MOTOR SPORT

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Mansell's back!

– why did McLaren change its mind?

Mitsubishi's controversial 1-2 in Sweden



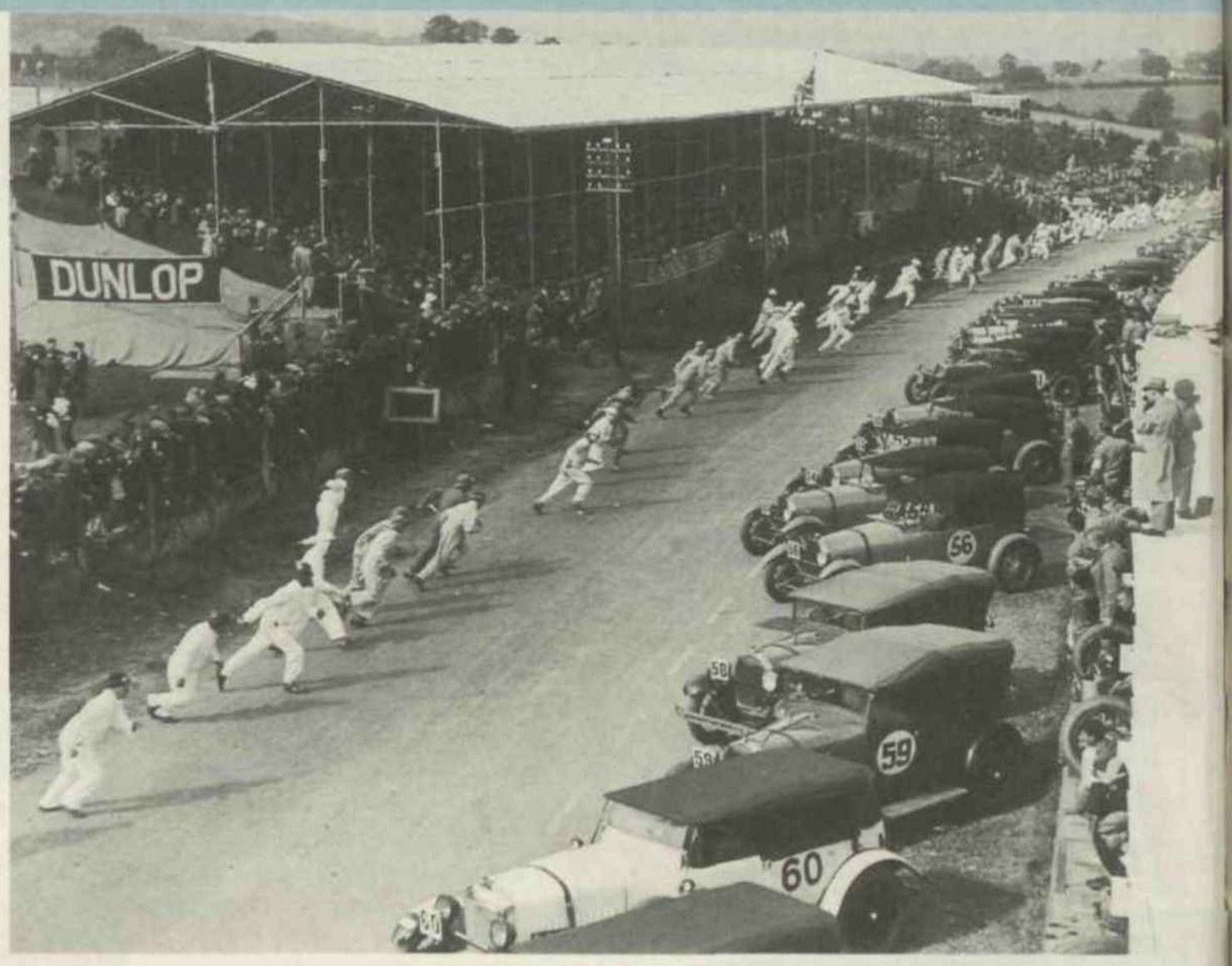
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PLUS: Indycar prospects ★ Daytona 24 Hours
Volvo 850 T5-R on test ★ The Mercedes W165 returns

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BROOKS

Sale Calendar



21 February
Collectors Motor Cars and Automobilia,
Olympia, London

19 March
Collectors Motor Cars and Automobilia,
The London Classic Motor Show,
Alexandra Palace

25 April
A second sale of London Underground signs, Olympia, London

27 April
Pioneer, Vintage and Classic motorcycles and related material
and
Collectors Motor Cars and Automobilia,
Olympia, London

23 May
Collectors Motor Cars and Automobilia,
Monaco

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

28 July
Summer Vintage
Collectors Motor Cars and Automobilia

14 September
Collectors Motor Cars and Automobilia
Olympia, London

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

9 November
Collectors Motor Cars and Automobilia-
a Rolls-Royce and Bentley event

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

4 December
Important Collectors Motor Cars and
Automobilia, London

Brooks sets off towards a new season with a well-established calendar of sales for 1995. The full programme promises action throughout the year with the now traditional Goodwood Festival of Speed and the popular London Motor Show sales promising to be two highlights. If you are interested in entering a motor car, motorcycle or collectable items in any of our sales, please call Malcolm Barber, Stewart Skilbeck, James Knight or Robert Brooks on 0171-228 8000.

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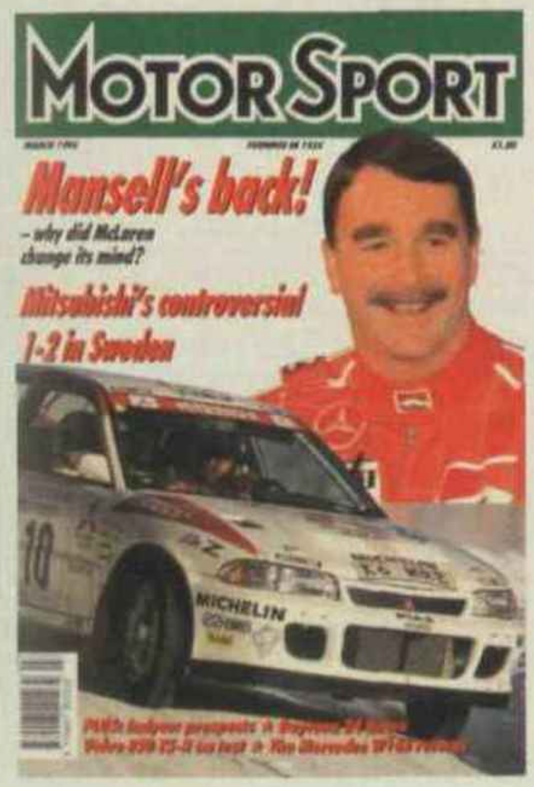
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MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

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Front cover: talking points this month include Nigel Mansell's recruitment by McLaren (top) and the team orders imposed by Mitsubishi in Sweden (below).



Standard House
Bonhill Street
London EC2A 4DA
Telephone: 071 628 4741
Fax: 071 638 8497
Modem: 071 256 6246
Telex: 888602 MONEWS G

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Founder Editor
William Boddy

Editor
Simon Arron

Deputy Editor
Gordon Cruickshank

Pictures
LAT Photographic

Agency advertising sales
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Box 188, Berkeley Hts
New Jersey 07922, USA
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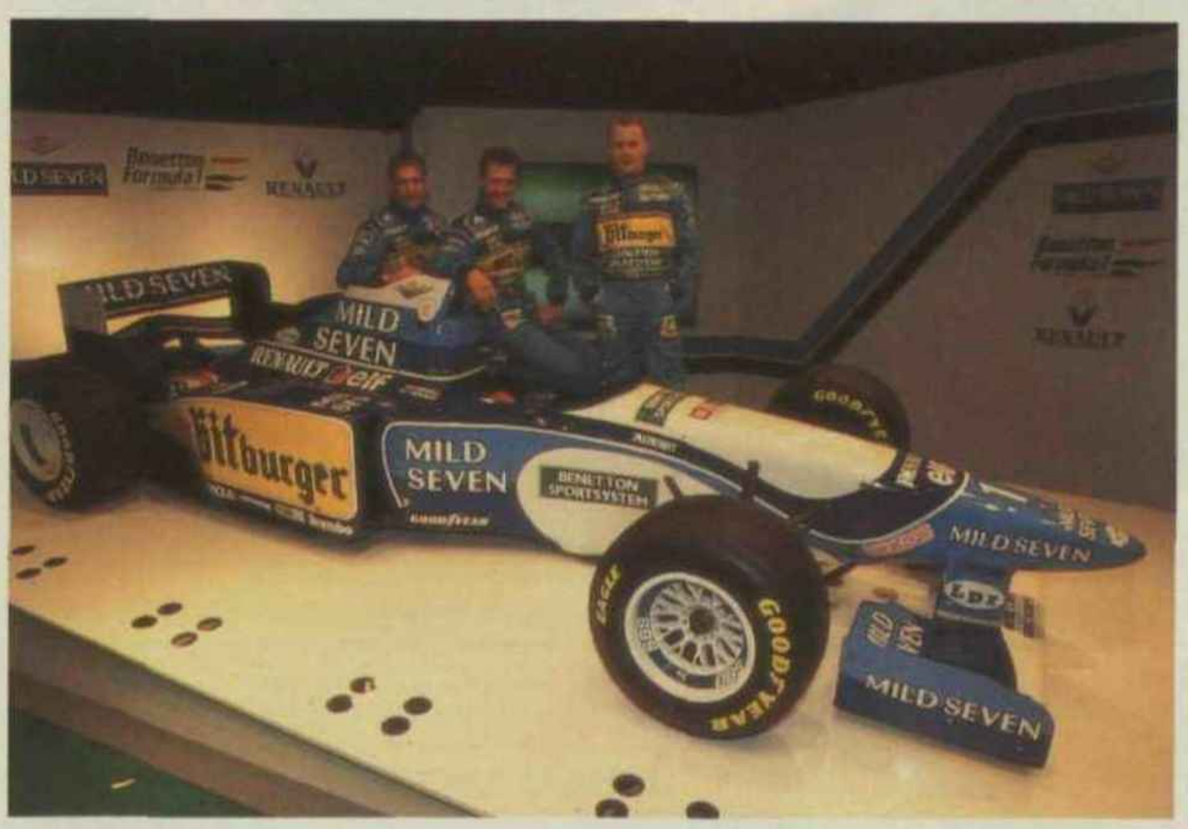
281 CLASSIFIEDS



The Bentley which featured in the BBC's recent Birkin documentary, *Full Throttle*, is for sale: see page 306.

The month in MOTOR SPORT









January and February witnessed a spate of F1 launches. New cars in action, clockwise from top, this page, include the Sauber C14, *Jordan 195, Ferrari 412 T2 and* Benetton B195. Opposite page: Opel has shown off its DTM Calibra's new suit of clothes (above); designer Harvey Postlethwaite and Ken Tyrrell pose with the latest Yamaha-powered Tyrrell, the 023 (below).

JANUARY

17: James Wallis, a prominent British club racer in the early 1980s, dies at the age of 60.

18: While showing a mock-up of its new C14-Ford, Sauber confirms that Karl Wendlinger will partner Heinz-Harald Frentzen this season. Argentinian F3 racer Norberto Fontana will act as test driver.

18: Renault withdraws from British F3, and will supply engines to the French series instead.

19: Tyrrell arrives at Jerez to test Emmanuel Collard, Mika Salo and Gabriele Tarquini. Salo is favourite to partner Ukyo Katayama.

19: Opel tests its new DTM Calibra at Kyalami.

19: Honda confirms that it will run NSXs in both GT1 and GT2 classes at Le Mans this year.

20: Renault surprises the rally world by announcing that it will run Clios in the British Championship. Alain Oreille will drive one; a young Briton, thought to be Robbie Head, will handle the other.

23: Audi tests its new A4 2.0 touring car at Vallelunga. The car will be raced in Italy and Germany this season, but not the UK.

23: MCT, formerly Renault's works BTCC team, drops plans to run factory-supported BMWs in the series.

MATTERS OF MOMENT

Unspectacular, and unnecessary

At a pre-season press briefing, Max Mosley spoke confidently about the FIA's chances of avoiding the type of technical controversy which so marred the 1994 season. When Formula One kicks into life, at Interlagos on March 26, we trust that his optimism proves to have solid foundations.

We remain at odds, however, with his continued defence of refuelling as part of F1 race strategy. It was an issue highlighted in his interview with MOTOR SPORT last month, and something he has reiterated since.

Formula One personnel recently visited Intertechnique to examine the latest specification refuelling rigs, and one visitor reports that they were indeed lighter, and more manageable, than the system at the centre of last July's Hockenheim inferno. An unsubstantiated account from elsewhere, however, indicated that the demonstrations were not without problems. We can but hope that such scare stories prove to be without foundation.

Mosley has said, on the record, that "It is theoretically impossible for a fire to occur. . . "

In this context, however, "*theoretically*" simply isn't good enough. It has to be *absolutely* impossible, or else refuelling should be scrapped. Period.

The FIA would have more of a case if refuelling added something to the spectacle, but most of the time it doesn't.

Quite simply, we can think of no beneficial reason for the practice to be continued.

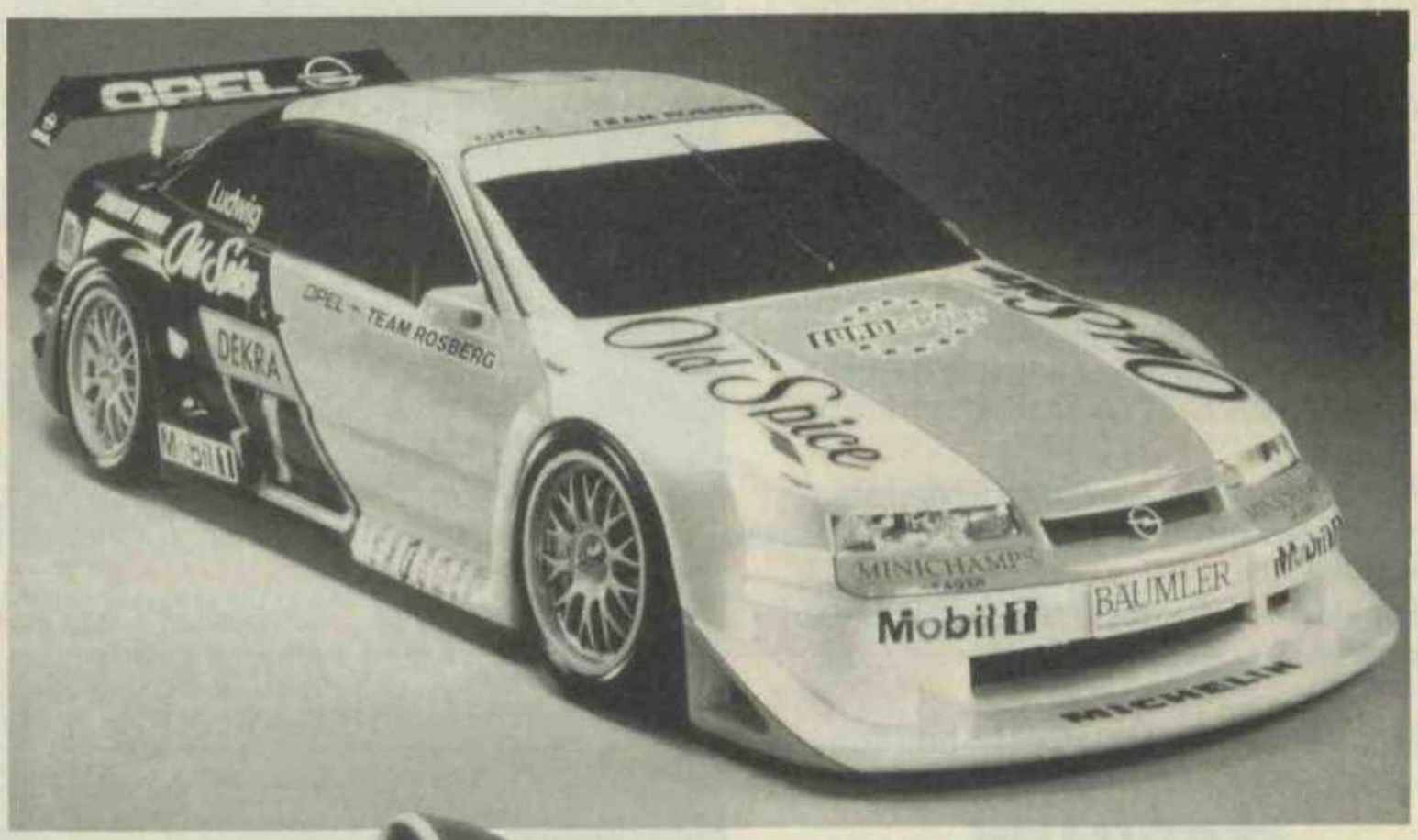
S A

MOTOR SPORT

As from next month, MOTOR SPORT will cost £2 per issue.

Our first price rise in nearly two years has been necessitated by an increase in production costs which has affected the whole publishing industry. Nevertheless, we are convinced that MOTOR SPORT will remain excellent value for money as we continue to provide our unique blend of features covering all aspects of the sport, the industry and the classic and vintage car scenes.

This month, meanwhile, MOTOR SPORT bids farewell to Executive Editor and Formula One correspondent David Tremayne. David has left to pursue a freelance career, and we wish him the very best of fortune in his new endeavour.





23: It is confirmed that British F3 champion Jan Magnussen will not be graduating to F3000. He will dovetail a Mercedes DTM programme with McLaren F1 testing commitments.

24: The Indy Racing League announces that it plans to stage the first round of its proposed 1996 series at Disney World. . .

26: Nigel Mansell's chances of joining McLaren are boosted by the news that Martin Brundle has signed to rejoin Ligier. Brundle will share Ligier's second car with Aguri Suzuki, though their exact schedules remain to be specified.

27: Jordan launches the Peugeot-engined 195.

27: Carlos Sainz beats François Delecour to win the Monte-Carlo Rally. Disillusioned with new servicing regulations, Delecour threatens to quit the WRC at the end of the year.

29: Jan Lammers beats Kenny Bräck in the first ever Kyalami Formula 3000 International.

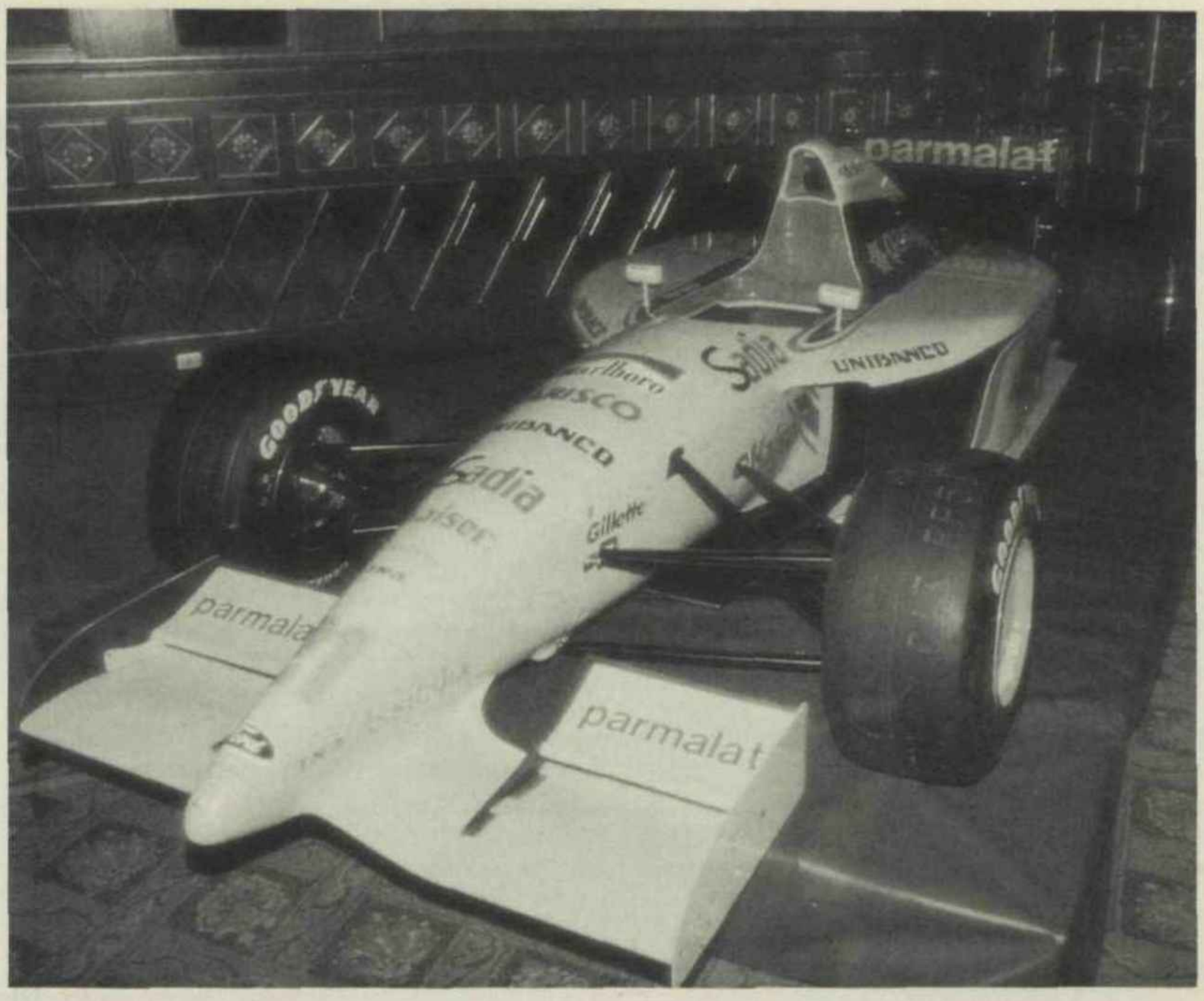
30: Benetton launches its new B195. Johnny Herbert is confirmed as Michael Schumacher's team-mate. Jos Verstappen will continue as test driver.

30: Unhappy with the regulations for the Daytona 24 Hours, Porsche withdraws its works entries.

30: Dario Franchitti, amongst the favourites for the British F3 title, turns his back on the series in favour of a Mercedes DTM drive. The British F3 picture is clearing, however: James Matthews will drive for David Sears, Oliver Gavin for Edenbridge, Jamie Davies for TOM'S, Helio Castro Neves and Ralph Firman Jnr for PSR.

30: Brands Hatch has scheduled a Nigel Mansell Challenge meeting for May 20/21. It is hoped that the 1992 world champion will participate in several races, F1 commitments permitting. . .

31: Forti launches its new FGP01 F1 racer.



New for 1995: the Forti F1 car (above) and a new-look BTCC Carina (below).



FEBRUARY

2: The FIA modifies the F1 calendar. The season will open in Brazil on March 26. Argentina moves to April 9, and the Pacific GP at Aida is postponed to October 22.

3: McLaren finally confirms one of the sport's worst-kept secrets within living memory. Nigel Mansell will drive alongside Mika Hakkinen this year. The new MP4/10, said by Ron Dennis to be distinctively different to other new F1 cars, will be launched on February 17.

3: Christian Fittipaldi quits F1 for an Indy programme with Derrick Walker.

4: Moves are afoot in Scotland to resurrect the Fintray hillclimb course.

5: Despite the withdrawal of the works Porsches, the Kremer K8 of Marco Werner, Jürgen Lässig, Giovanni Lavaggi and Christophe Bouchut wins the Rolex 24 at Daytona. At the age of 70, actor Paul Newman shares the third-placed (and class-winning) Ford Mustang.

5: Frank Meagher (Escort Cosworth) wins the Galway International Rally.

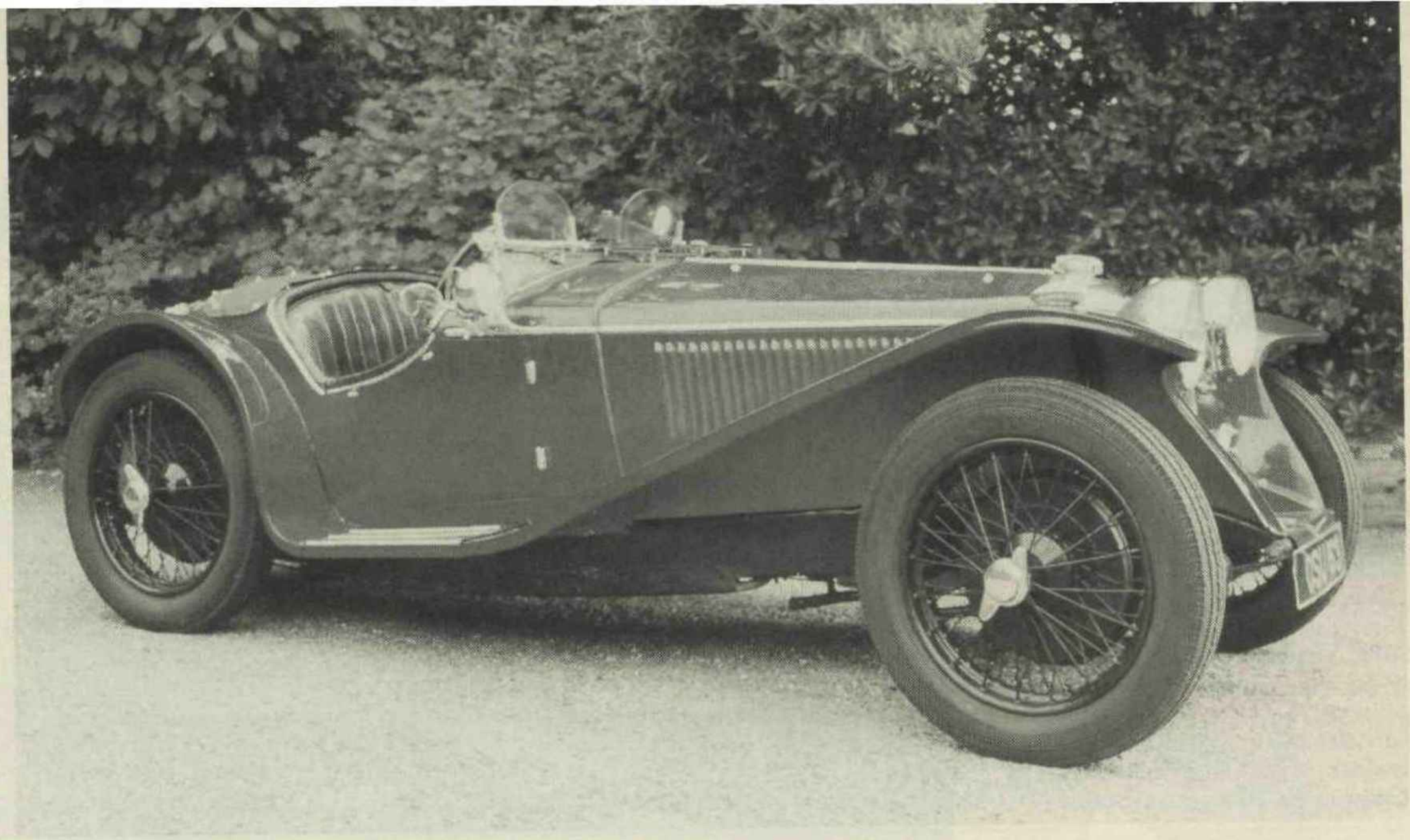
6: Ferrari launches the 412 T2 at Fiorano.

6: The possibility that the Team Lotus name will survive in F1 arises, when Keith Wiggins' Pacific GP assumes rights to the name. Wiggins' operation will henceforth run as Pacific Team Lotus.

7: Sauber runs its C14 for the first time at Paul Ricard.

8: Max Mosley assures the press that the FIA has technical matters firmly under control. He also expresses confidence that a repeat of the Hockenheim pit fire is "theoretically impossible".

8: Geneva's Contract Recognition Board says that Tyrrell, and not Lotus, has the right to Mika Salo's services in 1995.



1934 Riley Imp Two Seater Sports to be sold at Alexandra Palace on March 19th.

London and Monaco

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AND

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MONACO MAY 23-24

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BROOKS

8: Talks between Larrousse and DAMS break down. DAMS opts to continue in F3000; Larrousse admits that there is little prospect of salvaging an F1 programme, but that he hasn't given up all hope.

9: Toyota finalises its BTCC line-up. Tim Sugden will join Julian Bailey.

10: Dome withdraws from Japanese F3000. The champion's title sponsor and tyre supplier, Dunlop, had lost its racing factory in the disastrous Kobe earthquake a few weeks beforehand. The company will pursue its F1 project, however.

10: NASCAR champion Dale Earnhardt is tipped as an unlikely Indy 500 competitor.

11: David Gillanders (Escort Cosworth) wins the Snowman Rally. Andy Burton's Alfa-Ferrari triumphs on the Wyedean Stages.

12: Mitsubishi finishes 1-2 on the Swedish Rally, but team orders cause a post-event furore. Kenneth Eriksson wins.

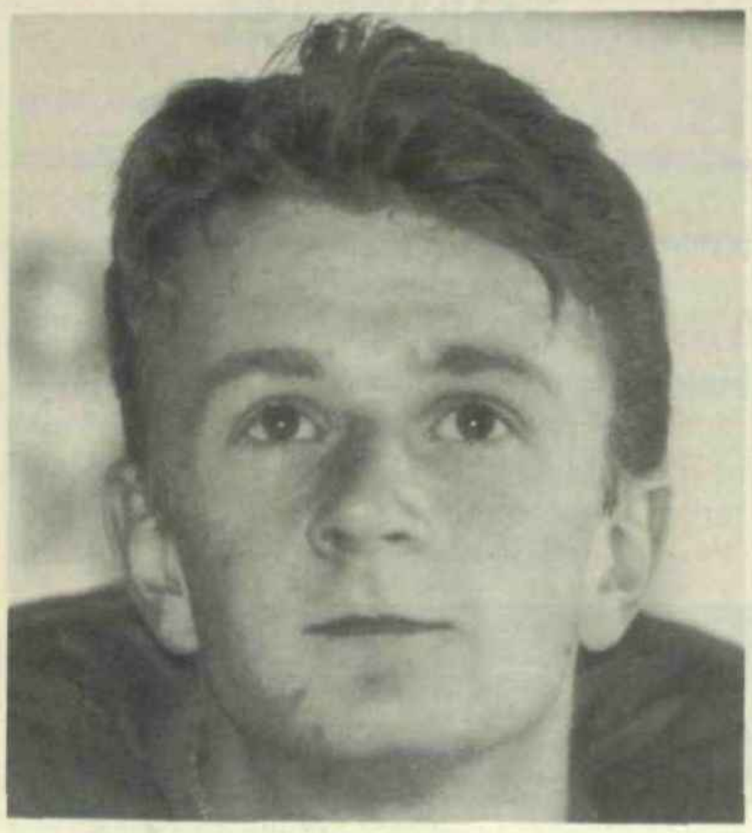
13: F1 rumours: Jos Verstappen will join Simtek; Pedro Lamy is set for Pacific Team Lotus. Arrows is unable to confirm anything, but Gianni Morbidelli and Taki Inoue are expected to sign up.

13: Tyrrell launches its new 023 in London, but it hasn't yet confirmed Mika Salo's place in the team.

13: The final works BTCC seat is snapped up when Simon Harrison signs for Peugeot. Former BTCC champion Robb Gravett is rejoining the series, too, albeit in a private Cavalier.

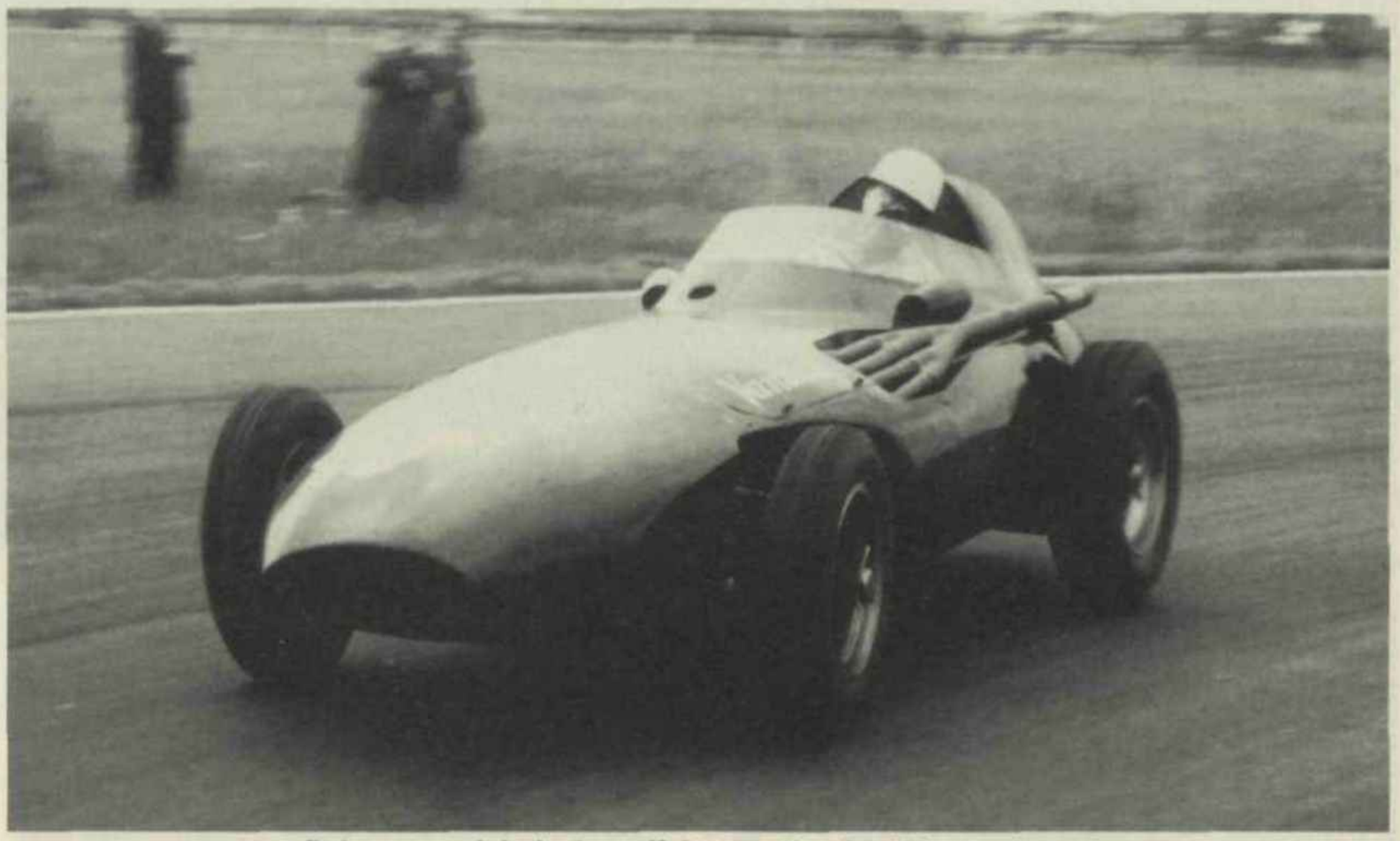
13: Ford unsurprisingly confirms that Gwyndaf Evans will contest the British Rally Championship in an Escort RS2000.

14: Allan McNish (below) gets the opportunity to resurrect his career when he signs for Paul Stewart Racing's F3000 team. Another plum F3000 seat is decided, when Super Nova re-signs Vincenzo Sospiri. Elsewhere in F3000, South Africa's Steven Watson has signed for Nordic.



OBITUARY

Frank Costin



A fitting memorial: the beautiful Vanwall sculpted by Frank Costin.

Frank Costin died on February 5 after a short illness. He was 73. Frank was working for De Havilland when his younger brother Mike asked his opinion about an aerodynamic body which Colin Chapman had designed. Frank did not think much of it, and designed another, thus beginning an involvement with Chapman which led to several body designs for Lotus and a collaboration on the Vanwall, the car which changed Britain's fortunes in Formula One.

The relationship with Chapman ended when Frank decided that being paid was a good idea and became a freelance (his remuneration for five years' work for Lotus was a Ford Anglia). In the world of the motor car Frank left behind a string of partners with whom he disagreed, yet he was prized by the best engineers. He worked on projects with Brian Hart, for example, and at the time of his death was working on a glider and a powered light aircraft for Keith Duckworth.

Frank always regarded cars as low technology compared to his beloved aircraft, yet he was responsible for over 40 automotive projects. Apart from the Vanwall and early Lotuses, they included the Lister, Marcos, Costin-Nathan, Protos, Costin 'Amigo', and the body for the March 711 in which Ronnie Peterson was runner-up in the 1971 World Championship. Automotive design was only a small part of his portfolio; there were also microlights, gliders, boats, printing presses and the body for the British team's four-man bobsleigh.

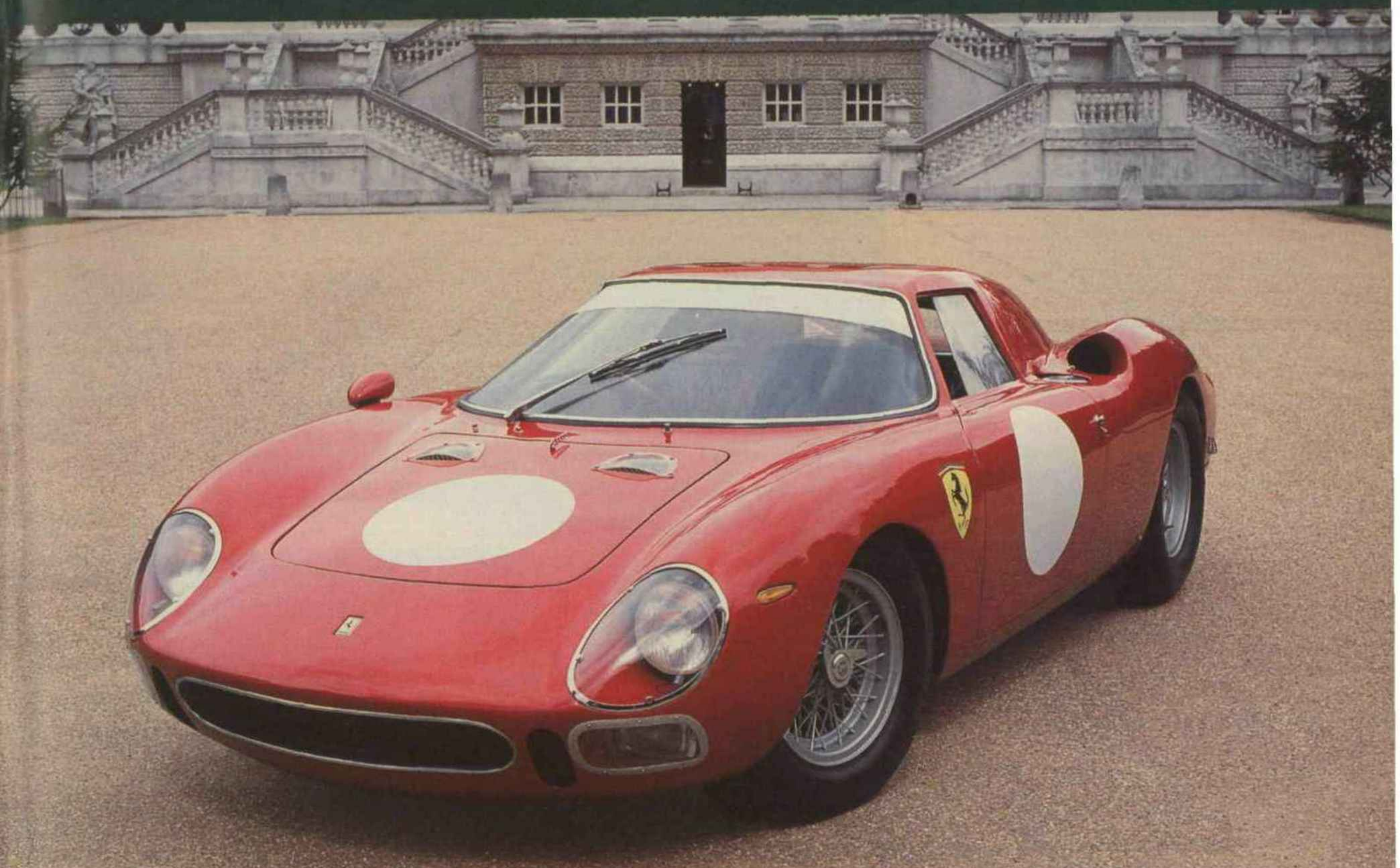
Frank was a polymath who had been an Olympic-standard swimmer in his youth, and who composed music in his mature years. He lived life to the full, shrugged off the hard knocks (there were many), and was the most honest and kindly of men. **M L**

MARCH FIXTURES

Date	*Venue*	*Event*	*Type*
Mar 4	Silverstone	FF1600, GTs	R
Mar 5	Miami, USA	CART/PPG Indycar	INT
Mar 5	Richmond, USA	NASCAR	N
Mar 6/11	**Lisbon**	**Rally of Portugal**	**INT**
Mar 11	Silverstone	FF1600, saloons, GTs	R
Mar 11/12	Paul Ricard, France	Int'nl GT	INT
Mar 12	Atlanta, USA	NASCAR	N
Mar 12	Brands Hatch	F/First, FF1600	R
Mar 12	Mallory Park	FF1600, Monoposto	R
Mar 15/18	Sebring, USA	Sebring 12 Hours	INT
Mar 17/18	Chester	Vauxhall Rally of Wales	N
Mar 19	Surfers Paradise, Australia	CART/PPG Indycar	INT
Mar 19	Suzuka, Japan	F3000	INT
Mar 19	Brands Hatch	Eurocars, FF1600, Saloons, GTs	R
Mar 25/26	Monza, Italy	Int'nl GT	INT
Mar 25/26	Silverstone	British F3, GT, Rovers, TVRs	N
Mar 26	**Interlagos, Brazil**	**Brazilian Grand Prix**	**INT**
Mar 26	Darlington, USA	NASCAR	N
Mar 26	Thruxton	BARC club racing	R
Mar 26	Snetterton	BRSCC club racing	R
Mar 26	Cadwell Park	MG CC club racing	R
Mar 26	Mallory Park	750 MC club racing	R

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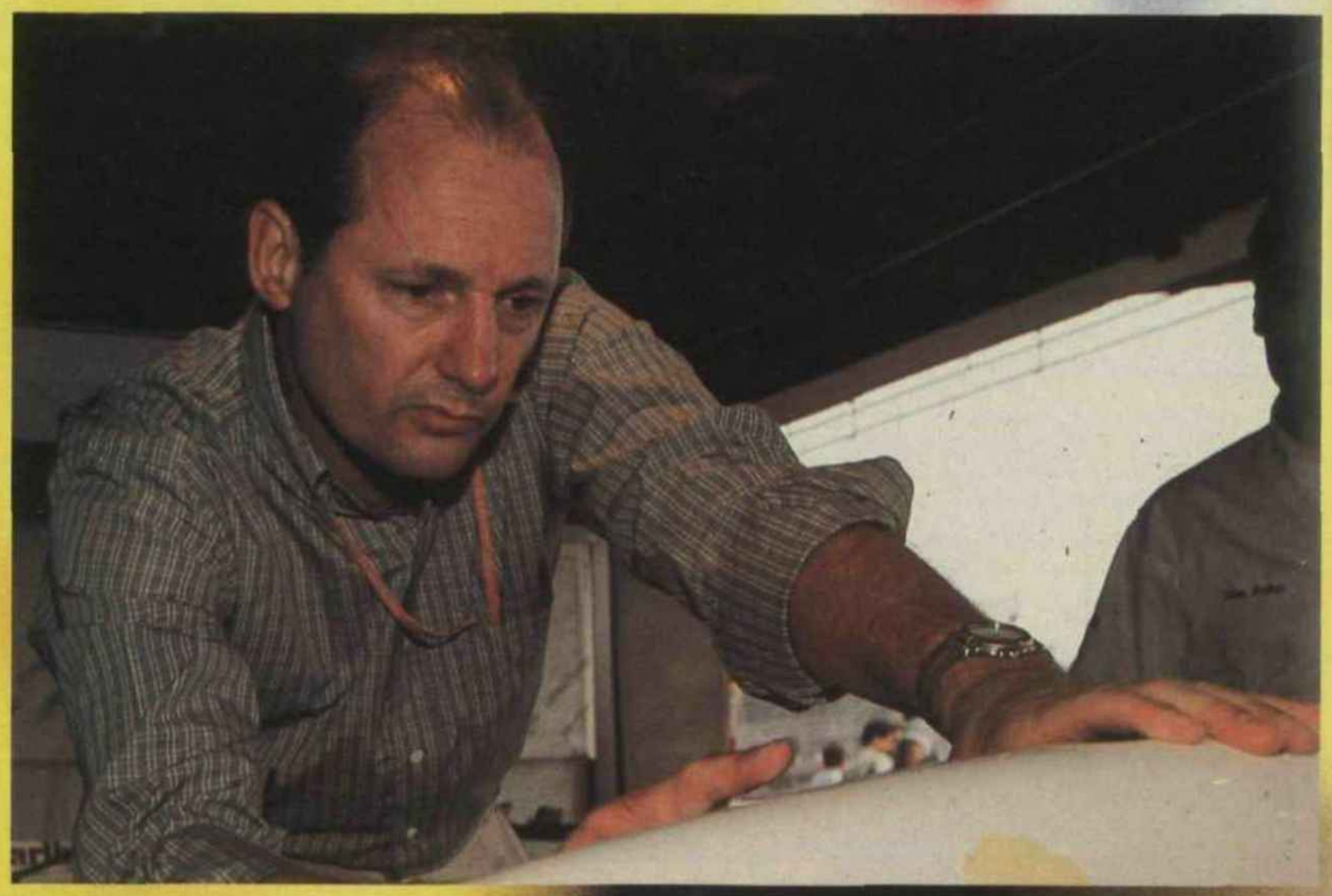


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11TH MAY	*Chiswick House* **LONDON**
27TH JUNE	*Royal Horticultural Halls* **LONDON**
29TH-30TH JULY	*Coys International Historic Festival* **SILVERSTONE**
19TH SEPTEMBER	*Royal Horticultural Halls* **LONDON**
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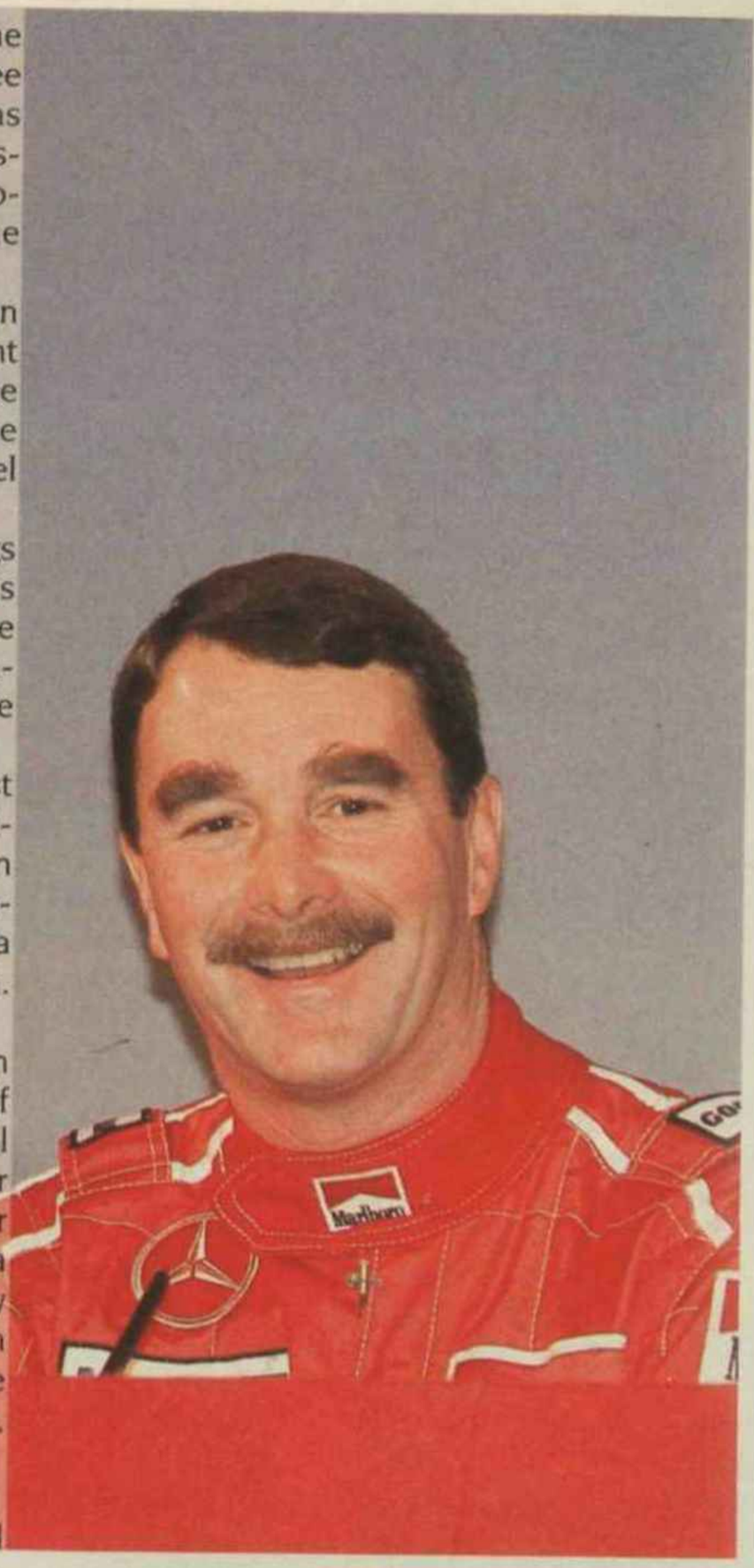


The unlikely lads

Nigel Mansell, McLaren driver. An unthinkable notion in the past, but now circumstance and market forces have brought the two together...


Marlboro
Marlboro
Marlboro
Nigel Mansell





It may have seemed improbable once, but the rumour mill finally stopped at London's Park Lane Hilton in February.

The tinkle of the Park Lane Hilton's finest china coffee cups and the gentle strains of the Penguin Café Orchestra hardly seemed an appropriate backdrop for the impending arrival of Nigel Mansell.

Then again, most people's memories can clearly recall the day, in the not too distant past, when a McLaren press conference would have been a wholly inappropriate setting for the impending arrival of Nigel Mansell.

To recap, Ron Dennis, master of all things McLaren International, was on record as saying that he would never sign a driver he didn't understand. And his powers of comprehension did not extend to the aforementioned Mr Mansell.

Mansell has driven for some of the most respected names in the sport: Lotus, Williams and Ferrari in F1, Newman-Haas in CART... but past evidence always suggested that he had more chance of winning a Grand Prix on foot than he had in a McLaren.

Until February 3, 1995...

Of course, the jungle drums had been beating for weeks. Mansell was out of IndyCar racing, and had contested the final three Grands Prix of the 1994 season for Williams... but there was no future place for him there. Nor, indeed, at Benetton, where a seat was being kept warm for Johnny Herbert. Ferrari had long since been spoken for. Of the teams whose stature matched the ambitions of the 1992 world champion, therefore, only McLaren remained.

Stumbling blocks?

Heinz-Harald Frentzen? McLaren and Mercedes were both said to be interested, but the young German was happy to stay put at Sauber, where he had a works Ford engine deal.

Martin Brundle? He raced extremely well for McLaren in 1994, and Dennis acknowledged as much. "Martin was obviously acceptable. He struggles in qualifying and does a brilliant job in the race. When you start two or three rows back from where you should be, you don't get a chance to shine. His racing efforts were more than acceptable to everybody at McLaren, to our sponsors and to Mercedes. But not *quite* as attractive as a proven race winner who can qualify well, and who can put Mika under pressure."



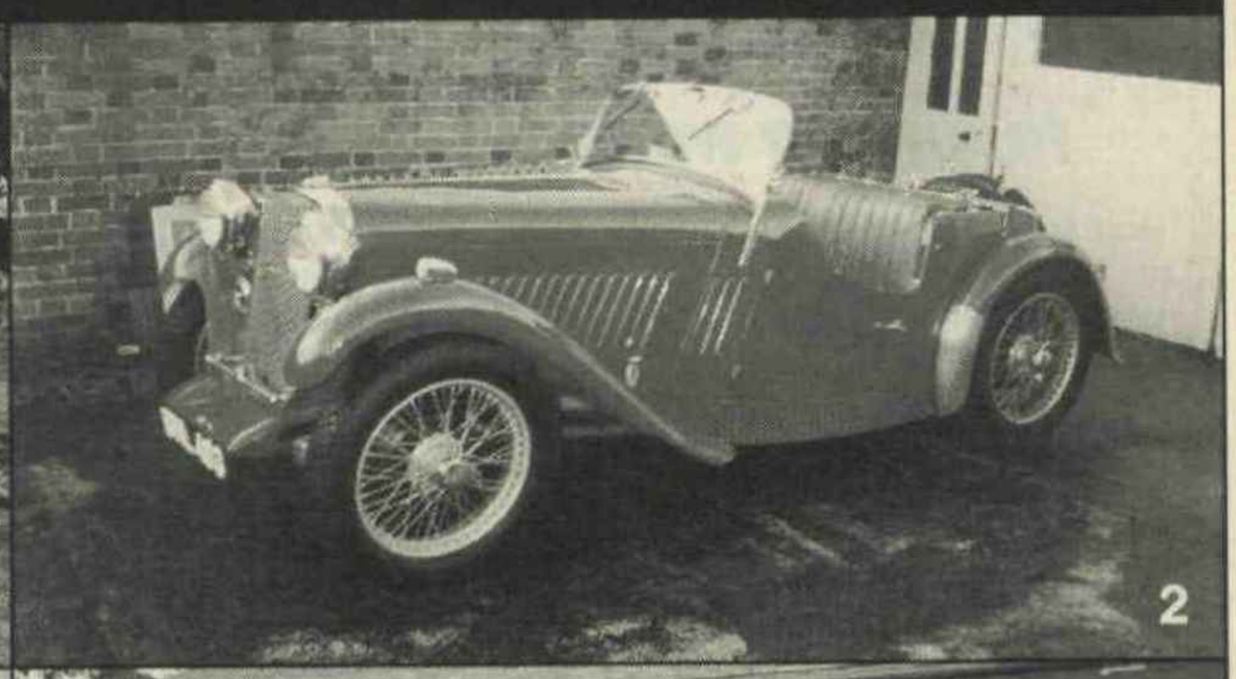
When Brundle pitched in his lot with Ligier, the only remaining hurdle in the way of this improbable marriage was that of tangible mutual indifference, a matter which Dennis handled with reasonable conviction.

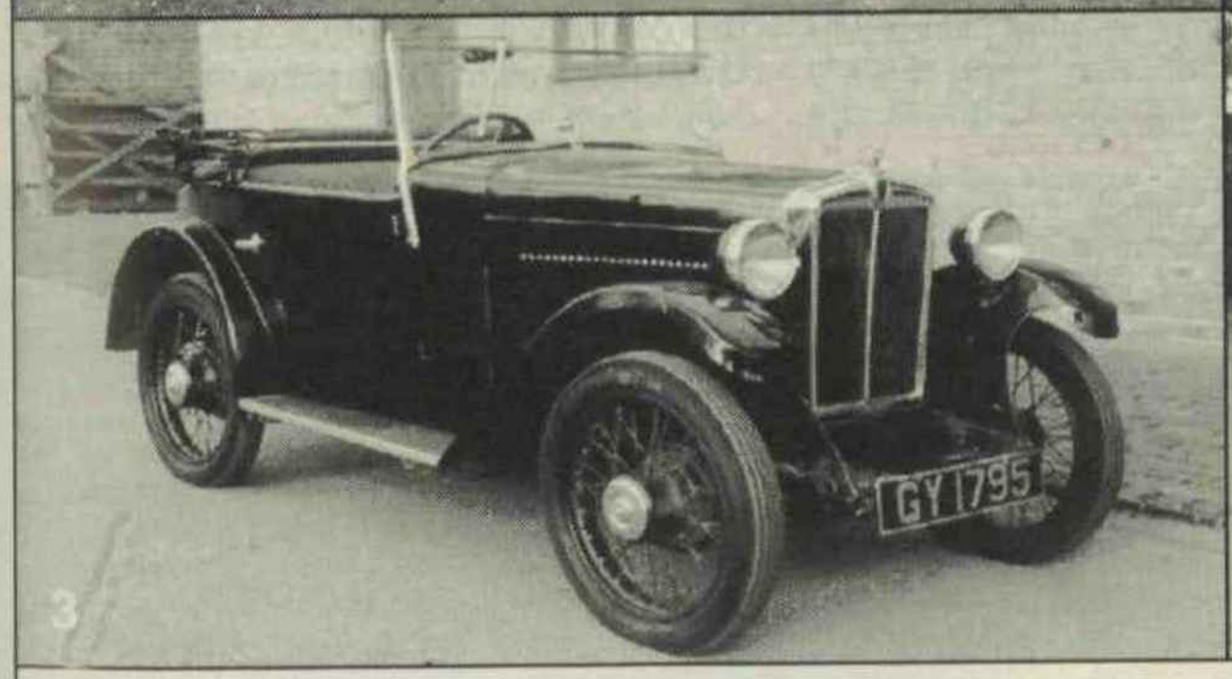
"I don't feel hypocritical when I talk about him because you have to understand him, and what he can and can't do. You think about what he's achieved in his other sports and the level he's achieved: black belt karate, a scratch golfer, Indy racing, F1... that takes commitment and focus. He should feel far more comfortable with him-

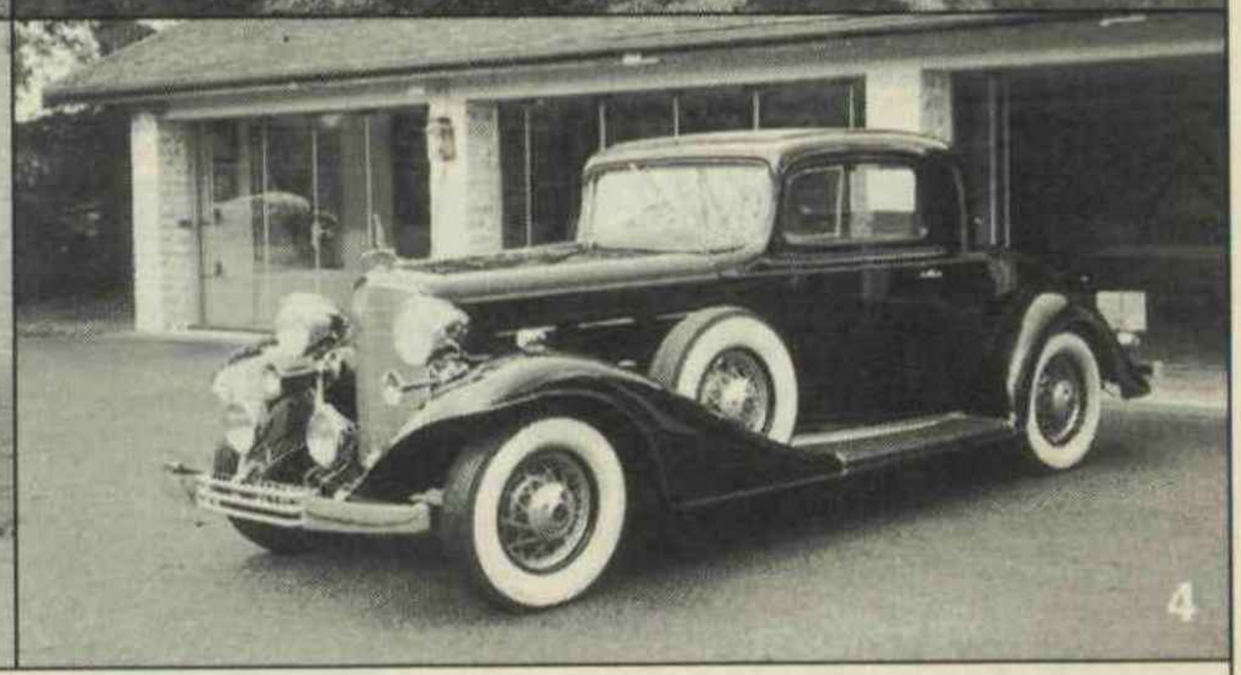
"Black belt karate, a scratch golfer, Indy racing, F1... that takes commitment and focus"

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Saturday 17th June	*Rolls-Royce and Bentley Motorcars and Automobilia* at the Rolls-Royce Enthusiasts Club Annual Rally, Althorp, Northants. Catalogue £15
Saturday 1st and Sunday 2nd July	Sotheby's Classic Festival at Brands Hatch, Kent. To include *Veteran, Vintage & Classic Motor Vehicles, Automobilia and Automobile Art.* Catalogue £15
Monday 18th September	*Veteran, Vintage & Classic Motor Vehicles, Automobilia and Automobile Art.* at the Royal Air Force Museum, Hendon. Catalogue £15
Saturday 9th December	*Motorcycles and Related Material* at the Royal Air Force Museum, Hendon.
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"It's not necessary to have a world champion in the team, but obviously it helps"

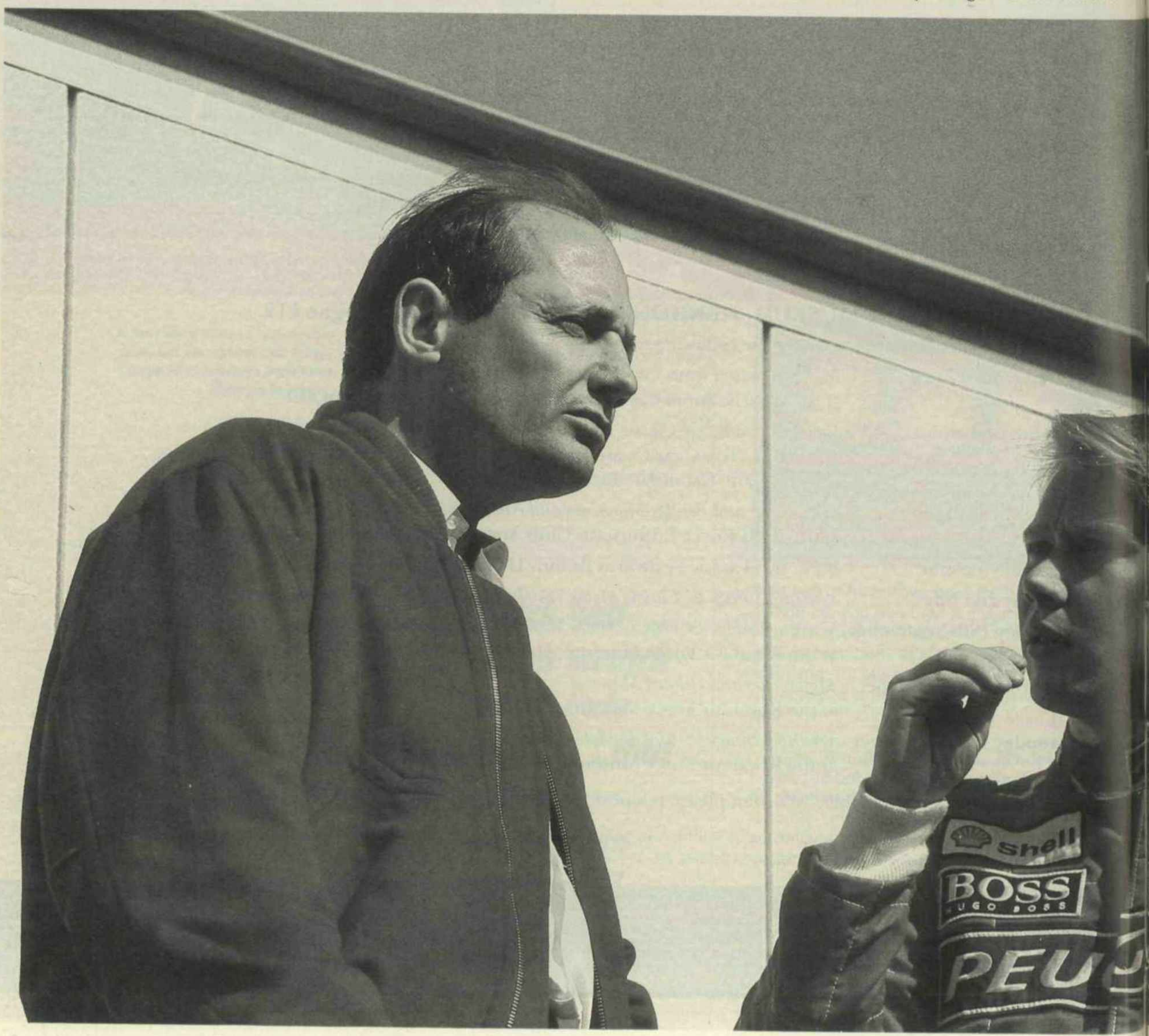
self than he sometimes appears. "I can accept what it takes to achieve all that, so I just said we should put it on the side and talk about the future, about what he could bring to the team, what I could bring to him. I think you're a fool if you think you ever stop learning. It led to an interesting dialogue, and we came to an agreement quite quickly.

"It's true that our first meeting was close on catastrophic. We're both very different characters, and you're aware of some of the opinions I've expressed in the past. What became clear in the second meeting was that Nigel brings a unique style to his motor racing. You have to look behind the split personality (words he used with Mansell sitting all of eight inches to his left – SA). There's the flamboyant showman, and racing champion, and then there's the real Nigel Mansell. That's who I prefer, when you can get to him, but he's a difficult character to get to. I don't regret what I said in the past. It was an honest opinion which a lot of people hold. It's something that was based on observations and behavioural patterns. But so many people in this world are completely different once you know them."

If Mansell was fazed by his new employer's frankness, it didn't show.

He just smiled, scattered platitudes around the room, made quips that might have had greater impact had he not laughed at them before his audience had a chance to, reiterated how committed he was, how his motivation had never been greater, and even said that "I've been privileged to drive for Ferrari, for Lotus, for Williams, and I have to say, in the little time I've been with McLaren, they're ahead of the rest." Quite a conclusion to come to, given that he hadn't even sat in a car by then.

Mind you, he wasn't the only one on the stage with an apparently short-term memory. Dennis was moved to remark that "What you see before you is probably one of the most talented driver line-ups we've ever been privileged to have in our



Grand Prix team."

Alongside him were Mansell, Mika Hakkinen and test driver Jan Magnussen. Masses of potential, certainly, but redolent of Prost and Senna? Or Prost and Lauda, come to that?

But for all the glitter, hype and occasional tendency to exaggerate, you got the feeling that both men were going to give it their best shot.

And Dennis certainly doesn't expect things to be as smooth as his own polished performance in front of the media spotlight.

"I think that, at the moment, there's going to be a process of trial and error that's going to exist in the opening Grands Prix. Nigel obviously has a bit of an explosive nature about him. He'll lose control a couple of times, which is counter-productive from an emotional standpoint, but I expect it. It'll be understandable, because like all teams I think we'll be in for the odd disappointment. The most important thing is to draw on each other's experience, discuss the problems, sort them and get on with making whatever's not working work.

"In reality, as soon as Nigel was free, we were absolutely committed to finding a way to put him in a car."

Behind the scenes, as speculation raged that Mansell was heading for McLaren, there was talk that Bernie Ecclestone – keen to have Mansell's crowd-pulling power in F1 on a permanent basis – had played the role of matchmaker.

Dennis denies this, though he can understand the suggestion. "Bernie had no involvement at all. I have a great respect for what Bernie Ecclestone has brought to Grand Prix racing, and I'm sure he was quite a useful catalyst when it came to the Williams/Mansell arrangement. As for McLaren, we stand on our own feet and make our own decisions. We don't really need outside assistance. Having said that, Bernie has got a vested interest in promoting the series, so he was doubtless making lots of encouraging noises on the sidelines, driven by a desire to see an increase at the gates. That's acceptable."

Mansell has been recruited for just one season, though Dennis is adamant that he has not been signed simply to keep a seat warm for Michael Schumacher. "I haven't spoken to Michael for nine months," he insists, "and we have no contract with him. The situation is fluid for 1996. If things go well, there's no reason why we shouldn't continue as we are."

Mansell, of course, is sure to be something of a catalyst when it comes to motivation. And Dennis hopes that his presence will help drive Hakkinen along. "Obviously we've got a good blend. Mika is still young, still to win his first GP, and obviously I think that's soon to happen. He's learned the McLaren way, and I'm sure he's going to learn the McLaren way of winning.

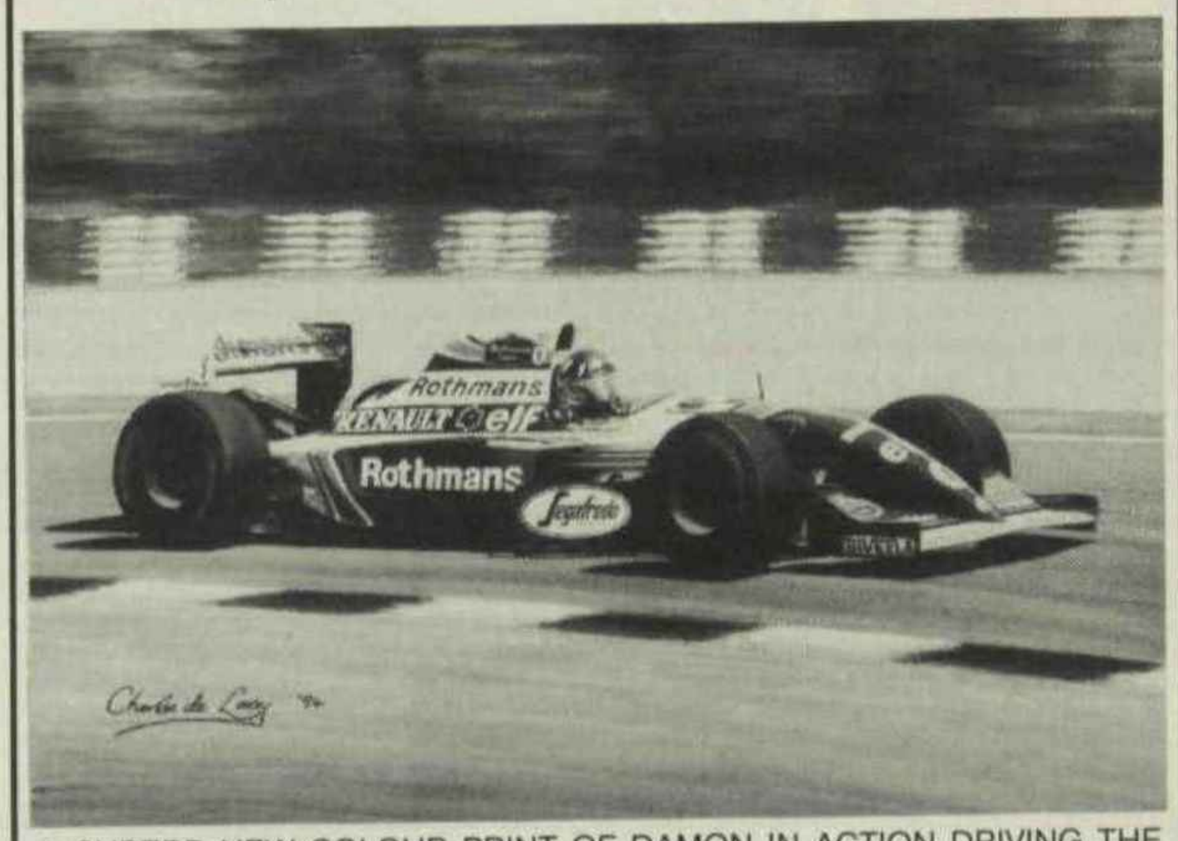
"Nigel of course is a proven race winner, a world champion. He'll be bringing the team valuable experience which will only help Mika. It's not *necessary* to have a world champion in the team, but obviously it helps. Half the battle with anyone who *hasn't* achieved is that they don't know what it takes, and they don't know how to handle it. You'll see with Mika when he inevitably wins his first Grand Prix. He will raise his game much more than you would expect. It's the first part of the process of fulfilment for a driver to win his first GP. Nigel has *had* that experience."





Dennis sees Mansell as a catalyst to Mika Hakkinen, left, for whom a Grand Prix win is "inevitable". Meanwhile his hopes are for a lasting relationship with Mercedes, whose Norbert Haug is on the left, above.

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NIGEL MANSELL JOINS McLAREN



The two will enjoy equal status within the team. "There have been many things Nigel and I have discussed, and none of them has been status. McLaren has never had number ones or number twos; we pride ourselves on being able to give the drivers the same equipment. It makes no sense to us to provide them with anything else."

While Benetton, Jordan and Sauber were up and running relatively early with their new cars, McLaren has adopted a different approach. "I've seen pictures of the new cars," says Dennis, "and most have been designed to comply with the regulations, which they've struggled to accommodate in the time available. Hopefully we've actually addressed some interesting areas which we feel will be addressed by everybody when they've seen our car. It'll be quite a bit different to anything that's been announced. We've built a car to the limit of the new regulations. Hopefully you'll look at it and say 'That's different'.

"We're optimistic that we'll have four cars built for the Brazilian GP, maybe five. We'll take three chassis to Brazil. I know other teams are already running, but I think others would prefer to be in our situation, with lots of parts made and a process by which we'll get to the first race with a lot of cars and a lot of parts."

Dyno testing of the new Mercedes V10 has been encouraging. Devoid, they say, of failures. From all sides of the Hilton stage, there is a tangible aura of contentment. Dennis may still have reservations about his new driver, albeit well disguised, but you get the impression that he envisages a long-term chassis/engine alliance with Mercedes-Benz as McLaren strives to rebuild a relationship of Honda-like steadiness, following its staccato engagements with Ford and Peugeot.

Test driver Magnussen will be groomed carefully. He won't drive the new car until the start of the European season, and you can stake your house on the fact that he won't go anywhere near a Grand Prix until the team is satisfied that he's ready.

Predictions for the year ahead? Dennis is upbeat, but he tempers his ideals with a note of realism. "There's some catching up to do, purely because of the momentum you gain from winning races. But we can do it, sooner rather than later. We're not in the business of making excuses. We're in the business of giving honest reasons for our problems and then getting them fixed. But it would be foolish of me to start saying how quickly our competitiveness will materialise. To win consistently, you need the best of everything."

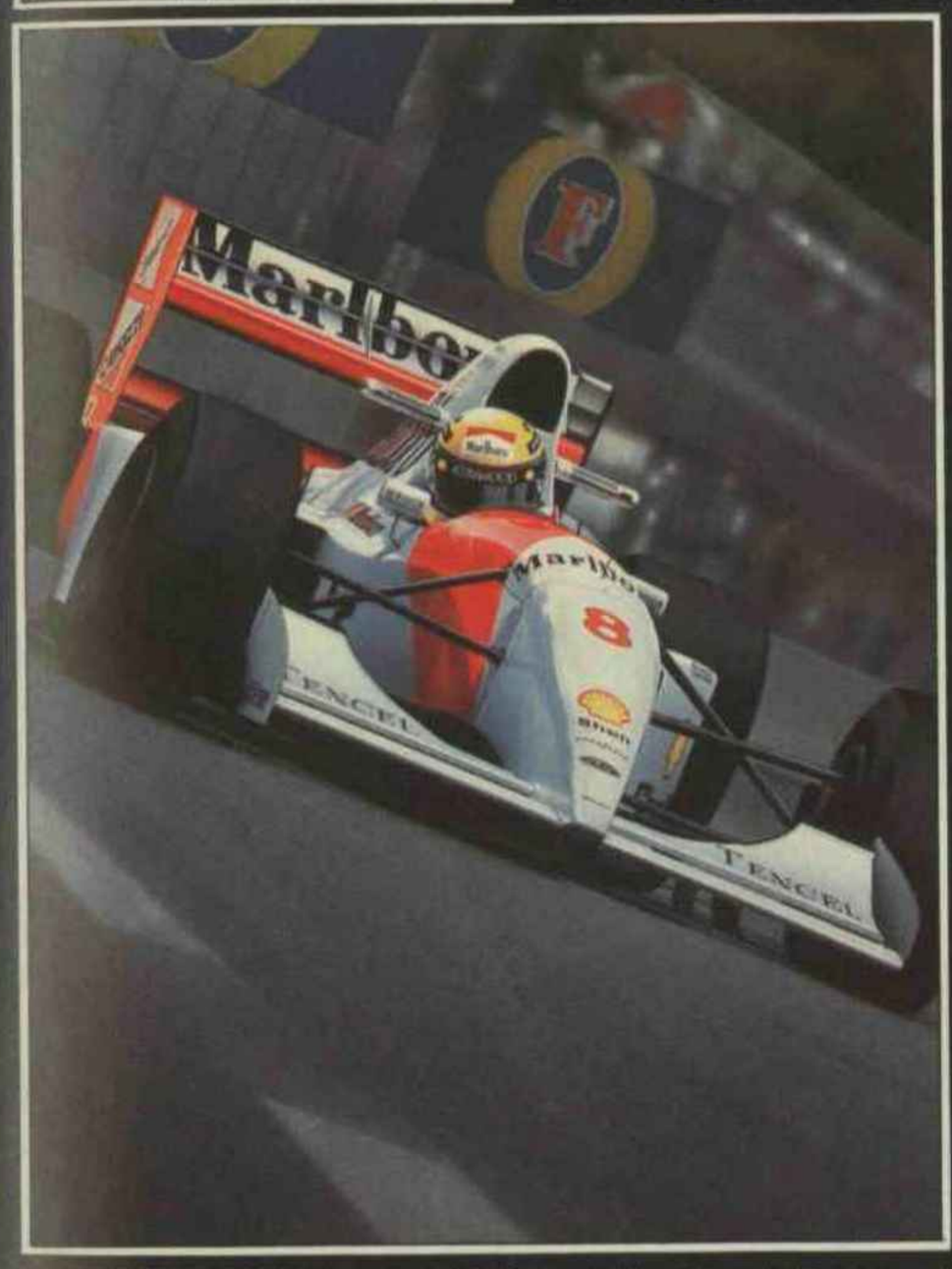
Does Dennis believe his methods will get

Dennis is positive about working with Mansell, despite the difficult times Nigel's past employers have seen.

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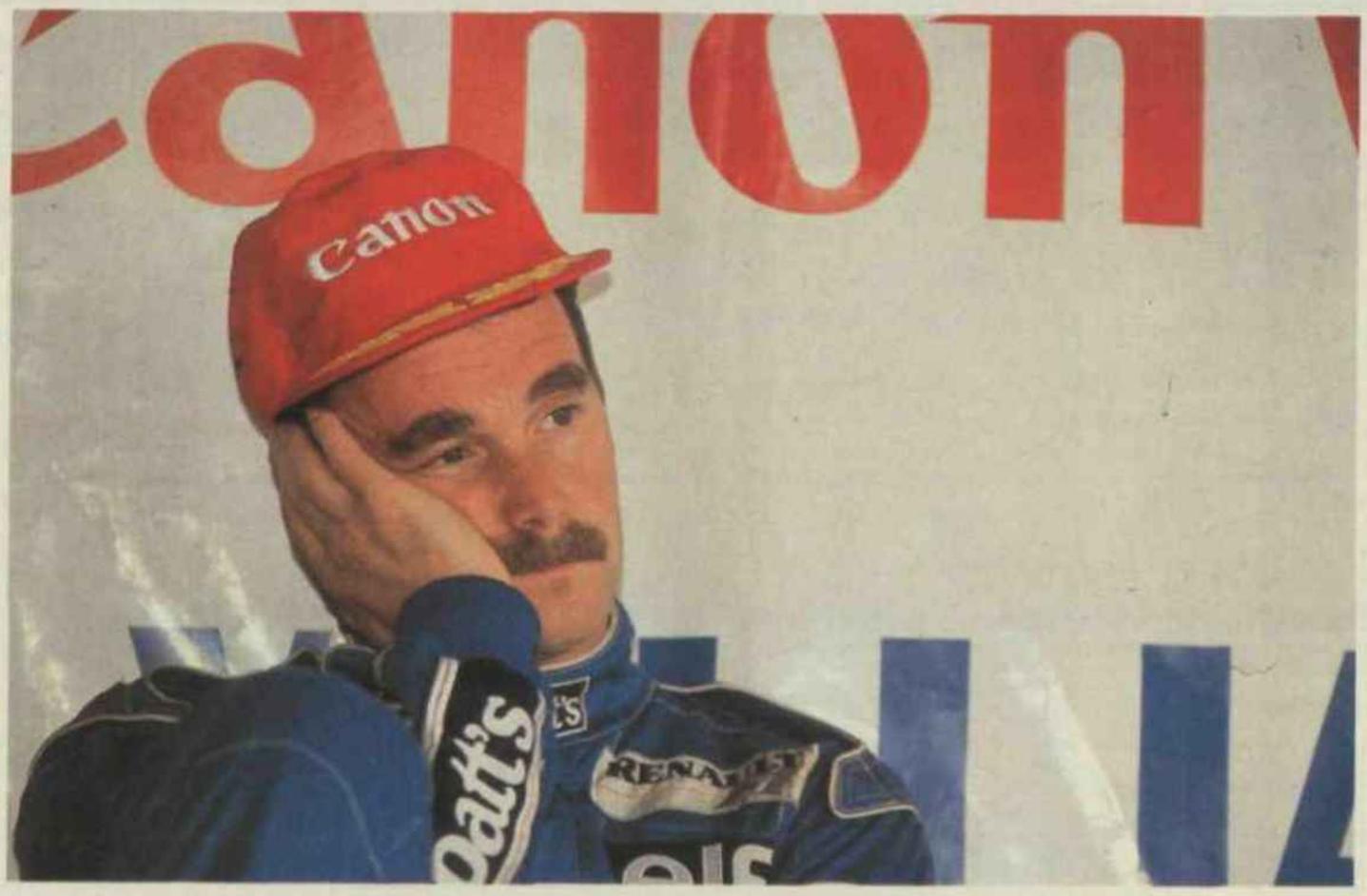
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No longer the thorn in McLaren's side (as at Barcelona in 1991, above), Mansell rates his new team's will to win as its greatest strength.

more out of Mansell than either Ferrari or Williams managed, given the acrimony which marred his association with both teams at times? "I tend not to really thinking about how other Grand Prix teams work. I have to believe in certain things, and part of the process of that belief is to convey values to everybody that works for McLaren. We have a culture. Not everyone might think it's great, but I think it's constructive. You have to explain it to people when they join McLaren, whether they are joining to perform unskilled tasks or whether they are an experienced, skilled GP driver. I'm not in the business of producing McLaren clones. I'm in the business of keeping people pointing in the right directions, keeping them focused on achieving their own objectives."

"We pride ourselves on being able to give the drivers the same equipment. It makes no sense to us to provide them with anything else"

Mansell's objectives are similar to those of his new boss. "I think McLaren's strength is their focus: I mean they *want* to win, they don't want to go racing to finish second. They've won 104 Grands Prix and I've won 31 myself, so it goes without saying that they've taken a lot of races from me with their drivers in the past, and I've taken a lot of races away from them. So the rivalry *was* there and it was healthy.

"Now we're together it could be very strong."

Rocky? Maybe.

Potent? Certainly. **S A**

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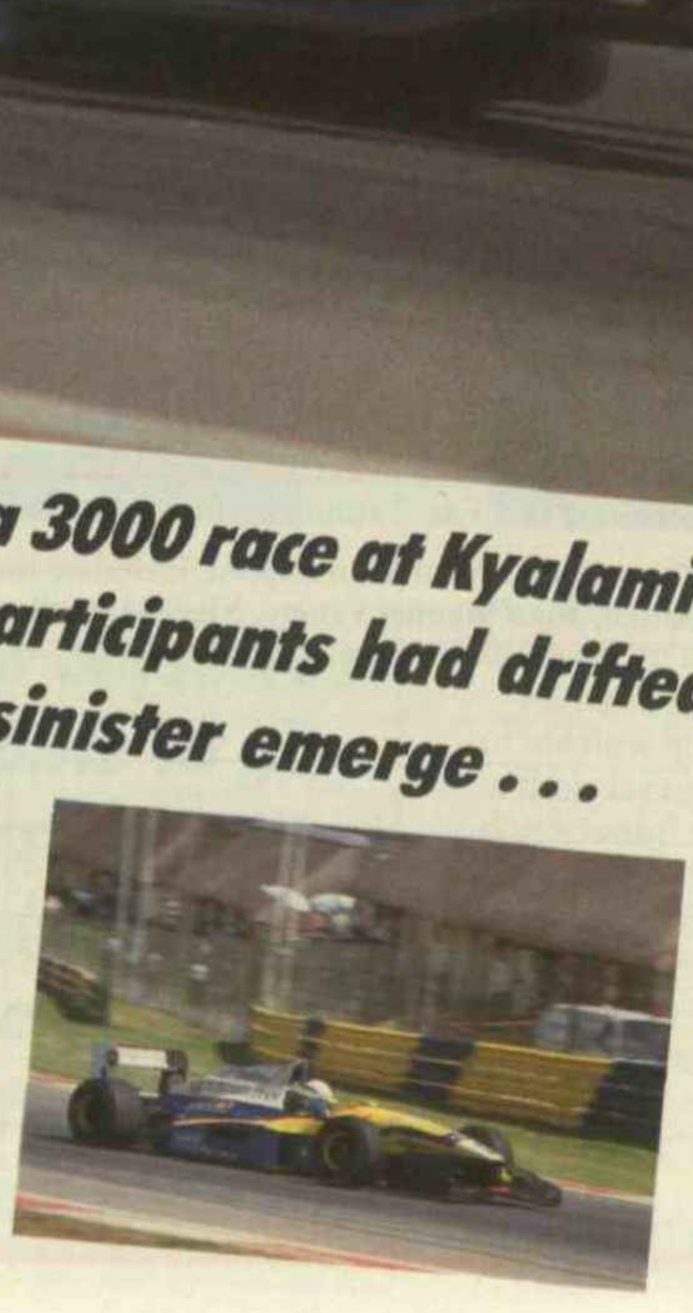
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Fuzzy

The first non-championship Formula 3000 race at Kyalami was a rip-roaring success. Only after the participants had drifted away did something sinister emerge . . .



Richard Dean is pressed by Steven Watson and Dino Morelli on his way to an excellent third place.



Jan Lammers (top) had to fend off a spirited challenge from pole-winner Kenny Bräck (left).

veldt

The German journalist couldn't believe his eyes. Several hours earlier, he had left Frankfurt on a Philippine Airlines Boeing 747 bound for London Gatwick. He'd transferred by coach to Heathrow, where he collected a ticket for his connecting flight to Windhoek, and thence Johannesburg. But barely had he had time to settle down with a can of beer than the Air Namibia 747 commenced its descent. . . for a scheduled stop at Frankfurt.

Logistically speaking, this was not a promising start.

For all the minor hiccoughs, however, and there *were* a few, the organisation and administration of the inaugural Kyalami Formula 3000 International were excellent. The teams loved it. The drivers loved it. Even those wordsmiths who had been flying around in circles came to love it.

"The circuit," beamed Richard Dean, "is just fantastic in an F3000 car. I've not experienced sensations like this at anywhere apart from Suzuka. There are some brilliant corners."

His rivals were similarly fulsome in their praise. "All it lacks," pointed out Gareth Rees, "is a good long straight. There are only a couple of overtaking points, and they could be marginal, but it's a real joy to drive."

Positives, positives. All positives. Particularly for the teams. . .

Traditionally, it is hard enough for Formula 3000 operations to survive a season which has come to span only five months. The long winter break can be crippling financially, and mechanics often have to be laid off on a seasonal basis. The advent of a mini-series in South Africa – which is being talked about – would help teams raise much-needed capital.

It is, of course, bitterly ironic, if not untypical, that F3000 should get such a shot in the arm just as it is on the verge of being replaced. . .

The reception given to the teams was simply fantastic. Nothing was too much trouble, and a big pre-race party brought back fond memories to several of the more experienced team owners, who began exchanging anecdotes about how the social side of the sport used to be, about how accurate Jochen Rindt (and others) used to be with a fire hose, about how much more difficult it was for some racing drivers to get out of South Africa than it had been for them to get in. . . leastways until their hotel's dry cleaning bills had been settled.

There were a few things that needed ironing out. It would have been smarter to have staged the Formula 3000 race in-between the opening two rounds of the South African Touring Car Championship. As it was, the saloons raced – in front of 27,000 people – on Saturday. (The popularity of touring car racing is not Europe's exclusive preserve.) The F3000 race took place on Sunday, when the crowd had dipped noticeably, even if it was still healthy by Europe's four-men-and-a-dog standards.

And it was a good race, too. Kenny Bräck, one of the revelations of the 1994 European F3000 season, had been fastest in every practice or qualifying session throughout the weekend, and was confident that he would be able to conquer his bugbear – starting – on the day. In truth, he made an adequate getaway, but veteran Jan Lammers, alongside, got a better one, and Richard Dean – from row three – made the kind of start to which most Santa Pod regulars could only aspire. It was enough to get him into third place, but in a two year-old car with a very tired engine he was never going to be able to hang on to the contemporary equipment of the first two.

It was an interesting game of cat and mouse. Veteran Lammers preserved the tyres of his Vortex Reynard as Bräck chiselled away, making up for time lost with a quick spin on the sixth lap. The Madgwick driver recovered a 10s deficit to haul his way back on to Lammers' tail, and as the Dutchman began to up his pace so the Swede's driving became more spectacular as he strove to keep the pressure on. It was exhilarating, and something of a novelty, to see a car bucking sideways as its driver took it by the scruff of the neck. Riding the kerbs. Throwing up the occasional sliver of dust. The locals rather seemed to be enjoying it. And perhaps we'll see more of it in the final running of the FIA F3000 Championship this year, as Bräck's car was one of those running compromise settings, featuring the regulatory 'plank' which drivers say makes a chassis more forgiving, and more racer-friendly.

In the end, Bräck's pursuit was to no avail. He spun again, allowing the irrepressible 38 year-old Lammers to scores a delighted victory. "You know," said Jan. "The status of F1 may be better than this, but Formula 3000 gives just as much driving pleasure." He even hinted that he might consider a full season, something upon which he embarked two years ago only for the team to fold at mid-distance.

There have been complaints in the past about some of the late thirtysomethings who have littered the back end of F3000 fields.

Rest assured, nobody would object to Lammers' presence. He's a joy to work with, a joy to be with and, the bottom line, he can still do the job. An uncomplicated man, and a real racer. Some might point to his difficult touring car season with Volvo, where he was invariably outpaced by Rickard Rydell. But there's no great disgrace in that.

Bräck was disappointed, but his chance will come. The Swede graduated to F3000 via a combined season in America's Barber Saab series and the Renault Clio Eurocup. Not a logical progression, granted, but his podium finish at Spa last August made people take notice. One to watch.

As for Dean, who took a magnificent third, it remains a crying shame that he has never had the means to complete a European F3000 season. His laidback demeanour out of the car conceals his tigerish instinct when he's in one. A talent presently going to waste.

There was encouragement, too, for Britons Gareth Rees and Dino Morelli, making their F3000 debuts with Omegaland, and for local lad Steven Watson, who belied his modest F3 form with a spirited performance in Nordic's Lola. He had been challenging Dean for third place before his enthusiasm got the better of him.

"It was a novelty to see a car bucking sideways as its driver took it by the scruff of the neck"

All in all, everyone left the place with a smile on their face. Even Dean, for whom time spent standing on the podium meant that he missed his scheduled flight home. Nobody had a bad word to say about the place. Everyone is longing to go back. Whether all of them will be welcome, however, is another question.

The race sponsor was mortified to discover that some of the leftover fuel – which he had supplied – had been pinched after the race. After all that goodwill, and all that effort. . .

If F3000 *doesn't* return to Kyalami next winter, it will be a crying shame. And all because somebody can't appreciate that they've already had enough of a good thing.

S A

A Spaniard in the works

"One minute we are drivers; the next we are mechanics; and then we are drivers again." So said one well-known works driver during this year's Monte-Carlo Rally, when new FIA rules for World Championship qualifiers, particularly regarding servicing, came into effect for the first time. He made the remark very bitterly, complaining that the rules were being made by people who had little or no recent practical experience of the sport. "They really don't know what they are doing," he went on to say. "How can we concentrate on driving right up to the limit of going off the road when we have just been sweating over the car, changing things whilst our mechanics stand near, giving us advice but not allowed to touch anything?"

In one way, I had sympathy for that driver, and his colleagues who were of the same mind, but in another way I had none whatsoever. The rules were made by the FIA, but not overnight. They were changed, re-changed and expanded over a number of years, during which manufacturers' teams were consulted at intervals, resulting in a set of vehicle regulations about which the FIA primly says, "But this is what the teams wanted."

The design and sophistication of rally cars has advanced: with the advancement in speed, traction and roadholding has come fragility.

Reliability used to be one of the essential elements of a rally car. It had to be capable of enduring all manner of privations and still fire up and perform when required. It had to be a tough machine, able to survive rough treatment in conditions varying from African mud to Arctic snow; from Mediterranean tarmac to the logging tracks of pine forests. It still has to contend with such situations, but for much shorter periods and always with the crews' knowledge that there are mechanics not far away to put right any fault.

Works teams are renowned for finding every possible loophole in regulations and driving coaches and horses through them. The rules seem to have been made hastily, changed hastily and rechanged just as hastily, apparently without much knowledge on the part of the rule makers of what the effects would be, and the FIA and its relevant committees must, having opened the door to the creation of such cars, take the blame for the situation.

For 1995, new rules were implemented, said to have been made to lessen costs for works teams by cutting down service opportunities, thereby reducing necessary manpower. Alas, it did not work out that way. Approved service areas were established, roughly between every other stage, and outside assistance was forbidden everywhere else. However, competitors were allowed to fettle their cars themselves elsewhere, using only equipment (tools, spares, etc) carried in their cars. Refuelling points were also established, where cars could have their various fluids replenished by outside help, but nothing else. These were located generally every two stages, in zones where no other service was allowed. Invariably, works mechanics were present at these places, not to



Unperturbed by his narrow defeat in last year's WRC, Carlos Sainz got the new campaign off to a flying start

work on the cars but to stand over their competing crews and give them precise instructions for any job required, step by step. Manpower was therefore not cut down by the introduction of the new rules although, to be fair, the number of fully equipped service vans was reduced.

Tyre rules were also made more severe, for in a non-service zone competitors were not allowed to change their tyres, unless it were to mount two replacements which they were carrying in their cars. This particular rule came in for heavy criticism when a snowy stage followed a dry one and competitors had to tackle both on the same set of tyres. Had they chosen unstudded tyres for the first, they would have been at a disadvantage on the second. Had they chosen studded tyres for the first, the chances were that the studs would have been destroyed before they got to the snow.

In the reverse case, where the first of a pair of stages was snowy and the second not, there were several instances of cars stopping between the two and their crews laboriously de-studding their tyres, pulling them out one-by-one with pliers, an operation which the Subaru people claimed was quite impossible with Pirelli tyres.

Some observers said that this was a freak activity quite new to rallying, but this is nonsense. Like many other things claimed to be hitherto unknown, it has been done many times before.

In-car spare tyres were marked in advance, and once again this was said to be an innovation, even though it was not. In 1967, penalties were reduced by a certain coefficient provided competitors agreed not to use more than six tyres per leg. The in-car tyres were marked in advance, firstly by being daubed by radio-active paint and then by being "branded" with the car's competition number through the paint daub. It was this which led to the works Minis carrying spare wheels on roof racks that year.

During the rally, the tyre rules were changed by a bulletin allowing greater licence for changes, and we wonder at the wisdom of a regulation which is not imposed with conviction in the first place and which has to be changed after the event has started.

Complaints by competitors that they were having to take over the roles of mechanics suggested that, in recent years, they have been mollycoddled. Until this year, although a driver had to understand suspension settings, drive ratios, brake balance and so on in order to be able to tell his engineers how best he would like his car set up, he had no need to be capable of changing struts, replacing alternators or, with good, old-fashioned bushmanship, chaining up a rear axle which had begun to float around.

Many years ago, it was not at all uncommon for works competitors to spend day after day in their workshops being instructed in various replacement procedures so that they would not be immobilised if a service car could not get to them. By way of contrast, just two years ago one works crew radioed its attendant helicopter to land just so that mechanics could perform the simple task of changing a wheel after a puncture.

On the other hand, there have been, and still are, exceptions, and several drivers have become reputed as expert fettlers. Per Eklund, prior to a Monte-Carlo Rally some years ago, doubted the reliability of his half-shafts so much that he spent some days in the workshop changing one after another. The practice paid off, for he experienced failures in more than one special stage and was able to replace them himself on the spot. Kenneth Eriksson is another who is as much at home under the bonnet as he is in the driving seat, but, in these days of electronic sophistication, when all manner of alterations can be done by simple replacement of a chip, things are different, and bush mechanics have become rarer. But there are still lessons which present-day drivers can learn from those of a few years back; for instance, using grass to remedy a flat tyre, finding a chicken coop in order to fix a radiator leak, or never leaving a start ramp without a bar of soap in the car!

Among the other new regulations was one limiting the size of the air intake restrictors on turbochargers to 32 mm for Group N cars and 34 mm for Group A. Many said afterwards that their engines were being "suffocated" by the restrictors.

"'It's the first time I have been hit by a woman' said the amiable Ragnotti"

Other rule changes included one which forbade slicks, or even hand-cut slicks, for works cars (they had to use moulded, treaded tyres) and another which limited practice to just seven days for crews who were nominated in advance to score points for their makes in the World Rally Championship. At the last moment, a bulletin was issued allowing works crews to carry out their recces at any time of day or night, but still not earlier than nine days before the start and no later than two days before. More licence was given to non-professional crews.

The reason for the time-of-day relaxation was quoted as the "weather conditions," although we have yet to encounter a Monte-Carlo Rally – or any other rally for that matter – during which the weather conditions have not been unusual in one way or another. "Seasonal" weather is a thing of the past and should never be anticipated, even by the moguls of Place de la Concorde.

The service restrictions introduced this year bring to mind those imposed by the RAC Rally years ago, when the organisers endeavoured to prevent roadside fettling in places likely to cause disturbance or obstruction. It was no bad thing, in theory, but the rule makers reckoned without the ingenuity of works teams, who employed local residents ("but I'm going to my house, officer"), used unmarked cars to prowl no-go areas and even had folding bicycles so that mechanics could get right up to the ends of stages. Similar (but not the same) tactics were employed on this year's Monte-Carlo Rally.

I am in favour of reducing service opportunities to a mimimum, thereby placing greater importance on car reliability, but I am aware of the dangers of works teams' determination to get through at all costs. A car screaming along public roads on three wheels might have drawn no more than gawps of admiration and delight 15 years ago – Blomqvist was faster on three than his adversaries were on four in the old Austrian Alpine Rally – or even being pushed along a motorway by a service car, bumper-to-bumper at high speed, but nowadays such tactics can do untold harm.

Limit servicing by all means, but police it well, show no mercy to transgressors and force the works teams to place greater importance on reliability. If they break the rules, throw them out. What is more, the same rules should apply to all competitors, whether professional or amateur.

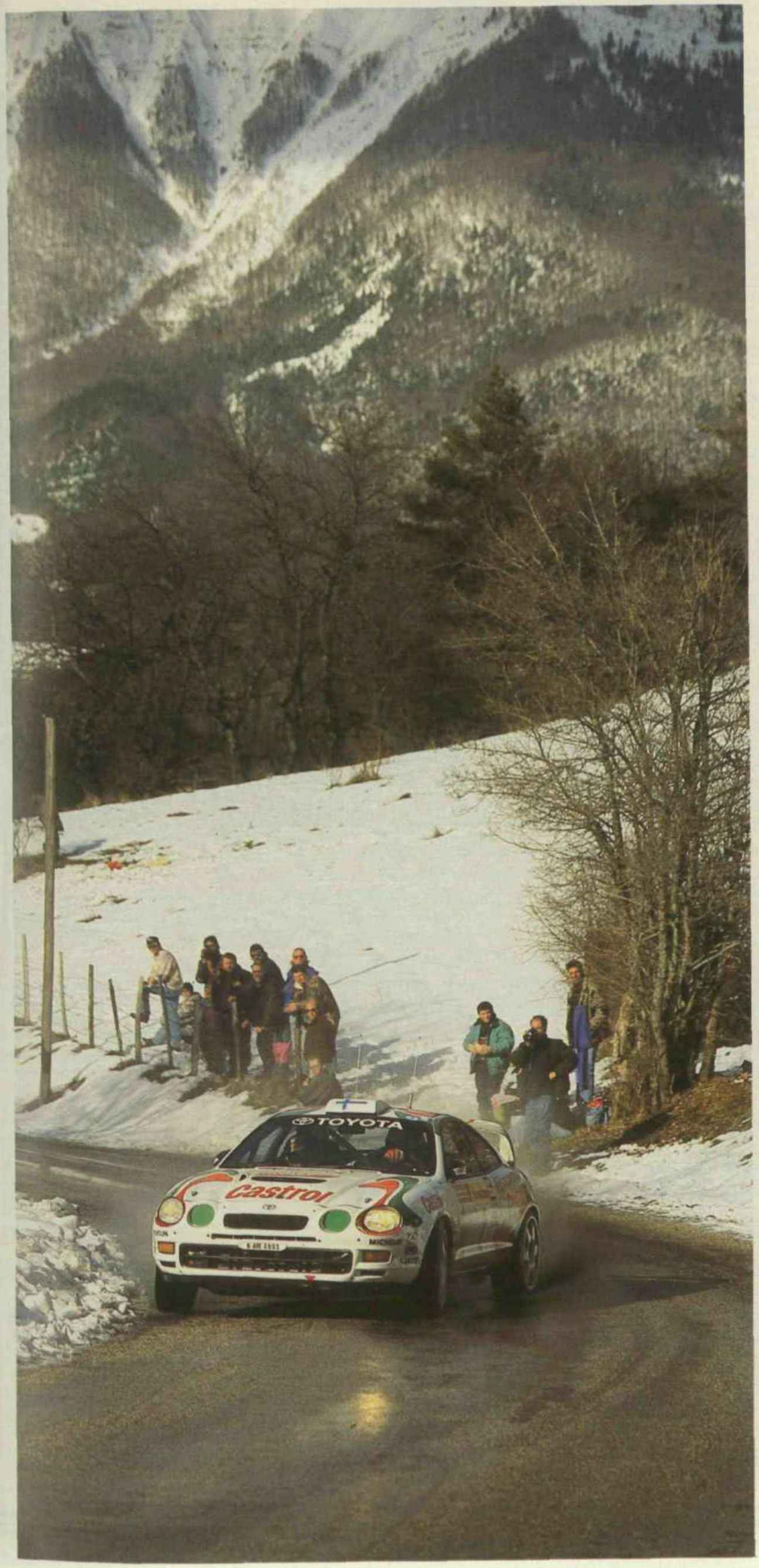
In keeping with tradition, Monte-Carlo retained its multi-start system, starting from six different major European cities, none of which was British.

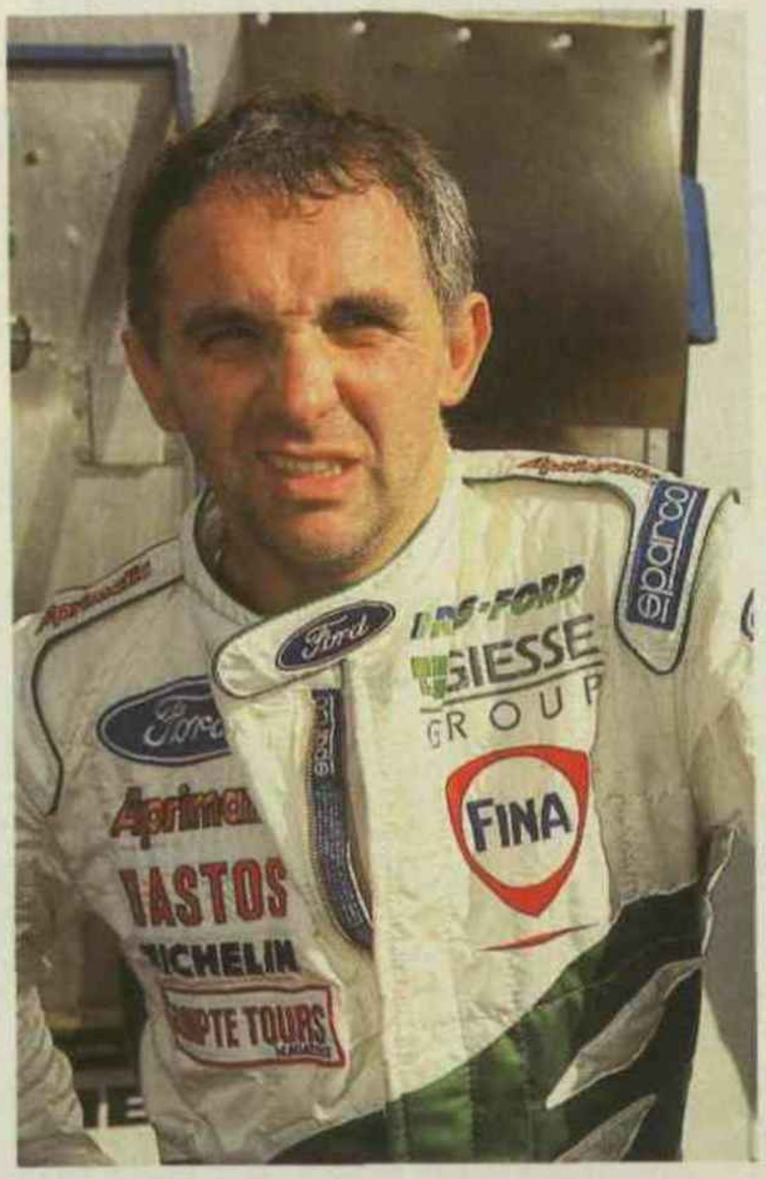
The concentration run is a mere token nowadays, unlike the time when just getting there was achievement itself. But it can still cause trouble, as Jean Ragnotti discovered when he ran full tilt into a car which jumped red traffic lights, breaking his Renault Clio's radiator and damaging its bumper and bonnet. "It's the first time I have been hit by a woman," said the amiable Ragnotti afterwards, with his usual grin. Juha Kankkunen also had a mishap and dented a rear wing on his Toyota.

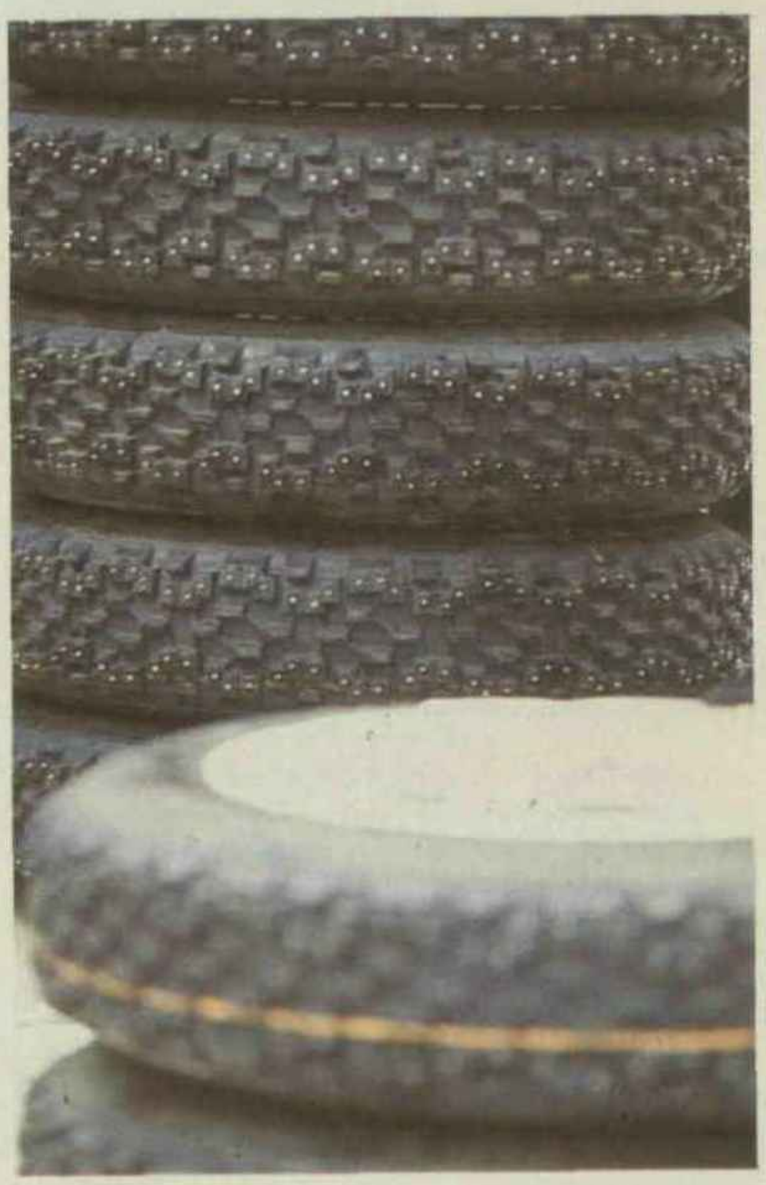
Starters numbered 198, far more than other World Championship qualifiers manage to amass nowadays. Among them were the works teams of Ford (represented by RAS) with Escort Cosworths for Delecour/François and Thiry/Prevot, Toyota, with Celicas for Auriol/Occelli, Kankkunen/Grist and Schwarz/Wicha, and Subaru, with Imprezas for McRae/Ringer, Sainz/Moya and Italians Liatti/Alessandrini. Mitsubishi Ralliart had two Lancers for Mäkinen/Harjanne and Aghini/Farnocchia, whilst the German offshoot of the team had a similar (but Group N) car for ladies' crew Isolde Holderied/Kristina Thörner.

Although not nominated for World Championship points (it costs US$25,000 to nominate nowadays, plus the chance of forfeiting US$250,000 for failure to participate in all eight rounds) Renault sent two of its Clio Williams for stalwarts Ragnotti/Thimonier and Bugalski/Renaud.

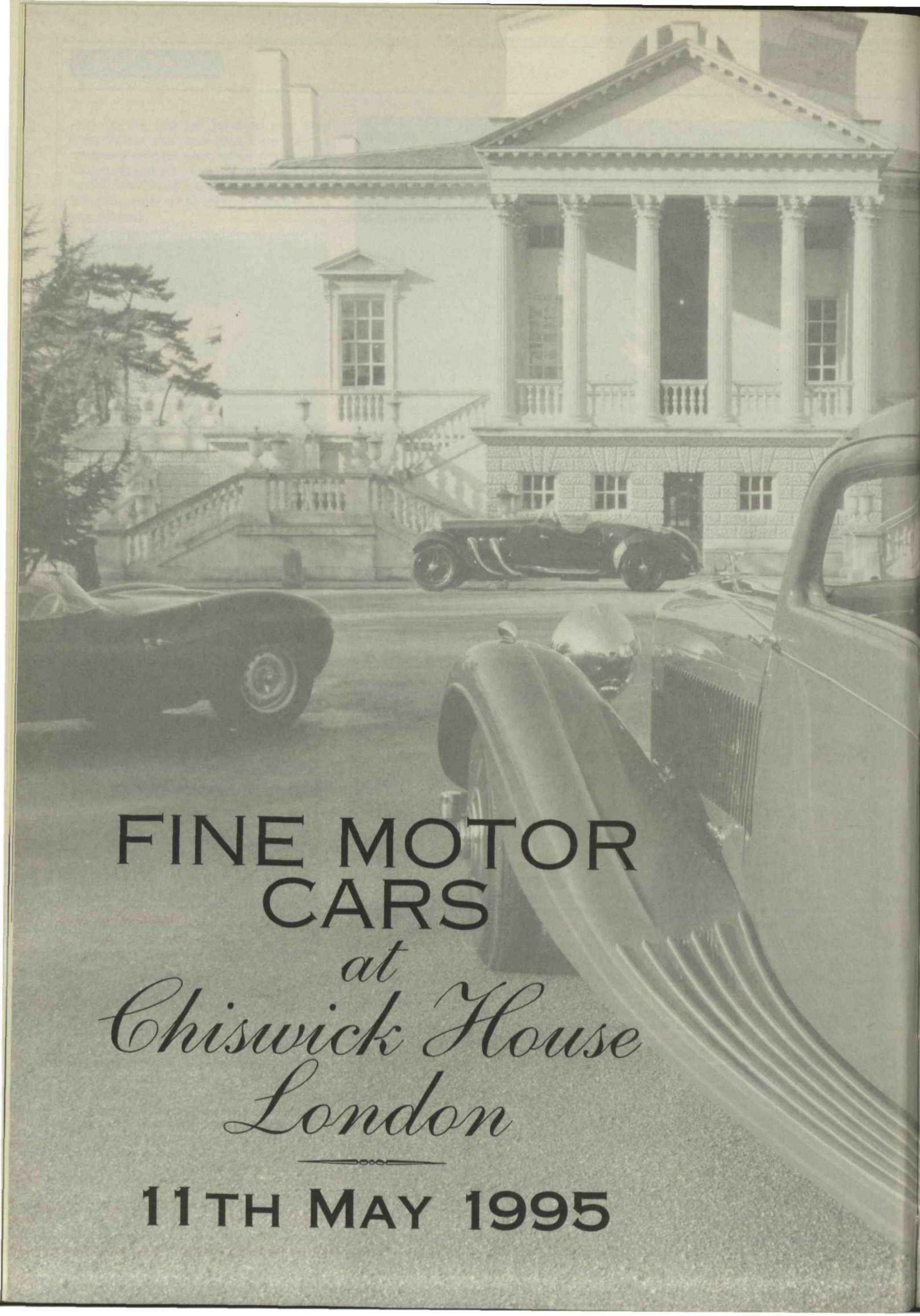
The servicing/tyre changing/refuelling rules could be summed up briefly by the general statement that service was allowed after every other stage and just refuelling after each stage between. The rules did not read like that, but that is what they amounted to, more







It didn't look good for Toyota but Kankunnen and Grist (left) grabbed third place on the last stage with some superb driving after having the suspension fixed. François Delecour, top: a hard-won second place. Above – it was the first time for many a year that crews had to de-stud tyres for themselves.



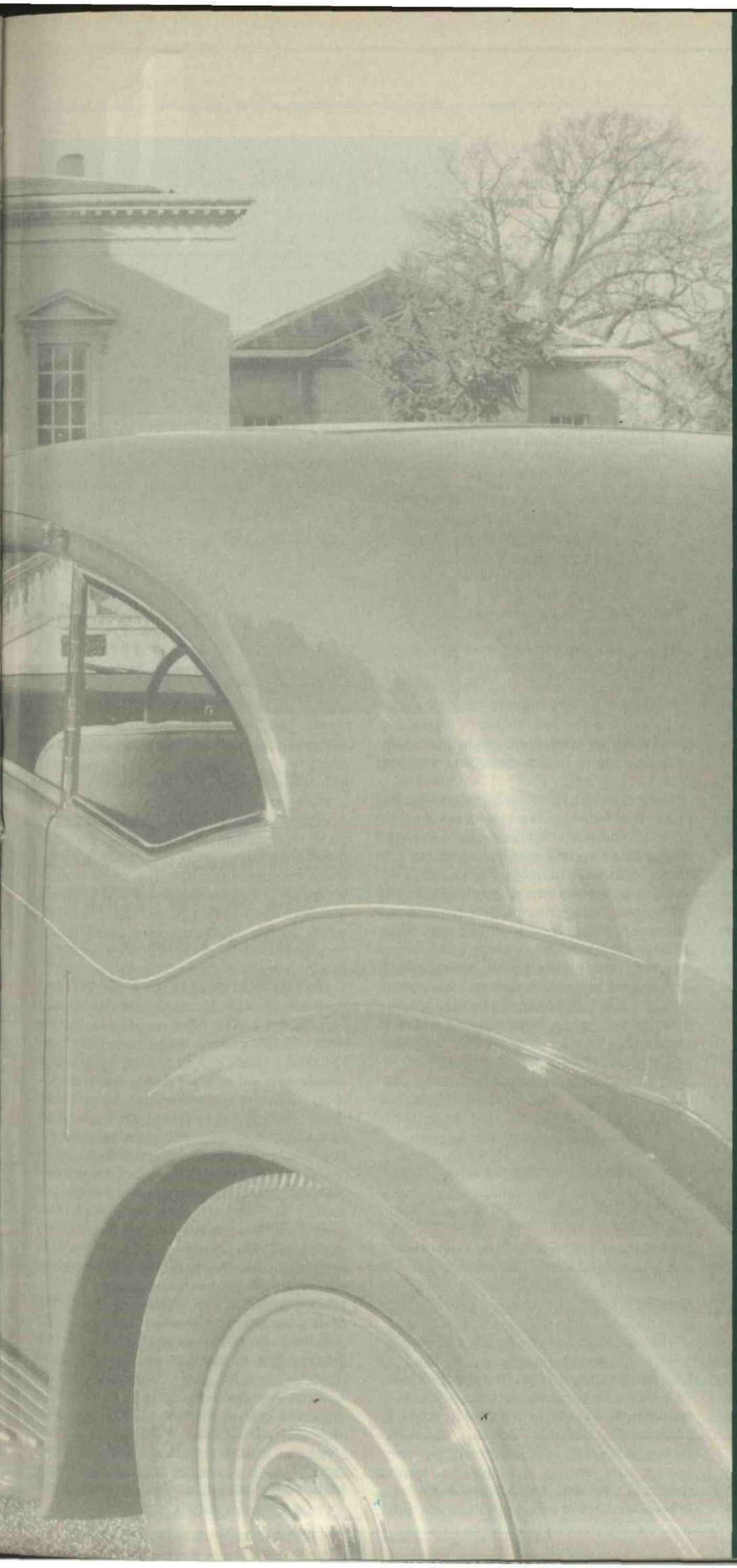
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Continued from page 231

or less.

The first stage after the Valence departure was over the Col de la Fayolle, a familiar alpine pass but using an changed route between St Pierreville to Antraigues. It was here that the stewards first made it known that the new rules were not entirely acceptable, for they authorised supplementary tyre changes between this stage and the next, using tyres marked in advance. What an unnecessary complication!

Spins, misfires, cold tyres, stalls, even punctures; all came to worry drivers in this first special stage, when nerves were at their most tense. But over this test, largely dry or damp, with just the odd ice patch, it was Scotsman McRae who made best time, from Sainz.

The next was from La Souche to the Col de Chavade, also in the Ardèche, which was largely damp but with slush and snow on the higher parts. By this time, both Auriol and Kankkunen were complaining about their engines. It seems that they were fine on twisty sections, but not so good on straighter parts where higher speeds and rpm were needed. McRae had a mishap here when he lost his initial lead by going off into the snow and losing about two minutes. Ragnotti lost his front bumper when he went over a snow bank, whilst Jean-Claud Andruet, the former Alpine driver, discovered what it was like to see the world from an unusual Mini angle. He put his Rover Mini upside-down, but nevertheless continued.

The third stage was up to the plateau from Burzet, one of the most infamous of the event's stages. It did not return to the town, as it has done in the past, but turned left at Lachamp Raphael and finished at St Martial. Initially dry, it soon gave way to patchy snow, ruts, frozen slush and snowbanks. Delecour took a chance by using intermediate (unstudded) tyres and found he was losing traction, especially uphill. Undoubtedly, he had been thinking of what was best for the following stage, for no service was allowed between. Others played safe and used studded tyres, whilst many were seen destudding their tyres after the stage, in preparation for the comparatively dry run from Freydaparet to Louveton.

It was after these two stages that drivers first began to complain about having to work themselves on their cars. Destudding of tyres was a major source of complaint, although some people took it in their strides. Others, with less experience, winced and bickered.

This was also the first place, on the well known stage which starts and finished in the little hamlet of St Bonnet-le-Froid, that crews encountered snow thrown on to the road by spectators, a common occurrence on this event which every competitor should expect. Auriol very nearly went off, whilst Delecour got such a fright that he slowed appreciably afterwards. Ragnotti lost about five minutes when his engine cut. He promptly changed his car's black box and continued.

Delecour had trouble starting his engine, and it was quite ludicrous that the car had to be pushed only by his lady co-driver while many others, including mechanics, looked on. Had it been in a stage, anyone could have dived in to help without any problem at all.





Despite a pre-event shunt, Jean Ragnotti (above right) managed seventh. Four in a row: Isolde Holderied (below right) took the Ladies' prize again, only narrowly losing the Group N trophy.

After his mishap on the second stage, McRae had been told to keep a reasonable pace, but he nevertheless made best time, even though he had made no notes at all. When he arrived there during his recce, a blizzard prevented any access.

After the stage looping around from Lalouvesc, Sainz led by 44 seconds from Delecour when they got back to Valence. "But I am not the winner yet; anything can still happen," was the Spaniard's comment. Mäkinen had been troubled by misted windows whilst Aghini went straight on at a junction, and hit a spectator who then had to be taken to hospital with a broken leg.

At Valence that evening, the leading pair were followed by Mäkinen, Auriol, Kankkunen and Thiry, in that order, with just one second separating the last two.

Before the restart, the stewards issued a bulletin proclaiming that, at refuel points, refuelling crews were authorised to carry out the de-studding of tyres, if required. No doubt some complaining competitor had shown them his blisters! The question we ask is is a simple one; why make a rule if it has to be rescinded almost immediately? Surely it is better to take more care and time to impose sensible rules in the first place.

The next day, Auriol was still troubled by a lack of power on the stage from St Jean-en-Royans, whilst Thiry proclaimed that he was not happy on snow. "You may not know it, but this is the first time I have competed on the stuff." Schwarz hit a bank, damaged his right rear suspension but continued after fettling it himself. A former mechanic, he was not among those who complained about getting their hands dirty!

Ragnotti and others lost time when their studs were degraded on the early dry part, before they got to the snow where those bits of metal were really needed.

Later, when Auriol and Kankkunen continued to complain that their engines were down on power, Toyota senior man Maurice Guaslard suggested that "The small restrictor might be suffocating the turbo." He could well have been quite right, of course, and it is rather unfair that the smaller restrictor should have been imposed upon teams after they had developed their engines.

Over the Col de l'Arzelier, close to St Barthélémy, Auriol's front tyres wore out very quickly and he discovered later that his front tracking had been out of line. Kankkunen bent a strut, whilst Thiry lost a couple of minutes after diving into a snowbank. Schwarz lost a huge chunk of time, some seven to eight minutes, after a mishap which left him with his right rear wheel flapping, whilst Sainz chose the wrong tyres and promptly lost 39 seconds to Delecour.

Next came a new stage over the Col de Menée. This was largely snow-covered but crews had to chose tyres which would serve them for both this stage and the next, which was relatively dry, and again destudding was much in evidence between the two. Liatti's comment was, "It's useful to have done a mechanic's course." Delecour said that his engine was fine on snow, but not so good on fast, dry sections, perhaps another result of the turbocharger intake restrictor. Andruet went no further than this one, going off after a steering ball joint broke. Ragnotti also lost some time off the road, whilst Delecour, now in a 2s lead, delighted the crowds when he had to change his front brake discs himself, instructed by mechanics as he proceeded.

Destudding was also much in evidence after this stage, but the Subarus were in trouble here because the studs simply refused to be prised from their Pirellis. They are kept in by a very efficient adhesive. Among the Michelin men, the most important tool was a pair of pliers!

There were some ice patches over the Col de Perty and the Col St Jean, but not so much as to warrant the warnings given to Delecour by his ice note crew. He consequently slowed, but said afterwards that he could easily have gone faster. The result was that he lost the lead to Sainz, by five seconds.

Mäkinen had to fumble to reconnect his intercom after it became unplugged, whilst Auriol said that he was so down on power on the straights that he had time to chat to his co-driver.

The next stage was the familiar one high over the mountain overlooking Sisteron, across the Col de Fontbelle and finishing at Thoard. Again the surface was mixed, and ice note crews had their work cut out to be precise about conditions. Liatti lost nearly half an hour, and his windscreen, by going off on an ice patch whilst, Ironically, his team-mate McRae soon joined him off the road. Liatti managed to get going again, but McRae's car, though not badly damaged, was well and truly stuck and was going nowhere for the time being. Ragnotti lost more than a minute off the road.

"Gone are the days when pitched battles broke out between the Italians on one side of the road and the French on the other"

Thiry made the best time on this stage, having used studded racing tyres. Delecour used studded racers on the front and unstudded racers on the rear. He took 56s longer than Thiry to complete the stage! But Sainz extended his advantage even further, and when the rally arrived at Digne his lead over Delecour was 26s. Mäkinen was another 42s behind, whilst Kankkunen was all of another 2m 23s back, just 2s ahead of his team-mate Auriol.

Three stages remained, on the Wednesday morning, before cars got to Monaco. Various mishaps happened, but positions remained unchanged. Bugalski had his throttle cable jam and had to stop several times to release it.

Various servicing jobs were done just before the Monaco arrival. The happiest man at the arrival seemed to be Mäkinen who said that, apart from hitting a rock on one stage, he had not made a single mistake, not even with tyre choice. It was rather a pity that when his team removed his clutch and gearbox, they changed the former but refitted the same gearbox. It seemed to be fine at the time, but later they had cause to regret this.

Although rallies nowadays seem to be confined to daytime, the Monte still keeps its tradition of running the final leg at night, the "Mountain Circuit", as it used to be called when it tackled three stages twice each. Nowadays, it's once each, and the "Night of the Turini" is over quite quickly since cars pass that way but once.

Nevertheless, the Turini is a tremendous attraction and the crowds still assemble there several days in advance. Gone are the days when pitched battles broke out between the Italians on one side of the road and the French on the other, but spectators are still seen carrying shovels and there is invariably much more snow on the roads when competitors arrive than when their ice-note crews went through.

Several cars went off the road as a result, and even Kankkunen spun, hit something hard and put his left rear wheel out of line. After the stage, he had to work hard himself to fettle the damage, since service was not allowed between that test and the next one to the top of the Col de la Couillole. With limited tools, he managed the job, instructed and encouraged all the way by watching mechanics, but nevertheless had to start the next stage with his car in less than perfect condition.

Schwarz had his rally come to a sad end when he stopped with a blown engine after his cam belt came off, whilst Auriol damaged his front left wheel after sliding on ice and hitting a rock face. Thiry also hit something but continued. Certainly the Turini was living up to its reputation as a great provider of incidents and a great spectacle.

The next test used to run from St Sauveur over the Col de la Couillole all the way to Beuil, but this time it stopped at the top, presumably because competitors had complained in advance that they were not too keen on the downhill bit.

Bugalski did not get as far as St Sauveur. He put his Clio off on a tricky part of the road section, broke a wishbone and promptly retired.

By this time, Sainz seemed to have an unassailable lead, barring accidents, although Delecour caused something of a murmur when he accused the Spaniard of using illegal, hand-cut tyres. We must say that we saw no evidence of this whatsoever. The Frenchman went on to say that he was absolutely on the limit everywhere, hitting snowbanks, nudging walls and even finishing stages with his wheel rims covered in nicks, dents and scratches.

Delecour took 3s from Sainz on the Couillole, but it made no difference. The Escort man broke a shock absorber on the next stage up the mountain from Entreveaux and had to tackle the next stage with the car in the same condition. Sainz experienced the horror of having his lights suddenly go out and his engine stop but Moya gave the battery master switch a hefty bang and everything burst into life again. He kept his hand on that switch for the remainder of the stage.

The next one was that nasty road high above the N202 from the Col St Raphael, through Ascros and Toudon to Tourette du Chateau. So nasty can it be, at times, that we recall an occasion years ago when Rauno Aaltonen asked one of his his hard pressed ice-note crews, who had no time to note it properly, to drive it in the reverse direction, the tripmaster running backwards! It worked, and Aaltonen was satisfied. I recall it well, for that ice note crew was Brian Culcheth and myself.

As the rally progressed, Mäkinen found himself with only rear-wheel-drive in his Lancer, and there were immediate regrets in the Mitsubishi camp that his gearbox had not been replaced the previous day. But he survived to finished fourth. Lady Mitsubishi driver Holderied lost the Group N trophy to the Swiss Camandona in his Escort, but she nevertheless got tenth place overall and won the ladies' prize, a creditable achievement.

Subaru start the year well with an outright win, but the questions being mostly asked do not concern team performances and chances. They concern the new regulations. Will they remain? Will they be changed? Will they be modified from event to event like corks on a rough sea? Time will tell. **G P**

Monte-Carlo Rally — January 21-26 1995

1	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	6h 32m 31s
2	François Delecour / Catherine François (F)	Ford Escort RS Cosworth, GpA	6h 34m 56s
3	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, GpA	6h 36m 28s
4	Tommi Mäkinen / Seppo Harjanne (SF)	Mitsubishi Lancer E2, GpA	6h 37m 12s
5	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	6h 39m 18s
6	Andrea Aghini / Sauro Farnocchia (I)	Mitsubishi Lancer E2, GpA	6h 43m 17s
7	Jean Ragnotti / Gilles Thimonier (F)	Renault Clio Maxi, GpA	7h 04m 26s
8	Piero Liatti / Alessandro Alessandrini (I)	Subaru Impreza 555, GpA	7h 09m 54s
9	Philippe Camandona / Georges Creusaz (CH)	Ford Escort RS Cosworth, GpN	7h 13m 01s
10	Isolde Holderied (D) / Tina Thörner (S)	Mitsubishi Lancer E2, GpN	7h 13m 34s

Winning is its own reward

Kenneth Eriksson scored his first WRC success since 1991, but his victory was tainted . . .



Staffan Parmander sat in the car, ashamed to get out, leaving his driver to face the music. Kenneth Eriksson was pinned against the Swedish Rally-winning Mitsubishi by a scrum of television crews and reporters, and the questioning wasn't entirely friendly; even a non-Swedish speaker could see that. Mitsubishi's first and second places, the cream to round off a a triumphant week, had started to curdle.

Team orders had seen to that.

The Swedish revealed Ralliart in all its facets, good and bad. It displayed the worth of a fine team, a good car and talented drivers, but it also laid bare the absence of any sense of direction that has contributed largely to the four-year gap since the team last won a rally in Europe.

In recent years, Mitsubishi's reputation within the sport has dwindled. Even when the Galant VR-4 was at its height, in 1989-91, the car was no more than intermittently competitive and strangely, the arrival of a smaller, nimbler car – the Lancer – has hitherto brought no improvement. While its rivals acknowledge that Mitsubishi is always a potential threat, the fits-and-starts nature of the test programme and Japan's inability to decide whether rally-raids, the Asia-Pacific, or the World Rally Championship are its priority, had gradually reduced the team to the status of also-ran. After a miserable 1994 season, when engineers and drivers between them failed to resolve a complicated and unreliable transmission system, there were rumours that the team might not even try to pursue the World Championship.

Extraordinary as it may seem, the same doubts continue to apply. The Lancer's competitiveness has been transformed since the arrival of a new, hungry driver in Tommi Mäkinen and a new approach to testing, under which Lasse Lampi, the team's test driver, has assumed a much larger degree of responsibility, yet the chances are that the works GpA cars will not appear in Portugal.

Even the Swedish victory may go largely unexploited. Not all World Championship rallies are created equal and, in Japanese eyes, the Swedish is one of the less prestigious rounds. Accordingly, there was no Japanese presence beyond the odd electronics engineer and no PR presence whatsoever. To say that a crushing display of superiority by the drivers and the nuts-and-bolts men caught management napping would be a gross understatement.

Aside from the Ivory Coast, Mitsubishi hasn't taken first and second places on a World Championship rally since many of its current mechanics were in nappies and the team could perhaps be forgiven for being a shade rusty on the thorny question of handling team orders. No one likes them of course, but they are a necessary evil. The best comparison might be a tactical declaration by a cricket team when one of its batsmen is on 95 not out: should it let him complete his century, or give itself more time to bowl out the opposition? The good of the team dictates the former, just as it requires that two rally drivers shouldn't risk their machinery by fighting each other when

As usual, the Favorit won.



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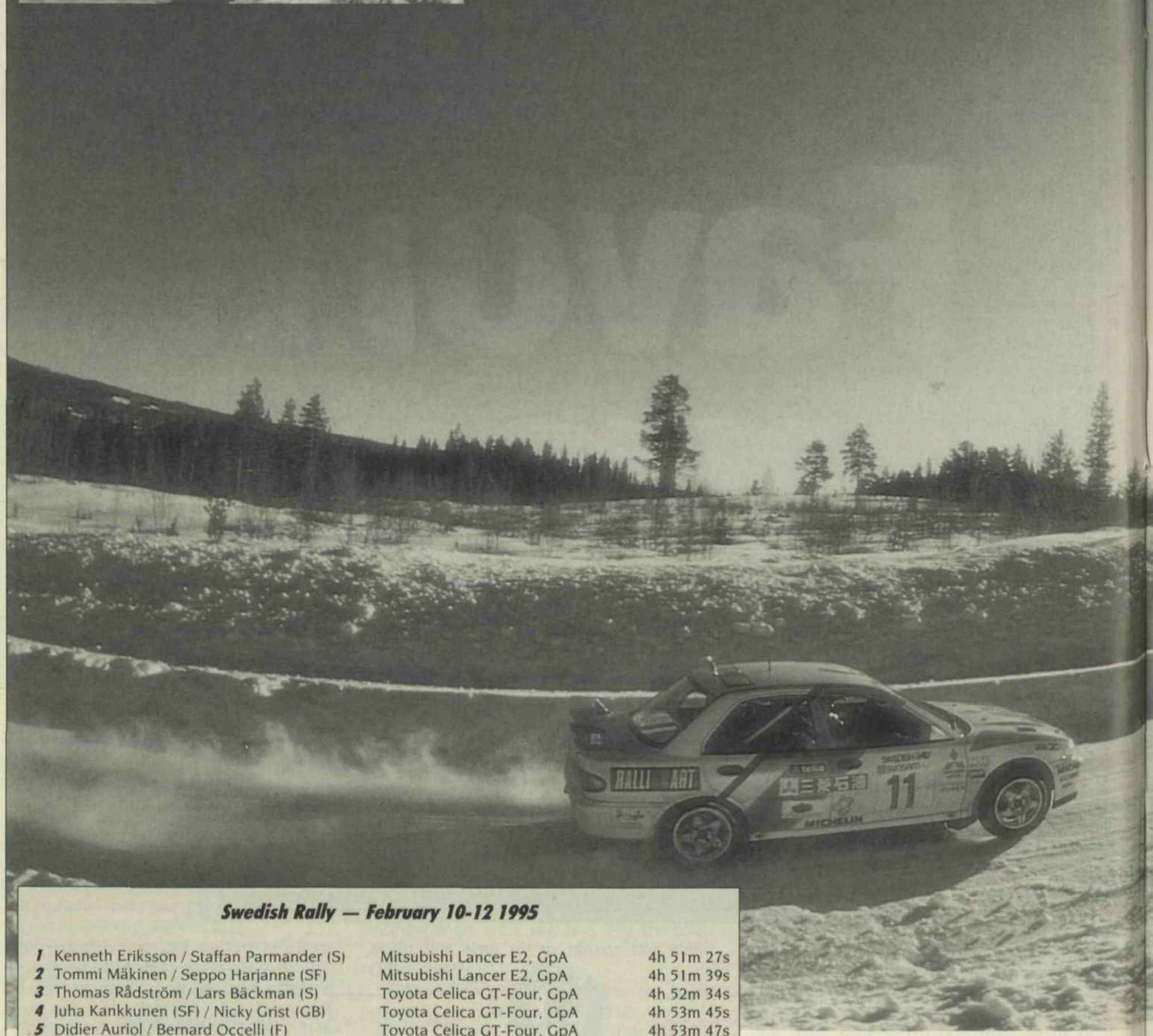
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Part of the Volkswagen Group

*The Favorit Flairline starts with the LXiE at £5,998 on the road including all delivery charges, number plates, petrol and 6 months road tax. All prices correct at time of going to press. UK mainland only.





Swedish Rally — February 10-12 1995

1	Kenneth Eriksson / Staffan Parmander (S)	Mitsubishi Lancer E2, GpA	4h 51m 27s
2	Tommi Mäkinen / Seppo Harjanne (SF)	Mitsubishi Lancer E2, GpA	4h 51m 39s
3	Thomas Rådström / Lars Bäckman (S)	Toyota Celica GT-Four, GpA	4h 52m 34s
4	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, GpA	4h 53m 45s
5	Didier Auriol / Bernard Occelli (F)	Toyota Celica GT-Four, GpA	4h 53m 47s
6	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	4h 56m 58s
7	Stig Blomqvist / Benny Melander (S)	Ford Escort RS Cosworth, GpA	4h 58m 16s
8	Tomas Jansson / Ingemar Algestedt (S)	Toyota Celica GT-Four, GpA	4h 59m 29s
9	Armin Schwarz / Klaus Wicha (D)	Toyota Celica GT-Four, GpA	5h 01m 12s
10	Kenneth Bäcklund / Tord Andersson (S)	Mitsubishi Lancer E2, GpN	5h 04m 11s

World Rally Championship points after two of eight rounds

Drivers: 1 Mäkinen 35; 2 Kankkunen 22; 3 Sainz and Eriksson 20; 5 Delecour 15; 6 Thiry 14; 7 Rådström 12; 8 Auriol 8; 9 Aghini 6 etc. Makes: 1 Mitsubishi 100; 2 Ford 75; 3 Toyota 71; 4 Subaru 46.

Tommi Mäkinen (main picture) made his feelings about team orders patently clear. Thomas Rådström (inset top) eclipsed Toyota's established stars Kankkunen (top right) and Auriol (above right). Bruno Thiry (right) maintained his consistent form.





the opposition is well and truly beaten.

Applying team orders was the right decision, then. One can argue as to whether Mäkinen should have been given the nod at the expense of Eriksson, but the real mistake was to keep the matter secret until the rally was virtually over. By doing so, Ralliart allowed Mäkinen to take the lead and "beat" Eriksson by what seemed like a convincing margin until the final stage, thereby turning relations between the drivers, rather than Mitsubishi's superiority, into the headline issue.

Things have got to change, and they will. The arrival of Phil Short, until recently the team manager at Toyota Team Europe, ought to stiffen the Ralliart management team, but Short is unlikely to find a great deal that needs changing in Rugby. At a time when the World Rally Championship is trying, slowly and painfully, to transform itself into a slick, media-friendly package at least comparable to Grand Prix racing, he needs to convince Japan that the sport merits whole-hearted commitment – or none at all.

D K W



Questions, questions

"Is crash. Is frightening. Is fast. Is funny." Giampiero Simoni's grasp of English may be marginal but no one bettered the young Alfa Romeo driver's summation of the British Touring Car Championship. It may not be motorsport for the purist, but I defy anyone to dismiss it as being dull – 40,000 spectators at Oulton Park and nine participating manufacturers can't all be wrong.

True, the series has taken a couple of knocks recently: Alfa Corse and Team Schnitzer – the champion teams for the past two seasons – have left for pastures new, as has Nissan, and Audi knocked its British plans on the head to concentrate on the German and Italian series, but the BTCC remains the most varied – if no longer clearly the most competitive – touring car championship in the world.

In have come Williams, Derek Warwick, Johnny Cecotto, David Brabham, Kelvin Burt, Prodrive, Toyota Team Europe, Honda, a Volvo saloon and wings, to provide plenty of talking points and, thankfully, no obvious pre-season favourite.

It's not for nothing that the FIA has dumped the formula's down-in-the-mouth nomenclature of Class 2 for the more upbeat, Saatchi-ism – Super Touring.

Twenty-five races with all scores to count, no room for error or rest in qualifying as each session will provide for a separate grid for the double-header races, uncompromising tactics, evenly matched cars and yawning gravel traps – to win the BTCC will require a slice of luck, a healthy dose of skill, and a *soupçon* of a car advantage. But who will rise above this colourful, harum-scarum scrum? Alain Menu. Or Paul Radisich. Or Cecotto. Not forgetting John Cleland, Rickard Rydell and Warwick. That's as far as my neck sticks out I'm afraid.

Williams, which has taken over the running of the Renault Lagunas, and Warwick, whose first season of touring car racing this will be, will undoubtedly hog the early headlines, but both parties would prefer a low-key entrance as each knows that the first half-dozen races will be vital. For if a pattern has emerged over the last couple of seasons it is that if an individual is to possess an advantage in this nip and tuck series, it is more likely to be in April and May than in August and September. Both Joachim Winkelhock and Gabriele Tarquini grabbed an early lead and held onto them to secure the 1993-4 driver titles. And to this end, winter testing has stepped up markedly during the off-season so that three sessions per week is now approaching the norm for many leading teams.

But time is always short in motor racing, and the bulk of the teams were hard pushed to hit the first deadline of the year – February 14 – by which time an exact copy of the rear wings and front spoilers they intend to use throughout 1995 had to be in the possession of the FIA in Paris. Yet the new Honda Accord hadn't turned a wheel before this date, while the Laguna's singleton run in its winged form – on February 13 – had been marred by rain.

The new aerodynamic regulations – designed to prevent the bickering that marred last season – provides the biggest question mark over the forthcoming season. All cars will be allowed to run wings, front and rear, of a size fixed by the FIA, even if the corresponding road car is not so similarly well hung. This was the only way of controlling such appendages, and as the bulk of the manufacturers are still concerned that the race cars should visually bear close relation to those sold in their showrooms, this was vital. But what works in the wind



tunnel may not perform on the track, especially on such an unstable platform as a touring car, and for many the mid-February deadline provided a last-minute panic. Therefore, I can guarantee a few sleepless nights for aerodynamicists around the world until their calculations have a chance to prove themselves in anger.

But the joy of this championship is its unpredictability; the firmest of favourites can easily find himself embedded in the nearest available gravel trap. However, I will predict that after six races – if not sooner – teams will have decided on which of its men to push, while the other will be asked to perform a holding role. But who will carry these torches?

Menu should be Renault's leading light. He's a star in qualifying and brilliantly fast on cold tyres. For Ford I prophesy it will be Radisich. The two-times World Cup winner ended last year as the man to beat in his wingless Mondeo, which bodes well for this. Cleland will be Vauxhall's man. The Scot is a fearsome competitor who, like Radisich, will benefit from wings for the first time in 1995. His Cavalier will be in its sixth season of racing, but Ray Mallock's superb suspension has breathed new life into the design. Rickard Rydell proved he was major talent last season with his handling of the unwieldy 850 estate, and it is inconceivable that TWR could come up with such a run-of-the-mill car for two seasons in succession. Many pundits consider Johnny Cecotto to be the best of BMW's coterie of star drivers, and if it wasn't for the fact that both he and the relatively new BMW Motorsport International Team were new to the BTCC, the curly haired Venezuelan would have my definitive vote. As for Warwick I have a gut feeling that the former F1 man will be on the pace from the off as the door-handling should hold no fears for an ex-World Stock Car Champion. But will the excellent Prodrive team benefit from the win-or-bust backing that saw the works Alfa Corse outfit sweep the board in 1994?

Can TTE's involvement improve the Carina's fortunes? If an improved chassis puts Julian Bailey somewhere on the first three rows, his dicing prowess would make him a threat for victory. The Peugeot 405 Mi16 had the aerodynamics of a breeze-block in 1994, yet it allowed the spectacularly fast Patrick Watts to secure three podium finishes. Kelvin Burt will partner Radisich at Ford. He's been successful at every stage of his career, but will he be running scared as a poor season in touring cars could put the tin-lid on his Formula One aspirations? If David Brabham can prevent Cecotto from dominating the team, as is his wont, will the Aussie be a threat for wins in his first season of touring cars? For sure, Warwick will have his work cut out to beat his young teammate, the maturing Giampiero Simoni, and former champions, Tim Harvey and Will Hoy, are both capable of winning races for Volvo and Renault respectively. What am I saying? *They* could just as easily carry their new teams' torches. Will Volvo and the fledgling Honda benefit from exclusive contracts with Dunlop and Yokohama? Will Michelin overstretch itself by supplying the rest?

Questions. Questions. And very few answers. But isn't that the fun? Don't answer that.

PTF







Derek Warwick joins Alfa (top). Johnny Cecotto (above left): BMW star. Ford (above right) keeps Radisich, gains Burt. Below, the venerable Cavalier will be revived by its wings package and new suspension. Inset, David Brabham makes his BTCC debut.





Miami advice

Who is well placed to win IndyCar races this year? And who will be in charge of the show 18 months hence?

After one of the shortest off-seasons in memory, the 1995 PPG IndyCar World Series is upon us. Thanks to the "front loading" of the schedule (moving races to the spring and away from autumn to avoid going head to head with professional football in the television ratings), just 20 weeks elapsed between the chequered flag at Laguna Seca and the green flag for the start of practice at Miami on March 3.

Testing, which normally didn't get underway in earnest until after January 1, has been going full tilt since Thanksgiving and virtually all of the prime vacancies have long been filled, with just a few supporting roles still open.

So, who will be the featured players in this year's 17 act play?

Marlboro Penske Racing will be centre stage, literally and figuratively. Last year, they won 12 of 16 races, finished five of them 1-2-3 and finished 1-2-3 in the championship. Imagine what they're capable of in 1995 running just two cars without the distraction of testing and developing a secret new engine for Indianapolis. Already a seminal talent, Al Unser Jnr truly came into his own last year and there's no reason to believe he won't be an even more formidable force in 1995. And though it may be fashionable to discount Emerson Fittipaldi as over the hill, the Brazilian is still capable of winning races.

Look for a revitalised Newman/Haas Racing in 1995, thanks to the arrival of Michael Andretti and Paul Tracy – not to mention the departure of Mario Andretti and Nigel Mansell. Although Mario could still run up front on his day, those days got fewer and further apart as the 1990s progressed, while Mansell's magical 1993 season was but a prelude to last year's nightmare. In Andretti and Tracy the team has two drivers who don't know how to drive at less than 11/10ths, and though there may be some friction between them, it'll be a day at the beach compared to 1994's Mario/Nigel jihad.

Likewise, Rahal/Hogan Racing will be rejuvenated thanks to what is expected to be their first competitive chassis/engine package since 1992. Bobby Rahal is keenly aware that time is marching on and will be more determined than ever this year. Likewise, Raul Boesel knows it's now or never. In terms of experience, desire and compatibility, they could be 1995's strongest pairing.

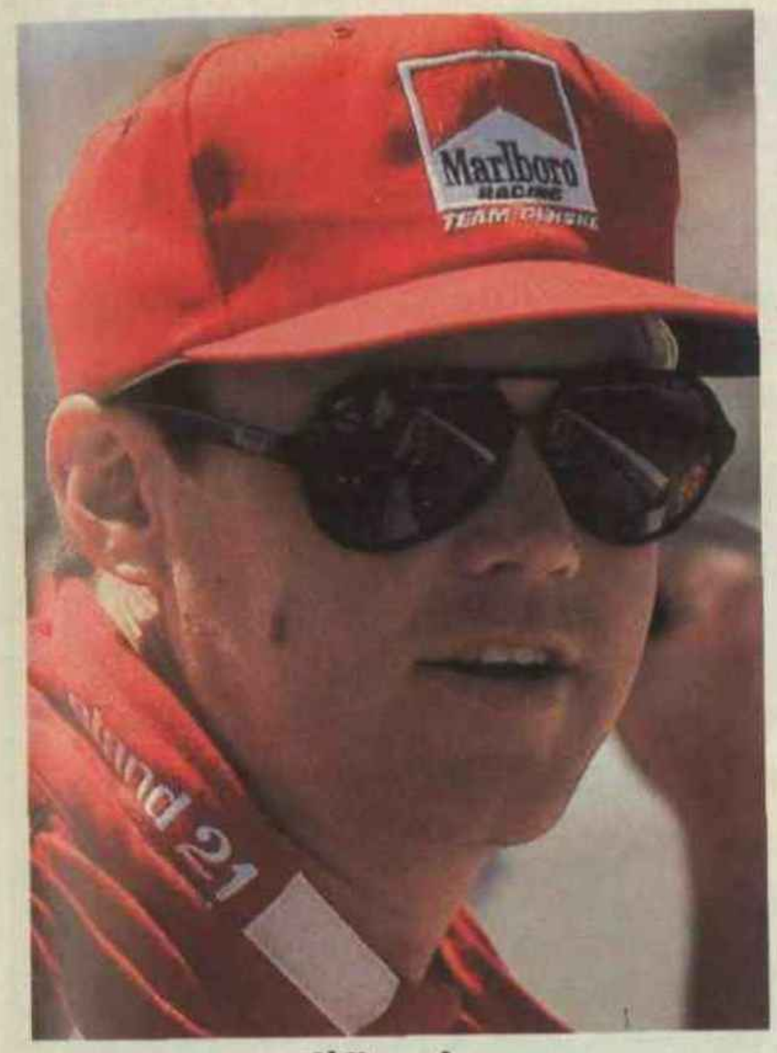
Although the 1995 PPG champion is most likely to come from one of those three teams, they're not the only contenders. And it certainly doesn't follow that Penske, Newman/Haas and Rahal/Hogan will keep the wins to themselves. Indeed, an argument could be made that there are nearly as many potential winners in 1995 as there are races. . .

Jacques Villeneuve and Team Green will be an even stronger force than last year, while Robby Gordon is poised to join the winning ranks in his sophomore season with Walker Racing. The recent departure of team engineer Tim Wardrop is a concern, however. Meanwhile, Bryan Herta and Jimmy Vasser form a young – and potentially powerful – pairing for Chip Ganassi. The same could be said of the potency, if not the age, of Danny Sullivan and Mauricio Gugelmin with the revamped PacWest team.

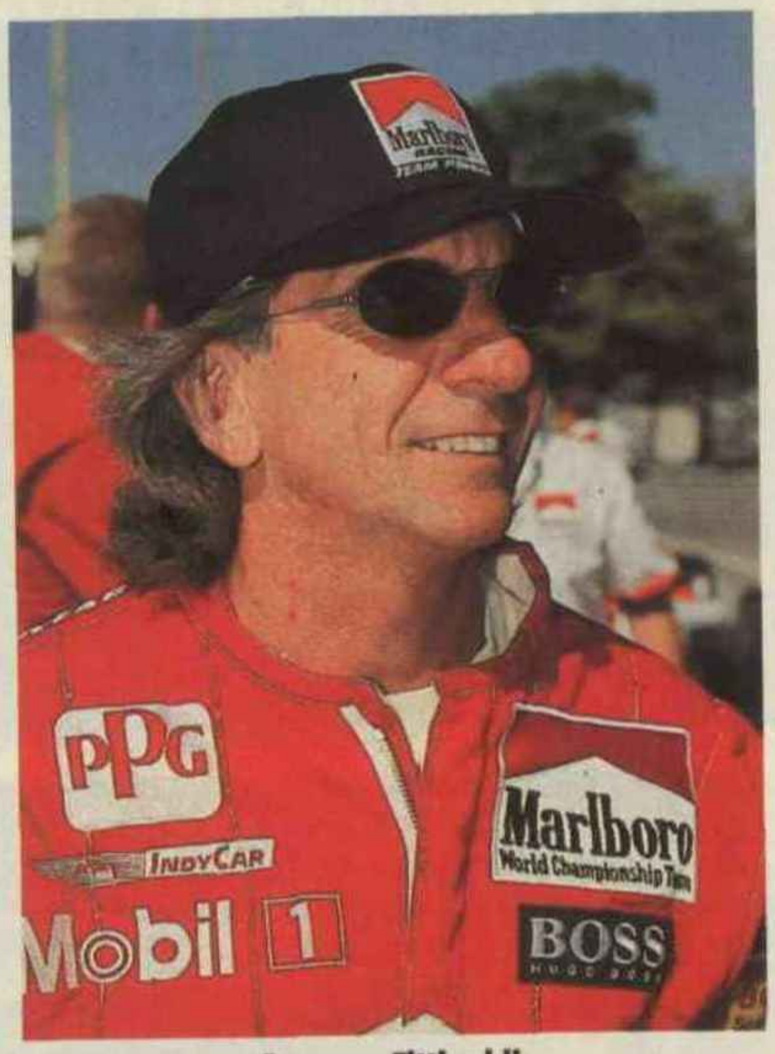
Not far behind that bunch come Adrian Fernandez and Galles Racing, despite the fact that the team switched chassis (going



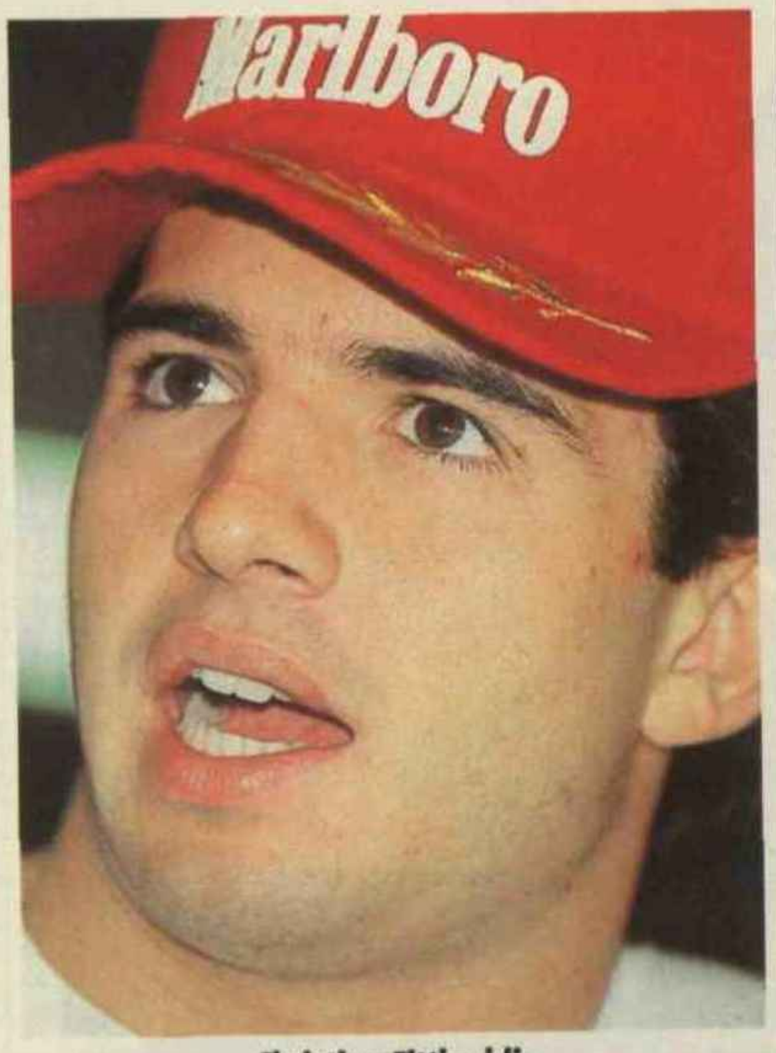
Paul Tracy, half of the pairing which should revitalise Newman/Haas Racing.



Al Unser Jnr.



Emerson Fittipaldi.



Christian Fittipaldi.



Jacques Villeneuve.



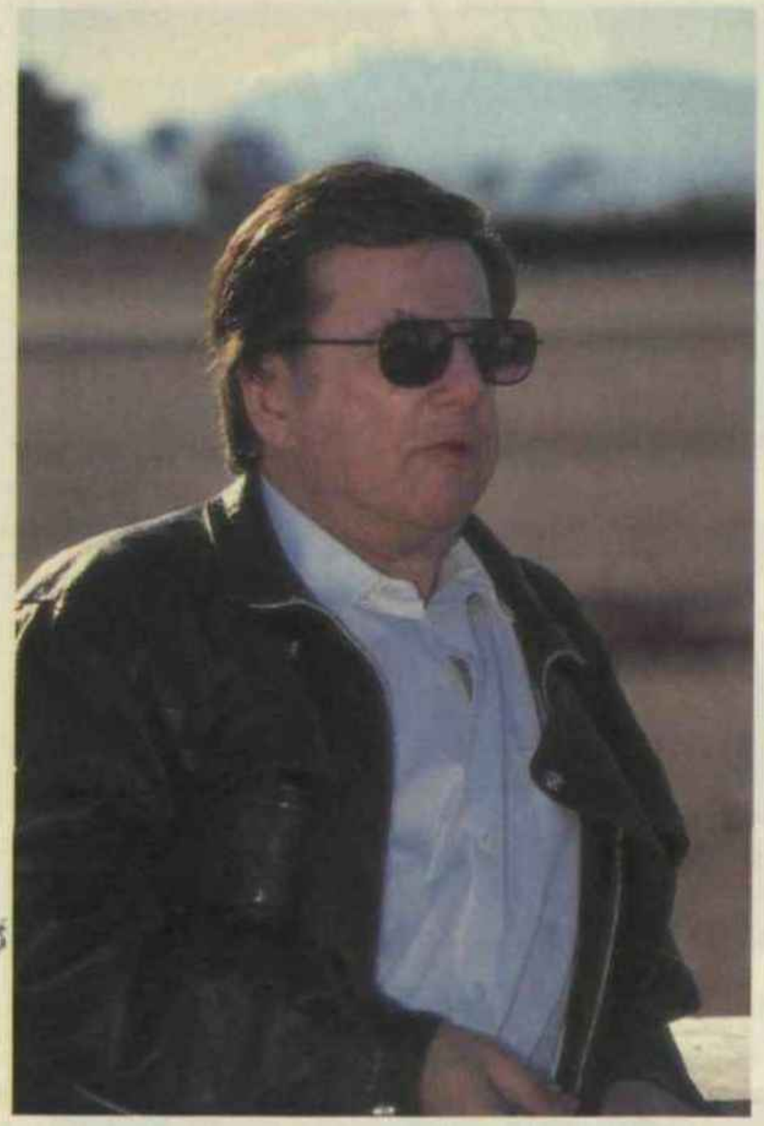
Bobby Rahal.



Michael Andretti.



Robby Gordon – poised for good things.







Carl Haas, above, is banking on Lola's return to form this year, though the trend has been to switch to upstarts Reynard, right. Dick Simon, too, will stick to the Huntingdon outfit to propel Eliseo Salazar, top.

from Reynard to Lola) for the fourth straight season. Stefan Johansson and Bettenhausen Racing will have a couple of last year's Penske PC23s at their disposal while Teo Fabi will be driving for a reborn Forsythe Racing this year with engineering help from Robin Herd & co. And IndyCar racing's odd couple – AJ Foyt and Eddie Cheever – will give it a go for the full season after their shotgun marriage in mid-1994. Then there are the three new boys from Brazil – Gil de Ferran, Christian Fittipaldi and Andre Ribeiro. De Ferran has been impressive in winter testing with Jim Hall's improving team, but F1 refugee Fittipaldi will have his work cut out getting acclimatised to IndyCars and ovals having signed with Walker just a month before Miami. In contrast, Ribeiro couldn't have asked for better circumstances in his rookie season. He'll be driving for a top notch team – Tasman – in its first season, with Honda engines and thus will be under no particular pressure to win races.

There will be plenty of pressure on IndyCar's other "new" team – Patrick Racing. All eyes will be on Firestone's headliner team and Scott Pruett knows full well this is his last (and best) chance to silence those critics who maintain he is a sedan specialist, not an open wheel driver.

In fact, IndyCar racing's first tyre war in 20 years promises to stand the sport on its ear. Though IndyCar and USAC are taking steps to limit the tyre companies to two compounds for each race weekend, tactics in practice, qualifying and in the races will be affected, perhaps dramatically. Will some teams qualify on soft tyres in order to start up front, then make a relatively early first pit stop in the hopes of staying there? And will late race full course yellows see some teams gamble on a stop for soft rubber in the hopes that it will more than offset the loss of time and track position?

And the pressure will really be on Lola in 1995. Apart from a fortuitous win at Michigan last year, the Huntingdon-based marque was shut out of the win column even as upstart competitor Reynard notched three hard-earned wins in its rookie season. And the line-up for 1995 shows Lola's customer base has shrunk to Newman/Haas, Rahal/Hogan, Galles, Patrick, Simon and Foyt while Reynard counts Ganassi, Green, Forsythe, Hall, Walker, PacWest, Tasman and Comptech. One need only look back to the 1993 season – when all but Penske and Bettenhausen ran Lolas – to understand what a second straight sub-par season would mean to Lola.

Though Honda has clearly made some gains with its existing cast iron block engine – and a new aluminium block is slated to debut at Nazareth – with just Tasman and Comptech as customers, Honda faces an uphill climb in 1995. Thus the PPG title will be decided between Ford/Cosworth and Ilmor/Mercedes Benz, as the partnership between Ilmor and Merc grows to a full season deal after going one for one last year at Indianapolis.

By season's end, Ford, Honda and Mercedes may well be joined by Toyota which has been testing since 1993, first an updated version of the old Judd V8 and, more recently, a 2.65-litre V8 of its own design. Toyota has announced its intention to join IndyCar competition, either in late 1995 or early '96, and will do so with Dan Gurney's All American Racers, Juan Manuel Fangio, II and PJ Jones.

But perhaps the single most important drama of the season, will be played out between IndyCar and Tony George's proposed Indy Racing League. Indeed, if the engine manufacturers are going to have any realistic chance of designing, developing and producing engines along the IRL's 2.2 litre formula, the team owners will have to decide to change IndyCar's engine rules in the very near future. No later than March or April, to be exact.

Should they opt to keep the 2.65-litre formula, the team owners will have drawn a line in the sand which could trigger the mother of all automobile racing political wars, given that USAC has already announced the 1996 Indianapolis 500 will be conducted according to IRL rules. Perhaps there's a compromise available here, one that would see – for example – IndyCar adopting the IRL engine rules but keeping its current chassis regs. Or, since it is true that every serious team buys new chassis every year, perhaps it would make more sense for a compromise to be IndyCar agreeing to IRL chassis rules (which reduce downforce without going the full bore "flat bottom" route) and IRL agreeing to stay with the current 2.65-litre formula.

In the absence of a compromise, the coming 18 months will see a struggle which will ultimately determine where the real power in IndyCar racing lies: with the team owners or the Indianapolis Motor Speedway. It may be a difficult stretch for all concerned, but on the other hand, perhaps the sport will be better off if the issue of who's in charge is settled, once and for all. **D P**

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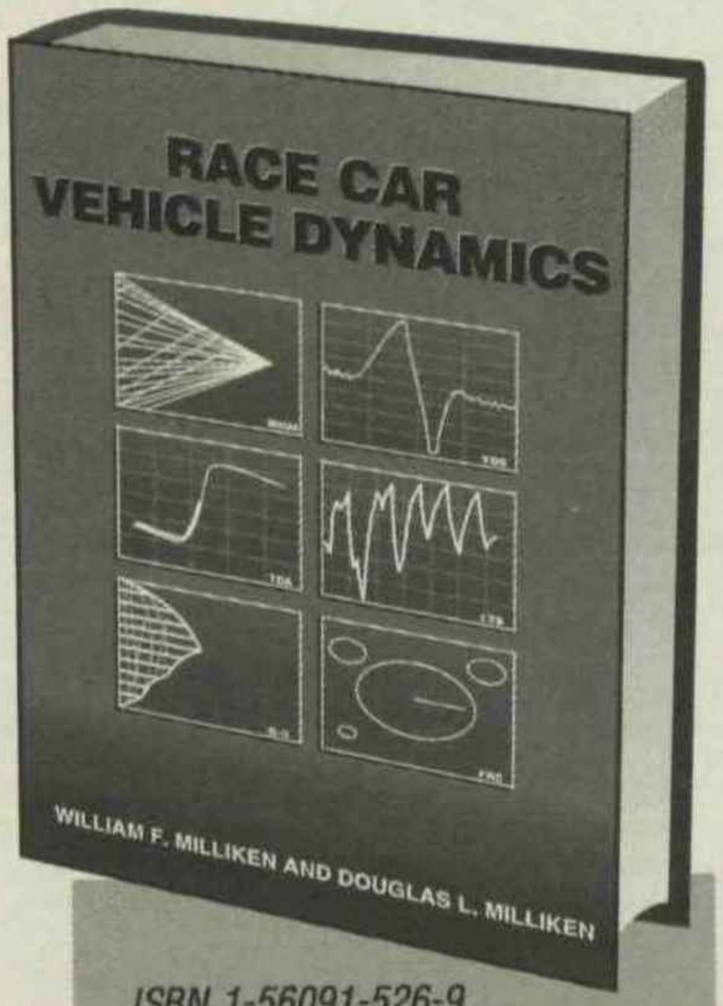
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The hares and



A late regulation change led to the Porsche factory withdrawing from the Daytona 24 Hours in something of a huff. It didn't prevent Stuttgart winning in the face of a fierce Ferrari armada, however...



the tortoise

Unbeknown to the organisers, IMSA's 24-hour Daytona enduro was scripted in Hollywood. Actor Paul Newman, just turned 70, teams up with NASCAR ace Mark Martin to drive a Jack Roush Ford Mustang which wins the GTS category for the 10th time in succession.

Porsche bosses, hoping for their 19th victory, storm out in disgust when IMSA change the rules 10 days before the event. Mario Andretti, their star driver, turns down a mega-buck offer to appear in a Ferrari instead. "I've got my pride," he tells friends.

The four Ferraris all lead at one time or another, but are not ready for a 24-hour contest and fall victim to engine problems. A Kremer K8 driven by Englishman Tiff Needell blows a rear tyre on the banking and lands near the feet of owner Franz Konrad.

The yellow tortoise, the unsponsored Kremer team Porsche K8, gives the Cologne team their first big victory for 10 years. Brothers Erwin and Manfred Kremer dissolve into tears, while Porsche's management offers congratulations through gritted teeth.

Asked if he will give the works Porsches a break, enabling them to run at Sebring in March, IMSA director Mark Raffauf replies: "Heck, they'd all like a break, wouldn't they?" Then ventures that while the power levels of turbo engines should be pegged at 460 bhp, "we might look at the weights again. . . Sebring is a really bumpy track where weight matters."

Herbert Ampferer, acting motorsports director at Porsche, says the Daytona result is not the real bottom line. "At half distance, 12 hours, the Ferraris were first and second and the Kremer Porsche was 11 laps behind. Draw your own conclusions for Sebring. All we ask is for fair treatment."

Rarely has a victory been so sweet for the Kremer team from Cologne. They won the Le Mans 24 Hours back in 1979, a year when Paul Newman was second in another Porsche 935, and they were a little lucky to win the Monza 1000 km in 1985. That was the event stopped when a tree fell across the track midway through the race, a divine intervention if ever there was one.

"Heck, they'd all like a break, wouldn't they?"

A few months later Manfred Winkelhock died in their Porsche 962, and in 1986 there was further tragedy when Jo Gartner died at Le Mans in a Kremer Porsche. These fatalities affected the brothers deeply, but they never gave up the search for the end of the rainbow.

Last season they broke the habit of a lifetime and represented Honda, believing that this was the way forward.

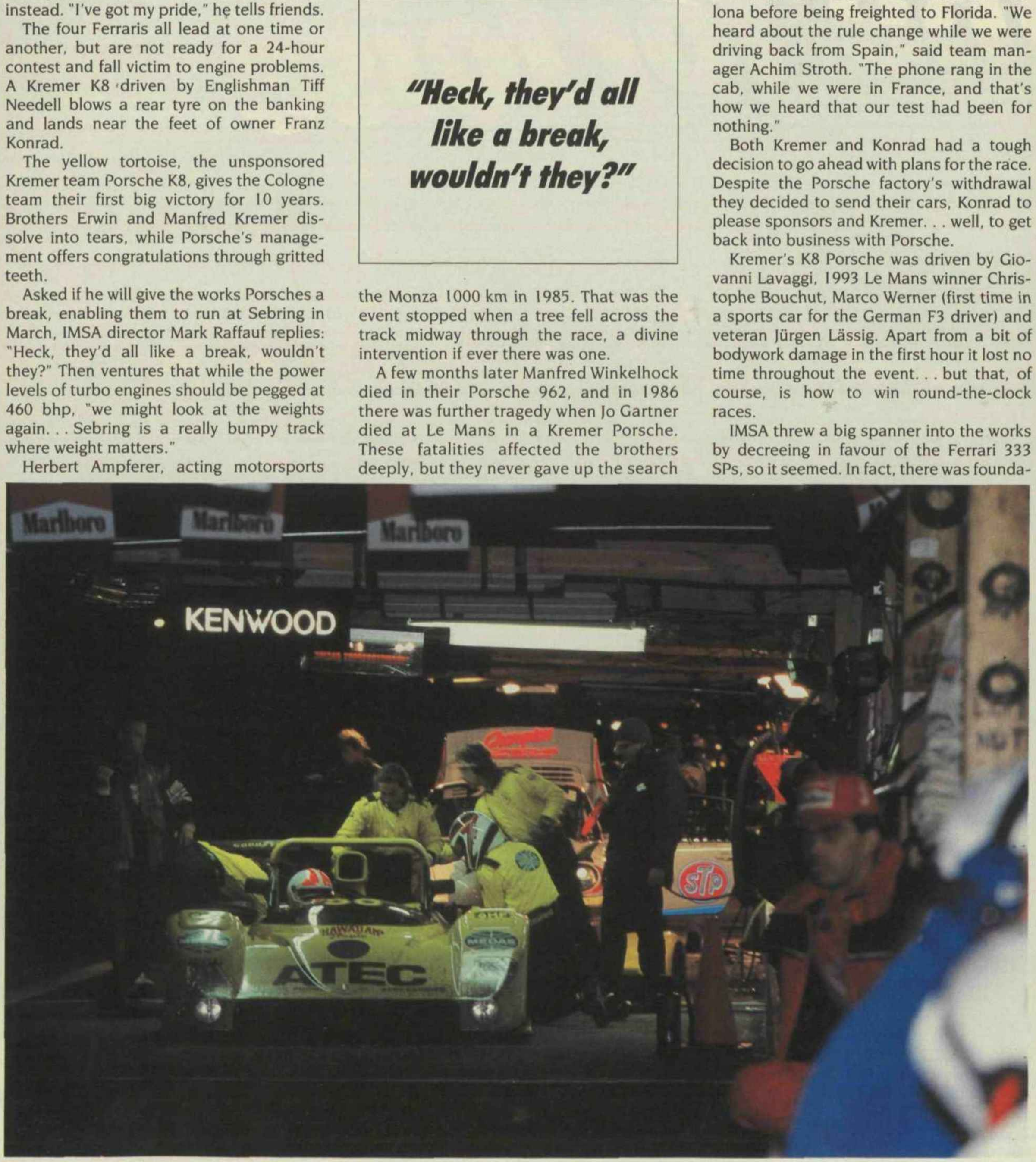
The NSXs were hardly ready for Le Mans, and after a poor showing the relationship broke up, all too soon. Much happier was the Gulf team which ran the Kremer K8 Porsche to sixth place overall in the 24 Hours, pointing the way forward for the Kremers.

The new K8 Porsche was tested at Barcelona before being freighted to Florida. "We heard about the rule change while we were driving back from Spain," said team manager Achim Stroth. "The phone rang in the cab, while we were in France, and that's how we heard that our test had been for nothing."

Both Kremer and Konrad had a tough decision to go ahead with plans for the race. Despite the Porsche factory's withdrawal they decided to send their cars, Konrad to please sponsors and Kremer. . . well, to get back into business with Porsche.

Kremer's K8 Porsche was driven by Giovanni Lavaggi, 1993 Le Mans winner Christophe Bouchut, Marco Werner (first time in a sports car for the German F3 driver) and veteran Jürgen Lässig. Apart from a bit of bodywork damage in the first hour it lost no time throughout the event. . . but that, of course, is how to win round-the-clock races.

IMSA threw a big spanner into the works by decreeing in favour of the Ferrari 333 SPs, so it seemed. In fact, there was founda-



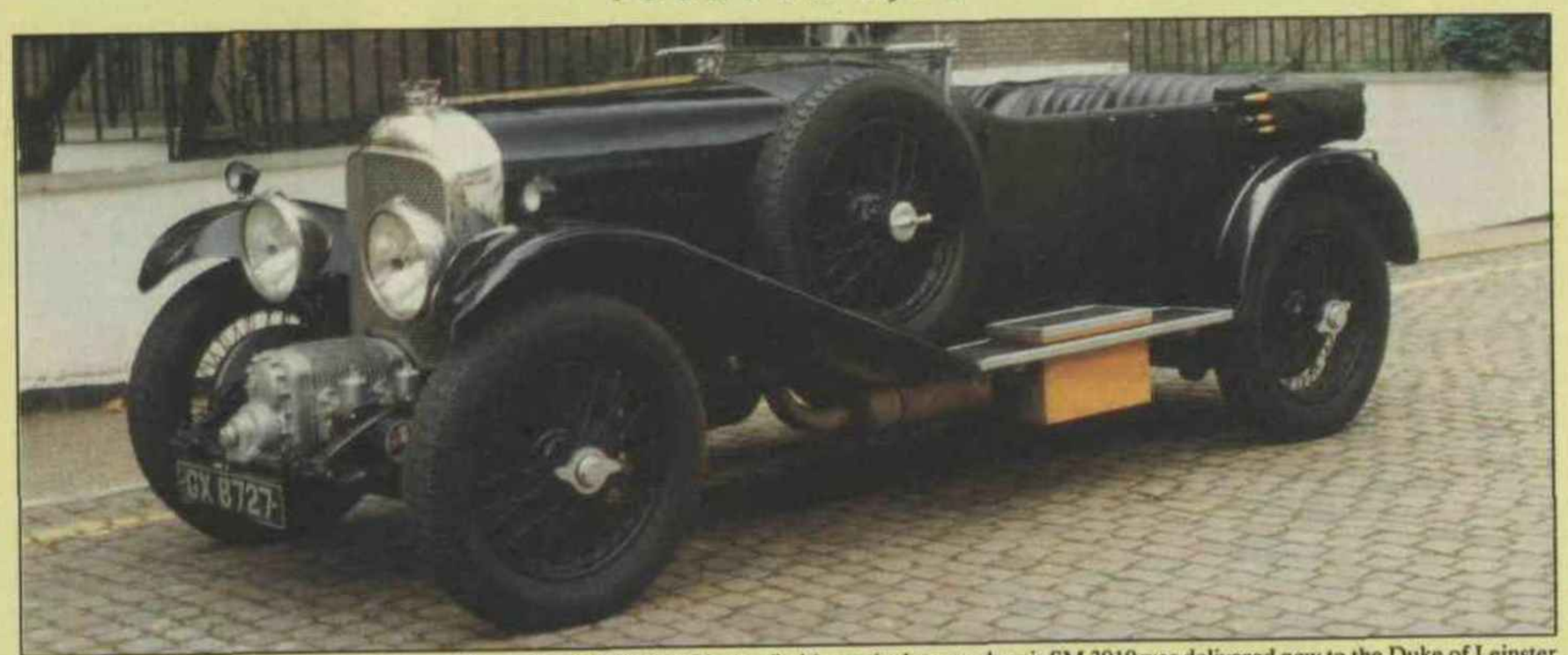
Sole survivor: the Modena quartet dwindled to a solo finish for Euromotorsports.

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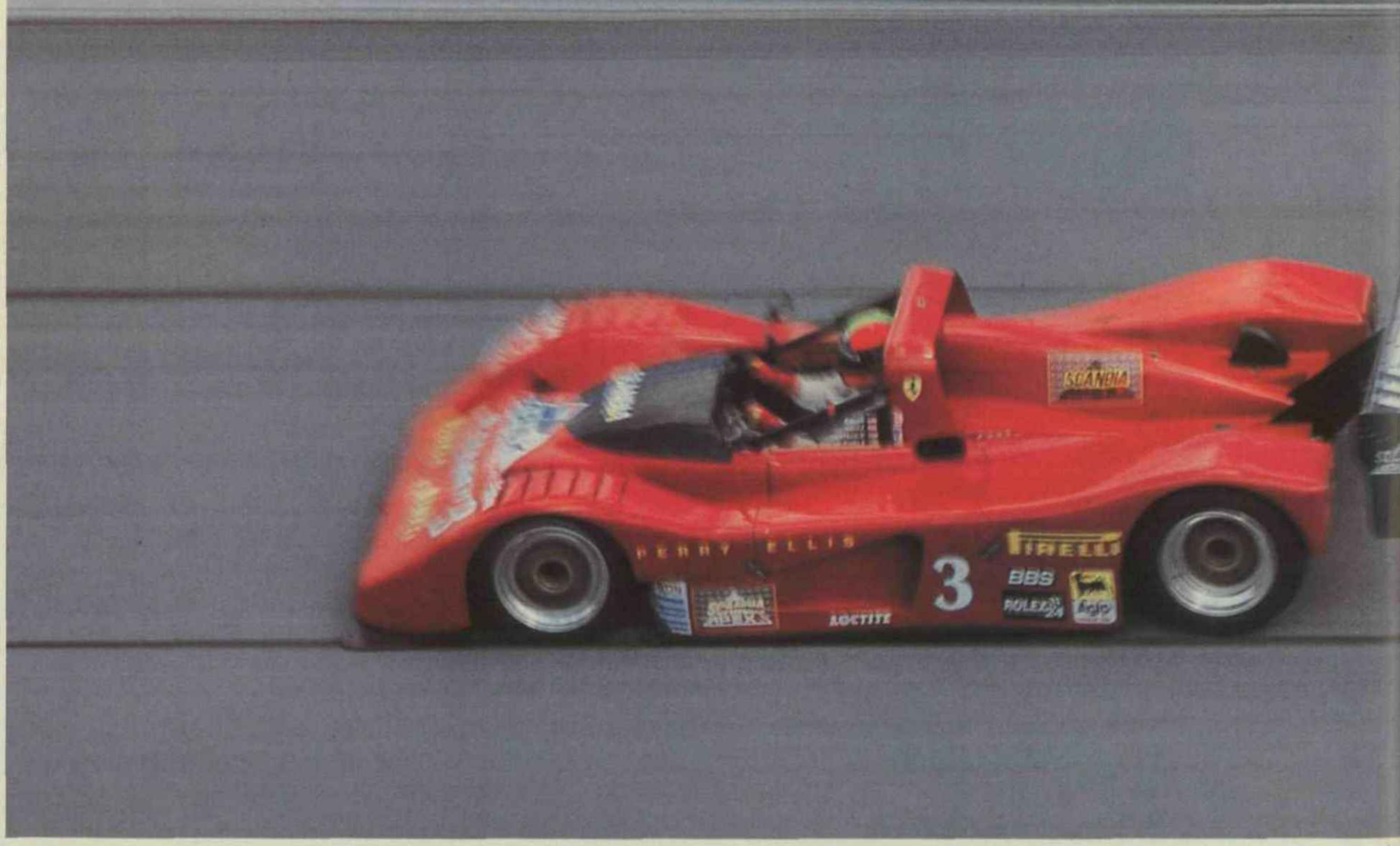
Hans Stuck transferred to the GT2 when Porsche withdrew its WSC entry.



10 straight class wins for the Roush Mustang . . .



For many, Daytona's long night, with the stresses of the banking, make it a sterner test than Le Mans.



tion for rumours that the organisation had promised the championship to the Italian marque, plus the chance to win the two 'classics' at Daytona and Sebring.

The Porsches must pose no threat whatsoever to the Ferraris, which were unproven at anything over three hours.

Turbo engines, IMSA decreed, would have to run with 32 mm air inlet restrictors, not 34.5 mm, and would have to run 100 lb heavier than stated at 2050 lb.

At Weissach, the Porsche computer predicted an 80 bhp drop and lap times at least eight seconds slower than the Ferraris. That would be like starting the race 90 minutes after the Ferraris, a handicap that Porsche's management would not entertain.

Their two 'works' cars, new models with chassis adapted by TWR from the 1991 World Championship winning Jaguar design, were withdrawn and may not now make their debut until Le Mans in June.

Qualifying confirmed Porsche's worst fears. The K8s were being passed on the banking by Paul Newman and such big names in endurance racing as Oldsmobile Cutlasses and Chevrolet Camaros, equalling their lap times only by being more nimble on the twisty infield.

The four-litre, V12 Ferraris were a class act. The Scandia team had two 333 SPs, scarlet of course, Momo had one and the fourth was the Euromotorsports team's yellow car.

The one to watch was the Ferrari 'works' car under Scandia's banner, driven by Michele Alboreto, Mauro Baldi, Stefan Johansson and team owner Andy Evans, which Baldi put on pole position at 1m 43.326s (124.03 mph).

It was a happy reunion for Alboreto and Johansson, Ferrari F1 team-mates in 1985/86, the Swede now settled in America and enjoying his Indycar career with the Bettenhausen team.

Fermin Velez, the diminutive Spaniard, was just 0.13s slower than Baldi, and the other two Ferraris were in the top bracket. Worse than the Germans feared, though, the K8 Porsches were 17th and 23rd on the grid, Kremer's 10s off pole and Konrad's 12s shy.

British drivers did not fare well at Daytona this year. James Weaver started from the third row of the grid in Rob Dyson's Ford V8 powered Riley & Scott WSC, but the engine failed in the first hour due, the team decided, to running at unduly low engine speeds on the infield section.

Derek Bell and Andy Wallace, with Jan



The Momo Ferrari retired in sympathy with its sister cars.



Increased entries for IMSA's flagship WSC category — the Intruder.



Healthy crowds expected a win for the Scandia-backed Ferraris, below, until oil-pump failure hit both only minutes apart.

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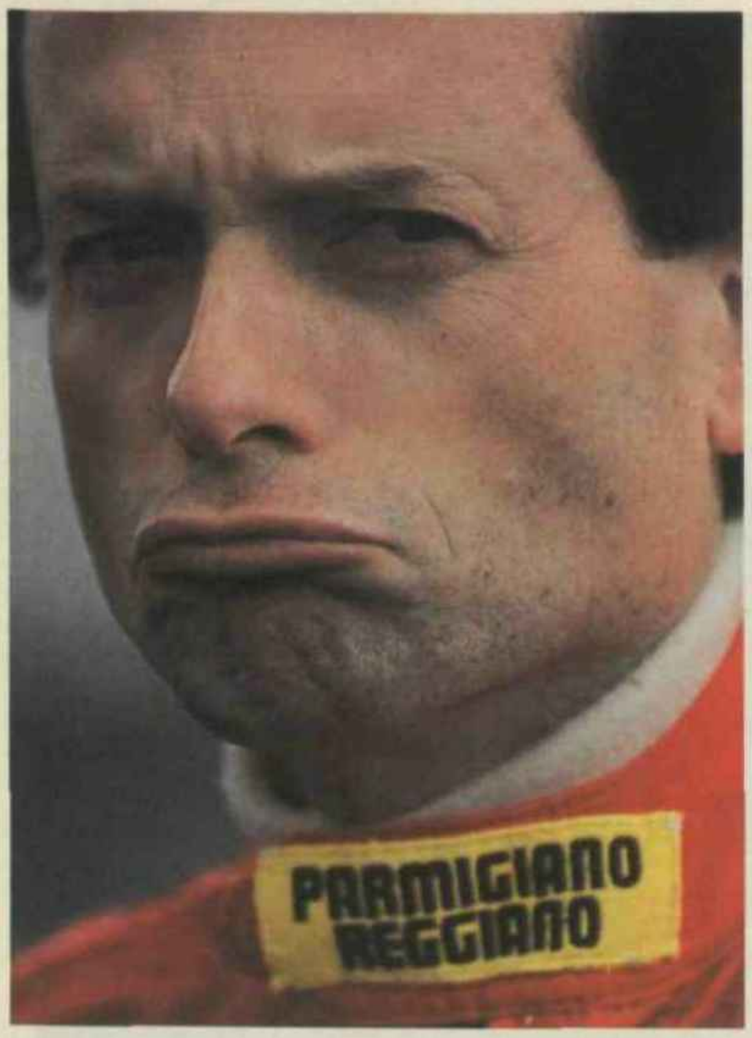
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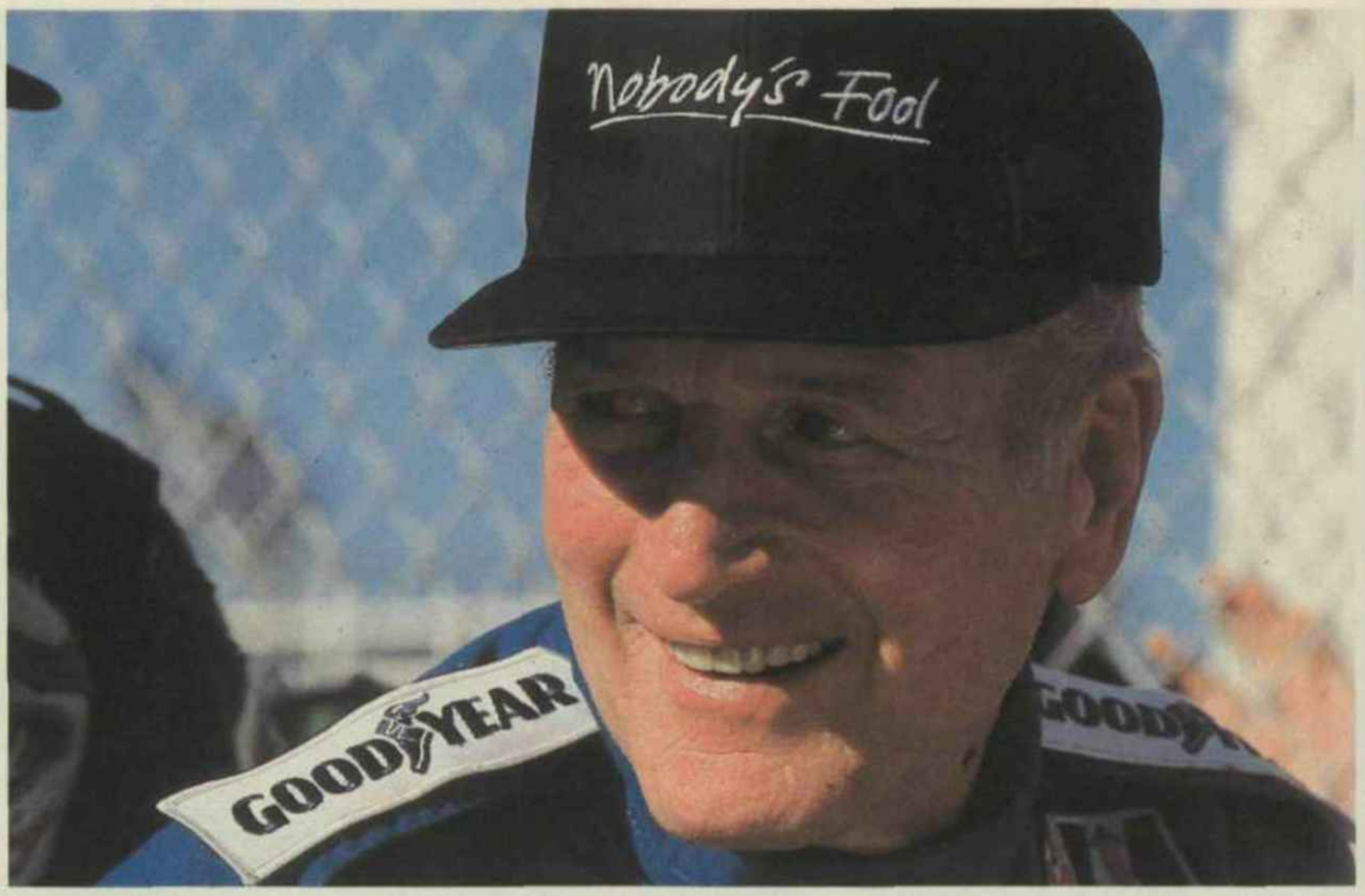
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Despite starting on pole, Mauro Baldi had doubts about his Ferrari's stamina. He was proved right.



Boasting car number 70 to match his age, Paul Newman did his fair share at the wheel of the Roush Mustang.

Lammers, were seventh on the grid and were running their Auto Toy Stores Chevrolet Spice comfortably in fifth place when the fuel bag ruptured in the fourth hour, ending their challenge.

Needell's accident was the worst of the weekend, the result of the right-rear tyre bursting while the Top Gear presenter was closing on the 200 mph barrier on the banking.

He ricocheted off one of the nastiest cars in the race, a Chevrolet 'Cannibal' and finished up on the grass apron in front of the pits, waking up hundreds of pit workers who were dozing in first light in near freezing "what am I doing here?" temperatures.

The Scandia Ferraris, racing for the first time on Pirelli tyres, had the upper hand until half distance. They shared the front row of the grid and swapped the lead until the 14th hour, then retired unexpectedly with presumed oil pump failures and internal damage.

The Momo (Gianpiero Moretti) and Euromotorsports (Massimo Sigala) Ferraris were misfiring with valve derangements and were difficult to start, causing Momo to retire at 08.15 on Sunday and the Euro car to finish eighth, with a bag of problems.

And the motherly lady in the Ferrari pit? Not everyone recognised Brenda Vernor, formerly Enzo Ferrari's secretary, who was reporting back to Piero Lardi Ferrari. The chances of Ferrari appearing at Le Mans, always marginal, seem to have evaporated completely according to Miss Vernor.

The Brix team's Oldsmobile Spice won the IMSA World Sports Car category for the second year running, this time in second place overall behind the winning Kremer K8 Porsche.

There was some hard feeling within the camp that a Le Mans Prototype was allowed in to take the $50,000 top prize, but there again at half distance Harry Brix's Spice was running fifth behind two WSC Ferraris, the K8 and the Jack Roush Mustang.

Dave 'Beaky' Sims, whose wealth of experience stretches back to the Jimmy Clark days at Lotus, manages the Brix WSC team with great efficiency, demonstrated by the Spice's speed and reliability.

Last year lead driver Jeremy Dale got within a whisker of winning the IMSA Drivers Championship and at Daytona the Brix Spice led the race overall after 16 hours, only to fall back with a jamming throttle and front bodywork loosened by debris on the track.

> ***"He ricocheted off one of the nastiest cars in the race"***

Ferrari, clearly, has the potential to win the IMSA Championship, but the Brix Spice and Dyson R&S Ford will be very serious contenders. The Italian cars are powered by Formula 1 pedigree V12 engines which should beat the stock-block V8s on most occasions.

At Daytona, in fact, the Ferrari squad elected to knock 1000 rpm off the engine speed range, limiting themselves to 10,500 rpm, and 550 bhp, and were rewarded with a 100 lb weight reduction. They will claim the same again at Sebring on March 18, but after that the V12s will be pulling 11,500 rpm and developing 630 bhp.

The IMSA WSC title race is likely to be a close contest between Mauro Baldi in the Scandia team Ferrari, reigning champion Wayne Taylor who has transferred to the Momo Ferrari team, Jeremy Dale in the Brix team Olds-Spice and James Weaver in the Dyson team Ford V8 R&S, successor to the Intrepid.

World Sports Cars got off to a shaky start and even in 1995 the grids will not be full of open-top sports cars. The quality and variety is improving all the time, though, and IMSA director Mark Raffauf confidently predicts that "by this time next year, a World Sports Car entry will be ready to win Daytona. I always said it would take three years."

Only now, though, does he say it loudly enough for all to hear. **M L C**

ROLEX 24 HOURS OF DAYTONA, FEBRUARY 4/5

Pos	Driver(s)	Car	Time
1	Lässig/Bouchut/Werner/Lavaggi	Kremer K8 Porsche	690 laps
2	Dale/Cochran/Schader/Ekblom	Brix Oldsmobile Spice	685 laps
3	Newman/Brockman/Martin/Kendall	Roush Ford Mustang	682 laps
4	Haywood/Rohr/Murry/Mayländer	Rohr Porsche 911 GT2	655 laps
5	Calderari/Bryner/Richter/Mastropietro	Porsche 911 RSR	654 laps
6	Taleb/Rojas/Escobar/Urrutia/Wilson	Nissan 240 SX	653 laps
7	Trejos/Quiros/Aase/Snow	Porsche 911 RSR	646 laps
8	Sigala/Barbazza/Brancatelli/Julian	Ferrari 333 SP	645 laps
9	Doeren/Luck/Lindenbaum/Tilke	Porsche 911 RSR	645 laps
10	Heinricy/Pilgrim/Hayner/Knowles	Chevrolet Corvette	643 laps

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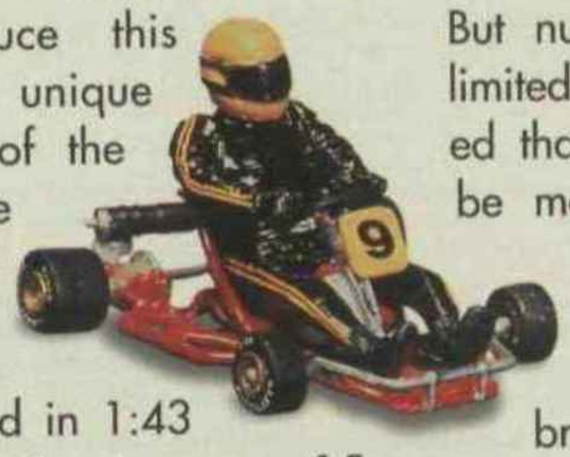


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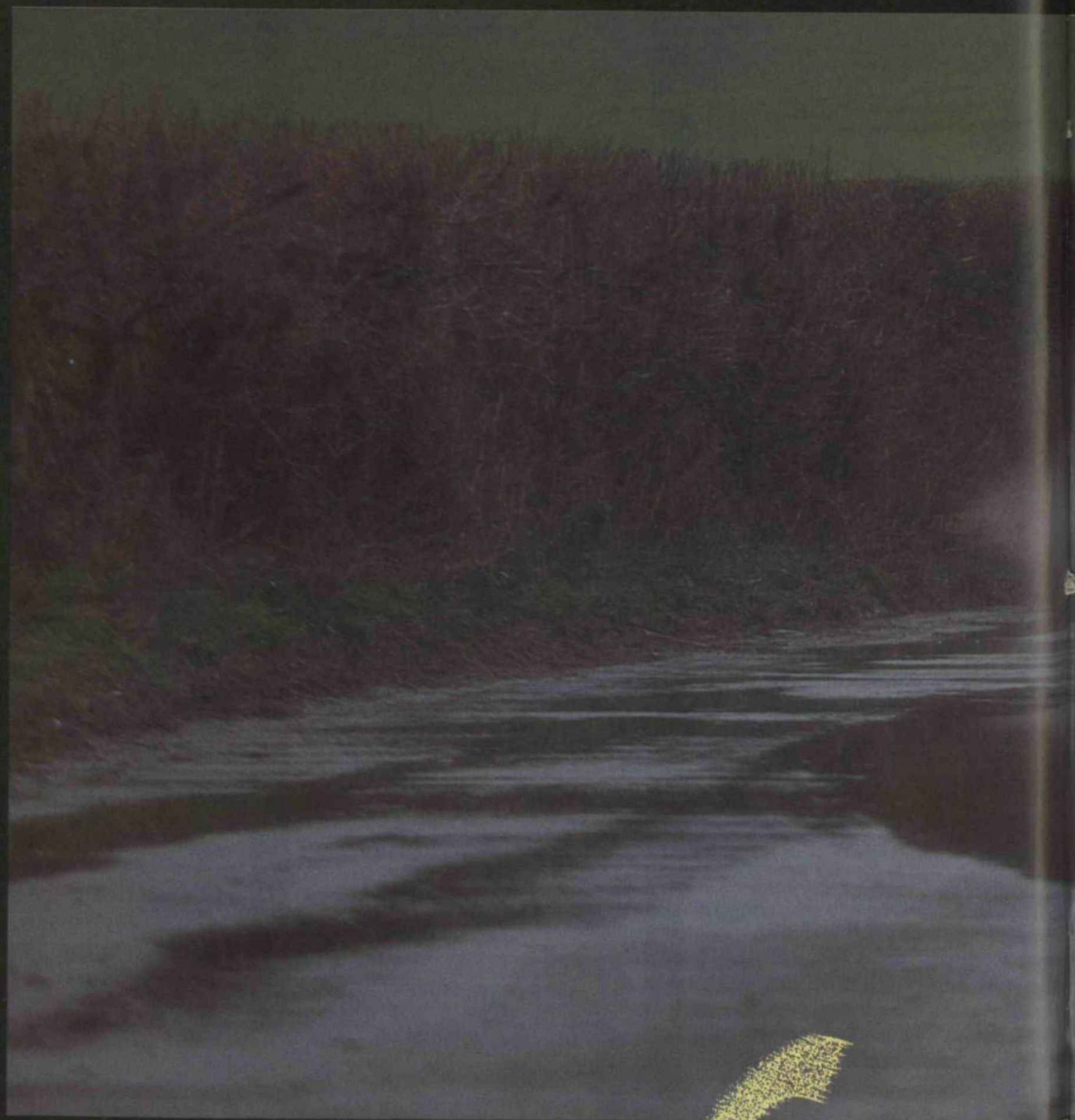
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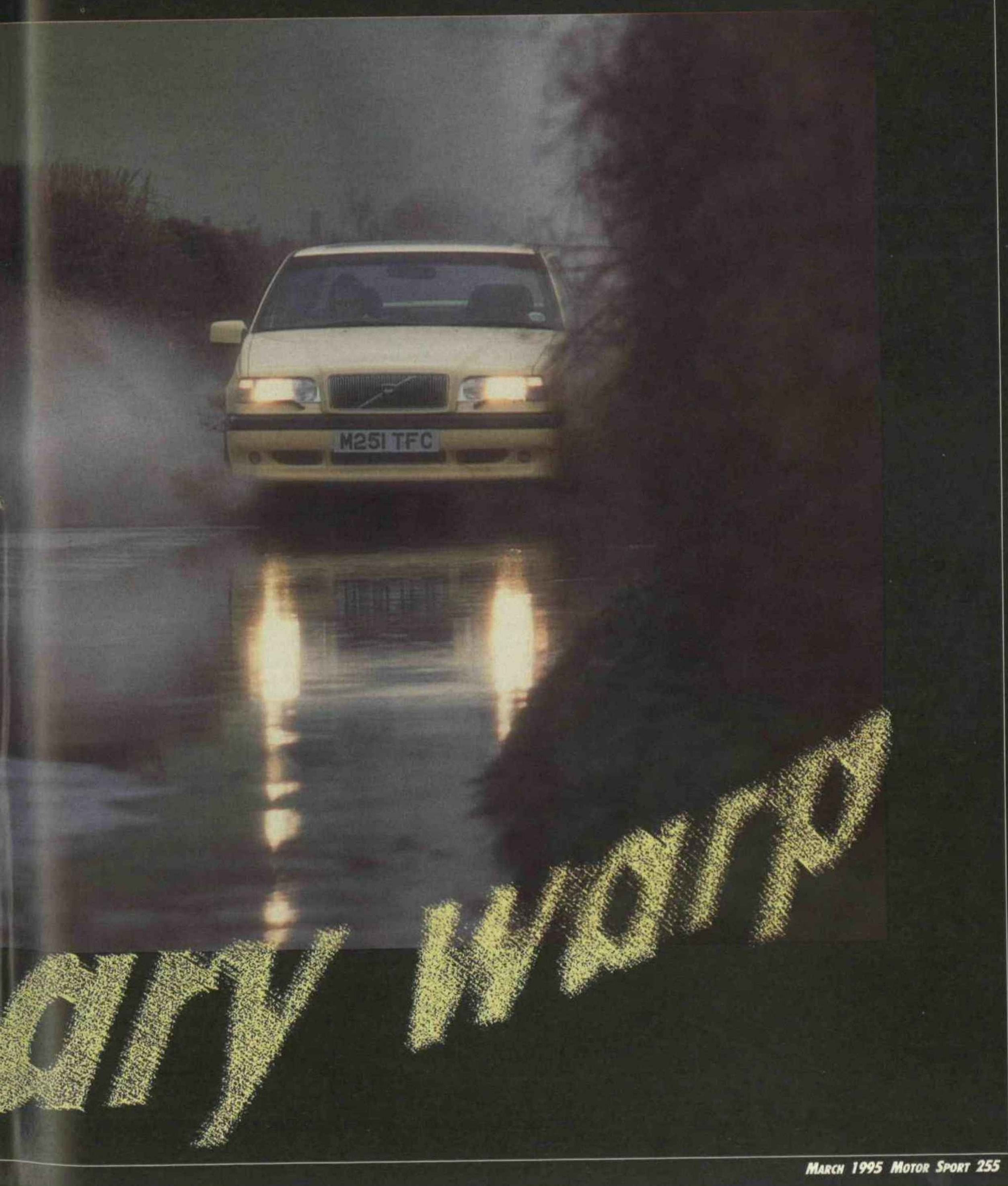
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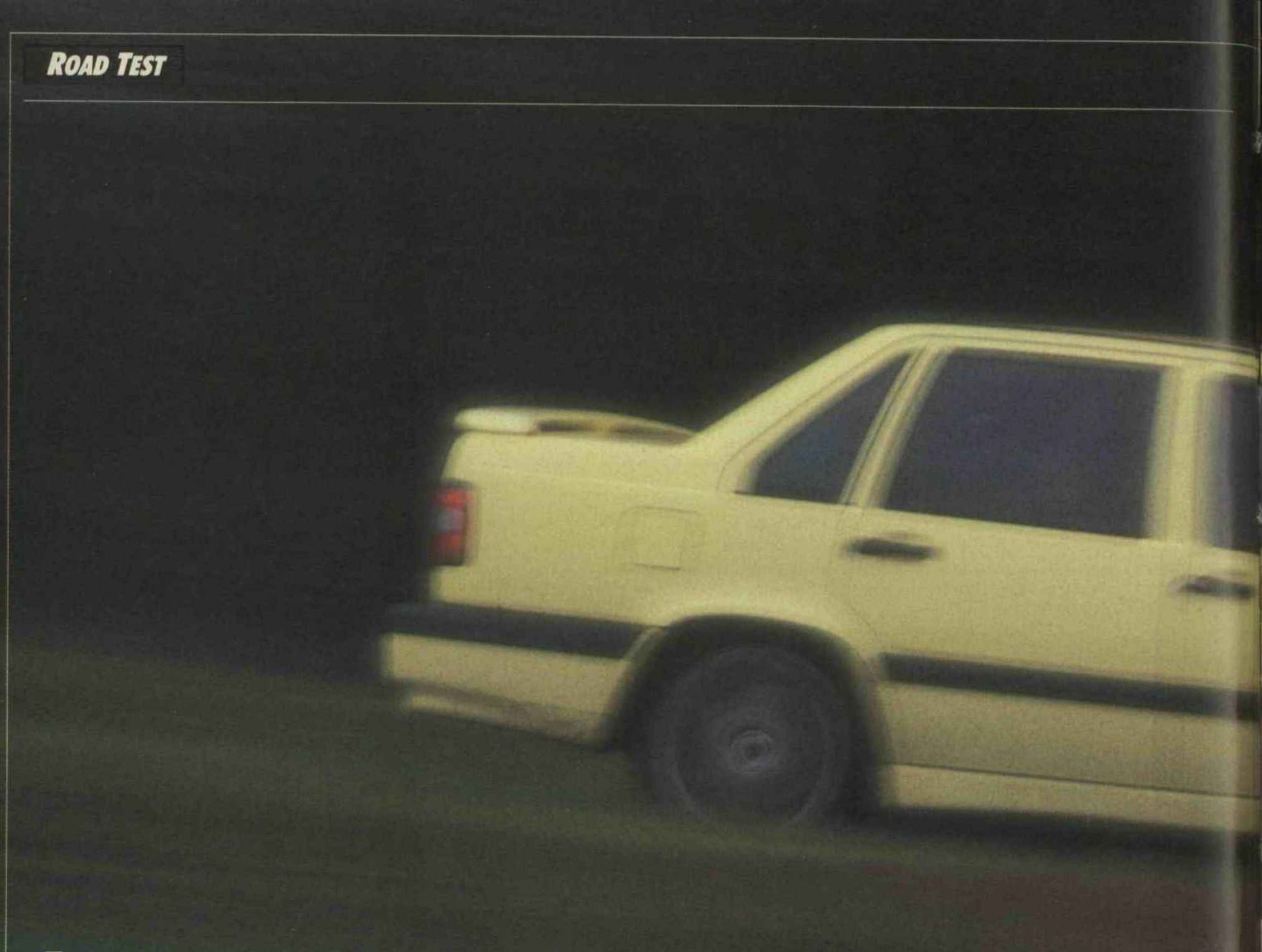
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Thought Volvo's T-5 was a touch extreme, perchance? Enter the T-5R . . .


M251 TFC
Grr Hoop



Just when you thought it was safe to re-emerge, Volvo lets rip with another big gun. It might for all the world be called Terminator II, but T-5R will do. MOTOR SPORT's hard-to-please editor was so impressed with the 850 T-5 (first tested in February 1994) that he's holding on very tightly to the estate version we have acquired as a long-term test car.

For Volvo, a maiden British Touring Car Championship assault in 1994 was valuable for the publicity it generated, if hard work at times on the track. Consistent race results failed to materialise, despite the occasional banzai qualifying effort, but overnight the 850 estate became a familiar sight to every motorsport fan with a TV.

Not that the T-5R *needs* to capitalise on such publicity (though an estate version is available). The T-5 was already selling faster than Volvo could supply them, and most of the 200 UK-bound T-5Rs (of the limited 2500 production run) were already spoken for as we closed for press.

Available in custard-cream yellow (or black, if you're a bit serious), this mammoth of a performance saloon with wheels the size of Jodrell Bank has a performance specification that makes the T-5 look comparatively vin ordinaire. Power output from the 2.3 straight five is up from 225 to 240 bhp, thanks to reprogramming of the turbo, while the flat and potent torque curve is the same, 221 lb ft being available all the way from 2000-5600 rpm. This, claims Volvo, is enough to propel a T-5R from 0-60mph in about six and a half seconds and to a top speed that has been artificially restricted to 155 mph.

Add a more aggressive front spoiler, Pirelli P-Zeros with a profile barely deeper than the tread, lower and stiffen the suspension, chuck-in a bit of leather upholstery and a walnut dash and *voila*! Not only is this a rare production performance saloon, but in its dubious shade of yellow it's one of the most conspicuous. Volvos aren't noted for attracting the attention of yob culture, but the first two test cars both managed to be stolen within days of being put on the Volvo fleet. Chances are that the boys in blue might just spot you, too, were you to practise some of the T-5R's more outrageous tricks on the public highway.

"This mammoth of a performance saloon with wheels the size of Jodrell Bank has a performance specification that makes the T-5 look comparatively vin ordinaire"



T-5R's inherent understeer is inherently unsurprising.

You can choose a manual gearbox, as fitted to our test car, or an automatic.

On paper, there are few differences between this and a standard T-5. The MacPherson struts at the front and Delta links at the rear ensure a ride in keeping with the sobriety of this distinctive and surprisingly aerodynamic shape. The T5-R is a touch firmer, but loses little of the suppleness. In this respect it is right up there with the likes of BMW's M5 and the Mercedes 500E.

Where it simply cannot match the competition is in the cabin. Granted, the seats are reasonably supportive and with the adjustable steering column you'll find a decent driving position. But they aren't a match for Recaros. Elsewhere, as with it lesser brother, the T5-R's interior is positively geriatric. The combination of flat angular dash with insipid dials and slab-like door panels is at odds with its dynamic persona. The scattered minor switches have only a velvet-smooth action to recommend them; the leather steering wheel, with a commendably small air bag, is the only sporting clue.

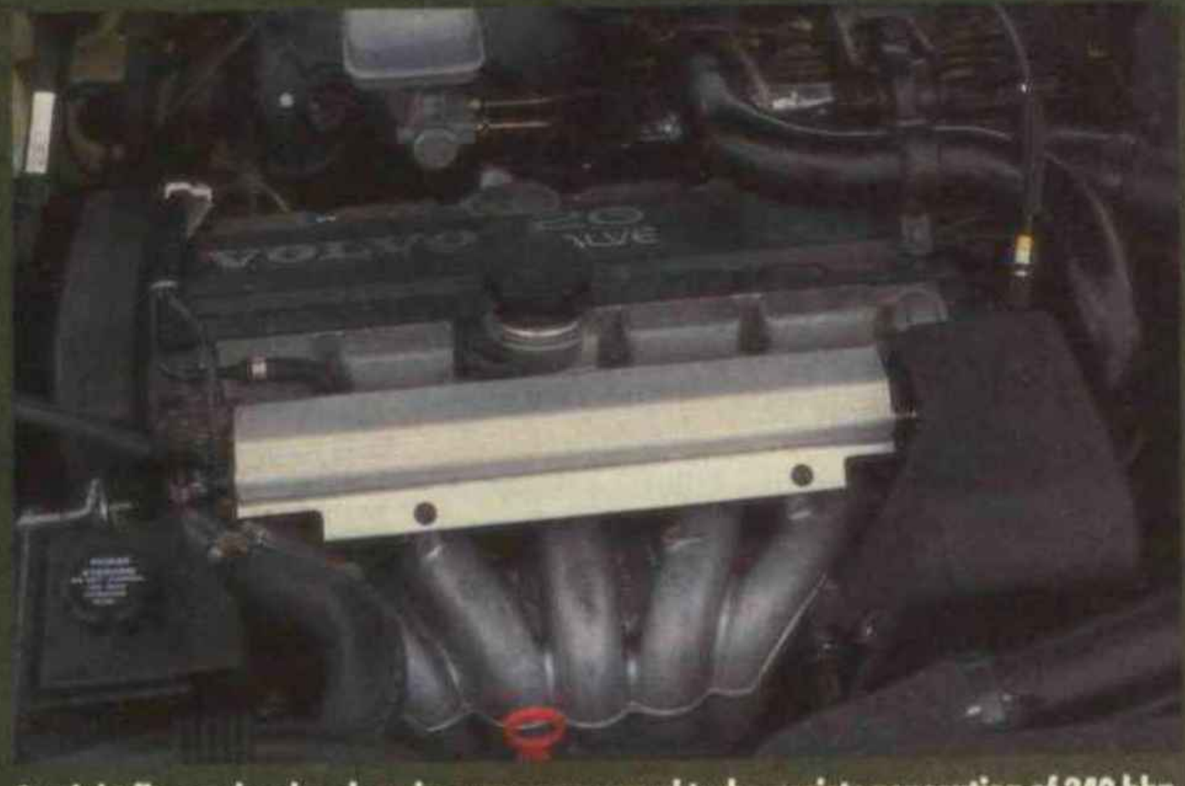
Surprisingly for a car manufacturer which prides itself on, and promotes, safety measures, there is no passenger air bag. SIPS (Side Impact Protection System) bags are, however, standard.

As you'd expect with this type of car, equipment level is substantial: cruise control, electric seats and roof, air conditioning, an efficient stereo system and a trip computer whose fuel consumption readout (erm, 18.4 mpg) said much for our enthusiasm to make the most of our short tenure.

If you could close your eyes while driving the T-5R, you could almost be forgiven for thinking you were sitting in an Audi. The clutch action and familiar thrum of the five cylinders, whose revs fade slowly with each knobbly gearchange is uncannily redolent of Ingolstadt's finest. It's just a shame that



Cabin is well appointed, if a trifle old-fashioned in its execution.



Straight five makes lovely noise; reprogrammed turbo assists generation of 240 bhp.



the motor seems so distant, such is the sound deadening's effectiveness. You really need to be in the vicinity of the red line for passengers to sit up and take note. For them, it is an excellent car in which to slumber and dream of far away places. For the press-on driver, it is almost annoyingly quiet.

No turbo installation will ever *quite* match an equivalent normally aspirated engine for seamlessness, but the T5-R's flat torque curve ensures progressive delivery. Mid-range punch is relentless, addictive and satisfying.

Though no saloon with a wheelbase of minibus proportions is going to have razor-sharp handling, the T-5R defies its Belgrano proportions and is reasonably agile. Naturally, understeer is predominant, particularly in the wet.

> ***"No saloon with a wheelbase of minibus proportions is going to have razor-sharp handling"***

Otherwise, the T-5R, like any other 850 chassis has a fail-safe neutral stance through bends, the stiffer suspension helping balance and almost eliminating body roll. Though ridges can use up all the suspension travel, they never throw the chassis off line. Neither does violent lifting of the throttle or braking mid-bend.

The T-5R can be as docile as a baby whale, but there's always a barracuda waiting.

There is a forfeit for its killer performance. Two hundred and forty glorious horses it may have, but stampeding through the front wheels? It almost sounds too ridiculous to be true. So immense is the low-down torque that full power can never be applied in first gear, and rarely in second. Even in the dry. On a straight road. . . The exit of a second gear bend will have you feathering the throttle for longer than is normal. Either that or bouncing off the rev-limiter. Mr Pirelli goes to all that trouble making those nice, chunky tyres and Volvo insists you do this to them. . . Even the traction control (TRACS) is powerless to resist.

As we reported last month, when discussing the standard T-5, the only sensible solution is to assess a corner, work out which gear your brain tells you to use, and then add one. . . Let the torque pull you through. It is safer, quicker and more comfortable. Save the power for when the car is settled. Self-restraint is difficult, but recommended.

Of course, none of your efforts to curb your enthusiasm are helped by the pleasingly distinctive five-cylinder bark, particularly in the higher part of the rev range. But even with its histrionics, the T5-R is a safe saloon to drive. You can *feel* what it is doing via its generally communicative steering, and it holds no nasty surprises. It stops almost as impressively as it goes, which is a rare thing even today. In truth, the T5-R is almost unstoppable. It urges you not to go for a cruise or a spin down to the shops, but to drive long and hard. Get past its frantic low-speed behaviour and it won't disappoint.

The T-5 notwithstanding, this is the most exciting front-drive car since Renault's 21 Turbo, though the T-5R's performance is in another league. It takes you just that little bit further, that little bit faster, gives you a little more of a thrill. Drive a T-5R the way it should be driven and it's debatable what will wear out first: your licence or the front tyres.

Verdict

The T-5R has a ragged charm, and a certain rarity value. You might consider the Safrane Biturbo as an alternative, but that's not available at all in the UK.

If you can afford a T5-R, you may have qualms about such power being fed through the front wheels. Or it may be that you haven't woken up to the 1990s, and are still stigmatised by the marque's unjustly staid image.

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ENGINE

Location	longitudinally front-mounted
Cylinders	five, in-line
Bore × stroke	81 × 90 mm
Capacity	2319 cc
Compression ratio	8.5:1
Valve gear	dohc, four valves per cylinder
Power	240 bhp/5600 rpm
Torque	221 lb ft/2000-5600 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, front-wheel drive

GEARBOX

Gear	ratio	mph/1000 rpm
First	3.38:1	n/a
Second	1.90:1	n/a
Third	1.19:1	n/a
Fourth	0.87:1	n/a
Fifth	0.70:1	n/a
Final drive	4.0:1	

SUSPENSION

Front	MacPherson struts, shock absorbers, anti-roll bar
Rear	Delta links, anti-roll bar
Wheels	alloy, 6.5J × 17
Tyres	205/45 ZR17

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2670 mm
Front/Rear track	1520/1470 mm
Overall length	4660 mm
Overall width	1760 mm
Overall height	1440 mm
Kerb weight	1436 kg
Fuel tank	16 gallons

PERFORMANCE

0-60 mph	6.4s
Maximum speed	155 mph

** Figures supplied by Volvo Car UK*

FUEL CONSUMPTION

Average for test*	18.4 mpg
Government figures:	
Urban	21.9
56 mph	40.9
75 mph	33.6

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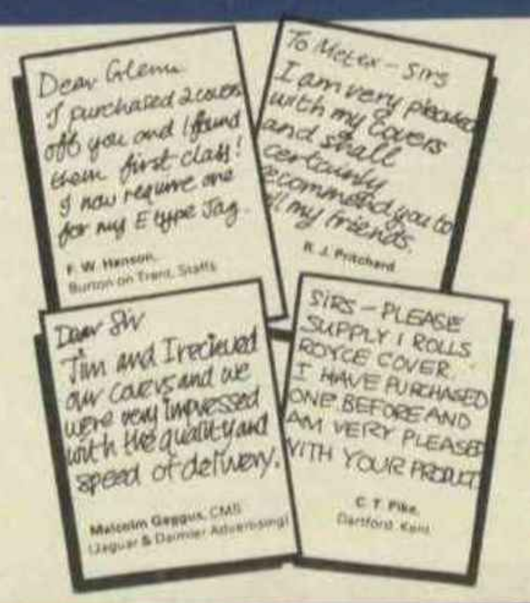
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One Race



When a Mercedes-Benz W165 runs June, it will be only the second time an event. Two cars were built for finished 1-2 and that was it. Neither

When Mercedes-Benz and Auto Union began to dominate Grand Prix racing in the 1930s, it did not go down well in all quarters. France had some fine sports cars, but no serious Grand Prix contenders, so in 1936 and 1937 the French Grand Prix was run for sports cars. On each occasion a French driver won in a French car, and the victory was celebrated as though it were a real Grand Prix. The Italians were made of sterner stuff, however, and they attempted to beat the Germans on their own terms; but by 1939 they had realised that it was a hopeless task.

Italy could not produce a competitive Grand Prix car, but it had some excellent voiturettes in the Alfa Romeo Tipo 158 Alfetta and the Maserati 6CM and 4CL. Voiturettes were the Formula Two of the day with 1½-litre supercharged engines against the 3-litre supercharged (4½-litre unblown) engines of Grand Prix cars. Further, Italy had some very promising young drivers like Guiseppe Farina, Franco Cortese, Piero Taruffi and the Villoresi brothers, Emilio and Luigi.

The Italian authorities announced that, in 1939, all Grands Prix on Italian soil would be run for voiturettes. This made perferct sense in terms of the Italian national championship (from which Nuvolari was excluded since he was driving for Auto Union, a foreign team) and it had also not gone unnoticed that the Germans had no voiturettes.

All well and good, except that Libya was then an Italian colony and the Tripoli GP was one of the rounds of the European Cham-

Wonder



Richard Seaman, Hermann Lang and Rudi Caracciola monopolise the front row at Berne in 1938. Caracciola, with whom Lang had an uneasy relationship, won on this occasion.

at the Goodwood Festival of Speed in that the model will have competed in the 1939 Tripoli Grand Prix, they has turned a wheel in anger since

pionship which was the direct equivalent of today's World Championship. Naturally, the Italians expected to win this race — imagine the San Marino GP run to F3000 — but Mercedes-Benz had other ideas.

Working in secret, Mercedes-Benz designed and built a voiturette contender, the W165. The chassis was a scaled-down W154 Grand Prix car with a twin-tube chassis, coil spring and wishbone front suspenion and de Dion rear axle sprung by torsion bars. The engine, however, was completely new, a dohc V8 of 1493cc (64 x 100 mm), with four valves per cylinder and two-stage supercharging, which delivered 256 bhp at 8000 rpm (the Alfetta and the Maserati 4CL each produced 220 bhp).

Maserati won the early voiturette races of the season, then came May: without any forewarning, Mercedes-Benz arrived in Tripoli with two W165s. They were little jewels, low, sleek and made to the standards which then only Mercedes-Benz could achieve. The Italians were not entirely fazed, however, because they felt that, being brand new, the W165s were likely to be unreliable whereas the Alfa Romeos and Maseratis were proven. Maserati also had an ace up its sleeve in the form of a streamlined 4CL for Luigi Villoresi and it was expected to be very competitive on the fast Tripoli circuit. So it proved, at least in practice.

Mercedes-Benz's drivers were Rudolf Caracciola and Hermann Lang. Despite his Italianate name, Caracciola was German (his family had moved from Sicily 400 years earlier) and he was one of the greatest drivers ever. Those who claim that Nuvolari was the greatest of the 1930s ignore the fact

that he and Caracciola (who was the more successful driver) rarely met on equal terms, and when they did, as team-mates in 1932, Rudi was equally as fast.

Things had changed by 1939, however, and Hermann Lang was the new star of the Mercedes team. Lang was a genuine working-class hero, born of simple farming stock, who raced motor cycles when he could afford to and who became a mechanic in the Mercedes-Benz racing department. He was well liked and his immediate boss, Jakob Krauss, made it his business to promote the youngster.

Krauss nominated Lang as the mechanic to drive the car from the garage to the track so he could get a feel for it, and he sent him out when routine jobs like bedding-in brake linings had to be done. Through Krauss's influence, Lang was entered in the 2000-km German Reliability Trial, which he won. As a result, he was offered a test drive in a Grand Prix car, and did well enough to be made

"Lang felt he would be out of place in such company, he didn't even have an evening suit"

one of the cadet drivers. His first motor race was at the wheel of a Mercedes-Benz W25 with 430 bhp, and it was only later in his career that he raced anything that was not a Grand Prix car.

Lang's rise made him a hero in Germany. He embodied the promise of opportunity on which the Nazi party had come to power. When he won the 1937 Tripoli GP it was only his seventh motor race of any description. There is little to tell about that race; Lang simply flew and nobody could catch him. He had little difficult in winning, but he was terrified of the aftermath. Lang was a shy man and the prizegiving was a state occasion. He felt he would be out of place in such company, he didn't even have an evening suit, so he and his wife, Lydia, locked themselves in their hotel room and hoped nobody would notice their absence.



Lang points the debutant Mercedes-Benz W165 towards a non-stop win at Tripoli in 1939. The car's second competition appearance is scheduled for Goodwood House, this coming June...

The team manager, Alfred Neubauer, did notice, however, and he hammered on their door and ordered the reluctant hero to attend.

Hermann Lang rose on sheer talent, but his rise caused resentment. Luigi Fagioli, whose mechanic Lang had been, developed a psychopathic hatred for him — for Faglioli, giving him a drive was like letting privates into the officers' mess. Caracciola also resented his presence in the team and things got worse as Lang got better. By the 1939 Tripoli GP, Lang was on the verge of

greatness while Caracciola's distinguished career was on the wane.

It was Neubauer's rule to restrict the number of practice laps his drivers could do, preferring to save the machinery for the race. At the end of the first day's practice at Tripoli, Lang had pole, Villoresi had put the Maserati streamliner into second place, and Caracciola was third. Neubauer decided not to run in the second day's practice, but then Villoresi bagged pole. With the honour of the Fatherland at stake, Caracciola was sent out. Rudi improved his time, and moved up into second place, but was still behind Villoresi. Neubauer then ordered Lang to get pole, and that did not suit Caracciola. He didn't mind being slower than Villoresi, his main concern was being quicker than his team-mate.

Lang went out and moved up from third on the grid to second, demoting Caracciola. That soured relations even more. The question arose as to who drove which car — one had slightly more advantageous gear ratios, and there were no spares. Both drivers wanted it, but Caracciola stood his ground as team leader. Lang bit his tongue and accepted his decision.

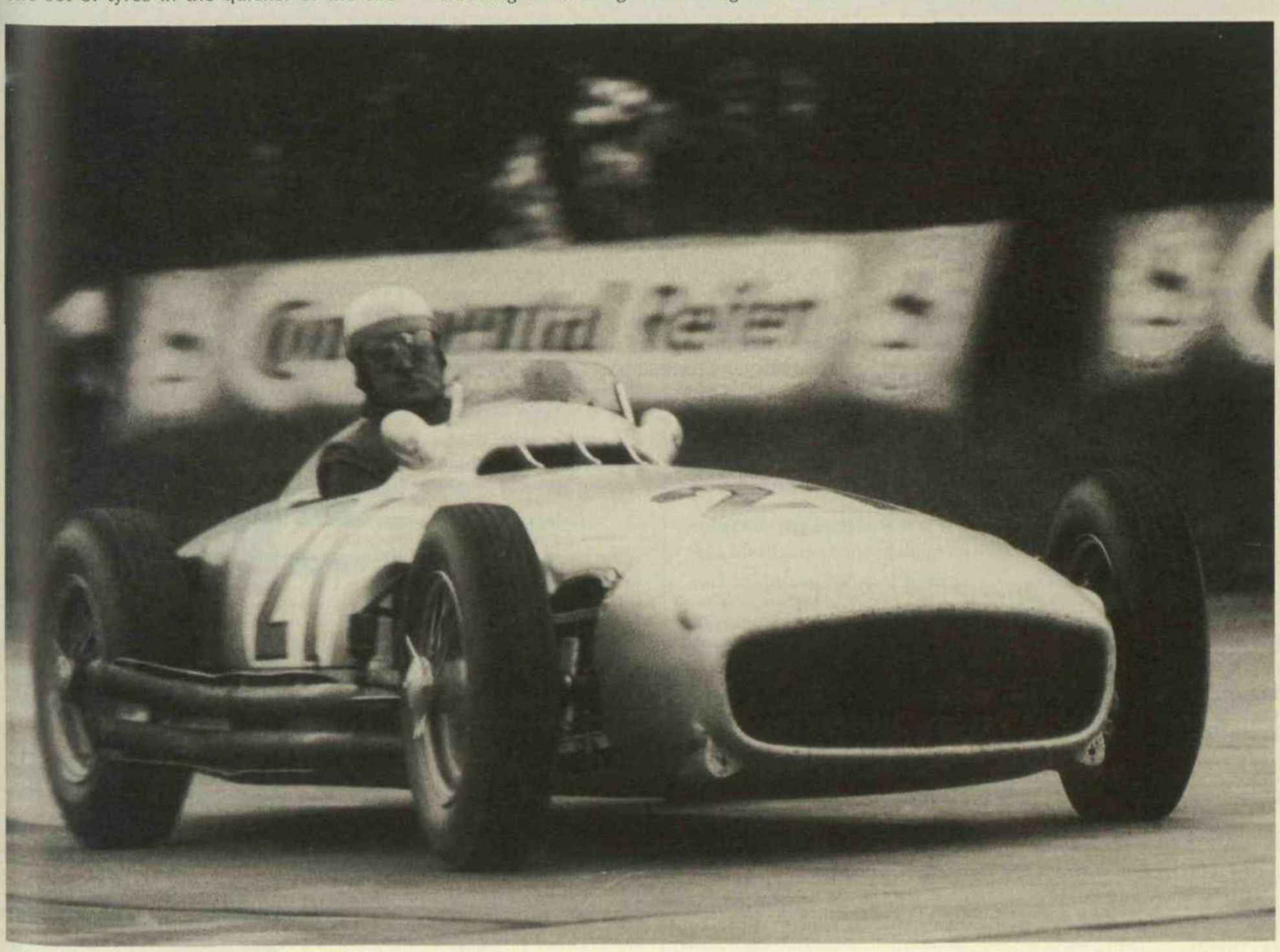
Then came the team orders: Lang was nominated to act as the 'hare' and draw the opposition to break it. If he did his job well he would have to have a tyre change, whereas Caracciola was to drive steadily on one set of tyres in the quicker of the two cars. Lang was a very angry man indeed, but he contained himself and decided to make his point on the track.

At the start of the race Lang shot off into the lead from Farina's Alfa Romeo, with Caracciola in third. Villoresi's Maserati lasted less than a lap and retired with gear selection problems, and Farina was out after 10 laps with engine problems. The North African heat was terrific and drivers began to wilt. One called at his pits and asked for a glass of refreshment. He was mis-heard and handed a pair of glasses which, in his delirium, he sucked on. Another ran out of fuel and asked some spectators for something to cool him down. He was handed a bottle which he poured over his head until he realised it was wine. He then made better use of it and was soon unfit for further action.

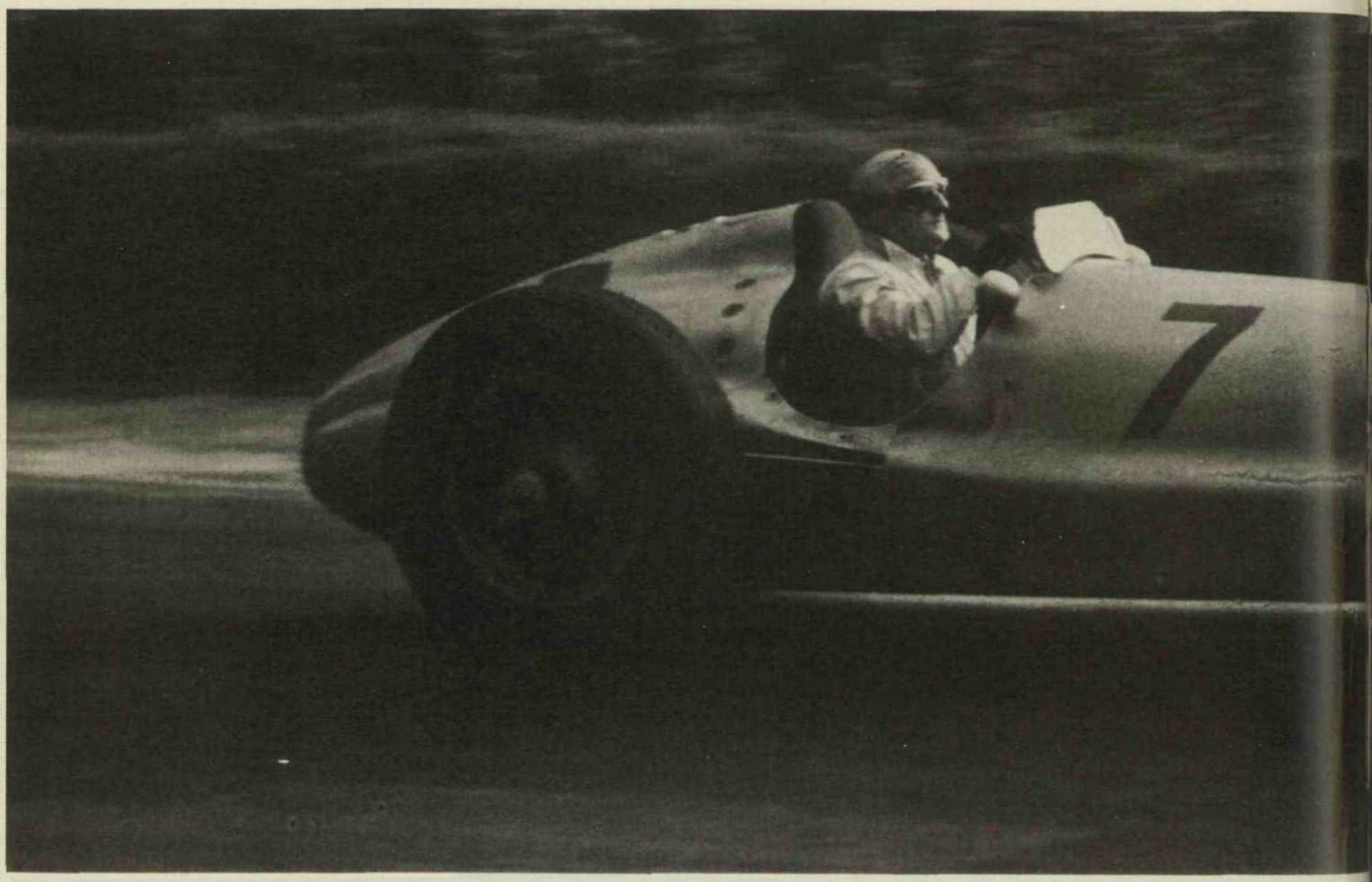
So intense was the heat that one driver was convinced that the residue of fire extinguisher fluid near his pits was actually ice, and he refused to come in for fear of skidding on it. Lang was driving under the same conditions. But he drove into the distance, skilfully conserving his tyres. He obeyed team orders, he acted as the 'hare', and he did the entire race without stopping.

Lang took the chequered flag after nearly two hours and his average speed was shade under 123 mph — his fastest lap was 130.94 mph. Three minutes and 37 seconds later Caracciola crossed the line, nearly an entire lap down. Mercedes-Benz had pulled off one of the greatest feats in motor racing history: they had built two brand-new cars which ran faultlessly and finished first and second. For Lang it completed a hat-trick of wins in Tripoli.

Although there were many other races in which Mercedes-Benz could have entered



The final Grand Prix of Hermann Lang's career was at the Nürburgring in 1954, at the wheel of a Mercedes-Benz W196. It was one of only two World Championship GP appearances; he had finished fifth in the previous year's Swiss GP, in a Maserati.



Lang in action with a Mercedes-Benz W154 during the 1938 season. The W165 was a scaled down version of this car.

the W165s, they concentrated on the European Championship. Besides, it was politic not to upset the Italians by taking the new small cars to Italy. They therefore raced only on the one occasion, and then they were set aside.

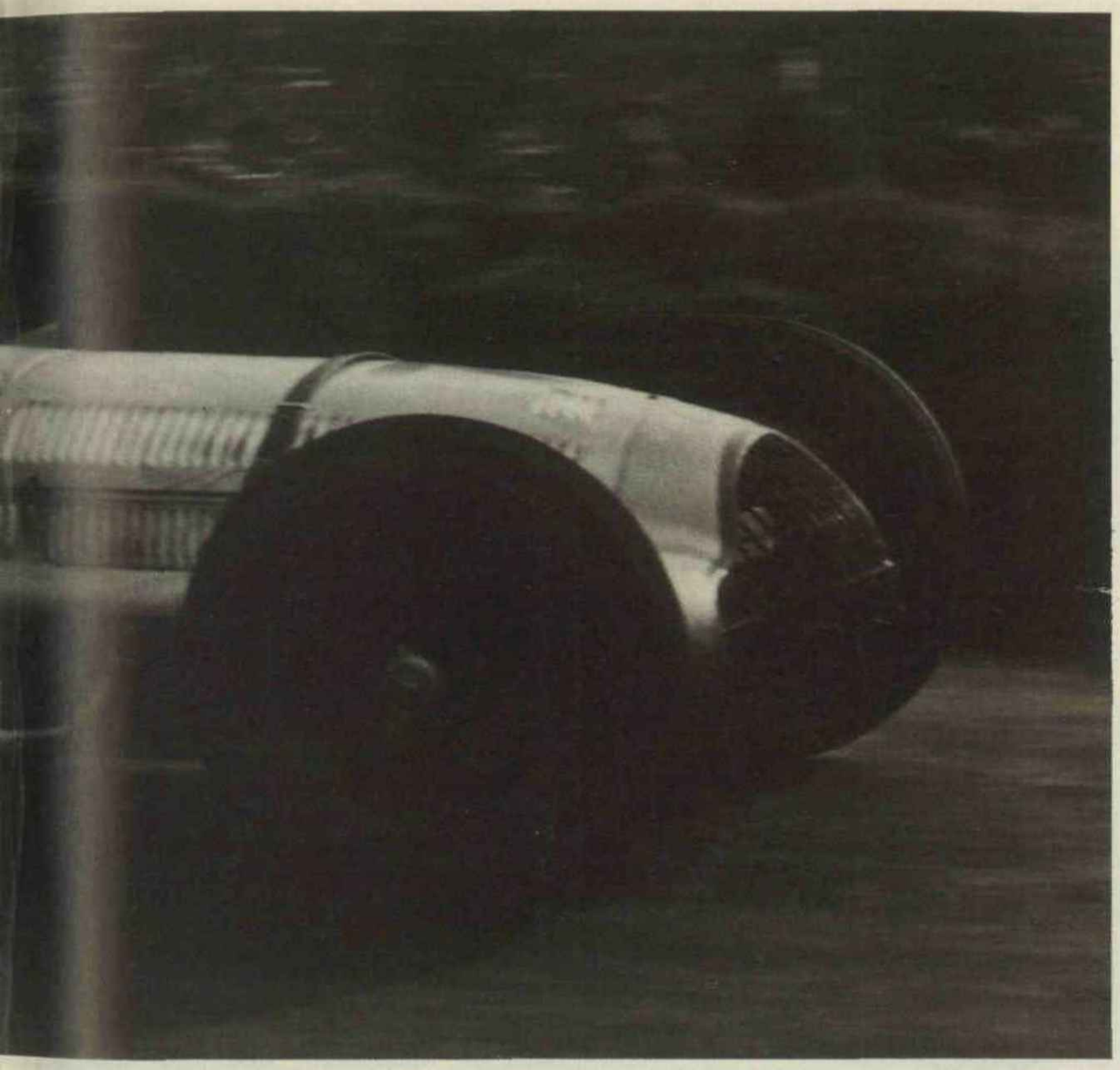
In 1939, Lang raced eight times, set pole seven times, led every race, won the five in which he finished and took fastest lap four times. He was the easy winner of the European Championship. When Ayrton Senna won the first four Grands Prix of 1991, some sections of the media went wild and claimed it as a record. It was old news, because the record already belonged to Hermann Lang. Lang's final win came in Yugoslavia on September 3, the day war was declared.

Lang's best years as a driver were taken from him by the war. The same is true for many others, but none of the others was *de facto* World Champion. Lang spent the war as an inspector of Daimler-Benz aero-engines, he wanted to fight for his country but, as a sports hero, he was regarded as too valuable to lose, so his visits to Luftwaffe stations were partly work and partly propaganda. Ashamed that he was unable to do his duty, Hermann would stay up late, drinking and swapping yarns with air-crew who might not return the following day. By the end of the war he was an alcoholic. Even the end of hostilities and the gradual resumption of motor racing did not bring this phase to an end: as a German, he was barred from international racing until 1950.

Caracciola did not face the same ban because he had long been resident in Switzerland and was able take Swiss nationality. He drove in qualifying for the 1946 Indianapolis 500 and crashed. It was two years before he could walk and speak properly.

"Hermann would stay up late, drinking. By the end of the war he was an alcoholic"

When Mercedes-Benz returned to international motor racing in 1952 with the 300SL, Lang and Caracciola were in the team and each had recovered from their different afflictions. Caracciola crashed heavily during a minor sports car race at Berne (he had a problem with his brakes) and his great career was finally over. Lang went on to win Le Mans, a sports car race at the Nürburgring (when the 300SLs ran with open bodies) and to come second in the Carrera PanAmericana.

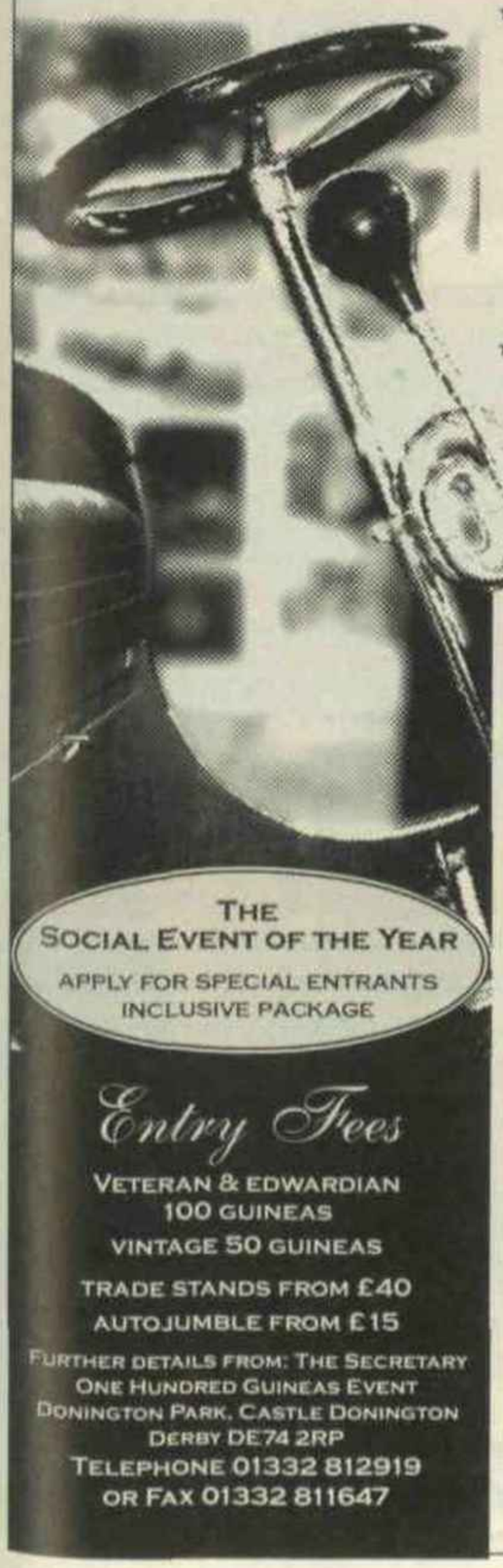


He was brought back for the 1954 German GP, and for part of the race he held second place to his team-leader, Juan Fangio, and came close to matching his lap times. It was nearly 15 years since Lang had last sat in a Grand Prix Mercedes.

Lang's race came to an end when his transmission locked and caused him to spin. Mercedes-Benz's press department put out that it was driver error, but film of the incident shows otherwise. As a loyal employee, Hermann Lang kept his counsel.

Lang became a consultant to the Mercedes-Benz museum until his death in 1987 at the age of 78. Caracciola was also employed by Daimler-Benz, as a demonstrator of cars, and he died of a kidney complaint in 1959, aged 58. His body, which had sustained some terrible crashes, was unable to carry his great spirit any longer.

Caracciola, Lang, the Mercedes-Benz W165s, a baking hot day in Libya; a legend was created on May 7 1939. Although many at the time believed that it was funded by the Third Reich, the Mercedes-Benz racing team, like its rival Auto-Union, actually only received a subsidy which accounted for no more than 10 per cent of its expenditure. It designed and built two cars for a single race because, regardless of what else was going on in the world, the competition department was motivated by winning. And it did win. **M L**



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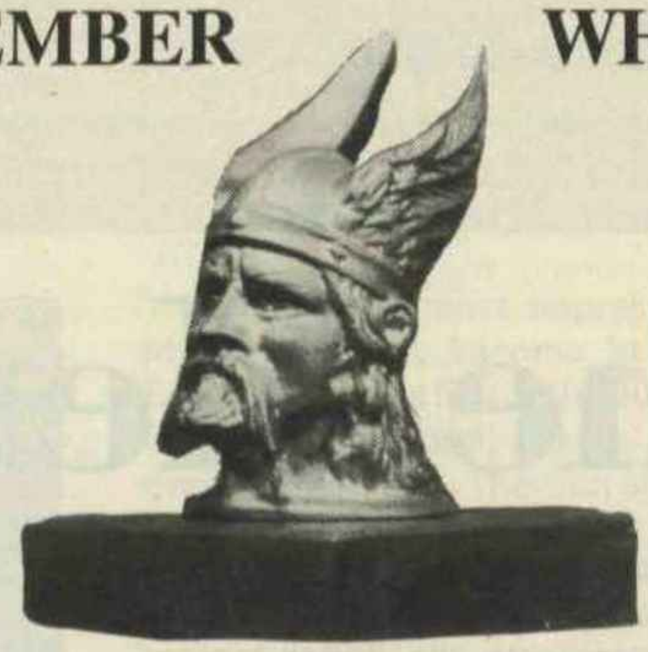
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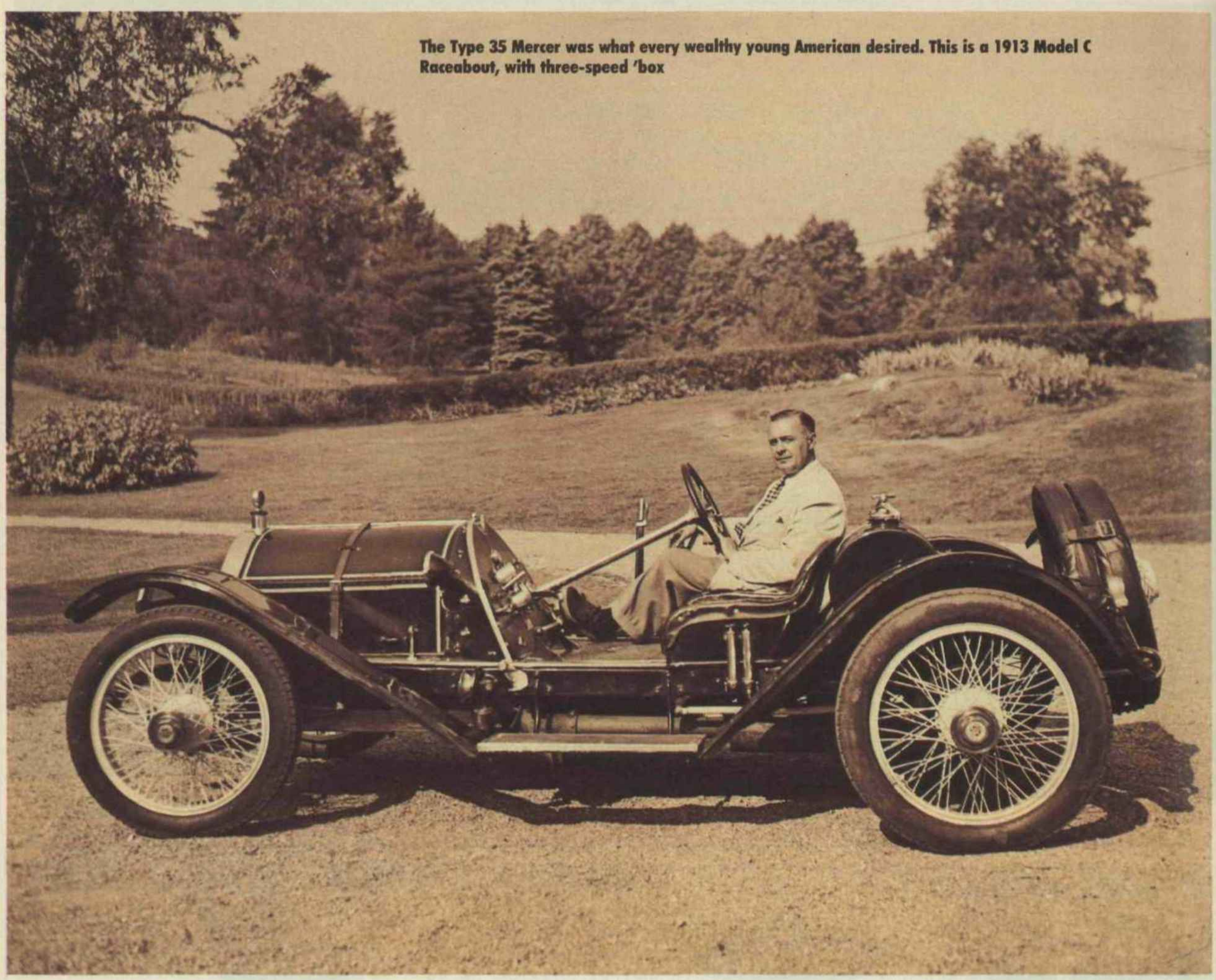
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The Type 35 Mercer was what every wealthy young American desired. This is a 1913 Model C Raceabout, with three-speed 'box

The Mercer

Time was when I tended to overlook American sports-cars as not exactly in keeping with the British vintage scene. The USA seemed a long way away and isolated from happenings here. Since then, perhaps strengthened by Baroness Thatcher's friendship with President Ronald Reagan, the two Powers have come closer and at the same time the vintage-car movement has become more wide-ranging and tolerant.

So I feel that it is perfectly permissible to discuss the Mercer, which as the Type 35 Raceabout, along with the Stutz Bearcat, we know, anyway, to have been attractive sporting propositions for the pre-World War One playboys in the better-off American and Californian cities. Later the great Model-SJ Duesenberg was a further insight into the sporting American firmament, and in due course the Stutz Black Hawk gave the invincible Bentleys quite a fright at Le Mans, the British car's premier stamping ground. Anyway, let's look at the Mercer. . .

It began in 1910, the name derived from Mercer County, New Jersey, where the Mercer Autocar Company built them at 500 Whitehead Road, Trenton. The engineer responsible was C G Roebling and Mercer never built more than about 500 cars a year. The make made its name largely through the sporting nature of the Type 35 Raceabout, designed by Finlay R Porter, which made its debut in 1911, and of which only about 150 were made in any one year. Both this and the more soberly bodied Runabout had T-head four-cylinder engines of 111 x 127 mm (4950 cc), rated at 30.6 hp in the USA. The grey iron cylinders were cast in pairs, with integral water jackets. Cast-iron pistons, originally with two rings each but later provided with four rings, were used and the two-inch-diameter crankshaft of heat-treated nickel steel ran in three bearings, having outer bronze shells lined with Parson's white brass.

The valves at each side of the cylinder-block had low-carbon steel stems to which nickel steel heads were die-rivetted; they measured 2¼in in diameter, with a lift of 7/16th. Pivotted arms were imposed between the valve cams and the tappets; valve timing was: inlet opens 7° atdc, closes 60° abdc, exhaust opens 70° before bbdc, closes 4° atdc. Each 1¼" diameter carbon-steel camshaft was driven from the crankshaft by manganese-bronze spiral gears. At first they had a ball bearing at the front and two other plain bearings, but from 1911 three plain bearings were used. The crank-case was of aluminium. Cooling was by a large centrifugal water pump which fed coolant to the underside of the exhaust valves; it was gear-driven and ran on two ball bearings, augmented by a fan also running on ball bearing and driven from the pump shaft by a flat belt.

Ignition was by a Bosch ZR4 twin-spark magneto, driven from the inlet camshaft. It fed two sparking plugs per cylinder, one above the inlet valve, the other over the exhaust valve. A dashboard switch enabled one or both sets of plugs to be selected. Lubrication was by a gear-driven rotary pump in the sump feeding the three main bearings *via* a sight-feed on the cashboard, after which it was splash-fed to the other bearings. The sump held seven quarts of

lubricant. A Flechter double-jet carburettor with an auxiliary air valve fed *via* an external large-bore manifold on the inlet or off-side of the power unit. Fuel feed was by air pressure from the rear-mounted petrol tank, maintained by a gear-driven pump, a gauge on the dashboard indicating the pressure and a magnetic recorder in the tank the quantity of fuel.

In the first Mercer 35s a cone clutch in the flywheel took the drive to the separate three-speed gearbox, but from 1912 a 44-plate oil-filled disc clutch was used. All the shafts ran on ball bearings. The suspension consisted of half-elliptic springs front and rear, shackled at both ends, torque taken by radius rods and a spring-loaded torque arm, and damped by Hartford friction shock-absorbers. There was a transmission brake behind the gearbox and internal-expanding rear wheel brakes. The transmission brake had two contracting cast-iron shoes measuring 9½in x 3¾in lined with asbestos fabric, applied by easily adjustable lh and rh worm gears, while the road wheel brakes had shoes with 19in x 2in asbestos linings. The chassis frame was of channel section,, with a sub-frame on the later cars, and the radiator was insulated from chassis deflections by two ball-and-socket mounts. Tyre size was 34 x 3½ in 1911, 32 x 4 thereafter, and the wheelbase was 9ft 0in. Top gear was 5.25 to 1.

Along the years from 1911 to 1914 the Mercer 35 Raceabout was made in series R, C and J, the gaps filled by other Mercer models. The price ran from $2250 in 1911 to $2600 by 1914.

The sporting aspect of the Mercer 35 was apparent from its raked steering column, two bucket seats, outside gear and brake levers, bolster petrol tank with spare tyres behind, and canary-yellow paintwork. But perhaps this racy appearance with "monacle" windscreen on the steering wheel — which, when you think about it, gives protection with a minimum of wind resistance — was not entirely acceptable to European eyes, in Edwardian times and even in the vintage period. In its country of origin, though, the Type 35 Mercer was seen as a very desirable automobile by keen drivers and young playboys. Like European fast cars it even had an exhaust cut-out. . .

It was certainly a very high-grade motorcar, almost hand-made, and fewer were made than of our 30/98 Vauxhalls — around 600 at most. The cylinder blocks were annealed, the bores ground to within 0.001in and care was taken to produce smooth castings with even cores. Each piston and con-rod had to weigh the same as its fellows and the crankshaft was balanced at 1800 rpm on a test-rig prior to assembly in the engine. Fuel lines were of annealed copper tubing, the joints silver-soldered. The fuel-pressure gauge was so well made that some were still functioning properly well into the post WW2 years. The engines were dynamometer-tested and had to show 58 bhp at 1700 rpm, and 60 bhp at 2000 rpm was claimed. The back-axle shafts were of heat-treated alloy steel and the gearbox gears were checked for correct pitch-diameter and ground internally, and they ran, not on the usual squared shafts but had keyways conforming to four integral splines on the shafts. The road springs were of the finest vanadium alloy steel.

The Type 35 Mercer Raceabout had a smooth clutch and nice gear shift, and could be run up to 15 mph in bottom gear, 25 mph in second, and 35 mph in third gear of the later four-speed gearbox, with a top pace of 75 mph. I have heard that a ss mile in 51 seconds was guaranteed. The handling was described as good but apparently the chassis frame was the weak point, as it was apt to break.

This Mercer Raceabout was the fast car of the Type 35 range and its reputation was enhanced, if that were necessary, by its racing achievements. Some of these were with the T-head engine with aluminium pistons, but later Mercer experimented with overhead-valve racing engines: in 1916 Joe Thomas had a four-cylinder 16-valve single-overhead-camshaft engine in a series 22-70 chassis in the Santa Monica race. But the great Tommy Milton started on the dirt tracks with his standard Type 35 Mercer until he grew tired of being paid $35 a week to lose, after travelling 3000 miles and running in five races. So in 1915 he reduced the wheelbase by 12in, put in a Wisconsin T-head engine and won at Shreveport, Louisiana — only to be fired by the owner of the barnstorming circus, who used to pack nine racing cars into a cattle truck and rail them to the point nearest the track. . .

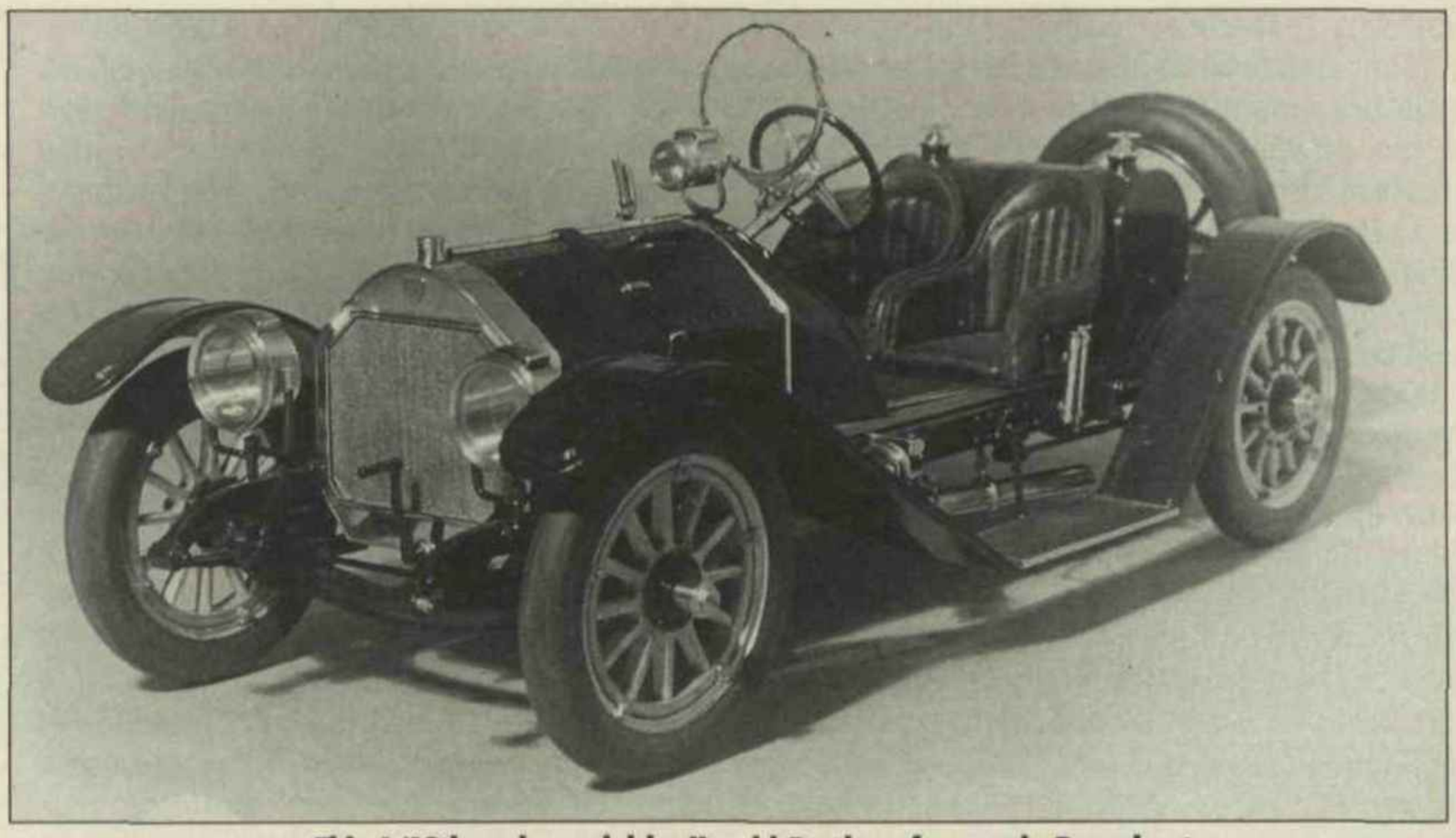
> ***"The Type 35 Mercer was seen as a very desirable automobile by keen drivers and young playboys"***



With the arrival of the 22-70 model in 1915, the Raceabout looked significantly more modern.

Perhaps the most impressive wins for Mercer were at Tacoma in 1915, where Eddie Pullen was first in the 200-mile race at 85.2 mph, Ruckstell taking the 250-mile event at 84.5 mph. They ran at Indianapolis, a much-undersized lone Mercer finishing third in 1912, and in 1913 a Mercer shared by Spencer Wishart and Ralph de Palma was second behind Goux's victorious Peugeot. Hughes scored a third place at the 305-mile Elgin Trophy race the previous year, which Wishart repeated in the 1913 race, as did Schillo in 1919, with the later-type Mercers, and at the same Elgin event Pullen was second to Ralph de Palma's Mercedes in 1914. Sadly, at this race two Mercers collided momentarily and both Wishart and his mechanic Jenter died. A Raceabout driven by Don Moore won a five-mile contest at Benning's track in 1914, that year another Raceabout driven by Stanwood Murphy won the Prescott AC race at Prescott Loop (nothing to do with the Bugatti OC!), and a driver named Laviolette broke the record at Springfield's Imperial Track in winning a short race in his Raceabout.

Mercer had a good day at St Louis track in 1914, with wins for Raceabouts run by Tucker and Keene, only a GP Mercedes defeated Morton's Mercer Special at



This 1/12th-scale model by Harold Pratley of an early Raceabout shows the monacle screen affixed to the steering column.

Brighton Beach, and there in another race the same combination gained a second and a third place two days later, then a win in the free-for-all event at Trenton half-mile Speedway, and two seconds and two thirds at the 1914 Brighton Beach November races, the last shortened because of darkness. Pullen rounded off the 1914 season for Mercer by winning the annual Corona road race in California at the remarkable average speed of 87.89 mph, said to be a world record. . . The Mercer Monk was seventh. These successes also included, among many others, a good day's results at the Atlantic-Pablo Beach track and what were published as world dirt-track records at Columbus, Ohio, by Wishart. And while Europe was at war, an amateur competitor B Busten, with his 1911 Raceabout, won a prize of a thousand dollars for coming home fourth in the very tough Los Angeles-Phoenix desert race.

"His plans for Mercer were too ambitious, however, especially in the climate of the depression"

The Mercer Type 35 design was not confined to the Raceabout. The same engine was employed for other models, including the Runabout, which had a comfortable four-seater body and was offered in colour schemes apart from canary yellow (as, in fact, was the Raceabout if the customer did not like yellow). From 1912 onwards there was a roomy touring car on this chassis, but with a 2.82:1 top-gear ratio, whereas the Runabout had the same high ratio as the Raceabout. There was even a limousine, to be seen in use as a taxicab in some American cities.

The price of the Runabout was the same as that for the Raceabout in 1911 but thereafter it became $100 dearer and 200lb heavier, and in 1914 adopted the 9ft 6in wheelbase of the 4-seater touring cars, while the 5-seater tourers had a 10ft 4in wheelbase. Later in 1910 the Company name had changed to the Mercer Automobile Company, and around the year 1912 the Type 35 was joined by the Series 22-70 Mercer. This was the work of Eric H Delling. With a college friend, a Mr Hackethal, he had built the Deltal racing car. He was promoted to Mercer's Chief Engineer and developed the new L-head monobloc 22-70 Mercer of 95 x 171 mm (4900 cc), which developed over 70 bhp at 2700 rpm and was a free-revver, alleged to be capable of 3,800 rpm. On test 104 bhp was seen from the 22-72 engine — very powerful and fast for a 1912 side-valve power unit! The cylinder head was integral with the block, and the gearbox had four forward speeds, with direct drive in fourth. A Mercer feature was that the clutch pedal had to be fully depressed before the gears would disengage and conversely a gear could not be meshed until the clutch was fully home — which must have concentrated the driver's mind effectively! USL electric lighting and starting were an advanced convenience in 1912. (A Rushmore set had been available for the Type 35). In 1918 this was changed for a 6-volt Westinghouse set, which saved $100. Ignition was by a Bosch DU-4 single-spark magneto. Various wheelbase lengths and gear-ratios were used for the different 22–70 and 22–72 Mercers, the latter being 2.7 to 1 for the Raceabout (which was said to do the ss mile in 47 seconds), 3.1 to 1 for the Runabout, and 3.5 to 1 for the touring cars.

The 22–72 model was announced in 1915, as a refined version of the 22–70. Some of the modifications were as expected, such as a change to vacuum from pressure fuel-feed. A Zenith updraught carburettor was used for both models but an unusual item was the standardisation of Red Head "Big Boy" sparking plugs guaranteed for the life of the car — and one set remained in use for at least 40 years or more! Oil capacity was increased to one gallon and the Raceabout had a 25-gallon fuel tank with a 4-gallon oil reserve. Clincher tyres were fitted, instead of Goodrich as on the other models. Sadly, the end of the road was in sight, Finlay Porter left to make his own FRP and Porter cars. A C Schulz came from Locomobile to take over as Chief Engineer late in 1916 and John Roebling, head of the Company, died in 1917. His wife died in the following year and the family had no wish to continue making cars. The Mercer concern was an enticing proposition to Wall Street speculators, having had a turnover of more than $230,000 in 1916, from a capital of $550.000. The highest bid came from the Emlen S Hare syndicate; Hare had been New York manager for Packard. His plans for Mercer were too ambitious, however, especially in the climate of the financial depression. He bought Locomobile, and then Crane-Simplex, in 1920/21. Mercer went into receivership in July 1923. Production ceased finally by 1925, under the receiver, William Smith, who had been Mercer's former Vice-President.

Even before this the factors that made the Mercer Raceabout so appealing were being eroded. The rh steering was changed to the normal USA lh location and in 1922 the staggered seating was changed to a bench seat, and a conventional windscreen had been fitted from 1919.

The Series-4 Mercer of 1919 was similar to the 22–72 but cost-saving had begun to creep in. Apart from the aforesaid cheaper electrics, a Ball & Ball carburettor, now exhaust-heated, replaced the Zenith, and a Berling magneto, and later an Eisemann, the Bosch unit, The Runabout had a 10' wheelbase. The Series-5 model was introduced in 1920 and continued for 3½ years with only minor modifications. Cast-iron pistons gave way to Lynite; incidentally, the side valves were slightly inclined. A few cars were turned out to 1925 and a spares service was maintained to 1929. An attempt at revival was made with a six-cylinder car powered by a Rochester ohv engine, but to no avail. In 1931 the Elcar Motor Car Company in Elkhart, Indiana, adopted the Mercer name on a Continental-engined straight-eight, but rumour has it that two only were built. . . The Roeblings were wire manufacturers; they had been singularly unlucky, their youngest son drowned in the *Titanic* disaster, and by 1918 all three of these who had founded the Mercer Company, and were on its Board, were dead. As the Mercer Raceabout also died, the Stutz Bearcat took over.

However, the famous sporting Mercers are not mercifully (dare I say *mercer*-fully?) entirely forgotten. Indeed, back in 1954 Ralph Bailey's 1914 Raceabout came here as part of the American team in the VSCC's Anglo-American Rally.

W B

Wrong Routes



The sign Londoners saw *en route* to the Farnborough Air Display.

Reading in the February issue of *Aeroplane Monthly* of the sad accident which occurred at the 1952 SBAC Farnborough (RAE) Air Display, in which John Derry's DH 110 disintegrated over the crowd, killing the famous test pilot, his observer and 28 members of the public, reminds me of two happier Farnborough happenings. One Sunday evening, having a motor-racing assignment at the *News Chronicle*, I was on my way from Fleet to London and, hoping to avoid the congestion on this public display viewing day, I used a narrow lane across the common to gain the A325.

What I didn't know was that this main road had been turned temporarily into a four-lane one-way exit from the RAE in the Farnham direction, by putting up "No Left Turn" notices at all adjoining roads where normally a right turn was permissable. Except that this little-used lane had been overlooked by those erecting the notices!

So in my innocent A7 I made a left turn, after which all hell broke loose. Confronted by cars four abreast bearing down on me I blew the horn and stopped. A policeman rushed up, demanding to know what the hell I thought I was doing? "Trying to get to London", I replied. "It's a *one-way road*; you're in *big* trouble" the constable responded, as an Inspector hurried to join him. He repeated this information, almost yelling "You *disobeyed* the notices". "There isn't one at the lane I used" I told him. The gloating young bobby was sent unbelievingly, to check. He came back crestfallen. I was vindicated and the volume of exiting traffic from the RAE had to be halted, to enable WB and one little A7 saloon to proceed. . .

On another occasion I was driving with a young daughter in the Morgan Plus-4, but this time, at the same place, traffic was pouring *into* the RAE, for the afternoon flying. I was waved into the left hand lane, although protesting that I had seen the Display on Press-day and now I just wanted to get home. No go! Perhaps a label (motor racing) on the windscreen had convinced the police that I was Display-bound. So in we had to go. Arriving at the pay-box/ticket-check I explained the situation. "Just drive on to that RAF Officer" I was instructed. He was 100% politeness and understanding and showed me how to escape; or, he said, you can stay and see the Show again, free — except unfortunately, young children are not allowed on Trade days. Full marks for sensible organisation, presumably intended to appease those with no tickets or the wrong ones. . .

A notice had been put up at Frimley Bridge, on the Londoners' route to the Display, reading "SPEED IN THE AIR, CARE ON THE ROADS", but it was a fast aeroplane that killed those unsuspecting spectators. On a happier note again, MOTOR SPORT's photographer once went to the Display on a very wet day, but got good pictures. On his return he said "What puzzled me was that the only aeroplanes unable to take off were the *All-Weather* Lightnings!"

Lunchtime

Those who grew up, as it were, in the days when Lotus were successful in the Grand Prix field must be terribly shaken to hear that, allegedly, £10-million in-the-red, this British team may never again be seen on the circuits.

I write this as one who saw Colin Chapman's unique abilities, his love of motor racing and his notable business acumen. Memory recalls when, on a visit to Hethel, we were waiting in the directors' dining room for Colin to arrive. I must have smiled slightly, and had to explain it, saying this was such a contrast, such a tribute to Lotus, from the days when it was a small concern based in Hornsey, N London. Come lunch time then and Colin would enquire whether Jenks and I were staying, then give the works-lad a "fiver" to go and buy fish-and-chips, which we would eat out of the wrapping paper, standing around the cars. . . Road Test cars never seemed to carry licences; but one did not dare comment. You just drove out of London as rapidly as possible. . .

Another cameo of how quickly Colin put all that behind him, to become a multi-millionaire. We flew up to Hethel for a Lotus Open Day in an ex-racing Piper Twin Commanche. Arriving by air might then have caused a bit of a stir. Not at Lotus; as we emerged from the fog right over the runway, long lines of other aeroplanes were seen to be neatly parked, as we were shown where to go by the gentleman with the bats. Two oblique but sincere personal tributes, to a once-great Company. . .

Don't call us. . .

Delving again into Doug Nye's stupendous history of BRM, which I regard as the motoring book of 1994, and noting that one of the drivers of the V16 cars was the late Ron Flockhart, I recalled an amusing memory of this keen racing driver and pilot. Hoping to get a test-drive in the Mercedes-Benz team he asked MOTOR SPORT to forward his credentials to the great Alfred Neubauer, enclosing a very complete list of reasons for applying. Neubauer replied, saying the application would be considered, adding "but please inform Mr Flockhart that the colour of his eyes has no bearing on a person's skills as a racing driver!"

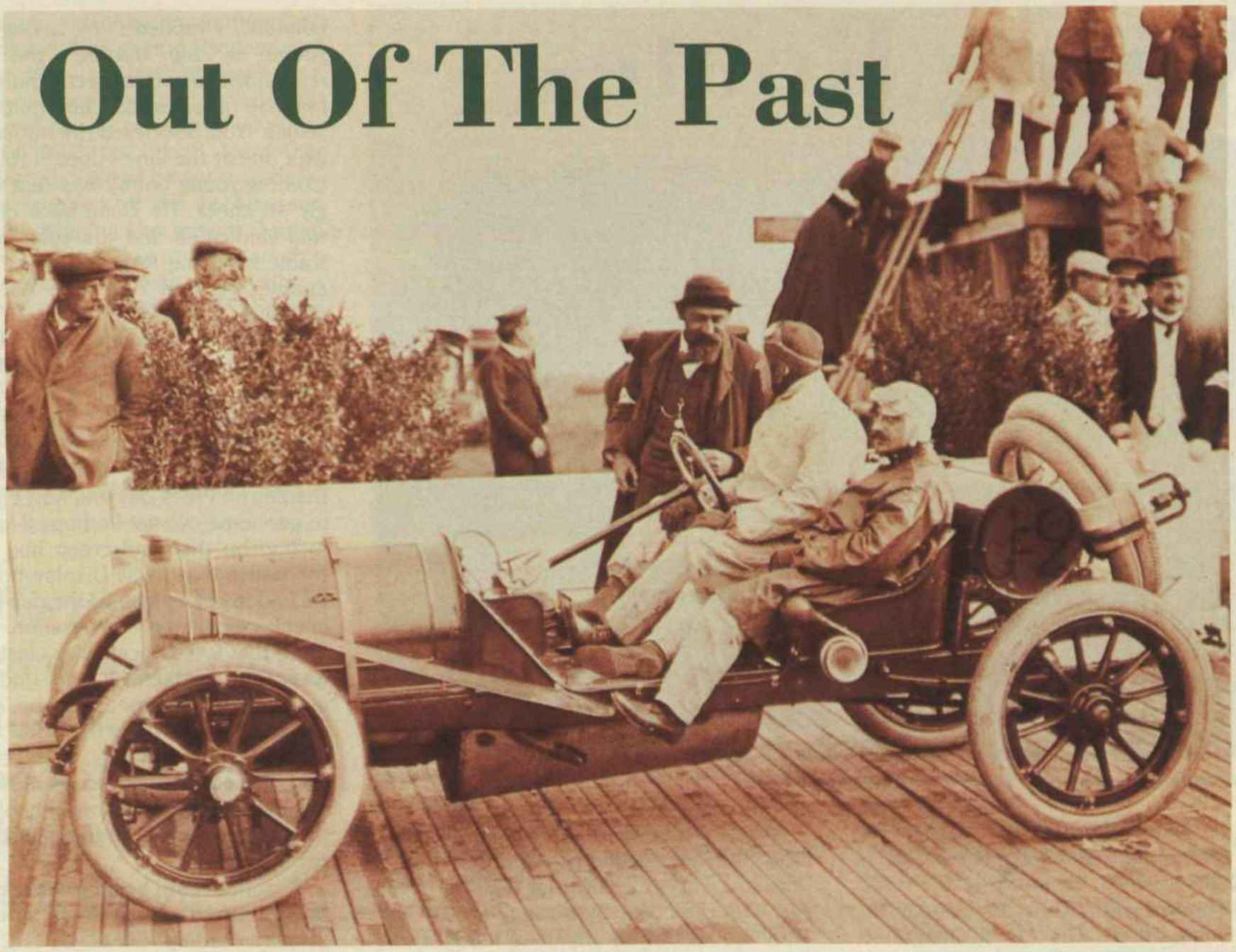
The Things They Say. . .

"He left the country broke and disillusioned, to spend the rest of his days racing foreign cars. He finally met his end after a crash at the Tripoli Grand Prix in 1933." – SW, announcing the BBC Birkin drama as the "Pick of the Day" in the *Daily Mail Weekend* TV Guide. A case of words in a twist; it was news to me that Sir Henry went to live abroad, and he actually finished third at Tripoli in a Maserati, behind Varzi's Bugatti and Nuvolari's Alfa Romeo.

The Things They Said. . .

"Campari allowed his Maserati to be pushed off by two mechanics, contrary to regulations, on his second pit-stop. . . . He was fined about £12, from the first prize of £1200." *The Autocar*, reporting on the 1933 French GP. **W B**

Out Of The Past



There is interest in the cars of noble families, especially if they took to motoring from early times. I am grateful to Dr Neil Thorp, a VSCC member who runs the Hudson-engined Spikins Special, for news of some of the cars and motoring episodes of the fifth Earl of Carnarvon, based on Highclere Castle archives which Mrs Thorp, an archivist, is in the process of cataloguing.

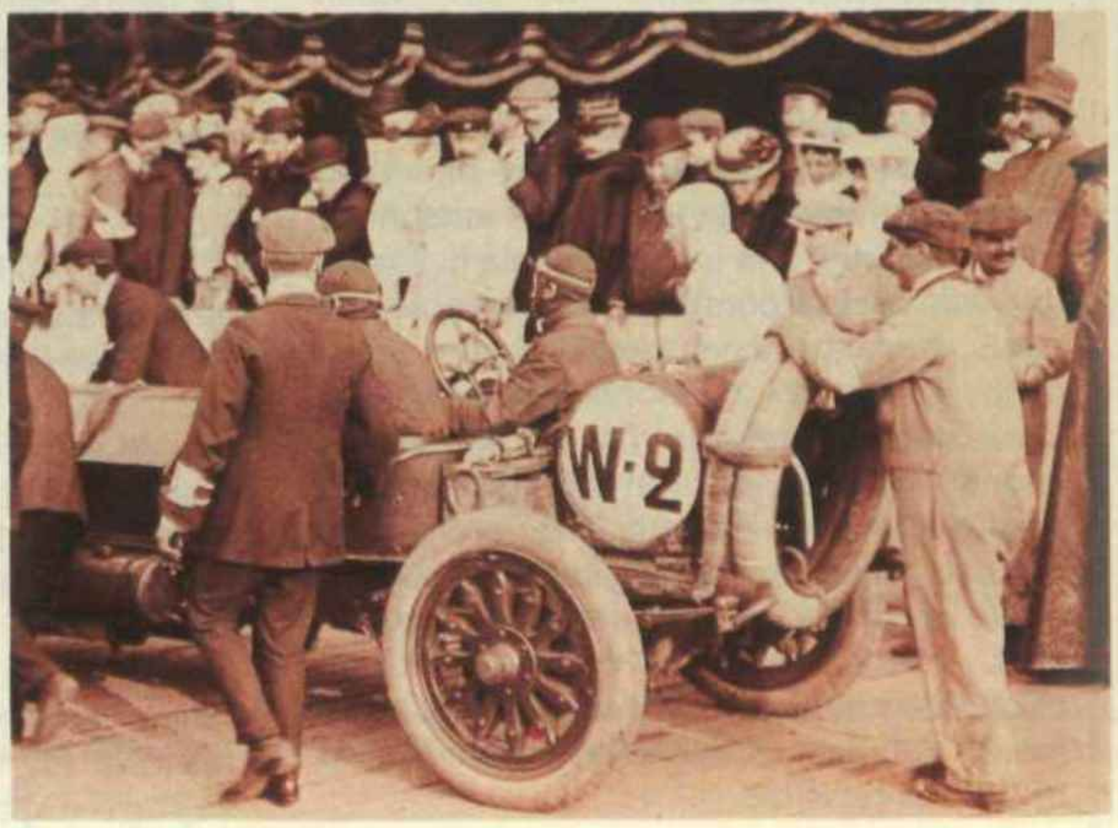
Although a motoring accident in Germany had left him in poor health, Lord Carnarvon remained an enthusiastic automobilist, with a penchant for fast driving. In 1898 there had been an incident in Newbury, when Lord Porchester, later the Earl of Carnarvon, was summonsed for driving at over 12 mph and another in 1901 when he caused an elderly pedestrian to panic as he drove past him near Epping at an estimated pace of more than 25 mph, followed by his "mecanicien" in another of the Earl's cars. A police constable standing at the top of a hill said he saw the autocars "dashing at a terrible speed down one hill and up the other, with a large number of holiday people about". Worse, although the constable put up his hand, neither car stopped. One loquacious witness described the speed as "terrific, at least 30 mph". The barrister who was famous for defending motorists, Mr Staple Firth, represented the Earl and his chauffeur, and the case was dismissed.

Neither of these early cars can be identified, but in giving evidence in the Epping case the Earl's French engineer described one of them as being driven by a mixture of oil and air, with a heavy flywheel — a Rootes & Venables, perhaps?

A bill exists, from the Societé Anonime Paris-Automobile, whose director was the famous racing driver Henry Fournier, for 5672.80 francs, addressed to Lord Carnarvon in December 1904, which might have given a clue as to later cars; but as the company was concessionaire for Hotchkiss and Oldsmobile and also handled Mors, Renault, Mercedes, Fiat, Panhard-Levassor, Canota and other automobiles, it does not.

But we do know that His Lordship liked "scorching" as a young man, once describing himself as "an habitual record-cutter on a motor-car", and that he liked to watch motor races; in 1907 he walked round the Dieppe circuit, taking photographs of the French Grand Prix. These photographs are currently in an exhibition in the Music room at Highclere Castle and merit a visit by MOTOR SPORT readers. The other interests of Lord Carnarvon are covered by the Egyptian Exhibition and the Horse Racing Exhibition. The first-named collection includes items from the excavation of the Egyptian tombs, in which his Lordship was greatly interested, travelling between Luxor and the Valley of the Kings with his daughter Lady Evelyn Herbert in the lhd black-radiator Model-T Ford tourer, a native clinging to its running board; when not in use the Ford was garaged in one of the tombs.

An earlier motoring interest had been the Rutherford steam-car, the work of the son of the Estate secretary E J Y Rutherford, and



Shots of the 1907 French Grand Prix, taken by the fifth Lord Carnarvon. Above, the smallest car in the race, a Germain, displaced 5123cc. Note the mechanic's spiral bulb horn. Harrison's 14.8-litre Weigel, right, was one of the English entries, but expired after five laps.

built by the Highclere Motor Car Syndicate Ltd, in which the fifth Earl probably had an interest. With a Serpollet-type flash boiler and a 3-cylinder single-acting engine rated at 30/40 hp, the EJYR tourer, later the Rutherford, went into limited production from 1907 to 1912; the company's 1909 bill-head is amongst the Castle archives. By 1909, the fifth Earl was using a 38 hp Metallurgique. The motoring interest was inherited; there is a letter in the archives from Winifred, Lady Burghclere, the Earl's sister, from Cannes, to his son, later the sixth Earl, persuading him not to make a winter journey across France to visit her in 1913 — he was then aged 16.

After the war His Lordship had a 1912 16-valve Bugatti (XD 9971), bought from Jarrott & Letts, in which he did two tours of France, cruising at 60 to 70 mph three up, and in 14,000 miles suffered only a broken petrol pipe, a slight radiator leak and the inevitable punctures. He was so impressed with its road holding and springing that he ordered a Type 30 but died, in April 1923, before he could take delivery. His love of motoring is reflected in a photograph taken between 1916 and 1920 in the Dover Street studio of Bertram Park, of His Lordship in a heavy fur-collared driving coat. Indeed, he is said to have owned some 60 cars.



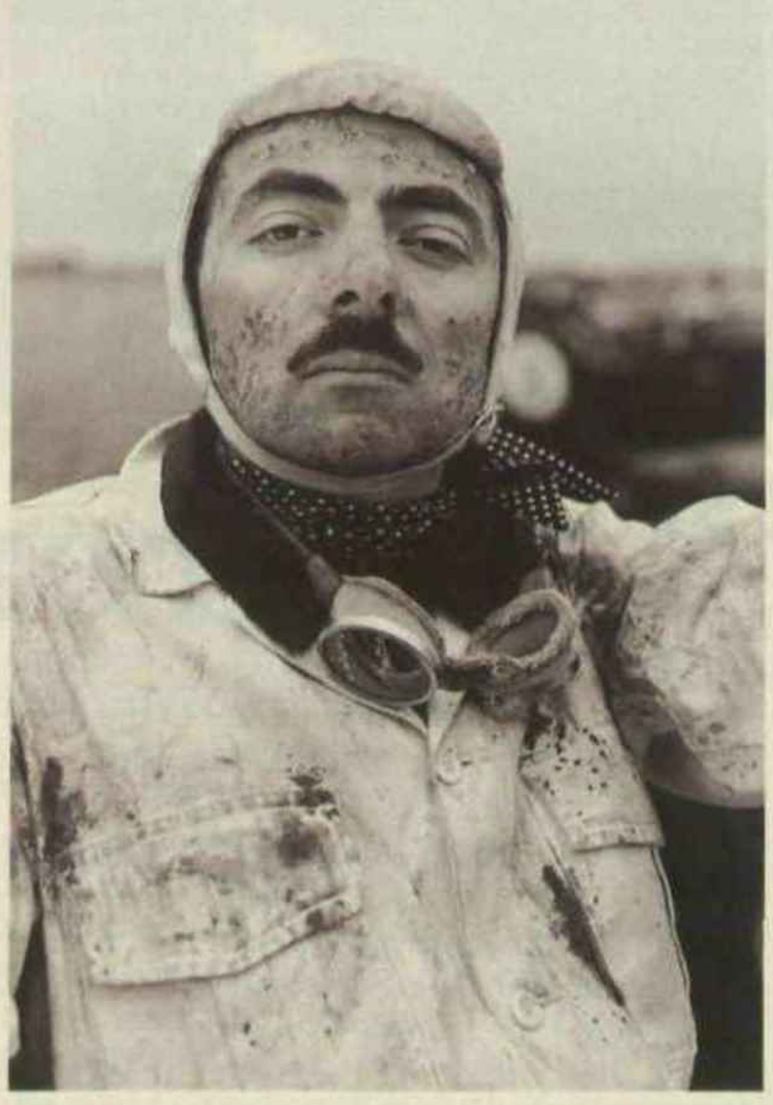
François Szisz, favourite after winning the previous year's race, finished second in the 12.8-litre Renault, seen over the inspection pit beforehand.

Ernest Trotman, the Highclere chauffeur, drove the Bugatti and continued to serve the sixth Earl, who in 1933 had a Rolls-Royce (OR 2047). Lady Carnarvon, the present Earl's mother, had an AC, serviced at the works in 1927, and Lord Carnarvon purchased another Rolls-Royce (chassis 76-A3) early in 1928. This or yet another R-R (OR 9742) was driven by Jack Gibbins, who had been Lord Carnarvon's batman in 1916. Gibbins, who died in 1994, also drove King George VI's armoured Daimler when serving in the Household Cavalry. The chauffeurs' accounts for petrol, repairs, food, accommodation, overalls, uniforms, etc, from 1922 to 1932 are in the Castle archives, together with correspondence with Robert Warner, Hydraulic Engineers, about the ram water pumps made for the Castle in 1909, etc.

In later times the cars owned by the sixth Earl included a Derby Bentley two-door saloon (JE100 — now AAA 666) with horse-and-jockey radiator mascot, bought from Jack Barclay Ltd and sold back to them, and another Rolls-Royce. Highclere and the exhibitions are open to the public from July to September. **W B**

Film Review





Sir Henry Birkin (left) and portrayed by Rowan Atkinson on the Beeb (right).

BBC 2, in *The Last Machine*, featuring early cinema films, made the point that then accuracy was not important, but that today it is. A view apparently not shared by BBC 1, judging by its Sir Henry Birkin motor-racing drama for its *Heroes and Villains* series.

Rowan Atkinson, who is considered funny as "Mr Bean", just managed not to appear ridiculous as the aristocratic racing baronet, but W O Bentley was very badly cast, and the Hon Dorothy Paget had generously been allowed to shed many years. And the cars! The producer thought it acceptable to have Hickling's big yellow Dodge standing in for the brown-hued DFP with which Birkin began his racing career in 1921, and to let it race against Chris Gordon's Tamplin, which it never encountered. The possible availability of the genuine single-seater blower-4½ Bentley with which Sir Henry broke the Brooklands lap record was seemingly ignored, but Stanley Mann brought his ex-Birkin 3-litre, and the blower 4½ GY 3904, whose first owner was G R Handley, not Birkin, also figured. In a supposedly six-hour *sports car* race we saw it overtaken by Majzub's *stripped* GP Bugatti! The venues used for filming were a bit of a mish-mash. The Members' Banking, with not much room to pull up and the pits unrealistically close to the Brooklands Clubhouse, studio palms to represent Tripoli, and a corner with a monument for Le Mans.

Round these, VSCC members diced furiously. The Caracciola Mercedes-Benz was seen to retire at Le Mans in clouds of steam, when in real life, we are told, a flat battery refused to restart the engine — or was this more realistic than Mercedes would have wished?

Some of this drama of Sir Henry's Bentley career is told by Rowan-Birkin to the ghost-writer of *Full Throttle*, whose true identity was never revealed by its publishers. W O is seen arriving in a chauffeur-drive Bentley to ask Birkin to join him at Rolls-Royce (?), and was Sir H really so rude about him after he had left? At a house party the girls shoot at plates thrown up by the great racing driver, too poor presumably to have proper clay pigeons, and the car he usurps from its owner who is cranking it up, to give a pretty flapper a ride, is surely, not one of his beloved Bentleys, but a 30/98?

A good enough bit of drama for the TV viewing public, but not one of which the BBC need be factually proud. But no doubt great fun for the actors and those who lent their cars. But have standards dropped? The Sir Malcolm Campbell drama shown some years ago was superior, in my opinion. **W B**



"C G G", A Great Editor

I became aware of *The Aeroplane* (6d weekly) in the early 1930s and was soon a regular reader. It was edited by the controversial and outspoken Charles Grey Grey from 1911 to 1939, and was entertaining to a degree not approached by other technical journals. I became such an enthusiastic follower of CGG's writings that when I began to write for MOTOR SPORT from 1935 onwards, and became its full-time editor in 1945, I tried to emulate, ineffectually perhaps, the style Grey had made his hallmark in *The Aeroplane*.

C G G, as the great aeronautical writer signed all his articles, was born in 1875 in one of those Nash Terrace houses by Regents Park in London. His father had lived at Dilston Hall in Northumberland; the Field of Flodden was owned by the family and the young Grey was the nephew of the famous Josaphine Butler. His father, in the Irish Land Commission, used to ride to his business appointment on horseback, a pair of pistols in the saddle holsters, Before he was 18 the son was an active member of the Irish Road Club, winning bicycle races, one of 120 miles in the record time of 8hr 20min. He was educated at the Eramus Smith School, Dublin, and at the Crystal Palace School of Engineering. He qualifed in civil engineering in 1894 while still having time to win a cycle race lasting 12 hours. . .

CGG then worked at the Swift Cycle Co in Coventry and at the Coventry Machinists Co as a draughtsman, before becoming manager, at the age of 23, of Attenborough & Underwood, the steel manufacturers. The following year he married Beartrice Thorneloe, who had shared a tandem with him. The Bowden Wire Company was another cycling link, but Grey left to become a writer on Walter Staner's *The Cycle & Motor Trades Review*, Staner being then Editor of *The Autocar*. Grey's first brush with the world of aviation came in 1908, when Staner needed someone to cover the Paris Aero Show. He wrote a report for *The Autocar*, probably the first ever in an English technical journal of an aero show. Even then CGG was critical of the celebrated Wright biplane, saying that it was *not* the machine of the future! This work led to him being appointed Joint Editor with the artist Wilfred Aston, of Iliffe's new penny weekly *The Aero*, which came out in May 1909, four months after Spooner had started *Flight*. *The Aero* died in 1911. CGG was then asked by EV (later Sir) Victor Sassoon, whether it could not be replaced, the outcome being that he put up £1000, a large sum then, and Grey started *The Aeroplane* in June 1911. For 28 years thereafter, even when he broke a hip-joint in 1927, never did he fail to write the leading article. This, and his many other contributions, were invariably pithy, causing much comment and sometimes as much offence.

That is how it began. By the time I knew it *The Aeroplane* was a highly respected magazine, perhaps not always quite so accurate as *Flight* but infinitely more entertaining. CGG saw to that! The contents of *The Aeroplane* were notably instructive — I

recall an Indian Army Officer telling me he was greatly helped by reading it when it came to passing his entrance exam. The point being that Grey realised that whereas even intellectual young men might have little time for political papers, they could be induced to take in such matters if the information was mingled with that about aeroplanes. In that respect Grey might be termed a right-wing Liberal. He was an astute historian and observer of International affairs. He warned, before most politicians, that Germany was re-arming, had no use for Baldwin's appeasement, yet he admired German advancement, flew with Mussolini, and most certainly could not abide fools and Government obstructionists. "When I read of people resting on their laurels," he wrote, "I wish there could be some holly mixed with the laurel". It was Grey's opinions in "Matters of Moment" (now you know from where I cribbed that!), and the blend of politics with aviation that made the paper so influential. And I dare say that other young men besides myself regarded it as good to be seen with when sitting next to a girl in 'bus or tube. . .

CGG had practical experience of flying before the new paper was planned. He had gone with the Iliffes (later Lord and Lady Iliffe) in their Daimler to the 1909 Reims Aviation Meeting (taken because he mended the punctures?) and he survived a crash-landing in 1910 in Capt B Dickson, RA,'s Farman at Lanark. For many years the appearance of *The Aeroplane* could be called dismal, with few pictures and poor paper. All the more credit that its contents, steered by the fearless and scholarly editor, kept it very much alive. Grey ran powerful pieces on "The Truce of the Bear", warning of Russia's likely re-emergence. In the 1920s he had beaten the newspapers in telling of the Middle East petrol pipe-line and had forecast in 1924 that Japan would one day strike America in the Phillipines. He fought hard for better fighting aeroplanes in 1914-17 and thereafter, and admired greatly the leadership of Lord "Boom" Trenchard, Marshall of the RAF, as later he did that of Sir Winston Churchill.

Tall, monacled, always correctly dressed, CGG was prominent at the important air shows, races and aviation dinners, etc. But he liked to say he flew on only one day a year so that he could spend the other 364 proclaiming how dangerous flying was! He fought a long campaign for safer aeroplanes, but said flying would never become truly acceptable until people became used to being killed in aeroplanes. He coined the saying "mails may be lost but never delayed, passengers may be delayed but never lost". In fact CGG had a theory that a phrase would be remembered long after facts were forgotten. Hence, in a leader on safety and the value of wing-flaps, "Aeroplanes should land slowly and not burn up". Having gone down to the RAE at Farnborough and been refused admission, Grey fought a lifelong battle against what he saw as Government boffins holding up progress.

When Russia claimed to have broken the World Duration Record CGG set his staff to work with slide-rules, maps and their knowledge of aeroplanes — Grey himself edited *Janes's All The World's Aircraft*, — until they had proved the claim false. *The Aeroplane's* editorial that week showed that the machine used could not in any way fly the distance without landing to refuel. That was massive stuff, and upset the Royal Aero Club which had accepted the FAI's homologation of the ANT 25/I's 6305 miles in 62hr 17min non-stop, from Moscow to San Jacinto, USA, in 1934. Grey sent his then Technical Editor Mr (now Sir) Peter Masefield to the RAeC to look at the Russian Government's claim but refused to accept it, labelling it a fake, and concluding his reasons with the final comment "We await information of the 'liquidation' of the crew, so that further evidence may be destroyed". Powerful stuff!

CGG went to America in 1924 and was impressed by its progressive aviation industry. His comparison with British products



Grey and the big American Flint saloon he ran pre-war.

and emphaisis on how the Curtiss D12 engine had made the 160 mph Fairey Fox two-seater day-bomber 50 mph faster than than any other and faster, indeed, than the RAF's *fighters*, in 1925, lost *The Aeroplane* all its main advertisers. But by leaving their pages blank and saying why this was so, they soon returned. . . (In its formative days Handley Page had been allowed free space, as a sound Company that would soon be able to pay). Later, when American papers were claiming that USA air-liners were superior to ours, Grey refuted the allegations in his usual fighting style.

The Aeroplane may have been controversial, but it was essentially patriotic. Full pages and regal portraits would be devoted to Royal Cornations and funerals. But when it was announced that the Royal Family were to make greater use of aeroplanes, Grey, ever the advocate of safer flying, ignored the great enthusiasm with which the news was greeted by the newspapers and the other aviation magazines, pointing out that he was not happy with the development, because an aeroplane was the only vehicle unable to stand still in the element which supported it so all he could say was: GOD SAVE THE QUEEN. . .

He was not keen on newspapers; he once awarded the *Daily Express* the Blue Riband for Nonsense after it had got its facts wrong about aeroplanes colliding on the ground like motor cars, a comment on the sad fatality to Campbell Black. Grey objected to "If you stunt on the road you can only do so by driving fast", saying that a bad driver could be a menace at 10 mph and if you drove out of a blind side-turning into a main road at 15 mph, you would be definitely dangerous, although not driving fast. "Daily newspapers", he wrote, "necessarily have to publish a certain amount of nonsense. Many of then are produced for people who cannot think and most of the illustrated ones for those who cannot read. Most of them are a verbal cocktail, titillating but without substance". As true in 1995 as in 1936?

Of his early days, CGG said about the only clever thing he did was to take offices at 175, Piccadilly, because sooner or later most people who came to London walked down St James's Street and turned into Piccadilly. So anyone in aviation with news to impart was likely to visit *The Aeroplane* and if they had any secret could pretend they had gone to see the Royal Aero Club, in the flat below. By the time I was a regular reader the paper had been taken over by Temple Press, who badly needed a foil to Iliffe's *Flight*, to the benefit of format, status and circulation. Thurstan James, educated at Rugby, and rrom Short's and Beardmore's, was Technical Editor (his predecessor Bill Sayers having gone to Boulton & Paul's after a furious row with Grey), W F Bradbrooke looked after Club flying and tested those aeroplanes offered to him, Charles Sims was the highly skilled photographer, and the RAF side was covered by Mrs McAlery, who looked rather like a Victorian school-marm but who knew more about the Air Force than many senior officers and who would get kitted-out in overalls and helmet and watch the pre-war training Air Exercises from the rear-gunner's cockpit of the latest bomber. . . It was rumoured that Temple feared Grey's caustic pen might incur libel damages and that they attempte. .o confine his more dangerous remarks to a limited number of lines per page, but that only Mrs McAlery could control him. (Temple Press might have been even more fearful had they known that during WW1, GCC's friends were so worried that his attacks on the Government and its aeroplanes "that killed more of our pilots than the Germans" would result in his arrest, that they organised a secret hiding place for him!)

Untroubled himself, Grey poured out his views, on world affairs, the political situation and the latest aeronautical news and scandals, some rather extreme. For instance, in his obituary for actor/pilot Lt Col Robert Loraine, DSO, MC, who in

1910 was the first pilot to almost fly from England to Ireland in his Farman ("at least he landed in Irish water, swimming the last few yards"), CGG said that he had never been able to persuade himself that play-acting was a man's job. But he made an exception of Loraine, who had won honours in the South African war, was a pioneer pilot and a fine driver of sporting cars (one an 80 mph Austro-Daimler) "in the days when that was a man's job". After which Grey wrote a scholarily appaisal of Loraine's plays, just as he was fully capable of writing about the work of Bernard Shaw, and Kipling etc. and quoting from the Bible.

I rather liked it when A E Clouston, with a Mrs Kirby-Green, had broken the Croydon-Cape Town-Croydon record in a DH Comet and of course the newspapers were making a great thing of the lady who helped the male pilot; CGG simply commented "and Mrs Kirby-Green went along to rattle the money-box" (sponsorship being required for air-records as for motor-racing). On the

"CGG ended his article with the words 'In my opinion Britain will never go to war with Germany'"

educational aspect, Grey's abrasive articles had much to say about war in Europe, complete with maps; his assumption that "If and when the time comes, either for an ambitious Russian Dicator to start a campaign of expansion or for a Russian Soviet Government to go to war as a means of keeping its hold over a starving and rebellious people, the obvious line of attack is through Rumania", written in January 1924, surely has a topical ring to it?

A fast driver, CGG was not averse to fighting motorists' battles in his aviation paper. When Belisha Beacons and low speed-limits appeared, he referred to Mr Hore Belisha as "Horeb Elisha" because "the prophet Elijah had ascended to Heaven in a chariot of fire (the true Height Record) and although Horeb Elisha was not responsible for seeing off Elijah, he seemed to be seeing off road-users". *The Aeroplane* was cautious about what CGG called "pop-bottles", underpowered little machines which were forecast as "Everyman's motor-car of the skies". Like Tom Threlfall, Grey liked quotations, which headed his leading articles. Long official papers would be published with his comments within square-brackets, as when he was against the Government's disinterest in Lord Nuffield's offer to build Wolseley aero-engine for the war effort, and he had an amusing habit, when a picture of celebrities had been marred because outsiders had rubber-necked into it, for naming the VIPs but also the others, as "me-too" and "must-be-seen", or suchlike. As for libel, I think there were few cases, all but one settled out of Court; I believe the exception may have involved a flying display from a dangeroudly small field, intended to benefit a hospital, Grey concluding that piece ". . .fortunately the hospital isn't far away", which was alleged to have ruined the attendence!

Although I did not know CGG well, he did me several kindnesses, such as a Croydon tarmac-pass, and an introductory letter when he got me to cover the Bristol Control of the 1936 King's Cup race (won by Charles Gardner's Percival Vega Gull, at 164.5 mph). That resulted in the offer of VIP parking, breakfast, lunch and top Press facilities (I concealed the fact that I had driven down through the night, in a borrowed Austin 7), such was Grey's status; yet when I ventured to ask him for a "Cars I Have Owned" article for MOTOR SPORT, fearing a curt refusal or a demand for a high fee, he was immediately enthusiastic, sending me his longhand mss and photographs, never expecting a penny. (Photocopy of this from our offices, if anyone is interested). I did a few jobs for the paper, which took me into the great man's office. Once, while being briefed for a terribly boring assignment for a supplement to a Trade Special issue, there was a knock on his door. The artist who did those wonderfully detailed huge cut-away aeroplane drawings opened it, apologised, but was told to enter and hold up his work, which must have taken *weeks*. Grey looked at it for a moment, said "That's not a Sunderland", and dismissed the luckless chap. And I remember Gray coming down in the open-cage lift at Piccadilly as the typists were leaving. Opening the door he called "catch" and threw out a net-bag containing a large number of Dictaphone wax-cylinders representing his day's work. "Sort it out between yourselves which of you is going to type it", he said, "I shall be back around 10pm to check it". That when the Assistant Editor had started at £5 a week. . .

CGG liked a battle and could, I suppose, have been called predudiced. He fought long with the Air League of the British Empire, which I am sure he enjoyed, and poked fun at Naval proceedures, knowing that aeroplanes could sink battleships. When the CAG was formed just before the war, to train pilots for the coming conflict, he warned his readers not to respond, "and become unpaid chauffeurs of the State", as I recall. So I didn't. (Had I done so I might not be here now). Later CGG capitulated, but by then the lists were full. In those later 1930s Grey was flown to Germany, met its high-ranking military personnel and admired the gliding schools and the Hitler youth. He became rather too convinced, which may be why he was politely given six-months' notice in March 1939. Four days before Britain declared war on Germany CGG ended his leading article with the words, "In my opinion, Britain will never go to war with Germany". Edwin Colston Shepherd, BA, become the *The Aeroplane*'s new editor. But after the words on the cover "Edited by C G Grey" ceased to appear, it never seemed quite the same. . .

CGG was divorced and in 1929 he remarried; I had a charming letter from his second wife after I had written about him in the late-lamented *Blackwood's Magazine* — whose editor had raced a 30/98 at Brooklands. CGG lived at Coombe Bury Cottage, Kingston Hill, and continued to write many articles and books, posting each envelope personally. He posted his last (to *The Aeroplane*, now edited by Thurstan James, with Grey's name on the masthead as Founder Editor) having been asked to do a special contribution for the issue celebrating 50 years of powered flight and went off to a party at the Admiralty. Taking off his coat, he collapsed into the arms of Grp Capt Dundas — as Thurstan James said in his paper about CGG for the Royal Aeronautical Society (to which I am indebted), how fitting that he should die in the arms of the RAF under the Royal Navy's roof. Grey was 78 and had edited his paper for 28 years.

The *Aeroplane* continues today as a highly respected historical monthly, edited by Richard T Riding, priced at £2.30. **W B**

V-to-C Miscellany

The Alvis 12/50 Register *Bulletin* No 190 contained a very interesting, well-illustrated 16-page article by Eric Benfield on the 1924 Alvis racing cars, with more to come, including driving impressions.

The Heritage Motor Centre at Gaydon, Warwickshire is to celebrate the 70th birthday of what is still called "Old No 1" MG on March 26, with reduced entry fees for those arriving in MGs. The display will remain open until June 11.

The HRCR's Mobil-sponsored Demon Tweeks classic and sports car Historic Rally Championship will be divided into nine capacity classes, three for pre-1931 cars, six for these made before 1960. The first round will be the Vauxhall Rally of Wales on March 17/18 (60 forest miles), followed by the Ypres Historic event in Belgium on June 24/25, (110 tarmac miles), the Ulster rally in Ireland on July 28/29 (125 tarmac miles), the IoM Manx rally on September 14/16 (175 tarmac miles) and the Miller Oils RAC Historic Rally on November 18/19 (90 mixed miles). Details from Alison Woolley, Tibberton Court, Tibberton, Glos, GL19 3AF (Fax: 01452 790703).

The leader in the Historic Rally Challenge is Steve Hall (Ford Lotus Cortina), one point ahead of Roger Powley's Porsche 911. The second round will be on Easter Monday, with the Craven MC's Imber Stages Historic rally. Details from G Carter, 19 Birchen Lane, Haywards Heath, W Sussex RH16 1RY (01444 417384).

Brooklands Welcomes Vintage Drivers



Ninety-six pre-war cars and their enthusiastic crews turned out on the last Saturday in January to perform a dozen driving tests, which in addition to the usual round-and-round also went up-and-down quite noticeably, thanks to Brooklands' interesting topography.

The current Brooklands management, led by Morag Barton and spurred on by Janet Fenna, likes to welcome old cars and their minders to the circuit (now an Ancient Monument) in the off-season, for which January 28th qualifies with ease — though the restaurant was functional, and some of the larger less garageable aircraft were decorating the test sites, dripping rain onto spectators who were unable to get right underneath them.

The cars ranged in age from Marcus Croome's 1904 1300cc Wolseley, via a couple of Brescia Bugattis — each of which appeared in the awards list, driven by Geoff Stamper and Rupert Avon, and by David and Richard Marsh — to Day's elegant 1938 2-litre BMW. Richard saw his ancestor off by a margin of 30 seconds over the day, to win overall quite convincingly.

VSCC Competition Secretary Neil Murray set the tests in such a manner that the more size-enhanced cars were not unduly handicapped; Clive Gould's Ford A Tudor saloon, for instance, was deftly driven to a second-class award, whilst Donald Lake's 1933 3-litre Talbot — never a small car in anyone's book — gained a third-class pot. It rained on and off all day, and there was a noticeable breeze at the top of the Test Hill. The rain enabled many competing cars to demonstrate how much weather protection has improved over the last 55 years. **T J T**



Top: Clive Gould addresses his Ford A to the garage with extendable ends almost in the shadow of the Members' Bridge. Left: Clare Threlfall arriving at the top of the Test Hill in her 1924 B S A TB 10.

The VSCC Measham Rally

The VSCC is well aware that an all-night rally has an added sense of adventure and that darkness puts a fine edge on driving and navigating, also that the by-ways are usually empty of all but competitors' and marshalls' cars during the dark hours. Hence the continuance of the long-established Measham Rally, which, as last year, was run over a demanding route in Yorkshire on January 18. The entry of 51 pre-war cars was reduced to 44 when a Fiat, a Bentley, two Alvis, two Rileys, a FN-BMW and an MG non-started, a convenient field for such an event.

The time schedule defeated Mrs Sythes, navigated by Mark Joseland in the 1935 FN-BMW, Peter Binns and David Filsell in the 1929 Riley 9, Day and Sewell in the Brescia Bugatti and the Macdonalds in their 1930 12/50 Alvis. The unlucky ones who retired were Mycock (1930 A7), Johnson (1928 Lea-Francis), the Tarrings in their 1927 Frazer Nash and, with that elusive problem, electrical trouble, Simonard's 1931 12/50 Alvis. It was good to note that the majority of the competing cars were in the standard catagory, as befits a road rally.

The outright winner was N S Thompson in a standard 1930 1½-litre Lea-Francis, navigated by D B Roberts. He was also a **First Class Award** winner, as were G Winder/H Barton (1926 12/50 Alvis), the **Second Class Award** winner was T Clark/K Pendlebury (1925 Salmson) and those who scored **Third Class Awards** were D Marsh/C Robinson (1923 30/98 Vauxhall), K Burnett/J Warburton (1928 12/50 Alvis) and P Harris/R Buxton (1924 3-litre Bentley). The award for the best performance by a novice was won by RJ Nice/B Coulter (1933 A7). **W B**

V-to-C Miscellany

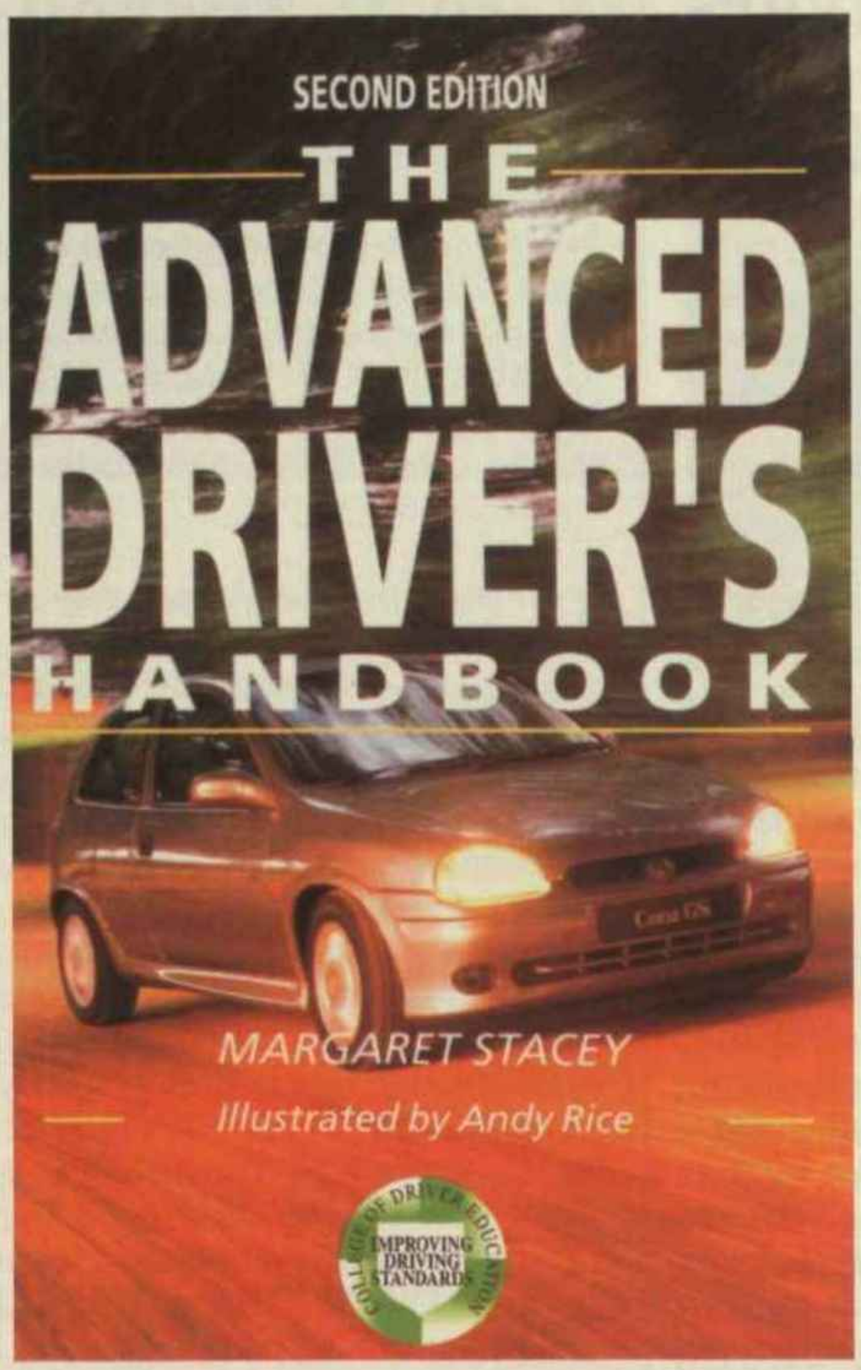
Regulations and entry forms are now available for the Yeovil CC's Bristol-Bournemouth Vintage Vehicle Run on June 11. Last year this run for pre-1940 vehicles had nearly 300 entries. The closing date for the 1995 Run is April 1; apply to A Davidson, 63 Abbots Way, Yeovil, Somerset BA21 3HX. The entry fee for Club members is £20 per vehicle, others £25. Commercials up to four tonnes accepted.

Ludlow's popular Vintage Vehicle Festival Display takes place on May 14. Cars, motorcycles, commercials, up to 140 in number required, cars pre-1966, others pre-1970s, so not truly vintage. Entries close by March 14, to P Reckless, Roachdale, 6 Stanton Road, Ludlow, Shropshire SY8 2LR. Town run and Concours d'Elegance, etc.

We have come across a letter bearing on the remarks made about Marston's 1938 Leyland Hippo brewer's lorry in last month's issue. In 1935 a driver of such a Leyland owned by Thompson & Evershed had been summonsed for doing 27 to 30 mph. The Leyland in question was originally petrol-engined but in 1934 Leyland's had installed an E43 oil engine, on which the governor was set to commence to cut out at 1850 rpm and be fully operative at 1900 rpm. If correctly set, this implied that with the 8.66:1 axle-ratio and 38 × 8in tyres the vehicle would be doing 25.4 mph. Running downhill, or coasting, could increase the pace, however. I wonder if the driver got off?

Ask an historical question in MOTOR SPORT and answers are often forthcoming. Thus my query about the Cedar Tree café on the Portsmouth Road at Ripley brought in several most interesting letters. For instance, Mr John Purser, who was born in Ripley, wrote to say that the café was there into the 1960s and that the garage oppposite became a used-cars pitch. The agricultural engineers business opposite the Church was run by Mr Purser's father, who supplied Rodney Clarke of Connaught's with obsolete grain cleaners that became radiator stone-guards. . . Methold's garage nearer Guildford had a 25/50 Talbot breakdown truck, replaced by a huge Chevrolet tow-truck, and Fisher's garage made bits for Brooklands cars and during the war Michael May used half of it for making turn-fasteners for Vickers, with his partner Hubert Hardy, in whose Aston Martin DB2 our correspondent was once taken to school. . .

The Vintage Austin Register will be celebrating 90 Years of Austin at the Belfry Hotel, Oxford on May 13/14. No competitions, just a Saturday run and a Sunday assembly; all Austins from A7 upwards are welcome, including other Austin machinery. Geoff Walker is the organiser and the Register Secretary is Frank Smith, The Briars, Four Lane Ends, Oakerthorpe, Alfreton, Derbyshire DE5 7LN (0773 831646). **W B**



The Advanced Driver's Handbook, by Margaret Stacey. Kogan Page, £8.99.

Since around 95% of crashes are due to human error, perhaps the concept of 'advanced' driving should be renamed 'essential' driving. Those who want to improve on the minimum skills the driving test requires might do worse than to absorb the safety messages in this new paperback, which runs through the hidden risks at every hazard and how to minimise them. Chapters on 'Good Driving Practices' and 'Defensive Driving Techniques' combine the IAM and ROSPA approaches, and the various advanced tests are described too.

Perhaps the theory sections, while all good sense, are rather laboured — analysing 'perceptual motor skills' tends to make the book look heavy-going, but the large number of illustrations reinforces the message in each sample situation and should help the memory as you try to absorb some life-saving advice. **G C**

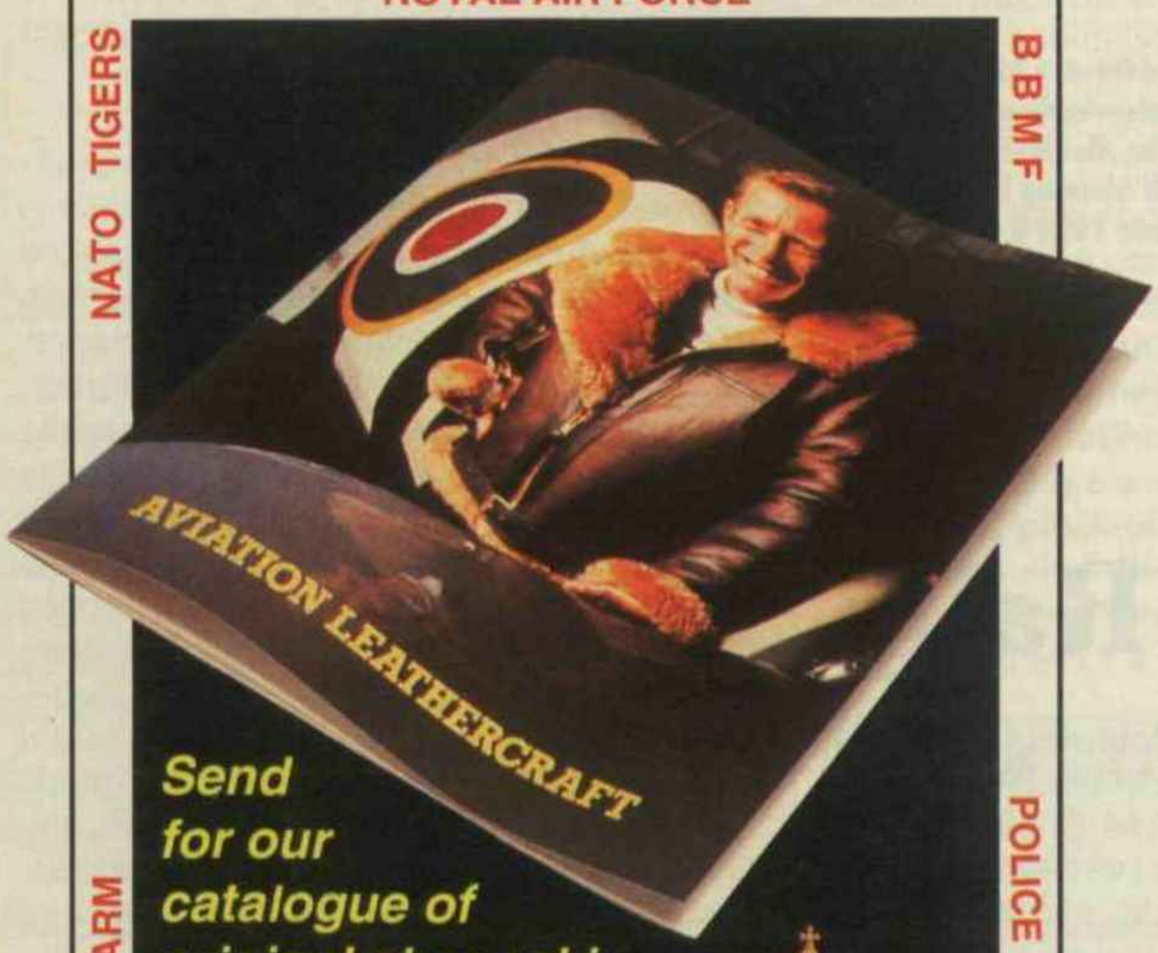
Bubblecars & Microcars — the family album, by Andrea and David Sparrow. Veloce, £12.99.

Bubble cars are history now, but for those who cannot forget them Veloce have come up with the facts about some of the faintly remembered Bubble cars and Microcars, which are written up and painstakingly depicted in startling colour, using Leica cameras and Kodachrome film. They are concerned with Heinkel & Trojan, Janus, Isetta, Ladybird. Messerschmitt, Peel Trident, Shelter and Velorex bubbles. **W B**

The Rolls-Royce Crecy, by Nahum, Foster-Pegg and Birch. R-R Heritage Trust, £7.50.

Another Rolls-Royce book, equally valuable to aero-engine folk, is No 21 in the R-R Heritage Trust series, a very detailed 135 page history of this remarkable engine in all its variants, well illustrated and appendixed. Did you realise that after

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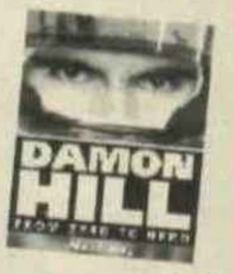
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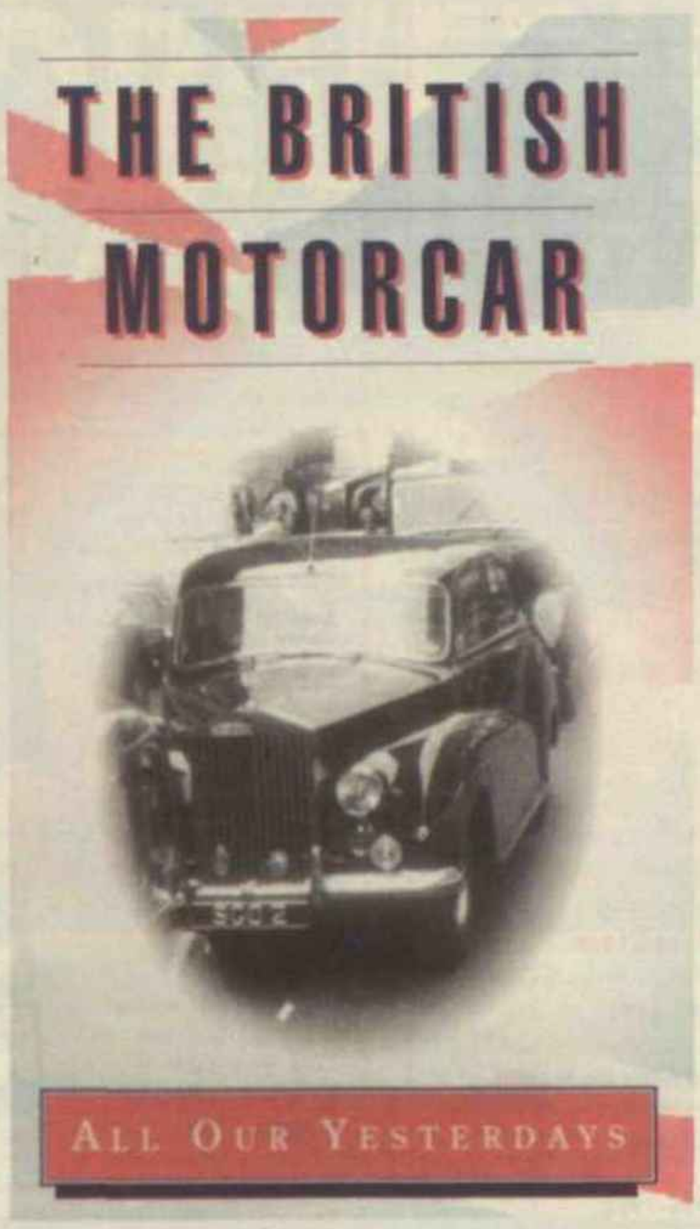
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The British Motorcar. DD Video, £10.99.
Although the bland title suggests a dull run-through of family saloons, this proved to be much more entertaining. It's an assemblage of Pathé newsreel footage covering everything motoring which has a UK flavour, from the record exploits of Parry Thomas and Goldie Gardner to wacky ideas for uncrashable cars; industrial unrest to Cooper's rear-engined racing revolution. The tone is archetypally Pathé, with many mentions of Empire and pretty 'gels', and as such sets the context of the period. 55 minutes of entertainment. **G C**

Raymond Mays of Bourne, by Michael McGregor. Bourne Civic Society, 117 North Road, Bourne, Lincs PE10 9RR, £6.50 post-free.
This book, published to aid the hoped-for Raymond Mays Exhibition in Bourne, contains 130 well-reproduced pictures on its A4-size art pages, depicting Mays's long competition career. They range from his days with the Hillman "Quick Silver" to the advent of the ERA and V16 BRM. Some are old familiars, some are new to me, such as Mays in amateur dramatics, with civic dignitaries, his Bedford van in the ERA days, in his father's early cars, racing a GP Bugatti (yes!) at Skegness, as a Guards Officer Cadet, etc. It is an excellent record of a great British driver and at the notably modest price, and in a good cause, what more can you need? Order before the supply is exhausted, is my advice. **W B**

Wolves in Sheeps Clothing, by George F Winguard. Grand Prix Press, 2323 Fairmount Blvd, Eugene, Oregon, 0403 USA, $39.95.
This is a large landscape-format book about the more exciting old motor-cars with which the author has come in contact, or has been reminded of, when working on some of them in his restoration business. Thus we find intriguing pictures of the big Mercedes, Fiat, Isotta-Fraschini, Austro-Daimler and Mercer cars of long ago. The seven chapters cover 60 hp Mercedes, with many references to the car Roger Collings drove so very effectively here until recently, 1904 75 hp Fiat, S61 Fiat, KM Isotta-Fraschini, the 37/90 and 38/95 hp Mercedes, the Edwardian Austro-Daimler and the Mercer Raceabout. It is essentially a fun book, but the fresh pictures, not only of these great cars but of their componets and historic matter relating to them, are instructive. These 111 pages are redolent of an age long gone and of some of the exciting motor-cars saved therefrom. **W B**

The Complete Mini, by Chris Rees. MRP, £16.99.
The well-deserved popularity of the Mini has prompted authors to write lots of hooks about it. Here is another one, compact but describing them all, the year-by-year model changes, their specifications and their performance, including the Cooper versions and the Austin, Morris, Riley and Wolseley-badged cars, not forgetting the Mini Moke. Useful, and up to date. **W B**

Land Rover — The Unbeatable 4x4, by K & J Slavin. Haynes, £19.99.
As with the Mini, so with the Land Rover — lots and lots of books. The well-proven work from Haynes has gone into this fourth edition (it was first published in 1981), with the G N Mackie and Col D McDine additions extending the infomative book to 360 pages. **W B**

By Brooks Too Broad For Leaping, by Denise McCluggage. Motor Books, London WC2, £15.00.
This collection of 51 short pieces, mostly from *Autoweek*, by the well-known American journalist, parachute-jumper, skier, racing-driver, rally-competitor, photographer and socialite, as she tells you, is available here from Motor Books in St Martin's Lane. At first I thought it was awful. Why do so many of the more intelligent Americans come over as so fond of themselves and so very confident? Why do they have such an obsession with death? Ten drivers who are no longer with us are part of the McCluggage "leaps". I did not understand the book's title, anyway.

But after the Foreword by Phil Hill, who does not write journalese, and who recommends that we read and enjoy it, I did. And found it was difficult to put the little 284-page softback down. It's journalese alright; but that kind of writing is infernally clever. So, although I prefer "straight" writing these "leaps", or is it "brooks" Denise crosses or fails to cross, are compelling, easy reading, sometimes enlightening. Some of her stories you will have heard elsewhere. Never mind! The memories of so many great racing drivers, whom she has interviewed, from Fangio downwards, circuits she recalls, ordinary cars and roads rediscovered — entertaining.

I wish she had not recalled the sorrow of Peter Collins' last race, or a very personal recollection of her late husband — but journalists cannot resist such stuff. So I was not surprised that the 1955 Le Mans holocaust is there, and that the piece about Ken Purdy involves Zen. If you like such racy reading, this is definitely some of the very best and the book is extremely good value. The pictures are awful. **W B**

●I hear that a newly-published little map of London's Underground, with ingenious advice about how to make the best use of the Tube and save time while doing so, is in much demand by commuters in the Metropolis. Try it and see! It costs £1.50, from Drumhouse Ltd, 60 Charlotte Road, London, EC2A 3QT — or WHSmiths, or your newsagent. **W B**

●Two for the motorcyclists: **The Velocette Saga**, by C E "Titch" Allen, BEM, edited by Cyril Ayton (Amulree Publications), and a jolly picture book **The Golden Years** edited by Rupert Prior (CLB Publishing, £16.95). **W B**

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TV Guide



Would all F1 TV directors please study this picture.

Sir,
I wonder whether Max Mosely could be persuaded to improve the quality of television broadcasts of Formula One. Perhaps he could arrange pre-race briefings for the producers and directors who are responsible, for they plainly have no idea what is interesting and what is not.

I suggest the following guidelines:

Very Interesting:
– *any* cars in close contention, especially if they are among the leaders;
– mistakes by drivers who are potentially in the points;

Quite Interesting:
– pit stops which may affect the relative positions of drivers potentially in the points;
– on-board camera view of the track ahead, but not a lot, please – a full practice lap is more interesting than odd shots during the race;

Not Remotely Interesting:
– on-board camera close-ups of the driver's helmet;
– on-board camera view to rear with the nose of another car moving in and out of shot;
– any car circulating in solitary splendour, even if it happens to be in the lead;
– pit stops of also-rans;
– stationary cars;
– drivers walking back to the pits;
– Frank Williams looking at a monitor.

David Clarke,
Silsden, West Yorks.

New for Old

Sir,
After checking that it was not April 1st, I feel I must have missed something in the Historic Saloon track test in February's issue. We all understand the underlying struggle between the 'haves' and the 'have-nots', and if Mr Hall wishes to spend a six-figure sum that is of course his affair.

But how does anybody classify his vehicle as 'historic'? Specially developed brakes with carbon-metallic pads, engine and gearbox in current production, go-faster bits still being developed nearly 30 years after the vehicle was produced. . .

Three cheers then for Mr Brown and his Cortina — much nearer originality, and he stuffed it to them by winning the championship to boot. So what do we read then — a new 2-litre twin-cam is available, and he plans to use a more modern rear axle.

Your tester summed it up beautifully when describing the Camaro: "a very up-to-date car in an '66 shell." So why not call it a Silhouette championship and preserve the term 'Historic' for vehicles to their genuine specification of 30-plus years ago.

Unfortunately, Joe Public attending the BTCC is unlikely to realise this state of affairs — but surely he will begin to wonder how a 30-year old vehicle can lap within a handful of seconds of the current BTCC champion's pole time. Even better, what will the BTCC manufacturers say when we have the ludicrous situation of the Historics going quicker?

Now if I buy an Anglia and persuade Cosworth to fit a DFV. . . or an old jet engine — perhaps Richard Noble would oversee its development onto four wheels. . .

Michael Cameron,
Le Bourg-Village, France.

Cars in Books

Sir,
I've read most of Dorothy L Sayers' detective novels, and have frequently wondered whether for once she was using her imagination rather than her knowledge. I had always thought that the Daimler Double-Six was undoubtedly a fine car, but ponderous. Majestic, but hardly the vintage equivalent of an Audi Quattro. It is Wimsey's only vehicle, although he seems to replace them rather frquently. As the marque had the cachet of being the choice of the Royal family, it would be entirely in keeping for Wimsey, with his wealth, aristocratic lineage and fastidious taste, to own one; but he chases about in them at a fearful rate.

In *Five Red Herrings*, first published in 1931, there is a good deal of automotive detail, which seems on the face of it to be fairly accurate; for instance, one of the murder suspects hitches a series of lifts, including one in a Riley (". . .had just got the new car and wanted to see what she could do. Damn it, he did too. I was never so frightened in my life"). This fits in well with the Brooklands Nine, available from 1929. we also get corroborative detail, such as "I had to swing her over with the starting handle, and it was heavy work. Those Chrysler 70s have rather a big engine." I think this is the first of her novels where motor transport plays a significant part. Wimsey's own car, identified early on as a Double-Six, moves at dramatic speeds – "Wimsey glanced at the speedometer needle, which was flickering about the 85 mark, and took the corner on a spectacular skid". Later we get a brief description of "a large black Daimler car, with an outsize bonnet and a racing body".

Later novels add little to this, but in *Busman's Honeymoon* the car is described as 'Mrs Merdle, the ninth of that name'. The name goes back at least as far as *Strong Poison*, but to my mind the odd thing is that Wimsey should get through so many cars, as he hardly ever bends them. In *Murder Must Advertise*, the Daimler wins a race at night over country roads, keeping up with a Bentley and a Chrysler which eventually leave the road together. An altogether pre-war disregard for drink-driving is shown in the scene in the *Nine Tailors* (which incidentally begins with Wimsey crashing the car on a blind bridge in the snow) when Wimsey and Bunter consume at lunch a bottle of claret and most of a bottle of port, with master instructing servant "be good enough to finish the bottle, Bunter, because it would be a pity to waste it and if I have any more I shall be too sleepy to drive".

Anyway, back to my ignorance of the Double-Six. Could it do 85 at all, never mind accelerating rapidly? Were any racing bodies fitted? The Daimler was the car of Royalty and glided about gracefully; could it be drifted and chucked about by a driver who knew his stuff?

John Adams,
Kidlington, Oxon.

(When I started the *Cars in Books* feature more years ago than I care to remember, it commenced with cars in fiction and dealt with the Peter Wimsey Daimlers. The Double-Six 50's top speed does not seem to have been disclosed, but a few special versions were made, including the low-chassis dh T&T coupé devised for a Capt Wilson at Brooklands around 1930, and which I later drove (see MOTOR SPORT, November 1966, pp1121-1123). It may have been this car on which Dorothy Sayers based her Daimler; as a D6 30 with heavy body could do 75 mph, her 100 mph is not so improbable. **W B)**

Boxing Nights

Sir,
I read with great interest your article "Those Boxing Night Exeters", as I took part in the 1955 event. It revived very happy memories of a wonderful occasion.

I have come across a back-copy of the *Fiat Register Bulletin* containing an article I wrote on that event. Your article brought back very happy memories of the carefree days of 1955 (would anyone leave an open car unattended in Staines market-place for five minutes in 1995? I doubt it). I have never owned a car which gave me greater pleasure than my Fiat 501, though in a different way my wife and I much enjoy our Rover 216GTi.

P J Mathew,
Monmouth.

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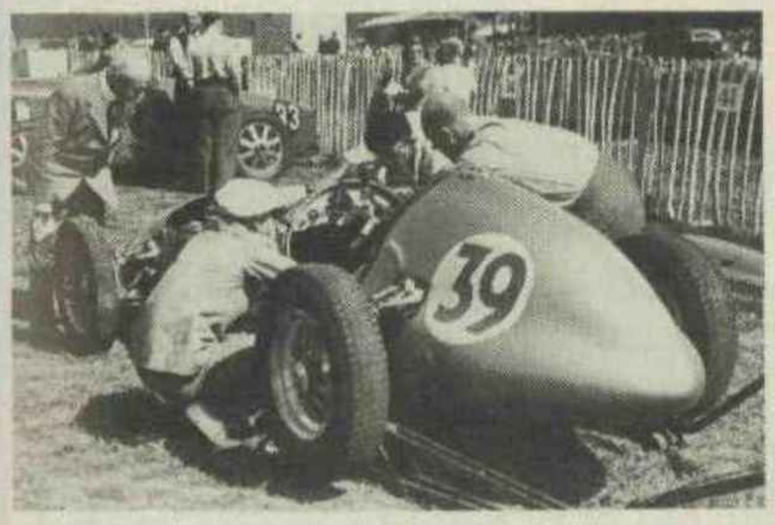
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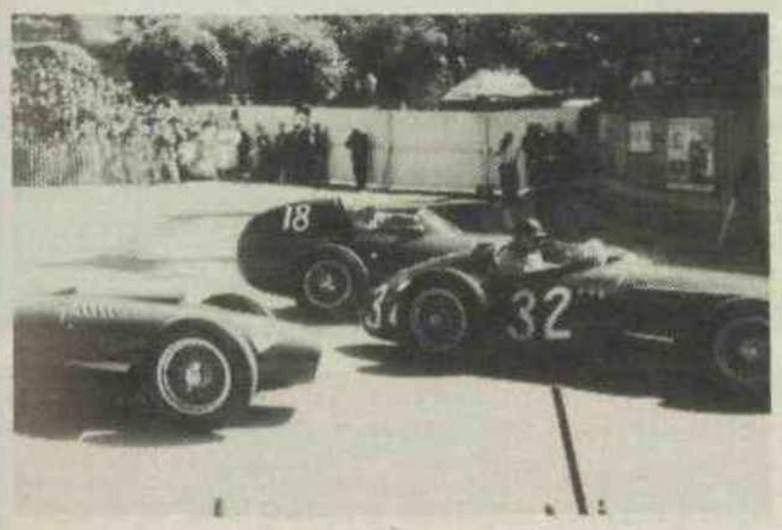
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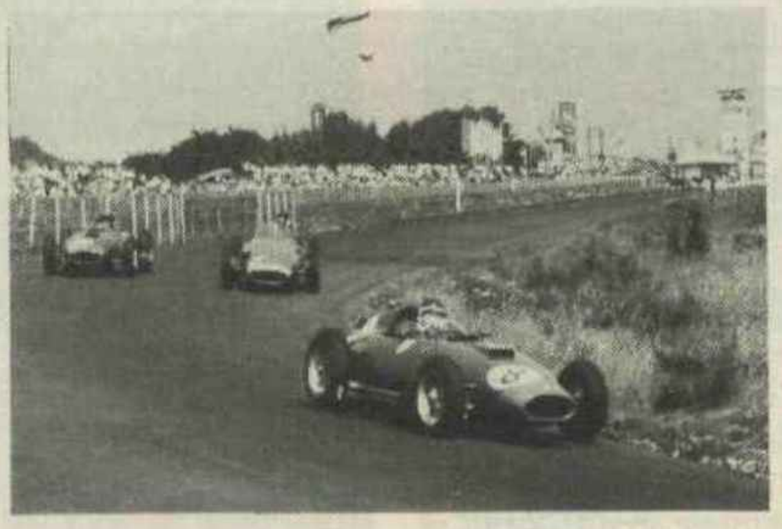
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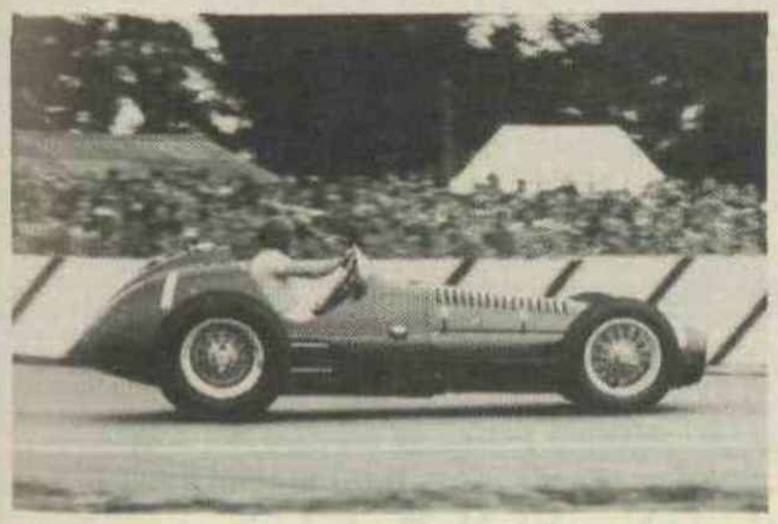
















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MOTORING COLLECTORS ITEMS

Desert Island bookshelf



Books in bulk are heavy. To avoid sinking the lifeboat which is taking me to my Desert Island, I must be selective and put on board only the very best. It would be easy to run through a dealer's List and take the rarest and most expensive volumes, like Hooper's *The Motor Car – A History and a Souvenir* of 1908 at £650.00 or Canestrini's *La Favolosa Targa Florio* at £275.00, but these may not necessarily be the best or most desirable. In this respect, I must declare that my interests lie principally in motor racing, Le Mans and people connected with the sport.

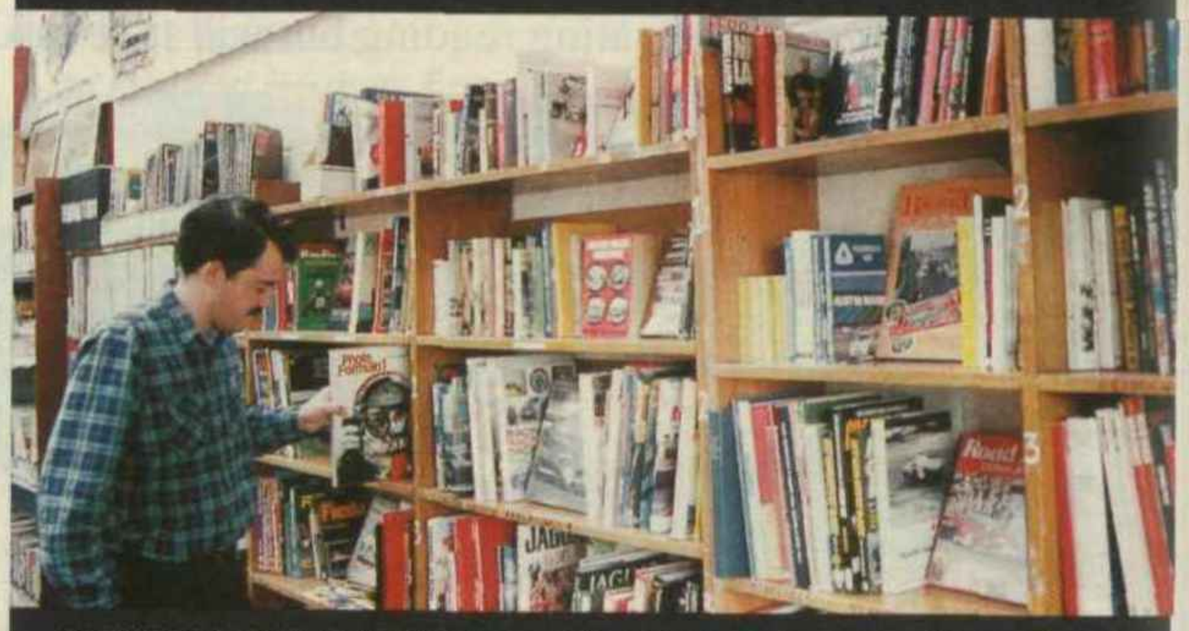
In consequence, *A Record of Motor Racing 1894-1908* by Gerald Rose would be the first on my Desert Island bookshelf, while Worby Beaumont's *Motor Vehicles and Motors* published in 1902 would provide all the technical data of the day.

Chronologically, William Court's *Power and Glory – A History of Grand Prix Motor Racing 1906-1951* would follow, covering a massive period of the sport. The multitude of photographs in this book are fascinating and the somewhat pedantic prose would help keep my mind alert. No motoring library is complete without Laurence Pomeroy's two volumes of *The Grand Prix Car* which run roughly in parallel on the technical side while LJK Setright with *The Grand Prix Car, 1954-1966* and Doug Nye covering 1966 to 1991 would bring us up to date.

To introduce a taste of adventure, I would take *Peking to Paris*, the story of Prince Borghese's race across two continents by Itala in 1907 and HJ Symond's *Monte Carlo Rally* of 1936. Bill Boddy's *History of Brooklands* would recall my introduction to motorsport as a spectator while Peter Hull's *History of the Vintage Sports Car Club* and CAN May's *Wheelspin* would remind me of my first competitive attempts.

Biographies and autobiographies invariably give a splendid insight into unusual aspects of the sport, and Sammy Davis's *Motor Racing* is essential reading, centred largely on his Bentley days. As a team manager, John Wyer certainly rivals the great Alfred Neubauer and his *That Certain Sound* recounts, often hilariously, his time at Aston Martin, Ford and Porsche for whom he engineered victories at Le Mans. And talking of hilarity, *Touch Wood* by Duncan Hamilton is filled with improbable stories of his racing career – where every episode contains at least one grain of truth.

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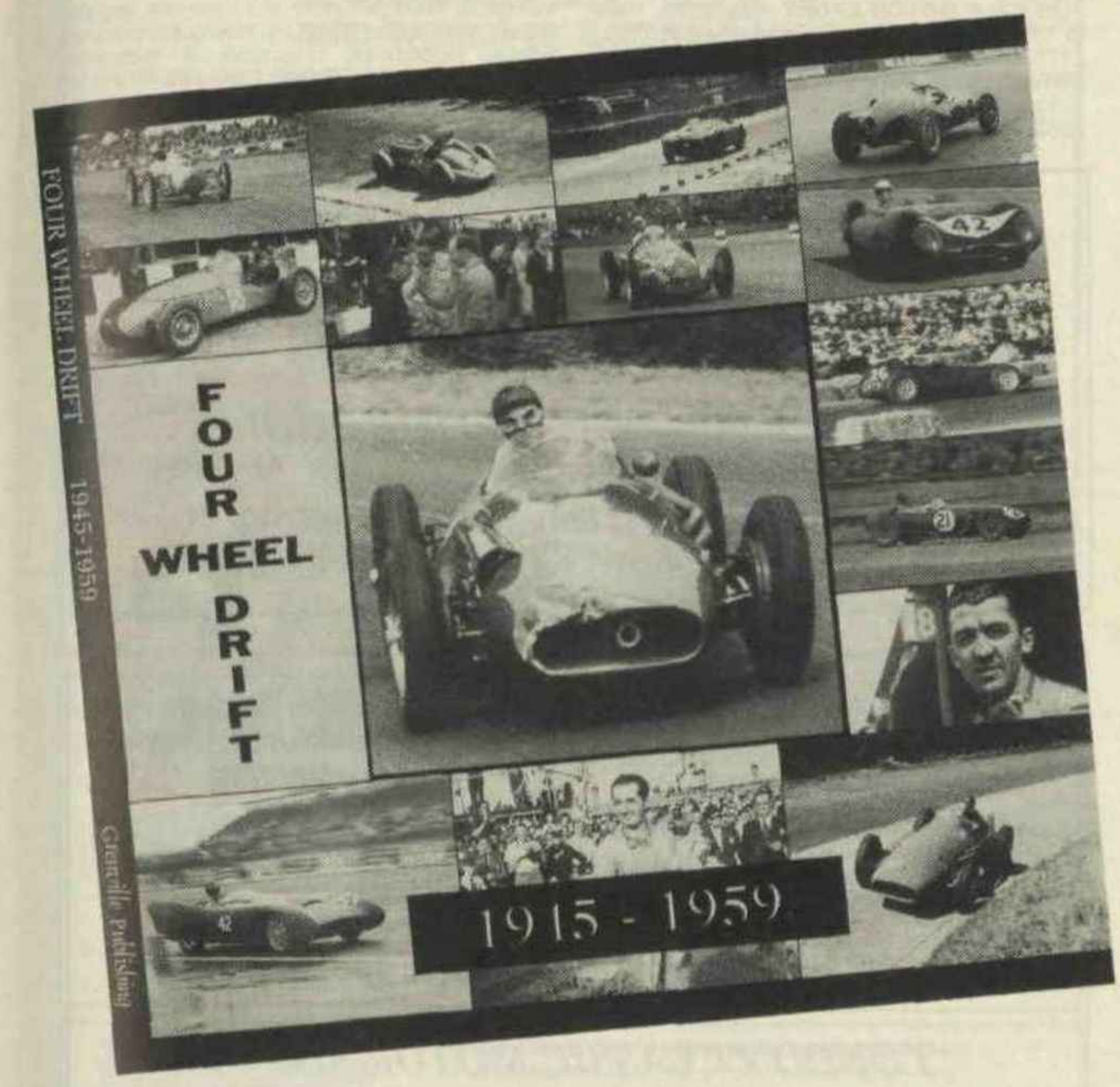
Few other car books have ever covered so much ground, so well.

PAUL HORRELL, Car Magazine

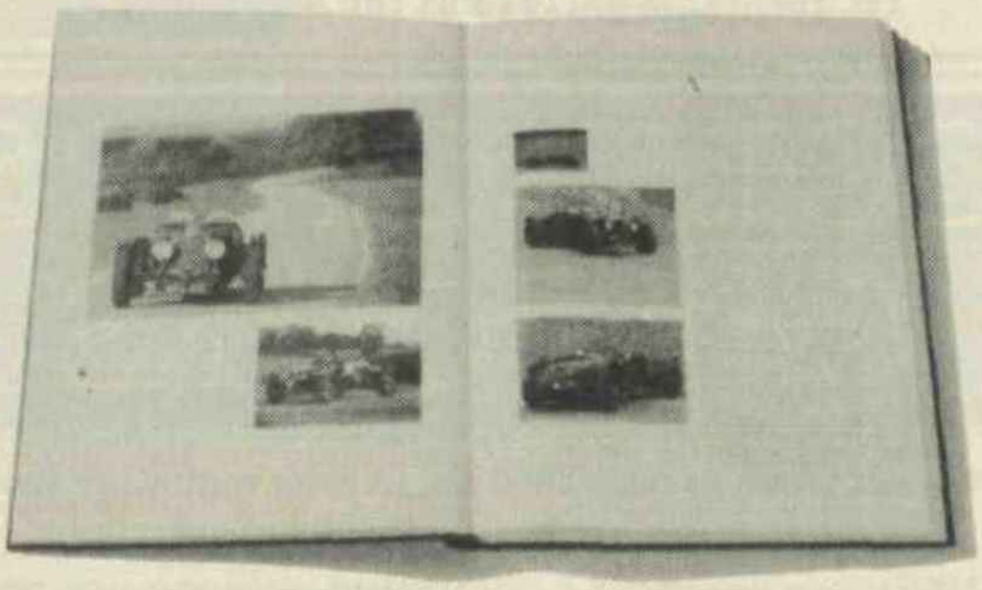
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To keep me laughing, Brockbank's *Grand Prix* or *Omnibus* would ensure many happy moments, as would WH Charnock's whimsical *Mind over Motor*.

If there are 24 palm trees on my Desert Island, I could enjoy the art of Gordon-Crosby by fixing one of his superb prints from *The Endless Quest for Speed* on each.

I would dearly like to take a full run of MOTOR SPORT but sadly that would sink the boat, so I must satisfy myself with the collection of photographs culled from their archives by Mike Lawrence in the recently published *Four Wheel Drift 1945-1959*. And if I am allowed two luxuries, they would be the superb *Klemantaski and Ferrari* and Simon Draper's magnificent *Aston Martin – The Compleat Car*.

Eric Thompson,



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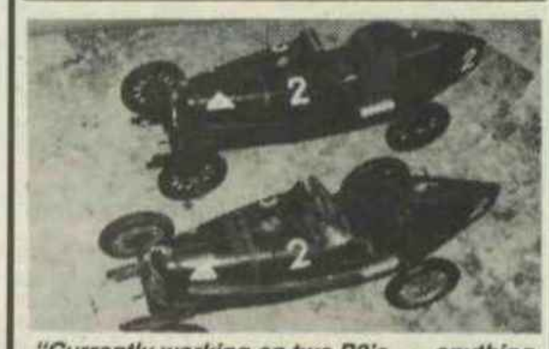
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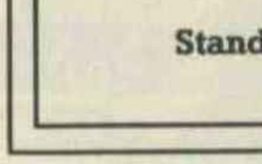
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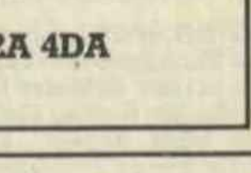
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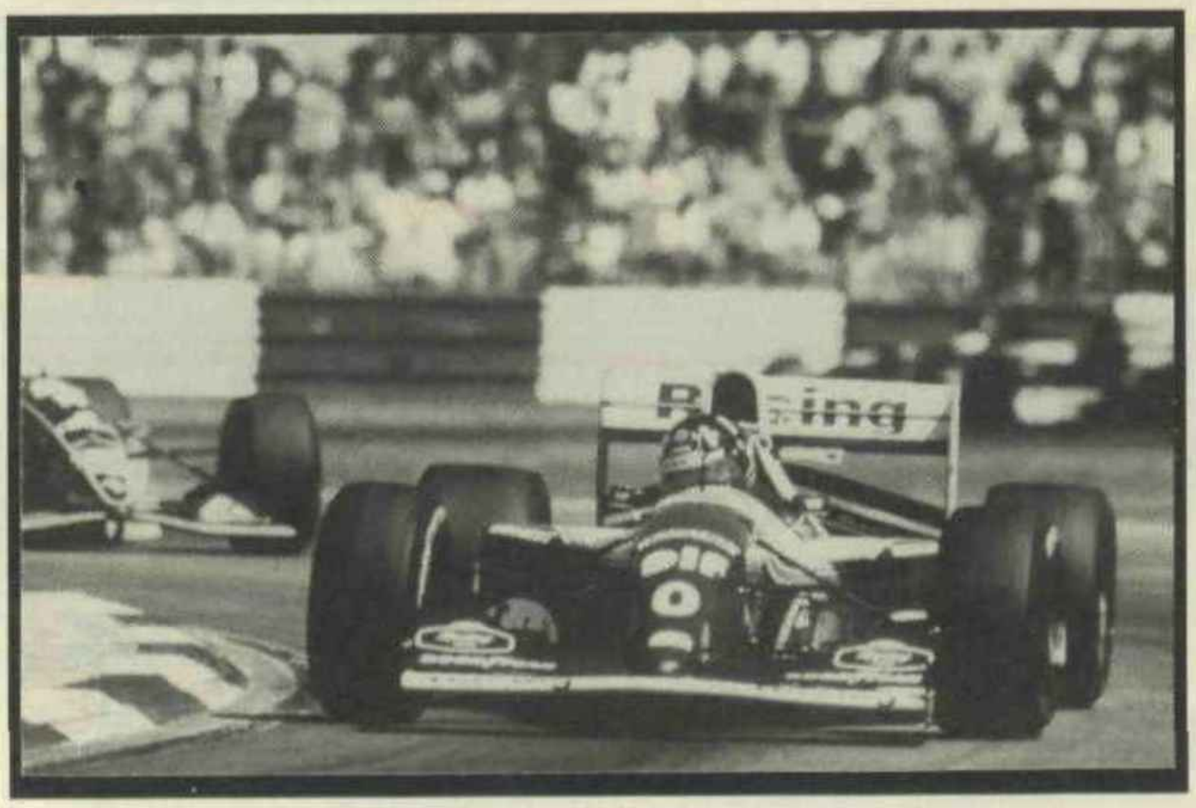
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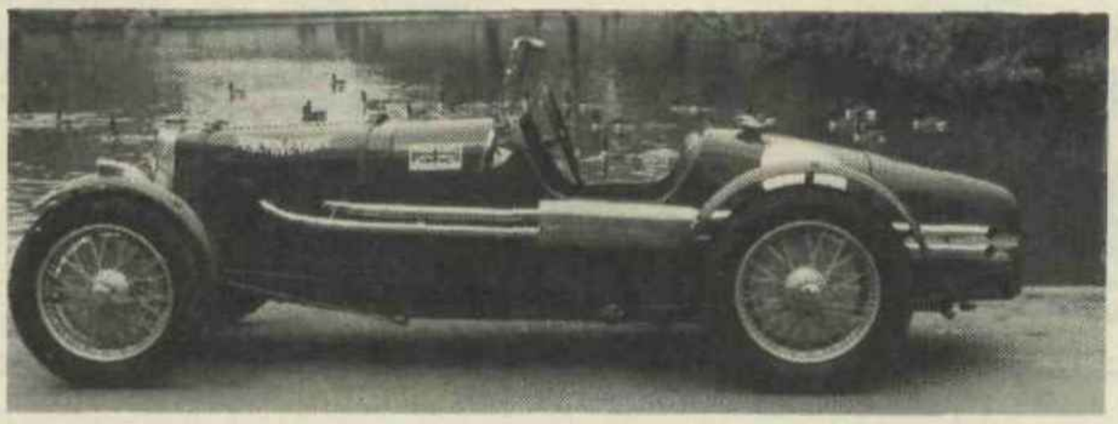


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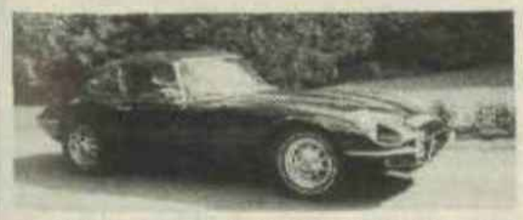
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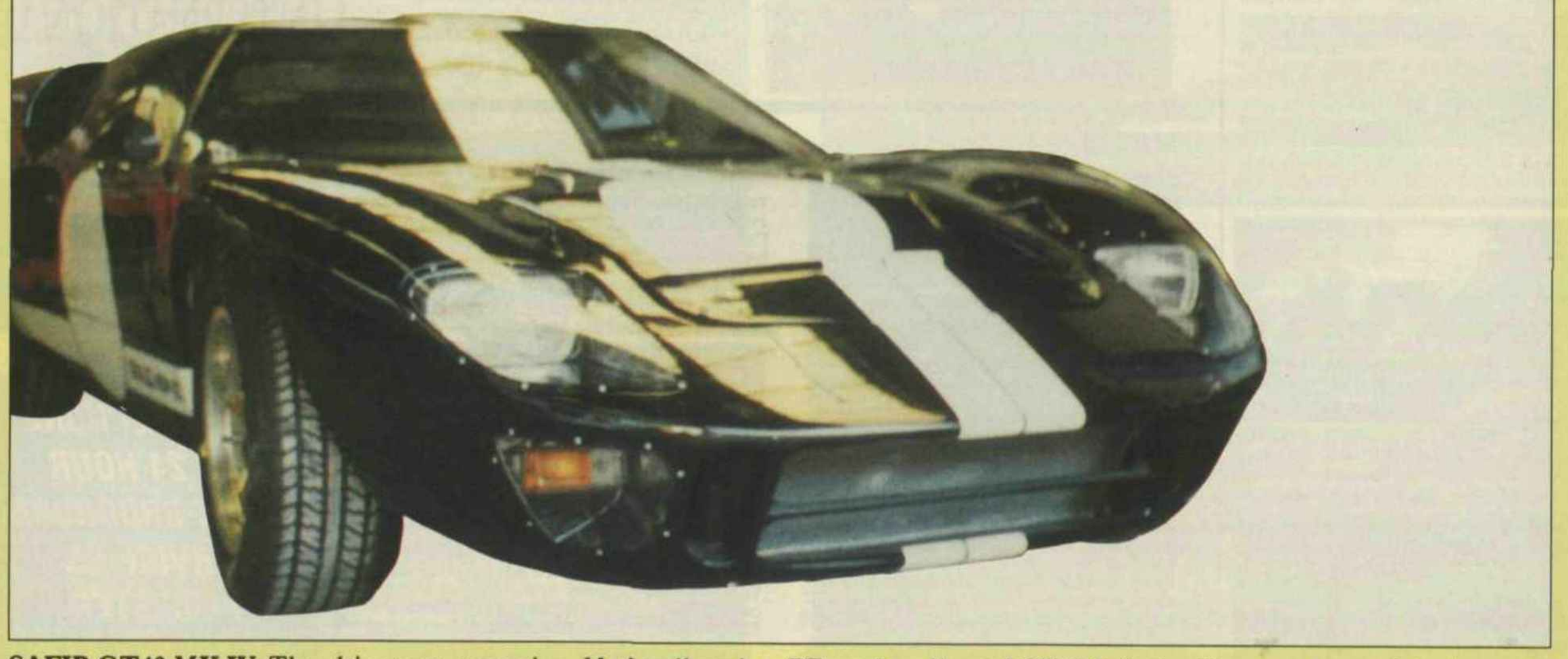
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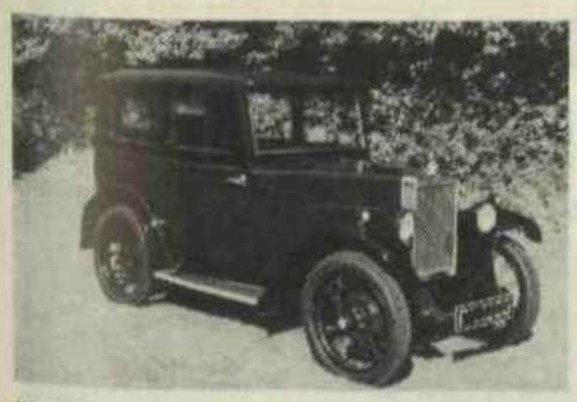
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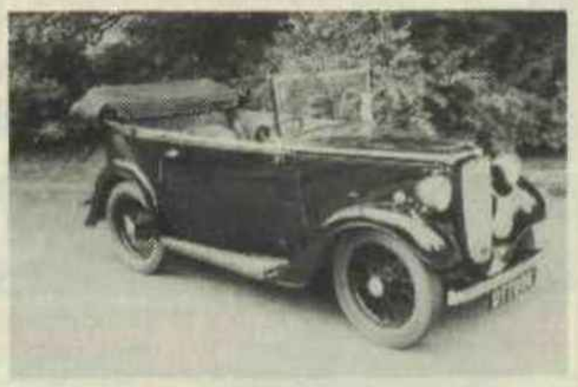
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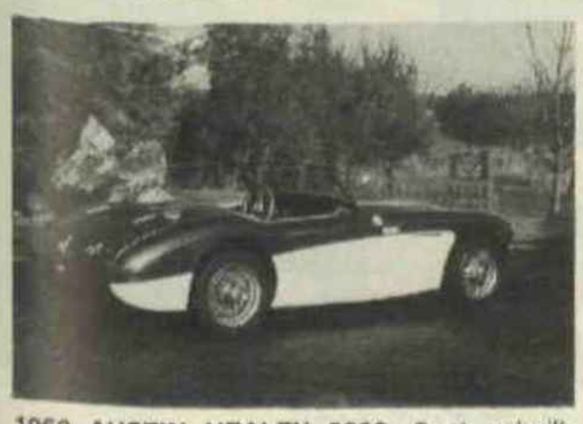
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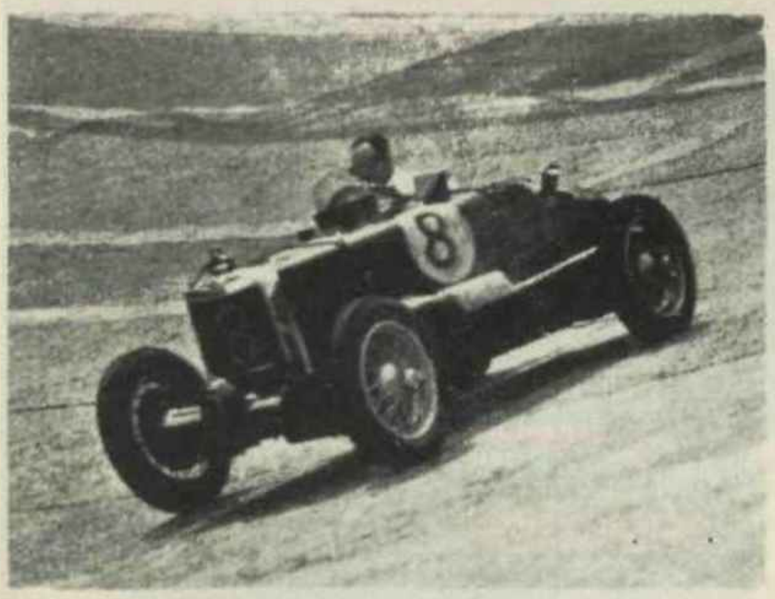
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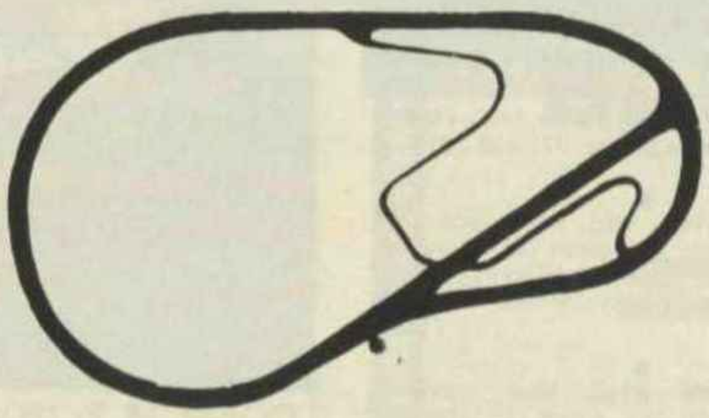




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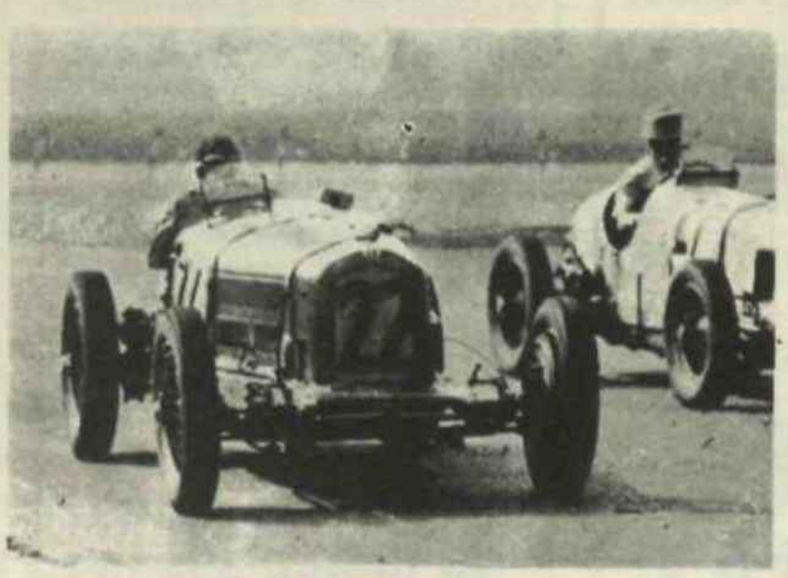




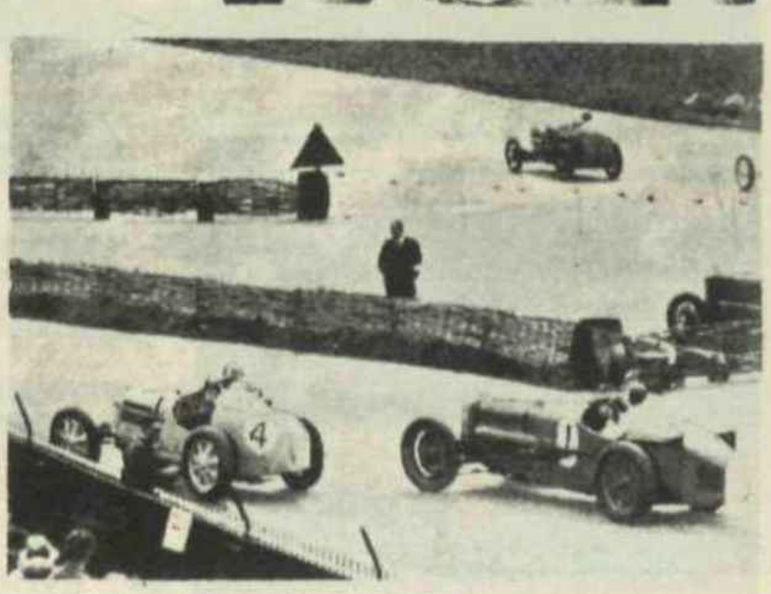
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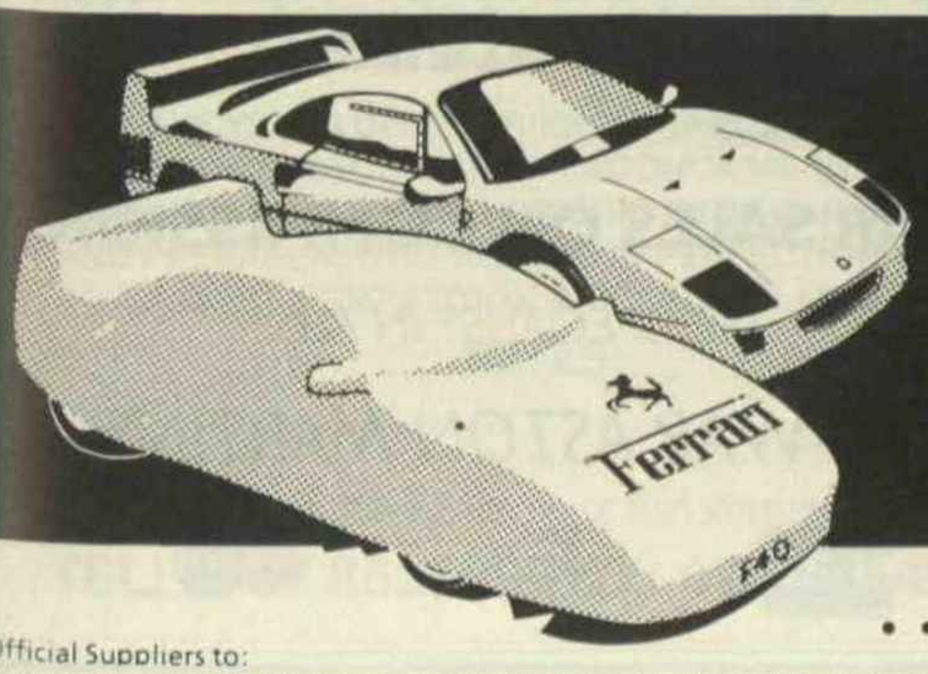
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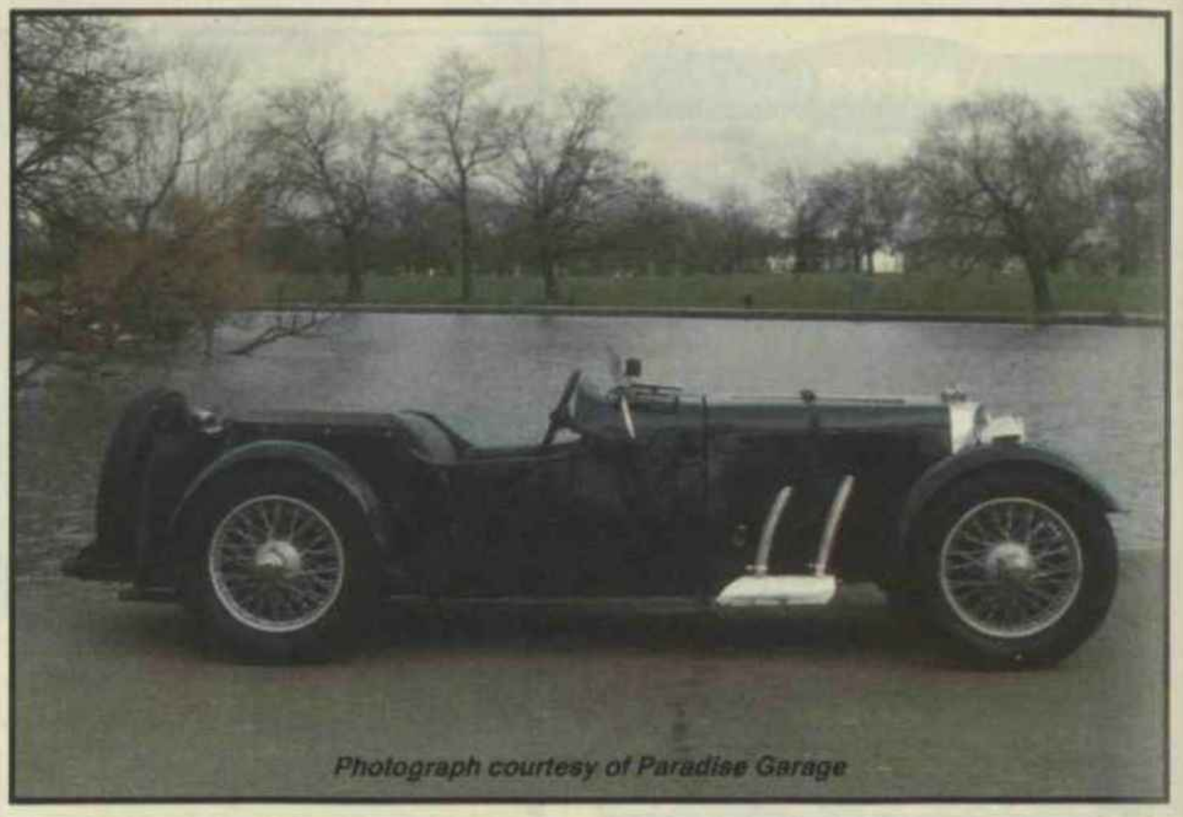
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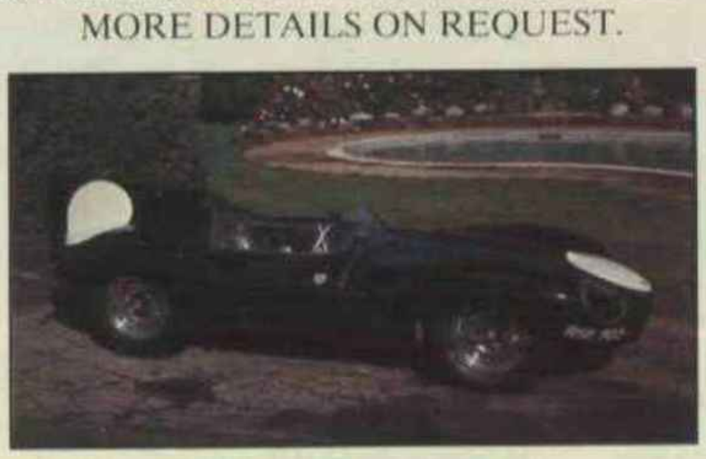
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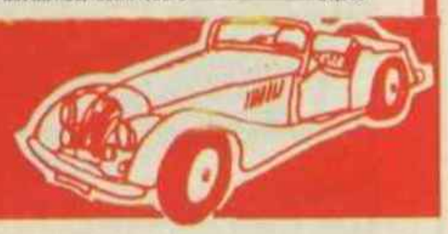
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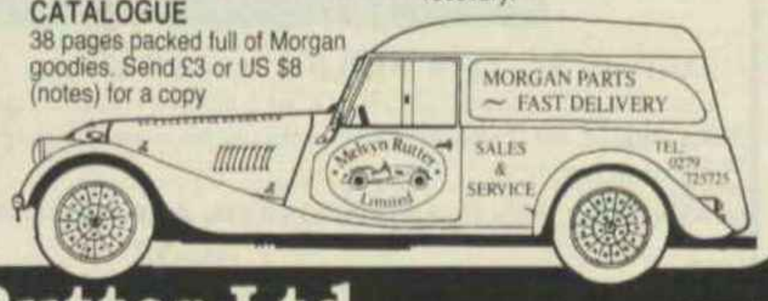
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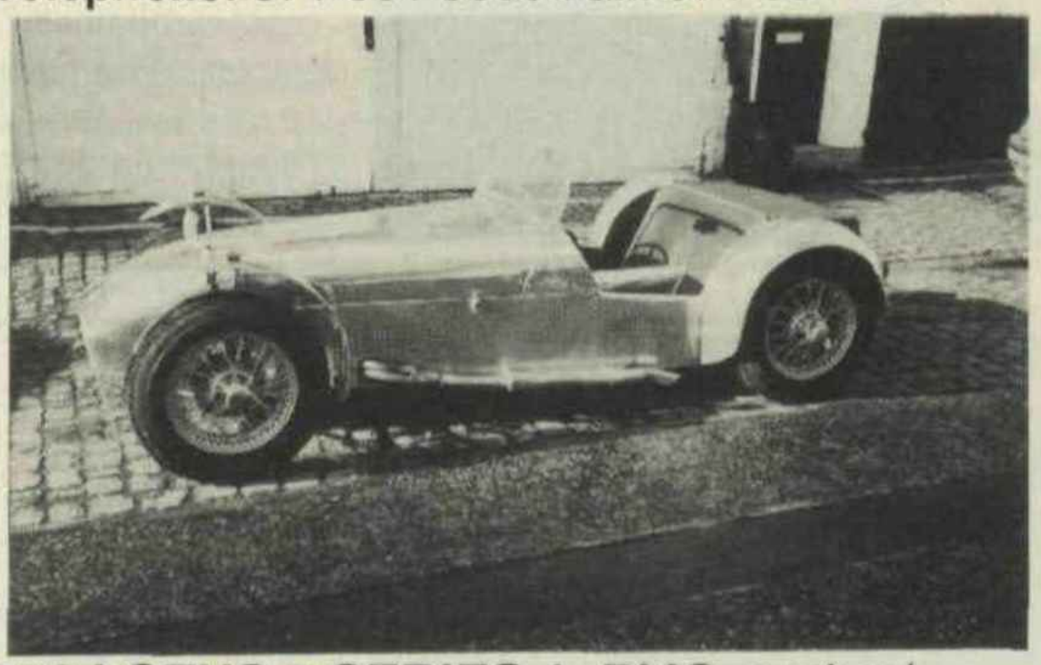
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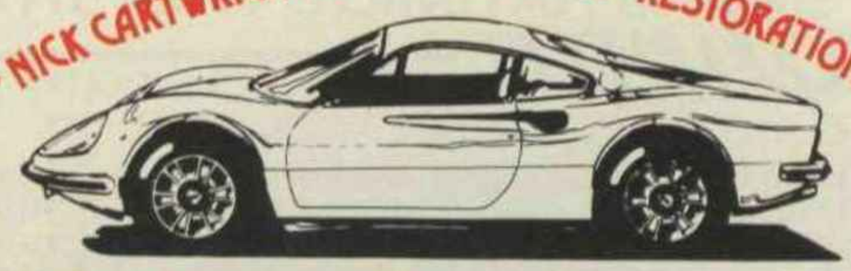
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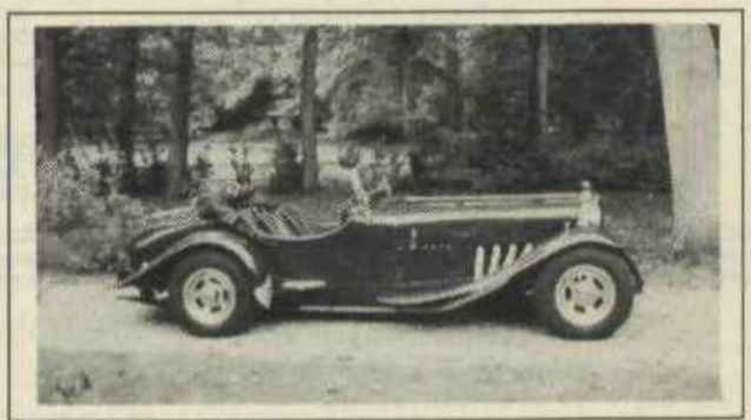
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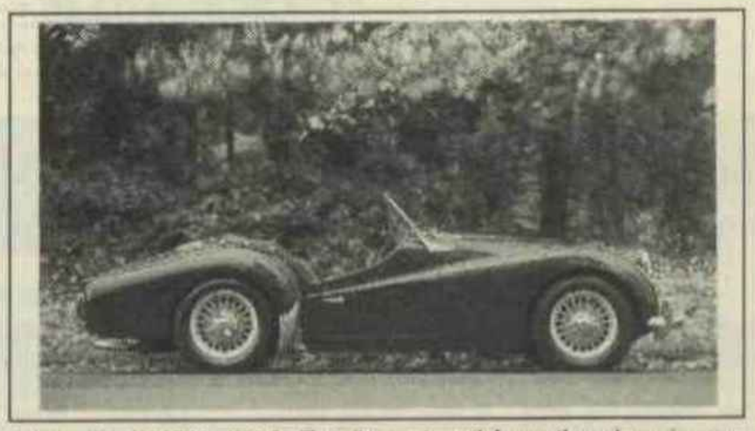
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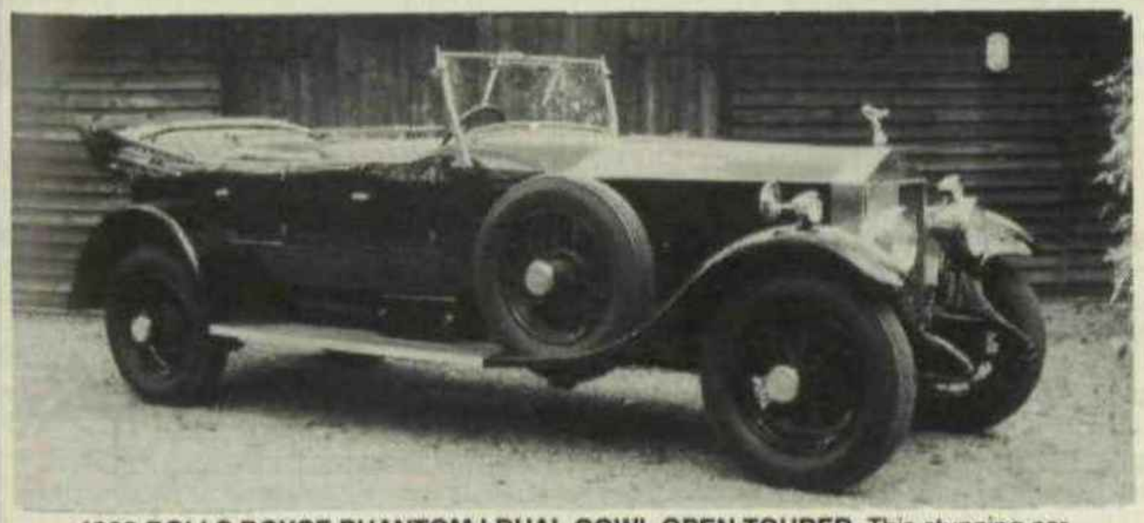
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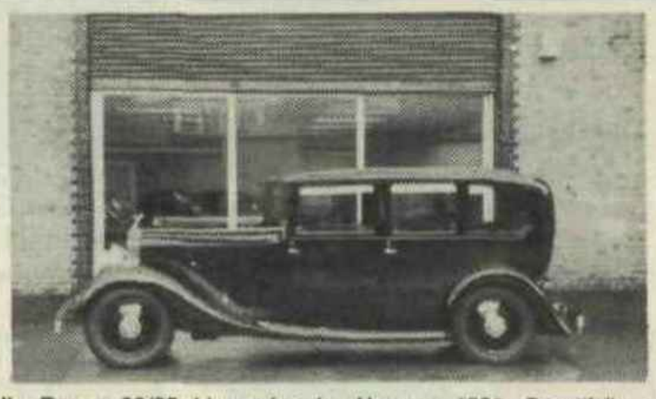
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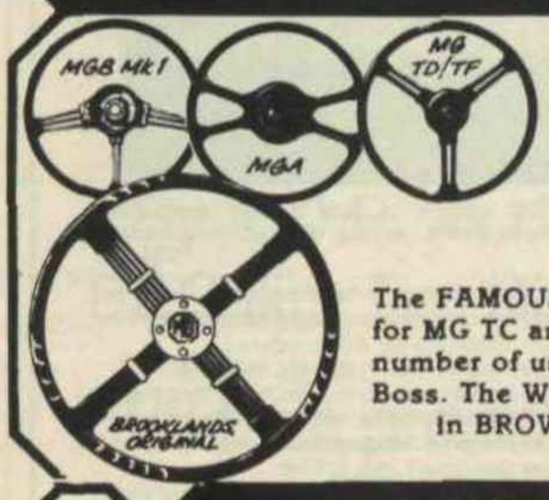
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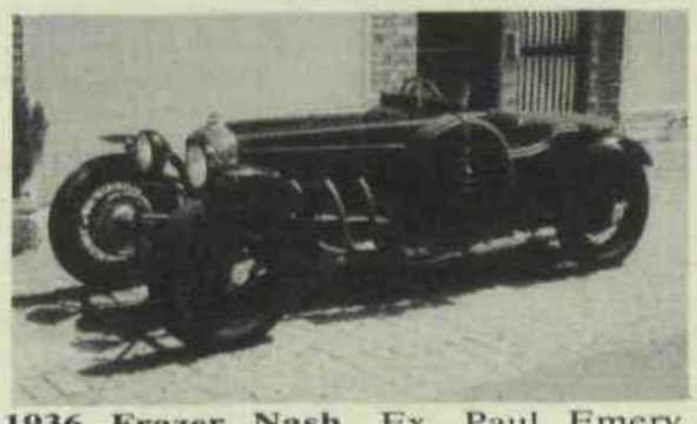
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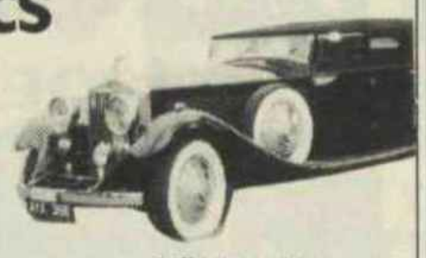
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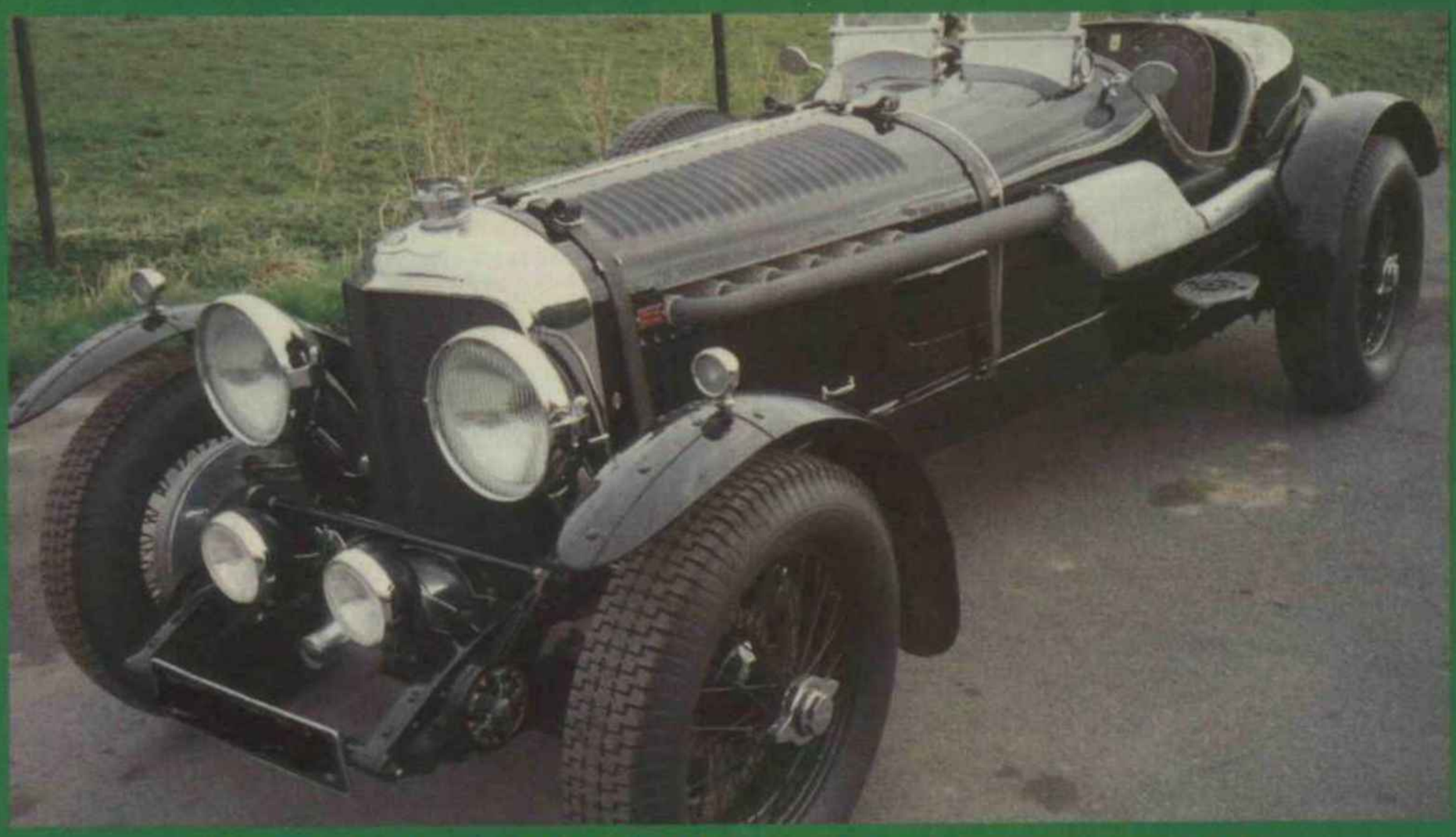
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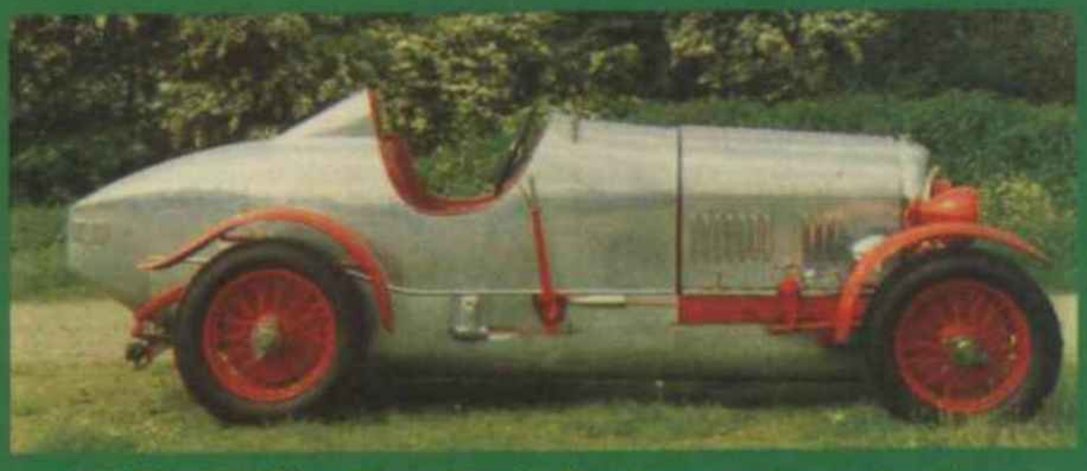
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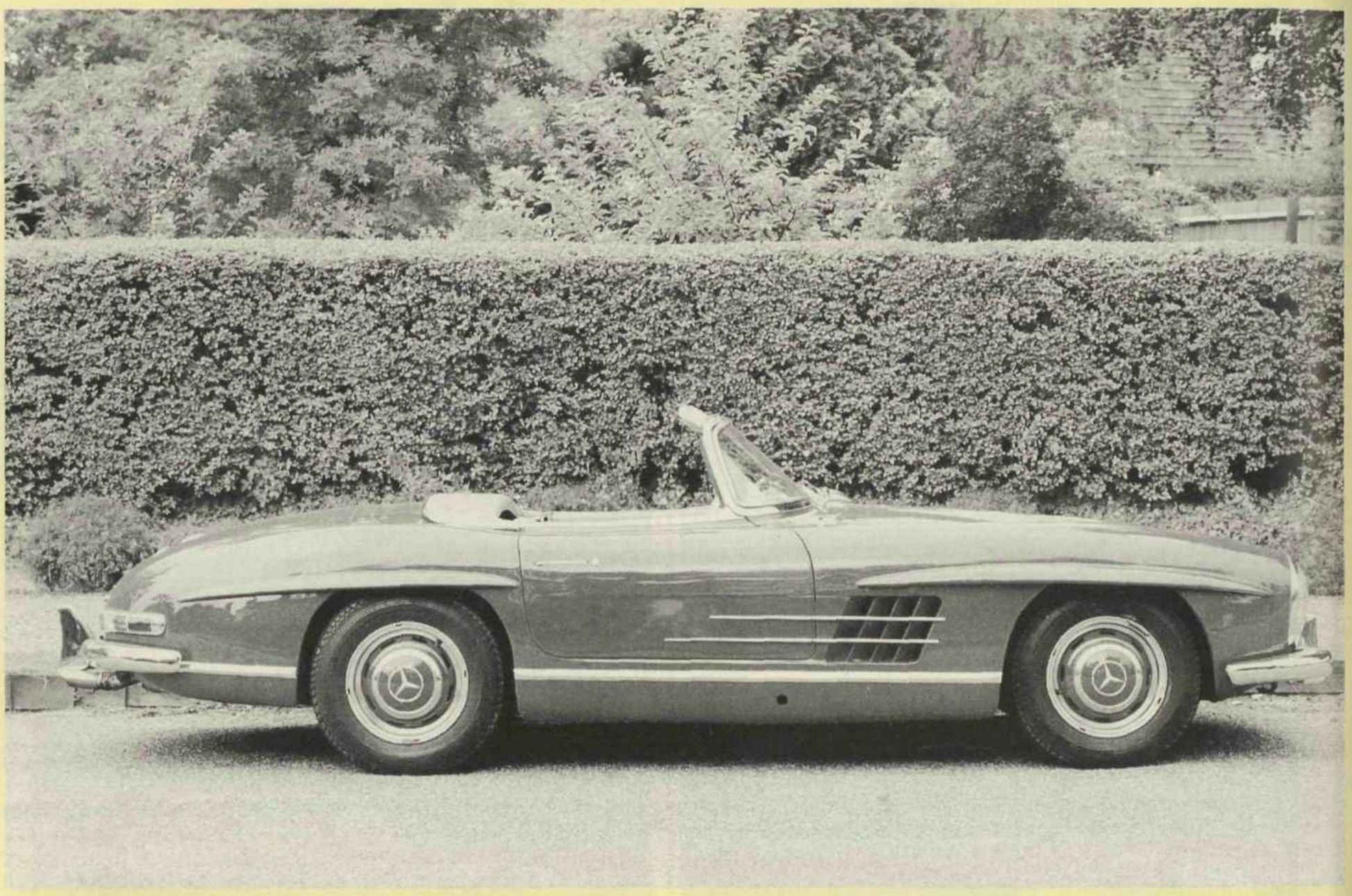
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