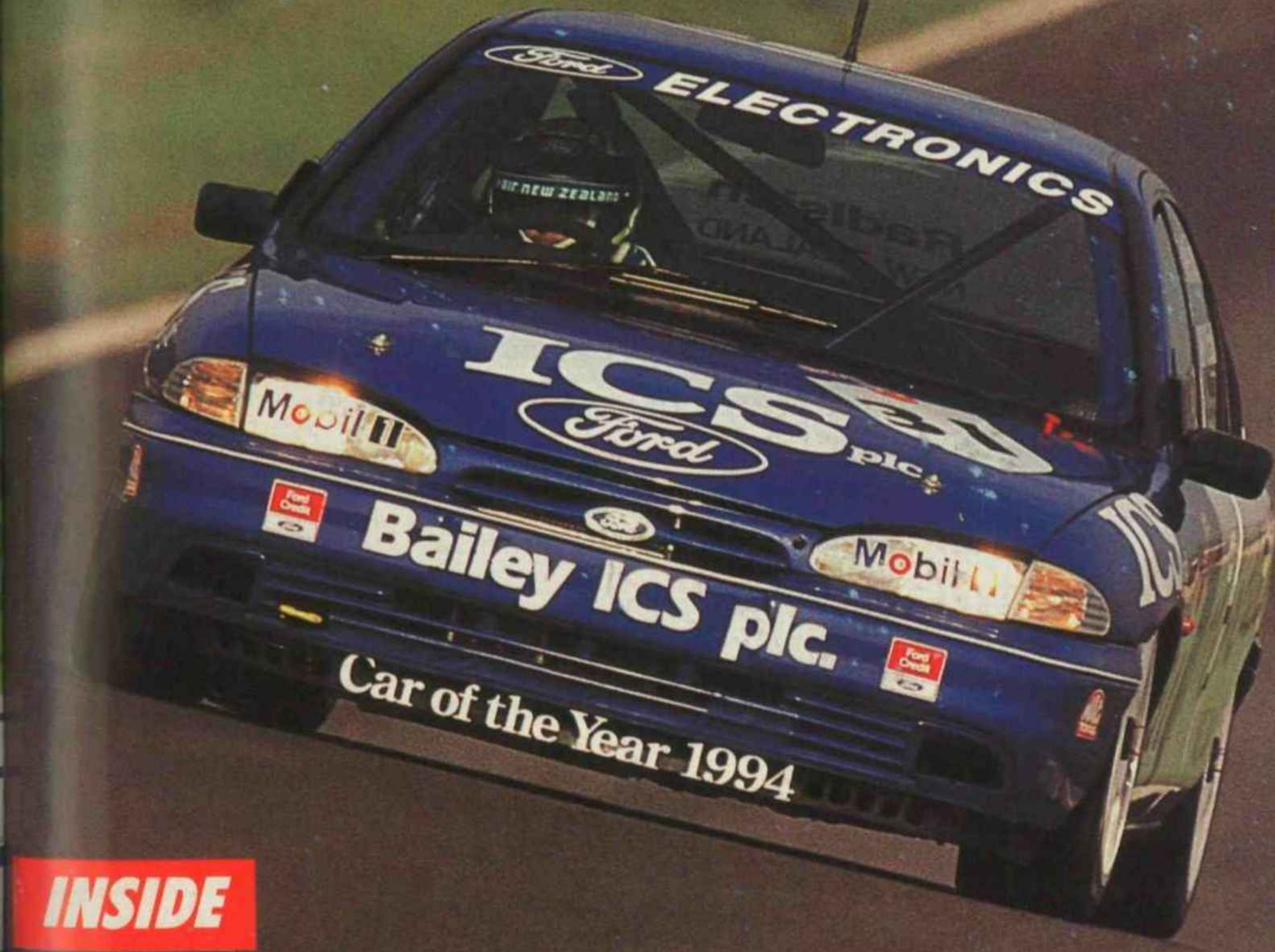
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Radisich retains world title



INSIDE

Schumacher wins on F1 return

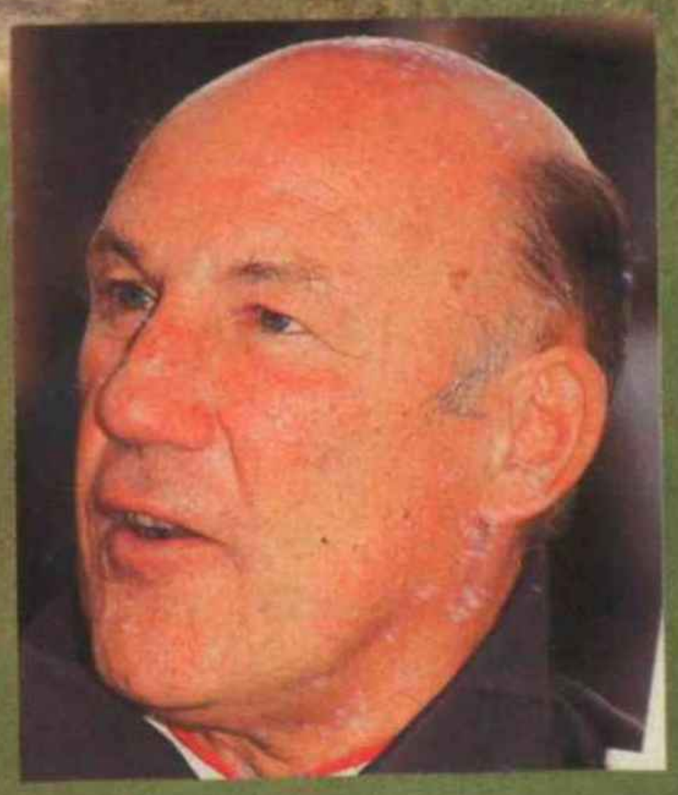
PLUS

Auriol stretches WRC advantage

Nissan 200SX road test

Boullion's F3000 title

McLaren's GT racer



Stirling Moss at 65

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Motor Sport columnist Paul Radisich retained his FIA Touring Car title (main shot). Stirling Moss (inset) recently celebrated his 65th birthday.

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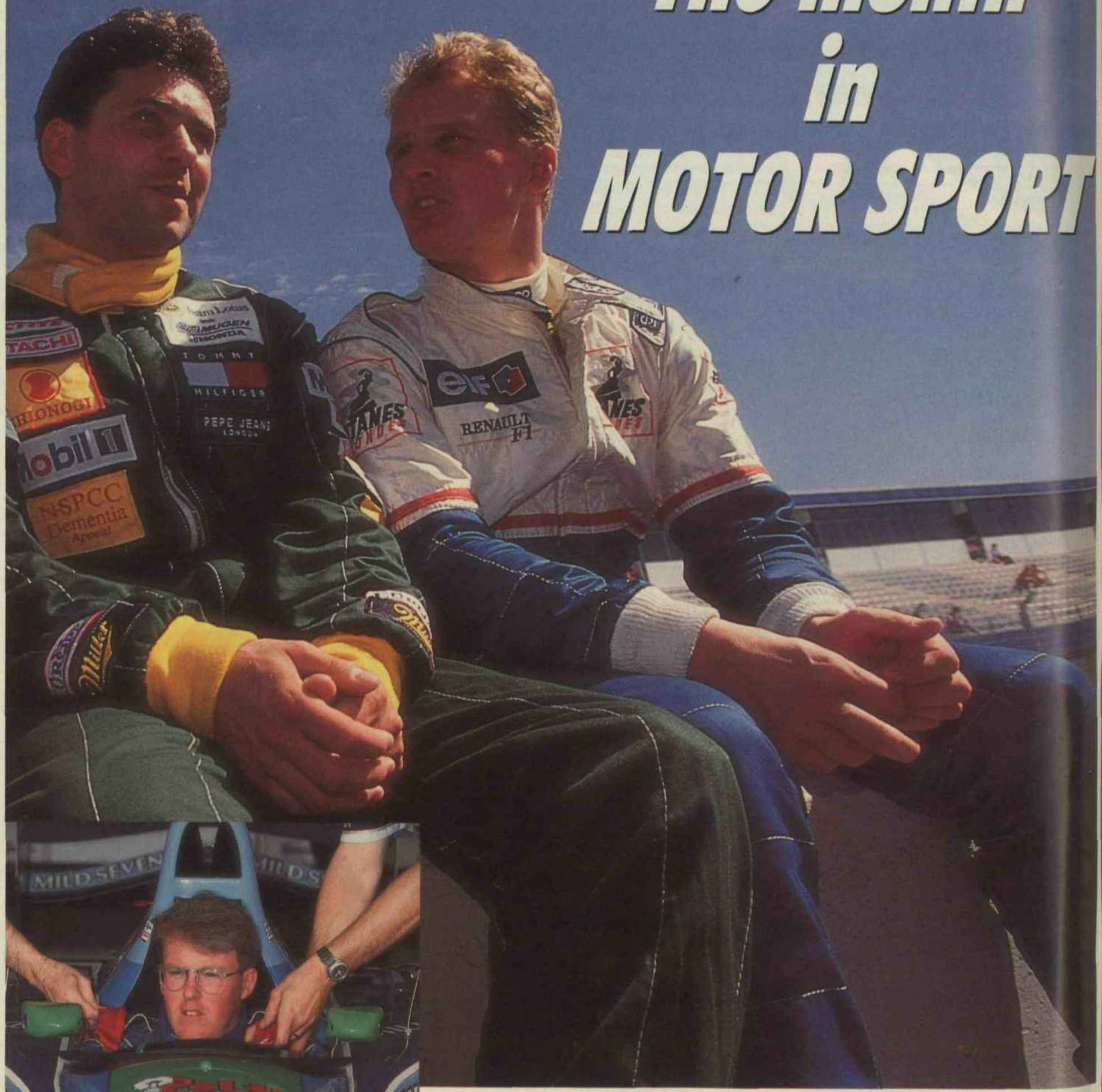
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The month in MOTOR SPORT





Johnny Herbert (right) and Eric Bernard: pawns in the Ligier/Lotus chess game, above. Paul Tracy impressed in Benetton test (far left). Malcolm Wilson (left) – the new British Rally Champion.

SEPTEMBER



15: Registrations for the 1995 WRC close. Only Subaru (above) has put its name down. . .

16: Malcolm Wilson wins the Manx International Rally, and in doing so wraps up the British Rally Championship.

18: The BTCC concludes at Donington, with victories for Paul Radisich (Ford) and Giampiero Simoni (Alfa). It marks Andy Rouse's final BTCC appearance, the preparation wizard having announced his retirement.

18: Nicola Larini (Alfa Romeo) wins both DTM races at Singen, but Klaus Ludwig does enough to secure the title for Mercedes. Emanuele Pirro secures the ITCC title by finishing second to Audi team-mate Frank Biela in both races at Varano.

18: Michael Schumacher's younger brother Ralf wins his first F3 race at Singen. Jörg Müller wins race two, and wraps up the German Championship.

18: Kazuyoshi Hoshino wins the non-championship F3000 race at Tokachi. Rusty Wallace takes NASCAR spoils at Dover.

18: Finishing fourth, behind Greg Moore, at Nazareth, Steve Robertson becomes the first Briton to win the Indy Lights championship. Paul Tracy heads another Penske 1-2-3 in the main event.

18: Stephen Murphy/Mick Morrissey (Escort Cosworth) win the Wexford Rally.

19: Damon Hill re-signs for Williams. Michael Schumacher, meanwhile, will stay with Benetton, despite speculation to the contrary. He has renegotiated his contract, however, so that he will be a free agent at the end of '95.

19: Prodrive is tipped to be launching an F1 programme in 1996, with Subaru.

19: 42 entries are confirmed for the FIA World Touring Car Cup. Amongst them is Gabriele Tarquini, the BTCC champion having secured a last-minute entry.

19: Preferring to save its funds for 1995. Mitsubishi says it will not contest the RAC Rally.

19: Colin McRae wins the Rally Australia, beating Juha Kankkunen by nine seconds.

23: Ligier announces that it has signed Franck Lagorce as test driver.

23: Paul Tracy arrives in Portugal with Benetton, in order to test for the team following the Portuguese GP.

24: Jules Boullion and Vincenzo Sospiri finish 1-2 in the Estoril F3000 race. With one race to go, Boullion is only a point shy of series co-leaders Franck Lagorce and Gil de Ferran. And Sospiri can still take the title, too.

24: Chris Mellors (Sierra Cosworth) wins the Artemis Equipment Forest Stages Rally and, simultaneously, the Mintex National Rally Series.

25: Victory at Estoril takes Damon Hill to within a point of Michael Schumacher in the World Championship. In his last scheduled F1 race of the season, David Coulthard finishes second.

25: Rusty Wallace edges closer to Dale Earnhardt in the NASCAR points table, thanks to victory at Martinsville. Incredibly, Ernie Irvan is fit enough to stage a press conference during the weekend, having made an amazing recovery from the near-fatal injuries he sustained at Michigan.

25: Johnny Cecotto clinches the GTCC for BMW, after winning at the Nürburgring. Steve Soper closes to within three points of JTCC series leader Tom Kristensen after clinching a brace of wins for Suzuka.

25: Michael Duke wins the Irish Formula Ford Festival at Mondello Park.

26: John Cleland (below) is confirmed as Vauxhall's BTCC ace for the next two seasons.

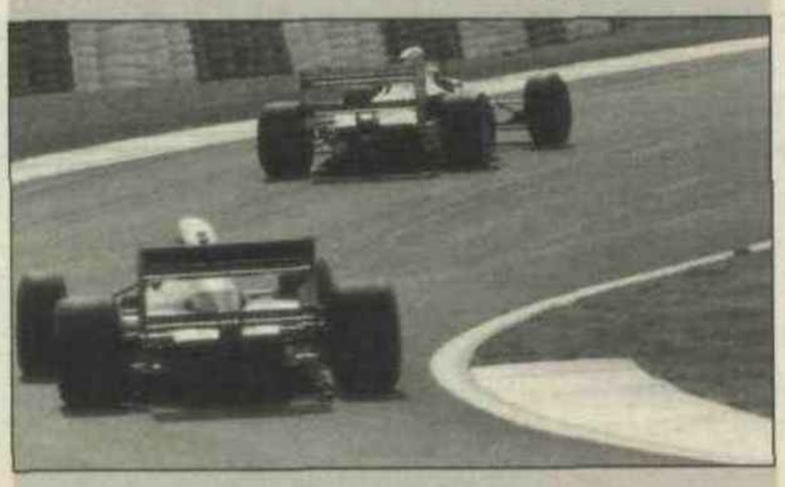


26: François Delecour, without a WRC deal for 1995, may end up driving in cross-country raids for Citroën. . .Didier Auriol, meanwhile, is set to stick with Toyota, and Carlos Sainz is likewise settled at Subaru.

30: A week of F1 testing concludes at Estoril, with the returning Michael Schumacher fastest for Benetton. Paul Tracy impresses on his first F1 acquaintance. The other new face is that of Domenico Schiattarella, who prepares for his Jerez GP debut with Simtek. Luca Badoer tries a Minardi. Occasional Jordan tester Vittorio Zoboli also has a run.

MATTERS OF MOMENT

Quality control



Not long ago, it appeared that Formula One had toughened its act. Some applications for the prized Superlicence, a requisite for those wishing to compete at the highest level, were actually refused.

But things have changed. The genuinely capable *are* still recruited on ability (of this season's crop, David Coulthard and Olivier Panis are the most obvious examples), but at the end of the year there is, increasingly, an unseemly rush by the less financially secure teams to pick up drivers whose appeal lies not in the fact that they are likely to bother Schumacher or Hill (unless while being lapped), but that they can afford to pay handsomely for the privilege of being put in such a position four or five times by the aforementioned.

You can't blame the teams. If that's what it takes to survive in F1, then so be it. The trouble is that, like the current World Championship leader's petulant anti-Hill outburst prior to Jerez, it cheapens F1's image and diminishes its value as a showpiece.

It was noticeable in Formula 3000 this year that the number of 'gentleman drivers' was on the increase, to the concern of many leading teams. There was more than one occasion when a leading runner was eliminated by the haphazard behaviour of one such. Again, their presence was a simple question of economic necessity.

And now, a similar thing is happening in Formula One.

There are those who will argue that it was ever thus, that there have always been makeweights loitering at the tail end of F1 fields. True enough, but the whole point about modern F1 is that it is geared only to accept serious entries. Prospective new teams are required to lodge hefty deposits to prove they have the wherewithal to compete; apply the same principle to the driver market and you attract a richer, but less qualified, clientele.

It is surely time that the FIA imposed minimum qualifications for F1 graduates. A national F3 title and/or a proven history of success there and in Formula 3000 should become compulsory.

That might not suit F1's economic requirements right now, but it's a measure that's required for the sake of the sport's credibility.

S A

OCTOBER

2: Jules Boullion's third straight F3000 victory, at Magny-Cours, makes him the 10th FIA European champion. Franck Lagorce finishes second in the race, and the series. Former Lotus team manager Trevor Foster is present at the race; he wants to set up an F3000 team in 1995. Victory for Jean-Philippe Belloc in the supporting F3 race brings him the national championship crown.

2: The British F3 season concludes at Silverstone; in teeming rain, Jan Magnussen chalks up his 14th victory of the season.

2: Dick Johnson/John Bowe win the Tooheys 1000 at Bathurst. The meeting is marred by the death of privateer Don Watson, killed in a practice accident.

2: Geoff Bodine takes NASCAR honours at North Wilkesboro. Jeremy Dale's Spice beats the Ferraris in the IMSA finale at Phoenix.

2: The ITCC concludes at Mugello, with wins for Emanuele Naspetti (BMW) and Rinaldo Capello (Audi). Alain Cudini continues his winning run for Opel in the French equivalent, at Montlhéry.

2: The All-Japan F3000 series tightens up after Ross Cheever wins at Suzuka. Richard Dean takes his first F3 win in the main support race.

3: The Grand Prix Mechanics Charitable Trust Day at Silverstone is a great success once again, and raises over £100,000.

4: Peugeot unveils its 306 'kit car' rally contender at the Paris show.

7: Rumours linking Michael Schumacher to a McLaren-Mercedes deal, possibly in 1996, continue to circulate.

8: Vauxhall signs 20 year-old James Thompson to partner John Cleland in the BTCC.

9: Mario Andretti starts his final IndyCar race, at Laguna Seca. The 1978 World Champion is forced to retire from sixth place when his timing chain breaks. Paul Tracy wins again for Penske, a few days before confirming that he will join the Newman Haas team, alongside Michael Andretti, in 1995. Nigel Mansell bows out of America with an eight place finish. Andre Ribeiro wins the FIL support race.

9: Dale Jarrett wins the Charlotte NASCAR race; Dale Earnhardt still leads the points table.

9: Italian F3 champion Giancarlo Fisichella wins the final two rounds of the championship, at Magione. Jörg Müller and Alexander Wurz take F3 honours in the German championship finale at Hockenheim, where the Mercedes 190s of Kurt Thiim and Bernd Schneider take a DTM win apiece, thereby recovering the manufacturers' crown from 1993 winner Alfa Romeo.

9: Will Gollop wins the British Rallycross Championship finale at Croft; Dermot Carnegie is champion.

10: Although Footwork had intimated that Gianni Morbidelli would be replaced by Jean-Marc Gounon for the final three Grands Prix, the Italian confirms that he has found the means to continue with the team. Elsewhere, Hideki Noda is confirmed as



Eric Bernard entertained passengers at the GP Machanics Charity Day, right. Peugeot's 306 Maxi "kit car" prototype (below and left), unveiled at the Paris Show, emits 260 bhp from 2 litres.

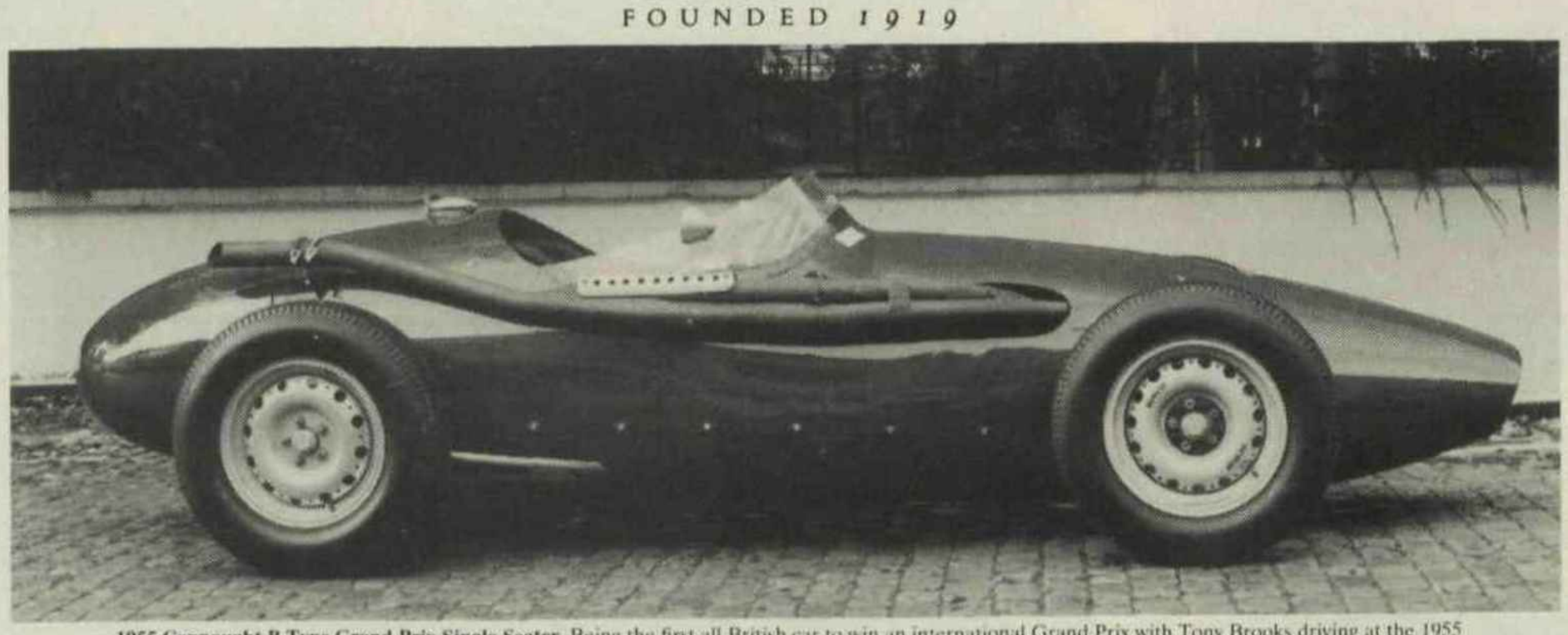


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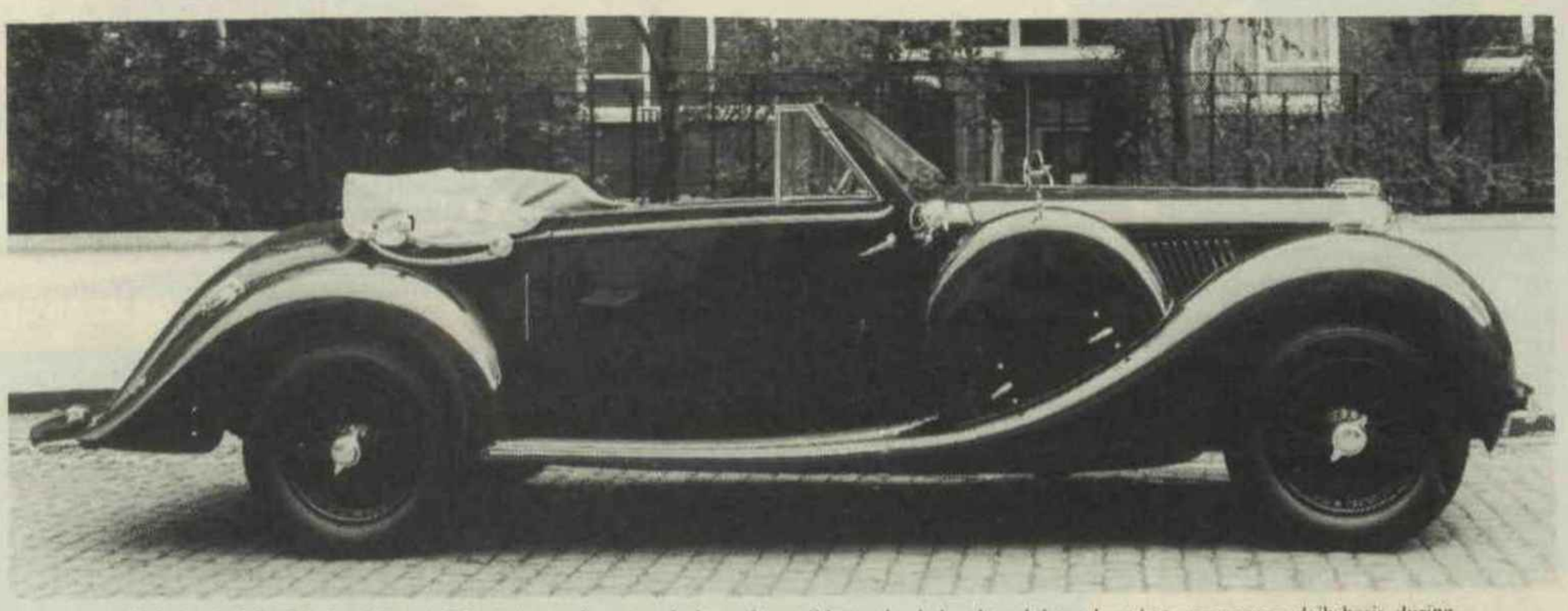
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Larrousse's second driver for the balance of the season.

10: Honda confirms that it will enter two Accords in the 1995 BTCC.

12: As F1 personnel prepare to travel to Spain, Ligier announces that it has signed Johnny Herbert with immediate effect, to replace Eric Bernard, who is recruited by Lotus for the European GP. Team Lotus administrator Robson Rhodes is pressing on with disposal of assets to satisfy creditors; Herbert's contract is thought to have been sold for around £1.5M.

13: Didier Auriol wins a thrilling Sanremo Rally, elevating himself to the position of clear favourite for the WRC title. Alister McRae wins the Formula 2 section for Nissan.

13: The UK press picks up on remarks made by Michael Schumacher, to the effect that Damon Hill is not a worthy adversary. Hill ignores the bait. The two later shake hands in an apparent reconciliation at Jerez.



16: Michael Schumacher wins the European GP at Jerez. During the course of the weekend, Peter Sauber says that Monaco accident victim Karl Wendlinger will be fit to test at Paul Ricard within a few days.

16: Paul Radisich retains the FIA Touring Car Cup at Donington Park. Stories during the weekend link Ron Dennis and Mike Earle with Audi's 1995 BTCC plans. . .Radisich also wins the somewhat violent TOCA Shoot-Out which concludes the meeting. The International F3 invitation race, in which control Dunlops are deployed for the first time, falls to Christophe Tinseau after Olly Gavin spins off. Gavin recovers to finish second.

16: Victory at Fuji gives Marco Apicella a 10-point lead over Andrew Gilbert-Scott in the All-Japan F3000 series, with two races remaining. The Englishman finishes fifth, after starting from the pit lane.

16: Malcolm Wilson wins the Midland Rally, part of Ford's build-up to the RAC.

17: Back from Jerez, Nigel Mansell turns up at Brands Hatch to announce a partnership with the circuit's associated racing schools, which will henceforth carry his name.

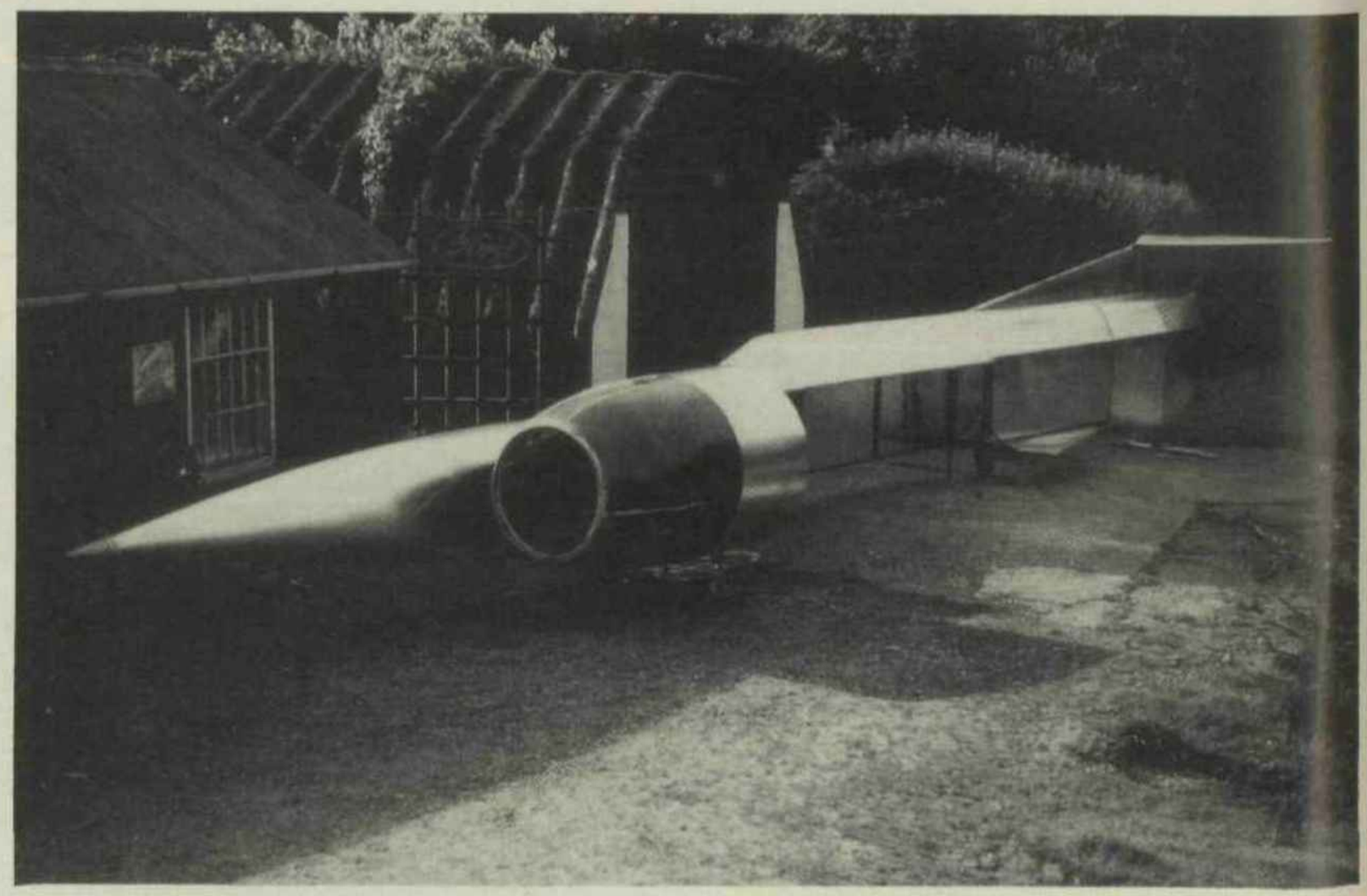
17: Tommi Mäkinen signs to drive for Mitsubishi in the 1995 WRC.



THIS peculiar device (above) has been causing no small amount of concern for the RAF at Yeovilton, with curious helicopter crews making daily hovering visits to monitor its progress. It's not a downed warplane, but a fullscale, longitudinally sliced mock-up of Thrust SSC which, by the time this issue of MOTOR SPORT reaches the bookstalls, will have appeared on Richard Noble's Sound Barrier challenge stand at the Motor Show.

Jeff Luff (left, below) is no stranger to unusual vehicles, his movie model making experience beginning with the original Thunderbird 2, and with his colleague, Historic Group 6 racer Ryan Hodges, he produced the 54 foot long steel, aluminium and glass-fibre creation in a little over 10 days.

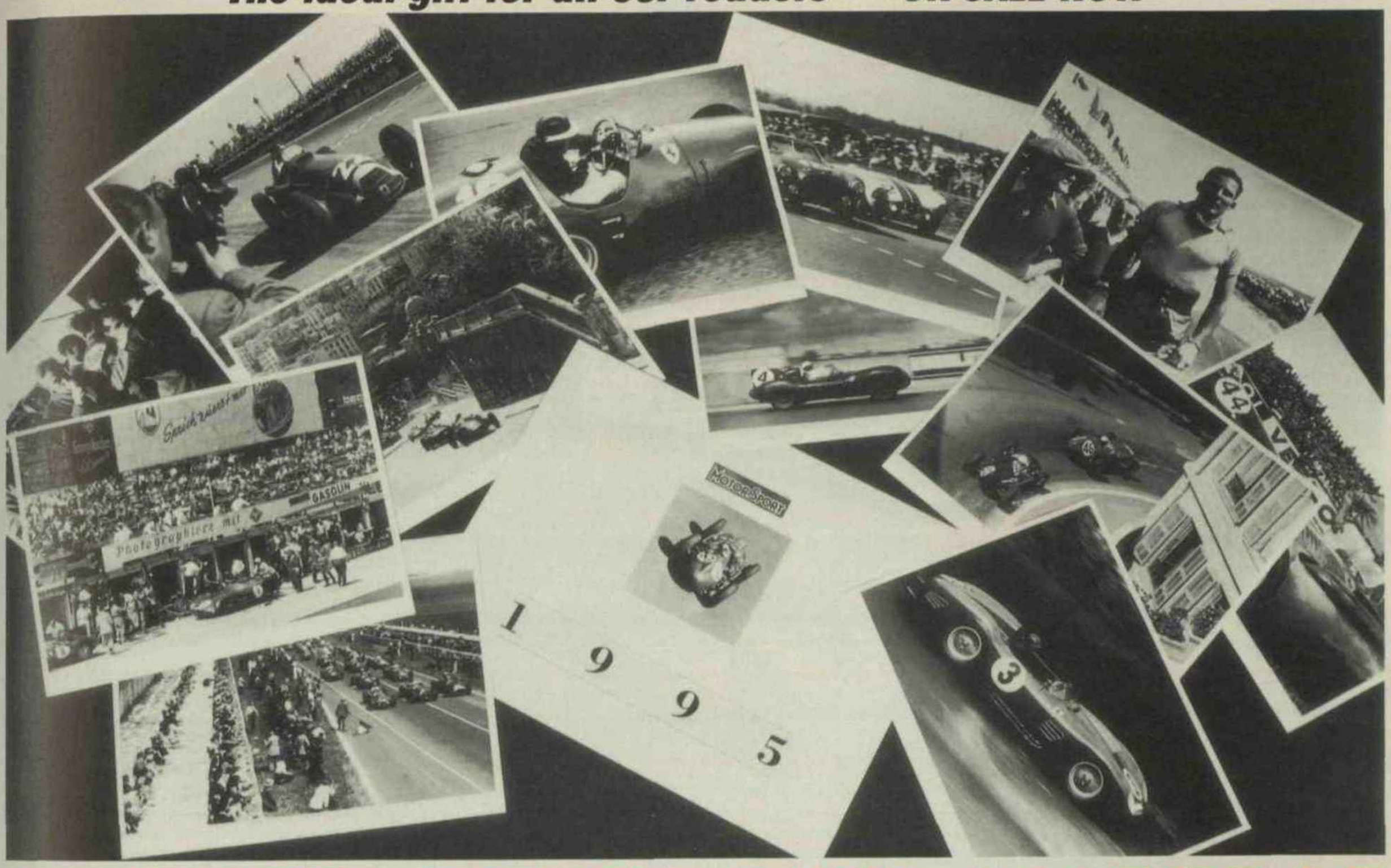
Luff's remarkable skills extend to smaller models too. He does a quite exceptional line in small-scale Jaguar D-Types in his spare time.



NOVEMBER FIXTURES

Date	*Venue*	*Event*	*Type*
Nov 1/3	**Lloret de Mar, Spain**	**Cataluña Rally**	**INT**
Nov 6	Hyde Park, London	London-Brighton Run	INT
Nov 6	**Suzuka**	**Japanese GP**	**INT**
Nov 6	Snetterton	BRSCC winterseries	R
Nov 13	**Adelaide**	**Australian GP**	**INT**
Nov 13	Fuji, Japan	F3000	INT
Nov 13	Atlanta, USA	NASCAR	INT
Nov 13	Brands Hatch	BRSCC winterseries	R
Nov 19/20	Nottingham	RAC Historic Rally	INT
Nov 20	Nottingham	Rally Britannia	N
Nov 20	Macau	F3 GP, touring cars	INT
Nov 20	Snetterton	BRSCC winterseries	R
Nov 20	Lydden Hill	Rallycross	R
Nov 20/23	**Chester**	**Network Q RAC Rally**	**INT**
Nov 27	Suzuka, Japan	F3000	INT
Nov 27	Brands Hatch	BRSCC winterseries	R

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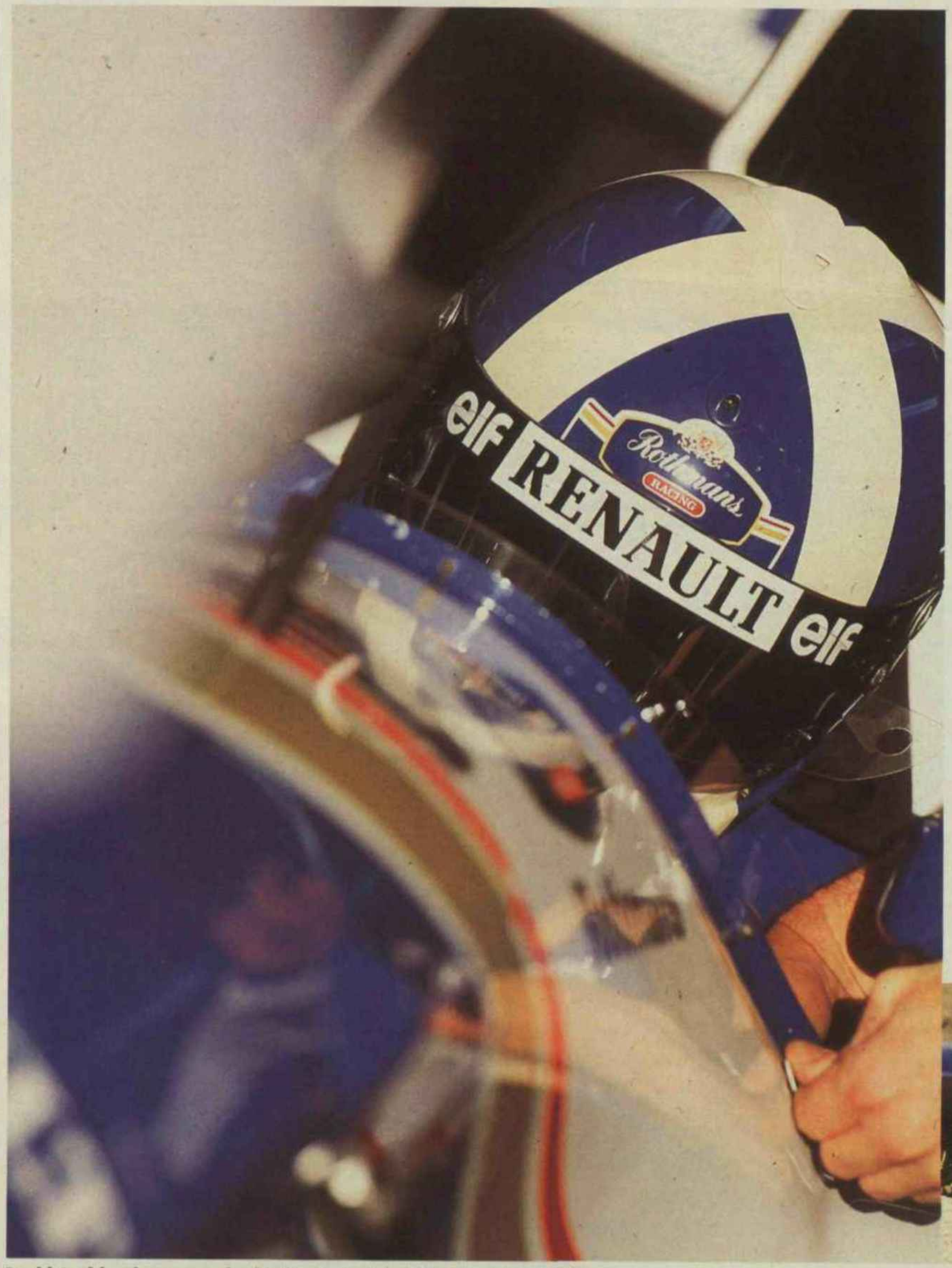
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Hill on target



Despite a practice inversion, Damon Hill duly took the 10 points he needed in Portugal to draw all but level with the absent Michael Schumacher's World Championship lead



David Coulthard prepares for his final scheduled 1994 start in a Williams.

As a race, the Portuguese Grand Prix only really lasted seven laps. From his second pole position of the year, the 10th of his career, and Ferrari's second in succession, Gerhard Berger had sped his 412T1B into the lead from the Williams duo which had snapped at is heels throughout qualifying. But where Damon Hill had survived an inversion on Friday afternoon after colliding with a spinning Eddie Irvine, and had lined up alongside Berger on the front row, now it was team-mate David Coulthard who had made the better start.

Initially Berger drew away, but by lap five Coulthard had the reins on him and was beginning to size up his prey. With its torque-demanding slow corners Estoril shouldn't have suited the Ferrari as well as it appeared to in qualifying, but in the race its speed was partly explained by Berger's plan to stop three times, where most other top runners planned only two calls for fuel and tyres. The indications were by the fifth lap that the Austrian had already started to shoot his bolt, for Coulthard was within striking distance despite his heavier fuel load. It may have been only his eighth Grand Prix – and the last he was scheduled to undertake in 1994 – but the Scot lacks nothing in the self-confidence department.

"I could see that Gerhard had started to hurt his tyres, and he was making some small mistakes. I knew it would be difficult to overtake him, but I thought that I could probably pressure him into a mistake if I got close enough. . ."



Rubens Barrichello finished fourth for Jordan.



Gerhard Berger springs into what was to be a fairly short-lived lead, while Coulthard gets the jump on team-mate Hill on the run down to Turn One.

Fate denied him the need for that, for heading towards the new right-hander that led the cars to a very tight new hairpin left (where Hill had come to grief with Irvine in qualifying), the Ferrari slowed and pulled off to the right.

"This morning in the warm-up the car wasn't brilliant," said the dejected Gerhard, "but we managed to fix the set-up problems and in the race it was great. I had no problem in keeping the Williams-Renaults behind me."

There was a little bit of gamesmanship in there when he said that, but in any case a broken transmission shaft in the gearbox's hydraulic pump rendered the point academic.

That development left us with a Monza scenario all over again, with Coulthard confidently leading Hill. Indeed, the Englishman was beginning to drop back. From 3.4s on lap 12, the gap was 5.9s by lap 15. "David was going well and I had difficulty staying with him, there is no question about it," admitted Damon. On its first set of Goodyears his FW16B was oversteering too much. Coulthard lost his lead when he pitted for fuel on lap 18, and then Hill surrendered it in turn to Alesi with his own stop next time around. His was the quicker of the two Williams services, and when they resumed racing they were back together again. Moreover, Hill's car was now handling as it should.

What would Coulthard do now? Would he repeat his gallantry of Monza and slow to let Hill take the lead? Or, bearing in mind that he was due to be squeezed out of the team at the next race to make room for Nigel Mansell, and also that he had plenty of offers from high calibre teams, would he be tempted to fight to the finish? Or would he stay ahead as long as he could before ostentatiously obeying team orders?

Such questions would receive no answers, for he made an error of judgement on lap 28 which allowed the vigilant Hill to snatch a lead he never then lost.

Coulthard came up to lap Dalmas going into the new right-hander, only to realise a fraction too late the speed difference between the Larrousse and his Williams. He had to throttle back quickly and move to the right, and as he got on to the dirt on the outside of the corner Hill struck speedily dived down the inside in the tight left-hander to follow Dalmas through and grab the lead. The indications are that Coulthard did not appreciate the move.

"First of all, I had not been expecting Damon to try to pass there because after what happened in practice, he had quite rightly shown some concern about that corner in the drivers' briefing. In the present situation it would not have been popular with the team if both our cars had come together. But this is what racing is all about: he did a very clean overtaking manoeuvre... and next time we are battling I will remember that corner. . .

"If I had turned in as usual we would have crashed. But Damon had enough of his car inside me to make it clear that I had to move over – and the surface was slippery where I ran wide to let him through. It was a good opportunistic move by him in a situation where I was held up by traffic and had not guarded the inside."

In truth, he simply got it wrong and then made rather a meal of things in the post-race conference. For sure, Hill's move was opportunistic, but had he not overtaken he would have had to brake heavily to allow his team-mate to sort things out. It was just one of those things.



"Next time we are battling I will remember that corner . . ."

The incident that befell Alesi on lap 39 was as well. The Frenchman had settled into a charging third place, well clear of the scrap for fourth between Hakkinen and Barrichello, when he chanced upon David Brabham's delayed Simtek in the third corner. On lap 16 he had bent a trackrod end after colliding with Erik Comas's Larrousse, and now he turned in across Alesi just as the Ferrari driver was diving for an apparently open door.

There is, of course, little love lost between these two following their contretemps at Monaco, where Brabham was also being lapped by the Ferrari.

"Everything was fine until I suddenly found myself in the sand at Turn Three. At first I wasn't sure who the culprit was. But, when I saw it was Alesi, I can't say I was surprised," said Brabham.

Alesi, understandably in view of what the television monitors recorded as the Simtek moved across on the Ferrari, took a differing view.

"He already closed the door on me at Monaco, and what bothers me more is that Brabham has never bothered to come and say sorry that he didn't see me," said Jean. "It was a real shame, as the car was going well and nobody was going to take my third place."

The Simtek team rather unwisely claimed that Alesi had 'unceremoniously punted' Brabham off, but the stewards disagreed and imposed a one-race ban on the Australian, suspended for three races.

This was not to be the only time that backmarkers came close to affecting the outcome of the Portuguese GP. Hill tapped the back of Bernard's Ligier at one stage, and then Jean-Marc Gounon all but lost control of the other Simtek at one stage coming through the right-hander that leads to the hairpin behind the pits. It twitched on to the grass on the right-hand side as he over-corrected a slide, then shot back on to the track just as the Williams-Renaults came by. Hill went to the right of it, Coulthard to the left. There, nothing daunted, the Scot tried an opportunistic move of his own as he tried to dive down the inside of Hill to retake the lead. Damon wasn't interested in that,

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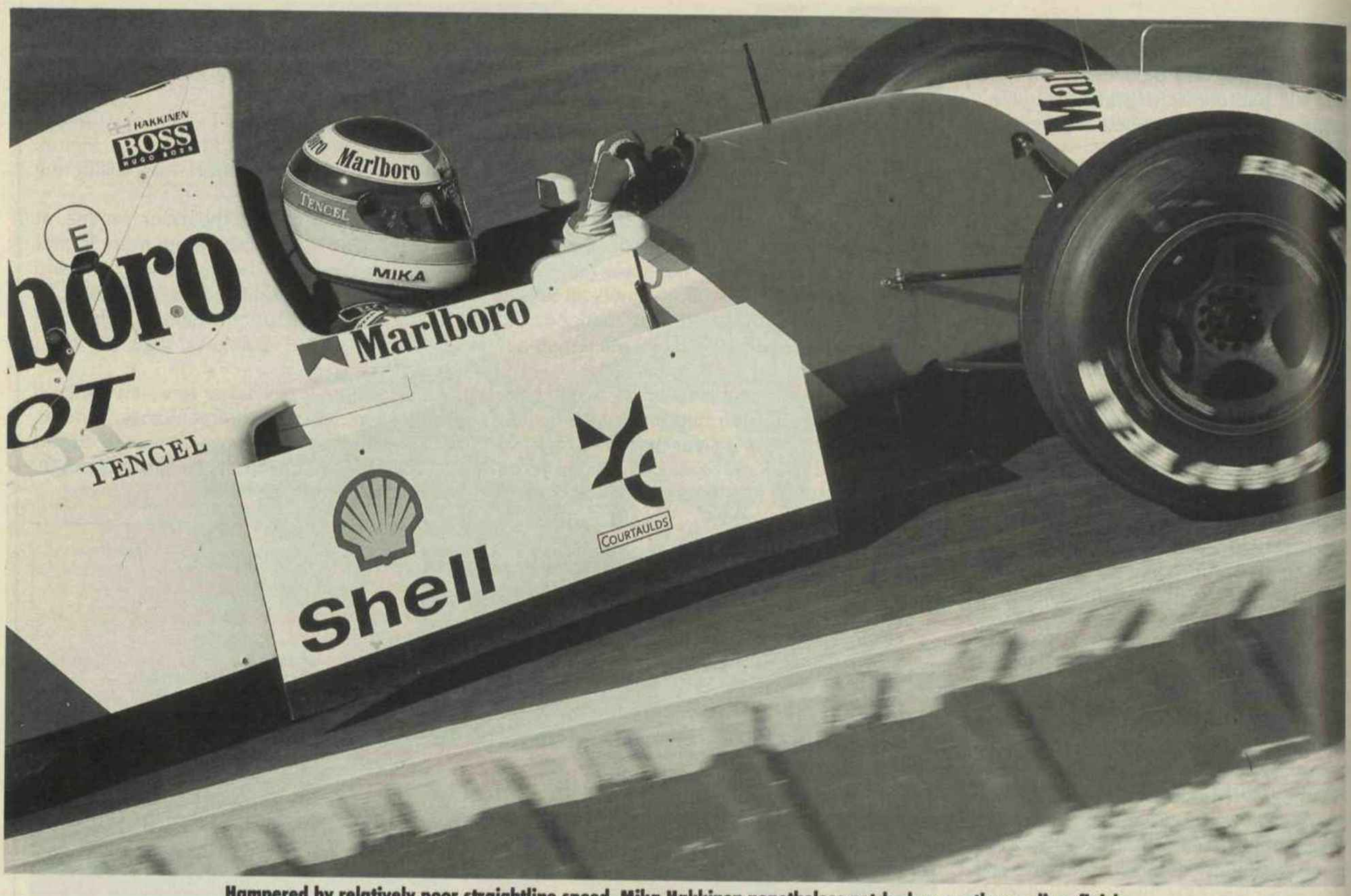
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F1 CLOCK TABLES – RACE REARS CLOCK UNDER LARGE 24" GLASS TOP

WING ENDS FRONT/REAR – NOSECONES EXHAUSTS, TABLE LAMPS



Hampered by relatively poor straightline speed, Mika Hakkinen nonetheless notched up another podium finish.

though, and kept his line and his place.

With Alesi gone after a determined run, Hakkinen was now third ahead of the aggressive Barrichello, who led laps 23 to 25 after Alesi had pitted for fuel, and who would describe this as his toughest race ever. They would race virtually to the finish. At one stage, around the 42 lap mark, they were very close, but gradually Mika eased away. The McLarens looked extremely effective through the first corner in particular, but down the straights they were lamentably slow.

In the closing stages the Brazilian came under serious threat from Jos Verstappen, who was also driving a stylish race in the lead Benetton. The Dutchman had chased hard after Heinz-Harald Frentzen's Sauber in the opening stages, the German getting as high as third by lap 31 by virtue of not pitting for fuel. However, a lap later his gearbox broke, ending an excellent run. Verstappen was thus free to draw away from Martin Brundle, who had shadowed him from the start. They had worked their way back past Christian Fittipaldi, who was only going to stop once in his Footwork, and into fifth and sixth places by lap 40.

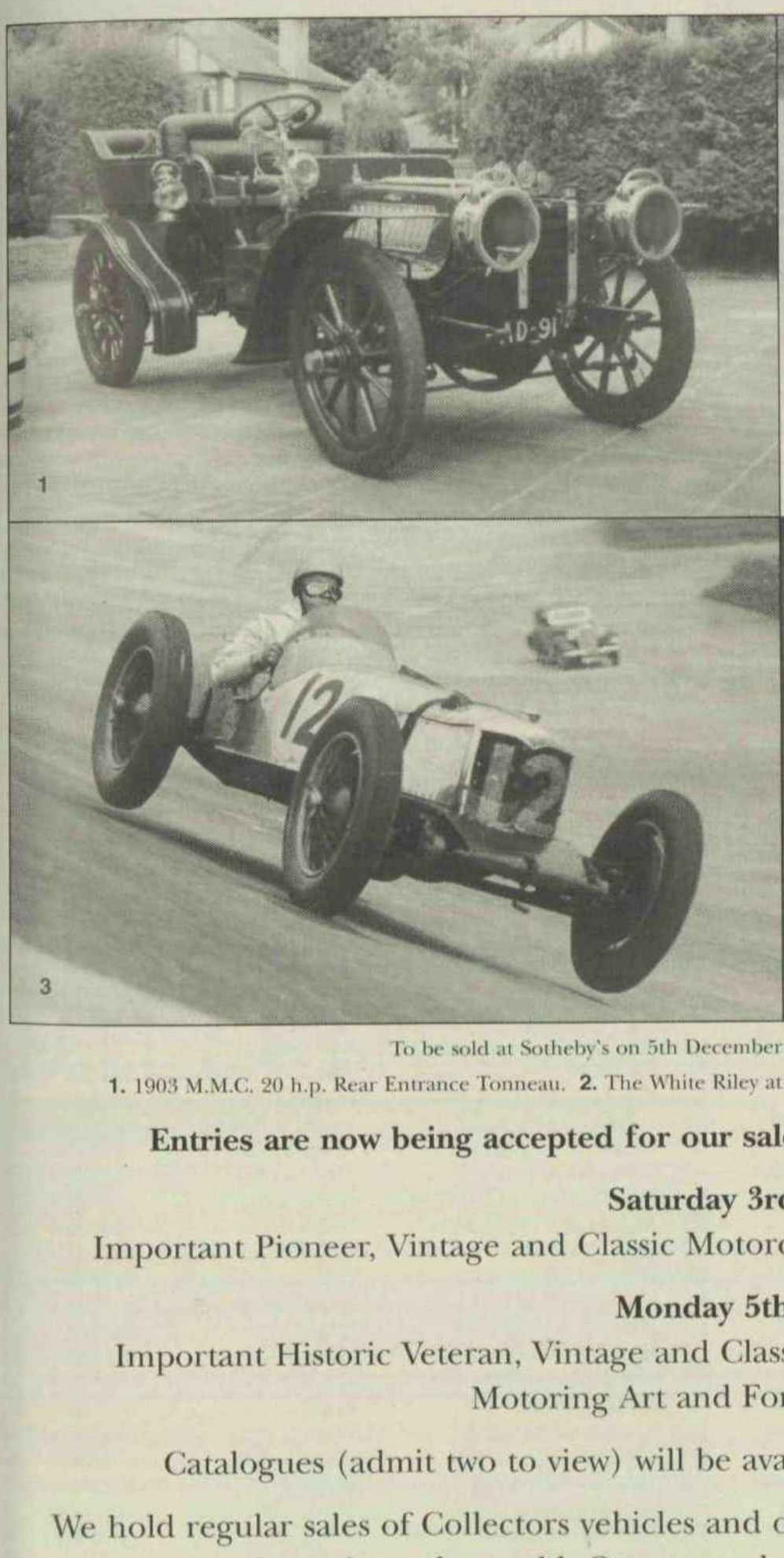
The Dutchman as again driving an intelligent race, for after finding his B194 sliding around alarmingly in the opening stages he had radioed the team to lower the pressures on his second set of tyres. This ploy worked, and by lap 59 he had Barrichello in sight. Three laps later they were nose to tail as they came down into Turn One, but where Barrichello managed to lap Pier-Luigi Martini, Verstappen had to brake hard to avoid the Italian's Minardi, and when they came round again he had to start all over again. It took him another seven laps to get back into a challenging position, but then he had a huge moment coming out of Senna, the very quick final corner. Blundell's Tyrrell-Yamaha had just blown up there – it actually happened right in front of Hill – and though Verstappen was fortunate to get away with running on the grass for a long time, all hope of catching the Jordan was gone. Brundle chased these two home, regretting a mediocre start which he felt robbed him of the chance of exploiting fourth fastest time in the morning warm-up, while Fittipaldi's strong race towards seventh place was eventually foiled by Eddie Irvine, who kept himself out of trouble and was delighted with his Sasol Jordan's behaviour. The Ulsterman had been locked in a big battle with Olivier Panis and JJ Lehto for much of the race, trapped behind the Ligier but able to contain the Benetton. Then, going into Turn One on lap 57, he watched as Coulthard pounced inside to lap the Ligier, and as Panis had to back off and lost momentum, Eddie seized his chance to sweep by the blue car and pull away. Lehto followed suit, but any challenge from the Finn evaporated when JJ put a wheel on the dirt coming out of the corner preceding the new right-hander, and spun off into the barriers. Sadly, that error probably marked the end of his frontline F1 career. Shortly before the end Irvine finally caught and passed the Footwork and pulled clear to take seventh by the flag. Christian hung on for eighth, but Panis' ninth place was cancelled once the scrutineers had found his plank was excessively worn. Ligier no doubt cursed Ken Tyrrell, who had been the only team owner not to sign a qualifying proposal to run titanium skidblocks under the cars to protect the planks from excessive wear, but it may have consoled the French team that Uncle Ken's cars had a dismal day in a race which appeared to promise much after Ukyo Katayama had qualified sixth.



"Sadly, that error probably marked the end of his (JJ Lehto's) frontline F1 career"

The Japanese star had been obliged to start the race from the pit road rather than

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his rightful position on the grid after his engine cut out twice on the formation lap. He got going a minute behind the field and in one of his typical charges had battled his way up to 21st place ahead of the Simteks, Adams and Martini by lap 25. But then his transmission would not select any gears after the first hairpin and he had to retire.

Team-mate Mark Blundell fared little better. He had risen to a strong ninth by the time of his first stop on lap 18, but was unlucky enough to rejoin behind de Cesaris who then resolutely blocked him at every turn and even had him off the road on one occasion. By the time Mark had finally disposed of this irritation and got back into his rhythm and seventh place by lap 39, the chances of points were looking slim, and on lap 62 they disappeared altogether when his Yamaha V10 broke. Its oil was the cause of the lurid moments that befell Verstappen and 11th placed Eric Bernard.

For Lotus and Johnny Herbert there was nothing but bitter disappointment after the stifled promise of Monza. The team went the wrong way on set-up from the start in qualifying, its cause not helped when Herbert spun and later had his times discounted after a push-start on Friday afternoon. In the race the 109 struggled throughout, and it was only in testing the following week, with the suspension softened, that Herbert was able to slice two whole seconds off his qualifying time. That would have put him eighth on the grid, but that was then and the race was now.

Lotus' morale was scarcely bolstered by Philippe Adams's thoroughly unimpressive form in the second car, into which he was for some unfathomable reason allowed to step even though his money had yet to come through. He trudged round, slowly and off the throttle in turn two, to finish 17th, the last runner.

Martini, Alboreto and Dalmas fought tooth and nail throughout in one of the race's best scraps, with Piero narrowly getting the verdict for 13th place from Michele by 0.7s and Yannick winding up a further 0.8s adrift. Not bad after some 190 miles of racing.

There were tears at Williams when Hill and Coulthard duly reeled off the laps to push the team to the head of the Constructors' Championship and to record the first British 1-2 in a Grand Prix since Damon's old man led Frank's old driver Piers Courage home at Monaco 25 years earlier, but while Coulthard savoured his long overdue podium visit there were strained moments as he made his point about Hill's passing move.

The latter's saturnine face grew darker still as he listened, before he gently made the point that the drivers had agreed not to pass there in the opening laps as it is so tight, but that there were no any other agreements as such.

Whatever, Coulthard had made his point to all and sundry with an excellent drive which, in other circumstances, might have yielded victory at only the eighth attempt. And Hill had made his 20 points on Michael Schumacher.

Ruffled that some had thought him overcautious in Italy, he said: "I got 10 points there, which is what I was there for. And I did it here. Now that Michael and I are even, the gloves can come off for the final three races."

As the teams stayed on for further testing, and Schumacher returned with all his – and Benetton's – old speed, the ghosts of 1976 were gently stirring. **DJT**

STARTING GRID



28 BERGER
Ferrari 412 T1
1m 20.608s (1)
1m 21.863s (2)



0 HILL
Williams FW16
1m 20.766s (2)
1m 20.803s (1)



2 COULTHARD
Williams FW16
1m 21.033s (2)
1m 21.120s (1)



7 HAKKINEN
McLaren MP4/9
1m 21.251s (1)
1m 21.700s (2)



27 ALESI
Ferrari 412 T1
1m 21.517s (2)
1m 22.086s (1)



3 KATAYAMA
Tyrrell 022
1m 21.510s (1)
4m 03.441s (2)



8 BRUNDLE
McLaren MP4/9
1m 21.656s (1)
1m 22.035s (2)



14 BARRICHELLO
Jordan 194
1m 21.796s (2)
1m 21.839s (1)



30 FRENTZEN
Sauber C13
1m 21.921s (2)
1m 22.795s (1)



6 VERSTAPPEN
Benetton B194
1m 22.000s (2)
1m 22.614s (1)



9 FITTIPALDI
Footwork FA15
1m 22.132s (2)
1m 22.636s (1)



4 BLUNDELL
Tyrrell 022
1m 22.288s (1)
1m 22.971s (2)



15 IRVINE
Jordan 194
1m 22.294s (2)
1m 23.411s (1)



5 LEHTO
Benetton B194
1m 22.369s (2)
1m 22.613s (1)



26 PANIS
Ligier JS39B
1m 22.672s (2)
1m 23.711s (1)



10 MORBIDELLI
Footwork FA15
1m 22.756s (2)
1m 22.974s (1)



29 DE CESARIS
Sauber C13
1m 22.885s (1)
1m 22.888s (2)



23 MARTINI
Minardi M194
1m 23.243s (1)
1m 23.464s (2)



24 ALBORETO
Minardi M194
1m 23.364s (1)
1m 24.186s (2)



12 HERBERT
Lotus 109
1m 23.408s (2)
No time (1)



25 BERNARD
Ligier JS39B
1m 23.699s (2)
1m 25.039s (1)



20 COMAS
Larrousse LH94
1m 24.192s (1)
1m 24.306s (2)



19 DALMAS
Larrousse LH94
1m 24.438s (1)
1m 24.920s (2)



31 BRABHAM
Simtek S941
1m 24.514s (2)
1m 24.527s (1)



11 ADAMS
Lotus 109
1m 25.313s (1)
1m 25.708s (2)

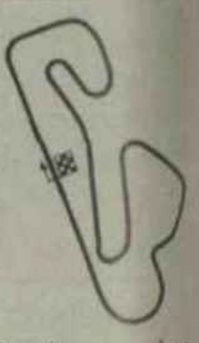


32 GOUNON
Simtek S941
1m 25.649s (2)
1m 25.686s (1)

Did not qualify:
GACHOT (Pacific PR01) 1m 27.960s/1m 27.385s
BELMONDO (Pacific PR01) 1m 32.706s/1m 29.000s

FIA FORMULA 1 WORLD CHAMPIONSHIP

PORTUGUESE GRAND PRIX, Estoril, September 25
71 laps of 2.709-mile circuit (192.339 miles)



Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW16-Renault V10	1h 41m 10.165s	1m 22.997s	10
2	David Coulthard	GB	Williams FW16-Renault V10	1h 41m 10.768s	1m 22.446s	12
3	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 41m 30.358s	1m 23.819s	6
4	Rubens Barrichello	BR	Jordan 194-Hart V10	1h 41m 38.168s	1m 23.806s	69
5	Jos Verstappen	NL	Benetton B194-Ford Zetec-R V8	1h 41m 39.550s	1m 23.702s	58
6	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	1h 42m 02.867s	1m 24.325s	60
7	Eddie Irvine	GB	Jordan 194-Hart V10	70 laps	1m 23.930s	61
8	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	70 laps	1m 24.716s	5
DQ	Olivier Panis	F	Ligier JS39B-Renault V10	70 laps – undersize plank	1m 24.804s	42
9	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	70 laps	1m 24.275s	6
10	Eric Bernard	F	Ligier JS39B-Renault V10	70 laps	1m 24.069s	7
11	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	70 laps	1m 24.748s	3
12	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	69 laps	1m 25.690s	15
13	Michele Alboreto	I	Minardi M194-Ford HB V8	69 laps	1m 26.577s	39
14	Yannick Dalmas	F	Larrousse LH94-Ford HB V8	69 laps	1m 26.288s	58
15	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	67 laps	1m 26.192s	19
16	Philippe Adams	B	Lotus 109-Mugen Honda V10	67 laps	1m 27.082s	4
Rtd	Mark Blundell	GB	Tyrrell 022-Yamaha V10	61 laps – engine	1m 24.564s	18
Rtd	JJ Lehto	SF	Benetton B194-Ford Zetec-R V8	60 laps – accident	1m 24.728s	10
Rtd	Andrea de Cesaris	I	Sauber C13-Mercedes V10	54 laps – differential	1m 25.568s	10
Rtd	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	38 laps – accident	1m 23.236s	3
Rtd	David Brabham	AUS	Simtek S941-Ford HB V8	36 laps – accident	1m 25.760s	19
Rtd	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	31 laps – gearbox	1m 24.550s	4
Rtd	Erik Comas	F	Larrousse LH94-Ford HB V8	27 laps – suspension	1m 26.786s	4
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	26 laps – gearbox	1m 23.419s	4
Rtd	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	7 laps – gearbox	1m 22.935s	7

Winner's Average Speed: 115.321 mph Conditions: warm, sunny intervals
Fastest Lap: David Coulthard, 1m 22.446s on lap 12, 118.297 mph

Championship points – Drivers: 1 Schumacher 76; 2 Hill 75; 3 Berger 33; 4 Hakkinen 22; 5 Alesi 19; 6 Barrichello 16; 7 Coulthard 14; 8 Brundle 12; 9 Verstappen 10; 10 Blundell 8; 11 Panis 7; 12 Fittipaldi and Larini 6; 14 Frentzen and Katayama 5; 16 Bernard, Martini, de Cesaris and Wendlinger 4; 20 Morbidelli 3; 21 Comas 2; 22 Alboreto, Lehto and Irvine 1.

Constructors: 1 Williams Renault 89; 2 Benetton Ford 87; 3 Ferrari 58; 4 McLaren Peugeot 34; 5 Jordan Hart 20; 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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Hill was tipped over by the hapless Irvine during qualifying.



Blundell heads Panis through the gravel-strewn new section of the circuit.





Out of fortune: the Ferraris of Alesi (left) and pole winner Berger both ran in the top three at different times, but both had retired long before the end.

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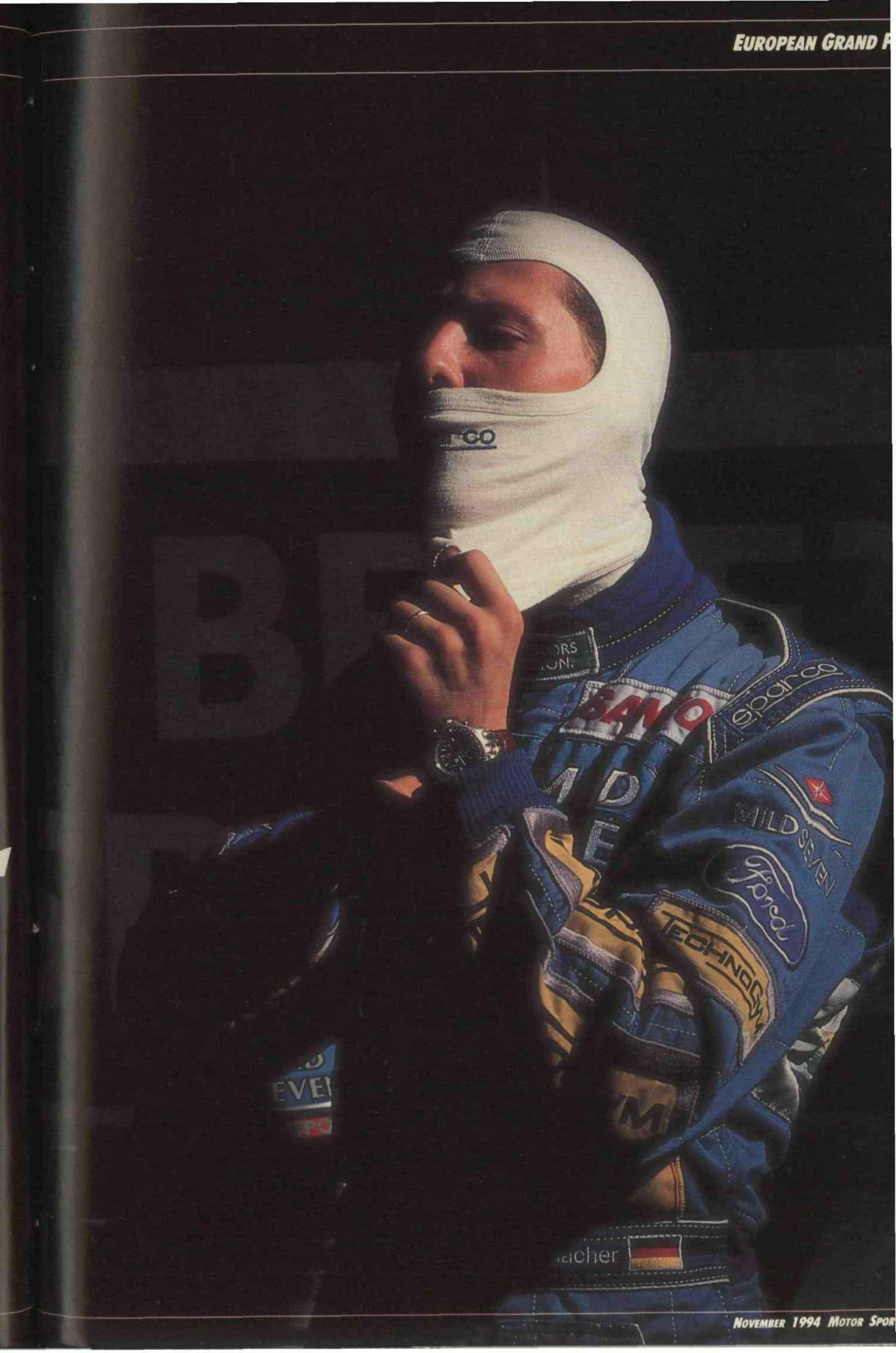
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Schumacher moves closer



On his return from suspension the World Championship leader extends his advantage, as Mansell's comeback fizzles


MILD SEVEN
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MICHAEL SCHUMACHER



On his lonesome. Although he led Schumacher until the first round of stops, Hill was unable to stay in touch thereafter.



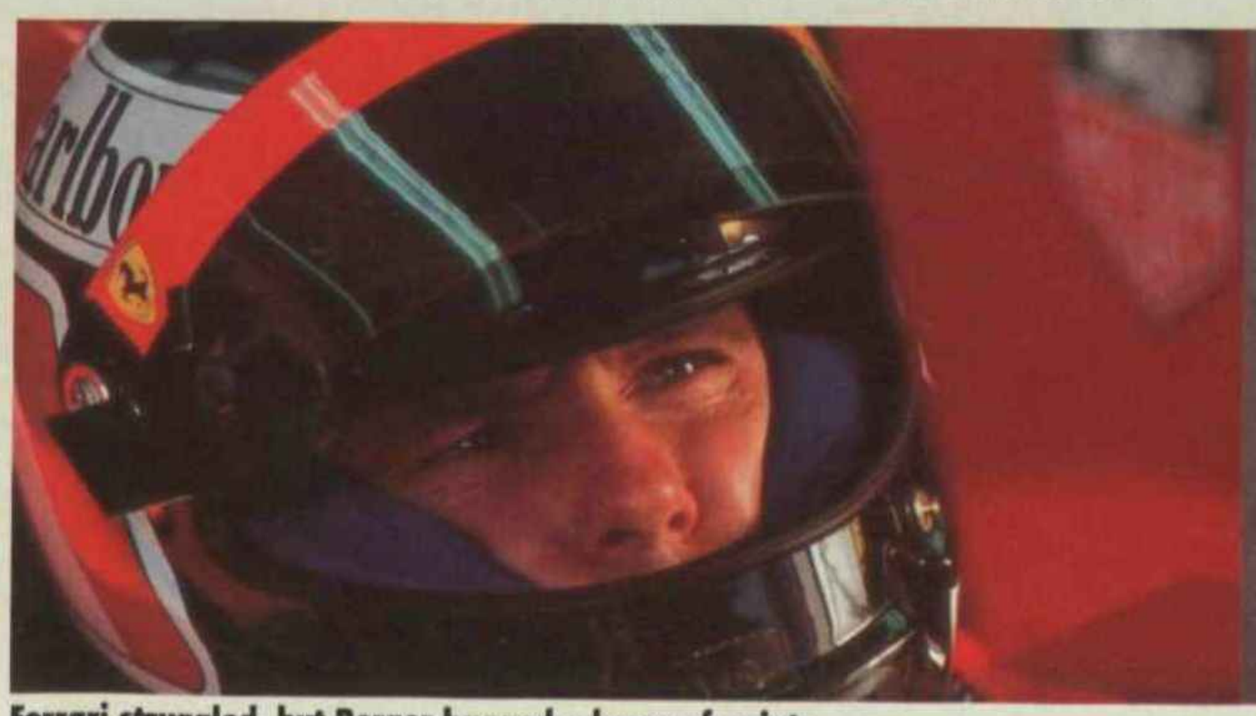
Overtaking is never easy at Jerez. Jean Alesi makes the art even more difficult as he tries to pass Martin Brundle.



Ligier debutant Herbert leads new team-mate Panis and the frustrated Alesi.



Eddie Irvine scored the best F1 result of his career to date.



Ferrari struggled, but Berger bagged a brace of points.



The impressive Frentzen heads Mansell, Barrichello and Berger.

The folly of Jerez as a Grand Prix track was never better illustrated than on the afternoon of Sunday, October 16.

The sherry region's idea of a racetrack provided many of the safety facilities that were so conspicuously lacking when Martin Donnelly had his awful accident in 1990, the last time the F1 circus visited it, but one thing was desperately absent: anywhere to overtake. Like Jarama, it created follow-my-leader chasing, not racing.

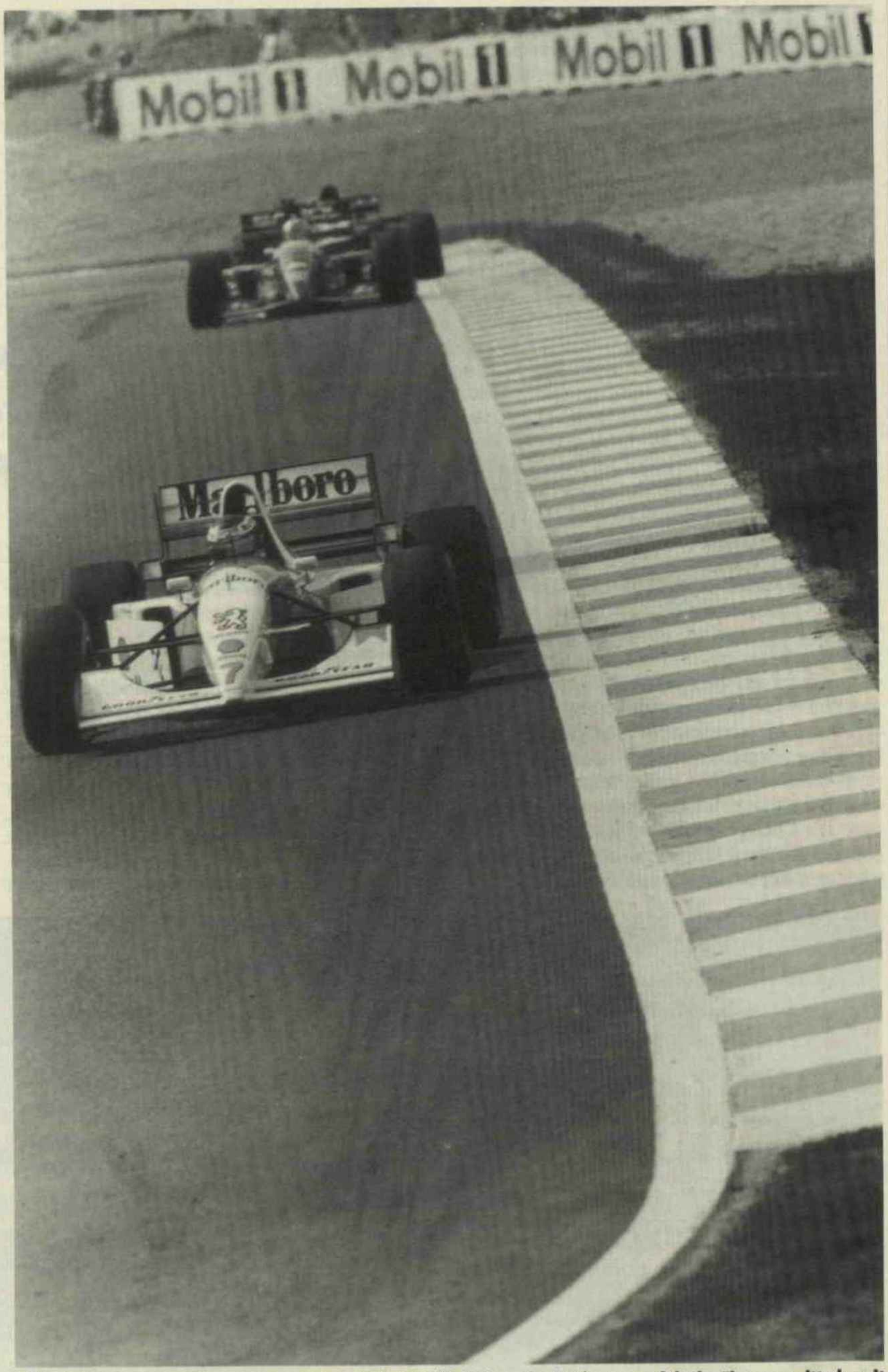
For the first 18 laps it seemed that we had the makings of a race, when Damon Hill won the all-important drag to the first corner and obliged Michael Schumacher to dog his wheeltracks. This was an intensely satisfying moment for Hill, who had been attacked verbally by Schumacher prior to the weekend, in a singularly ill-advised and, ultimately, completely ineffectual attempt at outpsyching. It must have seemed like a good idea at the time to whomever put the German up to it, and Michael's thoughts at this precise moment would have been interesting to record.

"Normally the red light stays on for a shorter time," he said. "This time it was on for. . .quite a long time. I was also very close to the bite point of the clutch, and it heated up and started to drag. I had to come off it again, and when the green light came on I wasn't prepared. Then I bogged down and picked up too much wheelspin. It was a mess. . ."

He had gone to the grid with revised settings on his Benetton as he opted for lower downforce, and there he had a trifle more angle taken off the front wings. After losing the start he found his car more to his liking initially, but then it began to oversteer on its first set of Goodyears. At the time it seemed that he was biding his time before the first scheduled stops, but Ross Brawn admitted that he had been at his limit. In the early going Williams was in control.

All that changed when Hill took on fresh tyres and fuel on lap 18. Schumacher had come in three laps earlier, and as Hill lost ground coming into the pits, Michael pushed extremely hard and was able to speed by as Damon appeared at the pit exit. Now that the Benetton had the advantage, the race as such began to come apart. Where Michael had been as much as two seconds adrift of the Williams at times, now he found his handling was much better and steadily he began to draw away. Tactics were also playing their part, for as it did to its advantage in Magny-Cours and Hungary, Benetton played its three-stop card, where the conservative Williams team again stuck with two. It was noticeable that Schumacher could get through traffic much better, and though this owed much to his innate ability to slice through aggressively, and to Hill's inherent caution in such circumstances, the Williams was also more difficult because it was heavier.

Hill was disappointed and defensive afterwards, and cautious in his comments about team tactics which always seemed to work better for the opposition. "You have to remember that I was ahead of Michael, on a two-stop strategy, when he came out of the pits. That meant that I should have been looking very good."



Mika Hakkinen was under constant pressure from Eddie Irvine; the Jordan team felt the Finn committed a pit lane speeding offence, though he escaped punishment.

It transpired that Williams had called him in early for each of his fuel stops due to a problem with its refuelling equipment. Insufficient fuel went in on the first stop, a massive 95 litres on the second, which made it far heavier than the Benetton.

"I don't really feel that I had bad luck with the backmarkers. Part of the problem was that we had too much fuel in the middle of the race, and it is much more difficult to pass with more fuel in the car," he revealed.

On its second and third sets of tyres Schumacher felt that the Benetton was behaving perfectly, and his only moment of concern after taking control came when Hakkinen slammed the door on him as he was being lapped in Turn One on lap 52.

"This is just the way you like to come back to F1: this is where I left it," said Michael. "I'm really pleased about the way things happened. It has been very difficult in the last two races, for the whole team and me. We proved our strategy was the quickest" – his third stop had gone perfectly on lap 52 – "and I'm just very, very pleased."

Hill's mood was etched all over his face, and he could only be philosophical. "I have to say that I had got my hopes up about doing

well here. Nevertheless, by finishing second my chances of winning the championship are still open. Second place is not, er, great, but it has kept everything alive."

If only the European GP had seemed alive! Contrary to expectations, everyone got through the first corner without incident, but there had been several place changes. Mansell made an awful start, and Frentzen, who had impressed throughout the weekend, leaped through to take a third place that he would thereafter defend very well. Berger and Barrichello also muscled past the second Williams. Rubens pushed ahead of Gerhard during the first lap, so the order as it ended read: Hill, Schumacher, Frentzen, Barrichello, Berger, Mansell, Irvine, Herbert (who had switched to Ligier only days earlier), Hakkinen, Morbidelli, Blundell, Brundle, Alesi, Panis, de Cesaris, Verstappen, Martini, Alboreto, Comas, Zanardi (mercifully recalled to Lotus), Bernard (unceremoniously dumped by Ligier and transferred into a Lotus that would numb him but which he would bravely haul to the finish, to say thanks for the welcome the team gave him), Brabham, Simtek debutant Schiattarella, Fittipaldi, Katayama and second rookie Noda, partnering Comas at Larrousse.

Brundle was back in his race McLaren after the spare, which he had preferred, developed a water leak on the grid. Fittipaldi's brakes weren't fully up to temperature and he ran into the back of Martini's Minardi, losing his own nose and a lap, and initiating undertray damage that would later delay the Italian in a race-long fight with Zanardi's tractionless Lotus. Noda and Katayama had both stalled on the grid, the latter blaming a clutch which had overheated on the formation lap and then started to drag as he tried to hold his Tyrrell on the line.

In the early laps Frentzen had Mansell, Barrichello, Berger, Irvine and Herbert chasing hard after him, the former World Champion moving up to fifth on lap two, then taking the Brazilian for fourth on lap six. He remained there until lap 12, when Rubens pounced again, and then three laps later Mansell came into the pits for a long stop. He had hit the back of Noda's slowing Larrousse, sustaining damage. "It was great being back," he said, "but it was just a very bad start and then I was very unlucky as my front wing caught Barrichello" – a case of mistaken identity; Barrichello confirmed they didn't touch – "as I was passing him. It broke it, we had a very long pit stop and then it was a bad race from then on in." He resumed in 23rd place.

As the sextet fighting for third place had held one another up around lap 13, the train grew to 11 cars as Hakkinen, Morbidelli, Blundell, Alesi and Panis joined them. Brundle should have been there too, having maintained station ahead of old enemy Alesi, but a frustrating weekend ended on lap nine when his Peugeot V10 broke. This time, Peugeot even admitted it!

The individual fuel and tyre stops broke things up after that, but just as he did in Portugal Frentzen was planning a single stop and as the others came in he just kept plugging on. He'd been troubled by food poisoning all weekend, and the team was worried that he might not make it if he stopped twice. The longer he went on, the more apparent it became what an impressive job he had done earlier with his heavier fuel load.

> ***"You appreciated just what a stupid track they were running on. And people wonder why F1 is losing some of its appeal"***

The race pattern settled again by lap 30, with the yet-to-stop Frentzen still third, now well ahead of Hakkinen, Irvine and Berger, then Barrichello was running alone, clear of Herbert, Alesi and Panis, while further back the irrepressible Katayama was pushing very hard after Morbidelli.

Mansell worked back up to 16th place, but on lap 48 he lost control of the FW16B and spun into the gravel and retirement. "The



Focus of attention: Damon Hill contemplates the complexities of life as a public figure.

back end got away from me and I just lost it," he confessed. "It was as simple as that."

As half-distance approached Schumacher dived in for his second stop on lap 33, handing the lead back to Hill, but it was only a temporary loan, for when Damon came in two laps later the 13s pre-stop deficit was restored.

Frentzen came in at last on lap 33, and sadly his bold gamble failed to pay off as he slumped to seventh place, separated from Hill by Hakkinen, Irvine, Berger and Barrichello. Mika was very happy with his MP4/9, while Irvine was driving not only with great panache but also with his head, taking it easy in the first corner and then steadily improving his position as his rivals stopped for fuel and tyres. Berger was just surviving, struggling with the Ferrari's relative lack of torque.

Behind them, Frentzen now had his mirrors full of the Ligiers of Herbert and Panis, which in turn had Alesi looming behind them, but when a driver of Jean's calibre expressed the opinion that overtaking was impossible, you appreciated just what a stupid track they were running on. And people wonder why F1 is losing some of its appeal to touring cars. . .

The second group began its second stops around the 40-lap mark, and this time it was Irvine who stayed out longest in what was without question the most impressive F1 drive of his career. He remained third up to his stop on lap 49, and was more than a little miffed when Hakkinen was able to slip ahead.



Nigel Mansell's return proved to be something of a low-key affair.

"I was five seconds ahead of him before I came in," said Eddie, "we did a really good stop – but suddenly he's ahead of me when I come out again. It seems a bit suspicious to me."

He was clearly inferring that the Finn might not have observed the 80 km/h pit lane speed limit during his own stop, and visual evidence very much suggested that this was the case. Jordan team manager John Walton went to the stewards afterwards when no stop-and-go penalty was levied on the Finn, but was told that nothing untoward had been recorded. It appeared that the men operating the pit lane speed trap had taken their eyes off the ball for a moment, and Hakkinen escaped without punishment.

Irvine pushed very hard after the McLaren in the closing stages, and by lap 58 they were

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almost nose to tail. But as observers began to calculate the doubtful odds against the two of them staying on the track, Eddie began to drop back again.

"To be honest, I decided not to have a go at him. Maybe some other time," he said. "Safety was the way to go today." He finished fourth, nine seconds behind, and very happy with a mature performance.

Berger did his usual professional job in unfavourable circumstances for fifth, while Katayama drove stunningly to make up for his error at the start. His charge brought him on to Frentzen's tail in the closing laps and he actually squeaked ahead under braking for the final corner, but as he went in very deep Heinz-Harald was able to dive back ahead and held him off by two tenths of a second as they sprinted for the line.

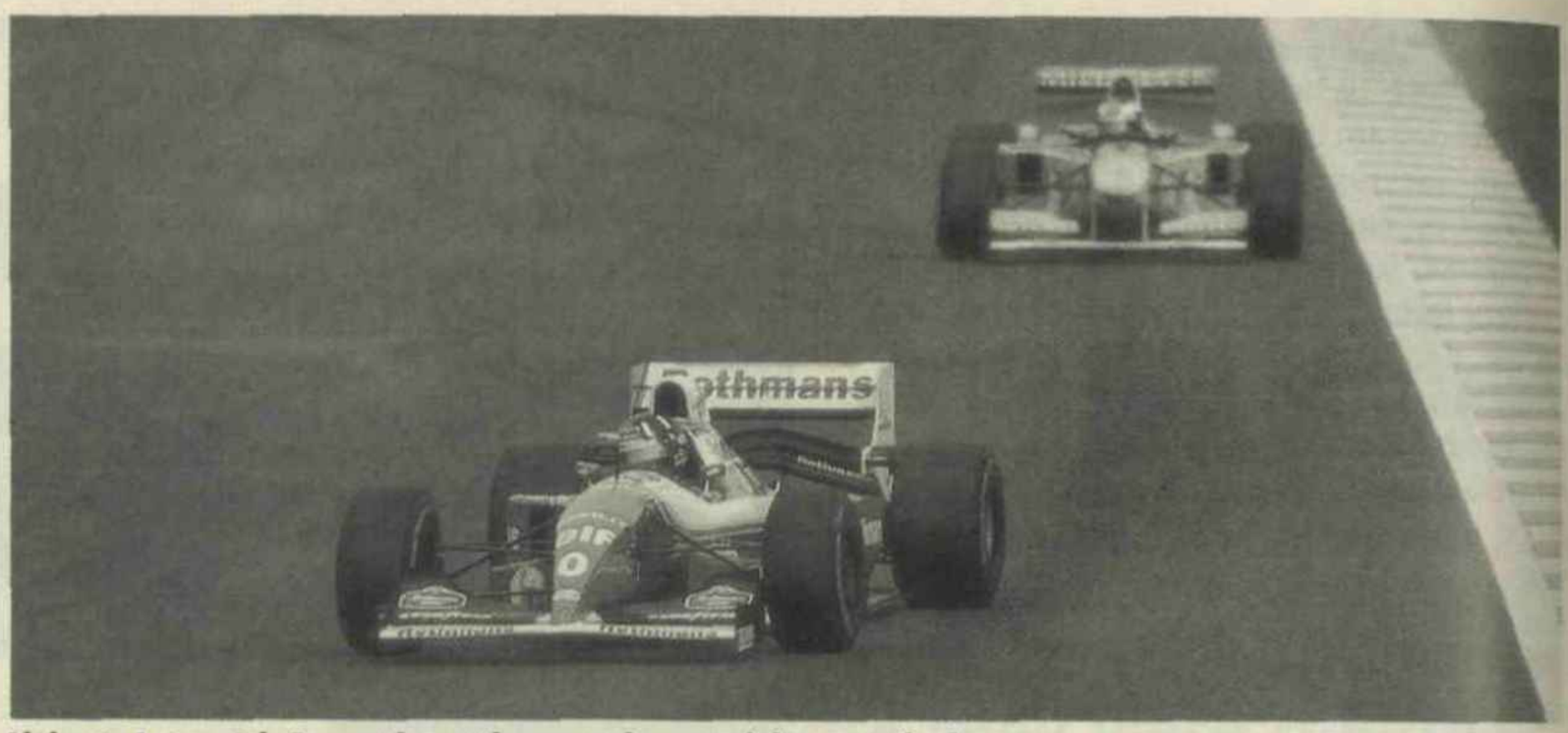
Either of them would have deserved that final point, while Herbert was disappointed not to be more in contention for it, perhaps feeling that Ligier's pit stop strategy hadn't quite worked. Barrichello merited it, too, but 10 laps from the finish his left rear tyre developed a puncture and he fell back to 13th. He was able to fight back past Mark Blundell, who admitted that he still felt physically drained after a difficult race that followed a very nasty accident in qualifying on Saturday afternoon which bore chilling likenesses to Ayrton Senna's at Imola.

Morbidelli, too, deserved better, fighting a Footwork that wasn't as good as it had been in Saturday qualifying. It was just his tough luck that so many others finished this race, and he had to be happy with 11th, behind the disappointed Alesi. Jean was angered on Saturday afternoon when he locked up and spun off on his first flying lap, a mistake which dropped him from eighth on Friday to 16th on the grid, and damned him to a frustrating race.

Of the other notables, Verstappen made a bad start and was trapped behind de Cesaris in 16th place, until he got too impatient and slid into the gravel.

The European Grand Prix was more interesting on paper than in reality, since it stretched Schumacher's points lead from one to five with two races left, and restored Benetton Ford to a narrow two-point lead over Williams Renault in the constuctors' table. Such statistics aside, it might yet have more historical importance as the last race for the once great Team Lotus, unless serious finance could be injected to get the beleaguered team to Susuka and Adelaide.

DJT



Ligier to Lotus: Eric Bernard was the pawn in a straight swap deal.

STARTING GRID



0 HILL
Williams FW16
1m 22.892s (2)
1m 24.137s (1)



5 SCHUMACHER
Benetton B194
1m 22.762s (2)
1m 24.207s (1)



30 FRENTZEN
Sauber C13
1m 23.431s (2)
1m 24.184s (1)



2 MANSELL
Williams FW16
1m 23.392s (2)
1m 24.971s (1)



28 BERGER
Ferrari 412 T1
1m 23.677s (2)
1m 25.079s (1)



14 BARRICHELLO
Jordan 194
1m 23.455s (2)
1m 24.700s (1)



10 MORBIDELLI
Footwork FA15
1m 24.079s (2)
1m 26.048s (1)



25 HERBERT
Ligier JS39B
1m 24.040s (2)
1m 26.241s (1)



15 IRVINE
Jordan 194
1m 24.157s (2)
1m 24.794s (1)



7 HAKKINEN
McLaren MP4/9
1m 24.122s (2)
1m 25.275s (1)



6 VERSTAPPEN
Benetton B194
1m 24.643s (2)
1m 35.441s (1)



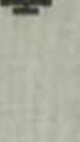
26 PANIS
Ligier JS39B
1m 24.432s (2)
1m 25.384s (1)



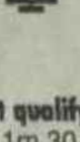
4 BLUNDELL
Tyrrell 022
1m 24.770s (2)
1m 25.995s (1)



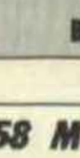
3 KATAYAMA
Tyrrell 022
1m 24.738s (2)
1m 26.304s (1)



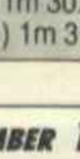
27 ALESI
Ferrari 412 T1
1m 25.182s (1)
1m 44.801s (2)



8 BRUNDLE
McLaren MP4/9
1m 25.110s (2)
1m 25.942s (1)



29 DE CESARIS
Sauber C13
1m 25.407s (1)
1m 25.411s (2)



23 MARTINI
Minardi M194
1m 25.294s (2)
1m 25.812s (1)

24 ALBORETO
Minardi M194
1m 25.511s (2)
1m 26.744s (1)

9 FITTIPALDI
Footwork FA15
1m 25.427s (2)
1m 26.094s (1)

11 BERNARD
Lotus 109
1m 25.595s (2)
1m 28.047s (1)

12 ZANARDI
Lotus 109
1m 25.557s (2)
1m 26.973s (1)

19 NODA
Larrousse LH94
1m 27.168s (2)
1m 29.041s (1)

20 COMAS
Larrousse LH94
1m 26.272s (2)
1m 28.042s (1)

32 SCHIATTARELLA
Simtek S941
1m 27.976s (2)
1m 30.069s (1)

31 BRABHAM
Simtek S941
1m 27.201s (2)
1m 28.388s (1)

Did not qualify:
GACHOT (Pacific PR01) 1m 30.099s/1m 29.488s
BELMONDO (Pacific PR01) 1m 31.162s/1m 30.234s

EUROPEAN GRAND PRIX, Jerez, October 16
69 laps of 2.752-mile circuit (189.888 miles)



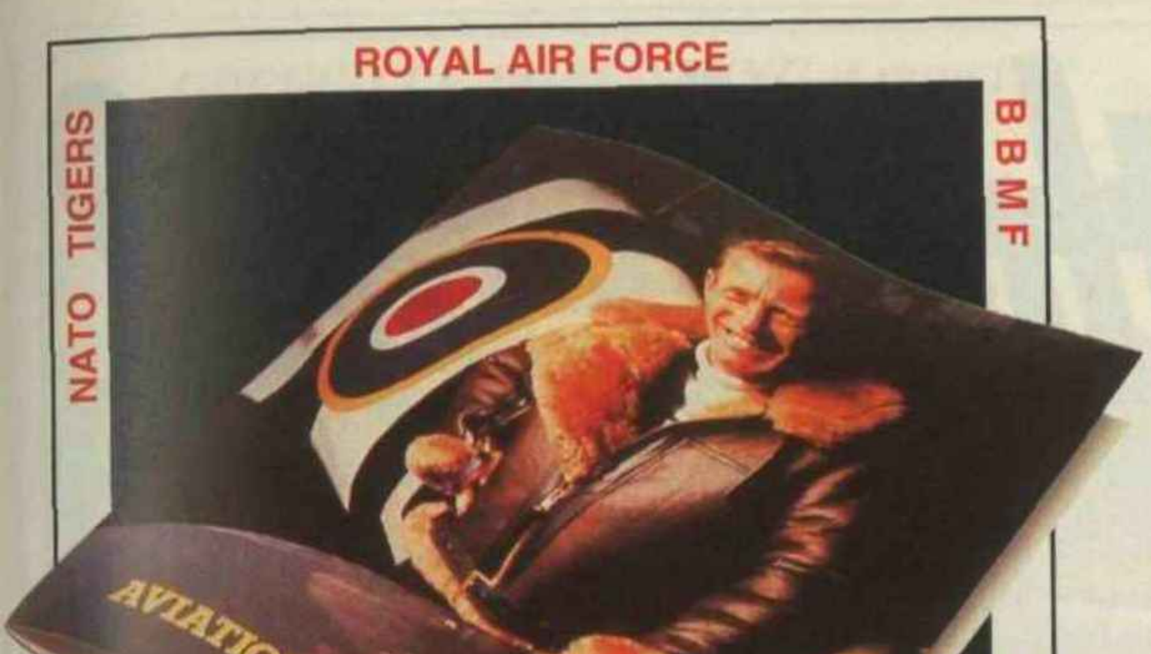
Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 40m 26.689s	1m 25.040s	17
2	Damon Hill	GB	Williams FW16-Renault V10	1h 40m 51.378s	1m 25.532s	10
3	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 41m 36.337s	1m 26.656s	60
4	Eddie Irvine	GB	Jordan 194-Hart V10	1h 41m 45.135s	1m 26.259s	52
5	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	68 laps	1m 26.629s	40
6	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	68 laps	1m 26.947s	56
7	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	68 laps	1m 26.511s	59
8	Johnny Herbert	GB	Ligier JS39B-Renault V10	68 laps	1m 27.040s	63
9	Olivier Panis	F	Ligier JS39B-Renault V10	68 laps	1m 26.613s	59
10	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	68 laps	1m 26.410s	67
11	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	68 laps	1m 26.651s	54
12	Rubens Barrichello	BR	Jordan 194-Hart V10	68 laps	1m 26.629s	62
13	Mark Blundell	GB	Tyrrell 022-Yamaha V10	68 laps	1m 27.392s	42
14	Michele Alboreto	I	Minardi M194-Ford HB V8	67 laps	1m 27.952s	13
15	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	67 laps	1m 28.551s	44
16	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	67 laps	1m 28.467s	67
17	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	66 laps	1m 27.030s	25
18	Eric Bernard	F	Lotus 109-Mugen Honda V10	66 laps	1m 29.147s	6
19	Domenico Schiattarella	I	Simtek S941-Ford HB V8	64 laps	1m 30.912s	51
Rtd	Nigel Mansell	GB	Williams FW16-Renault V10	47 laps – spun off	1m 26.448s	36
Rtd	David Brabham	AUS	Simtek S941-Ford HB V8	42 laps – engine	1m 29.307s	21
Rtd	Andrea de Cesaris	I	Sauber C13-Mercedes V10	37 laps – throttle cable	1m 27.635s	37
Rtd	Erik Comas	F	Larrousse LH94-Ford HB V8	37 laps – electrics	1m 27.755s	17
Rtd	Jos Verstappen	NL	Benetton B194-Ford Zetec-R V8	15 laps – spun off	1m 28.249s	15
Rtd	Hideki Noda	J	Larrousse LH94-Ford HB V8	10 laps – electrics	1m 30.525s	4
Rtd	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	8 laps – engine	1m 28.355s	7

Winner's Average Speed: 113.41 mph Conditions: warm, but cloudy
Fastest Lap: Michael Schumacher, 1m 25.040s on lap 17, 116.48 mph

Championship points – Drivers: 1 Schumacher 86; 2 Hill 81; 3 Berger 35; 4 Hakkinen 26; 5 Alesi 19; 6 Barrichello 16; 7 Coulthard 14; 8 Brundle 12; 9 Verstappen 10; 10 Blundell 8; 11 Panis 7; 12 Fittipaldi, Frentzen and Larini 6; 15 Katayama 5; 16 Bernard, Martini, de Cesaris, Irvine and Wendlinger 4; 21 Morbidelli 3; 22 Comas 2; 23 Alboreto and Lehto 1.

Constructors: 1 Williams Renault 97; 2 Benetton Ford 95; 3 Ferrari 60; 4 McLaren Peugeot 38; 5 Jordan Hart 23; 6 Tyrrell Yamaha 13; 7 Ligier Renault and Sauber Mercedes-Benz 11; 9 Footwork Ford 9; 10 Minardi Ford 5; 11 Larrousse Ford 2.

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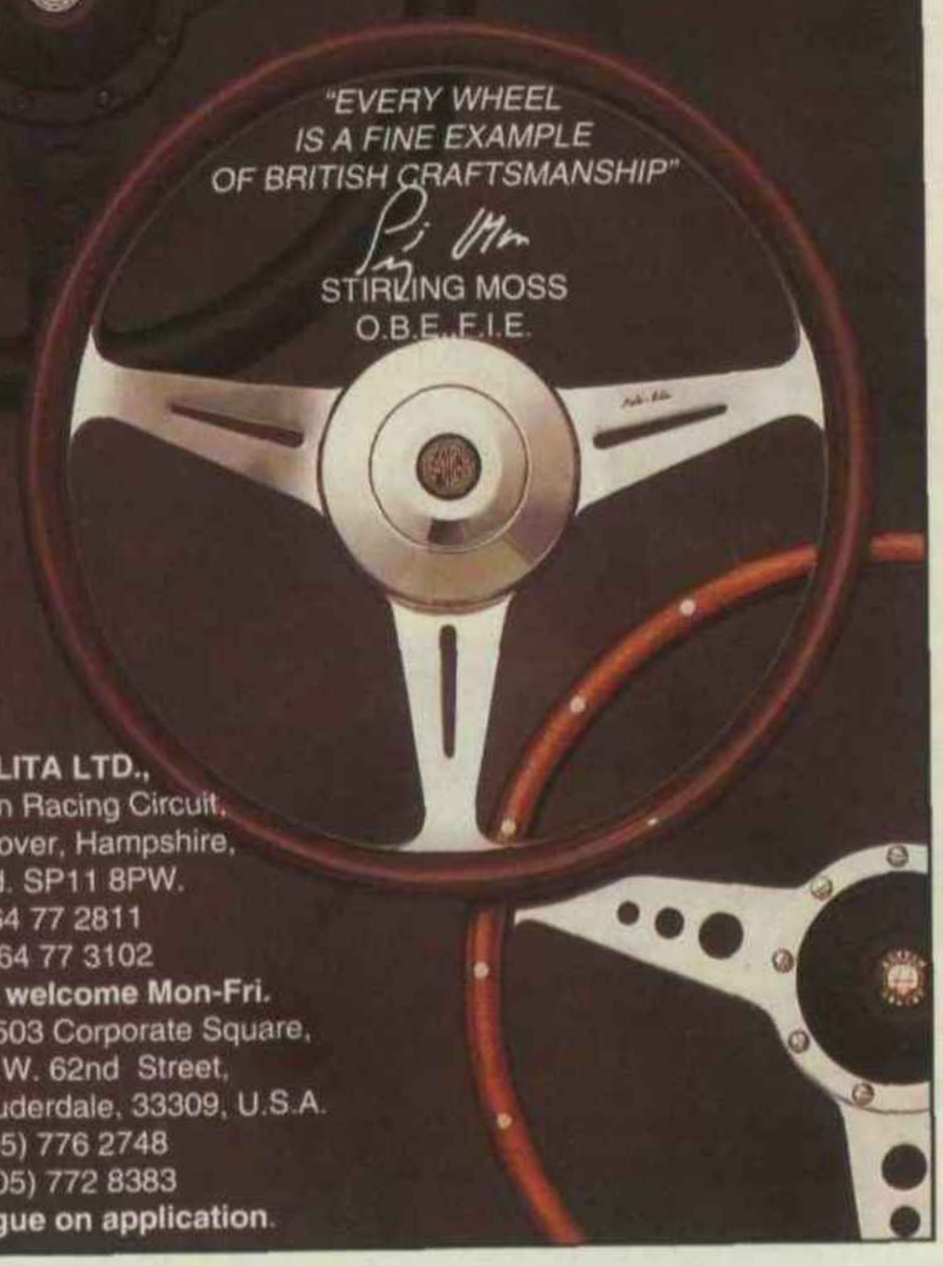
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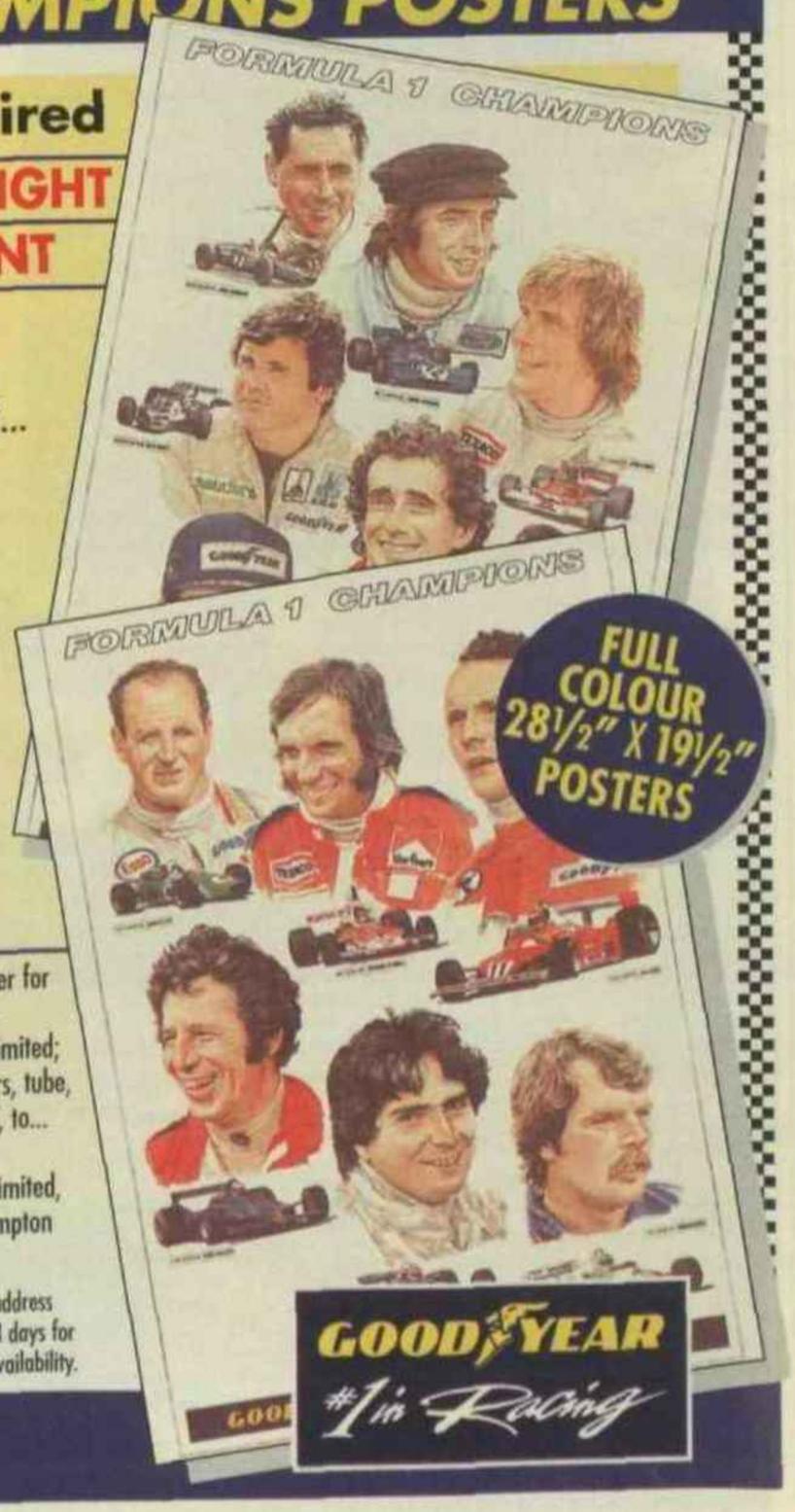


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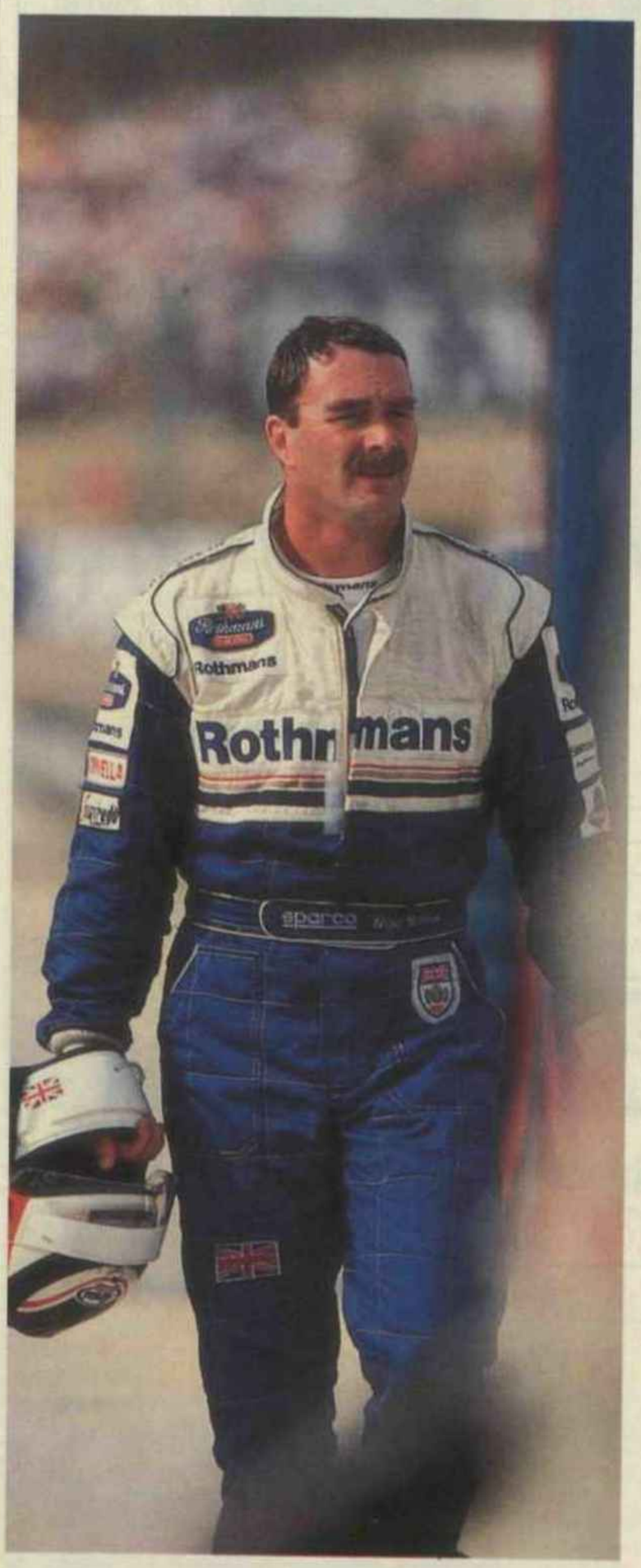
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Straight to the heart?



To a man of Nigel Mansell's renowned sensitivity, the messages will have been like razors to the heart.

'Nige retire!' said one.

'Nigel, we love ya. But give Coulthard the keys.'

They hung in full view, on banners that even the myopic FIA stewards who missed Michele Alboreto's mischievous disposal of Damon Hill into the gravel on Friday could have seen, right opposite the Williams pit. Mansell, of course, saw them. He even joked about them. But you may be sure that they lanced his fragile ego.

This is a difficult time for the 41 year-old Briton, who only recently declared that he could 'Win another World Championship without batting an eyelid' but for whom such a feat seems increasingly more onerous. The mountain that he finally conquered two years ago shows every sign of refusing his fresh advances on this occasion, as the younger climbers approach its peak.

In Estoril recently there was none of the adulatory fan turn-out that characterised his return at Brands Hatch earlier this year as he tested prior to Magny-Cours. Instead, there was a media representation that was now less in need of a story. Back then Mansell had been wanted. Despite his superstar behaviour at the end of 1992, when his demands and omissions had enraged Renault Sport boss Patrick Faure to the point where he had indicated very firmly to Frank Williams that any suggestion of his return in the future would mean divorce between team and engine supplier, by curious imperative the very same M Faure wooed him back.

There was a mood very close to panic within Renault at that time. Senna was dead. Hill, having collided with Hakkinen at the start at Monaco (where a McLaren-Peugeot finished second), was perceived to be indicating that he did not have the qualities necessary to stop Schumacher's seemingly unstoppable charge to the world title. Mansell was offered every blandishment and, true to form, extracted the maximum from Renault as they negotiated the deal with Bernie Ecclestone. Renault needed a good story on the eve of its home GP, something big that would detract from the growing development of Peugeot. And Bernie was equally anxious to have something positive with which to eradicate the memories of Imola, and to stop viewers the world over switching off their TVs whenever they heard the words Grand Prix or Formula One.

Mansell exploited the situation ruthlessly, envisaging himself as the knight in shining armour riding back atop a white charger to rescue everyone from the dragon that breathed tragedy and mediocrity.

Nothing lasts forever in this sport. Mansell, in fact, lasted only 46 laps in the French GP, having been blown off by Schumacher and Hill, not to mention Berger, Alesi and Barrichello. Then Hill began to hit his stride, winning races as Schumacher either ran into trouble or was penalised for misdemeanours and technical shortcomings on his car. And the rise and rise of David Coulthard, who might have won either race in Italy and Portugal, possibly even Belgium, was further indication that the New Wave was crashing over Mansell's beachside sand castle.

The Briton had been very clever. Besides that one-off at Magny-Cours, he had demanded and been granted the final three races, and the possibility of a full-time ride

As Nigel Mansell made his much-publicised return to Formula One in Jerez, he cannot have failed to notice the lack of red carpet treatment



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in 1995. He was to be paid something in the region of $1.5M per appearance in 1994. And if, at any stage prior to the last three, Williams or Renault decided that they didn't want him to run after all in Jerez, Suzuka or Adelaide, they had to put another $3M on the table. Deals like that don't come along every day, not even for past World Champions.

"Motivation in our sport is something very special. Commitment is something very special. I am not motivated by the finances," the man at the epicentre of this fiscal earthquake insisted, and some even believed him, overlooking that one reason why he eventually put himself in a position where he had to leave Williams in 1992 was because he had fallen out over the $13M offer to re-sign made to him earlier that year in Mexico, long before the bottom temporarily fell out of the driver market. It's not everything to him, but he's no philanthropist, that's for sure.

The Estoril press conference produced all the familiar Mansell rhetoric, and some nostalgia for his IndyCar days. "I am grateful that I have had a couple of circumstances over the last couple of years which have proved to me without any question that you should take nothing for granted," he said. "You think I am sidestepping the question of what is going to happen in the future. I am actually telling you the truth – I have actually given up trying to tell you what might and might not happen. I am very grateful for what has happened in the last few years, you know. We made history, and history goes down in history books."

Few had expected it to be recorded anywhere else. . .

"I have to look at the whole two years as a whole picture and what we did last year was something very special and I think I didn't realise how special until this year. This year has put the whole two years into perspective. I never appreciated how quickly all the teams could move and the competitiveness in IndyCar in two years has increased.

"It's very important to have the experiences in my portfolio. I have the wealth of experience to be able to sit there and say I know what it's like over there. To have actually raced on a superspeedway such as Indianapolis, Michigan – I now have a whole round portfolio of racing experience through the whole spectrum of the world. It is something very special."

Some of his remarks were breathtaking: "The other thing that is difficult to quantify is that F1 covers two-thirds of the world, the other third is covered by IndyCar. So the other phenomena that has happened to me in the last two years is that there are parts of the world which have only just discovered Nigel Mansell. The fact that we did the double championship back-to-back had quite a big effect on them.

"I will be as quick as I can this weekend," he pledged, referring to the European GP. "By Japan I think I will be getting faster, and in Australia even faster again."

In Jerez he was as good as gold out of the car, avoiding controversy, keeping his head down as Hill stoically, and with great dignity, swatted away Schumacher's contrived and foolish verbal attack on his abilities. But he wasn't quick. Not in the way we have come to expect of him. Nor from a man with his remunerative motivation. There was only one lap of qualifying in which he looked even remotely like his old self. He did his legal share – 23 each morning, 12 each afternoon – but there was only that one, his fastest, when he looked truly hooked up. Rough, ragged even, but hooked up. In days gone by he would have wanted to win every lap.



"The signs are that one old lion may no longer have what it takes to paw away the playful cubs"

Whisper it, his performance strangely mirrored some of his driving in IndyCars this season, following Dennis Vitolo's arrival on his head at Indianapolis. The big qualifying lap, followed by a curiously muted air thereafter.

Heresy? Once upon a time, yes. Scratch your head, pick your teeth for a while, settle back in the armchair with a Scotch, and you might come up with those odd two races at Hockenheim and Spa back in his upset days at Ferrari in 1990 and say, 'He gave up, didn't he. . .' but otherwise Mansell has always been a fighter. It's his greatest asset.

But Magny-Cours? He got tired in the race and was a shadow of his former self.

Jerez? Oh, dear. He's forgotten how to start and how to stop, as witnessed by his getaway and then by clobbering debutant Hideki Noda, whose Larrousse was going slowly stuck in second gear. And after that he forgot how to stay on the grey stuff. Rubens Barrichello and Eddie Irvine both marvelled how he appeared to take a different line to each corner, on each lap.

For someone in his first GP, he would have looked impressive. But this was no rookie. This was *Nigel Mansell*. 1992 World Champion. The veteran of 183 *Grandes Épreuves*. The setter of 31 pole positions and 30 fastest laps. Front row starter on 55 occasions. A man who has spent 2063 miles leading Grands Prix, and who won 30 of them. As he reminded us only recently, the third most successful driver in the all-time victory stakes. The 1993 CART/PPG IndyCar champion.

A man, lest we forget, receiving the sort of money for four races that would all but solve Team Lotus's current financial plight overnight.

At several stages he was asked if he was convinced that he would be in F1 in 1995. "I am convinced in my mind that I will do what I want to do in the future," he responded coyly. "Everyone will have to be patient. I have shown commitment in coming back already. I have lost 10 lb in the last month – that's called commitment. Exercise and diet."

Formula One needed him, he insisted, "Because I am a romantic." The cynics amongst us chuckled and wondered if semantic wouldn't have been more apposite. "People forget that I have raced in F1 for 13 years. I wouldn't say I'm a showman, but I respect the public."

And up until now, the public has respected him. But those banners hanging opposite the Williams garage were not the banners of detractors. They were the banners of his fans, the people from whom he has drawn so much in the past. They spoke of shifting affections. It remains to be seen quite what effect such a public volte face from some of them has on a man who has always, deep down, just wanted to be loved.

As one daily paper rightly described, he launched into what sounded like a job application while speaking to the press in Estoril. "What I am saying to you here," he intoned, "is that if I am given another opportunity to do the job on my commitment, which I have already shown, and get the encouragement that every driver needs. I have no problem with age or whatever."

His driving in Jerez was hardly in the shattering category that it is known he must produce if he is to oust David Coulthard from the team's affections. And given that he will not be testing again before Suzuka, it is difficult to envisage a significant change in his level by the time we get to Japan. The quick qualifying lap in F1 is no longer everything, now that fuel stops have rendered Grands Prix short-spurt sprints between pit calls. Literally, it has become survival of the fittest and the signs are that one old lion may no longer have what it takes to paw away the playful cubs.

Times are achanging in F1 now anyway. With the rise of Coulthard has come the hard-edged return of IMG, pushing itself firmly against the door of a fresh sport in a search for a foothold in a new power base. The sponsors love Coulthard, care little either way for Mansell, something in itself that tells you much about the way things have altered since his exile. Time was, they would have disembowelled themselves if that was what it took to get his signature.

Is *Il Leone* too old at 41? In IndyCars, no. In Formula One, possibly but not necessarily. But from what we saw of the package Nigel Mansell presented to the world in the sherry region, Williams won't be doing anything nasty to itself to push a contract across the table to him for 1995. **DJT**

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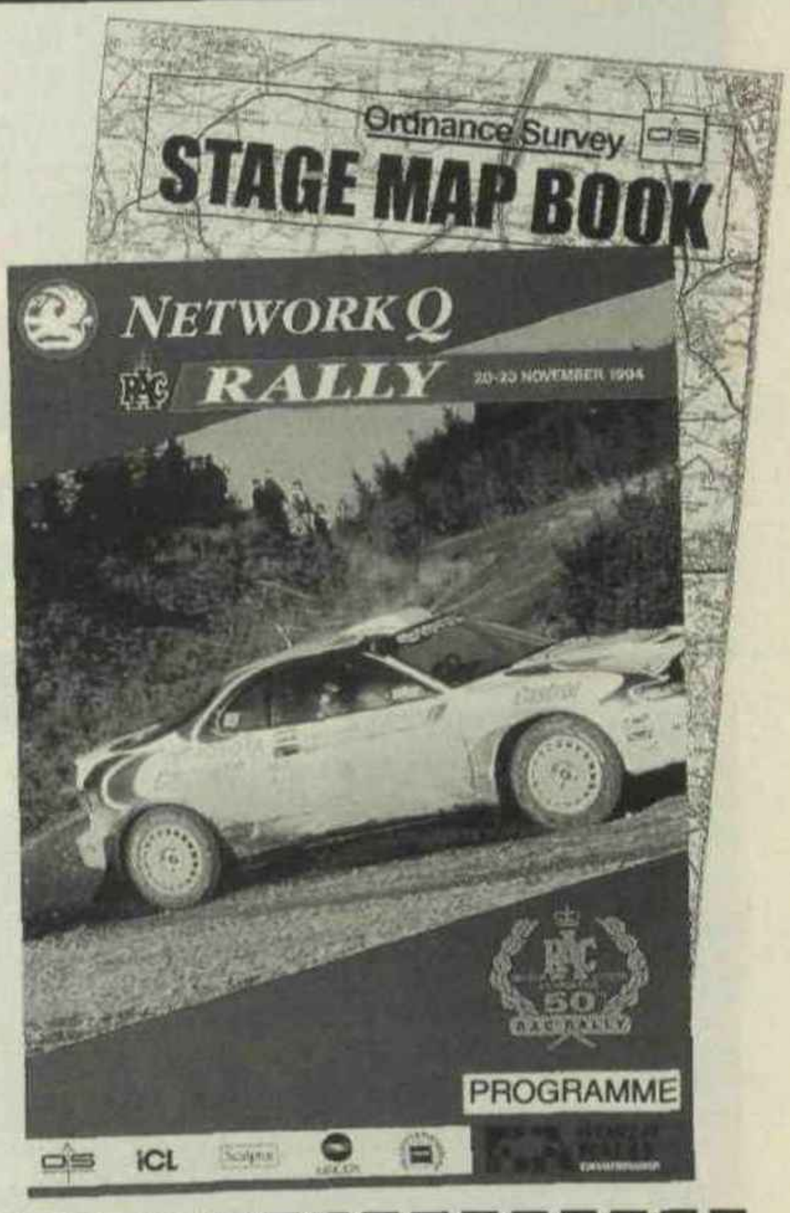
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"Say ch..."

Jon Nicholson: "Like Alesi, Berger, Hakkinen and others too numerous to mention, I've spent the year following Damon Hill around the circuits.

However, unlike the above, I managed to catch him. (Which, believe me, takes some doing when he's gunning along at 200mph.)

Admittedly, I did have a distinct advantage. Namely a coveted 'Access to all areas' Williams Renault Team Pass. And, more importantly, an Olympus OM4 Ti.

My brief was to capture the warts'n'all reality of a year in Formula One for a forthcoming book, imaginatively titled 'Damon Hill. A Grand Prix Year.' (Excuse the blatant plug.)

Being a professional sports photographer I'd covered the odd Grand Prix before so I knew what to expect. The unexpected.

Which is why I knew the OM4 Ti would be perfect for the job.

For a start, its body is made of titanium. I haven't the foggiest what that is, but it's really tough and really light.

Which is something you come to appreciate when lugging your equipment around the four and a bit mile circuit at Hockenheim.

Remember the rain at Spa in Belgium? Yeah, well I was in it, all the way up to my bloody ankles if I remember rightly.

But, typical of the care that's gone into the design of the OM4 Ti, all its sensitive bits are protected by special weather resistant seals.

Which, fortunately, also makes it immune to the odd shower of Moet.

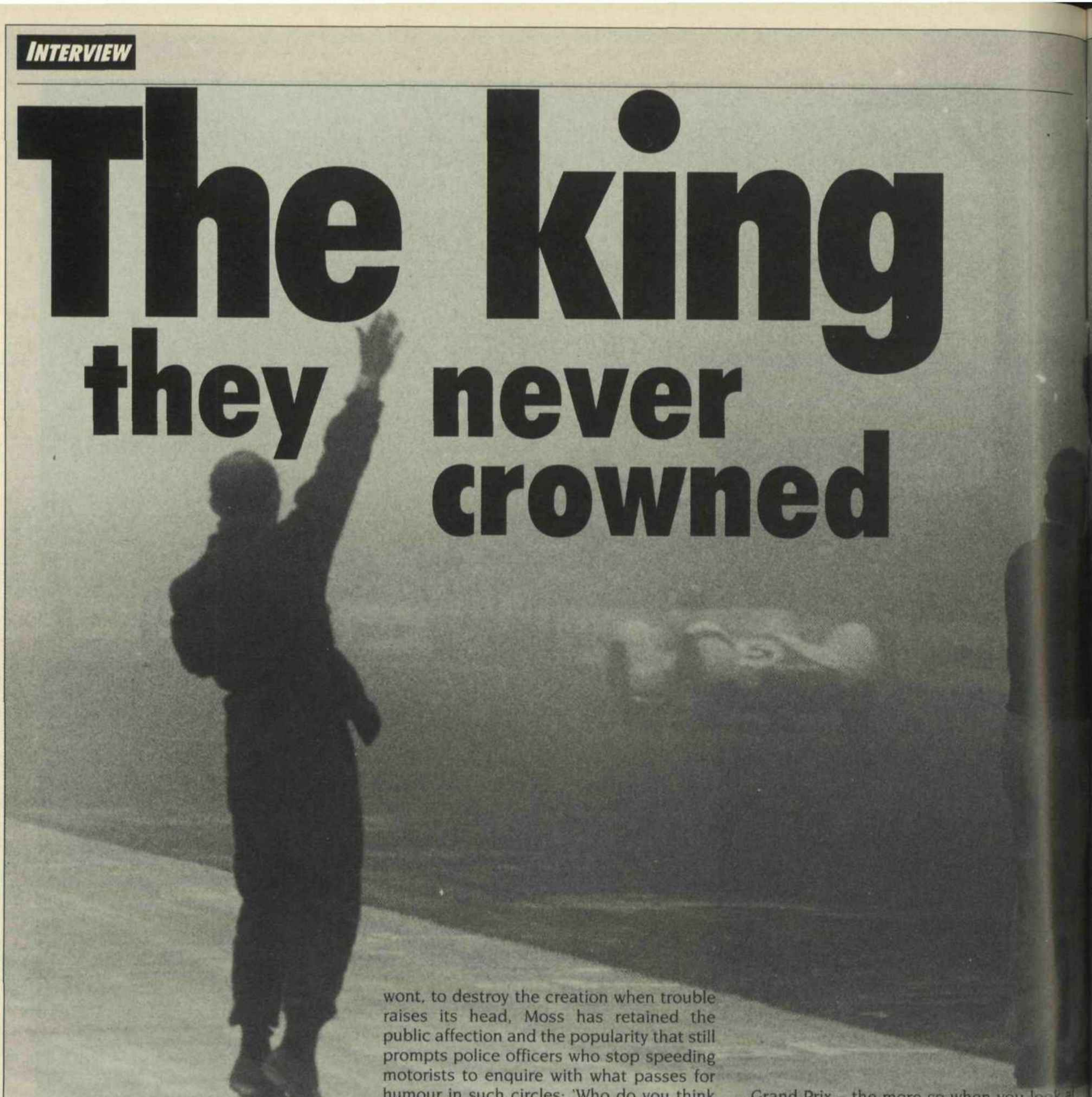
And there was certainly no shortage of that around Mr Hill this year."

A selection of Jon Nicholson's photographs from the book 'Damon Hill. A Grand Prix Year.' will appear at The Gallery Bar in The Grosvenor House Hotel, London. From the 25th Nov to 5th Dec 1994.



OLYMPUS OM4 Ti

The king they never crowned



Life, for Stirling Moss, continues at 150 mph, a series of bends and obstacles to be taken at maximum throttle. But instead of balancing a Maserati 250F, a Vanwall, a Cooper or a Lotus in a delicate four-wheel drift, now he balances the rigours of a hectic schedule of business activities with the same commitment that he brought to his racing.

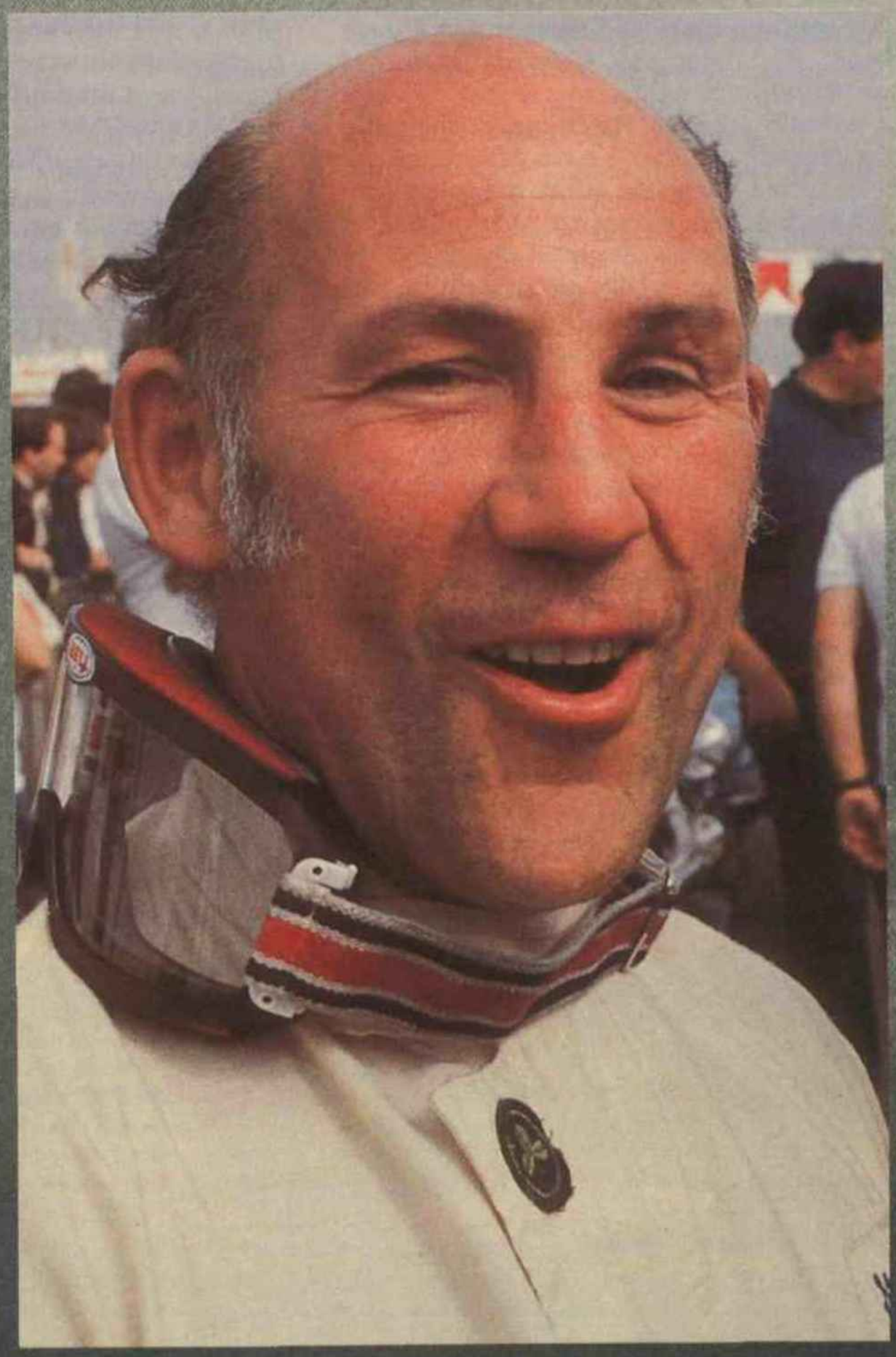
In his heyday he was the ultimate racer, and today precisely the same philosophy applies. Only the tools for expression have changed for the man who is undoubtedly the greatest uncrowned champion in motorsport history.

Despite his failure to win the World Championship, Stirling Crauford Moss became – and will likely remain – one of those peculiarly British icons who has attained that highly unusual state of grace that falls to only a handful of men. Where the national media might help to build up stars such as Nigel Mansell only, as is its wont, to destroy the creation when trouble raises its head, Moss has retained the public affection and the popularity that still prompts police officers who stop speeding motorists to enquire with what passes for humour in such circles: 'Who do you think you are, Stirling Moss?' The name is etched on the public psyche as indelibly as Stanley Matthews and Henry Cooper. He's still news, whatever he does, whether it's historic racing and rallying, being knocked off his scooter, or failing his driving test, as he did recently shortly after reaching his 65th birthday. It's particularly ironic, for a man who moves at full bore, that one of the reasons cited for the latter failure is that he was too slow on a dual carriageway.

"I still run up the stairs, rather than use the lift," he said the day we met at his Mayfair home. "But look at it." He was excited, and as a hospitable host was keen that you should share that excitement. The two-person lift sits in the corner of a small office redolent of motor racing history, and was made for him courtesy of Williams – in carbon fibre. . .

Without question, Moss should have won at least one World Championship. That he did not is as inconceivable as it is that a driver of Chris Amon's talent never won a Grand Prix – the more so when you look at some whom Fate treated more benignly. Stirling started 66 Grands Prix, 16 times from pole position, 37 times from the front row of the grid. He won 16 times, should have won at least as many times again, and set fastest lap on 20 occasions. In the years from 1955 to 1958 he was second in the World Championship, from 1959 to 1961 third. None of the disappointments was worse than 1958.

That season Mike Hawthorn's Ferrari Dino 246 was inferior to Moss' Vanwall on many points, but reliability wasn't one of them. It wasn't a tortoise and hare situation, though. Moss won for Cooper in Argentina after a canny drive, then led Hawthorn at Monaco before his Vanwall dropped a valve. He then dominated at Zandvoort, but blew up while leading in Belgium, where Hawthorn was second. In France Mike defeated Stirling, but the latter was leading him as they chased Ferrari teamster Peter Collins at Silverstone when the Vanwall blew up. In Germany Moss was running



England's greatest racer may have qualified for a bus pass in September, but at 65 he shows absolutely no sign of slowing down

Fog-bound: the weather did not stop Moss pulling off a Nürburgring 1000 km hat-trick in 1960, sharing a Camoradi Maserati Birdcage with Dan Gurney.

away until his magneto failed, and in Portugal he was again dominant. In Italy the two of them fought a titanic duel until the Vanwall's gearbox succumbed, and in Morocco Stirling was again unbeatable. The record shows he won four races to Hawthorn's one, but Mike had four poles to three, five fastest laps to three, and they both started from the front row eight times. By season's end Hawthorn had 49 points from nine finishes, but that was corrected to 42 as drivers could only count their six best results. Stirling finished only six times, earning 41 points. He would never come closer to the crown.

For all that, the season effectively turned on one race, the Portuguese GP at Porto. Moss' detractors could point to the error he made under pressure from team-mate Tony Brooks when he missed a gearshift on the first lap at Spa, but Hawthorn's mistake in spinning on the final lap in Porto was that Belgian faux pas' counterpoint. In Portugal two other key factors came into play.

At one stage during the race Moss had fastest lap, until Hawthorn, in distant pursuit, responded with a new record. Moss misinterpreted the pit signal that he was shown which said HAW-REC. He perceived it as HAW-REG, or Hawthorn regular, meaning that his rival was no threat. Thus he did not respond to set a quicker time, which would have won him the extra point that was then awarded for fastest lap.

"I normally got the fastest lap. The thing was that there are times when you can make a mistake and I just misunderstood, really, rather than misreading. I misunderstood what it meant. There's no excuse for it; really and truly I should just have ignored it and just gone for it as I normally would. But the more important time was when Mike went up the escape road."

This occurred when Hawthorn spun on the final tour as Moss was about to lap him.

"He went up there and then he got a push back. And later the stewards said that wasn't on."

Actually, though Hawthorn pushed the car himself and didn't have assistance, he was facing exclusion after bump-starting his engine and letting the Ferrari briefly mount a footpath going in the opposite direction to the circuit, an area not designated as race track. The situation was getting unpleasant, when Moss voluntarily stepped forward in his defence. At the time nobody could know how crucial this incident was to be, but in any case there would have been no pleasure to be gained from denying his rival points on a technicality.

"To me, Mike shouldn't have been disqualified. Rather like this black flag thing with Schumacher, really. The sport was different then so one can't compare it, but I just felt that it was quite wrong that he should be disqualified. And I put forward the idea that he was still on the track, albeit the escape road, which they accepted. And it turned out that it lost me the title. But it's a case of what winning means to you."

There was another point, too. Had Moss not allowed Hawthorn to unlap himself, Mike would then have had another full lap to complete, with fading brakes, which itself might have allowed his own team-mate Stuart Lewis-Evans to pose a challenge for second, thus depriving Hawthorn of more points. Hindsight is the easy part, though, 20/20 vision. Far better to focus instead on Moss's behaviour at that moment and in the race's aftermath, which at the time and forever after would speak so eloquently of his nature and sportsmanship. When he'd lapped the Ferrari, Stirling had taken pity on Hawthorn's dejected look and allowed him to go by again.

"My philosophy is that racing is what matters. I remember going to the American Grand Prix many years later when Emerson Fittipaldi was coming up for his world title at Watkins Glen. And he could have won the race. But he didn't. He drove to be fourth. And I thought what a farce that is. To make a championship where the man who is the best – or one hopes is the best – isn't trying to win. It's quite wrong, but you can't stop it."

At the end of that turmoiled season Moss spent time analysing his feelings and coming to terms with the frustration of his greatest ambition. From then on, the world title would never be quite so important to him. His outlook began to mellow.

"My attitude did change. Because I really believed that year that I ought to be the champion. I felt that I had the ability, and so on, and I didn't win. And it was against Mike Hawthorn, who was actually quite a good friend of mine, although we were obviously competitors and therefore we would keep the fuel going wherever possible rather like they do in boxing. I really felt that I could beat Mike, and he of course beat me by a point.

"And then I thought, well, Mike drinks, and he runs around, and he does everything that I would like to do, and still I've been punished for not doing it. What the hell, I'm going to go out and enjoy myself."

One of the outer manifestations of his changing philosophy was that he smoked more, although his behavioural code had not previously denied him tobacco entirely.

"I'd always smoked a bit. I did an advert for Craven A, which used to say I don't smoke often but when I do I'm choosy, I smoke Craven A. That was worth, probably, about 50 quid a year, I suppose. I can't



In 1955 Moss and American John Fitch shared the winning 300 SLR Mercedes in the TT at Dundrod, left. Main picture, opposite-locking the British Racing Partnership BRM P25 to second place in the 1959 British GP at Aintree. Moss shared fastest lap with Bruce McLaren's Cooper, which he beat by a car's length.

remember for sure, but I do know that my contract with Astons was £50 a year.

"So I'd always smoked a bit, not that much, but it wasn't smoking I took up after 1958 and it wasn't drinking either. But I did cut down on my strictness as far as crumpet and that sort of thing was concerned. . ."

Ask him if it made him any quicker and he laughs. "Well, I did fairly well after that, just as well as I'd done before, so there we are!

"But you see, my philosophy was that I would rather lose a race driving fast enough to win, than win a race driving slow enough to lose, if you follow. Because I am a racer, I'm not a driver. And I think that is not an intelligent thing to be; one should be a driver and a racer as well, but I enjoy racing. I enjoy dicing with other guys. To me that's what it's about."

He expressed similar sentiments to those espoused by Steve Curtis last month, as far as driving artificially for championship points is concerned, rather than letting his natural style have its head in aiming for victory at all times.

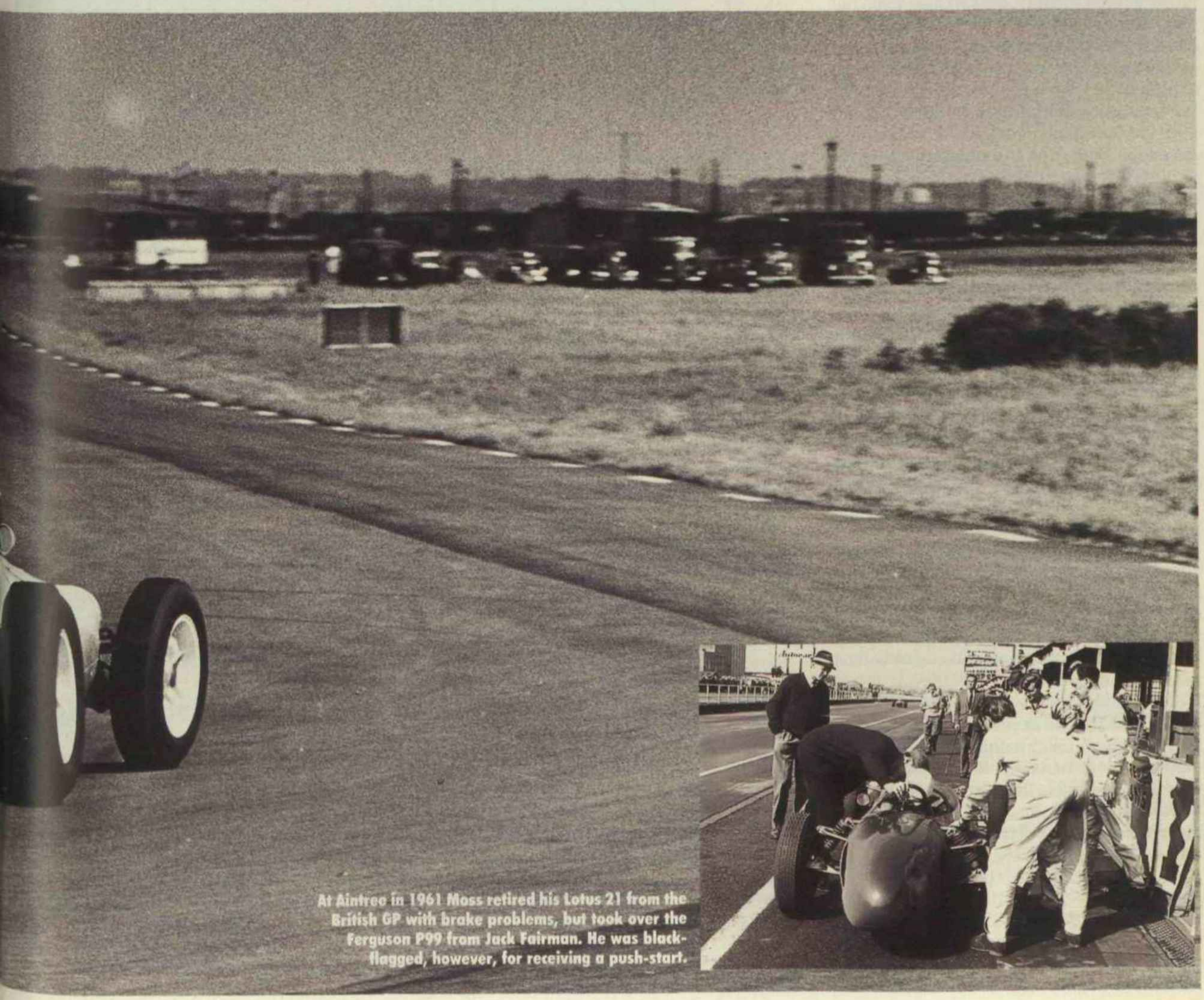
"I had a lot of criticism as a car wrecker. At one time I had a lot of gearbox trouble, but the reason for that was that Lotus and Cooper always sold us a year-old chassis, they wouldn't sell Rob Walker a new one. We could get an engine from Climax, but the gearbox was made by Cooper, and he wouldn't sell it. The only place in the world then you could get a gearbox was Italy and we went to Colotti, who was a fantastic designer and did the gearbox for us. It was a wonderful gearbox, but made of crap, really.

"Actually, I finished as many races as Maurice Trintignant in the car, and he was pretty careful, but if you happen to be in the lead when you go out, or you set fastest lap, then you get a lot of flak. I seemed to get a lot more and eventually I said to Rob at the Dutch GP in 1960, 'I'm fed up with this, they're always having a go at me for leading, so I'm not going to take the lead.' My biggest competitor was Jack Brabham, so I was just going to sit behind him and then take him later on.

"So I did that, and then he went over a paving stone, which flew up in the air and landed on my front tyre and burst it. I had to come in and change that and of course went out miles back and only managed to make it up to third. And after that I said to Rob, 'What the hell's the point? I do all this just because of this criticism, so sod what the press say.' But it does get you down, you see. So that's why when people ask me some things today, I say that you needed to be there at the time to appreciate why I did certain things in certain ways."

A classic case in point was his comeback to racing after that final shunt during the Glover Trophy at Goodwood on April 23 1962. At Monza recently, Karl Wendlinger made his return to the public arena after his Monaco accident. Over breakfast one morning we discussed the sort of head injury he sustained with Prof Sid Watkins, and the conversation turned to Stirling's accident. Prof made the interesting observation that he should have left more time before coming back to racing, and Moss himself was quick to take up the point when it arose. It's the 20/20 vision thing again.

Though the specialist press by and large steered clear of bulletins and prominent stories about his health, while no doubt fretting off the page, the dailies had a field day which nonetheless revealed the depth of national feelings for the fallen hero. Everybody wanted Moss back – soon – as if his very return could somehow convince



At Aintree in 1961 Moss retired his Lotus 21 from the British GP with brake problems, but took over the Ferguson P99 from Jack Fairman. He was black-flagged, however, for receiving a push-start.

every man of the strength of human will as it triumphed over the odds. The *Daily Express* even had a photographer on regular standby at Goodwood in case Moss went testing in secret. There was tremendous, if benign, pressure upon him. As usual, however, the greatest pressure came from within.

"Now, in hindsight, I probably came back two years too early," he conceded. "It was stupid, but the reason I came back was because every week the press was saying, 'Are you going to race, are you going to drive?' I of course was telling myself, 'Yes, my God I'm going to, I want to.'"

In the past his recovery from physical injury, such as the broken leg he sustained at Spa in 1960, had stunned onlookers, but this was something of a different nature.

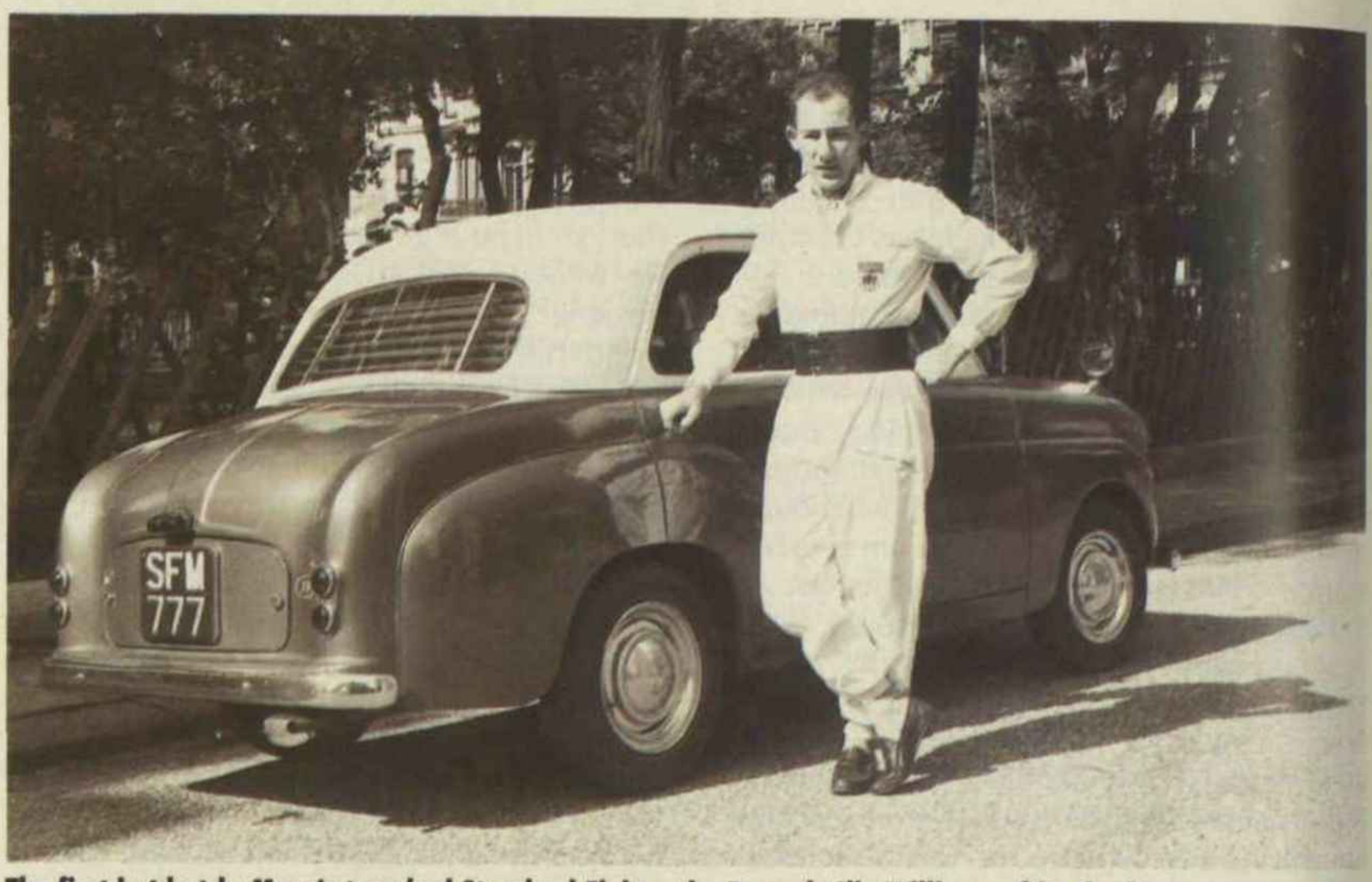
"Again, it's the thing about being there at that time. We didn't have people around like the Prof. They didn't exist. When one looks back and one sees the whole picture, it's very easy to say this and that. But at the time we didn't have people like old Watkins. If there had been people like that in the sport, I'm sure that I would have listened to them. But there was nobody to listen to, really, except myself. The doctors said physically I was okay, and I knew that, but the concentration wasn't there. And because the people that I was with were not racing people, it was very much a different situation.

"Because there were all of these articles and so on, I felt that I had to make a decision. There was the pressure on me to make one, really. In the nicest possible way. So I went down to Goodwood and my lap times were comparable with what I could do normally, but I could see mentally that I didn't have the concentration to do it with the same sort of latitude for safety that I had. The thing was that I was going into corners and I had to force myself to concentrate. Right, I'm going down the straight now, that's where you have to lift off... Everything was worked out, whereas normally when I'd race I'd get in the car and just drive. And I automatically would back off here and automatically do this to compensate that, and if it didn't work I'd be really surprised. Well, now I had to think of all these things. The automation had gone, and it was now a conscious effort. And so that meant I had to get out."

With a Prof Watkins to advise him, who knows where his career might finally have ended, had he been fit enough to return full-time by 1964, when he would only have been 34, coming up for 35?

To this day he has still never had any mental inkling, no recollection whatsoever, of the reason for the chilling moments his pale green UDT-Laystall Racing Team Lotus spent on the grass before crashing into the earth bank at St Mary's. There has never been a shortage of theories, such as a repeat of the sticking throttle that had plagued him in a previous race at Snetterton.

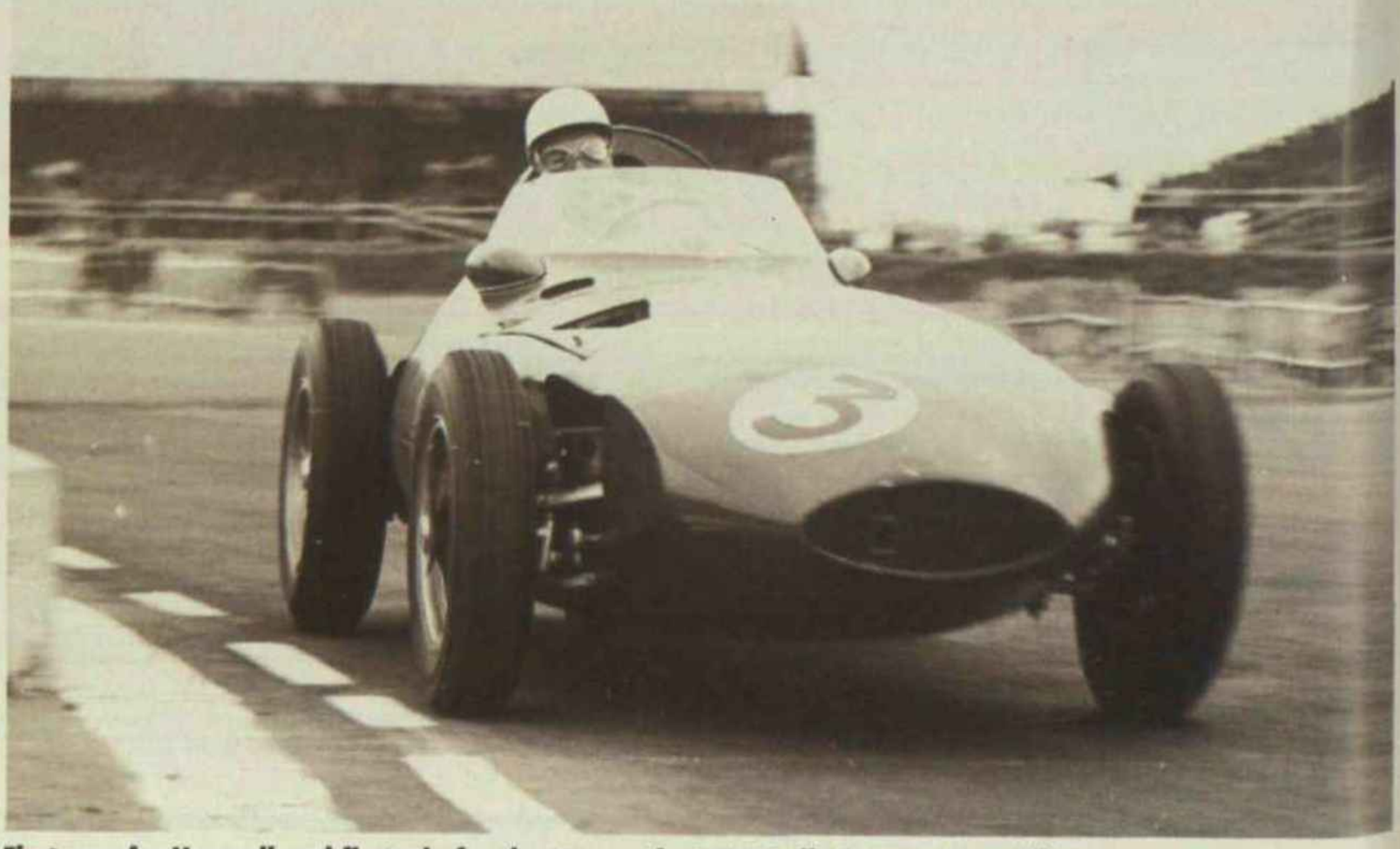
"I have no idea. All I can do is surmise. I was coming up to pass Graham Hill and I think that if a marshal had put a flag out, which he might have done, Graham may



The first hot hatch: Moss's tweaked Standard Eight – the Renault Clio Williams of its day?



Moss in Maserati's Eldorado Special at the 1958 Monzanapolis race. To the amazement of the American drivers – they were smoking and playing cards in the pits – SM went out to practise in the wet. In an effort to impress he frightened himself stupid with a big tank slapper on the pit straight. The car was a disaster.



First race for Vanwall and first win for the team – the 1956 Daily Express Race, Silverstone.

have acknowledged him with a wave to say, 'Okay'. And I may have seen that as a sign to say come past. Graham anyway had an unusual line there, and if I had seen him over to the right there and seen that happen, I might have thought, 'He knows I'm not competing with him' – Moss was running well back after pit stops to have the Colotti gearbox adjusted – 'so I'll go past.' And he thinking that nobody would go by there could have pulled over and I might have thought, 'Crikey, I'd better get over,' and pulled over and gone off. That's the only construction I can make. Graham wasn't the sort of guy who'd push you off. So it's all just surmise."

Today he enjoys his forays into historic racing, but admits that the value of the machinery militates against racing all-out. "And my threshold of fear is much closer. There are things that I know, if I was younger, I would be doing. Part of racing is the people, though, and that's still there. But the races are so short that one can't use the tactics I'd use in my day, when you got damper fade or oil surge and had to do things to compensate for them. But I do enjoy it."

In his early years, driving British cars was almost a religion, but Moss demands accuracy when you raise the matter today. "When you read or hear about these things, you always see them out of context. At the time – we're talking not long after the war – there were no established names or makes of cars. I wanted to drive a British car and we had nothing. John Heath was the first person, really, who started with the HWM. Ferrari had come out in 1949 and he was obviously so good, his was the car that one wanted to try to beat. And this was a thing I wanted to do. So I stuck with English cars while they were around. They dried up in '53, so I was forced to go with Maserati in 1954. It meant an awful lot to me, but there just wasn't an alternative."

An entertaining raconteur with a slightly breathless style reminiscent of Leo Villa, he can rarely resist sidetracking a conversation with an anecdote, prefaced in a style that suggests he is not wholly sure that it will be of interest to his listener.

"When I bought the Maserati – which cost I think 5.6 million lire which was the equivalent of 3700 odd pounds, a lot of money – they had agreed that they would give me a car that was the same as the factory's. Alf Francis went down when they were building it and he said to the guy who was doing the bodywork that I like to drive with straight arms and they had it so you had to have them bent, and the chap wouldn't alter it. He would not make the car like that! So Alf stayed on that night and cut the chassis and rewelded it! Next day the guy came in and just rolled the body panelling over it, and that's how it was done. You could have your suit made as long as it didn't fit, if you know what I mean!

"Then I had the car and I'm going down the straight, I forget where, possibly Reims, and Jean Behra in the works car came past me. So I said to Maserati, 'Why haven't I got the same as you've got?' And they said, 'Certainly you will have it, once we've proved it!'"

The Maserati led to Mercedes-Benz, thence to British winners at last, in the form of Vanwall, Cooper and Lotus. Today, as then, he wears his nationality with the same badge of pride that made him for so long turn his face against Ferrari, and the world title that driving a red car might so easily have conferred upon him. "I am patriotic, and I'm very much a Royalist, I'm all for the Royal Family because I think they do a great job, even though they're messing it up now. And if I were racing today, if I were big enough, important enough, I certainly would be driving British cars."

Though he was the first true post-war professional, Moss primarily raced for the pleasure he derived rather than for the reward of dollars. Within a team he could be hard, arguing his point steadfastly and refusing to suffer fools, but he was a mechanic's and team owner's delight for as well as being able to extract the maximum from the car lap after lap, he also had that uncanny ability to relay detailed information corner by corner.

"If you didn't go off the road you knew you had a good chance of finishing second, to Fangio"

As a driver he was as hard to beat as they come, never having off days, never giving up even in utmost adversity. Dan Gurney once said of him that if you ever got close enough to really push him hard, he would let you overtake and immediately apply similar pressure to you. "That way," said Dan, "he'd see what it took to make you come unglued, but you'd never see him getting unravelled so you never knew what it took. . ."

I asked Moss which team he had most enjoyed driving for, Mercedes-Benz, Vanwall, or Rob Walker, where he played the role of underdog that undoubtedly he relished.

"Pleasure comes in different ways. There is the pleasure of success, which obviously is important, very important, because there's nothing better than hearing God Save the Queen played because you've won. I mean, it doesn't matter what it is or how it is, that is what it's all about. And various circuits obviously give you more pleasure than others to succeed on.

"And if one is talking about success, obviously Mercedes has to be the team because every race we went into with the exception of one, we being the Mercedes team, a Mercedes won it. And if you didn't go off the road you knew you had a good chance of finishing second, to Fangio. And sportscars, for instance, I could win.

"The professionalism, and the humour of Neubauer, and the brilliance of the mechanics and the way the cars were put together. . . It wasn't an easy car to drive, the Merc, not like the Maser 250F, because there was a lot of weight up front. The straight-eight wasn't the engine Neubauer would have had chosen." Mercedes did, indeed, have a V8 under development had it continued into 1956.

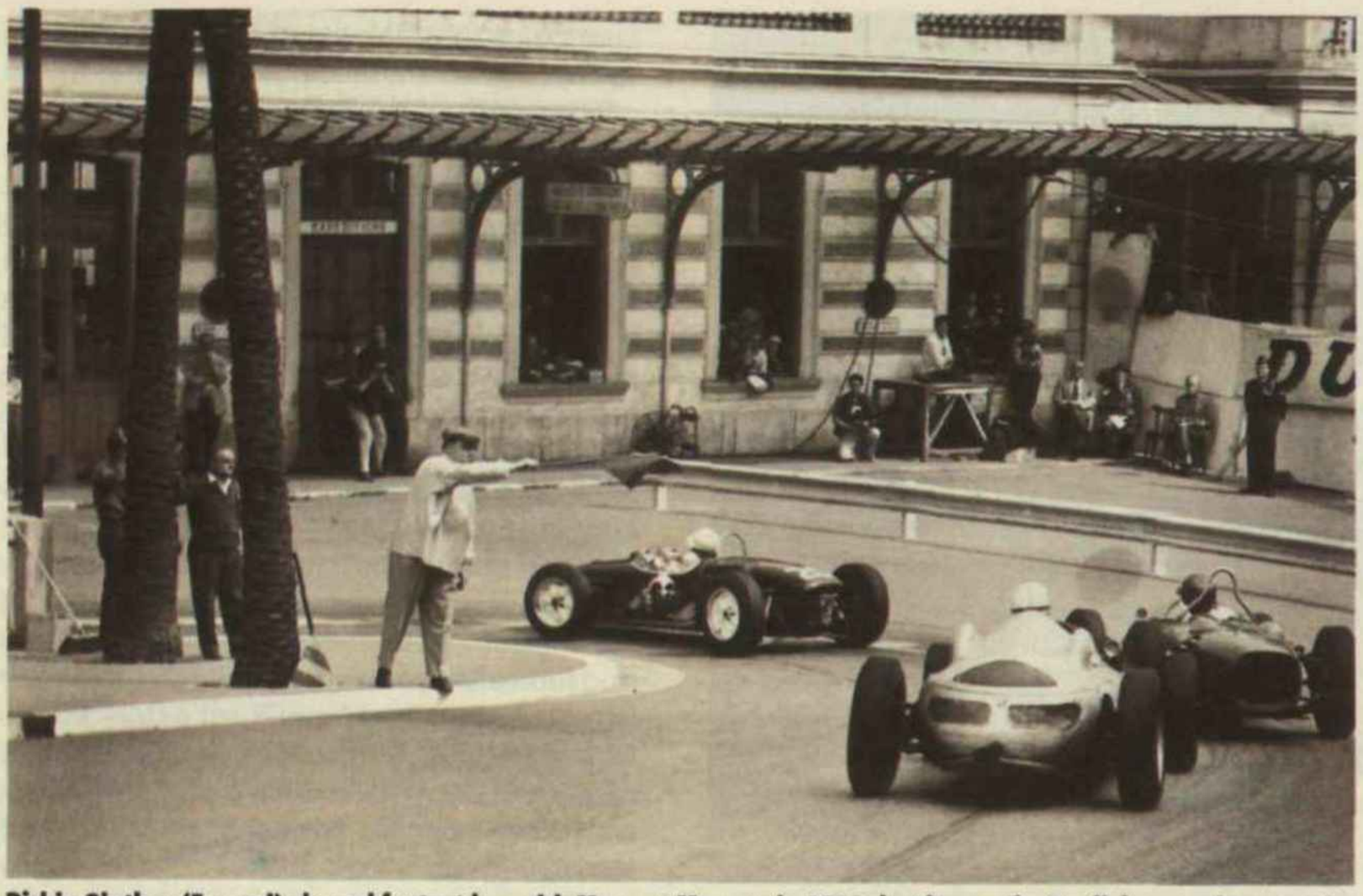
"It was an incredible company, particularly in those days. Neubauer had a terrific sense of humour and he was a man that you felt was almost like a father figure. He'd put his arm round you to sort of take care of you and look after you, and stop all these people worrying you. Reg Parnell at Aston Martin was a nice guy, and so was Ugolini, another nice guy, but you wouldn't compare them with Neubauer. So from that point of view, that was great.

"Then driving for Masers was great because of the passion and the love that the mechanics had, they really did work their heart out. The Italians are lovable people. And that was one of the nicest cars.

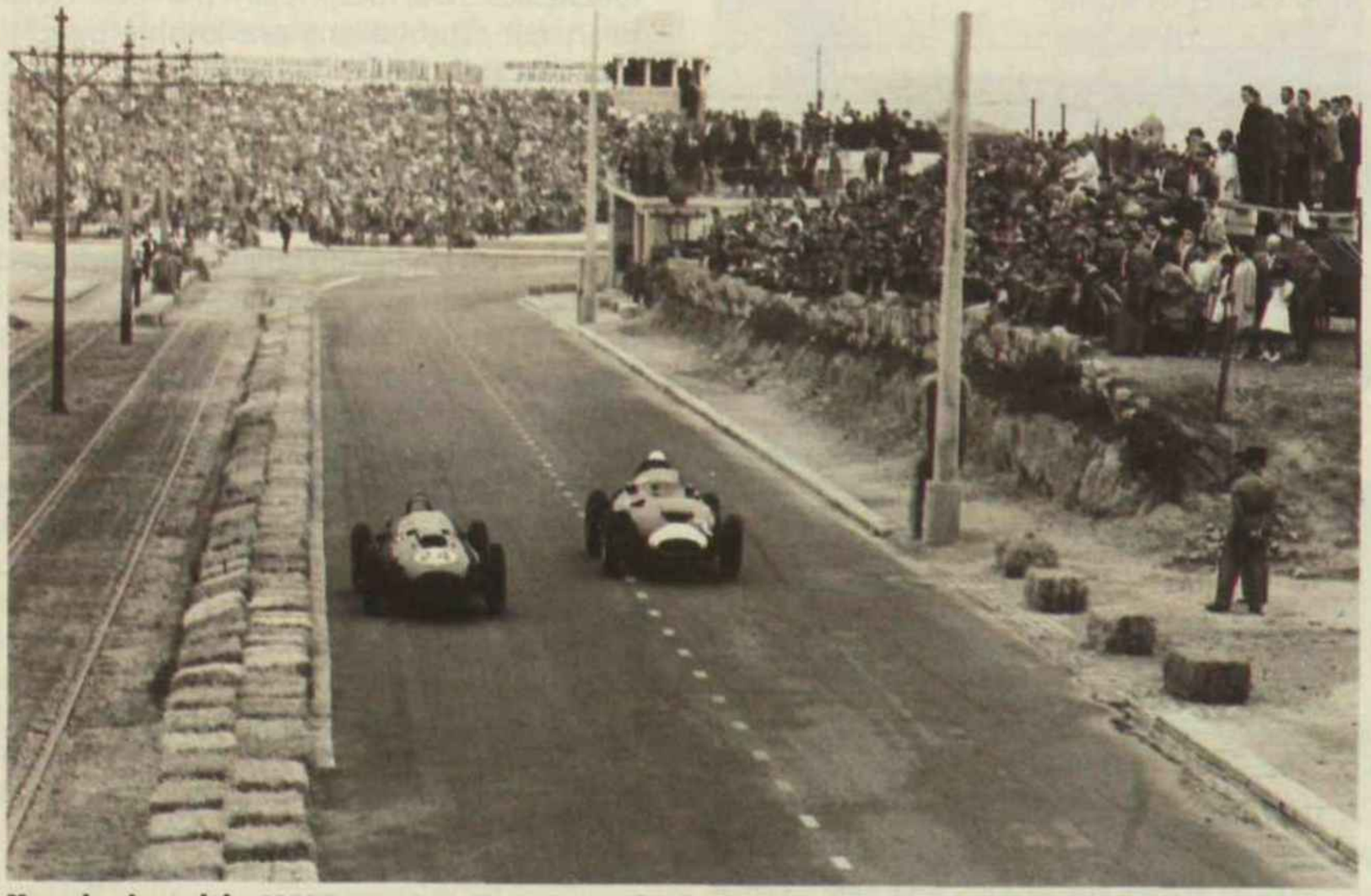
"Above all, though, I would say racing for Rob Walker because of, I suppose, the co-operation and the teamwork. You'd go to Rob for the rubber stamp. If we'd been asked to go to a race and Alf Francis and I reckoned it was on, then Rob would say okay, let's do it. He was there as a sort of guardian, more than anything, and it was really rewarding driving for him because you felt that you made quite a contribution. Because it was because Alf or I had wanted to go to this little race at Roskilde or whatever it was, that was why we were there. And when we went to Australasia, Alf said we ought to take the Cooper and the Lotus because. . . and there were no ifs and buts. We did.

"Vanwall doesn't enter the frame for that. Vanwall does for the point of view that the greatest thing for me, the one thing that I wanted to do, was to have an English car. Tony Vandervell was a gruff old bugger, but he was a likable bloke. The car was not an easy car to drive; it didn't give the pleasure of others other than the fact it was British green. The sole pleasures of the Vanwall were that it looked good and it was green. And, of course, it won. After that, it had a flat spot which got better on petrol, it had a gearbox which was a sod. Tony Vandervell might warm it up and ruin the clutch, or something. . . There were a lot of things about it which were not on the pleasure side, and remember, I raced for fun, really."

It is extraordinary how candid Moss is. To many he can lay just claim to the title of greatest ever in the cauldron of Formula One – something, quite clearly, to which he himself does not aspire – while there has never been another driver so accomplished in all-round terms. In his time he has won Grands Prix, sportscar epics such as the Mille Miglia, the Targa Florio and the Tourist Trophy in 1955, rallies and saloon car events. As those who saw the not-too-distant television documentary when *Daily Mail* sportswriter Ian Wooldridge



Richie Ginther (Ferrari) shared fastest lap with Moss at Monaco in 1961, but it was the Englishman who scored a memorable third win in the Principality.



Moss dominated the 1958 Portuguese GP at Oporto, but letting Mike Hawthorn (Ferrari Dino) unlap himself may have cost him the World Championship.



And it looked so promising – Moss stamps his mark on the pack at the start of that critical 1958 Portuguese race.



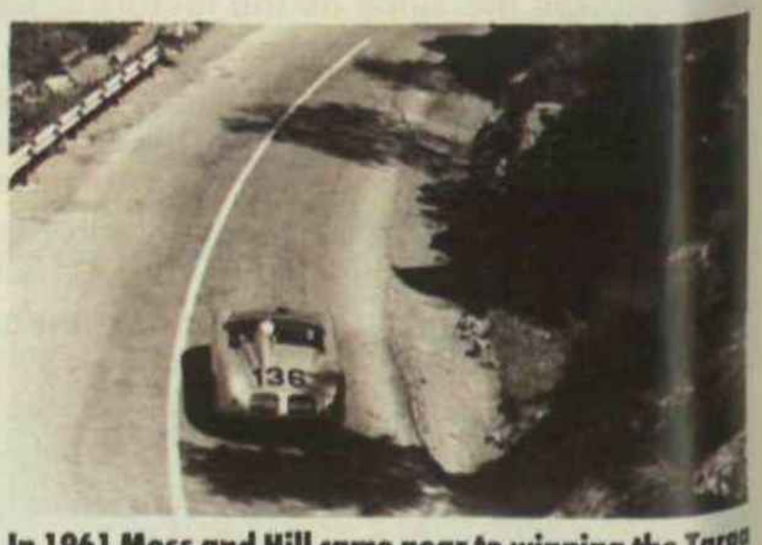
Bearded and recovering from the Goodwood crash.



Tony Brooks hands over to Moss at Aintree 1957. Brooks was still suffering from his Le Mans injuries and Moss charged through the field to win.



First corner, 1957 Monaco GP, with Fangio (Maserati) and Collins (Ferrari). But the chicane claimed both Englishmen, and Fangio stroked home.



In 1961 Moss and Hill came near to winning the Targa Florio in a Porsche RSR – but it lost its gearbox oil with five miles to go.

accompanied him on a Mille Miglia retrospective in the Mercedes 300SLR, ego is a part of his make-up, yet when discussing his career it remains under precise control.

He did not spin a car for the first four years, and when I mentioned it he shot back immediately: "That's because I'm not courageous," in that curious manner he has of speaking as if yesterday's events were still current. The comment was made with utmost candour, and takes a little getting used to. Then you begin to appreciate the depth of talent at his disposal if he really was driving just on, but not quite beyond, his limit the whole time. He settled his shoulders and rubbed his hands before continuing, keen to explain the point further.

"You see, danger was always on my shoulder. The problem before motor racing now is that the safety of the thing has given rise to a contempt of danger. And I never had that contempt. I was always really quite frightened of hurting myself. Of dying. And I would always drive sufficiently within my capabilities because I just didn't want to spin. I was afraid that if I spun I might hit the kerb and turn over, and be seriously hurt. I didn't actually spin until quite a long time after I'd started.

"That first spin didn't change my outlook too much, because I could see the reason I'd spun and it was my own fault. I came round this corner and there was dust, so I had a reason for doing it. But I didn't like it. The thing that would really worry me, mentally – because motor racing is very much mental – is if something happened and I didn't know why. I mean, if I went off because a wheel fell off, I'd know why. I'd be pretty upset, naturally, but. . . You have to remember that in those days the cars weren't built like they are now. But providing I knew what had happened, I wasn't mentally upset about it, confidence-wise."

"I was always really quite frightened of hurting myself. Of dying"

Today, just turned 65, Moss is an occasional paradox. While the forward-looking nature with which he embraces his beloved gadgetry is at odds with the popular conception of one his age, in other areas he espouses attitudes that are a throwback to a more heroic sporting age. Today's stars covet their telephone numbers as if they were safe codes, but Moss has always been listed in the phone book and remains there. If he's out, the answerphone prompts you to leave a message in a cheery manner. 'You've got just over a minute to leave a message. Wait for the silly little bleep. Ciao, ciao!'

Naturally, there's a degree of self-preservation involved, 'polishing the faded image' as he sometimes puts it, for he is a businessman, whose name remains his fortune. But there is a lot more to it than commercial expediency.

"If you take a book of any year since I've been old enough to pay for a 'phone, I've been listed. I believe, and I always have done, that the moment you take accolades from the public you owe something. I've never been worried about being asked questions. If I didn't live by what I believed in, then I would worry. I don't think I've been a great person, or anything like that, but I do know that whenever I did whatever I did, I did it because I decided to do it, if you know what I mean. So there, I'm hopefully accessible to people if they want it. I get quite a few letters, and every letter that comes with a return address on it, I'll answer."

Nick Coozée, now Managing Director of Penske Cars in Poole, was an avid correspondent with Moss during his schoolboy years, and will readily attest to that.

Some drivers don't give out their 'phone numbers at all. Others, with whom one grew up, change address and then just 'forget' to update you. Times change and so do people.



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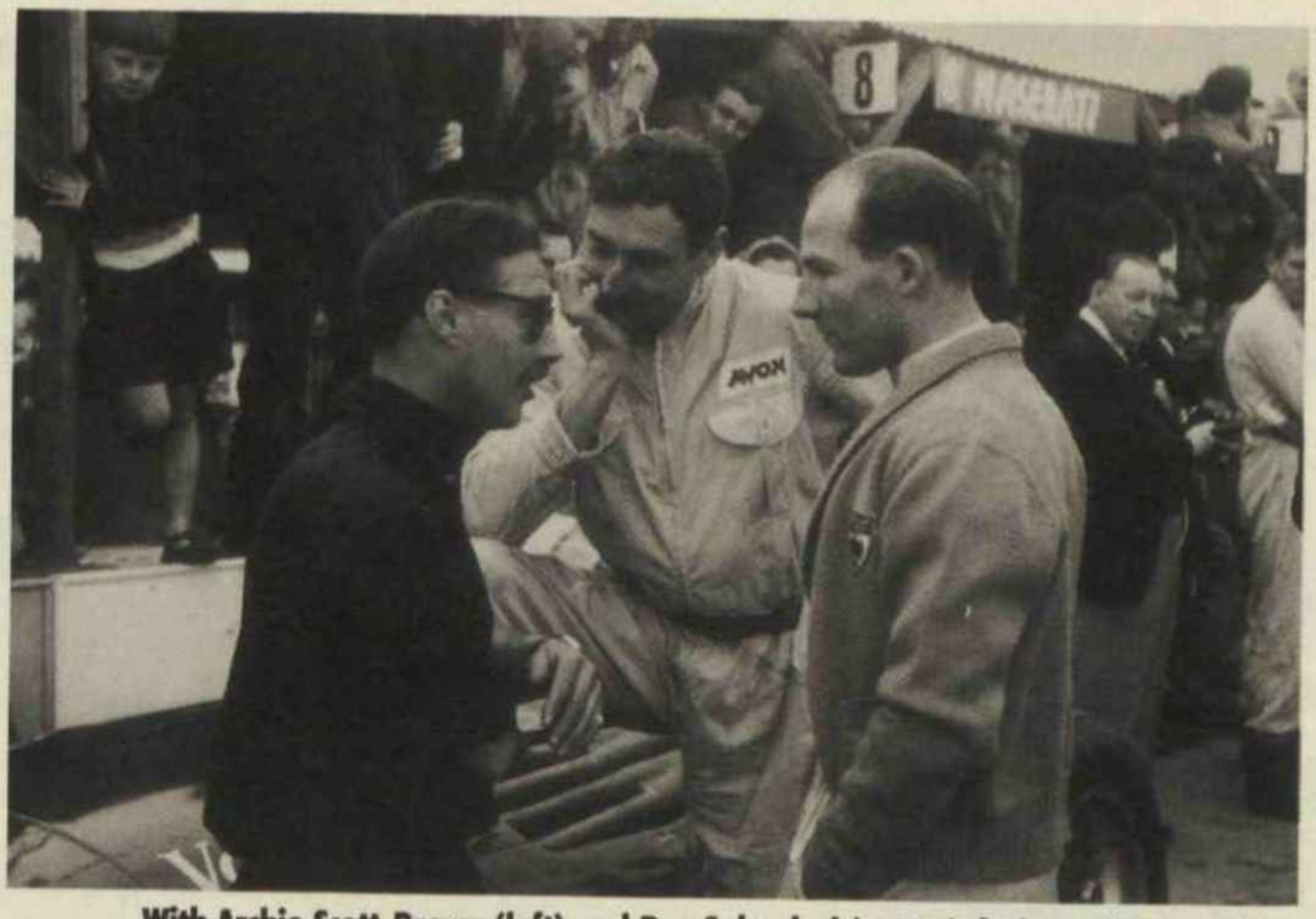
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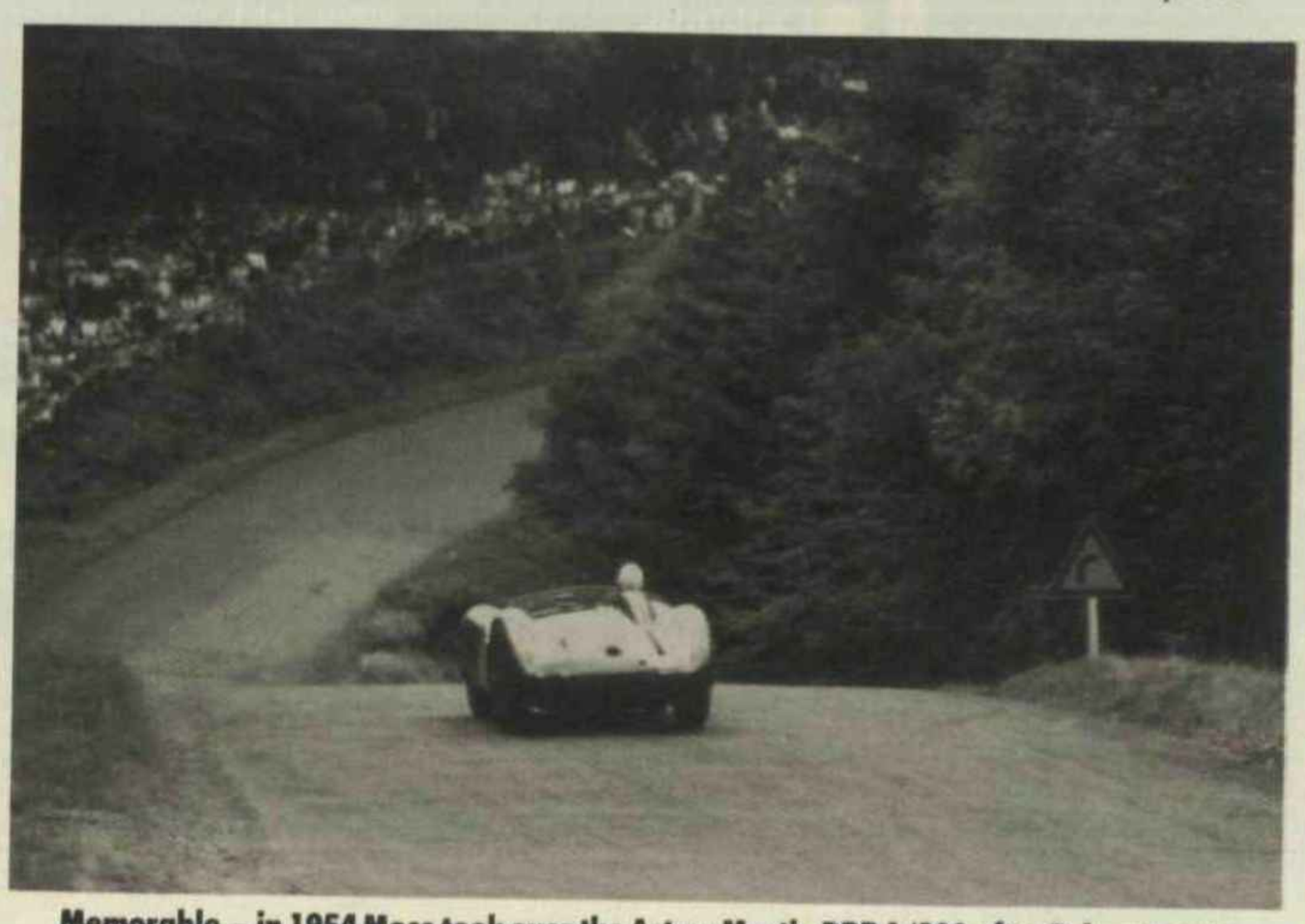
With Archie Scott-Brown (left) and Roy Salvadori (centre) during 1957.

"I don't live by that code," Moss said. "I mean, if people think I'm a creep, then fine. If they write me a letter, I'll answer it. I got a lot saying that I shouldn't drive for the Germans, which I could understand. And therefore I'd answer them, and explain my side. And if I was able to convert the person, all right. And if not, okay. I think it just depends on one's philosophy and outlook.

"You see, I've been very lucky in my life. I've never won a World Championship, and it would now, I think, be detrimental to have won one. I'm better off never having won one. It does put people in difficult positions writing books on World Champions if they want to mention myself, but then it doesn't matter. On the overall picture I'm better off with none. I'm the man that people say, 'Gosh, he should have won.' I think I had a fair innings, really. It's now, what? Getting on for 35 years since I drove a car, and yet I'm still selling my name. I've just signed a thing to be the international adviser to the Melbourne Historic Grand Prix, a contract for two years. Well now, that is terrific, that's selling my name now, 35 years later. Which is good, because I do an awful lot of things like that. And I do talks and things, for which I'm paid. And I have to be. That's how I make my living, selling my time and my name. And I think a lot of that is because a) I have made myself accessible, and b) always had something to say if people ring me up and ask what do I think of something. It doesn't matter what it is, I have opinions. They may not be right ones, but at least I have them and I'm not frightened of saying them."

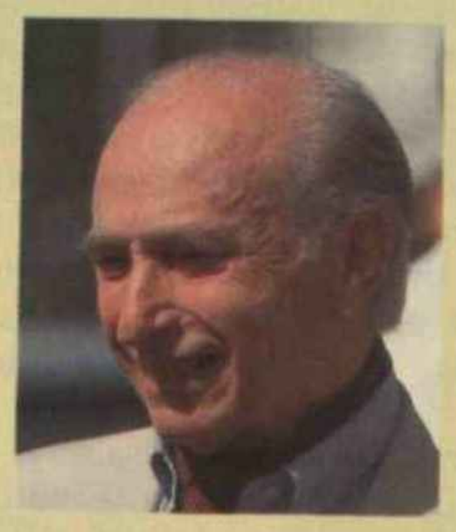
In his heyday, he loved nothing more than going into a corner and looking in his mirror and seeing another driver behind, and then seeing that same driver three or four feet further back when he looked again as he exited the corner. "That's when I felt six feet tall. You know, beat that! It's a very lonely place, leading a race on your own, not dicing, no two ways about it. But even when you're on your own, you're still dicing. You come out of a corner and look down and maybe you'll see 6700 revs. And the next lap you try that little bit harder, just to try and see a little bit more. You're dicing with yourself. And you are your own toughest critic."

As Stirling Moss proved on the track, and continues to off it today, you don't have to wear a crown to be a champion. **DJT**



Memorable – in 1954 Moss took over the Aston-Martin DBR 1/300 after Fairman put it in a ditch and scored a second 'Ring victory.

Fangio and Senna: Moss's two greats



For Stirling Moss, there is more mileage in being the greatest driver never to have won the World Championship, and he has the situation in full perspective.

"To some people, obviously, being able to say I was World Champion is what matters. Well, to me it doesn't. What matters to me is that if I can beat Fangio, I reckon that's bloody good. Because Fangio was the best driver in the world. And therefore that is what I'm out to try and do. Whether the title falls or doesn't is not too relevant."

Over the years, Moss has steadfastly maintained that Fangio is the best he has even seen, although Senna clearly crept very close to that accolade.

"I think it is terribly difficult to compare across eras, and I can only speak truly about people I have raced against. I think that Ayrton was of the same stature. I think he was tremendous. He is the only other person. Jimmy Clark was not, in my mind, in the class of those two. He was just one down. Of course, when I raced against Jimmy I could beat him, but then he was coming up and then I stopped, so. . .

"Fangio didn't have on and off days. Fangio didn't have on and off laps. He was ethical in every way. He was just that quick, and continually quick. There may have been faster drivers on certain corners or whatever, but overall, which is what matters, when the chips are down he could go out and win. All right, it's also true that he always had the best car as well, but you make your own luck. The reason he had the best car was that he was the best damned driver! You know?

"In exactly the same way, there was nobody in Senna's class."



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French warfare



It looked for all the world as though Franck Lagorce had just swallowed an orange. Whole. There was no mistaking the lump in his throat. Picking his words carefully, the Frenchman tried, without conviction, to persuade his audience that second place in the final round of the F3000 series, and in the championship itself, was a good result.

Certainly, for Apomatox it marked a solid improvement. For the very first time in its history, Dominique Delestre's Magny-Cours based team had looked a serious title contender. Yet that was of little consolation to Delestre's engineers, his mechanics nor, as we could see, his number one driver. The point was that he *could* have been champion. And he knew it. That Apomatox's arch-rival, DAMS, should have stolen up on the rails and snaffled the crown at the last moment, and at Magny-Cours to boot, cast a pall of despair over the garage of car number 15. The disappointment was tangible.

At DAMS, of course, the situation was quite the opposite. With three races remaining, Jean-Christophe ('Jules') Boullion had been the sizeable matter of 19 points adrift of Lagorce in the title race. At that point, even the improbable trick of winning all of them should have been no guarantee of the championship crown. Yet win them he did, and Lagorce fell prey to a couple of fundamental errors. There was the miscued pit stop in Spa, chronicled last month, and in Estoril he visited a gravel trap whilst lying third. It was a brief aberration, and he cited faulty brakes, but it was enough to drop him from the points.

That, and Gil de Ferran's retirement from the same race (when he was nudged out of the lead by Lagorce's team-mate Emmanuel Clérico), created an improbable situation whereby any of four drivers could take the title at Magny-Cours. Lagorce and de Ferran shared 28 points, Boullion had 27 and outsider Vincenzo Sospiri, who competed with a broken hand in Portugal yet still finished second, 22.

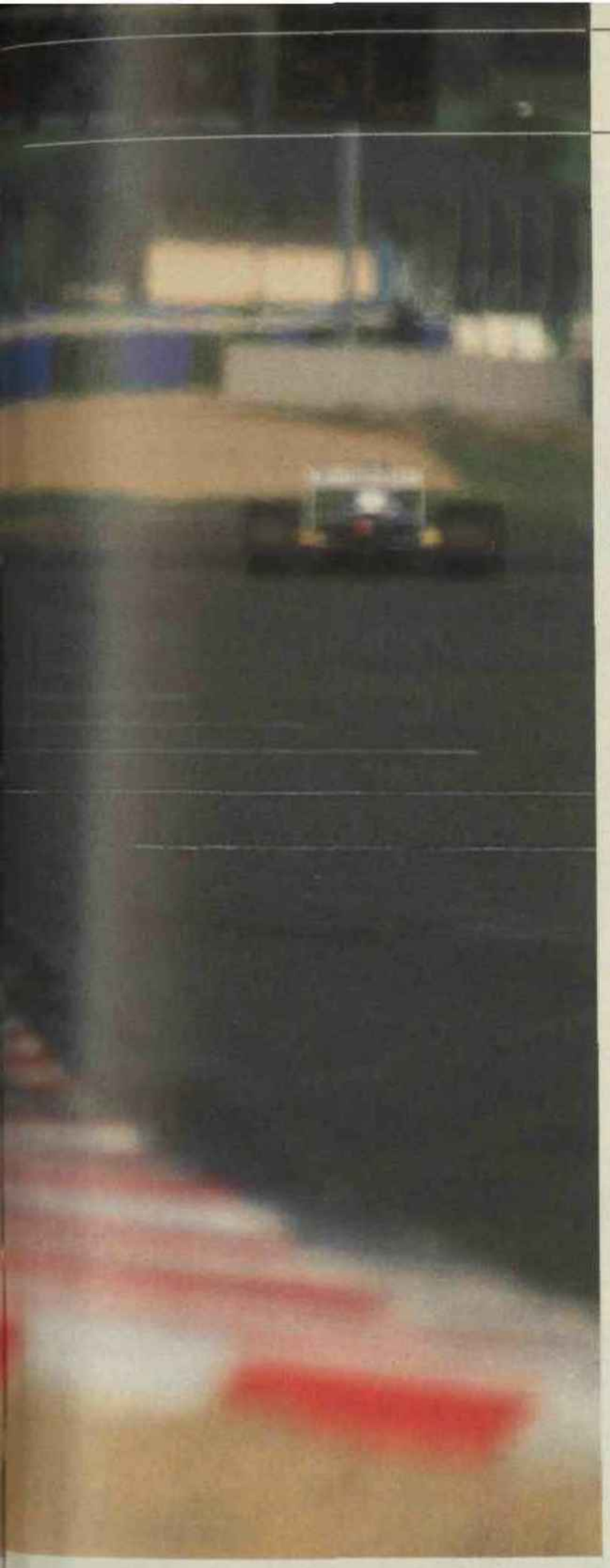
Lagorce, fastest in every practice session and the race morning warm-up at Magny-Cours, led until the eighth lap, when a small mistake entering the second chicane allowed Boullion to pounce. Had the two collided, Lagorce would have taken the crown, for de Ferran had already been victim of someone else's first lap overenthusiasm and Sospiri was too far back to secure the win he needed. But it was a clean move, and try as he might Lagorce was unable to peg back Boullion as he edged ever further down the road. It presented DAMS with an 18th F3000 win (by far the record), its second consecutive championship title and a third in all (no other team has won more than one). Not a bad way to bow out as you prepare for F1...

Boullion, calm and confident in equal measure, hadn't let Lagorce's pugnacious qualifying efforts unsettle him. He maintained throughout that he would have a car capable of victory on race day, come what may.

And so it proved.

"I don't think we lost the title because of the pit stop at Spa," reflected Lagorce. "That day, I felt I was more likely to end up in the gravel than finish the race. At the time, I thought it was the right thing to do. In my view, a combination of factors cost us the title. The spin in Pau, the qualifying accident in Barcelona, Spa, Estoril..."

Despite his disappointment, he is at least assured of gainful employment for the next couple of years, having been recruited as Ligier's test driver and F1 reserve. His contract is valid until the end of 1996, with an option for the following season. A place in the race team will be his at some point.





Main shot, left: Jules Boullion heads for his hat-trick at Magny-Cours, and celebrates an improbable title triumph (inset). Above, Gil de Ferran was punted off in each of the last two races, thereby eliminating him from the title contest. Right, Lagorce's post-race disappointment was tangible.





Above, 18 year-old Brazilian Tarso Marques became the youngest F3000 points scorer, with fourth place in the finale. Below, Wim Gyckmans continued to impress in the family team-run Reynard, though reliability prevented a top six finish in France.



For Boullion, the picture is less clear, though he is likely to accompany DAMS into F1. A wind-tunnel model of the projected chassis already exists; all that team founder Jean-Paul Driot needs now is extra cash. . .

For the sake of F3000's credibility, it is imperative that its unassuming new champion follows his nine antecedents into the senior formula. In the wake of his triumph, he said, of his chances of joining the DAMS F1 programme. "Honestly, we haven't really talked about it much." Then a coy smile. "But now that we've achieved our main objective, maybe we'll start talking about it tomorrow. . ."

As it transpired, victory in Estoril would have been enough to deflect the title de Ferran's way, but although he grabbed the lead at the start it was not to be. On the day, Emmanuel Clérico was clearly the fastest man on the circuit. He was also, however, a touch impetuous. Those who witnessed the accident between the Frenchman and the Brazilian credited each with a share of culpability, though the bulk of the blame fell 70/30 on Clérico's shoulders. It was certainly a risky manoeuvre, and it was, after all, only lap three. . .

Victory in Magny-Cours would still have been good enough for de Ferran, but PSR was unable to tune its cars to the circuit. His last hope was that his French adversaries would retire, and that he could pull through the field to accrue a point or two. When Fabrizio de Simone used him as a brake on the very first lap, it was all over. He hopes to do F1 next season, but that requires the sort of money to which he does not, as yet, have access; however, his close relationship with Reynard could just nudge him into an IndyCar seat if his F1 aspirations fail to materialise.

Sospiri, as ever, gave a good account of himself in the finale, rising from 16th, after a not untypically laidback qualifying effort, to fifth, but that still left him fourth in the final analysis. Boullion annexed 36 points, Lagorce 34, de Ferran 28 and Sospiri 24.

None of this quartet has anything more to prove at his level; ironically, all are likely to be beaten to F1 in the short term, thanks to the late-season rush to pay for seats in the Japanese and Australian Grands Prix, as better-heeled drivers boost the coffers of F1's financial stragglers.

The overall message is clear enough, however. France has taken a second straight F3000 title, and a fourth in six years.

And the only country which actively promotes and supports its young drivers via the government's sports ministry and a national fuel giant (Elf) is. . ?

France.

QED.

S A

Radisich patch



Tarquini chases Winkelhock (main shot); the spoils of victory (left); Cleland leads on lap one – before the red flags (right); second for Soper (below right); Stuck heads Cecotto (far right).



Paul Radisich retained his FIA Touring Car 'World Championship' at Donington Park on October 16 and, as at Monza a year ago, his Ford Mondeo was never out of the lead. It was a decisive performance against 38 of the world's best touring car drivers, all of whom did their best to oust the New Zealander from supremacy, but failed.

BMW drivers Steve Soper and Joachim Winkelhock came closest, but the blue and white Ford controlled the 100 km race and crossed the line 1.9 seconds ahead of Soper, at the helm of BMW's 1995 development car.

"I thought he was playing with me," said Soper, "until the last couple of laps, when I suspected there might be something wrong with Paul's car. My tyres were still good and I attacked, but he had enough in hand."

The Mondeo's gear selection was playing up in the closing stages, and a 3.9s lead was whittled down. "My heart was in my mouth for the last four laps," said Radisich. "I was afraid I'd finish up with no drive, but the problem didn't get any worse."

Just to crown his success, Radisich later went on to claim the £12,000 prize for winning the TOCA Shoot-Out, a lighthearted event from which no car emerged without body damage. . .

The FIA Touring Car World Cup at Donington was no place for angels. In clashes that would have brought the Wimbledon stock car crowds to their feet, four cars were eliminated in a startline accident. Alain Menu hit an Audi with such force that the Renault's engine bay caught fire, newly crowned BTCC champion Gabriele Tarquini eliminated John Cleland's Vauxhall and Emanuele Pirro's Audi on the first lap of the restarted event – and still managed to finish fourth! – and Winkelhock passed Frank Biela's Audi with one of the most physical assaults seen all season.

Local knowledge was no bad thing, either. Last year Radisich went to Monza for the first time in his life and drubbed the Italians, the Germans and the French. He defended his title on home ground, and if you count Soper, Winkelhock and Tarquini as a home team, their experiences of the past season were enough to sway the results in their favour.

Radisich had been through two months of misery in July and August, and presumed he was the victim of the mid-season homologation processes which tilted the balance firmly in favour of BMW and Renault, not to mention Alfa Romeo whose dominance was somewhat retarded.

Andy Rouse had explained, at Silverstone on September 11, that "we're out of it until we get the 1995 wing package", yet a week later Radisich was building the foundations of a faultless performance, winning the 20th round of the BTCC.

The rear-drive BMWs and 4wd Audi 80 quattros were supposed to have an advantage in conserving their tyres for the final five laps, the extra five that BTCC contenders are never asked to contest, yet the latest Michelin compounds went the full distance for Radisich without losing their edge.

In the space of four weeks the top teams improved their grid times by approximately 1.5 seconds, an astonishing increment which was explained as a credit to tyre development. Michelin, Yokohama and Dunlop all shared this improvement, though, and the first 18 cars on the grid all went faster than Winkelhock's pole position record (1m 39.66s) established on



"I hope he goes into F1, then we can do this race next year without him!"









September 17.

There were six different makes of car on the first three rows of the grid, all covered by four-tenths of a second. One second covered the top 11 cars, down to Yvan Muller's BMW, and 1.64s covered the top 21, down to Hans Stuck's Audi 80 (1m 39.73s).

After qualifying, Jonathan Ashman was demanding to know why anyone wanted to change the regulations for 1995! The parity was largely the result of strict guidelines being laid down, and pre-scrutineering by the RAC's Peter Riches.

Those contesting the German and Italian championships had to forego their big wing packages, and some of the French decided that they were so far removed from the FIA Class 2 regulations that it wasn't worth entering.

The Audis came to Donington as outsiders, with no experience in Britain in two-litre form, and their hour of glory came on Sunday morning. On a decidedly damp track Frank Biela and Emanuele Pirro were clearly quicker than Johnny Cecotto (BMW) and Tim Harvey, having probably his last drive in the Renault Laguna.

Could John Cleland have won the FIA World Cup? The Scotsman had the satisfied look of inward confidence after qualifying fourth, and he made the best start of the season to out-accelerate Soper and Radisich to Redgate.

The Vauxhall led the first lap and would have been hard to dislodge, but for the red flags. Two-thirds of the Renault team had been dashed in separate accidents, and clouds of white smoke from Harvey's exhaust signalled imminent retirement with a suspected head gasket failure.

Cleland's second start was pretty good too, but he had to settle for third place behind Radisich and Soper, pursued by Tarquini and Pirro.

The British champion, Tarquini, made an untypical braking error at Goddards, hitting the Vauxhall Cavalier and then Pirro's Audi. Surprisingly Tarquini alone was able to carry on, eventually to claim fourth place.

Moments later Stefano Modena failed to brake for the Esses and struck Anthony Reid's Vauxhall a mighty blow, wrecking the Alfa Romeo's front end. Reid carried on with a leaking oil tank, and set the second fastest lap of the race with lubricant dripping onto his rear tyres. Eventually Reid oversteered off at the Old Hairpin, but his reputation was enhanced by the event.

Radisich and Soper sped the distance without a hitch, but there were some rude happenings behind them. Biela, Tarquini and Winkelhock were duelling hard for third place and the 1993 British champion, driving his Schnitzer BMW in Britain for the last time, settled the matter by barging Biela out of the way at the Esses.

According to Winkelhock, the Audi's brake lights were not working and since Biela refused to blame Winkelhock, the stewards took no action. After all, Winkelhock's third place secured the Nations Cup for Germany, and BMW was clear winner of the Manufacturers Cup.

Victory for Radisich also won him the RAC's Tourist Trophy. Perhaps the best compliment came from Winkelhock, though: "I hope he goes into F1, then we can do this race next year without him!" **MLC**

FIA Touring Car World Cup, Donington Park, October 16 1994

1	Paul Radisich (NZ)	Ford Mondeo Ghia	41m 56.73s
2	Steve Soper (GB)	BMW 318iS	41m 58.66s
3	Joachim Winkelhock (D)	BMW 318iS	42m 03.84s
4	Gabriele Tarquini (I)	Alfa Romeo 155 Twin Spark	42m 04.69s
5	Hans-Joachim Stuck (D)	Audi 80 quattro	42m 26.23s
6	Johnny Cecotto (YV)	BMW 318iS	42m 27.95s
7	Yvan Muller (F)	BMW 318iS	42m 28.85s
8	Markus Oestreich (A)	Ford Mondeo Ghia	42m 31.29s
9	Marc Duez (B)	BMW 318iS	42m 35.08s
10	Roberto Ravaglia (I)	BMW 318iS	42m 37.38s

On top of the world

Paul Radisich, Touring Car World Champion – it's got a nice ring to it. In fact, I think I'll say it again – Paul Radisich, Touring Car World Champion.

To retain this title – I won it at Monza last year – doesn't make up for failing to win the British Touring Car Championship – that's a year of effort and the World Cup was just one week – but the kudos it carries makes it very worth winning

And as far as I was concerned, I had to win the FIA Touring Car World Cup at Donington Park. I'd been thinking about it since the final round of the British Touring Car Championship, also at Donington Park, last month. Even when I was sharing a Ford Falcon with Glenn Seton at Bathurst – except when its five-litre V8 was propelling me down Conrod Straight at 180 mph – my mind was on the World Cup.

I'd worked out what my strategies would be, who my main rivals were likely to be – I'd covered every eventuality. I'd put so much effort and concentration into the week of testing, qualifying and the race, you can imagine how my heart sank when a comfortable lead was suddenly threatened as my Ford Mondeo's gearbox became notchy with just four laps left. . .

As you know, I was very disappointed to lose the BTCC to Alfa Romeo's Gabriele Tarquini. To be honest, we were struggling with the car towards the end of the season, and a success in the World Cup looked unlikely. Indeed, all the teams that run front-wheel drive cars had been disappointed by the format chosen for the race; it was half as long again as a normal BTCC round, and it was widely believed that the and BMWs would dominate becaus look after their tyres better.

But so close is this form of racing th only need to find half a second to from being an also ran (ie not winnin pacesetter. More often than no amount of time can be found in the With the championship won at Silve Michelin gave everybody the tyre developed especially for the World the last Donington meeting. Our c always gone well at this circuit, but in ately it was clear that the new constr tyre suited the Mondeo extremely qualified on the front row, won the fir comfortably, and probably would've the second race but for a duff sparl This gave both me and Team Mon huge boost.

For the World Cup my plan was to quickest on every day during the pr



week's testing. There is a psychological side to this, it gives you confidence and gets your rivals talking, but it's more to do with the fact that if you do something you might as well do it well. Apart from Friday when Steve Soper's BMW was quicker, I managed to achieve this aim.

But there's more pressure in qualifying as you normally only have one chance to set a time. And I was adamant that this had to be done in the morning, because as the ambient temperature rises later in the day the track gets slower. I was halfway round my first qualifying lap in the morning when the red flags came out and I had to abort it. A car had gone off at McLeans and when this was recovered the track was re-opened with just four minutes remaining. Qualifying is always a gamble and a lot of the drivers decided to wait for the afternoon, but Soper and I went out again. It worked perfectly for us as we both got completely clear laps, and Steve held pole position for about 20 seconds until I took it off him. Of course, the temperature might have dropped and made the afternoon session supersonic, but on this occasion I was right.

For me, the key to this race was to be in pole position. I expected it to be the toughest race of my career, but I wanted to get out front and control it as best I could. Thus I was disappointed when John Cleland's Vauxhall Cavalier got the jump on me at the start. He'd surprised me with his pace in qualifying – he was fourth quickest – and he surprised me when I glanced left and saw him going by, a gear up on anybody else.

At Monza last year I had also got pole position. I was also beaten away from the line – by Nicola Larini's Alfa Romeo on that occasion – only for the race to be red flagged. Thus I got a strong sense of déjà vu when I saw the red flags being waved as we approached the Melbourne hairpin. Fate?

At the second time of asking I was a lot more relaxed and made a better start. Steve Soper still got a slightly better one than me but I did enough to keep the inside line for Redgate. It was a long race and Steve gave me a little room; I think he was confident that his car would be stronger than mine in the second half and was willing to wait. But his action had unforeseen circumstances.

Intently I watched a very fraught opening lap in my mirrors as Soper, Cleland, Tarquini and Emanuele Pirro's Audi battled it out. This played totally into my hands, for not only did it totally eliminate three of them – John, Gabriele and Emanuele – from the equation, but it also allowed me to cross the line with a big lead over Soper.

I was then able to keep the gap steady. Steve had quite a big lead over the third-placed man, and I think both of us were looking after our tyres as much as possible. But every time he pushed a bit harder I was able to respond to hold the gap at around two and a half seconds.

Then I missed a gear. My heart stopped. A selector had got damaged and the change suddenly became very heavy. It's difficult to open up a gap but it's easy to lose one, and Steve quickly started to close. It took me half a lap to realise that the problem wasn't going to get any worse, and to adapt my driving style to the problem: I was now having to lift of the throttle to make the car jerk on the upchanges. I was back on track.

Motor racing provides a lot of horrible moments like these, but it also gives you some sweet ones, one of which was crossing the line still in front. It was a huge weight off my shoulders, and to celebrate I went out and won the following TOCA Shoot Out race. This was just a bit of fun, and showed me that sometimes things are easier if you're totally relaxed. But this is what makes races like the World Cup so difficult and so satisfying to win.

Paul Radisich, Touring Car World Champion. A good feeling. **PR**





Photo – Malcolm Ross

Pat on the comeback

The 1990s have seen IndyCar racing dominated by two men and their teams: Roger Penske and Carl Haas. Together, Marlboro Penske and Newman/Haas Racing have won 50 races, including three Indianapolis 500s, and three PPG championships.

It was not always so. Throughout the 1980s a third man matched Penske and Haas in terms of on-track success and off-track influence: Pat Patrick. One of CART's founders, Patrick also fathered the Firestone Indy Lights Championship (né American Racing Series) while overseeing a team that won 16 IndyCar races during the 1980s.

But after winning the PPG title and his second Indianapolis 500 in 1989, Patrick entered into a shotgun marriage with Alfa Romeo that lasted two seasons before he sold the team to Bobby Rahal and Carl Hogan and quit IndyCar racing entirely.

Now he's back. The former accountant turned oil – well wildcatter will re-enter IndyCar racing with the full support of Bridgestone/Firestone as Firestone itself returns to the sport after a 20-year absence. As befitting the phoenix-like return of Patrick and Firestone, the team's Lola T95/00-Cosworth will be piloted by Scott Pruett, a man who's been counted out more times than George Foreman.

At the same time, after an interminable gestation period, Formual Indy Lights is finally making the kind of impact that Patrick and co-founders John Frasco and Ralph Sanchez intended. 1990 champion Paul Tracy is now a hot property in both IndyCars and F1, '93 champion Bryan Herta has signed with Chip Ganassi and Reynard, '92 champion Adrian Fernandez had a solid season with Galles Racing, '89 champion Mike Groff is Honda's fair-haired boy (if not Rahal/Hogan's) and Tasman Racing, winner of the past two FIL championships, will be moving into IndyCar racing with Indy Lights rookie of the year Andre Ribeiro.

It all adds up to a remarkable comeback for a man many figured had entered his last IndyCar race when he sold Patrick Racing's assets to Rahal and Hogan three years ago. And it's fair to say that Firestone has been the catalyst on both the FIL and IndyCar fronts.

Many critics figured Patrick had cut the figurative throat of the Indy Lights series when he put together the deal that brought Firestone back into big time open wheel racing in 1991. With CART already taking an indifferent attitude to the series, the public slap in the face to Goodyear was viewed as utter heresy. In fact, Firestone's backing, plus the equally bold decision to build new

Lola chassis for the 1993 season, may well have saved the series.

"I'm very pleased with the direction the Indy Lights has gone in the past few years," says Patrick. "Roger Bailey has done an exemplary job as president of the series. There's no doubt that the move to Firestone was a big step, and so was the decision to go to new chassis. We had 21 cars at Laguna Seca, we've had some excellent drivers come out of the series and we've got more excellent drivers still in it.

"It's the most cost effective series in professional racing; Greg Moore won three races this year and spent $450,000, which is not significantly more than it cost to do the series when we started it back in 1986. Now Andrew Craig has really taken it under his wing and I expect it to grow significantly in the coming years."

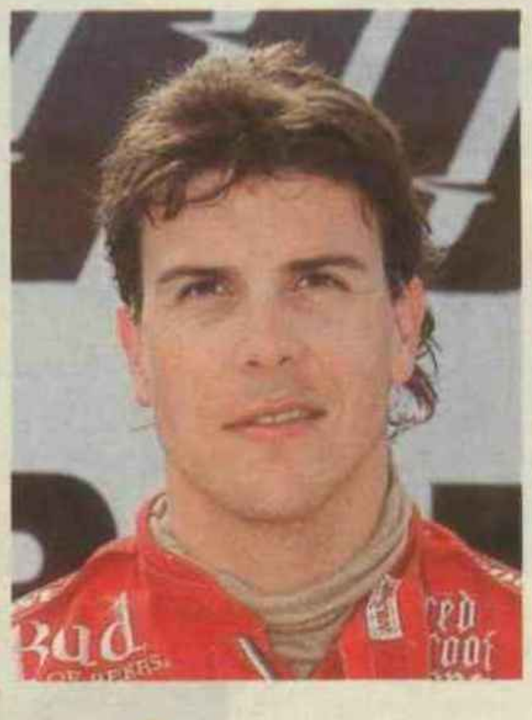
And Firestone was the driving force in the re-formation of Patrick Racing. In May of 1993 Firestone went public with its plans to re-enter IndyCar racing, and last October announced that Patrick Racing would spend the 1994 season testing and developing its IndyCar tyres.

"After I sold the team, I stayed in contact with IndyCar racing through Indy Lights," recalls Patrick. "Firestone's racing director Al Speyer indicated they intended to eventually go IndyCar racing, although I had no interest in getting back into IndyCar racing at the time. But after I realised the potential advantages in going IndyCar racing with Firestone I decided to do it. If Firestone hadn't come back I wouldn't be involved with the IndyCar series."

Patrick's reborn team bears more than a passing resemblance to the team he sold to Rahal and Hogan. Steve Newey, who engineered the Lola-Alfa well enough that Danny Sullivan set fastest lap at Phoenix in 1991, has been working as team manager while long-time Patrick stalwart Jim McGee has parted company with Newman/Haas Racing to rejoin Patrick as general manager.

The testing programme has gone as well as could be hoped. Attempting to match actual race conditions as much as possible, the team has tested at a variety of circuits in the days immediately following this year's IndyCar events. Results have been encouraging. . .

Andre Ribiero (below and top left leading the Indy Lights field) consolidates Patrick's vision by moving this year from FIL Rookie of the Year to mainstream IndyCar. Patrick's own team is spearheaded by evergreen Scott Pruett, inset.





A couple of days after Emerson Fittipaldi took pole at Nazareth with a lap of 19.397s, Pruett turned a 19.444s in Patrick's '94 Lola-Ford/Cosworth and ran scores of laps in the mid-19s. Similarly, Pruett was less than a tenth of a second off Al Unser Jnr's pole time at Mid-Ohio and ran a lap of 225.423 mph at Indianapolis, compared to Unser's four lap average of 228.011 that earned pole for the 500.

Of course, many of Patrick's past problems were of his own making. The original ARS was created with little effort given to integrating it with the existing Super Vee and Formula Atlantic series. But Buick's support of the ARS outlasted Volkswagen's commitment to Super Vee and as Formula Atlantic expenses have climbed, Patrick's spec chassis/engine lease formula has proven increasingly attractive.

And the racing world knows all about the chain of events that led to the sale of Patrick's team in 1991, coming after he was unable to secure a competitive engine package in the wake of Alfa Romeo's departure, due to the fact Patrick Racing provided the Italians with what Ilmor considered to be proprietary information in the final days of his association with Chevrolet in 1989.

"I was disappointed in the way Chevrolet and Ilmor handled the engine situation. It showed a lack of maturity; some people don't realise there are compromises in everything," he says, with a broad grin.

Many saw the Ilmor saga as just deserts for one of IndyCar racing's consummate politicians, having formed CART together with Roger Penske et al and who later came to be counted among the "haves" when the "have nots" like Andy Kenopensky, Dick Simon and Steve Horne tried to wrest control of CART from Frasco and his cadre of grandee team owners.

But that was then and this is now. After a tumultuous three years under Bill Stokkan, CART has at long last found the top flight administrator the team owners have longed for, a man who the "have nots" can trust to be impartial and the "haves" can trust to effectively administer the organisation.

"From what I've seen of Andrew Craig," says Patrick, "I've been very impressed."

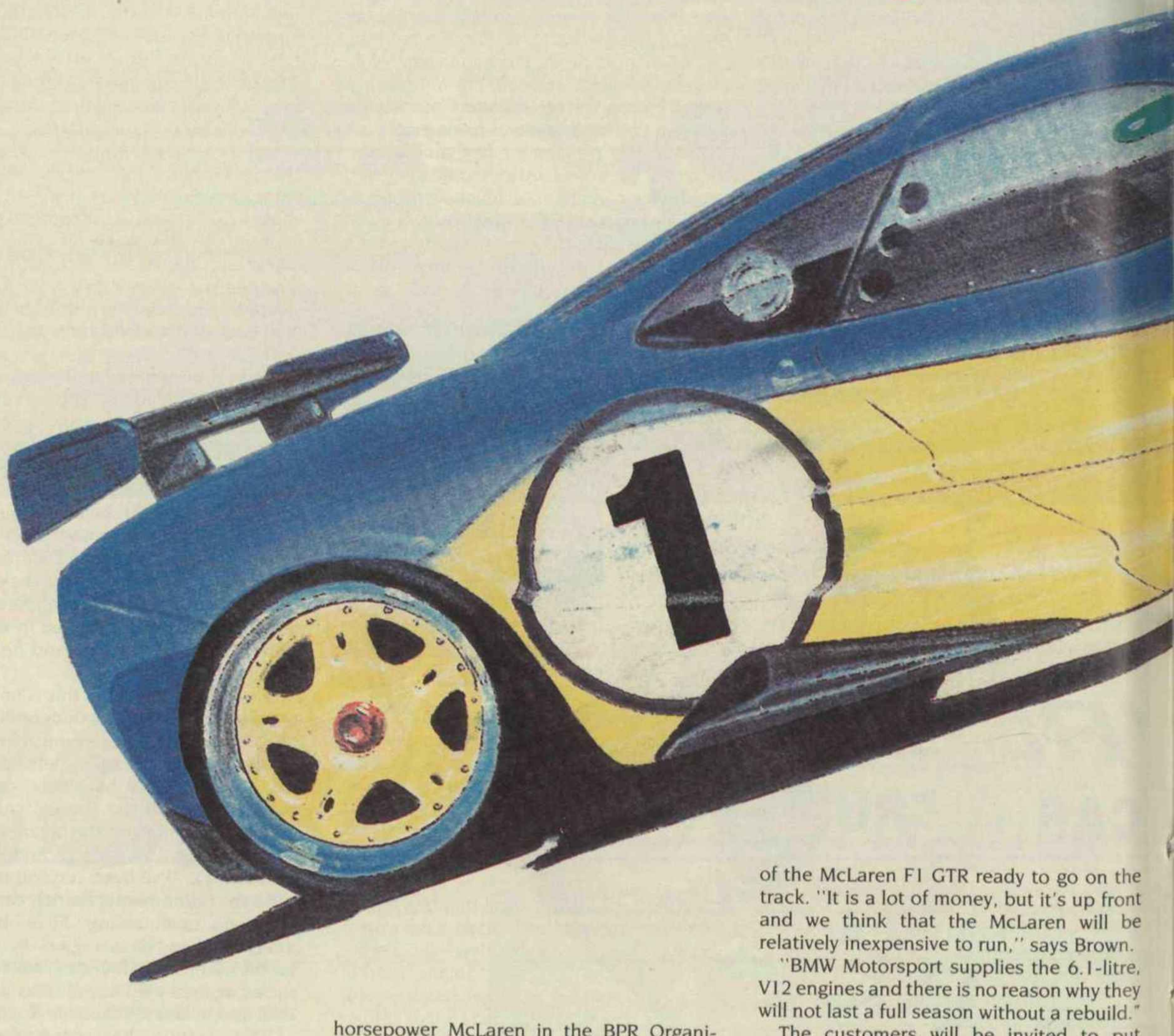
So for now anyway, Patrick can concentrate on maintaining FIL's new-found momentum and go racing with his own team in the series he founded 16 years ago; racing against the likes of Haas and his old rival and business associate Roger Penske.

"Our testing has gone well. We're extremely happy with Firestone's support. Everything we've asked for they've done their best to accommodate. We're gonna be extremely competitive," says Patrick. "It's a tough series. Look at Roger Penske, this is the first time he's won the championship since 1988 and he's the best in the business. I don't think that'll be a problem. We'll beat him."

Just the sort of brash self-confidence a man needs to make, lose and remake several fortunes in the petroleum industry – or to make, lose and remake one of the best teams in IndyCar racing. **D P**

Famous

McLaren prepares to broaden its motor racing attack. . .



McLaren is charting a course to join Porsche and Ferrari, the 'greats' in endurance racing, with a fleet of five Gordon Murray designed F1 GTR Grand Touring cars being prepared for the 1995 season.

Ray Bellm, former World Champion C2 Sportscar driver, is the only entrant who has revealed his intention to run a 627 horsepower McLaren in the BPR Organisation's series of GT races next season, but John Nielsen's name is linked with another and the final list is expected to be impressive.

There will be five race prepared cars, as McLaren Cars' commercial director Creighton Brown confirms. All customers will be treated on an even-handed basis, "shown no favours whatsoever", but McLaren will back them up with a spares vehicle at European events and technical support.

It is not cheap to join this club. The down payment is £625,000, which covers the cost of the McLaren F1 GTR ready to go on the track. "It is a lot of money, but it's up front and we think that the McLaren will be relatively inexpensive to run," says Brown.

"BMW Motorsport supplies the 6.1-litre, V12 engines and there is no reason why they will not last a full season without a rebuild."

The customers will be invited to put £50,000 into a spare parts fund to support the race service and any parts needed will be debited from the deposit; if there is a balance at the end of the season, it will be refunded.

Even this does not represent the true valve of the McLaren racer, although the nominal price tag is £85,000 more than the road car's ex-factory value.

Development of the track version has cost more than £1.5 million, and is amortised on a handful of cars. Naturally, McLaren Cars would be delighted to build more GTRs, to special order.

five?





"McLaren Cars will reserve some space on each car for a sponsor or supplier," says Brown. "We undertake to fill this space, and our associated company, TAG McLaren Marketing Services, will be active in seeking sponsorship.

"We think that the McLaren will be relatively inexpensive to run"

"If the customer wants a 'clean' car entirely for his sponsor we will price the GTR at £775,000." Is that a turn-off? "A couple of customers already have two F1s on order, one for the road and one for racing. And if the customer wishes, a GTR can be converted back to somewhere near road car specification, so it should hold its value."

Although, on paper, the McLaren F1 GTR will rank with the 1994 Le Mans winning Dauer 962LM Porsche as one of the world's fastest, most efficient (and expensive) GT cars, success can't quite be guaranteed. The BPR Organisation and the Automobile Club de l'Ouest are expected to take measures to ensure that no manufacturer or team has a run of easy victories.

Air restrictors, weights and fuel tank capacities may all play their part, but in theory the McLaren has a world-beating specification: it will easily reach the 1000 kg minimum scrutineering weight, the 48-valve V12 engine is rated at 627 bhp *in standard form*, and it has an impeccable pedigree guaranteed by Gordon Murray's original design and race development.

The future of endurance racing on a worldwide basis is now focussing heavily on Grand Touring cars rather than open-top sprint machines, and the arrival of the McLaren F1 GTR gives the GT formula a strong boost.

Ferrari, Porsche, Lamborghini, Honda, Lotus, Venturi, Callaway and McLaren will all be represented in the 1995 season of Grand Touring racing, which starts at Jerez on February 26.

It then moves on to Jarama (March 26), Monza (April 9), the Nürburgring (April 22), Donington (May 7), Montlhéry (May 21), Spa-Francorchamps (July 16), Suzuka (August 27), Silverstone (September 17) and Zhuhai in November. A fixture in America has yet to be confirmed.

McLaren's directors have never denied interest in producing a competition version of the world's ultimate supercar. "We decided at an early stage that people will want to race the F1 whether we like it or not," Brown declares.

"For our own peace of mind we have prepared the GTR version. Gordon has gone right through the design in every detail to ensure that it is safe, reliable and competitive. Those three criteria are of absolute importance."

Although the superb, custom-built V12 engine needs no modifications, the McLaren six-speed, transverse gearbox has been given bigger bearings, the synchronised gears are straight-cut and the driveshafts have been increased in diameter.

McLaren Cars will offer a choice of final drive ratios to suit various circuits, but there will not be a choice of gear ratios. "The engine torque is so remarkable that it should not be necessary to change gear sets," says Brown.

The Brembo brake system, similar to that on later 'works' Porsche 962s, has larger diameter discs and harder pads installed. The suspension is fully rosejointed, and detail changes go right through the car. Some new engineering was required to install a 100-litre tank, the maximum capacity allowed by the ACO in 1995.

Moving aerodynamic devices are on the FIA's prohibited list so the active brake cooling system and transverse rear flap have been deleted, and a full-width fixed wing appears on the artist's impression (which is only an indication of how the GTR will look). The GTR has completed a successful wind tunnel test at McLaren's Grand Prix facility.

M L C



Auriol



There were tense moments indeed when Italy's Sanremo Rally drew to a close on Wednesday, October 12. After leading the rally throughout, Carlos Sainz and Luis Moya, their Subaru Impreza 555 having developed a misfire, slowed fractionally and allowed Didier Auriol and Bernard Occelli to move their Toyota Celica ahead on the last stage but one. The French pair eventually won by 21 seconds.

The Sanremo Rally is one of the few rallies which still uses mixed-surface special stages. After a long run out from the start to Arezzo, far to the east, and a night stop in that town, the competitive driving did not begin until the second day. All the stages that day were on dirt roads, as they were on the next. Tarmac stages figured on the last day only, when the rally looped through the mountains immediately northwards of Sanremo, where the old Rally of the Flowers used to be held in its entirety.

There was an excellent entry for this last-but-one qualifier of the 1994 World Rally Championship. Ford send three Escort Cosworths for François Delecour/Daniel Grataloup, Massimo Biasion/Tiziano Siviero and Bruno Thiry/Stéphane Prevot, whilst another two, backed by Martini Racing, were entered by Ford of Italy for Franco Cunico/Stefano Evangelisti and Malcolm Wilson/Bryan Thomas. Both cars were built at Wilson's workshop in Cumbria. From France came a Group N Escort Cosworth, crewed by Spaniards Jesus Puras/Carlos del Barrio.

Auriol's car for the rally was a Celica of the old shape, whilst the later GT-Four was

Advantage

When Carlos Sainz's Subaru picked up a misfire almost within sight of the finish, it allowed Didier Auriol to enter the final round of the WRC with an unexpectedly large points advantage

driven by Juha Kankkunen/Nicky Grist. In the Subaru team, Sainz was joined by Colin McRae/Derek Ringer driving a similar Impreza. Another such car, entered by ART, was driven by Italian pair Piero Liatti/Luigi Pirollo.

Mitsubishi made one of its now-occasional appearances by sending two of the latest Lancers for Armin Schwarz/Klaus Wicha and Tommi Mäkinen/Seppo Harjanne. Mitsubishi Germany took two Group N Lancers for Isolde Holderied/Tina Thörner and Jorge Recalde/Martin Christie. They finished 15th and 16th respectively, the former taking both the Group N category and the ladies' prize.

The only other team nominated to score manufacturers' championship points was Skoda, with two Favorit 136Ls for Pavel Sibera/Petr Gross and Emil Triner/Jiri Klima.

Two Opel Astra GSis came from Belgium for Grégoire de Mevius/Willy Lux and Freddy Loix/André Malais, whilst the Italian Grifone Team entered three Toyota Celicas for Andrea Aghini/Sauro Farnocchia, Piero Longhi/Flavio Zanella and Gilberto Pianezzola/Loris Roggia.

After the long run eastwards, it seemed that all of Italy's rally fans were out on the road. Indeed, many problems were later caused by traffic jams and some competitors even lost road time as a result of delays due to roads blocked by spectators' cars. One special stage was even cancelled for this reason.

From the first special stage it was Sainz who made the running and moved into the lead, benefiting from being 10th on the road and not having to endure loose gravel on his driving lines. On the other hand, Auriol spun on the first stage and emerged in 13th place.

Kankkunen was slowed by punctures, whilst Mäkinen suffered suspension failure on stage five and retired. In second place at the end of the day was Wilson, followed by Thiry, whilst Auriol had steadily moved up the field to finish the day in fourth place.

Sainz was not looking forward to being first driver on the road on the second leg, but he coped very well with the reduction in grip caused by gravel not yet swept away by the passage of cars and kept his lead, finishing the day with an advantage of 1m 13s, despite having bent a shock absorber by going into a ditch. Wilson had dropped from second place after losing fourth gear.

Toyota's championship hopes were boosted when Didier Auriol (inset) collected an unexpected victory. Of the Brits, Wilson (below) tasted second place before gearbox troubles dropped him to ninth in his Martini Cosworth, and Colin McRae overtook him to place fifth.







whilst Delecour had left the fray after a broken water pump drive belt caused his engine to overheat.

Auriol, by this time, was up into second place, and there was tremendous tension in both Subaru and Toyota camps, for the driver's championship is still open to grabs by one of these two drivers.

During the run back to Sanremo and another night stop, suspensions, tyres, transmissions, computer chips and various other things were replaced in readiness for the tarmac of the final day, whilst mechanics spent time restocking their vans.

A niggling misfire on that final day eventually caused Sainz to lose much of his lead, though he was still 38s ahead of Auriol when the problem was finally eliminated. The Frenchman was still pushing very hard, however, and his spirited effort carried him ahead of the Spaniard on the penultimate stage.

Thiry had dropped to fourth (he had been second at one time) after suspension damage and road lateness caused by being stuck in a traffic jam the previous day, whilst Cunico had been slowed when a turbocharger pipe came off. Wilson also lost considerable time when he got stuck in a ditch.

The championship situation remains close, although Auriol leads Sainz by 11 points. The French driver needs only to finish in fourth place or higher in the forthcoming RAC Rally of Great Britain and he will take the title, even if Sainz wins the rally. So, in the British forests Subaru will be endeavouring not only to get victory for their Spanish driver but to keep Auriol's Toyota out of the first four. **G P**



Miki Biasion and Tiziano Siviero's third place (above) underlined the Cosworth's season – close, but not dose enough. Below, the third of the dynasty – Alister McRae, Nissan-mounted.

Sanremo Rally – October 9-12 1994

1	Didier Auriol / Bernard Occelli (F)	Toyota Celica 4wd, GpA	5h 56m 40s
2	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	5h 57m 01s
3	Massimo Biasion / Tiziano Siviero (I)	Ford Escort RS Cosworth, GpA	5h 57m 27s
4	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	5h 57m 57s
5	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 58m 16s
6	Franco Cunico / Steve Evangelisti (I)	Ford Escort RS Cosworth, GpA	5h 58m 31s
7	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica 4wd, GpA	6h 00m 58s
8	Piero Longhi / Flavio Zanella (I)	Toyota Celica 4wd, GpA	6h 05m 49s
9	Malcolm Wilson / Bryan Thomas (GB)	Ford Escort RS Cosworth, GpA	6h 07m 42s
10	Jorge Bica / Joaquim Capela (P)	Lancia Delta integrale, GpN	6h 27m 06s

World Rally Championship points after eight of 10 rounds

Drivers – 1 Didier Auriol 110; 2 Carlos Sainz 99; 3 Juha Kankkunen 78; 4 Massimo Biasion 42; 5 Bruno Thiry 32; 6 Armin Schwarz 31; 7 François Delecour 30; 8 Colin McRae 29; 9 Ari Vatanen, Tommi Mäkinen and Ian Duncan 20; 12 Kenneth Eriksson 18 etc

Manufacturers – 1 Toyota 151; 2 Subaru 134; 3 Ford 102; 4 Mitsubishi 41; 5 Renault and Skoda 4.

Alex's sail



Almost a quarter of a century ago, members of the RAF MSA got together with the Cyprus AA to organise what was the first International Cyprus Rally. It was a kind of mixture of the Acropolis and RAC rallies of the time; hot, rough, dusty, very tightly timed and with a special stage/time control layout similar to that which was common in Britain. It was a rally not only for strong cars but for crews possessed of high degrees of tenacity and stamina.

It was a huge success and it was not long before the reins were taken over completely by the CAA which continues to run the event with aplomb.

This year, there were 19 special stages totalling 215 miles. All were on dirt roads, although there was some rain in places to lay the dust, and wind in others to disperse it quickly.

The Cyprus Rally is the final coefficient 20 round of the European Championship year, but the series is invariably settled before the event takes place. This was the case in 1994, although one wonders whether many more entries would have been attracted had this not been so. The ERC is so top-heavy with rounds that very few people take it seriously and those who go to Cyprus are usually tackling the event on its own merit, not because of a championship prop.

Regrettably, entries from outside the island were down to four this year. There was not a single British crew, for instance, a far cry from the situation of years past.

Alessandro Fiorio and Vittoria Brambilla (pictured) are great fans of this event. They won both in 1992 and in 1993 and returned this year in a Giesse-backed Lancia Delta of the Astra team. Not unexpectedly, they won again and registered a hat-trick. They were also fastest on every single stage, creating a double record.

From Lebanon came Cyprus regulars 'Bagheera' and Naji Stephan in another Lancia, their progress, and that of another Lebanese crew, Jean-Pierre Nasrallah and Freddy Zriack in yet another Delta, being recorded by a strong crew from MTV Beirut.

Tihomir Zlatkov and Konstanca Tomova brought a Group N Ford Escort RS Cosworth from Bulgaria, completing the non-Cypriot entries.

The most favoured locals were Dimi Mavropoulos and Vahan Terzian, both past winners. The former was in a Ford Escort RS Cosworth with Michalis Michael and the latter in a Group N Toyota Celica Turbo with George Sergides. Andreas Tsouloftas drove a Mitsubishi Galant, as did Lenas Cleanthous, whilst Menelaos Melissas, a leading 2wd exponent, was in an Opel Astra GSi. Zacharias Prastitis drove a Honda Civic to a creditable fourth place and Costas Georgallis a Nissan Pulsar GTI-R to fifth. Michalakis Zambas was in another Pulsar and Dinos Mashias in a Subaru Legacy. Veteran Kypros Kyprianou drove a Peugeot 309 GTI and, amazingly, got it to ninth.

Rarely has an early lead resulted in a win in Cyprus. The favoured tactic is to start cautiously and to speed up gradually, when one has the opposition weighed up. But this year that was not the case. Fiorio decided to take the bull by the horns. He was fastest on the first stage, a twelve and a half miler through mountainous terrain and badly rutted by the rains of earlier storms.

Mavropoulos needed the first of several fuel filter changes in an attempt to stop a leak, whilst Terzian had both front shock absorbers changed after the first stage. Nasrallah completed the first stage with a punctured front left tyre after hitting a rock, whilst Mashias lost his brakes in the same stage and came to the end with his exhaust pipe trailing.

After the third stage, Fiorio declared that his early speed was not just the result of exuberance. He had started the rally in first position on the road and wanted to stay in that place, free from others' dust. At Limassol, he held a 46s advantage over Tsouloftas, who was 52s ahead of Mavropoulos. Cleanthous was another 32s behind, just three seconds ahead of the wily Terzian.

Most disappointingly, 'Bagheera' had left the rally before the start of the third stage as the result of nothing more than a wrong slot. Between SS2 and SS3 the route ran along the old Nicosia-Limassol road, which is parallel with and close to the more recently constructed highway. Unwittingly, co-driver Stephan chose the wrong one, recalling that last year's second stage was this year's third. So much time was lost that, rather than endure a low position, with all the dust that this would bring, they chose to withdraw.

On the first stage of the second leg, Mavropoulos collected a puncture and drove for almost three miles on a flat. But later his troubles increased when his power steering failed. The rack was changed, but not long afterwards the problem returned when hydraulic fluid again began to escape. It seems that the plastic discs used as backing stiffeners for the rubber seals at each end of the rack had not been put in place, and this was also the case with the replacement. Dimi

Rothmans Cyprus Rally — September 23-25 1994

1	Alessandro Fiorio/Vittorio Brambilla (I)	Lancia Delta HF integrale, GpA	5h 59m 37s
2	Vahan Terzian/George Sergides (CY)	Toyota Celica 4wd Turbo, GpN	6h 19m 46s
3	Dimi Mavropoulos/Michalis Michael (CY)	Ford Escort RS Cosworth, GpA	6h 27m 09s
4	Zacharias Prasitis/Omiros Demetriades (CY)	Honda Civic EF3, GpA	6h 34m 45s
5	Constantinos Georgillis/Athos Kollitiris (CY)	Nissan Pulsar GTI-R, GpN	6h 35m 08s
6	Costas Lambrianides/Efclides Papadopoulos (CY)	Subaru Legacy 4wd Turbo, GpN	6h 36m 04s
7	Michalakis Zambas/Savvas Laos (CY)	Nissan Pulsar GTI-R, GpN	6h 39m 30s
8	Dinos Mashias/Nicos Panayides (CY)	Subaru Legacy 4wd Turbo, GpN	6h 41m 29s
9	Kypros Kyprianou/Charalambos Anastasiou (CY)	Peugeot 309 GTI, GpA	6h 42m 17s
10	Menelaos Melissas/George Zorpas (CY)	Opel Astra GSi, GpA	6h 47m 36s

74 starters – 31 finishers

was not a happy man, especially as he had to endure this disadvantage until the end of the rally, but he did say that he was getting excellent arm and shoulder exercise!

Tsouloftas rolled and retired in the fourth stage, which took the heat off Fiorio who slowed accordingly. The dust during the night was really dense and anyone who caught another competitor stood very little chance of getting close enough to attempt overtaking. Cleanthous lost a wheel in SS4 and had no brakes at all for the remaining seven miles of that stage. Mashias had a leaking brake master cylinder, whilst Parelli retired after his Opel Astra's engine computer went wrong, causing a misfire which eventually became a total stoppage.

The third leg began with Fiorio still in a comfortable lead (11m 16s) over Terzian, but Mavropoulos was only another 5s behind and was determined, despite the continued absence of power steering, to get ahead of his long-time rival. Later, he lost his brakes as well and the London-based Cypriot could only slow the car with the handbrake.

Rain fell during this leg, so that dust was replaced by mist in places and some competitors found that their windows were fogging up. Furthermore, there were some really tricky mud patches.

Mashias stopped to have a new brake master cylinder fitted, but when this was found to be the wrong size the original was hastily refitted and off he went, still without brakes. Another to lose brakes was Chrysanthou.

Later in the evening, a thunderstorm broke, sending not only heavy rain but fearsome hailstones. Mavropoulos' service crews were meanwhile attempting to cannibalise several spare steering racks in order to make one which would not leak fluid.

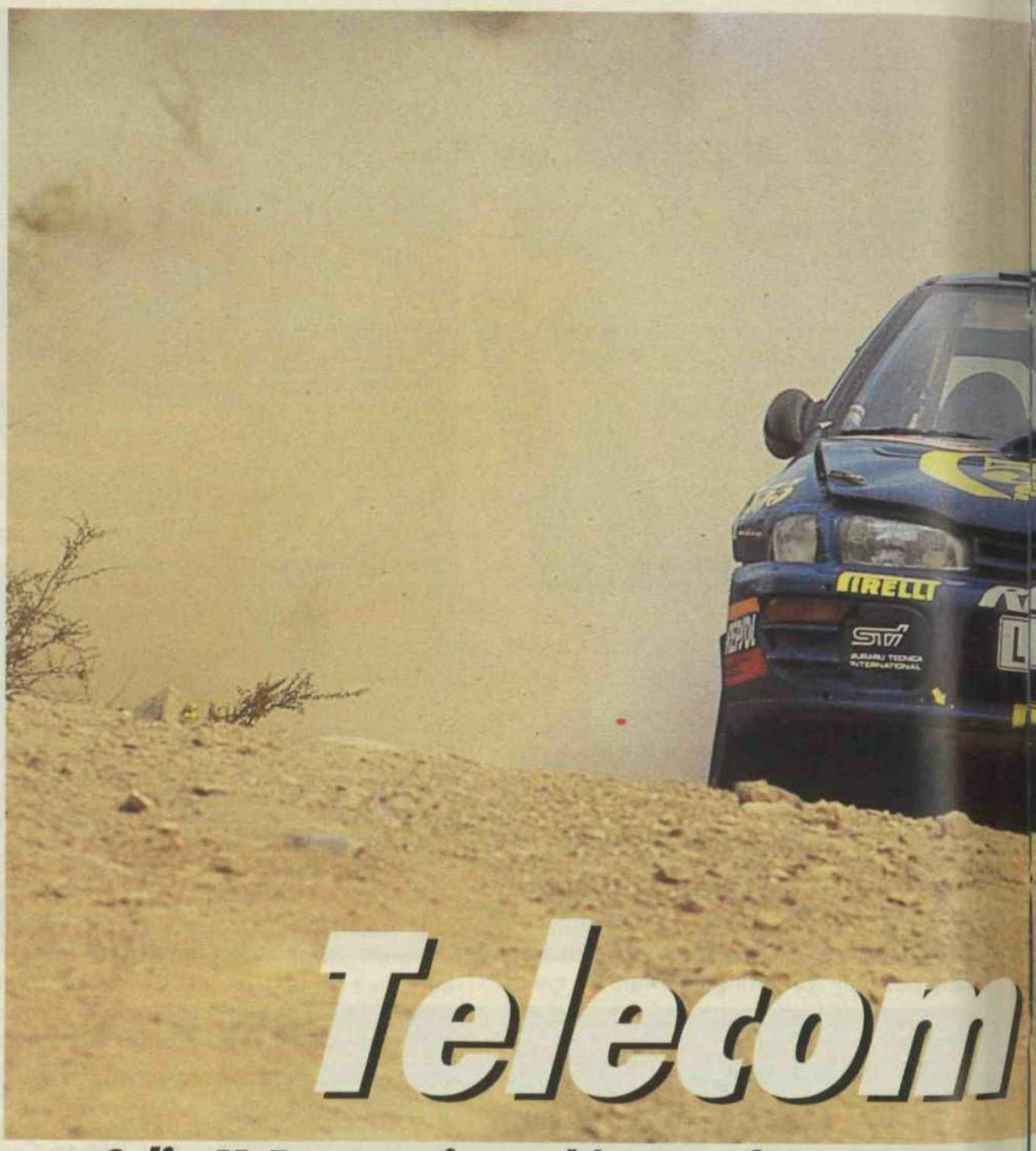
On the final leg, there was no chance of anyone getting ahead of Fiorio. Equally, there seemed little chance that Mavropoulos would overhaul Terzian, especially as the former's Escort was leaving a pool of hydraulic fluid on the ground whenever he left the start of a special stage.

Melissas had his left halfshaft changed, only to have his mechanics return to change it again when the replacement was found to be bent.

As the rally drew to its close, Fiorio's times continued to be most respectable. He said afterwards, "I didn't want to slow down, because that's when you lose concentration and are likely to make stupid mistakes. I go better under stress, so I kept pushing even though there was no-one pressing me."

In the 17th stage Zambas experienced the helpfulness of spectators when he stopped to change a wheel after a puncture. He didn't have to use the jack. His Nissan was lifted bodily by a mass of willing manpower and it was got on its way again with minimum delay. Fiorio also had a puncture in SS17 after which, with just two stages to go, he further reduced his pace.

That was about the size of it. It all finished with Fiorio and Brambilla more than 20 minutes ahead of Terzian who, in turn, was nearly seven and a half minutes in front of Mavropoulos. **G P**



Telecom

Colin McRae continues his run of success in the Antipodes

This year's Telecom Rally Australia lacked nothing of its former stature, despite having lost its full World Championship status to become a qualifier in only the two-wheel-drive, two-litre series, which is considered no more than a little brother of the major championship even though talk (and so far it is only talk) says that this is the way forward for the main World Rally Championship.

The rally in Western Australia is a relative newcomer to the series, although the country's Southern Cross Rally, held at the opposite end of the country, was a renowned event in its day, long before the FIA deemed it timely (or gave in to pressure) and created what was first called the International Rally Championship. Even then, the sport was not considered sufficiently 'respectable' to merit 'world' status.

The Southern Cross was well known among rally people of the time, and attracted a generous measure of competitors from Europe, but when the Western Australia people came along with a new candidate for the World Championship which was accepted by the FIA hierarchy of the time, the teams contesting the series took to it like frogs to lily ponds.

Suddenly, it was fashionable to go to Australia and teams based in Europe, even those of Japanese manufacturers, considered the costly trip worthwhile in view of the Antipodean promotion to be gained from such an event, despite the previous (and continuing) feeling among the car makers of Japan that contests in Africa, especially the Safari, provide the most lucrative publicity.

One Japanese manufacturer with such a view is Subaru, which is why Prodrive is committed to the Asia Pacific Rally Championship. A three-car team of Impreza 555s was therefore entered by the Banbury outfit for Peter Bourne/Tony Sircombe, Richard Burns/Robert Reid and Colin McRae/Derek Ringer. Toyota sent one of the new Celica GT-Fours for Juha Kankkunen/Nicky Grist, whilst Mitsubishi Ralliart had two Lancer Evolution IIs for Kenneth Eriksson/Staffan Parmander and Ross Dunkerton/Fred Gocentas. Slightly older versions of the Lancer were driven by Australian crews Ed Ordynski/Mark Stacey, David/Kate Officer and Michael Guest/David Green.

Skoda, with its eyes on the world two-wheel-drive series, sent two Favorit 136Ls for Pavel Sibera/Petr Gross and Emil Triner/

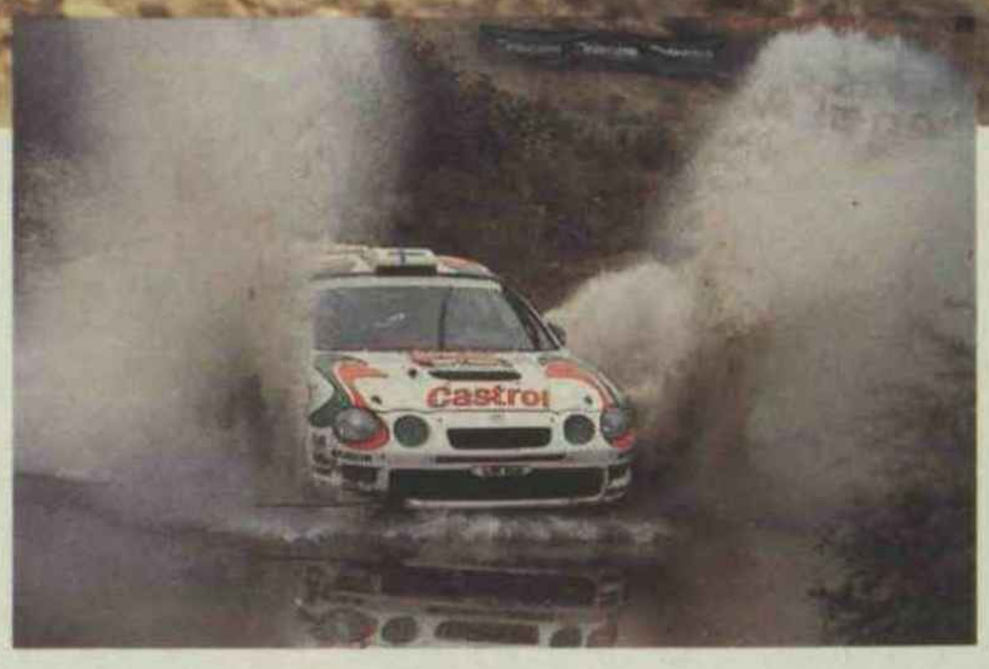
gold

Jiri Klima, whilst Grégoire de Mevius/Willy Lux went from Belgium with an Opel Astra GSi.

The two drivers who dominated this event were McRae and Kankkunen, the two finishing first and second, respectably clear of the rest of the pack. McRae and the Subaru team were delighted by their victory, but the satisfied looks on the faces of the Toyota people indicated that they, too, were more than pleased, especially as they knew that the car's engine had been adjusted so that sheer power was sacrificed somewhat to give increased reliability.

Eriksson discovered on the first day of proper special stages that his car's gearing was slightly too low, especially on two stages which were very fast. Later, a less than firm brake pedal was discovered to have been caused by a hydraulic fluid lead from a master cylinder. Burns felt unhappy with his steering, whilst Dunkerton lost some time due to punctures. He was using Yokohama tyres which had none of the anti-deflation inserts available to Michelin and Pirelli users.

Ordynski had a scare when an underbonnet fire began, but this was soon put out and there was some relief when it was found to have been caused by no more serious a mishap than a dipstick tube which leaked oil on to the hot turbocharger housing.



Australia was good to McRae and Ringer, who had little trouble keeping their Impreza ahead of Kankkunen and Grist's Toyota, left.

Mitsuo Maeshima put his Impreza off the road for a while, whilst Masao Kamioka's similar car stopped when its turbocharger packed up.

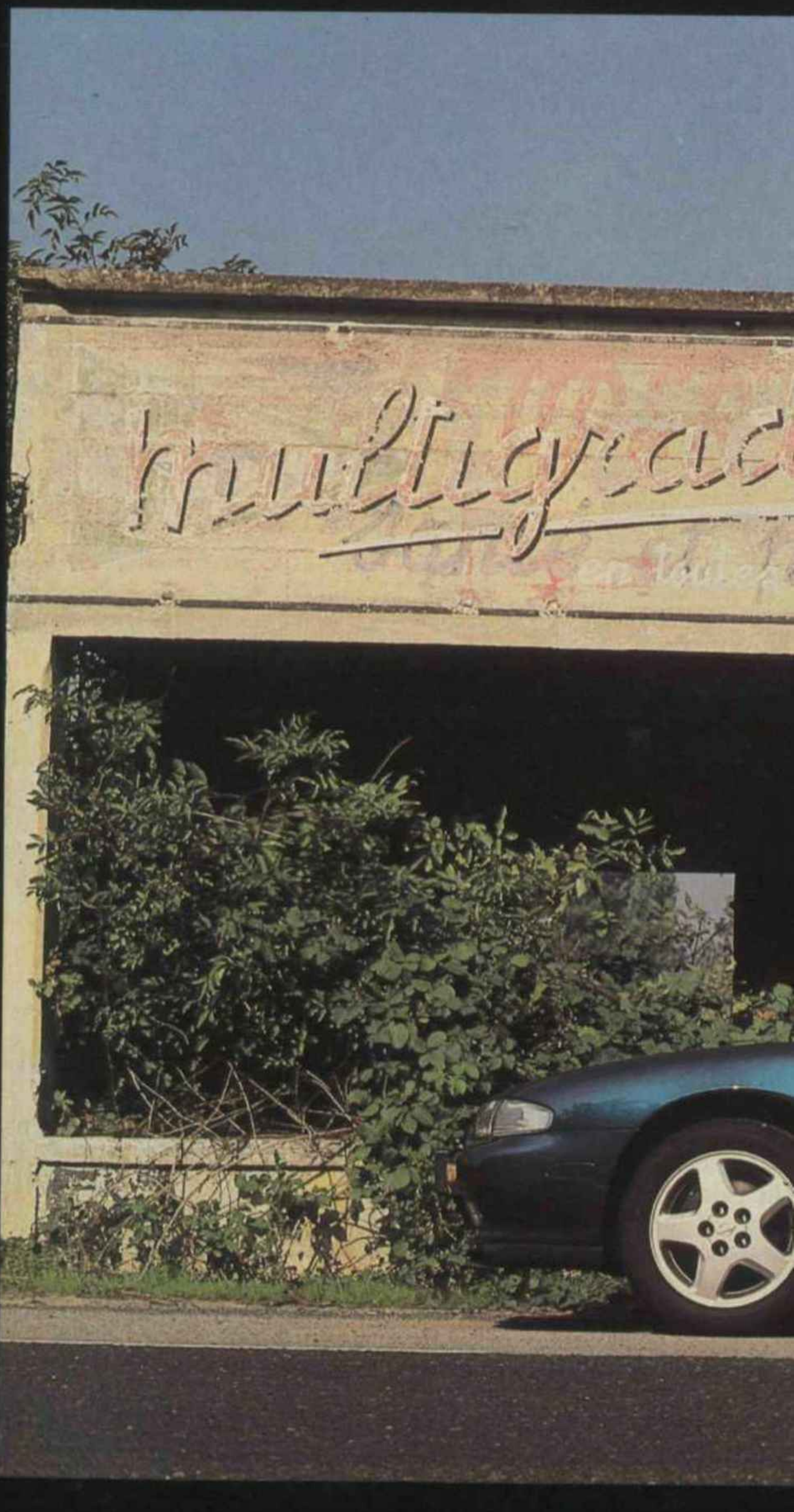
McRae seemed to have no trouble staying ahead of Kankkunen, although the Finn seemed just as pleased as the Scot at the end. De Mevius was the best placed 2wd driver at the end, in ninth overall, and the Opel Belgium team was overjoyed to emerge just four points behind Skoda in the world series for that category. Triner's was the second 2wd car, but team-mate Sibera left the road and did not finish. **G P**

Telecom Rally Australia — September 16-19 1994

1	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 13m 50s
2	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica 4wd, GpA	5h 13m 59s
3	Kenneth Eriksson / Staffan Parmander (SF)	Mitsubishi Lancer Ev2, GpA	5h 17m 40s
4	Possum Bourne / Tony Sircombe (NZ)	Subaru Impreza 555, GpA	5h 19m 07s
5	Richard Burns / Robert Reid (GB)	Subaru Impreza 555, GpA	5h 20m 59s
6	Ross Dunkerton / Fred Gocentas (AUS)	Mitsubishi Lancer Ev2, GpA	5h 38m 55s
7	Ed Ordynski / Mark Stacey (AUS)	Mitsubishi Lancer Ev1, GpN	5h 44m 33s
8	David Officer / Kate Officer (AUS)	Mitsubishi Lancer Ev1, GpN	5h 55m 36s
9	Grégoire de Mevius / Willy Lux (B)	Opel Astra GSi, GpA	5h 55m 38s
10	Karamjit Singh / Ron Teoh (MAL)	Proton Wira Turbo 4wd, GpN	5h 57m 53s

74 starters – 46 finishers

Reargu



ard action

Nissan's revised 200SX is distinctive in appearance and differs to its main adversaries in one key area, which brings the words 'good' and 'news' to mind. . .

It is early in the morning, long before sunrise, on a motorway in northern Europe. The road is all but deserted, and the only sounds you can hear are crisp musical notes emanating from the impressive CD multi-player in the boot, and the muted gallop of four Bridgestone tyres. You are cruising well within the car's limits, at between 95-100 mph. Although your speed dictates intense concentration, it has been a comfortable, relaxing trip.

Until what appears to be a dog darts out from the side of the carriageway.

In racing, there is a school of thought which suggests, not unreasonably, that should a car spin off in front of you, you simply steer straight for the point at which it lost control, the idea being that it will no longer be there by the time you are.

On the road, the argument goes that you don't swerve to avoid errant animals, for fear of what else you might hit in so doing.

Sound propositions both, but there are times when it is difficult to place theory before human instinct. This was one such. The 'dog' came from the right; automatically, you go left. It was a fairly violent steering input, and just for a second you begin to appreciate how those apparently inexplicable motorway accidents occur. The rear of the Nissan started to load up uncomfortably, but it later transpires that it has a tendency to do this whenever you coax it towards the limit. What feels like the start of a precarious, corkscrewing ride proves to be no more than a momentary hitch. By the time you've realised that the errant object is in fact cardboard, and not canine (such are the capacities of the wind to play tricks on an unlit motorway), the Nissan is heading once again in your preferred direction of travel. Its chassis is not without composure, and its grip threshold, as you discover later in a more controlled form of experimentation, is reassuringly high. A viscous limited slip differential comes as standard.

Of course, the 200SX is being pitched to contend with rather more than just motorway debris. Its stated targets include the VW Corrado, Vauxhall Calibra, Honda Prelude, Mazda MX-6 and Ford Probe, all serious players in the growing sports coupé market.

"There's no substitute for rear-drive in something that purports to be a sports car"

The 200SX has a few obvious advantages in this company.

The Calibra, largely responsible for having awakened interest in the Ford Capri's old stomping ground, is no more than a Cavalier in a mini skirt. The Corrado, similarly, is a Golf with an added splash of lipstick. Fine cars both in their own right, and the Calibra represents excellent value for money, but they remain adaptations of existing saloons. Nice to look at it, but little different under the skin.

The Probe, MX-6 and Prelude may be pukka coupés, but they lack the 200SX's purer rear-drive configuration. Good as many fwd drivelines are nowadays, and as appropriate as they may be in certain applications, there's no substitute for rear-drive in something that purports to be a sports car. Perhaps that's just a personal preference. Certainly, it's something that's hard to explain in words. It's more a sensory thing. To my mind, the Probe is a pleasant enough *autobahn* companion, but you'll soon grow weary of trying to thread it through Alpine passes. The Nissan, in contrast, encourages mountainous frivolity.

It turns in well, though you have to rely on judgement rather than feedback when placing the car. The steering, in a fashion beloved of the majority of Japanese manufacturers, is sadly devoid of feel. At times, it's hard to believe that it's connected to the



Cabin proved comfortable for two, tolerable for three. Almost all widgets are included in comprehensive standard equipment package.

front wheels at all, but you get used to it.

The ride is good, too. Our chosen route to a distant bit of France contained everything from the super-smooth surfaces of the A26 to what can only be described as a particularly poorly maintained rallycross circuit. The road was actually being resurfaced, over a 10 km stretch, as traffic continued to use it. . . An impractical solution and, in teeming rain, a slippery one, although it did have supplementary informative benefits. Firstly, the 200SX is endowed with excellent traction in the wet, though application of brute force will eventually provoke a response. Secondly, cabin occupants remained cushioned from the worst of the ruts.

At least, two of them did. . .

The new 200SX may be similar in character to its immediate antecedent, but it differs in style. In some ways, it is vaguely redolent of the old Reliant Scimitar GTC, though it is several hundred per cent better proportioned. It has a distinctive, and tidy, silhouette.



Aesthetic success: 200SX presents a distinctive profile in the modern car world.

The old hatchback has been ditched in favour of a conventional boot. While this doesn't actually assist the practical processes, the 200SX can still be used as a semi-convenient three-seater. Despite claims to the contrary, it's not really a two-plus-two. Although the rear bucket seats are accommodating per se, it's impossible to generate sufficient leg room, even if you impale your front-seat passenger on the dash. (And a 5ft 9in driver used up all but a fistful of inches' legroom on the offside.) It is, however, tolerable if you park a third party sideways across both rear seats, with a little subterranean cushion packing to provide a flatter platform. . .

Although the boot looks minuscule, it will actually absorb several soft sports bags if you pack them thoughtfully. A long weekend's luggage for three, plus two sets of camera gear, were easily consumed.

In evolving the 200SX, Nissan did consider opting for the presently fashionable V6 route. In the end, the lighter weight and packaging advantages of a turbocharged four prevailed, and in its latest guise the SR20DET produces 197 bhp/6400 rpm and 195 lb ft of torque at 4800. Around 190 lb ft is available all the way from 3000-5000 rpm, beyond which the engine begins to betray its four-cylinder origins. Below that, it's impressively smooth, and totally devoid of lag. Bearing in mind you're not likely to sustain 6000 rpm in top in everyday usage, the engine's rougher edges will probably remain hidden for the most part. Estimated top speed is 146 mph, and it should reach 60 mph from rest in about seven seconds (Nissan claims 7.5s for 0-62).

There is ample mid-range punch, too, and the 200SX picks up cleanly and forcefully in fourth gear from around 2800 rpm.

Going in the other direction, the brakes are positive, powerful and provide plenty of feel.

Inside, the 200SX is lavishly appointed. It's well put together, and has more buttons than Cadbury's, but in truth you could be in *any* Japanese car. It's built to a standard formula: feature-packed and easy to use, but short on character.







Top, 200SX pays its respects to old pits at Reims. Above left, turbocharged four is impeccably smooth in low-mid range, but becomes harsh above 5000 rpm. Impressive Sony CD player (above right) is a major advantage of the 'Touring' pack.

There are two specification options, 'Standard' and 'Touring'. The difference is fairly minimal. The latter incorporates the aforementioned CD player, several hectares of leather (instead of moquette), suede door inserts (rather than cloth) and a passenger airbag. The Sony CD is a major boon. It accommodates 10 discs, and will mix and match a variety of music for ever and a day. You can travel for hours and hours without bothersome fiddling around, and without getting bored. Whatever pricing policy Nissan adopts (it was due to be announced at the Motor Show, shortly after this issue had closed for press), this musical diversion will almost certainly justify the hike on its own.

'Standard' trim incorporates air conditioning, leather-wrapped wheel and gear lever, tilt adjustable steering, central locking with immobiliser alarm, ABS, driver's airbag, electrically operated windows and heated mirrors. In short, the only listed option is four-speed automatic transmission.

The seats offer impressive support, and getting comfortable presented no problem. The best evidence for this came at the end of a four-hour stint, when there was no sign of dead legs or seized knees, which are all-too-frequent tell-tale signs of poor cockpit design on trans-European trips.

Fuel economy was respectable. Nissan claims 32.1 mpg at a constant 75 mph, and 26.6 around town; our own return varied from around 24 during rigorous usage to 29.8. UK road conditions should easily nudge you close to the 30s, on average.

Verdict

As the 200SX's price had still to be verified as we closed for press, it is hard to assess exactly how it fares pound for pound against the opposition. It was expected that the 'Standard' version would be listed between £19,000-£19,400, and the 'Touring' around £1000 more. Whatever, it will be pitched aggressively against the Probe (£19,370 in 24v V6 guise), MX-6 (£19,245 and the costlier Prelude (£20,995 for the VTEC).

Take for granted that it will have an appealing price. Add the elegant profile. The pace. The decent handling. The 200SX has a bit of everything in its favour. It's a shame that it isn't as distinctive within as it is without, but we've grown used to that with contemporary car design.

Less familiar is the willingness of mass manufacturers to stick with rear-wheel drive in this day and age. The 200SX may not be perfect, but it's a pretty good effort, and at the very least it keeps one's options open as automotive cloning creeps ever further under the skin. **S A**

ENGINE

Location	longitudinally 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	197 bhp/6400 rpm
Torque	195 lb ft/4800 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

GEARBOX

Gear	ratio	mph/1000 rpm
First	3.321:1	5.86
Second	1.902:1	10.23
Third	1.308:1	14.87
Fourth	1.000:1	19.45
Fifth	0.838:1	23.22
Final drive	3.692:1	

SUSPENSION

Front	independent via MacPherson struts, coil springs and stabiliser bar
Rear	independent via multi-links, coil springs and stabiliser bar
Wheels	alloy, 6.5J × 16
Tyres	Bridgestone Potenza 205/55 ZR16

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2525 mm
Front/Rear track	1480/1470 mm
Overall length	4520 mm
Overall width	1730 mm
Overall height	1295 mm
Kerb weight	1270 kg
Fuel tank	14.3 gallons

PERFORMANCE

0-60 mph	7.0s
Maximum speed	146 mph

Figures supplied by Nissan Motor GB

FUEL CONSUMPTION

Average for test	27.7 mpg
Government figures:	
Urban	26.6
56 mph	40.9
75 mph	32.1

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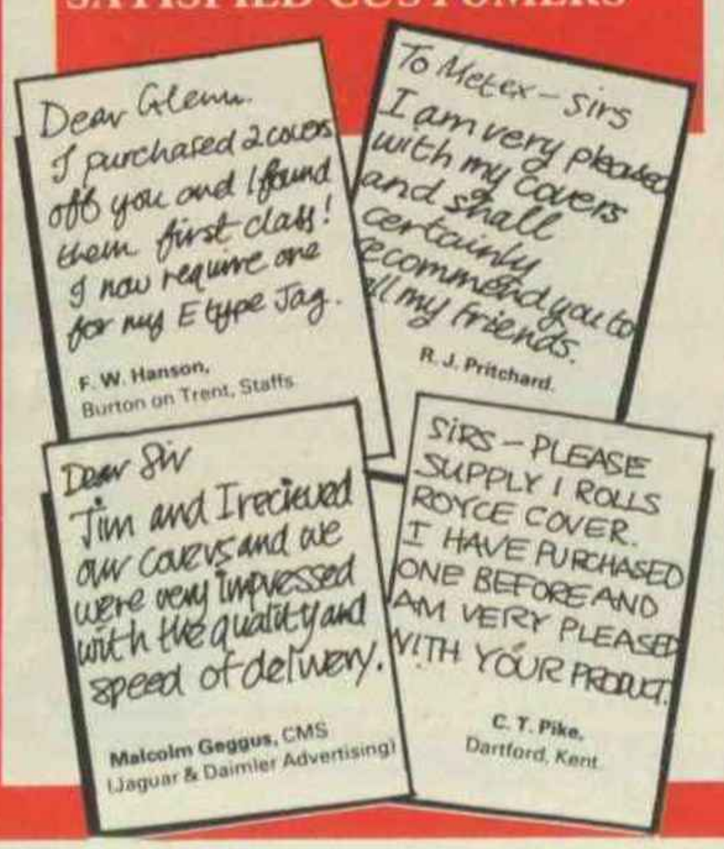
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Burning bright

Most 'fun cars' are rationed by price, if you start with the £617,000 McLaren F1 and work your way down the list. Vauxhall's Tigra is in the bargain basement, at £11,000 for the 1.4 and £13,000 for the 1.6, and availability is likely to be the limiting factor in 1995.

Vauxhall plans to double the volume of the cut-price coupé market, currently 4000 cars a year of the Honda Civic Coupé and Hyundai Scoupe ilk, and already the marketing men at Luton are wondering if 4000 Tigras will be enough to last until next December. No wonder, since they dealt with 65,000 enquiries within six weeks of Vauxhall announcing that it would go into production!

There will always be people who prefer the Oriental models, so bland as to be practically anonymous. The Tigra is not for them.

GM's new baby is something that drove straight off the designers' drawing boards, barely stopping for the corporate approval which was willingly given. The one-stroke A-to-B post is daring, but it works a treat and gives the Tigra a style like nothing else on the road.

The lift-up rear window is surprisingly large but heat-absorbing; tinted Sundym glass keeps interior temperatures at an acceptable level. The boot space looks a mite meagre until you lower one or both of the rear seats and remind yourself that yes, it is a two-plus-two.

Both versions are powered by 16-valve engines, the latest with ECOTEC technology, multi-point petrol injection and meeting the stiff 1996 emission standards.

The 1.4 develops 89 bhp and a maximum of 92 lb ft of torque, and this allows spritely performance in a car weighing just 1056 kg.

The 0.31 drag coefficient certainly helps. The Tigra 1.4 steps up to 110 mph with ease when no-one's looking, but it feels rather floaty on a windy day. After all the fine publicity, I thought the 1.4 was terrific value

The 1.4 and 1.6 have gas-filled dampers in common, front and rear anti-roll bars, ventilated front discs, even power assisted steering. I expected the 1.6 to be quicker, but was unprepared for the improvements in handling. Could thicker anti-roll bars (24mm front, 18mm rear, instead of 21/14mm) make that much difference?

Apparently they do, when allied with the 15-inch alloy road wheels and wider, low profile tyres. What little is sacrificed in road comfort is more than compensated by a more positive steering response and reduced body roll in cornering.

The Tigra 1.6 feels more poised at high speed and allows the driver to gain confidence more readily. It is worth most of the extra £3000 for its dynamic qualities, never mind the added punch of the larger engine and the benefit of the standardised ABS braking.

The 1.6-litre engine develops 104.5 bhp and 148 lb ft of torque at 4000 rpm, these higher ratings transforming the Tigra's per-

formance. The hot hatch has finally been laid to rest by the Vauxhall Tigra, and not before time.

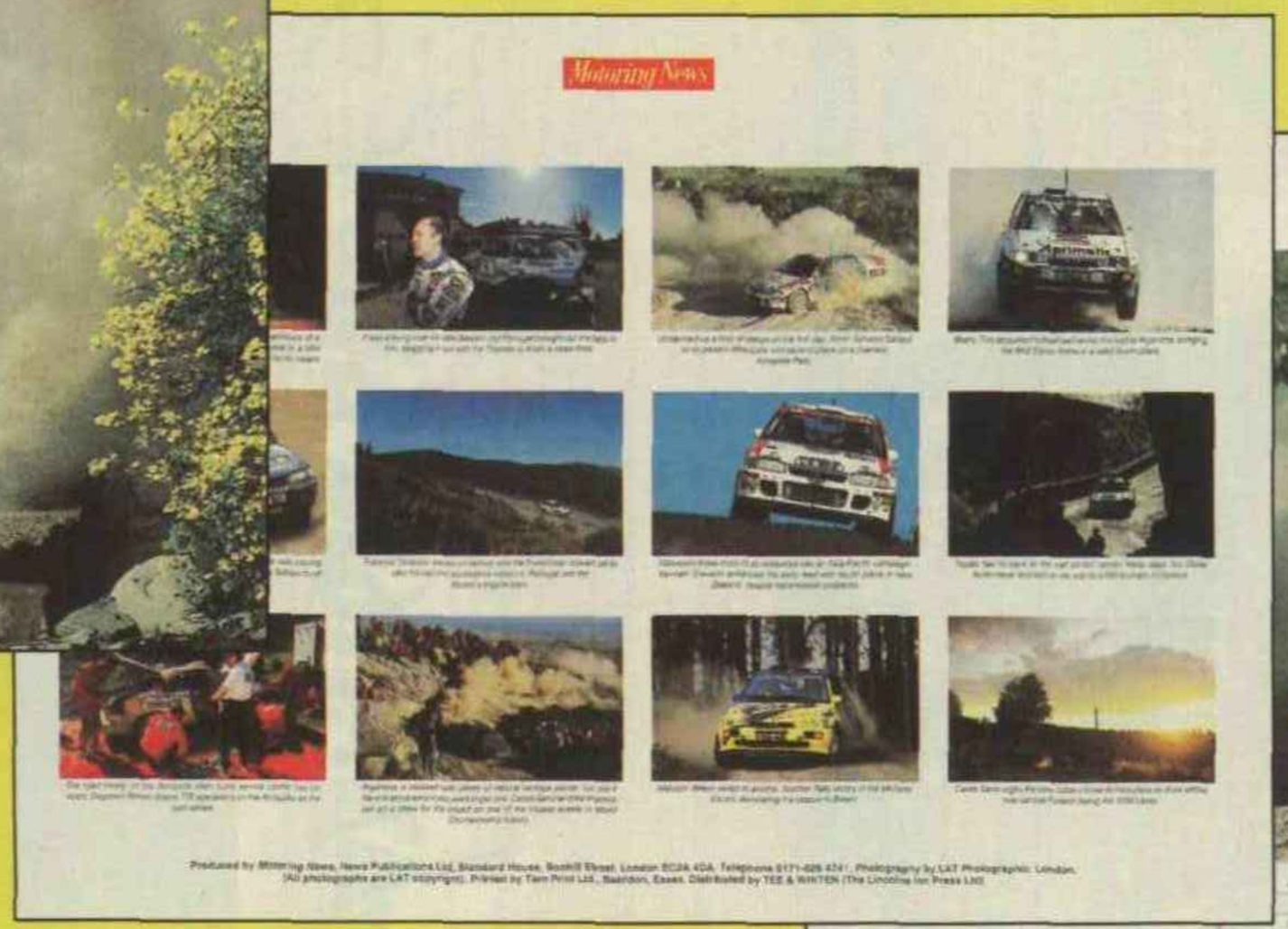
M L C

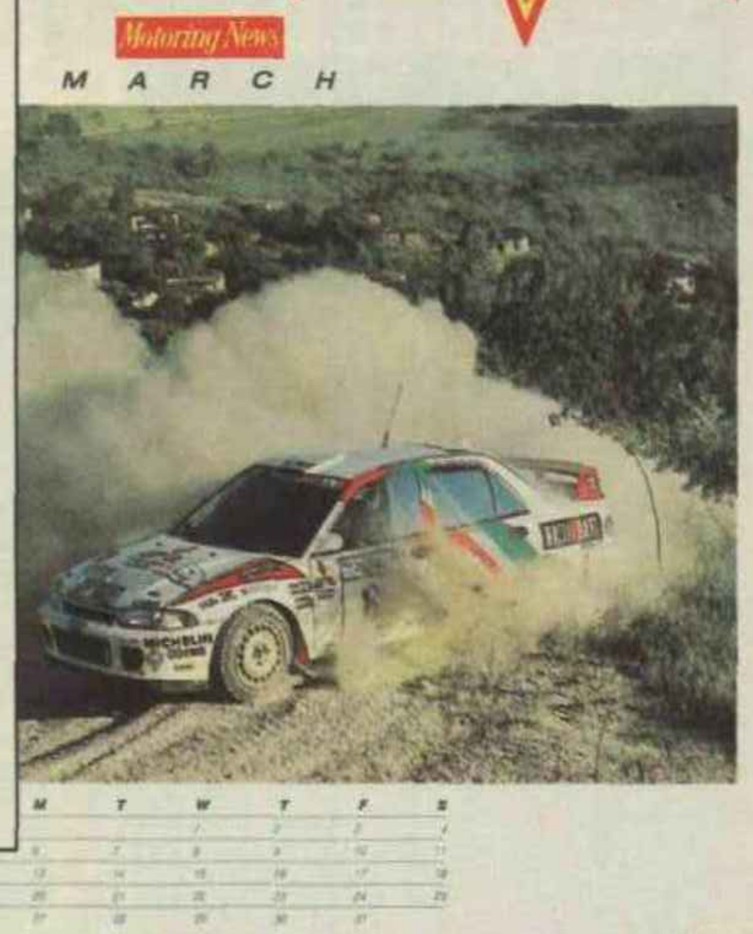


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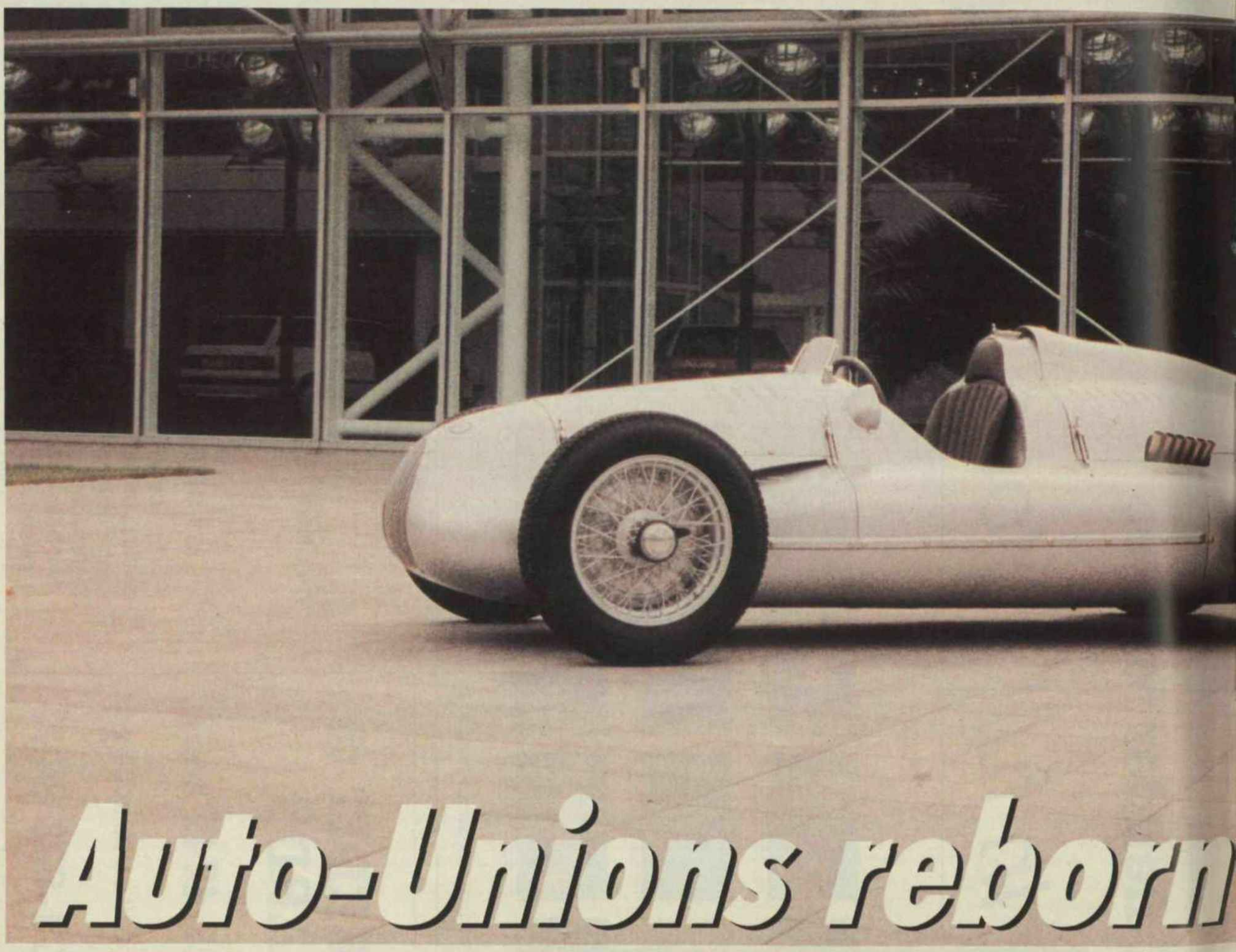
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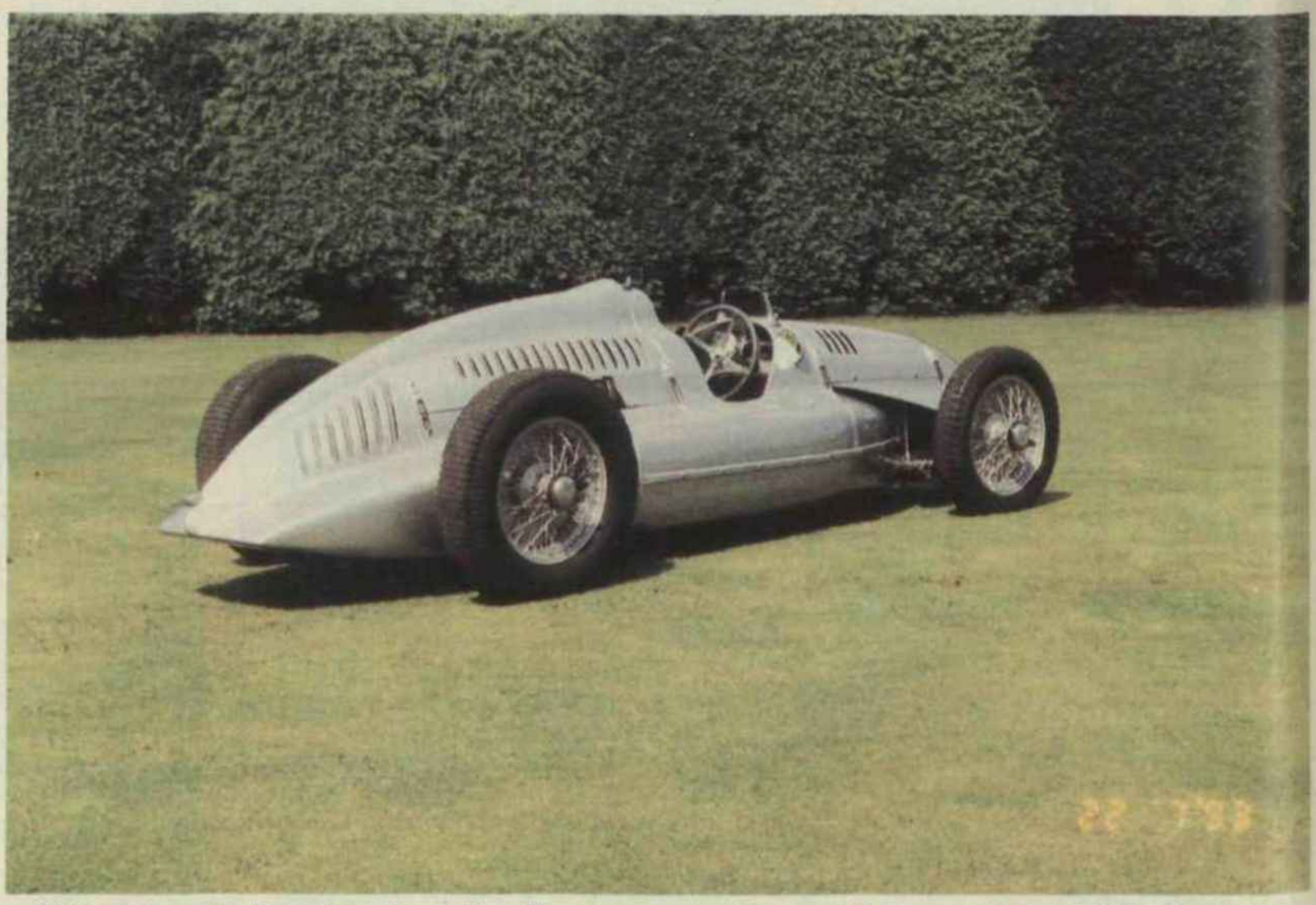
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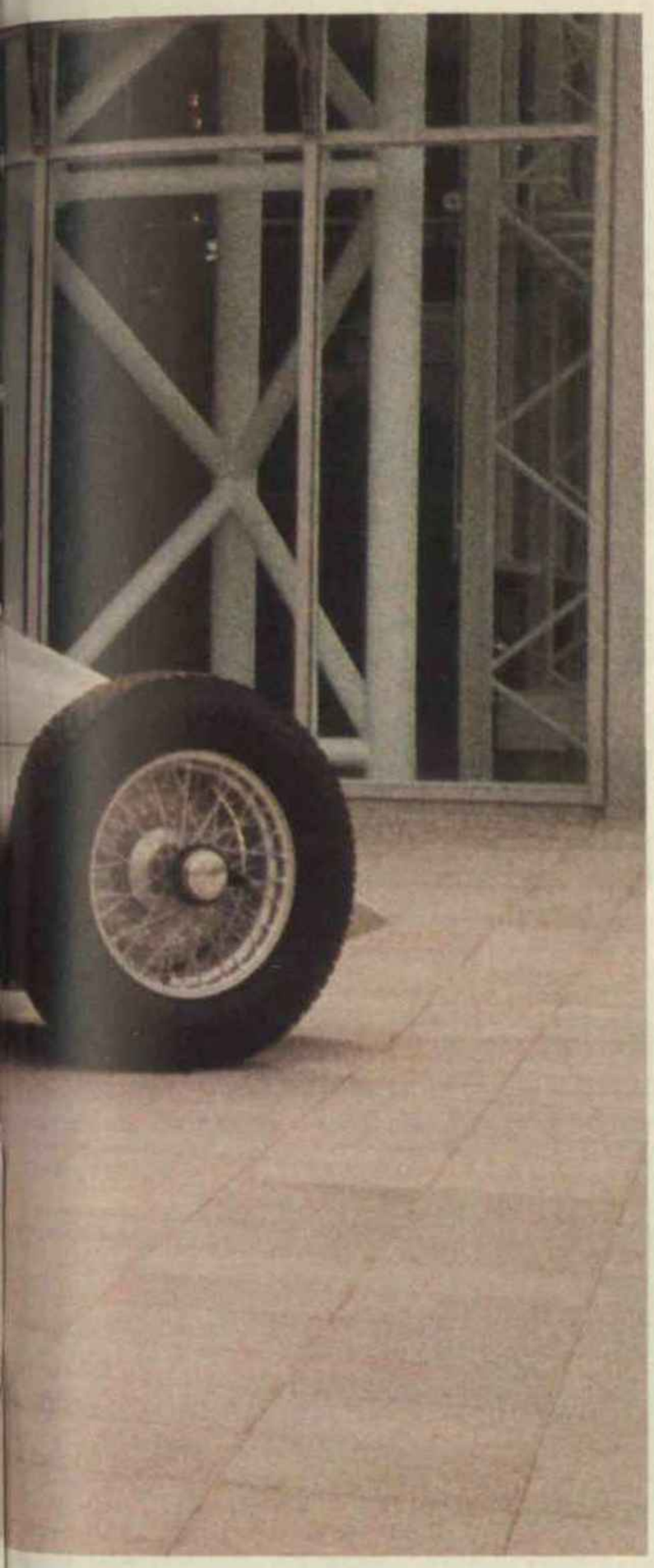
Auto-Unions reborn

At the EifelKlassic meeting in early October, the ranks of significant prewar racing cars running today were expanded by a spectacular duo — not one, but *two* Auto-Union Grand Prix cars. Rumours of A-Us began to circulate a couple of years ago; such rediscoveries are usually kept secret before their unveiling, but that is extra-hard when there are only a few restoration shops around which could handle such a project. One of these is Crosthwaite & Gardner in E Sussex, where odd cases of unloved steel and alloy parts began to arrive in the late Eighties. They came in dribs and drabs because the project's instigators, Americans Paul and Barbara Karassik, were painstakingly tracking parts down inside the USSR, where the bulk of racing A-U hardware ended up after the war. The Auto-Union racing works at Zwickau was in what became East Germany, and it is estimated that between 10 and 18 racing cars were taken to Russia, ostensibly to import high-level technical knowledge to the Motherland. But little constructive use was made of them, and they became distributed around a variety of technical colleges throughtout the country to be used for student instruction, and gradually forgotten.

As a dealer in high-quality European cars,



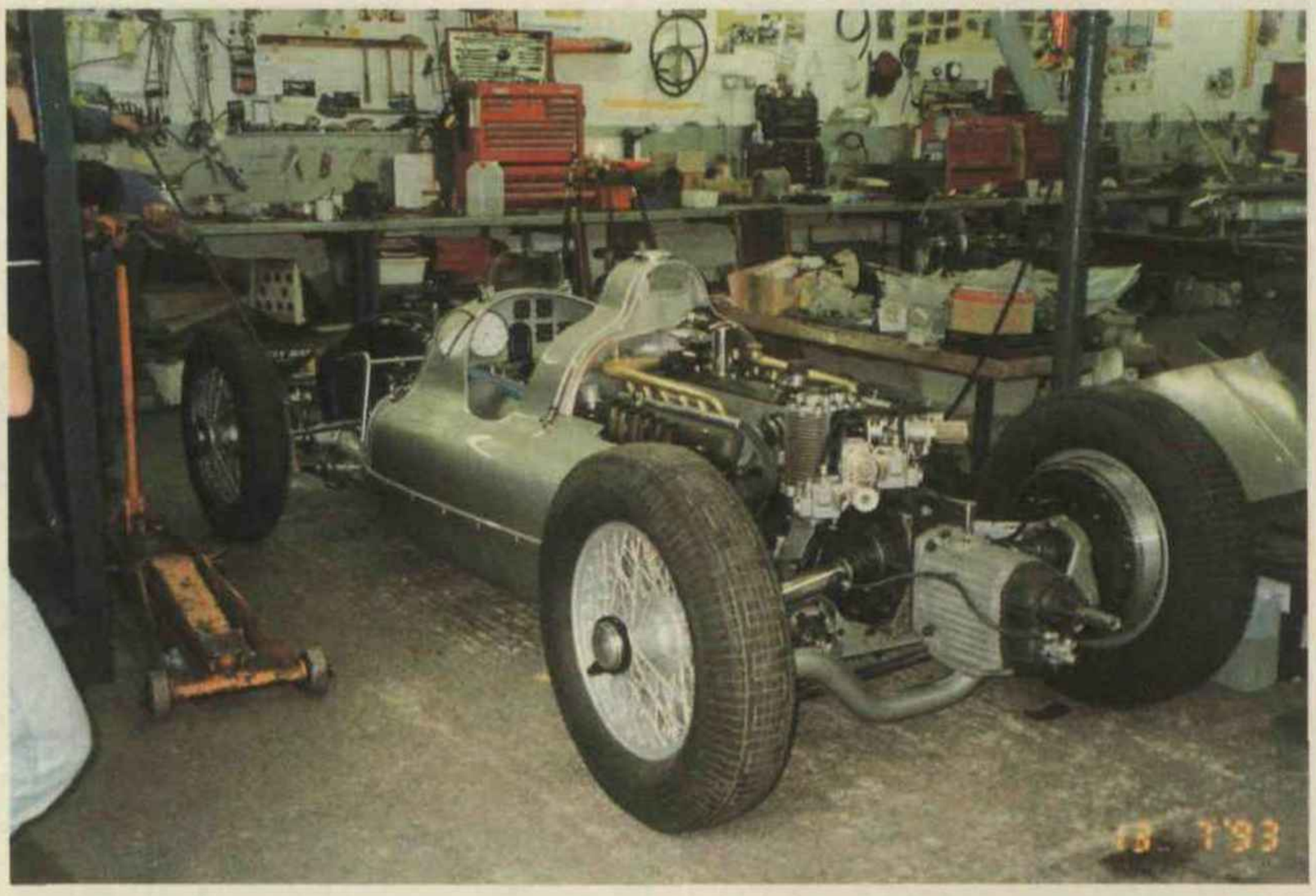
Main picture: the first of the Karassik's Silver Arrows outside the VAG Museum in Ingolstadt. Above, the tapering tail conceals the supercharged V12 engine. Top right, during its long restoration, the 1938 car shows its vertical rear supercharger and de Dion axle.



particularly Mercedes, Paul Karassik was used to tactful negotiations in Eastern Bloc countries — when I spoke to him he had just imported a "Grosser" Mercedes 770 to the US from Bulgaria. Further, being of Russan extraction and a Russian speaker, he was able to negotiate the export of parts as he found them, indeed ferrying much of it out himself. He even transported one of the chassis himself, having checked it would just squeeze into his Mercedes van.

The hunt began in 1980, and it soon became clear that there were parts for two cars there for the finding. According to the Karassiks, the parts retrieved included one complete and one partial chassis, and two more or less complete engines. Both were V12s (only one V16 exists, in the museum at Riga); the first, completed earlier this year by C&G, is a 1938 car with the single-stage supercharging. VAG at Ingolstadt, the inheritors of the A-U line, have been extremely helpful, supplying some 100 or so drawings many of which only became available after the collapse of the Berlin Wall, and Audi historian Dr Kirchberg is confident that the 1938 car is chassis 19, which raced at Donington that year wearing No 4, driven by Nuvolari. That car has been on loan to the VAG museum since completion.

The other is a 1939 car with two-stage supercharging, and appears to be that raced by Stuck and Hasse at the Eifelrennen in that year. Though they look similar, the bodies are different, making re-panelling twice the job for coachbuilder Rod Jolley. Paul Karassik was able to drive the '38 car late last year "somewhere in England", but the Eifelklassik demo was the first time both cars have been seen publicly. There are no plans to race the two silver cars, but they will be demonstrated at various events. **G C**



Footnote: while doing some research for the Karassiks, I noticed a nice bit of disinformation reported in MOTOR SPORT's Continental Notes, during 1936. When the V16 cars were current, rumours arose of a possible V12 successor for the new 1937 formula. A prototype was practiced with its bodywork firmly kept shut; it had 16 projecting exhaust pipes — but when it was started, it was noticeable that smoke issued from only 12 of them!

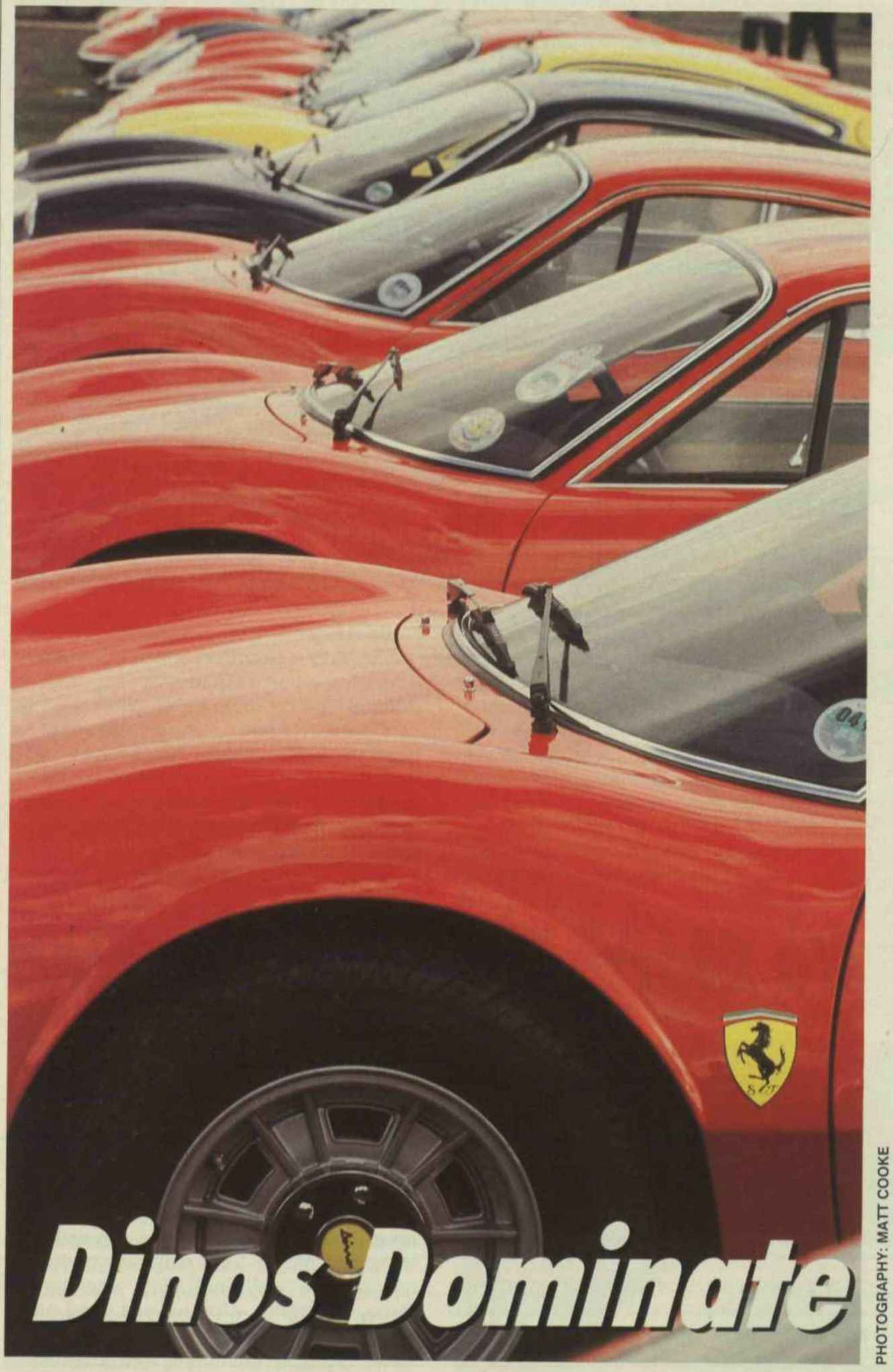
No More Classic Marathon

The famous Classic Marathon will not run again. Philip Young, who conceived and created the first Marathon in 1988, and thereby kick-started classic rallying, one of the motor-sporting success stories of recent times, has decided that after running seven of the gruelling endurance events, the lack of a solid main sponsor threatens the worth of the event. Rather than see it weakened through resources being too thinly spread, he has decided to practice euthanasia on it and concentrate his team's skills on the Monte Carlo Challenge, which is more and more over-subscribed each year, and on bringing new events into being. (Young recently met with organisers of the Safari Rally to discuss a Historic element to the event).

The Marathon's foray away from the Alps and across to Morocco in 1993 was an interesting diversion which might point the way to future projects, but it was as an Alpine event it will be remembered, dramatically breaking away from the idea of gentle pottering in old cars and substituting serious car-stretching competition over some of the toughest mountain passes in Europe. Yet one of its delights was that steady driving and fault-free navigation could reward small cars as well as big with the treasured Alpine Cup. Only seven drivers managed to win Gold Cups, for gaining three successive Alpine Cups, and their achievement will not now be diluted. Meanwhile Young's conception has blossomed into scores of classic rallies around the world, but for those of us who competed on the early Pirelli Classics, before sense and regularity prevailed, they'll never be the same. **G C**

Mille Miglia Dates

Next year's Mille Miglia retro-run takes place from 18-21 May 1995 and expects to draw 330 cars, starting from Brescia at 8.15 on the Thursday evening. The regularities, the only competitive element, will be revised, and there will be a points coefficient according to the desirability, or MM significance, of the car. Thus stars like Mercedes 300SLR, Alfa 2.9 and certain Ferraris have their scores boosted by the top factor of 1.50, while the poor relations on scratch are A35, Fiat 600, MG ZA Magnette and BMW 502. Well, yes, it might look silly for an A35 to beat an MM competition spider, but I thought the whole point of regularity was to even up the little car's chances against the big ones? Entries close 31st December; AC Brescia's number is 010 39 30 280 036. **GC**



Dinos Dominate

It was the biggest gathering o
Dinos outside an FOC meetin
28 of the mid-engined beauties
Silverstone circuit as the highligh
MOTOR SPORT Annual Concours
accompanies the HSCC final champ
meeting of the year. Of the Dino
Cartwright won for the second year
with a different car — his GT was
tops, and also Champion of Champi
Matlock dealer and restorer recei
prize from Chris Evans of the Big B
TV show. Evans, a classic car fan
arrived at the circuit in his own Din

Away from the Ferraris, cars with
SPORT connections took two of the t
places; Guy Holmes' second-place
Martin DB4 GT is the one tested
1961, while third slot went to the
4.2 E-type with which DSJ used
Europe as our Continental Corresp
After a long period lying fallow, it h
nicely restored by Bill Lodge of Col
But to forestall any cries of "fo



Nick Cartwright receives the MOTOR SPORT shield from TV's Chris Evans, above. Dyball's winning E type is bottom left, with Holmes' DB4 GT and the ex-DSJ Jaguar below. Opposite, Sean Walker readies himself for the start of the MOTOR SPORT F1 race in the ex-de Angelis Lotus 87B.

PHOTOGRAPHY: MATT COOKE





judging team awarded first place to Richard Dyball's immaculate V12 E-type, especially commendable as it is finished in black, notoriously hard to present well.

As Most Interesting Car of the Day, Chris Evans chose David Lockspeiser's Mk 14 Lotus Elite, though in terms of coachwork one might have pointed to David Wixen's P2 Allard Safari, its "woody" station-wagon body originally designed by two farming sisters to carry a pair of sheep in the back! And for competition history it was nice to see the 1934 Riley brought by Peter Woodruff, which was a member of the Alpine Team of that year.

With a wide range of HSCC races for historic saloons and sports-racers, spearheaded by a dramatic MOTOR SPORT Historic Formula One event, the Concours day has become a popular round-up for the season — unless you are the hardy VSCC type, for whom it is instead the precursor to a programme of winter trials and driving tests! **G C**

Sean's Show

Sean Walker drove a cool race in the Classic Team Lotus 87B to withstand strong pressure from three other drivers on his way to winning the MOTOR SPORT Historic Formula One race at Silverstone on September 17.

The 12-lap race was the high point of the HSCC's Reliance Security meeting, in which Walker featured in an intense battle with Simon Hadfield in the similarly-hued Supersprint Cars Lotus 78, John Wilson (Williams FW08C) and Geoff Farmer (Tyrrell 012).

Walker and Wilson shot through from the second row to lead Hadfield away from the start, these three running virtually nose to tail throughout the race and pulling clear of the rest. Hadfield finally found a way past Wilson, and closed to within half a second of the other black Lotus by the end.

Pole qualifier Farmer had started from the back of the 28-car grid after problems on the warm-up lap, but took only five laps to reach fourth place, and in fact overtook Wilson for third at the end, the first four cars being covered by less than two seconds as they streaked across the line. However, Wilson was disqualified for passing under a yellow flag, which elevated Michael Schryver (Lotus 72) to fourth, and series debutant Bob Berridge (RAM March) to fifth. Ian Giles had been between this pair on the eighth lap when his Tyrrell 012 spun into the barrier at Luffield, inflicting considerable damage on the car but fortunately rather less on himself. John Narcisi (Trojan T101) won the prize for Formula 5000 cars.

Heinz Schreiber (March 753) had opened the eight-race programme by winning the first part of the Norvic Aero Engines Trophy, a round of the German Open series, and later took the second part as well. Comfortable wins followed for Bob Sherring (7-litre Ford Galaxie) in the Reliance Security saloon race and Roy Eaton (Marcos-Volvo) in the MaST Trophy Classic Sports-car Championship race. After the MOTOR SPORT F1 race, Ralph Avis (Shelby 350GT) won a good battle with Nick Randall (Jaguar E-type) in the Barley Construction Improved Road Sports race.

The faster cars then returned for the Historic Sports Racing Car event, in which Willie Green, at the wheel of series sponsor Richard Budge's Chevron B31/36, held off the race-long attentions of Mike Wrigley's older B19 to take the race with just over a second in hand. Richard Evans (B26) came through from the back row of the grid to take a distant third.

Schryver then took his Gold Leaf Lotus 72 to victory in the Trupart Historic Formula Race Car event, beating Mike Whatley's F5000 Surtees TS8. Mike Littlewood (Merlyn Mk21) was some way behind in third, fending off a late challenge from John Beasley (Brabham BT36) to win the F2 class.

The meeting ended with the combined Standard Road Sports and Lotus Seven race, won by John Henderson's Seven. **DMcK**



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Earl Howe

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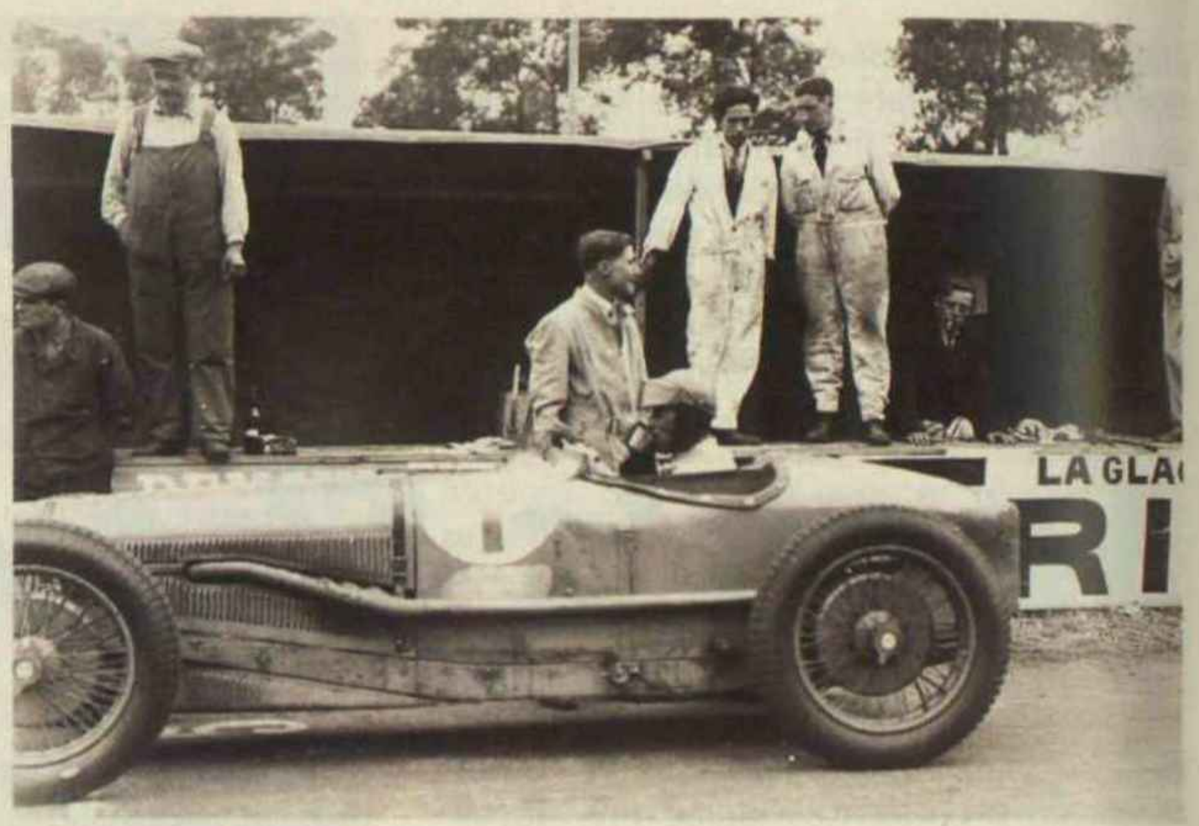
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"Tommy" Thomas – Earl Howe's Mechanic



"Tommy" Thomas stands by the Delage as Earl Howe grabs some refreshment during the 1932 Dieppe GP.

Earl Howe (1884–1964) was one of the most enthusiastic amateur racing drivers of the between-wars period. He enjoyed competing in all forms of racing — on British circuits, in Continental road-races, at Shelsley Walsh and Prescott hill-climbs. With his jaunty cap, red button-hole carnation and blue golf umbrella he was a familiar figure in the paddocks at Brooklands and Donington, at the Brighton speed trials, indeed at so many motor-racing venues. To give an account of all the many and varied racing cars His Lordship owned, from the time when, as Edward Richard Ashedon, Fifth Viscount Curzon, he began the sport in 1928, and the many ordinary cars used by him, is quite beyond the full scope of a magazine article; so over to you industrious book authors.

One remembers the racing cars which the Rt Hon Earl Howe, PC, CBe, VD, RNVR, a Royal Navy Commodore in the war, drove with skill and determination, not dismayed if he did not win. Yet win he did, some important races, as when he was victorious at Le Mans in 1931 with Sir Henry Birkin, Bt, in the 2.3 Alfa Romeo, and in the 1½-litre class at Dieppe in 1932, and at Avus in 1932 and 1933 with the beautiful little supercharged GP Delage he bought from Sir Malcolm Campbell — until he braked too late and wrapped it, literally, round a tree at Monza.

Howe drove five more times in the Le Mans 24-Hour race, in 1929 with Bernard Rubin in a 4½ Bentley, in 1930 with a 1750 Alfa Romeo, in 1932 with Birkin again in a 2.3 Alfa Romeo, in 1934 with Tim Rose-Richards in an Alfa, and in 1935 with an Alfa shared with the Hon Brian Lewis (Lord Essendon). Nor was the racing Earl a stranger to the Ulster TT. He ran his Type 43 Bugatti there in 1928 and 1929, crashed a 2.3 Alfa Romeo in 1931, but made amends by winning his class in it in 1932 (fourth overall), and being second in class in 1935

A regular Ulster TT contestant, Howe was fourth overall in 1932 in his 2.3 Alfa Romeo, shown here at Dundonald hairpin.

(fifth overall). Howe also drove his Mercedes, a Roesch Talbot and a 4½-litre Lagonda in the TT.

Then there were more Continental races, Howe finishing in the 1931 French GP in his new Type 51 twin-cam Bugatti in the company of the professional "greats", driving a big 4.9-litre Type 54 Bugatti with Hugh Hamilton at Reims in 1932, and ending in this important race sharing an unlikely Marendaz Special with Tommy Wisdom. And Ettore Bugatti thougbt well enough of him to send from Molsheim (just in time!) a Type 59 with a non-supercharged engine which Howe and the Hon Brian Lewis brought home third in the 1935 BRDC Brooklands 500 Mile race, and a lightweight Type 57T with which Howe took the same placing in the 1935 Ulster TT. Then there was Howe's legendary onslaught on the 1933 Mille Migia with a team of three K3 MG Magnettes, defeating the works 1100cc Maseratis.

At Brooklands Howe drove in long-distance races with Bugatti, ERA, Lagonda etc, and he was not averse to undertaking a one-hour officially-observed run for lagonda with a V12 saloon (101.5 miles, including a tyre change). And so on. . .

A quite remarkable record for a driver who did not commence racing until he was 45, continued in this large number of varied events up the outbreak of the Second World War with a notably varied selection of makes and types of racing cars, and who drove fast on the road, with a few "unmentionable" incidents. Afterwards Howe became President of the BRDC, President, then Patron, of the Bugatti OC, the ERA Club's President, and he served on many car-club committees and spoke on behalf of motoring sport in the House of Lords. Versatile indeed!

All the time the Earl was racing, one man looked after his cars, got them to the circuits, was in the pits during Howe's long-distance events, and generally kept the wheels turning. He was Percy E Thomas, always known in racing circles as "Tommy" Thomas.

I was delighted to track him down to his Surrey home, to find out how this came about. For some years after his retirement Tommy resided in Wales, and was "lost", as it were, so this meeting was especially welcome. I was made just that, as we chatted about the old days while overlooking the secluded garden, with doves fluttering about it, at the address where Mr and Mrs Thomas now live. Tommy, 88, has clear memories of his motor-racing days; otherwise his hobby is home wine-making. One of three brothers, he was brought up at Earlsfield in London, where his father had a garage and engineering business. He worked for his father and was thus brought up among cars. He had discovered the magic of Brooklands by 1925, cycling there for his first visit. Wanting to break into something outside the family business, he got onto his bicycle and rode to Kennington, to the London Taxi Depot near the foot of Brixton Hill, where the English Bugatti headquarters operated under Col Sorel and where D M K Marendaz built his Marendaz Specials.

Thomas was seen by Michel, the Bugatti sales manager, who told him he would check up on the lad's references, asking for his address. Hopefully, Thomas rode home, to find the 'phone ringing — it was Michel, so he was able to fill in his testimonials himself! That led to a job at Bugatti's Brixton depot. There he worked happily for some time, until one day Malcolm Campbell, who was a frequent visitor there, in connection with the Bugatti sales business he ran from London's west end, walked in. He asked the foreman whether he would release Thomas. This was arranged, and in 1927 Thomas went to work for Campbell, not at his workshop-garage at his house at Povey Cross where Leo Villa was in charge, but in Campbell's shed in the Brooklands Paddock.

There Thomas worked on Bugattis of all types, riding down along the newly-opened Kingston by-pass from his parents' home on his 16H Norton, which he later replaced with an Austin 7. This, as today's owners of these famous little cars can endorse, was usefully simple to maintain. When Thomas thought the Austin's engine was due for a de-coke and valve grind, he would ask Villa's permission to leave early, drive home, have a meal, then position the Austin beneath the garage canopy and work on the engine, which would be reassembled ready for an early start for Brooklands the next morning. But perhaps Capt (later Sir) Malcolm Campbell was not quite the easiest of bosses. At all events, when "Bluebird" was being prepared for the LSR attempt at Daytona, Thomas was told he would be one of the mechanics, but Campbell later told him he wouldn't be going, to reduce travel expenses. This rankled, but by good fortune, Lord Howe, as he then was, came into the Brooklands shed and asked Villa if he would mind if Thomas left to join him. This being acceptable, on New Year's Day 1929 "Tommy" Thomas became head racing mechanic to the future Earl Howe.

His first task was to strip down the Type 43 Bugatti which, as Viscount Curzon, Howe had run in the 1928 Ulster TT, where it had retired with a split petrol tank, a similar mishap having cost Campbell his (uninsured) Type 43 when it caught fire in the pits and was burnt out.

"Tommy" had plenty of time to study the mechanical aspects of a type of car he was already acquainted with; in the race he rode as Howe's mechanic. After 24 of the laps required of them on handicap, the exhaust system collapsed and they were flagged-off. Thus Thomas commenced his long association with the formidable succession of top-class cars His Lordship could afford to buy and race. The relationship worked well, Howe an excellent master; he always called Tommy "Thomas" and Tommy addressed his employer as "My Lord". There was the advantage that Howe was wealthy enough not to have to impose a budget on any racing project and that he had a good knowledge of the mechanical side of his cars. Howe was calm amd good-tempered, even in adversity. He raced as much for his love of the sport as with the intention of winning, but wins were a bonus! The racing cars were kept, not at his estate at Penn, as one might have thought, but in garages-cum-workshops in London's Mayfair, at Pitshead Mews. At first they were trailered to races, but Thomas suggested to His Lordship that it might be better to have a van. So a Commer was acquired and fitted up with workshop facilities, with space for



In 1932 Howe won the 1½-litre class at Dieppe with the elegant little supercharged Delage.



Brooklands 1935: Howe finishing third in the BRDC 500, sharing his Type 59 Bugatti with the Hon Brian Lewis.

one racing car, and another on a trailer behind when necessary. Tommy remembers this Commer as rather heavy, with not much ground clearance. But it was one of the first racing car transporters to be seen in this country and served well. Incidentally, it would have accommodated sleeping quarters but they were never used, as Howe provided hotels for Thomas and his assistants — which those mechanics who have had to sleep in their transporters may like to note! When Bentley Motors closed down at Cricklewood some of the workers had come to Thomas hoping for a job; after Earl Howe had been consulted Sydney Maslin was taken on as an assistant to Thomas and later was joined by Stan Holgate, who went on the the Chula/Bira *equipe*.

Of all the cars he had under his care, Thomas's favourite was the little Delage. M Lory's design was as complicated as it was effective, but after going over to Paris to discuss it with the Delage engineers Thomas had no problems with it, although any parts required had to be made here, as Delage's supply had long since dried up. Winner of the 1927 Championship of Europe, the car Howe drove won for him the 1½-litre class of the aforementioned races and was run at the Nürburgring.

After the noble Earl had wrapped it round that tree at Monza, Thomas recalls that he was outwardly quite unshaken, just walking away, although they had to cut the chassis in half to salvage the wreck! Thomas then used the engine in the ex-Sénèchal Delage that Howe had bought, and with the rebuilt car he was able to win his class yet again at Avus in 1933, after a race-long duel with Veyron's Bugatti. The Delage also paid off at Brooklands, where apart from winning races it took the ultimate Class F Outer Circuit lap record at 127.05 mph.

Obviously the 2.3 Alfa Romeos were much favoured by Howe, but when new Alfa models were almost impossible to obtain, he invested in a 2.9 single-seater GP Maserati, which was third at Dieppe, fourth at Albi, in 1934. Then there was the 3.3-litre Type 59 Bugatti, with which Howe seems to have got rather better results than the other British drivers who bought these cars direct from Molsheim. His Lordship was also very fond of the big Mercedes-Benz, both for touring and racing. With the ex-Caracciola TT-winning 38/250 (UW 302) he made fastest lap in the 1930 Phoenix Park GP at 77.2 mph, finishing third, improved on this in 1931 with a record lap at 91.8 mph, fractionally quicker than Caracciola in 1930, did his quickest lap at the 1931 Autumn Brooklands Meeting at 118.3 and at Shelsley Walsh, where he was a keen competitor, making ftd there in his Type 51 Bugatti in 1932, in 44.0s, got down to a time of 46.2s in the sports class in 1934 in the sports Mercedes.

When going to races Howe would lead, with Thomas following with the transporter. When he drove the 4½-litre Bentley with Rubin at Le Mans Howe would only go after W O Bentley had agreed to allow Thomas into the Bentley pits. And a small point, but of interest in view of how top tennis players now consume bananas for energy: Howe did this in his long races. He was about to leap into the Alfa's seat at Le Mans on one occasion and roar away when Thomas noticed a bunch on the driving seat and was just in time to shout "I wouldn't sit down yet, My Lord!" To support Howe's aforesaid Mille Miglia team of MG Magnettes, Penn-Hughes and Thomas took Howe's Mercedes-Benz with a spare MG engine, back axle etc on board; this "back up lorry" was driven so fast it was nearly as quick as the MGs, it is said without using the blower during the 1000-mile run. The big Mercs were fine cars, Thomas says, but the supercharging system was complicated, involving many control rods, and, as the blower forced air through the twin carburetters, it was necessary to pressurise the fuel-tank, Autovac and both float chambers.

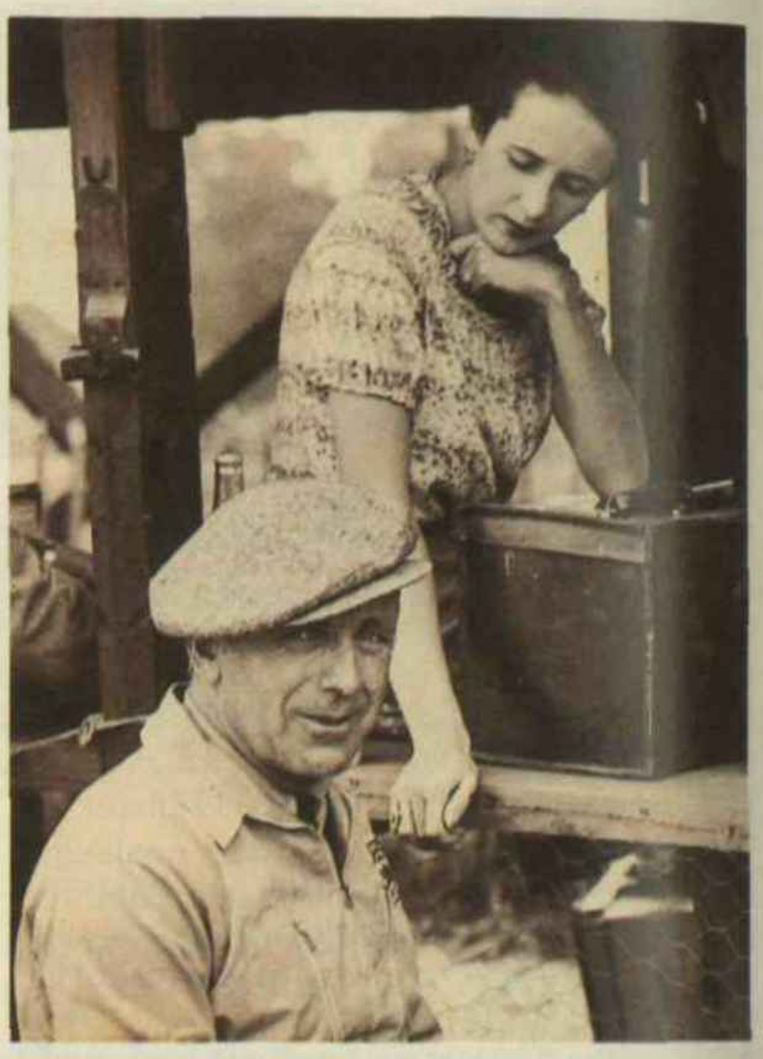
At an age when many would have thought racing beyond them, Earl Howe drove hard, and had a few crashes. At Montlhéry in 1933 a stone broke his visor, injuring an eye, and his Bugatti left the track, there was the aforesaid horrific Delage prang at Monza, he "lost" the Alfa he was driving in the 1931 TT at Bradshaw's Bray, crashed his K3 MG in 1934 on a repeat Mille Miglia performance, and then in 1937, in the Brooklands Campbell Trophy race, Howe misjudged the Vickers' Bridge and hit the paraper with his ERA. This was R8B, purchased in 1936, which Howe drove in many continental races (his best place third at Peronne, with other successes in England). He was badly hurt, but recovered to race the ERA again in 1937, having been second in the 1936 200 Mile race. Before the accident he had taken two second places and a third in South Africa; in 1938 he was first at Cape Town. R8B was then converted to C-specification and its owner ran it until May 1939, again taking it to Africa, before a mild crash at Brooklands. It was then sold to Reg Parnell.

Although the ERA had done reasonably well in previous races and was leading the field, hotly pursued by Bira's 2.9 Maserati, at the time of the accident, Thomas says it never compared with the 1927 Delage and he regarded the Bourne effort as rather a joke. After the accident Berthon and the other ERA boys had crowded round the damaged car to the exclusion of Thomas's own chaps.

Apart from tending the racing cars, Thomas had Howe's road cars to look after. At one time the Mayfair garage contained some 11 of them, from an Isotta-Fraschini to two A7s. His Lordship used a fabric saloon A7 (in the family colours, of course) for town work and going to the House of Lords, as he would later Fiat 500 Topolinos. His 1937 Type 57SC Bugatti Atlante coupé (DYK 5) is well remembered. All these cars had to be kept in immaculate order, as were the racing cars, in Howe's blue and silver paintwork, unless a European race required a green paint-job, or red for the Italian cars. Howe was a director of Barkers the coachbuilders, so they were entrusted with painting his racing cars.

For Tommy Thomas this exciting period of his life ended with the war, and marriage to the daughter of Howe's chauffeur. He took up design work, at first for the Jamesons (remember the two-stroke racing cars?) but later moved on to Napier's, working on the sleeve-valve flat-16 2400 hp Sabre aero-engine. Then, in well-deserved retirement, Mr and Mrs Thomas drove in a Jaguar to revisit some of the European venues at which the cars "Tommy" had so faithfully looked after and tuned had raced.

W B





Right, above: Donington Park 1937 — Lady Howe looks thoughtfully at her husband during the Earl's first meeting since his major accident.

Right: still in B-specification, Howe's ERA is no match for the Mercedes of Von Brauchitsch at the 1937 Donington Grand Prix.

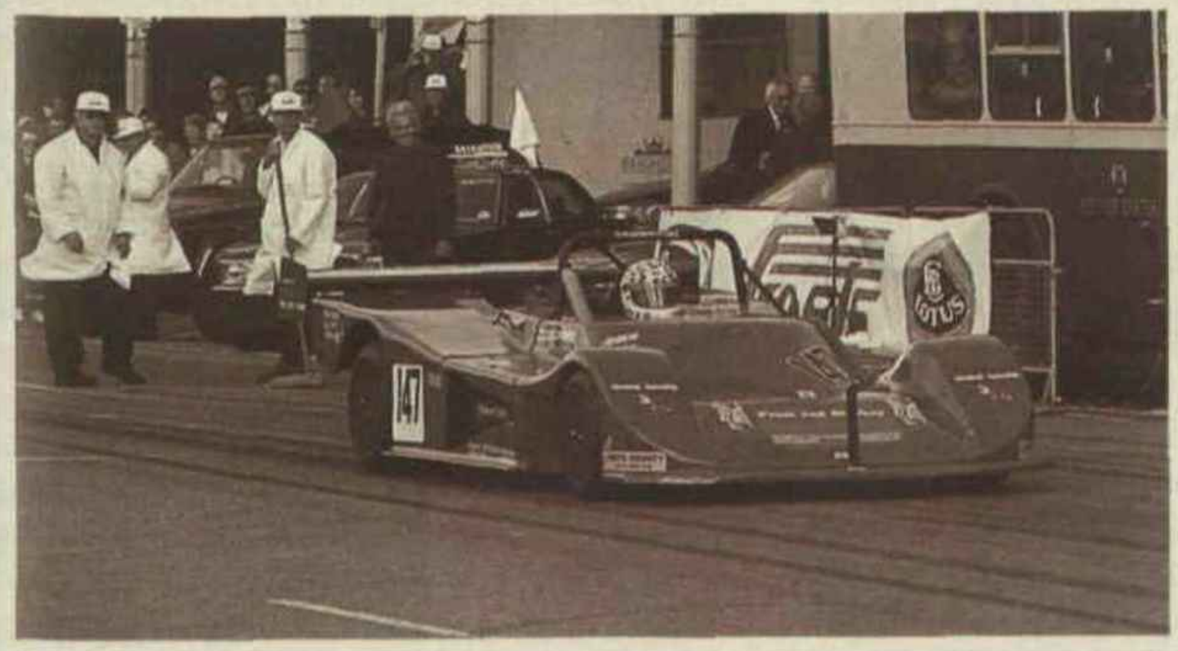
Brighton Speed Trials

This year's seafront spectacular along Brighton's Madeira Drive reversed the normal status quo when a bike instead of a car made FTD. This was the result of safety changes made to keep terminal speeds down: a quarter-mile course instead of a half-mile, and a 2-litre limit on single-seaters, ruling out the F1 and V8 sprint machinery.

Fastest amongst the cars was Les Edmunds' BRD-Rover, hitting 135 mph (10.53s), followed by Graham Hathaway's Ford RS200 at 128 mph (11.39s). Third place went to the man with the most cubic inches, Jim Tiller and his 7.3-litre Chevrolet-powered Allard J2, at 130 mph (12.34s). By contrast, Jeff Dowsett's overall FTD on his 1300cc nitrous-injected Suzuki GSX was a rousing 9.62s (153 mph), and bikes took the next five places as well, Edmunds placing seventh overall.

In the Historic class, Allards scored first and third, Tony Bianchi's 6.4-litre Farrellac (13.46s, 115 mph) and Roger Murray-Evans' K-type sandwiching the well-exercised Bentley-Royce of Bob Burrell, which tripped 107 mph (14.32s).

Paul Hewes's Cooper beat the other 500cc racers (15.75s, 86 mph), while Tom Delaney collected the VSCC Trophy with the evergreen LeaF (17.27s, 80 mph). **G C**



Top, cubic capacity rules: Tony Bianchi collected the Historic class award with 6.4 litres of Farrellac-Allard. Left, FTD for four-wheelers fell to Edmunds' Rover-engined BRD, originally built as a trial for a GpC Le Mans project.

Frosts Brighton Speed Trials

FTD (Car): L Edmunds (BRD TS001) 10.53s/135mph; **FTD (Motorcycle)**: J Dowsett (Suzuki GSW) 9.62s/153mph. **Class winners**: M Pester (Mini Cooper) 14.99s (h/cap); K Danks (Davrian) 13.45s; M Smith (Caterham 7 HPC) 12.34s; C Jones (Morgan Plus 8) 11.76s; R Stevens (OMS SC1/3) 11.60s (Record); R Cooke (Minicia) 15.77s; Edmunds; T Bianchi (Allard Farrellac) 13.46s (scr); B Burrell (Bentley Royce) 14.32s (h/cap); Paul Hewes (Cooper MkII) 15.75s; D Ayling (DRA SC/01) 13.05s; G Jackson (Ralt RT3) 11.84s; S George (Maco Toyota) 11.94s.

Ford Fortunes

Well past 57,000 miles, the Ford Sierra EFi 4x4 goes on and on, with no record of any real troubles at all. You may not believe it, but it's true! Apart, that is, from the o/s rear electric-lift window refusing to close, which cured itself, and the speedometer going out of action — repaired, but soon on the blink again. The last service, at 55,000 miles, cost £270.54 with VAT, as the front brake discs and the suspect lower suspension arms were replaced, the faulty speedometer repaired (temporarily!), the oil filter renewed, the sump drained and refilled, and new number plates made up to replace those ripped from the Ford by a local half-wit. At 57,250 miles the car passed its MOT test, after a brake-pipe clip had been replaced, and the Michelin MXV tyres, which have run for over 13,000 miles were reported only half-worn.

How does the car feel after this mileage? Well, when you use the same car for four years you sort of grow up with it and do not notice easily changes in its running. But, reliability apart, which was just as outstanding in the three previous 4WD Sierras I had, the present four-cylinder, twin-cam eight-valver does not seem to me to show much change from new. A little more noise perhaps, a fiercer clutch. But although left out of doors, the paintwork is excellent and everything works, apart from the fascia read-out which shows the driver's door open when it is firmly shut, a fault not rectified at several services. Space, grace and pace was a slogan someone once used; it might be applied to this H-registration Sierra, if you omit the "grace" bit. It is possible, I am told, to buy a similar four-year-young model for around £5,000. It sounds like a very reasonable purchase. **W B**

The Circuit Des Routes Pavées



No sign of spectator protection as the winning Chenard prepares to pass another competitor on the rough cobbles in 1924.

Of all the world's motor races, the Circuit des Routes Pavées, an invention of the French, enthusiastic over all forms of motor racing, is perhaps the least well-known, the least recognised. The British dismissed it contemptuously at the time as "The Bad Roads Race" — as if any but the mad folk across the Channel would want to curb the delights of racing by deliberately running cars over poor road surfaces. . .

Yet, on contemplation, there was Gallic logic behind this race, which ran for seven years. In the same year as it was instituted, the French had held the first 24-hour endurance race at Le Mans, which has become a world-famous classic but which in the beginning was conceived, by motoring journalist Charles Faroux and George Durand, as a test and demonstration of fully-equipped touring cars. By running a great part of the race after dark the efficiency or otherwise of the cars' electrical equipment, the headlamps in particular, would be tested, as would the weather protection by insisting on some laps being covered with the cars' hoods up. Apart from the lamps, the electric starters would be tested by insisting that, after a pit-stop, engines were recommenced with them, and horns had also to be useable. Any tools or spares that the long race might necessitate had to be carried on the competing cars, on which only two people could work, should this become necessary. The entry was of touring-type cars, with proper seats, four on those over 1100cc, mudguards and running boards, as well as the workable hoods. At least 30 similar cars had to be in existence by race-date and ballast had to be carried equivalent to a full complement of passengers. Normal petrol had to be used and refuelling stops were at specified intervals, to eliminate cars heavy on fuel. Thus the regulations for the first of the great Le Mans 24-hour races, run then over normal roads.

It all changed after the war, as it had gradually up to that time, and now the Le Mans marathon is something very different from that which Charles Faroux had thought up in 1923. But, coming back to the "Bad Roads Race", surely if Le Mans was an attempt to test most of a fast touring car's qualities, why not, logically, and the French are above all logical, go further and incorporate a test of the springing of the motor-cars taking part? This was not the intention at Le Mans, where the drivers were intended to go sufficiently quickly to put a premium on good acceleration, cornering and braking. Which, logically again, would necessitate them going faster than they might, or could, over roads rougher than the normal ones in the Sarthe. This was duly achieved, the 3-litre Chenard-Walcker that won the first Le Mans race averaging 57.2 mph for 1373 miles, including all pit-stops for replenishment and driver change-overs. The reliability factor had been indeed truly catered for, because the race in those days was really a three-year event, so that the victor of the Rudge Whitworth Triennial Cup had to produce a car capable of winning a 72-hour marathon — which was achieved by Sénèchal and Loqueheux with an 1100cc Chenard-Walcker, which, under the less-logical rules, had not taken part in the two previous races! As for a test of brakes, did not the victorious 1923 Chenard-Walckers have front-wheel brakes (actually a three-brake system, FWB and transmission with Hallot servo), causing Bentley to go to 4WBs for their Duff and Clement win in 1924?

Looked at thus, was a race to see how cars would stand up to rough roads all that illogical? Especially remembering the poor state of war-torn highways in France, which lasted for a considerable time after the Armistice with Germany had been signed. Hence the Circuit des Routes Pavées. It was run, for all seven years, over a triangle of suitably cobbled roads at Pont à Marcq, Lille, near the Belgian border in Northern France. The distance was 250 miles, with minimum average speeds set for the various engine-size classes.

The winner was a Georges Irat driven by Rost, which averaged 49.13 mph, or 8 mph lower than the winner's speed at Le Mans, confirming my afore-mentioned point. The placemen were Foresti (Aries) and Gaudermann (Voisin). By 1924 more interest was being taken in this unusual race. The same eight-mile lap of the granite-sett circuit was

used. The French love motor racing, so the straights were lined with spectators but in the towns the course seems to have been rather casually marshalled. There were now 42 starters. For 100 miles Lagache's straight-eight 4-litre Chenard-Walcker led. Then the rough road theme took its toll, a universal joint breaking. The driver got a new one from his pit, only to find that the bolts were too bent for him to fit it. Sénèchal's 3-litre Chenard then took the lead. George Heath, son of the Birmingham motor agent, had a tyre burst on the first lap and overturned, without harm to the occupants. Louis Coatalen had been writing learned papers about suspension problems and had sent another 1½-litre Darracq, with the same rare (for the sports car), twin-cam engine. Driven by Jack Scales, it went so well that it was second to the Chenard, winning its class, at 51.7 mph to Sénèchal's 54.4 mph. The winning Chenard, with lath-and-canvas 4-seater body, had to do 193 miles, the smaller cars lesser distances. Although low-pressure tyres were available, most drivers thought them dangerous at 60 mph and used the older type, but two out of eight cars finished on the new tyres. Third place went to Pisard's Chenard-Walcker, after the big Aries had lost compression. Class winners were Riva's Lancia Lambda, a La Licorne, an 1100cc 4-seater Aries and an 1100cc 2-seater Śenèchal. The race must have suited the Lancia Lambdas, announced the year before, with their i f s.

"The British dismissed it contemptuously at the time as 'The Bad Roads Race'"

Although such sliding-pillar suspension had been used prior to the war by Morgan and Sizaire-Naudin, Lancia was the first to realise that i f s requires a stiff chassis frame, achieved by the welded-steel monocoque of the Lambda; its front suspension, perfected we are told after 14 drawings by Battista Falchetto had been submitted to Vincenzo Lancia, was sophisticated, with internal oil-damping and rebound coil springs, although careless dismantling could be dangerous, when the main coil spring shot upwards. (I was very pleased with the old Lambda I used during WW2 for visiting RAF aerodromes on MAP duties, its ball-gate central gear-changé on a European car as advanced in vintage times as its i f s.) In the race, Gaudermann's Lambda was second in the 2-litre class to Riva, and the British Hartford Company gained publicity, as all except the Lancias used their shock-absorbers. The day before, Sénèchal's 750cc Chenard-Walcker-built Sénèchal had won the small-car race from two Peugeots and the motorcycles.

Back to its former distance for 1925 and confined to production cars, the "Bad Roads Race" was won by Rost's Georges Irat on h p tyres, from an Aries and a Belgian Excelsior; in later times the winning *marque* used sophisticated rubber suspension. Fastest lap was made by the Excelsior, at 58.7 mph and Rost averaged 53.7 mph. The Hon Victor Bruce had run his AC in 1924 (fourth in class, behind two Bugattis) but this time he non-started. In 1926, with the distance up to 315 miles, positions were reversed, Caerels' Excelsior winning, at 55.6 mph, from an Aries and Georges Irat. The winner was on Engelbert tyres, the Aries on Dunlops.

For the next three years the race was a six-hour grind. Many of the cars had been reported as badly wracked about in 1926, but 29 entries came in for the 1927 race. Rost went furthest, 306.8 miles, at just over 51 mph, in a 2-litre Georges Irat, Rossi's similar car second, Laly won the 3-litre class with a very "Le Mans-looking" Aries (290 miles) and the Franchomme Cup for the handicap winner went to Doré (1½-litre two-seater La Licorne). But there was a bit of a fuss when a Lombard was said to have passed him!

The cars still carried road equipment. By 1928 Alfa Romeo felt their cars tough enough to join in and Boris Ivanowski won in the Spa 24-hour race 1½-litre s/c car, at 59.86 mph, from an Omega Six and a Lancia on handicap. The Alfa Romeo had had a great battle with a 2.3 Bugatti but in the final hour the latter had a brake seize which took time to release. Previous to this the French car had set a lap-record of 68.28 mph over the terrible roads, from which the onlookers were kept back by seemingly miles of palings. Two other Bugattis were class winners and of the 35 starters, 13 found the conditions too much for them.

The last year of this tough struggle saw Alfa Romeos first and second, driven by Zehender and Rigal, an Omega Six of former Hispano Suiza driver Boriven third. It was by now almost a normal race, the winning Alfa averaging 65.35 mph over the rough. That was it, and as far as I know the idea has not been revived since. I wonder how many Parisiens, when going to the Salon in the 1920s to choose a new car, cast their minds back to how their favoured makes had performed in the Circuit des Routes Pavées? **W B**

VSCC Madresfield Results

For the record, here are the results of the Madresfield driving tests, which arrived just too late for the last issue

Class A (Standard sports cars): **1st Class Awards:** T Tarring (1927 Frazer Nash). **Second Class Awards:** G Still (1937 Frazer Nash). **Third Class Awards:** P Garland (1936 1½-litre HRG), Mrs M Brewster (1934 A7 65). **Class B** (Standard touring, saloon and light cars): **1st Class Awards:** T Dixon (1931 Alvis TK 12/50), K Stimson (Riley 9 Mk4), M Kipping (1930 A7). **Second Class Awards:** Mrs A Lemon, and **Ladies Award** (1923 30/98), T Brewster (1923 Deemster). **Third Class Awards:** D Boyd (1939 Citroen Light-15), J Stammers (1929 Riley 9). **Third Class Awards:** J Stammers (1929 Riley 9). **Class C** (Modified, specials and hybrids): **1st Class Awards:** G Owen (1930 Morris-JAP), J Baxter (1929 A7 Ulster), **Second Class Awards:** D Baxter (1927 Rolls-Royce 20), J Ghosh (30/98). **Third Class Awards:** J Muscamp (1939 328 FN-BMW), J Newell (1924 30/98), P Tebbett (1935 4½-litre Lagonda). **Class D** (Edward & Veteran): **1st Class Award:** B Collings (1912 Brixia-Zust). **Second Class Award:** R Collings (1912 Brixia-Zust), **Third Class Award:** M Lemon (1913 30/98). **Concours:** First: Jo Moss (1932 Invicta); Second: M Lemon (1913 30/98); Third: M Walker (1913 Bramble cyclecar).

VSCC Kentish Rally

On September 18 the VSCC rally-scene moved to Kent, when 57 drivers and their navigators set off hoping to win the Measham Trophy, in this scheduled time event. Doing a section too quickly was as much a "loser" as being late. The **Overall Winner** was P Cattell, navigated by T Cook, in a 1933 1630cc Riley. The best show by a Novice was that of B Thompson, helped by I Bennett and their 1924 Fiat, and best newcomers to this far from easy game were the Rapsons, in a 1936 1720cc Riley. **First Class Awards** were gained by P Weston/P Agar (1928 A7), J Potter/B Hughes (1927 12/50 Alvis), J Baxter/A Jones (1929 A7), Cattell/Cork (1933 Riley) and F Fayter/R Goodwin (1934 Riley 9). **Second Class Awards** went to C Hanna/P Szaruss (1929 Riley 9), J Jardine/A Gibson (1930 Riley 9), T Jones/T Considine (1935 30/98), T Clark/K Pendlebury (Bentley, substituted for a Salmson), A Lupton/D Kirkham (1938 Lea-Francis and B Ducker/A Litter (1932 Riley 9). **Third Class Awards** were managed by P Hart/B Smith (1930 Humber), T Jones/R Collings (1923 30/98), P Glover/D Roberts (1924 30/98), J Ruggles/P Bowyer (1934 Lagonda Rapier), R & S Rouse (1935 Alvis Speed 20) and A Ducker/P Beaney (1931 s/c Alfa Romeo). Clearly, an event catering for all kinds of pre-war cars. Two Lea-Francis, Binns' HRG, Collis' big Alvis and two Riley 9s failed to get to the start and there was some changing of intended navigators, Roger Collings going with Tony Jones, for instance, perhaps to compare Vauxhall with Bentley. **W B**



Geraint Owen's 1930 Morris-JAP Special, which won outright, collecting the Harry Bowler Trophy.

VSCC Welsh Trial

The popular VSCC Welsh Weekend, dating back to 1939, took place this year on October 8/9, with a 200-mile run on the Saturday and the trial itself on the Sunday, augmented by a road rally for the less stouthearted. As usual, headquarters were at the Radnorshire Arms (1616), Presteigne.

Here were enacted familiar scenes — a man (no names, no pack drill) peering into the bowels and underneath a well-travelled Frazer Nash, a well-known spectating two-litre Ballot so excited at seeing others of its kind that it had shed a rear mudguard, a magnificent 30/98 in its customary place outside the hotel (where that evening Sotheby's would host an alcoholic 'Jolly Hour') and much more for onlookers to regard, from Hickling's big yellow Dodge to a neat Ceirano tourer. Winston Teague arrived in a GN with two spare wheels on its left flank, not at first recognised as the yellow paint worn when Mrs Gray drove it has now gone, though its lusty ioe engine remains. John Blake arrived trouble-free in his ohc GN, which thinks nothing of tackling tough things like the recent Amilcar/Salmson Continental Raid without missing a beat – and with only two cylinders, that's a definite advantage.

The trial brought 90 entries, and spare a thought for the marshals. More than 75 of them faced an early, misty start to man the 11 sections. Reporting fully on all those hills individually would require a posse of journalists and cameramen. Being alone in my old (but, dare I say it, dependable) Ford Sierra, I decided to head for Pilleth, where the final struggle would take place. The competitors having tested their prowess and that of their cars at old favourites Lloyds, Cwmheyope and Railway, dropping from a remote upland to Forest Wood, or moving over to Worsell Wood and Lower Hanter in their own choice of order, and going on to the Radnor Forest to tackle The Riggles and Fron Wen, it was possible to open the three Pilleth hills at noon, two hours earlier than usual.

It is interesting that in an all pre-1931 entry the most popular cars were A7s (27), followed by 30/98s (14) and Frazer Nashes (12); there were eight pre-1920 cars, from Mercedes-Maybach, Dodge, Overland, Renault, Studebaker, Nordenfeld, Crossley and Clement. Alas, on Lower Hanter Hague's 1906 Clement lost a chain, ran backwards up a bank, overturned and caught fire, hospitalising driver and navigator.

The hills were mainly dry, so, aided by the new rule which prevents rear tyres from being deflated below 15 psi to enhance grip, they were mainly easy.

The long grass climb up Pilleth I stopped more cars than expected, however, but the older cars went well, notably David Roscoe's 1913 5.2-litre Overland. The latter's undamped suspension provided self-bouncing, while its lateral moving accelerator prevented the driver's foot from slipping off the gas. Ben Collings was driving Mrs Daniels' 30/98, with the assurance of two handbrakes to lure him into a sense of false security for the descents.

It is notable that Edwardians now take part in trials, but Roger Firth's 1906 5.5-litre Nordenfeld was unlucky, cracking its rear axle casing. Despite a misfire and a trail of oil smoke, President Clarke did well in his 1929 A7 saloon, and Geraint Owen's

Birkin on Show

Mill Green Museum in Hatfield, Herts (tel 0707 271362), is currently featuring an exibition called "Birkin's Bentleys", which majors on the firm of Birkin & Couper in nearby Welwyn Garden City. From 1929 to 1932, this was the centre of Birkin's attempt to keep a British car ahead of the Continental pack, and the works supercharged machines are all described, along with the story of the ill-fated partnership with W M Couper. It's a small show, only one room, but I learned some new information from it (there are details of the model electric racing set the company manufactured, for instance), and the Museum itself is a working watermill complete with miller in attendance. The show runs until November 13, and entry is free. GC



Bentleys at Mill Green (right): the BDC paid a visit to the Birkin exhibition in Hatfield during September.

Morris-JAP sounded healthy, its driver hoping to add trials honours to its success in other events, an ambition well achieved, as he won the event outright. Teague wound the 1922 GN up from the front, I noticed, and Odell coped well with a fierce clutch on his 1923 Riley, which is, quite literally, a Redwing. Hirst's Alvis sported four external exhaust pipes and a 'bouncer' in the tail-gunner's seat, and Hickling's Dodge had recovered from a broken exhaust on the way down.

Of all the 30/98s, Arthur Jeddere-Fisher's 1921 E-type, with ship's ventilators on its scuttle, was the oldest, and Hamish Monro's early OE-type won the Presteigne Trophy (Class 2). Malamentanios brought a rare 1918 Crossley with bolster tank and external exhaust system. The Bentley of Amanda Reynolds (of the enthusiastic Collings family), a 1927 4½-litre with a deceptively long bonnet, took her to a Third-Class award, watched, if not exactly applauded, by her five-month old baby. In Simon Price's 1930 Ulster A7, father navigated son.

A large teddy bear occupied the stern-sheets of Harper's 30/98, but appeared reluctant to bounce, Freddie Giles had his Frazer Nash's screen open as if expecting flung mud, Keith Hill had got over a spate of transmission troubles on the one-off Crouch-Helix and Meeks' Austin 20 Special performed well. Full results below. **W B**

V-to-C Miscellany

The smallest of clubs can often have as much fun as the bigger organisations — the Trojan OC and the Gwynne 8 Register spring to mind — and in conjunction with the Rover Sports Register's National Rally at Belcastle this summer, the 75th anniversary of the air-cooled, flat-twin Rover 8 was celebrated, by the Register catering for such of these little cars as remain, which means about 30, out of more than 17,000 built between 1919 and 1925.

Ten of them attended this year's rally, including one of two surviving saloons, the rusty but complete remains of a rare four-seater rescued from a rubbish skip, and one of only two known doctor's fixed-head coupés; the other is in the BMIHT Gaydon Museum. The 1923 coupé at Belvoir had been driven down from Scotland by Marie Chalmers, after the oil-pump drive failed the night before; she was awarded the Lewis Perseverance prize, donated by the gentleman of that name who worked on these cars at Rover's from 1919. The others comprised six 2-seaters,and three more four-seaters; Kent Robinson, Wedman's Farm, Rotherwick, Hampshire RG27 9BX, would like to hear of any other survivors.

The 1923 Rover 8 driven by Marie Chalmers, from Scotland, helped by Robin Johnson (on her left).



From Victoria, Australia, comes news of a 12/35 hp Type-M Leon-Bollée which Peter Latreille has owned since 1963, after he had found it in 1959 at the age of 15 and persuaded a friend to buy it for him and keep it until he could use it. Various other vintage cars intervened, but in 1963 the Leon-Bollée was taken in hand, two years after Mr Latreille found his Vauxhall 30/98, which is the passion of his life, he says. But he would like to hear from other Leon-Ballée owners or those who knew these now rare cars. It seems that this Australian-owned example may be the sole surviving family car of this make, pre-Morris-Leon-Bollée. Its owner has been able to interview M Pierre Bollée in Le Mans and correspond with Mr Howard Godfrey, whose father was the London agent for Bollée cars and introduced William Morris to Madame Bollée in 1924. If anyone knows more, we can forward letters.

The Singer OC is very much alive. Its journal, *The Singer Owner*, looks after the activities of the Singer OC and the Association of Rootes Car Clubs, and the August issue contained a report of the Singer National Rally, with many photographs, and more besides, including many advertisements for plenty of used Singers of all ages and types. The membership secretary is Peter Hart, 27 Riverhill, Watton-at-Stone, Hertford, Herts SG14 3SD. UK membership costs £16.50.

Not that anyone interested in pre-1905 cars is likely to forget, but this year's RAC/VCC Brighton Run is on November 6, starting from Hyde Park at 8am. Entries for the LEJOG End-to-End car trial on December 3/6 are filling up; those who wish to pit their historic or classic cars against this demanding test should apply to LEJOG Office, The Town House, Leigh, Worcs WR6 5LA.

It seems likely that the 1½-litre Singer Six driven into eighth place at Le Mans by Barnes and Langley in 1934 and the Ulster A7 thought to be the car raced by "Archie" Frazer Nash, are both in Ireland. Their owner would like confirmation.

The 12/50 Alvis Register has 521 members, owning between them 457 eligible Alvises (but the Register knows of a total of 730, out of a build-total of approx 8650), of which 123 are TJ 12/50s, and 115 TGs, ranging from 1920 to 1933. With the help of John Scott & Partners, the Register has published a comprehensive members' list. The Registrar is John Willis, The Vinery, Wanborough Manor, Guildford, Surrey GU3 2JR.

Results of the Welsh Trial follow. G Owen (Morris-JAP) posted best overall performance; H Monro (30/98) took Class 2. R Barnett (A7) won the Smatcher Trophy. First class awards went to Owen, Monro, R Reed, N Plevan (A7s), M Joseland (Frazer Nash), D Lee (Salmson), J Tomlinson (A7-GN), R Collings (Mercedes-Maybach), J Ghosh and B Spollon (30/98s), second class awards to J Riding, I Teague, J Densham, T Gosling and C Knill-Jones (A7s), D Rolfe (MG), B May (Frazer Nash), D Marsh and A Jeddere-Fisher (30/98s), R Harcourt-Smith (Alvis), H Hickling (Dodge) and D Knight (Ford). R Odell (Riley), D Marchant (A7), T Threlfall (Ford), P Garland (30/98) and A Reynolds (Bentley) qualified for third class awards.

Vintage Postbag

Sir,

I read with great interest WB's Tribute to Kay Petre but I was sorry he did not say more about the injuries she received when Reg Parnell's MG Magnette slid down the banking to collide with her 'works' Austin 7.

The facial injuries she suffered must have been the cause of considerable concern to one who took so much trouble over the immaculate appearance of her cars and herself when making a public appearance at Brooklands.

Sir Archibald McIndoe, the famous plastic surgeon, did an excellent restoration job on her features which must have given a good boost to her morale. It also had a wider and more valuable impact. During the war McIndoe's clinic dealt with many men in the services who had suffered facial injuries and he received a Knighthood in recognition of his work. He used to get Kay Petre to come down to meet them and to show how a normal appearance could be regained through the surgeon's skill.

Anthony S Heal,
Beaconsfield.

VSCC Croix

An unfortunate fatal accident befell BDC Treasurer Bevan's Bugatti during practice, causing races to be shortened. Full details of the meeting will appear next month. Race winners were D Ricketts (two wins in ERA R1B), T Llewellyn (Bentley), R Gilbert (Bentley), A Seber (Wolseley), Sir Venables-Llewelyn (Bugatti), G Williams (Lagonda Rapier), P Alexander (Cooper Bristol), T Rides (Riley) and D Ham (Lister Jaguar).

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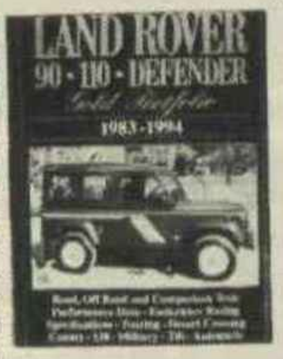
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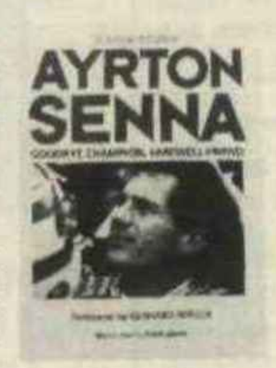
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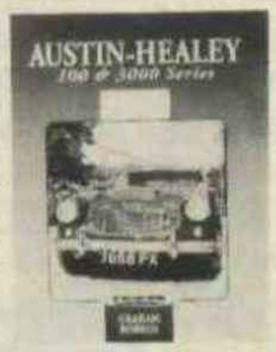
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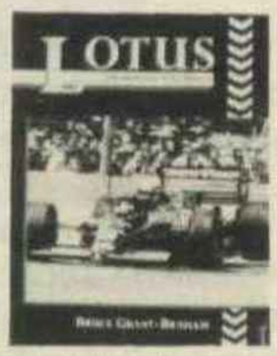
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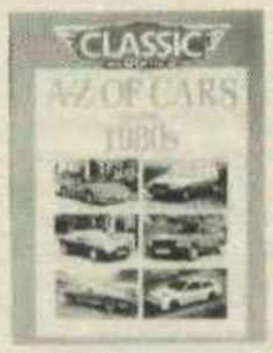
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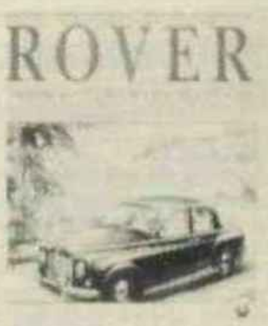
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Mini Mania! DD Video, £12.99.
Don't be shocked to be faced with World War II when you slot this one in; it turns out to be a trailer for military videos. But the programme itself also surprised me, beginning in fake grainy B&W with actors and a Sixties plotline, before bursting into colour on Mini matters. It's an unusual compilation, moving from Paddy Hopkirk demonstrating his Pirelli Marathon-winning Cooper to a mysterious interlude at a garage in the Mid-West USA (about an Arizona family who own 16 Minis), back to John Cooper and on to a recent "Italian Job" charity run. Unusually there is no voice-over, just the participants talking; instead rolling text on-screen feeds us facts. A good thing too, because the pace is slow in places, though Mini lovers will revel in the leisurely scenes. Uneven, but interestingly different from the usual breathless marque histories. **G C**

Top Gear Classic Cars. BBC Video, £10.99
You probably saw these first time round on the programme, but here Top Gear's Quentin Willson collates his classic pieces, in, as he says, no special order or merit. After a rather sententious intro concerning scrapyards, he gets into the Stag, Daimler SP250,and Ferrari Dino, raves about Gordon-Keebles, curls his lip at a Facel-Vega, drools over E-type and Mk II, and writhes with delight over a long-awaited run in a 427 Cobra. They're obviously Willson's personal favourites, as his animation shows; the only linking factor, Dino and E apart, is the woofle of a big V8 — even the token "affordable", the MGB, scrapes in here in one variant. To quote the man himself, this is "an indulgent trawl through some old cars". **G C**

Completely Morgan — Four-wheelers, 1936 to 1968, by Ken Hill. Veloce, £35.00.
I have lost count of how many books Morgans, both three-wheelers and four-wheelers, have inspired, including my own MOTOR SPORT vintage history of the former.

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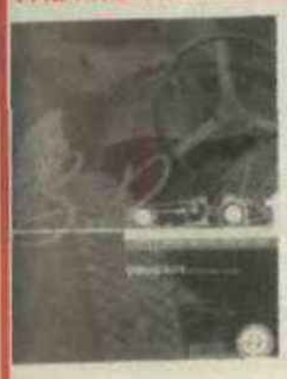
Cobra — The Real Thing! by Trevor Legate. Veloce, £45.00.
Photographer Legate has filled this book with very splendid pictures of Cobras, mostly in colour, supported by an informative text, reprints of road-test reports, etc. It's all there — the AC origins, the Shelby story, development of the 289, 427 and AC289 Cobras in racing, and lots of useful data. And, as said, marvellous pictures. **W B**

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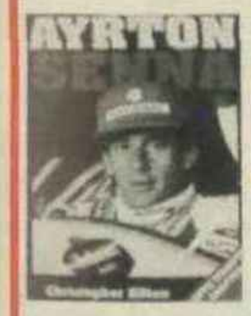
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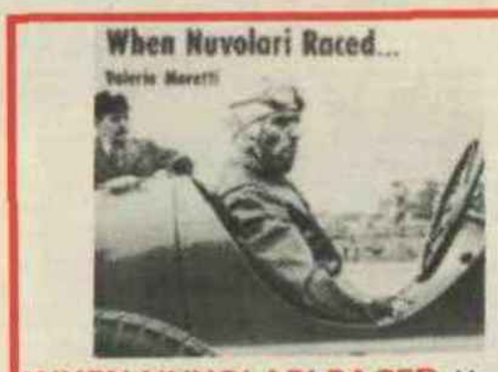
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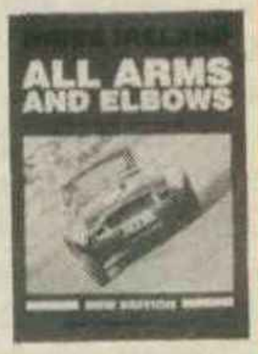
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The 1949-59 VW Beetle, by Bob Wilson. TPR, $22.95.
It would be interesting to know which car has had the most books written about it! The VW Beetle must be in the running, and now another on it has emerged, from TPR Inc, of Indianapolis, USA. This 114 page, 458-picture book is, we are told, "not a factory history or 'How To' book", but one that describes the detailed changes made to the Beetle between 1949 and 1959. Lots of information for Beetle fans from TPR, 7510 Allisonville Road, Indianapolis, IN46250, against Visa and Mastercards. **W B**

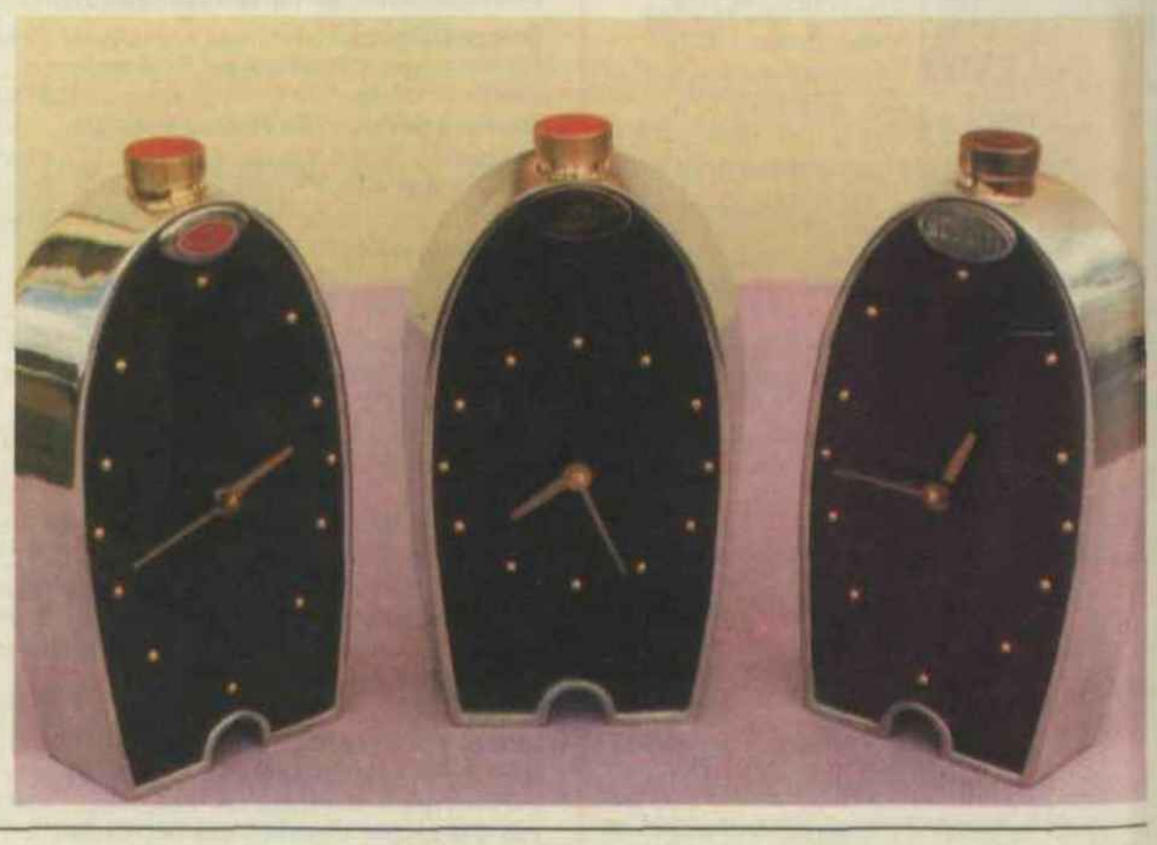
The MG Collection — The Pre-War Models by Richard Monk. PSL, £19.99.
Another book of outstanding photography, although it is a pity that some great stills of the older MG models, on the very large pages that should show them to perfection, are run over two of these, thus bisecting them. But don't mind too much: if you favour MGs the coverage will make up for this, because every conceivable type, from what most writers still insist on calling "Old No 1" to the TB Midget, are dealt with in much detail, both smaller picture-wise and in the text — here you find this coverage of not only the D12 as well as the lesser M-types but of the replica MG Midget Abingdon Works High Speed Service van, and specialist bodywork on various models, etc. The picture quality is excellent, thus embellishing the informative text. So, 187 pages from photographer Richard Monk, who manages the MGOC, owns a 1973 MGB GTV8 he has driven for 200,000 miles and a 1933 MG L1 Magna. Foreword by Rivers Fletcher. **W B**

The Motor for the Million, 1922–1939, by R J Wyatt. Roadmaster Publishing, £19.95.
This was the first serious history of the Austin 7, and was published by Macdonald in 1968. It went into a second edition, done by David & Charles in 1972, and it required a second and third impression, and a new edition, in 1982, before it went out of print. It is good news for A7 enthusiasts that this tribute to "The Motor for the Million", has now been re-published, with amendments. **W B**

Competition Car Suspension, by Allan Staniforth. Haynes, £19.99.
Allan Staniforth, ex-RAF navigator and *Daily Mirror* reporter, who has been associated with many specials, tackled a book on the erudite subject of car suspension and how to set it up for competition work, which was published in 1988 and was reprinted in 1991. It has now been up-dated, and contains the author's explanation and views on current FIA banning of electronic controls and the damage this may cause to racing. **W B**

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Launched at the March 1961 Geneva Motor Show, it was described as one of the most "beautiful cars in the world". It was the talking point of the motoring world and finally went on sale in July of that year.

The sleek monocoque body was powered by a 3781cc XK engine, giving 265 bhp and a top speed of over 145 mph.

Only a limited number of motoring writers were fortunate enough to have this new E-Type for a road test, and all were overwhelmed by its rapid performance, the way it turned heads wherever it appeared, and the long sexy bonnet with louvres and fared in headlights which swept back to the windscreen in a graceful flourish. The lines extended through the cockpit area to the boot. However, the E-type did not get full marks out of 10 and did have some criticism especially for the "bellow" type of braking system which was no match for its performance. Also, drivers over 5'10" found the car a little uncomfortable; but for only £1,550, plus £647 Purchase Tax for the 2-seater Fixed Head Coupé model, or £1,480 plus £618 Purchase Tax for the 2-seater Roadster version, Jaguar were certainly onto a winner both on and off the track!

Today, buying an E-Type can have its drawbacks. You must remember that probably 70% have, at sometime, been rebuilt or totally restored. Check that the engine and body numbers match that of the logbook, and careful inspection should be given to the monocoque.

The most sought after models are the first batch of 3.8 models, especially the Roadsters despatched from the factory. These can be easily identified by an outside "T" type looking external bonnet catch mounted on either side of the front wings. Only 91 right hand drive Roadsters were built with these bonnet locks. The bonnet louvres were separate and a spot welded line is visible. On these models a 25mm thick chromium windscreen surround was used and both driver's and passenger's floors had no footwells — hence "Flat Floor" models. A total of 357 "Flat Floor" models were produced.

Photo courtesy Geoff Forty Classic Cars



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1965. The engine was increased to 4235 cc. Power remained at 265 bhp, but the torque was increased. With the development of a servo brake system, stopping an E-Type at high speed became a little more satisfactory. Some say this is the best of all the E-Types, having the looks of the earlier car but more civilised on the road.

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1966 saw the addition of a new 2+2 version — now the family man could have the opportunity to own one, but to accommodate the two occasional rear seats a higher screen and roof line had to be made at the expense of the sleek lines. Now available with an automatic gearbox.

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In the latter part of 1967 the E-type changed again, losing its faired headlights in favour of open lights.

1969. Another update was made to conform to US Safety Standards making the E-type heavier than earlier models. A full width front and rear bumper section was added, with side lights positioned beneath. New seats came with head restraints and dash facia switches were changed to the rocker type. A choice of chrome wire wheels or chrome pressed steel wheels was offered. With all these added extras the E-type gained weight and suffered in top end performance.

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1971. The E-type completely changed with a new V12 5343cc engine giving 272bhp. The bodyshell changed shape and featured a full chrome grille, wider wheel arches, plus more chrome work. Only available in 2 seat open Roadster or 2+2.

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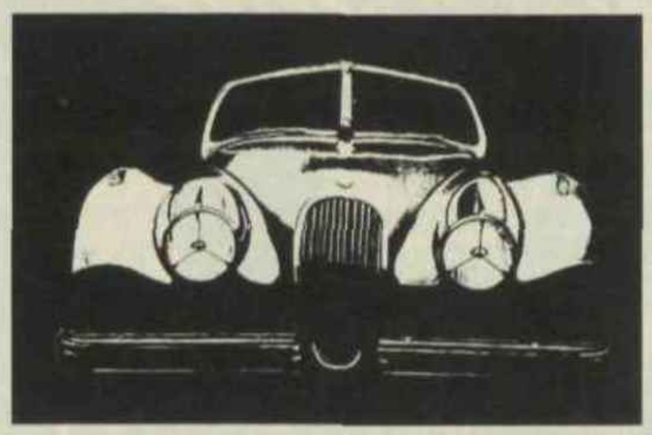
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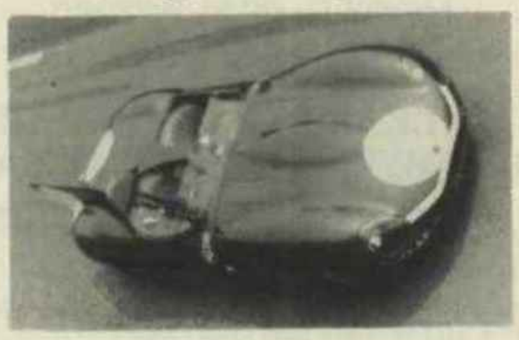
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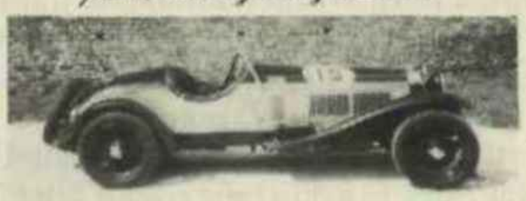
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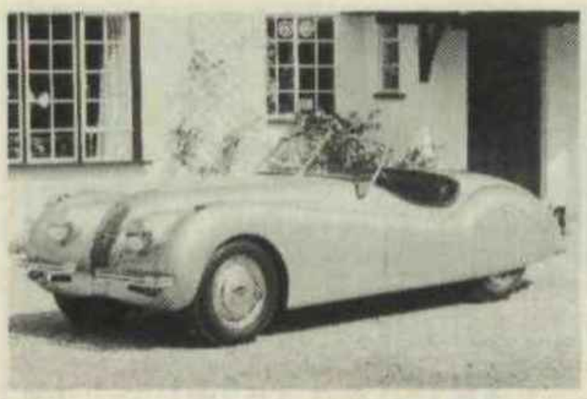
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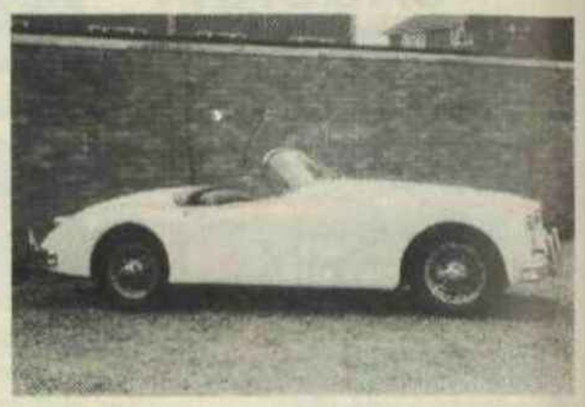
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The Jaguar XK120 was announced in 1948, but production really only got underway in 1949, by which time this beautiful new open 2-seater Roadster was already in great demand. Its body was built in aluminium and fitted onto a chassis constructed of steel with ashframe box sections. The interior was cramped and its large steering wheel with its protruding horn push made driving a little uncomfortable. The car was fitted with weather equipment including hood and side screens. The engine capacity was 3442cc, the DOHC6 producing 160bhp and giving a maximum speed of 120mph; however the brakes were no match for its performance, and one needed almost owl type vision for night driving due to poor headlights.

1951. A fixed head coupé version was made available, giving enough room for 2 extra people (at a tight squeeze).

The factory also offered a performance power option with a "C" type cylinder increasing the bhp to 180, an extra 20bhp on its standard form.

The XK140 superceded the XK120. Almost identical to its sister car, but with a new revised radiator grille distinguishable by its chromed 8 bars and heavier bumper. The basic engine produced 190bhp, while a "C" type option gave 210bhp. The 140 was available as an open 2-seater Roadster or FHC with occasional rear seating.

1956. An automatic transmission was made available as an option.

1957. XK150. Revised bodyshell, new wider grille. A full width windscreen replaced its predecessor's split screen. Fitted servo assisted brakes made braking a little easier. Available as a Drophead Coupé or Fixed Head.

1958. A new 2-seater Roadster model became available known as the "S" with triple carburetors, giving even more engine performance.

1961. The XK gave way to the new E-Type.

PRICE GUIDE

XK120 Roadster Aluminum LHD/RHD Restoration £20,000 — Restored/Concours £65,000+. Only 58 RHD built.

XK120 1951-1952 Roadster Restoration £12,000+ — Restored £40,000+

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XK140 Roadster Restoration £15,000+ — Concours £50,000+. Only 73 RHD built.

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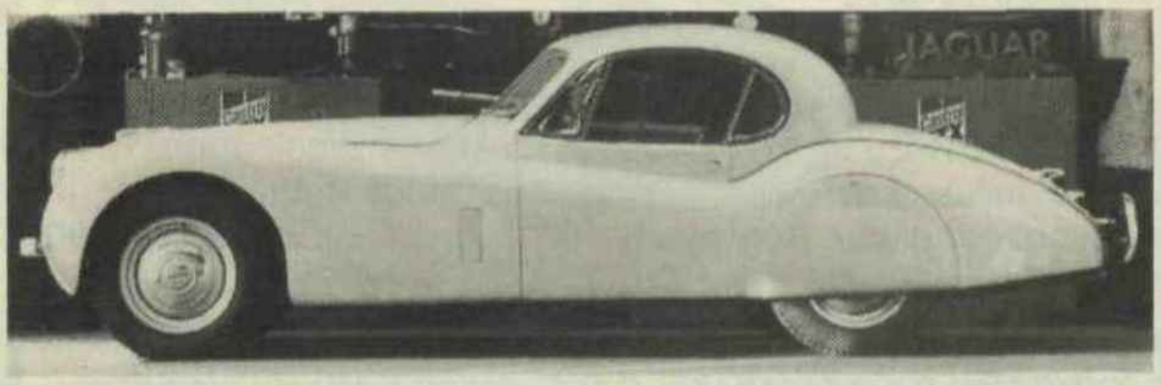
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XK150 Fixed Head Coupé Restoration £5,000+ — Restored £20,000+

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FIXED HEAD COUPÉ MODELS







MKX / 420G



PHOTO COURTESY HURST PARK AUTOMOBILES

1962. This big new saloon with a length of 16'4" was fitted with independent front and rear coil spring suspension, and like the early E-type, used inboard rear disc brakes, and had the same 3.8 litre engine. Early production cars were available with a Borg Warner automatic transmission.

1963. Available with manual gearbox.

1965. The MKX had the latest 4.2 litre engine fitted and Marles Variomatic power steering.

1967. The 420G was an uprated MKX which now came in a duo tone colour scheme with added chrome.

1970. Production ceased.

PRICE GUIDE

3.8 1962-64 Restoration £500+ — Concours £10,000+

4.2 1964-67 Restoration £500+ — Concours £10,000+

420G Restoration £800+ — Concours £12,000+



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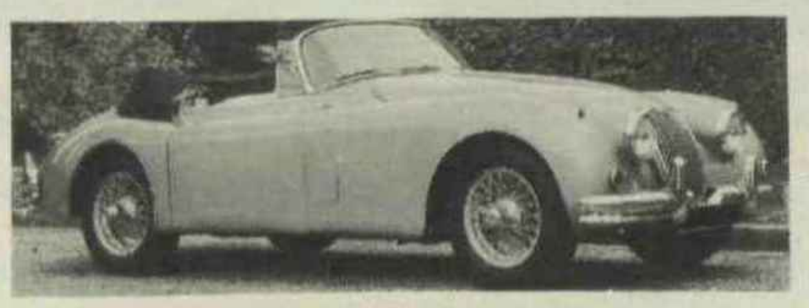
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MK I / II / VII / VIII / IX

1955 saw Jaguar's first integral steel constructed monocoque saloon, which had beautiful lines, with its cat's paw style front wings. The MkI made history, fitted with a new smaller 2418cc engine capable of 100+ mph. It shared its chrome radiator grille with that of the XK140. The rear wheels were completely covered by steel spats. 4-speed transmission was standard.

1957. The engine was increased to 3442cc giving greater performance and capable of 120+ mph and it was competitively raced. The body was similar to the earlier model but now had a wider grille and lost its enclosed rear wheel spats.

1958. The 2.4 was visually identical to the earlier model but was also available with automatic transmission. The MkI both in its 2.4/3.4 options ceased production in the latter part of 1959.



MkI 2.4 PRICE GUIDE

1955. A narrow grille and dash top mounted interior mirror denotes the first year of production. Restoration £1,500 — Concours £10,000

1957-59 3.4 more sought after than 2.4. Widely used again in competition. Restoration £1,500 — Concours £12,000

The MKII became available in late 1959 but really hit the UK market in 1960. The engine was similar to its earlier sister MKI model with the 2.4 or 3.4 engine. By 1961 the 3.8 litre, 220bhp, car was available and was also used by the Police on the motorways. Produced with automatic transmission or the much favoured manual with overdrive. Chrome wire wheels were an option. 1964. The S-type was introduced with a restyled front end and an enlarged boot. Offered with a 3.4 or 3.8 power unit. A year later a new improved all synchromesh gearbox was marketed as standard on manuals.

1967. A new 240 model was introduced with small front and rear bumpers. Chrome grilles replaced fog lamps and the interior was finished in Ambla rather than leather.

1969. Production ceased.

MkVII was introduced in 1951. Large graceful 5-seater door saloon with its early 50s split windscreen. Powered by a 3442cc engine giving





160bhp as installed in the sporting XK120 model.

1953. The MkVIIm. A revised model now featuring front and rear side lights replaced the old semaphore type. Larger bumpers with overiders and fog lamps.

1957. MkVIII. Modified, full width windscreen and half rear wheel spats replaced the MKVII's enclosed type.

1959. MkIX. Optional 3.8 engine, disc brakes and a duo paint scheme. Production ceased in early 1961.

PRICE GUIDE

MkVII Restoration £1,500 — Restored/ Concours £15,000+

MkVIIm Restoration £2,000 — Restored/ Concours £12,000/18,000+

MkVIII Restoration £2,000 — Restored/ Concours £10,000/15,000+

MkIX Restoration £1,500 — Restored/ Concours £10,000/15,000+



XJ6 / COUPÉ





Photo courtesy Hurst Park Automobiles

The new XJ6 was launched in September 1968. Available with either a 2.8 or 4.2 litre engine. The smaller-engined car was underpowered and with its heavy body there was little difference on fuel consumption compared to the 4.2 litre version. The 2.8 also suffered from piston wear, so the 4.2 model was more favoured. In 1972 an additional V12 engined car was made available using the same styling, but with its own personal radiator grille showing a V12 badge. This model was very fast but with poor miles per gallon in an era of fuel crisis. Late in 1973 a longer wheelbase model superceded the Series One utilising a raised smaller radiator grille and revised dash/ instrument layout. An economical version was available with fabric interior.

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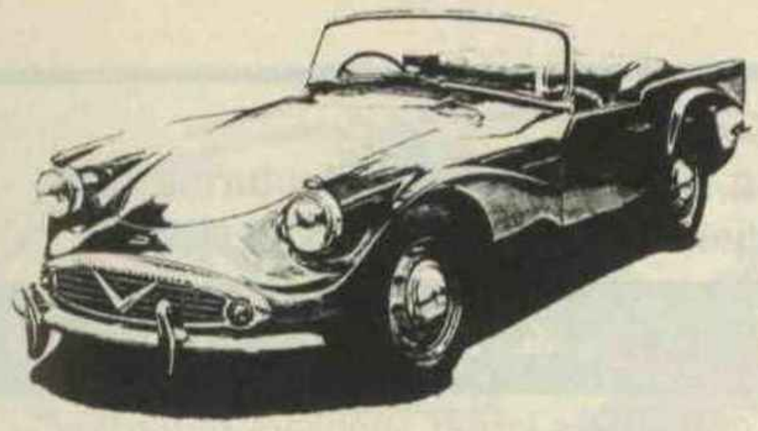
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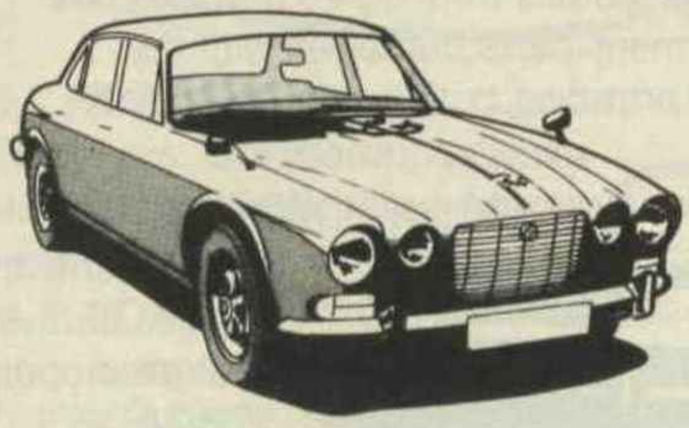
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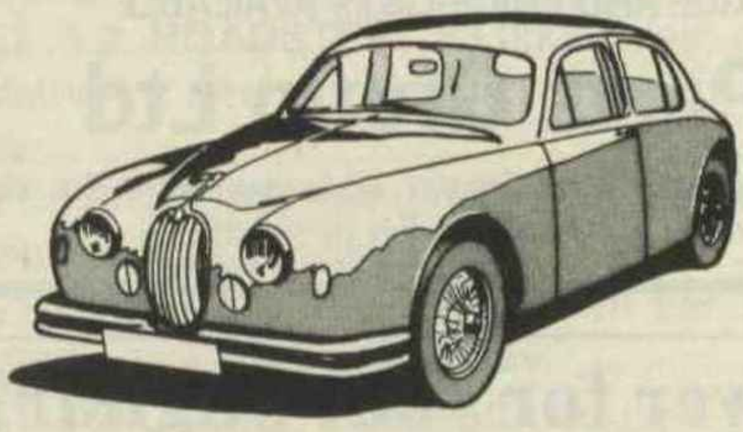
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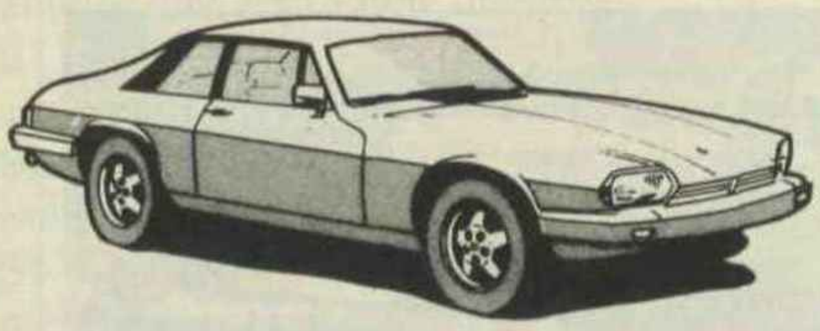
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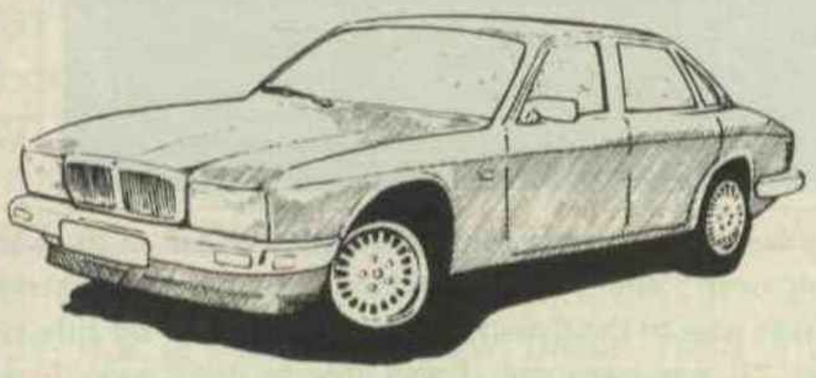
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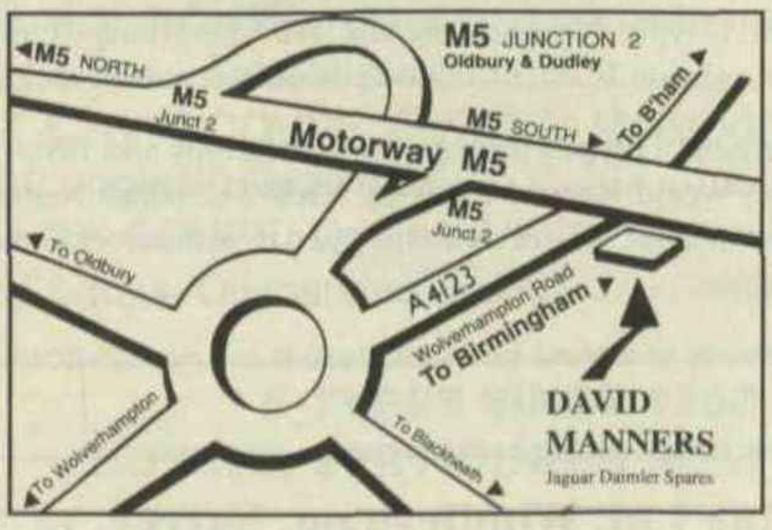
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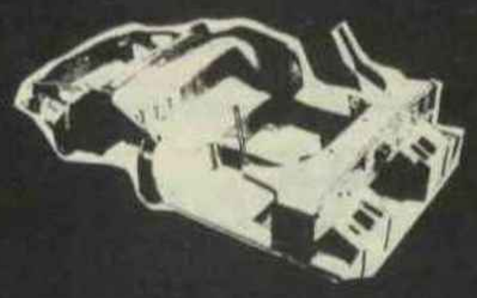
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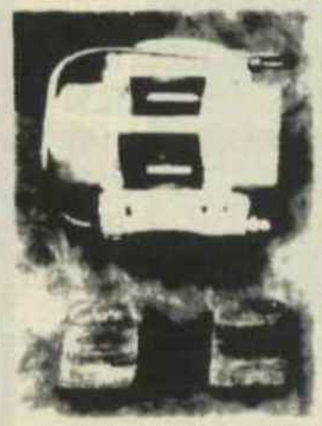


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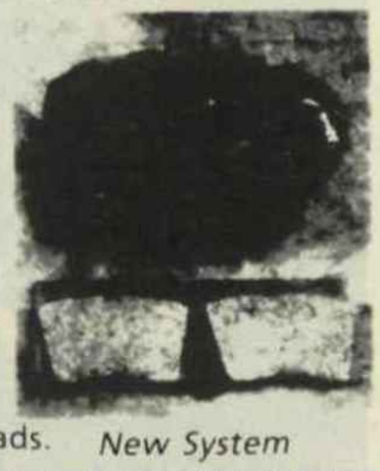
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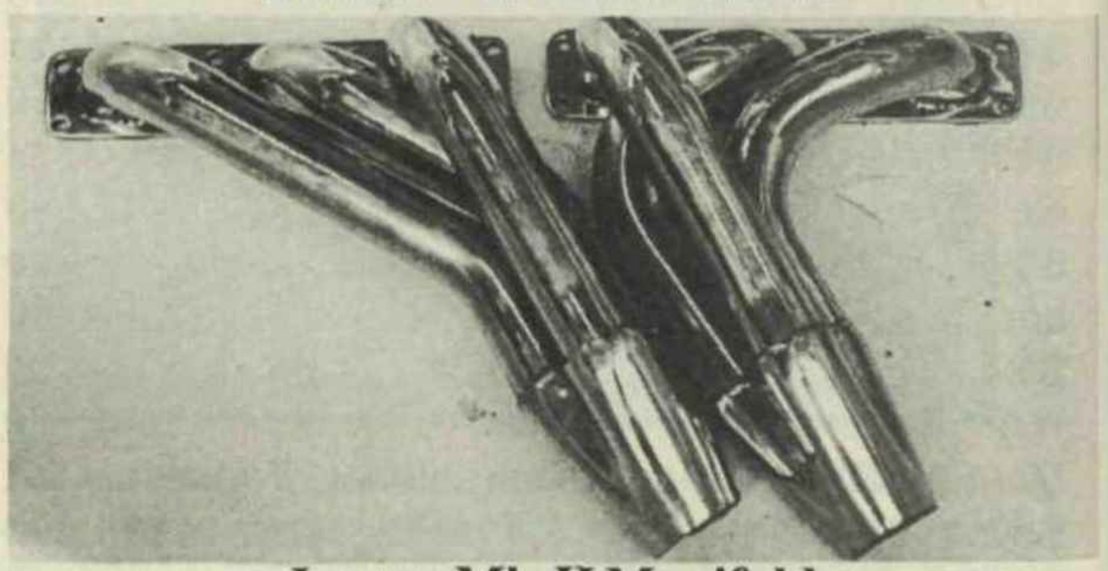


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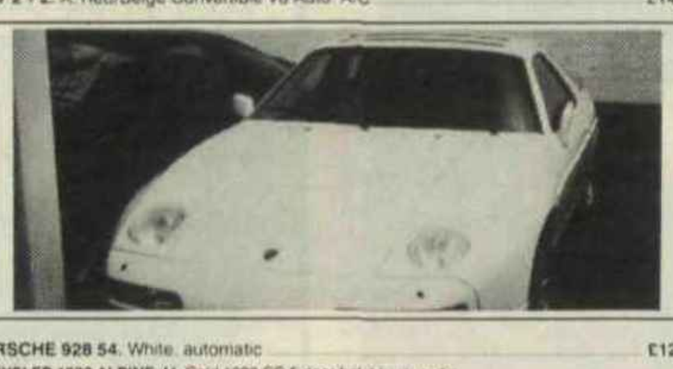
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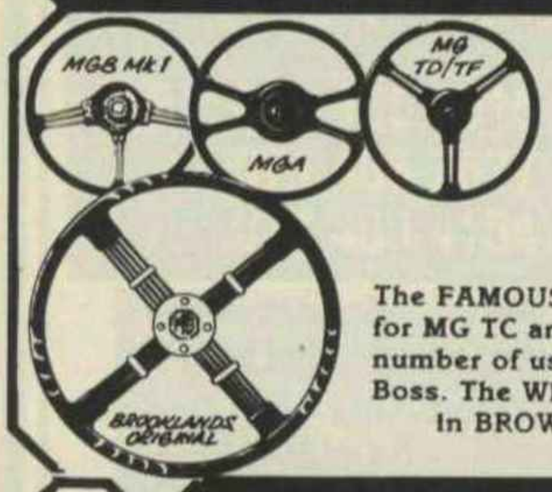
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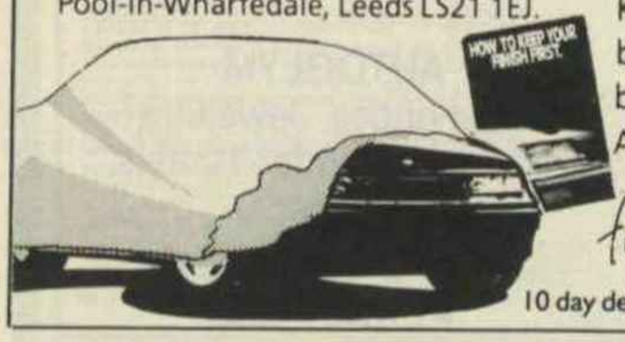
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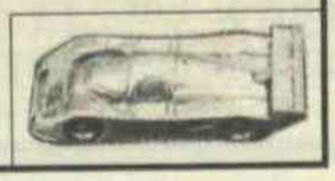
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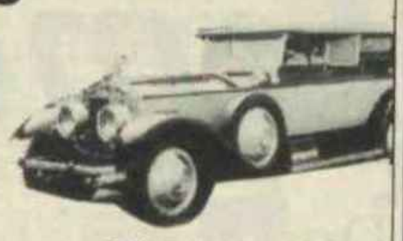
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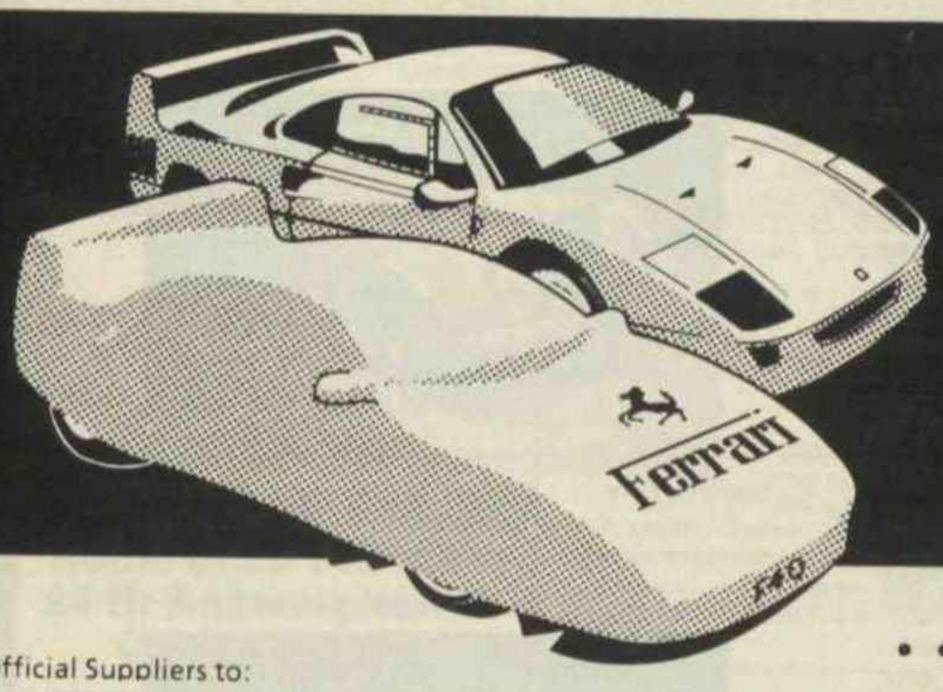


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May I suggest to anyone thinking of buying a classic car from myself or anyone else, that you ask for a comprehensive description of any car that holds your interest. Personally, I would prefer potential customers to know what I am trying to sell. 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.
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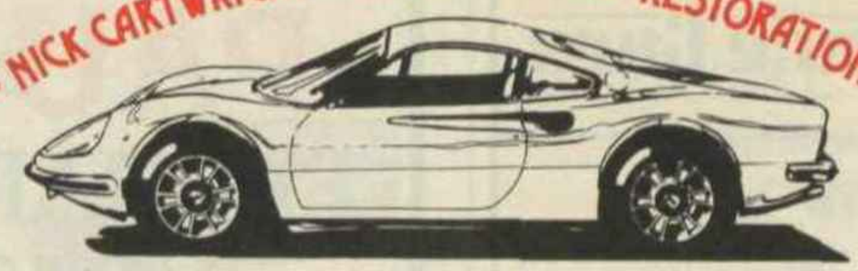


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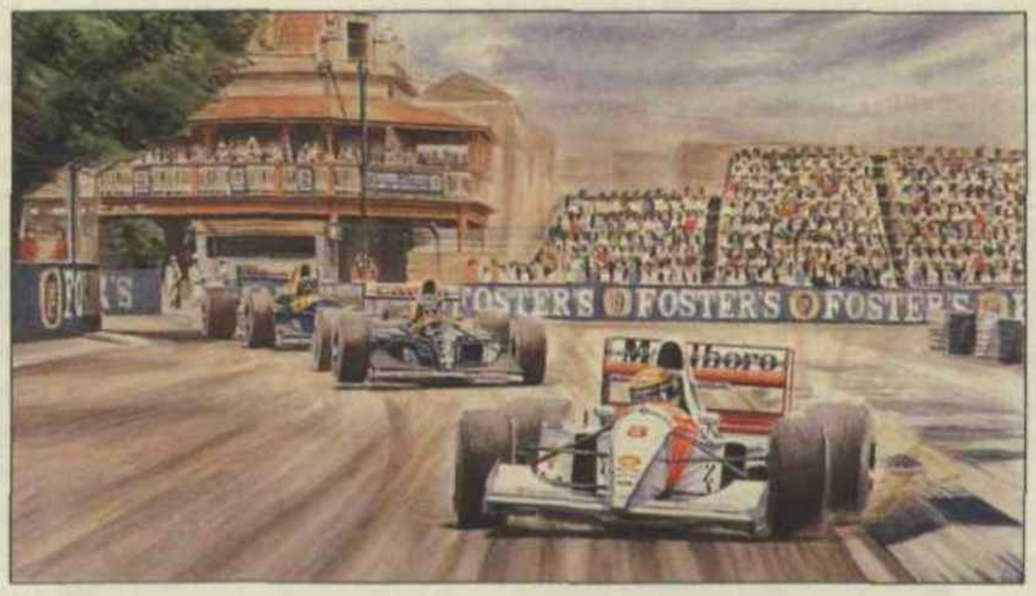


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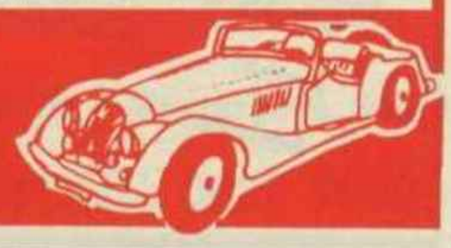
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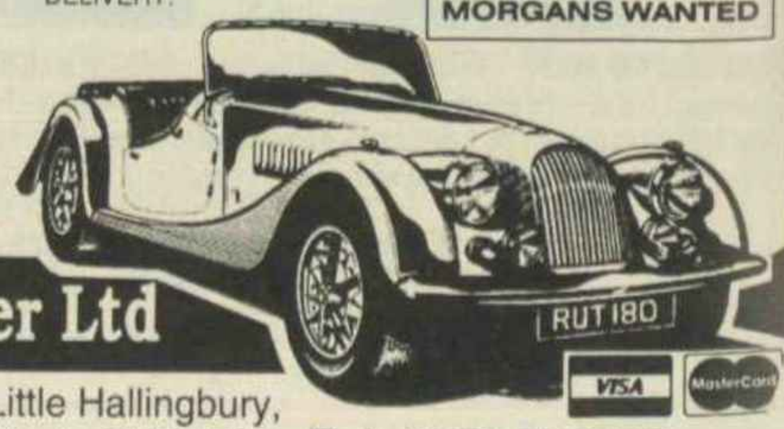
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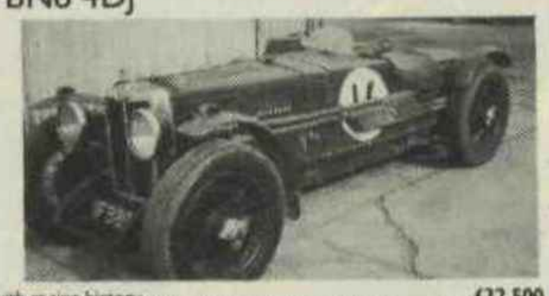
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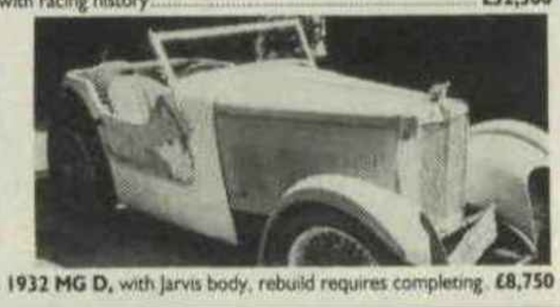




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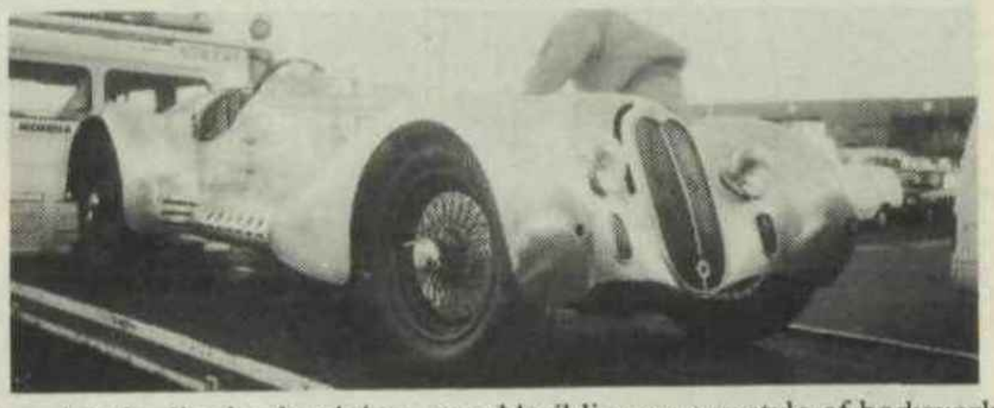
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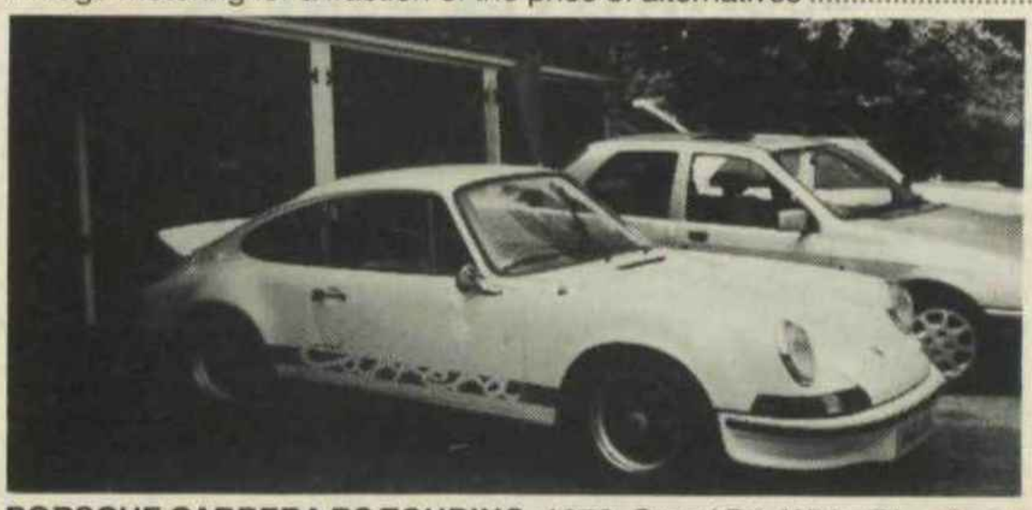
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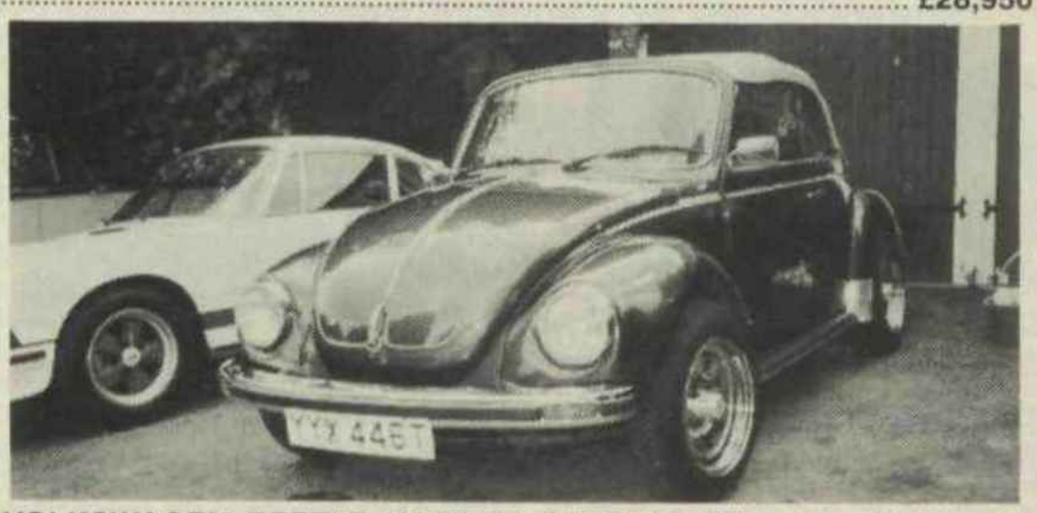


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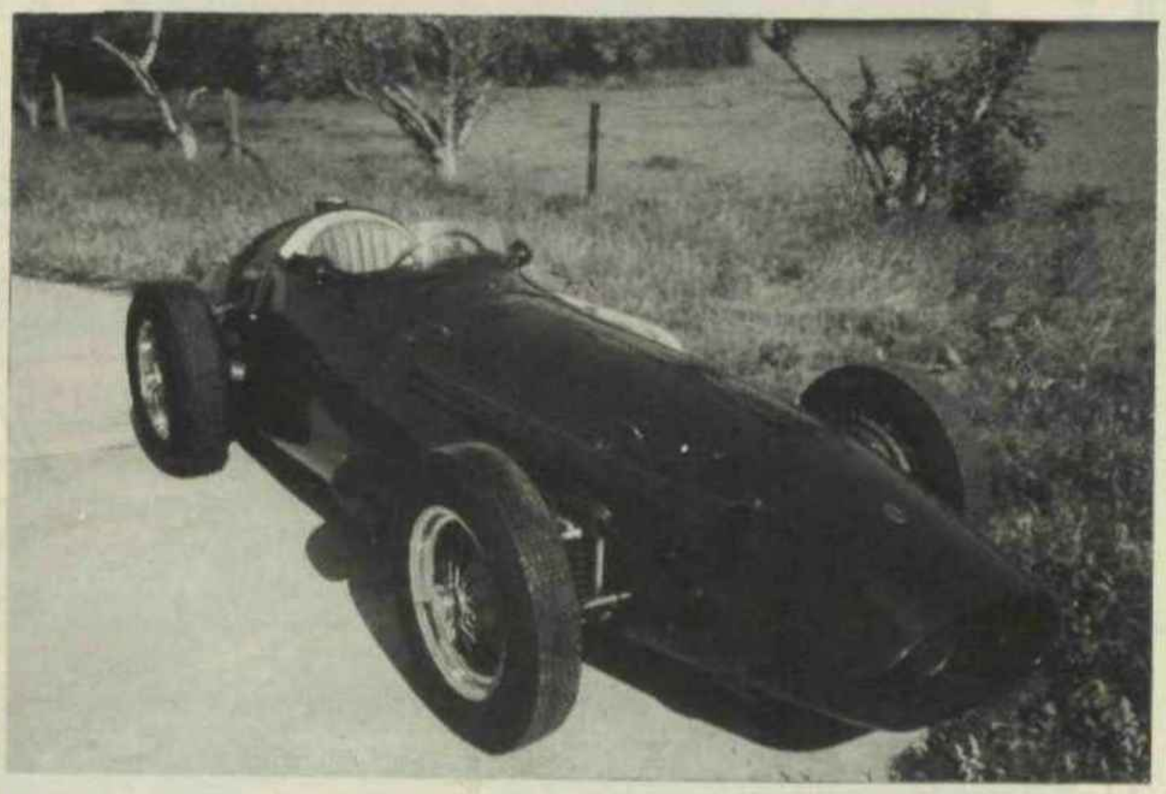


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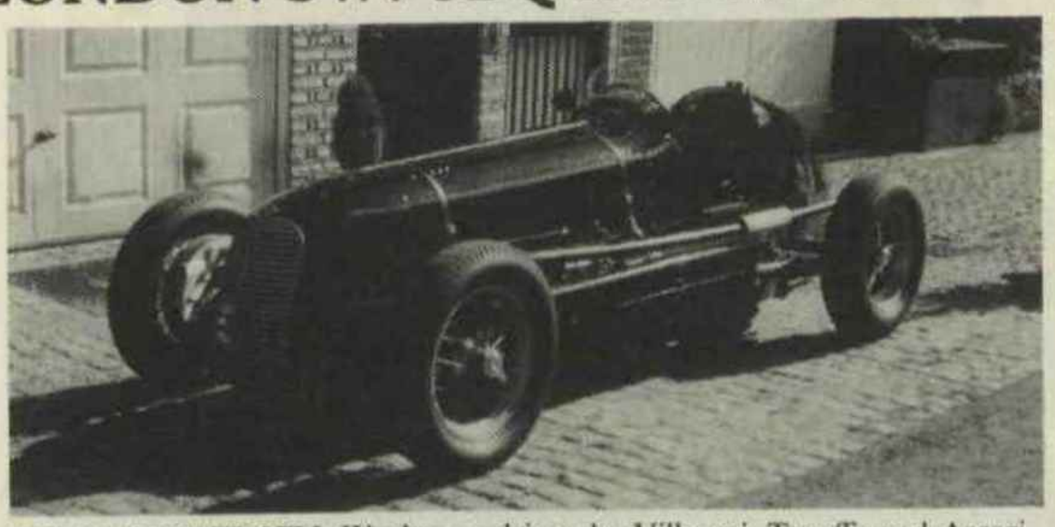
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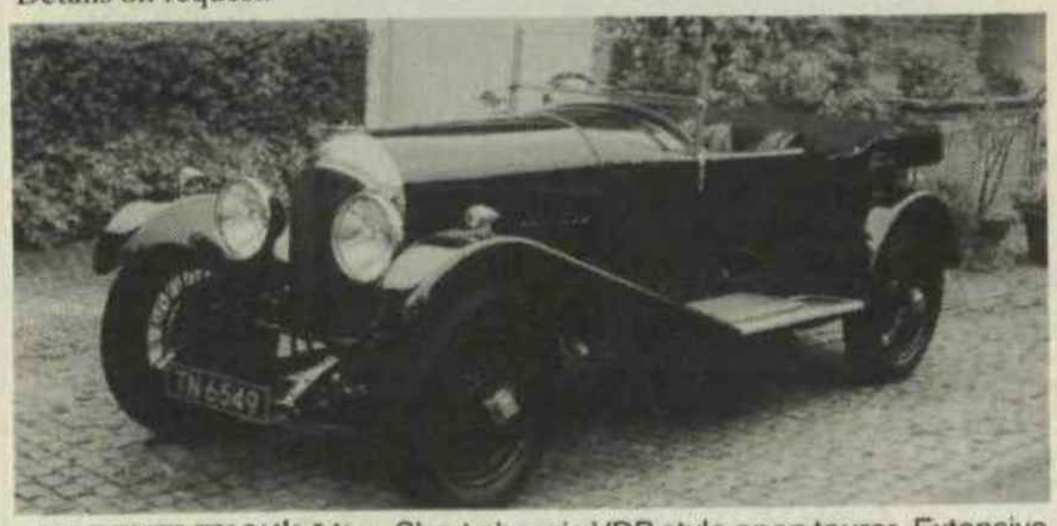
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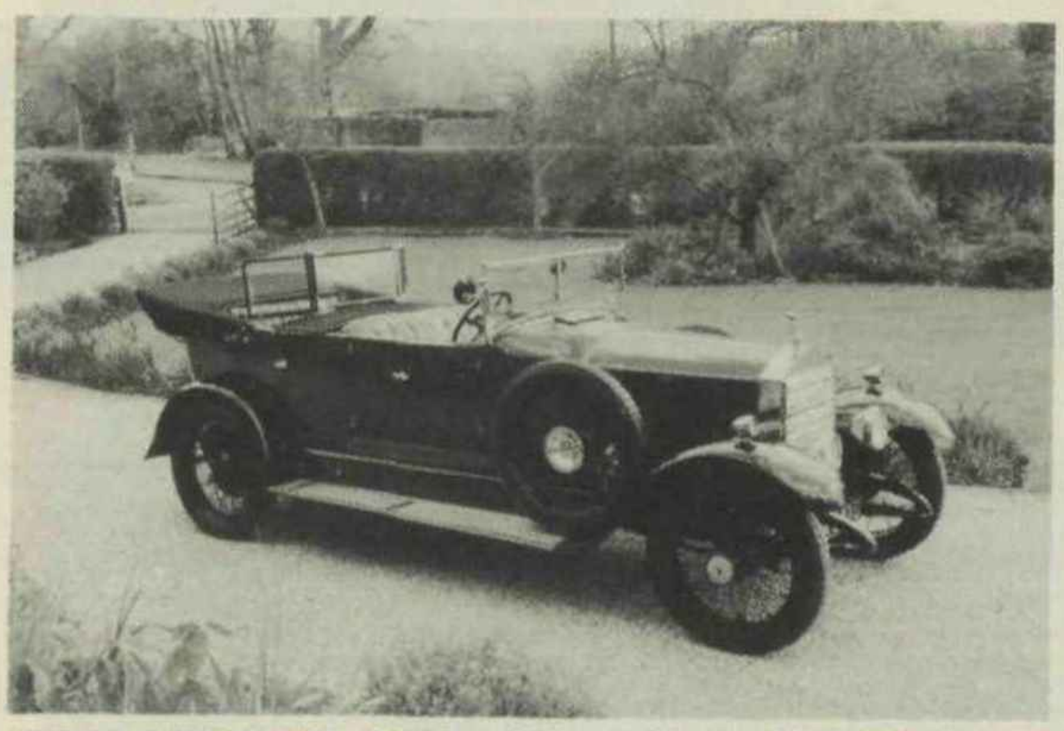
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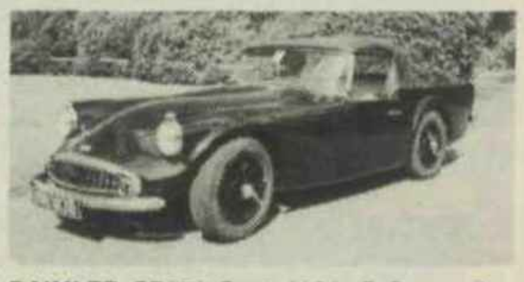
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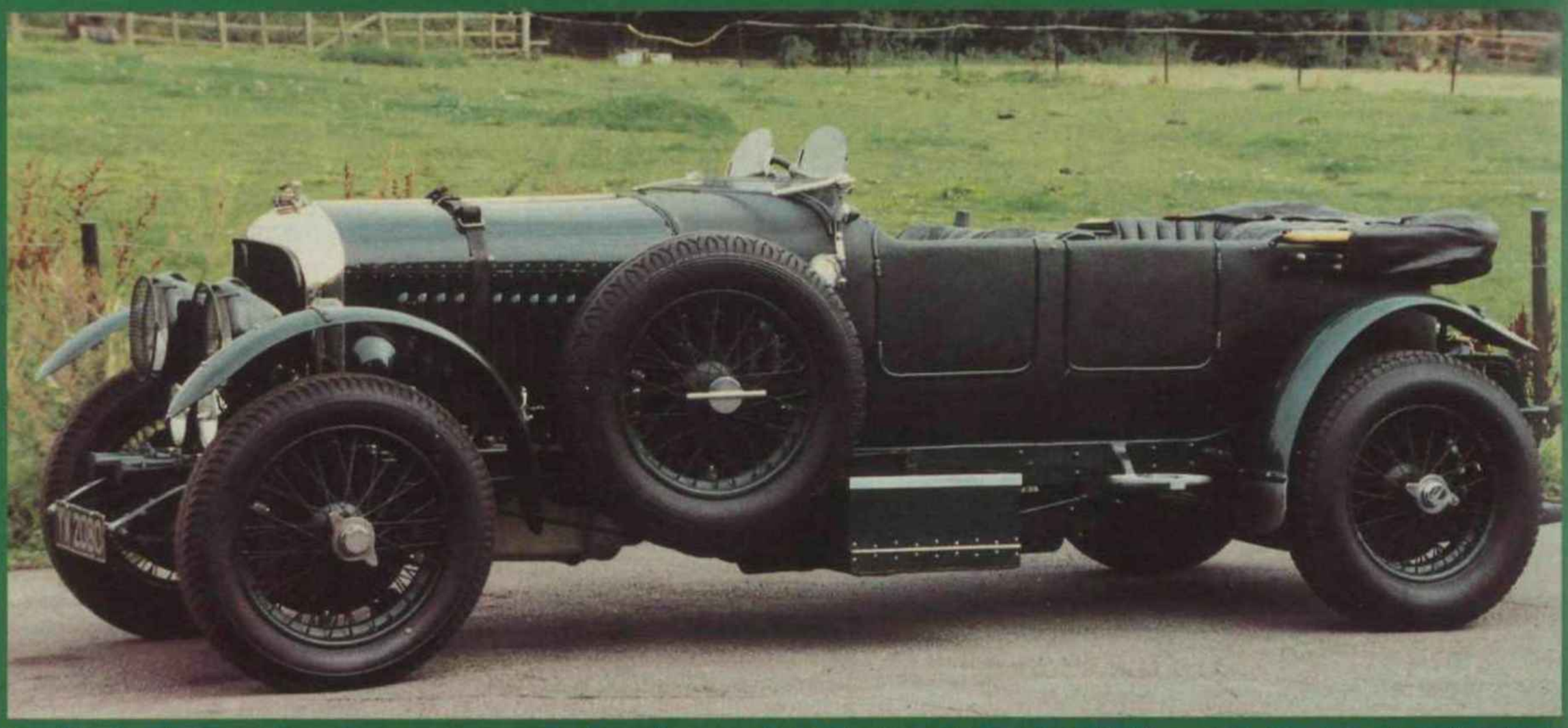
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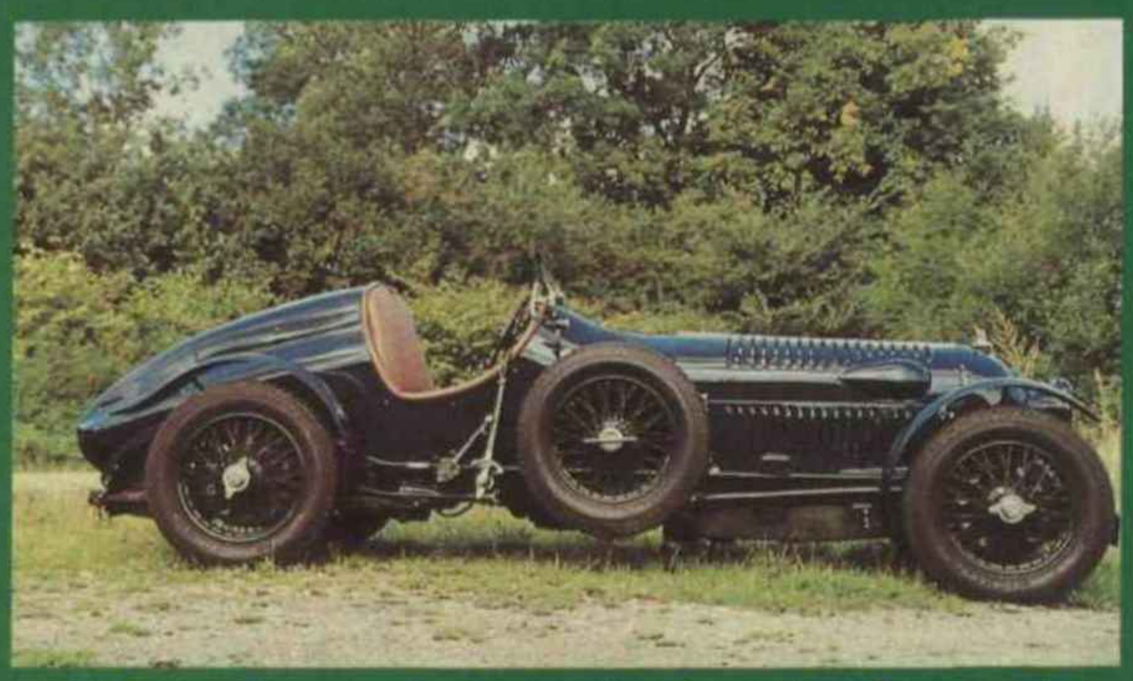
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