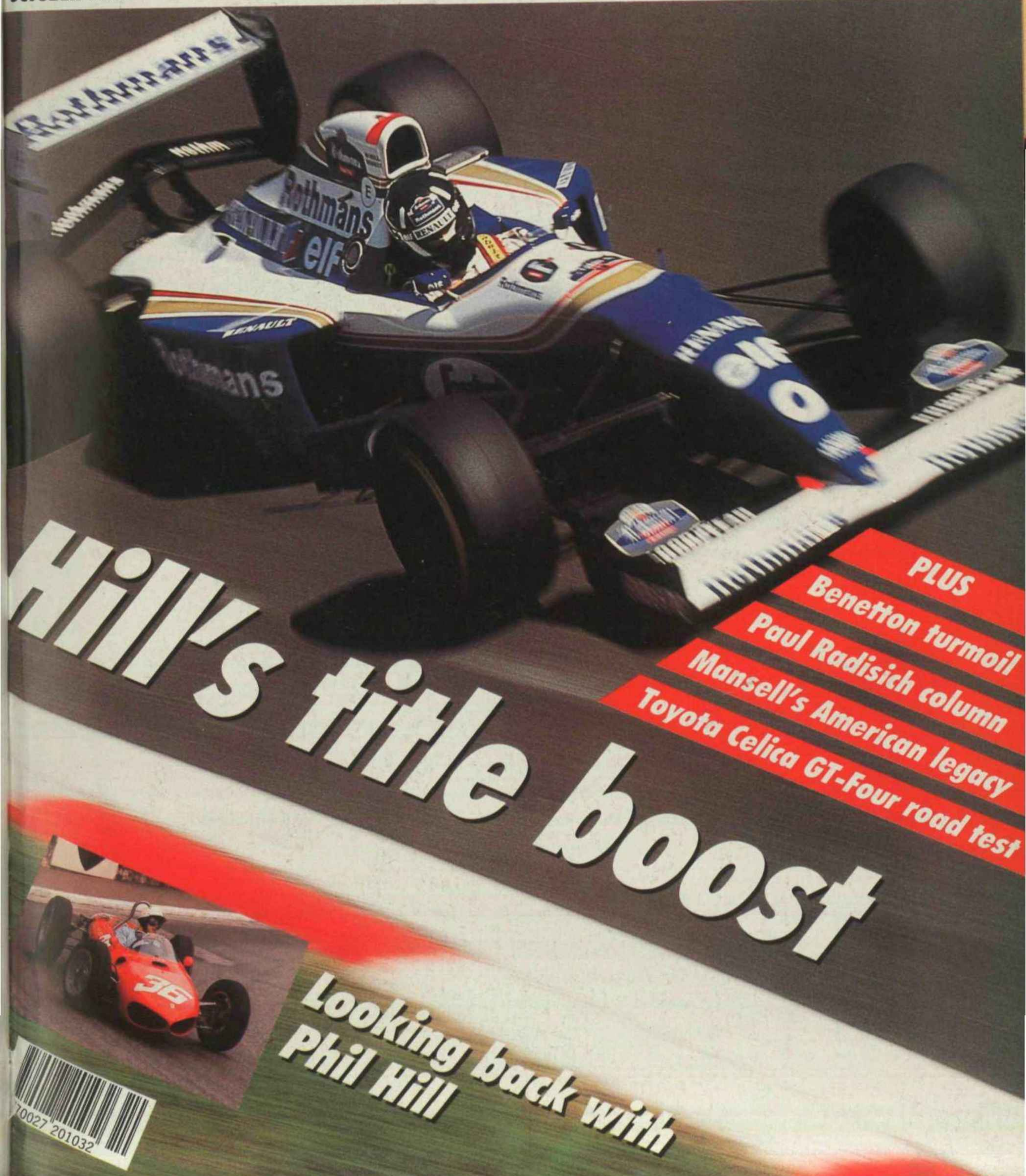
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Hill's title boost

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Paul Radisich column
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Looking back with Phil Hill

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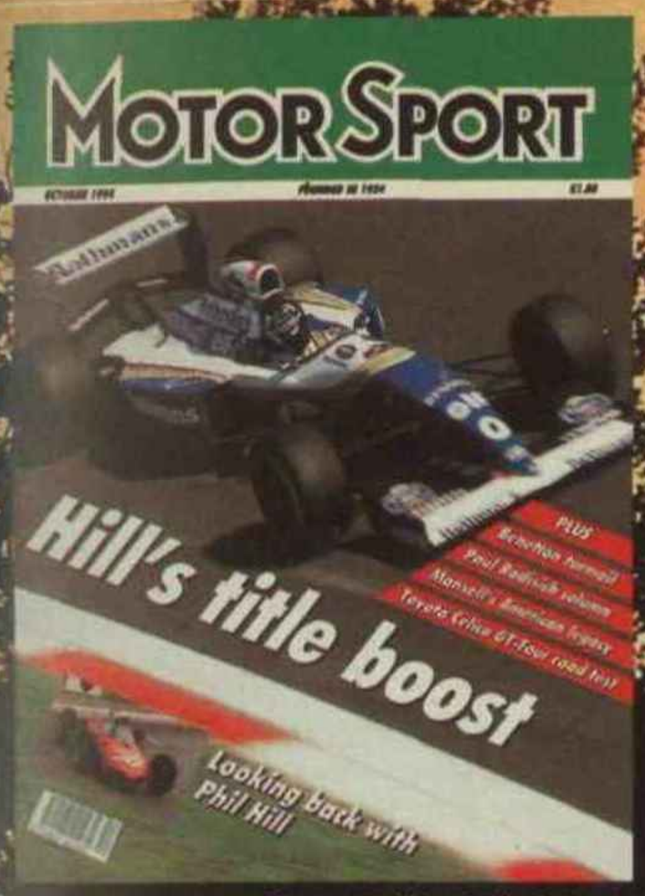
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Victory at Monza put Damon Hill within 11 points of the World Championship lead (p1046). Inset, Phil Hill at Monaco in 1961 (p1056).

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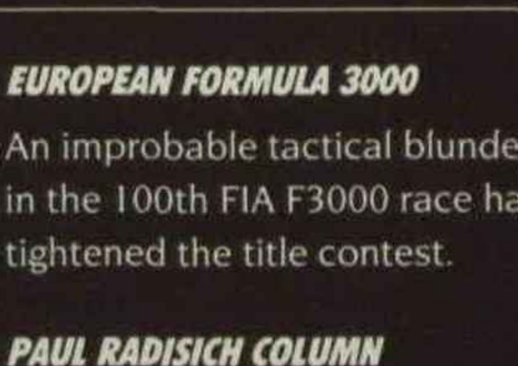


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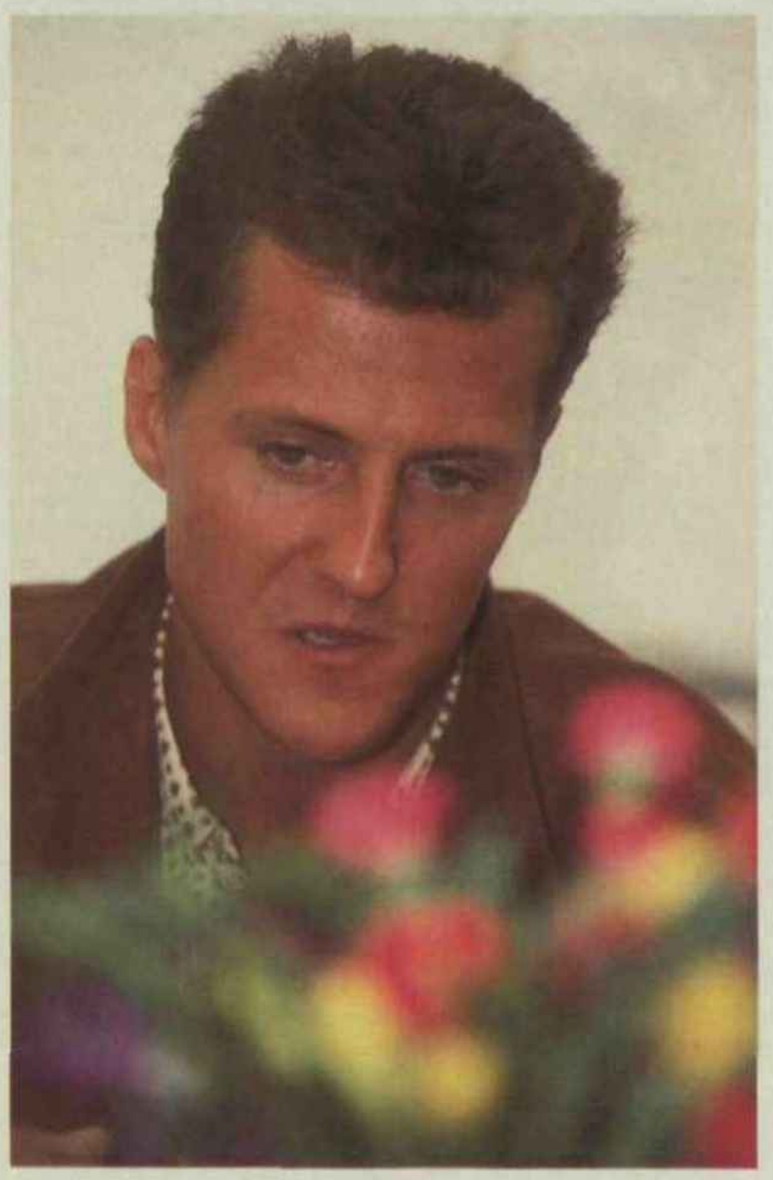
Roy Nockolds' famous paintings have been re-released as fine art prints.

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The month in MOTOR SPORT







Aerobatics at Pembrey, top: Ivan Arias managed this manoeuvre without hurting himself. Schumacher's season is wilting, above, tarnished by controversy and rumour; even the title would scarcely sweeten the memories. But there was no dispute over Al Unser Jr's IndyCar win at New Hampshire, right.

AUGUST

19: NASCAR star Ernie Irvan is critically injured after a qualifying accident at Michigan. Happily, his condition steadily improves during the following week.

20: Sunday newspaper reports hint that Michael Schumacher is considering quitting Benetton, following the post-Hockenheim allegations of irregularity in the team's refuelling procedure. There is also growing media speculation, denied by Williams, that Nigel Mansell will be driving for the Didcot team in 1995.

20: A brace of wins at Pembrey moves Ian Magnussen closer to the British F3 title. Ivan Arias and Fabiano Beletti are fortunate to escape without injury after separate rolls during the meeting.

20: Al Unser Inr takes another IndyCar victory at New Hampshire. Greg Moore wins the FIL support race. Elsewhere, Geoff

Bodine wins the Michigan NASCAR race.

20: Norberto Fontana wins both German F3 rounds at the Nürburgring. Jorg van Ommen is similarly successful in the feature DTM rounds. Marco Campos clinches the FVE title at the same venue, after clashing with rival Tom Coronel at the first corner. In the Far East, Steve Soper takes pole for the JTCC race at Tsukuba, but an early accident paves the way to a double victory for Masanori Sekiya's Toyota. Soper lies third in the points table.

20: Martin Schanche wins the European Rallycross Championship round at Valkensward, Holland.

22: Lotus confirms that Philippe Adams will substitute for Alessandro Zanardi in the Belgian GP. There will also be a change at Larrousse, where Philippe Alliot will replace Olivier Beretta, who is in financial dispute with the French team.

23: Renault confirms that it will supply engines to Benetton in 1995, and that the Enstone team will have parity with Williams when it comes to specification. Benetton's present supplier Ford says that it is currently reviewing its plans.

23: Paulo Carcasci returns to Europe after several seasons in Japan. The Brazilian tests a Nordic Lola at Snetterton, and will contest the final two rounds of the FIA F3000 series with the team.

27: Jules Boullion scores a long overdue maiden F3000 victory, in the wet at Spa. It is the 100th running of an FIA Championship round. Gil de Ferran recovers from last to fifth, thereby moving level on points with Franck Lagorce at the head of the championship. Lagorce suffers from a mistaken mid-race stop for slicks. Erstwhile title pretender Vincenzo Sospiri suffers a broken wrist when he clouts a kerb.

27: The wet weather in Belgium guarantees that Rubens Barrichello's (above right) provisional F1 pole time, acquired via an opportunist move on to slicks the previous day, cannot be beaten.

28: Michael Schumacher wins the Belgian GP on the road. Several hours later, the FIA issues fresh results declaring that Damon Hill has won the race; the Jabroc skidblock on Schumacher's car had been found to be too thin at certain points. (See page 1042 for full details of Benetton's various appeals and their outcomes.)

28: Lotus issues a denial to counter rumours that Tom Walkinshaw was attempting to take over the team in partnership with racing businessman Peter Hall, patron of ICS. Walkinshaw is also known to have had talks with Mercedes.

28: Tommi Mäkinen (right) wins the 1000 Lakes Rally for Ford, thereby prompting a sudden interest in his services. François

MATTERS OF MOMENT

No winners

By now, it has become rather tiresome to harp on about the need to tidy up Formula One's regulations, in a bid to avert future repeats of the myriad controversies that have further soured a motor racing season already depressed by tragedy.

It is difficult to imagine that there will be any real winners in Formula One this year.

If Michael Schumacher is crowned world champion in Adelaide on November 13, there will inevitably be those who question the value of his accomplishment, given the aspersions cast upon the Benetton team's interpretation of the rules. Even if the FIA has now concluded its round of hearings, and all technical matters have been resolved on paper, a summer of incessant turmoil has taken any gloss off what the team might eventually achieve.

And if Damon Hill should be crowned champion, there will doubtless be those who will view it as Schumacher's season, no matter what the history books might record.

As we said, it is difficult to see there being any winners.

It is not, however, simply the racing teams who are to blame for Formula One's presently tarnished reputation.

Anyone who witnessed Gerhard Berger receiving medical treatment in a run-off area on Sunday morning at Monza, while the race warm-up continued, will realise that the FIA has rather more on its plate than a need to purge the technical departments of leading F1 teams.

It would also be well advised to examine the extraordinary behaviour of some of its own operatives.

S A





Delecour finishes fourth on his WRC return.

28: Jean-Pierre Jarier, Bob Wollek and Jesus Pareja (Porsche 911) win the rain affected Suzuka 1000 km.

28: Johnny Cecotto takes GTCC honours at the Salzburgring.

28: Rusty Wallace is NASCAR victor at Bristol. Good news is the continuing improvement in the condition of Michigan accident victim Ernie Irvan.

29: It becomes apparent that Williams will assume responsibility for Renault's BTCC programme in 1995. A three-year deal is eventually confirmed on September 12. Previous contractee MCT is tipped to run BMWs, while MRD is said to be on the verge of clinching a deal to prepare cars for the new Honda team.

29: Jo Winkelhock wins both BTCC races at Brands; Gabriele Tarquini's brace of second places edges him closer to the title.

29: Jan Magnussen clinches the British F3 title, with two more wins at Silverstone. Duncan Vercoe is confirmed as Class B champion.

29: Mick Bird (Opel Corsa) is British Rallycross winner at Ty Croes.

30: Michael Schumacher's appeal against a two-race ban, imposed after the black flag incident at Silverstone, fails at an FIA Court of Appeal. JJ Lehto will deputise at Monza and Estoril.

30: Carl Haas announces that Nigel Mansell will not be held to his IndyCar contract in 1995. At the same time, Williams confirms that the 1992 world champion will contest the final three Grands Prix of the season.

30: TVR announces plans to run at Le Mans in 1995, with a Techspeed-run Cerbera.

SEPTEMBER

1: A meeting between the FIA and the ACO clears the air between the two parties, and opens up possibilities that a World Sportscar Championship will be resurrected in 1996.

4: Victory in Vancouver brings Al Unser Jnr ever closer to the CART title. Andre Ribeiro wins the FIL support, closing on series leader Steve Robertson in the process.

4: Andrew Gilbert-Scott takes another Japanese F3000 win at Fuji, reducing Marco Apicella's series lead to just a point.

4: There are touring car wins for Alain Cudini (France), Stefano Modena (on his DTM debut) and Antonio Tamburini (Italy). F3 laurels go to Jörg Müller (Germany), Christophe Tinseau (France), Gianluca Paglicci and Luca Riccitelli (Italy).





Renault's BTCC assault will be masterminded by Williams in a three-year deal, above. A double win at Silverstone confirms Jan Magnussen, left, as British F3 Champion.

OCTOBER FIXTURES

Date	*Venue*	*Event*	*Type*
Oct 1/2	Palermo, Sicily	Targa Florio Historic Rally	INT
Oct 1/2	Nürburgring, Germany	Eifel Klassic	INT
Oct 1/2	Silverstone	British F3, GTs, GpN, TVRs	N
Oct 2	**Magny-Cours, France**	**F3000**	**INT**
Oct 2	N Wilkesboro, USA	NASCAR	INT
Oct 2	Mallory Park	Classic F3, FF2000, 2CV, MGs	R
Oct 2	Cadwell Park	Pre83 FF1600, XRs, Alfas, Fiats	R
Oct 2	Donington	750MC F1300, BCV8, MG T	R
Oct 2	Brands Hatch	R5T, Classic Saloons	R
Oct 7/9	Armagh, N I	Circuit of Ireland Retro	INT
Oct 8	Silverstone	F4, FVee, F750, Healeys	R
Oct 8	Oulton Park	Sports & FF 1600, Prod Car, R5T	R
Oct 8	Castle Combe	Road saloons, VWs, MGOC, GTs	R
Oct 9	Charlotte, USA	NASCAR	INT
Oct 9	Laguna Seca, USA	CART	INT
Oct 9	Brands Hatch	GpN, Ventos, TVRs, Caterhams	R
Oct 9	Snetterton	HSCC Road Sports, Gp6, Classic F3	R
Oct 9	Thruxton	ModSaloons, Cosworths, Westfields	R
Oct 9	Mallory Park	ProSport 3000, Road saloons, Fords	R
Oct 9	Ingliston	SMRC	R
Oct 9/13	**Sanremo, Italy**	**Sanremo Rally**	**INT**
Oct 15	Oulton Park	ModSaloons, CRXs, XRs, Alfas	R
Oct 15	Silverstone	750MC, KitCars, Roadsports	R
Oct 15/16	**Donington Park**	**World Touring Car Challenge**	**INT**
Oct 16	**Jerez, Spain**	**European Grand Prix**	**INT**
Oct 16	Snetterton	Porsches, FF1600, Fiats	R
Oct 16	Mondello Park	IMRC	R
Oct 22/23	Brands Hatch	F Ford Festival	INT
Oct 23	Rockingham, USA	NASCAR	INT
Oct 23	Snetterton	FF2000, BMWs, Hist saloons	R
Oct 29	Silverstone	F4, FVee, MGOC, Jag XKs	R
Oct 29/30	Donington Park	Brit F2, F2000, FFirst, 924s	N
Oct 30	Phoenix, USA	NASCAR	INT
Oct 30	Snetterton	750MC Birkett 6hr Relay	R

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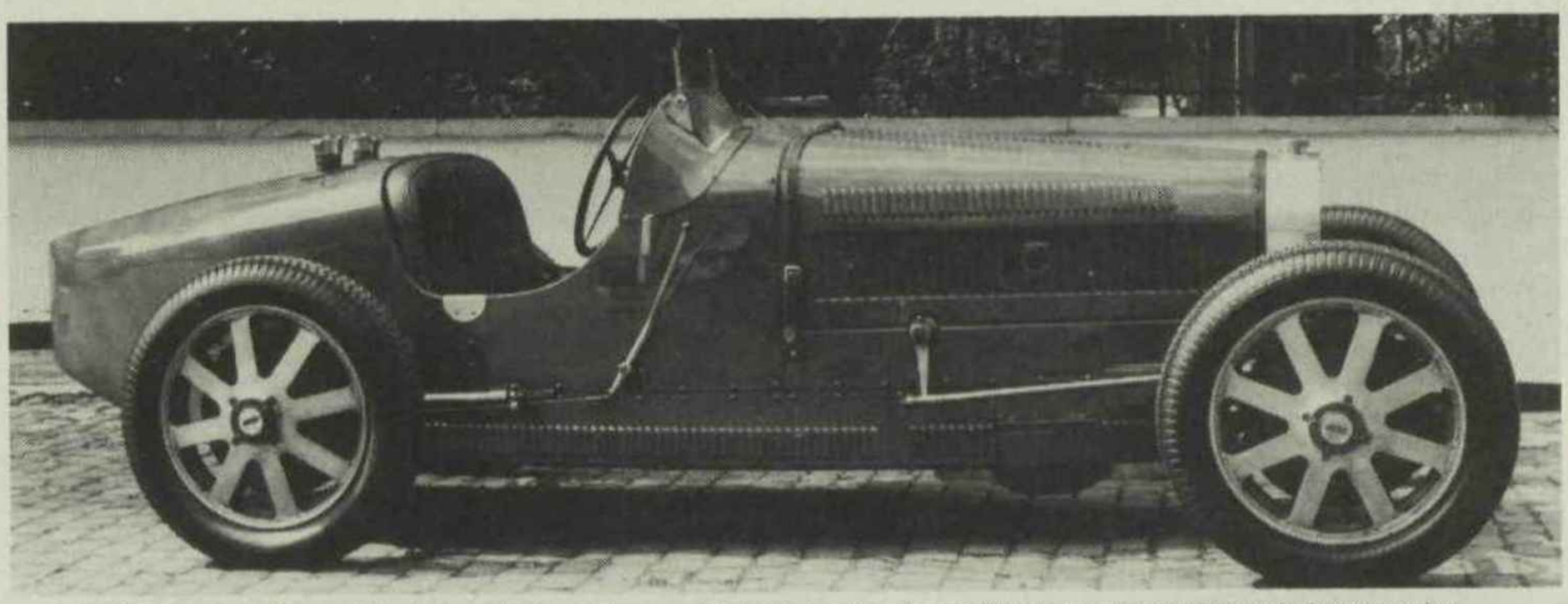
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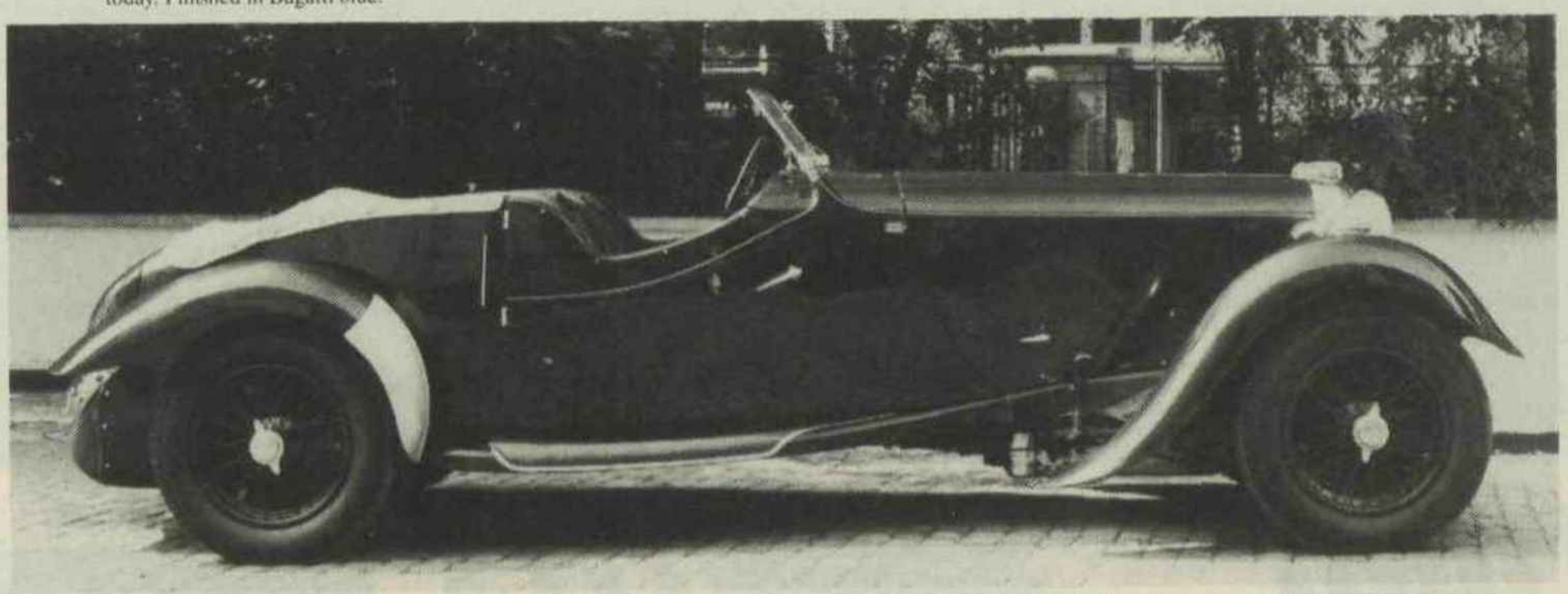
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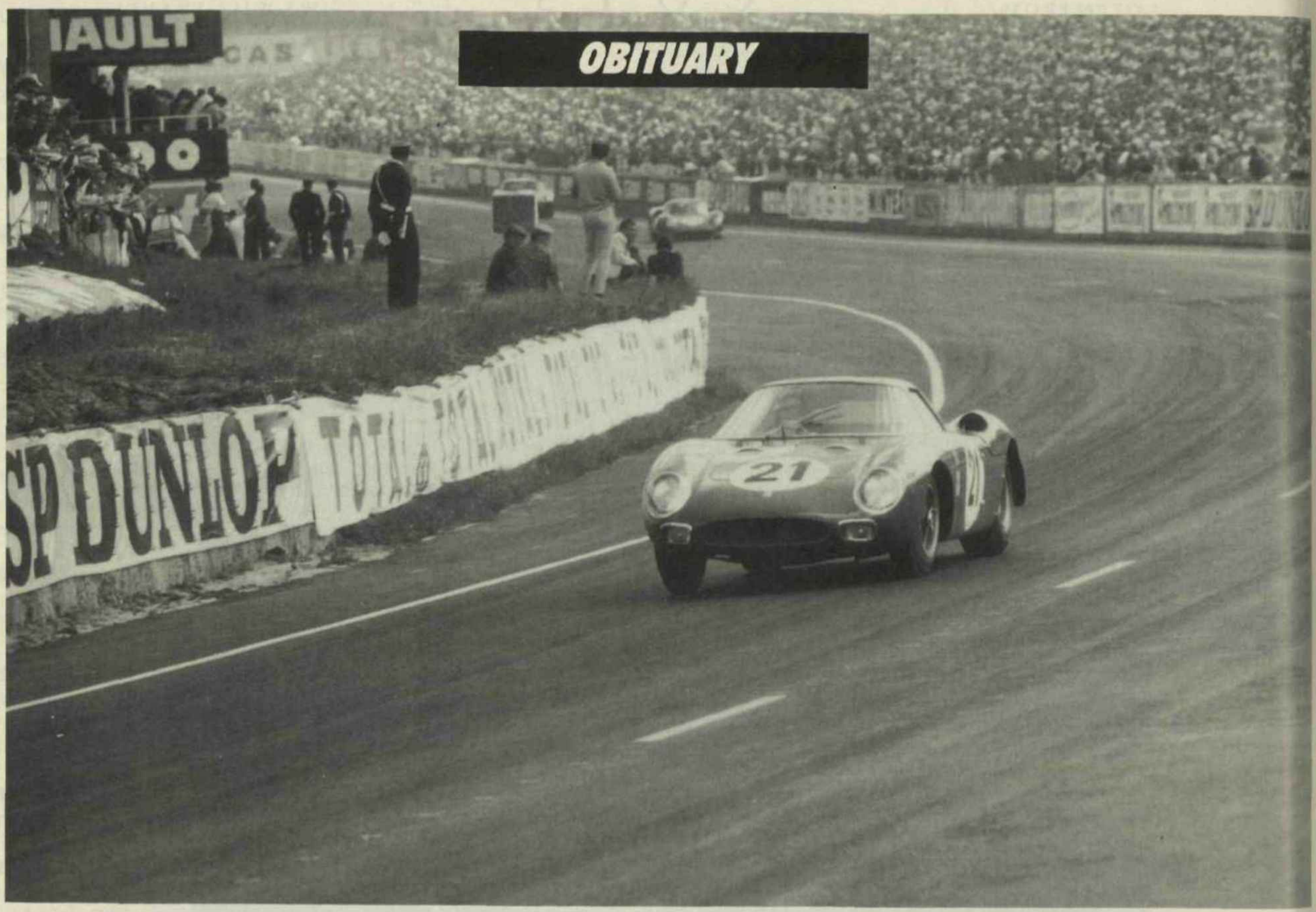
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1953 MG Arnolt
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OBITUARY



Luigi Chinetti





As Ferrari's USA importer, Chinetti also formed his own team, NART, beating the factory cars to victory at Le Mans in 1965 with the Rindt/Gregory 250LM, top. It was his Testa Rossa that the Rodriguez brothers drove for their famous 1961 attempt at the Sarthe, above left, reinforcing the marque's Le Mans reputation which began with Chinetti's own 1949 win, in company with Lord Selsdon, above right.

Luigi Chinetti, who passed away recently, knew Enzo Ferrari way back in the '30s, but though the former scored the first of the latter's nine victories at Le Mans with the 166 Mille Miglia Ferrari in 1949 (and owned the car that took the last of them), and though he sold countless of Il Commendatore's products as North American distributor, theirs was a relationship based on ambivalence.

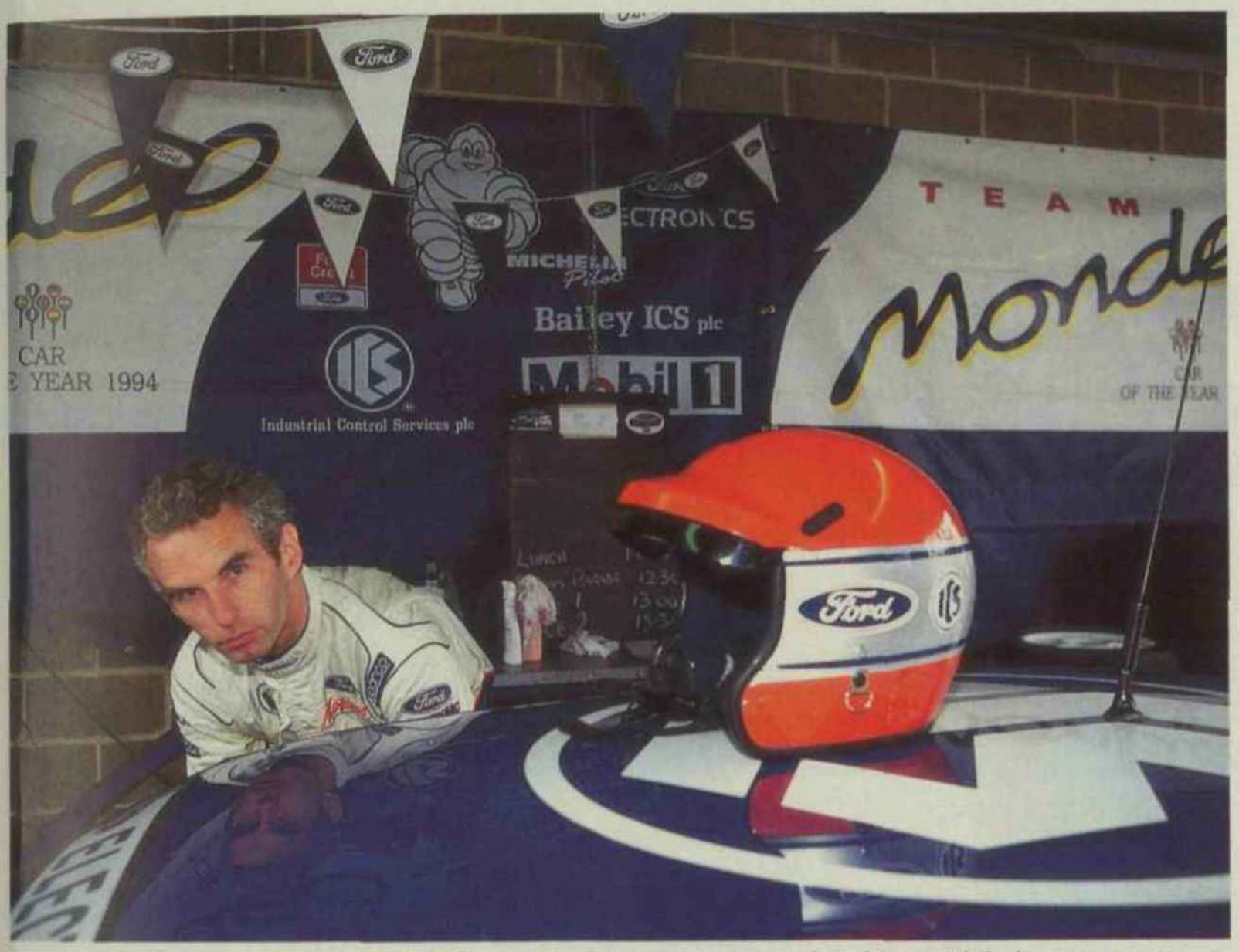
As a racing driver Chinetti had a sound career, for he had also won Le Mans in 1932 and again in 1934, both times in Alfa Romeos. In between those triumphs, he was second in the 1933 race, sharing with Philippe Varent.

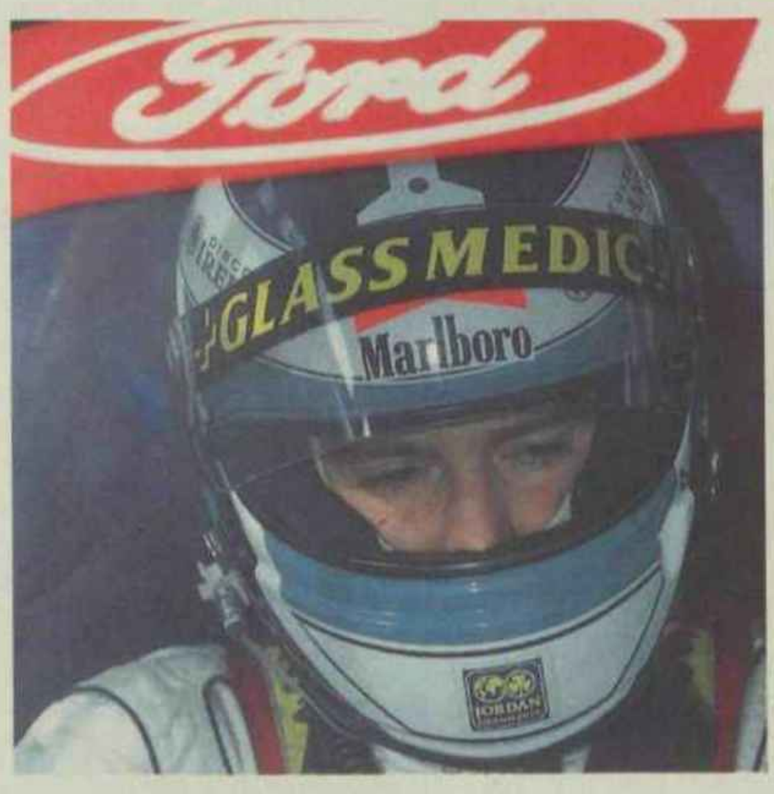
After cruising through Europe he fell into a wonderful opportunity when he was engaged by Lucy O'Reilly Schell (mother of Grand Prix driver-to-be Harry) to run a pair of Maseratis in the 1940 Indianapolis 500, and thus he went to North America via New York. He decided to stay, and in 1946 gained American citizenship. On a subsequent brief return trip home he chanced to meet Ferrari again, and one way or another they agreed a deal whereby he became the US importer, running out of 49th Street in New York city. His Le Mans triumph in 1949 did wonders for Ferrari's growing reputation. Back in the '30s Chinetti had actively encouraged the emergent Raymond Sommer, a gallery-playing society gentleman driver with a fantastic talent and a fierce belief that the way you played the game far outweighed the result you obtained. Now, via deals with entrants such as Temple Buell, Frank Arciero and Tony Parravano, Chinetti indirectly helped a whole new generation of stars such as Dan Gurney, Phil Hill, Masten Gregory and Richie Ginther to establish their reputations on the North American sportscar scene.

Later, he formed his own North American Racing Team (NART) which campaigned Ferraris with great enthusiasm and no small measure of success. It was in one of his cars that Jochen Rindt and Gregory won the 1965 Le Mans, after a flat-out drive.

He was also responsible for introducing the Rodriguez brothers, Ricardo and Pedro, to the Sarthe, where they staged such a terrific fight in the 1961 race with his 250 Testa Rossa. Later that year, he would help to massage Ricardo's passage into the works F1 team.

Luigi Chinetti could be an irascible man with his customers and in many ways he was far ahead of his time, for while he would rarely shrink from giving true talent a chance in one of his cars, he understood only too well the value of charging wealthy amateurs for the privilege. **DJT**







Above, Andy Rouse has announced his impending retirement as a racing driver. While he concentrates on developing the BTCC Ford Mondeo, Kelvn Burt (top right) wll occupy one driving seat in 1995. Right, Karl Wendlinger returned to the F1 paddock at Monza.

4: Bill Elliott takes NASCAR victory at Darlington; Ernie Irvan's medical condition continues to improve.

4: Popular club racing stalwart George 'Welly' Potter perishes in a road accident. Potter was best remembered for a series of lurid Capris and Lotus Esprits in the late 1970s/early 1980s.

4: Kenneth Hansen takes ERC spoils in Norway.

5: Larrousse announces that Yannick Dalmas will partner Erik Comas at Monza.

5: McLaren is summoned to an FIA hearing, to face charges that it used an automatic upchange facility in the San Marino GP at Imola.

5: Japanese drivers Toshio Suzuki and Aguri Suzuki are tipped to contest the final two GPs of the season, for Pacific and Larrousse respectively.

5: Kelvin Burt signs for Ford to contest the 1995 BTCC. The deal coincides with rumours that Jordan, for whom Burt acts as F1 tester, could get a works Ford engine deal in 1995.

5: Touring car veteran Andy Rouse says he will retire at the end of the season; he will keep his hand in by assisting with Ford's test programme, however.

5: Over 50 cars are expected to contest the FIA Touring Car World Cup at Donington. The complexity of the entry requirements means that there is no guaranteed spot for BTCC champion-elect Gabriele Tarquini. Robb Gravett, however, will drive for Ford, even though he has been out of a BTCC drive all season. A third Renault entry will be handled by David Leslie.

5: Mitsubishi confirms that Tommi Mäkinen will be driving a Lancer on the forthcoming Sanremo Rally.

7: An FIA hearing clears Benetton of any irregularity after the Hockenheim pit fire, but rejects the team's appeal against Michael Schumacher's Spa exclusion. McLaren is also cleared of any impropriety at Imola; the FIA says that the problem lay in a difference of rule interpretation.

7: Tyrrell re-signs Ukyo Katayama.

8: The 1995 BTCC calendar is released, featuring 25 races at 13 meetings. Informed rumours place Tim Harvey at BMW in 1995, while Alain Menu should stay at Renault, ditto Patrick Watts at Peugeot.

9: Renault says it will not contest the 1995 British Rally Championship, though the RACMSA remains confident that the new 'F2' regulations will succeed. Several manufacturers, including Ford, VW, Peugeot, Nissan and Vauxhall, attend an official press day, though not all are able to commit to programmes.

10: For the first time since his Monaco accident, Karl Wendlinger attends a Grand Prix.

11: Damon Hill wins the restarted Italian GP. Michael Schumacher is conspicuous by his absence from Monza; it is quickly rumoured that his services will be available to the highest bidder in 1995, such is his discontent with Benetton.

11: In the wake of the Italian GP, runner-up Gerhard Berger slams the Monza circuit authorities in the wake of his hefty shunt during the warm-up. He had been treated in the run-off area while the session continued. . .

11: Jacques Villeneuve takes his first IndyCar win, at Elkhart Lake. Second place finally ensures that Al Unser Jnr will be champoion in his first season with Penske.

11: Tim Harvey (Renault) and Gabriele Tarquini (Alfa) take BTCC wins at Silverstone; Tarquini clinches the title.

11: Terry Labonte is the latest NASCAR winner, at Richmond.

11: Victory at Spa gives Johnny Cecotto a one-point lead in the GTCC.

11: Japanese F3 champion Michael Krumm wins again, at Sugo.

11: Jan Magnussen wins the Thruxton F3 race.

12: The tabloid press picks up on rumours that Nigel Mansell is buying a stake in an F1 team, thought to be Lotus. The latter's Peter Collins swiftly issues a strenuous denial. At the same time, Collins reports that Team Lotus has petitioned the High Court for an Administration Order, to protect its commercial interests in the short term (see *Delirium Tremens*).

12: WRC leader Didier Auriol is linked with Subaru.

As thick as a plank

MILD SEVEN



Damon Hill: beneficiary of the post-race technical traumas.

Schumacher was beaten to pole position by a combination of the weather and Rubens Barrichello, but on race day he was in a class of his own... Until they measured his skidblock

Rubens Barrichello (left) converts his first F1 pole position into a lead that was to be short-lived. . .



Barrichello waits to experience the fruits of his timely switch to slicks.



Mika Hakkinen heads for what would eventually be second place.



Irvine leads Blundell. Both could have scored points; Mark did.

There were two Belgian Grands Prix this year.

In the first, Michael Schumacher simply blasted into what on race day was a wide blue yonder, to beat arch-rival and pre-race favourite Damon Hill by a comfortable 13.6s.

The second race was witnessed by few and took place in *parc fermé*, where instead of green lights it was initiated by FIA Technical delegate Charlie Whiting wielding a pair of vernier calipers with which he measured the skidblock, or 'plank' on the underside of Schumacher's Benetton-Ford.

Shock horror! The plank started life 10mm deep along its 224cm length and across its 30cm width, and it was allowed a wear tolerance of not more than 9mm by the race's end. Yet here, claimed Whiting, was evidence that 10cm back from its leading edge, and for a portion of some 80cm, it was as narrow as 7.4mm. Consternation! Suddenly, what we had all seen on the track was not, after all, what it might have been. . .

To a man, Schumacher's peers had slagged off the Eau Rouge chicane that he had created with FIA Safety Delegate Roland Bruynseraede, but the German had seemed to know just what he was up to when he supervised the changes that emasculated the last great corner in racing.

Taking away that daunting swerve, through which it is so vital to carry maximum momentum, and replacing it with a horrible little left, right flick, should have favoured the punch of Renault and Ferrari, and penalised the Ford Zetec-R. That was what everybody seemed to think prior to the Belgian GP, but that wasn't quite the way it worked out.

Perhaps, we said after qualifying, the rain that had spoiled both sessions was the reason why Schumacher had been so quick. After all, Rubens Barrichello was on the pole, so things weren't that accurate a guide, were they? But come the race, when everyone had to guestimate their settings because the race morning warm-up had not been held on a totally dry track either, the German was simply in a class of his own. Nobody looked like getting anywhere near to him as he took his eighth victory of the season. Only later would some impute sinister reasons for the Benetton's speed, as news began to filter through of the skidblock's failure of the measurement test.

For Barrichello it really had been a case of right place, right time as the track dried out on Friday afternoon. It was literally getting drier by the minute, and as Schumacher ducked round in 2m 21.494s once the real aces had switched to slicks, there was jubilation in the Benetton camp. Damon Hill was left with a solid 2m 21.681s on wets, which had just pipped Eddie Irvine on an impressive 2m 22.074s. Jean Alesi was left scowling with a face like thunder after he and Martin Brundle had ruined each other's best laps by each wanting the track at the same time. Few had eyes for the 22 year-old Brazilian, but Jordan's management had timed things to perfection. Even as Schumacher and his crew were congratulating one another, Rubens ducked beneath the chequered flag and the Tag Heuer screens twitched one final time. 2m 21.163s said the top line. Great timing.

"At first I told them it was too risky for slicks," said Rubens. "Then just as they were going to get the rain tyres I changed my mind and said, 'No, let's take the risk and go for it.'"

It was a gamble that would pay off even more handsomely when Saturday's final qualifying session was also affected by rain, and a delighted Barrichello sat glued to the television monitors with team manager John Walton, clapping with excitement as Schumacher and Alesi failed to get within four seconds of his previous day's best. Once again the track was drying towards the end, but this time it didn't dry enough. A very shrewd bit of timing had reaped dividends and made him the youngest ever pole winner in a pukka Grand Prix.



"Taking away that daunting swerve, through which it is so vital to carry maximum momentum, and replacing it with a horrible little left, right flick, should have favoured the punch of Renault and Ferrari"

If Spa had been good for Barrichello and Jordan thus far, however, the glee didn't last long. True, Rubens and Eddie I did get further than they have in the last two events. The Brazilian kept his nerve off the line and led to La Source, and he led all the way down to Eau Rouge and out of the silly chicane and up the hill to Raidillon. That was good. But as they came up to Les Combes at the top of the circuit, the inevitable happened. Schumacher had got away well enough in second place, and on that long, long climb he simply powered past and grabbed the lead going into the right, left, right sequence.

Further back Alesi had got away well too, slipping inside Hill who had been surprised to see the green lights turn back to red and who politely made room when the Ferrari steamed by. At the Bus Stop chicane at the end of the lap two the Ferrari was up to second as Jean slingshotted by down the inside of Barrichello before they turned in. Bad luck for Jordan, but this was good for those who wanted to see Schumacher challenged. We were to be let down within a lap, however. The German led by 4.2s as they crossed the line, but Alesi got no further than the exit to La Source when he trickled to a halt. Engine failure.

"What can I say?" he asked. "Once again everything went wrong for me on a day when the car seemed really good. Everything happens to me. . ." You couldn't blame the plaintive note in his voice.

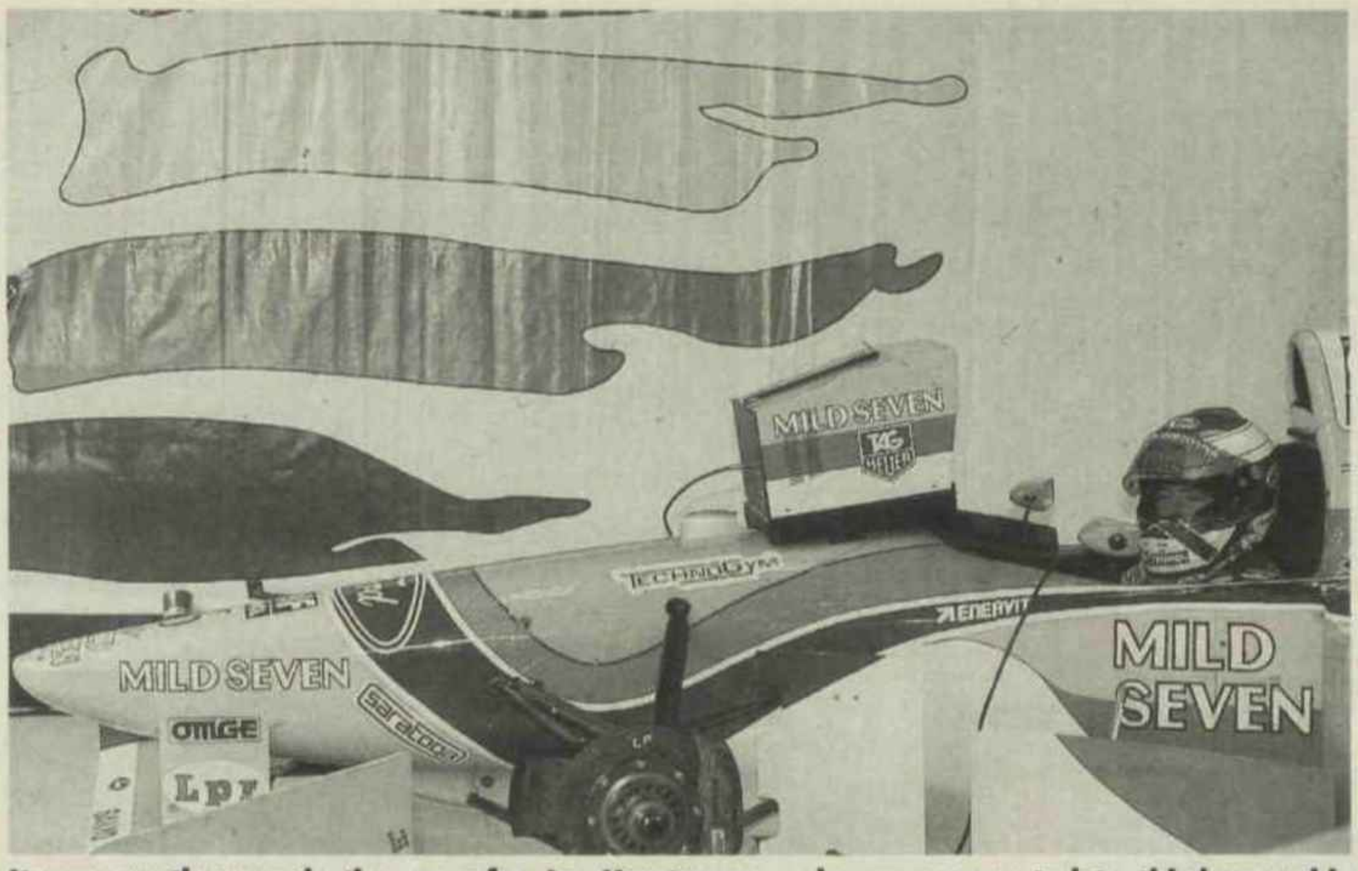
It really wasn't his weekend. He had been very quick during the wettest period on Friday, but was incensed when he and Brundle had their contretemps. Since Brazil and Imola in 1992 they haven't exactly cried upon one another's shoulders, and here their subsequent verbal exchange was acrimonious to say the least.

"Everyone knows you're in the car because Ron Dennis couldn't find anyone else," Alesi ventured. "I hope next year he doesn't waste the seat and gets a young driver with talent." Brundle was unmoved, and pointed out that he too actually had a right to use the circuit even if that was a surprise to Jean. Had he wanted to he might also have pointed out that their results have been very similar, right down to the fact that neither has yet won a Grand Prix. . .

Barrichello moved gratefully back to second place, but within a lap Hill, Coulthard and Hakkinen had all rushed by, but Rubens was planning only one stop so his car was carrying more fuel, which explained a few things.

With seven laps gone the race for victory was already over as Schumacher nursed a 13s advantage over Hill and Coulthard, the latter right back on the sort of form that he showed on his début in Spain. "For a man in his sixth GP he was very impressive," Patrick Head would say later. "You're looking at a new talent."

Hakkinen's initial burst had brought him a solid fourth, while Barrichello had dropped back and was locked in combat with Verstappen and Frentzen. Berger chased this bunch, like the lead Jordan, his Ferrari heavy with fuel as he too planned only one stop. Heinz-Harald had overtaken Jos on lap six to take sixth, and Gerhard followed suit three laps later. This seemed to be shaping up quite nicely, with the Sauber looking a real threat to the Jordan, but then Frentzen pressed a little too hard at Eau Rouge as the C13 got away from him. Officially, he then retired "because there was no traction any more," but what he really meant was that he had kept the engine running, tried to restart, and



It was another productive race for Jos Verstappen, who was promoted to third upon his team-mate's disqualification.

beached the car over a kerb which lifted the rear wheels off the deck. . .

Another threat to Barrichello disappeared when Berger's engine broke as he went through the Bus Stop on lap 12, ending a bad day for the Prancing Horse. His car stranded in a potentially dangerous place, Gerhard, with best intention, attempted to make the pit entrance, raising his hand in indication of his problem. Unfortunately, the angle he was approaching it at prevented him seeing Brundle as Martin headed for the pits and his first fuel stop, and they narrowly missed collision. Later, Berger would be given a one-race suspended penalty for his sin.

Barrichello was the last front runner to stop for fuel, coming in from second place on the 18th lap, and when he resumed the order read Schumacher, 18s clear of Coulthard who had got by Hill during their stops, then Hakkinen, Rubens, Brundle, Verstappen and Blundell, who was catching the second Benetton and leaving behind Irvine, who had been edged wide at La Source at the start and had thus lost valuable momentum and places on the climb to Les Combes. Then came Morbidelli, scrapping with Panis (who was rolling again when the lights went green) Martini and Fittipaldi (who had been 28th fastest on Friday and was mighty relieved to scrape into the race in 24th place on Saturday).

On lap 19, however, Schumacher so very nearly came to grief at Pouhon, the very quick double left-hander. The Benetton suddenly spun through 360 degrees and he was *very* lucky to get away with his rear wheels flicking over the kerb and just kissing the grass with his right rear.

Off line it was getting very slippery, thanks to dirt and rubber shards all round the circuit, and going through Pouhon a lap later Barrichello switched Eddie Jordan's promising day back into nightmare mode as he got on to too tight a line and went straight on into the gravel. He kept the momentum going as he attempted to drive round the outer edge, but instead he carried right across until thumping the tyre wall.

That left Brundle in fifth place, a good 20s behind his team-mate, who was into a sterling drive that went a long way to making amends for a very public shunt exiting the Bus Stop at the end of the morning warm-up. Martin, however, would last only until lap 25, when he too dropped it heavily at Les Combes.

By now the Belgian GP had become to public entertainment what the Great Plague was to sanitation, for quite clearly the Williams duo wasn't about to catch Schumacher unawares. After his little surprise Michael had quickly picked up his rhythm again. Hill, however, was frustrated in his efforts to pass his team-mate when they came upon de Cesaris. After his Indian Summer with Jordan in 1991, and the odd shining run for Tyrrell, the Italian has slipped back into his bad old ways, and the way he held up Hill reminded onlookers of his less desirable traits.

From 0.6s on lap 23 the gap between the Williams drivers expanded to 2.4s by the time Damon had encouraged Andrea to use the glass things that stuck out on the sides of his Sauber's cockpit. It's not just Mercedes-Benz that thinks Sauber chose the wrong stand-in for Karl Wendlinger. One just hopes that Derek Warwick didn't throw anything too hard at the screen if he was watching on television.

Hill refuelled on lap 28, at the same time as Schumacher, which gave Coulthard a lap in the lead for the first time, and when he resumed after his call on lap 29 he got out of the pits marginally ahead of Damon. Why the Scot had not already received any message to allow Hill to pass, to pursue his World Championship aspirations, was a point beyond the immediate understanding of many onlookers. Though David naturally wanted to make as great an impression as possible, it surely made more sense to have the driver in the best position to challenge Schumacher's points tally running in second place.

Damon certainly thought so. "My view is that the team should have acted sooner in asking David to let me by, and I let them know my feelings on the radio. They replied 'Yes', and said they understood what I was saying, but nothing happened.

"Once I was past I was able to run much quicker because I wasn't in dirty air. It's always easier to get the most out of the car when you're not running in another car's turbulence."

Damon thought he was close enough for the team to radio David; the team, apparently, didn't, even though Hill was running less rear wing and could thus tow up to Coulthard by the end of the straights.

It was an unfathomable impasse, that many felt would prompt Frank Williams into thinking that he really does need Nigel Mansell after all next year.

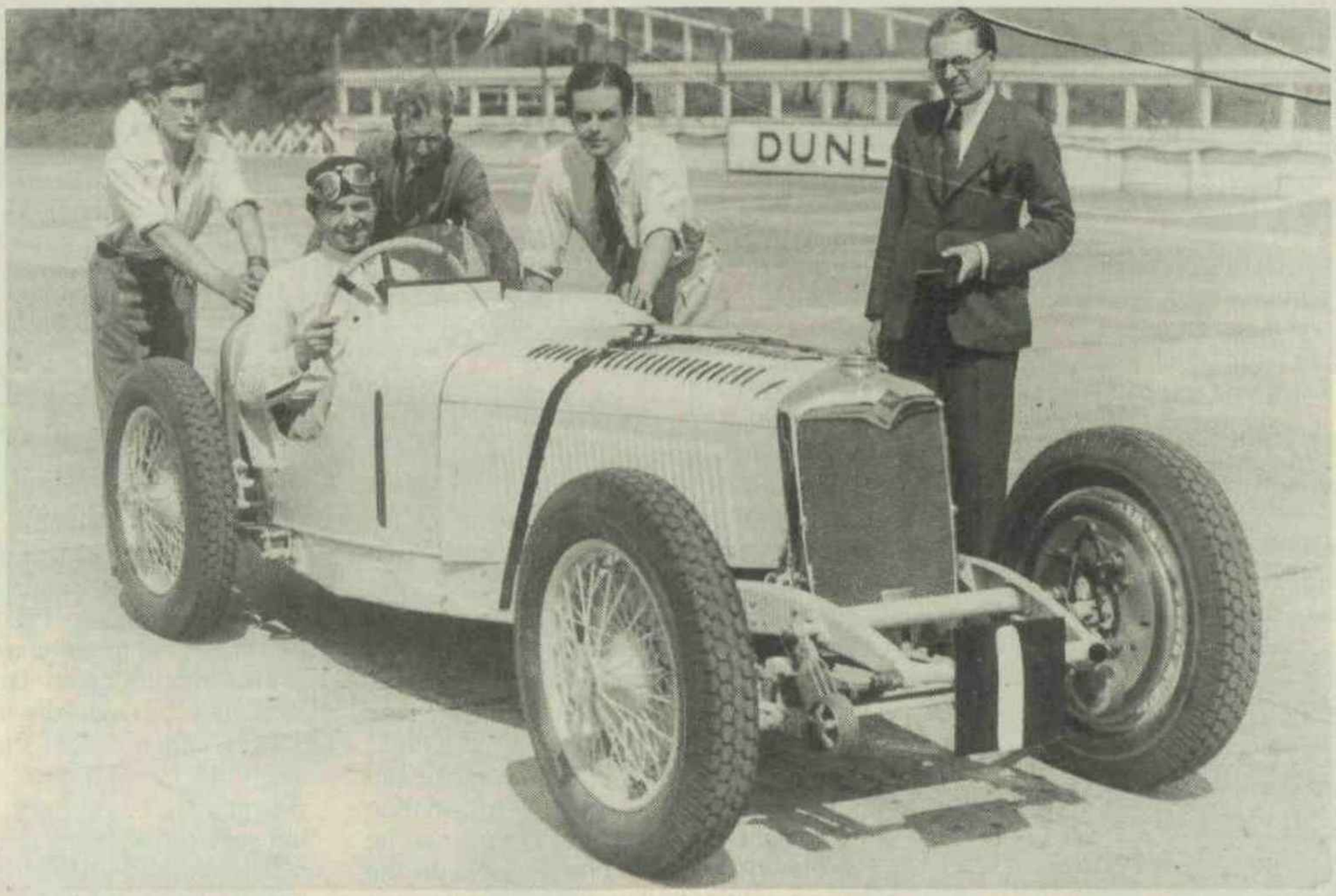
The situation finally resolved itself on lap 37, when Coulthard was called in. His rear wing was wobbling and assuming an odd angle at times, and Patrick Head insisted on a safety check. He conducted this himself before despatching the Scot once again. He had been the first of his race to lead a Grand Prix since Jackie Stewart in Canada in 1973, but by now any thoughts of the first podium finish for a Scot since JYS' in Germany that season had once again been dashed.

As Coulthard resumed, Hakkinen had superior momentum going down to Eau Rouge, and just as Coulthard's own overtaking moves on backmarkers going into that corner had demonstrated his extreme confidence, so Mika's lunge did. The Finn grabbed third place, and then a lap later it was clear that David was in trouble. The heat sink during his prolonged pit stop had upset his car's electronics, with the effect that his last laps were conducted with the FW16B stuck in fourth gear.

This would be bad news for Blundell. The Briton's progress had once brought him on to Verstappen's tail, but as they came up to lap the spin-prone Gounon and Bernard on lap 20 Mark had to venture off line and immediately found the dirt on his tyres took four laps to scrub off.

"Just before my first stop I'd had a problem with the gearbox and its selection process, so we'd changed the mode when I came in. After that the car was great, with a good set-up, and I was catching Jos again. We both passed David, and then going through La Source on lap 40 he tapped me up the back and I spun. He came and apologised to me afterwards, but when you're headed for fifth place and two points, and you get knocked off by the guy who goes on to take that position, it's

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difficult to tolerate. He was going too fast there for the problem that he had, being stuck in fourth. Without that, I think I could have caught Jos and who knows? I might have been able to pressure him into a mistake. . ."

At the end he'd been lapped, so was unable to push after the crippled Coulthard, but in any case his Tyrrell had sustained damage to its left front wing endplate and had lost a lot of downforce, so it was by then a moot point whether he could have caught the Williams. It was nevertheless an unsatisfactory end for a team which had earlier lost a flying Ukyo Katayama when engine seizure had pitched him off the road on the 19th lap.

Further up the road, Hakkinen was extremely pleased with a reliable run to third on his return to the cockpit after his enforced layoff in Hungary, especially as he'd had a brake balance problem since the halfway point. And Verstappen again showed his growing maturity with an excellent run for fourth.

Blundell did take a point, a place behind Coulthard, while Gianni Morbidelli drove unobtrusively for an apparent seventh place in Arrows' 250th GP in a team career that has yet to enjoy the distinction of victory. Or even the sniff of it. . .

The naughty Panis was next, ahead of the Minardi duo of Martini and Alboreto who raced right to the line in the team's 150th GP, Piero getting the verdict by less than half second.

Others were not so fortunate. Irvine had been heading for fifth in the wake of Coulthard's problem, keeping out of trouble and desperate for some points after his recent appalling run of ill fortune, when his battery started running down with three laps to go. An alternator problem was suspected.

Herbert's brilliance went all but unnoticed, in his last scheduled outing with the unloved Mugen-Honda ZA5C before the highly promising ZA5D came on stream at Monza. He spun on the first lap when he ran out of room in traffic at La Source, and then went straight on there on lap five when he locked his brakes. The bleed nipple on the right rear caliper had worked loose, leaving him with only effective front braking. He lost two laps having the problem diagnosed and rectified, and then despite occasional gear-change glitches he drove like a demon with laps that were quicker than all of the midfield runners up to Morbidelli.

At the flag Schumacher was 13.6s ahead of Hill and had notched up his eighth win of the season and his 10th since victory had fallen to him at Spa back in 1992. Or so we all thought.

"The set-up today was a gamble, because I only did two installation laps in the dry just to scrub some tyres. But once again we proved that we are always competitive, from the first moment, and we proved it here again."

Hill desperately needed to win this race if he was to keep his slender championship hopes alive, so second place, particularly in the circumstances prevailing, was a huge disappointment. "We took a few risks with the set-up," he admitted glumly. "The car wasn't good enough, at the end of the day. I took a bit of wing off and I had a little bit too much pointiness in the car. Second place hasn't got me jumping up and down. . ."

That would come later, when he had struggled through the traffic to Brussels airport and was told the good news that, after all, he had won. What we had all thought to be a fight for second place between the Williams-Renault drivers had in fact been the battle for the lead. . . As the Englishman began to celebrate, Benetton engineers Ross Brawn and Pat Symonds were jumping up and down themselves back at the circuit, but for entirely different reasons. . .

DJT

STARTING GRID



5 SCHUMACHER
Benetton B194
2m 21.494s (1)
2m 25.501s (2)



15 IRVINE
Jordan 194
2m 22.074s (1)
Did not run (2)



6 VERSTAPPEN
Benetton B194
2m 22.218s (1)
2m 28.576s (2)



7 HAKKINEN
McLaren MP4/9
2m 22.441s (1)
2m 28.997s (2)



23 MARTINI
Minardi M194
2m 23.326s (1)
2m 30.896s (2)



4 BLUNDELL
Tyrrell 022
2m 24.408s (1)
2m 28.164s (2)



10 MORBIDELLI
Footwork FA15
2m 25.114s (1)
2m 31.403s (2)



25 BERNARD
Ligier JS39B
2m 26.044s (1)
2m 31.025s (2)



24 ALBORETO
Minardi M194
2m 26.738s (1)
2m 32.286s (2)



12 HERBERT
Lotus 109
2m 27.155s (1)
2m 32.610s (2)



20 COMAS
Larrousse LH94
2m 28.156s (1)
2m 30.524s (2)



9 FITTIPALDI
Footwork FA15
2m 30.931s (2)
16m 56.162s (1)



11 ADAMS
Lotus 109
2m 33.885s (1)
2m 34.733s (2)



14 BARRICHELLO
Jordan 194
2m 21.163s (1)
Did not run (2)



0 HILL
Williams FW16
2m 21.681s (1)
2m 25.070s (2)



27 ALESI
Ferrari 412 T1
2m 22.202s (1)
2m 25.099s (2)



2 COULTHARD
Williams FW16
2m 22.359s (1)
2m 27.180s (2)



30 FRENTZEN
Sauber C13
2m 22.634s (1)
2m 28.026s (2)



28 BERGER
Ferrari 412 T1
2m 23.895s (1)
2m 29.931s (2)



8 BRUNDLE
McLaren MP4/9
2m 24.117s (1)
2m 28.428s (2)



29 DE CESARIS
Sauber C13
2m 25.695s (1)
2m 30.475s (2)



26 PANIS
Ligier JS39B
2m 26.079s (1)
2m 31.501s (2)



19 ALLIOT
Larrousse LH94
2m 26.901s (1)
2m 31.350s (2)



31 BRABHAM
Simtek S941
2m 27.212s (1)
2m 41.593s (2)



3 KATAYAMA
Tyrrell 022
2m 28.979s (1)
2m 29.925s (2)

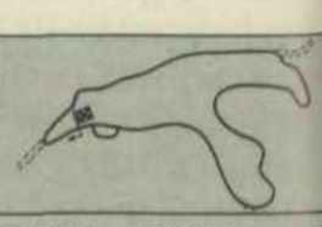


32 GOUNON
Simtek S941
2m 31.755s (1)
2m 40.280s (2)

Did not qualify:
GACHOT (Pacific PR01) 2m 34.582s/2m 34.951s
BELMONDO (Pacific PR01) 2m 35.729s/Did not run

FIA FORMULA 1 WORLD CHAMPIONSHIP

BELGIAN GRAND PRIX, Spa-Francorchamps, August 28
44 laps of 4.333-mile circuit (190.652 miles)



Pos	*Driver*	*Nat*	*Car/Engine*	*Time/Stated Retirement*	*Best Lap*	*Lap*
DQ	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 28m 33.508s	1m 57.198s	37
1	Damon Hill	GB	Williams FW16-Renault V10	1h 28m 47.170s	1m 57.117s	41
2	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 29m 38.551s	1m 59.359s	10
3	Jos Verstappen	NL	Benetton B194-Ford Zetec-R V8	1h 29m 57.623s	1m 59.001s	24
4	David Coulthard	GB	Williams FW16-Renault V10	1h 30m 32.957s	1m 57.793s	36
5	Mark Blundell	GB	Tyrrell 022-Yamaha V10	43 laps	1m 59.031s	38
6	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	43 laps	2m 01.295s	39
7	Olivier Panis	F	Ligier JS39B-Renault V10	43 laps	1m 59.502s	30
8	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	43 laps	2m 02.298s	24
9	Michele Alboreto	I	Minardi M194-Ford HB V8	43 laps	2m 01.209s	33
10	Eric Bernard	F	Ligier JS39B-Renault V10	42 laps	2m 02.665s	31
11	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	42 laps	2m 04.732s	24
12	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	41 laps	2m 00.605s	17
13	Eddie Irvine	GB	Jordan 194-Hart V10	40 laps – electrics	2m 00.353s	29
Rtd	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	33 laps – engine	2m 01.653s	27
Rtd	David Brabham	AUS	Simtek S941-Ford HB V8	29 laps – lost wheel	2m 06.145s	10
Rtd	Andrea de Cesaris	I	Sauber C13-Mercedes V10	27 laps – throttle/spun off	2m 03.501s	27
Rtd	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	24 laps – accident	1m 58.839s	24
Rtd	Rubens Barrichello	BR	Jordan 194-Hart V10	19 laps – accident	1m 59.527s	15
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	18 laps – engine	2m 00.531s	12
Rtd	Philippe Adams	B	Lotus 109-Mugen Honda V10	15 laps – spin	2m 06.759s	15
Rtd	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	11 laps – engine	2m 00.372s	11
Rtd	Philippe Alliot	F	Larrousse LH94-Ford HB V8	11 laps – engine	2m 06.157s	10
Rtd	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	10 laps – spin	2m 00.068s	10
Rtd	Erik Comas	F	Larrousse LH94-Ford HB V8	3 laps – engine	2m 07.153s	3
Rtd	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	2 laps – engine	2m 02.587s	2

Winner's Average Speed: 129.354 mph Conditions: warm, sunny
Fastest Lap: Damon Hill, 1m 57.117s on lap 41, 133.723 mph

Championship points – Drivers: 1 Schumacher 76; 2 Hill 55; 3 Berger 27; 4 Alesi 19; 5 Hakkinen 10; 6 Barrichello 10; 7 Brundle 9; 8 Verstappen and Blundell 8; 10 Panis and Coulthard 7; 12 Larini, and Fittipaldi; 14 Frentzen and Katayama 5; 16 Martini, de Cesaris, Bernard and Wendlinger 4; 20 Morbidelli 3; 21 Comas 2; 22 Alboreto, Lehto and Irvine 1.

Constructors: 1 Benetton Ford 85; 2 Williams Renault 62; 3 Ferrari 52; 4 McLaren Peugeot 23; 5 Jordan Hart 14; 6 Tyrrell Yamaha 13; 7 Ligier Renault 11; 8 Sauber Mercedes-Benz 10; 9 Footwork Ford 9; 10 Minardi Ford 5; 11 Larrousse Ford 2.

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Main shot, Jean Alesi's tenure of second place lasted longer than Barrichello's lead. Inset, the floor of Schumacher's car was a source of attention before the race, too.

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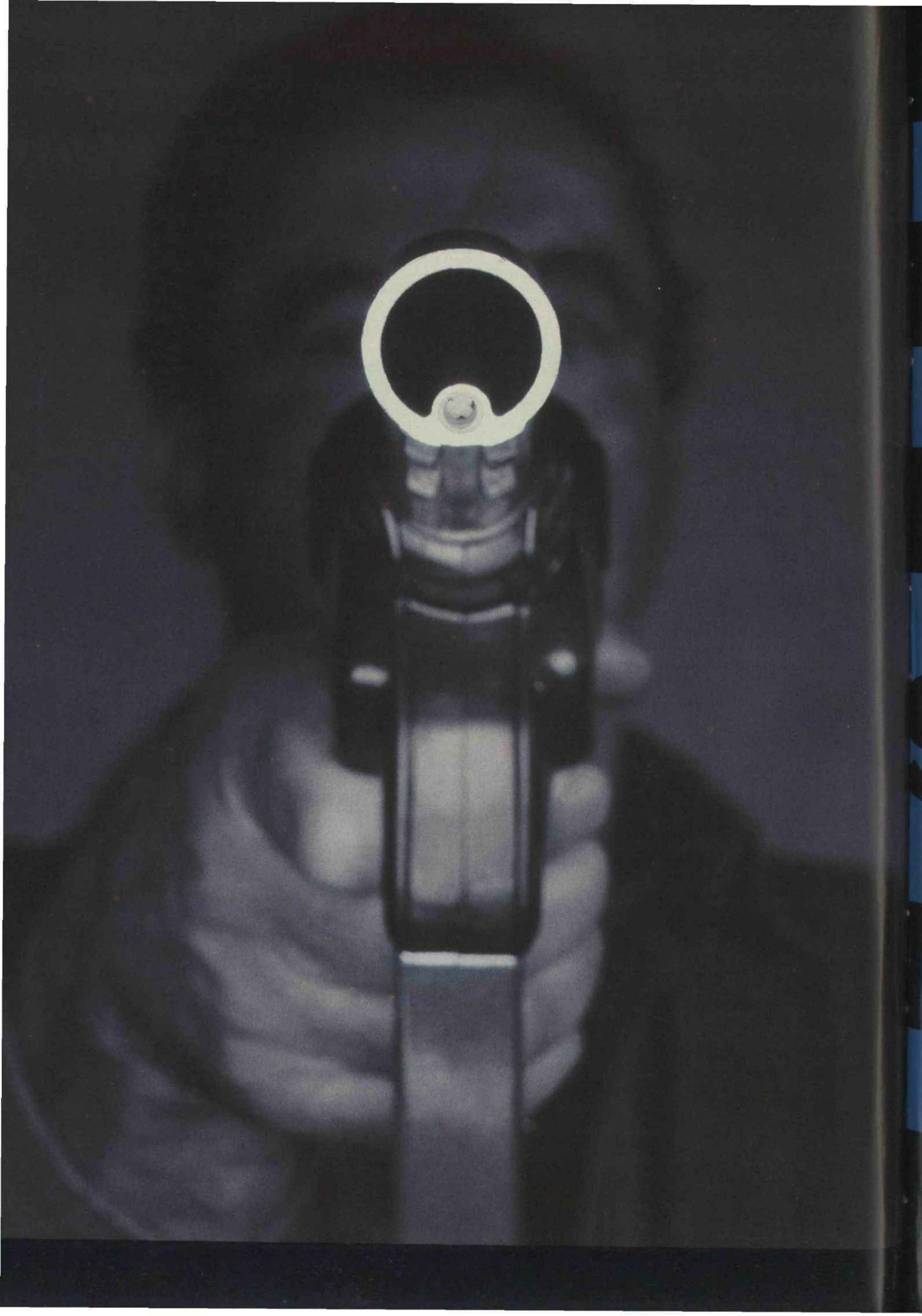
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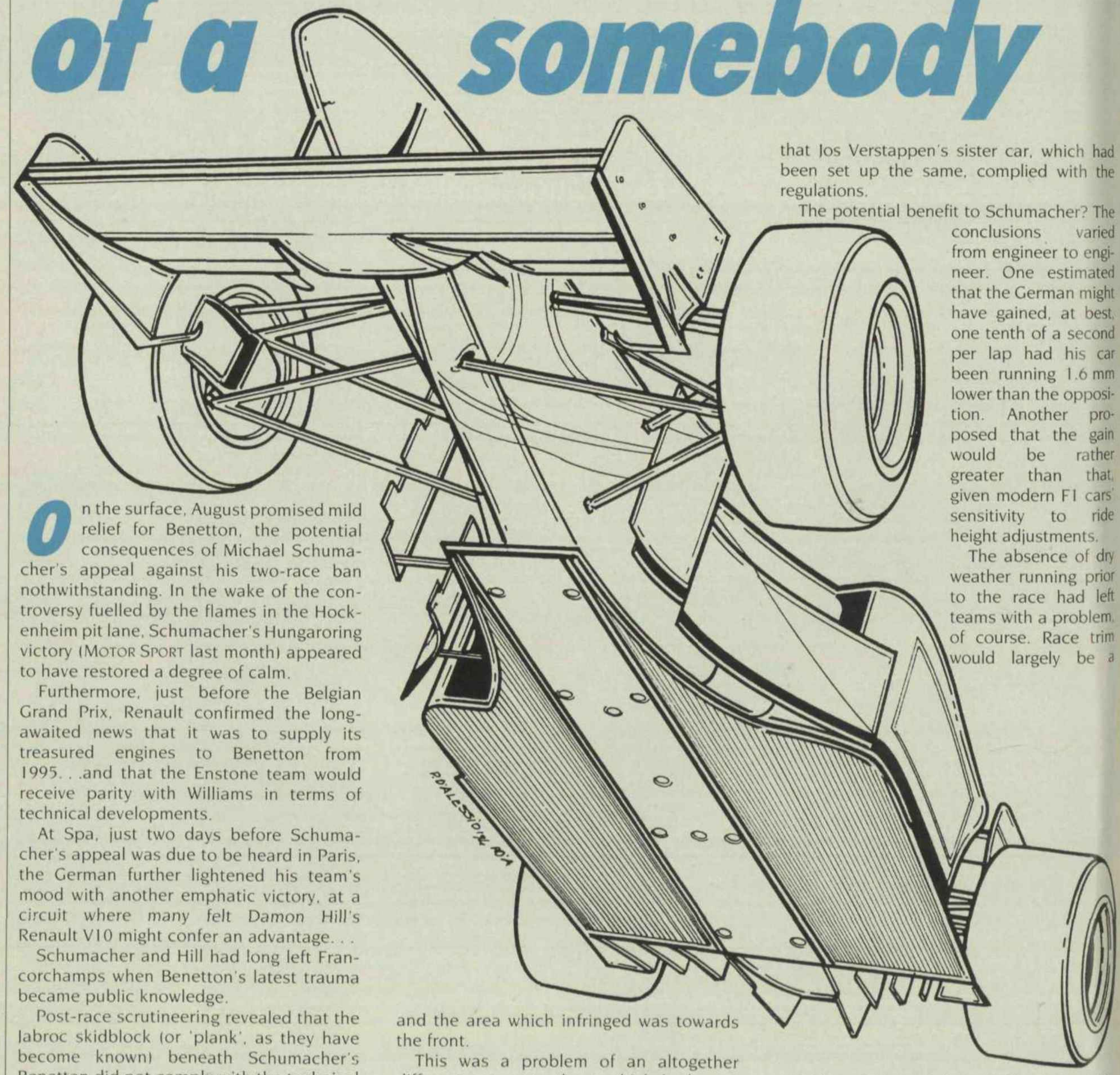
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PIT STOP

FAMOUS FOR FUELS elf

Diary of a somebody

When Benetton left an FIA Court of Appeal on September 7, it brought to an end a series of controversies that had raged throughout the summer



On the surface, August promised mild relief for Benetton, the potential consequences of Michael Schumacher's appeal against his two-race ban nothwithstanding. In the wake of the controversy fuelled by the flames in the Hockenheim pit lane, Schumacher's Hungaroring victory (MOTOR SPORT last month) appeared to have restored a degree of calm.

Furthermore, just before the Belgian Grand Prix, Renault confirmed the long-awaited news that it was to supply its treasured engines to Benetton from 1995. . .and that the Enstone team would receive parity with Williams in terms of technical developments.

At Spa, just two days before Schumacher's appeal was due to be heard in Paris, the German further lightened his team's mood with another emphatic victory, at a circuit where many felt Damon Hill's Renault V10 might confer an advantage. . .

Schumacher and Hill had long left Francorchamps when Benetton's latest trauma became public knowledge.

Post-race scrutineering revealed that the Jabroc skidblock (or 'plank', as they have become known) beneath Schumacher's Benetton did not comply with the technical regulations. Article 3.3 of which demands that the blocks should be 10 mm deep, although teams are allowed a 10 per cent wear rate during the course of a Grand Prix. Schumacher's plank, however, was as thin as 7.4mm at its leanest point.

The stewards indicated that the discrepancy was not a consequence of Schumacher's lap 19 spin at Pouhon, when he had traversed a kerb, for that damage was clearly marked to the rear of the skidblock, and the area which infringed was towards the front.

This was a problem of an altogether different nature to those which had gone before. Use of launch control earlier in the season had not been proven, nor could it be. There remained doubt about whether or not the team had been given permission to remove the fuel filter at Hockenheim. But this was black and white. Intentional or otherwise, it was a transgression, although Benetton denied that. The team referred to a 'technical problem' that had afflicted Schumacher's car between his first and second pit stops, and pointed to the fact that Jos Verstappen's sister car, which had been set up the same, complied with the regulations.

The potential benefit to Schumacher? The conclusions varied from engineer to engineer. One estimated that the German might have gained, at best, one tenth of a second per lap had his car been running 1.6 mm lower than the opposition. Another proposed that the gain would be rather greater than that, given modern F1 cars' sensitivity to ride height adjustments.

The absence of dry weather running prior to the race had left teams with a problem, of course. Race trim would largely be a question of guesswork. As Williams Technical Director Patrick Head pointed out: "Remember that for every pound per square inch less in the tyres at maximum speed the car runs two millimetres lower. If the pace car comes out, for example, there will be a pressure drop of around three pounds per square inch, so on the straight the car will run six millimetres lower. You've got to allow for this when you're setting the car up.

"You could take a risk and hope that that the pace car doesn't come out, and set the

car up with a five millimetre ride height. You might get away with it, and then again you might not."

Naturally, Benetton immediately appealed the decision, Technical Director Ross Brawn pointing out that Formula One's Technical Working Group had originally wanted plank legality to be assessed according to whether or not it was still within 90 per cent of its starting *weight*, which Schumacher's was.

After Spa, rulings for and against Schumacher and Benetton came thick and fast.

On Tuesday August 30, the appeal against a two-race ban in the wake of the Silverstone black-flag incident was rejected. The World Championship leader would thus not be eligible to participate in either the Italian or Portuguese Grands Prix.

Eight days later, Benetton's appeal against the Spa exclusion was likewise rejected, thereby confirming that Schumacher's lead over Hill was just 21 points, rather than the 35 it would have been had the appeal succeeded. And with Schumacher missing the next two races, there was every chance of that advantage being diminished yet further by the time he returns to the cockpit. Indeed, Benetton's worst fears were realised as Hill won at Monza to reduce the gap to 11.

On a brighter note, however, the team was absolved from responsibility for the Hockenheim inferno. Respected lawyer George Carman QC's presentation claimed three vital pieces of evidence in Benetton's favour: the fuel filter had been removed by a junior employee, without the prior knowledge of the team management; Benetton had made no attempt to disguise the absence of the filter, even though it had ample opportunity to do so; refuelling equipment supplier Intertechnique had delivered, by fax, a document which apparently authorised the Larrousse team to remove the filter as long ago as May. It was said that the latter was instrumental in persuading the aforementioned junior official to remove the filter, though subsequently it appeared more likely that all this letter had said was that *if* the fuel filter was to be removed, then a packing O-ring of specific thickness must be used. Many F1 observers took the view that this did not consititute permission of any sort.

Later, FIA President Max Mosley would admit that the decision not to penalise Benetton was taken "in the interests of the sport, and in fairness to the other teams who wanted a decision." He said the World Council would otherwise have had to conduct a long investigation and only decide the matter on October 19.

He admitted that "maybe Benetton and McLaren (in the dock on a separate matter pertaining to alleged use of an automatic upchange facility at Imola – see *Diary*) were a bit lucky this time. Maybe we were too easy on Wednesday – though I do not think we were – but that is the end."

From now on, Mosley said, "we will be ruthless."

Thus ended a sordid series of events which had diminished the sport's stock in the public eye. Benetton had not been excluded from the World Championship and, as Damon Hill's Monza victory confirmed, it set up a straight two-way fight to enliven the closing stages of the championship, starting at Jerez on October 16.

However, although the external politics had been resolved, the absence from Monza of Schumacher and his advisors, and the German's apparent refusal to test at Silverstone the following week, were clear indications that, internally, the team's future was far from settled. . . **DJT/SA**



The nub of the Spa controversy was the plank which runs, longitudinally, up the centre of the Benetton's floor (drawing, left, by Paolo d'Alessio). Above, Michael Schumacher in conversation with Ross Brawn. Below, downcast?

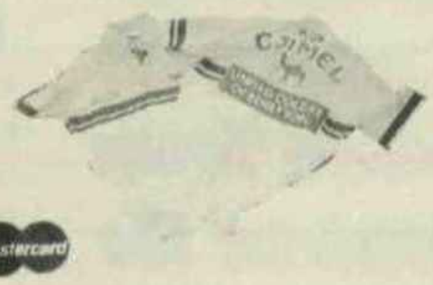




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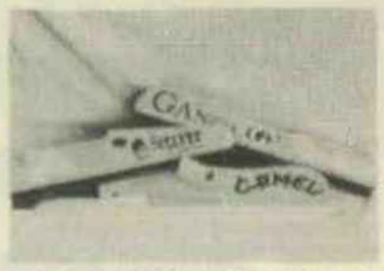


F1 CARBON DISC BRAKE CLOCKS

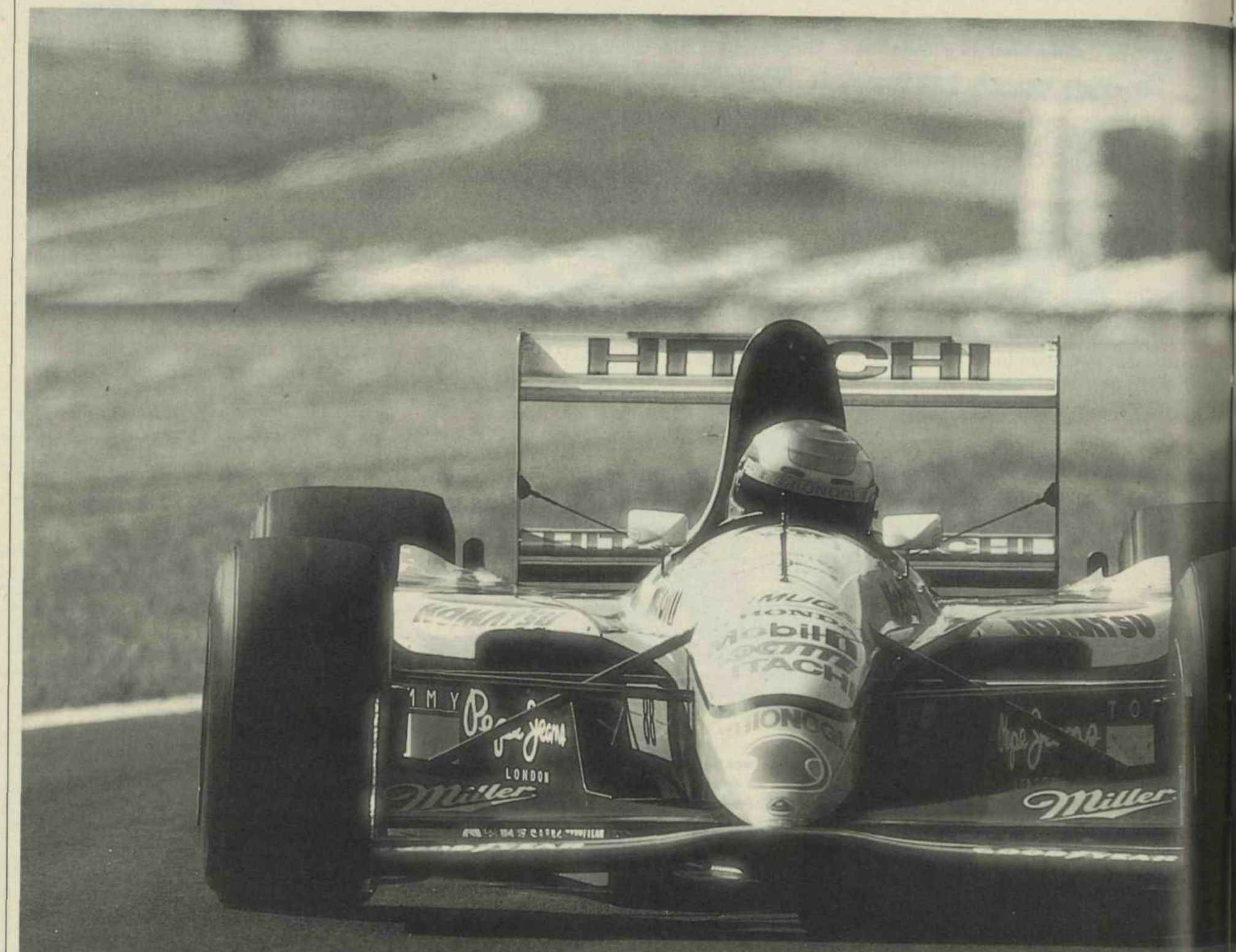




F1 CLOCK TABLES – RACE REARS CLOCK UNDER LARGE 24" GLASS TOP



WING ENDS FRONT/REAR – NOSECONES EXHAUSTS, TABLE LAMPS



Who ran over the nun?

At a crucial stage of its precarious season Team Lotus staggered the F1 world with third place in the Italian GP, until Fate intervened...

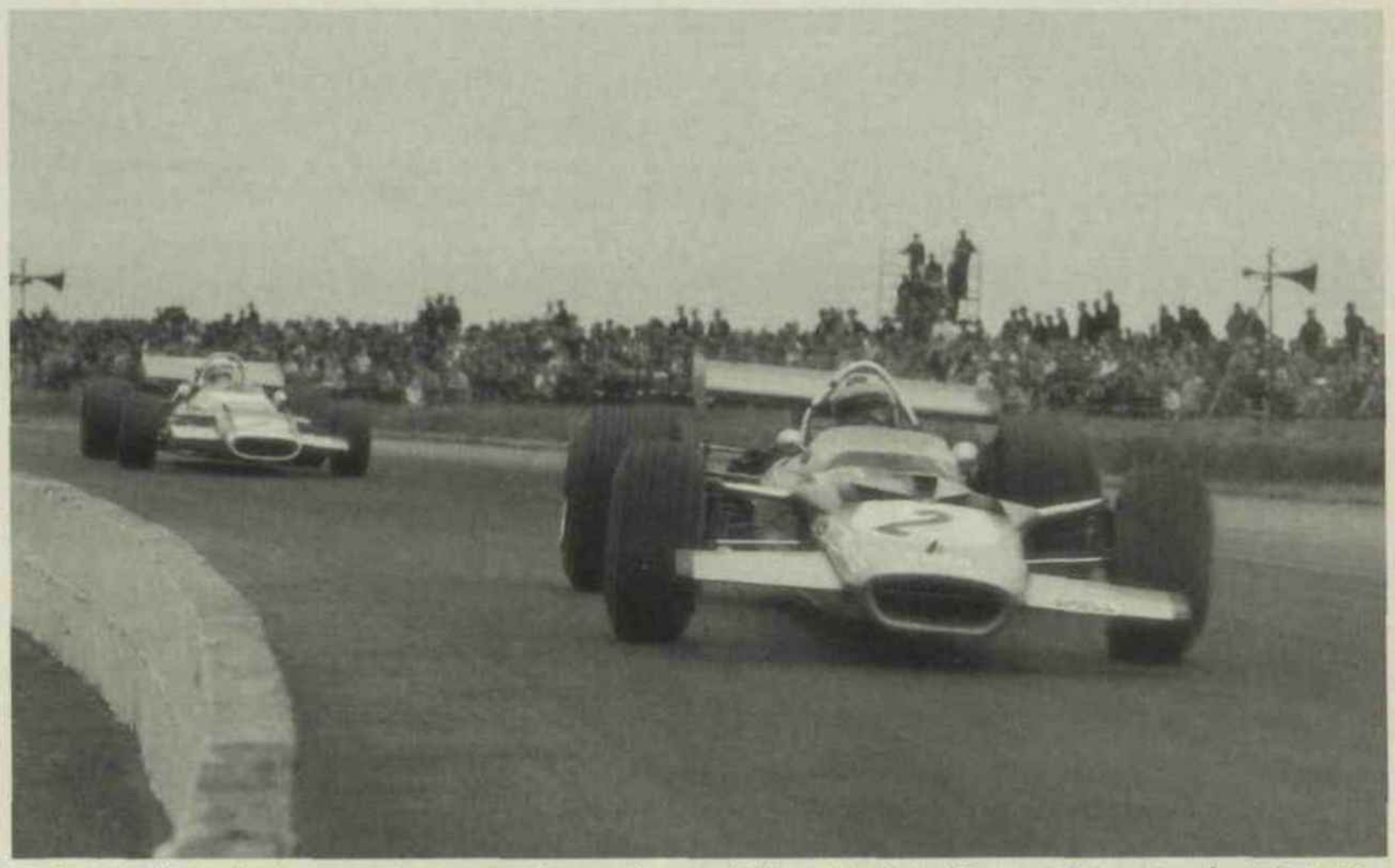
It's been a depressing year for Team Lotus, with continual financial problems and poor track performance. The sort of trough when the lack of immediate hope on the horizon can turn people in upon each other. The outside world had grown tired of hearing how the 109 wasn't working to its full potential with the old ZA5C Mugen-Honda installed, and that nothing could be judged accurately until the all-new ZA5D arrived.

The plan had always been to debut the unit at Monza, but by the time it tested at Silverstone just before the Belgian GP observers were losing patience. Lotus, most had decided, was going nowhere, slowly, and taking an embarrassingly long time to die.

Chasing the news of testing for our sister weekly *Motoring News* was an interesting exercise that week. Normally such calls take the form of an exchange of banter, some bitching about somebody else, followed by the team's update. This time all anyone wanted to talk about was the speed of the Lotus with its new engine.

Quite the saddest thing about the team's year has been the absolute deterioration of the relationship between Johnny Herbert and Peter Collins, the man who rescued the Briton's career after his F3000 shunt at Brands Hatch in 1988. It's nobody's fault specifically, but the lack of competitive equipment has taken a heavy toll. Herbert, as down as I've ever known him in Hungary, was quietly enthused after that testing but





Back to the front: Herbert was in stunning form at Monza (left), as Rindt had been at Silverstone back in 1969 (above), until Fate intervened. . .

seemed determined not to raise his hopes too high. Quietly he would talk of maybe a couple of seconds' improvement. Perhaps a top 10 qualifying position at Monza.

Well, let's be truthful: the Lotus could actually have won the Italian GP. It probably *wouldn't* have even if it had been totally reliable, because of the team's plan to make two pit stops, but if it hadn't won it could well have finished second. At worst, third.

For a team whose cars have just scraped into the top 20 in qualifying most times this year, and have yet to look remotely like scoring points, that was the sort of transformation from evil back to good that would have relieved Dr Jekyll.

People have short memories in F1. Look back to 1992 and Lotus had a very neat little package in the 107 and lacked luck and dollars more than anything. But it was back on track in a remarkably short time, after its rebirth in 1991. Then came 1993 and the 107B, whose troublesome active suspension had possibly not been the best route for a team with limited funds.

Regrouping around the Mugen-Honda V10, Collins and Wright knew 1994 would be difficult, but neither can have envisaged quite the nightmare it turned out to be. As financial problems came home to roost too, the predators in the water could peep over the gunwales of the sinking hull, and sense tasty morsels aboard. It only seemed a matter of time before it sank beneath the waves. . .

It may still be.

Monza was a crucially important race for Lotus, for so much depended on a strong performance. For ironically, given Herbert's astonishing run in qualifying, it applied for an Administration Order the day after Eddie Irvine had shattered its hopes by pushing Herbert off in the first chicane.

For months the rumours have done the rounds about the debts the team has accrued, and there have been no shortage of contenders to buy either the operation itself, or its debts. Early in the season Ron Dennis looked closely at the Cosworth debt as a means of prising Johnny Herbert away. Later he came back, as a High Court judgement in August gave the team until December to pay £400,000 of a £2.1M debt to Cosworth Engineering.

Then Tom Walkinshaw came in with an offer of partnership or takeover, allied with existing Team Lotus directors Guy Edwards and Peter Hall.

All offers were repulsed by Collins and Wright, but the predators started eyeing the long outstanding £5M debt to Arthur Anderson, the receiver appointed to realise debts from the collapse of Landhurst Leasing, which put money into Lotus via Landhurst boss Ted Ball. Verily, this is not a good time to be in trouble in F1.

The Administration Order was granted the day after Monza, and gives Lotus a limited stay of execution, and a chance to show what it can do in the next few races.

The administration procedure was introduced by the Insolvency Act 1986 to achieve the survival of an insolvent company by reorganisation or to effect a better realisation of assets than would be possible through other proceedings. It differs from options such as receivership, voluntary liquidation or bankruptcy in that it allows for the company and its business to emerge in its reconstructed form following the administration.

It is, in effect, Britain's version to America's Chapter 11. The American aircraft company Piper, for example, is in Chapter 11 but is currently doing better than ever. Such action is normal business practice in the States in times of difficulty, and is designed to help a company get back on its feet.

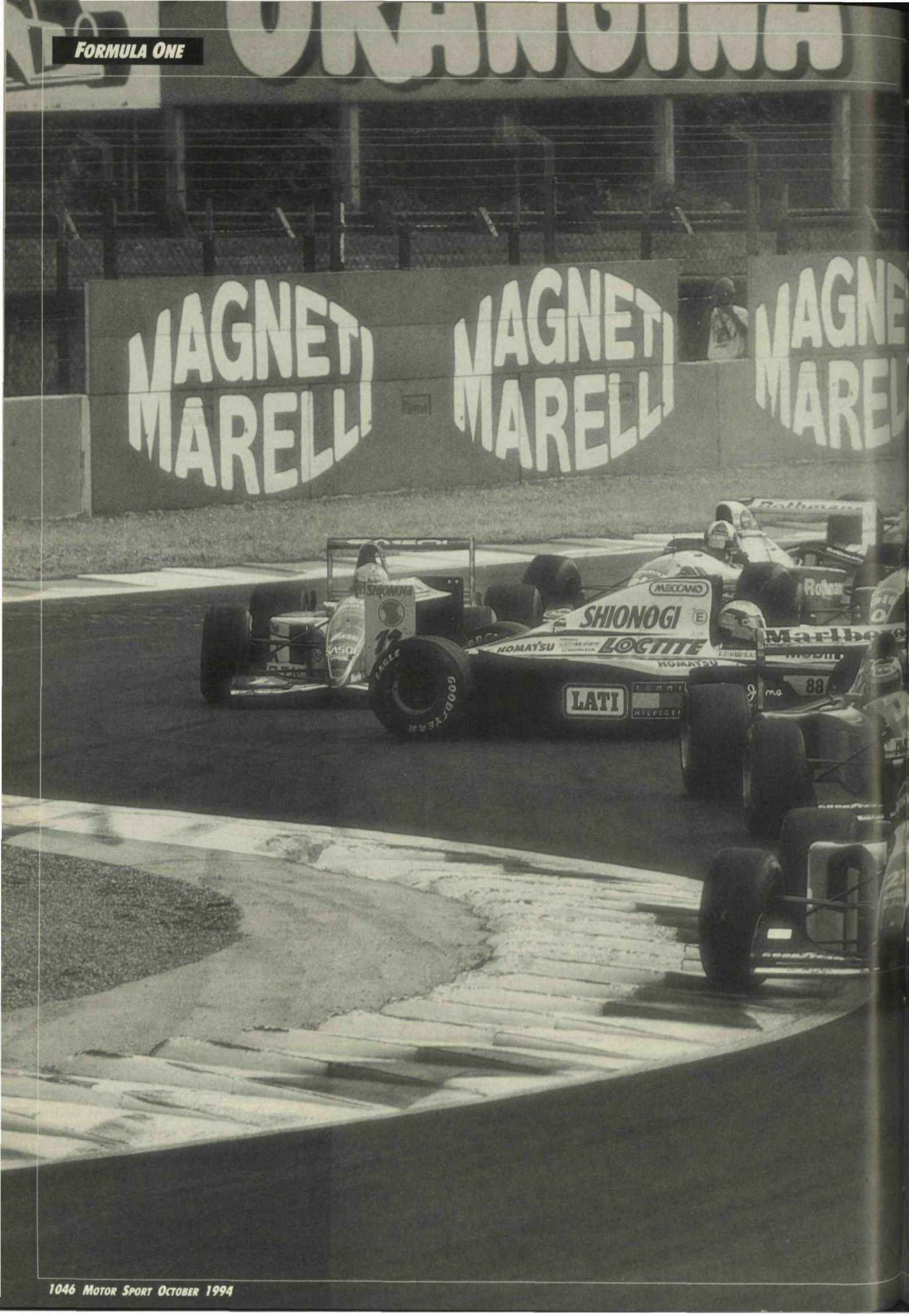
Few enthusiasts would ever question whether this team, with its glorious heritage, should be allowed to fade away.

During the period for which an Administration Order is in force, no other proceedings may be commenced without leave of the court and no other steps may be taken to repossess third party goods. Whether this is enough, whether the hull stays dead in the water or starts to plane again, remains to be seen.

At Monza Edwards arrived and was curtly asked to leave, and the team quickly outlined important changes in preparation for its 1995 campaign. After bringing in Castrol, Loctite and Miller, Edwards' role will partly devolve to Kenny Wapshott, Team Lotus' man in Japan, who sourced the agreements with Shionogi, Hitachi, Komatsu, Tamiya, Nichibutsu, Yellow Hat and Phenix. A degree of optimism is creeping back into Ketteringham Hall. There is now a chance, and it is allied at just the right moment to the upturn in performance. I for one would hate to see Lotus go down.

Back in 1969, when he was busy leading Grands Prix only to have his Lotus 49B fail beneath him, Jochen Rindt once declared despairingly: "I don't know why everything keeps going wrong. Somebody at Team Lotus must have run over a nun. . ."

At Monza, for this year's Italian Grand Prix, Peter Collins and Johnny Herbert must have been thinking that somebody from the team had just blown up the convent. **DJT**


MAGNETI MARELLI
MAGNETI MARELLI
MAGNETI MARELLI
SHIONOGI
MECCANO
SHIONOGI
LOCTITE
KOMATSU
LATI
GOODYEAR
Marlboro
88

One step closer



Berger, Hill and Hakkinen celebrate (above). Alesi and Berger broke clear at the first start (main shot), after Herbert had been shoved into a spin by Irvine, delaying the rest of the field.

Fate smiles on Williams, as Ferrari and Lotus are unlucky



Given the severity of his warm-up accident, Berger's second place was further proof of his indomitable spirit.



From straggler to potential race winner. The new Mugen V10 allowed Herbert to demonstrate his full potential once more.

It could have been the shock race of the season. Instead, at a very early stage the Italian Grand Prix became an anti-climax that left only Damon Hill and Gerhard Berger feeling satisfied at the finish.

For the Briton, there was victory in the race he simply had to win – in Michael Schumacher's FIA-enforced absence – if he was to maintain his World Championship challenge.

For the Austrian, there was the satisfaction of knowing he had conquered the odds again after a very nasty 160 mph shunt backwards into the second chicane tyre barriers during the morning warm-up.

Everyone else was either relieved or frustrated, but few were happy.

Mika Hakkinen wanted more power, after taking third place for McLaren-Peugeot, Rubens Barrichello wanted likewise in fourth for Jordan-Hart and so did Martin Brundle in fifth. And all of them would probably have liked more people to race against, too, for all three had relatively dull afternoons.

And David Coulthard in sixth place by the flag was left to ponder how he had been second, right on Hill's tail, as they headed for the Parabolica on what should have been his last lap. More than anything, he would have liked a little more Elf fuel to get him across the line to his first visit to an F1 podium.

But whatever that quartet felt about their individual fortunes, it was nothing compared to the feelings of Jean Alesi and Johnny Herbert. Nothing at all.

Alesi had been in majestic form all weekend by the time he lined his Ferrari up on pole position, the first time he has ever occupied that slot in his F1 career, and the way in which he had dominated proceedings from Friday afternoon onwards began to suggest that perhaps, after all, he might finally be facing his day of days.

Sunday had started badly for Ferrari when Berger had the left rear brake of his 412T1B grab as he was approaching the second chicane during the morning warm-up. It snapped into a spin and went backwards into the tyre wall on the outside at high speed, giving him a nasty whiplash. After medical attention at the scene he was taken to Monza Hospital, and duly declared himself fit to race after an argument when doctors insisted he had a brain scan when his only injury was strained neck muscles. He finally got back to the circuit, but was one of many drivers who would be obliged to use the spare car with the least powerful engine available to the team.

Hill had also switched to the spare Williams FW16B after his intended race car had sprung an oil leak on the grid, while Brundle made it out of the pit lane with five seconds to spare after his McLaren had developed a water pressure problem. Verstappen was aboard the spare Benetton B194.

Alesi confidently led Berger away, with Johnny Herbert slotting his Lotus neatly into third place behind the two red cars and ahead of Hill.

Johnny Herbert? Lotus? Third place?

What was this?



"Johnny Herbert? Lotus? Third place? What was this?"

After two tests, the long-awaited Mugen-Honda ZA5D V10 was ready to race, and suddenly all the woes of the season so far seemed to disappear. Chris Murphy's unloved and much criticised 109 was transformed by installation of the lighter, lower engine, and though it clearly has gobs of horsepower this alone was not the sole reason for Herbert putting the car in fourth place on the grid. The enhanced weight



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Jean Alesi took the first F1 pole of his career, and looked a likely winner. . .



David Coulthard: denied a podium finish yet again.



Panis qualified an excellent sixth, only to be caught up in the race-stopping shunt.



His suspension showing signs of qualifying excesses, Barrichello heads pitwards.



Yannick Dalmas's F1 return wasn't without its complications.

distribution, in conjunction with some new Brembo brakes, produced a car that responded to changes and which Herbert could at last drive, and he rose brilliantly to the occasion to qualify only half a second off the Ferraris. When you take into account how the car has more usually been closer to four seconds off the pace, then the massive step forward the Hethel team had taken was only too apparent.

Hill was keen to stay out of any kind of trouble in the first corner, especially after his tangle there last year with Senna, but even so Herbert had him done nicely. Too nicely, it transpired. By cruel irony, his very success contributed to his undoing.

As Hill backed off, everyone behind him on the left-hand side of the road had to do likewise to greater or lesser extents. Not so Eddie Irvine.

As all the other danger men – Coulthard, so often a super starter, Olivier Panis from his excellent sixth on the grid, Hakkinen from seventh and good old Andrea de



"Herbert's problem was that Eddie barely thought about (braking) at all"

Cesaris from eighth – went into Indian file, Irvine was already embarked on a terrific getaway down the right-hand side, and his momentum had already taken him to at least fifth spot before anyone thought of braking. Herbert's problem was that Eddie barely thought about it at all. Or at least, not until it was too late. As his momentum continued to take him alongside and then a little bit ahead of Hill, he suddenly realised that Herbert was braking behind the Ferraris, and in an instant the Jordan had puffed smoke from its front Goodyears and smacked into the back of the Lotus. Herbert spun and became beached on the kerb, while Irvine and Panis went into the sand-trap on his right, Coulthard spun to the left *trying to avoid the nose wings of Herbert's* car which had been taken off as it was thrust forward into Berger, and a little further back Comas got involved and Alboreto went aviating in avoidance.

The red flags came out and those who could grabbed their spare cars. Coulthard took Hill's repaired race car, Panis the spare Ligier, Irvine the spare Jordan which Barrichello had whacked over the first chicane's kerbs in qualifying on Friday and which was no longer at its absolute peak as it was fitted with an older type of damper.

The race's real dark horse was out, for Herbert's Lotus was too badly damaged to continue. The team had only one gearbox to suit the ZA5D, so Alex Zanardi's 109 and the spare were both fitted with the old ZA5C

engine which dates back to 1989.

"The start had been my only worry," he revealed later, when his disappointment and anger had once again been replaced by the sunny disposition that can mislead the foolish into underrating his commitment. "I've been a bit poor at them this year, but I slotted in nicely behind Gerhard before I got that big hit up the back. Yeah, maybe we might have had the big chance today. Could have, if, but... But I'll tell you, Damon wasn't going to pass me if I'd kept going."

In truth, it might have been fanciful to talk of Lotus scoring its 80th Grand Epreuve victory because events suggested that the planned two-stop strategy (also adopted by Alesi and the Tyrrells) was not the way to go), but had the 109 been reliable few would have been prepared to bet against a very strong podium finish. That shows just how much progress Lotus had made in Italy. And partly why tempers were raised in the immediate aftermath.

"Irvine has done far too much damage this year and should finally be properly penalised," said Herbert. "Formula One doesn't need drivers like this – one day there may be serious harm."

Peter Collins, preparing Team Lotus' application for an Adminstration Order the following day (see *Delirium Tremens*) was even more outspoken.

"Irvine's three-race suspension at the beginning of the year was far too short. His brain has obviously been removed and it is about time that his licence is too."

The incident was a setback for Irvine's character rebuilding programme which had been bearing fruit since his return from Interlagos suspension.

"I made a mega start," he said. "No wheelspin, my best of the year. I tucked in behind Johnny, and ahead of Damon, and was thinking, 'This is nice.' But Johnny had more downforce than I did and could stop better than me. I nearly missed him but I couldn't stop as fast as him and I hit the back of his car.

"Johnny's had an awful season and I'm sorry. It was my fault. There's not a lot I can say apart from that."

Afterwards the stewards imposed upon him a one-race ban, suspended for the next three races.

Alesi again led Berger down to the stupid chicane when the race was restarted, and with his lighter fuel load was quickly able to draw away as his team-mate kept the Williams-Renaults at bay, yet the *tifosi* were strangely mute. Time was they would



Ukyo Katayama, alongside Eddie Irvine, starred once again until a brake disc shattered.



Martin Brundle rides the kerb on his way to fifth place. In a display of improved reliability, both McLarens finished in the points.

scream themselves hoarse to see a red car leading, let alone two, but here there was barely a ripple as they stared stolidly like lobotomised manikins.

Ligier's disappointing day continued when Panis flat-spotted his tyres avoiding Hakkinen, necessitating a stop that ruined his chances. With Bernard stranded on the grid, the blue cars were well back.

Lotus, too, was yet to be spared. Alessandro Zanardi had driven like an absolute hero to qualify his old-specification Lotus 13th, but it was indeed an unlucky number. Had the first race gone on, he was already up to seventh, but at the restart he was struck by Jos Verstappen's Benetton. Both sustained punctures, that destroyed their suspensions as they crept round to the pits, while Gianni Morbidelli lost control of his Footwork in the Curva Grande as he opted to try passing the wandering Lotus on the left-hand side as the rest of the field went to the right.

Fourteen laps later Herbert's aggressive charge in the old 109 ended with alternator failure, and a lap later still the inevitable problem took away Alesi's first GP win. He came in for fuel at the end of lap 15, the Ferrari sounding a little odd, and when he tried to restart it would not select a gear. Livid, he eventually stalked off after unsuccessful attempts at resuscitation.

The fanciful have begun comparing Alesi to the perennially unlucky Chris Amon, which is demeaning to the New Zealander's brilliance at sorting cars and understanding how to make them work, and Jean has many more GPs to lead and lose before he can ever challenge Amon's tally. But without question he is the least lucky front-runner of his time, and sooner or later things must go right for him. Mustn't they?

Berger had been doing a very good job of keeping Hill's ill-handling Williams and Coulthard's sister car at bay, while the dynamic Katayama had worked up to a splendid fifth place in his similarly light Tyrrell, ousting Hakkinen and an aggressive Frentzen. The little Japanese driver outbraved Mika in the first chicane to indicate yet again that he is no pushover, but he dropped all the way back to 16th when he made his first pit stop on lap 12. As Mika regained fifth and Heinz-Harald began to challenge, Barrichello settled into a lonely seventh ahead of Lehto, who had been unimpressive while qualifying Schumacher's car but was now benefiting most from the problems of others. Then came Brundle, whose McLaren had rapidly been changed from Hakkinen settings but which was initially oversteering badly, de Cesaris, Fittipaldi, Martini and Comas. Blundell had quickly risen to ninth ahead of Lehto by lap 10, but when he made his first pit stop at the end of that lap a wheel nut stuck for a moment and he lost a load of time and dropped back to 21st.

Berger kept his lead until his pit stop on lap 24, but just as he was about to leave Panis swept in to the adjacent Ligier pit, obliging Gerhard to wait momentarily. That was the point at which Ferrari lost its chance of victory at home, for now both Hill and Coulthard swept by. After their stops on laps 25 and 26 respectively, Coulthard gained the lead with a faster service, but the following lap he slowed just enough on the pit straight to let Hill go by – and to let everyone see that he had.

There's not much love lost between these two, especially as they are vying for the spare seat at Williams next year, and Coulthard is running out of chances to demonstrate just how good he is. After Jerez he's on the sub's bench as Mansell returns, so once he'd let Damon by he stuck like glue, only yards out of his dirty air, as they strode round at the head of the pack.

For a while Berger's neck hurt, and he had dropped back some 15s at most, but in the closing stages he was pushing again, as the Williams-Renaults eased out their lap times, and suddenly the gap was falling by two seconds a lap.

There should still have been no danger, but going down to Ascari on the last tour Coulthard felt his Renault RS6B beginning to stammer as if it was running out of fuel. All the while the Ferrari was charging.

Bernard unlapped himself going into the Parabolica, and then Berger sped by the second Williams as it slowed to a halt on the exit. Once again, for the fourth time in his young F1 career, the Scot had been robbed of a certain podium finish. Somebody, somewhere, doesn't seem to like that idea.

"I felt something amiss and tried to short



JJ Lehto's return to F1 was low-key; deputising for Schumacher, he finished ninth.



On the podium again: Mika Hakkinen took third place for McLaren.

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STARTING GRID



27 ALESI
Ferrari 412 T1
1m 23.844s (2)
1m 24.620s (1)



0 HILL
Williams FW16
1m 24.158s (2)
1m 24.734s (1)



2 COULTHARD
Williams FW16
1m 24.502s (2)
1m 24.869s (1)



7 HAKKINEN
McLaren MP4/9
1m 25.528s (2)
1m 26.004s (1)



15 IRVINE
Jordan 194
1m 25.568s (2)
1m 26.516s (1) *



30 FRENTZEN
Sauber C13
1m 25.628s (2)
1m 26.406s (1)



11 ZANARDI
Lotus 109
1m 25.733s (2)
1m 27.617s (1)



8 BRUNDLE
McLaren MP4/9
1m 25.933s (2)
1m 26.889s (1)



10 MORBIDELLI
Footwork FA15
1m 26.002s (2)
1m 27.939s (1)



9 FITTIPALDI
Footwork FA15
1m 26.337s (2)
1m 27.657s (1)



4 BLUNDELL
Tyrrell 022
1m 26.574s (1)
1m 26/697s (2)



19 DALMAS
Larrousse LH94
1m 27.846s (2)
1m 29.528s (1)



32 GOUNON
Simtek S941
1m 28.353s (2)
1m 29.594s (1)



28 BERGER
Ferrari 412 T1
1m 23.978s (2)
1m 24.915s (1)



12 HERBERT
Lotus 109
1m 24.374s (2)
1m 26.365s (1)



26 PANIS
Ligier JS39B
1m 25.455s (2)
1m 26.958s (1)



29 DE CESARIS
Sauber C13
1m 25.540s (2)
1m 27.188s (1)



6 VERSTAPPEN
Benetton B194
1m 25.618s (2)
1m 27.361s (1)



25 BERNARD
Ligier JS39B
1m 25.718s (2)
1m 27.387s (1)



3 KATAYAMA
Tyrrell 022
1m 25.889s (2)
1m 26.525s (1)



14 BARRICHELLO
Jordan 194
1m 25.946s (2)
1m 27.034s (1)



23 MARTINI
Minardi M194
1m 26.056s (2)
19m 42.320s (1)



5 LEHTO
Benetton B194
1m 26.384s (2)
1m 27.611s (1)



24 ALBORETO
Minardi M194
1m 26.832s (2)
1m 27.623s (1)



20 COMAS
Larrousse LH94
1m 27.894s (2)
1m 30.530s (1)



31 BRABHAM
Simtek S941
1m 28.619s (2)
1m 30.691s (1)

** Time annulled: driver exceeded 12-lap limit*

Did not qualify:
GACHOT (Pacific PR01) 1m 31.549s/1m 31.387s
BELMONDO (Pacific PR01) 1m 32.035s/Did not run

shift the gears on the way to the Parabolica," said David, "but unfortunately the engine died in the middle of it and there just wasn't enough momentum to carry me to the line. I was very happy with my performance and I could taste the champagne. . ."

Much later, a rueful Renault representative admitted that the problem lay within its scope. For whatever reason, Coulthard's engine had been burning too much fuel.

For a long while the Tyrrells had looked good bets for points even though their two-stop policy and sticking wheelnuts on both 022s during their first stops delayed them. After his second call Katayama fell only to sixth behind Hill, Coulthard, Berger, Hakkinen and Barrichello, and was just ahead of equally hard-charging team-mate Blundell.

Then came disaster. Going into Ascari on lap 39 Blundell's brake pedal had felt odd and he'd banged hard over the entry kerbs but escaped to spread gravel over the track. Next time round he was not so lucky.

"The brakes felt odd after that, and as I went down to Ascari the right front disc just exploded. . ."

The Tyrrell spun twice through 360 degrees and flew across the gravel and into the tyre wall, leaving its driver jarred but otherwise unhurt. Six laps later exactly the same thing happened to Katayama at the second Lesmo.

"We've used Hitco discs all year, including Imola, Canada and Hockenheim which require very heavy braking, and we h enormous experience with its material. B drivers like it. We've had no problems, excellent results everywhere" said techn chief Harvey Postlethwaite. "Sôneth crawled out of the woodwork, someth odd. We are currently looking at all aspe but what we've seen from the cars lo very, very, very confusing."

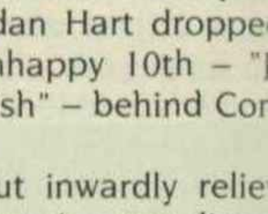
Irvine retired in between the Tyrre dramas, when his Jordan Hart droppe valve as he lay an unhappy 10th – "I trying to get to the finish" – behind Cor and ahead of Bernard.

If Hill was tense but inwardly relie afterwards, Benetton was in utter disar With Verstappen's first lap retirement hopes had rested on JJ Lehto's troub shoulders, and after his disaster qualifying he had risen as high as ninth lap 11. But then everything had begun to wrong. "I had problems with the clu gearbox, all the electrics, the speed limi everything!" said JJ. He received a 10s s and go penalty on lap 34 because of this speeding in the pit lane during his fuel s on lap 17, and fought the car the rest of way as the gearbox played up and clutch disappeared. Whatever magic th is when Schumacher is aboard this Ben ton, it wasn't remotely evident in Monza

If Hungary had been a panacea and cruel justice, Monza saw the inwa troubled Benetton team plumb the dep of despair. D

FIA FORMULA 1 WORLD CHAMPIONSHIP

ITALIAN GRAND PRIX, Monza, September 11
53 laps of 3.604-mile circuit (191.012 miles)



Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap
1	Damon Hill	GB	Williams FW16-Renault V10	1h 18m 02.754s	1m 25.930s
2	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	1h 18m 07.684s	1m 26.541s
3	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 18m 28.394s	1m 27.432s
4	Rubens Barrichello	BR	Jordan 194-Hart V10	1h 18m 53.388s	1m 27.449s
5	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	1h 19m 28.329s	1m 28.185s
6	David Coulthard	GB	Williams FW16-Renault V10	52 laps – out of fuel	1m 26.607s
7	Eric Bernard	F	Ligier JS39B-Renault V10	52 laps	1m 27.488s
8	Erik Comas	F	Larrousse LH94-Ford HB V8	52 laps	1m 28.571s
9	JJ Lehto	SF	Benetton B194-Ford Zetec-R V8	52 laps	1m 28.072s
10	Olivier Panis	F	Ligier JS39B-Renault V10	51 laps	1m 26.630s
Rtd	David Brabham	AUS	Simtek S941-Ford HB V8	46 laps – brake disc	1m 30.036s
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	45 laps – brake disc	1m 26.702s
Rtd	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	43 laps – engine	1m 28.133s
Rtd	Eddie Irvine	GB	Jordan 194-Hart V10	41 laps – dropped valve	1m 28.312s
Rtd	Mark Blundell	GB	Tyrrell 022-Yamaha V10	39 laps – brake disc	1m 26.663s
Rtd	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	30 laps – spun off	1m 28.473s
Rtd	Michele Alboreto	I	Minardi M194-Ford HB V8	28 laps – gearbox	1m 28.956s
Rtd	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	22 laps – piston failure	1m 27.786s
Rtd	Andrea de Cesaris	I	Sauber C13-Mercedes V10	20 laps – engine	1m 28.411s
Rtd	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	20 laps – gearbox	1m 33.127s
Rtd	Yannick Dalmas	F	Larrousse LH94-Ford HB V8	18 laps – accident	1m 29.485s
Rtd	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	14 laps – gearbox	1m 26.279s
Rtd	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	13 laps – alternator	1m 28.871s
Rtd	Jos Verstappen	NL	Benetton B194-Ford Zetec-R V8	0 laps – puncture	no time
Rtd	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	0 laps – spun off	no time
Rtd	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	0 laps – puncture	no time

Winner's Average Speed: 146.845 mph Conditions: hot, sunny
Fastest Lap: Damon Hill, 1m 25.930 on lap 24, 150.987 mph

Championship points – Drivers: 1 Schumacher 76; 2 Hill 65; 3 Berger 33; 4 Alesi 19; 5 Hakkinen 18; 6 Barrichello 13; 7 Brundle Verstappen, Coulthard and Blundell 8; 11 Panis 7; 12 Fittipaldi and Larini 6; 14 Frentzen and Katayama 5; 16 Bernard, Martin Cesaris and Wendlinger 4; 20 Morbidelli 3; 21 Comas 2; 22 Alboreto, Lehto and Irvine 1.

Constructors: 1 Benetton Ford 85; 2 Williams Renault 73; 3 Ferrari 58; 4 McLaren Peugeot 29; 5 Jordan Hart 17; 6 Tyrrell Yamaha Ligier Renault 11; 8 Sauber Mercedes-Benz 10; 9 Footwork Ford 9; 10 Minardi Ford 5; 11 Larrousse Ford 2.

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Signature _____ **Expiry Date** _____

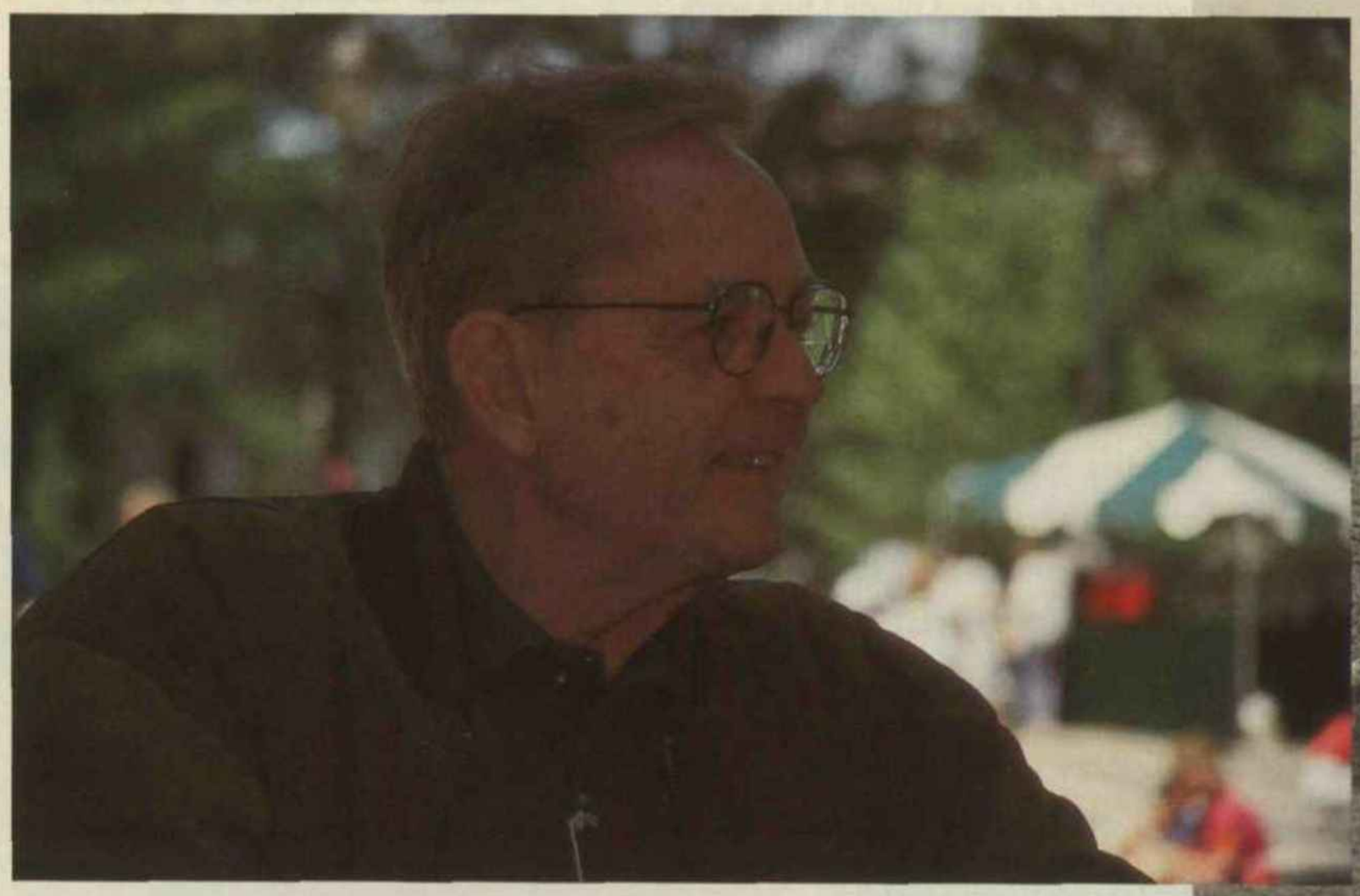
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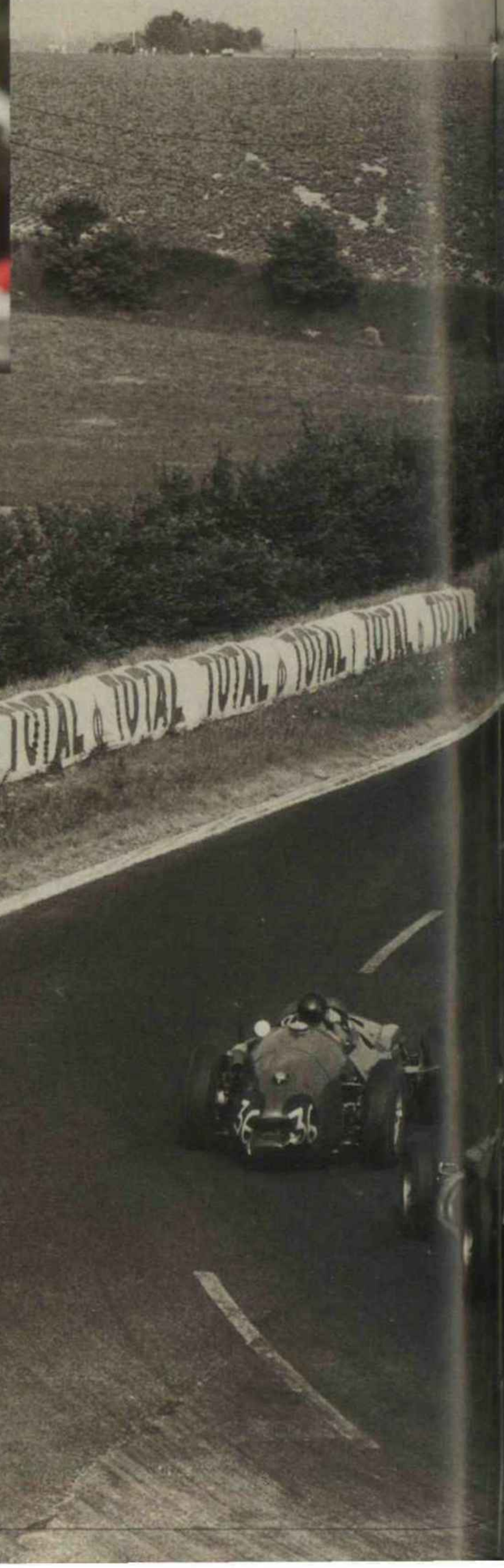
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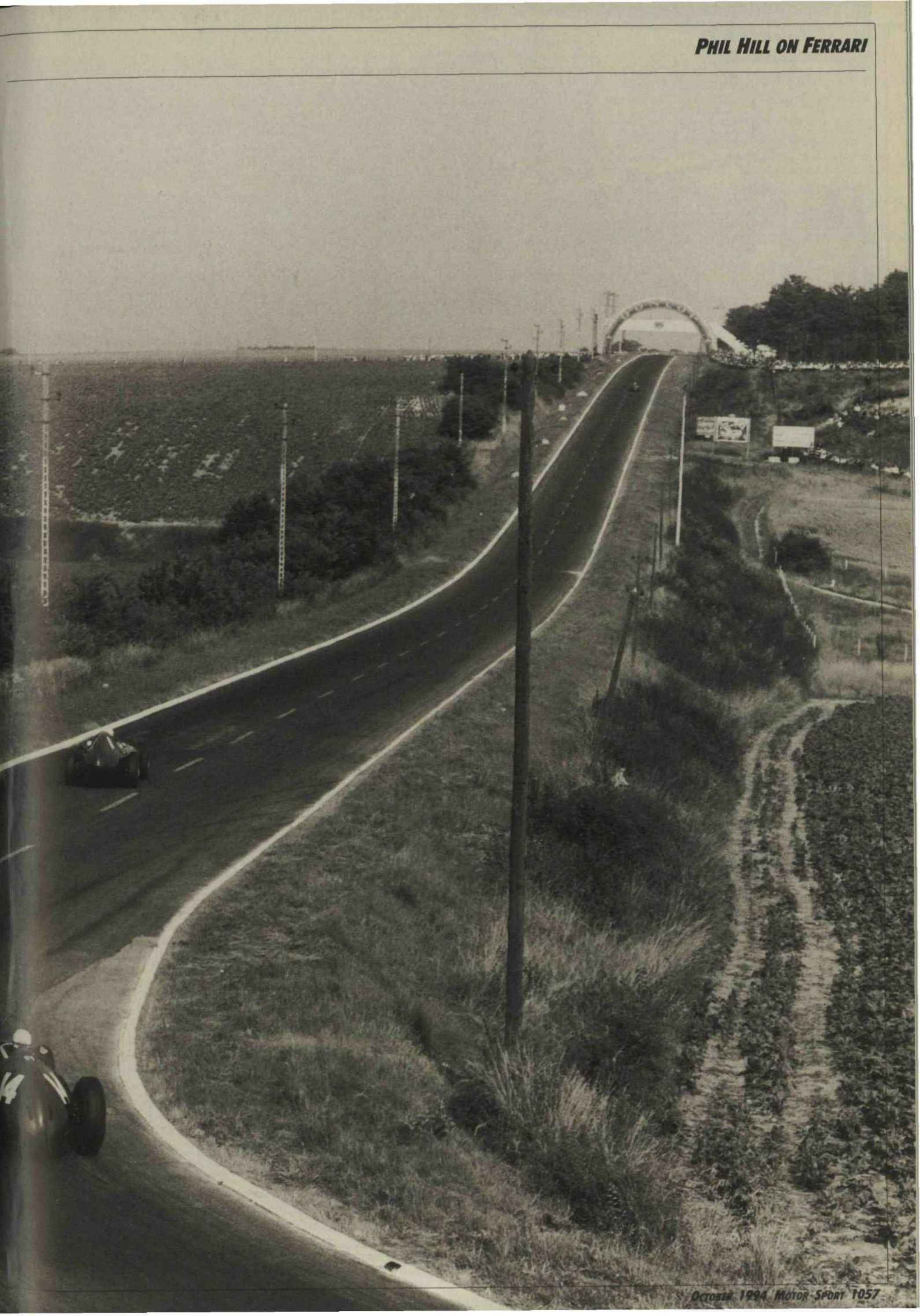




No regrets

Celebrating his 67th birthday at a Ferrari function in Alabama, America's first Formula One World Champion Phil Hill was ready to put the record straight on his turbulent time with the Prancing Horse

Phil Hill today (above) and, right, on his GP debut at Reims in 1958. As Moss's Vanwall streaks ahead, the American's Maserati 250F is pressured by Jean Behra's BRM.



Time was when Hill would speak and write with some vitriol about Ferrari — both man and team. Despite bringing Ferrari a World title and three Le Mans victories, theirs was never a harmonious relationship and, like so many before and after, he left under a cloud.

But time heals most wounds and Phil admits the passing of the years has lent a different perspective. If there is still no real affection he is quick to express his respect and admiration for Enzo's achievements — and acknowledgement that what made life there so hard was perhaps not so much Ferrari himself as those who surrounded him.

"As I get older I have much more understanding of, and admiration for, the man than I ever did when I was driving for him because I can identify much more with what he was. Ferrari had a clear vision of what he wanted to pursue and he just did it. Enzo Ferrari was a tough man, very tough, and totally dedicated to his life's work.

"There is all this stuff about him being the great ogre but I can see now what a terrible thing it must have been to put up with a bunch of people like us. I remember René Dreyfuss telling me not long before he died last year that he always got on really well with Enzo Ferrari, and I just thought this was incredible. But then I began to think and realised that a lot of this making him into a tyrant was probably more down to us than him.

"Something that is not generally recognised is that the people he picked seemed to thrive on strife and the internal politics. I know Mike Hawthorn and Pete Collins used to love picking on Musso, saying all kinds of disparaging things about him, to him and behind his back. It was a kind of sport, more of an English sport than anything. Most people there just tried to get on with their work the best they could. Ferrari thought he got the most out of people by being the super boss — I guess it depended on who he was bossing. Some responded, some didn't.

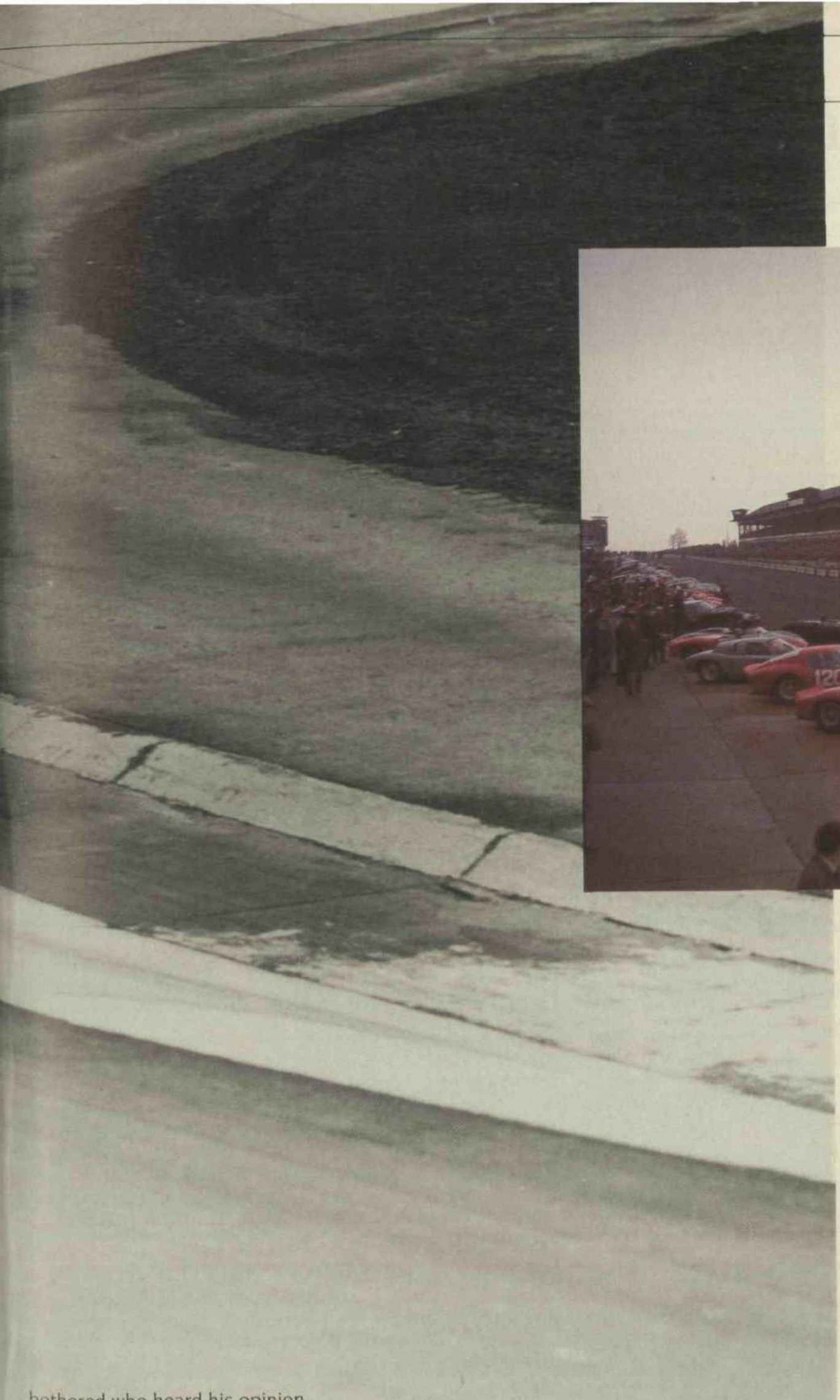
"Mike and Pete were forever carving up Enzo verbally one side and down the other in private, saying what a scoundrel he was, but looking back on it now I can see a lot of the trouble came from the people he employed."

As an example he points to his 1962 team manager, Eugenio Dragoni, of whom even now he can still only bring himself to say "That guy was just something else."

Dragoni became notorious as the man behind John Surtees's defection in mid-66 after continual sniping about the Englishman's physical fitness following his life-threatening crash in a CanAm Lola at Mosport in '65.

But in 1962, as Ferrari floundered in chaos following the mass defection of key personnel in a "palace coup", Dragoni chose to use Phil Hill as the scapegoat for a relative lack of results in a car that had clearly fallen behind the British designs. Hill has written that in particular he focussed on what he called a growing cowardice in his driver whom he claimed had been "impressioned" by team mate von Trips's death at Monza the previous year. And he wasn't too

"Mike Hawthorn and Pete Collins used to love picking on Musso"







Main shot: in the hands of Hill and Bruce McLaren, the Ford GT showed potential on its debut, in the 1964 Nürburgring 1000 km. Top, Hill gets the jump at the start of the same race two years earlier. He and Olivier Gendebien won. Above, his last major victory came in the BOAC 500 at Brands Hatch in 1967, with Mike Spence in the Chaparral 2F.

bothered who heard his opinion.

Hill today concedes that by then thoughts of survival possibly affected his driving, although that does not reduce the part played by the car or the hated Dragoni who he dubbed the "pit psychologist". Struggling to defend his world championship in a car now outclassed he felt the burden of blame falling unfairly on his shoulders.

The shark-nosed Ferraris had always been out-handled by the lighter Lotuses and now were becoming under-powered too. A wider front track devised for 1962 by engineer Forghieri did little save increase wind resistance and further hamper straight-line speed.

Despite the car's inadequacies Hill was still in contention for the title well into the season and willing to fight on. However, at Spa that year where the red cars were embarrassed by their lack of horsepower he overheard Dragoni slating him during the legendary post-race phone call back to the factory; "Il tuo grande campione non ha fatto niente" — "Your great champion didn't do a thing".

It was nadir in their relationship and at the end of the year he left, to the ill-fated ATS team, followed in 1964 by a move to Cooper, by then a team in decline.

Now the anger has faded and he looks back on his time with the greatest motor racing team with a wistful affection.

By the early 1950s Hill was already an established name in racing with several major sports car wins to his credit. He met Enzo briefly in 1952 when picking up a car with friends and indeed owned a Ferrari himself, a 212 Barchetta which was the first Tour de France winner.

For 1955, aged 28, he had tentatively arranged to race Texan Allen Guiberson's Ferrari partnered by fellow countryman Richie Ginther when he got The Call.

"I was summoned to Ferrari. I had already met him on a sort of "How do you do" basis in '53 but Enzo suddenly decided I should do Le Mans with Umberto Maglioli. I waited in a little outer room and then when Ferrari finally came out we were led into the factory and shown the engine on the dyno, a six-cylinder 4.4-litre 121 motor.

"I had been driving 12s and loved them and here was an ordinary six-cylinder but I made all what I thought were the right noises and said the things I thought he wanted to hear, but he was intimidating because he made it so awkward for the interviewee."

In that fateful race where Pierre Levegh crashed his Mercedes into the crowd, the Hill/Maglioli car retired from third place when a casting fault caused a leak in the water jacket.

However, although now employed by the factory, a Grand Prix drive was still some way in the future as he was not yet considered ready. Hill disagreed: "I think he would have got the best out of me then as a Formula One driver rather than later."

Impatient, Hill forced the issue the week after he won Le Mans in 1958 for the first time with Ferrari by hiring Jo Bonnier's Maserati 250F for the French GP at Reims. "Aspettiamo, vediamo" said Ferrari — "Wait and see".

With the deaths of Luigi Musso in France and Peter Collins in Germany there were seats to be filled and Hill got the drive.

For 1959 and 1960 Ferrari continued to swim against the tide of the British front-engined evolution as the Coopers of Brabham and Mclaren and the Lotuses of Moss and Ireland swept the board. Permitted bigger engines for their old-fashioned cars, Italian horsepower allowed Ferrari a clean sweep at the Avus speed bowl in '59 and Hill took the '60 Italian GP in the absence of the British teams who boycotted the race over engine regulation changes for the following season. Politics in racing is not a 1990's phenomenon.

But it was the front-engined swansong and for 1961 Ferrari finally built a pusher instead of a puller and gave Hill, Taffy von Trips and Richie Ginther the famous 1.5-litre sharknose.

For Hill, the mid-engined car was a revelation over the front-engined Dinos.

"We were very late making the switch and the first experience we had with it was towards the end of the 1960 season, at Zandvoort, where we had the 2.5-litre car that Richie had messed with at Monaco that year.

"Now Zandvoort was about the worst place for us in the front-engined car because it felt like we were on the end of a piece of string which was about to fail or be cut. Suddenly being in the rear-engined car that whole aspect had gone because we were up near the stable end of the car and so the feeling was very much better.

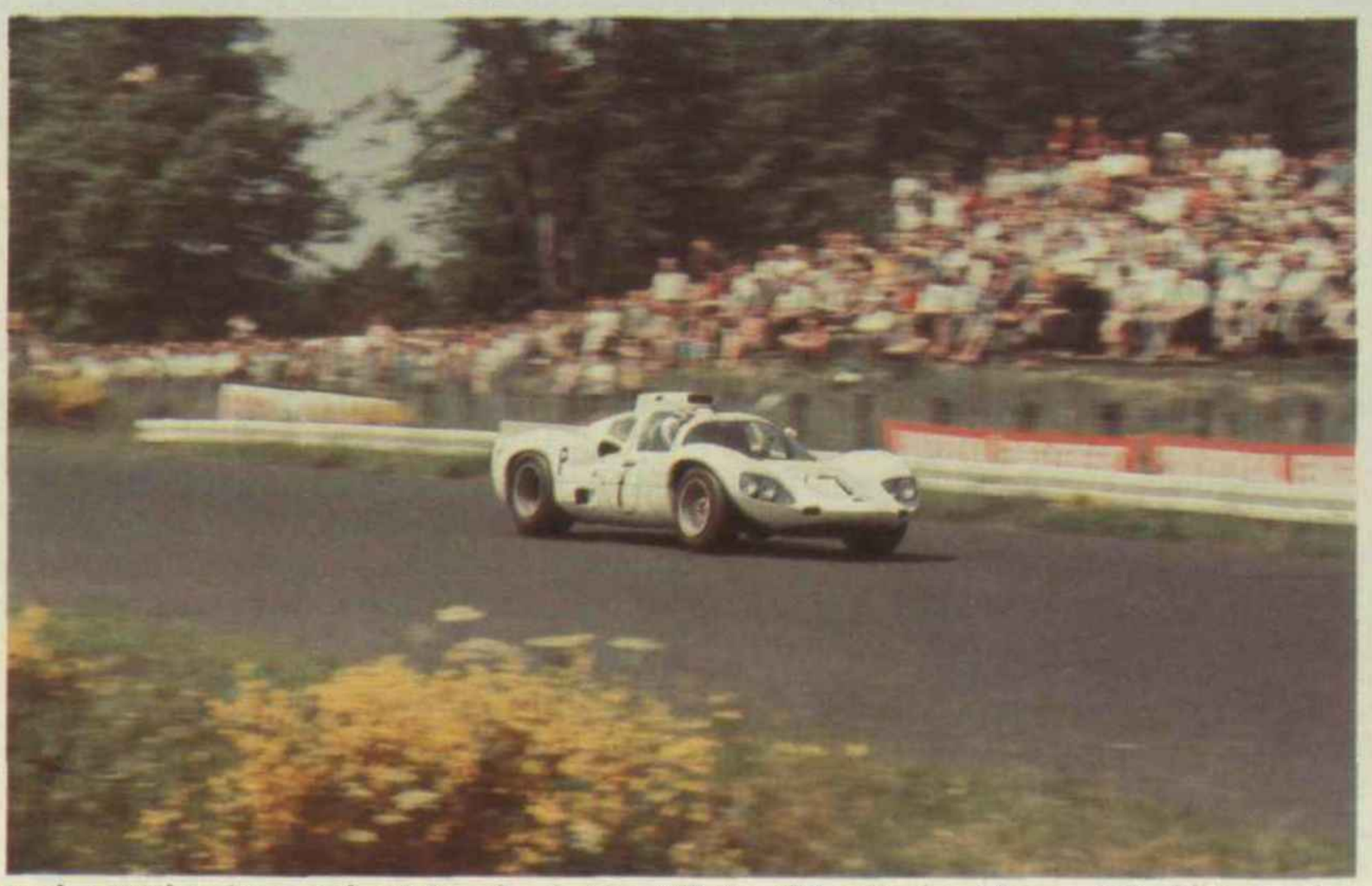
"Even if nothing else had changed we would been able to drive it more satisfactorily because there was a precariousness about sitting out the rear of one of these things with unstable back ends. We were all



Hill's final outing for the Ferrari GP team was at Monza in 1962. He was classified 11th.



Celebrating his first Grand Prix triumph, in a Ferrari 246 at Monza, in 1960.



Another 1000km victory at the Nürburgring: in 1966, Hill shared the victorious Chaparral 2D with Jo Bonnier.



London 20th October

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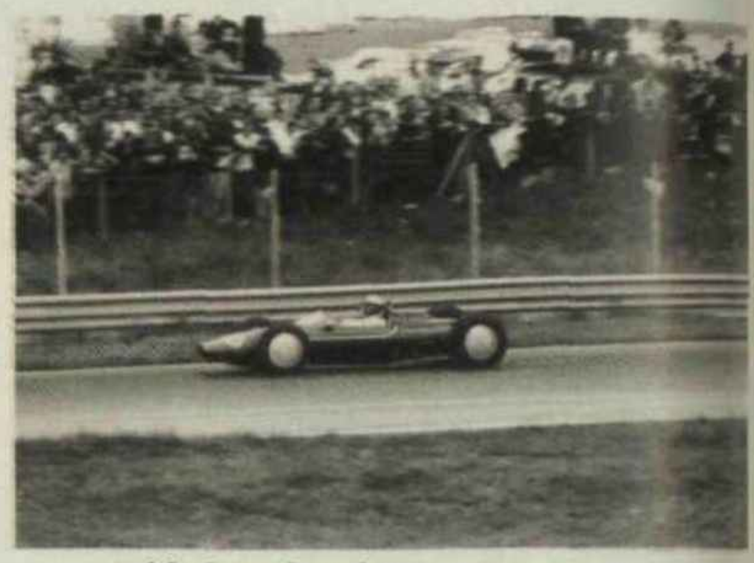
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Hill had his first official F1 start with the Scuderia at Monza in 1958, finishing third and setting fastest lap.



With the unloved ATS at Monza, 1963.

arms and elbows all the time trying to do better than was in the car.

"So, whether it was the reduced polar moment with the engine being behind the driver or whether it was because we had a better, safer feel, I don't know how much of it was this and how much that."

Although an improvement, the sharknose was still a wayward motor car. Much has been made of the extra 30 or 40 bhp advantage enjoyed by the Ferrari drivers over the Climax four-cylinder, but Phil stresses that what the Ferraris gained on the straights they lost whenever the road turned.

Yeah, we had a power advantage but nobody ever mentions the chassis *disadvantage*. People talk about Stirling in all his greatness giving away 40 horsepower, but they never say his Lotus was infinitely lighter and didn't need all that power. We would have gladly traded cars with him anyday. We probably would have been beat anyway but they never look at that side. I think even Stirling would admit it. Along with power you've got to have something that is manageable and pleasant, right?"

For proof Hill points to the amount of negative camber they had to carry at the rear and the cars became notorious for their knock-kneed appearance.

"It was the only way we could make it work. But if you have to have that much negative camber on the back then someone hasn't got it figured out. It was embarrassing and awkward because of the heat build-up. A lot of times we really got the inside edges of those tyres as hot as hell."

The 1961 series shaped up into a closely fought contest between Hill and von Trips. At Zandvoort the German held on to win by less than a second; a month later Hill reversed the result by an even closer margin at Spa.

The French GP held on the high-speed Reims triangle was a circuit Hill looked forward to. When pole position was translated into a clear race lead, victory looked on the cards until a silly incident when he spun on the melting tarmac at the notorious Thillois hairpin and was clouted up the rear by Stirling Moss.

"The '61 season could have been so different if it had not been for that absolutely stupid thing at Thillois. Normally a spin there would have been nothing to worry about — Christ, I had spun there so often I made it into an asset. I always tried really very hard there whereas most people just trundled through it because it was so risky. I could never keep from trying at Thillois and one out of 30 laps I would spin but overall there was a net gain. Only this time Stirling had to drive into me and nail me! Nine points there would have changed the season."

Von Trips had already retired with a holed radiator but by the time Hill got the hot engine fired up again two laps had been lost and with them the chance of a decisive championship lead.

Victory for von Trips in the sodden British GP at Aintree put him ahead in the points table, but by the time they arrived at Monza both men were in with a shout at the title.

It was of course in that race that von Trips and Clark clashed on lap 2 at the Parabolica, the Ferrari flying into the crowd and killing 15 spectators and the driver. Hill drove on to victory and the championship not knowing his team mate was dead.

Even today, Hill finds it hard to talk about that afternoon in detail and one senses he does not want to be pressed to talk too much about it.

"It was horrible. I didn't know all throughout the race what had happened and I didn't dwell on the fact that it might have been a fatal accident because in those days we saw things like that all the time, cars upside down and whatever. Was it a

Casablanca, 1958: Hill backed off to let Hawthorn through, thereby enabling the Englishman to secure second place and the World Championship.



The first of two victories in his 1961 World Championship season came at Spa. Team-mate von Trips follows.





Tiring times. His last real F1 effort came in 1964, with Cooper. His best result was to be a sixth place, at Brands Hatch.



Sharing with Olivier Gendebien once again, he took his third - and final - Le Mans victory in 1962, in this 4.0 V12 Ferrari.

broken arm, busted ribs, or what? You thought about it a little but you were just too darned busy to dwell on it. It didn't really affect my race much. He was eliminated as a competitor which was a relief and I sort of knew about the championship right then."

> **"I still wanted to be a racing driver yet part of me was saying 'jeez, is this crazy or not?'"**

In such circumstances the title was a joyless thing. Saddened and perhaps tired with the politicking he left at the end of the year, only to return before the '62 season. Ferrari was the team he knew best and a safer bet than BRM. Unknown to him, however, the palace revolution was brewing at Maranello, and several key figures including engineer Carlo Chiti walked out in protest at Enzo Ferrari's autocratic management style to form the ATS team.

Ill fortune now dogged his F1 career. 1962 turned into a bitter dispute between driver and management and at the of the year he left Ferrari, for good this time, signing for the Bologna-based ATS outfit.

But growing doubts about the dangers of racing gnawed at him and compounding it all, the ATS team was crippled by an economic nosedive.

"The main reason ATS failed was that Italy suffered its first financial crisis since the war and when that happened in Italy everyone went home and stayed indoors. The economy went down into the dumps. The owner was a guy called Billi, who was in stocks in Russia and I think my name went on one of McCarthy's lists! The whole thing was awkward all the way. Chiti was trying to to design a factory, a foundry and everything — it really was an impossible job.

"The whole thing went from bad to worse. I still wanted to be a racing driver yet part of me was saying "Jeez, is this crazy or not?"

Ironically, he drove what he considers his best race in what turned out to be his last ever event in a single-seater, the 1956 Australian GP at Longford, part of the Tasman series.

"I always say my best race was at Longford and no has ever heard of that one! I was in a 2.5-litre Cooper belonging to Bruce McLaren and had a race-long battle with Jim Clark. Afterwards he complained — and I took it as a compliment — that he couldn't get past but he did, several times. We had a tremendous dice all race."

Back in the '60s Grand Prix drivers were not the specialists they are today and Phil Hill drove successfully for the Cobra team and later for Ford's GT40 onslaught, before ending his career on a high with victory in the famous Chaparral 2F at Brands Hatch in 1967.

Phil rolls his eyes at the memory of the big-banger GT cars, especially the monstrous 2F.

"That was a *huge* car. We took it to the Targa Florio and if there ever was a case for applying the syndrome of why a dog is faster around a living room than a racehorse, that car was it. Good fun though.

"I think by then though it was a little late in my career, because time was going on and I had been through a lot in my time behind the wheel, so I'm not sure if I ever regained the enthusiasm you need for doing the job in a first class fashion."

As he got older Phil Hill could no longer ignore the dangers of a sport which at that time claimed too many drivers, and looking back now he candidly wonders if this did not

In the pits, Le Mans 1961: he and Gendebien won for a second time.



Momentary lapse: this spin at Reims in 1961 cost him the chance of a decisive championship lead. Moss passes by; Baghetti went on to triumph, becoming the first man to win his maiden F1 race.





Above, leading the Porsches of Bonnier and Gurney, Monaco 1961. Below, weighing up the opposition before the start.



sometimes work against him.

"Those were dangerous times for a drivers, with a lot of funerals, and although you would go around saying to yourself 'This is not affecting me', you don't really know if that is so. I look back on my '62 year and wonder if I wasn't affected in ways I didn't know. The decades roll by and you look at things differently. In many ways we hid from the danger aspect. It was self-denial in the extreme."

Perhaps thinking of men like Luigi Musso who was killed at Reims when under pressure to do better, he continued: "People could be developing an accident pattern and be in such denial that they refused to limit themselves and in short order they died.

"That was a bad business because they would get a little panicky and do the wrong thing. I saw any number of cases where this happened where instead of a little more conservatism and introspection being the better approach to something going wrong, they would just try all the harder and the next thing was a fatal accident. That is just tragic.

"I never hurt myself and was lucky as hell. I had a great big caution factor that served me well and a certain cowardliness in it that I am not particularly proud of but I guess I am still here today to tell the tales."

Hill raced against some of the greats in the sport but has no hesitation in naming Moss as the outstanding driver of his era.

"As an all-rounder Stirling was the best. He had Jim Clark beat plenty. All you had to do was see a car that wasn't quite right or

"As an all-rounder Stirling was the best. He had Jim Clark beat plenty"

something and suddenly Jimmy had an off-day. To me, Jimmy, Colin and the car made for a great package, but if any one of the three — and in fairness it was very rarely Clark — was off a little bit he had a hard time dealing with it. Whereas with Moss, the guy just seemed able to get into anything, adjust to its vices and make virtues of them. It did not seem to matter what he got into, he always seemed to be the best."

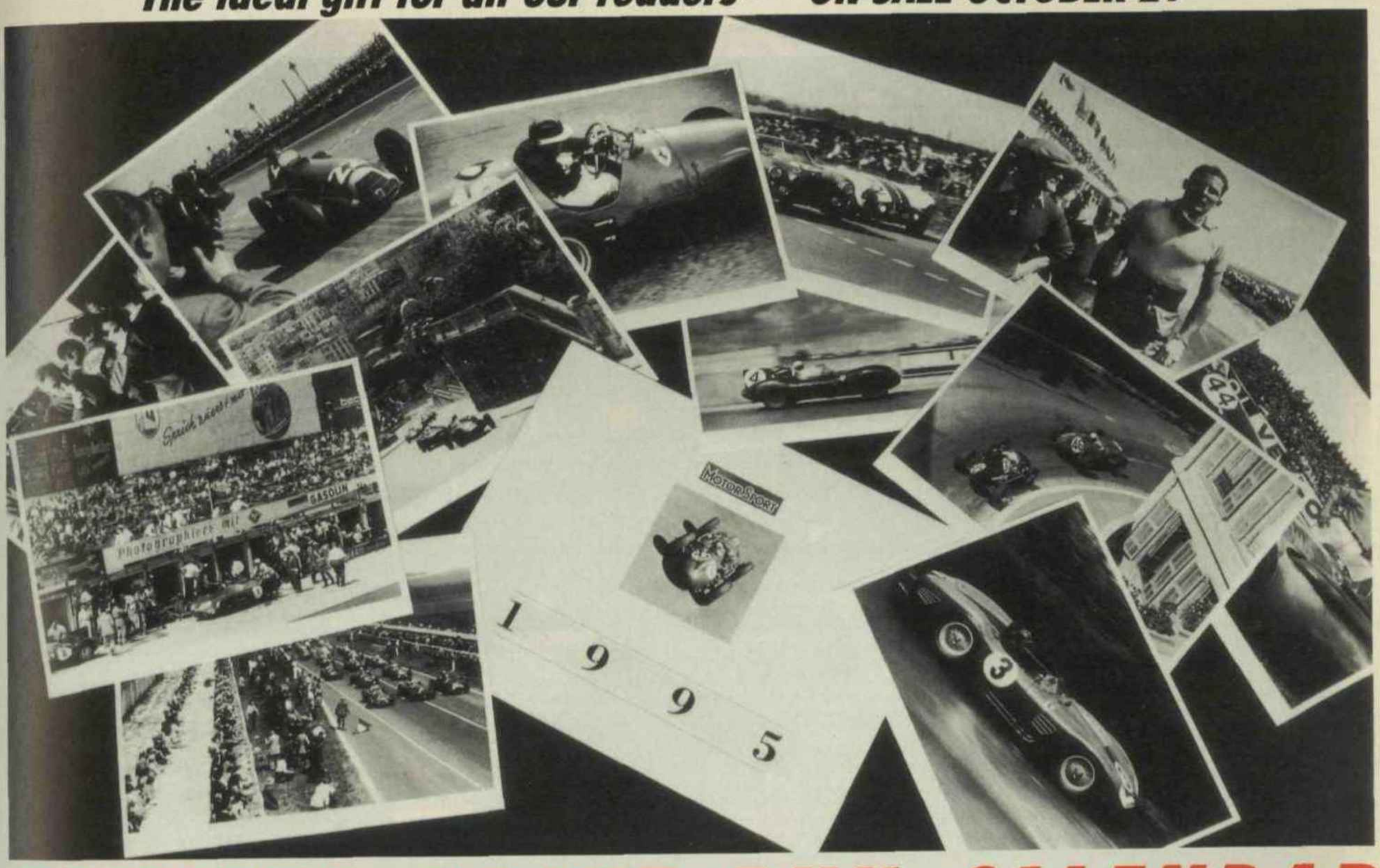
Interviewed before the Imola tragedy, Hill ranked Ayrton Senna as the best of the generation, also expressing admiration for Prost and Schumacher while adding the caveat that in the modern world of F1 "it is so hard to measure because there is so much excellence in machinery and there is also a lot of fine talent out there.

"All the cars now are so good and a few are a tiny bit better, whereas in my day cars were good or bad and the bad ones were really bad. Stirling could get into a bad car and with his ability make up the deficit. Today that is impossible."

As passionate as ever about motor cars Phil still works in the restoration business but looks back with mixed feelings at this racing career.

"When I think back on it all, it really does seem crazy to be so obsessed with that occupation. I had a lot of happy times with Ferrari and in racing generally, but I would have liked to have been more mature across the board throughout my career — but then if that had happened I would probably have had more sense than to be a racing driver in the first place! Racing is a young man's game for many reasons." JS

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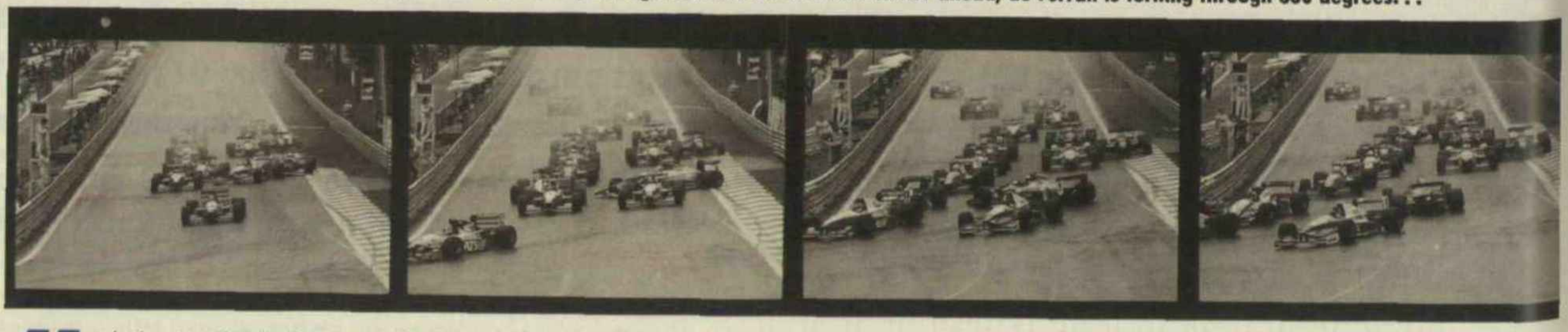
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A momentary lapse of reason



Above, Jules Boullion heads for his first f3000 success. Below, as Lagorce turns into the first corner ahead, de Ferran is turning through 360 degrees. . .



Had the Hockenheim Formula 3000 race lasted two laps longer, chances are that Franck Lagorce might not have won it. For that was as far as he got into his next test session before his engine, the same one that he had used in Germany, blew up.

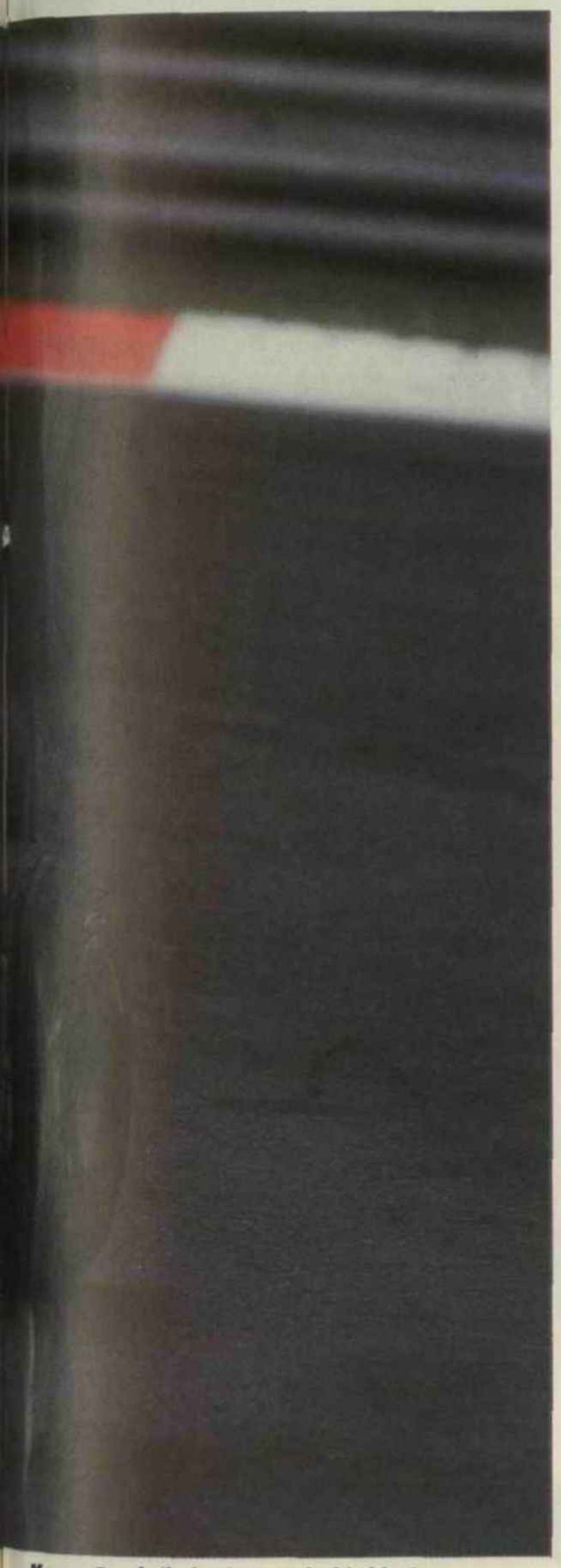
That can be just the sort of luck that brings you championships, and Lagorce has certainly enjoyed moments of good fortune this year: spinning without either stalling *or* hitting anything in Pau, earning the benefit of a restart in Enna (admittedly in the company of several others) after he had fallen off at the first corner, clambering into the points on the back of a spate of retirements in Barcelona, where a practice error had left him well down the grid. . .

No matter what his adversaries accomplished, Fate appeared to be giving Lagorce a helping hand. And the story looked to be pretty much the same in Spa. He converted a convincing pole position into a lead of almost two seconds by the end of his first lap, and his closest championship rival, Gil de Ferran, had spun and stalled at the first corner, damaging his car in the process.

At that precise moment, Lagorce held a two-point championship lead. What odds would you have been offered on the two being level at the end of the afternoon?

Long, one suspects. . .

Even by the time de Ferran had trickled forward in the La Source escape road, coaxing a bump start from his KV, his position still looked forlorn. But it was to be



Kenny Brack (below): superb third in Spa.



the start of a remarkable recovery drive. The absence of his Reynard's 'bonnet', the cowling that covers the shock absorbers, might have looked ungainly, but in the wet conditions that hardly mattered. Its benefits are chiefly aerodynamic, and in these conditions maximum speeds were reduced. When the circuit was at its wettest, towards the end of the race, de Ferran was consistently four seconds a lap quicker than most other cars on the circuit, sometimes six. . .

By that time, Lagorce had boobed.

He had been usurped within the first half-dozen laps by Jules Boullion, who at last went on to win his maiden F3000 race after a stupefying passing manoeuvre at Blanchimont, the audacity of which left him far less excited than it did those who saw it. As Boullion disappeared up the road, Lagorce dropped back into the clutches of de Ferran's impressive Paul Stewart Racing team-mate Didier Cottaz, a Spa rookie. By mid-race, Cottaz was hot on Lagorce's heels, and Lagorce was on the radio to the pits, asking whether a set of slicks was prepared for him. The Apomatox team replied that there was indeed, but he was counselled not to come in. When Cottaz passed him one lap later, however, Lagorce chose to ignore that advice.

At the time, he explained later, he thought that the fickle Ardennes skies were brightening and that it was a no-lose gamble, what with de Ferran being, he assumed, so far back. But Gil was by then in the lower reaches of the top 10, and gaining. Formula 3000 pit stops are, literally, the work of a minute. Tyre stops not being a part of regular race strategy, there are no air hammers: everything is done manually. And in Lagorce's case, it had to be done twice, for he was back in within two laps for a fresh set of wets, the rain having returned in earnest.

As de Ferran continued to make ground, so the mood in the Apomatox pit declined. Dominique Delestre's team presently bares little resemblance to 1989-1993 vintage Apomatox. Little has changed in terms of personnel, but the arrival of Lagorce has proved the catalyst which has transformed this erstwhile bridesmaid into a valid championship contender. Hence the accentuated feeling of deception at the loss of what should have been an extended championship lead.

De Ferran, eventually fifth, could hardly believe his luck. "I just don't know what he could have been thinking about," reflected the Brazilian. "I mean, no *way* was it dry enough for slicks when he stopped."

The upshot is that Lagorce and de Ferran are tied on 28 points, with two races remaining. There will be no pre-event preparation for Estoril (on September 24, shortly after MOTOR SPORT was printed); nobody has tested there, and the first time the cars will see the track is when they stream out for the first qualifying session. De Ferran has raced there before, however, in Formula Vauxhall Lotus, and last autumn he undertook some F1 testing at the venue for Footwork. Both drivers know Magny-Cours, Apomatox's home circuit and the site of Lagorce's maiden F3000 win last October. Lagorce *could* settle the title in Portugal if he was to win and de Ferran fails to score, for if that result were to be reversed at Magny-Cours the title would go to the Frenchman by dint of his having scored a greater number of second places. Both drivers' consistency, however, suggests that the title won't be settled until the series concludes in France.

Boullion's victory at Spa was appropriate. It was DAMS's first success of the season, but it was fitting that the French team, which has an F1 project on the stocks for 1995, should win the 100th FIA Championship race. DAMS has won more championships (two), more races (16) and more pole positions (13) than any other team in the formula's history.

The result gives Boullion a ghost of a chance in the championship, too. Good as his current form is, however, the 10-point gulf will be hard to erode.

Vincenzo Sospiri effectively kissed his title hopes goodbye in Belgium. He walloped a kerb at the start, avoiding de Ferran amongst others, and he pitted immediately to have the car checked over (the pit entry was at the *exit* of the first corner, the F3000 cars still using the old pits but starting from the F1 grid to avert potential hazards at the new Eau Rouge chicane). The team threw on a set of slicks in a desperate gamble to retrieve something from the situation, once it was clear that the car was unharmed, but the Italian rejoined too quickly, taking his air starter bottle with him and wrecking his rear suspension. It is unlikely that he could have gone much further; when he hit the kerb, the steering wheel recoiled and a subsequent X-ray showed that he had broken his left wrist and the first finger of his left hand. Last year, he sustained an almost identical injury to his right wrist when he banged a kerb at Hockenheim. . .

Mathematically, and with a little miraculous intervention, Sospiri, Massimiliano Papis and Cottaz could all still take the crown, but few doubt that it is anything other than a two (maybe two-and-a-half) horse race.

Lagorce's first serious mistake of the year could prove to be more costly than he had ever imagined possible. **SA**



Gil de Ferran presses on towards an improbable fifth place.



That sinking

An inopportune engine failure at Silverstone finally put the BTCC title out of reach. There is still, however, a world title to be defended. . .

This is going to be a short column. I'm afraid I'm not in a very talkative mood.

My whole year has been geared up to winning the British Touring Car Championship. I've been totally single-minded, put in a lot of work along with the Ford team, and it all went up in smoke at Silverstone.

If you lose in a straight fight, if you've had a fair crack at it, you lose. But if you lose because of a mechanical failure, it's very frustrating. I keep an eye on what's going on around me, but I'm very focused on what I am doing – I get totally wrapped up. This total intensity makes success a huge relief, a big high, but equally, failure really brings you down. And that's what I'm suffering from now.

Heading to Silverstone I knew that winning the championship was a pretty tall order; Alfa Romeo's Gabriele Tarquini was 66 points ahead of me going into the last four races. This was a big margin to overcome, but you never know what might happen in motor sport as mechanical failure can hit anybody, any time.

Unfortunately, it hit me.

I made a pretty good start and I was holding fourth place behind Alain Menu's Renault. Tarquini needed to pull out another eight points over me to be sure of the title, and, therefore, I need to overtake Menu to keep my hopes alive. I was pretty confident I could do this, as I was hanging back a little bit to conserve my tyres, and was planning to make a push when Alain's tyres went off . . .

But I never got a chance. My engine started to go tight on the seventh lap, and my heart sank. I did another lap, but it got worse and I came into the pits. Cruising down the pit lane was not a pleasant experience. The end. I stayed for the second race, but I couldn't watch it – I find it very boring if I'm not involved. And I left straight after that.

The team discovered that the problem was caused by a broken piston – Andy

feeling. . .





Awaiting the start (main shot). Below, from top: chasing Menu; champion Tarquini; Kelvin Burt - Ford's new recruit.

(Rouse) had a similar problem at Brands Hatch – and what makes this more disappointing is that the engines in the BTCC are not working very hard – 8500rpm is not a lot to cope with.

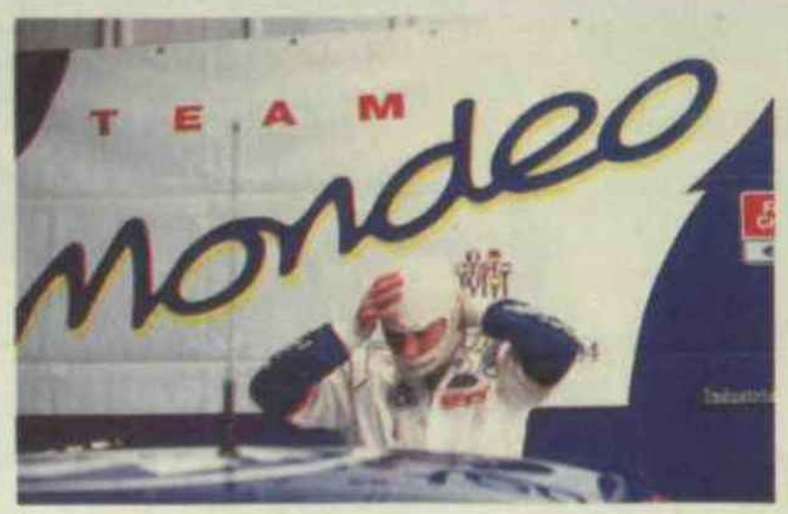
But it's all gone wrong just lately. Four races ago, at Oulton Park, I was third and leading Tarquini with five laps remaining. If things had stayed this way I would have been just 14 points behind him in the championship. But there is no room for ifs and buts in motorsport – I lost all my oil pressure and had to stop. Now he's 108 points ahead of me and I've lost second place in the championship to Menu. It can all turn round so quickly in this series.

At the start of the year most people tipped me to win the title. But they were forgetting how the championship had stepped up a gear. Sure, I was the man to beat at the end of the last season, but when you look at who was in it then, and who's in it now and the cars they have come up with . . .

We have made big improvements to the Mondeo, but other teams have clearly made even bigger improvements than us. Some people say that the car doesn't look as comfortable to drive as last year's, but to be honest, it wasn't always totally comfortable to drive last season. It's just that things look better when you're winning. It's been consistent, but at no track has it really been the car to beat. I've had so many second places I've lost count, but there's only been one win, and winning it what it's all about. Most people would've been happy with the season I've had, but this year there was only one thing, and that was winning the championship. It might sound hard, but we failed. We had our aims and we failed to reach them. And that's how I look at it.

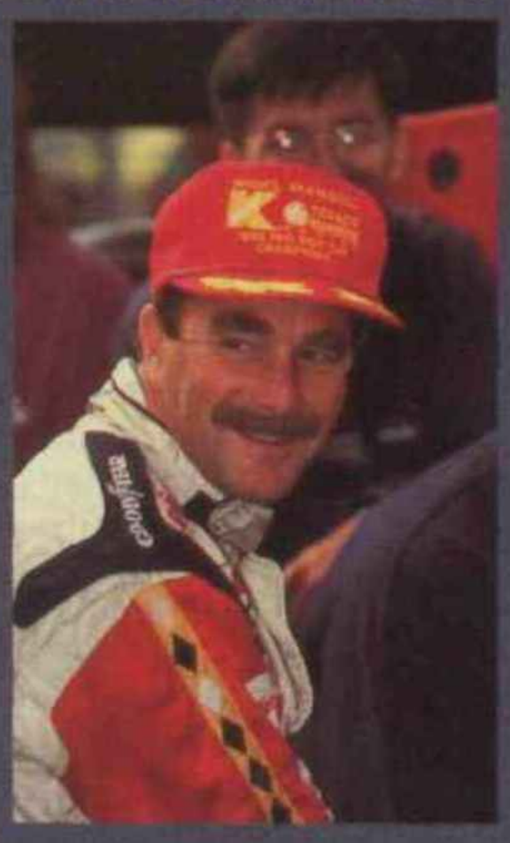
But I can't brood for too long, because I've got to get back that second position in the last two rounds. And then I'll have to defend my World Touring Car Champion title at Donington Park next month. That would be a nice consolation. **P R**





Going, but not forgotten

Nigel Mansell is leaving IndyCar racing behind, and will contest the final three World Championship Grands Prix for Williams. From the triumph of 1993 to a lacklustre 1994, how will his American sojourn be remembered?



The post-Mansell era officially began at the Vancouver Molson Indy just days after what we had long known to be inevitable was confirmed in a pair of communiqués issued by Newman/Haas Racing and Williams Grand Prix Engineering.

"Newman/Haas Racing today announced that Nigel Mansell will not return to the team for the 1995 PPG IndyCar World Series," read the missive from Lincolnshire, Illinois. "Carl A Haas said on behalf of Newman/Haas racing that Mansell has expressed a strong desire to return to Formula One racing. Haas said the team does not wish to stand in Mansell's way and his release will become effective after the final race of the 1994 IndyCar season which is October 9 at Laguna Seca Raceway."

Doubtless Nigel Mansell's departure from IndyCar racing can't come soon enough for Emerson Fittipaldi (who Mansell punted off at the final corner at Vancouver) or for Mario Andretti whose *arrivederci* tour has been blighted by a bitter feud with his soon-to-be ex-team-mate. Although Mario is hardly blameless in the matter – especially after giving Nigel "le Chop" at New Hampshire – he will enjoy the last laugh on October 9 when he and Mansell both run their last IndyCar races at Laguna Seca. Mario will probably have to hire the Spruce Goose to carry all his awards and mementoes back to Nazareth, while Mansell will probably get a polite thank you for services rendered over the past couple of seasons.

The fact remains, however, that the sport of IndyCar racing has benefited immensely from Mansell's presence the past couple of seasons. Because for all the huffing and puffing about the PPG IndyCar World Series and the world's largest single-day sports event, IndyCar racing was one of racing's best kept secrets until Mansell arrived on the scene exactly two years ago at Laguna Seca.

Sure, sports fans around the world knew about the Indianapolis 500. But, like many people even in North America, they had no idea what IndyCar racing was about the other 364 days of the year. With Mansell's arrival exotic locales such as Nazareth, Pennsylvania, Lexington, Ohio and Loudon, New Hampshire became familiar names to motor sport fans around the world, if not the public at large.

What's more, Mansell's defection from F1 to IndyCar racing was a tremendous boost for racing's profile in that lifeblood of sport in the 1990s – television.

In 1992, the last year of the "pre-Mansell era," IndyCar racing was televised to some 70 countries outside North America. That number jumped to 85 in 1993 and this year, IndyCar racing is seen in more than 120 countries outside North America. Or from another perspective, IndyCar estimates that 11 per cent of its season-long credentials for writers – and 13% for photographers – were issued for publications that likely wouldn't have been covering the sport without Mansell.

And just imagine what a blow it would have been for IndyCar racing if 1993 was only remembered for Michael Andretti's difficulties in F1. Although Mansell's performance last year caused many an IndyCar driver and pundit to re-evaluate the relative strengths of IndyCar racing versus F1, the sport as a whole made significant strides thanks to his presence... and 1994 has gone a long way towards redressing the impression that the Yanks can't hold a candle to Mansell.

But 1993 was a special year, no doubt about it. Mansell brought a refreshing new perspective to the sport and it was always interesting to listen to his reaction to each new venue, positive and negative, and to watch his growing appreciation, respect and expertise in oval track racing.

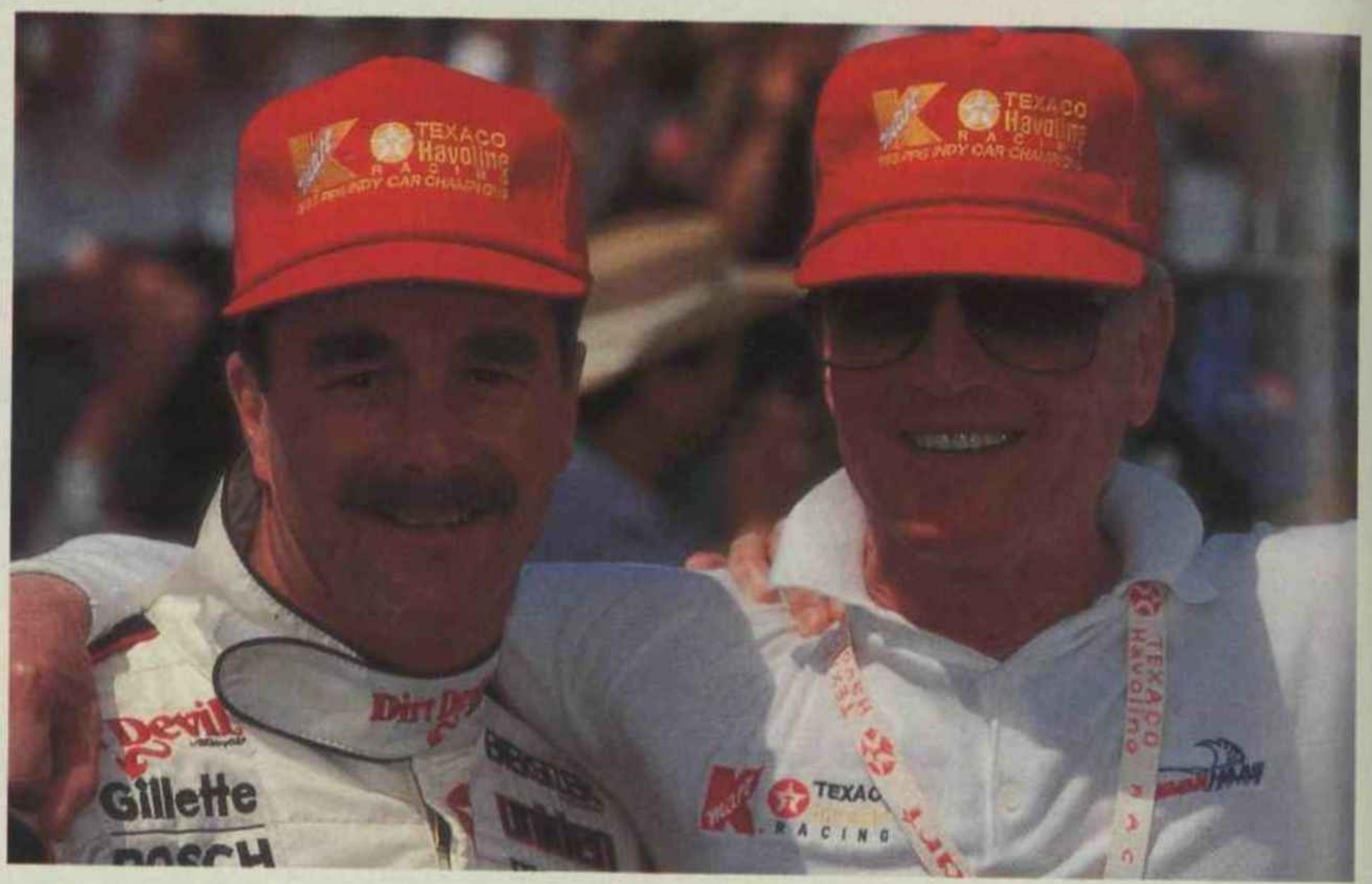
Who will forget that moment in practice at Phoenix when the Kmart/Texaco Lola slewed sideways and backed into the wall? As a noted team owner observed, what with Mansell's win in Australia and setting the pace in practice at PIR, more that one IndyCar driver had to be wondering if maybe this was all a little easier than they'd made it

Changing moods: the smiles of 1993 (above right) have long since faded...

MANSELL'S FAREWELL



In action at Detroit earlier this year and, above right, with team co-owner Paul Newman.



seem over the years. . .

Or who could forget those last laps at Indianapolis when it became quite clear Mansell was fully capable of winning the first oval track race of his life – and on that most hallowed ground of American racing?

The list goes on. . . Mansell's first oval win at Milwaukee, the controversial start at Detroit, his sprawling entry into the press room at Cleveland, his magnificent wins at Michigan, New Hampshire and Nazareth. New Hampshire, in particular, will be forever etched in the memory not only for the sensational three-way duel between Mansell, Fittipaldi and Tracy but for Mansell's eloquent expression of his unbridled enthusiasm for racing on a one-mile oval.

As we've said before, 1993 was always going to be a tough act to follow. Indeed, one could argue things started going downhill once Mansell clinched the PPG title at Nazareth, for his performance at Laguna Seca last year was rather ordinary.

Since then, we have witnessed the overwhelming superiority of Marlboro Penske Racing – and Al Unser Jnr in particular – but even when Penske was not up to speed yet in Surfers Paradise Mansell was soundly beaten by Michael Andretti – the man who had even more to prove in 1994 than Nigel had in 1993.

Mansell has always been a man who needs to be needed, and the sight of Dee Ann and Barbara Andretti cheering their son/brother in his efforts to dislodge him (Mansell) from the pole had to be disconcerting, if not surprising.

Thereafter the Penskes have been dominant to be sure and, often as not, Mansell has headed the chase. But only on rare occasions has he been able to carry the fight to Penske the way he did in '93 and, as this went to press, with two races remaining, he had still to win a race. (Nazareth took place on September 18, as MOTOR SPORT was being printed.)

Time and again he has emphasised that as a professional he doesn't have the luxury of getting down at the prospects of fighting the unequal fight with Penske and, despite what the naysayers might believe, he has acquitted himself as a professional.

But sometimes that's not enough. The enthusiasm, the passion that was so evident in Mansell's driving last year has been missing in 1994. The turning point almost certainly came in May when Dennis Vitolo crash-landed on Mansell's roll-hoop entering the pit lane during the Indianapolis 500. Or was that just the straw that broke the camel's back? In the wake of the tragic events at Imola and the subsequent intensification of efforts to get him back to F1, was Mansell already yearning for greener pastures, unwilling to put up with the prospects of battling Penske Racing into the future, unwilling to do so in an environment in which he found himself mixing it up with journeymen at 220 mph?

Only Mansell knows for sure, but from June onwards the 1994 version of Nigel Mansell has been a shadow of his 1993 self, and is it just a coincidence that in the aftermath of his cameo appearance at the French Grand Prix he has just two finishes to his credit?

No doubt Mansell won't be missed much by the press who dealt with him week in, week out. He was agreeable enough, indeed downright entertaining at times, during the official press conferences. But he never took a shine to the informal, on-the-hoof interviews that are the stuff of most relationships between the motorsports press and most IndyCar drivers; or maybe it's just that the reporters couldn't be bothered wading through all the handlers and camp followers, to say nothing of his own melodramatics.

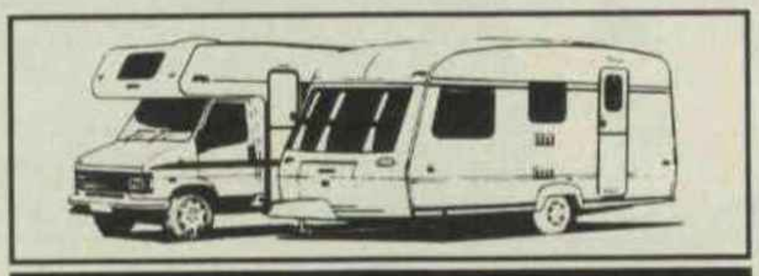
"Interviewing Mansell is like trying to talk with a boa constrictor," said one newspaper reporter, who had no axe to grind, in Vancouver.

On the other hand, those who had the time, patience and opportunity to get to know him well, from his quasi-protégé Bryan Herta to the staff at Newman/Haas, Texaco and KMart, speak of Mansell's generosity and kindness. . . Those people apart, Mansell won't be much missed by the IndyCar community.

But make no mistake, he will be remembered.

D P

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A life on the ocean wave





When you're riding with him you could be forgiven for thinking Steve Curtis is to powerboats what the Marquis de Sade was to human rights, but when it comes to throttlemen there are none better than Britain's low-profile champion



Main pic, Steve Curtis after winning his second Class 1 world championship in Key West Florida in November 1977. Inset, Man with attitude! Curtis races with all the instincts of a shark, picking off opponents with a mixture of sea-craft and sheer speed. Photos: Walker/EyeSea



When he has finished a race, Steve Curtis has rarely been off the podium in the last year. Here Curtis (left) celebrates his win in the 1993 Dubai Grand Prix with co-driver Lamberto Leoni (right) and team manager Lino Di Biase. Photo: Walker/EyeSea

It's an unnerving thing, but whenever I think of Steve Curtis I tend to think of the more vulnerable parts of my anatomy. Freud might have had an interesting time with that, but I prefer to consider it an innate echo of self-preservation. There were two times in my life when I seriously wondered about my prospects of fathering children. The first was when I discovered my inability to do a rising trot while horse riding on honeymoon; since then I have been of the firm opinion that as many horses as possible are desirable when one is handling machinery, but they're trouble when they come in ones.

The second was when I went powerboating off Guernsey with Mr Curtis.

The name may not spring immediately to mind. But Steve Curtis is that rarest of phenomena: a British World Champion virtually unknown by the media. Indeed, he was the first, and remains the only, Briton to have won the Class 1 title in offshore racing.

In his sport he is Nigel Mansell and Ayrton Senna rolled into one, but with the nature and charisma of Derek Warwick, who not surprisingly is a close friend.

The Times columnist Simon Barnes once summarised him brilliantly when he wrote that he is the sort of man about whom you worry when telephoning the day after a race to see how he got on. In the back of your mind is the concern that this time he might finally have prodded the tiger once too often.

Curtis, you see, is not like most other men. As if being a normal, amusing, uncomplicated person whose company is always good fun isn't quite enough, he is Abnormally Brave. And he is Abnormally Brave by the true Joe Scalzo definition: he just doesn't know that there is a line to be drawn, let alone where one might draw it if one had a mind to. Throw in that his father Clive founded Cougar Marine with the late James Beard, and that Curtis Jnr knows the company inside out and has access to its wares, and you have a dangerous combination.

Anonymity in his homeland doesn't bother him. Suggest that he's virtually unknown to Joe Public and he laughs in agreement. "Totally, I would think! This has always been perceived as a playboy's sport. I think the fame must be nice for a little bit, and everyone would like to be sort of recognised in places here and there. But I don't think it's the end of the world. At the end of the day at least I can go into a nightclub and act like a complete and utter drunken idiot, have a complete blast, and not get written up in the papers the next day for doing it!"

In the world of offshore powerboating the craft are now moving into a heady realm. Like Formula One cars they are now making serious use of carbon fibre and Kevlar and they are enormously strong, but at four tons and more than 40 feet, and with engines such as twin 960bhp Lamborghini V12s pushing them across rough seas, they need to be. The best craft are now beginning to nip at the 150 mph mark; 40 years ago that was the fastest a boat of any sort had ever travelled, and on smooth water at that.

> ***"Steve Curtis is that rarest of phenomena: a British World Champion virtually unknown by the media"***

In the interests of weight crews usually comprise only two men now, the helmsman and the throttleman. Ask anyone and, though they won't denigrate the former's role in steering the craft and navigating, they will all tell you that the throttleman is the key, for he controls the power and trims the boat, and he must be able to read the water and maximise every wave. Curtis, predictably, is the first to point out the contribution of his driver Lamberto Leoni, a long-time Formula 3000 driver and entrant who dabbled briefly with F1 (with Surtees and Ensign in 1977/78).

Among throttlemen, Steve Curtis is regarded as a god.

I have never forgotten that ride off Guernsey, when we sped to Herm and back. He admits cheerfully to having a mad streak, and it is never more obvious than when he is at the wheel! Our mount that day was a Class IIIB craft – F3 to offshore's F1 – and I'd just realised that there wasn't actually any sort of life-prolonging grab handle when we began leaping skyward with both props screaming. My left hand was wound so tight round a rope that it began to cut into the skin, while my right was locked desperately round the curve of the seat. Staying aboard became the focus of my existence.

I don't think I ever saw the sea ahead of us. Instead all I saw of our forward passage was framed by sky and the nose piece of my borrowed helmet as it occasionally shifted (there was no way I dared to adjust it, at least not without growing another arm). What sea I did glimpse was about an inch from the side of my head as Curtis heeled the boat over hard before slamming in the opposite direction as its vee hull began chining violently as we quartered a stretch of only roughish water.

The airborne leaps became greater, the jolts and crunches therefore harder. I began to feel as if a mighty but malignant force was smashing a sledgehammer down atop my head, while another was similarly employed from the underside of the seat. If you have a universal joint between your neck and your skull, then mine must have lost 5000 miles off its life, and those other delicate little parts of me were receiving some cruel treatment every time the seat came back up to meet me. I began to realise

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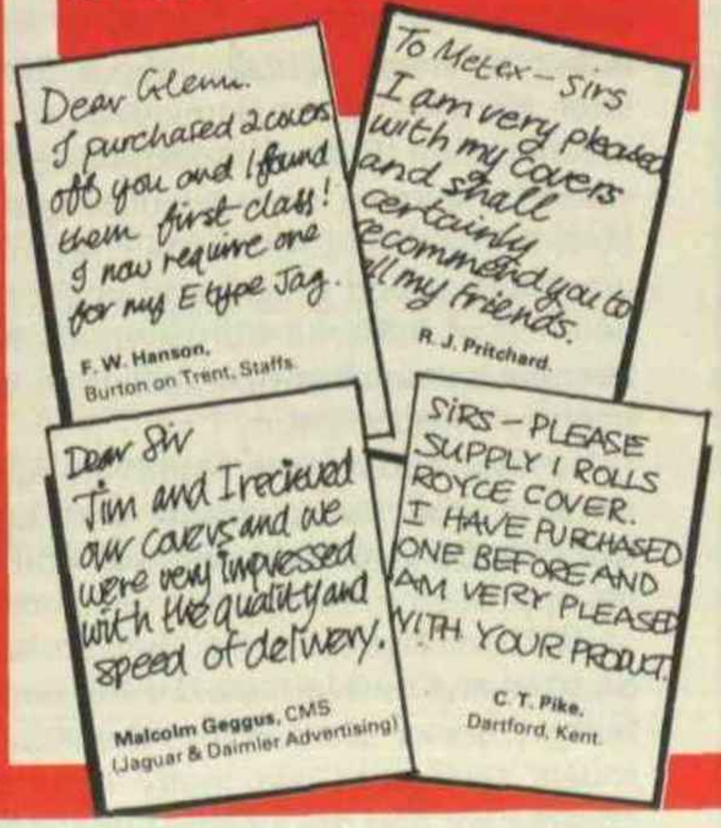
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what it must be like to fall out of a third storey window.

It's the most exhilarating feeling, as one moment you are weightless, suspended in mid-air in seconds of eerie silence as the boat peaks in its flight and you tense yourself for the next terrible jolt.

I kept sneaking glances at Curtis who sat serenely at the wheel, apparently oblivious to the damage he was doing, and as I realised that he was operating at six or seven tenths I relaxed as best I could as the water pounded our glass fibre hull and we skipped away from St Peter Port at 65 mph. This was only warming up to him.

"What I thought was two miles turned out to be 200 yards. Suddenly out of this fog was this mountain! And we hit it!"

There have been times when he has been rather less in control. I remember watching the news screen on a 747, without sound, and suddenly seeing Bagutta, Curtis' 1991 boat, apparently sitting on an island in the middle of the sea. The recollection brings an immediate guffaw. "It wasn't an island, it was Torquay! I drove right up the beach! It was a foggy day, we had to win that race to be level on points in the championship going into the last race, and I was with an Italian driver. We were in the lead as we went down past Portland and we'd done the fastest average down there ever, 102 mph. And we turned into this heavy fog. No one had told us it was there. And we hit the first two buoys spot-on. Great! We then had to go between a pier and another buoy in this bay and then go back to Torquay. Great again. We were bound to be in the lead. No question. And my driver said yes, he knew where we were going. But instead of going over there," – he gestures to the right – "we went over *there*." he gestures left. "So what I thought was two miles to this point, actually turned out to be 200 yards. So as we went trundling through, suddenly out of this fog was this mountain! And we hit it! It kippered the boat. . .300 feet up the beach!"

There was another time when the steering had broken and he was using different throttle settings for each engine to maintain direction when he hit a tanker. "The funny thing was there were all these people on it looking at us, pointing at the boat, and it caught a wave and just kissed this thing and bounced off. And all these people were running backwards. I'm sure they thought it was going to be like something from James Bond, and the whole lot was going up!" They carried on to finish sixth.

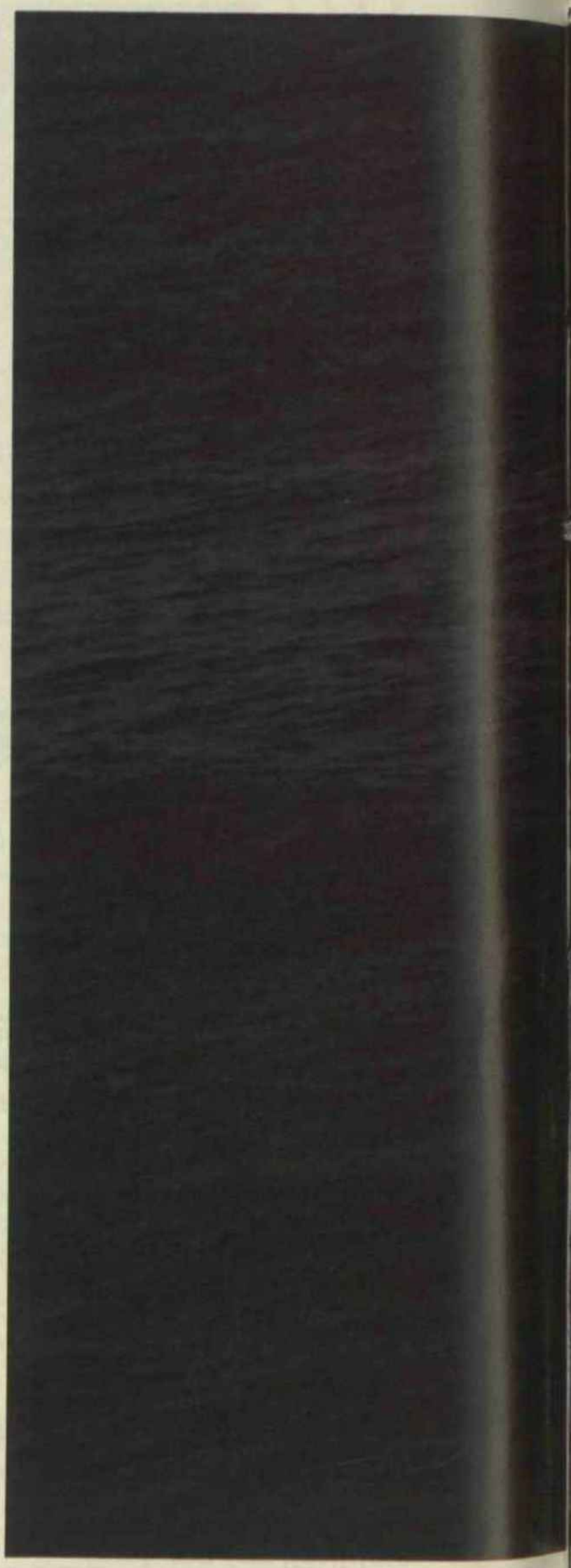
Then there was the race at St Tropez this year, which kicked off the championship. Curtis wasn't running the new four-speed gearboxes which have been developed for 1994, but was nevertheless running third behind the all-conquering Victory Team boats run by wealthy Arabs Khalfan Hareb and Hamed Buhaleeba. Then, as conditions began to worsen, he mounted a challenge for second place.

"We were running all right and it got a bit rougher and I got up into second place. Down the flat part of the course, on the finishing straight, Victory 7 just outdragged us, and as we came across the line they just chopped across in front of us, we hit them. We did this spiral, about 40 feet in the air, came in backwards. . .

"I think they just didn't see us and they were avoiding other boats which we were lapping, and we were all only about six second behind the leader, so it was a very tight race."

He describes the incident in a laid-back, matter-of-fact style reminiscent of Gerhard Berger at his best. And it's not bravado; he really does just regard it as just another incident, just another part of racing.

What he achieved that day was the equivalent of Jordan or Sauber getting fully to grips with Benetton or Williams and challenging for the lead in dire conditions.



It is no surprise, but a measure of this happy-go-lucky racer, that he was on the victory rostrum shortly after his flight, to receive the third place trophy. And that he should shrug and say: "It had to be done, didn't it? I was actually, about five hours later, drunker than a skunk in a bar!"

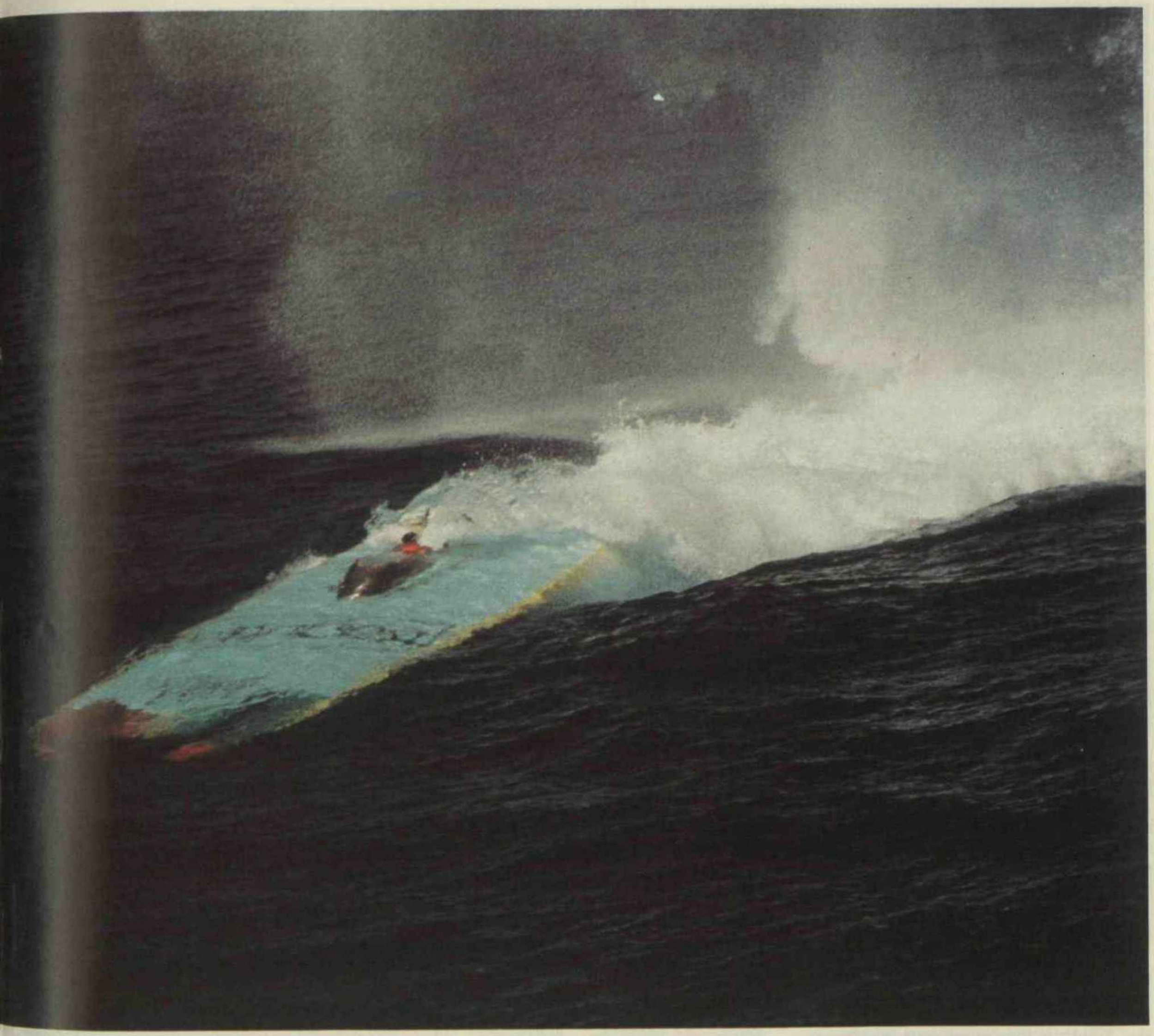
Since then, financial problems have prevented the team from producing the new boat it intended to run, while repairs have inevitably added weight and upset the fine balance of Bilba. In Curtis' words it's now become something of a "slug" in comparison to its opposition.

He and Leoni were fourth in Sanremo, third in Valletta in Malta and again in Dundee. But Arendal in Norway epitomised his approach to racing.

"We had to go for a win. The new boat was on stop, and basically we'd used most of the budget. So we shot off into the lead, in the rough stuff, and we really were out of control. We had the smallest boat and were definitely running over the edge. And we



Above right, getting it right in a twin 850hp,V12 Lamborghini powered Class I aluminium catamaran built by the family company, Cougar, Curtis is virtually unstoppable and is acknowledged to be the best throttleman on the world championship circuit. Right, before getting into boat racing, Curtis was a schoolboy and junior scramble champion and still gets into the saddle to keep his hand in. Photos: Walker/EyeSea



crashed. . .We stuffed it! We hydraulicked an engine. And that was the end of that, really."

To the offshore racer, rough water is like rain used to be in F1, a great leveller. Few really like it, but Curtis revels in such conditions and is one of the elite who can draw advantage from them. "If it's rough we can be up there. We're not in the best boat, but we can probably outdrive a few people. . ."

Accidents really don't bother him. "That collision in St Tropez was the first I've had, and the first time I've been upside down. I've had accidents where I've been going too fast for the conditions, but there's been, hopefully, basic reasons, the biggest being that I wanted to win.

"You can't let accidents affect you. Basically you've got to forget about it, otherwise you wouldn't race anything, would you? If you're going to drive a car really fast, you're going to get stopped by the police, or you're going to have an accident. If you do the same on a motorcycle, it's going to happen. Hopefully, the boats are built to have accidents. Pretty much, if you're going to race – and I've been racing now for nine years – you're going to have an accident at times otherwise you're not going to win diddly squat. I've been lucky enough that I've had my fair share of winning. I think I've now won more races than anybody, in comparative terms. About 50 odd, I think. . ."

By 1985, when he was 21, he'd won his first World Championship; the second followed two years later. He's been runner-up twice. Despite all of which, his country barely knows him.

The one time, rightly, that his name really made the headlines was when in 1990 he tried desperately to rescue Stefano Casiraghi, Princess Caroline of Monaco's husband, as they raced off Monte Carlo.

"It was a funny old situation. They have the mistrals down in the south of France, and we were running along by the beach in the second race. We'd come second in the first, and Paul Pitot who'd won the first broke down just after the start. We thought we were in great shape, all we had to do was back off a little. We were in the lead round the first bend and went into a big head sea, so we backed off a little more and Stefano went by. He was running like a train, the boat looked *fan-tas-tic*. Then when I looked over Stefano's boat had just sort of landed. So we looped back around, because we were quite close, and I dove into the water because I'd only seen one crash helmet. I swam over to the boat which just had its pickleforks sticking out of the water, went down on the wrong side, no-one there. I saw the steering wheel, so I knew it wasn't Stefano's side. So I went down again the other side and saw him there. By then a diver had arrived and we went down again, but Stefano's neck was all broken. . ."

This was a selfless attempt, like Mike Hailwood pulling Clay Regazzoni from his burning BRM at Kyalami in 1973 or David Purley with Roger Williamson at Zandvoort



later the same year, and the papers had a field day. Curtis has always played it down.

"We went back to the shore, but that was it, really. The whole town went dead, they cancelled the championship. Loads of paparazzi turned up and asked funny questions, so I just disappeared off and got out of town, really. We'd got debriefed what to say by the Palace.

"Amazingly, I couldn't believe how quickly the papers got down there. It impressed me, actually. . .It happened that day, and they were *there*. *The Sun* turned up quick as you like. Suddenly they're my best buddies on the 'phone!"

For all that Steve Curtis has a bit of the Jack the Lad air about him, he is extremely serious about his profession. But offshore racing isn't quite like F1, where such prodigious talent would instantly be snatched up. It is a sport in transition, where the amateur sponsor-drivers of yore are gradually giving way to professionals, but some have found to their discomfort that their own desire to win is very much exceeded by Curtis's, to the point where they are not prepared to take the same risks that he is to ensure victory. Amazingly enough, he has found good rides hard to find because of his reputation for all-or-nothing racing. Equally amazingly, he regards the situation without rancour.

"A lot of the guys want to race," he concedes, "but they don't want to race hard. And they want to win but they're not willing to push it. That's great, but don't hire me!" He laughs, shrugs again. "And that's how it's been. You know, I've found it tough. Last year and the year before it was very tough for me to get a ride.

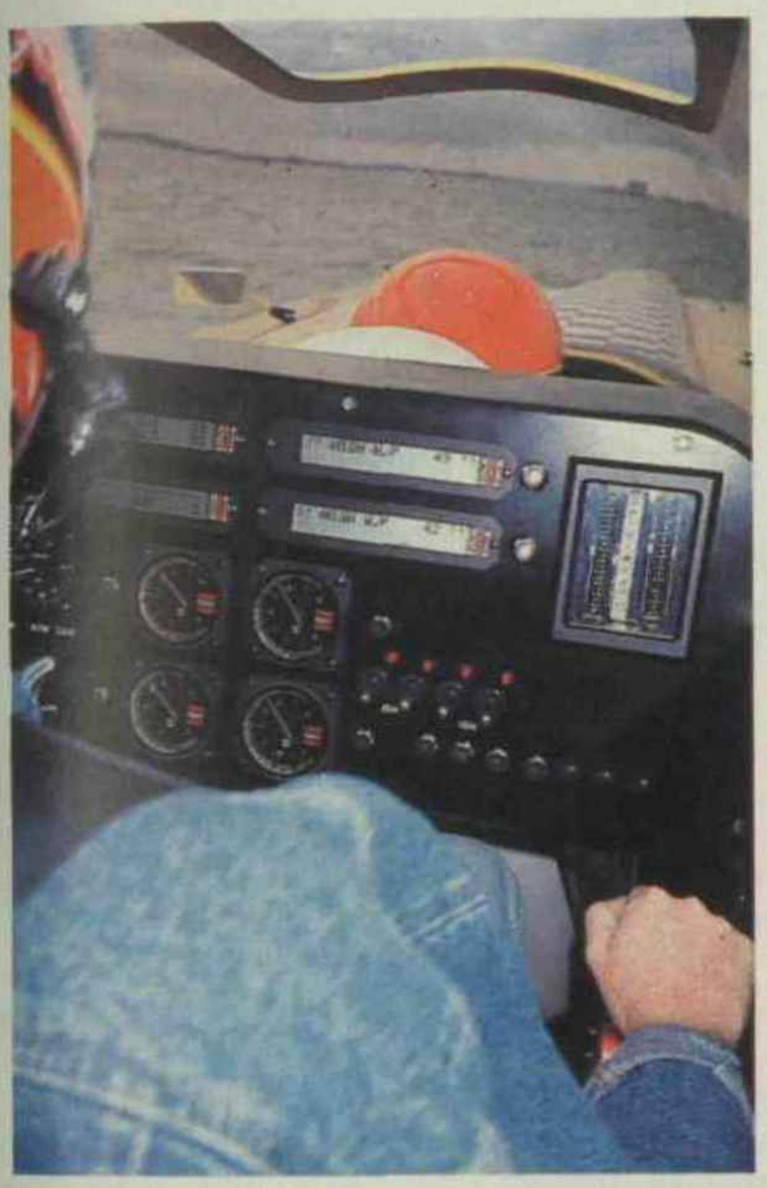
"The thing is, when Nigel Mansell goes out there, or Michael Schumacher" – he pronounces it Shoemaker – "or Ayrton when he was racing, people know what they can expect. Maybe they'll be a bit over the top, but he'll do well for us. But suddenly, like the old days, you used to be taking your sponsor along with you! His thoughts that 'He's going a bit hairy,' would become '*We're* going a bit hairy!' And 'We might have an accident!' So it all changes around. A lot of these guys have family, kids, they've got to go to work on Monday morning. . .But that's changing. Now the people who have got money want to win, and they want to win bad. When they race they race to win, so they've now got the right attitude. There are very few Sunday drivers."

He has the trappings of success, the Lamborghini Countach, the flat in Monaco, but not the overbearing F1 ego to go with them. "Right now I could use the money!" he laughs when you mention the car. So what keeps motivating him? "I just still love racing," he replies instantly. "I think one day you turn round to yourself and say, 'Look, I've had enough of this. I'm burned out with racing.' And I think that's the time to stop. But that hasn't happened to me yet. Trying to find a ride has perhaps made me even more determined, and I'm working on a super deal for next year. And I really feel, if I get the drive, that I haven't been in a decent boat for the last couple of years. And I think if I *do* get in a decent boat I stand a very good chance of winning the championship again. I desperately want to do that."

Steve Curtis looks completely normal, and most of the time he sounds it, too. He's a straightforward, likable character that it must be hard to get offside with. But you would never guess about his nerve problem unless you were out in a boat with him, and then you realise just how incurable it is. His nerves have no endings. He subscribes fully to the belief that people only remember winners, not who came second, and he drives that way. Glory and risk are his friends. Ask him to quantify his best asset – you have to stress that you are talking about racing as the face beneath the curly mop of ginger hair starts to smirk – and he quietens for a moment.

"I haven't got a lot of fear," he admits flatly. It's apposite, therefore, that No Fear clothing is one of his sponsors. "I think I've got better as I've got older," he continues. "I can control it a bit, I'm not so wild, though I can still get out there. Whereas before, if I was in second place I hated it. I'd just do anything to get into first place, even if it was impossible. Nowadays, I'll back off if I'm not going to get into first anyway, because I'm wiser that way. Although, I don't think if I hadn't started off that way I'd have got some of the opportunities that I got.

"The only time that I go back to being wild is when I'm hacked off. Then I tend to drive like a complete and utter maniac again. In Norway, when we had the accident, I was just hacked off with the whole situation and I'd decided I wasn't going to get a win this year unless I did drive like a maniac. Everyone was asking what was wrong, but there was nothing wrong with me, it was just that



Far left, for 1993 & 1994, Curtis has been throttling Bilba, an American built FRP composite catamaran with works backing from Lamborghini, for whom he has done much of the offshore development work in the last five years. Photo: Davies/EyeSea

Left, man at work. Curtis at the throttles of a 50 foot, quadruple V8 engined Cougar catamaran at 135mph on trials in the Solent. The driver sits forward and below him so that both men can monitor and adjust for sea conditions. Photo: Walker/EyeSea

Below, three men in a boat: testing Pringle of Scotland. Photo: Malcolm Griffiths/LAT.



the boat was a brick."

In offshore an ace on the throttles can make more of a contribution to the overall package than he can in F1, but there are times when you feel that he has, perhaps, been lucky to make 30.

Ask him his philosophy of racing, and the response is also disarmingly simple. "To win." Then you hear echoes of Villeneuve. "My perfect scenario would be that we wouldn't go for a championship, but every race was a race. Then you just want to win every one. Unfortunately, as it is the first race kicks off and you try and win that, then you start thinking, 'I've got to race for the season, so a second will do here. . .' I ran a season like that in '92 and everything was fantastic. We were way ahead in the championship, with two wins, a couple of seconds and thirds, and then the last four races we didn't finish. We could not finish. Things were falling off. Just one of those things. It blew our championship chances, whereas if I'd have said at the start, 'Right, we'll win every race,' we'd probably have won the first four or five. Been a bit on the ragged edge and taken a few risks, we'd probably have done that and then probably have won the championship. So who knows, maybe it was God looking down and saying: 'You shouldn't race like that. That's *not* your style! Go and give it some! Try and win every one. . .'"

He admits quite happily that he is addicted to taking risks, that he's happier that way. "It's more fun, isn't it? Otherwise it's boring. You might as well put a cabin up the front and go to St Tropez and cruise around. It would annoy me to get out of a boat and think that it *could* have won. That would just kill me. I'd rather not do it, to be quite honest."

Curtis follows motorsport, particularly F1, perhaps because of Cougar Marine's past involvement with Toleman. He started his career in junior motorcycle scrambling but, though he likes cars, his size – he's six-two and weighs 92 kg – militated against any serious involvement. "They're all midgets, the blokes who race them, aren't they? You've got a hell of a lot of discomfort if you get in a car, if you're big. Whereas if you're little you sort of bounce around. If you're Alain Prost you can go and have a dance in one!" Ask him if he feels that there is a current driver whom he resembles, and his response is interesting, and perhaps telling.

"I don't really know. I mean, everyone used to say Steve Curtis is the Ayrton Senna of offshore, and sort of stuff like that, but I don't know if that was true because I think he was brilliant. I didn't really know him. I only met him twice, because of the Toleman involvement.

"I quite like Eddie Irvine's style. I met him down in Monaco, only briefly, but I thought he was quite a cool guy, actually. I was with Chris Witty and we dropped in to see Eddie Jordan – I quite like his style as well – and Eddie Irvine wasn't racing there and obviously he was upset about that. I don't know whether I could be compared to him because I haven't seen him race, but I liked his attitude."

"Ask him his philosophy of racing, and the response is also disarmingly simple. 'To win'"

Any day now, possibly even by the time these words appear in print, Curtis will have swapped Bilba and gone from his third place in calm water off Guernsey and jumped into his latest project, Pringle of Scotland, a 450 bhp 35-foot composite racing monohull which takes on board rigid inflatable boat technology to launch an attempt to establish the fastest-ever circumnavigation of Britain. He aims for 35 hours (10 less than the current mark) and an average in excess of 50 mph, refuelling at Falmouth, Portpatrick on the west coast of Scotland, Scrabster to the north and Grimsby. Cheerfully he laughs at the voyage facing his navigator, journalist John Walker, and helmsman Pete Currington, and tongue-in-cheek says, "I expect we'll use a few guys up in the process." I'm sure they know what they're letting themselves in for, and hope they take the necessary precautions.

Years after it would have done me any good, Curtis finally lets slip that experienced offshore men protect their assets by judicious use of the right underwear and strategically sited tank tape. . . I really wish I'd known that. **DJT**

As the 1994 World Rally Championship heads towards its close, three drivers have emerged with a chance of securing the title: Didier Auriol and Juha Kankkunen in Toyotas and Subaru's Carlos Sainz.

In Finland, at the end of August, where the Neste 1000 Lakes Rally was the eighth qualifier of the 10-round series, all three drivers were there for this incredibly fast competition around the lakes and through the pine trees. Indeed, the trees are so close to the edges of the stage roads that GP circuit inspectors would surely have fits if they were ever driven over one.

The stages undulate so much that the event is considered one of the most suspension-testing of the entire series, along with the Safari and the Acropolis. Blind crests follow each other in rapid succession, and cars are so often airborne that the most important feature of any set of pace notes is the precise indication of how to approach each of these brows.

The skill of jumping, especially when a crest is combined with a corner, is doing so in such a way that the car becomes stable again the moment it regains ground contact.

Anyone can take a crest quickly and leave the ground. It is the return to it which demonstrates clearly whether a driver did so correctly, for each landing can magnify tenfold the slightest take-off error. When a car is airborne, even by just a fraction of an inch, it has no steering, no braking and no acceleration. What it does on landing will be the result of the driver's control input immediately before the car lost contact with the road.

Driving a car in the 1000 Lakes Rally is tantamount to having it under control for about three-quarters of the time and out of control for the balance. It's by no means easy, especially as jumps can follow each other in very quick succession, often combined with tricky bends.

Apart from a couple of mixed-surface crowd-pullers, the special stages are on dirt roads, but they are generally smooth (at least for the first few cars). The surfaces are well founded and impacted and some are even bonded. They remain as dirt roads, rather than tarmac ones, because they are easier and cheaper to repair in the springtime after the ravages of seasonal temperature extremes.

But back to the title protagonists: not one of them could match the performance of a man who, until this event, had not scored a single championship point. Last year, we said of him, "A man who really must very soon be snapped up by a full works team. He certainly has a talent which any astute team manager should have noticed by now." That man is 30 year-old Tommi Mäkinen, having a turn at the wheel of a works Ford Escort RS Cosworth.

While some of his opponents experienced mechanical faults or delays due to driver error, he kept his car going perfectly, hardly placed a wheel in the wrong place and finished with a lead of 22s.

The Toyota Castrol team sent two Celica Turbos for Juha Kankkunen/Nicky Grist and

Tommi gun

Given a rare opportunity in a top works rally car on home soil, Tommy Mäkinen didn't waste it



Didier Auriol/Bernard Occelli. A third, privately entered, car was also sent for Tomas Jansson/Ingemar Algerstedt of Sweden. It was actually one of the new shape Celicas, originally scheduled for its first appearance in Australia this year. However, it was a Group N version, which may have made it quicker to prepare.

Another Celica was driven by Marcus Grönholm/Voitto Silander and another by Sweden's Thomas Rådström/Lars Bäckman. Marcus is the son of the late Ulf Grönholm, tragically killed in a testing accident some years ago.

Ford entered four Escort RS Cosworths, although not all of them hailed from Boreham. The nominated works crews were François Delecour/Daniel Grataloup, Ari Vatanen/Fabrizia Pons, Tommi Mäkinen/Seppo Harjanne and Bruno Thiry/Stephane Prevot, the latter crew having only their second competitive drive in a 4wd car on the loose. Sebastian Lindholm/Timo Hantunen were driving an Escort Cosworth built by Gordon Spooner Engineering, one of several such outfits spawned by ex-Boreham rally mechanics. The car's differentials had been borrowed for the occasion from Boreham stock.

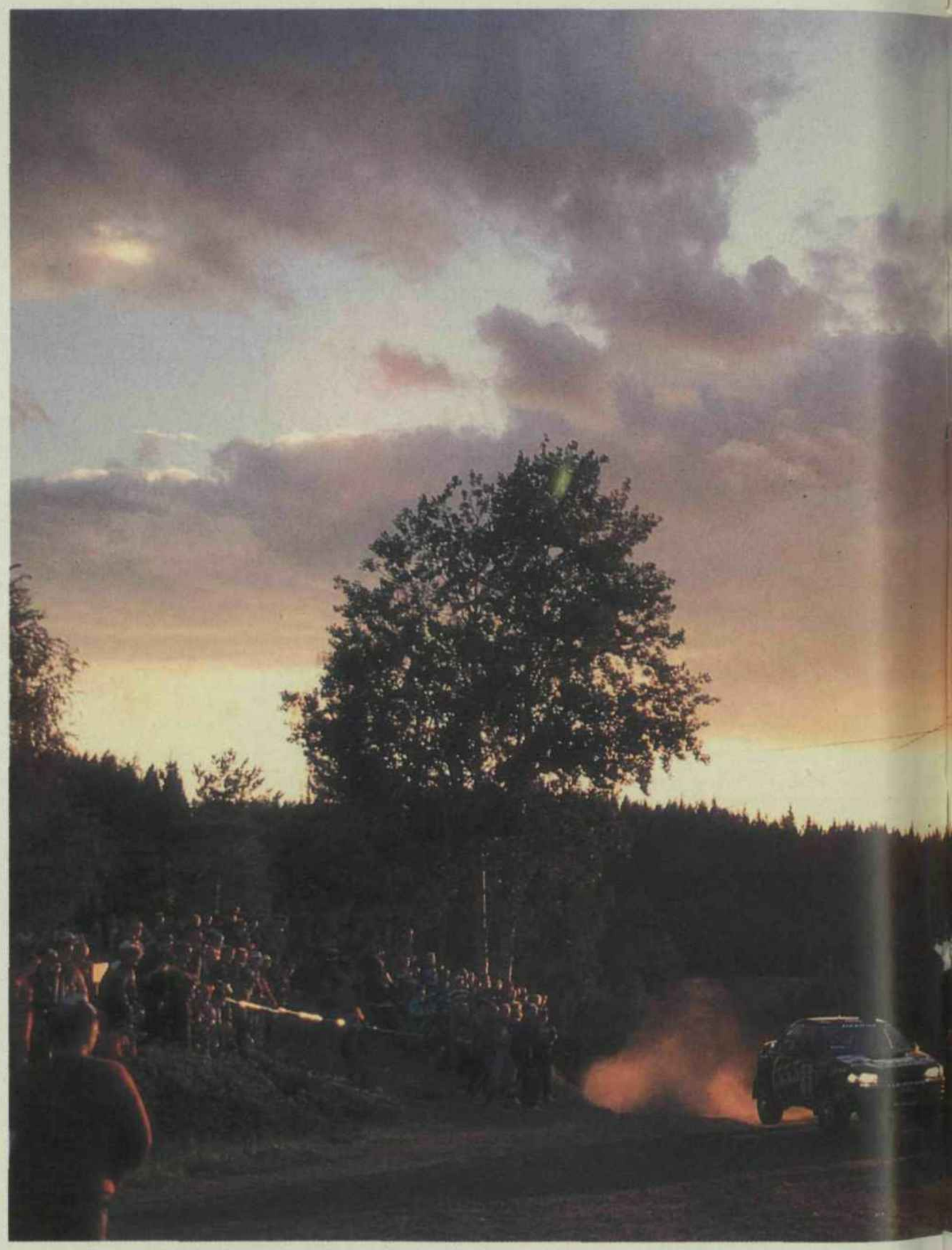
"I guess it's better to go out on the first corner of the first stage than the last corner of the last stage"

The works Fords were equipped with revised engine electronics, providing more power and better torque than hitherto. The cars of Delecour and Mäkinen were serviced by the Boreham entourage, whilst the Giesse car of Thiry was looked after by RAS, the Italian-owned outfit based in Belgium, and that of Vatanen by Germany's Schmidt Motorsport. Even the service plans were different; Boreham staff were responsible for one, Seppo Harjanne for another and Juha Piironen, now walking around unaided and as jocular as ever, for the other.

Throughout the rally, Delecour would not admit to continued ankle discomfort after his April road accident and quickly changed the subject whenever it was broached. But his foot specialist, an old school friend, was in constant attendance, and it was noticeable that the French driver was leaning back in his seat and bracing his legs after every special stage.

The Schmidt outfit had a second Escort Cosworth for Austrian Raimund Baumschlager and his German co-driver Manfred Hiemer, whilst another Escort RS Cosworth was driven by Finnish girl Eija Jurvanen, with Kari Jokinen, and another by Mika Sohlberg/Risto Mannisenmäki.

The Prodrive outfit sent just one Impreza 555 for Carlos Sainz/Luis Moya for their first visit to the 1000 Lakes since 1991.



There were no cars from Mitsubishi Ralliart in the UK, but the Finnish importers put in two Group N Lancers for Jarmo Kytölehto/Arto Kapanen and Jouko Puhakka/Keijo Eerola and a Group A Galant for Lasse Lampi/Pentti Kuukkala.

Mitsubishi Germany entered two Group N Lancers, one for the two girls who are in line for this year's ladies' title, Isolde Holderied from Germany and Tina Thörner from Sweden, and one for Argentinians Jorge Recalde/Martin Christie, the latter crew destined to have a very short rally indeed.

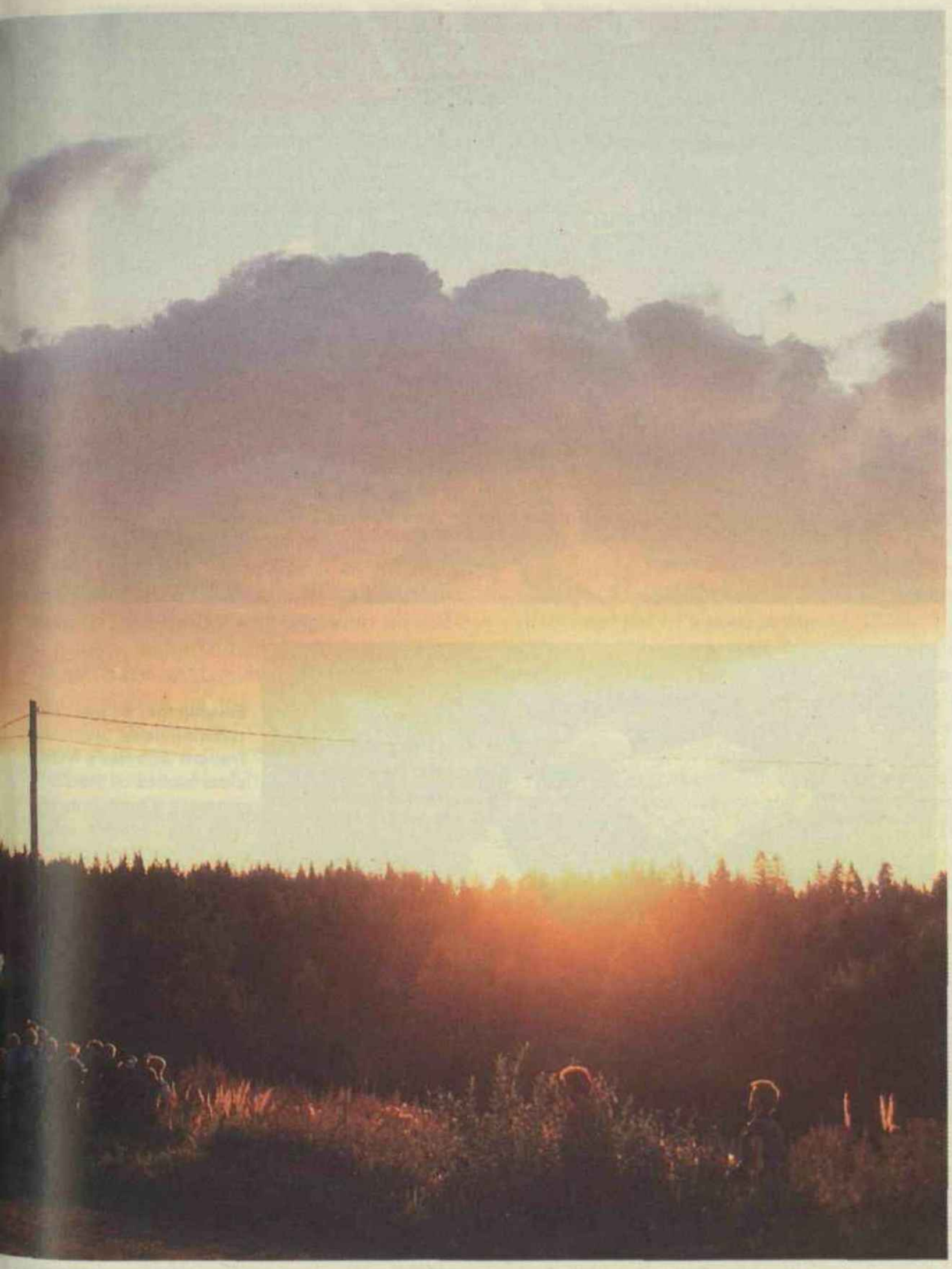
The Czech national team sent two works Skoda Favorits for Pavel Sibera/Petr Gross and Emil Triner/Jiri Klima, their interest being the 2wd category. Others in that category were Belgians Grégoire de Mevius/Willy Lux (Opel Team Belgium Astra), Costas Apostolou/Dionisis Bellas from Greece in their Renault Clio, and, from the UK, Alister McRae/David Senior in a Nissan Sunny, entered by Nissan F2, as were Finns Ari Mökkonen/Risto Virtanen in a similar car.

The days when British privateers used to troop to foreign events of note seem to have long gone, but this year three such crews made the trip; Adam Kent/Nigel Whiten in a Peugeot 106, Iain Harper/Graham Thompson in a Vauxhall Nova and Christopher Beavan/Paul Gosling in a Skoda Favorit. All three finished, in 36th, 37th and 38th places respectively.

Another crew worthy of mention was Tapio Laukkanen/Jorma Kaikkonen in a Group N Mitsubishi Galant VR-4, a pair judged by the rally organisers from their performances throughout the year to be the most sponsorship-worthy newcomers in the country. They enjoyed a free entry, backed by the organisers themselves.

After mixed weather throughout the recce period, the day of the start dawned bright and sunny.

The first stage was a five-miler on which Kankkunen set best time by 1s over Auriol and Mäkinen. Recalde became the event's first casualty on this one when he ditched his car and the spectators had to resort to







Carlos Sainz, left, battled to edge his Subaru past Auriol, but third place confirmed that the Makes title was already lost to Toyota, who previewed a GpN example of the new-shape Celica for Jansson, top. Kankkunen, above, struggled on after a major roll despite a seemingly hopeless position – for his fans.

rolling it over to get it back to the road. The operation was done at the cost of the oil cooling radiator and the result was retirement. The Argentinian said afterwards, "I guess it's better to go out on the first corner of the first stage than the last corner of the last stage."

The second stage produced even greater carnage. Some three miles before the end of this 15-miler, Kankkunen put his Toyota off, rolled, landed on his wheels and then rolled again, this time over some rocks which did untold damage to the car, even bending the roll cage. He and Grist, both uninjured, managed to carry on, but with the left rear suspension almost non-existent.

Service was not allowed between stages two and three and on the third stage they came to a stop when, with a thrown alternator drive belt, the battery became unable to supply enough power to drive the fuel pump. They managed to force the belt (it was still under the bonnet) back on to its pulleys, but the whole episode cost a great deal of time and at the end of that stage they were down in 76th place, from then on mixing it with the privateers and driving in dust and ruts.

Vatanen also had a mishap on the second stage when he ran slightly wide on a bend and caused his left rear suspension to collapse. He did the next one on just three wheels, the left rear having flown off the car, and came out with the diminutive Fabrizia Pons sitting on the bonnet in an attempt to lessen the effective weight on the rear. But the ploy was not enough. The rear differential guard had been rubbing on the ground and was soon holed, a knock with a stone then cracking the diff itself. The oil having been lost, the car made it to service, where damage was declared to be too serious to continue, so the first of the Schmidt cars was out.

The second went hardly any further when Baumschlager rolled his Escort on the third stage. "It's the shortest rally I have ever done," said Konrad Schmidt afterwards. After all this, Mäkinen held the lead, which he had taken in stage two.

McRae was slowed on the fourth stage when a gearbox leak allowed oil to enter his Nissan's clutch housing, causing severe slip. Afterwards, the box was loosened (without being changed, which would have contravened the regulations) and the clutch flushed and cleaned, but at the cost of 17m road lateness which brought 2m 50s of penalty.

Sohlberg was slowed when an electrical short circuit caused his Escort to fill with smoke, whilst Mökkonen, having lost all gears except fifth, stopped when bits of the lost ones eventually destroyed his remaining one.

Kankkunen was taking every second of service time he could squeeze from the schedule. Fearful that the scrutineers might reject the car on the grounds that it was not legally roadworthy and, indeed, unsafe, the team was resorting to all manner of regular cosmetic attention, not to mention attempts to straighten the bodywork, realign the wheels and getting the car to handle as it should. Adhesive tape and bodywork hammers were also being put to regular use.

The man from Laukaa had very little hope of even scoring a single championship point, but he drove on resolutely, saying that he was doing it for his fans who had paid to be out there watching the action. He steadily climbed back up the leader board, making his battered car, with pop-riveted panels and much adhesive tape, perform almost as well as a pristine example straight from the build shop.

Lindholm stopped after rolling on the fifth stage, the well-known Myhinpää, and pushing his car across the line minus its left rear wheel and with a broken front right rim, whilst Jansson was slowed by a failed turbocharger which he had to endure for two

stages before it could be replaced.

Thiry overcame a power steering defect and found his car more to his liking after hardening the suspension. Sainz, on the other hand, asked for softer front struts. Despite all the pre-event testing that goes on nowadays, nothing is absolutely right until a rally itself gets under way. It used to be said that as soon as numbers were put on the sides of a car, its wheels were likely to fall off. Not far wrong, and it is often the case nowadays that drivers use the early stages of a rally to get their transmissions and suspensions set up as they like them.

By the time the rally got to its brief midday stop at Pieksämäki, Mäkinen's lead was up to 22s over Auriol, whilst Kankkunen, his Celica beginning to look more like a car than a piece of junk, was putting up surprising times and had climbed to 55th place. Holderied was experiencing engine overheating, whilst Rådström had a rear shock absorber top mount break, allowing the unit to punch its way up through the rear window. Laukkanen was slowed when a stone jammed a rear brake caliper.

Puhakka, driving at number 21, emerged

"It used to be said that as soon as numbers were put on the sides of a car, its wheels were likely to fall off"

as the Group N leader and complained that he was being slowed by Group A cars ahead of him. Following him in the group were Kytölehto and Jansson.

Intermittent rain was falling by this time and it was odd when drivers arrived at a sunny finish to exclaim "it was raining like hell in there".

On the 10th stage, Mäkinen spun on landing after a jump and, as it was a narrow piece of road, he took some time to get the car pointing the right way again. This cost him the lead, which was taken by Auriol. Meanwhile, Holderied's overheating became worse and she was arriving at stage finish lines in clouds of steam. Much water and oil was being added at every opportunity and the plan was laid to change the cylinder head gasket at the end of the leg.

Sainz went into a ditch briefly on the 11th stage, breaking his left rear strut top mount and puncturing both rear tyres, although the latter did not bother him too much because he was using Pirelli's anti-deflation foam-producing inserts, a copy of Michelin's system. Sibera also hit something and spun, arriving at the finish with a flat left rear tyre on his Skoda and no right rear tyre at all.

The Harju stage, right in the middle of Jyväskylä, began on one of the city's dual carriageways before entering a park. The surfaces were both tarmac and dirt but





Denying that he was still suffering ankle problems, François Delecour's fourth place backed up Ford's progress, above. Argentinian Jorge Recalde, left, was philosophical after ditching his Mitsubishi on stage one. Vatanen also went for an early bath after a minor mishap had knock-on consequences for his German-prepared Cosworth, right.

most of the leading drivers chose slicks. The big danger here was kerbstones, and most people were taking great care not to clout one of them.

Later, Lampi lost about half a minute when a front strut top mount broke, and another 1m 30s in road penalties after having it fixed, whilst Delecour, still flexing his legs and ankles after each stage, complained of losing a little power.

At the end of the leg, where Kankkunen's still-crooked car was being straightened further, Holderied had a new head gasket and Sibera a replacement rear beam axle. Auriol was still in the lead, but only by two seconds from Mäkinen. Sainz was another 25s back and Thiry another 43s, followed after 8s by Delecour.

Some 60 of the original 84 starters began the second 12-hour day. Immediately, Holderied was in trouble when her new head gasket blew. She struggled through the remainder of the day, with frequent fluid replenishments, hoping that her engine would last until the gasket could be changed again at Laajavuori in the evening. Miraculously, she made it.

Grönholm, after experiencing a severe frontal vibration on the first stage, discovered at service that his front right shock absorber bolts had not been tightened the previous evening. When this was done, the Toyota was in good shape again.

Sohlberg damaged his front left wheel and tyre when he hit a rock whilst cutting a corner; Jansson had new front wishbones fitted; Laukkanen's engine was overheating due to low fuel pressure and consequent weak mixture.

On the first stage of the second day, Mäkinen wasted no time showing who was boss. He made best time by four seconds and retook the lead over Auriol by two seconds. On the next stage, Thiry rolled just before the flying finish. He was able to carry on, but soon afterwards his engine overheated and, when he got to the end of the day's third stage leaking both oil and water, he called it a day and handed in his time card.

Sainz had an anti-deflation insert break away from its fixing inside his front left tyre, the loss of balance causing much vibration which was disconcertingly transmitted through the steering to the wheel and the driver's hands.

Puhakka's rally came to a sudden end on the third stage when he rolled, his car vanishing into the undergrowth. The stage was stopped for 16 minutes whilst an ambulance went in, but we are happy to record that Puhakka, after a spinal operation the next day, is on the road to recovery. It seems that a ball joint broke during a heavy landing, this later causing a front wheel to fold under, sending the car off the

road on a fast section.

Laukkanen lost much time after two fuel pump failures, whilst leader Mäkinen lost a little time when he chose tyres which were too hard. Auriol, in the meantime, seemed to be clawing his way back towards his Finnish rival, knowing that he had the disadvantage by being first on the road. However, this advance was short-lived, and by the end of the day Mäkinen had opened out a 22s lead over the Frenchman.

At Valkeakoski, where there was a short stop before a spectator stage around one of the town's industrial areas, Kankkunen had got up to 18th place, which was quite remarkable even though the stewards had agreed overnight to his restarting sixth on the road on the second day.

Vital championship points were at stake and it was important for Toyota that Auriol should finish ahead of Sainz's Subaru. This would enable the Cologne team to clinch the makes' series in Finland.

In the afternoon, a strong wind blew the dust away before it had any delaying effect, whilst back at Laajavuori the traditional Michelin Man on the Rantasipi Hotel roof was blown off his perch, crashing to the ground in front of the main entrance and deflating with a loud hiss.



On the 23rd stage, eighth of the day, Grönholm put his Celica off into an escape road, scattering spectators but miraculously not hitting any of them. He lost a little time but did not damage his car. At the end, where he arrived trailing a ribbon of crowd control tape, he said that it had been caused by loss of control due to a swerve to avoid spectators in his path. The incident shook him considerably and it took him several stages to recover his composure and speed.

Mäkinen spent a few stages with his wheel alignment awry, but it did not seem to slow him down and he stayed ahead of Auriol. Jansson, after leaving a plume of blue smoke in the 24th stage, needed a new turbocharger, whilst Auriol lost some 5s when his engine stalled at the start line. It almost happened again on the next stage, but when the engine's control computer was later changed, and a turbocharger valve replaced, there was no more difficulty leaving start lines with maximum traction and acceleration.

Saarenpää endured sauna conditions for a while when he had to put on his interior heater to reduce the effects of engine overheating. Later, he holed his sump and retired. Pasi Laaksomaa, driving a Galant at number 55, had a brake line burst at over 100 mph and shot through the crowd tapes, fortunately without hitting anyone or anything. He managed to fix the leak and continue.

Mäkinen lost an estimated 10s when he did a stage with his tyre pressures too high. He also hit a stone with his left rear wheel but continued unperturbed as the anti-deflation insert worked. Sainz, on the other hand, didn't want to risk a repeat of the earlier vibration causing by the loosening of a tyre insert and chose to do the last stage without such protection. But it slowed him down in the early part of the final 23-miler as he drove carefully to avoid a puncture.

At the end of the leg, routine service was carried out before cars booked into *parc fermé*. Delecour's clutch and gearbox were changed, more because of fears that he was inadvertently riding the clutch than because of any obvious defect, whilst Holderied, her engine now on just three cylinders, had her second head gasket change. The team had all their fingers and toes crossed, hoping that the engine would survive the final day. It did, but not before the turbocharger was disconnected to lessen strain.

Triner, who came to the end of the day's last stage with a cracked windscreen, explaining that it had been caused by a child who threw a stone, had a new screen fitted at the end of the leg.

Barring mistakes or mechanical failures, Mäkinen's lead over Auriol seemed pretty decisive, but Sainz was only another 7s back and the Frenchman was obviously concerned that the Spaniard might get past him on the final day. In fourth place was Delecour, another 3m 10s back, two minutes ahead of Grönholm.

Whilst the weather had been reasonable during the first two days, with only the odd shower laying the dust (and providing additional grip, strangely enough) on some stages, the third and last day dawned dark and miserable. It was raining steadily, which was much to the leader's liking. In the dry, to be first on the road was a disadvantage. In the wet, it didn't matter so much, and the faces of both Mäkinen and Harjanne were beaming when they emerged from the hotel to head for the closed park.

But on the first stage those smiles vanished. Sprays of water soaked Harjanne's feet and at service afterwards the turbocharger intercooler was found to be faulty and replaced. Then the smiles returned!

Sainz lost a little time when he went wide at a corner and ditched momentarily, whilst Auriol felt reassured that he would be able to hold the Subaru driver at bay. When Sainz lost a little more time when he hit a rock on a long stage, just four from the end, the Frenchman showed distinct relief, and when the next long one was over, with only two short ones to go, the fight for second place was about over. There was no disputing Mäkinen's supremacy in his Escort, of course, but all eyes were watching closely the duel between Toyota and Subaru, not to mention the remarkable comeback by Kankkunen, who came up from 76th to ninth place to score two championship points.

Four stages from the end, Kytölehto, who was leading the Group N category from Jansson, hit a stone and punctured his left front tyre. He was obliged to stop to change the wheel because, he explained, an oil cooler line ran very close to that rim and was at risk of being damaged if he continued on the flat. This meant that he lost a massive four minutes, allowing Jansson to take the Group N lead by just six seconds.

One stage later, Kytölehto was trying so hard to regain the lead that he all but went off the road. Meanwhile, Jansson, trying equally hard, went off the road into a field, totally destroying the car and giving the category for the second year running to a very surprised Kytölehto.

Mäkinen's victory places him in a good bargaining position, even though Ford will not be entering cars directly from Boreham from next year onwards. Various offers have already been made to the likeable chap from Central Finland, a near neighbour of Kankkunen, as a matter of fact, and it remains to be seen what he will drive in the future. A pity that talent spotters don't seem to spot in advance any more.

The makes championship is now settled in Toyota's favour, but three drivers retain a chance for the personal crown which, in our book, is what really counts. Two rounds remain, the Sanremo Rally in October and Britain's RAC Rally in November. The outcome is still anyone's guess. **G P**

WORLD RALLY CHAMPIONSHIP — ***Neste 1000 Lakes Rally — August 25-28 1994***

1	Tommi Mäkinen / Seppo Harjanne (SF)	Ford Escort RS Cosworth, GpA	4h 33m 44s
2	Didier Auriol / Bernard Occelli (F)	Toyota Celica 4wd, GpA	4h 34m 06s
3	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	4h 34m 48s
4	François Delecour / Daniel Grataloup (F)	Ford Escort RS Cosworth, GpA	4h 39m 22s
5	Marcus Grönholm / Voitto Silander (SF)	Toyota Celica 4wd, GpA	4h 40m 55s
6	Lasse Lampi / Pentti Kuukala (SF)	Mitsubishi Galant VR-4, GpA	4h 45m 47s
7	Thomas Rådström / Lars Bäckman (S)	Toyota Celica 4wd, GpA	4h 50m 09s
8	Jarmo Kytölehto / Arto Kapanen (SF)	Mitsubishi Lancer Ev1, GpN	4h 51m 55s
9	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica 4wd, GpA	4h 53m 29s
10	Olli Harkki / Antti Virjula (SF)	Mitsubishi Lancer Ev1, GpN	4h 58m 37s

85 starters – 41 finishers

World Rally Championship points after eight of 10 rounds

Drivers – 1 Didier Auriol 90; 2 Carlos Sainz 84; 3 Juha Kankkunen 74; 4 Armin Schwarz 31; 5 Massimo Biasion and François Delecour 30; 7 Bruno Thiry 22; 8 Colin McRae 21; 9 Ari Vatanen, Tommi Mäkinen and Ian Duncan 20; 12 Kenneth Eriksson 18 etc

Manufacturers – 1 Toyota 145; 2 Subaru 129; 3 Ford 88; 4 Mitsubishi 41; 5 Renault and Skoda 4



A splash of brute

While waiting for the WRC debut of the Group A GT-Four, you can always try one on the road. . .

Photography: Steve Burke


L975 EPB

Toyota has recently clinched the World Rally Championship – with a five year-old car. Without any works Lancias, Toyota's serious opposition consisted of Subaru and Ford. As we have reported previously, even such modest manufacturer support for the WRC seems uncertain in the short term, the governing FIA having seen fit, allegedly for the good of the sport, to ban four-wheel-drive Group A cars after 1996. It is by no means certain that Toyota will continue a full onslaught, as it has no two-wheel-drive rally machine to speak of. Ford has already announced its withdrawal as a works team from the 1995 World Championship, though selected private teams will receive support.

Toyota only recently gave the sixth-generation Celica its debut on the 1000 Lakes Rally, after a lengthy test and development programme. Naturally, the competition machine was based on the GT-Four; of the 5000 examples required for homologation purposes, a mere 100 or so will reach UK shores this year, making it a very rare beast indeed. And it *is* a beast. Its visible aggression and brutish power signify far more intent than its bulbous predecessor ever could.

Developed in conjunction with Toyota Team Europe and derived from the Celica GT (MOTOR SPORT, June 1994), it is distinguished by grilles, ducts and scoops which have spread like measles over the bonnet and front spoiler. It also boasts a rear wing of such ludicrous proportions that it makes its big brother Supra look tame by comparison. Only the infamous Escort Cosworth 'tea tray' has it beat for absurdity. Mercifully, the spacers that contribute to its daft maximum height can be removed.

But such idiosyncrasies form the essence of many modern performance cars. Though there are exceptions, the elegance and grace of sports cars gone by has been replaced by ugly projectiles – anonymous saloons with bolt-on boils. The Japanese seem to be as guilty as anyone else, despite the fact that their cars are now conceived with more passion than ever before, at face value at least.

The GT-Four is by no means the worst offender. Like its lesser brother it has a stylish coupé body (lighter yet stiffer than before) with a very distinctive twin-cowled headlamp arrangement making it one of the most distinctive around.

This, however, is cosmetic trivia.

In short, this GT-Four is Toyota's latest attempt at giving us a no-nonsense Escort Cosworth mincer, with added equipment and refinement. It is thus far removed from its rather limp-wristed predecessor. Two litres of twin cam, 16-valve turbocharged and intercooled motor still provides the motive power, but there are substantial modifications to intake and exhaust valves and ports, the result of which is a 35 bhp power hike to 239bhp.

"This GT-Four is Toyota's attempt at giving us a no-nonsense Escort Cosworth mincer"

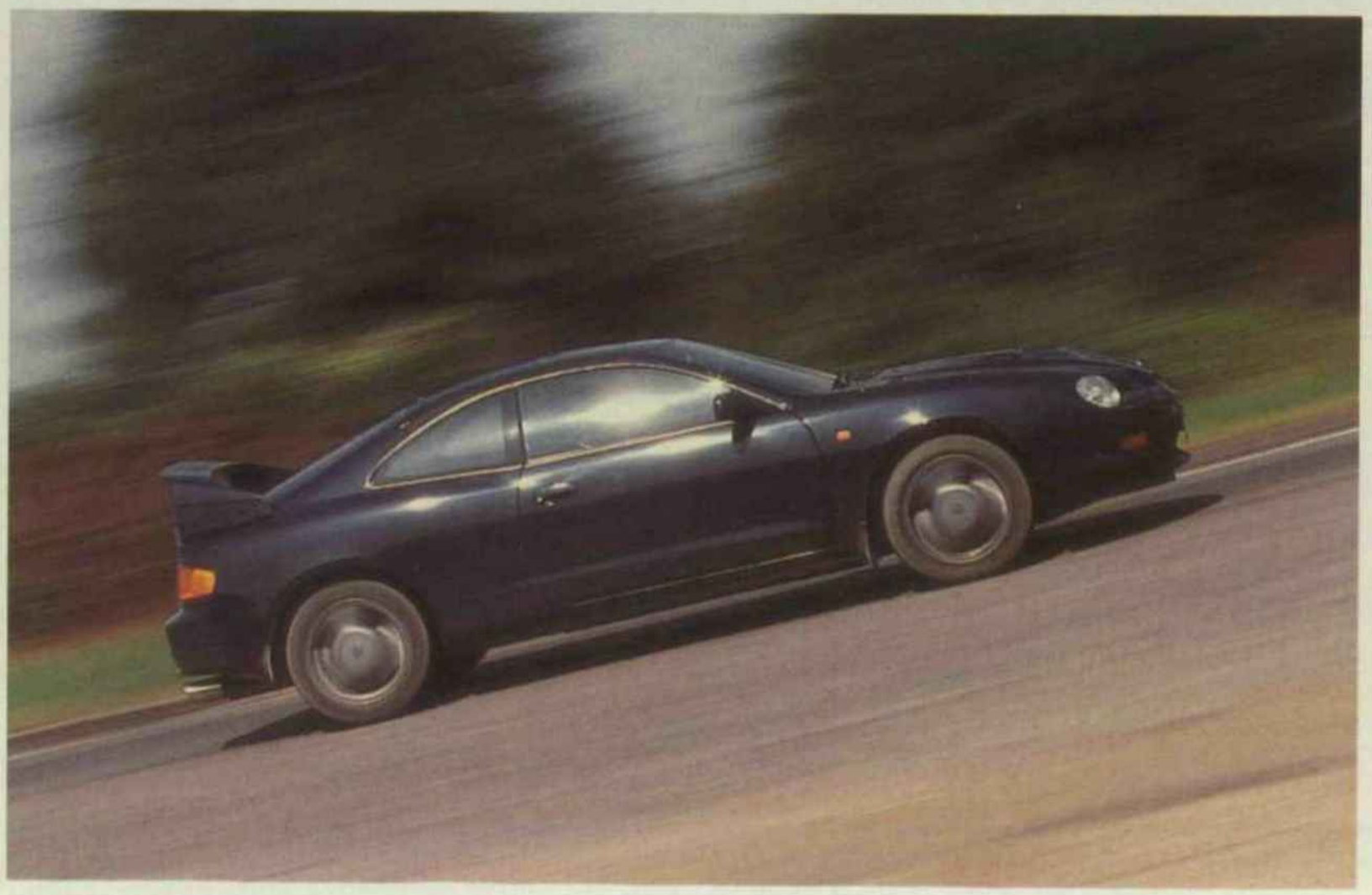
The five-speed transmission is all new, as is the sophisticated multi-link 'Superstrut' MacPherson type front suspension (though it is not as exotic as that of the hitherto temperamental rally version). Drive to all four of the pretty 7.5x16 alloy wheels is via a viscous centre coupling and Torsen rear diff, which constantly varies torque delivery in proportion to the available grip front and rear. An advanced lateral G-sensing ABS system, similar to the Supra's, has huge ventilated discs which modulate each wheel independently while hauling down speeds.

Look at the specification alone and the dizzy cocktail of technical innovation and driver considerations propel the new GT-Four into a different league to its predecessor, and that's before you take on board the improved power to weight ratio of 168bhp/ton.

The promise of the specification sheet is realised on the road. In performance terms, a claimed top speed of 153 mph and an ability to sprint from rest to 60 mph in a whisker under six seconds is proof enough that the latest GT-Four has altogether more spirit than its antecedents. It also has more torque, and the majority of the 223lb ft maximum is accessible from as low as 2500 rpm, which endows the Celica with the sort of mid-range acceleration that is hard to find this side of most recognised supercars.

That the GT-Four 'goes' is not the point. Toyota wants you to know that it's the '*way*' it goes that matters, and to this end more feel and weight has been dialled into the steering. But, what you are told and what you are given are not necessarily the same.









Engine develops prodigious torque; power now up to 239bhp.



Cabin is typically well-equipped, and extremely comfortable.



Vision is excellent. Steering is quick, but lacks feel at low speeds.

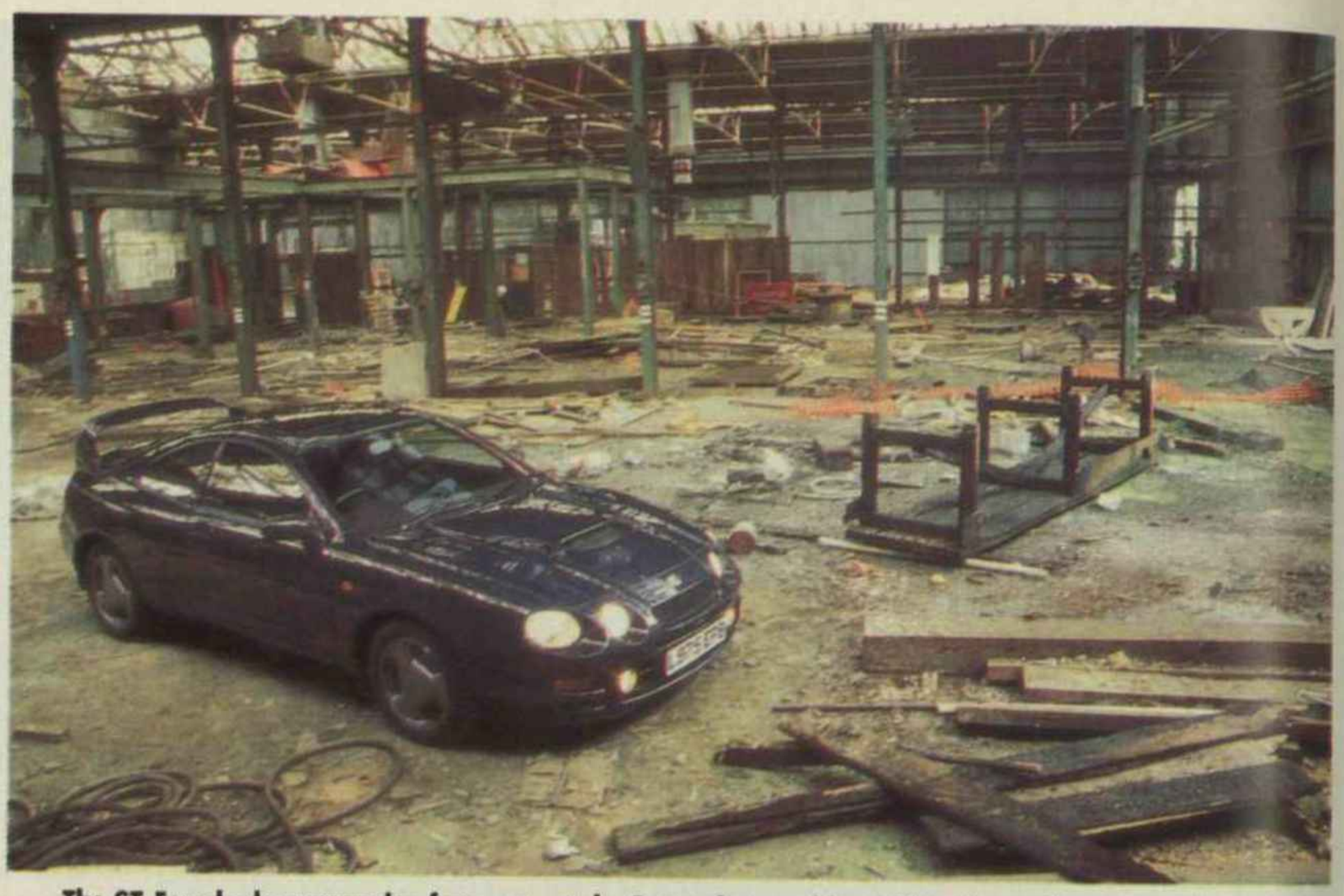
True, there is some life in the system – it writhes and offers resistance, kicks back and is super-quick (with 2.9 turns lock to lock), but it feels somewhat artificial and only offers adequate feedback at higher speeds.

There's a precariously thin line between prodigious grip and none at all. And if anything it's the complaining tyres, rather than the steering, that alert you of impending difficulties.

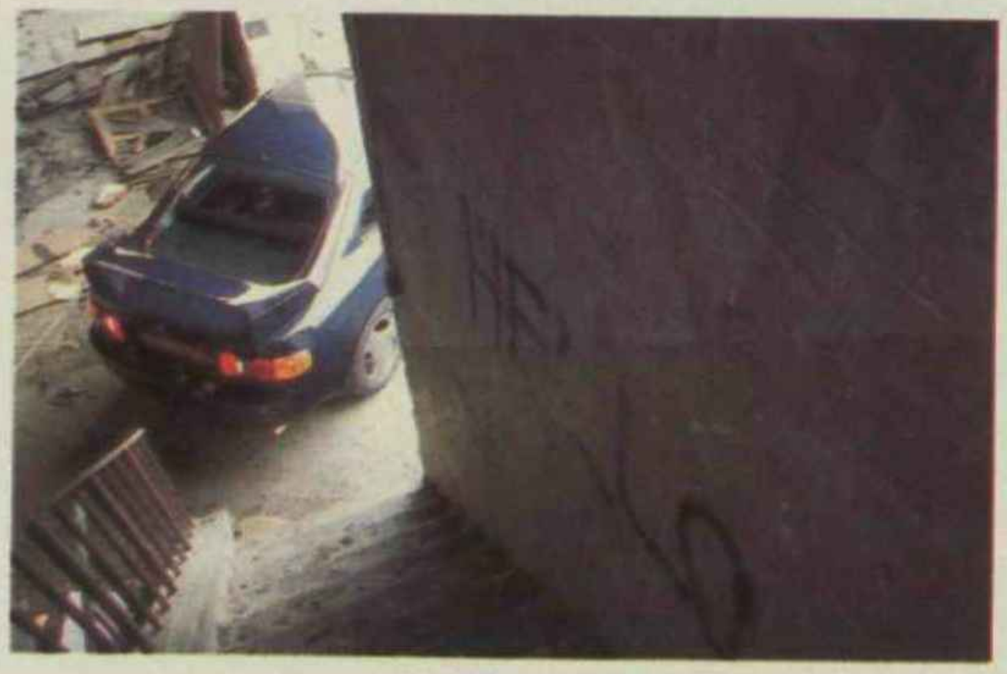
With power biased towards the front axle, cornering in the GT-Four normally requires the application of more lock to counter the build-up of natural understeer. The extremely rigid chassis *will* let go gently at the rear with major provocation (by lifting severely, or braking), but the quick ratio steering provides swift corrective balance in such situations.

In everyday usage, mid-corner bumps do not fluster the suspension unduly and the car continues to corner neutrally and calmly, with little drama.

Its agility is a particularly strong point as turn-in is sharp, so it can be thrown around enjoyably, and safely, when the mood takes



The GT-Four looks aggressive from any angle. Rear wing would tax Olympian pole vaulters (below), but it can be lowered.



ENGINE

Location	transversely front-mounted
Cylinders	four, in-line
Bore × stroke	86.0 × 86.0 mm
Capacity	1998 cc
Compression ratio	8:5:1
Valve gear	dohc, four valves per cylinder
Power	239 bhp/6000 rpm
Torque	223 lb ft/4000 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, four-wheel drive

GEARBOX

Gear	ratio	mph/ 1000 rpm
First	3.384:1	5.0
Second	1.913:1	8.9
Third	1.258:1	13.5
Fourth	0.918:1	18.5
Fifth	0.731:1	23.2
Final drive	4.285:1	

SUSPENSION

Front	independent via MacPherson struts, coil springs, gas dampers, anti-roll bar
Rear	independent via MacPherson struts, coil springs, gas dampers, anti-roll bar
Wheels	alloy, 7.5J × 16
Tyres	Michelin Pilot 215/50 ZR16

BRAKES

Front/Rear	ventilated discs, ABS

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	2.4

DIMENSIONS

Wheelbase	2540 mm
Front/Rear track	1510/1490 mm
Overall length	4420 mm
Overall width	1750 mm
Overall height	1305 mm
Kerb weight	1400 kg
Fuel tank	14.95 gallons

PERFORMANCE

0-60 mph	5.9s
Maximum speed	153 mph

Figures supplied by Toyota GB

FUEL CONSUMPTION

Average for test	26.2 mpg
Government figures:	
Urban	24.4 mpg
56 mph	37.7
75 mph	30.1

LIST PRICE £29,235

you (or if you happen to be contesting the 1000 Lakes).

The GT-Four involves the driver to an extent – and certainly more so than any previous Celica – but rarely to the same degree of satisfaction as the lamented Lancia Delta integrale, to cite one example.

Power delivery is smooth and strong, but if you lapse off-boost with any regularity then there is a measure of turbo lag which can make point to point driving a little disjointed, and irritating. You need to maintain a respectable number of rpm and the stubby gear lever requires constant stirring – it's just as well that the 'box has a slick, firm action. When all is said and done, driven with common sense and your wits about you, the GT-Four is one of the quickest machines you could take down deserted B-roads in poor conditions. The brakes are impressive in their power and feel, should you get carried away.

If there's a particular department where this machine betters its direct opposition, it is the level of comfort, even when pressing on. None of the controls are unduly heavy for such performance and there's no Cosworth-like roughness here to cause aural aggravation. The suspension is supple despite its primary purpose, and the ride is comfortable as a result.

The GT-Four has luxury items not normally associated with rally cars: air conditioning, an audible brake pad wear indicator (!), a snazzy stereo, air bag, immobiliser alarm and electric everything bar the well-contoured and supportive seats. The GT-Four is practical, too. An ergonomically sound driving position is easily attainable, and you get a clear view of the simple, neat yet comprehensive array of instruments adorning the swooping dash. Unless the driver is a professional basketball player, three passengers can be made quite comfortable. There is a modest amount of luggage space and a range of up to 400 miles is possible from the 15 gallon tank. We recorded an average test figure of around 26 mpg.

Verdict

The wild-eyed Escort Cosworth would be eating the GT-Four's dust if looks enhanced performance. But they don't, and the Escort not only accelerates faster than the Toyota, but it's almost £5000 cheaper. That said, the GT-Four is just as versatile and less tiring when driven hard for any length of time. There's no doubt that the GT-Four is a complete and solid a coupé as you could imagine.

It comes so close to being a great car, but the front-drive bias removes a little of the sensory pleasure and, at, the £29,235, it isn't exactly the bargain of the year. **R R B**

Reaching to the converted



Dissatisfied with your standard Range Rover? Fancy a GTi that climbs trees? Well Overfinch can probably help, at a price . . .

Officially, Overfinch says it produces "enhancements" for Range Rovers and the Land Rover Discovery. These can be either mechanical, cosmetic or a bit of both. Basically, it's a bespoke customising service that can be tailored to suit your needs, and your budget.

The latter element is relatively important in this context. Our test car started life as a Vogue SE automatic (listed at £36,500); by the time it had been transformed into an an Overfinch 570 Ci, another £17,524 had been spent. Of that, £11,830 accounts for a full sports conversion, the most vital elements of which are a reworked 5.7-litre GM V8, wholesale suspension changes, sports exhaust and new steering rack. A Stage II suspension kit is listed amidst the 'options' which are, otherwise, mostly of a chrome and burr walnut nature.

The transformation is extraordinary. Range Rover produced its own limited edition sports model a few years back, the three-door CSK (in deference to designer Charles Spencer King). Good though it was, it was still unmistakably a Range Rover, with the mass of body roll and lethargic steering that entailed.

The Overfinch is a different animal altogether.

Chassis dynamics aside, it has a huge spread of torque, and the 344 lb ft peak is sustained from 2900-3700 rpm, so it is as relaxing to drive as it is punchy. Engines are stripped down completely before fitment, and Overfinch adds its own cams, pistons, injection system and other ancillaries, the upshot of which is 284 bhp at 4920 of the 5500 available rpm. Overfinch estimates that it is possible to reach 60 mph from rest in under 7.5s, which is astonishing for something of this size and weight. Top speed is reckoned to be around 120 mph, highly respectable for something with the aerodynamic properties of Ben Nevis.

In addition to its copious performance, the 570 Ci feels, from behind the wheel, to be no bigger than, say, a Mondeo. The steering conversion is most impressive, offering sharp turn-in and plenty of feel. The vagueness of the standard Vogue has been eliminated. So, too, has much of the body roll. The extra firmness of the suspension has not spoilt the ride quality, though the test example was running on Avon 255/60 road tyres rather than the Michelin 235/70 M&S all-terrain rubber that can be specified.

In short, its capabilities are awesome.

Reservations?

Fuel consumption is potentially horrific, 17-18 mpg if you're careful, but initial outlay is a more obvious stumbling block. However, if you take a good used example as a donor car (a glance through the trade press at the time this was written revealed J-registered 3.9 Vogues on offer for around £17,000), then you have the basis for a viable project. This is the closest thing there is to an off-road supercar, Lamborghini LM002 notwithstanding, and if you shop around it could be yours for less than the price of a new Vogue. **S A**

Overfinch is based at 7 Newman Lane Industrial Estate, Alton, Hants GU34 2QR; 0420 542877.

Planet of the shapes

Mazda continues to defuse the argument that Japanese cars necessarily look alike, discounting the 626. Consider the rest of the range: MX-3 – eye-catching, if underpowered; MX-6 – ditto; MX-5 – there's nothing wrong with resembling a '60s Elan; RX-7 – wonderful retro treat if you can tolerate the frequent fuel stops; Xedos – daft name, but two competitive and distinctive saloons, particularly in the case of the Xedos 9.

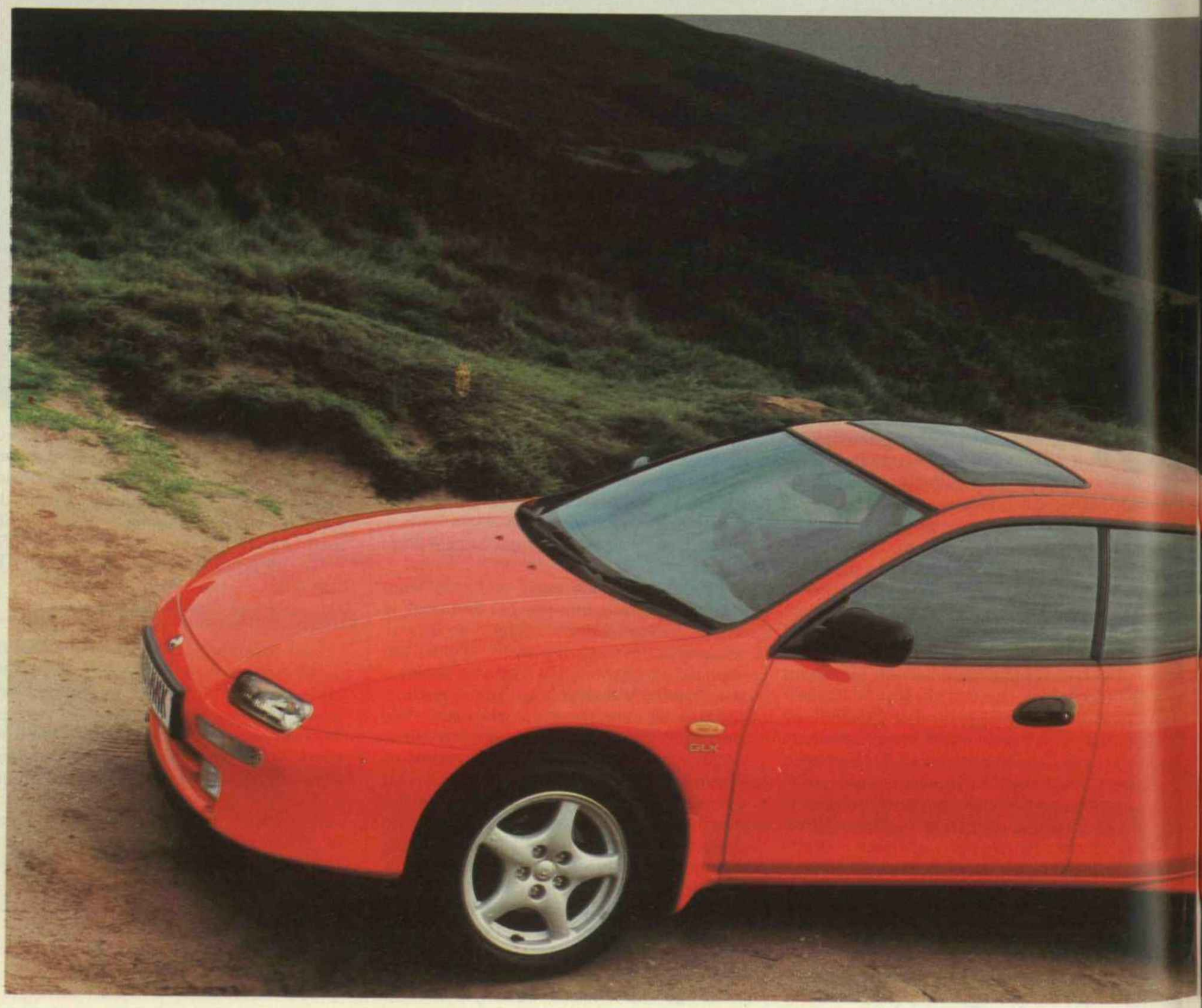
And now there's the latest generation 323, the five-door example of which looks like nothing else on earth. It stands squat and aggressive, with an unusually low roofline. It is very, very different to the three- and four-door bodies which also carry 323 badging, although at least three people who came across it during our tenure persisted in lowering the front seats to load things – including small children – into the back. None appeared to notice that it had rear doors. From a distance, it certainly has the appearance of a three-door sports hatch.

The 323F (Fastback) is available with a choice of two engines: an all-new, 89 bhp, 16-valve, 1.5-litre four-cylinder, which replaces the old 1.6, or, as tested here, the 146 bhp, 24v, 2.0 V6 that has previously seen service in the smaller Xedos.

It is a delightful engine, impressively smooth all the way to its 6000 rpm peak, yet with a pleasing, throaty tone when pushed. All it lacks is a little low- to mid-range torque (the modest 135 lb ft peak is at 5000 rpm).

While its external appearance may be distinctive, the interior will be very familiar. All Japanese manufacturers tend to produce cabins in a similar way, and the result is inevitably user-friendly – but sterile. The 323 is no exception: masses of button-operated standard equipment (which you would expect for £17,495) amidst a sea of 85 per cent recyclable plastic. Really, you could be in almost any modern car.

It is, of course, clinically efficient. Everything is logically sited, and it all works. Of



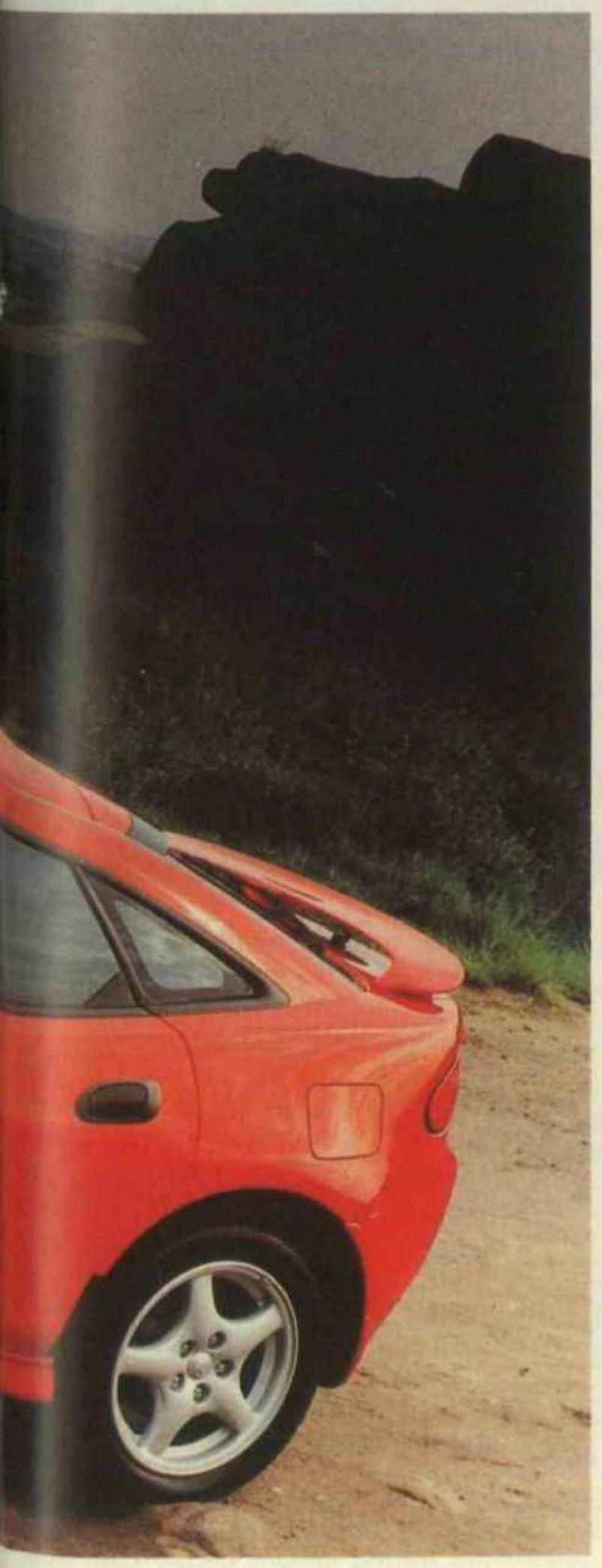
more importance, the gearchange is light but precise, the brakes progressive and strong. The principal dynamic flaw is the steering, which has been designed with parking in mind and little else. On the move, it is totally devoid of feel at any speed.

The ride is compliant is all circumstances, and the handling is just what you would expect: neutral with a hint of understeer, which builds up in conjunction with your corner entry speed.

Mazda quotes a top speed of just under 130 mph, and 0-60 mph acceleration in a shade under 9.0s. Standard equipment includes twin airbags, seatbelt pre-tensioners, ABS and remote central locking.

Given its standard equipment, its performance, its potential to return the best part of 30 mpg (a hard weekend's use yielded 28) and its capacity to absorb five adults plus luggage, the 323F represents a reasonable slab of car for the money.

That we should be grateful simply for its alternative looks is yet another sign of how character continues to fade ever further away from the mass production car market, with one or two honourable exceptions. **S A**



Shake, rattle and stroll



Nowadays, there are few compact saloons or hatchbacks which *aren't* available without a roof: Golf, Escort, Astra, Peugeot 306, Punto, Renault 19. . .Citroën is about the only mainstream European manufacturer without an alfresco option.

Rover's contribution to a growing market is the 200, available with either 1.4- or 1.6-litre 16-valve engines. We tried the 216, which at £15,995 is similar in price to the equivalent Renault 19/Ford Escort (and about £2000 shy of the 306, whose alluring profile comes at a price). The test car also featured ABS, a £965 option, but compensation for that extra outlay comes in the standard provision of a power hood, remote central locking with alarm and immobiliser and, usefully, a demister fan to help clear the PVC (ie easily scratched) rear screen. Unlike some of its rivals, it also has a stout roll-hoop, which does rather more for one's confidence than it does for purity of line. Aesthetes might also wonder why the rear windows can not be retracted fully, which looks a little odd if the fronts are down.

Small beer on the surface, but given the style-conscious profile of likely buyers in this sector, such attention to detail is probably important.

One has become accustomed, in recent years, to the quantum leap in build quality chez Rover. In some ways, however, clambering into the 200 cabrio is like stepping back to a time when bat-wing shirt collars were all the rage and the Electric Light Orchestra ruled the world.

It's not that there's anything faulty with the construction, per se, but – despite the roll-hoop and the presence of body stiffening materials which make the cabrio 35 kg heavier than its saloon cousin, the 200 suffers more than most from body flex and scuttle shake. On anything other than well-surfaced dual carriageways and motorways, the 216 squirms uncomfortably most of the time. And you don't expect a car to feel as though it's pulling itself apart with only 121 bhp on tap. Small wonder there's no 220 in the range.

Performance claims are modest (0-60 mph in around 9.0s, and a top speed of 120 mph); truth be told it doesn't actually feel *that* nippy.

On a smooth surface, at around 55-60 mph, it's pleasant enough with the roof retracted. Above those speeds, rear seat passengers start to complain about buffeting. The front of the cabin, however, is well protected against the elements, even in the rain (so long as you are moving).

Plus points? It's user-friendly in the modern Rover idiom, with crisp gearchange, an engine that is willing within its own limitations and decent brakes. The trouble is that when you touch the brakes the whole car is likely to shimmy in protest.

One is always prepared to accept compromises with a hatch-turned-cabriolet; with the Rover, you have to tolerate them to a greater degree than most. **S A**

End of an Era

Alfa Romeo's Giovanni Guidotti, who died recently, raced in the Thirties with legends such as Nuvolari and Varzi. Two years ago David Baylis of Beaulieu cars interviewed him in Milan. . .

Right, Guidotti in his Milan apartment in 1992, surrounded by racing memorabilia, including an Alfetta steering wheel and a photograph of him meeting King George VI at Silverstone. Below, Guidotti raced or tested an extraordinary range of racing Alfas; he is pictured at the wheel of an Alfetta.



In May 1992 it was my great pleasure to be invited along with Sue Scott to Commendatore Giovanni Battista Guidotti's home in Milan. When I first visited the Alfa Romeo factory back in 1963 and met Guidotti for the first time, he was still Alfa's "tester and racing driver" (to quote him), a position he had held since 1923 and continued to hold until his retirement in 1975. It was particularly pleasing therefore to be welcomed to his residence nearly 30 years later and to find him in his 91st year as enthusiastic and lucid as ever. With his charming wife Esmerelda by his side he kept us enthralled for two hours, with periodic announcements that for the next five minutes he would speak English before reverting to his native tongue. Luckily a translator was on hand!

Guidotti was born in Bellagio on Lake Como in 1902. His father owned a large garage business in Milan; a splendid period photograph in his flat, taken outside the premises, testified to that. Following his engineering studies he joined Alfa Romeo in 1923 in the position of "tester and racing driver", though over the years the latter position became more that of co-driver in predominantly sportscar events. In 1923 the Merosi-designed 3.1-litre RL won the Targa Florio driven by Ugo Sivocci. Campari, Antonio Ascari, Masetti and Enzo Ferrari were Alfa's works drivers. A year later Jano's P2 had taken over and Alfa was declared GP World Champion. In 1925 bank intervention virtually ended Nicola Romeo's control of the company he had formed with A L F A in 1915. Guidotti's career with it stretched from this formative period, from which he is almost the only survivor, to 1975 when the Tipo 33 dominated European car sports racing and the Alfasud was born.

From 1946 to 1957 he was head of, and reserve driver to, the official works F1 team that won 28 Grands Prix and two World Championships with the 158/159. In the 1947 European Grand Prix at Spa he shared third place with Count Trossi, behind such great stars as Jean-Pierre Wimille and Achille Varzi. It was a spur of the moment drive: Trossi had come in covered in blood after being hit in the face by a stone, and Guidotti leapt into the car for four laps while the Count recovered.

He started in nine Mille Miglias. The first time, in 1928 with Attilo Marinoni in an unsupercharged 6C 1500, he finished



fourth! In 1929, partnered by Francesco Pirola in the 'Grand Prix'-bodied 6C 1500, he came 13th but won the 1500cc class. In 1930 he and Tazio Nuvolari were victorious, the race average exceeding 100 kph for the first time. In 1931, again with Nuvolari, tyre troubles with the new eight-cylinder 2.3 Alfas pushed them down to ninth place after they had led comfortably at Rome. In 1932 the same combination in the 'sorted' 8C went straight into the lead, but at 200 miles a distraction caused Nuvolari to crash, throwing Guidotti out and landing him in hospital. He proudly told us that was the only time in 9000 miles of racing with the Mantuan that they had crashed. In 1937, partnered by Boratto (Mussolini's chauffeur!) in a 6C 2300, they led for most of the race but finished fourth.

Guidotti drove at Le Mans twice. He finished second in 1932 with Franco Cortese, behind Raymond Sommer and the late Luigi Chinetti, but retired the 8C 2.9 he shared with Sommer in 1937. He finished third on the Circuit of Sicily in 1930.

Perhaps more significantly here was a man who had test driven almost every Alfa from the Merosi RL, the Tipos A & B,the 1750s, 8C, the 158/9, the Tipo 33 and finally, the Alfasud.

Conscious of his age and his ever watchful wife I was aware my time would be limited, so I restricted my questions specifically to the 6C 1750, Mille Miglia and Nuvolari.

He considered that having raced over 9000 miles with the Flying Mantuan he was in a unique position to judge his qualities. He said Nuvolari was the fastest simply because he was fastest through the corners, his technique being to go through in a series of back-end breakaways with little use of the brakes. Allied to this he was the first driver really to consider physical fitness and diet. He worked at building up his small frame during the non-racing months, and engaged the help of dietitians to advise on the best eating regime before and during races. They apparently advised a daily intake of steak until two days before the event. Giuseppe Campari refused to abide by this and instead ate up to eight eggs before events!

During races such as the Mille Miglia, which could last up to 17 hours, Nuvolari would take only four cups of coffee, one at each fuel stop. He started wearing a body belt in the early Thirties — a practice frowned upon by Campari who apparently considered them too feminine. However, he later relented and we were told that he eventually wore it all the time, even in bed!

On the Mille Miglia they took no tools at all, relying on reaching the first of the four fuel stops for adjustments. They started the event in the clothes they turned up in – there was no thought of special attire or additional clothing. During the 1930 Mille Miglia, which they won, Guidotti drove 150 miles of the 1000 and proudly told us he kept up with Campari.

During the event Nuvolari took over completely, minding the rev counter, oil pressure etc, and not expecting any input from the co-driver. The purpose of the pillar-mounted spotlights I had always understood to be for picking out the night controls, but Guidotti confirmed they were in fact used for lighting dangerous bends in the mountains, the co-driver swivelling them to left or right whilst the car's headlights were still pointing forward. Hence they were often only used on the passenger side.

Some 1750s and most racing 1500s and 1750s have an auxiliary seven-litre oil tank on the passenger side of the cockpit. This is directly connected by copper pipe to the engine sump, and the flow is controlled by a long-handled tap at the base. It has generally been assumed that this was simply a way of discharging oil into the sump if and when it was needed. Guidotti told me this was installed specifically for the 1929 Mille Miglia. That year the engines had been especially assembled without oil rings on the pistons. This had increased oil consumption to 300 km per litre — thus the need for the auxiliary tank and easily read float-level, enabling oil to be discharged at intervals during the race and whilst on the move.

For the 1929 event the factory experimented with red dome covers over the three headlights, and Guidotti told us these added 5 kph to the top speed. They were adopted during the daytime and removed at night at the relevant fuel stop.

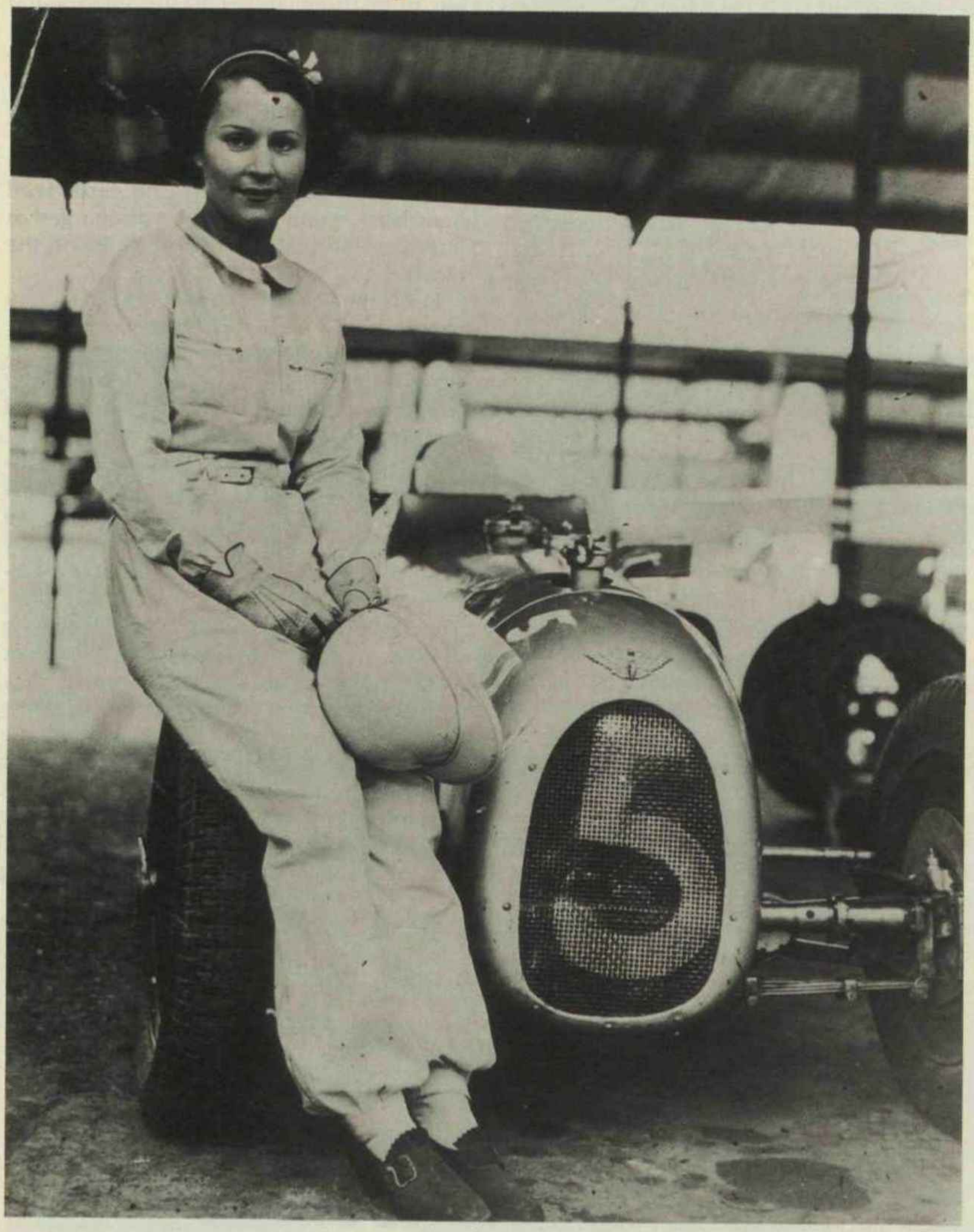
I had to ask him about the much-publicised incident in the 1930 Mille Miglia when Nuvolari caught the solo Varzi 10 minutes from the finish, supposedly by turning his headlights off. Nuvolari's co-driver confirmed it was not quite like that. They certainly had their lights on all the time and caught Varzi with them on. In the dark Varzi couldn't see who they were as they approached. Then, when just behind Varzi's car, Nuvolari switched his lights off. He stayed behind Varzi until a convenient straight, then pulled out, put his lights on and sped by in the remaining two miles to win convincingly.

Giovanni Guidotti really was a motoring legend. He was the only man to have test-driven the Alfa P2, Tipo A, Tipo B, the 1750, 8C 2.3, 8C 2.9, the pre-war 8C and 12C G P cars, the 158/9, Disco Volante, GTA, Brabham Alfas, and the Tipo 33s. In many cases, he also raced them. After our meeting I realised there was so much more I would have liked to ask him, but after two hours of intense discussion, Esmerelda insisted that we give him a rest. I had hoped, had I done this year's Mille Miglia, that I would take the opportunity of looking up this grand old man again and perhaps discussing Alfa's post-war racing. Sadly, that was not to be.

D B

"Nuvolari was the fastest simply because he was fastest through the corners, his technique being to go through in a series of back-end breakaways"

Kay Petre



— A Tribute

The advertisement for my **History of Brooklands** says it is about "the days when men were men, which reflected their will to win". Maybe; but it is also about many women drivers, most of whom also did pretty well. I loved 'em all, metaphorically speaking, none more so than Mrs Kay Petre, who died recently.

This petite, very attractive, dark-haired girl had her first taste of racing at Brooklands in 1932, with a black low-chassis 4½-litre Invicta, which she afterwards lent to Dudley Froy.

She became hooked on the sport and sought something more handleable, so her husband, the pioneer Brooklands aviator who flew a Deperdussin monoplane, bought Kay a red Daytona Wolseley Hornet Special. It wasn't long before she took a third place in this new car.

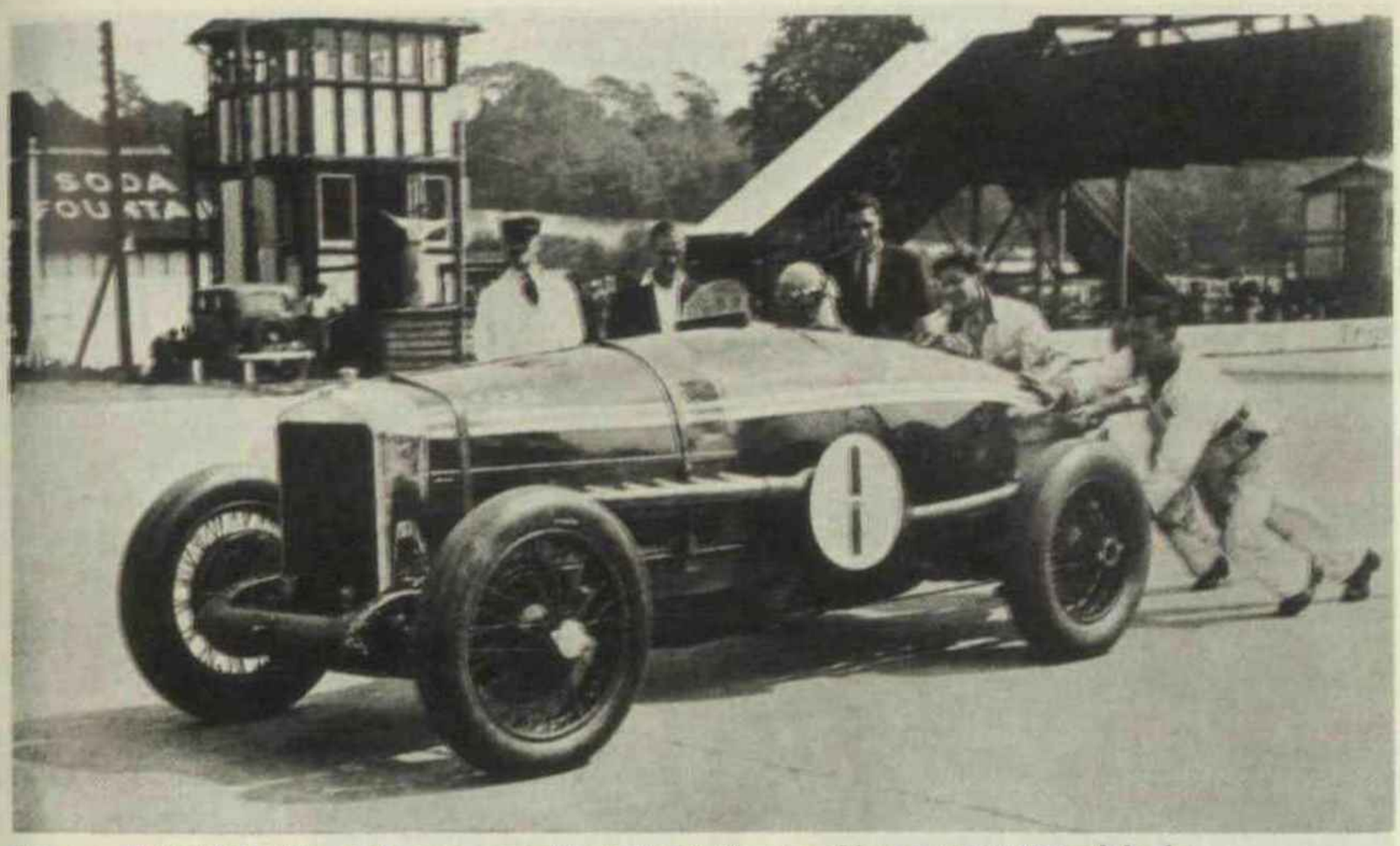
But this keen lady driver decided an even quicker car was needed for the 1933 season, so she obtained a 2-litre GP Bugatti, kept in tune for her by Papworth, the well-known London expert on these cars. Mrs Petre was always immaculately turned out, clad in tailored light blue silk overalls to match her racing cars, and she expected these to be in keeping and was apt to "exert her authority" if she spotted any dirt or blemish when collecting her Bugatti. With it she was second to Rita Don's Riley in a Womens' Mountain Handicap at the Track and, when the Opening Meeting of the 1935 Brooklands' season was confined to half-mile sprints, won hers. Later she won an outer-circuit race by an excitingly narrow margin from the experienced Chris Staniland (Bugatti).

In the 1934 LCC Relay Race Kay ran a Singer all-girls team with Mrs Tolhurst and Eileen Ellison. They finished fifth, at 71.53 mph, sash-changes included, and were awarded the Wakefield and Houghton Cups. An MG she had intended to race proved a non-starter but Kay, always looking for speedier cars, borrowed Dick Shuttleworth's 2.3 Bugatti and got it round at 117.74 mph in spite of a plug cutting out, sufficient for her to come home second to Whitney Straight's 4-litre Duesenberg. By now there was interest in the ladies lap-record. Kay had this up to 114.14 mph with Fotheringham's 2.3 Bugatti until Mrs Elsie Wisdom in a Dixon Riley raised it to 126.73 mph nine days later. However, before the 1934 season was over Kay had clocked 129.58 mph in Oliver Bertram's giant 10½-litre V12 Delage. Neither lady was daunted by tyre trouble, the 2-litre Riley, which Mrs Wisdom had not driven previously, shedding its o/s front one in practice, and Kay, likewise driving in a gusty wind, had the breaker-strips showing on both front tyres after a mere three laps.

In 1935 Kay Petre drove this aged ex-LSR Delage, by then owned by the JRDC, fairly regularly, a very brave performance remembering that she was of slight, slim build, so had to have a special seat installed and the pedals extended, even if she did not think about things like metal-fatigue! She opened the Brooklands season by starting *from scratch* in this difficult car with Bertram's more modern 8-litre Barnato-Hassan and lapping at 127.38 mph. After which Kay transferred to Shuttleworth's Bugatti and won, again from scratch, another outer-circuit race, with a lap at 125.48 mph. And at Whitsun she managed a third place in the big Delage, although baulked by small cars travelling high on the bankings, overtaking two of them below, in the best tradition of past track-masters like JG Parry Thomas and a few others. By August the Ladies' lap-record was in the news again, as Mrs Gwenda Stewart was bringing over from



Above left, Kay Petre and the works Austin 7 single-seater. Above, Mrs Wisdom talking to Mrs Petre in her Riley, before the start of the 500 miles race at Brooklands 1936.



Petre used the LSR Delage to become one of only two ladies to achieve a BARC 130mph badge.

Paris her 1.6 litre Derby-Miller, which eventually lapped the Montlhéry banked track at nearly 149 mph, to challenge Mrs Petre in the old Delage. In practice Kay did 134.75 mph, after Gwenda had scored the first 130 mph lap by a lady. Before the public, on Bank Holiday Monday, the Delage, with a slipping clutch, lapped at 134.24 mph. Mrs Stewart was clocked at 133.67 mph before the Brooklands' silencer exploded and fumes brought her in. First round to Kay! But on the Tuesday Gwenda went out again and did a 135.95 mph lap, the all-time womens' record. It is a sign of how hazardous this was that the BARC officals would not let the cars race together, timing them on separate runs, and that they then decreed that this sort of thing must never happen again. . .

Piston trouble then prevented Kay from having a go in Dr Benjafield's Alfa Romeo, but she used the supercharged White Riley Six to good effect, to take third place in a 1935 Mountain race, giving her the Class-F lap-record for this course at 77.97 mph, until robbed of it by Fane's Frazer Nash. In 1936 she drove an ERA in the JCC International Trophy Race but spun at the Fork turn in this long-distance simulated road event and, unable to restart the engine, had to run to the pits and solicit the help of two mechanics. In the BRDC outer-circuit "500" her Riley was delayed by valve-gear problems but at the closing BARC Meeting Kay won a "mixed" Mountain race with the Riley, at 71.63 mph, sliding the corners in great style, the first woman to beat those men "and their will to win on this course"!

Kay Petre may not have driven in the wild Targa Florio as had Madam Junek, and she competed only three times at Le Mans, her best performance 13th place, with Miss Champney, in a Riley 9 in 1934 (in 1935 the 1½-litre Riley she shared with Mrs Wisdom retired, as did her Austin 7 in 1937). In 1936 Mrs Petre had taken a works 1½-litre Riley out to Africa for the Grand Prix but, deprived of the special fuel it needed, could only struggle on to 11th place. But she was allowed to try out one of the ultra-powerful rear-engined Auto-Unions, the only woman to do so other than Rosemeyer's wife, Elly Beinhorn.

By this time Lord Austin had given Kay Petre a place in his works Austin racing team, appointing her to drive the blown side-valve car while the men raced the Jamieson twin-cam Austins which Stirling Moss once described, after sampling one, as a miniature Grand Prix kind of car. As an official Austin driver Kay chalked-up notable successes for the Birmingham manufacturer. She drove at the Crystal Palace circuit and at sprint venues, being notably fast at the Shelsley Walsh hill-climb. Here she took the MAC Ladies' Cup in 1935 with the twin rear-wheeled White Riley in 43.8s, won the Shelsley Ladies' Challenge Trophy in 1936 again in the Riley in 47.17s, and with the works Austin won this again in 1937 (she got £25 as well!) with a record ascent in 43.78s. Kay then netted this trophy yet again at the opening 1938 climb, with the time of 46.08s, but only got £15. This did not deter her from again being fastest woman driver at the second 1938 event.

Space precludes a full record of all Kay's successes, but she had taken a Riley to Donington Park in 1936, retired there in the Austin in 1937 when the carburettor needle broke during the BE Trophy Race, and again in the Nuffield Trophy race, soaked in oil when the A7 became incontinent. But she was sixth in the 100-mile handicap on Coronation Day. She was also not averse to competing in those arduous pre-war Monte Carlo Rallies and Alpine Trials, the latter with Miss Jackie Astbury in a Singer, for instance, and the "Monte" from John O'Groats in a Railton, from Stavanger in a Riley and with SCH Davis and wild-man Brackenbury in an open Railton from Umea, and in another Railton from John O'Groats etc.

It all came to an unhappy end when Kay was practising for the 1937 BRDC 500 km race at Brooklands. Reg Parnell's MG Magnette slid down the banking and hit Kay's s v Austin 7, which overturned. She was picked up unconscious and badly injured. Kay eventually recovered sufficiently to become Austin's colour-consultant and the *Daily Graphic's* motoring correspondent, and she was well enough to drive at Shelsley for Austin in 1938. In later years she lived alone in a London flat and modestly refused to say much about her racing career. I regard her 130 mph laps in the Delage as one of the most courageous performances by a woman driver — she and Gwenda Stewart were the only ladies to gain 130 mph BARC badges in company with 15 men, in the years from 1928 to 1939. **W B**



Getting It Right



The "winners" of the Ladies'Race, Princess Imeretinsky and Lady de Clifford, pose in their MG afterwards.

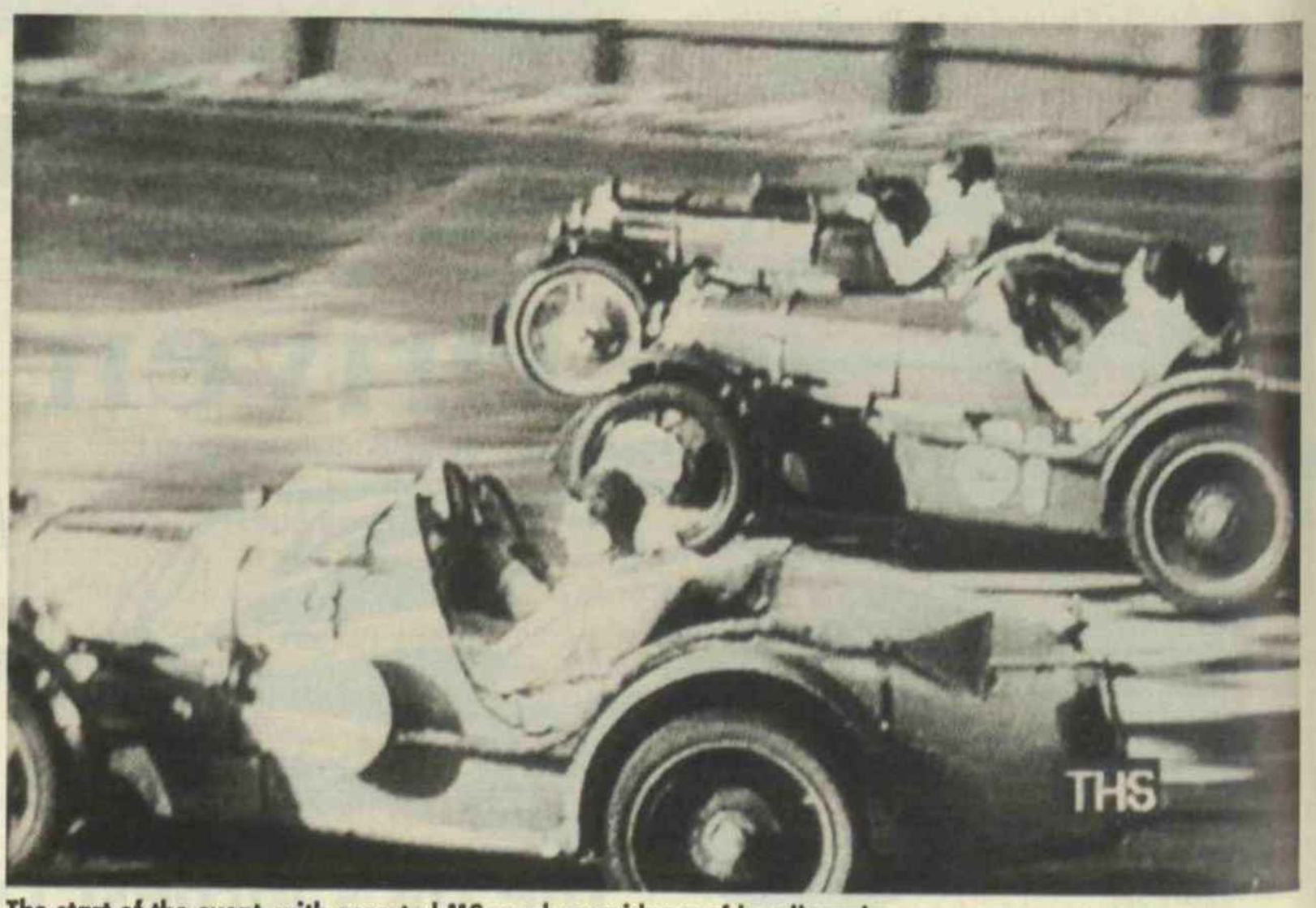
Those who find recollections of the past boring are apt to remind us that Henry Ford said "History is Bunk". But that is taking the great man's quotation out of context. What Ford meant was that looking back could be a brake on development, although that overlooks the fact that, so often, valuable lessons in many fields can be assimilated from what has gone before. Anyway, did not Henry Ford pride himself on the splendid Dearborn Museum, devoted to all aspects of history, not just automotive exhibits?

I hold the firm view that ownership of a veteran, vintage or classic car is enhanced by delving into its history, and I believe few would dispute this. In that case, distortions of such evidence as exists are to be deplored. All writers tend to drop the occasional clanger; I am no exception, maybe making more of these resounding slips than others. But having said that, I try to correct such dingers, as they say, "in the interests of history". Sounds pompous, but is surely the correct way to go? Thus I get disturbed when others who commit clangers seem not to care and make no attempt at corrections.

To air one thing which bothers me, will someone please inform me when Dame Barbara Cartland raced a motor-car at Brooklands Track? The Brooklands Museum has a Barbara Cartland room in the Paddock Clubhouse and an announcement in *The Track Record*, magazine of the Brooklands Club, which is a Museum associate, says "Brooklands Museum is the perfect setting for a romantic wedding reception. Dame Barbara Cartland, *who once raced at Brooklands* (my italics) remembers its special magic". There is a great deal being published now about the Dame, a new book and newspaper serials, so it seems an appropriate time to research her motor-racing.

I have done what I can. I have checked the membership lists of the BARC from 1913 to 1939. No reference to Cartland. In 1927 Barbara became engaged to Alexander McCorquodale, son of the millionaire printer of postal orders, and achieved her house in Mayfair and her own Rolls-Royce. (I quote from the newspapers.) Did she race under her married name? No sign of her husband being a BARC member or of his wife racing as Mrs McCorquodale. I have no reason to doubt that Barbara Cartland went frequently to Brooklands, with the "Bentley boys" and other celebrities, as did HRH the Duke of York and others, to watch the practice and the racing. She may have competed among the large fields in those JCC and MCC High-Speed Trials, or in the minor races which accompanied them. But that is scarcely being "a Brooklands racing driver", is it? I have yet to find a reference to this anyway. But the various MG Car Clubs and especially the MG Triple Register are well versed in MG history, and as I seem to remember an MG Magnette in the foyer of the Brooklands Museum being quoted as the MG, or the type of MG, raced by Dame Barbara Cartland, perhaps *they* can help me?

I can tell you what Barbara Cartland did do. In 1931 she persuaded nine Society girls to assemble at Brooklands and take part in an impromptu ladies' race, each driving an MG Midget, either her own or presumably borrowed from the MG Car Company. Barbara Cartland announced this to show that women were equal as drivers to men, and she had the reporters and newsreel cameras present. The thing turned into a farce, with the inexperienced girls weaving about, passing in front of one another and generally behaving dangerously. Indeed, so farcicial and potentially dangerous was this frolic that letters soon appeared in the motor-papers asking why the BARC had permitted such fooling about; others dismissed it with sarcastic responses and the Hon Mrs Chetwynd, who was said to have been second, wrote



The start of the event, with assorted MGs and no evidence of handicapping.

to say that she had never seen a more shattering exhibition of bad driving and felt she had been lucky to come out of it alive. She assumed that those who lent Barbara Cartland the MGs had been "led up the garden path", as she had. As Mrs Chetwynd was an experienced trials and rally driver who had competed at Brooklands since 1929, setting up a 12-hour class record at 82.98 mph with a Lea-Francis and completing the LCC Relay GP in an MG Midget, for instance, before the Cartland demonstration, and the following year had won a WASA race in the Lea-Francis at 76.73 mph, she knew what she was talking about. . . Whether Barbara Cartland drove in her fake-race I do not know — she would then have been 30 and may have been too busy organising and publicing it — but if she did, is this what gives her the claim to having raced at Brooklands?

Barbara Cartland's desire to prove that women could drive (and race) as well as men not only misfired but was quite unnecessary. The ladies first raced at the Track in 1908, when Miss Muriel Thompson (Austin) beat Miss Christobel Ellis (Arrol-

"She had never seen a more shattering exhibition of bad driving"

Johnston), and in the 1920s quite a number of girls competed in non-BARC club races. The first BARC Ladies' Race was held in 1928, won by Miss Maconochie's Salmson at 82.45 mph. By 1933 the BARC let them loose over the two-corner "Mountain" circuit, the first such Ladies' handicap being a victory for Rita Don (Riley 9), it is said helped by Freddie Dixon, who went with her and apparently opened the hand-throttle as she was braking for the corners! It wasn't long before the BARC allowed the girls to race with the men in their Brooklands races. . .

So why not a Kay Petre (see page 1098), Elsie Wisdom, Gwenda Stewart (she lapped fastest, at 135.95 mph), Jill Thomas, Margaret Allen or a Muriel Thompson room in the Clubhouse?

That apart, I have been unhappy about other matters. It was nice not long ago to see Brooklands remembered in a BBC2 "One Foot in the Past" programme. Until that is, the Cartland race was given newsreel-coverage and it was stated, as it had been in a weekly motor-journal, that "100 mph was first attained by man at Brooklands". Apart from the fact that before the Track was opened in the summer of 1907 Grand Prix cars had been doing "the ton" — Gerald Rose in his great book *A Record of Motor Racing* recalls ". . . the tremendous rush and roar of the 1908 Clement Bayards coming down the straight at Dieppe at 100 mph", and they were by no means the first GP Cup to do this pace — the LSR had been set to 103.55 mph by Rigolly in a Gobron-Brillié in July 1904. When I asked the BBC programme producer, Emma Worster, about this she was emphatic that she was right, confirmed "from two sources and I have no reason to doubt either". She sent me the Brooklands Museum Guide with the speed ringed — but what she had overlooked was that this was for Percy Lambert's first *100-in-the-hour* in 1913, a very different thing from the first time 100 mph had been achieved! She even told me the newsreel shot she used confirmed that 100 mph was done first at the Track. But the newsreel was of Lambert's *one-hour* record, of 103.84 mph!

As a producer of clangers myself (but which I try to correct) may I wind up by saying I have always thought that individuals and clubs can be excused for errors but that museums should be as accurate as possible. So I was sorry to see, in the aforesaid issue of *The Track Record*, edited by Rebbeca Wilkes before she left, I am told, for America, an advertisment for a museum photograph of "the first accident at Brooklands" — those firsts again! The picture is captioned "H C Tryon, the winner of the first race at Brooklands on 12 October 1907, involved in the first accident on 2 January 1908. . .". Well, if one must have an obsession with accidents, Vincent Herman had been fatally injured when his Minerva overturned at the September 1907 meeting, and before Huntley Walker had gone backwards over the top of the Members' banking, in his 100 hp Darracq. So Tryon's was *not* the Track's first mishap.

Also, I have seen a fine painting of Cobb's 10½-litre V12 Delage duelling with Eyston's 8-litre Panhard high on the Brooklands' banking, captioned as a scene from a BRDC 500 Mile Race. But the only time this Panhard was raced at the Track was in the 1932 British Empire Trophy Race.

Another little slip-up occurs on a leaflet advertising a fine Cuneo painting of Birkin and Cobb racing at Brooklands, which can be bought from the Museum. It is signed by five pre-war Brooklands drivers, including C T Delaney. But the latter is said to have raced Alvis cars, where as it is well-known that he was a Lea-Francis exponent, not only racing these cars at the Track before the war, but continuing to do so today. Indeed, as recently as the last VSCC Donington Park Meeting he won a 5-lap handicap in one of his Hyper Lea-Francis, having overcome the magneto problem which had hampered him at VSCC Silverstone the week-end before, when, however, Delaney was fourth.

The *Independent* reported recently that I have a reputation for pointing out factual mistakes. Well, if you think me an interfering old b------, so be it. But you must agree that it is good to get things right? **W B**

Wells Festival



Mayoral approval for Henson's 1911 Rochet-Schneider.

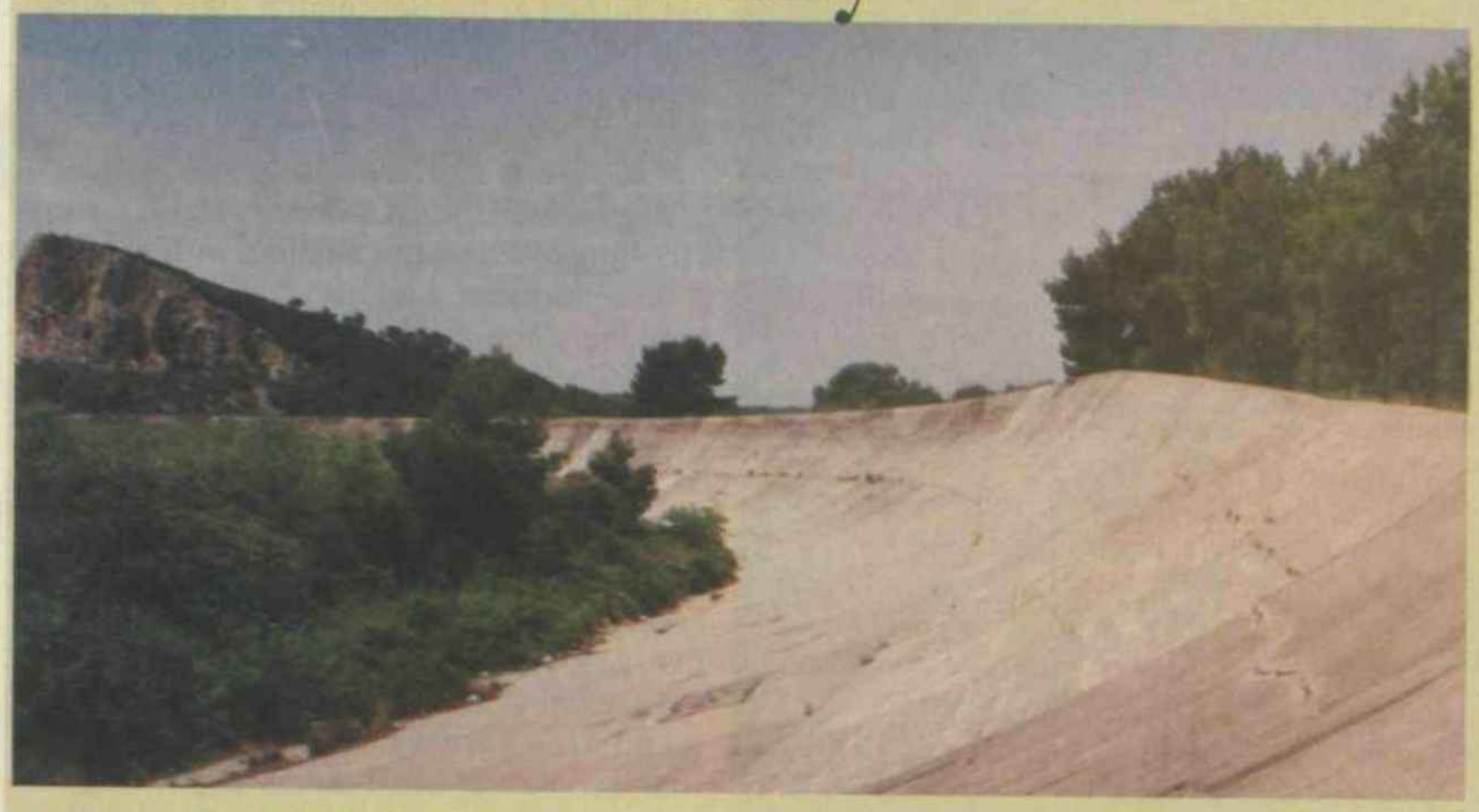
For the Victorian Festival at Llandrindod Wells, 25 pre-war cars entered for the two scenic runs organised by Mike Baker. Met by the Mayor on the front at Aberstwyth who judged the cars, the prize for the best vintage entry went to C Martin's 1920 Model-T Ford landaulette, that for the best post-vintage car to Chris Gordon's smart 1938 Fiat Topolino, and M Haynes' TD MG took the post-war award. The only casualty was a 1929 Morris Cowley saloon which broke a half-shaft on the 1-in-4 Devil's Staircase with its two steep hairpin bends, but the cheerful 1927 Leyland Lioness coach was delayed with ignition trouble on the return along the easier Devil's bridge mountain route — Wales is a devilish place. . . Notable were M Henson's 1911 Rochet-Schneider with a body he had styled and built himself, awarded the Mayorial prize, a Clyno 2-seater, an early Meadows-engined Lea-Francis tourer, and an Essex Super Six coach, of 1930 vintage. WB's 1930 "Grotty Gould" Ulster A7 romped up the "Staircase", revving hard in bottom gear. A Morris one-ton truck, a fine Alvis Silver Eagle tourer, the organiser's Riley 9 tourer and a stateley Sunbeam 20 saloon also took part.

V-to-C Miscellany

The Croydon Airport Society *Journal* has an interesting picture of three big Armstrong Siddeleys at Croydon Airport, *circa* 1926, used to carry Imperial Airways' passengers and freight. There were obviously either 30 hp or 18 hp models and no doubt the AS Club has identified them.

The Morris Register *Journal*, edited by Harry Edwards, had a piece on defunct Morris car clubs and advice about how to restore Lucas screen-wipers, etc. The Register secretary is Michael Thomas, 5 Woodland Rise, Oxted, Surrey RH8 9HW. The National Traction Engine Club is doing important work in ensuring that a Code of Practice is observed by those who run steam traction engines and wagons, and its high class magazine, *Steaming*, edited by Roger West, is published quarterly, and contains much historic material. Secretary: J Cook, Holfarni, Church Lane, Kirby-la-Thorpe, Sleaford, Lincs MG34 9NU.

V-to-C Miscellany



With not much of Brooklands Track left to preserve and most of the concentration now on the industrialised Museum venture in 30 acres of the 360-acre site, and with the future of the banked Montlhéry Track nest Paris under threat of demolition to make way for a new road circuit — although we hear that lack of finance makes a reprieve likely — it was interesting to hear from Lindsay P Clark of Barcelona that the Sitges banked track, which was opened in 1923, could be saved. Although semi-derelict (it was last used for car racing in the 1950s), its future appears to be secure, until creeping industrial development involves it. At present, we are informed, the grandstand is used for storing carnival floats, the main straight is overgrown but could be uncovered, and the bankings are only just beginning to deteriorate. The infield is partly orchard, partly arable land. The important Barcelona-Sitges vintage-car rally finishes at the disused track.

In the past, although the bankings were unsuited to high speeds, winners there included Divo (Sunbeam), Resta (Talbot) and Benoist (Salmson), with Zborowski (Miller and Aston-Martin) well in the running. If some wealthy businessman saw fit, Sitges Terramar might become a useful commercial centre for European vintage car meetings and so be saved from destruction.



Top, the intact but overgrown remains of the Sitges track today. Above, Spain's banked Sitges circuit under construction in 1923. (Photo: Historical Archives Sitges - Josep Mates)

I hear on good authority that the newly-opened museum in Monaco is worth a visit. It has been moved to the second-floor of an office building, the Centre Commercial, in Fontvielle. The Director is Yves Naquin and this collection of HSH Prince Rainier III contains some 85 exhibits, put together over 30 years, with family cars and a representative display of 20th century vehicles from 1903 De Dion to Trabant, and from WW2 to the present, including American classics and a 1986 Lamborghini Countach. Vintage and earlier cars form a large part of a glittering collection. The museum is open from 10 until 6 every day except Friday, but closed in November, apart from special openings, by telephone (92052856). Admission costs 30f for adults, 15f per *enfant* of 8 to 14.

This year's Brooklands Society Reunion, the 27th, was devoted to the usual banking runs and Test Hill ascents, the entry including a number of cars and motorcycles that raced at the Track before it closed in 1939. Stafford-East had his 1922 Akela GN which was third in the 1922 "200", R Bradford an ex-works Riley, and other appropriate cars were Flood's Bentley, the Amilcar-Riley, the ex-Harris 1929 Morgan 3-wheeler, a D12 Alfa Romeo, the D12 MG Midget once driven by Miss V Worsley, the Pat Driscoll Lea-Francis, Tom Delaney's well-known ex-Esplen Hyper Lea-Francis, the famous Lones' Morgan, the Dobson ERA of Dudley Gahagan and ex-Brooklands' Frazer Nash and MGs, together with Cotton, New Imperial and Norton motorcycles ridden at the old motor course. The Society, which pioneered the "Save Brooklands" theme, thus keeps its independence from the more commercialised Museum which encourages things like wedding receptions, company conferences, trade shows, etc foreign to Brooklands pre-war, and which believes in Dame Barbara Cartland. It is said the Museum received a Council grant of £600,000 for three years and other grants to assist promotion, where the older Society remains an independent body. Which you join is a matter of preference and conscience: Society Secretary, Len Battyl, Cleeve Cottage, Cobham Way, E Horsley, Surrey KT24 5BH; Museum Curator, Mrs M Barton, Brooklands Road, Weybridge, Surrey KT13 0QN.

It is a measure of the survival of the A7 that the Tunbridge Wells Centre of the 750 MC received 61 entries for its SE Rally on August 28, an event started 25 years ago. Outright winner was K Leverington, who took the Challenge Shield. Ann Howe had the best pre-1930 A7, T Clift the best front-tank model, the winning 1930/39 tourer was that of the Edendens, best Ruby Leverington's, the outright victor. M Gillah won the sports class, R Miles the Big-Seven Trophy, D Howes the van prize and Chris Gould brought the winning Special. Brenda Marris took home the Ladies' Award, best rear-tank A7 was M Jarrett's, who won the Vince Leek Cup, M Gillah had the winning coachbuilt-bodied A7 and other trophy winners were Leek, Annan, and visitor M Collimore.

A Morgan 3-wheeler which won a 1933 2-lap sprint for Ben Hicks at Brooklands won a race 61 years later at VSCC Donington Park, driven by D Hibbert. This Super Aero (PL 9248) was driven to and from Donington. When purchased in a sorry state by Nigel Mills, by lucky co-incidence Col Hicks was enquiring whether his old Morgan had survived; sadly, this former owner died before he could be united with PL 9248. The Morgan TWC will hold its Night Trial in N Wales on November 12/13.

The Mark Garfitt/VSCC Summer Serendipity on August 14 brought about 60 cars of the right kind to the Versons, Ledbury, where Mike Roff supplied many bottles and six flagons of Weston's cider to the arrivals and winners, Westons' Ford Thames pick-up truck among the assembly. Drivers came from as far afield as Penarth, Oxford and Ellesmere, and Ian Parsons rode his Scott from Droitwich. Notable attendants included Keith Knight's 30/98, three Bugattis, Tony Mitchell's twin-cam 3-litre Sunbeam, a Cluley, the Sima-Violet, Rochet-Schneider and Ron Rossi's HE. Most popular make seemed to be Lagonda. A jazz-band performed and a good lunch was provided by the landlord, who is a VSCC member; meetings are held at this venue on the last Thursday of each month. W B

Sensible Skegness



Malcolm Campbell's 350hp V12 Sunbeam made fastest time on Skegness sands in 1924.

A reader, Mr Jack Tatham of Wollaton, has drawn my attention to a feature which a local newspaper published last year about the old motor racing days at Skegness. The article shows how sensible, as well as bracing, Skegness must be. It managed to hold speed-trials on the beach as early as 1905, repeated in 1906, when motor-speed was not exactly popular in the land. The course was from opposite the Vine Hotel towards Gibraltar Point, and the support of the Earl of Scarborough ensured a successful outcome, by the Nottingham AC. The highlight was the mile scratch contest, won by F A Bolton's 30 hp Daimler; Huntley Walker's 70 hp Darracq was not running well but on a demonstration run Cecil Edge's 90 hp Napier was said to have reached more than 90 mph. Curiously, in view of later opinions, the sand was deemed too soft for the big racing cars.

In 1906, unfortunately, bad weather made the sands unsuitable for the faster cars and the monsters, like the Maharajah of Tikari's 130 hp de Dietrich, Edge's 90 hp Napier, and the 80,100 and 200 hp Darracqs, had to be content with giving demo runs, instead of racing in the class allocated to them. However, interest had been added by running cars in groups instead of singly, and Instone's 35 hp Daimler beat Cecil Edge's 50 hp Napier in the mile sprint.

For some reason Skegness then abandoned sand racing until 1923. Under very sensible arrangements, racing was then resumed. For instance, the aforesaid newspaper account says that the revival of Skegness speed was the idea of A E Barlow, of the town's Advancement Association. An executive committee was formed, with a popular local doctor and town councillor as its Chairman. The Earl of Scarborough was elected President and a former local MP, Sir A Weignall, KCMG, and his succçessor, Alderman Pattinson, MP, Vice-Presidents. With such influential persons in control, the speed-trials could hardly fail? Another Councillor was encouraged to be the events secretary, a local accountant the treasurer, and there were two more Councillors, one a JP, another an MBE, on the committee. A local builder was persuaded to be the clerk-of-the-course and he measured a mile of the Seacroft foreshore and erected the fencing, positioned bathing-huts for the time-keepers, etc. and tents for the Press and other visitors. The Course secretary was the Earl of Scarborough's agent, a Skegness 'bus-proprietor was deemed capable of marshalling the competing cars, and the Press was looked after by the editor of the *Skegness Standard.*

All very sensibly planned! The RAC sent A G Reynolds, the well-known time-keeper, as starter and race official, and all seemed set. But, the best laid plans of mice and men . . The speed-trials were to be an attraction during the town's Carnival Week, but the lack of experience of the municipal authorities, and bad weather, upset things. A race between an aeroplane and the fastest car backfired and on the first day the telephone links failed, so no times were taken. Spectators and competitors are said to have been sparse on the second day, the sand wet, the June wind cold; the course was now over an ss kilo, from the Seacroft Hotel to Gibraltar Point. 6,000 onlookers paid for admission, with "freebies" lining the sandhills, and the attendance figure for the second day was a disappointing 12,000. The sea encroached during the final runs and the chestnut fencing was rolled up and other equipment rescued just in time . . .

The snags not withstanding, a repeat performance of the 1923 event, in which Cook's TT Vauxhall had made FTD, was held in 1924, with Councillor Jessop MBE as committee Chairman, the good doctor as his deputy. Most of the other influential persons were retained and as a crowd-puller Capt Malcolm Campbell with the 350 hp V12 Sunbeam and J G Parry Thomas with the Leyland Thomas were secured as runners. The big Sunbeam made FTD. It is stated that an attempt on "the half-mile sand track world record" was due but that spectator limitations obviated the required space for a flying start. In fact, the shortest *world* record distance was one kilometre, with no especial sand-course provision. But half-mile records were recognised at Brooklands, where the fastest at the time of the 1924 Skegness meeting was 126.40 mph by Thomas and the 7.2-litre Leyland-Thomas which he soon increased to 134.33 mph. The sand was now described as being like "solid concrete" on both days.

S G Cummings, whom we described last month as frequently being seen in an official capacity after giving up racing in 1922, was a Steward and Scrutineer at Skegness in 1924, A V Ebblewhite, the astonishingly hard-working handicapper, was there in that capacity, and the RAC Steward was the Rev Greenhill, the Essex MC's Mr Bass, clerk-of-the-course, while the Judges comprised a Major, an Army Captain, and Sir Hickman Bacon, who had run a 1908 GP Austin in speed events in 1909 (FTD at Syston Park, for instance).

Skegness invited Capt (later Sir) Malcolm Campbell to use their sands for his 1925 LSR attempt but although he said they were "very good and faster than Pendine sands," he declined, in view of the creeks interfering with the 5 miles he needed. Nor were the speed-trials resumed; they had lost money for the Council each year . . . Another project was the 1929 Wash Motor Speedway scheme. A newly-formed Automobile Racing Association hoped to build a 15-mile-long grandstand, parking for 50,000 cars, and a speed-boat area. But a sea wall was involved, and this 12-mile circuit never materialised, the company going into liquidation although it had the Board of Trade's permission and Campbell, Woolf Barnato and Earl Howe were directors. A start was to have been made early in 1932; the recession was blamed for the scheme's demise.

But, looking back, Skegness had the right idea for promoting their seaside speed-trials — make sure influential folk are on your side! Now that the VSCC has lost Weston-Super-Mare, perhaps it, and other interested clubs, might find some other seaside town prepared to listen to a tourist attraction of this kind? **W B**



The VSCC at Madresfield

Left, Miss Newson's was one of three early GNs. Below, DK Boyd's 1939 Citroën Light 15 roadster of the type once much favoured by VSCC top brass.

The VSCC is very much a traditional organisation, so on September 4 its driving-tests took place as in former years, on one of the very long drives of Madresfield Court, itself a notably historic place. It is difficult to report on such tests, without criticising those who fail to stop at specified lines, crash their gears, stall their engines, and so on. So I will refrain, although I may be at it again when winter DTs happen and there is more page space, with F1 temporarily at rest, if such is possible. Instead, I will concentrate now on the entries, totalling 76, divided into four classes, for standard sports cars, standard touring, saloon and light cars, modified special and hybrid cars, and Edwarians — don't scutineers work hard? Bonus points were awarded for rear brakes, length of wheelbase, saloon bodies, and each year older than 1919.

In this enjoyable frolic by the VSCC's Midlands section David Marsh was fast in his Brescia Bugatti, Stote ran a long-wheelbase FWD Alvis, Dickie a brisk Morris Minor, and the three GNs were all early i o e two-seaters. The Lemons were out in force, with 1913 30/98, 1934 30/98 and two A7s, mum getting the baby, while Miss L had the vintage Vauxhall. Hooke produced again his neat lhd 1926 Model-T Ford tourer, T Brewster that rare Deemster, and Rosoman shared his 1905 type-Z De Dion Bouton with Neil Murray, a tendency to boil, which also afflicted Luscott-Evans' Trojan, of no concern to either car. Roger Collings had the lusty Brixia Zust at full chat, after it had had its drinks of water, and Mike Walker



amused the onlookers with his paddling-act when his 494 cc Bramble cyclecar needed human assistance. Mike Bullett (GN) was wearing shorts but the weather turned sour on him.

There were bicycle races and an enormous classic-car concours-something or other packed Madresfield with spectators' cars as never before. Results next month. **WB**

V-to-C Miscellany

We are sorry to learn that one of the largest industrial acquisitions in the north-west for several years, a £2-million Castleguard Properties purchase, involves the old Crossley Motors factory at Stockport, where Crossley 'bus engines and Crossley-Bugatti cars were assembled. The plans are for partially demolishing the 364,000 sq ft factory and erecting four new buildings on 310,000 sq ft of the historic site.

Down Under, the VSCC of Australia, which has its 50th birthday next year, has held its Day Trial, with 14 starters. A Lancia and a Hispano Suiza tied for first place, with an Essex next. The best pvt entry was another Lancia, from a Rolls-Royce and a Talbot. Two dropped out because the lunch was so good, and an Alvis, Lancia, 30/98 and a Hispano retired, the latter due to its lamps being ineffective in the dusk.

On the last day of July, John Milner, who used to drive an AC and then had the ex-John Rowley Riley Redwing-bodied two-seater 30/98 Vauxhall, held a party on the 70th. birthday of his two-litre HE, which he hopes to have bodied and running next year.

I am reminded by the arrival of the 75th birthday of the Citroën Type-A (Europe's first mass-produced car, 24,093 made from 1919-1921) of how, around 1924, I accompanied my war-widowed mother to the posh Citroën showrooms in London's Piccadilly. Entering, she announced to the salesman who greeted us that her son had insisted that she buy him a car. A sale accomplished, thought the smooth young man. But his disappointment was only briefly postponed, my mother saying it was one of the clockwork Citroëns she wanted. The poor man had to climb a ladder to reach the boxes containing these realistic, foot-long replicas. Worse, when he asked which I wanted, the 10.4 four-seater or the two-seater 7.5, priced respectively, at 15/- (75p) and 10/6 (52½p) I opted for the latter. . .

The summer issue of the *Vintage Austin Magazine*, official organ of the Vintage Austin Register (Secretary: Frank Smith, The Briars, Four Lane Ends, Oakethorpe, Alfriston, Derbyshire DE5 7LN), has a most interesting photograph of a sports Austin 20, one of only three, out of a total production of 23, to be imported into New Zealand. There, it was used for sand racing by one of the de Beer family, fitted with a very tapered pointed tail and elaborate undershielding. During a race it caught fire and was driven into the sea to extinguish the flames, after which it was scrapped but the engine used in a boat.

After he had taken a ride in Mike Bullett's Bedelia, Peter Morgan presented its owner with the Cyclecar of the Day prize at the VSCC Malvern Jubilee Rally. The prop-driven Leyat took the runner-up award.

Entries for the MCC Edinburgh Trial on October 1 have closed, but intending spectators may care to know that it starts from Towcester and the M5 Service area at Strensham, finishes at Buxton and involves 16 sections and two special tests. Secretary of the Trial: John Aley, Mayflowers, Beech Paddock, Hessett, Bury St Edmunds, Suffolk IP30 9NR.



No catching Ricketts

The Seaman Trophy went to an ex-Seaman car for the first time in 41 years – Duncan Ricketts in R1B, left. Phil Walker (Lotus 16) beat Rick Hall's Connaught to the first bend, and kept it that way, below.

With Oulton Park, the traditional home of the Richard Seaman Memorial Trophy races since 1956, no longer being available to the VSCC, an alternative, and in truth more appropriate, venue has been found in Donington Park. It's more appropriate in that Donington was Seaman's favourite English circuit and the one on which he scored all his home wins — most notably in the 1936 Donington GP sharing Hans Reusch's Tipo C Alfa. Commendably, the programme carried notes highlighting the Donington connection including details of the part Seaman played in bringing the Silver Arrows to the 1937 and 1938 GPs.

A capacity entry for the Brooklands Society Trophy meant that a number of reserves failed to get a race which, in the event, became somewhat processional with Anthony Seber (Wolseley) leading from start to finish, shadowed all the way by Julian Bronson's familiar Riley Special. Stephen Bulling's Bentley was harried by Martin Stretton in Simon Bull's Invicta until a couple of spins on the last lap, including one at the final chicane, allowed Adam Painter into fourth with his 1.5 s/c Maserati.

Sadly John Harper, with Vijay Mallya's Sunbeam Tiger, was a non-starter in the Richard Seaman Vintage Trophy race, leaving Tim Llewellyn to take an unchallenged win with his ultra-successful 3/8 Bentley. It was his fourth Vintage Seaman victory. Spencer Flack (8-litre Bentley) tucked in behind the leader for a couple of laps before falling back, hampered when his engine cut out in the latter stages but able to finish comfortably clear of a lonely Freddie Giles (AC/GN). He also managed to set fastest lap. Stuart Harper proved to be best of the Morgans in fourth, from Simon Smith (Frazer Nash) and Peter Morley's mighty Napier Bentley.

The Ron Flockhart Memorial Trophy race for pre '60 front-engined cars was poorly supported, with no Maseratis entered and both ERAs non-starting. Phil Walker (Lotus 16) outdragged last year's winner Rick Hall (Brierley's Connaught C) into Redgate and, in spite of Hall's concerted efforts, held the lead to the finish as the Connaught dropped back slightly on a circuit now very slippery due to an oil slick laid all the way from the chicane to Redgate in the previous race. Roger Friend, in Bill Friend's rare Lotus 12, has found uncharacteristic reliability to finish third, with Rod Jolley, now running the Giron-Alvis on larger diameter wheels, the only other unlapped runner in fourth.

The Morgan Three-Wheeler race, under ACU rules, was run as a handicap which defeated the regular front-runners and resulted in narrow victory going to Alister Hibbert (Super Aero), less than a second ahead of David and Matthew Rose (Super Aero) followed by John Blower and Peter Kearney (F2). The quickest combination of Bill and Maggie Tuer could do no better than ninth.

The fastest three ERAs of Duncan Ricketts (ex-Seaman R1B), John Harper (Mallya's R4D) and John Ure (Bill Morris' ex-Bira R12B) were covered by 0.3s in practice. Harper led the first lap before Ricketts managed to control a wayward fire extinguisher rolling around beneath his feet and outbraked Harper into the chicane on lap 2. Harper maintained the pressure and made a number of forays under braking, including one on the final lap, causing Ricketts to run very wide though he just managed to hold on to win by the scantest margin. That gave R1B its first Seaman Trophy win, the first ex-Seaman car to win since Dennis Poore's Alfa in 1953. David Morris (R11B) took third after an excellent drive comfortably clear of Ure and Mark Gillies (Brooke Special).

John Seber took the family Wolseley to its second win of the day in the John Goddard Trophy race, and yet again Julian Bronson had to play second fiddle with his Riley. Barrie Cannell prevented Stephen Bulling from claiming two thirds by beating the Bentley driver with his Alvis.

The 1950s Sports Car race assembled a low-key entry, mainly due to a round of the World Endurance Sportscar series being held the previous day as support to the Belgian GP. Gary Pearson (who had finished fourth at Spa) and David Pennell were to be congratulated, therefore, for rushing back to take part. Pearson looked to be a fairly predictable winner with Paul Vestey's D-type, but as the flag fell Gary found that his throttle movement was restricted and was beaten into Redgate by the Farrellac Allard of Tony Bianchi. Bianchi consolidated his lead, the rev-restricted Pearson being unable to get within striking distance. The Farrellac reeled off the remaining laps to take an unexpected win, only to be told, once he had crossed the line, that his start had been adjudged a 'flyer' and that honours were awarded to a surprised Pearson, who had the grace to acknowledge that Bianchi deserved the win. Pennell's Lister held a race-long third, well clear of Jim Woodley's Lotus 17, and Ron Gammons, unusually mounted in a Lotus 11.

Barrie Cannell had a consolation win in the final scratch race, challenged all the way by Derek Robinson's Riley, while handicap wins went Keith White (Riley), Bill Mahaney (HRG) and the ever youthful Tom Delaney (Lea Francis).

A S D C





Spencer Flack's 8-litre motive power won him the Bentley, Vintage and PVT Scratch race. (Photo: Nick Atkinson.)

BDC Silverstone

The pleasantly informal but efficiently run Bentley Drivers Club annual Silverstone meeting took place on a fine, late August day and as usual attracted a varied entry from within its own membership and those of the invited clubs — something to suit the taste of every sports car enthusiast from a 1910 Napier through Lagondas, Aston Martin, ACs, MGs, and vintage machinery in general to the latest in Morgan hardware. The racing too was varied, with individual handicap races for slower and faster cars, one-make scratch races, to the finale of the Allcomers Scratch.

The drama started during the practice sessions as various competitors grappled their way around the new FIA approved Copse corner, with the result that some of them spent their practice session in the greatly increased gravel trap going nowhere.

Of the Bentleys present, the most effective proved to be Spencer Flack's 3/8 which won the Bentley, Vintage and PVT Scratch Race at an average of 72.74 mph but set its fastest lap in the Bentley/Lagonda Handicap Race at 75.11 mph (1m 18.7s). The fastest winner of the day was Klaus Nesbach driving a Morgan Plus 8 in the Morgan SCC and AC Cobra Scratch Race at an average of 88.18 mph. This race also produced three entrants with identical fastest laps of the day at 90.38 mph (1m 5.4s) namely the aforementioned Klaus Nesbach, Andy Shepherd in an AC Cobra and Peter Garland in another Plus 8.

One cloud appeared on the horizon when Phil Spencer overturned his Morgan Super Sports in the early stages of the Vintage race, which had to be re-started. He was taken to hospital, patched up and happily is now well on the way to recovery with everyone's good wishes. **R C B S**

Special Edition

Specials, especially amateur-built ones, form an important part of the overall motor sport scene. This prompted the late Gregor Grant to persuade one of the keenest and most successful specials builders, the late John Bolster, to describe more than 77 such cars in **Specials** (Foulis 1949/71). It ran to four editions, but is now rather dated. So a fresh book on the subject must be welcomed, if we regard Aston's **Directory of Historic racing cars** and Chris Mason's **Uphill Racers** as covering only some of these cars, the latter mostly the more modern sprint cars, and Shire Publication's little book **Motoring Specials** obviously only touching the surface.

Consequently, Foulis's new book, **The Enthusiast's Guide to Vintage Specials**, by John Bateman, is now very much needed by those who want to sort out the complexity of the many specials which continue to grace VSCC and other events. The author, a VSCC member, has a commendable command of this difficult subject. His book covers 92 Specials, many of which were born pre-war, tracing their histories and their technical complexities and changes. A formidable task, very well achieved, and backed up simply marvellous photographic enlargements. altogether one of the most fascinating books to come in for review for some time. The reservations I feel I must make are that sometimes I found I was reading information and *verbatim* passages from my own articles and books, which is fair enough but rather galling when the repeated information was a "first" for me, obtained by letter or interview. That I have not imagined this is emphasised by 13 references to MOTOR SPORT articles in Bateman's bibliography. . . But curiously, although he quotes items from my Brooklands book, this is omitted from his booklist, although my **Profile** of the Chitty-Bang-Bangs gets in!

But what a readable book this is! It will be the current reference work on its subject for a very long time, and will provide us with a very acceptable "browse" before and after visits to see Specials in action. One wonders, however, why "Babs" and the FIAT "Mephistopheles", the Chittys, the Maybach-Metallurgique and the Napier Railton were included by the publishers when longer descriptions and more pictures of these cars are included in Foulis's just-published book about aero-engined racing cars? Could the space occupied not have been used to describe other Specials omitted from Bateman's book — the Freikaiser-wagen, for example?

But I did truly enjoy, and shall continue to enjoy, this timely £24.99 study of Specials, from AEL St Phall and All T'Cok to the Vauxhall Villiers, Wasp and Young Special. Not all are strictly vintage, so instead the Fairley Special, the Steyr-Allard, the Jameson Merlin P1 Royce and some of the other aero-engined cars, all of which are alive and running, might have been included. But an author has to stop somewhere, and Bateman has coped admirably, and with welcome light-hearted touches, with a difficult subject. Just a few of his chapters are a shade out of date (the Parker-GN has four Amals, not two SUs), and he leaves some gaps in the brief but useful specification tables for us to try to fill in.

I spotted few mistakes. But, for the record, Cobb's TT Vauxhall did *not* lose the *Sporting Life* 100 mile race to Purdy's Thomas Special in 1927 because Purdy retired — I know, because I was there — Eyston's record car was *Speed*, not Spirit, *of the Wind*, the first DH Moth had a Cirrus not a Gypsy engine, and Geraint Owen's Morris-JAP has proved to be much more than just "an enjoyable little sports car". And Mays' Vauxhall-Villiers was converted to Clayton Dewandre from Westinghouse-type brakes, not *vice-versa*. No matter — this much needed book is one all VSCC-minded readers will need to help them relish even more the Specials scene. **W B**

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The return of Roy

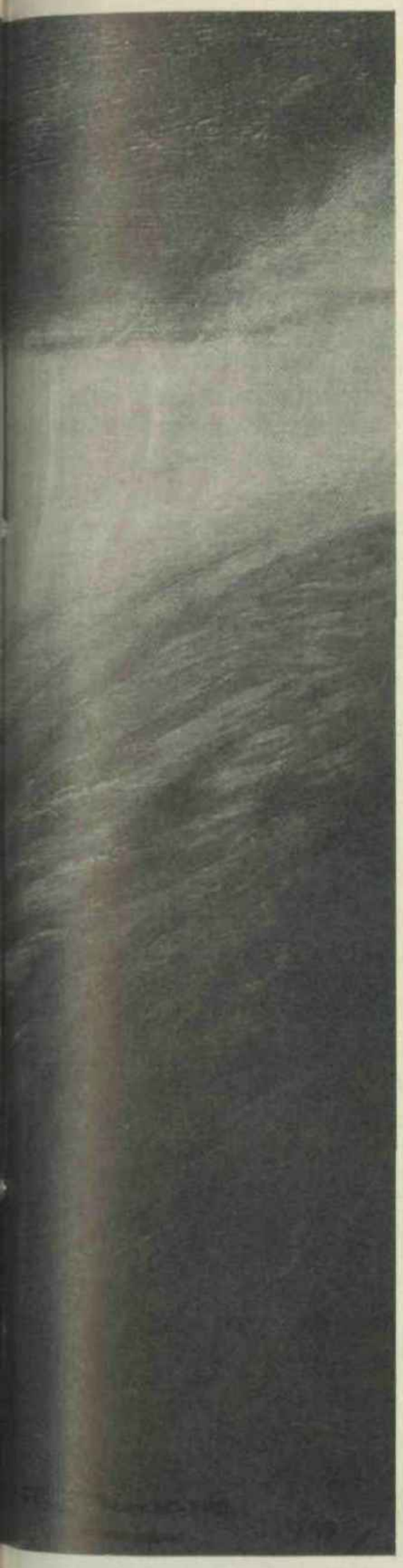
For almost six decades Roy Nockolds' ruled as the 'artist's artist'. Now, 14 years after his death, some of his great works are available again

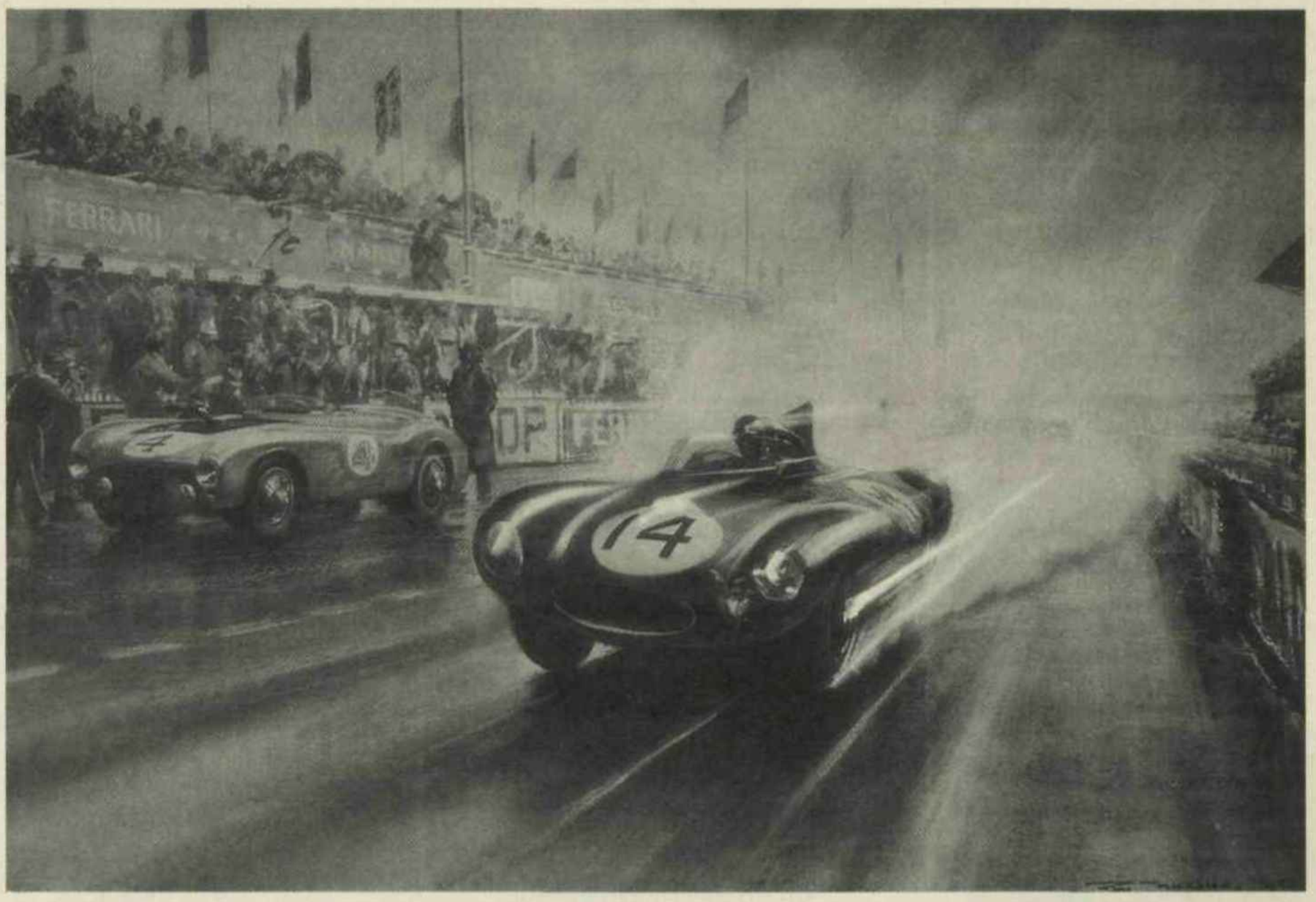
On his day, few artists could match the skill and perception of Roy Nockolds, who worked almost unceasingly in the period from 1926 through until his death in 1980.

In the inter-war years Gordon Crosby and Bryan de Grineau were rivals, but both were essentially staff illustrators for magazines. Nockolds was fiercely independent as he established an enviable reputation as the 'artist's artist'.

He saw the racing car as a form of speed to be captured on canvas, and upon his death he left a legacy in the form of a complete archive of period glass plates, negative plates, scraperboard plates and etching plates of all his major works produced over almost six decades. Now Thackwell & Co of Monte Carlo (run by Ray Thackwell, father of Mike, the youngest man ever to have started a World Championship Grand Prix) owns this archive and its world copyright and, as visitors to the Gallery of Motoring Art at the recent Coys Historic Festival at Silverstone will have seen, is marketing series of limited edition lithographs.

Thackwell works directly from the artist's original plates and each image is produced on watercolour paper. They're certainly not cheap, and prices start from around £585 framed and £485 unframed. Further information is available from Katie Rimmer at Rampage, Unit 5, McKay Trading Estate, Station Approach, Bicester, Oxon OX6 7BZ; telephone 0869 323400.





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Examples of Roy Nockolds' reissued prints: Richard Seaman at the 'Ring 1938 (main shot); Ian and Pat Appleyard's XK120 on the 1950 Alpine Rally (above); D-type debut, Le Mans 1954 (above right).

Spreading My Wings, by Diana Barnato Walker, MBE.
PSL, £16.99.

The daughter of Woolf Barnato, whom we all know was a great racing driver, thrice winner at Le Mans with Rubin, Birkin and Kidston on his only appearances there, in the Bentleys, which company he bought, tells her inevitably fascinating story, as a girl brought up among riches and fast motor cars, but who put all that behind her during the war, when she flew for ATA, suffering great tragedy and some very close calls. Diana Barnato flew 123 different types of aeroplanes, from Tiger Moth and Tipsy, up to 14 Mks of Spitfires and "heavies" such as Wellingtons and Whitleys, and the rapid Mosquitos. She served mainly at White Waltham, delivered American as well as British aircraft, lost a fiancé and a husband and

many friends during that time, yet tells her story with humour. Today she is Commodore of the ATA Association.

This book reminds us again of what sterling service they gave, and what remarkable pilots the ATA girls were. From the motoring angle we learn that the Bentley boys used to dine at Diana's father's house with racing trophies along the table, how her father's 21st birthday present to her was a Talbot but she ended by swapping it for a 4¼ Bentley (CXF 114), how when petrol was scarce in the war Barnato used a small Lancia (presumably an Aprilia) and Diana an Opel. She tells the true story of the Barnato origins, and how she survived cancer, and there are a great many nostalgic pictures, of which I liked those of Diana and her sister Virginia at Brooklands one Easter Monday as young girls and Diana at Brooklands when she was learning to fly there, in 1938. The final chapter is about how she flew through the sound barrier in a Lightning and the Foreword is by the Rt Hon Lord Shawcross, GBE, QC. One of those "must read" books! (I am right; it is already in a second edition.) **W B**

Hendon Aerodrome — A History, by David Oliver. Airlife, £12.95.

Aviation folk will find this very good value indeed. The author gives us a wonderfully complete account of Hendon from the pre-1914 days of air-racing there, through the first World War, the subsequent era of the Aerial Derby and King's Cup races and those memorable RAF Tournaments, Pageants and Displays (enjoyed by me as a schoolboy, who avoided the packed tube back into London by walking to one station up the line from Colindale) and all the Service flying, with its highlights and accidents, etc. Indeed, Oliver's research and knowledge of his subject are truly admirable, the accounts of political intrigue as it enveloped Hendon fascinating, and altogether I found this not only a very readable book, admirably illustrated, but an invaluable reference work. **W B**

Mollison, The Flying Scotsman, by David Luff. Lidun Publishing, 63 Hall Park Drive, West Park, Lytham St Annes, Lancs FY8 4QZ, £16.95.

Much has been published about Amy Mollison, and now the life story of her husband, the controversial Jim Mollison, has been recounted in this 399-page book. The opening chapters have a faintly fictional flavour, and I raised my eyebrows at a *3-ton solid-tyred* Crossley tender in 1924 (will the Crossley Register enlighten me?), and wondered whether the road from Balsham to Duxford was known as the A505 in those days. But such niggles are unworthy in reviewing a book which sets out to cover the career of this very famous flier in great detail and put right the rather unsavoury reputation Jim Mollison had, imparted in other books by his playboy persona, broken marriages and hard drinking. David Luff has countered such distortions of his character by the media and emphasises his ability as a pilot, which was overshadowed by Amy Johnson's fame (the girl Jim married). That he has succeeded is endorsed by Raymond Baxter, who saw Mollison as "Biggles" and "Bulldog Drummond" combined, having written the Foreword. **W B**

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Boley remembered

Sir,
Both my partner Ken Brittain and I read with interest Guy Bailey's letter, published a few months ago, with the fabulous picture of Boley Pittard in his Ford Anglia.

Ken actually built this car and developed the engine, so we have intimate knowledge.

For my part, Boley was an early hero; his style was quite unique and he had exceptional car control. He held the steering wheel most times at an 8.20 position, this was particularly noticeable entering Paddock Bend at Brands Hatch. I tried it only once — I should have had my accident about 60 yards later, but by sheer luck escaped with an exit up the grass. Of course I told all my pals at the time it was talent that avoided the shunt — not so!

The one thing Boley had over the rest of his competitors was he just had them 'psyched out'. Not once (and I went to most of his races), did I ever see any one give him a hard time when he overtook; when Boley went by, Boley went by. If you attempted to outbrake him you both had the accident.

He once did the most stupid thing. After winning his race on the GP circuit at Silverstone (remember, the one you needed balls for) coming out of Chapel on the slowing down lap, he rolled it and virtually wrote the car off — quite amazing. Ken and the Willment team were not happy.

I often think of this brilliant driver who had such total confidence in himself. It was such a tragedy when he died; he would have gone on to be very famous, I think.

When Chris Craft went to see him in the Monza hospital, where he was lying horribly burnt, the only thing he was interested in was "Is the thing between my legs alright?" Chris told him, after inspection, it was, he then relaxed. Later that evening he unhooked himself from the drip, bundled his clothes up and attempted to leave; he died in a nurse's arms in the passageway outside the ward.

They don't make guys like that any more. God bless you, Boley.

We all forget guys like this too soon.

David Brodie,
Brackley, Northamptonshire.

Festival of greed?

Sir,
I have read the two articles on the Goodwood Festival of Speed in the August issue of MOTOR SPORT, and whilst I would be the first to admit that the entry was first-class, the event fell down in many areas.

Approaching from the north down the A286 we were directed via a rough, narrow track through a small wood, which must have been a nightmare for any wide, low-slung vehicle, even in the dry conditions that prevailed.

The five pay booth stations were fine, but immediately after, all five were compacted into one, resulting in the inevitable frustration. Surely it is more logical in these circumstances to park the cars and then pay entry as pedestrians.

The paddock was a horrible, small, dusty place, hardly doing justice to its assembled contents, and sadly, full of poseurs who were there to be seen and not to see what was there.

Viewing on the hill was pitifully limited in view of the attendance, and one felt that the main object of the exercise was to get as much money through the gates as possible and sod the consequences. Standing trackside four deep and jostling for position is not my idea of spectating, and my wife, a mere 5ft 3in tall, sat on the grass and had to watch the star screen to follow the event.

Access across the track was limited to a single, narrow bridge which inevitably ground to a halt as small children and families with push-chairs had to struggle.

Jonathan Palmer was totally correct when he expressed concerns about the safety aspects, especially with many drivers in unfamiliar charges on a less than ideally contoured surface.

Surely a more appropriate venue for such an event and gathering of this class would be a current racing circuit like Castle Combe, Oulton Park or Thruxton, all of which have facilities to overcome the above criticisms, and whilst I would dearly love to see Goodwood back in business as a racing circuit, the hill venue did not do justice to the 1994 event.

Denzil Monis,
Bristol.

Mario's Hudson

Sir,
Please allow me to point out a minor glitch in your thoroughly admirable and absorbing piece (June 1994) on Mario Andretti.

I think the Hudson Mr Andretti began his career with was not a Hornet (308 cu in six-cylinder), but the older Super Eight (254 cu in straight-eight — splash oiled!) which was offered from 1948 on the same "step-down" chassis that later — 1951 — received the Hornet engine.

AS Carroll,
New York, U S A.

Champagne query

Sir,
In several decades of reading MOTOR SPORT it has become obvious to me that if you want information on some obscure facet of motoring history you appeal to its readers.

Watching Damon Hill on the podium at Silverstone, I got to wondering just who was the first driver to start squibbing champagne about after a race?

Having been a press photographer for a good many years and had to clean out many a camera gummed up by the sticky residue, it has always struck me as a rather silly gesture. Personally, I'd rather drink it!

I can recall the days of Bob Gerard, Bira, et al, at Silverstone before champagne was even given and recent years when it has been a veritable rainstorm, but I can't remember when I first saw it done. History ought to record his name!

Alan Burman,
Northampton.

Forgotten Fastback

Sir,
I am writing to ask if any of your readers can help me to fill in the history of my XK120.

It left the works as an open two-seater in 1951, and was owned by the Swallow Raincoat Co. In 1956 it was advertised for sale in MOTOR SPORT with a photograph showing the two-plus-two body as is still fitted. The modification is made from aluminium on a wooden frame, and amongst the many colours in the layers of paint are maroon and cream. I have owned the car since 1988 and am currently arousing it from a 23-year hibernation.

Brian Vyse,
East Wellow, Kent.



Greener grass. . .

Sir,
I am writing about the current state of F1 Racing at the moment. Putting aside the early season tragedies and other problems, without trivialising them, we were promised, because of the new regulations which came in at the start of the year, closer and more exciting racing. What seems to be happening is the reverse with the pitstops, sometimes three or four, dictating the finishing order on the track. When was the last time you saw the lead change hands on the track rather than in the pits?

In complete contrast, the IndyCar Series has in the last two years provided far more exciting racing. IndyCars also have pit stops for both tyres and fuel, so what makes the difference? Maybe it is the full course yellows, which allows the cars to bunch up. Whatever it is, it almost rivals the BTCC for excitement and competitive racing. So what it F1 going to do about it — will the possible return of Nigel Mansell be the answer? Perhaps more rule changes are needed – or what about embracing IndyCar rules?

John Dawson,
Chelmsford, Essex.

vbra

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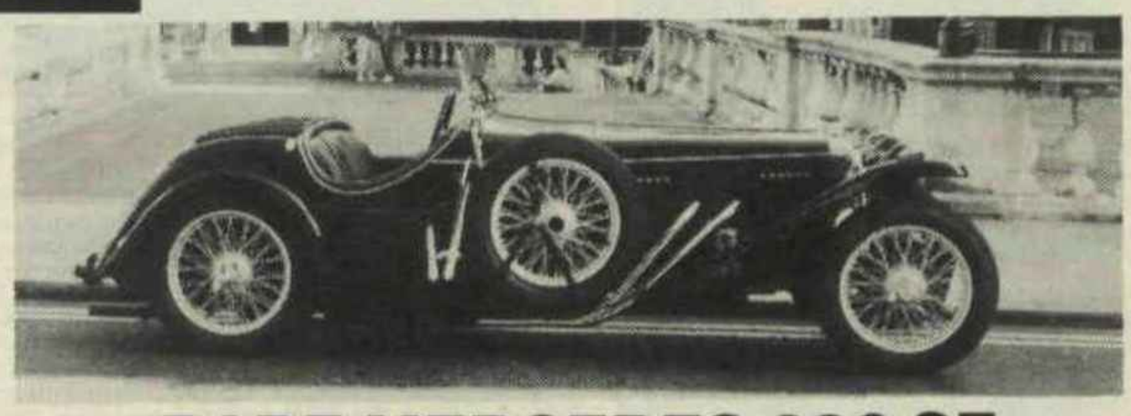
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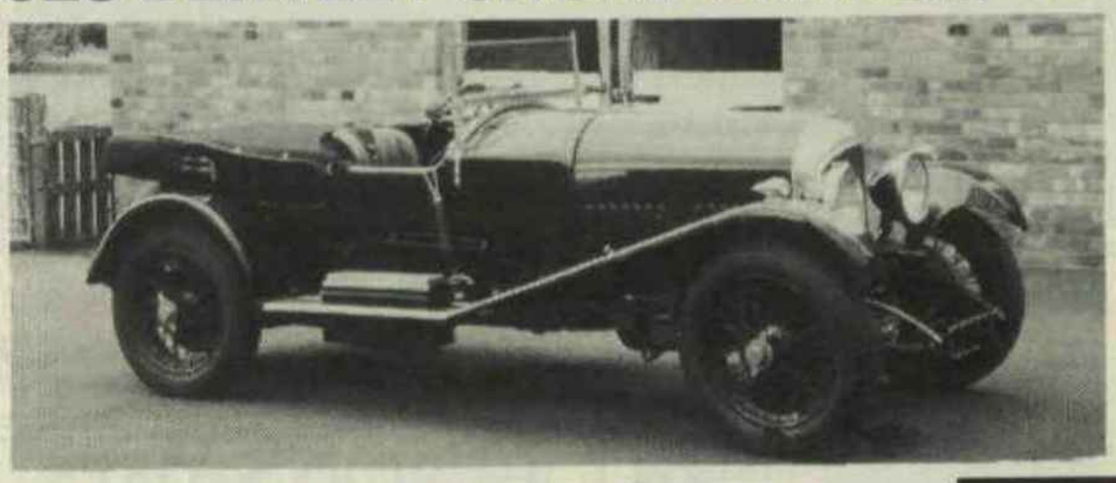


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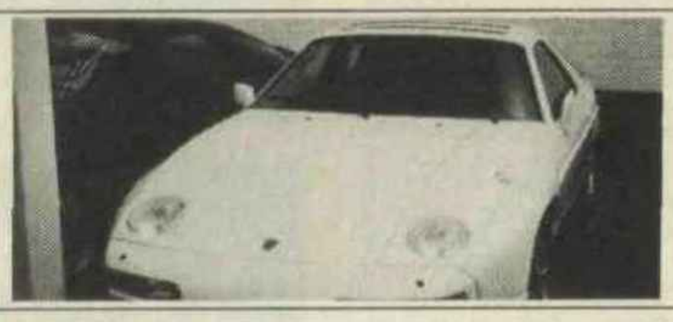
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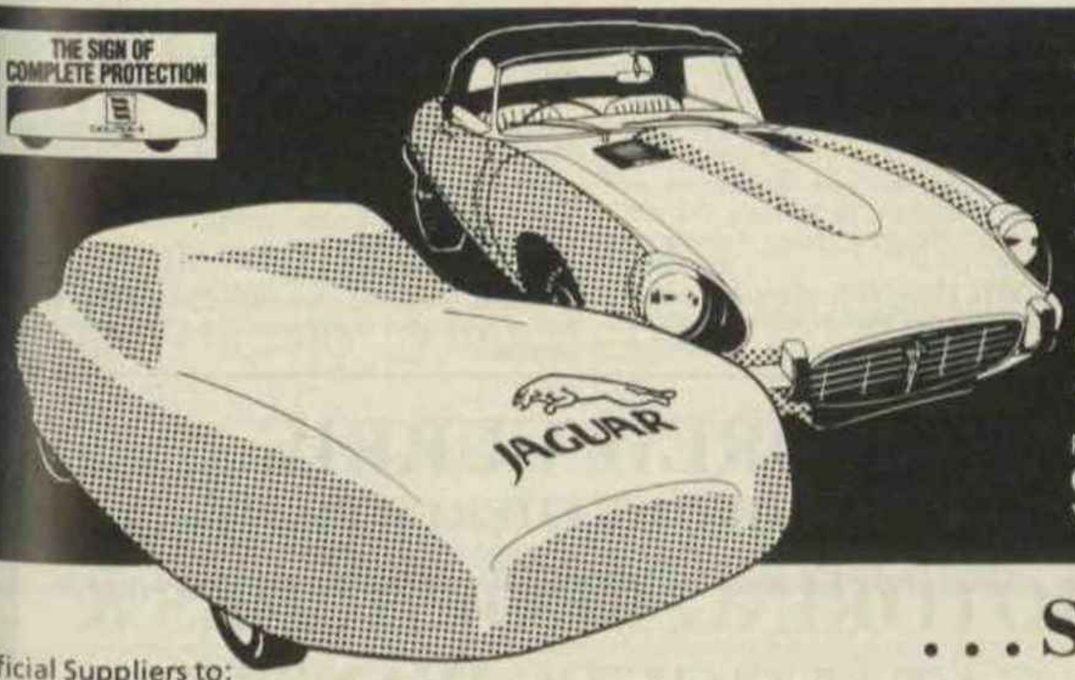
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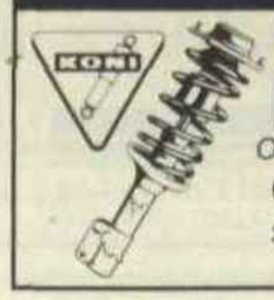
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May I suggest to anyone thinking of buying a classic car from myself or anyone else, that you ask for a comprehensive description of any car that holds your interest. Personally, I would prefer potential customers to know what I am trying to sell. I always feel guilty (which is silly) when someone comes to see a said car that needs work and wants to drive it home to Scotland or Portugal. My descriptions are conservative. Time to go, if you have a classic car for sale, ring me up, offer me a truthful description, a non haggle price and I will say yes or no. Payment by cash or cashier's cheque. Although you may be underselling your car by 15%, you won't suffer the timewasters or longitude that's sometimes involved. Of course, sometimes it is the easiest thing in the world. All my cars are tax & duties paid in Europe. Part exchange is a pleasure. Good hunting. P.S. I have 10 MGBs, chrome bumpered, LHD that have excellent rust-free bodies with tatty interiors & tops. Most run, but need paint and are priced from £1,500 to £2,500

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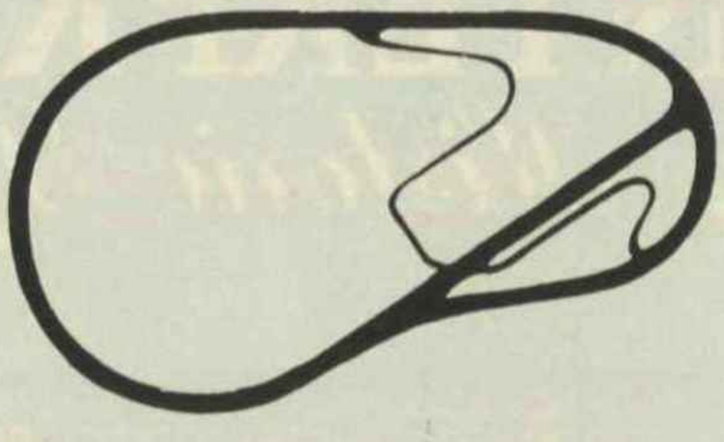








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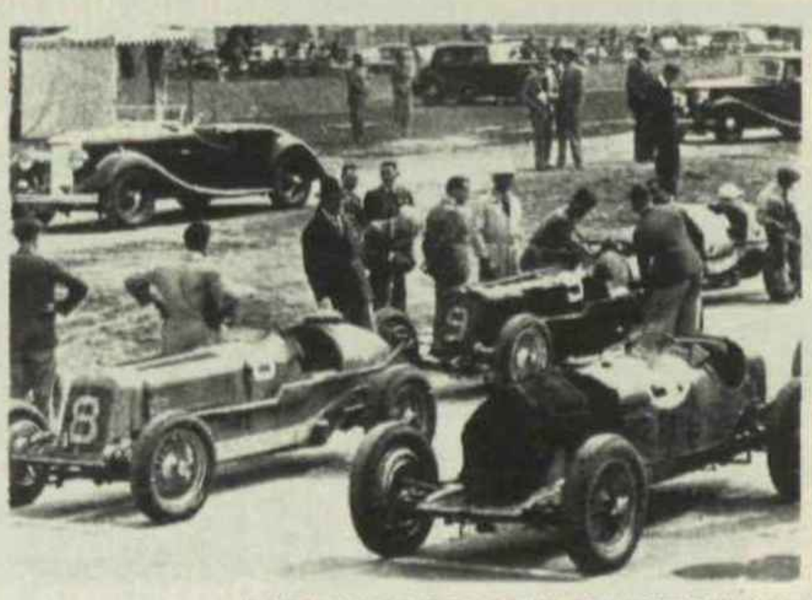


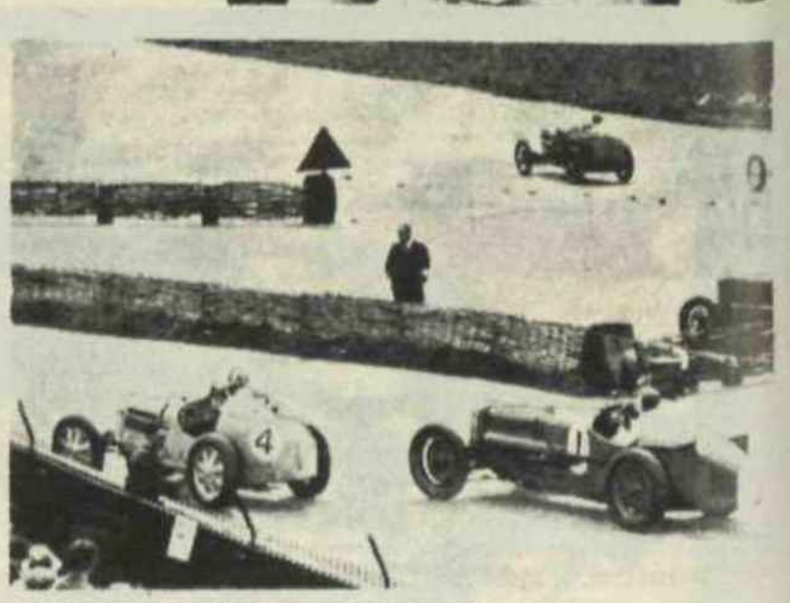












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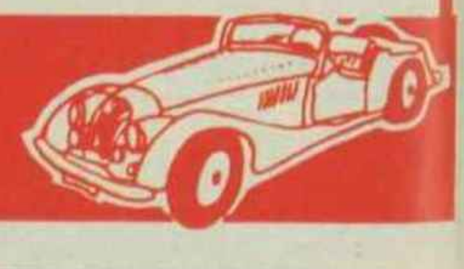
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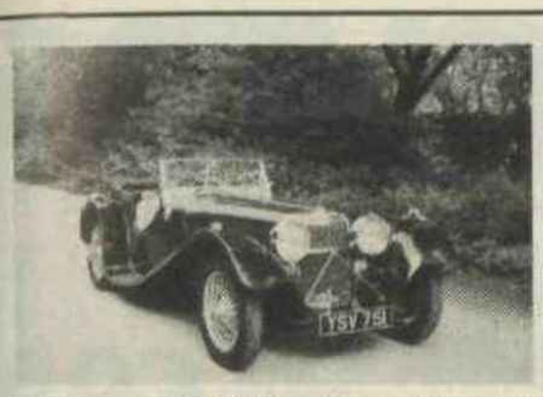
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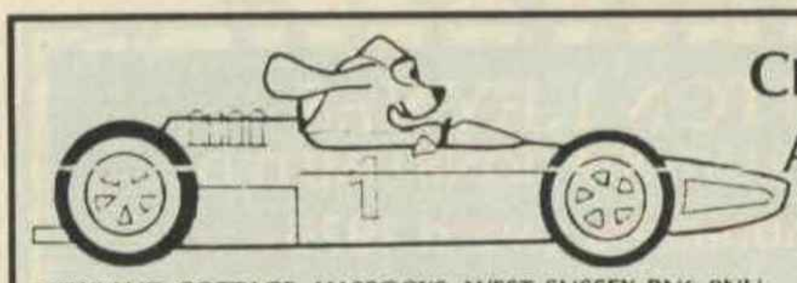
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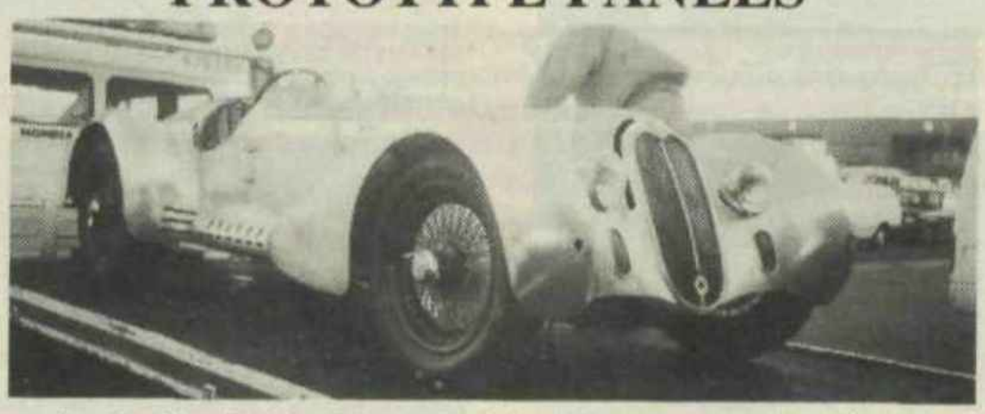
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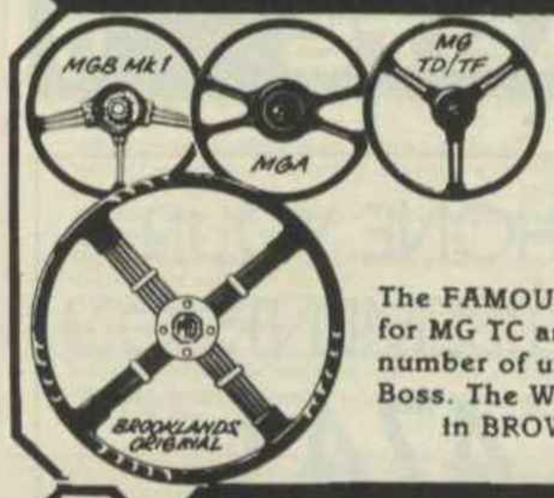
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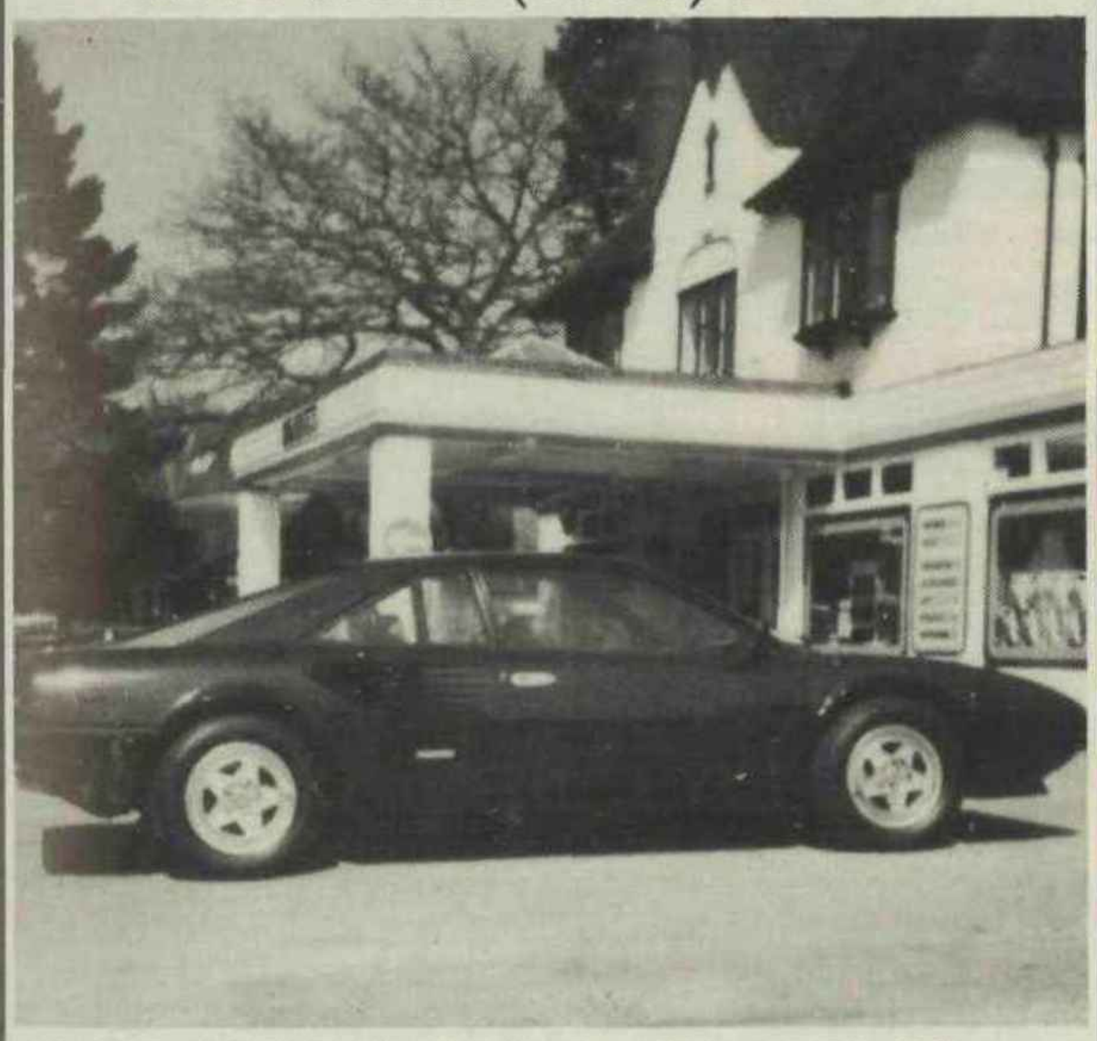
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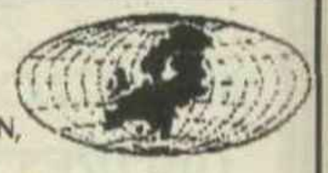
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September 10, 1962 — Switzerland — LHD — 1962 — M.Grey — Normal front, two wing vents. 1,070kg (2,362lb). Was repainted Red in 1963. Registration: GE2675, GE2674, VD2535, 555KN21, TCH101. In 1963, two vents for hot engine air extraction were cut on top of front wings near the windscreen. E. Berney/SSS/Sc.Filipinetti.

1962 Tour de France, No.158, DNF, Berney/Gretener. Sc. Filipinetti, differential — Montlhéry 1,000Km, DNF, Berney/Bordeu, SSR, motor, 9,000rpm in practice — Montlhéry, Coupes Salon, No.1, 1st OA, 1st in class, Berney/Gretener, SSR.

1963 Nürburgring, DNF, H. Walter/C. Muller, Sc. Filipinetti — Ollon-Vilars, 2nd GT, Berney — Spa GP, 3rd OA, J. Siffert — Monza, Coppa AMAG, 7th GT Class, H. Müller — Targa Florio, DNF, Bourillot/Bourbon Parme — Tour de France, No.166, DNF, Berney/Gretener — Chamrousse Hill Climb, 6th GT, Berney. Sold to France, C. Bourillot.

1964 Targa Florio, No.126, 10th OA, 3rd in Class, Bourillot/Bourbon Parme — Rallye Bourgogne, 1st GT, Bourillot/Bouly — Urcy Hill Climb, 2nd GT, Bourillot — Tour de France, No.174, DNS, Berney/Faure.

1965 Sold, Urcy Hill Climb, 1st OA, Bourillot — Rallye Bourgogne, No.1, 1st GT, Bourillot.

1966 Rallye Bourgogne, 2nd GT, Bourillot/David — Sold to Aknin, France.

1967 Ventoux Hill, #69, DNF, Aknin — Sold to Tortora.

1971 Sold to Chinetti, sold to UK, Barnford, sold to de Cadenet.

1972 Sold to Harrison.

1989 Sold to Japan.

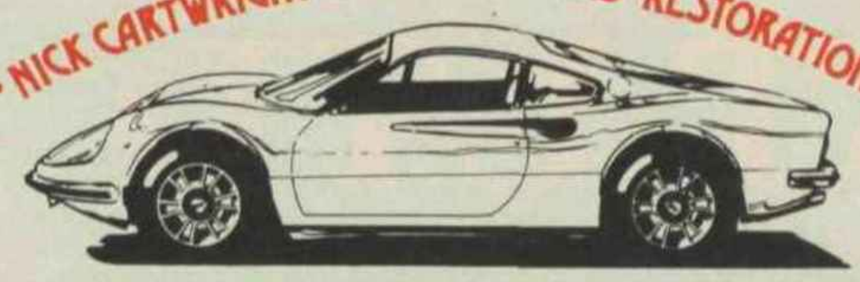
1994 Sold to John Collins, Talacrest Ltd.

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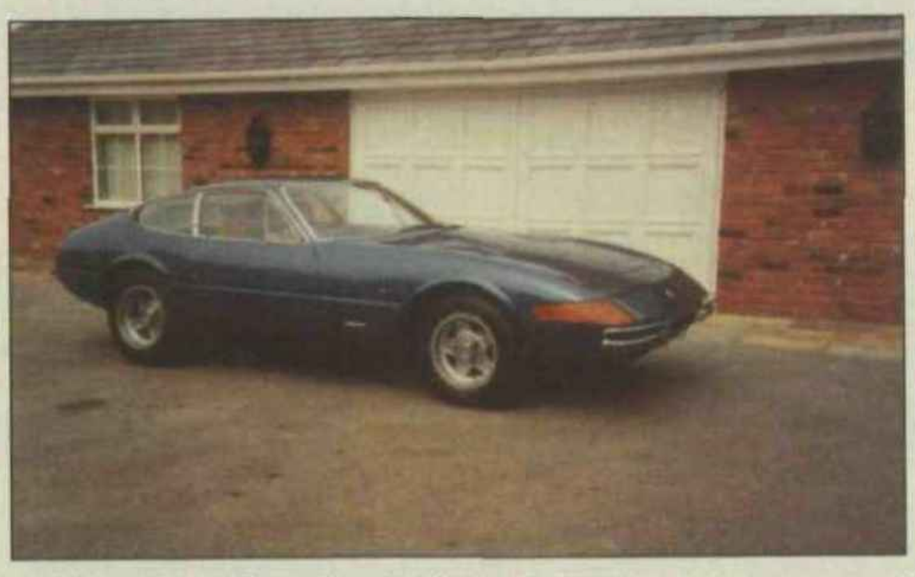
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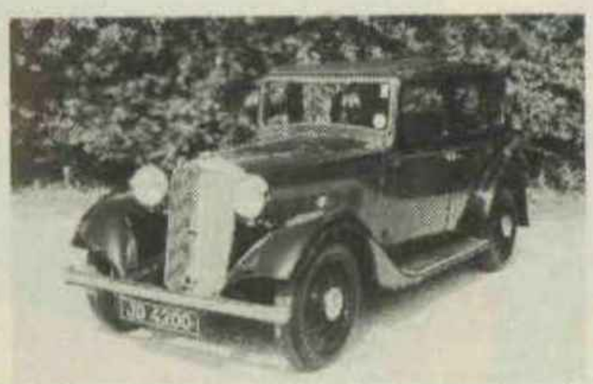
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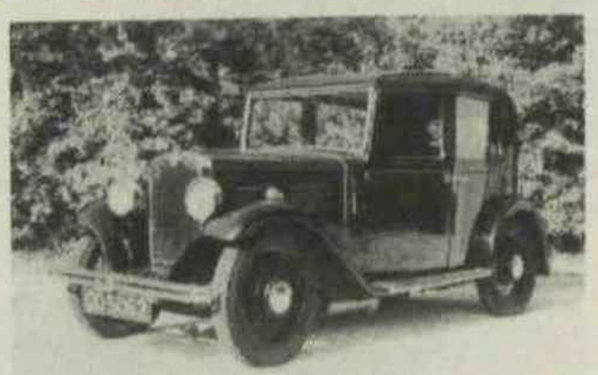
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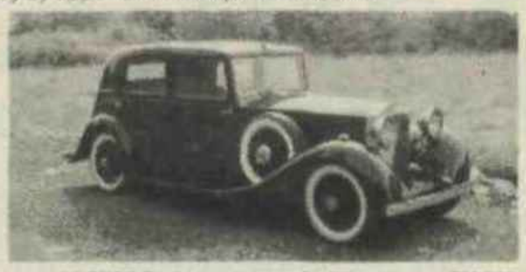
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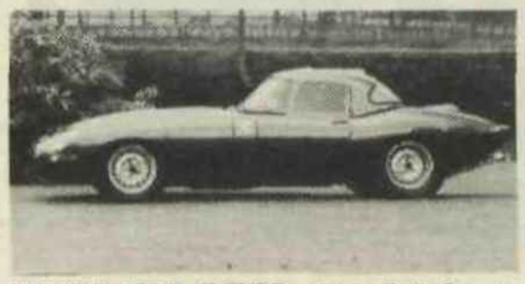
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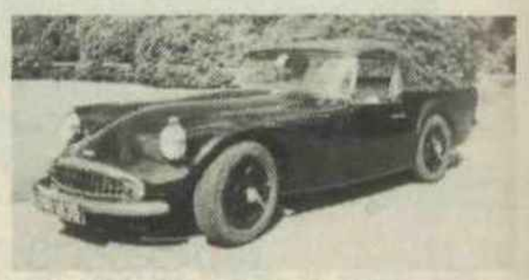
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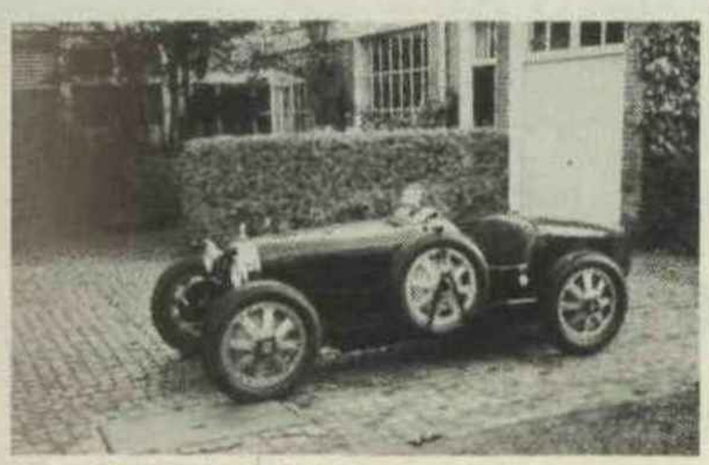
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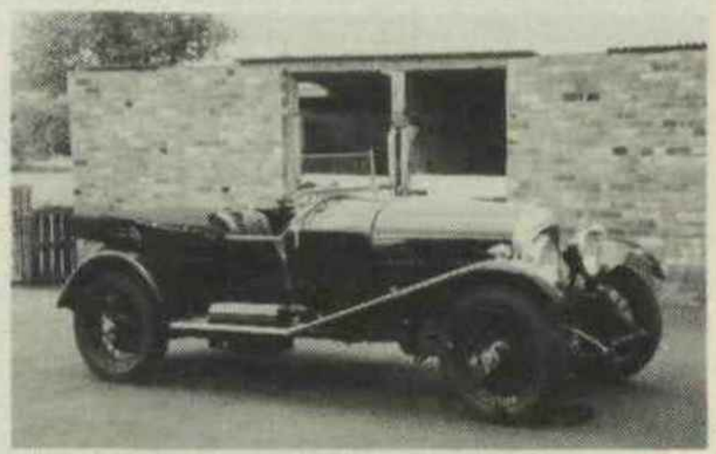
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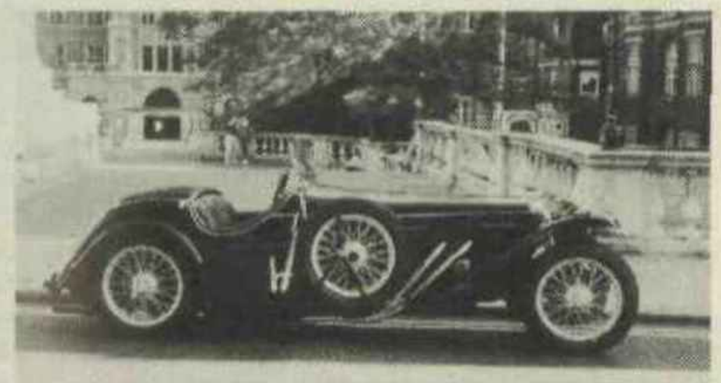
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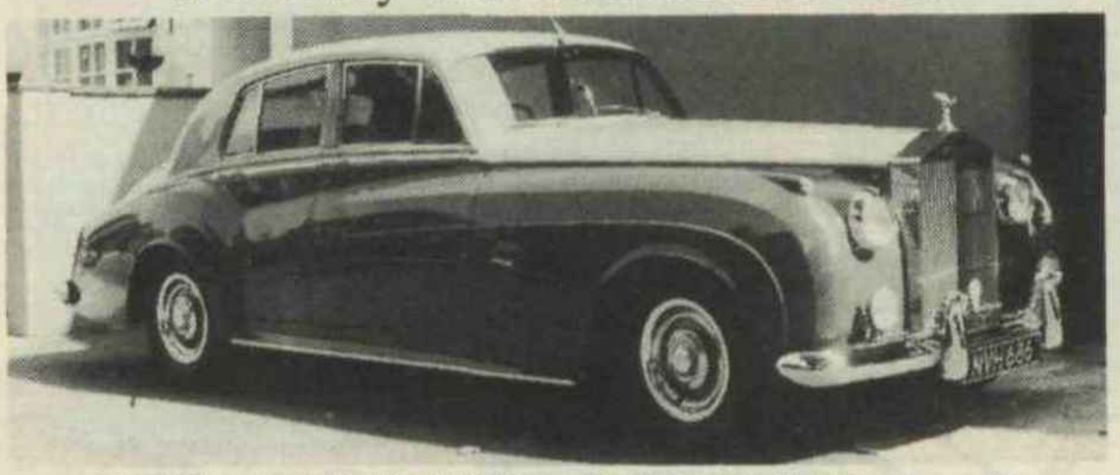
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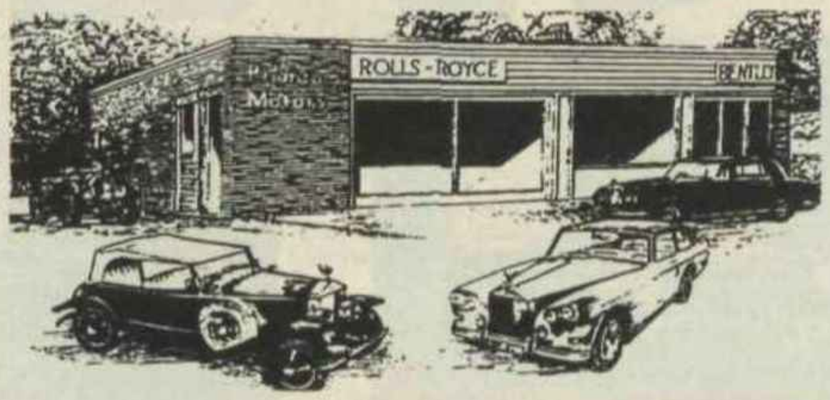
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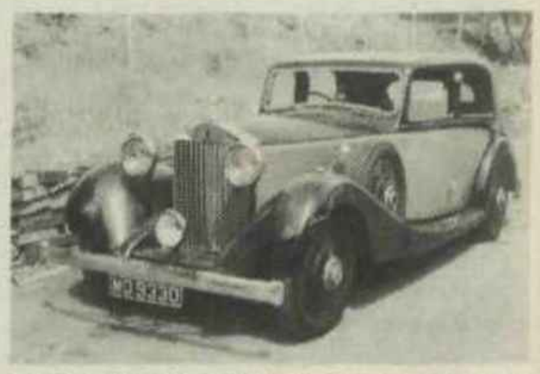
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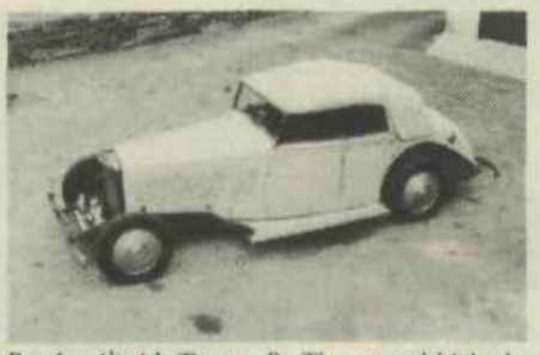
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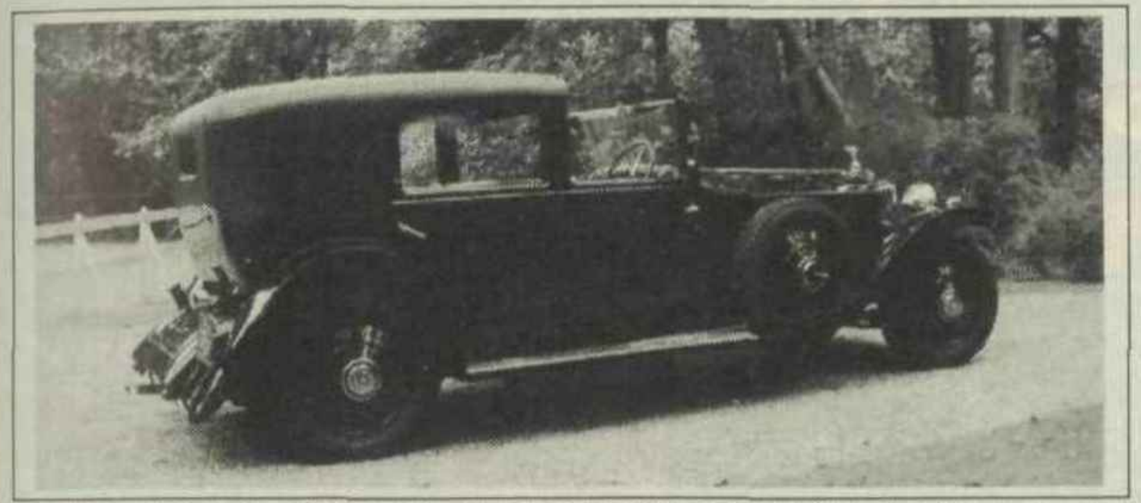
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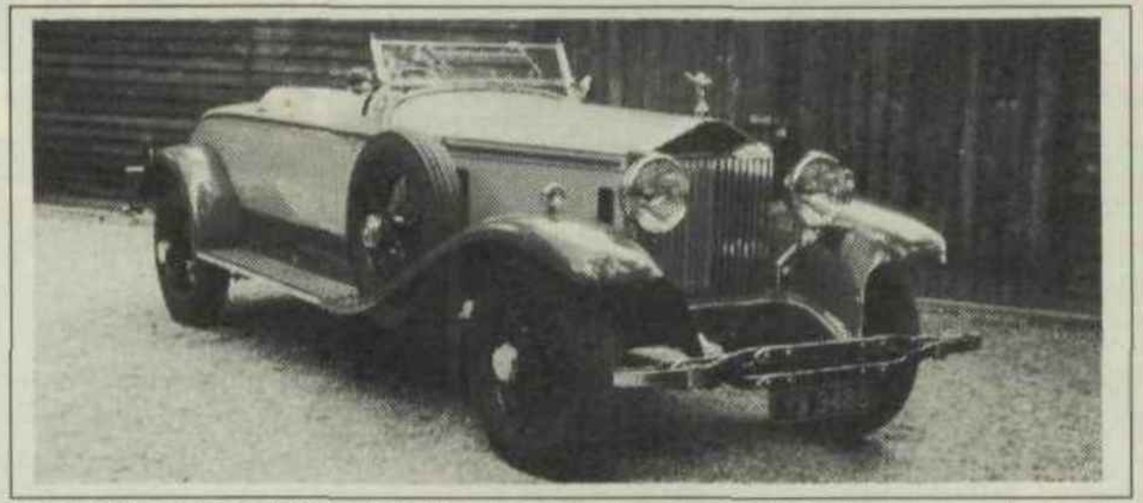
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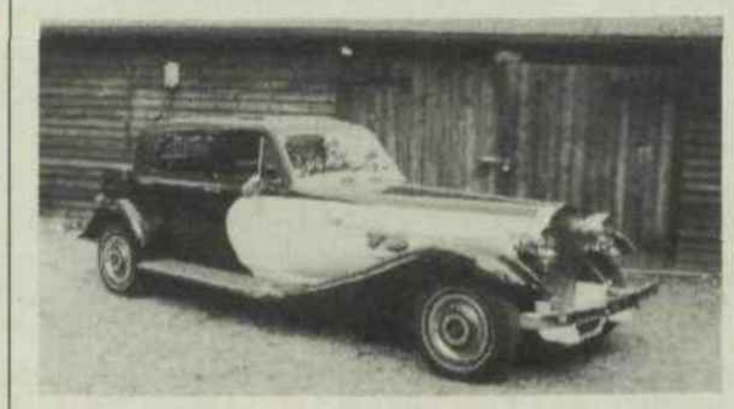


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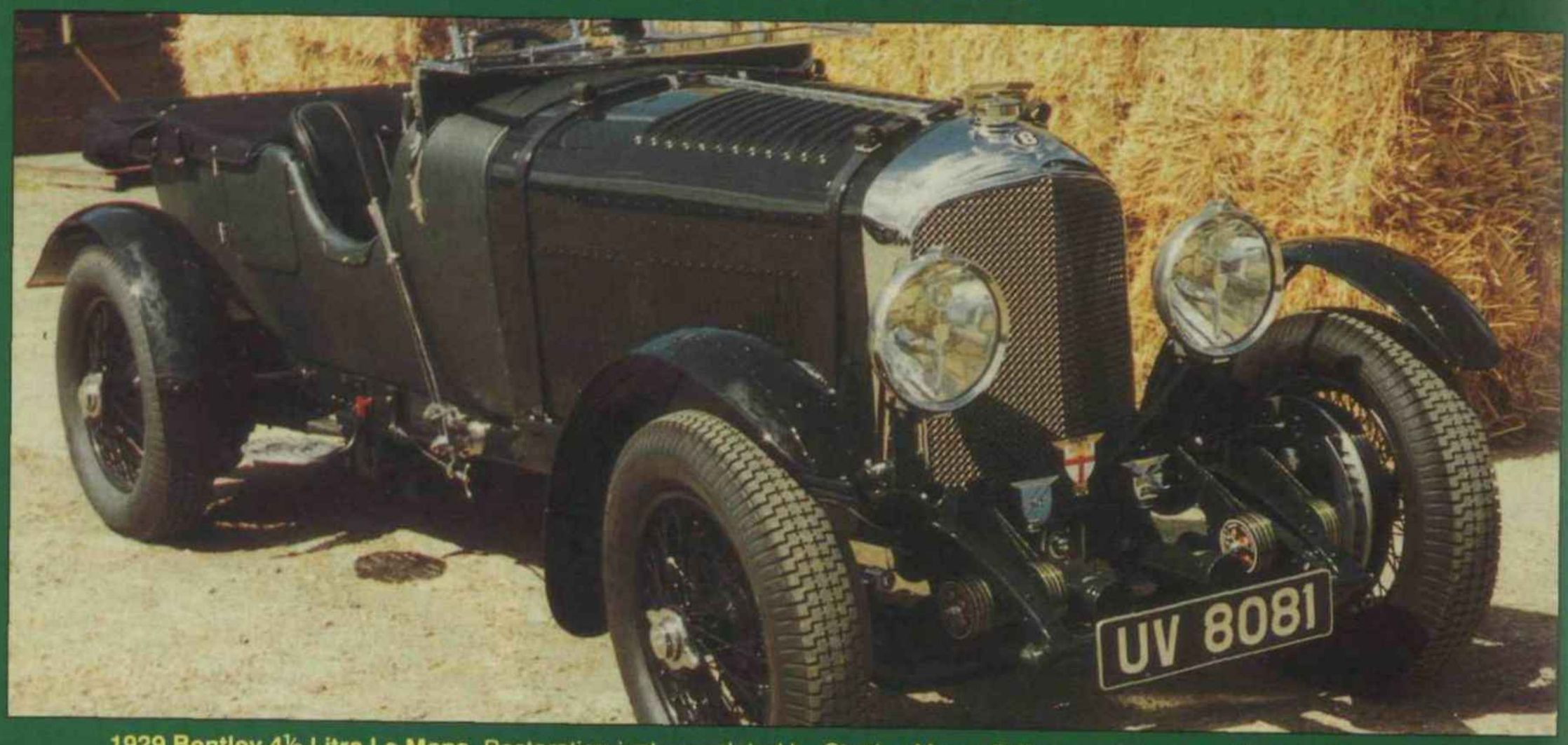
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