatically as the main-jet took over.

The fine performances of these cars pre-war should have enhanced sales in the post-Armistice depression, but with so many failing to return from the war, how many were left who remembered the wins at Brooklands and the many successes in



Louis Holland's 1903 Berliet Twenty on the 1986 Brighton Run, above, with WB aboard. Four years later, the range included the 40 hp Light Chassis Phaeton, below. Opposite: the start of the 1923 Whitsun Private Competitors H'cap: Sq, Ldr Portal's 1914 4½-litre Berliet is nearest, with Woolf Barnato's Wolseley Moth II behind. No 8 is Capt Douglas's winning Aston-Martin, with W G Barlow's third-placed 3-litre Bentley alongside.





The 22hp Berliet was promoted with this unusual feature: the frame curved down behind the driver for easy entrance, protecting a lady's modesty.

speed-trials and hill-climbs, the latter having included the 1907 Shelsley Walsh record by Hutton's Berliet, in 67.2 sec? And only close followers of the sport would know that Bablot had won the 1905 Coupe des Pyrennées in a Berliet or that this Marseilles agent for the make was third the following year in the Targa Florio. Some might, of course, just about remember Bablot's second place in the 1906 IoM TT behind the Hon C S Rolls's Rolls-Royce and that a Berliet won the 1912 Monte Carlo Rally.

There was just a faint whiff of this in the torpedo-bodied tourer shown by Wendover's at that 1919 Olympia show. But all too soon Berliet was opting for one-model quantity-production on American-car lines, emphasised by the central control levers and North East starter-motor on the 15 hp Dodge-imitation model. So it did not much matter that even rabid motor-racing followers, aware that a Bentley had come in fifth at Le Mans in 1923, had probably overlooked the fact that Berliet, too, had run in what was soon to become the World's most important sports-car race, one of their 2.6-litre entries finishing 19th out of 30 finishers, although the other retired. But whereas Duff and Frank Clement would have been well-known here, who had heard of these Berliet pilots, Prost/Redon or Jacquet/Ribail?

However, Rawlence soldiered on. He got three Berliets to Olympia in 1920, two of them bodied by the little-known coachbuilders, C A Roper of Camberley and Storey & Sons of Holloway, backed up by a Charlesworth "Interior-drive" saloon. Automobiles Berliet, to meet the growing demand for cars, opened new showrooms and offices at Sackville Street in 1921, sending M Henneguy over to run them, and the service and repair depot was at the Richmond Bridge Works in Cambridge Road, Richmond. Some of the former French flavour lingered on but the glory days were over. The 20 hp car in utilility and de luxe forms marked the change. But the respected 25 hp Berliet did not disappear from the lists until 1923, but its chassis price fell to £825, then to £795. Meanwhile the Lyons Company began to experiment

"Some of the former French flavour lingered on but the glory days were over"

with the Imbert gas-producer, installing it in the pointed tail of a touring 15 hp Berliet, with a claim that running costs were reduced in the ratio of 4.5 to 1 over a petrol-burner.

There was a brief renaissance when the 15.9 hp car, now with a 2143 cc engine, did rather well in the Tour de France and the Alpine Trials, both tough events, but a new trend was the introduction of the 1087 cc Baby Berliet, with overhead valves and a plate clutch, for the economy market; it was priced at £350 as a four-seater, and for 1924 the Type VK 4-litre 23/70 hp model was introduced, with tubular con-rods and aluminium pistons, developing maximum power at 3000 rpm, the chassis selling for £750.

After this the Company seemed unable to decide quite what the customers might want. A complex and changing variety of models emerged, giving a choice of side or upstairs valves, three or four speeds, even wooden wheels in one instance. The inevitable small six appeared in 1927, a 1.8-litre 4 bearing 3-speed offering, with those wooden wheels. Things seemed to level up in 1933, with the advent of the Type 944, a modern concept with X-bracing for its chassis, a 4-speed silent-third gearbox and i f s on the de luxe offering. Even so, those attracted were left to decide for themselves whether to opt for side-by-side or oh valves and for a 1.8-litre or 2-litre propellant. Until 1938, that is, when all the engines possessed overhead valves. The swan-song was the 2-litre Dauphine, by which time rack-and-pinion steering, synchro-mesh gear engagement, i f s and trunked bodies were the mode, and in the end it borrowed the saloon body of the Peugeot 402.

The post-war years left the organisation better known for its railway locomotives to absorb Rochet-Schneider for the purpose of expanding the commercial vehicle business. Cars became just a memory. I have only driven one Berliet and that only for a short distance, during the 1986 Brighton Run on Louis Holland's 1903 Twenty; as expected of a car designed largely on the Système-Mercedes it proved very satisfactory.

W B



From Brooklands to Brighton — Leyland-Thomas No 2 seen at what was presumably its last event, the 1938 Brighton Speed Trials, a year before it was broken up. (Photo: Graeme Simpson Collection.)

The Missing Link

The most successful Brooklands cars were the Leylands designed and raced by J G Parry Thomas. Thomas himself scored 26 first places, 20 second places and 10 third places with them at the Weybridge track between May 1922 and October 1926, apart from successes at other venues and many new records, such as the world's one-hour at 121.74 mph, the ½-mile at 134.35 mph and the lap-record at 129.36 mph. J E P Howey in the second Leyland-Thomas added to this impressive list.

After Thomas had been so sadly killed in "Babs" at Pendine in 1927 there was naturally much interest in the future of his other racing cars. Not all that long after Thomas's death, "Bummer" Scott and his wife Jill took over Leyland-Thomas No 1, changing it from white and blue to their own racing colours of black and green. John Cobb would take Jill as a passenger, and he won a 1927 Lightning Short Handicap for her and later lapped at 127.05 mph in taking second place in the "Lightning Long". But the Scotts had several other racing cars to look after and not long afterwards the car was fitted with a black Vanden Plas 2/4-seater body and front-wheel brakes and offered for sale at £625 by T&Ts at Brooklands, its top speed modestly set now as 110 mph, with the rather glib claim that it held "the world's speed record". Jill had left W B Scott and married E M Thomas, and it was they who had the Leyland-Thomas rebodied, probably thinking it would be a useful road-car, then deciding otherwise and getting T&Ts to put it on the market. It was acquired by E L Bouts, the Wolverhampton Sunbeam exponent, who, after some races with it, passed it on to Reg Munday who had been racing a very fast 30/98 Vauxhall.

The end of this famous car came at Brooklands on Whit Monday 1936. Munday had raised the c r, and after a lap at 128.77 mph the old 7.2-litre engine had had enough. It blew up and fell onto the concrete, causing a mild fire. I saw the undershield go first, followed by the crankcase. Munday was unhurt and watched the fire being extinguished. He took the remains to his contractor's yard in the Battersea Bridge Road, where a German bomb finished it off during the war.

Howey had grown tied of motor racing after 1926, his brother having been killed in the Ballot at Boulogne, and with his interests now directed to the Romney, Hythe and Dymchurch narrow-gauge railway, he decided to have a coupé body by Bligh Bros of Canterbury put onto Leyland-Thomas No 2, together with FWB as on the other car. (Were these designed by Thomas before he left Leyland's, after he had pioneered Clayton Dewandre vacuum-servo rear-wheel brakes for the 1919 Leyland 8, or of another make?) That appeared to close the racing career of Thomas's sister Brooklands car. The conversion seems to have been made, if a photograph is any proof. Whatever, in some mysterious way Dudley Froy contrived to return Leyland-Thomas No 2 to racing trim, using, it was said, the body from Leyland-Thomas No 1, which had probably lain at T&T's since the Vanden Plas coachwork had replaced it. The front brakes were retained, and the car painted a biscuit yellow.

Froy found it tricky to handle, but won the Prince of Wales' Gold Cup race at the 1930 BARC Whitsun Meeting with a lap at 120.88 mph, after which the cylinder block was damaged. At this time the versatile racing driver and journalist Tommy Wisdom and his wife Elsie ("Bill") Wisdom were anxious to have a crack at the ladies' lap-record, held by Jill Scott with a GP Sunbeam. So they relieved Froy of the Leyland-Thomas (no doubt obtaining a spare block from T&T's) and in 1932 "Bill" Wisdom achieved her ambition, with a lap at 121.47 mph; she modestly said the big car was quite easy to handle. . . However, by 1934 Mrs Wisdom found a Dixon 2-litre Riley a faster proposition with which to defend her record. According to Hugh Tours' Parry Thomas biography the Wisdoms "sold Leyland-Thomas No2 in 1934. Its subsequent history fades until its last hour, during the war, when it was reduced to scrap metal in a breaker's yard in Eastbourne". Well, I was able to tell him that, because in 1939/40 a postcard to MOTOR SPORT had informed me of it; as soon as I could I drove to the place but the breaker told me, although only a few days had passed, that nothing was left. And I believe the Wisdoms had previously sold the old car to Bill Black for £40 or £45. He had it in his Chalworth St premises in London before finding a customer for it.

What happened next, I had no idea. . . Until the missing link! It came in a photograph from Graeme Simpson's big collection of motor-racing negatives, taken by my friend of pre-war days, Jim Brymer, at the 1938 Brighton speed trials, of the old ex-Wisdom Leyland-Thomas, still apparently with the four low-hung Zenith carburettors of the racing L8 engines. The entrant was E Sidebotham, who appears to have done one run in 35.27sec, slowest in the unlimited racing car class. Even Anthony Heal's 30/98 Vauxhall, pitted against these out-and-out racing cars, managed 31.24sec. (Geoffrey Taylor set a new course record in his s/c 2-litre Alta of 22.45sec.) But if this was Sidebotham's first event it was a suitable one, several old Brooklands cars having been exercised over the Madeira Drive s s half-mile, from the "Razor Blade" Aston-Martin to the Napier-Railton. But whether Parry Thomas had regarded the heavy Leyland as a sprint car is uncertain; the only such records he broke with it were the s s kilo and mile, the latter at 88.26 mph, 11.49 mph quicker than the former, suggesting that the car required time to build up speed. . . I found this missing link very exciting; if anyone knows more about Mr Sidebotham, please tell me. The fact that the Leyland-Thomas was at Brighton a year before war broke out, not perhaps running very well, makes its trip along the coast to the Eastbourne breaker's logical.

W B

Building a Land-Zeppelin



PHOTO – TERENCE BRETTELL

Some notes on Roger Collings' 19-litre Mercedes-Maybach

During the first years of the 1914/18 war the "Hun" zeppelins which bombed Britain were much feared. They could climb higher than our fighter aeroplanes could reach and so escape destruction. A typical German zeppelin would have six enormous Maybach motors in gondolas, driving the propellers with some 1400hp, with walkways around these meticulously made engines so that, if they failed during a raid, the crew could work on and often re-start them, after perhaps replacing a cylinder or bearing. . .

After the Armistice of 1918 the "zeppelin scare" was scarcely forgotten before drivers at Brooklands were running big racing cars consisting of old (therefore suitably large) chassis powered with engines designed for the German airships intended to bring London and other British cities to surrender point. The motor-racing fraternity loved it — Count Zborowski and his "Chitty-Bang-Bangs" and the like. . .

In the last three years there has been a revival of interest among VSCC members and others in the allure of the truly large-engined motor-car — lots of litres, torque and massive power low down the rev-scale. The Aero-Engined Car Club came into being, to recapture something of those long-ago 1920s when monster aero-engined cars took to the Weybridge cement and occasionally roamed our roads. Roger Collings is the AECC's Chairman and he has built himself a very suitable motor-car. . .

His previous high-performance car had been the 1903 Mercedes 60 and to out-match its performance, which had won for Roger so many VSCC competition trophies, an aero-engine was about the only sensible solution. It seemed logical, also, to use a Mercedes chassis to accommodate such an engine. Here good fortune smiled on the Collings's project. Major Lionel Beaumont-Thomas, MP for King's Norton, who lived at Great Brampton Court, Madley, a couple of miles from Roger's house near Hereford, had owned a 1906 20/25 hp Mercedes, bought from Fryer's of Hereford who supplied all his cars. It had originally belonged to Charles Gwyer. He used this Mercedes extensively, including taking it on the annual family holidays to Borth near Aberystwyth, towing a big trailer higher than the car. The Major lost his life during WW2, when the ship he was sailing in to Crete went down, in 1942. By this time Percy Pritchard had built a bungalow at Callow, called "Quarrybank" as there was a small quarry in the grounds, to which the family moved, from Hereford. Mr Pritchard, now at 99 the last survivor of the Gallipoli campaign, decided to build an air-raid shelter for the cottage, using an old car chassis for the roof. He bought the aforesaid Mercedes from Mervyn Davies of Wellington, near Hereford, for around a "fiver".

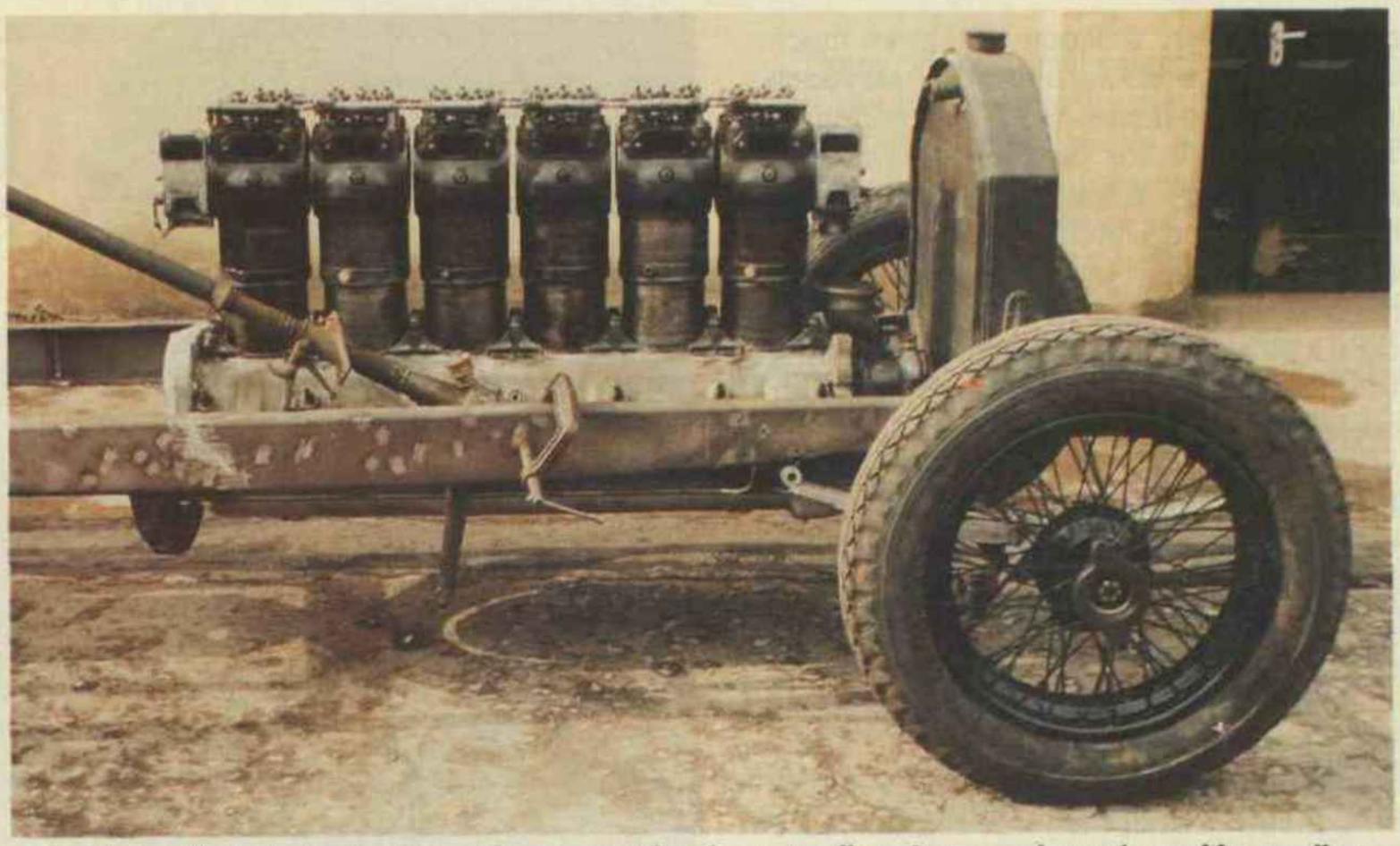
The Mercedes was driven to the site and then stripped and the chassis duly incorporated in the roof of the shelter. But Hereford suffered only a few air-raids and the shelter became a store. Later the chassis frame came into the ownership of Andrew Wilson, an enthusiast who owns a Brescia Bugatti, s/c Ulster A7, etc. From him Collings was able to take over the basis of what is now his formidable Mercedes-Maybach. . .

The news of the release of the Mercedes chassis, albeit devoid of gearbox, axles, etc, came to the notice of Kier Helburg, *via* Cecil Bendall. He tried to persuade Collings to part with it, so that the Maybach Zeppelin engine Helburg owned could be installed therein. In fact, the reverse happened. Roger bought the engine, which was in America, to put into his Mercedes chassis, LuftHansa flew it across the Atlantic and it was delivered to Cagebrook Mill in a small, modern Renault van. Being an aviation engine it was light enough to be man-handled into the home workshop.

This engine is a 1916 Maybach six-cylinder Type HSLu 150 x 180mm (19085cc) aviation motor developing just under 300bhp, at the modest crankshaft speed of 1400 rpm. It was found to be in excellent condition, beautifully mothballed, but there was much to be done before the Mercedes chassis, which Roger had obtained by bartering some seat-leather upholstery with Wilson for one of his cars, was ready for it. The first move was to ring Dépanoto at

Nogent-le-Rotrou, that famous purveyor of "Automobiles Anciennes, Pieces Et Accessoires", established in 1911, about a gearbox. M Boutet said that a month before he had taken in one "half the size of his office table." So the next day Judy and Roger Collings were off in the hack Ford Escort, to return loaded with useful parts. The gearbox came from an ancient chain-drive Delahaye car that had ended its days in the vineyards. Also bought were a Lorraine-Dietrich steering-box and a Mercedes front axle, etc. It was now mid-January 1993 and Collings set the date for the Mercedes-Maybach's firing-up as April 25, only three months later!

First a sub-frame for the huge engine and another for the gearbox had to be fabricated, the reason for separate sub-frames being to allow for chassis flexion. Roger toiled on full-scale drawings, basing the



Newly installed, the engine shows the separate heads; water flows between them when rubber sealing rings are interposed

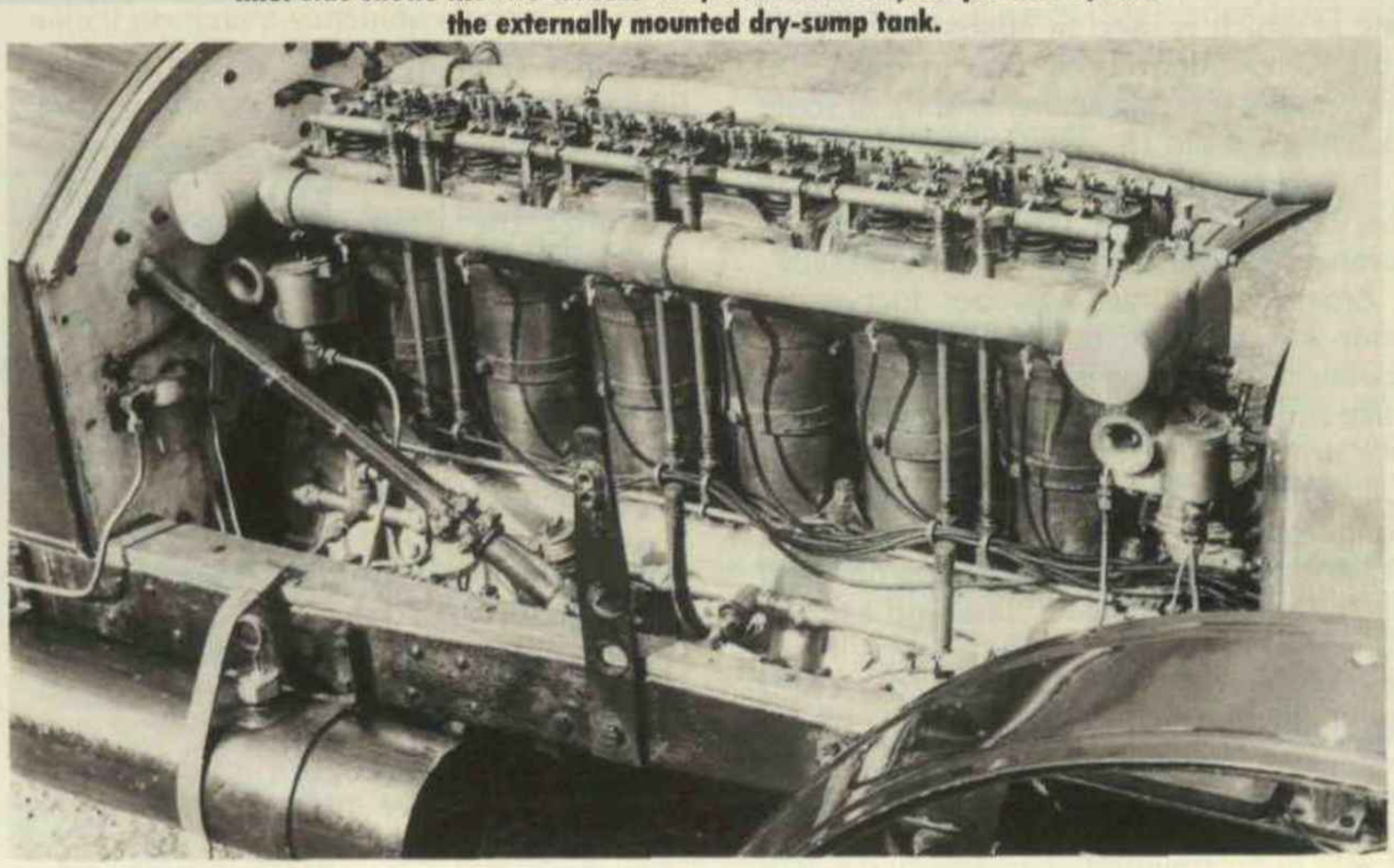
"The cost of Germany's zeppelin flyers must have been astronomical!"

design on "Babs's" sub-frame. This work was carried out at Gwyn Humphrey's works at Llanharan, not far from the old Gilbern factory where Collings spent part of his youth building the Gilbern Invader. Enormous help was given to the "land zeppelin" project by all the staff there but special mention must be made of Ken Graham, who turned the drawings into reality. As the car was intended as a *trials* aero-engined monster about a foot was taken out of the newly shot-blasted chassis (the engine occupies 4ft 9in of it!) and the gearbox drives forward with dual chains to a countershaft, from which 35mm side-chains take the drive to the rear drums — i e six chains in all. A Borg & Beck single-plate clutch was supplied by Luk Clutches of Hereford, and incorporated within the flywheel. It should be explained that whereas the use of most aeroplane engines in cars involves making a flywheel as a substitute for the propeller-boss, in a zeppelin the engine drove by prop-shaft to a pusher propeller outside the gondola, or in some cases to a reduction or distribution (to two props) gearbox. So Roger was spared the chore of turning down a steel billet to manufacture a flywheel as the the Maybach already had one, and the engine did not have to be turned round in the chassis. So at the front are the two Bosch ZH6 magnetos firing two horizontal sparking-plugs per cylinder. The cylinders are separate and are a fine example of the craftsmanship seen throughout this Maybach engine, being of steel billets machined to a mere ⅛in thickness. Likewise, the con-rods are a genuine work of art. The crankshaft has seven main bearings, these and the big-end journals being 66mm in diameter. The mains are pressure lubricated, at 5lb/sq in, with centrifugal oil feed to the big-ends. The dry-sump system is fed from a 8-gallon tank on the off-side sidemember, in the style of Chitty I and Chitty II. Collings uses straight 30-grade lubricant.

There are five vertical oh-valves per cylinder, two inlet valves and three exhaust, operated by exposed push-rods and rockers from two camshafts, one on each side of the base-chamber. The inlet valves are 53 mm in diameter, the exhaust valves of 41 mm. The c r is 5.94:1. The cylinders are constructed by screwing the cylinder-barrel and water-jacket into a forged steel head, and the water flows from front to rear through all six heads. The coolant is sealed by large-diameter rubber rings in normal Maybach practice; circulation is by a vertical water turbine. As on Chitty II, an extra honeycomb section was inserted into the Mercedes radiator (in spite of having a larger Maybach engine than the Benz engine in Chitty II, the former engine apparently ran cooler because Chitty I appears to have had a standard Mercedes radiator). The work on the Mercedes-Maybach was done by John Underwood. The water capacity is approx 7½ gallons. Two Maybach carburettors, *sans* chokes, live at each end of the long, unheated straight aluminium inlet pipe of the off-side of the engine, which had to be made up, as did adaptation of the small vintage Zenith carburettor float chambers. The original cast-iron pistons are retained but, after some oiling-up at Curborough, oil-control rings were fitted. This is a magnificent engine, every part numbered; the cost of Germany's zeppelin flyers must have been astronomical!

Methodically, Roger made visits, by air, to the Maybach Company (still making engines for marine and railway purposes) and to the Zeppelin Museum at Friedrichshafen, where

Inlet side shows the two carburetters, front and rear, the push-rods, and the externally mounted dry-sump tank.



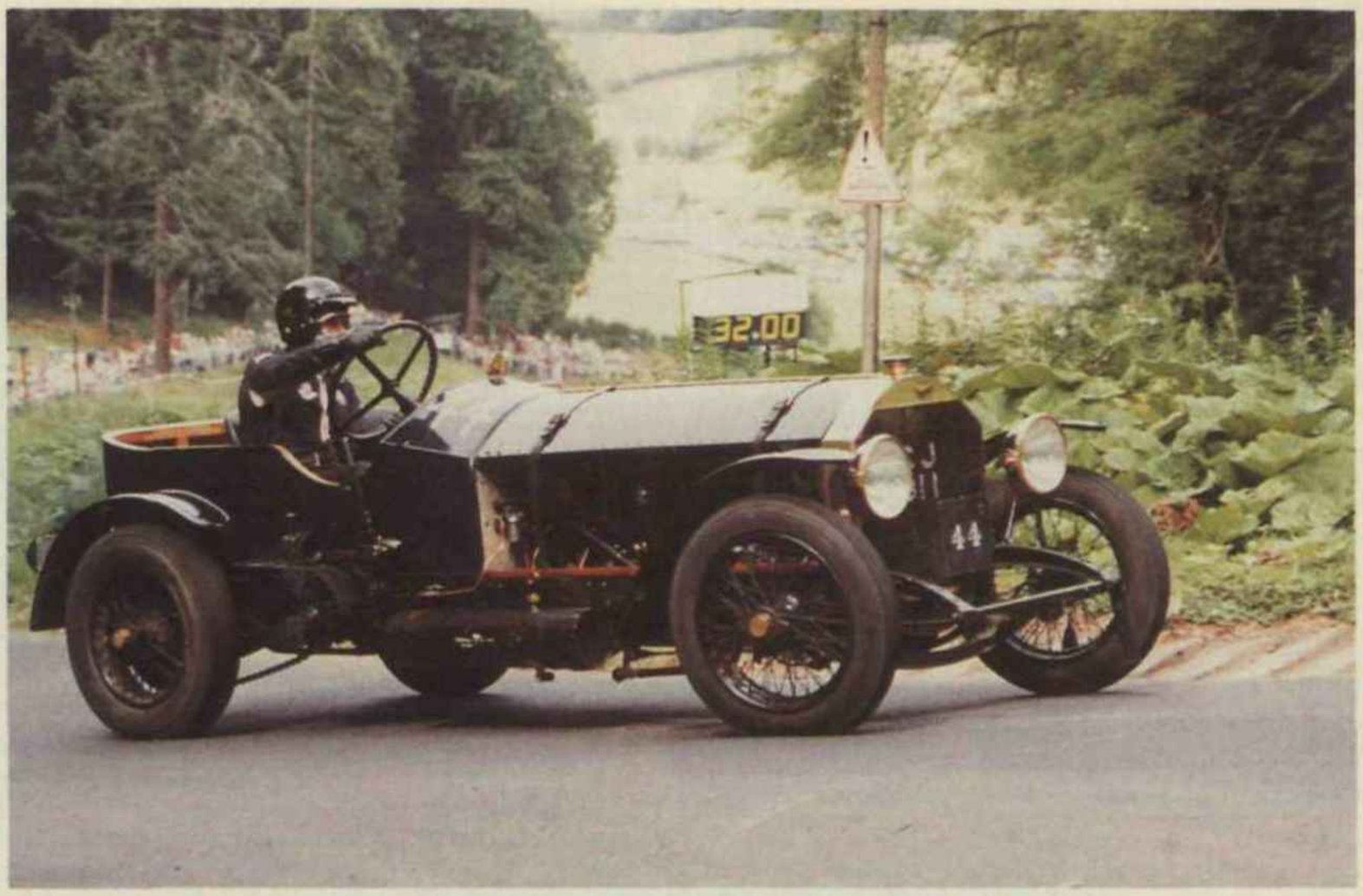
he was made very welcome and given much useful data, rare books and other Maybach literature. Back home, work proceeded. A spare petrol tank for the Mercedes 60 was installed, giving a limited 60-mile range which has to be watched between filling-stations — 4 mpg of leaded 4-star! The wheels are normally shod with 5.00 x 5.50 x 21 tyres, but for trials work 6.00 x 20 Lucas covers are used on the rear wheels. To meet the firing-up dead-line Norman Lloyd, John Guppy, Mark Walker, John Griffiths and Ben Collings slaved for three days and nights without sleep. There was a display of the sulks at the party (a mag-drive key had sheared) but the team persevered and at 1,30am the next morning the Maybach woke to life and ran successfully. Just a week later it was at VSCC Curborough, but teething troubles manifested themselves in the form of a defective scavenge oil pump, (clouds of smoke), a broken gearbox keyway and a mild fire in the rear carburettor. Undaunted, Roger went to Shelsley Walsh, where he clocked 55.95sec. in spite of the 1000 lb/ft torque of the zeppelin motor causing first and second gear to shear at take-off.

This was cured by substituting EN39 for EN36 steel for the new gears and installing an epicyclic 2.7 to 1 step-up gear between clutch and gearbox. (In the 1920s this was unnecessary on the chain-drive aero-

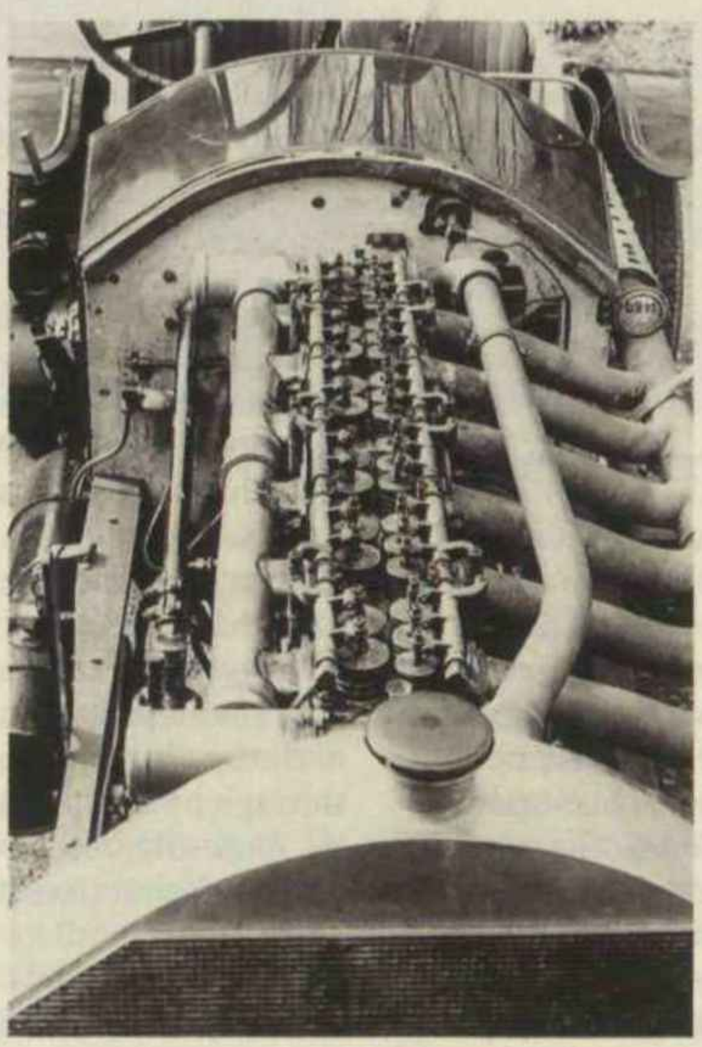


engined cars because they had such massive gears and gearbox casings, such as the 75 or 90 hp Mercedes 'boxes-cum-final drives on the "Chittys" and the 200 hp Benz 'boxes, one of which is used in "Babs".) The car's next competition outing was to the VSCC Avon sprint meeting where, in spite of some clutch slip, it did 18.33sec for the ss ½-mile. It then began to show its real capabilities in the 1993 Presteigne Trial, on road tyres. Stronger springs had cured the clutch slip.

Around this time a proper four-seater body was made at the Mill (room for more "bouncers"!) by Roger and local craftsman Mike Griffiths, using Welsh ash hewn from a tree near the Rhydspence Inn. Judy Collings did all the varnishing and the entire job was completed in four days, just before the 1994 Colerne speed-trials. The M-M was now well into its stride, winning its class with a terminal speed of 100 mph, before which it had won a Second-Class Award in the VSCC Herefordshire Trial in exceptionally muddy conditions that had dragged down the heavier cars. At Loton Park hill-climb Collings easily won his class (80.02sec). A return of



Above, the Mercedes Maybach with its new body – room for more "bouncers". Below, the Maybach valve gear – 30 valves in all! Below left, Roger and July Collings enjoying zeppelin torque on "Herberts' Hump" in the 1994 VSCC Herefordshire Trial.



the clutch slip eased things up at the VSCC Jubilee Shelsley Walsh climb (51.45sec). But at Cornbury he was fastest (57.43sec). VSCC Prescott last year involved some all-night toil after the gearbox had misbehaved (56.67sec). But, on points, Collings won the prestigious 1994 VSCC Edwardian and Metallurgique trophies.

Then came a memorable run to the Nürburgring, where German hearts were warmed by the exciting spectacle of Maybach engines in the Metallurgique and Collings's Mercedes. The latter was now going well, winning a First-Class Award in the VSCC Welsh Trial in which it was highest up Cwmheyope. After the long journey to the Nürburgring and back, the Mercedes-Maybach was driven to Salisbury from Herfordshire to give Roger's three-day-old grand-daughter her first taste of aero-powered motoring! In all, some 7000-8000 miles have been covered, with no problems or signs of wear. The Maybach engine runs at modest revs — it weighs only 6½ cwt, the car around 1½ tons. It can be said without fear of contradiction that the Mercedes Maybach does not impede other road-users! Its acceleration has to be experienced to be comprehended; let the official figures confirm this — the Colerne ss ¼-mile in 18.55sec, the ss kilo in 33.44sec. To curb such performance Roger designed twin-shoe rear-wheel brakes, Ferodo-lined, eschewing a possibly damaging transmission-brake.

This year has started with a Third-Class Award in the wet Herefordshire Trial. All in all this is a fine aero-engined monster constructed in the best tradition of the Vintage Sports Car Club. I said some months ago that "its time will surely come", and come it has. . .

W B

VSCC Welsh Weekend



This fixture of the Light Car & Edwardian Section of the VSCC has earned the reputation of being one of the most enjoyable of the many well-run events of this remarkable club. It took place this year on April 1/2, with an entry of 73, some cars being shared between two drivers. The Edwardians, dwarfing the little cars only in size, were admitted when there were fewer events available to them than is now the case, but are a welcome aspect of Welshing on this diverse weekend. This time they were represted by Peter Cattell's twin-cylinder 1908 Riley, its broken crankshaft repaired, a Seabrook RMC, Fenton's 1912 Buick 28, the President's lively Singer Ten, Roscoe's big Overland 69R, the Metz, and two more Buick tourers. Even veteranism, in the guise of Marcus Crooke's wonderful 1904 6 hp Wolseley, which ticks over without protest, if need be, until its petrol runs out. . .

Of the vintage light cars, where else could you see such variety than in a VSCC LC & E happening? On the Saturday there were the driving tests at the Abernant Lake Hotel at Llanwrtyd Wells. It began to look as if it was to be a Battle of the A7s; and so it proved, Peter Gledhill (A7) winning the Llwynbarried Trophy. But the A7 drivers who outnumbered it did their best. Richard Threlfall tried hard, the Bereton Chummy likewise, clouting a marker, the Thorpe Chummy lost its prop momentarily but was restarted instantly, nor was Diffey sparing his mother's immaculate Chummy which he had substituted for the Humber he had broken. . . Dr Sellers' A7 was hoodless but some had umbrellas about their cars, like Tebbett's Mulliner A7 which was neatly driven, slandering the Welsh weather, which produced sunshine all day.

There were a few calamities. Rosoman had the bolts shear in the 9/20 Humber's propshaft, but got going again. Less fortunate was Tom McEwen's GN Vitesse which discarded a valve seat after coming nearly 120 miles to compete. But GN prowess was upheld by the crackling of Bullett's 1920 tourer and Trevor John's Legère 1922. Somehow one hardly thinks of a GN as a cyclecar but these were represented by Whitehead's "new" Tamplin, and a non-competing Warne was hiding in a van. Back to the light cars, after a tow-start the 1923 Deemster, on beaded-edge tyres, performed for Terry and George Brewster. The Gwynne 8s of Ian Walker, and the Woodburns made an effective trio and to add variety Rouse had his Singer Junior saloon and Hallam his Empire-model AC, and both the Trojans were quiet, smart and going well, Piercy's the ex-Carlisle Utility. Rosie Shapland was being sensibly sedate in her 10/23 Talbot.

On Sunday clear skies again, for the trial. The hills were a bit too dry and the VSCC had banned the steep Caefagu quarry climb that Seymour Price had provided previously, but he had produced a testing selection nevertheless, at Delyfan, rising into woodland off the A470.

Alex Marsh proved it was possible by cleaning it to "20" in his 1925 A7, followed by Diffey going well and Dr Sellers making "19" in *his* A7 Chummy. But Threlfall seemed to lack some "wellie" and stopped at "14" and before we left the Overland had ceased forward motion at "3", the Edwardian Riley likewise. In my neck of the woods it was a nasty hump rather than gradient that took its toll, of the longer-wheelbase cars, such as the GNs, and Moore's M-type MG with spare wheel on tail, a nice Buick tourer and, rather heavily, a Riley 9, but which the disc-wheeled, MG-like Morris Cowley tourer of Leslie Wheeler avoided by taking it at speed. Georgina Kynaston was not afraid to let her 1921 5CV Citroën's engine rev hard, which produced a clean ascent, on beaded-edge tyres, too. Then, what better than lunch at "The Bell" in Llanyre and, for me, a ride home in Collings's Mercedes-Maybach (*see* page 486), to conclude another excellent Light Car Weekend, organised this year by Tim Jones. **W B**



Above: another Light Car Trial for Ian Walker's Gwynne 8, on beaded-edge tyres.

The golden days of Empire-model ACs – Tim Hallam's, specifically.

VSCC Exmoor Fringe Trial

Run on March 18, with 32 entries, and based at North Molton. Ten cars were penalised for being brought on trailers. Best showing was that of Tim Wellock (A7), Best Novice Award was won by D Roscoe (5.2-litre 1913 Overland 69R), and B.Saville (Singer Junior) got a Merit mention. **First Class Awards:** T Whellock, D Roscoe. **Second Class Awards:** R Macdonald-Smith (Riley 12/4), I Willamson (PB MG), J Flann (A7), N Prevan (A7). **Third Class Awards:** B Clarke (GN-A7), Jane Tomlinson (GN-A7), C Hancock (Daimler). **W B**

Highland Origins

Sir,

I was most interested in WB's article on the RSAC's Six Day Light Car Trials in June 1922. It becomes evident to anyone reading this splendid article that the two 11 hp Rileys were strong performers on this gruelling event; one model being a two-seater, competition no D30, reg no HI 104, driven by V G Wallsgrove, the other a four-seater, competition no E31, reg no SG 5358, driven by H Anderson.

Vic Wallsgrove's efforts on this event – his standard model being FTD on Little Gruinard and tying for FTD on Rest-and-Be-Thankful with a 16-valve Bugatti to list but two outstanding achievments, only to be robbed of a Gold award due to a failed magneto – plus other notable performances saw him accredited with the title of competitions manager at Riley.

Wallsgrove left the Highlands with a mission. On returning to the Riley works it was decided that performance could be significantly improved by the fitting of a lighter body; so a lightweight two-seater aluminium sports body was fitted to the same sports chassis which had proved itself so successfully on the Scottish Trial. Over the ensuing weeks this car, now equipped with a long pointed tail and wire instead of disc wheels, won many awards during the mid-1920s, still carrying the number HI 104, and it was the fore-runner of the famous Riley 11-40 sports, known as the Little Red Winger.

Having further developed the sports model in competition, on trials, sprints, sand races and indeed ICC General Efficiency trials at Brooklands, he then took things a stage further with an even more stark and light machine. With a liberally drilled chassis frame 12 in shorter than standard, this was used initially for speed events, many of which took place on the sands, hence this particular car became known as the Sand Racer. It was marketed as "a new Sports Riley, a short-wheelbase model for the speedman". It was an s w b Red Winger, only three of which were built.

So it can be seen that from an entry of two standard cars in the 1922 Scottish event, Riley's name as a producer of sporting models became etched in motoring history.

R J Odell,
Silverstone, Northants.

The Quality of Mercer

Sir,

I enjoyed the article on the Mercer automobile in the March issue. However, I think the photographs did not do the great 1913 Raceabout justice. I thought you might enjoy some of mine.

By any standard – engineering, performance, looks, etc – this was a great sportscar. It's always a thrill to see one, and I've had that opportunity on several occasions.

The bright yellow car was photographed at Los Angeles City Hall in 1984. Another one was sold at an auction at a West Los Angeles commercial nursery in early 1969. The puchaser after spirited bidding was Phil Hill. The winning bid was $31,500. At the time I thought it was a terribly high price to pay for even a spectacularly original car like this one. I wonder what's become of it?

I have been an avid reader of MOTOR SPORT for more than 20 years and still consider it the best automobile monthly of all.

Brookes Treidler,
Pasadena, CA.



A great car by any standards – a 1913 Mercer Raceabout in Los Angeles.

OBITUARY

Anthony S Heal

One of the best-known and supportive members of the VSCC and the sporting world of motoring, Anthony Heal died last month after being taken to hospital with suspected heart trouble. He was 88 and went peacefully.

Heal's active participation in competition events with the older motor cars commenced before the VSCC was formed. For instance, in 1931 he gained a silver medal in the 1931 MCC Land's End event and a Premier Award in that year's London-Exeter trial, with his OE 30/98 Vauxhall, followed by a silver medal with the 30/98 in the 1936 London-Edinburgh trial.

When the Vintage SCC was formed Anthony was immediately attracted. He drove the Vauxhall in the 1936 Chiltern Trial and in the club's early speed events, with good results, and when the Edwardian section of the VSCC was formed he was one of the outstanding performers, with the 1910 10-litre S61 Fiat that he had discovered abandoned and made to run again, very effectively, at Brighton, Shelsley Walsh, Prescott, Poole, etc. He was seen to have expert driving abilities, with a wonderful sense of anticipation, not only in the old cars which he owned, but in modern vehicles.

In 1937 Anthony Heal was elected to the VSCC Committee, and during the war years he acquired some interesting and exciting cars, such as the 1919 Indianapolis Ballot, and the Grand Prix Sunbeam "The Cub". Heal's father, Sir Ambrose Heal, was head of Heals of Tottenham Court Road, a London institution, and Anthony's duties there kept him out of the war, during which time he used a Scott Squirrel motorcycle as a means of transport, on Home Guard service. By the time hostilities ended he had added a 1914 TT Sunbeam, a straight-eight 3-litre TT Sunbeam, and a 1921 GP Ballot to his stable. He also had a 1909 Napier and the 3-litre twin-cam super-sports Sunbeam that was to remain his favourite car and which he drove long distances almost to the day where he was taken ill.

MOTOR SPORT benefited during the dark years of the war when Heal contributed the first erudite histories of Napier ("The First to Wear the Green") and Sunbeam racing cars. That led to important links with the later STD Register and in 1986 his wonderful book *Sunbeam Racing Cars — 1910-1930"*. His 3-litre Sunbeam became a sort of Heal hallmark, when he was not driving other cars on track or hill; Heal's knowledge of Sunbeam history was astronomical. It is possible that his driving skills would have made him a formidable racing driver and, running a modern Aston Martin on the road, he did essay Le Mans in 1949, with Dudley Folland, but their 2-litre Aston Martin retired. He might have had another go, but the foreign car/driver he was paired with was terminated when the latter was found to prefer drink to circuit. By this time Anthony had married, using the giant Fiat as the bridal carriage. Continuing his close association with the VSCC, Heal was runner-up to Windsor-Richards for the Lycett Trophy in 1937, which he repeated in 1938, He also proved that the Fiat was about the fastest of the Edwardian racers. In 1946 Heal was awarded the Pomeroy Trophy (no competition being possible that year) for his excellent work in putting the VSCC back in shape. The following year he became Club Captain, but due to his directorship of the Heal business was never, as many thought he should have been, a President of the VSCC. But he had served as its Press Secretary etc. Ever versatile, Heal had taken the big Renault "Agatha" through the 1939 Presteigne Trial, and in 1960 he won an Edwardian race at Silverstone in Lord Montagu's 1912 Coupe de *L'Auto* Sunbeam.

Frequently using his 3-litre Sunbeam to attend events long after many people would have given up driving, Anthony Heal's death has devastated the VSCC and the STD. This friendly and very knowledgeable supporter of the vintage scene will be universally mourned but never forgotten. **W B**

Petroleum Scares



WB's big crime: the Alvis deviating from its authorised route.

Those readers who have read MOTOR SPORT for a very long time, or who have bought back numbers or the older bound volumes, no doubt at astronomical prices, may have scanned the "General Notes" columns with which I filled part of the magazine during the war years. They comprised somewhat guarded accounts of the sort of motoring some of us still managed to enjoy in spite of petrol rationing, the bombs and the black-out, etc. I had to be circumspect and not reveal all, or name names. That said, it was possible to describe an astonishing amount of motoring fun, albeit often of very restricted mileage.

Because there were far more vintage cars then on the roads, doing war-orientated tasks, and ancient motors to search for and even purchase, often for a "tenner" or less, the grim period of WWII passed not too badly. . . But there were, for me, some petrol scares. Three in number, as I recollect:

1) I heard, after I had obtained a war-time posting to the Ministry of Aircraft Production but had agreed to run MOTOR SPORT "by remote control", that petrol coupons were allocated to journalists. It seemed worth applying, and in due course I received a large wad of coupons. So many, in fact, that I had most of them when the war ended, because I simply could not afford to buy the full gallonage they represented, even at the then modest price of petrol. There was only one snag. Misuse of fuel was a serious offence and those found guilty were in dire trouble. A colleague whose wife was taken ill a mile or two from the MAP offices drove to see her and was virtually arrested. How, then, could WB be seen driving freely about while colleagues were grounded? While the Basic Ration existed, one could claim to be using that, while quite legitimately using one's other coupons. But Basic was soon rescinded. So your editor had to creep about as unobtrusively as possible, preferably at night!

Then came the scares. Arriving at my grotty digs one evening, I was informed that a police-type person had enquired for me, and would be back. He duly came, using petrol from far away. "You are in serious trouble" he told me, explaining that I had been stopped in my 12/50 Alvis for a noisy exhaust and was obviously misusing Government petrol, Basic having long been discontinued. I explained I was at work for my paper. "Ha", he responded, and left, saying, in effect, that the cells were waiting. He returned later and asked to see one of my "business" coupons. The problem, for him, had been that petrol rations for journalists and farmers were issued from *a different office* than those for doctors, vets, and persons of other legitimate occupations. Thus after I had been stopped and a check made of my claim to "legal" petrol, no record could be found at the petroleum HQ they contacted of WB or his Alvis.

2) Then came another scare. I was driving happily along in the same Alvis (I had two more 12/50s to fuel at this time; but that is another story) and at a bridge over a stream turned off the road (somewhere near Croydon?) to photograph the car about to run through the water. Having walked over the bridge, faced the Alvis, and raised my camera, I became aware that a bicycling policeman had also stopped. "Demand to see your papers. Gross misuse of petrol. . ." he called. I was able to explain that I was on special coupons and taking a front-cover picture for MOTOR SPORT (no, you needn't search for it!). I suppose the deflection from my direct route, which would not have caused the copper to stop me, was, to be generous, two yards. . . It shows how strictly the rules were applied — at a time when at the RAE, Farnborough, from whence I had come, aeroplanes were washed in petroleum and a continuous "taxi-service" of thirsty Ford V8s ran round the airfield. . .

3) The next, and rather larger, scare arose, when I had to take one of the 12/50s somewhere, I can't now remember why or where, but my petrol allocation being officially approved, I towed it innocently with another of my 12/50s. Rounding Parliament Square two Motorcycle Cops stopped the *entourage*. I explained. Ah, they responded, "but when towing, the tow-car uses more petrol than if driven solo, because you change gear more frequently, so you are committing an offence". It went to Court, in Feltham, to which I travelled by electric train. The place was so occupied with petrol offenders and other criminals that all courts were occupied. It's true! So the Magistrate asked if I would mind standing behind a chair and pretending I was in the dock. They had also run out of Bibles; I had to hold one in imagination while reading the Oath!

The Police witness trumped up the towing-car-consumes-more-fuel argument. I countered that it didn't, because you towed more slowly with another vehicle on behind. The weary Magistrate grew more weary, read through my petrol-application form, (". . .to run a motor paper – visit such factories as are still active, interview racing drivers, examine laid-up racing cars, etc."). He looked up, said that as I had ended my application with "etc." he felt I had the right to tow. Case dismissed. It made the police and the Ministry of Fuel official *very* angry. . . "You should have gone to prison!" they told me, as we entrained together for the return journey.

Later, driving to the South Coast to interview (truly!) the wife of a racing driver who was in the RAF, we had to enter a Prohibited Area; Joseph Lowrey, with camera, was accepted as my photographer, but a girl I described as my secretary was later fined a small sum. . . So you see what you may be up against if there is a third World War, or another "Suez Crisis", or we run short of fossil-fuel. By the way, I recommend that you end all your business contracts with "etc"! **W B**

The Things They Say. . .

"The versatility of this remarkable car (the 328 Frazer Nash-BMW) was demonstrated by the winning of the team prize in the 1936 Ulster TT and two remarkable achievements by Fane, who set a new sportscar record on the Grössglockner and shattered the seemingly invincible Shelsley Walsh record of Raymond Mays' famous black 2-litre ERA." Brooks, in their auction catalogue No 33. Scarcely possible for however good a sportscar to beat the ERA R4D; Fane set a Shelsley Walsh sportscar record time of 44.20sec in June 1939, but at the same meeting Mays' ERA time was 37.37sec, a new record, and his previous time in 2-litre ERAs had been 44.0, 39.6, 43.41, and 37.86sec. *Verb sap*, or something! **W B**



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REVIEWS

Brooklands — A Pictorial History, by G N Georgano. Dalton Watson Fine Books, Loughborough. £12.99

Brooklands Track continues to exert so much interest and fascin tion that any book about it is bound to be appreciated. So I am glad that this little picture album that was first published by Beaulieu Books in 1978 has been re-issued by Dalton Watson. Not only is it a marvellous introduction to anyone who was unfortunate enough never to have known the Track between 1907 and 1939 but it will rekindle hordes of happy memories for those who did. It is all there — the motor and motorcycle racing, the flying, the building of this first-ever motor course, the topography, the officials, the crowds, the famous and not-so-famous cars that raced there. . . Reproduction of the 230 pictures is not as sharp as in the art-paper original but they are clear enough to be equally evocative.

Less good is the fact that no corrections have been made, so that we still find a BAC named as an Eric-Campbell, the Bugatti "Black Bess" ascribed to Peter Hampton whereas before his death it had been acquired by David Heimann who still owns it, etc. But it is excellent that this nostalgic book is available again. It forms a fine introduction to Grenville's full 362-page (299 illustrations) "History of Brooklands". The only additions to Dalton Watson's new 112-page work are 1½ pages on the Brooklands Society and 2½ pages on the Brooklands Museum. **W B**

The Works Big Healeys, by Peter Browning. Haynes, £19.99

All the punch and excitement of the big rally Austin-Healey 100-Six and 3000s is marvellously captured in this 224-page history of their international competition history by BMC's competition manager from 1967 to 1970. Who better, especially as Browning was General Secretary of the Austin-Healey Club from 1960.

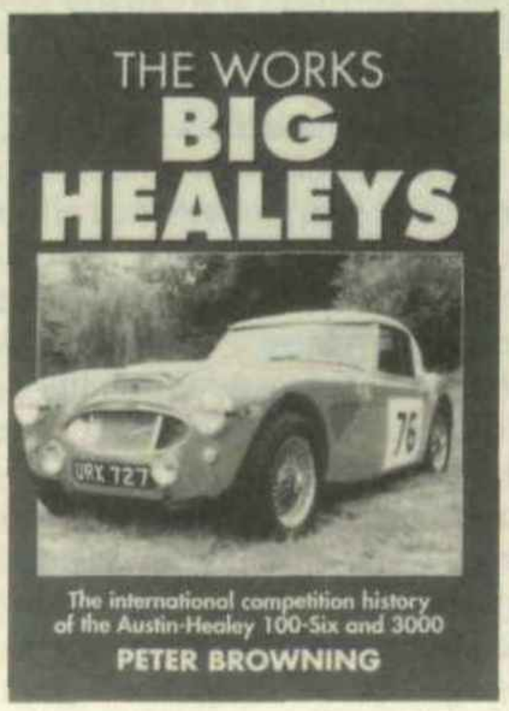
His recall of the events of those days is wonderfully presented not only in the text but by pen-pictures of 47 of the drivers who coped with these cars — Pat Moss, Ann Wisdom, John Gott, Tony Ambrose, Peter Riley, etc — and in 212 illustrations, which include all 30 Abingdon prepared cars. But it goes much further: the book contains details of 114 rally entries by the works Big Healeys, full competition listing of chassis, engine and Reg Nos of these cars, the results attained and — note — details of owners past and present. To say that no Healey follower should be without is not trite — it is absolutely true. **W B**

Damon Hill — From Zero To Hero, by Alan Henry. Haynes, £9.99

Congratulations to Haynes-PSL on bringing Alan Henry's live account of Damon Hill's life and racing career, on two wheels as well as four, which appeared last year, right up to date. This 192-page paperback now includes the dramatic 1994 season **W B**

Works Wonders, by Marcus Chambers. MRP £16.99.

The cult of classic rallies and repros of former great International fixtures has focussed interest in what these rallies were like in the Fifties and Sixties. So this detailed look-back at those in which the BMC, Rootes and Chrysler (UK) teams took part in much greater intent than is absolutely necessary in today's reproductions must be of general interest. Especially when recounted by Marcus Chambers, "the poor-man's Neubauer", who managed these highly-competitive competition departments in the days when the Monte Carlo, Tulip, Acropolis, Alpine, Leige-



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In this book, a follow-up to his highly entertaining and informative book "Seven Year Twitch", each major event with which Chambers was associated has a separate chapter, which makes for easy reference, in addition to those on races, record attempts, the Marathon finale, rallying with the Tigers and struggling with the Imps, etc. Then there are five Appendices, on policy, briefing notes, timing notes, spares lists and and BMC successes, 1955-1961. Add 30 pages of clustered pictures, a Foreword by Stuart Turner, another "British Neubauer", a charming Preface by Pat Moss and Ann Wisdom and an Appreciation of John Gott, who died in his Healey in 1972, and you will see what a fund of absorbing material for rally followers Marcus's latest book represents. **W B**

How to Power-Tune Alfa-Romeo Twin-Cam Engines (£9.99) and **How to Give Your MGB V-8 Power (£12.99), Veloce Publishing.**

I'm not one to get my hands dirty, but both of these books gave me a surge of confidence that the job would actually be possible. Roger Williams describes every pitfall and how to avoid it when doubling the cylinders in your B, with diagrams and templates galore. The attention to detail extends down to switches and badges, plus lists of parts to seek. If you want more cams and fewer pots, Jim Kartalamakis seems to know Alfa twin-cams inside out, from 1300 to 2-litre, together with all the substitution tweaks which work on the earlier ones. Both are clearly illustrated and include supplier addresses. **G C**

The Lanchester Legacy 1895-1931, by C S Clark. Coventry University Enterprises Ltd, Priory Street, Coventry, £28.00 post-free.

Lanchester history has not been exactly neglected, because back in 1965 Anthony Bird and Francis Hutton-Stott had a very adequate and interesting account of these cars, the Company, and the Lanchester brothers, and I remember in 1962 writing a long appreciation of a biography. This is exactly what Lanchester-owner Chris Clark has provided. His first volume is about the veteran and vintage periods, when Lanchesters broke so much new ground in the pioneer era and made such advanced, and notably "different", cars. Clark is now working on the second volume, for 1932 to 1955.

Whereas the Bird book was of smaller format and 240 pages, Clark has used 279 A4-size pages to make the best use of fine colour plates of these great British luxury cars and his text benefits from an intimate knowledge of them. Obviously some repetition is inevitable, but on the whole the information is refreshingly different and notably informative. It cheerfully includes the classic remark by King George V to Frank Lanchester, when the King was shown a garish body style on the 40 hp chassis at the 1919 Show, and that equally classic explanation of why, at one time, Lanchester thought the new 21 hp chassis required 4WB when the bigger 40 hp car was satisfactory with back-wheel brakes only. . .

But that is to divert from the book's real objective, which is to record the history of a remarkable Company and the technicalities and development of its Rolls-Royce-challenging cars. Certainly the author, who uses his immaculate Lanchesters for wedding-hire, puts in much quoted praise of these vehicles. But he does not omit the more important and very interesting mechanical and test details etc. To this end there are 24 chapters, running from "The Victorian Years" to "The End of the Road", with separate ones for each model in between — starting with the 5hp Stanhope Phaeton and finishing with the desirable eight-cylinder 30 hp Lanchester. The racing and record-breaking Lanchesters, from Hann's enclosed "Hoieh-Wayaryeh-Gointoo" to the Rapson Forty, much of it culled from my Brooklands History, but again with new facts are not without interest; but one of the drivers was J G, not J P, Parry Thomas. The armoured Lanchesters are there, the 50 full-page colour prints are excellent and the 400 other illustrations include engine pictures, extracts from catalogues and advertisements, etc, and there are "new" illustrations of the many wooden cyclecars in which Dr Fred Lanchester dabbled. The great number of pictures new to the book embellish the important text, which is enhanced by reproductions of old letters, diagrams etc. The Foreword is by Nick Scheele of Jaguar Cars, the Vice-Chancellor of Coventry University contributes a complimentary piece about the author and an Appendix gives details of surviving Lanchesters. The Index could be more comprehensive. It is a valuable and important contribution to automotive history, yet the writer is modest enough to ask for any new information or amendments to be sent to him via the publisher — a modesty not all authors possess! **W B**

Pick Of Stamford, by Michael Key. Paul Watkins Publishing, 18 Adelaide Street, Stamford, Lincs £14.95.

Here is a well-written book (53 pages plus many more from catalogue reproductions) about John Henry Pick, who produced his first car in 1899, and his business career. The aforesaid catalogue reproductions are rare in themselves, like the car, and provide 38 of the many scarce and interesting pictures in this fascinating history, one less now for our "Forgotten Makes" series!

Bicycles and other Pick products are included, there is a report from a 1923 copy of *The Motor* of a sports Pick on the road, rare pictures include those of factory interiors, a New Pick 2-seater that has survived in New Zealand, while a nice touch is a colour cover-picture of the only surviving 1901 *voiturette* of this make, shown taking part in the Brighton Run. It is matched on the back cover by the last of the line, a 1924 Pick saloon. The author's association with Stamford Museum has ensured authenticity; although not a book that lines-up with full-scale histories, I liked it. **W B**



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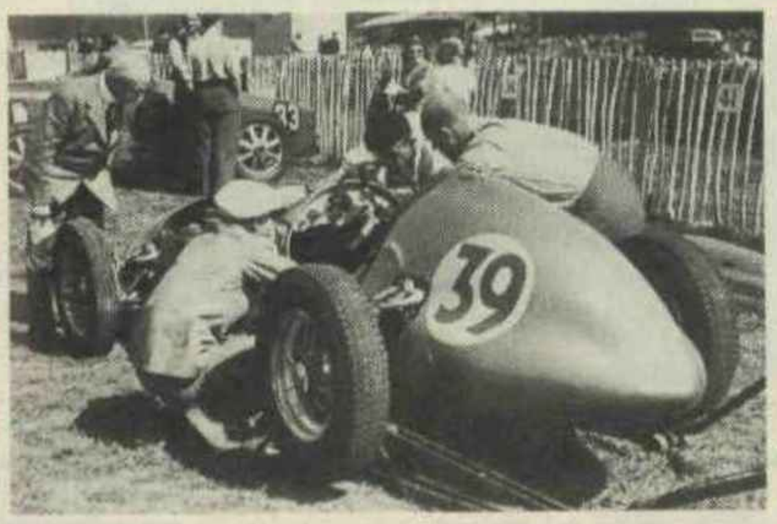
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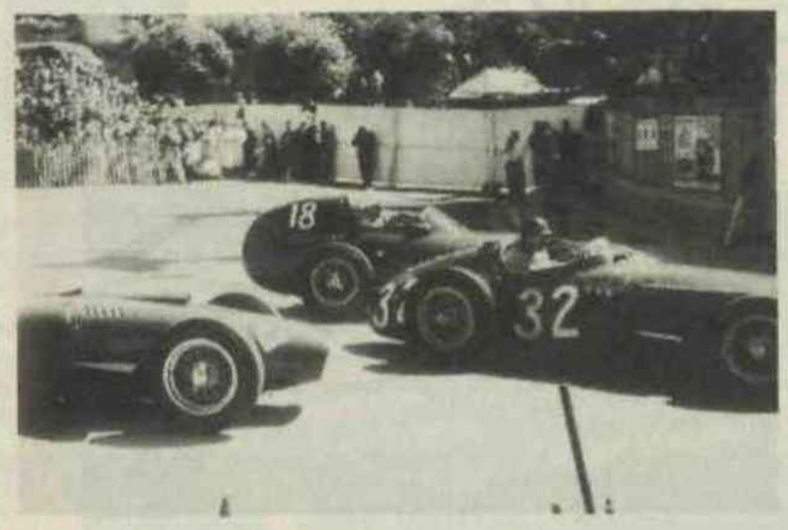
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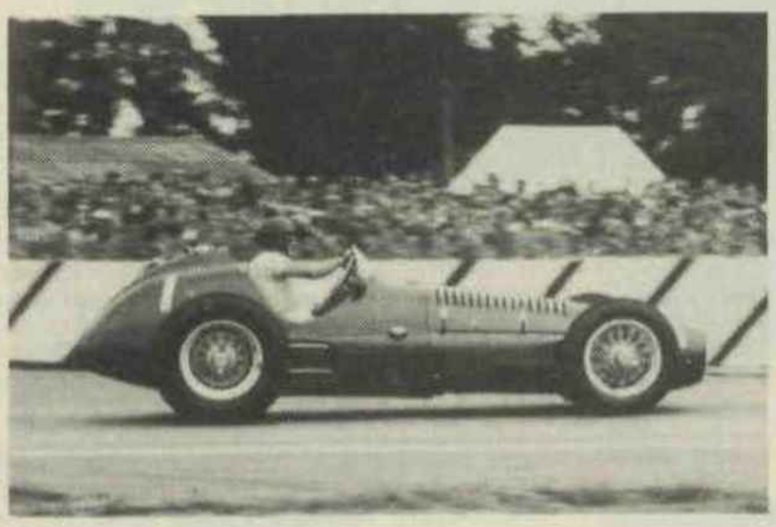
















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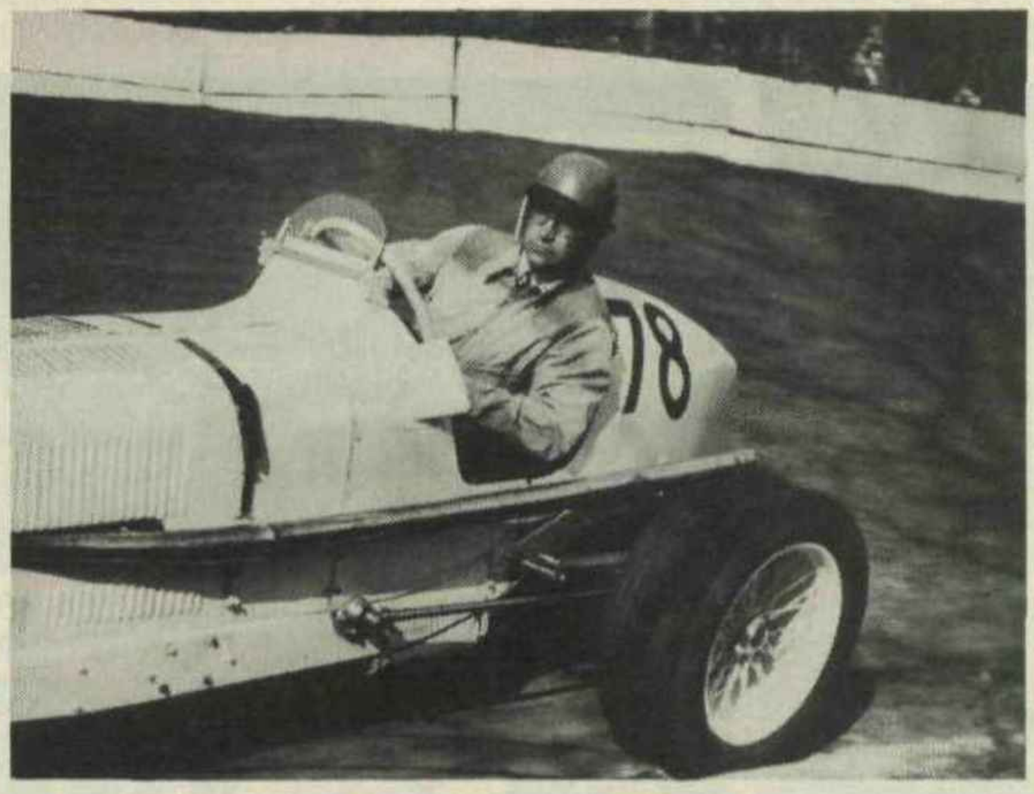
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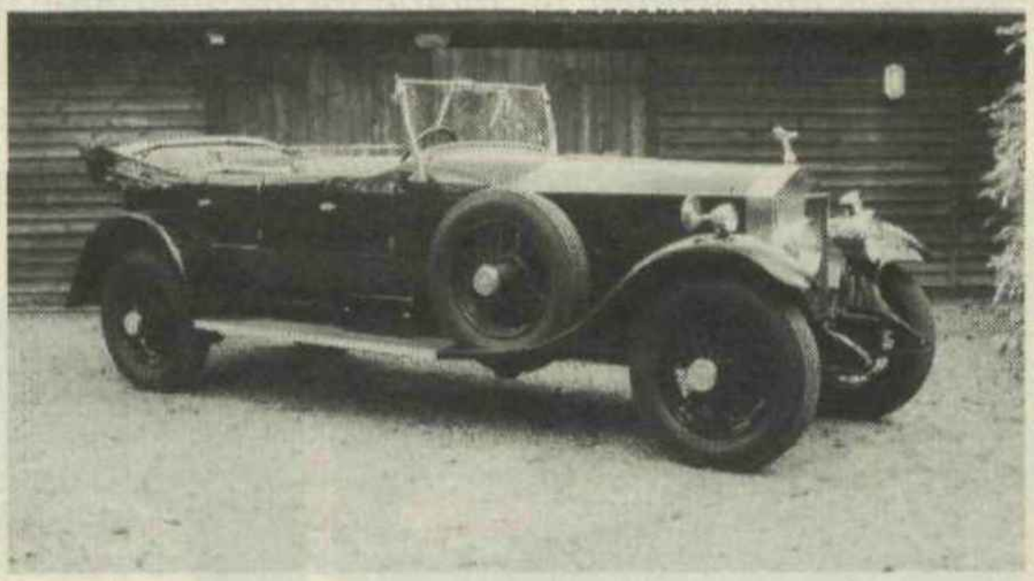
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1930	**LANCIA** Dilambda drophead coupé	£44,000
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1932	**AUSTIN** 7 box saloon. 3-speed	£4,250
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1962	**AUSTIN** A40 Farina Estate	P.O.A.
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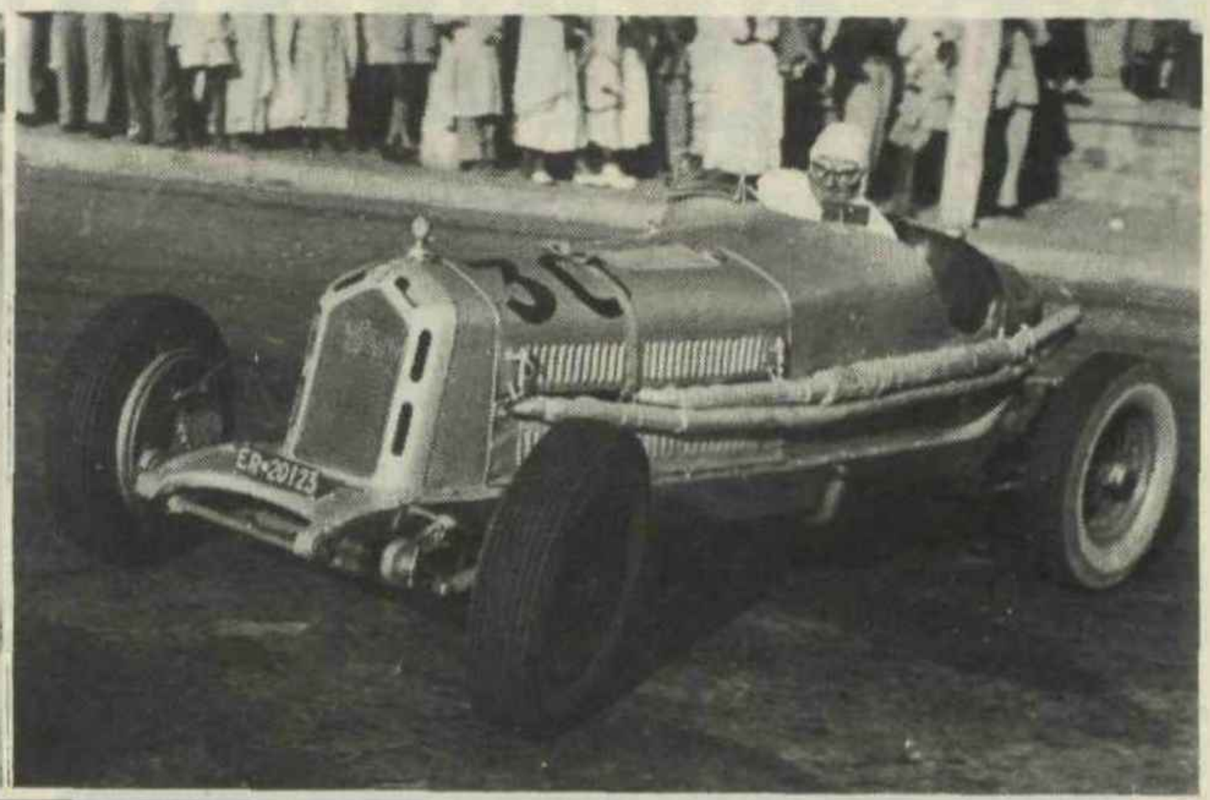


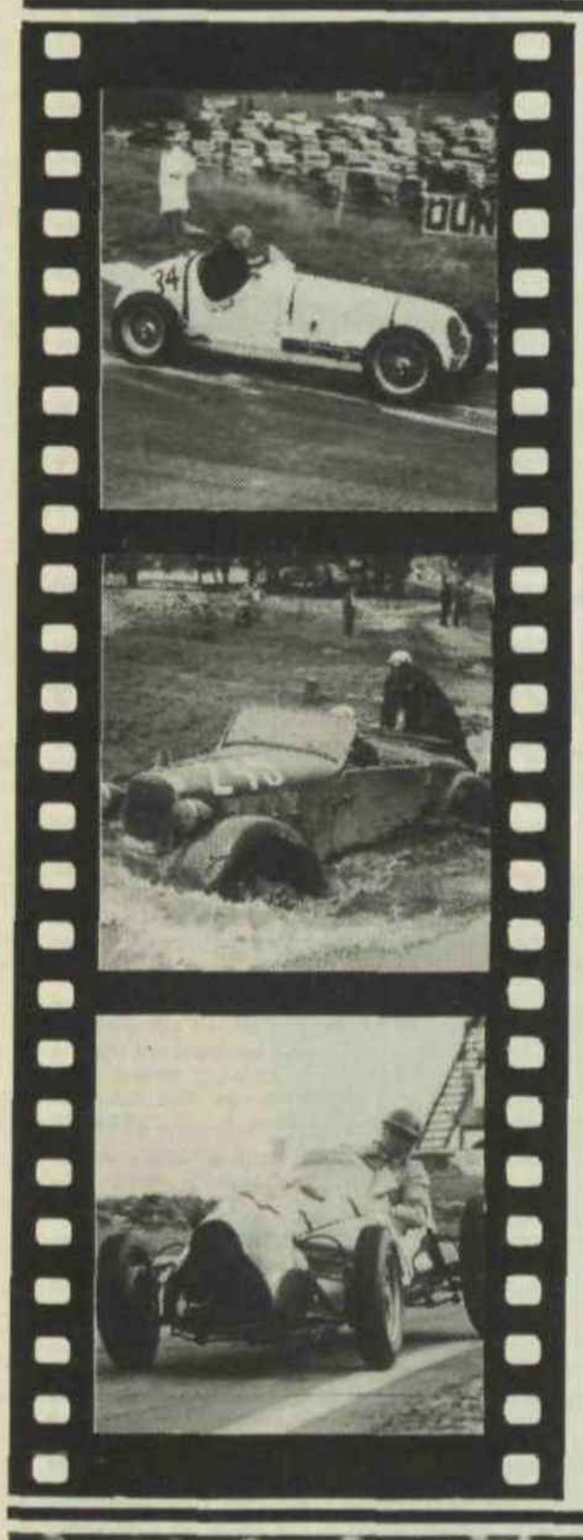
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COLLECTING MOTOR RACING PHOTOGRAPHS

Collecting motor-racing photographs, or photographs of any motoring scene, is not quite the same as specialising in paintings or posters, because these are one-off works of art, unless prints of such works. Whereas photographs will have to be obtained from negatives held by various vendors or other collectors. However, pictures taken by the better-known photographers can be just as impressive and attractive as works of art; such prints exist in great numbers, so are easier to find, and there is the added bonus that the camera cannot lie, or not so convincingly as a careless artist's brush or pen. . .

Motor racing photography began as early as motor racing itself. Moreover, very good impressions were taken by those pioneer cameramen. One has only to study the records provided by photographers who faithfully recorded the very beginnings of the horseless-carriage and the way in which they took to the great town-to-town contests of 1895 to 1905 and the dusty, sinuous and long closed-circuits that followed, to be enormously impressed by their camera-craft. Even if the slow shutter speeds did sometimes make racing motors lean like greyhounds on the leash and convert round wheels to quaint ovals. . .

To many collectors fine pictures of the historic races that preceded the First World War are the ones to aim for. The pictures by **Prieur/Branger**, some 2500 of whose negatives were acquired by the late T A S O Mathieson, and the magnificent race portraits in his book **Grand Prix Racing — 1906-1914** show that, in spite of primitive cameras, the pictures obtained were as good as anything the miniature "snappers" of today can provide.

These cameramen of long ago seem mostly to have hidden their identities behind their shutters. But some of them are remembered, especially the outstanding names of later days. **Argent Archer**, for instance, had begun quite soon to provide motorcar photographs, mostly fine portraits for the Motor Industry and the better catalogues. All this is rather before my time, however. And after the car had been accepted and motor racing had become a reasonably popular sport so many photographers emerged to depict them, that it is impossible to recall all who achieved lasting fame in this profession. But some *must* be remembered.

I remember **W J Brunell**, who worked for the yellow-cover magazine *The Auto* (not to be confused with *The Autocar*) and who also took fine pictures of stately houses, their interiors, and their gardens as they changed with the seasons. His attractive blonde daughter Kitty was his model in most of his pictures of cars for his own company Pictorial Publicity, until she began to drive herself in the Monte Carlo in a 14/45 Talbot, eventually to marry the wealthy Ken Hutchison, who raced Frazer Nash, Bugatti and P3 Alfa Romeo cars and rallied Allards. Brunell had started in 1895 by making a camera out of a cigar-box for 3d (1¼p). But he had a Thornton Piccard blind-shutter camera with which he out-witted the professionals at Queen Victoria's funeral and Kitchener's return from the Boer War. After the war he joined Temple Press (where he was succeeded for many years by "Uncle Rowe" who ran *The Motor's* photo department) having left to work for the *Daily Mirror* under the great Alferi, using a No 12 Minimus Parmos, replaced by an Attojar Anschutz camera — when I met him in 1981 he was still using the latter, converted to roll-film, and driving a Standard Ten, at the age of 83. Brunell had competed in various cars, such as with the Hon Victor Bruce (and Kitty, aged 16) when they won the Monte Carlo Rally in an AC, etc. Asked what car he had in his files that I would like to see, I teased him by suggesting the Butterosi; Brunell went to his file B and immediately produced a set of his prints of this rare make.

Before the war the Rolls-Royce photographer was **Millard Buckley**, who took their publicity pictures and those fine studies for the Company's in-house magazines, **On The Road** and the **Rolls-Royce Bulletin**, sent free to Bentley and R-R owners respectively. I told him what a fortunate man he was, driving about in a Rolls-Royce, with the very latest camera equipment. To which he responded "You are wrong, I use my own Contax and a Rover." At that time Capt (later Wing Cdr) O V Holmes formed SportingphotoS, to market photographs he took for his magazine **Brooklands — Track & Air**, having

— Continued over



Continental Cars, Send, Surrey 1946 Photography Klemantaski

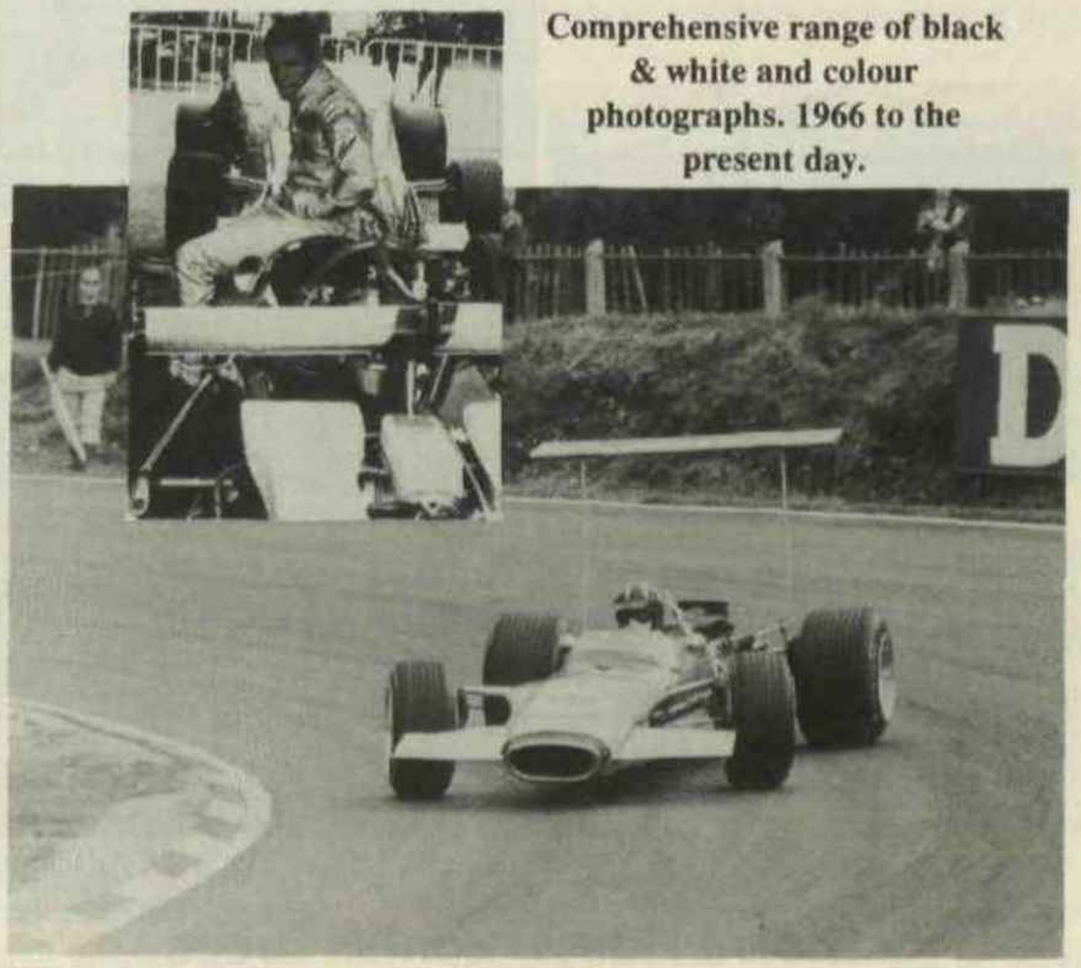
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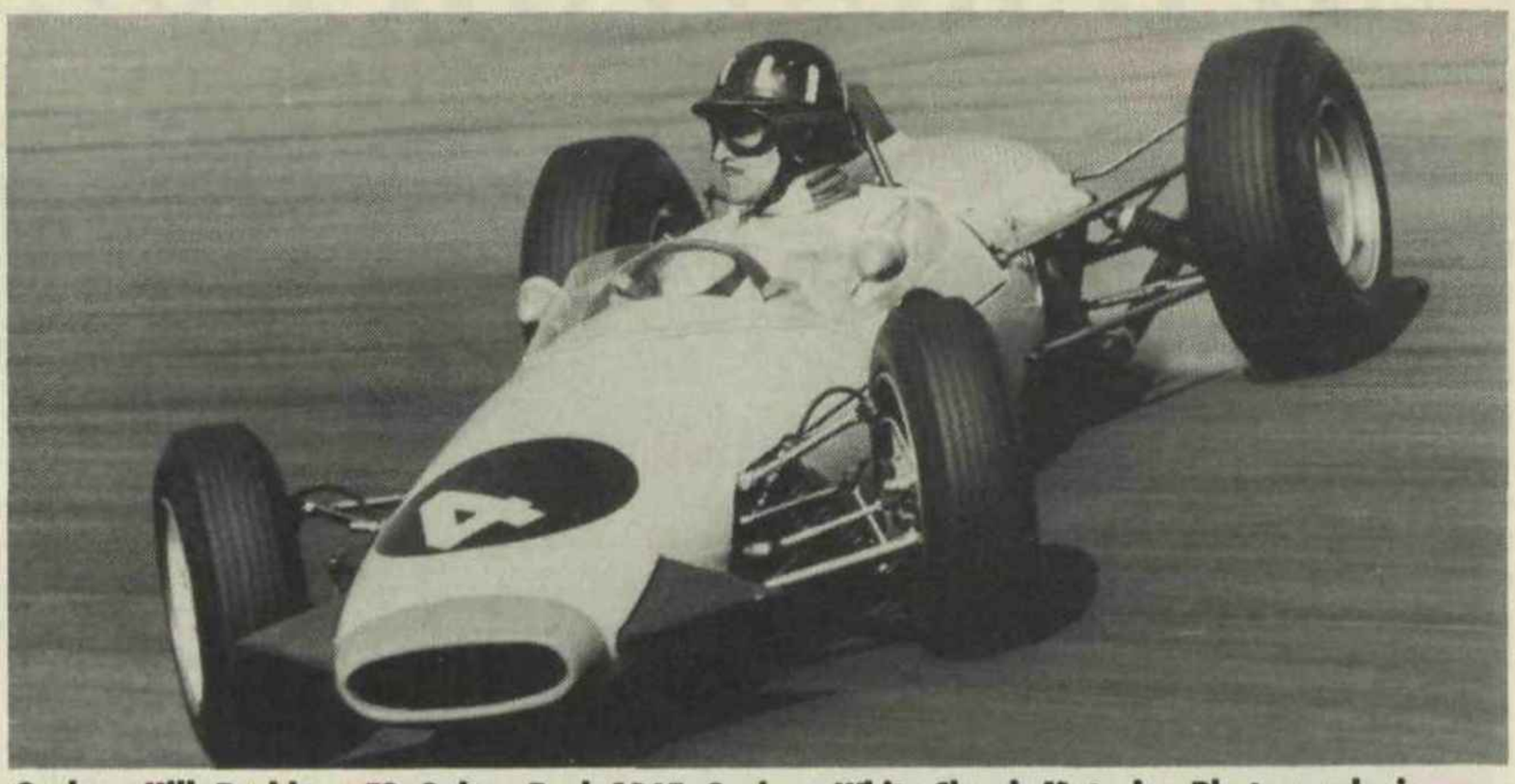
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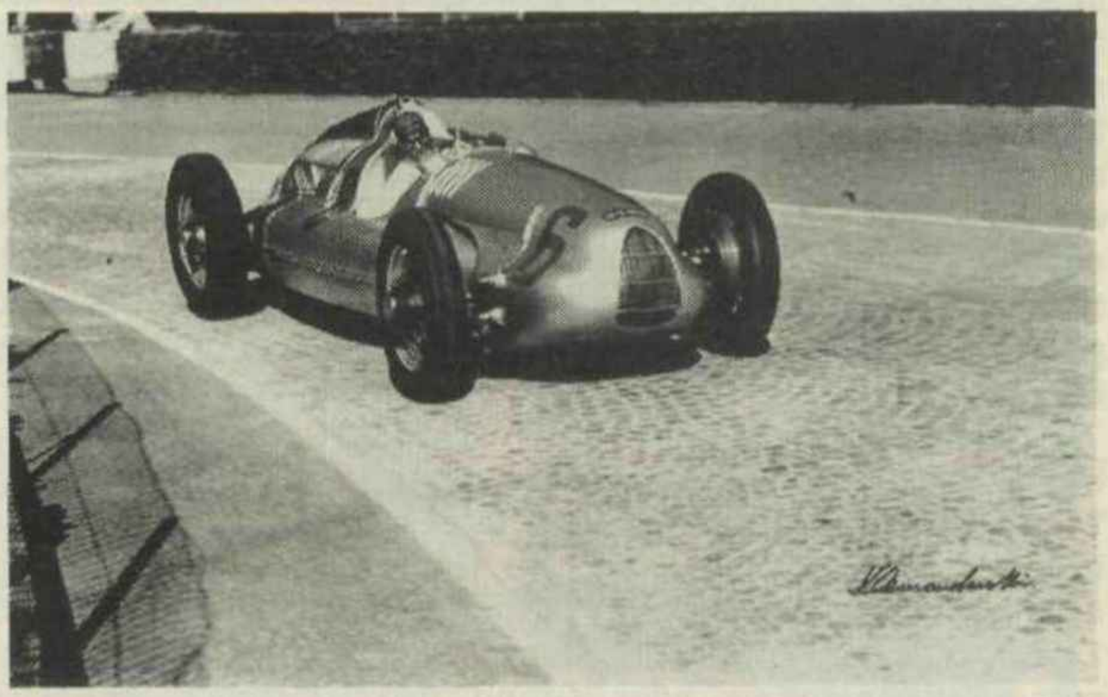
decided that cars were easier to identify than point-to-point horses, as the competition numbers of the gee-gees were hard to read. I had my first flight with him, in a Gipsy Moth from Brooklands in 1933, when he would insist on putting the aeroplane into a climb, the stick between his knees, and hang out of the cockpit to focus his new miniature camera on a church or other attractive landmark. The Moth's wings would become soggy, with a stall and spin imminent, before Holmes shoved the stick forward for the recovery dive — causing me to feel sick for hours afterwards. . .

Guy Griffiths, one of the quite outstanding motor-racing camera-wielders, and still at it today, with Citroën and Pentax, particularly when the VSCC has a race meeting. There cannot be any racing cars of importance that Guy has not recorded on film, and his repertoire includes the personalities who accompany them as well as some of the finest and most realistic action shots of all time. Axfords of Brighton handle his photographs.

In the between-wars period another leading photographer was the bearded **Louis Klemantaski**, who was not averse to passengering in the Mille Miglia to obtain his action pictures. It is, perhaps, in some way significant that both Guy and Louis had close associtations with racing, apart from photographing it. Guy competed in vintage Sunbeam, Brescia Bugatti and "The Spook", and Klem had the JRDC 10½-litre Delage to look after.

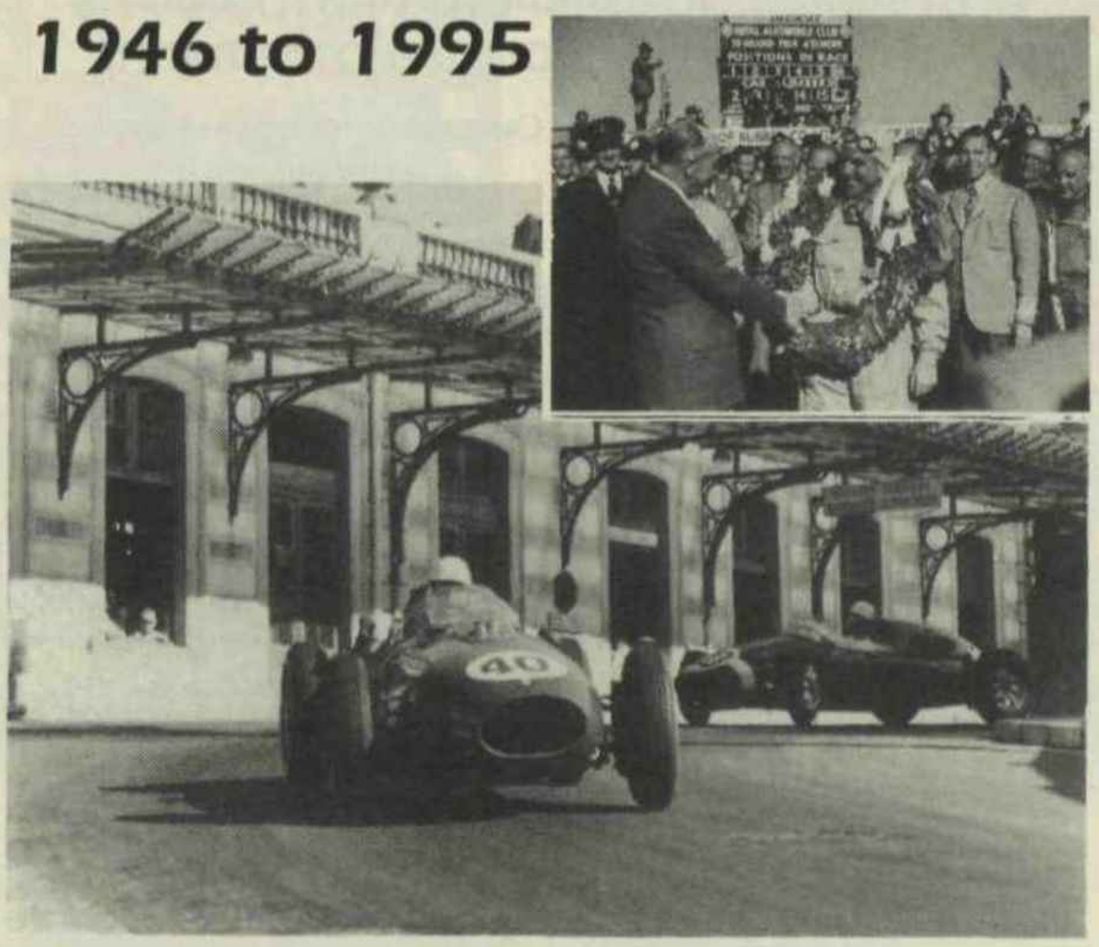


Graham Hill, Brabham F2, Oulton Park 1965. Graham White Classic Motoring Photographs in association with Ludvigzen Library.



Swiss GP 1938, Auto Union Nuvolari. Photography: Klemantaski (Graeme Simpson Collection).

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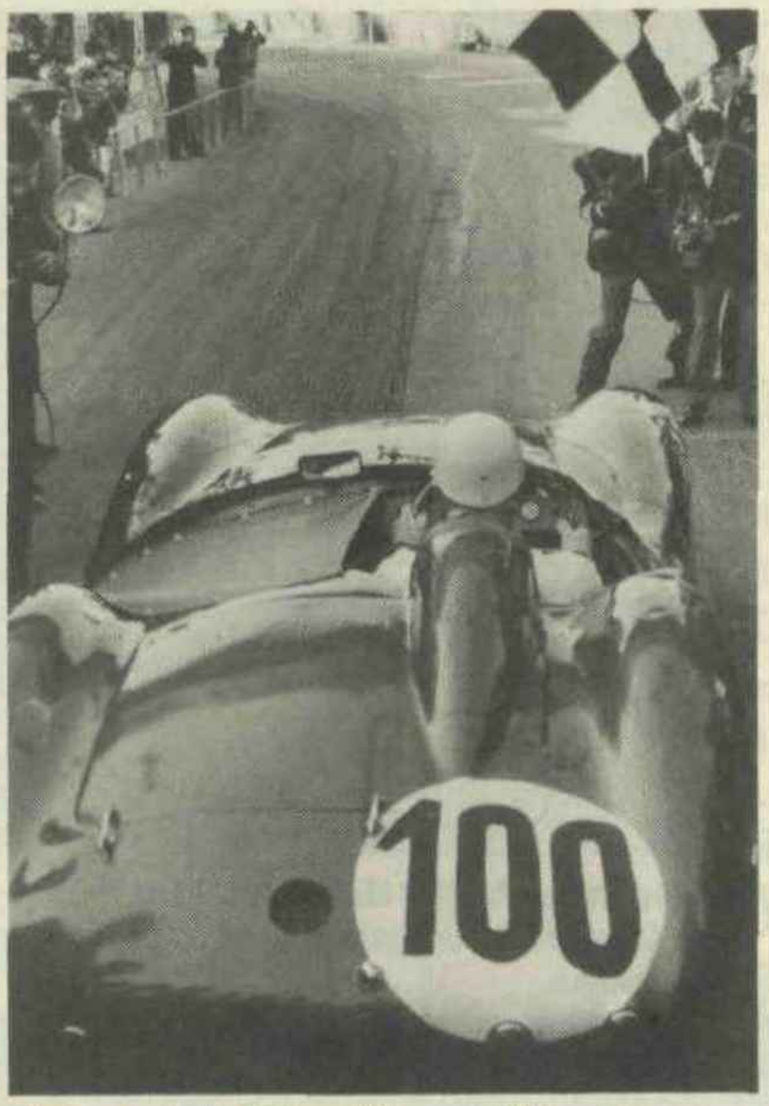
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COLLECTING MOTOR RACING PHOTOGRAPHS

James Brymer concentrated more on trials, going to almost every event of this kind in a draughtly Riley Gamecock, its boot full of cameras and equipment, its driver in open-necked shirt even in mid-winter. Then there was **Robert Fellowes** who took Grand Prix pictures when going to Grands Prix with his friend Dick Seaman. And who better personifies the professionalism of the motor-racing photographer than **George Monkhouse**, who persuaded his employer, Kodak, to let him cover the 1937 season of GP racing with the Mercedes-Benz team. The results are now immortal, to anyone who has his magnificent book **Motor Racing With Mercedes-Benz**. He drove to the venues in a vintage 4½-litre Bentley and used as 5 × 4 Speed Graphic camera with 6½" × F3.5 Zeiss Tessar lens, using a shutter-speed of 1/750sec, normally stepped down to F5.6 or F4.5, and a Kodak-Nagel Retina II miniature camera for intimate snaps. The Monkhouse pictures are some of the most evocative ever taken of those incredible 646hp pre-war German GP cars.

The hazards are not far away from those who capture such excitement, and two MOTOR SPORT photographers have had close calls. For many years **Michael Tee** took our F1 race illustrations, as does his son **Steven Tee** today. London Art Tech (LAT), at Standard House, supplies the results to magazines and race-teams worldwide. **Neil Bruce** concentrates on quieter aspects, his colour-prints of modern, classic and vintage cars as outstanding in their field as the action stuff. . .

I regret very much that all the experts with a camera cannot be included, but for collectors the opportunities are wide. Axfords in Brighton handle Griffiths' wide-ranging work, Graeme Simpson (Motor Racing Tradition) has originals by Klemantaski, Fellowes and Brymer and supplies high-quality mounted prints from the 1930s to the 1950s, and the NMM at Beaulieu have the W J Brunell glass negatives and those from other notable sources. Jarrotts specialise in a wide range of photographs, the motoring auctions are beginning to take an interest, the Ludvigsen Library has some 200,000 negatives, prints and colour transparencies of **Stanley Rosenthall, Rodolfo Mailander, Edward Eves, Max le Grand, Cyril Posthumus** and **Karl Ludvigsen**'s own work, and Haymarket and others have similar facilities. And **Geoffrey Goddard**, Picture Library, covers vintage and Brooklands' racing. Collectors, you have an ample choice. **W B**



Photograph by Edward Eves. Stirling Moss, Aston Martin, 1958 Targa Florio.

EDWARD EVES – Motor Racing Photographer – by John Oliver

EDWARD EVES is truly one of the all-time great motor racing photographers and his superb and artistic images are amongst the best ever taken. Although I know his photographic work quite well, I have never met Mr Eves and therefore the information I have is restricted to perhaps a few already well-known facts regarding his career.

He was editor to the highly respected *Autocourse* in the 1950s and regional editor to *The Autocar*. He wrote several books on various subjects, but I am sure his major contribution to motor racing is his wonderfully decorative photographs. Most of the time he worked with 2¼in square cameras, probably Rollei judging by the quality and definition; occasionally he used 35mm, but he seemed happiest with the larger format. It appears that this artistic man started taking monochrome. I really enjoy spending the odd hour or so looking through the Eves negatives, where I frequently come across other subject matter, i.e. right in the middle of browsing the file marked 'Mille Miglia' there's a shot of a beautiful bridge, or a series on the local Italian people, or a landscape.

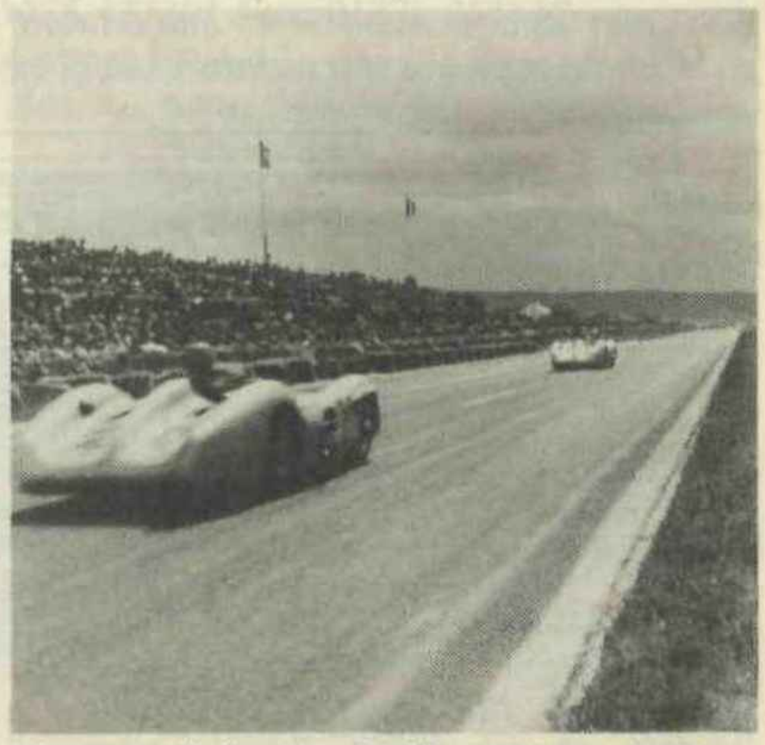
It has been suggested that the smaller 35mm is a more suitable camera format for motor sport and that the final image is usually cropped on the 2¼ square. However, although this is probably true nowadays, it is not the case here and I often find the best result is achieved by using the whole of the negative area.

Rather like Robert Fellowes, Ted Eves would go to much trouble to find a 'good angle' and on the longer circuits must have been continually on the move searching for something different. Although these images were seen regularly maybe thirty or more years ago their reappearance brings a fresh interest to collectors and enthusiasts with a passion for racing cars with the engine where it should be – IN THE FRONT!

ALAN SMITH – Motor Racing Photographer amd cheerful enthusiast – by John Oliver

ALAN SMITH'S photographic archive was the first to be purchased by Jarrotts and I will always have a soft spot for his great enthusiasm, which never wanes, and his cheerful face which occasionally pops up at various shows and race meetings. Alan's introduction to motor sport was one that perhaps most of us would have wanted. His elder brother took him to Brooklands and especially to Donington before the last war, where, as a schoolboy, he saw the likes of Nuvolari and von Brauchitsch tame the wonderous Silver Arrows. After spending the war years as an aerial photographer Alan soon found himself hot-footing to Silverstone and later to Goodwood. Fangio, Hawthorn, Ascari, Moss, Farina – they all found their way into the Smith Tessar lens and into the history books of this great sport.

Like Edward Eves, Alan favoured the larger 2¼in square negative and took some



Photography by Alan Smith. 1954 French GP (Reims).

wonderful photographs, made even more amazing when you learn that most were taken on his ancient 1930's Ikkoflex with no light meter and on film with very little latitude. Although most of Alan's work was done in the UK, he did occasionally travel abroad and covered the '51 Swiss Grand Prix at Berne, the '54 French at Reims and the Italian at Monza in 1958. Alan's pictures have appeared in many books, published some years ago now, but more recently his words and images were between the covers of **Fifties Motor Racing – The Grand Prix Scene**, which is good fun to read and enjoy.

COLIN WALDECK – BBC TV Cameraman & Motor Racing Photographer – by John Oliver

COLIN WALDECK'S remarkable study of Graham Hill during the 1964 Monaco Grand Prix was selected to be hung in the National Portrait Gallery's new 20th Century Wing, and I think it is the first picture of a racing driver to be chosen by this prestigious establishment. Although Colin took relatively few motor racing photographs the ones he did take were amongst the very best of the era. Colin has always worked at the BBC, is a senior cameraman and was involved with the *Wheelbase* series. He now mostly works on art and history programmes and his name regularly appears on the credits.

Colin's first taste of motor racing was in 1954, when his parents took him to Crystal Palace, but it was at cinematography school that a press-pass became available, which was just what he needed! Initially he used Leica cameras but changed to Pentax

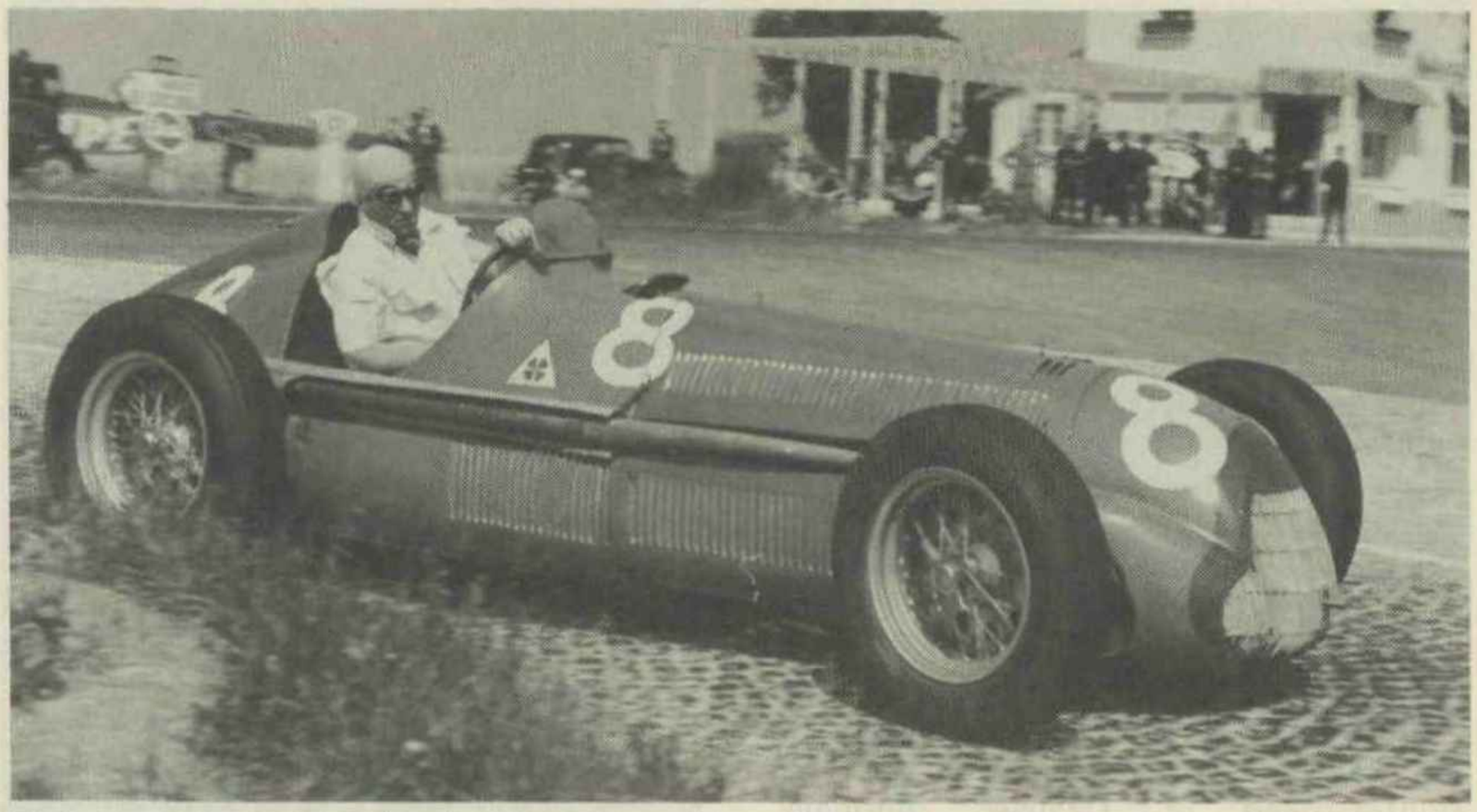
COLLECTING MOTOR RACING PHOTOGRAPHS

equipment in the early 60's. Working for the BBC presented the opportunity to travel abroad and he covered a few important races like Monaco and Le Mans in 1964. One of Colin's best shots is of Jim Clark in the Lotus 25 at Brands Hatch in September 1963 and shows the Scott's beady eye trained on the photographer. However, when I mentioned this to Colin he said that Jim wasn't looking *at* him but *through* him!

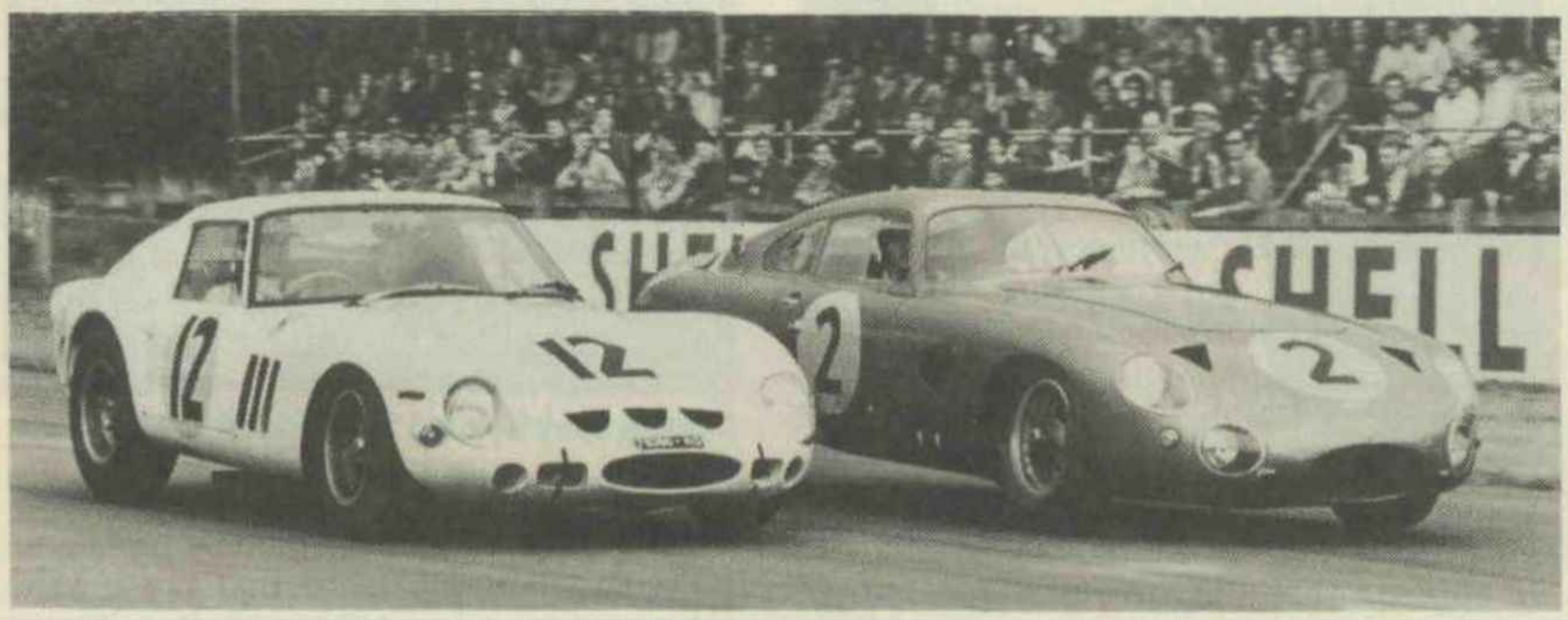
See Alan Smith's photographs at the Jarrotts Gallery in the paddock at Silvertstone.

See Edward Eves photographs at the Jarrotts Gallery in the paddock at Silverstone.

See Colin Waldeck, Alan Smith and Edward Eves photographs at the Jarrotts Gallery in the paddock at Silverstone.



Photographer Rololto Mailander, Juan Manuel Fangio. Alfa Romeo 159. 1951 French Grand Prix. Supplied by Graham White Period Motoring Photographs. Copyright Ludvigsen Library Ltd., London.



Innes Ireland Aston Martin, Mike Parkes Ferrari, 1963 Goodwood TT. Photography by Colin Waldeck.

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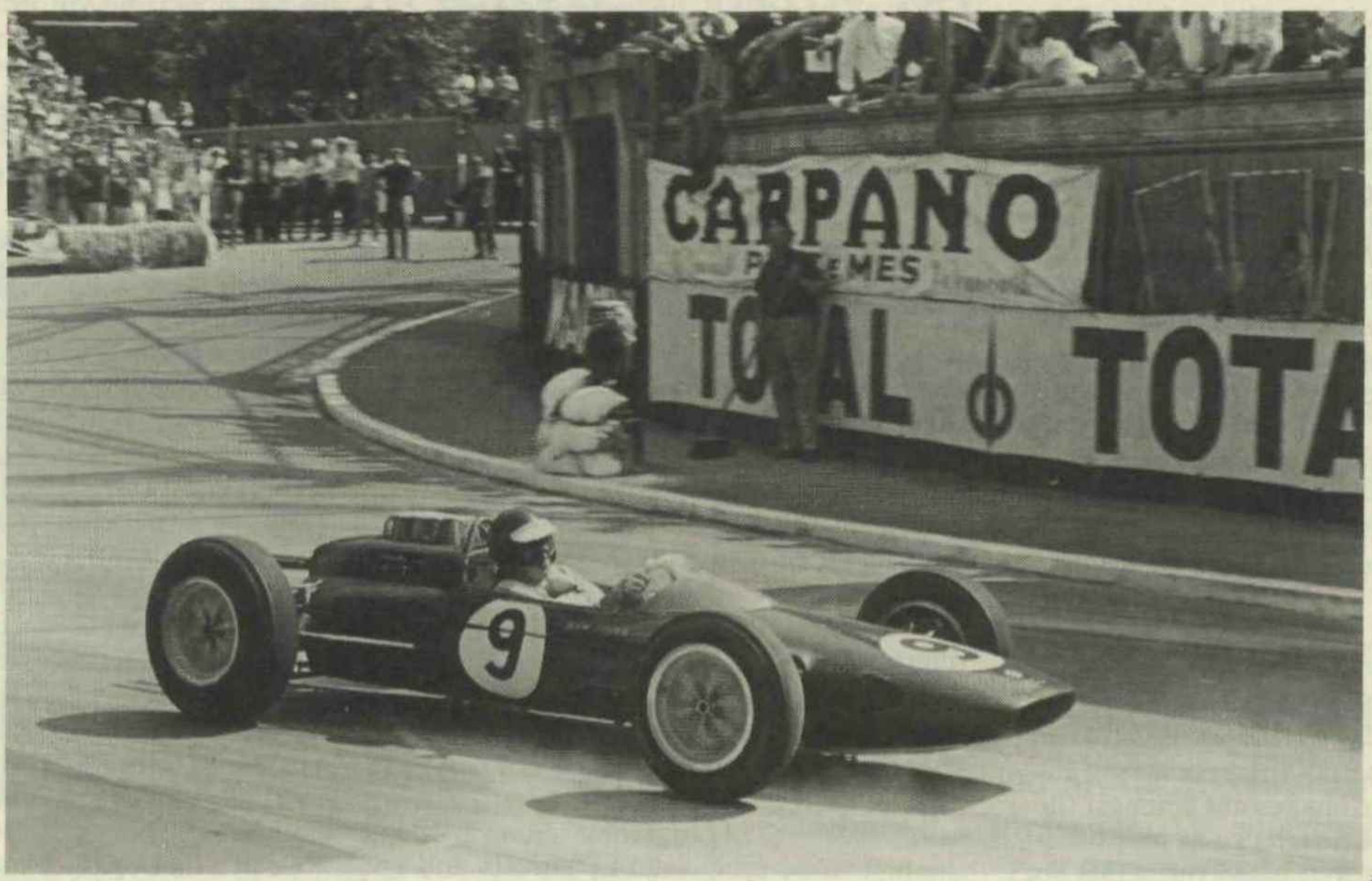
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JIM CLARK MONACO LOTUS c1963

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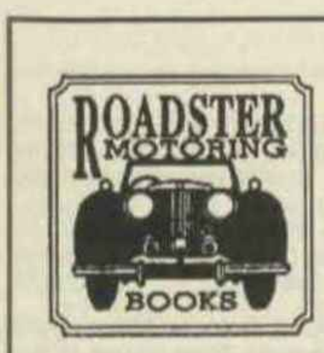
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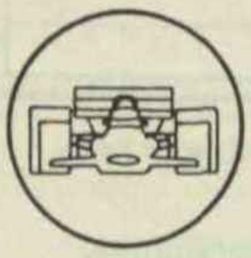
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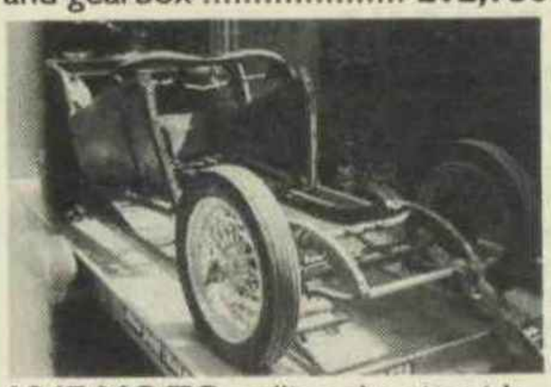
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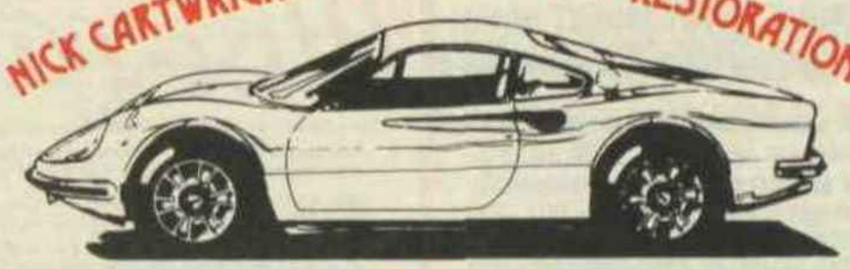
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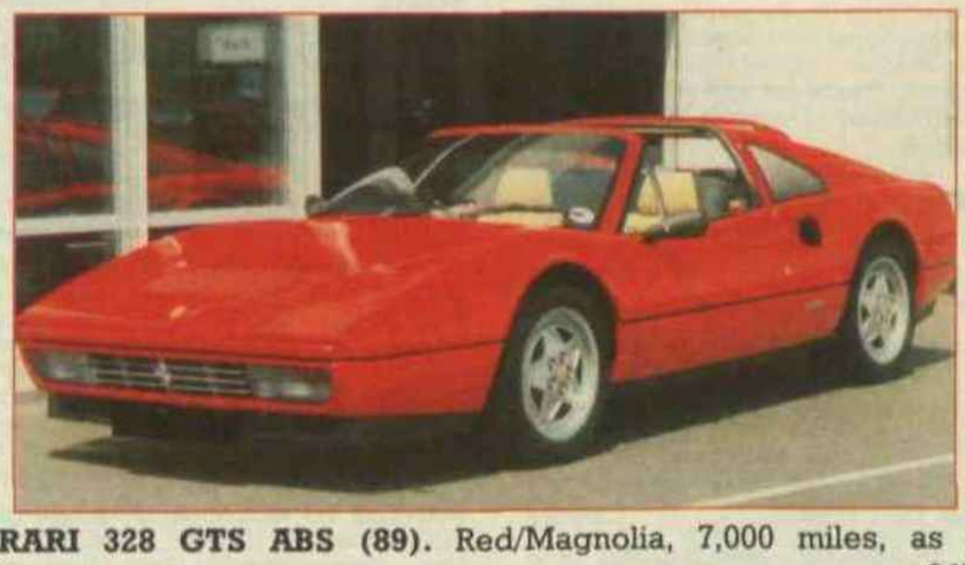
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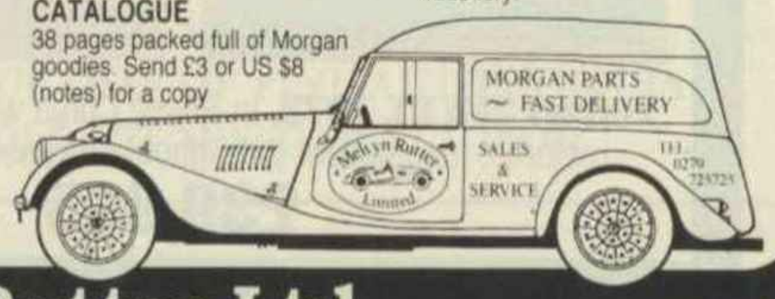
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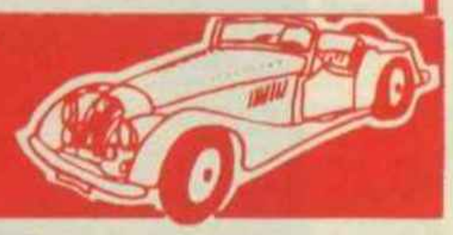
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THE BRISTOL TO BOURNEMOUTH VINTAGE VEHICLE RUN. Entries are now open for the 1995 run which will take place on 11th June. all pre 1940 cars, motorcycles and light commercials are eligible. Contact Alan Davidson, 63 Abbots Way, Yeovil, Somerset BA21 3HX. Telephone (0935) 25597. (981634

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ENFIELD PAGEANT OF MOTORING & COLLECTORS BAZAAR. Sat, Sun, Mon, 27/28/29 May, 1995. The Playing Fields, Great Cambridge Road, Enfield, Middx. Huge classic vehicle show over the Bank Holiday weekend. We are pleased to announce the dates for the 18th Enfield Pageant of Motoring that will take place over the Late Spring Bank Holiday weekend of 27/28/29 May, 1995. It is confidently expected that over 2,000 classic vehicles of all ages will attend, bringing together an impressive show of cars, commercial vehicles, motorcycles and steam engines. Over 90 classic car clubs will be displaying. Together with a 650 stall autojumble this event will, once again, be one of he biggest in the Home Counties. EDVVT, Whitewebbs Museum, Whitewebbs Road, Enfield, Middx. EN2 9HW. Tel: 0181 367 1898. Fax: 0181 363 1904.

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1990 Mondial Cabriolet 3.2	Red	35,000m
1967 275 GTB4	Red	20,000m
1972 Daytona 365 GTB/4	Giallo Fly	32,000m
1972 Daytona 365 GTB/4	Red	48,000m
1971 365 GTC 4	Red	68,000m
1981 Boxer 512 BB	Red	22,000m
1979 Boxer 512 BB	Yellow	10,000m
1974 Boxer 365 GTB4	Red	16,000m
1991 Testarossa	Red	6,000m
1989 Testarossa	Red	12,000m
1981 400 Auto	Blue	46,000m
1983 308 GTS	Yellow	20,000m
1983 308 GTB	Red	37,000m
1981 308 GTSi	Silver Concours	32,000m
1980 308 GTS	Black	65,000
1977 308 GTB	Fibreglass, Red	41,000m
1973 Dino 246 GTS	Gold	35,000m
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1990 911 Carrera 2 Targa	Red	48,000m
1990 911 Carrera 2 Coupe	Blue	39,000m
1990 911 Carrera 2 Cabriolet	Graphite	43,000m
1990 911 Carrera 4 Cabriolet	Black	45,000m
1990 911 Carrera 2 Cabriolet	Red	35,000m
1990 911 Carrera 2 Cabriolet	Blue	51,000m
1989 911 Carrera SE Targa	White	49,000m
1989 911 Carrera SE Coupe	Blue	59,000m
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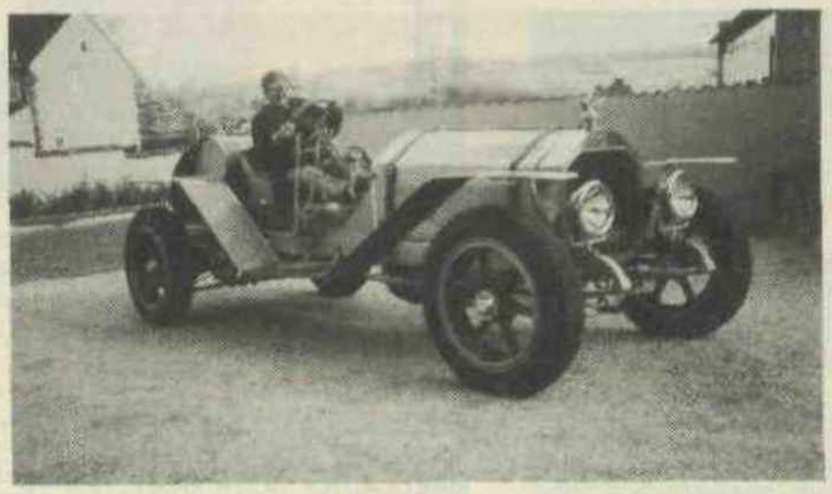
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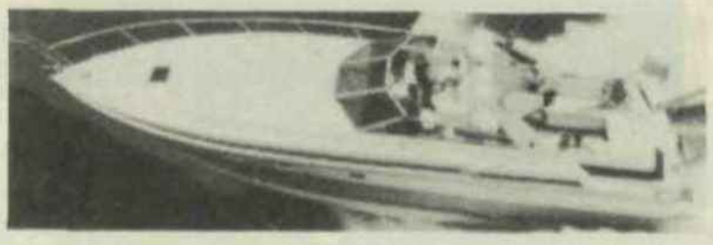
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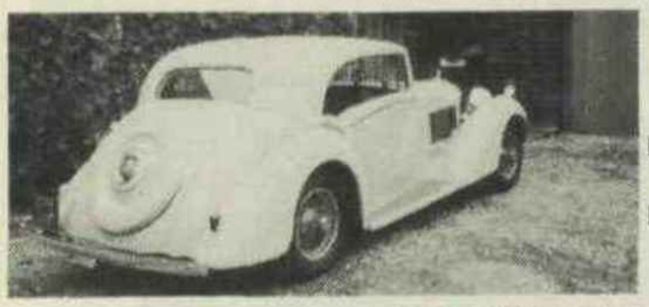
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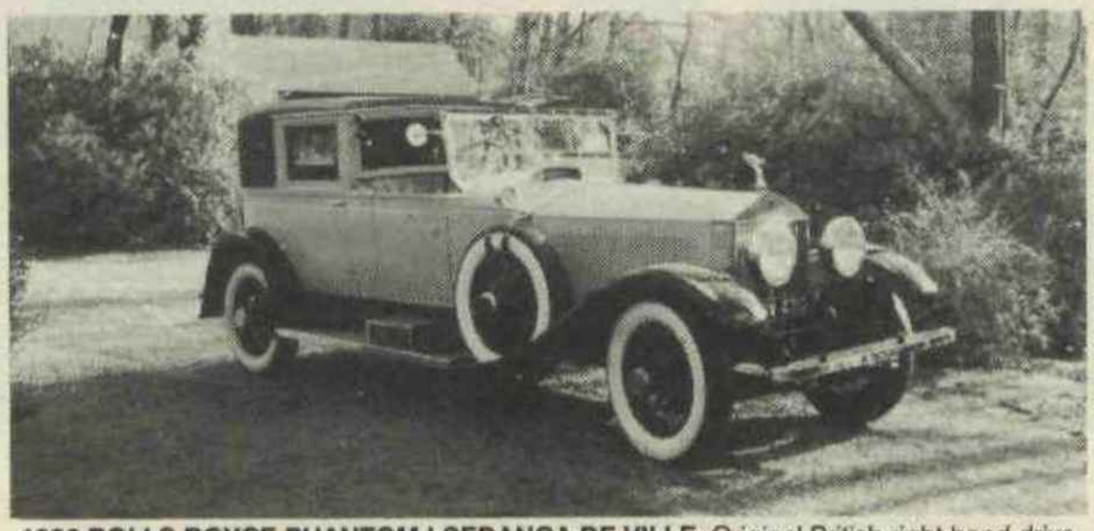


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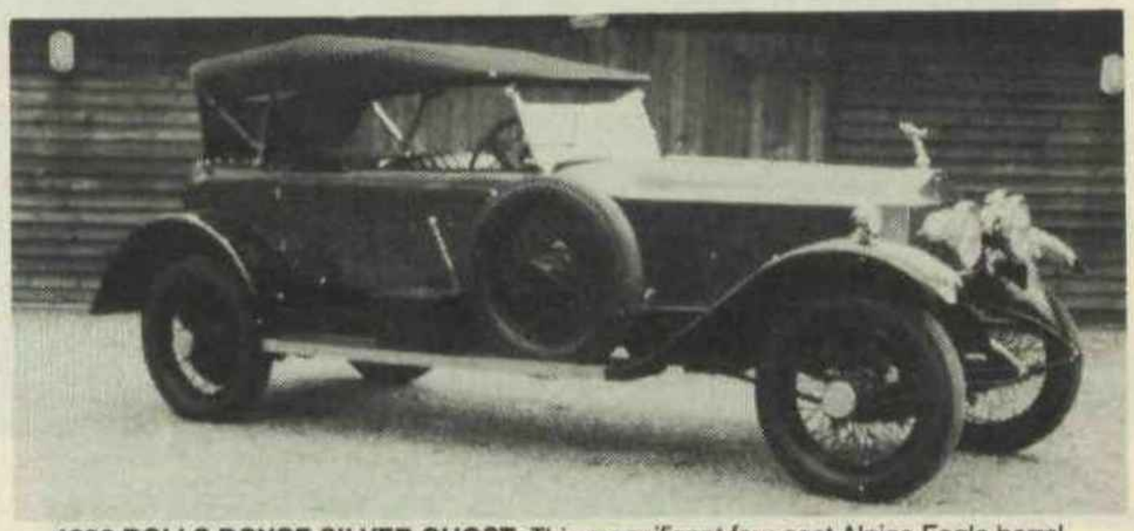
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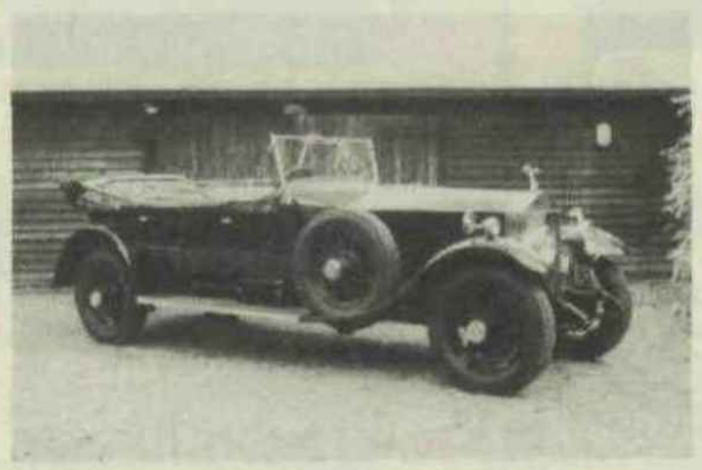
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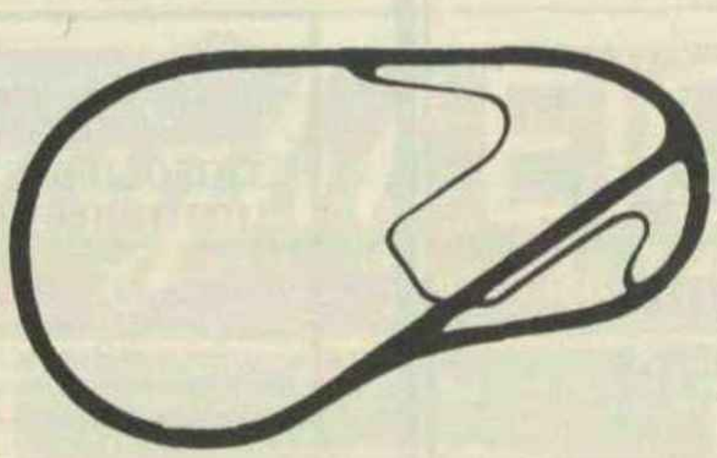








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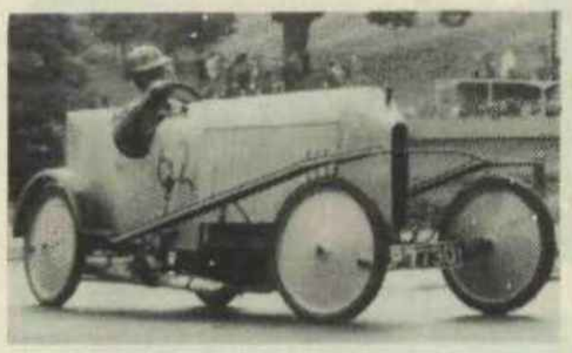


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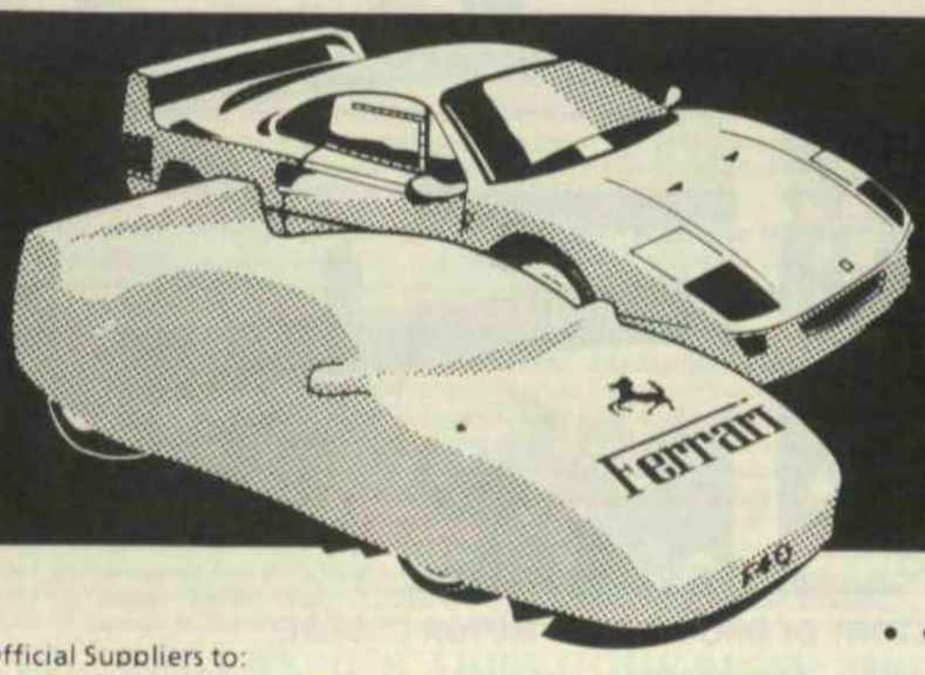
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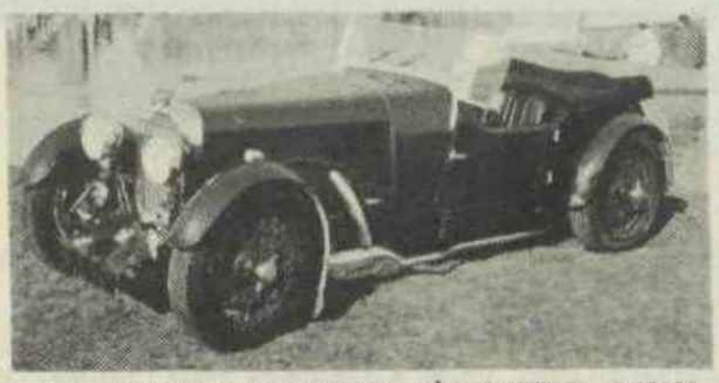
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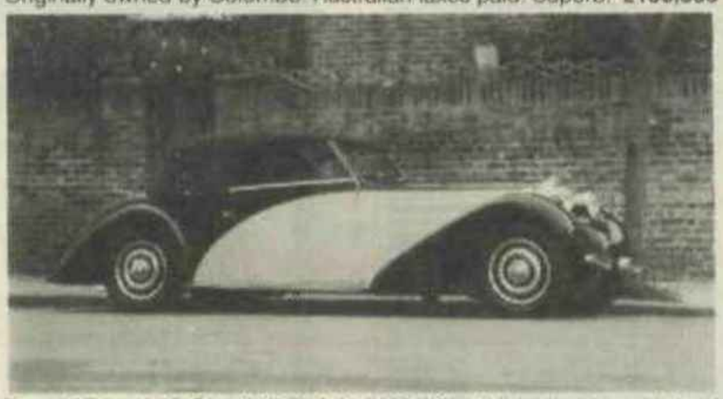
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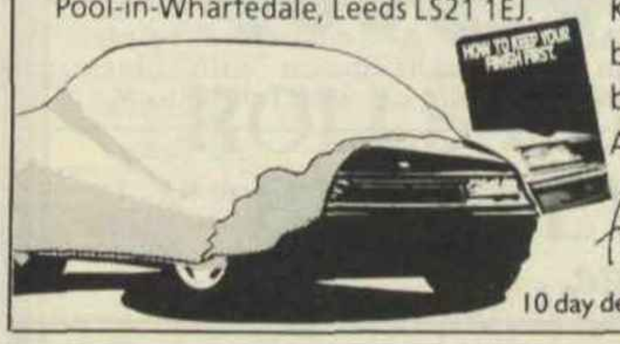
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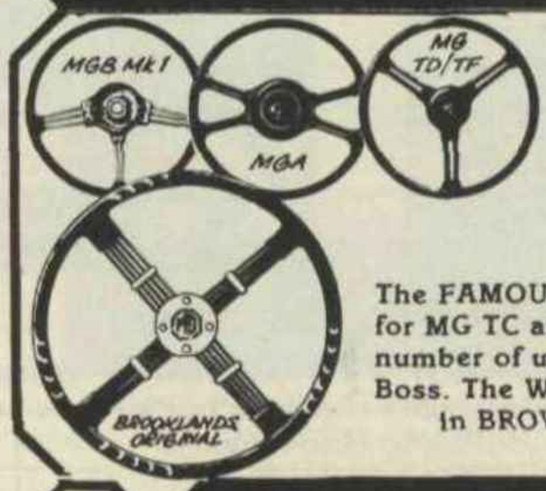
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