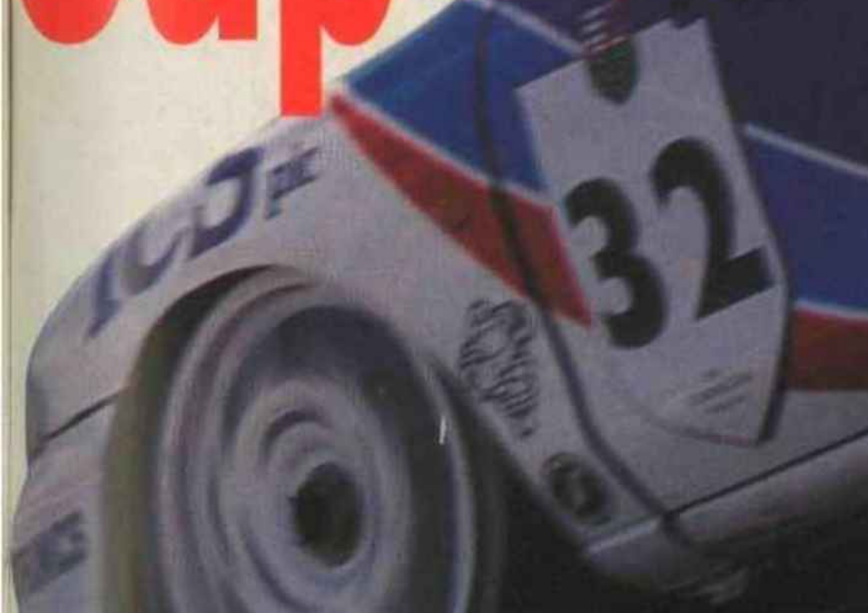
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Touring Car World Cup

– BTCC stars struggle



Classic Porsche 904

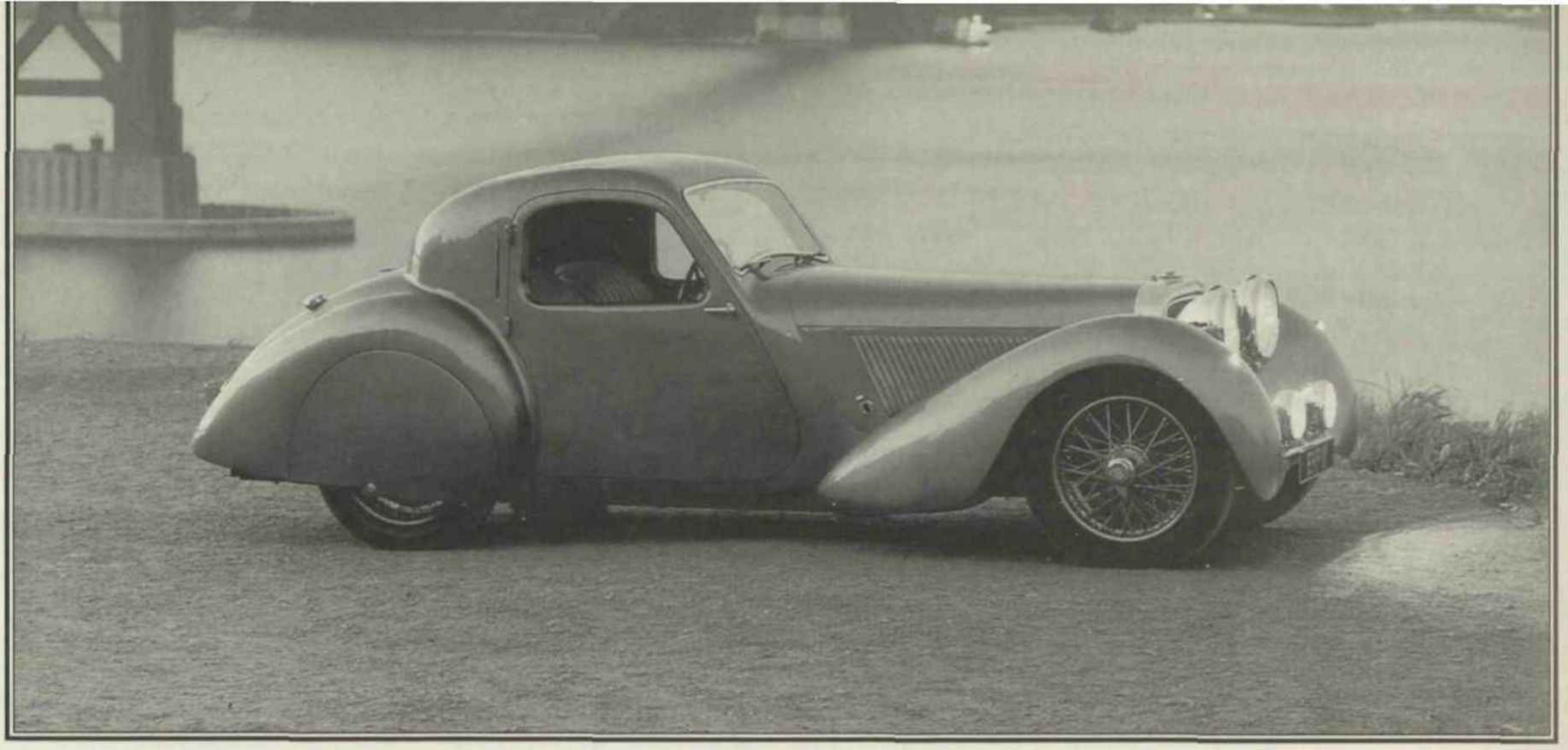


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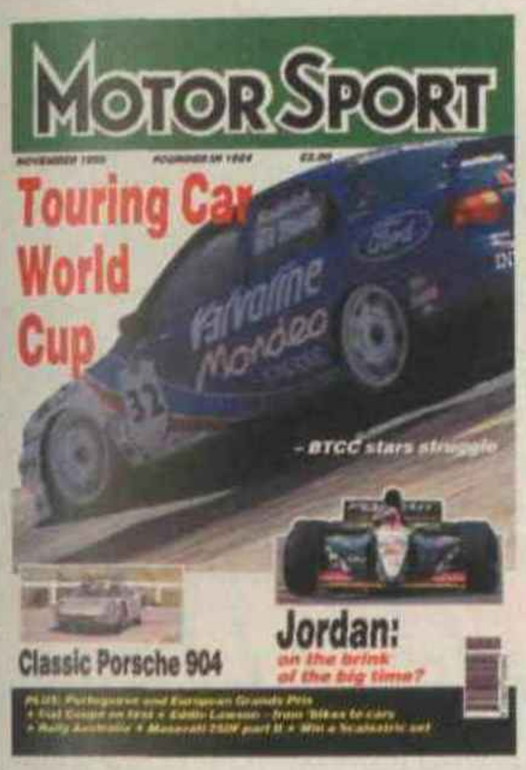
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Standard House
Bonhill Street
London EC2A 4DA
Telephone: 0171 628 4741
Fax: 0171 638 8497
Modem: 0171 256 6246
Telex: 888602 MONEWS G

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Founder Editor
William Boddy

Editor
Simon Arron

Grand Prix Editor
Mark Skewis

Deputy Editor
Gordon Cruickshank

Pictures
LAT Photographic

Advertising
John Deverell ext 129
Binn Mengher ext 146

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All enquiries to: MOTOR SPORT
Box 188, Berkeley Hts
New Jersey 07922, USA
Telephone (908) 665-7811
Fax: (908) 665-7814

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The month in MOTOR SPORT





Top, Warren Hughes (left) celebrates a change in his F3 fortunes whilst Oliver Gavin savours the knowledge that he is 1995 British F3 champion. Above, DAMS launches the GD01 at Le Mans. Left, Eddies Jordan and Irvine pose with Jean Todt as news of the Ulsterman's recruitment by Ferrari is confirmed.

SEPTEMBER

14: Factory BTCC Ford driver Paul Radisich tests Team Dynamics' successful privateer Mondeo at Snetterton, sparking renewed speculation about the Blue Oval's 1996 plans.

15: Benetton releases Michael Schumacher's Italian Grand Prix telemetry in an attempt to absolve the world champion from any blame for the accident which eliminated him and Damon Hill.

15: Benetton test driver Emmanuel Collard has his first run for sister team Ligier at Magny-Cours. The Nevers-based outfit also announces backing from Gauloises cigarettes for 1996.

15: The FIA announces a radical overhaul of the World Rally Championship. The calendar is expanded to nine rounds for 1996 with the inclusion of the Rally of Indonesia – the first-ever truly Asian round. The rallies commission also approves the World Rally Car (a four-wheel-drive kit car) for 1997, while rumours circulate that an F1-style scoring system and a completely revised calendar may be in the offing.

15: The Manx International Rally also regains its European Championship co-efficient 20 status in the shake-up, while the Ulster Rally joins the series for the first time. Four of the British Championship's five

rounds are thus conferred with European status for the first time.

16: Frank Meagher wins the Manx International Rally in his Escort Cosworth, clinching the Dunlop Tarmac Championship into the bargain. However, second place in Formula Two behind Gwyndaf Evans (Escort RS2000) is enough to give Alister McRae and Nissan the Mobil 1/*Top Gear* British Championship for the first time.

16: Renault confirms that Alain Oreille, who took a strong third on the Manx, will be one of its drivers in next year's British Rally Championship. However, it is likely that the Frenchman will drive a Mégane kit car, and will thus be ineligible for points.

17: Perpetual underdog Kenneth Eriksson scorches to his best-ever success on the Rally of New Zealand for Mitsubishi, but second place leaves Colin McRae in firm contention for the World Championship. He lies seven points adrift of Juha Kankkunen, who finished third in the Antipodes for Toyota, with two rounds remaining: Catalonia and the RAC.

17: Eriksson is subsequently linked with a Subaru drive in both World and Asia-Pacific Championship events for 1996.

17: Bernd Schneider is confirmed as German Touring Car Champion after sixth and third places at Singen in his Mercedes C-Class. Out front, Kurt Thiim scores back-to-back victories for Zakspeed, even though his engine blows in the second race: an accident brings out the red flag and leaves him off the hook. Dario Franchitti is second in the first contest before a puncture rules him out of contention in the second.

17: In the supporting F3 counter, Norberto Fontana takes a step closer to the title with a win in each heat. Nineteen-year-old Thomas Biagi and Brazilian Tony Kanaan win Imola's rounds of the Italian F3 series, but Luca Rangoni still leads in the points standings.

17: Jeff Gordon dominates the MBNA 500 at Dover Speedway, claiming his seventh NASCAR victory of the season.

17: A brilliant stint from Andy Wallace gives him and Olivier Grouillard the spoils in Silverstone's round of the BPR Kärcher Global Endurance GT Cup. Their Harrods McLaren F1 GTR finishes a minute and a half clear of the Ferrari of Michel Ferté/ Olivier Thévenin.

17: Stephen Murphy takes a record fifth success in the Wexford Rally, the eighth round of the EARS/*Motoring News* National Tarmac Series.

18: Ferrari reveals its plan to test five Italians in a run-off for its second F1 seat. David Coulthard, however, is thought to remain the team's first choice – if he is not snapped up by option holder McLaren, that is.

Drawing distinctions

It has been a tragic month for sport in general. Boxer Jimmy Murray succumbed to injuries sustained in a bout in Glasgow. Brazilian teenager Marco Campos perished after an accident during the FIA Formula 3000 finale at Magny-Cours.

In the first instance, the usual cries of 'ban boxing' arose within hours, and boxing's defenders – as is their wont – immediately pointed out that if boxing were to be banned, then so should sports such as motor racing.

Much as we sympathise with those who are simply trying to promote the interests of the business which gives them a living, we simply cannot accept that such comparisons are in any way valid.

And why has nobody yet jumped to motor racing's defence?

It has not been pointed out in public, for instance, that there are rather obvious differences between the two sports. In motor racing, injuries are an occupational hazard. In boxing, the whole point of the contest is to render your opponent unconscious.

We are not about to make a value judgment on boxing. Those who participate know the risks, as do those who climb rocks, race cars or ski fast down mountains.

Our concern is simply that motor racing should not be drawn into any such debate. In order to defuse any such possibility, it is high time for the RACMSA, or even, preferably, the FIA, to point out to the world at large that while the consequences of motor racing can sometimes prove to be as tragic as those of boxing, the two sports do not, in any way, shape or form share the same basic intents. **S A**

18: Tyrrell confirms that Mika Salo will stay on for the 1996 F1 season. However, Ukyo Katayama's place in the Ockham-based outfit is in doubt, with Johnny Herbert amongst those in the frame for the second seat.

18: Japanese F3000 concern Dome announces its plans to enter F1 in 1997.

18: Racing at Germany's Avus circuit is under threat after the fatal accident involving Kieth O'dor at its last *Supertourenwagen* race.

21: Jacques Villeneuve serves clear notice of his F1 intentions with Monza testing times quick enough to have placed him third on the Italian GP grid – ahead of Damon Hill.

22: Penske Racing's appeal against its disqualification from the Portland IndyCar race is successful, and Al Unser Jnr is reinstated as the victor.





23: The Estoril Formula 3000 race is won by Tarso Marques, above right, in his DAMS Reynard, the 19-year-old Brazilian thus becoming the youngest-ever winner of an FIA F3000 race. Seventh is enough to clinch the title for Vincenzo Sospiri, above left, (Super Nova) after four years of trying. Sospiri now hopes to graduate to F1, possibly with Arrows.

23: Alain Prost announces that he will not be returning to Formula One as a McLaren driver, leaving David Coulthard free to join the Woking-based team. The Frenchman remains likely to be involved with McLaren in a testing capacity, however, and may have a possible long-term management role.

23: The FIA reveals that the letter it received from a "concerned Benetton mechanic", alleging that the Witney-based outfit was cheating, is a hoax.

23: Chris Mellors breaks his 1995 duck with victory on the Trackrod Forest Stages, the penultimate round of the Mintex National Series. The result ensures that he, David Gillanders (third here behind Jonny Milner) and Murray Grierson enter the final round with a chance of the title.

24: Williams Touring Car Engineering secures Renault the BTCC Manufacturers' crown, as Alain Menu and Will Hoy dominate the last two rounds of the year at Silverstone. The Laguna men take a win apiece from a brace of Renault 1-2s, with newly-crowned champion John Cleland the best of the rest in his Vauxhall Cavalier.

24: After a season and a half of waiting, David Coulthard finally breaks his Formula One duck at Estoril, winning the Portuguese Grand Prix as he pleases for Williams. Team-mate Damon Hill loses further ground to Michael Schumacher in the Drivers' stakes, however, after the German overtakes him for second in the closing stages.

24: Jean Alesi seems set to end his Ferrari

days in acrimony after an angry outburst to journalists in Estoril. The French-Sicilian is incensed that team manager Jean Todt asked him to let Gerhard Berger by, even though Alesi was ahead in the Drivers' Championship. The pair wind up fourth and fifth, ahead of Heinz-Harald Frentzen's Sauber.

24: Martin Schanche clinches the European Rallycross Championship with victory in the 11th round at Sosnova in the Czech Republic.

24: Pembrey's round of the British Formula 3 Championship is plunged into acrimony after championship leader Ralph Firman incurs a 10s penalty in the first race for what is deemed unacceptable behaviour behind the pace car. The Paul Stewart Racing pilot thus drops from first to 10th – only to have his win reinstated upon appeal. Main championship rival Edenbridge Racing, for which Oliver Gavin won the second race, promptly puts in a counter-appeal, which threatens to keep the title contest going long after the final round.

24: Former BTCC victor Jo Winkelhock wins the German *Supertourenwagen* Cup for BMW after a torrid final round at the Nürburgring. He clashes at the Castrol S chicane with erstwhile series leader Frank Biela in the sprint race, leaving the fuming Audi driver on the back row of the grid for the final. Second place behind Biela's teammate, Emanuele Pirro, is enough to give Winkelhock the title.

25: Ukyo Katayama is released from hospital following his frightening startline shunt – in which his Tyrrell was sent somersaulting into the air after contact with Luca Badoer's Minardi – at the Portuguese Grand Prix. Katayama will miss the European GP; Gabriele Tarquini replaces him.

25: Johnny Herbert, believed to be Ford's favourite for the second Sauber seat, is linked with an IndyCar drive in Chip Ganassi's Reynard outfit.

25: It is reported that Alfa Romeo's touring car operation will undergo radical revision. Its Alfa Corse and Abarth wings will be amalgamated as Fiat Corse, to concentrate solely on the company's 1996 plans. This may spell the end of its British Touring Car Championship effort.

25: BMW's continuing BTCC participation is also in doubt, after its troubled season leaves BMW GB reluctant to finance another year.

25: Prodrive is linked with Hyundai's Class 2 touring car plans.

25: Honda Motor Europe supremo Trevor Elliott reveals that the Japanese giant is examining the feasibility of becoming involved in Formula Two rallying.

25: Jordan confirms Rubens Barrichello and Eddie Irvine as its drivers for next season, leaving Nicola Larini as the expected incumbent of the second Ferrari alongside Michael Schumacher. But . . .

26: In a shock announcement, Ferrari names Irvine as Schumacher's '96 deputy. The unlikely deal is believed to have been massaged by Marlboro (which bought out the Jordan contract) and Bernie Ecclestone in equal measure, and sees the laid-back Ulsterman tied to Maranello for three years. Jordan moves quickly to sign Martin Brundle, who had spearheaded his F3 team back in 1983.

27: Ralliart Europe confirms that it will be present on the Catalonia and RAC Rallies. Only one Mitsubishi Lancer is confirmed, and Tommi Mäkinen is almost certain to be the driver.



29: The new Vauxhall Vectra BTCC contender, above, is shaken down by Mike Briggs at Silverstone.

OCTOBER

1: Michael Schumacher wins the European Grand Prix on home soil at the Nürburgring, passing Jean Alesi with just a couple of laps remaining. Damon Hill crashes out, sustaining a cracked shin and conceding that the title is all but lost.

1: McLaren confirms that David Coulthard will partner Mika Hakkinen in 1996.

1: Larry Perkins and Russell Ingall take their Holden Commodore to victory in the Tooheys 1000 at Bathurst. Opel dominates the French Supertourisme finale at Montlhéry, clinching the manufacturers' title thanks to wins by Jacques Laffite and Eric Hélary.

1: Mark Martin wins the North Wilkesboro NASCAR race, which heralds the return of Ernie Irvan, seriously injured at Michigan last year. Still wearing a patch over his left eye, Irvan leads briefly and finishes sixth.

1: Cyrille Sauvage clinches the Formula Renault Eurocup title at Val de Vienne, finishing second on the day to Sébastien Guérin.

1: Kenneth Hansen wins the European Rallycross finale at Germany's Buxtehude circuit.

2: Nigel Mansell says that he has not retired from race driving.

2: Honda confirms that David Leslie and James Kaye will continue to drive its BTCC Accords in 1996.

2: Miki Biasion is confirmed as a Subaru driver on the Sanremo Rally.

2: Martin Rowe is left without an RAC Rally drive, after Peugeot Sport decides not to enter its 306.

4: Nicola Larini tests Ferrari's new V10 engine at Fiorano, and gets within 0.3s of the circuit record.

6: DAMS launches its new F1 car, the GD01, at Le Mans. Its scheduled maiden run, the following week, has to be postponed following a hydraulic failure.

6: Cosworth tests Ford's F1 V10 on the dyno.

7: John Roberts (Sierra) wins the Cambrian Rally. Hefin Lloyd-Davies (Peugeot 205 GTi) takes the F2 spoils.

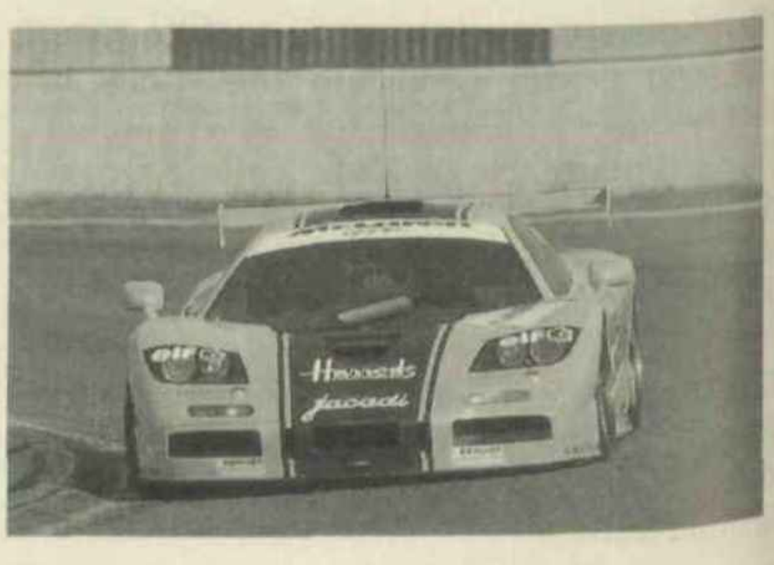
8: British F3 series leader Ralph Firman picks up two endorsements at Silverstone, which threaten his participation in the series finale at Thruxton. Firman appeals against a licence suspension. He needs to be at Thruxton, for victory in race two at Silverstone gives Oliver Gavin a share of the championship lead. Warren Hughes wins race one.

8: Bernd Schneider clinches the inaugural ITC title with a brace of victories at Magny-Cours. Jo Winkelhock and Steve Soper triumph for BMW in the latest JTCC doubleheader at Nishi-Sendai. Emanuele Pirro and Rinaldo Capello win for Audi in the ITCC; the visiting Renault Lagunas falter.

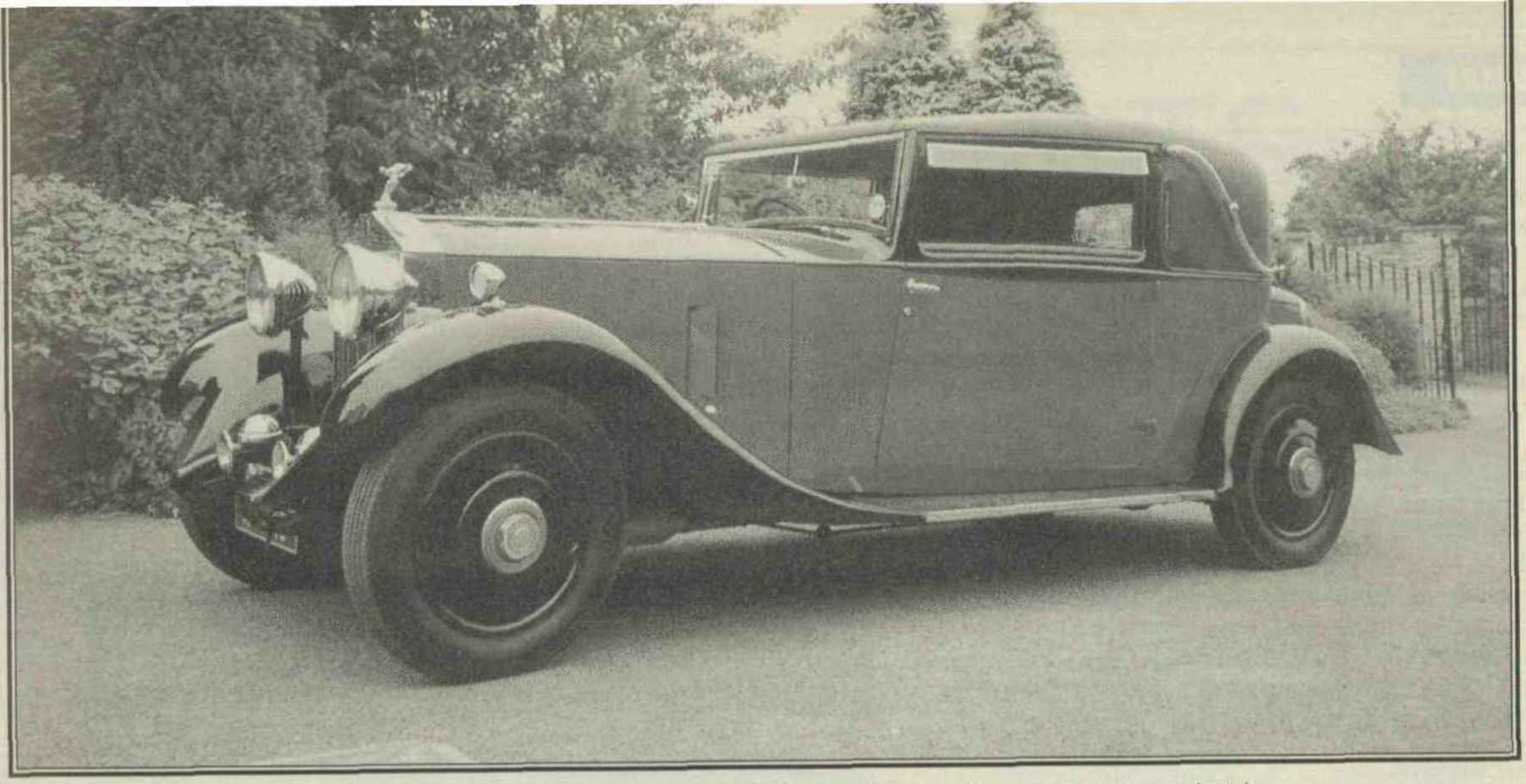
8: Gianantonio Pacchioni wins the final two rounds of the Italian F3 series at Misano. Norberto Fontana clinches the German F3 crown with a similar double at Magny-Cours. Pedro de la Rosa scores his eighth win from the 10 Japanese F3 races held thus far.

8: Mark Martin scores a second straight NASCAR win at Charlotte.

8: Portugal secures the Formula Opel Nations Cup again at Magny-Cours, Manuel Gião winning both heats.



8: Andy Wallace/Olivier Grouillard (McLaren) win the penultimate BPR GT race at Nogaro, above. Second place is enough to secure the title for John Nielsen and Thomas Bscher



1933 Rolls-Royce 20/25hp Two Door Fixed Head Coupe by Park Ward, to be sold at Olympia, London, on November 9th.

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BROOKS

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DIARY

8: The first London International Rally takes place in and around the home counties. Pete Doughty wins the ninth round of the EARS/*Motoring News* National Tarmac Rally Series.

8: Frank Meagher (Escort Cosworth) wins the Cork 20 Rally.

9: Louis Meyer, the first man to win the Indy 500 three times, dies at the age of 91.

9: Robbie Head is confirmed as a Renault rally driver in 1996, although his exact programme has to be confirmed.

11: Japanese F3000 racer Katsumi Yamamoto tests for Pacific at Silverstone. He hopes to contest the Pacific and Japanese GPs with the team, acquisition of a Superlicence permitting. Jos Verstappen tests simultaneously for Arrows, but is restricted to 15 laps by numerous technical problems.

11: Piero Liatti wins the Sanremo Rally for Subaru. Freddy Loix is the F2 winner for Opel, but the German manufacturer's failure to have taken part in an event outside Europe means that the F2 title goes to Peugeot, despite the latter's 29-point deficit.

12: Nicola Larini breaks the Fiorano lap record during the latest test of the Ferrari V10.

12: Ralph Firman is permitted to take part in the British F3 finale.

12: Former Peugeot Gold Star leading light Chris Cannon perishes in a road accident.

14: At a meeting of key F3000 personnel, it appears certain that the new 'one-make' formula will feature Lola chassis mated to Zytek KV engines and running on Avon control tyres.

15: Frank Biela and Emanuele Pirro win a heat apiece as Audi dominates the FIA Touring Car World Cup at Paul Ricard. Biela takes overall honours. During the weekend, it is confirmed that Audi will contest the 1996 BTCC, and that Biela will drive one car.

15: Kenny Bräck wins the last Formula 3000 race run to current regulations, leading from start to finish at Magny-Cours. The race is marred by a horrific last lap accident, in which Marco Campos sustains a terrible head injury. The Brazilian is flown to hospital, where he is connected to a life support machine. In the penultimate round of the All-Japan series, Toranosuke Takagi wins at Fuji and moves into the series lead.

15: Warren Hughes triumphs again in the British F3 finale. Third place is enough to give Oliver Gavin the championship crown.

15: Klaus Ludwing wins the final two DTM rounds, at Hockenheim. Jarno Trulli wins both supporting F3 heats.

15: Neil MacKinnon takes another Tour of Mull victory, his seventh in total.

16: Mika Hakkinen having undergone an appendix operation, Jan Magnussen is called up by McLaren to contest the Pacific Grand Prix. Other changes at Aida will see Gianni Morbidelli regain his Arrows seat from Massimiliano Papis, while Roberto Moreno makes way for Hideki Noda at Forti. Katsumi Yamamoto is still awaiting for a Superlicence; Andrea Montermini stands by to retain his berth at Pacific.

16: Johnny Herbert is tipped to join Tyrrell; Mark Blundell is hoping for a chance with Sauber.

17: Marco Campos dies in hospital after his F3000 accident at Magny-Cours.

18: The Lotus Elise, below, is one of the stars of press day at the London Motor Show.



OBITUARY

Marco Campos

Given that there had never previously been a fatal accident in the FIA F3000 Championship, it is supremely ironic that one should have occurred on the very final lap of the 11th, and final, season in the category's current guise.

Marco Campos was a calm, polite young man with a bright future, and he was on the verge of completing only his second season in car racing.

Starting in karting in 1988, at the age of 12, he won a total of 14 championships in six seasons before treading a path familiar to many young Brazilians, that to the door of Draco Engineering. Joining Italy's successful Formula Opel specialist for 1993, he won five races on his way to the Euroseries title.

Some questioned the wisdom of his immediate graduation to Formula 3000, again with Draco, the family-run team having come to treat him like a son, but he swiftly proved that he could cope.

His best result would be fourth place in Enna. It was sometimes hard to remember, watching him, that this was a 19-year-old with fewer than 20 car races under his belt.

At Magny-Cours, Marco's Lola rode over the wheel of a rival's car, flipped into the air and landed, upside down, on a concrete retaining wall, inflicting a mortal head injury.

To his parents Roberto and Marcia, his younger brother and sister, Nadia and Adriano Morini of Draco and to all of Marco's family and friends, we can but extend our deepest condolences. **S A**

1996 calendar

We are pleased to announce that the 1996 MOTOR SPORT calendar is now available to order.

In keeping with the retro theme which has made the calendars so popular in recent years, we have once again trawled LAT Photographic's extensive archive in order to source a series of glorious images of the late five-times world champion Juan-Manuel Fangio, who passed away earlier this year.

This collection of 12 portraits and action shots of the Argentinian maestro includes material from the Nürburgring, Spa, Aintree, Reims, Monza, Zandvoort and Silverstone. For details of how to order, see page 1211. Stocks are limited, and calendars will be issued on a first-come, first-served basis.

NOVEMBER FIXTURES

Date	*Venue*	*Event*	*Type*
Nov 4/5	Zhuhai, China	Int'l GT	INT
Nov 4/5	Donington Park	Brit F2, TVRs, ARP F3	N
Nov 5	**Hyde Park, London**	**RAC Brighton Run**	**INT**
Nov 11	Silverstone	FF1600, F First, GTs, saloons	R
Nov 12	Atlanta, USA	NASCAR	N
Nov 18	Leeds	Rally Britannia (historic)	N
Nov 18/19	Leeds	RAC Int Historic Rally	INT
Nov 19	Snetterton	FF1600, F First, GTs, saloons	R
Nov 19/22	**Chester**	**RAC Rally**	**INT**
Nov 19	Macau	Int'l F3, Touring Cars	INT
Nov 26	Donington Park	FF1600, F First, GTs, saloons	R

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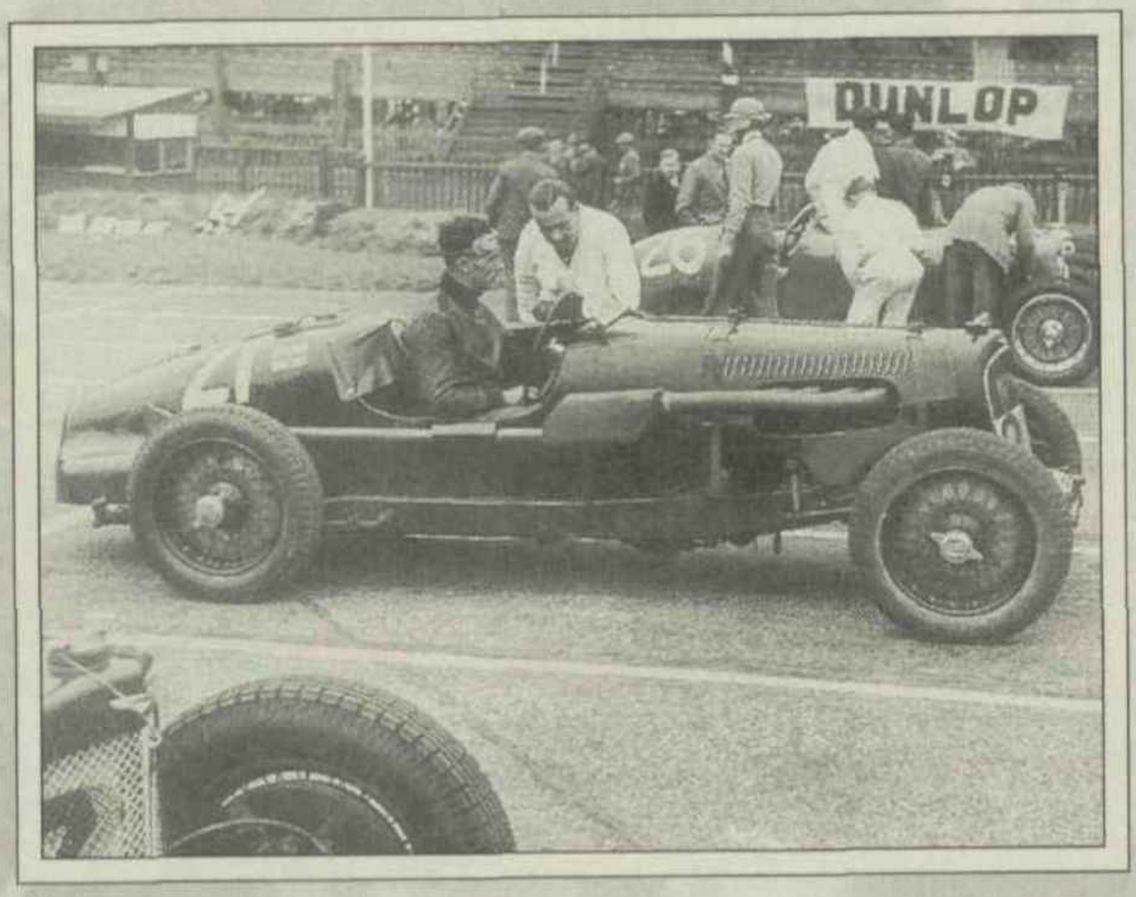
Our 'TRUE GREATS' auction on 14th December sees gathered together a selection of rare and important cars spanning the greatest eras of motoring, from the most evocative vintage machinery to the most exciting racing cars of recent times.

This auction will mark the conclusion of a highly successful year, prompting *Classic & Sportscar's* recent market report headline 'AUCTIONS TRUMP DEALERS'.

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Game, set and match?

Coulthard finally breaks his duck in Portugal, but the title looks to be beyond Hill as Schumacher scores his second win of the year on home soil


elf
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elf
MARLBORO
Bridgestone
GOODYEAR



Why Jackie Stewart believes David Coulthard's miserable season may not be such a bad thing

Having chosen not to retain the 1992 and '93 World Champions, and seen Damon Hill miss out narrowly on the title for two successive seasons, Frank Williams now has cause to wonder whether he has just released a champion of the future: David Coulthard.

After failing to register a single victory in his first 20 Grands Prix for Williams, the 24-year-old Scot finally stood atop the podium in Estoril – just seven days before his signature on a McLaren contract was officially announced.

It wasn't just the win that impressed but the manner in which it was achieved, for Michael Schumacher and Damon Hill, like both Ferraris, were still running at the finish.

But why the miraculous turnaround?

In truth, the rejuvenated Coulthard Mark II did not suddenly emerge in Portugal. At Spa, as at Monza, he had led only to succumb to mechanical failure. All that was different in Estoril was that the car kept running.

Billed as the guy who would knock Hill from his pedestal as top Briton, Coulthard has suffered a bitterly disappointing season. Most people assume simply that his release by Williams, after the German Grand Prix, acted as the wake-up call he required. He disputes that judgement, claiming that recurring bouts of tonsillitis had a bigger effect than most people imagined.

"It affected me not only in the car, physically, but I was unable to train, and that gets you into a downward spiral. You lose confidence," he explains. "At Barcelona, for instance, I was going to bed each night at five o'clock. I was just totally exhausted because of the problems I was having. You can't drive a Formula Ford at that level, never mind a Grand Prix car. So that just built the pressure up."

So ill did he feel, in fact, that he warned Frank Williams he might not be able to drive

The confidence game

in the opening race of the season, at Sao Paolo. By June, he still felt sufficiently bad that he was prepared to risk missing the French GP in order to have his tonsils removed. Come Hungary, in August, his health problems were gone. But so was his confidence.

"Having been built up to far beyond what my achievements were last year, I'd then been pushed down far below. Magny-Cours, where I was nearly beaten by a Ligier, wasn't exactly a high point, but Hungary wasn't a good race either," he recalls. "Although I knew I had problems with tyre pressures, and I actually felt that I was driving quite well, I was just going backwards. I felt quite low mentally after that one. I just could not understand *why*. I didn't actually realise at that moment just how much the tyre pressures accounted for where I was on the circuit. I drove exactly the same way at Spa, and of course then all of a sudden I was quick." Coulthard is a product of Jackie Stewart's "Staircase of Talent" and his resurgence comes as no surprise to the three-time World Champion.

"His natural driving skill was obvious from the start," Stewart maintains. "Then again, there's hardly anybody in the front-line in any of the junior formulae, from karting to Formula Ford and all the others, who hasn't got an abundance of natural, God-given talent if they're doing well. It's those who are able early enough to see what you've got to do with it to make yourself better that you identify with.



"I do not think it would have been good for him to go out and do extraordinary things in 1995."

Jackie Stewart

"I think very early on that it was clear that Ayrton Senna was going to be a very serious driver in the long term. I think if you had seen Niki Lauda, how committed he was to get enough money to go motor racing and then try to go about his racing in a serious way, it was very obvious. I think if you'd seen me right at the very beginning, with David Murray or with Ken Tyrrell, you'd have been able to see the same ingredient. The same is definitely true of David Coulthard."

Coulthard is hardly renowned for Alesi-like fluctuations of emotion, and you sensed the overriding sentiment after Portugal was relief rather than jubilation. "If my career had depended on it, then maybe I'd have been turning cartwheels, but my contract for next year was already done," he reasons. "That said, if I'd gone to McLaren having not won a race this year, there would have been big question marks."

As modest out of the car as he is quick inside it, Coulthard suggests that to be a good winner you must first learn to be a good loser. Indeed Stewart believes his countryman's struggle may even have a positive effect in the long run.

"I think that not having had the success in 1995 that many people perceived he should be having is actually correct for him, career-wise," he says. "I do not think it *would have been good for him to go out* and do extraordinary things in 1995. Life isn't like that. Look at anybody who's successful. Nobody is constantly successful. You look at Bernie Ecclestone, see what he's doing, what he's done. D'you think Bernie Ecclestone thinks that everything is going well all the time? I know it doesn't happen for Ron Dennis. It doesn't happen for Jackie Stewart or anybody else. Not even Kevin Costner!

"You've got to be able to understand that there's a down period, so that you can see what life really is. Damon is a little older than David, a little more mature, a little less rushed to deliver. He's got a quieter confidence because he's on a few wins. The first win will make a difference. Whatever one's goals are, the first one is hard to come by."

"Jackie has been consistent. He's always seemed pretty relaxed," concedes Coulthard. "He said that his first year in F1 was very good, in his second he didn't drive worth a damn. He's always maintained, and you have to say that he's been pretty accurate, that drivers don't win it straight away. It takes them a couple of years to find their feet. The confidence that I've taken from him and the brief that he seemed to have for me have helped a lot.

"You obviously have belief in yourself, and what you're doing, and I wouldn't have got this far if I hadn't got the ability to do it. But to finally be able to look people in the eye and say 'I can do it' is such a relief." **M S**

PORTUGUESE GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Estoril, 24 September 1995

71 laps of 2.709 mile circuit (192.339 miles)

STATISTICS



Previous winner: Damon Hill (Williams FW16)

STARTING GRID

6 COULTHARD
1m 20.537s (2)
1m 21.423s (1)

1 SCHUMACHER
1m 21.301s (2)
1m 21.885s (1)

30 FRENTZEN
1m 22.226s (2)
1m 23.485s (1)

27 ALESI
1m 22.391s (2)
1m 22.656s (1)

25 BRUNDLE
1m 22.588s (2)
1m 23.244s (1)

26 PANIS
1m 22.904s (2)
1m 23.284s (1)

8 HAKKINEN
1m 23.064s (1)
1m 23.114s (2)

4 SALO
1m 23.936s (2)
1m 24.942s (1)

23 LAMY
1m 24.657s (2)
1m 26.210s (1)

10 INOUE
1m 24.883s (1)
1m 25.031s (2)

17 MONTERMINI
1m 26.172s (2)
1m 27.659s (1)

22 MORENO
1m 27.523s (2)
1m 28.672s (1)

5 HILL
1m 20.905s (2)
1m 21.322s (1)

28 BERGER
1m 21.970s (2)
1m 22.281s (1)

2 HERBERT
1m 22.322s (2)
1m 23.786s (1)

14 BARRICHELLO
1m 22.538s (2)
1m 23.142s (1)

15 IRVINE
1m 22.831s (2)
1m 22.957s (1)

7 BLUNDELL
1m 22.914s (2)
1m 24.583s (1)

29 BOULLION
1m 23.934s (2)
14m 20.150s (1)

3 KATAYAMA
1m 24.287s (2)
1m 22.631s (1)

24 BADOER
1m 24.778s (2)
1m 25.746s (1)

9 PAPIS
1m 25.179s (2)
1m 25.696s (1)

21 DINIZ
1m 27.292s (2)
1m 29.137s (1)

16 DELETRAZ
1m 32.769s (2)
Times disallowed (1)

LAP CHART

LAP	POS																							
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71	6	1	5	2827																					

FIA Formula One World Championship

Round 13

Winner David Coulthard
Winner's average speed 113.290mph
Conditions Hot
Fastest lap David Coulthard, 1m 23.220s on lap 2, 116.823mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	David Coulthard	GB	Williams FW17-Renault V10	1h 41m 52.145s	1m 23.220s	2
2	Michael Schumacher	D	Benetton B195-Renault V10	1h 41m 59.393s	1m 23.702s	37
3	Damon Hill	GB	Williams FW17-Renault V10	1h 42m 14.266s	1m 23.737s	20
4	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	1h 43m 17.024s	1m 24.805s	2
5	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	1h 43m 17.574s	1m 25.544s	8
6	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	70 laps	1m 25.283s	56
7	Johnny Herbert	GB	Benetton B195-Renault V10	70 laps	1m 25.128s	8
8	Martin Brundle	J	Ligier JS41-Mugen Honda V10	70 laps	1m 24.427	58
9	Mark Blundell	GB	McLaren MP4/10C-Mercedes V10	70 laps	1m 25.646s	24
10	Eddie Irvine	GB	Jordan 195-Peugeot V10	70 laps	1m 25.767s	54
11	Rubens Barrichello	BR	Jordan 195-Peugeot V10	70 laps	1m 24.472s	60
12	J-C Boullion	F	Sauber C14-Ford Zetec-R V8	70 laps	1m 26.123s	47
13	Mika Salo	SF	Tyrrell 023-Yamaha V10	69 laps	1m 27.247s	43
14	Luca Badoer	I	Minardi M195-Ford ED V8	68 laps	1m 28.043s	32
15	Taki Inoue	J	Footwork FA16-Hart V8	68 laps	1m 27.356s	48
16	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	66 laps	1m 29.803s	18
17	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	64 laps	1m 31.148s	43
Rtd	Andrea Montermini	I	Pacific PR02-Ford ED V8	53 laps – gearbox	1m 27.801s	22
Rtd	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	44 laps – engine	1m 25.690s	18
Rtd	Jean-Denis Deletraz	CH	Pacific PR02-Ford ED V8	14 laps – cramp	1m 34.445s	5
Rtd	Olivier Panis	F	Ligier JS41-Mugen Honda V10	10 laps – spin	1m 26.123s	4
Rtd	Pedro Lamy	P	Minardi M195-Ford ED V8	7 laps – hydraulics	1m 27.779s	3
DNS	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	did not start – accident	no time	
DNS	Massimiliano Papis	I	Footwork FA16-Hart V8	did not start – accident	no time	

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CHAMPIONSHIP POINTS

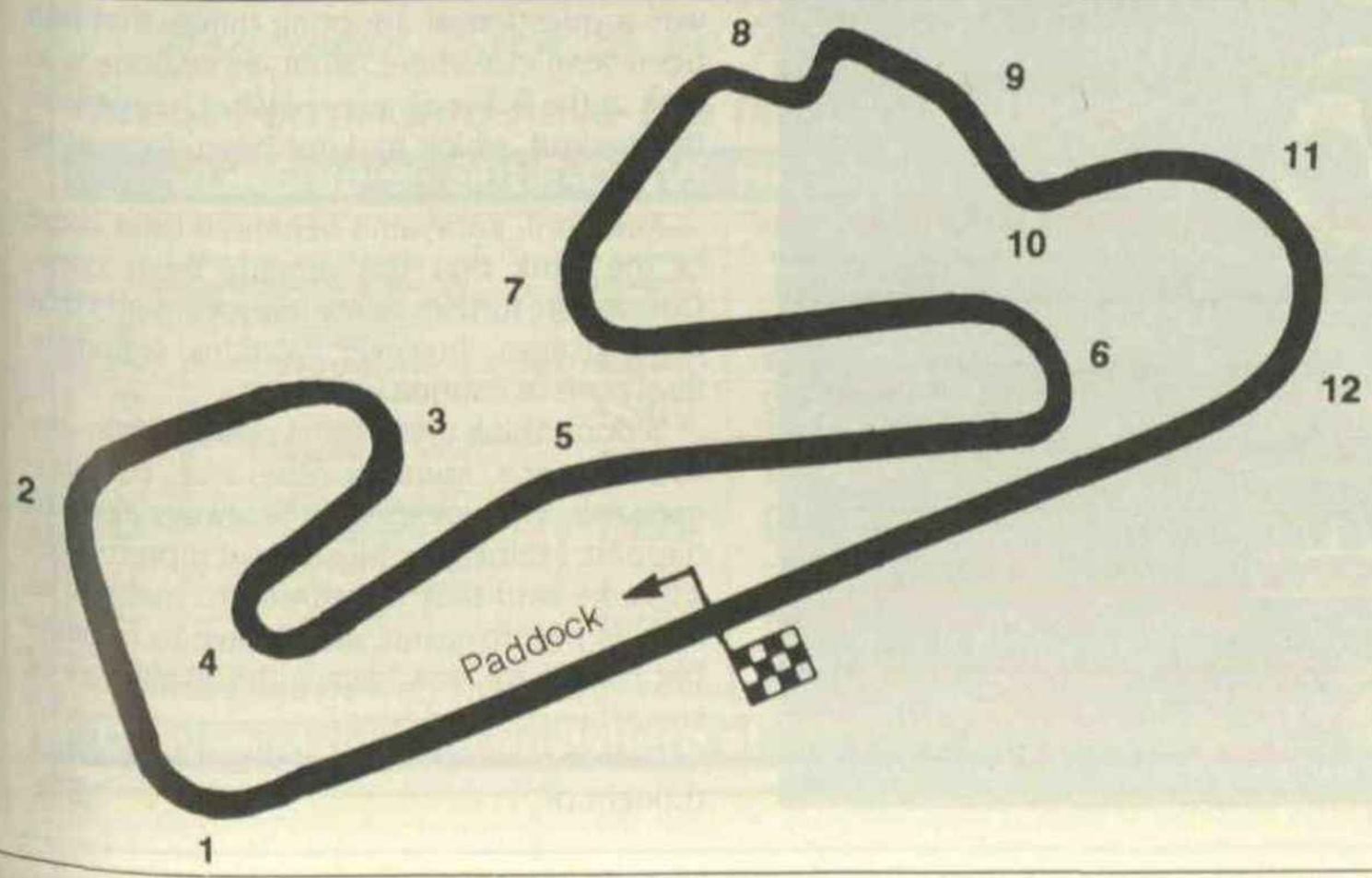
DRIVERS

1	Schumacher	72
2	Hill	55
3	Coulthard	39
4	Herbert	38
5	Alesi	34
6	Berger	28
7	Frentzen	15
8	Hakkinen	11
9	Blundell	10
10	Panis & Barrichello	8
12	Brundle	7
13	Irvine	6
14	Boullion	3
15	Salo	2
16	Morbidelli & Suzuki	1

CONSTRUCTORS

1	Benetton Renault	100
2	Williams Renault	88
3	Ferrari	62
4	McLaren Mercedes	21
5	Sauber Ford	18
6	Ligier Mugen-Honda	16
7	Jordan Peugeot	14
8	Tyrrell Yamaha	2
9	Footwork Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ The START is marred by a horrific incident which sees Ukyo Katayama's Tyrrell ride over Luca Badoer's Minardi and cartwheel high into the air. The Japanese driver is initially knocked unconscious, but is awake and talking by the time he is helicoptered to hospital, where he is detained for observation.

➔ Although he held Michael Schumacher at bay at the first start, Damon Hill loses out at the RE-START, the championship contenders following the pole-sitting Williams of David Coulthard. Johnny Herbert's Benetton runs fifth, between the Ferraris of Gerhard Berger and Jean Alesi. Massimiliano Papis fails to start with a gearbox problem.

➔ Pedro Lamy's home race ends on LAP 7, when his Minardi exits with gearbox problems. Olivier Panis spins out on LAP 11. Jean-Denis Delétraz pulls out with cramp on LAP 15. With the Pacific having been lapped in half that time, his retirement is a relief to all.

➔ Hill, Schumacher and Berger make their first stops on LAP 18. Coulthard follows suit on LAP 19, and re-joins in the lead.

➔ Alesi confirms his intention to make only two stops by pitting on LAP 24, dropping back to sixth behind Herbert. Berger has chosen a three-stop routine but his second, on LAP 33, drops him to fifth behind his team-mate. That, regardless of Jean Todt's attempt to apply team orders to the Frenchman – whose heavier car is slower – is where Alesi is determined to keep him. His intransigence allied to a post-race attack on the Sporting Director, earns his a $200,000 fine.

➔ Trapped behind Schumacher, it becomes clear that Hill has switched to a two-stop gameplan when the German pits on LAP 35, but the Williams continues to circulate.

➔ Coulthard loses the lead for the first and only time when he pits on LAP 38, but re-takes the initiative when his team-mate stops on LAP 44.

➔ Embroiled in a midfield battle with the Jordans and Heinz-Harald Frentzen's Sauber, Mika Hakkinen retires his McLaren with engine failure on LAP 45. Berger is called in early for his final stop. The move pays off when Alesi's stop on LAP 47 hands him fourth place.

➔ A string of quick laps prior to Coulthard's final stop on LAP 54 ensures that he rejoins just ahead of Hill. Schumacher refuels at the same time, but resumes third. Andrea Montermini's Pacific is halted by a gearbox problem.

➔ On fresher tyres than his quarry, Schumacher hauls onto Hill's tail by LAP 61, diving up the inside for second at the chicane on LAP 62.

➔ Coulthard takes the flag on LAP 71 to register his first GP win. Behind Schumacher, Hill, Berger and Alesi, Frentzen's two-stop plan earns him the final point from Herbert and Martin Brundle. Racing with pain killing injections for a back injury, Mark Blundell brings his McLaren home ninth ahead of the tardy Jordans.

Unscheduled flight

Ukyo Katayama emerged with remarkably light injuries from his startline accident in Estoril. Not so many years ago, he might not have energed at all

It was one of those moments when there was an audible gasp in the press room. The Williamses, Ferraris, Benettons, Jordans and the like had already passed before us, and were starting to think about braking for Estoril's Turn One. Somewhere behind them, however, a substantial accident was going on. Initially, it was impossible to discern who was at the centre of the apparent catastrophe. All that was clear was that a car was locked into a violent, haphazard trajectory somewhere towards the back of the field. As it skated across the circuit, upside down, on the final part of its journey, it sustained a glancing blow from Andrea Montermini's Pacific, perilously close to its cockpit area. Only when the thick cloud of dust and debris settled did it become clear that Ukyo Katayama's Tyrrell was the victim of all the commotion. The red flags were already out; Professor Syd Watkins, the FIA's respected medical officer, and head of the governing body's expert advisory group on safety, was on his way to the scene. . .

A couple of years ago, the chances are that nobody would have been too concerned about the possible consequences, but the events of Imola 1994 have waylaid such complacency for keeps. Watkins admits that he wasn't too optimistic when he arrived on the scene. "I wasn't terribly confident. I saw very little of it, actually, until I got there, because when you start at the back of the grid there's so much dust and smoke and so forth that I didn't see any details of the accident until I watched it on telly the next day. I didn't see the actual flight of the car through the air. I just saw him upside down."

Relatively speaking, Katayama was unscathed. Unable to remember anything between seeing a flash of the sky and waking up a short time later on a stretcher, the Japanese was taken to hospital for observation, and was condemned only to sitting out the following weekend's European Grand Prix.

As Watkins concurs, he would have paid a far higher price had he suffered an accident of this magnitude 15-20 years ago.

Ken Tyrrell was quite clear that the carbonfibre survival cell was critical to Katayama's chances of avoiding serious injury. "It's the biggest progress we've made in the 28 years I've been in Grand Prix racing," he said, in the immediate aftermath of his driver's crazy flight.

"In this case," says Watkins, "I think the height and integrity of the roll-bar was the primary thing. So far as I could see there was very little damage to his helmet."

Watkins agrees with Tyrrell that the introduction of the carbon monocoque has provided *the* biggest gain in safety terms. "Number two is the absence of fire. At Katayama's accident, there was a lot of petrol around, but apart from a bit of smouldering there was no real attempt for the vehicle to go on fire.

"It doesn't combust because of the integrity of the ignition and so forth. When I say there was a lot of fuel around, there was probably about a litre, so the system doesn't leak massively.

"The last big leak I saw was Berger's accident at Imola (1989), when of course they were putting cooled fuel in under pressure. Once there was a breach to atmospheric temperature, the fuel just came out like a volcano. They changed that after I complained."

Specific research into safety has increased spectacularly since the expert advisory group was formed 18 months ago. Air bags are likely to be seen in F1 next year, and a special three-part seat with integral spinal splint is currently undergoing development.

"Until this group got going, I don't know of any primary research that was done, such as we've been doing in the last 18 months. It was a question of adopting things that had been seen elsewhere. What we've done is to look at the basic physics of what happens in the cockpit, which had not been done *at all* in Formula One before."

At Estoril, Katayama benefited from some of the work that has already been done. Despite the further safety improvements that he envisages, however, Watkins sounds a final note of caution.

"I don't think there's any possibility in any circumstance, sport or otherwise, to eliminate risk. The unexpected is always likely to happen. I think Max Mosley put it pretty well when he said that we wanted to make it as safe as possible, but would have to remember that there was always the likelihood of something going wrong.

"Some trick will turn up which we haven't thought of."

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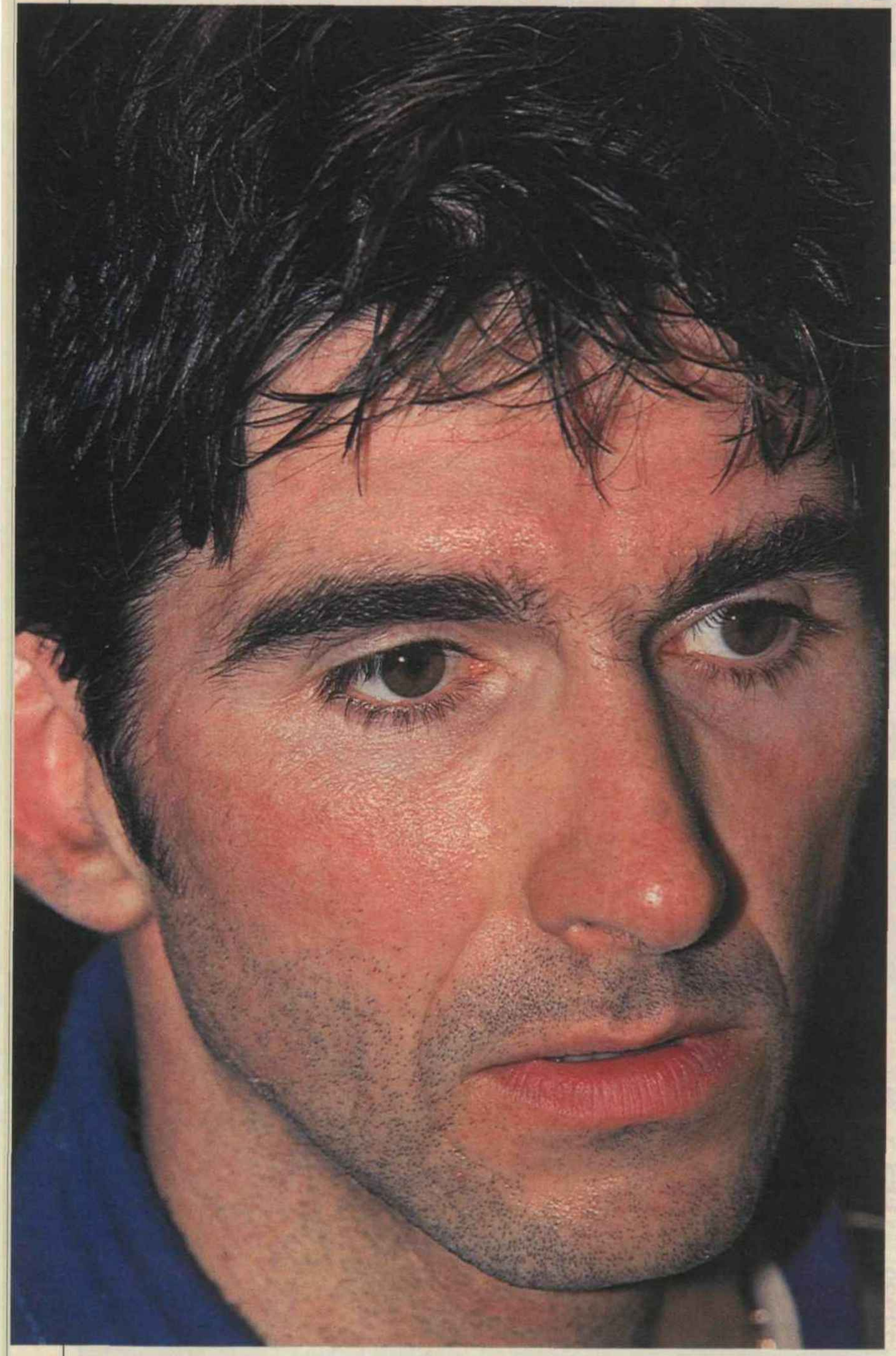
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A sore loser



Why Damon Hill will emerge wiser, and stronger, from this year's fight for the title

Another season almost over, another championship lost.

By Damon Hill's own admission, Michael Schumacher's victory in the European Grand Prix ensured that for the second year in succession the Englishman's title aspirations ended not with champagne, but with a bitter taste.

On the day, he was generous in defeat. Later, he felt distinctly sore – not least due to a hairline fracture of his right leg, sustained in the accident which put him out of the race. "The leg's quite painful, but it's nothing compared to the pain of losing the championship," he explained.

But what lessons will he take away from 1995?

Whilst the race for the 1994 championship went down to the wire at Adelaide, that was due largely to Schumacher being banned from those races from which he hadn't been excluded. This year Hill can take solace from having extended the German by virtue of his own merits, rather than Benetton's failings.

That Schumacher emerged as champion at all last season was due to the seemingly unassailable lead he amassed over the opening five races when the Benetton B194 was clearly the class of the field. Many will argue that Hill has enjoyed a similar superiority this year, but failed to capitalise upon it.

In truth, the balance see-sawed between Benetton and Williams throughout the opening six races. That the FW17 emerged the better of the two is underlined by Hill having outqualified his rival in seven of the past eight races. Against that statistical superiority you must set the the fact that the Benetton has handled better on full tanks than it has in qualifying trim, and that on three occasions, in Brazil, Canada and Germany, Damon's retirements have been attributable to mechanical failure. Only once, in Hungary, has Schumacher's car let him down, although an electrical glitch in Montreal admittedly saw him salvage two points rather than the 10 for which he was seemingly destined.

The World Champion readily concedes that next year, when Ferrari will have its new V10 to contend with, Hill should have the edge on reliability. Not that he is about to hoist the white flag: "I wouldn't have taken the decision if I didn't think I could achieve success," he stresses. "I'm confident I can win the championship – in '97 especially."

Notwithstanding the undoubted element of propaganda in Schumacher's statement, Hill will be aware that next season offers him perhaps his best shot yet at the title.

Aside from Ferrari's reliability worries, his opponent will lack the kind of understanding with his team which has helped mask the deficiencies of Benetton's package over the past few months. Schumacher, how-

ever, insists he doesn't envisage too many political difficulties. "If *Mansell* survived at Ferrari, I think I should," he smirks.

The manner of the German's decisive win at the Nürburgring, and his scintillating three-stop pursuit of Alesi – whose gamble to start on slick tyres on a damp track paid off with a one-stop strategy – illustrated exactly why the Prancing Horse was so desperate to secure his services. But if his chase of the Frenchman demonstrated the beauty of Formula One, his uncompromising defence against Hill early on was also indicative of what many people perceive to be the beast.

"Sometimes the fight has been tough," he admitted after clinching his third 'home' win of the year (Hockenheim, Monaco and Nürburgring). "But that's what it takes to win the championship."

If nothing else, Hill now understands exactly that.

Grim-faced, Damon said he had no complaints at his opponent's behaviour. Like it or not, and some of his supporters won't, psychology is an integral part of any sporting contest. As such, intimidation – physical or mental – has become part of the game, be that game boxing or rugby, cricket or tennis.

There have been rare indications that Hill

"Williams' pursuit of the Constructors' Championship, sometimes to the detriment of its drivers' hopes of individual honours, is as much part of tradition as the Christmas turkey."

is prepared to match Schumacher's tactics, such as his lunge to pass him at Silverstone. The suspicion lingers, though, that he is a gifted driver who, like Prost faced with his own nemesis, Senna, looks vulnerable against a bully.

Coulthard suggests that is due, in part, to his team-mate's late arrival in four-wheeled racing – Damon, like his father, first raced at the age of 24 – compared to the grounding the likes of Schumacher enjoyed in karts. Hill's comments, meanwhile, have made it clear he believed his tactics have clung to the last vestiges of what was once a sport, rather than a contest where one duelist must end his race in the gravel bed.

Whatever the reasoning, he now accepts that to get parity, he must get tough.

"That's just the typically aggressive approach he has," he reflected of Schumacher's stubbornness at the Nürburgring. "That's the way he drives. It seems to me that's the way it is, so you just have to force your way through. I would like the rules to

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be clarified. I want to know whether *I* can push someone off when they try to overtake *me*. If I can, then fine. That's obviously what I have to do."

For 1996 he will be aware he faces a threat not only from outside the team, but one from within.

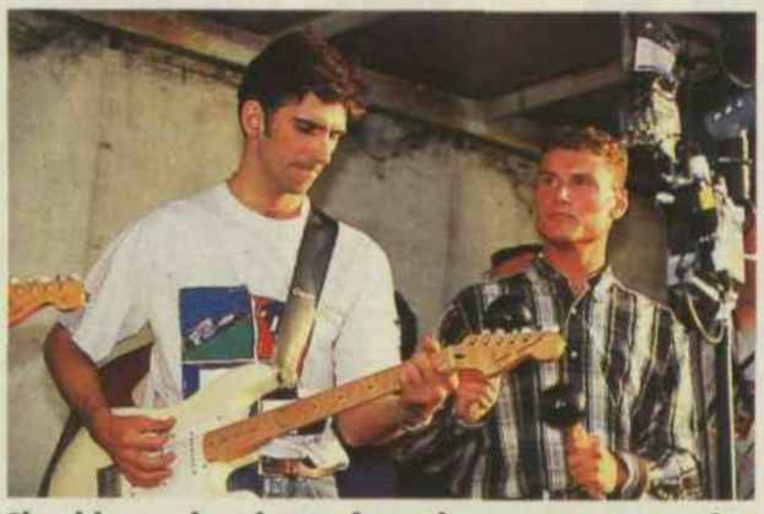
As Indycar champion, Jacques Villeneuve is anxious not to make the same mistakes as Michael Andretti, to which end he is already busy testing in Europe. His early pace suggests he could cause the team's other famous name a headache, and Hill's bitter experience with Coulthard in recent Grands Prix indicated he can expect little by way of internal support.

At the Nürburgring, as on other occasions this year, his efforts were diluted by those of his team-mate. Trapped behind Alesi when the latter had a heavy fuel load, Hill radioed to come in, but Coulthard's scheduled pit stop precluded such flexibility. Faced with the prospect of losing further ground to Schumacher, he instead opted to press home an attack on the Ferrari, and was left with a damaged nosecone for his trouble.

Later, attempting to recover the deficit arising from his stop for a new nose, he spun off in pursuit of third place. Held, of course, by Coulthard. . .

Why, you could ask, was he having to race his team-mate at all? Like all drivers, Hill performs better when he is in confident frame of mind, as he was in Hungary, where his status for the following year had been confirmed. It is easy to understand his *confusion that Williams should fail to intervene when he needed that support most.*

Benetton, by contrast, has concentrated its efforts on Schumacher to such a degree that Johnny Herbert insists he has felt an outcast. Where Williams has juggled two cars' pit stops, its rival clearly saw Herbert as an expendable commodity.



Should one band member always expect to play second fiddle?

The history books suggest that Williams' pursuit of the Constructors' Championship, sometimes to the detriment of its drivers' hopes of individual honours, is as much part of tradition as the Christmas turkey. The most obvious manifestation of that mentality was the loss of the drivers' series to Alain Prost in 1986. Between them, Nigel Mansell and Nelson Piquet led 1676 miles during the course of the season, only for their squabbling to hand honours to the Frenchman, whose McLaren led just 429.

In a sense, of course, we should be grateful that Frank Williams allows his drivers to *race*; after all, fans are the first to squawk when team orders are invoked. But that is of scant consolation to Hill.

"At the 11th hour it's a challenge to my title hopes from within the team, as well as one from without," he admitted in Germany.

"That's so unreasonable of me, isn't it, to be interested as a competitor in my future, rather than the future of the other competitors?" said Coulthard sarcastically. "I'll have a think about that tonight and maybe come back tomorrow and see if I can help everyone else instead of myself.

"I have to say at this stage of the season, and given my position, I get a little bit tired about being asked about team orders. I think that what you all want to see is a motor race and my first duty is to the team, and to try and win the Constructors' Championship. If the circumstances were different, like they were last year, then I think it's entirely fair for me to heed any request by the team. But I think it's equally fair of Williams not to request me to slow down if I'm quicker than Damon. Damon has the same equipment that I do – it wouldn't seem logical for me to have better equipment when I'm leaving the team – so if I'm quicker, I'm quicker."

"Ethics don't really come into it," shrugged Hill with the air of someone whose passage from innocence to experience was complete. "He's a racing driver, not a doctor." **MS**



'THE RINGMASTER' - Damon Hill, *Hungarian GP 1995*

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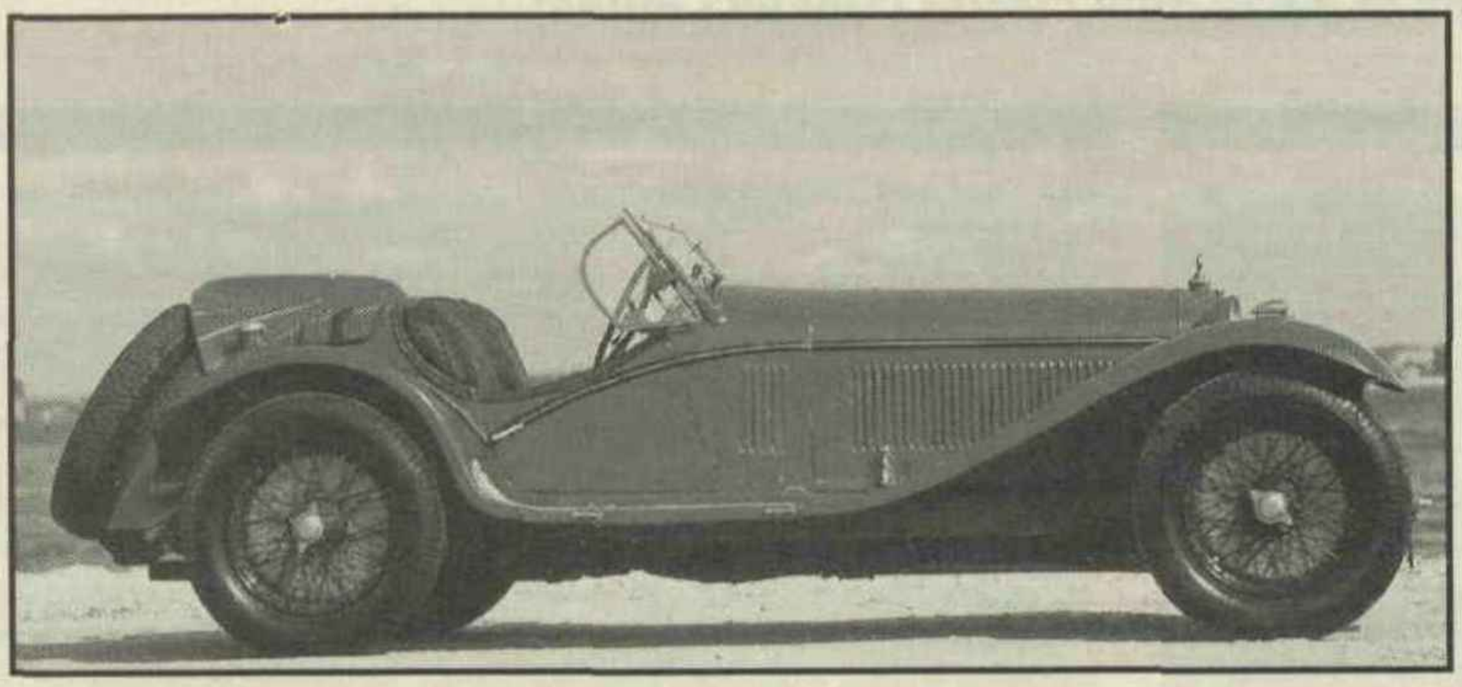


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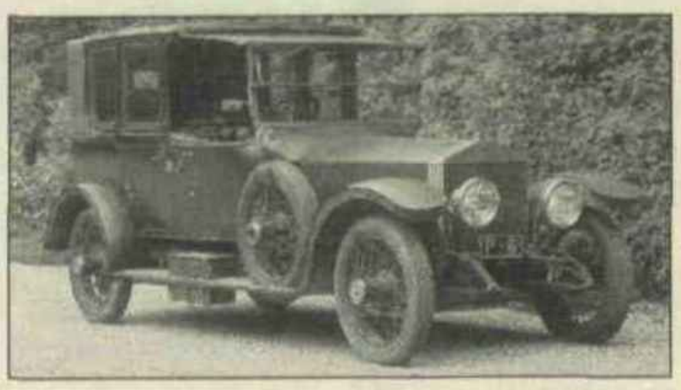
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FIA Formula One World Championship

Round 14

Winner Michael Schumacher
Winner's average speed 113.83mph
Conditions Damp, then dry
Fastest lap Michael Schumacher, 1m 21.180s on lap 57, 125.545mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B195-Renault V10	1h 39m 59.044s	1m 21.180s	57
2	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	1h 40m 01.728s	1m 22.814s	58
3	David Coulthard	GB	Williams FW17-Renault V10	1h 40m 34.426s	1m 21.739s	60
4	Rubens Barrichello	BR	Jordan 195-Peugeot V10	66 laps	1m 25.018s	37
5	Johnny Herbert	GB	Benetton B195-Renault V10	66 laps	1m 22.544s	56
6	Eddie Irvine	GB	Jordan 195-Peugeot V10	66 laps	1m 24.775s	63
7	Martin Brundle	J	Ligier JS41-Mugen Honda V10	66 laps	1m 23.801s	64
8	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	65 laps	1m 22.760s	65
9	Pedro Lamy	P	Minardi M195-Ford ED V8	64 laps	1m 26.832s	59
10	Mika Salo	SF	Tyrrell 023-Yamaha V10	64 laps	1m 25.516s	61
11	Luca Badoer	I	Minardi M195-Ford ED V8	64 laps	1m 25.962s	62
12	Massimiliano Papis	I	Footwork FA16-Hart V8	64 laps	1m 26.332s	55
13	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	62 laps	1m 27.555s	57
14	Gabriele Tarquini	I	Tyrrell 023-Yamaha V10	61 laps	1m 26.160s	61
15	Jean-Denis Delétraz	CH	Pacific PR02-Ford ED V8	60 laps	1m 31.253s	59
Rtd	Damon Hill	GB	Williams FW17-Renault V10	58 laps – accident	1m 21.933s	58
Rtd	Andrea Montermini	I	Pacific PR02-Ford ED V8	45 laps – out of fuel	1m 26.566s	44
Rtd	J-C Boullion	F	Sauber C14-Ford Zetec-R V8	44 laps – accident damage	1m 25.385s	43
Rtd	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	40 laps – electrics	1m 24.239s	38
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	22 laps – driveshaft	1m 37.763s	21
Rtd	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	17 laps - accident	1m 37.423s	16
Rtd	Olivier Panis	F	Ligier JS41-Mugen Honda V10	14 laps – spin	1m 39.347s	12
Rtd	Mark Blundell	GB	McLaren MP4/10C-Mercedes V10	14 laps – accident	1m 40.613s	14
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	0 laps – electrics	no time	

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CHAMPIONSHIP POINTS

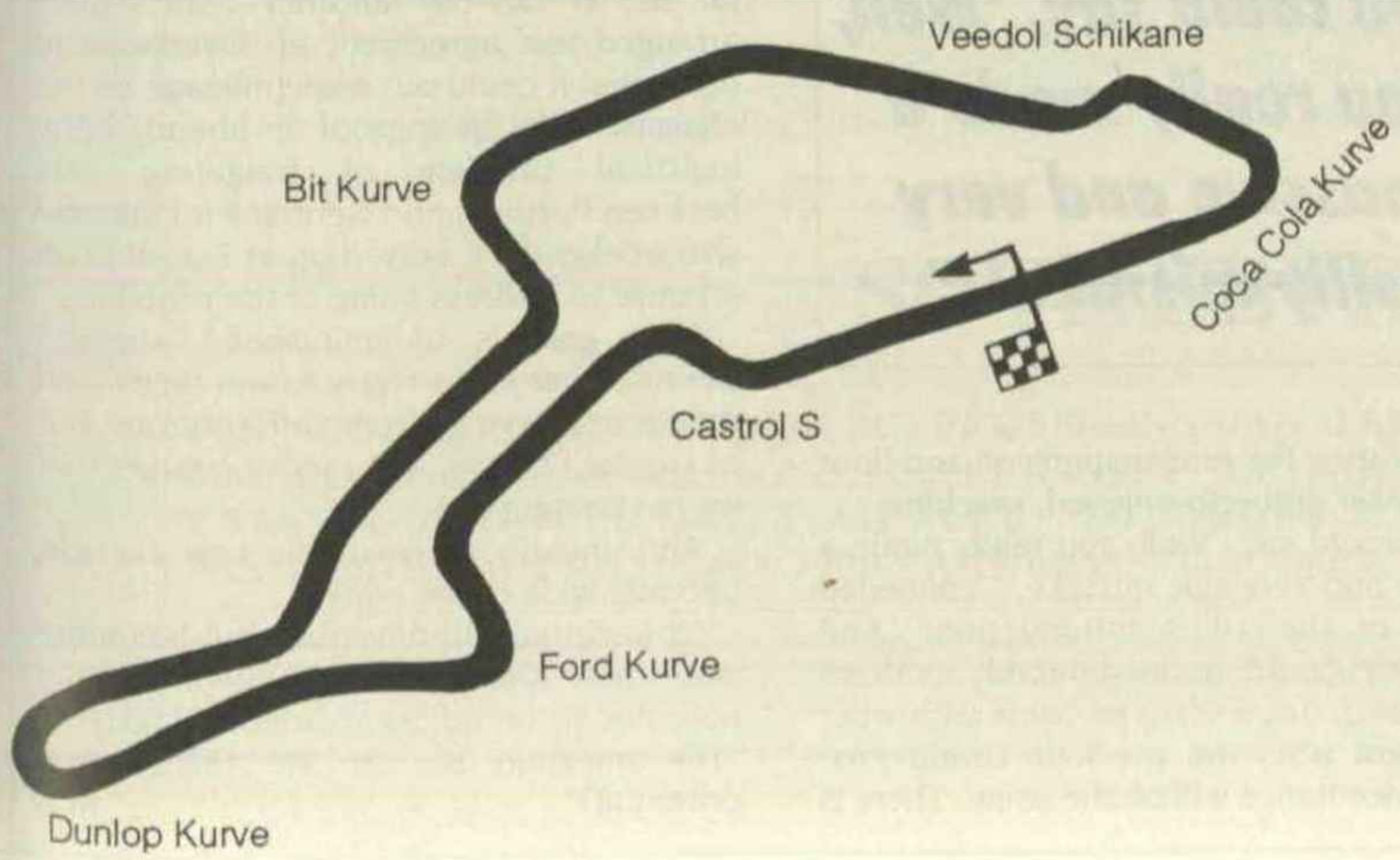
DRIVERS

1	Schumacher	82
2	Hill	55
3	Coulthard	43
4	Alesi & Herbert	40
6	Berger	28
7	Frentzen	15
8	Barrichello & Hakkinen	11
10	Blundell	10
11	Panis	8
12	Irvine & Brundle	7
14	Boullion	3
15	Salo	2
16	Morbidelli & Suzuki	1

CONSTRUCTORS

1	Benetton Renault	112
2	Williams Renault	92
3	Ferrari	68
4	McLaren Mercedes	21
5	Sauber Ford	18
5	Jordan Peugeot	18
7	Ligier Mugen-Honda	16
8	Tyrrell Yamaha	2
9	Footwork Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ As in Monza, David Coulthard spins on the FORMATION LAP, and reverts to the spare car. The FW17B, hitherto used only for qualifying, is thus *given its race debut.*

➔ Both Ferraris elect to start on slick tyres on a very damp track, but the move looks suspect as the rest of the grid, bar the McLarens, start on wet tyres. But while Mika Hakkinen and Mark Blundell drop steadily backwards, plummeting to 19th and 22nd in front of 9000 Mercedes guests by LAP 5, the Italian cars maintain a good pace.

➔ Jean Alesi overtakes Herbert's Benetton on LAP 6, and Irvine's Jordan on LAP 9. The gamble looks to have paid off when, with the track drying, he sets the fastest lap on LAP 10.

➔ Seeing the writing on the wall, Schumacher and Hill pit on LAP 11, Coulthard following suit one tour later. The three rejoin in the same order, 15 seconds adrift of Alesi, the new leader, and just ahead of Gerhard Berger.

➔ Blundell's agony is curtailed on LAP 15, when his McLaren loses downforce and spins off when lapped by Alesi. Olivier Panis' race ends with a spin at the same time.

➔ Heinz-Harald Frentzen's Sauber ends its race in *the gravel on LAP 18 after an over-optimistic* overtaking manoeuvre on the Forti of Pedro Diniz.

➔ The thorny subject of team orders at Williams - or, rather, the lack of them, raises its head when, on LAP 21, Coulthard is delayed lapping Hakkinen and Schumacher snatches second. The Scot doesn't let Hill past until LAP 23. Roberto Moreno's Forti exits the fray on the same lap with a broken driveshaft.

➔ Herbert collects Irvine on LAP 31, damaging his own nosecone. The clash leaves Rubens Barrichello with a clear run to what will eventually become fourth place.

➔ Alesi and Schumacher pit on lap 34, Hill nipping between them as a result. On LAP 40 he challenges the Ferrari, only to pit for a new nose cone when contact results. The stop drops him to fourth once Berger retires with an electrical fault on LAP 41.

➔ Jean-Christophe Boullion retires his Sauber after a clash with Mika Salo's Tyrrell on LAP 45. Andrea Montermini runs out of petrol on LAP 46 after a refuelling problem sees him run over a Pacific mechanic, breaking his leg.

➔ Having moved onto Alesi's tail, Schumacher is required to make a third stop, for fuel, on LAP 52. With 15 laps left to run, he is 22s behind the leader.

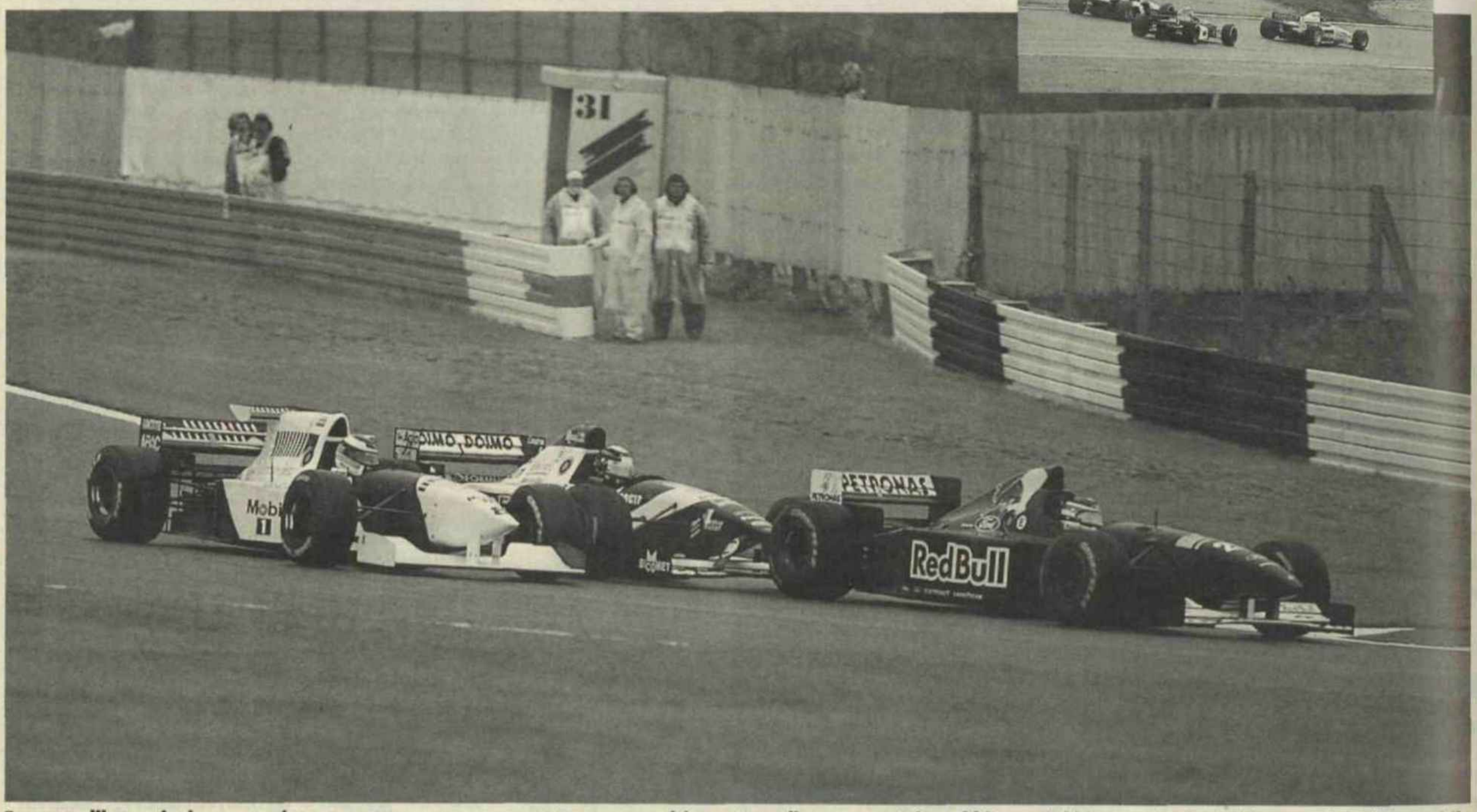
➔ Hill's title hopes end, at the same time as his race, when he crashes out on LAP 59 in pursuit of the third-placed Coulthard.

➔ Struggling with worn tyres, Alesi finally cedes the lead to Schumacher when the German pulls off a magnificent overtaking manoeuvre into the chicane on LAP 65. A spin drops Irvine back into Herbert's clutches and the latter, on fresh rubber, steals fifth.

Woking wounded

German nightmare for McLaren





Everyone likes a duel, except when your sponsors are present to see your drivers struggling amongst the rabbits. . . Hakkinen mixes it with Lamy and Boullion, while Blundell (inset) tries to escape Montermini and Diniz.

As egg on the face goes, Ron Dennis knew that the yoke was on him.

It wasn't only the weather which was miserable at the Nürburgring, for in front of 9000 Mercedes-Benz guests, including the German giant's hierarchy, McLaren-Mercedes endured a disastrous Grand Prix of Europe.

Both its drivers, like their Ferrari counterparts, gambled by starting on slick tyres on a wet but drying surface. But where Jean Alesi was soon leading by over half a minute, and, with a second stop for fresh tyres, could arguably have won the race, Mika Hakkinen and Mark Blundell found themselves fighting not with Schumacher and Hill, but with Jean-Denis Delétraz's Pacific at the rear of the field.

Blundell eventually retired, and there was no doubting it was a merciful release, while his team-mate struggled to a startlingly unimpressive eighth. So what went wrong?

'What went right?' would appear the more appropriate question, but there is no doubting that during the second half of the season McLaren has improved its package considerably. But, having honed its recalcitrant MP4/10B chassis into a reasonably competitive proposition, it opted to rush through a much-modified successor a month earlier than planned. Where the MP4/10C was scheduled to see service only in the final three races of the season, it was instead thrown into the fray at Estoril and at the new 'Ring.

So unstable was its balance, that in both races the drivers opted to run 'hybrid' cars, incorporating the rear suspension and floor of the older, hitherto unloved, machine.

> ***"You could say, 'Well, you really made a massive and very silly mistake' "***

"You could say, 'Well, you really made a massive and very silly mistake,'" conceded Dennis of the 10C's introduction. "And everybody could understandably criticise our actions. But if you just come with what you've got from the previous Grand Prix, your performance will be the same. There is no magic in life. The only way you are going to make progress is by believing in what you are trying to achieve and trying to take steps. Sometimes they move you forward, sometimes they move you back."

The new car handled with all the aplomb of, well, something that didn't handle at all, really. That was in no part due to a lack of effort on the Woking manufacturer's behalf. Prior to the car's debut, McLaren went so far as to buy-out another team's pre-arranged test agreement at Silverstone in order that it could put some mileage on the chassis. Then, in spite of an already hefty logistical problem of freighting cars between Portugal and Germany for successive weekends, it stayed on at Estoril in an attempt to address some of the problems.

"Our goal is undiminished," stressed Dennis. "Our job is to try to win races, and therefore you've got to be adventurous. But as I've said before, it is a moving target that we're shooting at."

And, initially at least, the new car was patently wide of the mark.

"It is virtually undriveable, but has more grip than the 10B and therefore the potential to be quicker," admits Hakkinen. "The question is: can we realise that potential?"

M S



1963 Experimental AC V8 Drophead Coupé. Chassis Number: MA200. To be sold on the 11th December 1995

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1934 Bentley 3½ Litre Oxborrow & Fuller Continental Tourer,
1935 Alvis Speed 20 SC, 1962 Aston Martin DB4 Vantage,
the Prince of Wales's 1987 Aston Martin V8 Vantage Volante

FORTHCOMING AUCTION DATES FOR 1996.

6th March	Melbourne Australia	15th July	London
18th March	London	23rd September	London
6th May	NEC, Birmingham	30th November	London
15th June	RREC Annual Rally, Althorp, Northants	2nd December	London

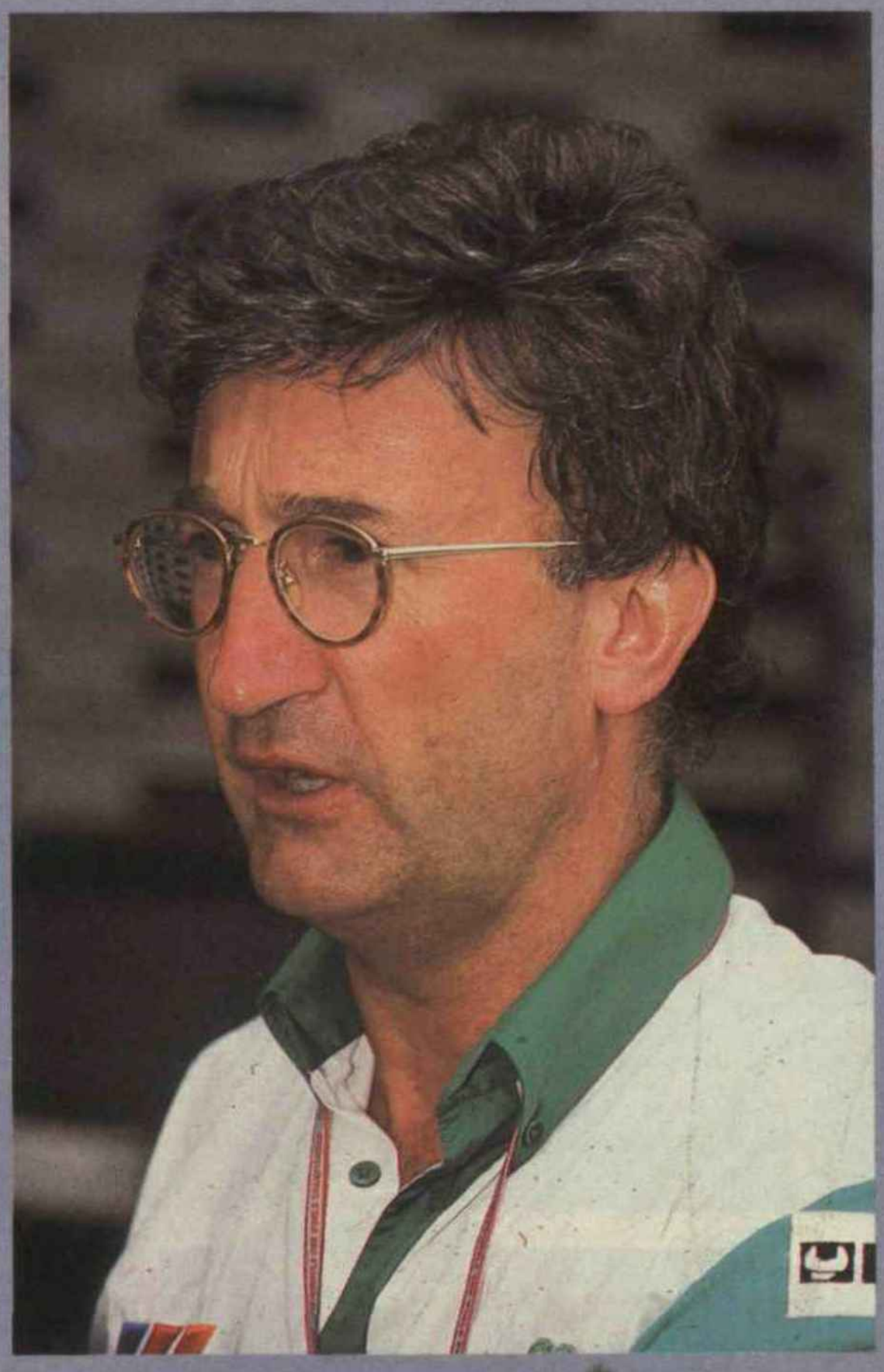
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Fruits of passion

Eddie Jordan knows the mild taste of Formula One success. In 1996, he knows he has to get used to something a little stronger











"Out of my way, you froggies," demanded Eddie Jordan, face creased with a mischievous grin, as he pushed his way into the Ligier awning. "I'd like to have a word with *my* driver!

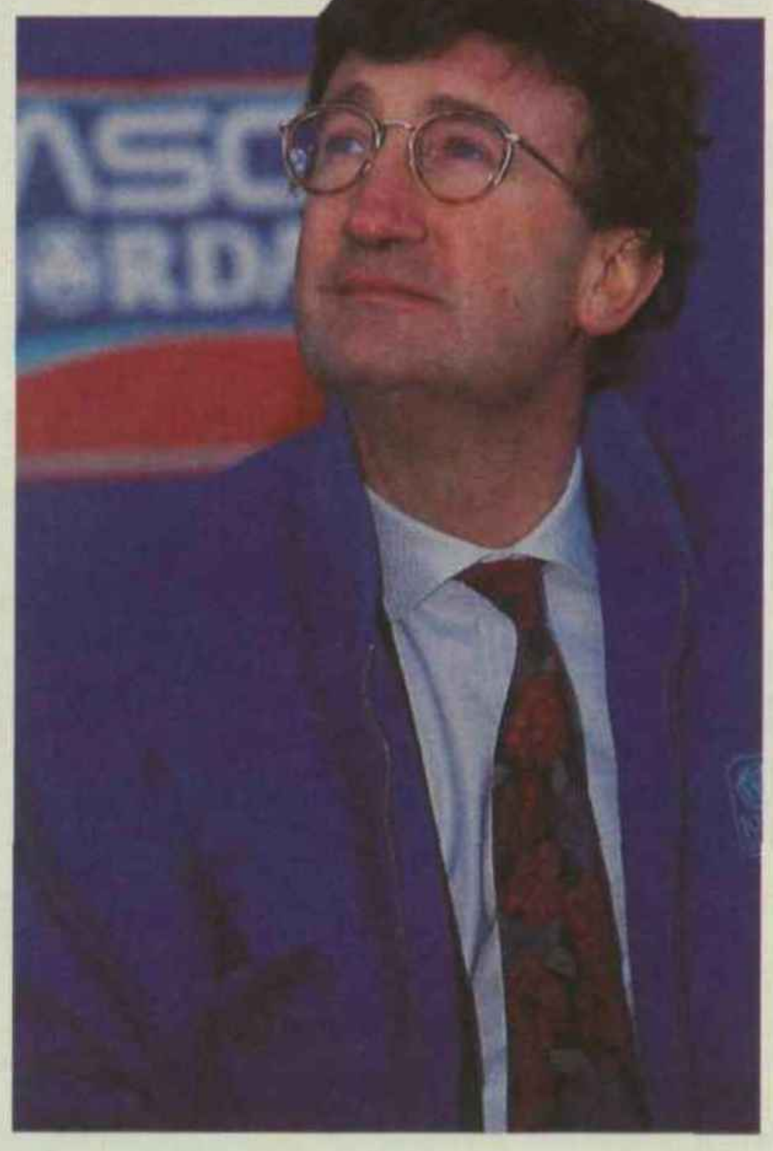
"Tom? Tom? Come out of there, you coward. . ."

Had the object of his taunt, Tom Walkinshaw, appeared at the door of the French team's motorhome, nobody would have been more surprised than Jordan. He knew only too well that, less than amused by Martin Brundle's 'defection' to Jordan, the burly Scot had flown out early from the European Grand Prix in order to clear his mind.

Having driven for Jordan in Formula Three against Ayrton Senna, Brundle is no stranger to EJ's somewhat eccentric methods. "It's like somebody who's just been away for a while," says Jordan. "It's a homecoming, if you like."

Just as Britain's most experienced GP driver is clearly at ease with Jordan, so the 47-year-old Irishman is equally at home in the F1 paddock. With a colourful vocabulary that would put Billy Connolly to shame, you sense he was born for the rumour and intrigue, the whispering knots of people loitering against the side of the transporters, the camaraderie of the Formula One circus.

Underneath the ready wit is concealed a steely desire to succeed. Having set the benchmarks to which F1 newcomers aspire, Jordan's operation is now poised on the brink of the big time. Just four years after it began to scale the F1 mountain, it is already within sight of the summit – often beating



McLaren and sometimes pressuring Ferrari. Under the alliance forged with Peugeot, though, hope has now become expectation. Next year nothing short of victory will do.

Buoyed by impressive pre-season test times, some even anticipated that accolade would be achieved in 1995. The last occasion on which the team entered a year with such an unmistakable air of optimism was 1992, the first term of its deal with Yamaha. Then, from having finished fifth in the Constructors' Championship in its maiden season, Jordan commenced the campaign by failing to qualify one of its cars in front of the home crowd of its new sponsor, Sasol.

This time around the let down wasn't quite so disastrous, for both cars at least qualified, but the race was short-lived. So, for that matter, were hopes of challenging the likes of Williams and Benetton.

"Everything turned to the brown stuff all right," says Jordan. "In a way perhaps that was good. It wasn't nice at the time, because we knew the journalists who hyped us up so much would also crucify us, but it was good in so far as expectations were unrealistically high. Instead of always being the underdog, we're now there to be shot down. But I've waited five years for that situation, so perhaps I should enjoy it!"

Given the chance, he would willingly have traded positions when he embarked on the F1 project back in 1991. Jordan had won championships in every level of motorsport it had contested, becoming the first team to secure the European 3000 title and win a race the following season. But, as Pacific has subsequently demonstrated, success in the junior categories is no guarantee of displaying similar strength at such a rarefied altitude. The impact Jordan was able to make on the establishment belied its financial position.

"We went in under financial constraints," recalls Jordan. "I remember that like any new team we unveiled a car still in carbon. The reason we did that was because carbon was still quite new at the time, and we felt we had made such a beautiful job of the car, so why not show the people before it was painted?

And had we painted it, we would have had to opt for a colour! Rather than painting for the sake if it, we thought, 'Why not wait for the sponsor?'"

Jordan Grand Prix was recently held up by Ron Dennis as the shining example of how a team can enter F1 and be successful. What he conveniently overlooked was that Sasol, which rescued Jordan financially at the start of 1992, first approached McLaren and – in view of a conflict with an existing sponsor – was passed on.

Yes, Jordan really was a shining example, and its presentation matched its performance, but its progress also indicated the yawning gap between the Haves and the Have-Nots, and the calculated risks necessary to bridge that chasm.

The amount of money garnered in that maiden season through attractive-looking sponsorship deals with 7-Up and Fuji Film didn't equate, even in *dollars*, to the outlay in



"Everything turned to the brown stuff all right. In a way perhaps that was good"

pounds for Ford's HB engines. By opting for the Ford, at a time when other customer teams were relying on Cosworth's DFR, Jordan gambled on quickly accumulating not only debt, but points and publicity. The bid paid off, and the Sasol deal, allied to a lucrative engine tie-up with Yamaha, enabled EJ to spend 1992 paying off the deficit accrued the previous season.

"The target for Formula One was quite simply that I felt I wanted to be able to score points," explains Jordan. "At that time you think you are better, or as good as, anybody else, so you think it's gonna be reasonably easy. You don't think it's likely to be a big drama until you have such a bad year as we had in '92, when you realise how hard it would be to have points.

"In hindsight we had a number of things in our favour in 1991: we had Goodyear tyres, so whilst our qualifying was always a little bit difficult, our race performance was always outstanding; we had a very reliable car, very simple, and the boys had designed a great car. Ian [Phillips, the Commercial Manager] and I had just about found enough money to struggle by, although we wound-up with quite a big deficit which had to be attacked. That's another reason why '92 was difficult, because there is no substitute for financial stability. When you are constantly worrying about who is going to knock on your door next, it gradually wears you down."

You could look back to 1991 and argue a case for the team having entered F1 at precisely the wrong time. After all, 34 cars were competing for just 26 spots on the grid. The newcomers weren't even guaranteed making it beyond Friday morning.

"There will never be a more excruciating time in my entire life than those last 10 minutes, at 10 to 9 on a Friday morning, when your guests are waiting to know whether you will have passes to be able to come in to the race," says Jordan with a shake of the head. "I could quite easily have done without the stress and strain of that, because I felt like I had aged five years that year."

In other respects, though, the birth of Jordan Grand Prix was timed to perfection. With Mark Smith, Andy Green and Gary Anderson joining Paul Thompson, Trevor Foster and the late Bosco Quinn at the end of 1989 – Bob Halliwell, John Walton and Gordon Russell came on board in 1990 – the

Striving for the final step... Jordan congratulates Rubens Barichello on pole position (opposite, top left) before the Brazilian leads at Spa in 1994 – temporarily (main pic). So far Canada this year has been Jordan's best finish, with Barichello and Irvine both on the podium – but not on the top step. Above, Eddie Jordan welcomes Martin Brundle aboard for '96.

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team could have taken the plunge one year earlier than was eventually the case, but Jordan wanted the right package not only to hit the ground, but to hit it running.

"The adrenalin was flowing," he confesses, "but I think it's crucial in any kind of life, business or otherwise, that you've got to try and hit at exactly the right time, or as good a time as you can. Strategically, the time was right. Everything had to be funded up-front. When people are desperate they do desperate things and I wanted to be sure we didn't fall into that category, so I went for a solid package: Goodyear tyres, Ford engine and a simple car."

Where, for example, Pacific entered F1 in a weaker state than it had contested F3000, Jordan tolerated as few compromises as possible.

"We have a saying at Jordan Grand Prix that there is no point in being a bankrupt hero," he insists. "The glory lasts for 10 minutes. The other way around, you live to fight another day and hold your head up high. In a very short period of time we have been able to mould ourselves into a serious team which I believe could go on to win championships."

The Peugeot connection is vital to the realisation of that ambition, for the era of privateers doing well with a customer engine – as Jordan did with a powerplant two series' below that used by Benetton in '91 – is over. Yet Jordan's last tie-up with a manufacturer, Yamaha, ended in disaster. Memory of 13 points in the team's first season faded quickly as Stefano Modena and Mauricio Gugelmin scored but a solitary point in 1992, the Brazilian pondering, "You could sit on the straights [at Hockenheim] and you'd have time to read the *Sunday Times* before you got to the end of them."

With the benefit of hindsight, Jordan concedes the team was not ready for such a liaison: "In '92 I started the season in full belief that we were in very good shape. It transpired to be a very difficult year. We probably underestimated the lateness of the change, the time and travel between Japan and England. Being a very young team, on reflection we didn't have enough people to cope with a works effort."

Three years on, similar doubts have been raised about the Silverstone-based operation's ability to cope with a manufacturer. Technical Director Gary Anderson spent the opening weeks of the season embroiled in meetings, and his return to a more hands-on role has been crucial in an upturn of form highlighted by the double podium finish in Canada in May. Plenty more results have gone begging, though, so what has gone wrong?

"I'm asking myself the same questions," exclaims Jordan. "I'm not happy about it, but there have been an number of failures at crucial times when we were looking in good shape. Besides that, a year ago the car was being built for a Hart engine, then for a Ford engine and then later for a Peugeot. Next year it will be purpose-built."

"It would have been against every principle I hold strong to hold back Eddie's future"

And next year there can be no excuses. Peugeot President Jacques Calvet must deliver victory to a board which saw the company score seven podium finishes in its first year – with McLaren – but, to date, just two in its second. A rally man at heart, Calvet is so impressed with racing that he refused even to be helicoptered in to Le Mans in '92 when, with his cars running one-two-three within an hour of the finish, victory was assured. He has attended just one GP this season.

One of the most popular figures in the paddock, Jordan's approach is the antithesis to the corporate image portrayed by McLaren and there was certainly an element of relief in the French camp when the alliance was struck with Ireland's finest. But how does the Gallic mix with the Gaelic?

"With McLaren everything was here, here and here. It was black, or it was white," he suggests. "With Jordan it is more a case of... passion. In very short time Peugeot have won championships in every area in which they've entered. The philosophy, the thinking, the strategic long-term view was almost dovetailing into our situation: the chemistry was right. We've finished second, the next thing is for us to win. And win properly, with style, rather than inheriting it.

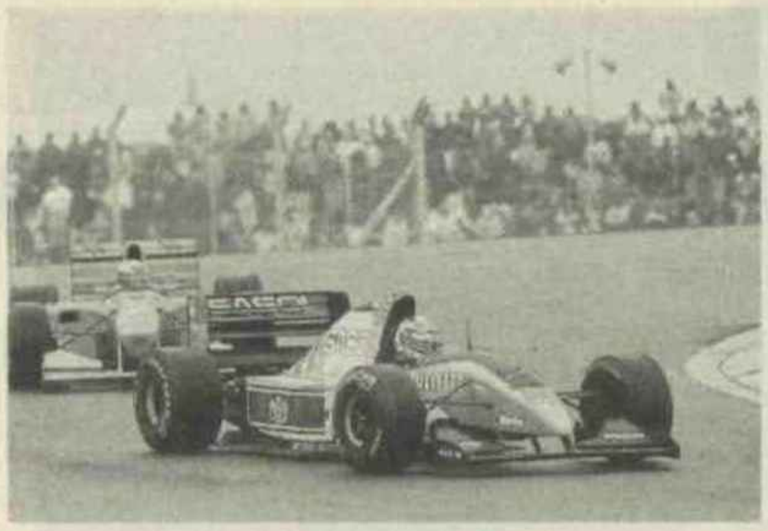
But, for now, I'll take the inheritance!"

Take the shirt off your back too, you sense, for Jordan revels in an image that suggests he is motor racing's equivalent of Arthur Daley. But the cheerful banter would be nothing was it not backed by fierce determination. Legend has it that when he was sourcing finance for his first season in F1, Jordan flew to Japan between races in his pursuit of backing from Fuji Film. There his advances were scheduled to be politely but firmly declined. The meeting commenced in the early afternoon, and by two the following morning Fuji had capitulated.

It is not uncommon for people to wilt in the face of his powers of persuasion. Indeed 'passion' is a term often used in conjunction with a team which is fiercely proud of its strong Irish connection.

"Passion is a feeling, something you have inside, that gut feeling," says Jordan, predictably warming to the theme. "The people inside Jordan have a deep passion: to do the best they can for themselves, their families, their team, and to help each other. That is a common passion – when one person is down, the others will rally round. That may sound very tacky in certain ways in the modern era in which we live, but I promise you that is the reality.

"You always find that there is passion when you are the underdog: there's always just that little extra ounce to prove people wrong. Which we don't want any sympathy for, because now we are up against the real big boys, and are still, perhaps, slightly the underdog, but you can only get away with that for so long. I don't want to get any sympathy vote, I want to get the points on the board by pure performance, ability and talent, and a good management base."



Almost an ice-breaker: at Spa in 1991, De Cesaris briefly headed the field in the team's debut season, opposite. Top, another second – Barrichello at Donington with Hart power in 1993.

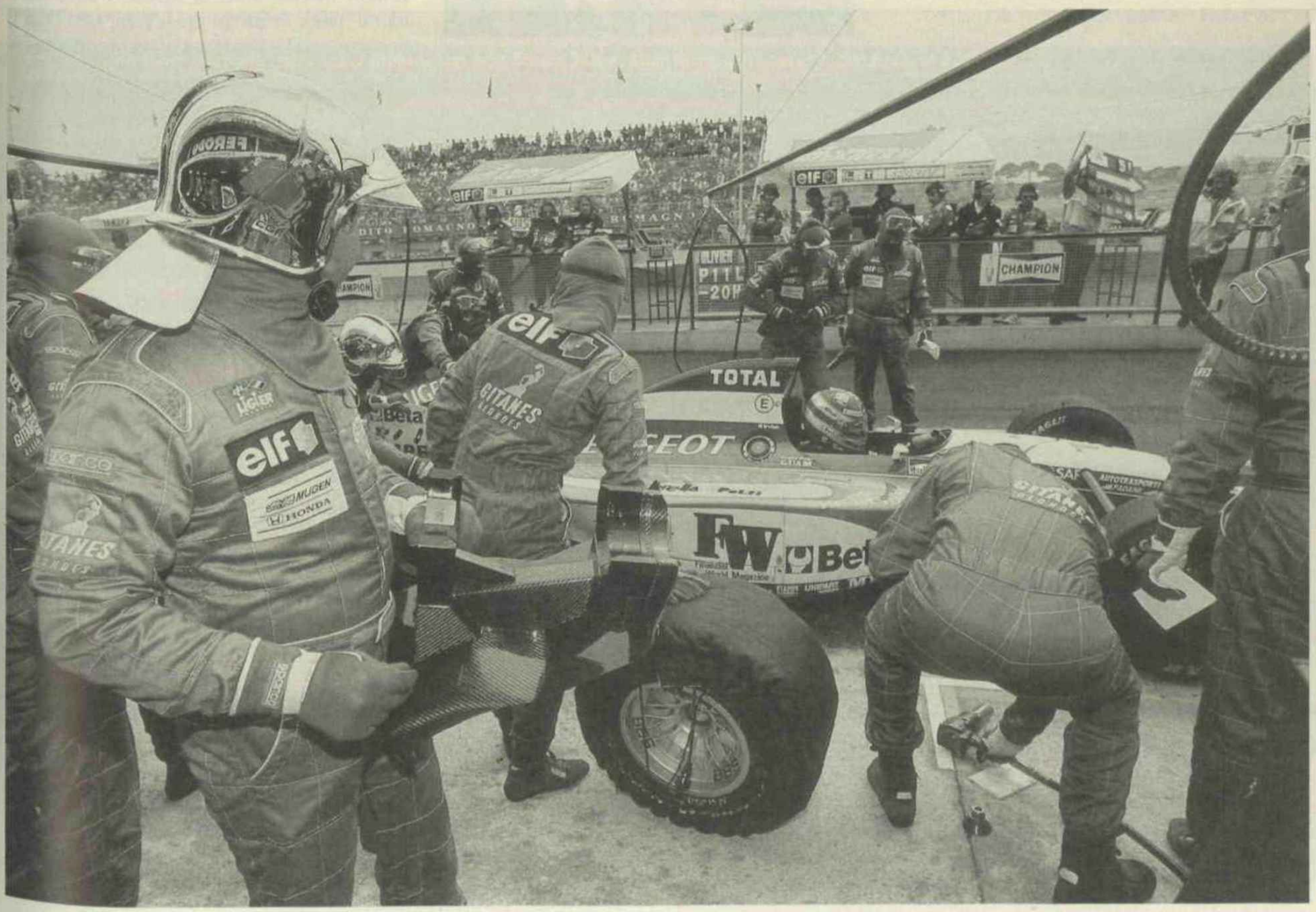
So how can Jordan reconcile those ambitions with the sale of his best driver, Eddie Irvine, to Ferrari?

"First of all, you have to be very clear about the contractual situation," he stresses, firmly on the defensive. "There was a mechanism within his contract which allowed him to go should a team of major standing – not a smaller team, but one of *major* standing – take his services. Against my will, I might add, but one has to honour a contract.

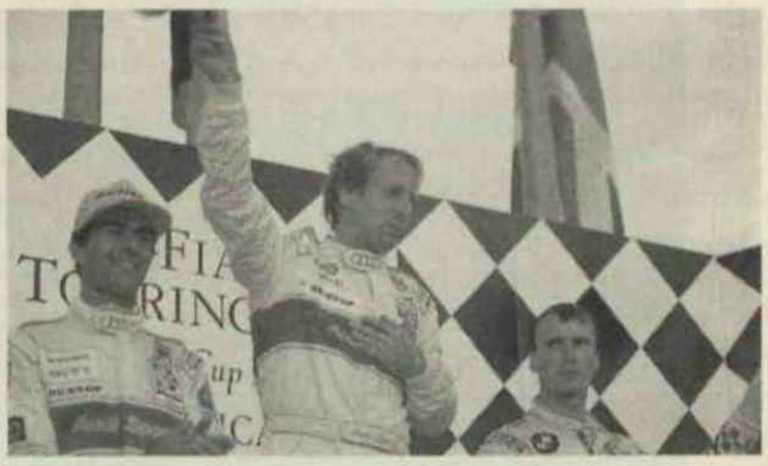
"I could have fought in every court in the land to stop Eddie, but it wouldn't have stood up, number one. Number two, it would have been against every principle I hold strong to hold back Eddie's future – particularly when he has the opportunity to be the first Irish driver at Ferrari. How could I have continued to motivate him to perform had I said no, and how do you think I could have justified that to myself or slept with it?"

Buy-out clause notwithstanding, many will level the accusation that Jordan, like any mid-table 'selling' football team, has betrayed a lack of ambition by parting with one of his prized possessions. To begin to understand his reasoning, however, you must first remember that for all the talk of passion, Jordan's dream is underpinned by pragmatism. Now, as it did in '92, the team needs desperately to consolidate, to regroup, before making another push. For all that it has knocked on the door of the Big Four this season, Jordan currently lacks the infrastructure to make that final leap. Where Ferrari is talking in earnest of *two* separate test teams for 1996, Jordan has yet to put in place its first.

"We couldn't have gone any further next year, had Eddie stayed, than we can now," concedes Jordan in an uncharacteristically quiet moment of reflection. "I think both sides are happy: Eddie has a super opportunity at Ferrari and it has given us the opportunity to plan for other things, to do things on the technical side which can help us in our aim to beat Ferrari. And I have told him, he mustn't forget that is exactly what we aim to do." **M S**



Wings Over Europe



On the face of it the battle for the Touring Car World Cup should have been fairly straightforward. The British championship's best, led by John Cleland, Alain Menu and Rickard Rydell would lock horns with the four-wheel-drive Audis of Italian champion Emanuele Pirro and his German partners Frank Biela and Hans Stuck. The expectation was clear – the British front-wheel-drivers would emerge on top.

The evidence? In the BTCC BMW struggled to make the top 10, yet in Germany and Italy it was winning races. Alfa Romeo's Gabriele Tarquini could challenge the 4wd might in Italy but had struggled to score points in Britain. And, on its recent visit to Vallelunga, which was heaven for Audi thanks to its tight hairpins which require fearsome acceleration, hadn't Renault been close to the pace of champion Pirro?

So what went wrong at the World Cup? Why was it that Menu's fifth position in the second race was the best place a front-wheel-drive car achieved all weekend? It could be easy to blame a lack of preparation but Williams, TWR, Mallock and Rouse know what it takes to prepare cars for all sorts of tracks across the globe. More likely the cause was the same problem that has been at the root of much of Super Touring's evils this year – wings.

With only one chance per year at hitting the bullseye of homologation for aero wings, the likes of British racers Renault and Volvo have to tailor those packages to the British tracks. Indeed, Rouse's Ford team came back from a pre-event test highly encouraged by the pace of its Mondeos. But



one complaint of those not running at the front of the World Cup field was that the tracks of the UK are far different to those found in mainland Europe. For example, no Euro track can simulate the plunging drop of Paddock Bend, the climbs and jumps of Knockhill or the bumps of Oulton Park. In the same fashion, no British circuit has the 140mph sweep of Signes, the tricky double right at Beausset, the lengthy Mistral straight or even the abrasive nature of the Paul Ricard track.

Consequently Audi claimed the first three places on the grid for each race, as the front tyres of the front-wheel-driven cars suffered on the tightening corners and their bigger wings slowed them on the straights. Worse still, BMW, the poor relation of this season's BTCC, whisked its multitude of cars into the top 10. More used to the long straights of Spa, Avus, Zeltweg and Imola, the German cars were back on form. "It's a little hard to understand how cars we can beat in Britain are suddenly so much quicker than us here" said a bemused Alain Menu. To see the Swiss going for a lap time was to know that he was sparing little effort in his bid to keep up with the German cars.

Renault UK boss Michel Gigou believes that there is too much at stake to allow a manufacturer to race at a track so different to those on which it has built its success. "It would make more sense if were all allowed to make and use a wing package tailored to the chosen World Cup track. The downforce they give is vital," he claimed.

Johnny Cecotto's BMW was the prime example – off the pace in the UK for, amongst other reasons, its Euro-friendly, low downforce wing kit, it simply flew in France. No doubt BMW's vast experience helped. Its official teams have current experience of five different race series, ensuring a massive data file which helped put three 318s into the top six of each race. Likewise, European experience worked for Audi, which had raced at Ricard in the 1993 French series when Biela took the title. However, had it not been for an incorrect choice of gear ratios, which left him grabbing for gears when he should have been negotiating a corner on lap four, Emanuele Pirro could reasonably have expected to be world champion. His momentary first race off-course excursion dropped him to seventh, way behind team-mate Frank Biela who went on to win the race.



Although Pirro stormed away to victory in the second race, Biela's fine drive through from fifth place – past the BMWs of Cecotto, Yvan Muller and Steve Soper – was worthy of champion status. Soper had expected that his title hopes would be strongest late in each race when the Audi tyres were past their best. But the Ingolstadt firm and Dunlop again showed their experience and preparation. Britain has a lot to learn from Biela and Audi when they hit the UK championship next season.

Behind the leading cars there were equal measures of close racing and damaged cars. With so much at stake and just two races in which to make an impression, collisions were inevitable. However, the

Pirro, Biela and Soper celebrate (left). Soper (above) was best Briton. Below, Alain Menu gives chase to the Audis and BMWs.

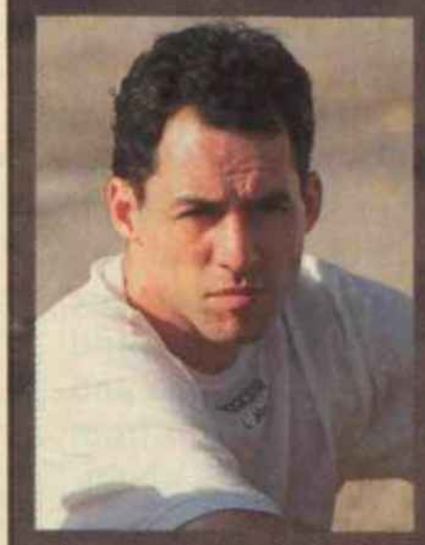


sheer scale of the carnage was surprising, and often the innocent bore the brunt. Take the start of Race One, for example. Into the first corner, Anthony Reid, 19th on the grid, was hit from behind. He in turn hit Roland Asch's Ford into Kelvin Burt, who clouted Rinaldo Capello's Audi (ninth on the grid) and gave it a race-ending puncture. John Cleland and Will Hoy, 14th and 18th respectively, were both subject to an unguided attack from Roberto Ravaglia which ended their chances. Ravaglia was desperate to make up ground having been turfed off in the first corner shoving match.

"The idea of one race doesn't work" mused Cleland later. "If there is so much at stake people will take very silly risks. It would be far better to race at a couple of tracks, maybe a week apart. The real front-runners would have a far better chance of showing through." Eventually he joined the desperation club, stoving-in the front of his Cavalier on Hoy's Renault as they dived inside Rydell's Volvo.

In truth Cleland was glad to see the back of the Paul Ricard race. His week had started badly. Already due to miss Monday's testing as he was only then returning from racing at Bathurst, his flight was diverted to Strasbourg on Tuesday morning when French airports went on strike. "Strasbourg could have been in Russia as far as I knew. I just hired a car and asked them to give me directions to Paul Ricard. They said I should just go south for seven hours!" said the Scot. Although it took him three days of testing to catch up on the opposition, Cleland and Vauxhall were never in the ballpark. Even team-mate Reid, who thought testing had given him a strong Race Two set-up, later described his 10th place battle with the Hondas of Klaus Niedzwiedz and Armin Hahne as the hardest race of his life. "It was positively dangerous. The car just had a mind of its own," claimed the Japanese series contender.

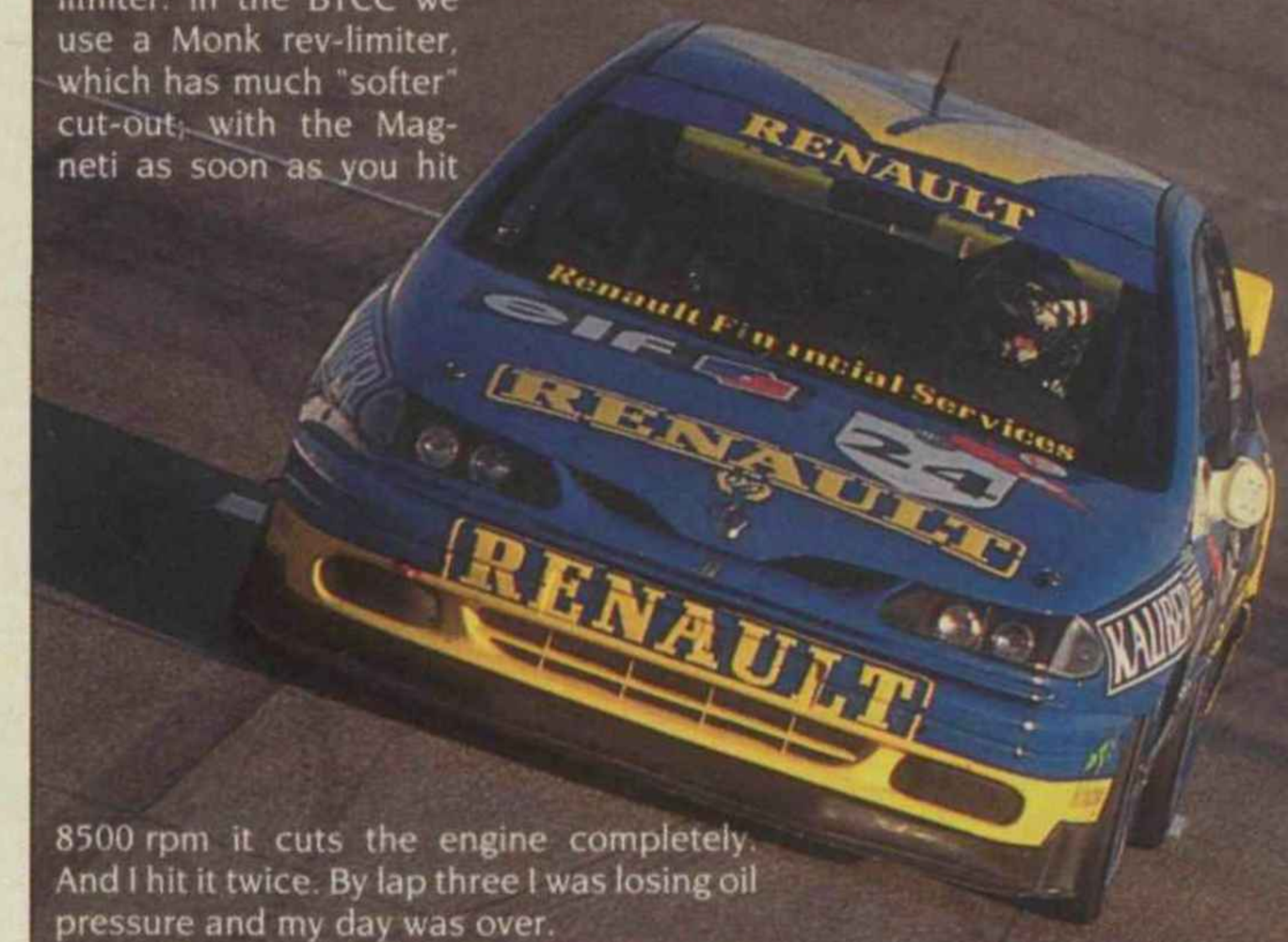
Perhaps it will only be if the 1996 World Cup goes to the USA, where neither Audi nor BMW has raced touring cars, that he and the rest start on equal terms. **G D**



Laguna shaker

After winning three of the last four BTCC races of the season – two at Oulton Park and one at Silverstone – I was very confident of a good result in the FIA Touring Car World Cup at Paul Ricard.

Before this race, however, Williams Renault Dealer Racing contested the last round of the Italian Superturismo series at Vallelunga. I was third fastest in qualifying behind the Audi A4s of Emanuele Pirro and Rinaldo Capello. But I stalled on the grid and started last. I had been caught out by the Magneti Marelli rev-limiter: in the BTCC we use a Monk rev-limiter, which has much "softer" cut-out; with the Magneti as soon as you hit 8500 rpm it cuts the engine completely. And I hit it twice. By lap three I was losing oil pressure and my day was over.



I still believe that the British series is the most competitive in the world, but our trip to Italy had proved that it is always difficult to win and that the Audis would be a threat in the World Cup. We knew that the four-wheel drive A4 would be good at Vallelunga because it does a lot of testing there, and the two infield hairpins enable it to make the most of its traction advantage. It suited Paul Ricard, too.

This track in the south of France is unique in that three of its major corners tighten upon exit. In a front-wheel drive car this makes it particularly difficult and very hard on tyres. The Audis and rear-wheel drive BMWs had the edge over us on this occasion.

On our first day of testing, however, everything was going to plan and I was second fastest. Then a wheel broke just as I turned into the very fast corner at the end of the straight. I went over a gravel trap which scrubbed off no speed at all. Instinctively, I drew my legs up and pulled 10G when I hit the tyre wall. The car was wrecked and I was thankful just to be stiff and sore.

The team spent the next day readying the spare car and I managed just six laps. There was no testing on Thursday, and just two hours on Friday. It was all a bit of a rush.

On Saturday I qualified seventh and 10th. This made me the fastest front-wheel-drive runner of the first session, while only Anthony Reid's Opel beat me in the afternoon. Both of my laps were perhaps a tenth off what the car could do, so I wasn't that disappointed. It was just one of those things: the car was good, I was happy with the way I was driving, it just wasn't enough on the day.

I made a good start in the first race to be fifth at the end of the first lap. Pirro was leading and he made a mistake, elevating me to fourth. Then I followed Steve Soper's BMW past Yvan Muller, also in a BMW, to be third in lap two. But I was already in trouble.

The car had been smoking as I sat on the grid. In the rush to prepare my car, a pipe that is normally protected against the heat had been overlooked, and by lap three the engine temperature alarm was sounding and my race was over. It was a big shame because Steve and I had been catching Frank Biela's leading Audi.

I made a bad start in the second race and lost two or three places, which I regained by lunging up the inside at the first corner. There was some banging of bodywork but it wasn't too bad.

After that I passed Rickard Rydell (Volvo), Reid, Roberto Ravaglia (BMW), Capello and Johnny Cecotto to be fifth. And towards the end of the race I was lapping as quickly as Pirro and Biela, who finished first and second for Audi.

A lot of the BTCC runners came home very disappointed, but with a bit more testing and luck I think I could have replaced Soper as the "best of the rest". I don't think I could have beaten the Audis. I think we will beat them next season, though. At Paul Ricard it was confirmed that Biela and Audi will be in the BTCC next year. They will be very competitive. But my car will be even better next season and they will not dominate as they did at Paul Ricard. **A M**

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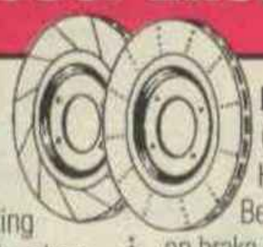
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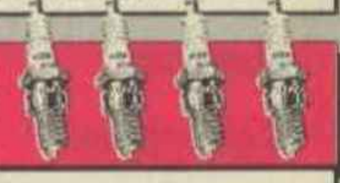


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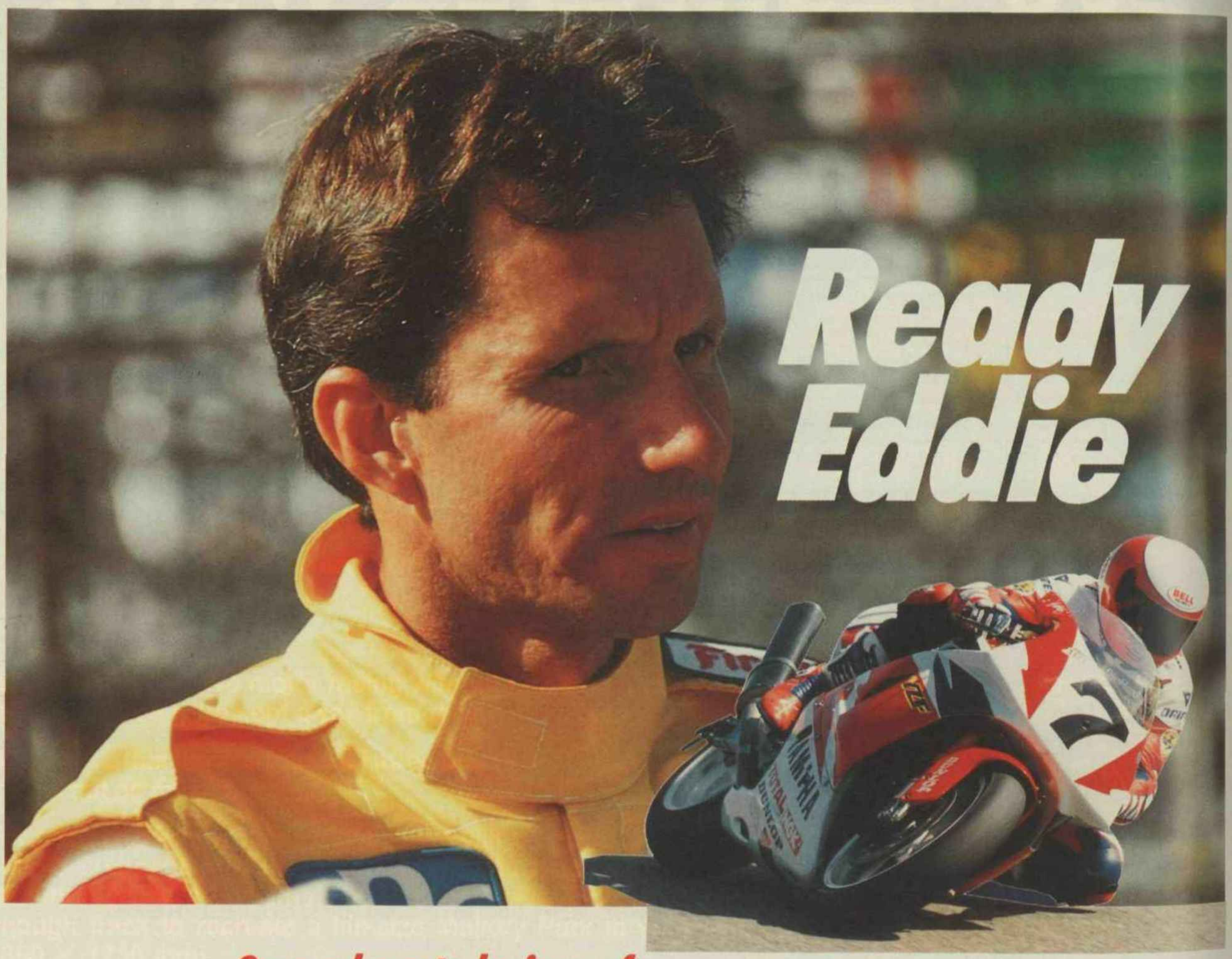
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Ready Eddie

Once a hero to legions of motorcycle racing fans, Eddie Lawson is preparing for his first full season in major league car racing

It's understandable if Rick Galles is nervous: he just hired a 37-year-old with perhaps two dozen auto races to his name to drive his Indycar. But it's also understandable if Galles looks like the cat that swallowed the canary: his new driver is Eddie Lawson. And whatever Lawson lacks in time behind the wheel of an Indycar he makes up for in the will and the know-how to win after two decades as one of motorcycle racing's demigods.

Thus it's no surprise that Galles was positively beaming after Lawson's initial test.

"I thought going with (Eddie) this year was going to be a bit of a gamble, but I don't think so any more," he said. "He reminds me a lot of Little Al (Unser) in that he's very methodical. He doesn't just go out and thrash the car around every time. He doesn't look like he's going hard, but he went as fast as we went all last year."

After winning 31 Grands Prix and four 500cc World Championships, Lawson began running out of mountains to climb on two wheels. Then in 1992, as he was bowing out of the 'biking equivalent of Formula One, he accepted an offer to drive in two Porsche Cup races and discovered a veritable four-wheeled Himalaya.

"I drove karts as a kid and loved it, maybe more than racing 'bikes," he said. "But my grandfather raced motorcycles and my dad raced 'bikes in the desert, so that kind of led me to 'bikes. But as my career wound down I did a couple of Porsche Cup races and thought, 'Boy, this is really neat. I'd love to race cars.' So it wasn't a conscious plan to go from 'bikes to cars, just a case of getting the chance to race cars and loving it."

Back in the United States, Lawson called his friend Mark Weida, owner of the oldest and most successful team in the Indy Lights series, to see about a test. Weida invited him to a sponsor day at Willow Springs Raceway and, after a few laps in the team's March-Buick, Lawson was hooked.

Eddie drove in the final race of 1992 with Weida's Leading Edge team, then cobbled together the budget for half a dozen races in 1993, scoring a second and a third. The following season he struck up a deal with Steve Horne's all-powerful Tasman Motorsports Group as part of a three-car team with Steve Robertson and Andre Ribeiro.

Tasman had crushed allcomers in 1993 with Bryan Herta and Robertson, and was about to stage an encore performance in 1994 with Robertson taking the title and Ribeiro winning three races and rookie of the year.

Lawson started carefully, if not exactly slowly, dialling himself into the team, getting used to racing in an environment where all the body English in the world won't carry the machine.

"On the one hand, all I've ever done is race," says Lawson. "On the other, they'd strap me in the car and I'd think, 'I don't have a clue.' But I picked things up. Steve (Horne) said I was like a sponge the way I absorbed information. And the team was

just awesome, so I did a lot more listening than talking."

You might say Lawson let his performances do the talking. He qualified on the pole at Long Beach, won at Cleveland and finished in the top three at Phoenix, Milwaukee, Detroit, Portland, Mid-Ohio and Laguna Seca to claim fourth in the championship.

A second season with Tasman might have seen Lawson follow in the footsteps of Herta and Robertson. But Horne, Ribeiro and Tasman moved on to IndyCars in 1995 and there was neither the time nor the budget for an Indy Lights programme. So Lawson sat out the season at his Arizona home on Lake Havasu in the company of television star Crystal Bernard.

But Lawson wasn't ready for a rocking chair just yet. He spent the season searching for the budget for an Indy programme in 1996 and, though he didn't find it, he did find a message on his answering machine from Galles one day in August.

"Rick said, 'I want a racer,'" recounts Lawson.

Galles owned one of IndyCar's leading teams in the early '90s, winning the 1990 PPG title with Al Unser Jnr. and finishing second with Bobby Rahal in 1991. But Rahal left as Galles embarked on a quixotic quest to build his own chassis – the Galmer. Though Unser won the Indy 500, the team lacked the resources to develop the Galmer and, at the end of 1992, Galles and co-owner Maury Kraines parted company. Though Unser and Danny Sullivan each won a race with Galles in 1993, Unser subsequently headed for Penske and Galles sacked Sullivan.

"I'm looking for drivers who are more interested in testing than what their tee-time is on the golf course," Galles said after losing his two marque drivers.

Though many of the team's key members jumped ship, chief mechanic Owen Snyder stayed put while engineer Ed Nathman returned after a stint with Newman/Haas. Still a team that had challenged Penske and Newman/Haas for IndyCar supremacy was reduced to a one-car effort for the inexperienced, promising and well-funded Adrian Fernandez. After an up and down 1994, Galles and Fernandez had a solid if unspectacular 1995 campaign, earning seven top 10 finishes in eight races at mid-season, including a third place at Michigan, and 12th in the PPG Championship.

Fernandez, however, set his sights elsewhere – apparently Team Green – and bought his way out of the final year of his contract with Galles, leaving Rick with some positive cashflow and sponsorship but no driver to fill the vacancy.

Enter Lawson, on Horne's recommendation.

He tested with Galles for three days at Big Springs Raceway in early October, ultimately getting to within a second and a half of the track record in 90-degree heat.

"He surprised us all," said Snyder, now Galles' team manager. "He's so smart, so experienced, it's unbelievable. You tell him something once and he takes it on board."

Lawson was encouraged, if not satisfied.

"You never know what to expect," he says. "I went in thinking, 'I hope this isn't a big handful; that the learning curve isn't so steep I can't handle it.'

"After the first day I was comfortable. Maybe not blisteringly fast, but I was being careful not to do anything stupid. The car was definitely a handful and I respect it, but it wasn't so far out there that I don't think I can get a handle on it once I get a few miles under my belt.

"'Bikes and cars are the same: you've got to stay ahead of a car just like a 'bike. The best Indy drivers, guys like Michael Andretti and Al Unser Jnr, they're ahead of their cars; they're telling the cars what to do and when (the car) gets there it's where they want it to be. It's the same with 'bikes."

"Lawson doesn't need the money; he doesn't need the acclaim. He just needs to race"



Above, celebrating another podium finish with team-mate Steve Robertson in 1995.





Scenes from a promising Indy Lights career, above and below.

Still, an encouraging test is one thing; racing and beating the likes of Andretti and Unser is another. After all, they've been racing Indycars longer than Lawson raced 500cc bikes. Lawson is realistic about the coming season, but by no means selling himself short.

"My expectations are very high," he says, "but I have a tendency to do that. I know I'm not gonna go out and kick people's butts, but I want to do well. I want to keep the fast guys in sight and not get lapped. I mean if you're a tailender, you're just wasting everybody's time.

"You have to be true to yourself. I know this will be a tough season, but I want it more than anybody, more even than the guys on the team I think."

Rest assured, Lawson doesn't need the money; he doesn't need the acclaim. He just needs to race.

"He's so focused," said Snyder. "The thing is, he's doing this because he wants to do it."

"You have to really love what you're doing," says Lawson. "The top guys may not show it all the time, but they love what they're doing. There's no place they'd rather be than racing, and that's the same, whether it's bikes or cars."

It's a long way until IndyCar's 1996 season opener, but it looks like Galles got exactly what it wanted: a racer. **D P**

New Status, New Symbol

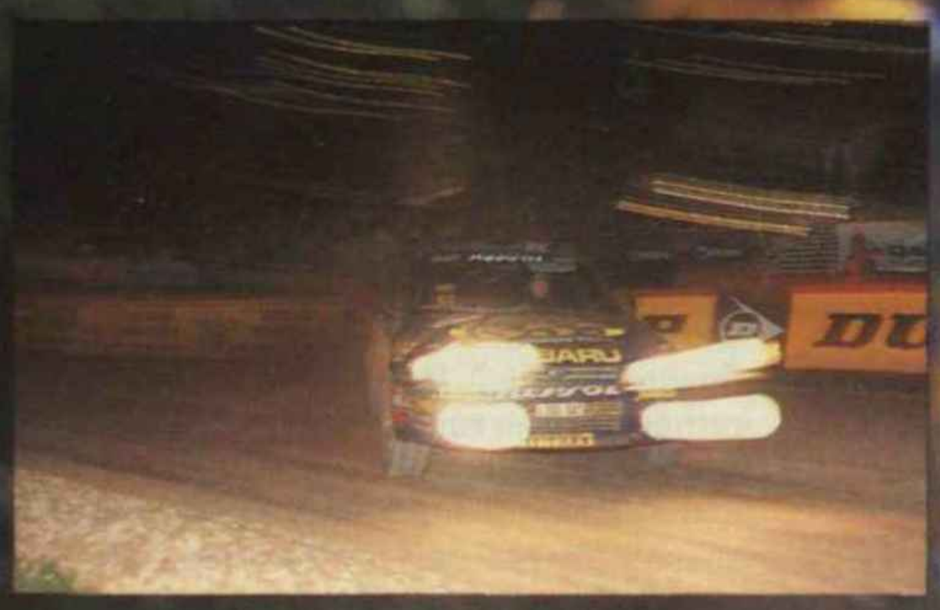
With a re-named sponsor and restored championship status, the Rally Australia drew a world-class entry, and an unexpected victor.

Before you think that Australia's contribution to the World Rally Championship has acquired a new sponsor, let me explain that it is the same one as last year, with a different name. Australian Telecommunications has combined bits of its former title to become known as Telstra, and was indeed as happy to back the event this year as it was to assist with communications equipment varying from ordinary telephones to computers to satellites. A boon for any rally organiser!

Last year the Rally Australia was one of those which lost its full World Championship status and qualified only for the 2-wheel-drive series. This year is was back at full status and amassed a striking field of works cars and drivers to head the good array of privateers. Between them they produced a start list numbering all of 94.

Western Australia has been the home of Australia's premier rally since it began in 1988. Prior to that,





Mitsubishi man Eriksson elevated his own status with a surprise win (main pic); Colin McRae, below left, couldn't quite match the Swede, but second place strengthened his championship position. A much-travelled Trabant, left: Michael Kahlfuss and Ronald Bauer with their venerable machine.

and several years before, the country's best known event internationally was the Southern Cross Rally right on the other side of the continent, using forest stages in the mountainous country just inland from Port Macquarie.

The route of this year's Telstra Rally Australia went in three loops, each starting and finishing at Perth where the rally was based. The first day was devoted to a "superspecial" over a purpose-built track on the outskirts of Perth. The thirty special stages (313 miles) of the rally proper began the next day.

Each of the four teams contesting the World Championship entered a team in the event, Toyota with four cars, Subaru and Mitsubishi with three apiece and Ford with two. The Toyota line-up consisted of Group A Celica GT-Fours for Juha Kankkunen/Nicky Grist, Didier Auriol/Denis Giraudet, Armin Schwarz/Klaus Wicha and Yoshio Fujimoto/Arne Hertz.

Mitsubishi Ralliart's three Lancers were driven by Kenneth Eriksson/Staffan Parmander, Tommi Mäkinen/Seppo Harjanne and the Australian pair Ed Ordynski/Mark Stacey in a Group N version of the car. The German arm of Ralliart entered three Gp N Lancers for Isolde Holderied/Tina Thörner, Jorge Recalde/Martin Christie and Rui Madeira/Nano Silva. David and Kate Officer drove a Group A Lancer privately.

The three Group A Subaru Imprezas were driven by Colin McRae/Derek Ringer, Carlos Sainz/Luis Moya and Peter Bourne/Tony Sircombe.

The Ford line-up consisted of two Group A Escort RS Cosworths for François Delecour/Catherine François and Bruno Thiry/Stephane Prevot.

There was a good array of private non-Australian entrants, most of them from the Pacific/Far East area, though mention must be made of that adventurous pair from Germany, Michael Kahlfuss and Ronald Bauer. They have taken their little Trabant to all manner of rallies, including even the Safari, and they turned up in Australia driving the same venerable car.

The first day's "superspecial" proved very little, as most such stages do, but it was interesting in that it was laid out on a purpose-built double figure of eight, allowing two cars to be on the track at the same time, and that cars started in reverse order.

Early the following day, just after Recalde collected a puncture and finished the first stage of the day on a flat tyre, Bourne went off the road and could not continue, leaving Subaru one car down at a very early stage in the event. Later Eriksson lost a little time when he spun, whilst McRae damaged the rear of his car. Thiry missed a turn and had to spin to face the right way again, and Auriol bent a rear wheel.

Recalde kept bumping into things, causing superficial damage, while Schwarz felt that his engine would not rev as it should, but the second serious mishap of the day came when Sainz punctured his radiator. He struggled on for a while, then having mechanics try their best to stop the leak, but the damage had been done and it was not long before his retirement with a cooked engine left Subaru with two cars down on the first day.

On stage 12, the last proper stage before another trip around the Langley Park "superspecial", Auriol rolled his Toyota. He continued for a while, but the frontal damage was too serious to continue.

At the end of the day, Kankkunen, an old hand at the Western Australia game with four wins under his belt, led by 17 seconds from Mäkinen. Schwarz was just another six seconds behind. Then came McRae, another 1m 44s back, followed by Delecour and Thiry.

The second full day produced some very close fighting indeed, ending with Eriksson and McRae sharing the lead. Eriksson led after the second stage when Kankkunen overshot a junction and dropped to fourth place. At that time, Mäkinen was second and held that place. However, McRae began a serious recovery and by the time the rally got into the Bunnings area, the Scot had moved up to equal Eriksson in the lead, with Mäkinen just five seconds behind.

Schwarz had no working intercom for a while, whilst Thiry was troubled on one stage when his power steering stopped working. On the third of the Bunnings stages, immediately after the short stop, Delecour went off the road and hit a tree head-on, causing damage which could not be fixed and leaving Ford with just one car. Mäkinen still held third place despite having gone off the road momentarily. Thiry had a minor spin whilst Schwarz needed his front wheels realigned. At the Perth overnight halt, Eriksson and McRae were 18 seconds ahead of Mäkinen. Kankkunen followed after another 46 seconds and Schwarz after another 2m 15s.

The tense game of cat and mouse continued into the final day. Eriksson was fastest on the first stage by seven seconds, whilst Mäkinen was second fastest. It seemed that the Mitsubishis had really found conditions in which they revelled. The Toyotas, having had new shock absorbers fitted after the morning's restart, seemed to have some handling problems. Schwarz said that his



dampers were locking up solidly. Mäkinen had a misfortune on the second stage when he broke his front left wishbone as he cut a corner and clipped a stone. He lost about two minutes and dropped to fourth, behind Kankkunen. He also had to take it easy on the following stage for it was not until after that one that there was the opportunity to change the wishbone.

Later, McRae made a best time, reducing Eriksson's lead by three seconds, but then the Swede took the bit between his teeth and showed who was in charge. Towards the end, with just one stage to go, McRae said he was backing off, but some observers pointed out that his best time on the final stage indicated that this was not the case. Obviously they had not considered that perhaps Eriksson had backed off too.

That is the way the rally ended, as close and exciting a finish as has happened anywhere, save perhaps for the Safari when two rival crews dead-heated. The circus now moves to Spain for the tarmac-surfaced Catalonia Rally, after which the final round will be Britain's RAC Rally. The situation is far from being cut and dried. Although Kankkunen still leads McRae, his advantage is only seven points, and just 14 points separate first from fifth. There's a very good chance that the series will be decided largely in the forests of Kielder and Wales. GP



Kankkunen's championship lead over McRae was reduced to a knife-edge seven points as a result of his third place.

Telstra Rally of Australia — 15-18 September, 1995

1	Kenneth Eriksson (S) / Staffan Parmander (S)	Mitsubishi Lancer E3, Gp A	4h 53m 59s
2	Colin McRae (GB) / Derek Ringer (GB)	Subaru Impreza 555, Gp A	4h 54m 18s
3	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, Gp A	4h 55m 54s
4	Tommi Mäkinen (SF) / Seppo Harjanne (SF)	Mitsubishi Lancer E3, Gp A	4h 57m 26s
5	Armin Schwarz (D) / Klaus Wicha (D)	Toyota Celica GT-Four, Gp A	4h 58m 10s
6	Bruno Thiry (B) / Stephane Prevot (B)	Ford Escort RS Cosworth, Gp A	5h 10m 51s
7	Yoshio Fujimoto (J) / Arne Hertz (S)	Toyota Celica GT-Four, Gp A	5h 16m 36s
8	Ed Ordynski (AUS) / Mark Stacey (AUS)	Mitsubishi Lancer E3, Gp N	5h 21m 05s
9	Neal Bates (AUS) / Coral Taylor (AUS)	Toyota Celica GT-Four, Gp A	5h 24m 41s
10	Jorge Recalde (RA) / Martin Christie (RA)	Mitsubishi Lancer E2, Gp N	5h 25m 53s

Rothmans Cyprus Rally



"Bagheera" became the first Lebanese to win a European Championship rally in his dependable integrale.

"There was no world series of these cold, dirty and nocturnal contests"

Before rallying presented a means of financial gain to the FIA, there was no world series of these cold, dirty and nocturnal contests, and the only championship in the world considered worthwhile was that of Europe. Then came international, followed by world, status for a representative group of rallies from around the world. Almost immediately, the European Championship, which hitherto had been the pinnacle of rallying endeavour, faded into insignificance. It became a kind of second division, much as the world 2wd series now.

Those events which failed to get into the world series were tossed the crumbs of European status. But that resulted in a top-heavy series of some fifty rallies, and a coefficient system was introduced whereby points scored was multiplied by a figure which varied from event to event. Ten events now have the highest coefficient of 20 and it is on these ten that the championship is won or lost.

However, the series remains poorly contested as a whole, even though many of its qualifying events are excellent. Competitors who have the championship itself as a target number no more than a small handful, and it is usually the case that the winner has been determined before the last qualifier takes place.

This brings us to the Cyprus Rally, sponsored by Rothmans, which is the final coefficient 20 qualifier of the year. Since it began twenty-five years ago it has regularly attracted some of the world's leading competitors. Alas, the number of works teams has fallen and those that remain have their hands full with the world and other series. The result is an event which, although it amassed 80 starters this year, drew very few from outside the country.

The rally has come a long way since the RAF MSA and the Cyprus AA got together to organise an event which was hailed as a

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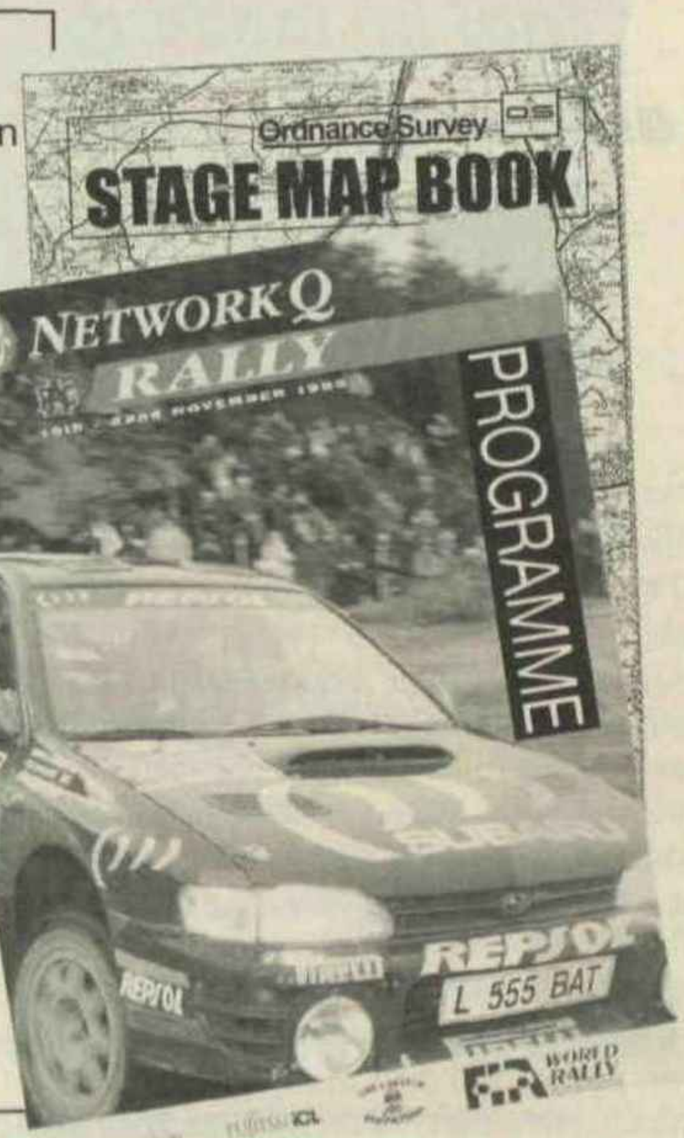
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great test of tenacity and stamina as well as of crew skill and car reliability. Since the reins were taken over completely by the Cyprus AA, many innovations have been introduced. It was the first event, to my knowledge, to use mountain-top VHF radio repeaters to send information directly from the field to rally headquarters, a system which the Safari Rally copied and soon found that it could not do without. "Swipe-card" timing is also employed: when the card is introduced into the machine a modem sends it directly to the HQ results computer, via radio or telephone line, and the time is automatically fed into the database with no need for additional keying.

As always, the rally was this year based at Nicosia, in the centre of the small island, and the route spanned three days. The first leg began on a Friday at the odd hour of 8pm, to ensure darkness for a fireworks display, and overnight stops were Nicosia, Limassol, and on Sunday back to Nicosia for 7.45pm, a late hour again contrived to facilitate fireworks.

"That he made it, and completed most of the rally, is a credit to his tenacity"

Three British crews were among those making the trip, but two of them were delayed by disaster when the ship ferrying their cars from Felixtowe to Limassol broke down and had to put into Antwerp. Martin Stockdale and Mike Sendall cancelled their trip, retrieved their Opel and went home, but Simon Chapman, planning to tackle the rally in his Vauxhall Nova with Rowland Prentice, jumped in a van and took a trailer to Antwerp. Alas, he found that his car had been plundered and many expensive parts stolen. Undeterred, he arranged for replacements and continued alone by road, sleeping in the van when necessary and taking ferries from Brindisi to Patras and from Piraeus to Limassol. That he made it, and completed most of the rally, is a credit to his tenacity.

The other British crew was in an Opel Corsa of Atkinson Motorsports, Nigel Arnfield and Miles Whitelock. Arnfield is an engineer with Atkinson and makes regular visits to Cyprus to look after locally-based cars. This was his first attempt at the Cyprus Rally as a driver.

Among other visitors were three cars from Italy's Astra Team, whose head is former works Lancia and Alfa driver Mauro Pregliasco. All three were Lancia Delta Integrales. From France came Pierre-César Baroni to start at number one, whilst the other two were from Lebanon. Maurice Sehnaoui, who uses the pseudonym "Bagheera", is a regular competitor in Cyprus who used to tackle the old Lebanese Mountain Rally in which I and several other British competitors used to take part. He was partnered by his regular co-driver Naji Stephan.

The third Astra car was driven by Jean-Pierre Nasrallah and Annick Peuvergne, the French girl from Marseille who used to co-drive people such as Jean-Claude Andruet and François Chatriot. Alas, thrice winners Alessandro Fiorio and Vittorio Brambilla, highly popular with the Cypriot public, were not there this year.

The leading Cypriot contenders were out in force, Dimi Mavropoulos, winner in 1990, again making the trip from London to drive an Audi S2. Vahan Terzian, another past winner, drove an Opel Astra, Tsouloftas a Mitsubishi Galant, Cleanthous a Mitsubishi Lancer and Melissas a Galant.

Soon after the start it became apparent that tyre wear was going to be high, so rough and abrasive were the roads. Indeed, before the rally finished some privateers were saying that they had used up their entire stock and were down to using the least worn of their old ones.

The first evening, Chapman collected a puncture in stage one and, on the start line of stage two, a lady marshal stopped her count-down and pointed out another flat to the crew, allowing them to change the wheel before continuing. Later, he was troubled when his intercom stopped working. Mavropoulos' fuel pump stopped on the very first stage, in a place to which it was impossible get assistance.

There was much dust, making things difficult, and on the second stage, Arnfield's bid came to an end when he hit a small river crossing; his engine ingested water and stopped immediately, some of its con-rods bent. Rather than retire to the Ledra Hotel pool for the remainder of the rally, the Atkinson man decided to lend Vahan Terzian a hand and joined his support crew.

Baroni was suffering a serious misfire and loss of power. The car was fitted with what the Astra team called a "Bang-Bang" system, whereby the turbocharger operates at constant pressure and does not suffer from lag time when the accelerator is pressed. But his exhaust manifold had cracked, dropping the boost. Various attempts were made to weld it up, but always it leaked again and the car never ran with peak power.

At the end of the first day, Andreas Tsouloftas (Galant) led by 25 seconds from "Bagheera", with Baroni third, another 25 seconds behind. Terzian came next, with the Russian Vassine fifth.

Baroni's exhaust manifold was still leaking at the start of the second day, whilst "Bagheera's" aching shoulder became worse on the third day when his power steering pump failed. Soon into the second day, Terzian also had temporary power steering failure when the pump drive belt came off.

Komodromos needed a new clutch plate in his Kadett at the Pafos stop, but the car nevertheless had to be push-started when it left the service point. He had also lost first gear.

On the first stage after Pafos Tsouloftas came to a halt when his engine stopped. He was out, and this left "Bagheera" with a comfortable lead.

Chapman lost a few seconds at a stage start because his co-driver's intercom cable became tangled and he could not get his helmet on in time. So far, they had collected five punctures. Later, however, they suffered a far more penalising misfortune when, suddenly encountering a competing car stopped on the outside of a corner, Chapman moved to the inside to squeeze past, whereupon the soft verge collapsed and the Nova went over the edge and down a steep drop, to be held back after about fifty feet by a tree. The pair had got themselves up to 19th place when this happened.

Meanwhile, "Bagheera" remained in the lead even though he needed all four half-shafts changed early in the day. He had driven on a flat left-rear tyre in the first stage of the day which may have accounted for at least one shaft failure.

The final day was another long one, but there was little anyone could do to oust "Bagheera". Even when his power steering pump stopped working and the replacement cost him a minute on the road, he stayed easily in front.

Fredriksson had his steering idler break after the first stage whilst local man "Dino" lost all the braking from his Subaru Legacy. Spectators at the downhill finish of the third stage of the day rushed forward to help and, with a combination of spectator and engine braking, the car was brought to a stop.

As the fireworks over Nicosia centre heralded the end of the event, "Bagheera" beamed at being the first Lebanese driver to win a European Championship rally. As tough as ever, it had not attracted a wide range of overseas entries this year, but that is not to detract from the high quality of the rally. Nasrallah summed it up by echoing what many have said in the past, "This is more of a world class rally than a European one".

G P

Rothmans Cyprus Rally — 22 - 24 September, 1995

1	Maurice Sehnaoui (RL) / Naji Stephan (RL)	Lancia Delta HF Integrale, Gp A	6h 40m 13s
2	Lenas Cleanthous (CY) / D Cacoyiannis (CY)	Mitsubishi Lancer E2, Gp N	6h 47m 04s
3	Evgeny Vassine (RUS) / A Tchoukine (RUS)	Opel Astra GSi, Gp A	6h 49m 30s
4	Menelaos Melissas (CY) / G Alexandrou (CY)	Mitsubishi Galant VR4, Gp A	6h 52m 29s
5	J-P Nasrallah (RL) / Annik Peuvergne (F)	Lancia Delta HF Integrale, Gp A	6h 55m 17s
6	Floris Georgiou (CY) / Costas Laos (CY)	Subaru Legacy, Gp N	7h 06m 35s
7	Marios Crysanthou (CY) / D Demitriou (CY)	Ford Escort RS Cosworth, Gp N	7h 08m 18s
8	Panicos Tricomitis (CY) / S Georgiou (CY)	Mazda Familia 4wd, Gp N	7h 16m 58s
9	"Dino" (CY) / Nicos Panagides (CY)	Subaru Legacy, Gp N	7h 17m 50s
10	Lakis Parellis (CY) / P Shialos (CY)	Opel Corsa GSi, Gp A	7h 18m 39s

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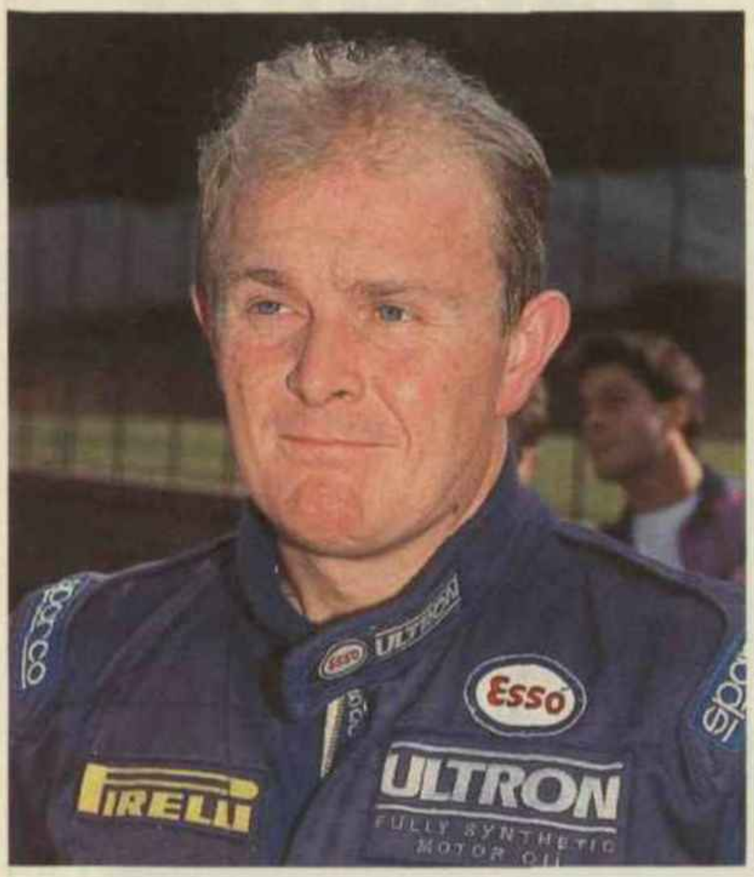
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San Remo Rally



"Are you going to do the Flowers"? So one competitor used to ask another in years past to enquire whether someone planned to compete in the Rally of the Flowers, so named after the thriving horticultural industry in the hills overlooking Sanremo, Italy, where the rally was always based. Latterly the event has taken the name of San Remo, but this year the "Rallye dei Fiori" title reappeared for a national one-day sub-section.

In those days it was a very concentrated event, with all special stages on the dirt roads which meandered all over the mountain passes and all within a few hours' drive from Sanremo itself. Then came the spread of spoil-sport tarmac, and the organisers had to go much further afield to seek dirt roads; the 1995 version of the event still included long, boring motorway sections in order to get the field from one group of stages to another. The rally started and finished at Sanremo and this year even both night stops were there, although there were regrouping halts as far away as Arezzo and Gubbio.

The event was one of those which had been "demoted" for 1995 from full World Championship status to qualify just for the 2-litre, two-wheel-drive series. As such, it gathered precious few entries of note, although there were enough 4WD cars in the field to fill the first eight places at the end.

It was the final qualifier of the series, both remaining rounds of the championship being for the full 4WD series only. Opel emerged the highest scorer of points at the end of the series, but could not be declared champion because no declared entries were made in any rally outside Europe. Peugeot therefore became champion 2WD make with 257 points to Opel's 286.

Peugeot had two 306s for Italians Andra Aghini and Paolo Andreucci and another for French driver Bernard Beguin. Renault had four cars nominated, a Clio Maxi for Renato Travaglia and a trio of Clio Williams. Opel's hopes were pinned on Belgian Freddy Loix in an Astra, and similar cars were driven by about a dozen privateers. Skoda, as usual, sent two Felicias for Pavel Sibera and Emil Triner.

Up at the front of the field were several 4WD cars, notable being the Escort Cosworths of Patrick Snijers and Franco Cunico, the Subaru Imprezas of Massimo Biasion and Piero Liatti and the Legacy of Gustavo Trelles. There was not a single British crew.

Loix dominated the 2WD category in the first leg, ahead of Travaglia, but in the overall classification Cunico led after his Ford team-mate Piero Longhi, who had been the early leader, first lost fourth gear then went off the road.

On the second day things took a remarkable turn as new leaders emerged in both the categories. Travaglia's Clio Maxi stopped in the last stage, thus handing the lead to Deila, whilst Cunico, the overnight overall leader, went off the road for some four minutes when being pressed very hard by a closing Liatti.

The last day, using stages which had been used the day before, saw few changes among those contesting the overall classification, although Snijers stopped early in the day when his gearbox failed. The best 2WD driver was Freddy Loix in his Astra, ahead of Andreucci in his Peugeot. Overnight leader Deila lost the place for Renault when a tyre punctured; they lost some six minutes.

The rally was a mere shadow of its old self, but 70 starters is not really bad at all. However, the long road sections remain unpopular, as does the mid-event switch from dirt to tarmac. **G P**

Sanremo Rally (Italy) — 8-11 October, 1995

1	Piero Liatti (I) / A Alessandrini (I)	Subaru Impreza, Gp A	5h 33m 25s
2	Andrea Dallavilla (I) / Danilo Fappani (I)	Toyota Celica GT-Four, Gp A	5h 34m 45s
3	Franco Cunico (I) / S Evangelisti)	Ford Escort RS Cosworth, Gp A	5h 37m 53s
4	Massimo Biasion (I) / Tiziano Siverio (I)	Subaru Impreza, Gp A	5h 38m 55s
5	Giuseppe Grossi (I) / Antonio Borri (I)	Toyota Celica GT-Four, Gp A	5h 44m 07s
6	Gustavo Trelles (ROU) / Jorge del Buono (RA)	Subaru Legacy, Gp A	5h 45m 15s
7	Vanio Pasquale (I) / L Tedeschini (I)	Subaru Impreza, Gp A	5h 50m 25s
8	Freddy Loix (B) / Sven Smeets (B)	Opel Astra GSi 2wd, Gp A	5h 53m 51s
9	E Mannarino (I) / D Vernuccio (I)	Toyota Celica GT-Four, Gp A	5h 57m 23s
10	Paulo Andreucci (I) / Simona Fedeli (I)	Peugeot 306 2wd, Gp A	6h 00m 51s

Network Q RAC Rally of Great Britain

The last qualifying event of the World Rally Championship of 1955, November's Network Q RAC Rally of Great Britain, is very likely (subject to what happens in the all-tarmac Spanish round a few weeks before) to be the deciding round of the series. All the major teams will be there, plus an array of the world's finest privateers, some well sponsored and some having scraped together enough money to finance their entries.

As we go to press it is far too early to quote the leading competitors, for numbers have not been finalised and there will very likely be some last-minute changes. However, we can give you an approximation of the route and timetable. More detailed information, including entry list, map, stage list, timetable, programme and other spectator information will be available nearer the date in the form of a "Rallypak" which will be on sale to the public at strategic points around the route.



McRae: local favourite.

Please don't venture out without a clear picture of where you intend going. Plan it well ahead and you will have more enjoyment and will be less likely to run into closed roads or get in people's way. Note that some special stages will have temporary one-way systems in use around them.

The rally will be based at Chester, where the 1,448.88-mile route will start and finish. The start will be in the morning of Sunday, 19 November, that day having six special stages in parks and private estates with facilities specially catering for spectators. The day will end with a night stop at Leeds.

On the second day cars will go northwards through the Kielder forest complex, just entering Scotland before returning to Chester via the western side of the country and two special stages in the Lake District. At Chester that Monday evening, crews will have completed fourteen special stages.

On the Tuesday the rally will set out for Mid and South Wales, with two special stages to the East of Machynlleth, four more around Brechfa and to its East and one more further northwards. That night, the stopover will be back at Chester.

On the Wednesday, the final day of the rally, the special stages will again be in Wales, three in the Machynlleth area and four more in Coed Clocaenog. After that will come the short run back to Chester. **G P**

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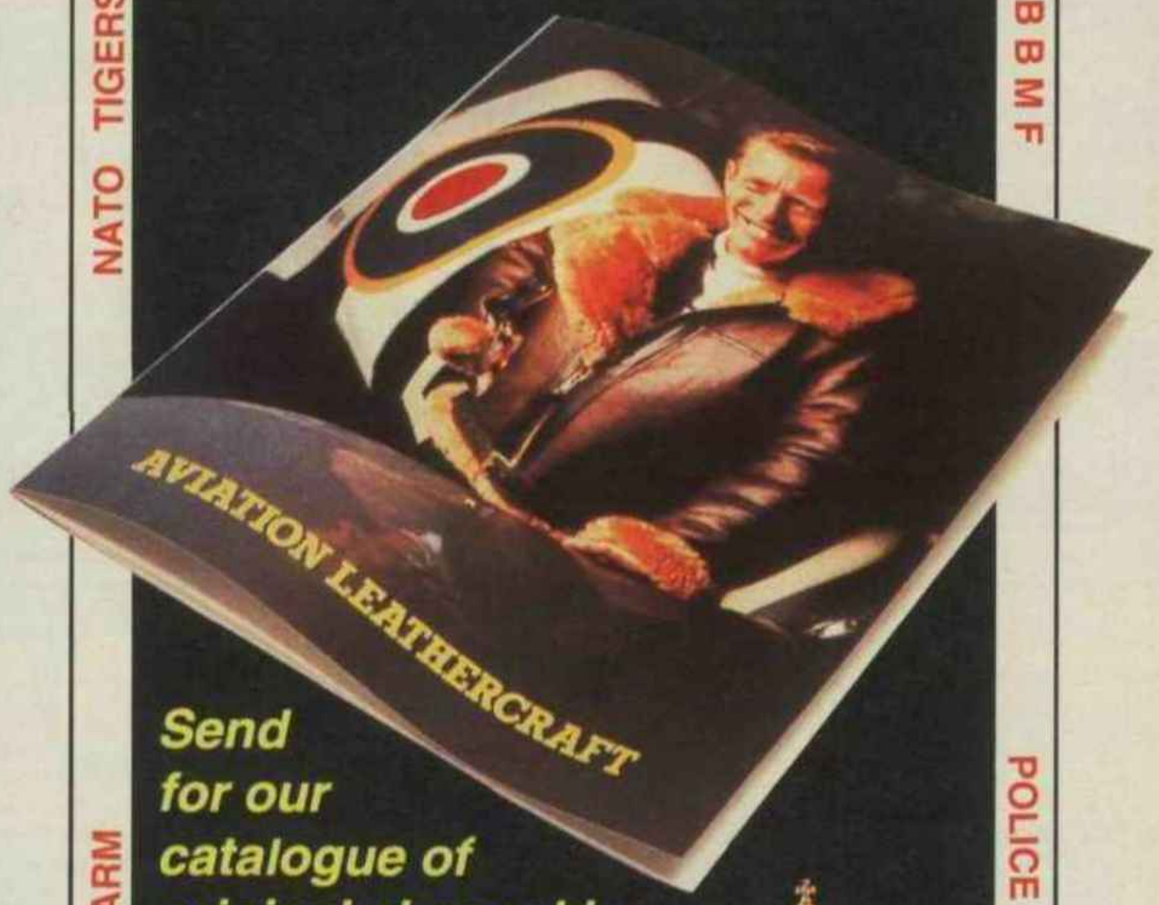
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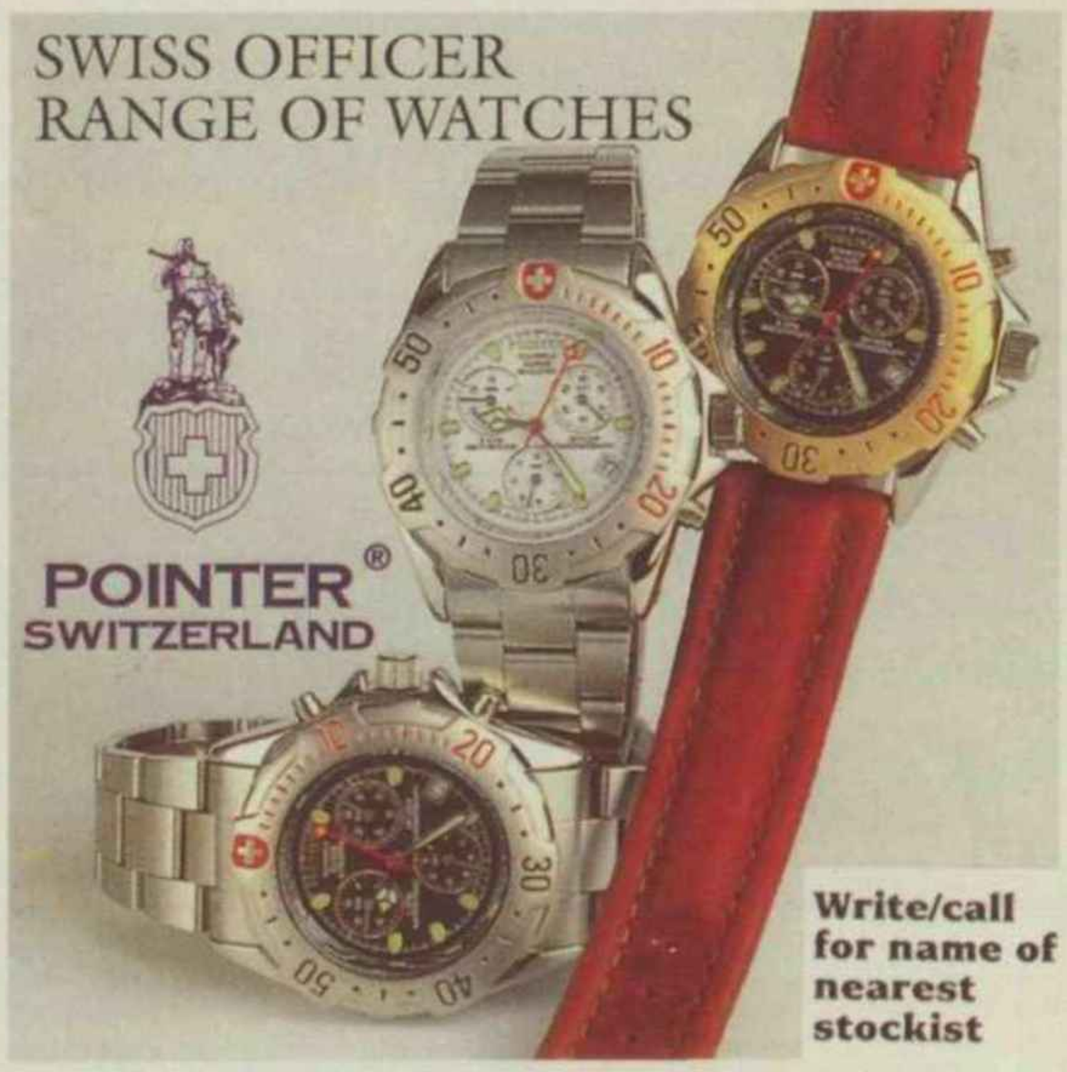
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Stirring the emotions



It is a while since Fiat produced a car with such flair. Is this the best thing to come out of Turin since the 124 Spyder?



The coupé market is making manufacturers a lot of money. This seems increasingly to be an age of child-less couples, a society encouraging people to be alone. The desire for the individuality and freedom represented by convertibles and coupés is on the increase, and even the giant Fiat has jumped onto the bandwagon.

Not before time, too; as a maker of charismatic automobiles Fiat has remained dormant since the X1/9 redefined the small sports car. It was an ingenious concept which others have emulated since (though never with the same ratio of flair to mundane mechanicals) but one of which Fiat eventually washed its hands, using Bertone as the soap.

The 124 Sport was Fiat's last coupé which wasn't a hatchback in disguise. Sister to the gorgeous spyder, it was axed way back in 1972. Fortunately, the company has realised, perhaps just in time, that there are enough people around for whom driving is still a passion. To address the situation, both parent company and sibling, Alfa Romeo, have already launched new coupés and spyders on the continent. The Alfas in particular have gone right to the hearts of sports car lovers. They're different, and competent, while cocking a cheeky index finger at the styling conventions of late.

Fiat has brought its Coupé to our shores before the Alfas, which will arrive in early '96. *Centro Stile* has seized its chance to reawaken the charisma of past liaisons with Pininfarina by having the great design house style the interior of, and build, its new Coupé. And what a return to eye-opening form. It's very different.

Both the two-litre 16v normally aspirated and the turbo tested here are visually identical. At a quick glance, the overall neo-retro styling looks more Citröen with a touch of Zagato, than Fiat. With its slashed, angled wheel arches, one of several detail master strokes, you could imagine it hugging the ground, easing down onto hydropneumatic suspension when parked.

Intriguing delights swarm around the chunky bodywork – the sculpted headlight shrouds, the pillar-mounted door handles, the Sixties racing-style petrol filler cap and simple round rear lights all attract attention.

But the panels, a curious mixture of curves and slabs, make the whole effect only an arguable success. There's no



Getting the Fiat Coupé to understeer to this extent requires drastic measures. Under normal circumstances traction control prevents this.



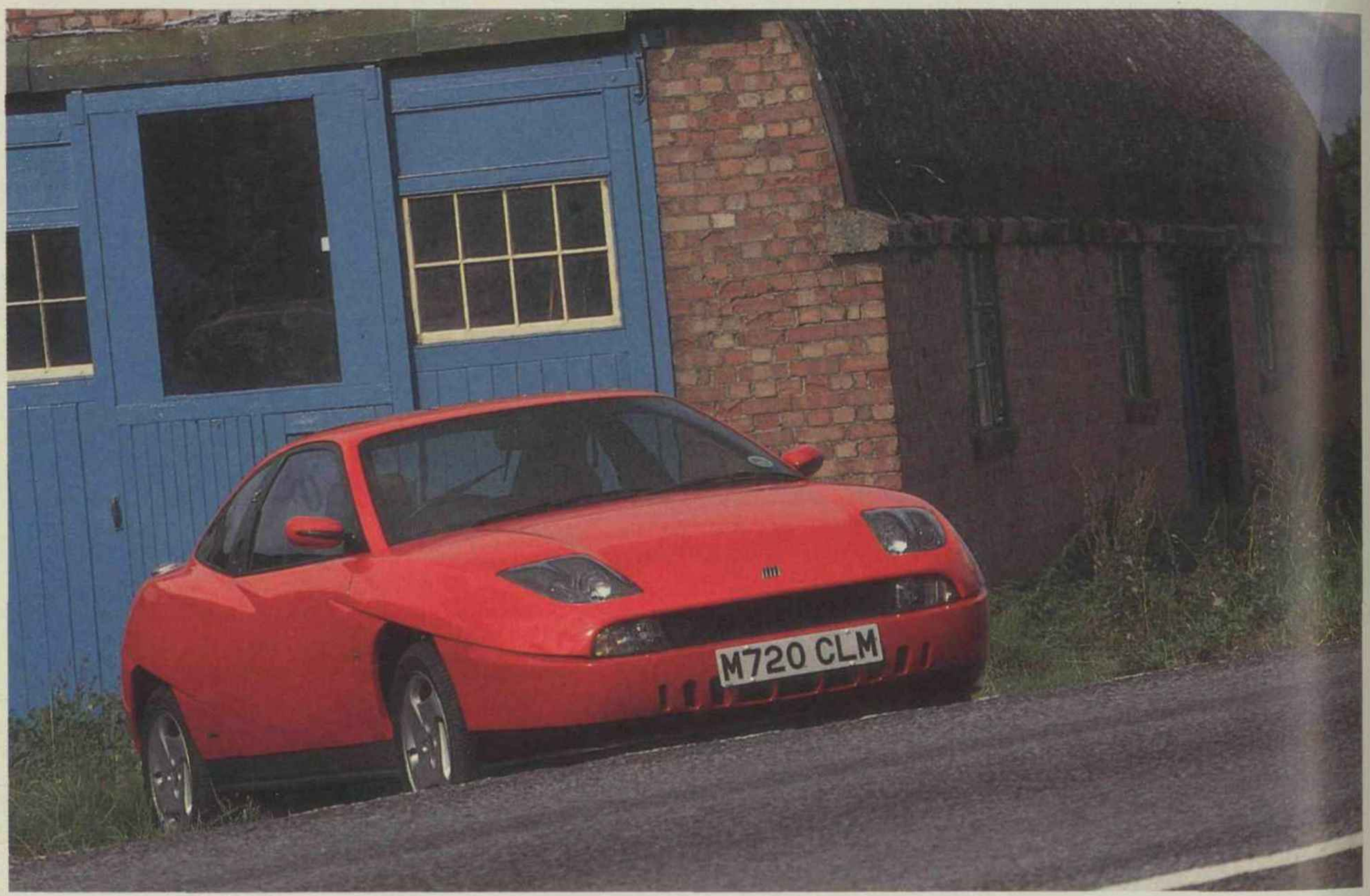
doubting the neck-twisting potential, as a result of its individuality and subtle badging, but some comments overheard aimed at the rear-end chop suggested its designers had run out of ideas. We at MOTOR SPORT think that Fiat has got away with it by the skin of its teeth.

Even when you've recovered from the initial shock and realised what it is, you are as yet unaware of further surprises. Firstly, the mechanicals, and the motive unit in particular, which is a slightly detuned Lancia Integrale two-litre, four-cylinder, 16-valve, twin-cam, turbocharged beauty. Even with 'only' 195bhp on tap, you know that the performance is going to be, to say the least, urgent, and it powers the Coupé to a claimed 140mph and 0-62mph in 7.2 secs – good for its class. Twin counter-rotating balancer shafts ensure that this remains one of the sweetest 'fours' money can buy. A five-speed, split-synchro gearbox puts the drive through the front wheels, and the turbo version incorporates a Viscodrive viscous coupling traction control system.

Less exotic is the all-round independent suspension, featuring segmented valve dampers, MacPherson struts with transverse wishbones at the front, and what Fiat call "longitudinal wishbones" at the rear, which look rather like trailing arms with coil springs. All four wheels are retarded by discs, vented at the front, with ABS as standard. Steering is power-assisted, with 2.8 turns lock to lock.

Climbing inside the coupé provides another surprise. It is so elegantly simple

"A curious mixture of curves and slabs make the whole effect only an arguable success. We think that Fiat has got away with it by the skin of its teeth"



and devoid of gimmickry. Jumping out from the cool, dark surfaces is a Pininfarina-badged, body-colour strip running along the doors and across the fascia which contains four round, clear white-on-black dials. They are all essential and concise - not even a turbo boost gauge rests here. The ergonomic immediacy and feel of the minor switchgear in the centre console is also impressive, and the contrast of gentle curves and straight edges echoes the exterior design. Quality materials are used, and the result is an environment Integrale drivers would relish - purposeful yet peaceful. The subtly patterned and well-shaped seats are low-slung and comfortable, though more support under the backs of the knees wouldn't go amiss. Neither would a height and tilt adjuster, for the range of adjustment in both planes offered by the steering wheel isn't quite enough to get a perfect driving position. Still, it's not bad.

As might be expected from a car of this type, the equipment leaves little to be desired – only air conditioning, leather upholstery and a sunroof would empty your wallet further.

Turn the ignition key, a sculpted aluminium affair which looks faster than the car itself, and those familiar with the Integrale will immediately feel at home. The burbling engine tones are always present to remind you of its purpose. The wheel and steering itself both have an assuring feel – chunky for the former, weighty for the latter. Vision ahead is good (even with the useless sun visors lowered) but casting your head either side reveals poor rear three-quarter visibility; parking takes some getting used to, though the stubbiness of the tail helps. The turning circle is poor, which can be a nuisance in confined ares.

The controls have a feel you'd expect with this kind of power – gearshift is precise, not too light and devoid of heavy spring bias. Both clutch and brake pedals are firm, but the latter has a touch too much travel for comfortable heel and toeing, and its action is accompanied by an irritating 'click'.

"At first sight, it may look a bit of an oddball. Drive it, and you'll be hooked"

Get under way modestly and the Coupé is user-friendly. There's no kick-back from the steering and no thumping from the suspension over ridges, though its stiffness is betrayed by a little jiggliness of low-speed ride, which in turn brings evidence of a little scuttle-shake to light.

Accelerate more smartly and another surprise can open your eyes. When the turbo awakens at just over 3000rpm and unleashes all that torque (218lb/ft) through the 205/50 front tyres, you'd expect the steering wheel to writhe hysterically. It doesn't – not even a little; it's so well-behaved, in fact, that a driver ignorant of the Fiat's specification would be forgiven for being unable to detect whether it is front or rear-wheel-drive. The complete lack of noticeable chassis squat would also add to this dilemma. Only forceful treatment makes it plain: with traction control overridden, the front wheels spin enthusiastically until the throttle is moderated. No turbocharged car's full bore acceleration is going to be seamless, but the Coupé manages to avoid the tantrums of its almost equally accelerative smaller brother, the Punto GT, which squirms, squats and writhes all over the place.

The Coupés' composure is retained through bends. Lack of body roll is disconcerting enough at first, but pressing-on more forcefully almost slackens one's jaw, so much does the car's neutral stance belie the front-drive format. You simply have to do crazy things to get this chassis to understeer heavily. The beauty of the traction control system under these circumstances is that it doesn't hinder progress by retarding engine revs severely, it merely modulates and transmits more torque to the wheel with most grip. Deliberate lifting-off or even braking simply allows torque to be re-distributed and a tightening of line. The rear-end doesn't argue.

Thus, the Coupé 16v turbo is probably









Fiat Coupé shape is more successful from the front, opposite, than from the rear, above. High-speed cornering is exhilarating. Interior shows retro touch with colour-coded strip across doors and uncluttered dash. Instruments are a model of clarity. Switches are ergonomically sound and attractive. Coupé seats four adults in comfort. A useful 195bhp is offered from Lancia integrale-derived twin-cam engine.

the quickest ever production Fiat across country. Full throttle can be used in situations which would see you falling off the road in many other cars. The quick steering helps make rapid directional changes, and the Coupé executes them with precision. Only its size and weight restrict its ultimate agility. Hauling down the Coupé's speed for hairpins inspires confidence, thanks to the powerful fade-free brakes and lack of dive - if only the pedal travel wasn't so long.

Yet for all this dynamic competence, the chassis' natural balance is still bettered by the evergreen Volkswagen Corrado. It isn't stiff enough to allow razor-sharp response. On the straight the VW VR6 has it beat too, but this is marginal and the surge of the Fiat's whistling turbo actually makes it feel even quicker than it is. Mid-range acceleration in the higher gears is most satisfying, and there is not much able to stay with the Coupé on full chat. On a more disappointing note, but to be expected from a high-performance turbo, was the unimpressive test fuel consumption figure of little over 20mpg. Fiat have perhaps attempted to improve this via the gearing, as fourth and fifth gears are maybe just a touch too high.

It is however most satisfying that the Fiat can seat four adults in genuine comfort and carry a reasonable amount of luggage with more than an acceptable level of refinement – though aurally, you're always reminded of what lies beneath the swooping bonnet. This is an enormous piece of galvanised steel, which when open reveals a space so tightly packed to the very edges that it is a little worrying to think of the repair bills in the event of even a minor frontal accident.

VERDICT

All of the Fiat Coupé's competitors are more conventional, and include the aforementioned Corrado VR6 at £22,000, Ford's £20,400 Probe, Vauxhall's Calibra V6 at almost 20 grand and the storming Nissan 200SX at £20,400. They vary from competent to dynamically uninspiring, from fast to not so fast, from interesting and appealing, to anonymous and definitely not.

The Fiat Coupé 16v Turbo still has (only one or two) rough edges to its interior assembly, but is solid and it feels like a quality product; it also has an equipment level, barring air-conditioning, to rival any of its competitors, plus an eight-year paint warranty

At £19,250, it must be the most desirable in its class. At first sight, it may look a bit of an oddball. Take a closer look, soak in the detailing, and you'll grow to like it. Drive it and you'll be hooked. It's fast enough for any sensible driver and, for a front-drive car, its dynamics are stunning. Fiat, welcome back to the world of stylish, interesting cars. **R R B**

ENGINE

Location	transversely front-mounted
Cylinders	four, in-line
Bore × stroke	84 × 90 mm
Capacity	1995 cc
Compression ratio	8.1:1
Valve gear	dohc, four valves per cylinder
Power	195 bhp/5500 rpm
Torque	218 lb ft/3400 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed, front-wheel drive with Viscodrive anti-slip control

GEARBOX

Gear	*ratio*
First	3.500:1
Second	2.176:1
Third	1.523:1
Fourth	1.156:1
Fifth	0.917:1
Final drive	3.111:1

SUSPENSION

Front	independent via MacPherson struts, transverse lower wishbones, telescopic dampers, coil springs, anti-roll bar
Rear	independent via trailing arms, telescopic dampers, coil springs and anti-roll bar
Wheels	light alloy, 6J × 16H
Tyres	Pirelli P-Zero 205/50 ZR16

BRAKES

Front/Rear	ventilated discs/discs, ABS with load-proportioning valves, rear

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	2.8

DIMENSIONS

Wheelbase	2540 mm
Front/Rear track	1494/1479 mm
Overall length	4250 mm
Overall width	1766 mm
Overall height	1365 mm
Kerb weight	1320 kg
Fuel tank	13.2 gallons

PERFORMANCE

0-60 mph	6.8
Maximum speed	140mph

FUEL CONSUMPTION

Average for test	20.3mpg
Government figures:	
Urban	22.6
56 mph	38.2
75 mph	30.7

LIST PRICE £19,249

Heart of gold



By adding a diesel to the Cherokee range, Jeep is looking to increase its already healthy market share. The portents are good

Turn the key, and the 2.5-litre, VM-designed Chrysler turbodiesel sounds like an oil-burner of the old school, aurally reminiscent of a concrete mixer in dire need of tuning.

But the news gets better thereafter. The engine is extraordinarily potent for what it is, and actually provides greater performance than you get from the 2.5 petrol-engined Cherokee. By class standards, 116 bhp at 4000 rpm represents unbeatable output, but it is the exceptional torque yield which most captures the attention: 207 lb ft at just 2000 rpm.

That makes all the difference. In everyday use, this is a truly potent 4x4, with a broad spread of accessible power. On the move, it remains a little gruff, but that's a small penalty to pay when you take performance and range into account: with care, over 600 miles per 17.5-gallon tank is attainable; 450 miles between refills is a cinch..

Like all Cherokees, the 2.5 Turbo Diesel offers a tempting slab of standard equipment which will raise the eyebrows of those familiar with Land Rover price lists. In £21,095 'Limited' specification, you find ABS, air conditioning, driver's airbag, cruise control, a potent six-speaker RDS stereo, remote central locking and an armada of electrical aids as standard. Add £2000 to your outlay, and the Limited SE arrives laden with several hectares of leather, upgraded stereo and a few planks of polished wood. To my mind, leather trim is not entirely compatible with a machine that was essentially designed for exploring muddy gullies and climbing mountains. Take your pick.

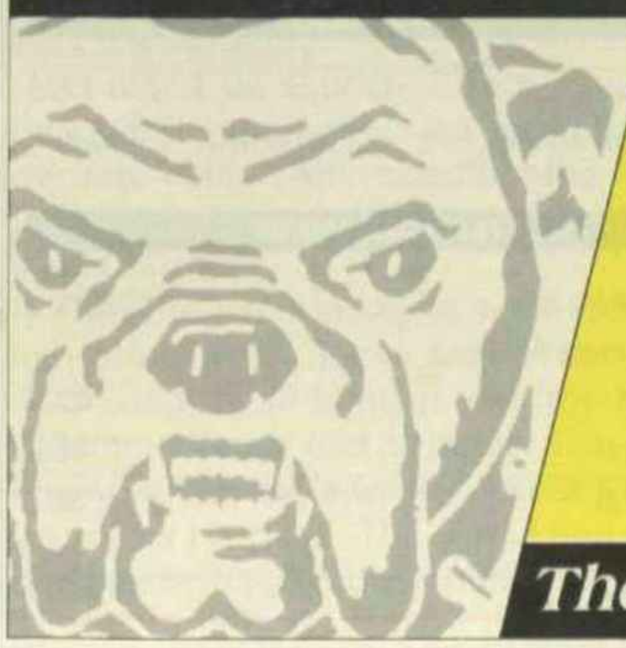
All of this needs to be taken on board before you consider the fact that the Cherokee is one of the most car-like of all 4x4s in terms of road manners, though it does feel a little woozy under fierce braking.

Unlike many of its rivals, the Cherokee also has a cargo area cover, a simple and fairly obvious fitment which is strangely absent from Nissan Terranos, Vauxhall Fronteras and others of this ilk.

Jeep points out one final advantage the Cherokee possesses over other 4x4s: it is compact enough to fit on *Le Shuttle*. . . Common sense says that one should have been sold on the Cherokee's desirable blend of pace, economy, versatility, comfort and outstanding value for money long before you start worrying whether or not it will fit in a sub-aquatic crate.

In a nutshell, this is one of the most thoroughly sensible cars I have driven this year. Or any other year, for that matter. **SA**

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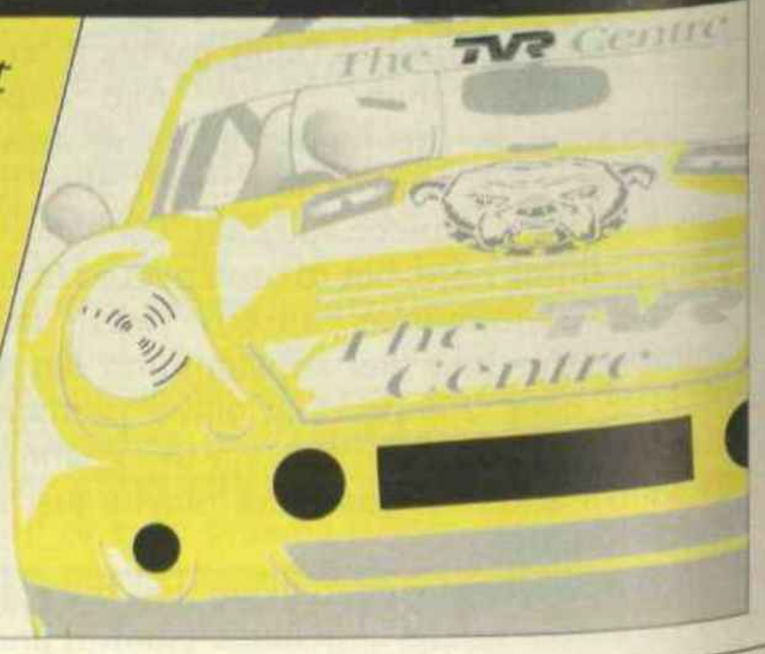


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Honda's worthy Accord estate undercuts obvious rivals from Audi and BMW

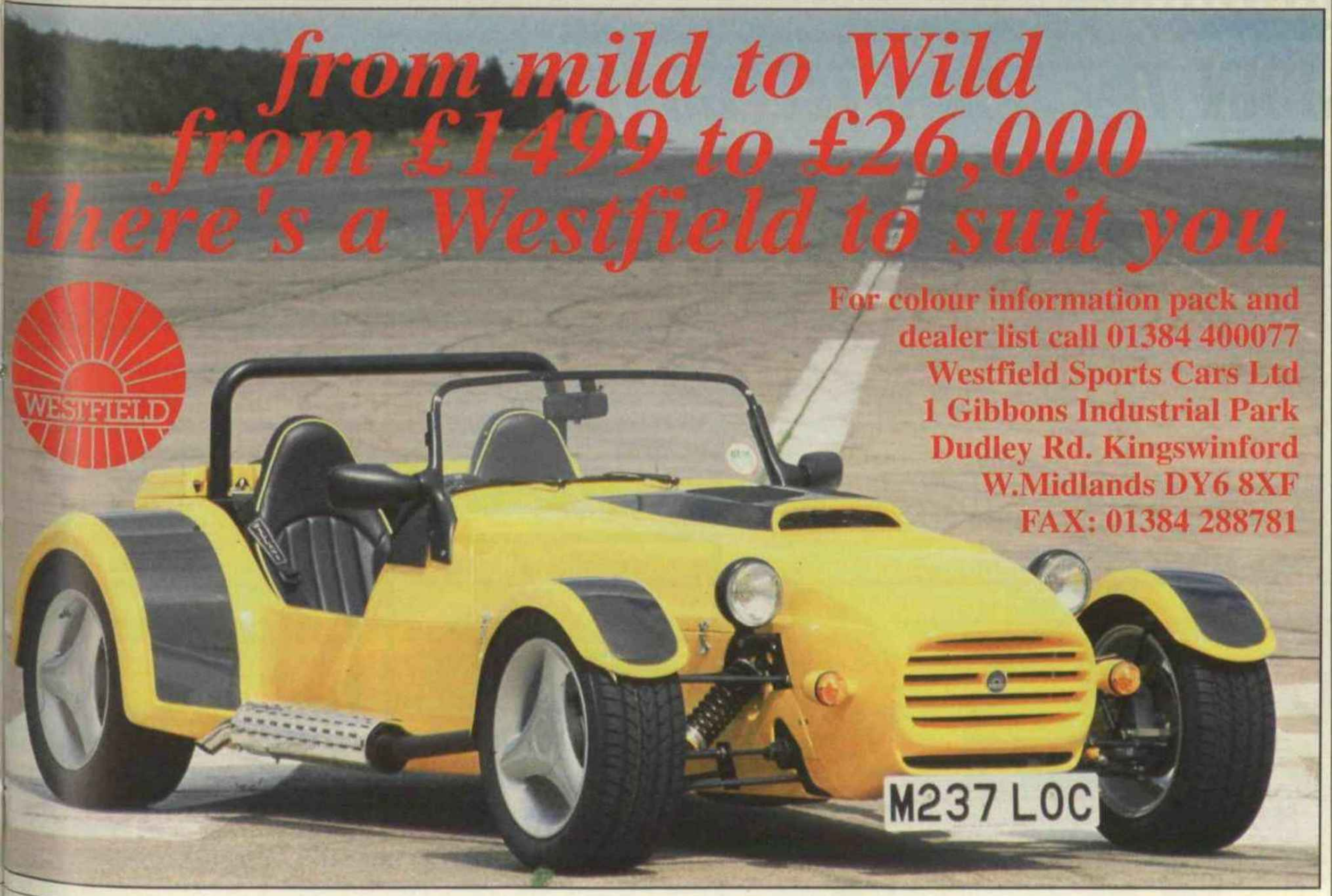
There is a modern breed of estate car which is overtly sporting. The BMW 328 Touring and Subaru Impreza 2.0 Turbo, for instance: rocket ships in a straight line, easily capable of consuming a mountain bike and a couple of large dogs, but perhaps a little too softly sprung for those who want every ripple in the road surface to reach the seat of their jeans. You *can* have a sporting estate, but it will inevitably involve a degree of compromise.

Honda's Accord Aerodeck looks for all the world as though it *should* be a barnstorming estate in the modern idiom, but its svelte profile hides more modest ambitions. The accent is on comfort and value, rather than performance. It may have a top speed close to 130 mph, but the top-of-the-range 2.2i ES will take quite a while getting there. The four-cylinder engine is sluggish, and you need to stir the gear lever constantly to access the 146 lb ft of torque which finally comes on stream at 4500 rpm. It is neither flexible, nor particularly restful on the ears.

But it scores very highly in other areas. At a fraction over £20,000, for instance, it is a couple of thousand pounds cheaper than a BMW 320 Touring. . . and it features air conditioning, twin airbags and cruise control as standard. And build quality is on a par with Germany's finest, too.

The chassis could probably cope adequately with rather more than the available 150 bhp. Suffice to say that it rides well on Honda's traditional preference for double wishbones, making the Aerodeck as comfortable as it is practical and stylish.

The Aerodeck is devoid of outstanding attributes, bereft of major flaws. It represents excellent value for money; just bear in mind that its performance does not match its appearance. **SA**



Andreina Fangio

Sir,
To my generation, Fangio is the champion against whom all other F1 drivers must be compared, as racing drivers and as human beings.

Your excellent appreciation did not perpetuate the false claim that Fangio never married. But both the Pirelli video tribute and the Daily Mail (18 July) have made this claim. This is sad, as it ignores an influence that Fangio movingly recognised.

In *Fangio by Fangio*, a Trust book printed in 1961, Fangio wrote about Andreina "This book should only be about racing and engines, not a history of my private life which interests no-one but myself and my wife. But I cannot refrain from offering Andreina these few words of thanks for all that she has done for me and for our son Oscar, for her complete devotion for all she has suffered from my way of life". He continued "What I want to make clear is that my wife shares a large part of the merit for my successes from the time we married until I retired".

Marcello Giambertone wrote in the same book " 'Andreina smokes enough for us both', he would say, but he knew that his wife had acquired that bad habit as a means of getting through the long anguished hours of a race, hours during which she stayed nailed to her seat in the stand, gripped by a fear that left her only when the race ended".

In thanking Fangio for leaving us magnificent memories, let us pay tribute to his wife, who, despite her own anguish, helped make him this outstanding man.

Dr George Bailey, OBE,
Woking, Surrey.

Deviation

Sir,
A letter from Stuart Hartley in the September issue suggests there should be planned passing places on F1 circuits in the form of wider tracks.

I am sure many keen followers of F1, like myself, will still remember John Watson's amazing drive through the field to win the American GP in the mid 80s.

This was possible because the chicanes had much more deviation than is normal. Usually chicanes can be taken in an almost straight line at high speed, making passing impossible.

Perhaps John Watson would like to comment on how he passed so many many times in America, and whether such a track alteration would make better racing possible.

F E Greaves,
Amlwch, Anglesey.

Right or Left

Sir,
It was with great interest that I read your article on the Ford F3L in your August issue, because at the time the car was raced I worked at the Nürburgring. There seems to be a minor inaccuracy though with regards to Chris Irwin's accident. According to the author the accident happened at the "*Flugplatz*, a fifth-gear left over crest". According to the map of the Nürburgring, *Flugplatz* is a right-hand curve. As far as I remember the accident happened between *Quiddelbacher Hoehe* and *Flugplatz*, coming up the crest.

Regarding Chris Irwin's accident I have very strong memories of Innes Ireland (who was writing for a motor magazine at the time). Several times he came to my office to inquire about Chris Irwin's condition in a very compassionate and caring way. Unfortunately I did not have any information from the hospital. Ever since the question has been on my mind: Did Mr Irwin recover fully from his injuries?

Let me take this opportunity to thank you for your excellent magazine which I await every month with great anticipation.

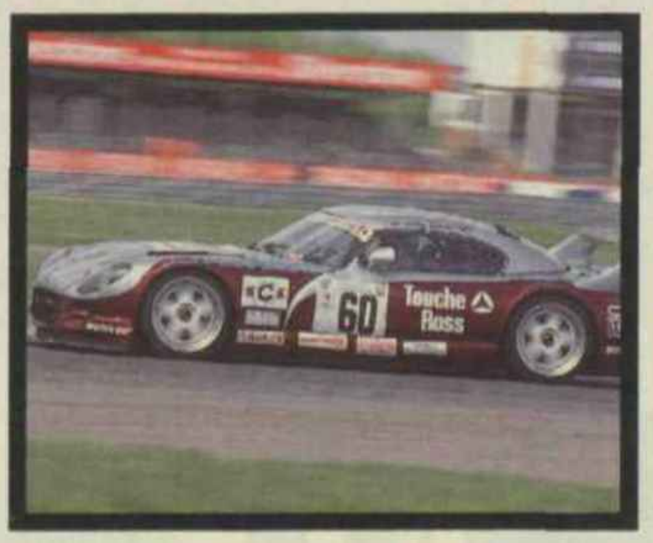
Ulli Waschkowski,
Brampton, Canada.

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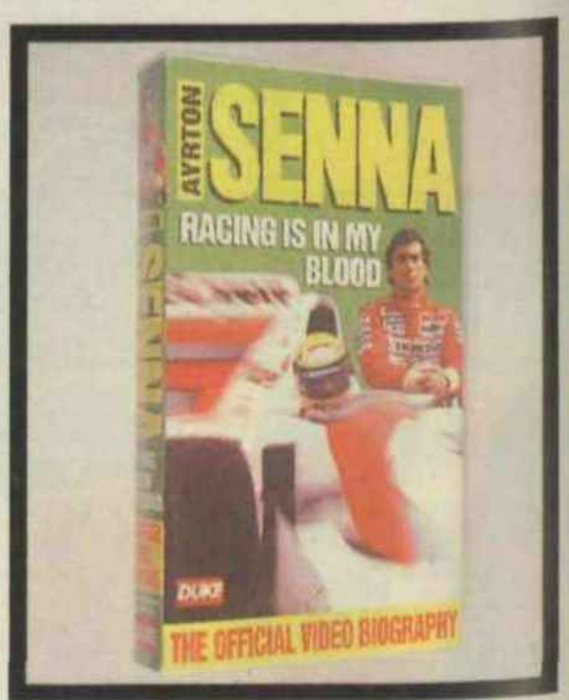
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MOTOR SPORT

Curtain-Raiser







Photography: John Colley

Super Sports action at the well-equipped Brno autodrome vied with Historic F1 in the first major classic meeting in the Czech Republic. Winners (top): Walker, on right, took the flag but Stretton confirmed his FIA Cup.

British and Czech interests got together on 30 September/1 October to present a new development in historic racing — a major race meeting on the other side of the old Iron Curtain.

The venue was the ultra-modern Brno autodrome in the Czech Republic, which hosted the final 1995 rounds of both the FIA Cup for Thoroughbred Grand Prix Cars and the International Super Sports Cup.

Champion-elect Martin Stretton impressed in the F1 field with fastest qualifying time in the first of two sessions at the wheel of Simon Bull's Tyrrell 005, one of the oldest cars in the field, and although Sean Walker put the Classic Team Lotus 87B on pole in the second session, the Tyrrell retained a front-row position ahead of Ermanno Ronchi (Brabham BT49) and the rest. However, another pre-race favourite, John Fenning (Williams FW07), was forced to sit out both sessions while an ignition-timing problem was sorted out.

The first three set off in grid order, but Ronchi slipped into second on the second lap and Stretton could do nothing about it. The three leaders drew away from the pack and became slightly separated, leaving Bob Berridge (RAM 03), Ian Giles (Tyrrell 012) and Mike Littlewood (Shadow DN9) disputing fourth place for 13 of the 15 laps. At that point Giles retired with an electrical problem and Littlewood was finally able to pass Berridge, whose brakes were now fading.

Fenning had meanwhile stormed into seventh place in the 23-car field after only three laps and had caught and passed the Berridge/Giles/Littlewood pack within another eight laps.

Ronchi, seemingly assured of his best placing of the series in his Ecclestone-owned car, pulled off with fuel-pump failure two laps from the end, which left Walker to take a deserved win from Stretton, Fenning, Littlewood and Berridge.

By winning the class for older cars Stretton confirmed his position as the first FIA Cup winner, following his success in taking the 1994 European Historic F2 title. Both his March 712 last year and the Tyrrell in 1995 were engineered by Derek Gardner, the F1 car's original designer. The only other possibility for the F1 title, John Wilson, was away getting married, and in fact dropped behind Walker on the final points table.

Charles Agg (McLaren M8F) was overall winner of the Super Sports Cup race winning Saturday's heat by a clear margin from Richard Eyre's similar car and chasing Eyre home in the other race. Chris Chiles in his M6B version was third on both occasions.

From a championship viewpoint the interest in this event was in Class D, where veteran John Burton (ex-Lauda Chevron B19) had to beat Ian Barrowman (Martin BM8) to take the overall title. This he succeeded in doing in Saturday's race, and although a spin on Sunday left him behind his rival, combined times were enough to give him the title — by 0.66sec. Having twice finished runner-up in the European 2-litre Sportscar Championship in the early 1970s, Burton was delighted to have finally won an international title.

DGM



Photography: Alan Cox

VSCC Donington

Grist Jnr fends off Gillies Jnr for second in the Seaman Historic; inset above, Ron Gammons (Lotus 11) and Tim Hassall (Healey 100M) want the same piece of tarmac; inset below, Majzub awaits his first start in his 308 Alfa.

Once again, the Richard Seaman Trophies meeting at Donington on October 1 brought the VSCC racing season to a close and attracted healthy entries for most events, with Tim Llewellyn taking his fourth Vintage Seaman while David Morris took his first Historic Seaman Trophy to add to father Martin's tally of ten victories.

The Brookiands Society Trophy featured a varied field, with John Seber's Wolseley Special setting the early pace from Mark Gillies with the Brooke Special, and Paul Grist's fabulous Alfa 8C/35 making a cautious start. On lap three the Alfa took the lead, with Seber demoted to third on the following lap by Gillies and slipping back to fourth behind Julian Bronson's Riley Blue Streak Special at the finish as the Alfa claimed its first victory since its rebuild.

As is his wont, Tim Llewellyn dominated the Vintage Richard Seaman Trophy with his familiar (yet still unpainted) Bentley 3/8, romping away from a somewhat processional race with Mac Hulbert holding a race-long second with his Alvis Silver Eagle Special, followed at a distance by John Baker-Courtenay with Merryfield's Sunbeam Tigress. After briefly holding fourth place, Peter Morley's Napier Bentley went off-song, leaving Ben Collings (Bentley 3/8) to do battle with Guy Shotton's well-driven Morgan Super Aero, the Bentley getting the verdict by a mere second and pipping Liewellyn for fastest lap.

The lead for the Morgan Three-Wheeler Race was never in question, marque stalwarts Bill and Maggie Tuer dominating proceedings with their Racing variant, although second-place finishers Greg Bibby/Ian Bain (Super Sports) were harried all the way by Chas Reynolds/Mike Wilkinson (Super Sports), the pair being split by only 0.1sec at the flag. Guy Shotton/Andrew Jones and Bob Angell/Bob Barlow (both Super Aeros) filled the next two places.

The early laps of the Ron Flockhart Memorial Trophy should have been fairly relaxed for Phil Walker (Lotus 16), as his closest contender Tony Merrick was forced to start the Ferrari Dino 246 from the back of the grid, but an inspired Merrick was on to Walker's tail by the end of the opening lap! At the chicane on lap two Merrick was through but unable to shake off the Lotus, and three laps later the order had been reversed, and although shadowing Walker for the remainder of the race, clutch problems intervened and the Dino had to settle for second. Rick Hall in Cedric Brierley's Connaught C-Type had a lonely run to third place, ahead of Robin Lodge (Dino 246) and Tony Smith (ex-Duffy/Burdell B-Type Connaught). Ian Nuthall completed the top six after an excellent drive with Grant-Peterkin's F2 Alta. After a first-lap spin, and experiencing gear-selection difficulties, Julian Majzub brought his 308 Alfa to the finish after his first race in the car.

Of the five ERAs (and ERA-Delage) entered, only one made it to the start of the Richard Seaman Historic Trophy (surely a record?) after Tony Stephens broke an input shaft in practice with Bill Morris' R12B. The field was further reduced when Duncan Ricketts pulled off with the Majzub Alfa after the warm-up lap, not wishing to further risk the gearbox. However, the sole ERA was all that was needed, and after taking the lead from Gillies' Brooke Special at the end of lap two, former Team Lotus' mechanic David Morris took R11B to an untroubled win to continue the family tradition in this event. Gillies tried gamely to hold on to second, but was unable to resist the pressure from Matt Grist in father Paul's Alfa 8C/35 to finish a fighting second from the Brooke Special, these three being the only runners to complete the distance. Martin Redmond (Alta) and Terry Cohn (Alfa Monza) were the only other finishers after Phil Walker (Turner-MG), Ted Dunn (Riley) and Paul Jaye (Alta) all fell by the wayside in the latter stages.

Mark Gillies' attempts to take at least one victory at the meeting finally came to nought after the diff broke on the Brooke after leading the first lap of the Goddard Trophy, allowing Tim Llewellyn to take his second trophy of the day with the Bentley 3/8, followed to the line by a closely-bunched trio of Julian Bronson (Riley), Tony Seber (Wolseley) and Phil Walker (MC K3 Replica). Frank Lockhart (Rover) kept Stephen Bulling's Bentley at bay for fifth.

Donington is a circuit which appears to favour the D-type Jaguar, and, for once, Gary Pearson (Lister-Jaguar) was unable to mount an effective challenge to Frank Sytner, who led the 1950s Sportscar Race from flag to flag with Sir Anthony Bamford's D-type, only to find, as he pulled in to collect his garland, that he had been penalised ten seconds for an alledged jump-start, although Pearson was generous enough to acknowledge that he thought Frank had won the race fair and square. Ex-rally man Ian Donaldson has rapidly come to terms with Pisker's short-nose D-type, his exuberant style netting him third place from the similar car of Groveair boss David Pennell, who survived a persistent challenge from James Knight's Lotus 15.

The final Scratch Race was won by Graham White (Riley) with the Riley of Richard Line getting the best of Ken Painter's pretty Maserati. Handicap victories went to Richard Line (Riley), John Way (Austin) and Peter Cobb (Frazer Nash).

Winners of the *Derbyshire Life and Countryside Concours d'Etat* for competing cars in each of the main races were Robin Lodge (Ferrari Dino), Julian Majzub (Alfa 308), Kerry Horan (Allard K2) and Robin Baker (Delage/Hispano), whilst it was especially pleasing to see Donald Day enjoying a day's release from hospital, and in particularly good spirits after his horrifying accident at June Silverstone. **A S D C**

Angoulème



Invicta leads 6C Maserati (main pic); top, Alain Filhol tames the Daytona Coupé replica, Bugattis await lunch, right; Guy Dubrelle goes through as 'Brutus' head-butts the tyres, bottom right; and below, *concours* entries at the Hôtel de Ville.

A stunning field of pre-war Bugattis was the highlight of the 17th running of the Circuit des Remparts historic race weekend around the tortuous streets of Angoulème, in the Charente district of France. Of 24 entries, 22 practiced and 18 made the start, encompassing Type 35, 37 and 51 variants. Although technically a demonstration, Frenchman Pierre Rageys emerged victorious with his narrow-tyred, and very 'proper' looking 35T, revelling in the damp conditions to head home the yellow 35T of Michael Steele after a spirited drive, with another Englishman, Richard Wills, taking third with his Type 35. Last year's winner, Jean-Louis Duret, found the slippery surface not to the liking of his supercharged 35B, being unable to get on terms with the leaders and coming home fourth. Exemplifying the spirit in which the whole event is run, François Melcion drove the entire distance with a cigar clamped between his lips!

If Bugattis were the star cars, Frank Lagorce was the star driver; the Ligier tester and former F3000 racer handled the brutish AC Cobra of the French ATS concern with considerable aplomb, quickly adapting to the required technique in a brief practice session, and hurling it through the trio of hairpins with armfuls of opposite-lock to the great enjoyment of the crowd, winning comfortably from the Healey 3000 of Eric Perou and Gourrad's well-driven Elva Courier. The replica Daytona Cobra Coupé could be seen to be something of a handful but Alain Filhol did a sterling job to finish on the same lap as the winner.

British interest was strong in the race for MG TA to TF Types, with George Edney leading from start to finish with his 'Team Rosbif' TB from Dutchman Karl Goumans' TC and Fleet Street photographer Neville Marriner's TF.

Angoulème resident Marc Hevia, with his Alvis 'Brutus', had a spirited fight with Guy





Dubrelle's Alvis Type 25 Special in the '30s Sportscar event, narrowly leading until scraping the tyres on the top hairpin exit allowing Dubrelle through into the lead but managing to hold on to second from another Alvis of Zimmer.

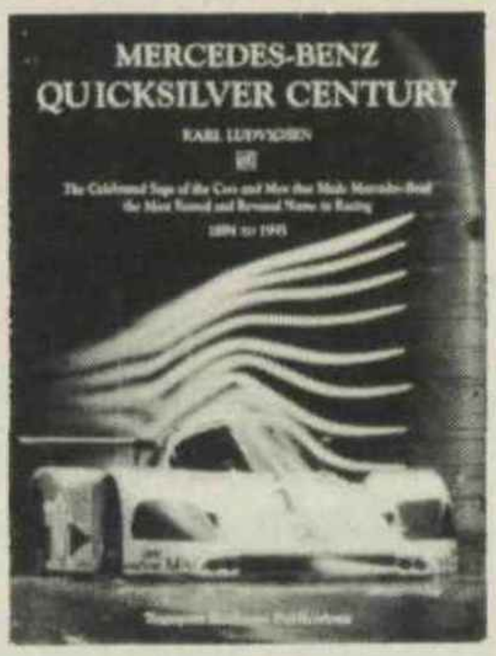
The rear-engined Formula 1 and 2 race was thinly supported, but Paul Alexander's ex-Revson Lotus-BRM 24 made a fine sound as it coped with the tricky conditions overcoming a surfeit of wheelspin to head the Cooper T45 of Brian Jolliffe with a fast-closing Cooper T51 of Rod Jolley making up ground after fluffing the start and displacing Fiesta racer Rob Hall on the last lap after his Lotus 24 experienced gearbox difficulties.

Strangely, Trichet's Lotus 7 came out on top in the Prototype encounter from Phillipe Harper's Elva VIIS, while Jacques Laffite languished way down the order with his Lotus 23, after three spins at the bottom hairpin, on his first visit to Angoulème.

As is now customary, the weekend kicks off with an entertaining Concours d'Elegance held under floodlights on the Friday evening, with the Rallye de la Charente, taking in lunch at the Chateau de La Rochefoucauld, and with entries ranging from a 1918 Morgan Darmont to a 1994 Bugatti EB110 (which failed to mount the starting ramp!), whilst the evening proceedings begin with a Concours d'Etat in the grounds of the Hôtel de Ville and conclude with a gargantuan cold buffet in the town's covered market hall, at which the winner of the Concours d'Etat, Englishman Christian Hueber with his 1954 Bentley Continental R, won his weight in Hennessy Cognac (61 bottles) which he generously distributed amongst the revellers! **A S D C**

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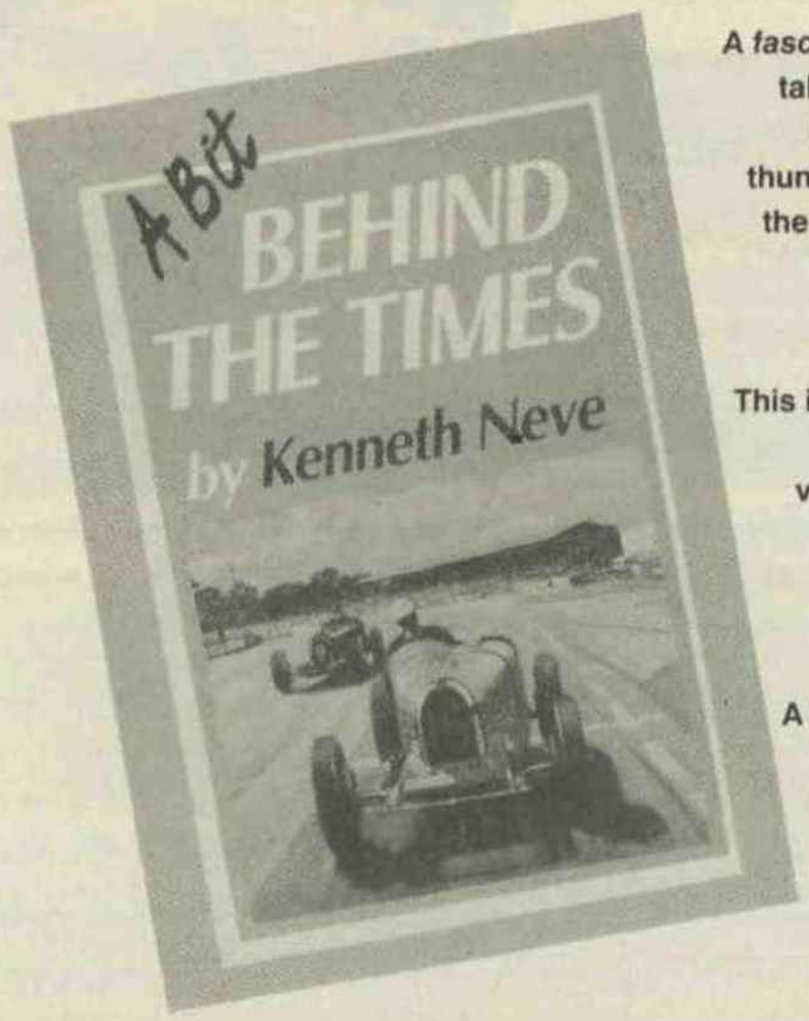
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Blistering Jaguar



Two laps and two hours in the lead — Gary Pearson and Lister. David Piper's 250LM Ferrari (inset) looked set for second, until a wheel disappeared . . .

Former Le Mans winner Richard Attwood and present-day historic-racing star Gary Pearson won the second Groveair/*Autosport* Three-Hour sportscar race at Snetterton on 7 October, taking David Pennell's Lister-Jaguar into the lead during the first hour and finishing two laps clear of their closest challenger. David Piper's Ferrari 250LM, driven by Chris Strakosch and Ross Hyett, lost second place when a rear wheel came off three laps from the end, handing the place to the Belgian-entered Porsche 911 of Guy Pirenne/Jean-Claude Parmentier with the Piper/Strakosch Ferrari 330P third.

Daimler Century



Britain's oldest car maker, Daimler, founded in 1896, is fast approaching its 100th year. To celebrate this the company has produced a limited edition of 200 "Daimler Century" saloons, as well as a Haynes book of the same name by Lord Montagu and David Burgess-Wise. Announcing both in Stratstone's Daimler showrooms in Berkeley St, Mayfair, Daimler-Jaguar brought along the oldest surviving British-produced car, the 1897 twin-cylinder Daimler Phaeton. Lord Montagu, whose father was one of Daimler's first customers, took the opportunity to announce his order for one of the new Century saloons, and Nick Scheele, Jaguar's Chief Executive, promised that the 1897 car would be out on next year's Brighton Run. **G C**

Nogaro HGPCA

Gary Pearson continued his successful season by taking David Pennell's Cooper-Climax T51 to victory in the Historic Grand Prix Cars Association race at Nogaro on 9/10 September. It was an all-Cooper result, with Pearson followed to the line at the end of the two-part race by Alan Miles (T53) and Rod Jolley (T51).

The first race had featured an incredible five-car battle. John Beasley (Cooper T45) and Philip Walker (Lotus 16) lapped in close company with the three leaders, all five cars arriving at the hairpin in line abreast on more than one occasion. There was still nothing between the first two at the last corner, but a quick spin by Miles enabled Pearson to win by eight seconds, with Jolley, Beasley and Walker following them home.

Sunday's race took place in a heavy downpour, through which Pearson kept a cool head and ran home five seconds clear of Miles. Beasley was caught out by the conditions and spun into the wall on the opening lap, leaving Jason Wright (Cooper T51) to finish fourth ahead of Walker.

Drive of the race came from Tony Merrick, whose ERA finished sixth in spite of a last-lap spin, after which the marshals demanded he leave the car. He leapt out, started it on the handle, and raced off to claim his prize.

Merrick's effort in the second race hauled him up to sixth on aggregate, behind Pearson, Miles, Jolley, Walker and Wright. **D G M**

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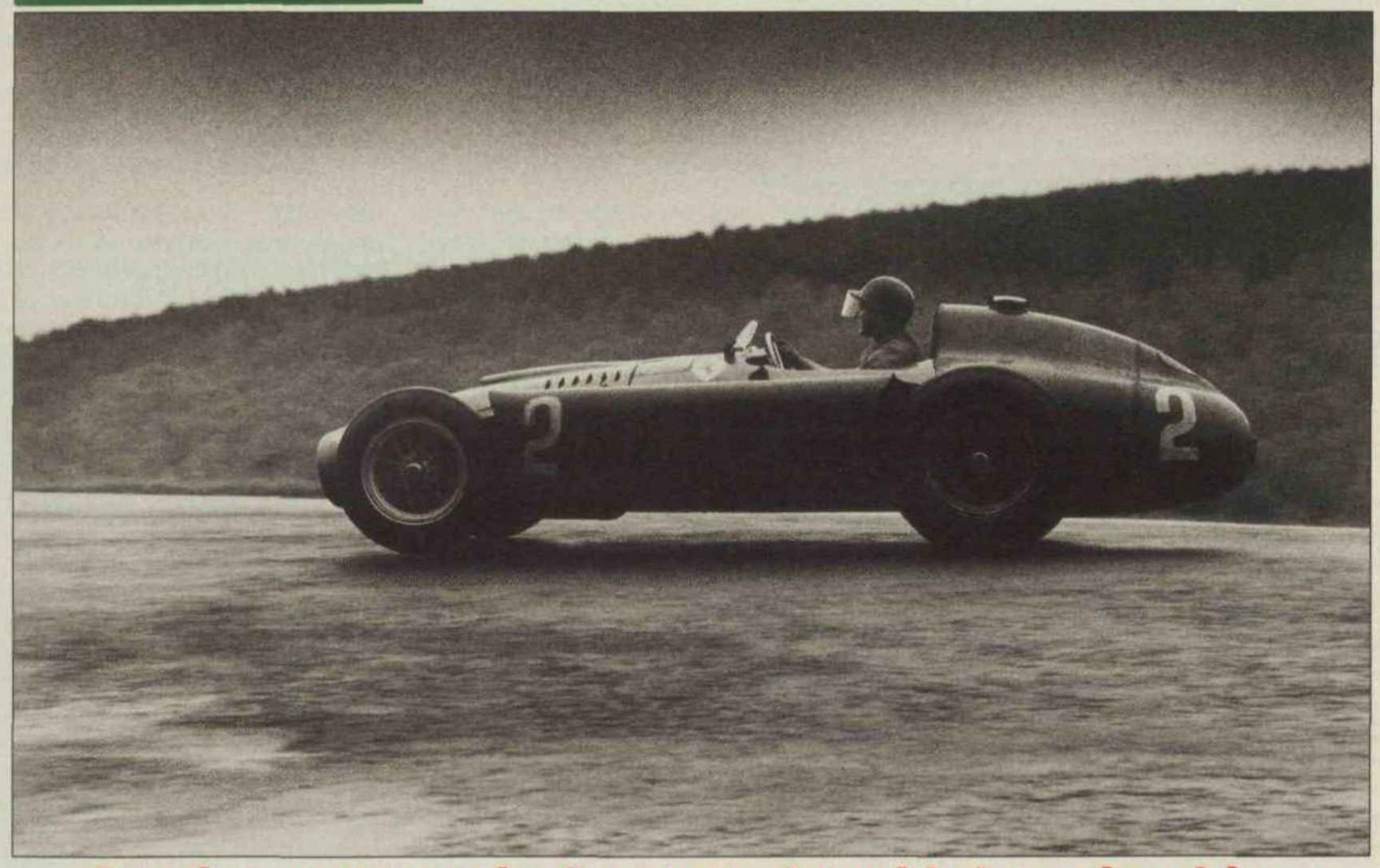
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In memory of this fine gentleman, LAT Photographic have carefully searched through their archives of hundreds of Fangio photographs and selected 12 great classic pictures from the 1950-58 period *(above in the Ferrari at 1956 Belgian Grand Prix, Spa)*. Each picture is printed to the finest quality on matt art paper to a format size 500mm × 350mm. We truly believe you will want to frame each picture. This really is a classic calendar and a rare opportunity to purchase these unique pictures.

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PETIT FOUR

Rarest of 904s was the one-off eight-cylinder Spyder which Colin Davis drove to second in the 1965 Targa Florio, bottom. Third was the six-cylinder Coupé of Linge/Maglioli, inset opposite. One year before, Davis and Pucci scored a surprise win against the big cars, main pic opposite.

Despite not being produced entirely as it was conceived, the Porsche 904 proved to be a versatile competition car

Almost by tradition, Porsche's sports racing cars were built with tubular frames. Hermann Ramelow designed the original tubular frame Porsche, the type 550, which first raced in 1953, as a complete departure from the type 356 production cars which were far too compromised to remain at the forefront in racing, especially with their overhung rear engines.

In 1964, though, Porsche made a surprising conversion back to a platform chassis construction for the type 904, the sports Grand Touring model which achieved a great many successes in racing, even in rallying, in various parts of the world.

Porsche's Formula 1 programme was brought to a close at the end of 1962 with a single success for Dan Gurney in the French Grand Prix at Rouen, and since the company was in one of its periodic downturns company chairman Dr Ferry Porsche decided to concentrate on production-based cars for competitions.

He intended the new six-cylinder engine, designated 901, to power the type 904 racing car when it was launched for the 1964 season. This was almost a year before the new production model, the 911, went into production, and it was eventually decided to stay with the Fuhrmann designed four-cylinder, quad-cam engine.

Both engines developed approximately 180 horsepower, but there were plenty of four-cylinder units in service around the world and all the potential customers – at least 100 of them, since that many cars had to be produced for GT homologation – had plenty of experience of them.

Expensive as they were, and a nightmare to rebuild (it required 100 hours of labour to take a Fuhrmann engine apart and put it together again), the four-cylinder engine was a well proven component.

The new 'six' was just too new to release on a worldwide basis, especially in tuned-up form with 180 bhp, the same level as the previous year's 1.5-litre, eight-cylinder F1 engine.

There was ample space in the engine bay for the four-cylinder engine, enough for the six-cylinder, and for Porsche's eight-cylinder racing engine.

The intention was to build 100 examples with the four-cylinder engine and homologate these as GT cars, and to make a small series for Porsche's own team with six and eight cylinder engines.

Then, a second series of 100 would be made for the 1965 season entirely with six-cylinder engines, with an evolution certificate for GT competitions.

The 904 was never developed as planned, though, and the second series was never made. Records show that 104 cars were made and sold with four-cylinder engines and of the remaining 16, retained by the factory, 10 had six-cylinder engines and six had eight-cylinder, two-litre engines derived from the 1.5-litre Formula 1 unit.

The suspension components were similar to those on the previous year's 804 Formula 1 racing car, though productionised, with a double wishbone front suspension and a complicated four-link rear suspension. Telescopic shock absorbers and coil springs were featured, with no sight of Porsche's more familiar torsion bar system.

Ing Hans Tomala, who developed the 901 power unit, was appointed to supervise the design of the 904. Ing Schroeder designed the simple boxframe steel chassis, which had little torsional strength without the rollover bar and glass-fibre body, and the 904 was styled by Ferdinand 'Butzi' Porsche, who had only just signed-off the 911's timeless bodystyle.

In Porsche's parlance Tomala was the 'father' of the design, an excellent system whereby one man is responsible for the quality and integrity of the design, the costing, the ordering of special parts, and the timetable.

"It proved to be far from ideal for road use, but it was loved to death by the lucky customers"

The price quoted by the 904 Carrera GT was very attractive at DM 27,900 (about £2800 at the prevailing rate of exchange). In standard form the 904 GT had 5Jx15 pressed steel wheels and a proper exhaust system which reduced the power to 155 bhp at 6400 rpm, ample for a car that weighed only 650 kg.

The 904 never went near a wind tunnel but it looked very slippery, with its headlamps recessed far back behind perspex shields.

It proved to be a versatile machine which



CLASSIC



A lightweight sports-racer is no machine for snowy *cols* but Bohringer didn't let that stop him in the 1965 Monte, above. Spyder, right, had development of F1 engine, but platform chassis proved very flexible.

was far from ideal for road use ("normal conversation is utterly impossible at 100 mph" remarked *Car & Driver*, "the owner/driver would have to be slightly out of his mind to use it on the highway"), but it was loved to death by the lucky customers.

The road version had a top speed of 160 mph, accelerated to 60 mph in 5.3s and to 100 in 12.2. The 904 was without doubt one of the world's fastest GT cars, never mind that it had a small, Weber carburated engine with none of the glamour of a Ferrari V6 or V12.

No figures were recorded for the competitions model, the GTS, which developed 180 bhp at 7200 rpm, but they put the 904 GTS at the top of the two-litre division. Apart from the many racing successes, the most amazing exploit was Eugen Bohringer's drive to second place overall in the Monte Carlo Rally in 1965, the snow-bound event won by Timo Makinen in a works Mini Cooper S.

So unsuitable was the 904 for this type of event that Bohringer's second place must rank alongside Juan Manuel Fangio's victory in the 1957 German Grand Prix.

And three places behind, to Porsche's great delight, was the new 911 making its competition debut in the hands of Weissach engineers Herbert Linge and Peter Falk.

But I have jumped a year! The 904 model may not have had the new six-cylinder engine as yet, but it did incorporate its five-speed gearbox, its ZF rack and pinion steering, its Dunlop-ATE four-wheel disc brake system and many more items, all pre-production parts which saved money and accelerated the durability trials.

Early photos showed clean bodywork behind the doors, but the rear brakes were soon found to overheat. The 904 GT soon featured an air inlet grille, while the GTS had prominent air scoops forcing cold air to the brakes.

Development of the 904 was completed in the space of six months, confined mostly to the Nürburgring and the skid pan at Weissach, the site of Porsche's new research and development centre.

Two 904s made their debut at Sebring in March 1964, running as prototypes since the run of 100 hadn't been completed. Herbert Linge and Edgar Barth encountered clutch problems and finished 20th, while Briggs Cunningham and Lake Underwood had a clear run and finished ninth, winning the two-litre division.

A month later, and duly homologated, Porsche 904s were the surprising claimants to first and second places overall in the Targa Florio. As faster cars broke or crashed, Colin Davis and Antonio Pucci drove for a win followed by Herbert Linge and Gianni Balzarini.

"So unsuitable was the 904 that Bohringer's second place must rank alongside Juan Manuel Fangio's victory in the 1957 German Grand Prix"

The 904 had not been considered as an outright winner, certainly not in GT form with the four-cylinder engine, but it was a supremely reliable machine which fairly dominated the two-litre GT category.

All five cars entered at Le Mans finished safely, that of Guy Ligier and Robert Bouchet finishing seventh overall, and at Reims all eight Porsche 904s reached the finish. Later in the season Barth and Davis drove an eight-cylinder, 235 bhp Porsche 904 to third place in the Paris 1000 km behind a pair of 3.3-litre Ferraris, and this set the tone for 1965.

Ing Tomala left the company and was replaced by Ing Ferdinand Piech, Ferry's nephew. Piech had considerable flair and forced the pace of development. One of his first decisions was to produce a new racing car, reverting to a tubular frame, for the 1966 season. This would be called the 906, and in the meantime the 904 came to be regarded as a stopgap model which competed in a variety of forms.

At the 1965 Targa Florio, for instance, four different types of 904 pursued the winning Ferrari. Colin Davis and Gerhard Mitter finished second in a unique 904 Spyder powered by the eight-cylinder engine (it had been rejected by Jo Bonnier as being insufficiently rigid, which was undoubtedly true).

They were followed by Herbert Linge and Umberto Maglioli in the 210 bhp, six-cylinder 904 and by Bonnier and Graham Hill in the eight-cylinder 904 coupé. Fifth overall, and winners of the GT category, were Gunther Klass and Antonio Pucci in a 185 bhp 904 GTS.

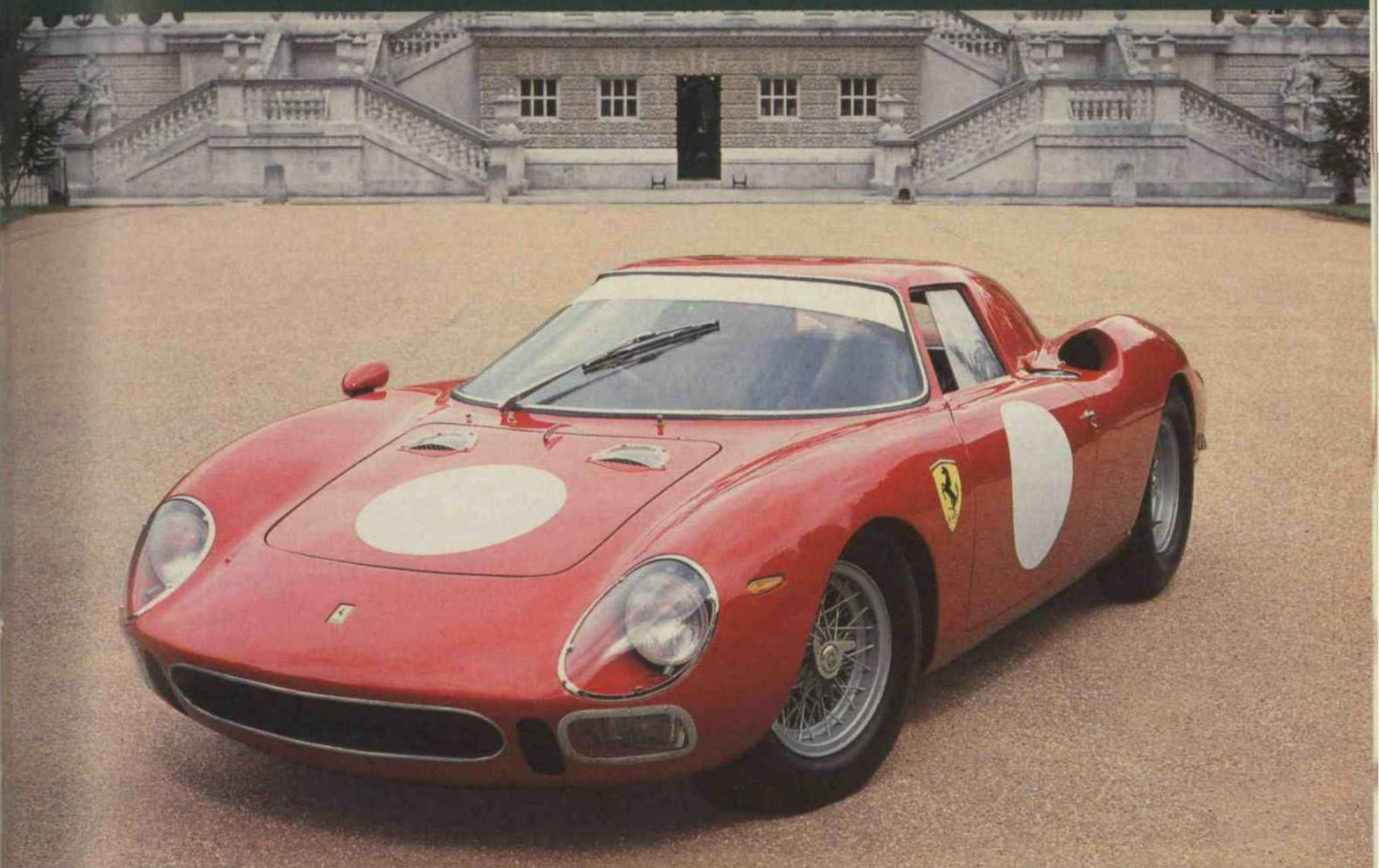
The 904's durability proved itself again at Le Mans where Linge and Peter Nocker took fourth place overall in a six-cylinder 904, behind three Ferraris. Linge, the factory's test driver, had a special 901 engine made of magnesium instead of aluminium alloy, saving valuable weight, and this became the basis of the 911's engine in 1969.

Everything that came out of Weissach had a purpose, and this is as true today as it was then.

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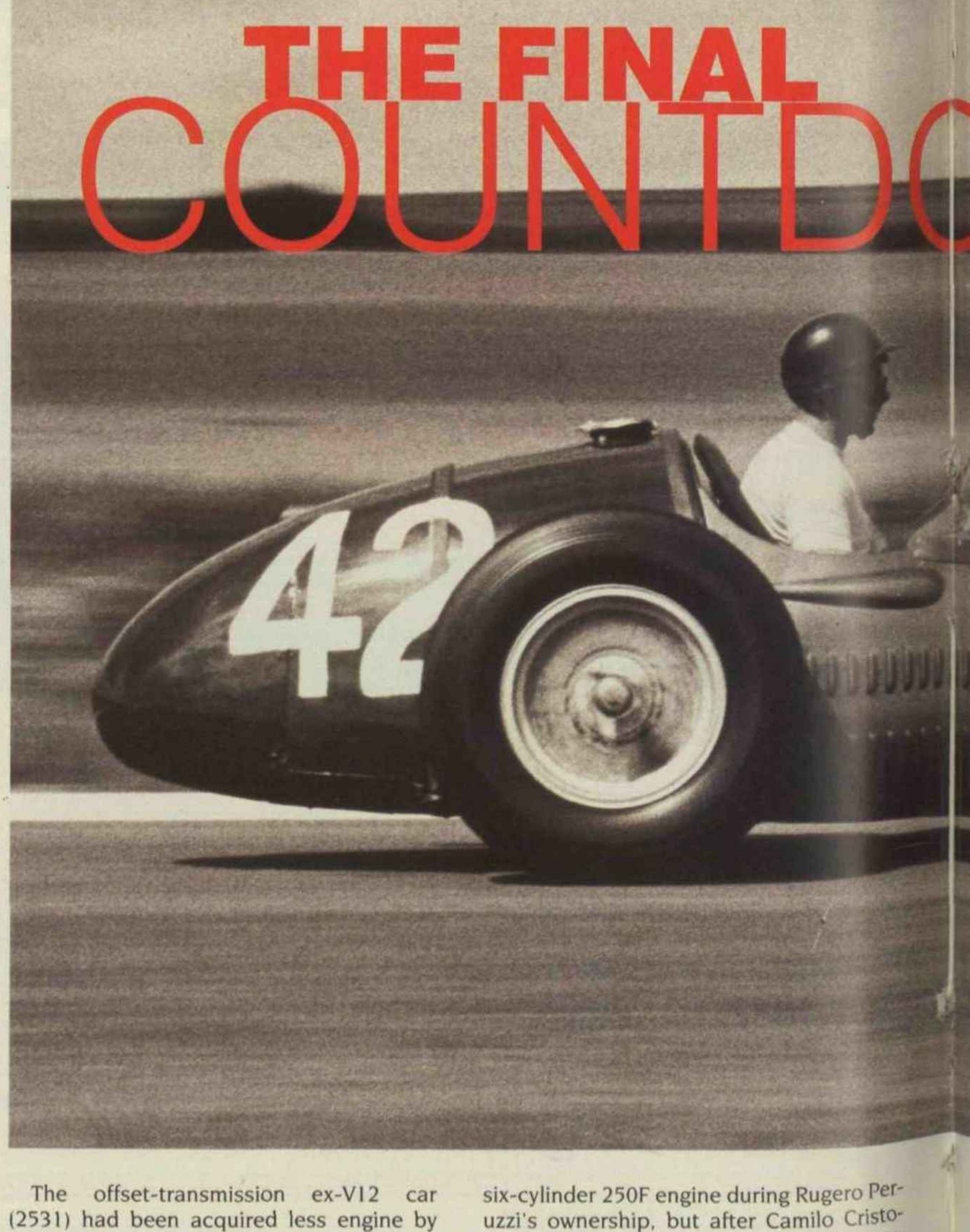
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THE FINAL COUNTDO



By the end of the 1950s the 250F Maserati had ceased to be a force in contemporary international racing, and European owners were denied even the prospect of exercising their ageing cars with the introduction of the 1500cc Grand Prix formula for 1961.

But many of the cars had already begun new careers in *libre* racing in remoter parts of the world, and others would soon be dusted off for the burgeoning sport of historic racing, first in Britain, and later further afield.

The non-mainstream career of the 250F rounds off our story from last month's MOTOR SPORT.

Australia

The two ex-works 250Fs in Australia enjoyed long careers. Reg Hunt sold his car (2516) at the beginning of 1957 to Bib Stillwell, who disposed of it two years later to Arnold Glass. Stan Jones raced the other car (2520) from 1956 to 1960, winning both the Australian Grand Prix and the national Gold Star championship in 1959.

Hunt had raced the ex-Schell interim car (2503) in 1955, after which it passed to Kevin Neal, who raced it until a major accident at the end of 1956.

New Zealand

The first of New Zealand's four 250Fs was the disc-braked car (2504/2509) raced by Gavin Quirk in 1957/60, Len Gilbert in 1961 and a teenaged Chris Amon in 1962. More successful however was the ex-Moss car (2508) which raced in New Zealand as 2513 and was used by Ross Jensen to win the Gold Star in 1958. Subsequent owner/drivers of this car were Johnny Mansel (1959-1960) and Bob Eade (1961-62).

Jensen replaced 2508/2513 with the ex-Halford car (2509/2504) which he had fitted with Piccolo-style bodywork. After racing it in 1959 he returned it to Italy, where it became embroiled in a convoluted mix-up with another car. Jensen explained some years later that his car was fitted with a V8 Chevrolet engine and given the bodywork of Scarlatti's 2501/2523. Now renamed the Tec-Mec, it returned to New Zealand and was raced by Mansel (1961) and Rod Coppins (1962-1963). This Tec-Mec should not, incidentally, be confused with the 1959 F1 car of the same name.

According to Jensen the ex-Scarlatti car meanwhile acquired the engine, bodywork and chassis-plate of 2509/2504, and was raced in New Zealand by Brian Prescott 1961-1962.

South America

The activities of the 250Fs in South America — mainly in Brazil, but also in Argentina and Uruguay – still require a great deal more research before the full picture emerges. What is known so far is, briefly, as follows.

Uria continued to race his A6GCM/250 until at least 1960, by which time it had been joined by Creus's offset 250F proper (2526/30), which was raced by Antonio Versa in 1960/61 but had returned to Europe by 1964.

The offset-transmission ex-V12 car (2531) had been acquired less engine by Antonio Mendes de Barros in 1958, and was fitted with a V8 Chevrolet Corvette engine and raced by him right up until 1965, and possibly even later. The two Centro-Sud cars which were sold in 1959 also raced with V8 Chevrolet engines, and they, too, were still in action as late as 1965. The older of these two cars (2502/2511) was driven by Ciro Cayres and Nicola Papaleo, while its sister (2507/2523/2522) saw service in the hands of Luis Margarido, Arnaldo Paccini and Mario Marsiglia.

The other ex-V12 car (2530) raced with a six-cylinder 250F engine during Rugero Peruzzi's ownership, but after Camilo Cristofaro acquired it in 1962 it, too, was equipped with an American V8.

USA

The United States got its first 250F as early as 1956, and three more were landed during the international currency of the formula. With little support for single-seater road-racing in the US, however, none made much of an impact.

Well-known sportscar entrant Tony Parravano acquired the 1956 Monza-winning offset car (2525) at the end of that year but

As time and new rules overtook the 250F, owners looked outside Formula One to continue racing – until Historic events gave these old machines new life.

OWN



before it had time to race Parravano disappeared, the car finding its way to Mexico.

In 1959 the newly-formed Camoradi USA team acquired a car (2529) from Bonnier, which raced in USAC *libre* events. Later the same year Maserati collector/driver Phil Cade bought the other Bonnier car (2524), and raced it in club events for a couple of years before an accident ended its career.

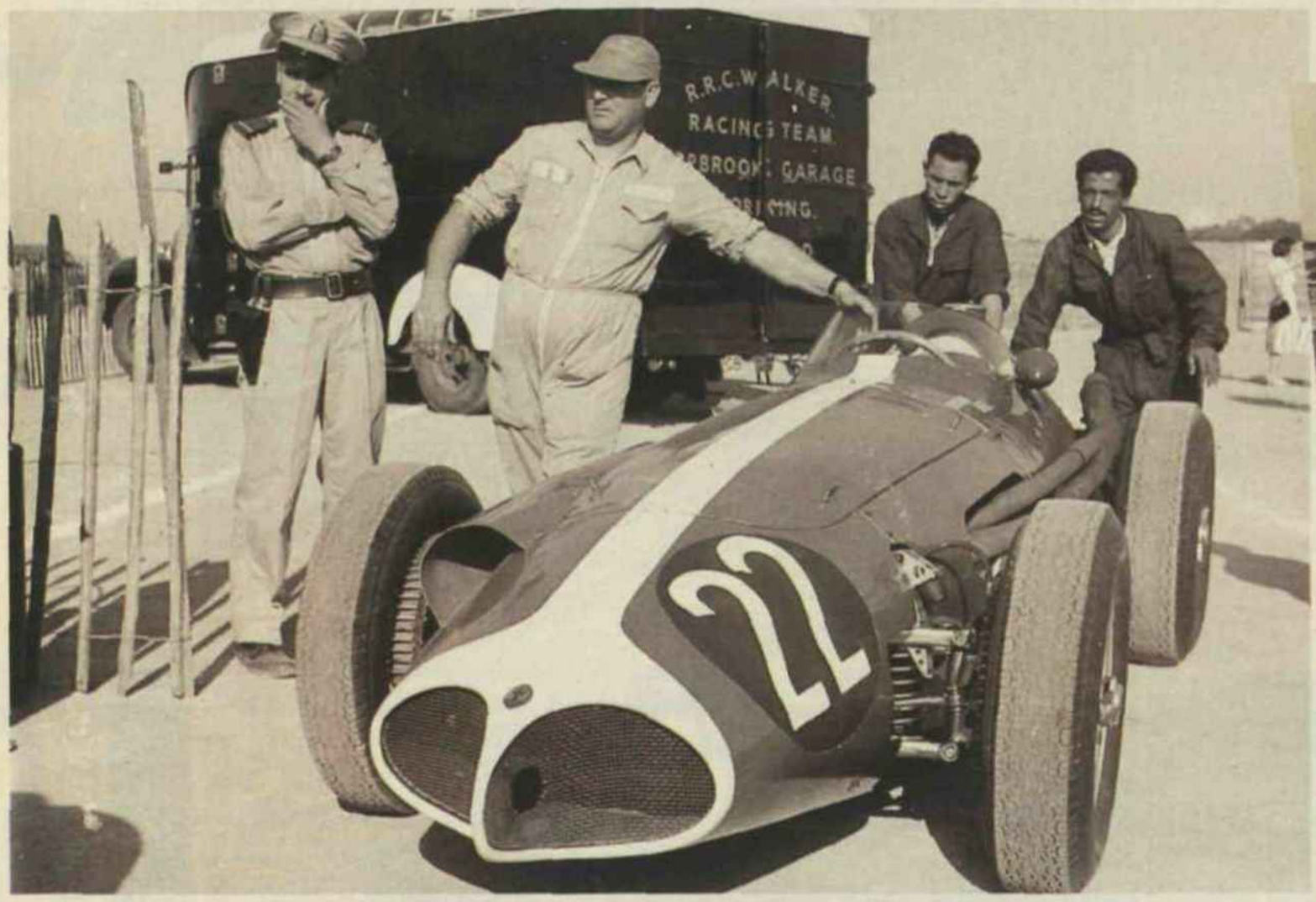
Finally in 1960 Joe Lubin bought the first of the Piccolos (2533) which his driver Bob Drake raced in that year's US Grand Prix.

Cade and Lubin retained their cars unused right into the 1980s, and the ex-Camoradi car was an exhibit in the Cunningham Museum for many years. The ex-Parravano example returned to the US in the 1960s, was sold to England and then went back to the US. Several other 250Fs later went to the US as historic racing became established.

Historic Racing

Maserati 250Fs started appearing in historic racing events in Britain in the mid 1960s. First out were H C Spero's ex-Gould car (2514) and the Australian imports of Colin Crabbe (2520) and Cameron Millar (2516). Before long Richard Bergel and Patrick Lindsay bought back a pair of cars

Maseratis to the fore. The fields of modern-day Historic GP races are often dominated by 250Fs. Nigel Corner (2528), Lindsay Owen-Jones (2534) and Nick Mason (2532) lead the field at Spa. Main pic Wharton at Rheims.





Left; The Piccolo nose. Gregory's 1958 Casablanca car (2534) displaying the characteristic divided air-intake. This is the last 250F built by the factory; it later won many historic races in the hands of Willie Green. Above; 2509/2504 masquerading as a Piccolo in New Zealand in 1959. This bodywork was later fitted to 2501/2523 (see Millar, page 1221).

from Italy, the ex-Campbell example (2526, believed at time to be 2501 renumbered but in fact 2522/2523 renumbered) and one of the 1957 works lightweight cars (2527). They shared the first car until the newer one was ready, by which time Lindsay had sold his share in the older one to Lord Angus Clydesdale.

Before the '60s were over, Charles Lucas had become the first real 250F star of historic racing, with his 1957 works lightweight car (2528).

Over the years more and more 250Fs were returned to the circuits, so that there remain very few which have not raced in historic events at one time or another (seven of the 26 cars built, by our count). Millar campaigned several in addition to his ex-Australia car, and even built a few himself (see below). Neil Corner took over 2528, which is still in the family today, and Willie Green raced a number of cars, particularly Bamford's 2534. Corner and Green were the star 250F drivers of the 1970s and 1980s.

Replicas

Around 1966 Cameron Millar obtained a vast quantity of 250F parts which Spero had bought from Scuderia Centro-Sud. These he built up into two cars, using new chassis but incorporating almost entirely genuine parts. No-one had any reason to believe these were not fair claimants to the identities of 2511 and 2522, which were not at that time known to exist anywhere else. Subsequent information however means they must now be regarded as replicas.

Millar later constructed ten unashamed replicas, some containing genuine parts but others not. Four of these are in 1954/56 configuration, two of 1957-lightweight type and four Piccolos. Most are admitted to at least some historic-race fields, and enough people know about the cars to render unlikely any attempt by a future owner to pass them off as genuine.

Now that the events leading up to the changes in 250F numbering have been outlined, a car-by-car breakdown can be provided.

A6GCM/250

2501 – Roberto Mieres January 1954 — destroyed in transporter accident June 1954.

2502 – destroyed in testing accident December 1953. A car with this number is in Switzerland, but has no apparent connection with any known A6GCM/250.

2502 – see also 2504.

2503 – Harry Schell January 1954 and raced till August. Reg Hunt acquired from factory and raced Australia 1955. To Kevin Neal 1956 but badly damaged November that year and not raced again. Imported UK mid 1960s by Colin Crabbe, raced in historic events by him, Dan Margulies and Ray Fielding (owner since 1972).

2504 – Bira January/June 1954. Renumbered **2502** and sold to Jorge Daponte, later in year to Alberto Uria, who raced it in South America until at least 1960. Brought to UK 1979 by Peter Martin, on to Roger Williams early 1980s, various US owners, Peter Gläsel, Germany, 1994.

2510 – Emmanuel de Graffenried midyear, on to Ottorino Volonterio before end of 1954. Other Swiss owners, used regularly in hillclimbs for many years. Present owner: Walter Grell, Switzerland.

250Fs

2500 – see 2505.

2501 – works car late 1954 through to end of 1957. In later years a test-bed for various experiments such as fuel-injection, radiator ducting etc. Rebodied mid 1956. Drivers: Francesco Godia (twice on loan), Luigi Musso (1955), Carlos Menditeguy and Jean Behra (1956/57), Stirling Moss, Cesare Perdisa, Luigi Villoresi and Joakim Bonnier 1956, Giorgio Scarlatti and Harry Schell 1957. Renumbered 2526 at end of 1957 (for one race), renumbered **2523** and sold to Maria-Teresa de Filippis 1958 (including new body midyear), Scarlatti 1959. Fitted with Piccolo-style bodywork from 2509/2504 in 1960, renumbered **2504** and sold to New Zealand, Brian Prescott 1961-63. Sold c1966 to Leon Witte and subsequently to Cameron Millar UK, renumbered **2523** and raced (without Piccolo nose) in historic events. On to Chris Mann, Keith Duly (who revised the bodywork once more), Don Young USA, Peter Giddings (present owner) 1986.

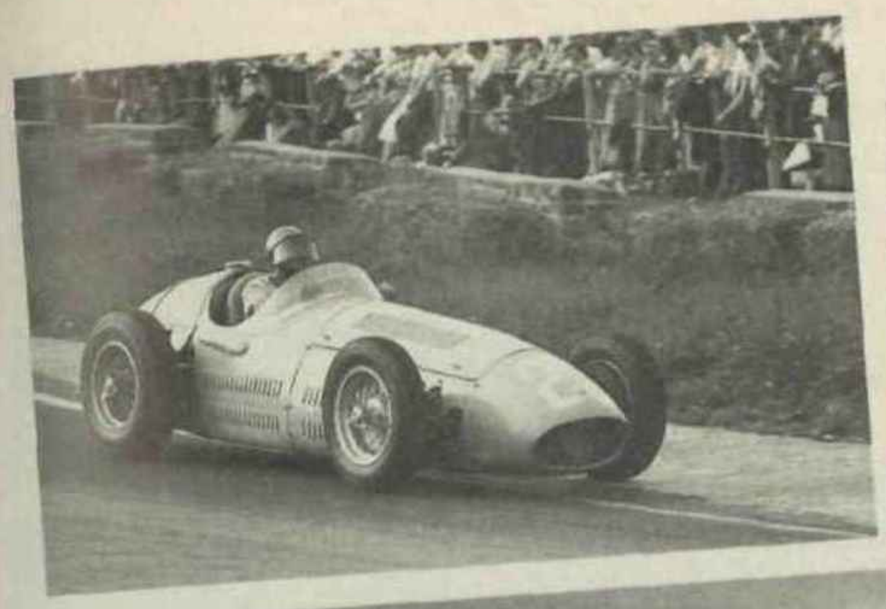
2502 – works-supported car for Sergio Mantovani 1954, renumbered **2511** midyear. Also driven for works by Alberto Ascari and Villoresi 1954, and by Perdisa and Clemar Bucci 1955. Scuderia Centro-Sud 1955-59. Rebodied before 1956 season and again before 1957. Drivers Menditeguy and Luigi Piotti 1955, Schell 1956/57, Villoresi and de Graffenried 1956, Masten Gregory 1957/58, Hans Herrmann 1957, Scarlatti, Gerino Gerini, Troy Ruttmann and de Filippis 1958, Nano da Silva Ramos, Fritz d'Orey and Jack Fairman 1959. Sold less engine to South America 1959. Ciro Cayres (V8 Chevrolet engine) 1960-1, Nicola Papaleo 1963-4- One of the few 250Fs yet to be unearthed: believed still in South America.

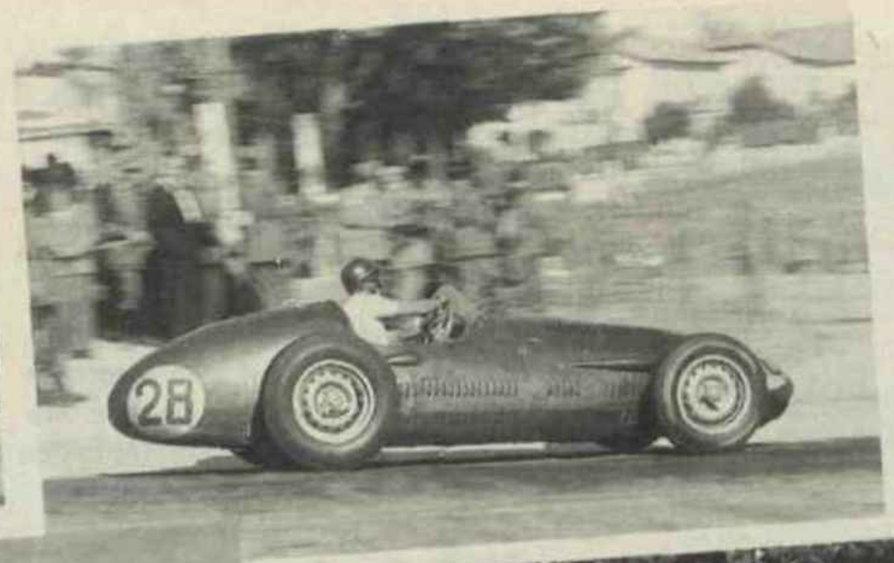
2503 – never built as 250F.

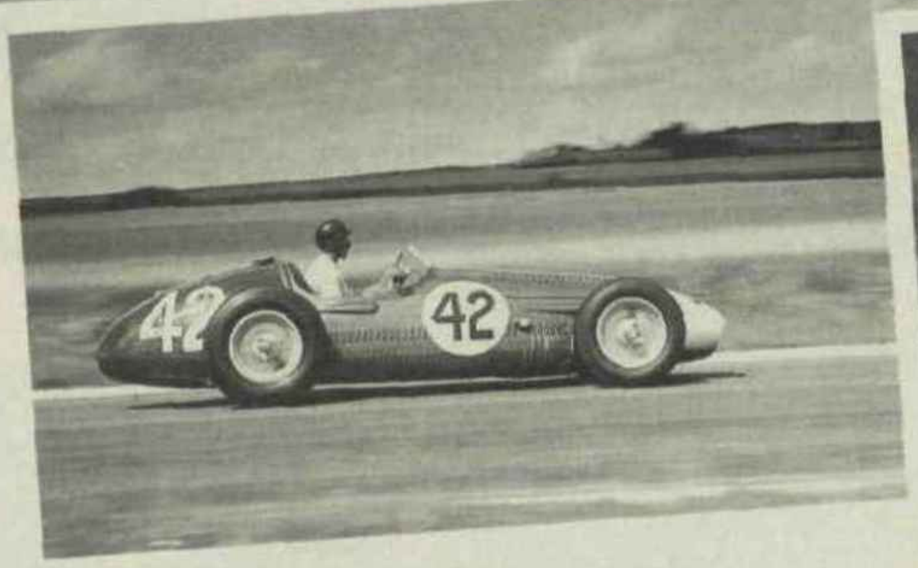
2504 – sold new to Bira to replace his interim car, then to Owen Organisation mid-1954, renumbered **2509**. Driven for Owen by Ken Wharton 1954, Peter Collins 1955, won International Trophy race, Mike Hawthorn 1956. Sold to Jack Brabham 1956, to Gavin Quirk in New Zealand 1957, who modified the body. On to Len Gilbert 1961, Chris Amon 1962, Len Southward (present owner) 1963.

2504 – see also 2501, 2509.

2505 – works car, *winner 1954 Argentine and Belgian GPs with Juan Manuel Fangio.* Also raced by Onofre Marimón, Mantovani and Ascari before being acquired by Mieres (but still run as part of the factory team). To Schell late 1954, André Simon early 1955, loaned to Centro-Sud (Bonnier, Scarlatti and Gino Munaron) 1957 then sold to Bonnier. Reacquired by factory, rebuilt, relabelled **2500** and presented to Biscaretti Museum (present owners) in Turin c1960. Believed to be the only 1954 car to have retained its original (louvred) bodywork throughout its life.









How two 250Fs assumed each other's identity in 1954. Bira's original car at Spa (top left) and at Barcelona after its transfer to the Owen Organisation (top right). By the German GP meanwhile the original Owen car driven by Wharton at Rheims (bottom left) had become Bira's (bottom right).

2506 – works car 1954, first raced as 2502, driven by Marimón, Moss, Schell and Musso. Sold to Louis Rosier late in year, rebodied for 1956, and on to René Bourely 1957. To Scuderia Centro-Sud and formed basis of new car ***2511*** 1959. Nasif Estéfano in Argentina 1960. Returned to Europe 1960 and via Henri Malartre Museum at Rochetaille-sur-Saône (Lyons) to Schlumpf Collection (present owners) 1963.

2507A – Gilby Engineering car for Roy Salvadori 1954. Returned to factory after accident later in year. Chassis stored until reunited with its bodywork and run again, as ***2523***, 1956, with Moss, Perdisa and Umberto Maglioli. Later that year renumbered ***2522***, rebodied, and sold to Scuderia Centro-Sud for 1957. Rebodied again later that year. Driven by Schell, Gregory, Bonnier, Herrmann, Piero Taruffi, Ivor Bueb and Horace Gould 1957, Mieres, Wolfgang Seidel, Carroll Shelby and Cliff Allison 1958, da Silva Ramos, d'Orey and Dale Duncan 1959. Centro-Sud also ran it as a school car, then sold it to South America less engine 1959. Fitted with V8 Chevrolet engine and raced by Luis Margarido 1960, Arnaldo Paccini 1960/61, Mario Marsiglia 1963/65. Returned to UK by Colin Crabbe 1972, unused by Chris Drake many years, restored for Jeremy Agace (present owner).

2507B – Gilby Engineering replacement chassis late 1954. Driven for them by Salvadori until 1956 (with new body for that season) with many successes in British national races, and in 1957 by Bueb and Keith Greene. Via various collectors, notably Dr Lacerda in Portugal, until returning to UK for historic racing late 1970s. Amschel Rothschild 1977/84, Chris Mann 1985/87 and (present owner) Robin Lodge.

2508 – Stirling Moss car 1954/55/56. Also raced in 1955 by Hawthorn, John Fitch, Lance Macklin, Peter Walker, Bob Gerard and Les Leston. Rebodied for 1956, and returned later that year to factory, where stored until renumbered ***2513*** late 1957 and sold to Ross Jensen in NZ. Raced by him 1958, Johnny Mansel 1959-60, Bob Eade 1961-63. To Alan Bateman UK 1964 then Alan McKechnie as ***2508***, on to USA for Joel Finn, later Bob Sutherland. Body modified 1975, replaced with 1954-type 1986. Returned to UK for Jeffrey Pattinson (present owner) 1990.

2509 – new to Owen Organisation 1954 and driven by Wharton. Renumbered ***2504*** and used by Bira until early 1955. Leased to Gould, then sold to Bruce Halford for 19 56/57/58. Rebodied before 1957 season, and again (in Piccolo style) 1958 for Ross Jensen in NZ. Returned to Italy and fitted 1960 with V8 Chevrolet Corvette engine and bodywork from 2501/2523 and sold via Jensen to Mansel NZ, possibly as 2523. Raced by him 1961, Rod Coppins (including as central-seat sportscar) 1962-63. Dave O'Connor and Leon Witte NZ unraced. To UK for Cameron Millar 1973 and renumbered 2504 during rebuild which included fitting of 1954-type bodywork for Chris Mann. Sold to Count Hubertus von Dönhoff in Germany 1981 and to Peter Gläsel 1995.

2509 – see also 2504.

2510 – never built as a 250F, though Austrian Egon Hofer acquired a 250F frame from the factory in 1970 which he believes to have this number. He has had this built up into a replica of the streamlined car.

2511 – see 2502, 2506, Cameron Millar replicas.

2512 – works car mid 1954 to early 1955, driven by Ascari, Villoresi and Musso 1954, Menditeguy 1955. Rebodied as streamliner 1955, renumbered *2518*. Car dismantled and body thrown on scrap-heap. Chassis possibly the one subsequently sold to Hofer (see 2510).

2513 – rolling chassis supplied to Vandervell Engineering. Acquired by David Sankey 1970, completed 1976 with 1957/58-style body and raced 1980/85. Sold on to Hein Gericke (present owner) in Germany 1987.

2513 – see also 2508.

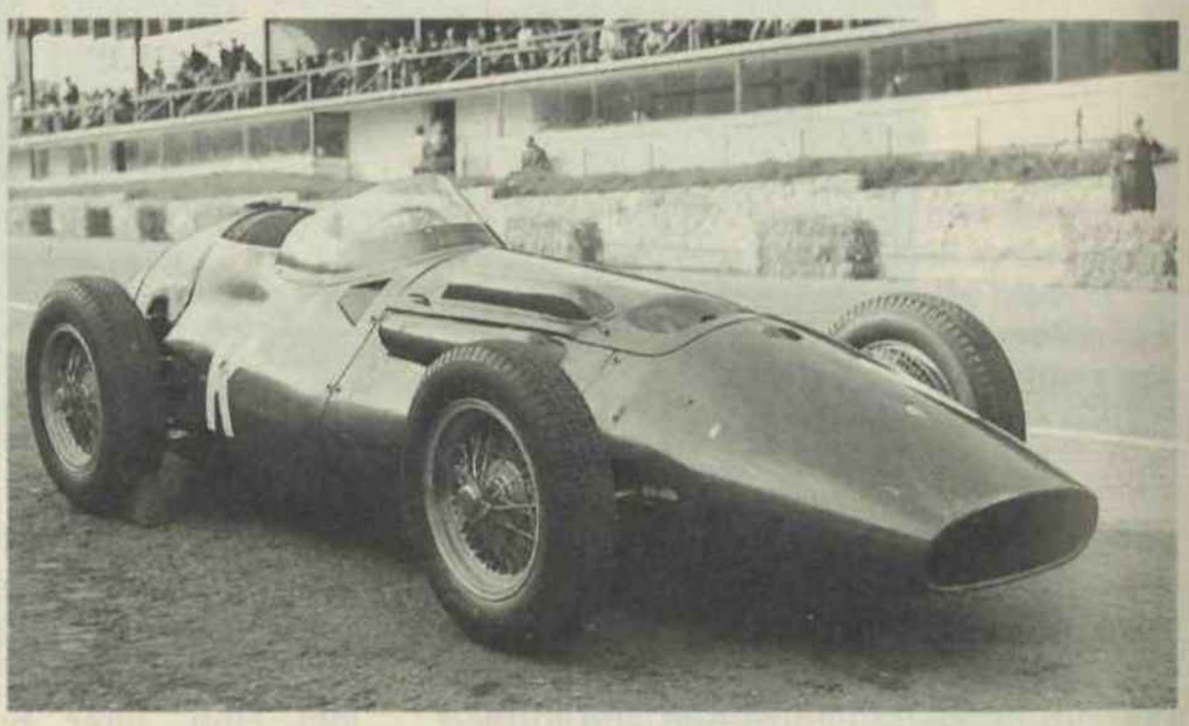
2514 – works car late 1954, driven by Musso





Charles Lucas was the first real 250F star, hustling to win after win in the mid-1960s. Left; Lucas with 2528 some years later. One of the most famous 250Fs, 2529, which Fangio used in his brilliant victory in the German Grand Prix in 1957: Willie Green, below left, at the wheel 32 years on. The private Stirling Moss car, which took the Young Master onto the works team in 1954. Now campaigned by Jeffrey Pattinson, shown above right, at Spa in 1993, 2508 is one of the few still (or in this case again) fitted with 1954-type louvred bodywork. (Does anyone know what happened to the Moss horsehoe mascot?)





and Mieres. To Gould late 1955 with new body and raced by him regularly till mid-1958. Rebodied again 1958. Retained until sale to H C Spero, raced by John Spero in historic events from 1964. Later Tom Rose, Neil Corner, Mann and to Yoshiyuki Hayashi in Japan 1980s. Returned to UK 1995 and sold through Talacrest to a Swiss buyer.

2515 – works car 1955, driven usually by Mieres, but also by Moss, Collins, Mantovani, Perdisa and Shelby. To Scuderia Guastalla 1956, driven usually by Gerini, but also by Chico Landi, Maglioli, Villoresi. Rebodied and sold to Volonterio 1957-63, latterly in hillclimbs only but raced by Simon, de Graffenried and Giulio Cabianca as well as the owner. Sold to Tom Wheatcroft (present owner) UK 1965 and in Donington Collection since its opening in 1973.

2516 – Behra's works car 1956, *winner non-championship Pau and Bordeaux GPs.* Also raced by Mieres and Villoresi. To Australia for Reg Hunt 1956, Bib Stillwell 1957-58. Rebodied 1958. Arnold Glass 1959-61, Jim Broadley. Cameron Millar UK 1963 and raced by him until 1973. Anthony Mayman from 1984 and driven by many others. In Germany since 1992.

2517 – never built.

2518 – see 2512.

2519 – Piotti late 1955, raced initially as 2511, driven usually by Villoresi or the owner 1956. Rebodied late 1956. Sold by Piotti to Centro-Sud 1958. Rebodied for Italian GP. Driven by Schell, Gerini, Maurice Trintignant and Roberto Bonomi 1958, da Silva Ramos 1959. Some parts incorporated in Centro-Sud's construction of 2511 out of 2506, but fate of remains is unknown. Possibly scrapped, or sold to South America, or maybe even North America.

2520 – works car Argentina for Froilán Gonzalez and Pablo Gulle 1956 (as 2512) then to Australia for Stan Jones till 1961. To UK with Crabbe 1963. Later Corner, Nigel Moores (who raced as "Willie Eckerslyke" and "Paul Kelly"), David Llewellyn and 1981 to Guido Dubbini in Italy. Car remained in Dubbini family until recently, and is believed to be for sale in Italy.

2521 – Behra's usual works car 1956. Raced initially as 2518. Sold at end of year to Ecurie du Puy but little raced over next seasons: Ken Wharton late 1956. Loaned to Centro-Sud for Halford for one 1957 race, and to Jean Lucas for another. André Testut with new bodywork 1958/59, then to Serge Pozzoli collection in France for many years. Acquired by Burkhard von Schenk (present owner) 1990.

2522 – works car 1956. Raced initially as 2516. *Won Monaco GP (Moss).* Also raced by Perdisa, Taruffi and Behra. Rebodied and renumbered ***2523*** August. Fitted with V12 engine for 1957. Replaced by a six for 1958, rebodied, renumbered ***2526*** and sold to Keith Campbell. Stored in Italy by Ken Kavanagh after Campbell's death until acquired 1965 for historic racing by Richard Bergel and Hon Patrick Lindsay. Later the Duke of Hamilton (then Lord Clydesdale) shared with Bergel, then the Earl of Strathmore took over the car. Bobby Bell (present owner) acquired 1978.

2522 – see also 2507, Cameron Millar replicas.

2523 – see 2501, 2507, 2509, 2522.

2524 – new to Godia 1956. Retained by him, with new body mid-1957, till sale to Bonnier early 1958, having been loaned to factory for Menditeguy to race (as 2501) in Argentina 1957. Raced by Bonnier 1958, and also by Phil Hill and Cabianca that year, de Filippis and Carel Godin de Beaufort 1959, and Herrmann both years. To Phil Cade USA 1959 and retained by him after 1962 accident until sale to Bob Rubin 1988 and via Peter Rae to David Pennell UK 1995.

2525 – first of two 1956 offset cars. *Won Italian GP (Moss).* To Tony Parravano USA straight after race but not raced before being transferred to Mexico. Back to USA and Carl Bross, then Anthony Bamford UK 1972, raced by Willie Green. Returned to USA and owned many years by Joel Finn before being acquired 1988 by Robert Fergus (present owner).

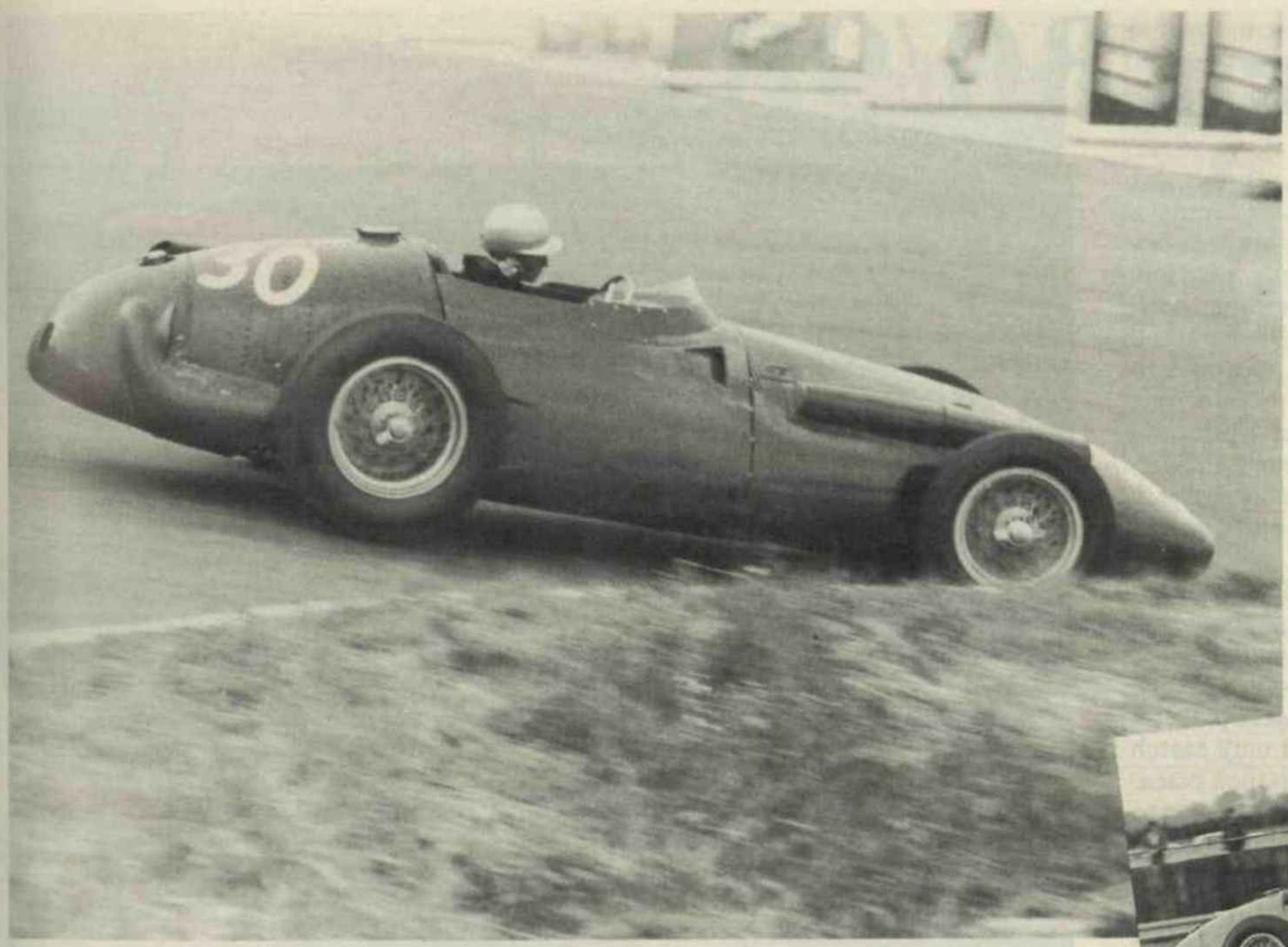
2526 – the second 'Monza offset' car. Retained by works 1957, then renumbered ***2530*** and sold to Antonio Creus, South America. Antonio Versa in 1960/61. Returned to Italy 1964 and to Schlumpf Collection (present owners) 1966.

2526 – see also 2501, 2522.

2527 – 1957 works lightweight car, driven mostly by Schell, but also by Moss and Menditeguy. To Kavanagh for 1958/59 racing. Retained unused by Kavanagh until acquired 1964 by Lindsay for UK historic racing. Sold to Innes Ireland, back to Lindsay. Rebuilt with new chassis following major accident at Thruxton, and another after crashing at Oulton Park. Later owned and raced by Vic Norman 1978/81, Albert Obrist 1982 and then Finn (present owner).

2528 – 1957 works lightweight car, *won Monaco GP (Fangio) and also non-championship Pau, Modena and Morocco races (Behra).* Schell also drove. Godia 1958, idle till end of year when acquired by Ettore Chimeri in Venezuela, but returned to Italy during 1960. Not raced again until bought by Charles Lucas for historic racing 1964. To Corner 1972 and remains in the Corner family.

2529 – 1957 works lightweight car. *Won Argentine, French and German GPs (Fangio).* Also raced by Schell. To Scarlatti then Bonnier 1958, also driven by Herrmann. To Camoradi team in USA 1959 and raced in USAC *libre* events by Chuck Daigh, Paul O'Shea and Zora Arkus-Duntov. Later





Same car – three incarnations. Originally fitted with standard 1955-type bodywork, 2501 was given a new long-nosed high-cockpit shape (opposite page, bottom right) in 1956. In 1958 it was renumbered 2523 for sale to Maria-Teresa de Filippis, here in action at Spa, top, that year. Prior to its subsequent sale to New Zealand it was rebodied again, this time in Piccolo style, and renumbered again (2504). Back in the UK in the 1970s it was given the identity of 2523 once more: Cameron Millar at Silverstone in 1973 (above).

to Dave Deuble and in Cunningham Museum for many years before sale to Hartmut Ibing (present owner) in Germany 1988.

2530 – V12 car, based on 1957 lightweight chassis. Fitted with six-cylinder engine 1958, but not raced (in either form) until going to South America 1959. Returned to Italy but to Argentina for Munaron early 1960. Returned to Italy again and sold to Rugero Peruzzi in Brazil later in 1960, Camillo Cristofaro (with V8 Chevrolet engine) 1962-64-?. Chassis-less remains brought to UK by Crabbe c1972, to Philip Dowell, Joel Finn then Nick Mason (present owner), who had car built on replica frame to 1957 lightweight specification c1979 and numbered ***2532***.

2531 – V12 car, based on 'Monza offset' chassis design. Raced once (1957 Italian GP with Behra). Sold less engine to Brazilian Antonio Mendes de Barros who equipped with V8 Chevrolet engine and raced until at least 1965. Returned per Crabbe 1972 and via Hexagon of Highgate to Stephen Griswold who rebuilt with V12 engine but in-line transmission. Sold 1990 to Thomas Bscher (present owner) in Germany.

2532 – first of Scuderia Buell's 1958 Piccolo models, later renumbered ***2533***. To Centro-Sud late 1959 and raced by Scarlatti in Argentina 1960. To Joe Lubin USA and raced by Bob Drake in 1960 US GP. Retained by Lubin till sale to Don Orosco 1984, then to Ralph Lauren (present owner) 1988.

2532 – see also 2530.

2533 – see 2532, 2534.

2534 – second 1958 Piccolo, raced by Scuderia Buell late in year (as 2533) and early 1959. Acquired from Turin Museum by Bamford 1972 and raced for him by Green for many years, also by Moss and John Surtees. To Lindsay Owen-Jones (present owner) 1991.

Cameron Millar replicas

'2522' – built 1970s from Centro-Sud spares as 1957-type and given the identity of that car as it had a better claim to it than anything else. Subsequent information means this car now has to be considered a replica. Raced for Millar by Alan Cottam. Owned by van der Lof family in the Netherlands since c1979.

'2511' – 1954/56-type chassis – as above. Owned by Nobo Harada in Japan since late 1970s.

CM1 – 1954/56 type – raced by Steve O'Rourke, Richard Thwaites (for Cedric Brierley). Via Australia and US to present owner Pete Waterman in UK 1990; raced for him by Green. At present for sale with Duncan Hamilton Ltd.

CM2 – 1957-type – raced by Peter Martin, Alan Cottam. Later stripped of its original Maserati parts for a sportscar restoration but rebuilt with replica components. At present for sale with Crabbe.

CM3 – Piccolo – raced by Richard Bond for Margulies and later owner John Young. Since c1990 in Fangio Museum in Argentina.

CM4 – 1954/56 type – raced by Griswold (for Corrado Cupellini). Later other Italian owners and, since 1988, Jacky Iuri, France.

CM5 – 1954/56 type – Ray Fielding owner since 1980. Has never raced.

CM6 – Piccolo – Various UK owners, John Coombs since 1986. Believed never raced until Robert Brooks 1995.

CM7 – Piccolo – raced by Ted Rollason and present owner Ludovic Lindsay.

CM8 – 1954/56 type – owned and raced since 1992 by Robin Lodge and present owner Gunnar Elmgren.

CM9 – 1957-type – at present under construction by Cameron Millar.

CM10 – Piccolo – at present under construction in UK.

DGM

Reborn 30/98

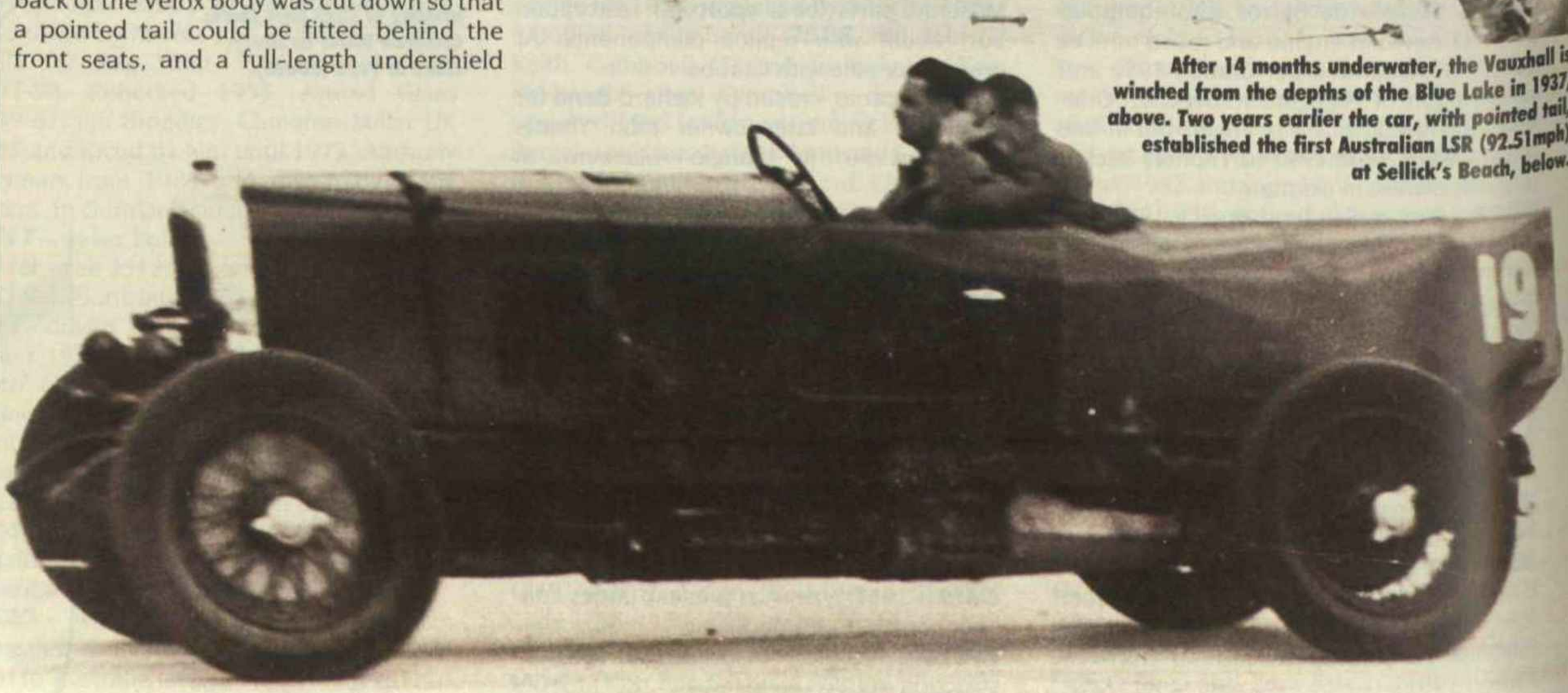
Ever since Owen Wyn Owen was courageous enough to retrieve "Babs" from its Pendine grave, a few other cars have been similarly rescued. Now, from Australia, comes another such report. It concerns the 30/98 Vauxhall OE297 which, as I write this, is about to undertake a tough rally, over the Australia alps, where heavy snow has been lying, from Sydney and on to Victoria to join the VSCC-of-A on its Victorian Anniversary Rally in South Australia, in the hands of its owner, Linton Morris, KC.

This is all the more creditable because in February 1936 the Vauxhall was forced off the road by an approaching car and fell into Australia's Blue Lake at Mount Cambia, where it lay submerged in 250 feet of water for about 14 months. It wasn't until March 1937 that the salvage operation took place. Since then the car has been fully restored to its original form with touring bodywork, to immaculate standards; its present owner was invited to take it back to the scene of its accidental drowning, where the City Elders held a civic reception on September 16, for the 30/98 and its driver.

This 30/98 has a distinguished history. It was purchased by Mr J H Dutton, who was then living at Half Moon Street, London, W1, from the well-known premises of the late Jack Bartlett at Pembridge Villas, for £145, in 1933. John Hansborough-Dutton then took the Vauxhall out to Australia and ran it there in such events as the Sellick's Beach races. It was also used for ordinary road-work, as it had been England while Mr Dutton had been at Oxford. As purchased, the red Velox 30/98 had cycle-type mudguards and abbreviated running-boards. (Mr Linton Morris would very much like to discover whether this Vauxhall had any competition history in England before Mr Dutton acquired it.)

For competition work in Australia the back of the Velox body was cut down so that a pointed tail could be fitted behind the front seats, and a full-length undershield





After 14 months underwater, the Vauxhall is winched from the depths of the Blue Lake in 1937, above. Two years earlier the car, with pointed tail, established the first Australian LSR (92.51mph) at Sellick's Beach, below.

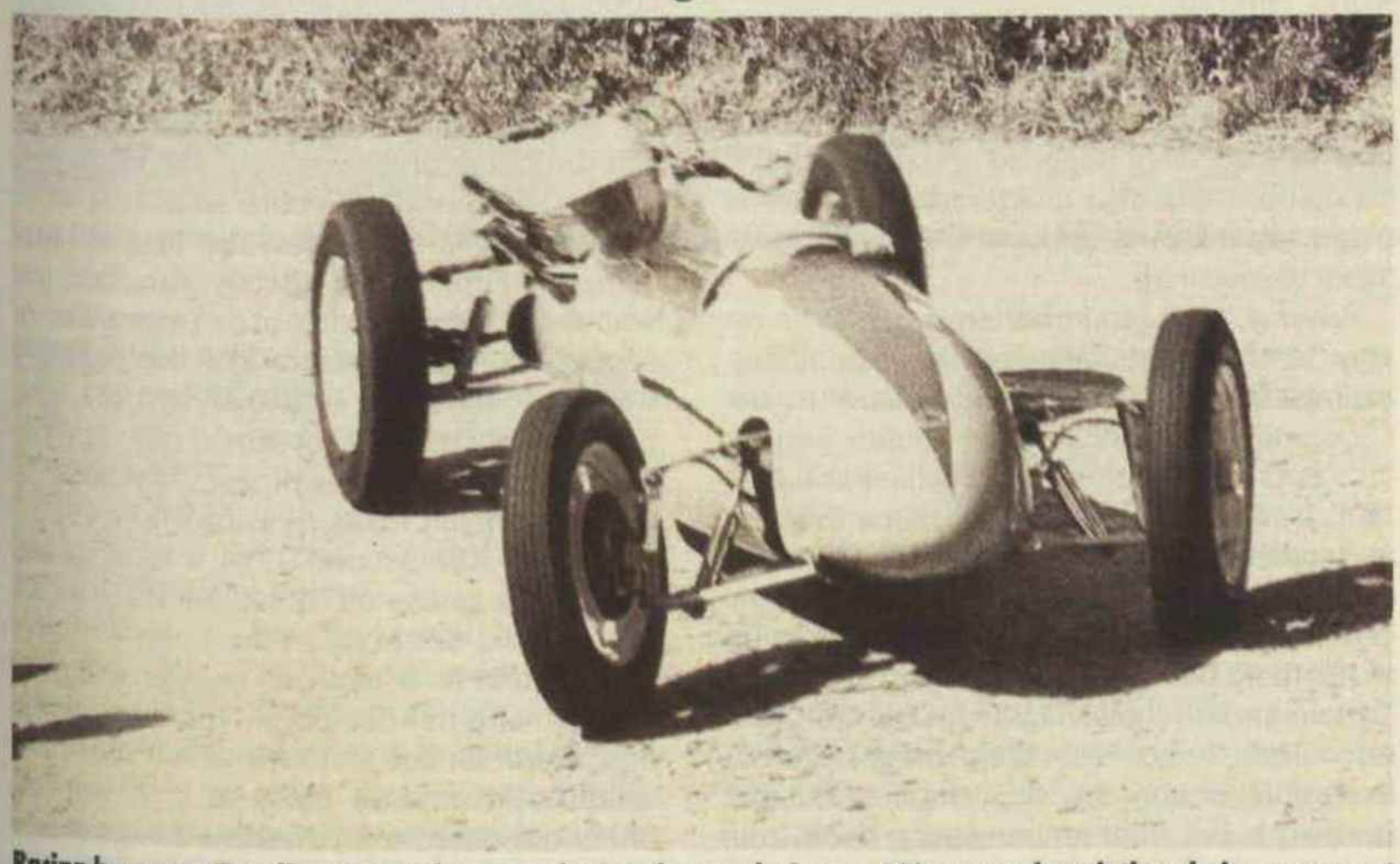


Now restored to touring form, the submersible 30/98 has recently revisited the scene of its drowning.

and an outside exhaust system were used. The engine was given a bunched exhaust manifold, a "hotter" camshaft and raised compression-ratio. The wheels were rebuilt to take 6.00 x 20 tyres. This was a late 30/98 with the balanced crankshaft and the later hydraulic front brakes. In February 1935 *Dutton took the first Australian LSR, the* Vauxhall being officially timed by the AAA to have covered the two-way mile at Sellick's Beach at 92.51 mph — actually a National Class C record.

After it had been retrieved from the lake, where Dutton remade acquaintance with the car he had been forced off the road in, the 30/98 had a number of different owners and was given a two-seater slab-tank body. Mr Linton Morris acquired it in 1993, since when it has been restored using the original body panels where possible, to Velox specification. In the photograph it is numbered OE121 but it has since had the correct NSW number OE297. **W B**

And Why Not?



Racing by proxy: Topolino suspension parts featured on early Cooper 500s, even though the whole car was not so comprehensively raced as the A7.

I have been asked whether a pre-war Fiat 500 — the once frequently-encountered and beloved "Topolino" or Mouse — would be eligible for VSCC competitions. I do not see why not, although such jurisdiction is entirely a matter for the VSCC's Eligibility Committee. But there do appear to be arguments in the little Fiat's favour. Along the years the VSCC PVT listing has been extended to include cars not at one time thought suitable, as outside the parameters set by the Club originally. Thus, before the war the SS90 and SS100 were thought of as a rather poor joke by the 30/98/Bentley brigade and it was rumoured that if one were to draw up at a certain member's garage for petrol he would declare it shut rather than serve the occupants in such a, to him, pseudo sports-car — especially if the driver and his girl were wearing white "bathing-hats", or flying helmets of that hue. . . Times change, and now these fast and eye-able motors are accepted enthustically in vintage circles. So, now, is a Vale Special if such still exist, and where once only pre-war A7s were permitted to mingle with the great and powerful, for a long time now the PVT category has been open to A7 Nippies and 65s.

Now it must surely be recognised that the Franco Fessia-designed Fiat 500 is technically the equal of, if not superior to, the immortal Longbridge Baby. I remember what an odd little animal the "Topolino" seemed, when I and a colleague first encountered it on the Show stand at Olympia. But driving it proved that it had the safe road-holding, good ride and willing performance expected from Continental cars, of whatever size. Hydraulic brakes and i f s helped to that end, and there was a synchro four-speed gearbox. It wasn't long before the tiny Fiat was the "in thing" for keen drivers to be seen in. Racing drivers bought them, to the extent that 15 were mustered (18 had entered) for a race at Brooklands in 1938 round the twisty Campbell circuit. It was won by S Mond, at 42.45mph. Best lap was at 44.45mph. The better known drivers who competed included Gerald Sumner, Peter Clark, Noel Mavrogordato, Charles Brackenbury, Arthur Baron, A M Leitch, Dr Beaver, J C Elwes, Hugh Hunter and V L Seyd, etc. Others, like the Hon Peter Aitken, Charles Martin, Charles Mortimer, John Eason-Gibson and H J Biggs joined the mice-men, and Dick Seaman, Earl Howe and Prince "Bira" had Fiat 500s as town cars. Tuning methods were evolved. That doesn't prove much. But there is more.

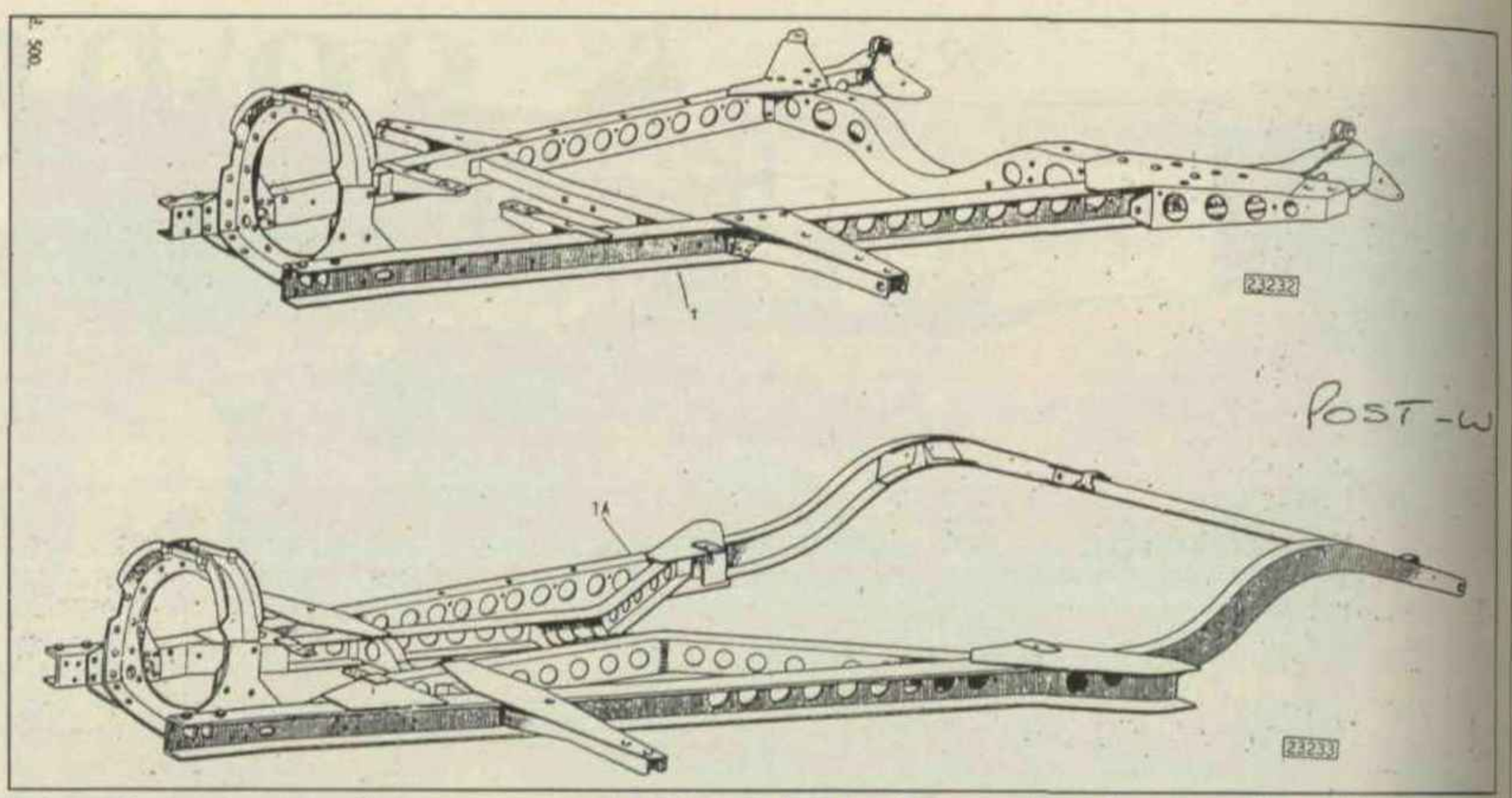
Although the "Topolino" was never raced so extensively or professionally as the A7, it wasn't entirely absent from competitive events. They ran in the Le Mans 24-hour race in 1937, 1938 and 1939, for example, as the 569cc Simca-Cinq. One finished in the 1937 race, two with streamlined bodywork did likewise in 1938, that driven by Aime/Plantivaux leading the Index of Performance category, and two more finished intact in 1939. In the race of 980 miles from Tobruck to Tripoli which replaced the Mille Miglia in 1939 Baravelli's Fiat "Mouse" won the 750cc class, averaging 63.85mph. In the summer of 1939 it was a Fiat 500 which won on formula a rally which finished at Montlhéry, beating crack drivers in Delahaye and Alfa Romeo. A Fiat 500 ran in the last RAC Rally to be held before the war, and they were to be seen in such events as the Poole speed-trials, a JCC High-Speed trial at Brooklands (I know, I was in it), the 750 MC's first trial, driving tests at Croydon and one appeared in special-bodied open form at the Bangkok meeting at which Prince "Bira" was Chief Marshall.

Some VSCC events are confined to vintage cars but it is the PVT section we are thinking about — forget the free-for-all

Pomeroy Trophy. For this, would the Fiat 500 be out of place? It should present no problems for the dating Scrutineers, because the pre-war "Topolino" had quarter-elliptic back springs, the post-war model half-elliptics, with, as on the A7, chassis extensions at the back. As there is a separate chassis frame, specials based on these 500s should be possible, and even acceptable, subject to conforming to VSCC Regulations, which require a certain standard of appearance and for some reason ban fibre-glass bodies but say OK to manifestations in wood, *papier-maché*, and even old blankets — well, fabric anyway, or leathercloth.

One can cite the FWD Citroën 15, of which a very smart 1939 Convertible is to be seen in VSCC events, as maybe setting some sort of precedent for the Fiat 500 to be considered, especially as an open-bodied racing Special. That apart, I remember when the VSCC top-brass rather "went" for the *Traction Avant* Citroën as their non-vintage everyday cars, as, later, they took to Volvo saloons.

You would hardly expect the Fiat 500 to have been raced as extensively as was the A7 was pre-war, because it was giving away 180cc in the usual lowest racing class (up to 750cc) but its components were a feature of the Cooper 500 and, indeed, figured in the construction of some 13 other small Italian racing cars. I do not own a "Topolino", so I am not taking sides, just advancing some seemingly logical arguments in favour of its promotion as a vintage racing-car. I am *not* thinking in terms of the awful Vignale Gamine, which is 28 years too late to be a PVT anyway, and was based on the later twin-pot Fiat, not on the four-cylinder, water-cooled Fiat 500. WB



Pre- and post-war Topolinos can be easily distinguished by the extended chassis which carried the rear half-elliptics the later cars changed to.

Cars in Books

From Richard Hough's very complete and detailed account of the life of the Countess Mountbatten of Burma, *Edwina*, published by Weidenfield & Nicholson in 1983, it was a welcome surprise to find a photograph of the Countess in her bull-nose Morris Cowley, complete with coconut running-board mat, battery box, bulb-horn, and with its scuttle ventilator open, at the Cowes Regatta in 1926, Edwina driving, in cloche hat, Lady Loughborough beside her and "Popie" Baring, to whom Prince Albert had proposed, and her sister occupying the dickey seat.

The Countess is described as a keen motorist and by K Lee Guiness, the racing driver, as driving better than any man he had ever known. Just prior to her marriage to Lord Louis Mountbatten, RN, at St Margaret's Westminster in 1922 she went to Conduit Street and ordered a Rolls-Royce Silver Ghost, which was provided with a cabriolet body by Barker's. A keen driver all her life, it is recounted how at Christmas 1928 she drove her Rolls-Royce alone, when she was pregnant, from Gilbraltar to Barcelona, a winter journey of some 600 miles.

The 1922 Rolls-Royce was a wedding present for her husband and was used for the honeymoon, to Paris and into Germany, where Lord Mountbatten, although labelled a bad driver, delighted in getting the car up to its maximum 70mph along the *routes nationale* to the French capital. In Germany Mountbatten insisted on visiting the Opel factory and test track. It is said that he was allowed to drive the enormous racing cars which Opel were preparing for the Grand Prix, but I think these must have been either smaller cars for the racing at the new Nürburgring or perhaps the big ones run at Fanoe Island, if the latter were, in fact, works entered. . .

In 1932 Edwina Mountbatten bought an ancient car (make undisclosed) which survived a 600-mile expedition across the desert from Damascus to Baghdad and during those expeditions she also chartered a light aeroplane for hopping about the desert (make again unrevealed).

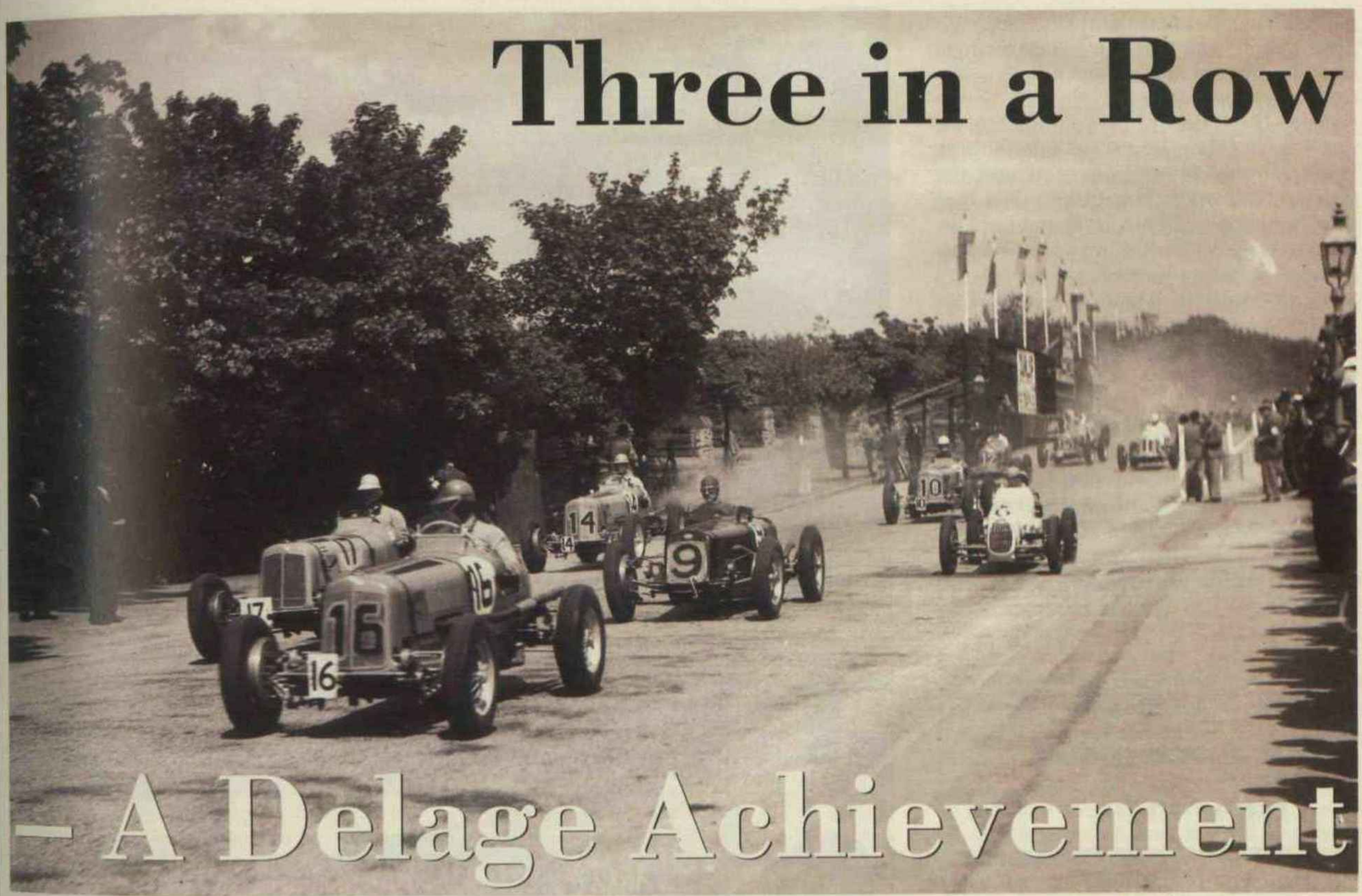
Anyway, Lord Mountbatten is put down as very fond of fast cars, and of logging his average speed; he claimed regularly to do London to Portsmouth in 1 hr 20 min, adding ". . . and remember, no front-wheel-brakes". (Which suggests he knew what Hispano Suiza and others were up to.) Indeed, he soon owned an 85mph 37.2hp Hispano Suiza, with, on its radiator cap, the silver mascot given to him by HRH the Prince of Wales, of a Naval signalman with signal flags in his outstretched arms. There are cars in several other pictures, indentifiable only by their hub caps and bodywork. But what an interesting book, and one that deals with happenings on a considerably higher plane than that featured in the delightful book *The Private Life of a Country House* by Leslie Lewis, mentioned recently in this feature.

Man of Arms by Anthony Allfry, a biography of Sir Basil Zaharoff, has a few interesting motoring references. There is much about the early developments of Vickers which took over in 1897 the Maxim-Nordenfeld combine (of which Sir Basil had been salesman in chief and a shareholder since 1894) and which took over the Wolseley motor-car company in Birmingham in 1901, with, it is said, an eye to its military possibilities. The versatility of Vickers, which became Vickers-Armstrongs, was astonishing, and in 1917, a year prior to the Armistice that concluded the war, their thoughts were on their Barrow shipyard constructing merchant ships and locomotives, Crayford turning to sporting guns and sewing-machines instead of Maxims, and Dartford to furniture, toys and washing machines, the latter surely a bold innovation? The Wolseley factory was set to produce a large-production luxury car to sell for £800, "that no American car would compete with".

It did not entirely work out. The book tells us that Vickers' Beardmore shipyards were disposed of in 1926, that the French steel company Firminy had already absorbed the Whitehead torpedo works at St Tropez, and of course, Sir William Morris got the Wolseley Company, for some £750,000, in 1927. The post-Armistice luxury car turned out to be the 3.9-litre side-valve six-cylinder 20/30hp Wolseley, priced at £1,050, as a chassis, in 1920. I remember that around 1924 a man called Epps had a garage off Streatham Place in SW London and used one of these big Wolseley landaulettes as a hire-car; my war-widowed mother, who did not drive, commissioned it one afternoon but although as a motor-mad small boy I enjoyed riding in it, it seemed rather out-dated compared to other post-war luxury-type cars. For years afterwards I used to worry that he might, in fact, have been Mr Apps, who made a fleeting appearance at Brooklands in 1928 with a mysterious car called the Avrolette. . .

Of Sir Basil, it is explained that he had modest motor-car requirements, using mostly Renaults, as he was a friend of the Renault family. He preferred the easy-to-enter pre-1915 models, which he used, driven by his chauffeur Baker, into the late 1920s, and apparently the production of one of these was undertaken for him long after production of the type had ceased, with the coachwork made to measure. A tribute to Renault longevity. . . We learn that Sir Basil Zaharoff's last car was a Packard, the French agent for which was another friend of his. All Sir Basil's cars were painted in his Oxford-blue livery, picked out in yellow. But there is much more of interest in *Man at Arms*, especially for those interested in arms sales and industrial development. WB

Three in a Row – A Delage Achievement



In its tenth summer, Seaman's revivified Delage (no 9) pursues the ERAs of Howe and Bira and shocks everyone by winning the IoM RAC 200-mile race.

This is a recall of a satisfactory piece of motor racing history, which it is nice to remember when much is in disarray and Damon Hill in trouble.

The driver it concerns is R J B (Dick) Seaman, the car his remarkable 1927 straight-eight 1½-litre Delage. The year? 1936. Seaman, having served his racing apprenticeship, as it were, with an MG Magnette in the longer races that were the ones that really mattered to him, decided to buy an ERA, as many drivers were doing, and truly set about the *voiturette* events during the 1935 season. At this time, when Grand Prix or Formula One was open to cars of all sizes but with a weight restriction of 750kg (weighed, for some reason which does not immediately occur to me, without road wheels) and with what were token two-seater bodies, as the minimum stipulated width was 85cm, *voiturette* races had an importance of their own and were not to be disregarded or looked down upon.

So the enthusiastic and talented young driver, not long out of University, and with wealthy parents able to buy him whatever sort of racing car he fancied, providing such were available, obtained a 1½-litre ERA from Bourne. It was built, as these cars then were, for Seaman personally, and he would pay visits to the works to see its progress. The money for it (£1,800) had come from Dick's mother; Mr Beattie-Seaman was against his only son continuing to race cars and the shock of this was thought to be responsible for his death.

The ERA (R1B) was painted black with silver wheels, Seaman's colours, and was ready by April 1935. It had been arranged that ERA Limited would service the car, supplying the racing fuel, sparking plugs and racing tyres, and providing transport, with Dick picking up the bills. It seemed a good and sensible arrangement, but after a good opening in a minor race at Donington Park the black ERA had been taken to Chimay for the under-2-litres section of the GP de Frontiéres, where it retired with a broken piston, and locking brakes twisted the front axle of the ERA at the Kesselberg hill-climb.

"He felt the Bourne works was too occupied with the team cars to look after his car effectively"

There had been disappointment, too, at the Nürburgring, where Seaman was leading the works ERAs when he was obliged to stop for more oil, and finished fourth, in a race he felt he should have won. He was then a non-starter in the Nuffield Trophy Race after an unsatisfactory practice period with the car not running properly, and when he was pressing Raymond Mays hard at Dieppe the black ERA again retired, with a sheared supercharger drive, after setting a new lap-record. Understandably, Seaman was becoming impatient over the failures of his new car. The works cars driven by Raymond Mays and Humphrey Cook were having troubles of their own. Before the Nuffield Trophy Race Seaman had requested that his ERA be put into good order, and that a new engine be provided. However, trying the car out afterwards at Donington Park, the brakes played up, again twisting the front axle, and lack of oil-pressure resulted in big-end failure.

This decided Seaman to look after the ERA himself, and he wrote a firm but polite letter to ERA Ltd, published in *Speed*, which MOTOR SPORT later absorbed, saying that he felt the Bourne works was too occupied with the team cars to look after his car effectively. He set up premises in the Mews behind his mother's town house in Ennismore Gardens, Kensington (other racing cars have been kept in this area — a plaque, perhaps?), putting "Jock" Finlayson in charge as his mechanic, and Birch as his Manager. Up to this time Seaman had been flying his DH Gipsy Moth to and from races but he decided that the weather could abort some flights, so he now used instead a Ford V8, provided with i f s by Leslie Ballamy. He had declined an offer from ERA Ltd of a Bedford lorry, using instead an ex-Whitney Straight Dodge, in black livery.

The change worked out well. It is significant that it was after this that Seaman scored his best results. At the Grossglockner hill-climb the ERA was second, 12sec behind Tardini in a 2.9-litre Alfa-Romeo. Then he won comfortably at Pescara from Bianco's Maserati and the German Steinberg's Bugatti and then won the Grand Prix de Berne, from another ERA private owner, Prince Bira, with Howe's Delage — note — third, ahead of the foreign opposition; Mays in a works ERA had retired with low oil pressure.

After this Dick Seaman scored a quite remarkable hill-climb victory at Freiberg, his ERA winning the *voiturette* class and being second overall, his time of 8min 24sec being a mere second slower than that of the outright victor, Hans von Stuck, the *Bergmeister*, with the 4.3-litre short-chassis Auto-Union hill-climb car! This magnificent

"'He is a misguided optimist', seemed to be the usual response, but some just said 'He is mad. . .'"

achievement was followed, after a nasty practice accident, by an easy victory at Masaryk, the ERA beating two Bugattis driven by Veyron and Sojka, Seaman leading all the way. Thus a "hat-trick", but not the one with which this article is concerned. That concluded Seaman's 1935 season. It had been confirmation of Dick's prowess and natural ability, outstanding for a comparatively inexperienced driver competing in Continental road-races.

Faced with a continuing motor-racing career, Seaman considered that the ERA was not fast enough to compete against the forthcoming foreign 1½-litre cars, and full GP racing was outside the scope of amateur and partly-professional drivers. So he sought a new car for 1936. There was speculation as to what it would be — one of the latest Maseratis, or a new ERA or other Continental car, presumably. When Seaman announced that he had consulted Giulio Ramponi and was going to take his advice and purchase Lord Howe's 1927 Delage, eyebrows went up. "He is a misguided optimist", seemed to be the usual response, but some just said "He is mad. . ."

Seaman himself had been dubious, but Ramponi had convinced him and the deal was done, Howe having an ERA on order so that he eventually agreed to let the old Delage go. In 1927 these Delage GP cars (the Grand Prix formula then was for 1½-litre cars with a minimum weight of 700kg) with their expensive and complicated Lory-designed straight-eight twin-cam supercharged engines had cost £100,000 each to race. But they had been invincible and had taken the World Championship of Manufacturers, driven by such

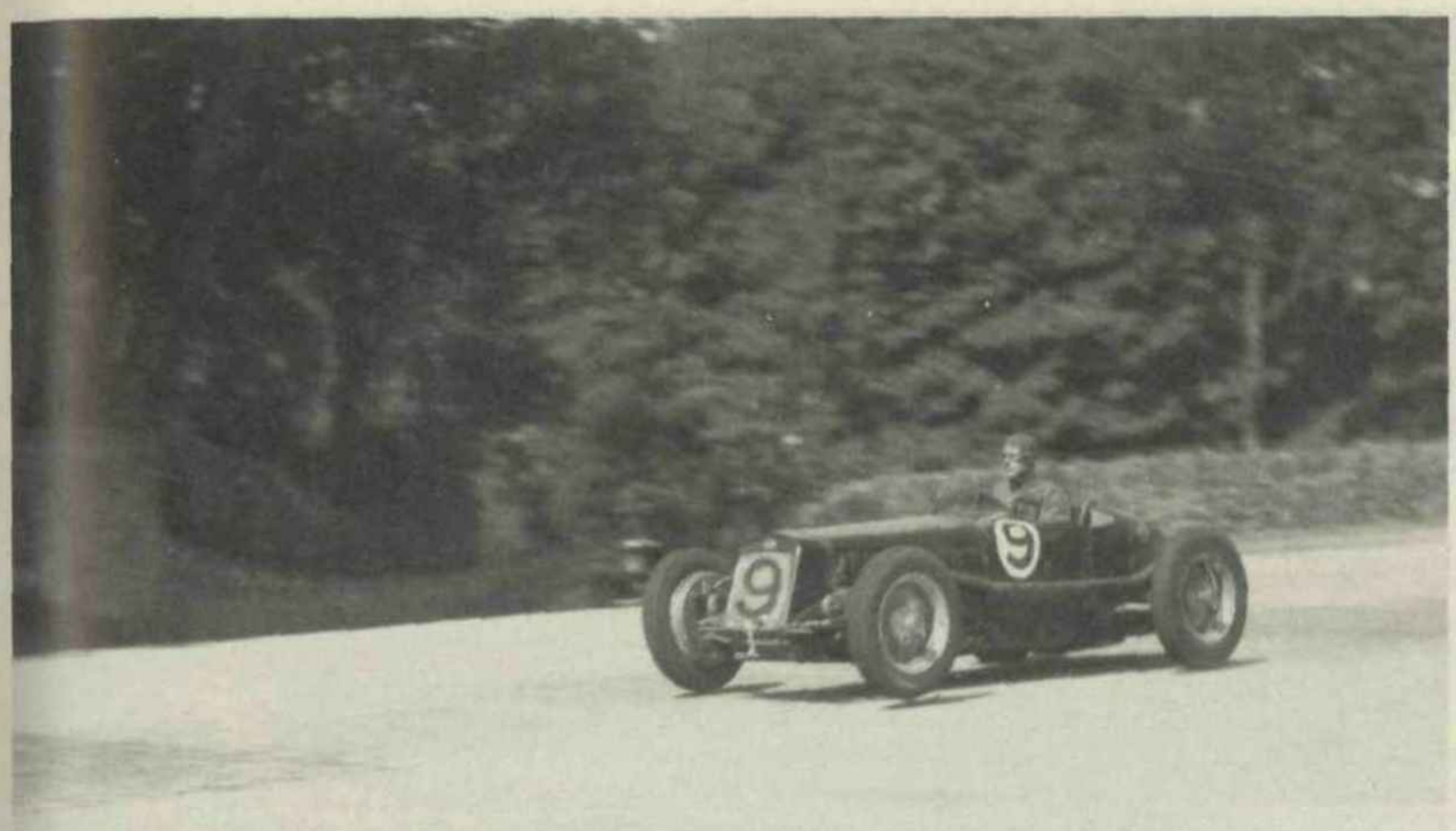




Victory in the Donington 200 was extra sweet, as Seaman (in car) used Howe's old car to beat the Earl's new works machine. Howe raises a glass, while Ramponi (left) looks on proudly.

"greats" as Robert Benoist, Louis Wagner and the keen Senechal. But could a car cope with the opposition nine years later? The full details of what Ramponi did to the old car have been recounted in contemporary reports. Suffice it to say that he reduced the car's weight by about 250lb by replacing the ENV pre-selector gearbox used by Howe for a 5-speed one from a 1925 2-litre V12 GP Delage and fitting alloy wheels, a light fuel-tank, etc. By re-setting the valve timing (it was said, I believe, that it took some three weeks to properly achieve the correct shimmed clearances of the tappets) and increasing the s/c boost by 4½lb/sq he obtained a power output of 185bhp at 7500rpm from the 12lb-supercharged 750kg racing car, whereas a B-type ERA was giving about 180bhp at 6500rpm, and weighed 738kg. The fuel capacity was increased so that this modified Delage, in spite of doing only about 9mpg, could run non-stop through races in which the ERAs would have to refuel — a foretaste of the more economical 4½-litre Ferraris beating the highly-boosted Alfettas after the war, although in this pre-war situation both engines were supercharged.

It was with this brave move that Dick Seaman faced the 1936 racing season, cocking-a-snoot, if you like, at the works ERAs. The black and silver Delage made its debut at a minor Donington Park Meeting, where the cynics were confounded, as the out-dated car beat Bira's ERA in a 25-mile handicap and then led a five-lap 1½-litre scratch Race, from the ERAs of Peter Walker and Reggie Tongue, and Rayson's Maserati. This promising start was endorsed when the Delage was run in the RAC 200-mile International Light Car Race in the IoM. Earl Howe gave Seaman a great challenge but the Delage got past his blue ERA after four laps and went on, non-stop, to win at 69.76mph for the three-hour contest, van-



Despite its age, the Delage's low construction made it look as modern as the ERAs it vanquished. This is the IoM race.

quishing the ERAs of Bira and Cyril Paul, not to mention seven more ERAs, including the four-car works team, of which Raymond Mays had back-axle failure, Lehoux smote the sandbags and Howe had fuel-feed problems. Seaman had driven a wonderful race, never ruffled, always pacing himself, a second ahead of the nearest challenger until Bira moved up to second place, when he speeded up in response to pit-signals. A 1927 Delage beating nine ERAs — the press loved it.

In the next two races there were problems, unconnected with the Delage. The International Eifelrennen *voiturette* race at the Nürburgring saw Count Trossi's latest i f s six-cylinder Maserati beating Seaman by two seconds in practice, yet after a mile the Delage was leading. Presumably too conscious of the great pressure, Seaman uncharacteristically went off the road in the Adenauer Forest, with no damage to man or machine but losing too much time to continue. Trossi won. The heat (literally) was on, for a return round between the works Maseratis and ERAs a week later at the Picardie GP. In the 90-mile qualifying heat Howe and Mays led for ERA but not for long. Both developed trouble, and the Delage ran on to win easily. Alas, in the race itself Seaman made an error he admitted to, a crash that caused retirement.

This caused Dick to non-start at Albi, but for the Coppa Ciano at Liverno Ramponi had installed the engine from the Delage Howe had wrapped round a Monza tree and for which Giulio claimed 195bhp. The fuel air-pump proved faulty, dropping the Delage to sixth place after it had led for the first three laps. But the Coppa Acerbo turned out to be another apparently effortless Seaman-style race. He was fastest over the kilometre at 130mph, compared to 125mph for Bira's ERA, the aged Delage winning at 77.1mph, nearly 39½ seconds ahead of Trossi's Maserati, with Hans Reusch's Maserati third. Then came Berne. Here the Delage had to meet the now-black-hued works ERAs of Mays and Fairfield (an early ERA customer for an 1100cc car), and four ERA privateers, Bira, Embiricos, Earl Howe and Tongue, as well as the fast Maseratis, but in private hands also, the previous defeat by the Delage being said to have frightened off the works team. The new B-type ERAs were quick, but Seaman equalled Fairfield's practice time. Mays's ERA was not on form and the grid front row was occupied by the Delage and the ERAs of Fairfield and Bira. The Delage outpaced all the ERAs, set a new lap record (91.22mph), then was able to ease up, a Seaman tactic, to win at 87.86mph, after a drive of almost 1½ hours.

There remained the revived JCC 200 Mile Race, now at Donington Park. Many were astonished that Seaman decided to drive his victorious Delage instead of borrowing Harry Rose's 2.9-litre Maserati for this *scratch* event, 1½-litre cars being elegible for their own prize. But so confident was Dick in the Ramponi-prepared Delage that he raced against these considerable odds. Previous races had been almost entirely out of reach of the average British spectator but now here was an opportunity to watch a celebrated British driver and his remarkable "lone-make" car. It was to be Seaman's great "hat-trick", one of the outstanding ones in motor racing history.

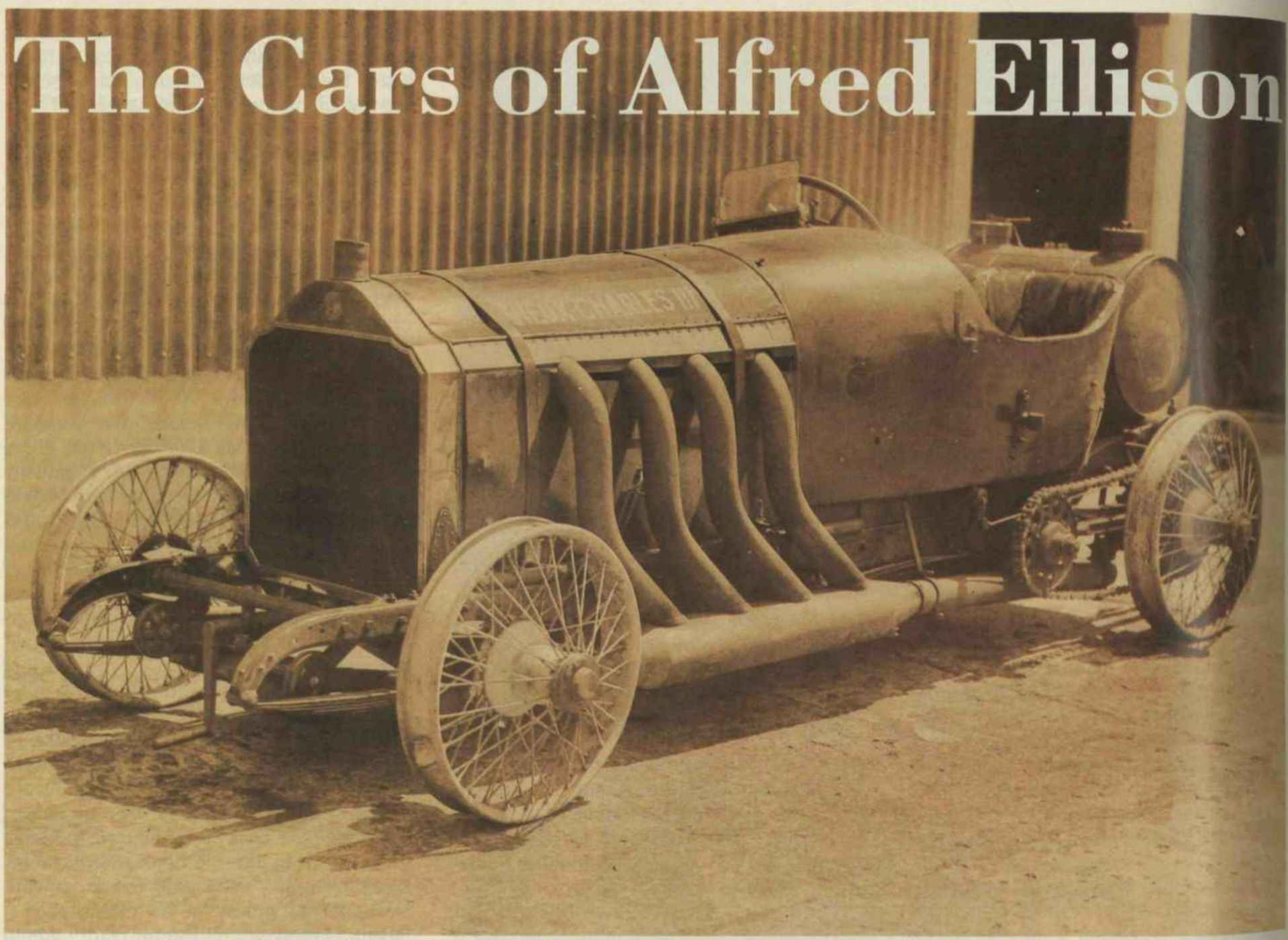
Spectators began to arrive early anticipating an interesting race; I got there from London, in a Ford, by 9am. It appeared that Seaman had set himself a hard task, maybe an impossible one. He had to contend with the Tipo-B monoposto Alfa Romeos of Charlie Martin, Austin Dobson and Chris Staniland, and other cars outside the Delage's class, such as older Alfas and Bugattis. And not only was the Delage more ancient than the rest of the field but it had scarcly received any attention since its last four races. Then there were the ERAs, the car which Dick had foresaken, but would be glad to beat. The works team of Mays, Fairfield and Earl Howe was backed by the private owners Prince Bira, Whitehead, Scribbans, Briault/Kenneth Evans, and the fast-driving Arthur Dobson.

There was encouragement for the ERA contingent when Fairfield set fastest practice lap. In fact, in the race the bigger cars were pathetic. Martin's Alfa Romeo did not start, and the only over 1500cc car to finish within the time limit, in fourth place, before the remaining runners were flagged off, was the 2.9 litre Maserati of T P Cholmondeley-Tapper. Run in hot sunshine, the "200" became in fact a battle between the Delage and Howe in a works ERA. His Lordship drove like one possessed, as well he might with the honour of Bourne on his shoulders, in pursuing the car that had shown up the British make so often that season. After ten of the 77 laps Howe and Bira were following Seaman but Bira knew his engine was suspect after Berne and had no intention of using maximum revs. At the 15-lap mark Howe overtook the Delage. But Seaman, knowing the ERA would have to refuel, drove at his own pace, unhurried. Bira eventually retired with engine trouble, after *his* fuel stop and a leaking tank. Fairfield thus took third position a long way back. But the race had only one centre of interest. Would the Delage pass Howe and keep going? The ERA took 39 sec to replenish on lap 50, when it had had a lead of 8.4 sec. But as we are reminded by today's F1 TV commentators, the time lost in coming in and accelerating out have to be added. If one reckond this as 20 sec for the ERA, it then had over 50 seconds to make up on the Delage, while Howe would also have to find time and a place to overtake. Aware of this, from pit-signals he saw but never acknowledged, Dick paced himself, rather as Prost used to do in more recent races, speeding up just sufficiently to keep ahead. Never making a mistake, he won by 52 sec, having averaged 69.28mph (2hr 50min 14.6sec) on this scorching afternoon, just as he intended.

The ERA of Briault/Evans was a poor third, ahead of Tapper's big Maserati. It was another wonderful performance by the Ramponi-prepared Delage and its skilled driver. Dick drove straight into the car park dirty but happy. He soon left the circuit; as he drove home he would hardly have been human had he not felt a warm glow of satisfaction at this memorable "hat-trick", having backed Ramponi and the Delage instead of Berthon and ERA. Indeed, Mays' Zoller-s/c ERA had been flagged off after 72 laps after drenching the cockpit in oil, three other ERAs had retired with broken pistons, and Fairfield's ERA had lasted only 41 laps before its engine gave out. Austin Dobson had a narrow escape when a front hub broke up and detached the wheel from the P3 Alfa Romeo, and the rest of the big cars were equally pathetic, even Staniland's 2.9-litre Alfa Romeo being unable to equal the pace of the Delage, being flagged off after 73 laps. So R J B Seaman won both prizes, a total of £350 (for a £15 entry-fee) and the huge André Gold Cup. Plus, of course, the Trade bonuses; the Delage used Esso petrol and oil, Hepolite pistons, Lockheed hydraulic brakes, Ferodo brake linings, a Bosch magneto and Hartford shock-absorbers. It had been, Seaman said later, his most enjoyable race of 1936, because it was a matter of tactics, proof that he truly understood the game, apart from being a fine driver of an unique car.

W B

The Cars of Alfred Ellison



The ex-Malcolm Campbell 1912 GP Lorraine-Dietrich which Alfred Ellison raced at Brooklands after naming it *Vieux Charles III*. It shed all its tyres in practice for the 1923 Summer Meeting, lost two more in that day's racing, then came out again to win the 100 mph Long Handicap.

In MOTOR SPORT last December I wrote about the long-distance flights and air rallies which racing motorist Alfred Ellison, whose successes with the 1912 GP Lorraine Dietrich *Vieux Charles Trois* at Brooklands have been well documented, accomplished in the 1930s. Having compiled the article "The Flying Ellisons" from Press cuttings sent to me by a VSCC member and knowing that Ellison had afterwards competed at Shelsley Walsh with an improbable Renault 45, I sensed that the Ellison family would have owned other unusual and exciting motorcars.

This was confirmed when his grandson, Mr Glenn Mist, FIMI, kindly came to see me recently, bringing with him scrapbooks and a great many photographs which he saved when the family estate was wound up, after Alfred Ellison had died in the Bahamas. The several suitcases full of this most fascinating material amounted to far more than I can set down here; indeed, how very fortunate that it has survived. It proves conclusively what a great motoring enthusiast Alfred Ellison was, for he made copious notes about the cars he owned, in these old books and on the reverse of photographs of them, as well as keeping Press cuttings from the motor journals and daily newspapers of the time.

I had always wondered why the famous Lorraine-Dietrich, now to be seen in the Brooklands Museum, was nicknamed "Old Charles the Third" — in French, as befitted the nationality of the old Grand Prix car. I now know that Ellison like to have pet names for his vehicles, so that there is, presumably, no particular significance in this one for the car Sir Malcolm Campbell brought to Brooklands for the first meeting there when the Motor Course reopened after the war, in 1920. In fact, I was to discover that Ellison had previously named his 1920 6hp vee-twin Zenith motorcycle "Old Charles I" and his 1921 8hp Zenith-Jap "Old Charles II". He was an avid motorcycle competitor in the trials of those times, including riding in the Paris-St Raphael event; but that is another story.

Turning the pages of these old notebooks and looking at the photographs, it became apparent that the Ellison family of Footherley Hall near Lichfield had a Hupmobile tourer in 1917, named "Fluffy I", and a 1911 55/60hp Itala touring car, "Fluffy II", later sold to Lord Wimbourne — the forerunner of some exciting possessions. For instance, in 1921, when Alfred had returned from service in the RFC and RAF, which I touched upon in the other article, he went to Great Portland Street, London's "Street of Cars", and purchased an ex-1913 Grand Prix rotary-valve Itala. There are pictures of this great motorcar at the Itala depot in Weybridge and in Birmingham.

There is a photograph of a 1913 GP Itala, in racing trim, being towed by two oxen along a stony track through a wood, as if it had run out of road during the race. However, although Moriando's Itala, with Foresti as riding mechanic, overturned by the grandstands, it was righted and was able to continue. So unless this was something that occurred in practice, it may have happened to Ellison during a foreign tour, for he undertook many European tours, on motorcycles, cars and later in his light aeroplanes. Pictures of Moriando and Foresti suggest that theirs may be the car Ellison later owned. On the other hand, a "Moriando" Itala was raced at Brooklands by Robertson Shersby-Harvey in 1914 and fitted with a saloon body in 1918, and may have been still in Scotland, where that family resided for some years after 1921.

Alfred Ellison also followed other Royal Flying Corps Officers by obtaining a MAG-engined Aero Morgan. He described it a "a bad bargain" and "the worst car I ever had".

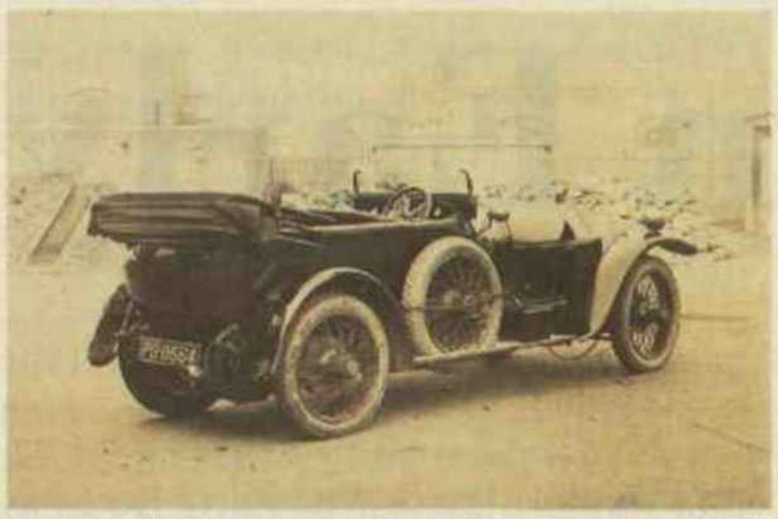
A Malvern Link rogue, perhaps? At Footherley Hall the inevitable black-radiator Model-T Ford sedan was used for hack work and Alfred's father ran a very dignified sleeve-valve Daimler Thirty with a magnificent closed body — a really early example of the post-war range, with those scallops along the bottoms of the bonnet sides and a black dust-cover over the side-mounted spare wheel. It seems that there was also a 40/50 hp Rolls-Royce at one time, and then a later Rolls-Royce.

Preferring more sporting motorcars, Alfred Ellison then bought from R J Evans for £170 a 35 hp rotary-valve Itala with bulbous-tail open bodywork. From the photographs it appears that the Ellison family also had a rather smart vee-radiator mid-1920's Austro-Daimler with a drop-head coupé body, and several other cars. The son it was, I assume, who bought from George Newman (the Euston Road racing driver/dealer, then racing his Salmsons) the ex-Lord Rocksavage 1913 Mercedes Ninety,

"There was a fearful skid, the aged car coming back to the Paddock *sans* all its tyres. . ."

with the customary outside drop exhaust pipes, a very sporting open car. Then, in 1923, he bought, I think from Douglas Hawkes, who had been running it in BARC races, the old Grand Prix Lorraine-Dietrich *Vieux Charles Trois*. I thought that this exciting chain-drive 15-litre car was kept at the Track, but I now see that it was almost completely stripped at Footherley Hall, for an overhaul, and then taken to the Track and run-in by lapping at some 80mph. Ellison soon got the hang of it, but not before on one occasion there was a fearful skid, the aged car coming back to the Paddock *sans* all its tyres . . .

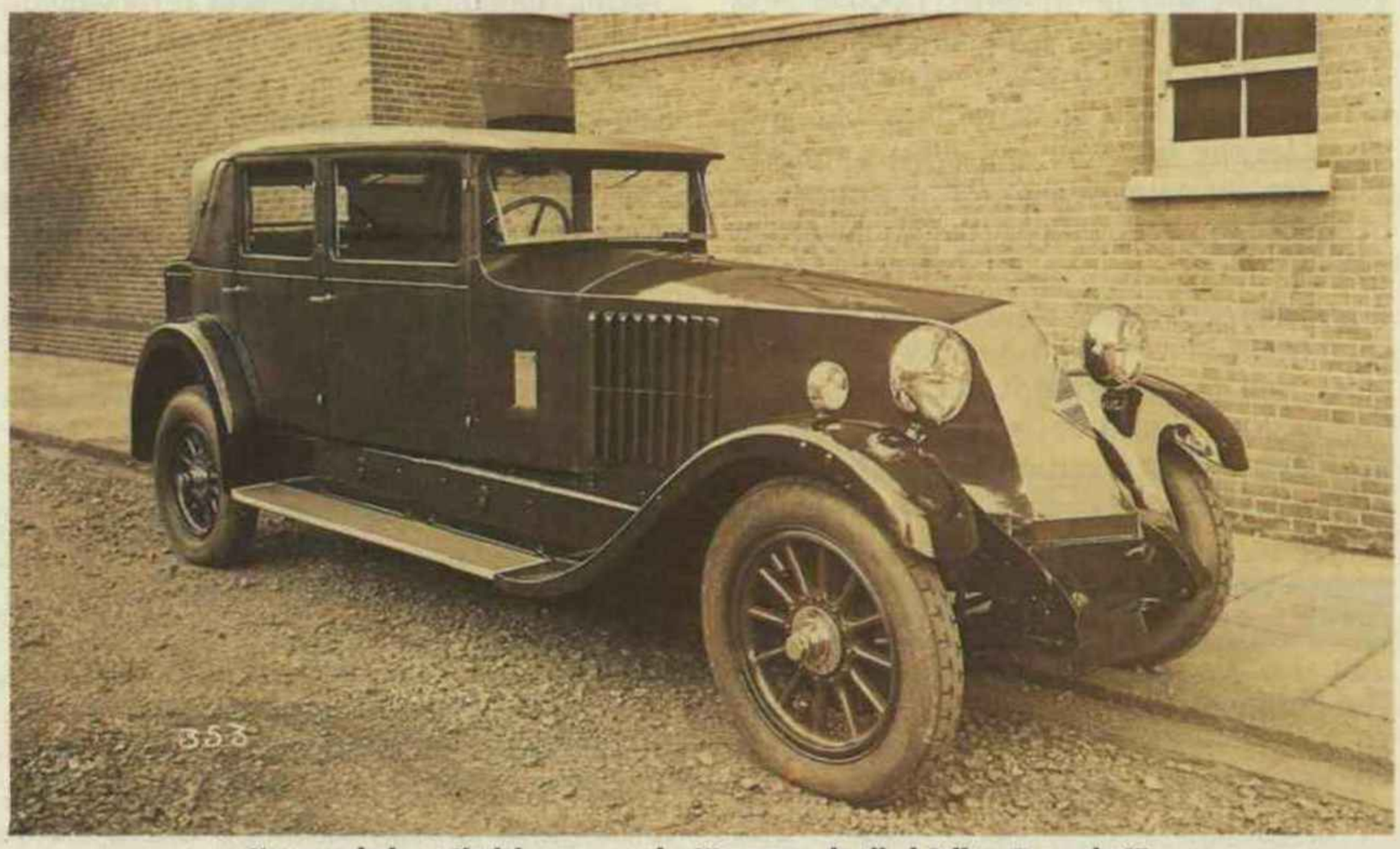
Incidentally, I think Alfred and his younger brother George used always to drive the Lorraine from Lichfield to Brooklands; there is that splendid picture of Alfred in the driving seat wearing a trilby hat having, I assume, just arrived in the Paddock from home (Plate 22 in my Brooklands History). Later C D Wallbank bought it, in 1928 or 1929, when the Track authorities were beginning to frown on the older racing cars. He had what he described as a trial run down some narrow country lanes and over a hump-back bridge where the Lorraine nearly took off. He then decided to drive his new acquisition non-stop from Birmingham to Brooklands, as he was fearful of not being able to restart the big engine if he stopped it. The tank was filled with 42 gallons of petrol and off Wallbank went. He had a bad time negotiating Oxford, but chains rattling, clouds of smoke belching from the exhaust, with quick glances at the only instruments, the oil-gauge and the tachometer, he got to Weybridge in it.



In 1921 Ellison bought, for £350, one of the 1913 rotary-valve 90hp Grand Prix Italas.



The Ellison family were Itala enthusiasts, and included this roomy coupé.



Not an obvious Shelsley car — the Weymann-bodied 9-litre Renault 45.



Another rotary-valve Itala, this time a production 35hp tourer.



This handsome 38/250 Mercedes, pictured in 1932, was the first of several of the *marque*.

During Ellison's ownership of the Lorraine he drove it in 20 races at Brooklands, with the following results:

1923 Summer 100mph Long H'cap:	1st.
1923 Autumn Lightning Long H'cap:	1st.
1924 Easter 100mph Short H'cap:	3rd.
1924 Whitsun Gold Vase H'cap:	3rd.
1924 Whitsun 100mph H'cap:	3rd.
1924 Summer 100mph Long H'cap:	3rd.
1924 Summer 90mph Long H'cap:	2nd.
1925 Summer 100mph Short H'cap: (Hawkes)	1st.
1925 August 100mph Long H'cap: (Hawkes)	2nd.

Ellison's fastest lap was at 105.29mph, Hawkes's at 105.57mph.

After laying up *Vieux Charles Trois* Alfred had a Renault 45 saloon, which 9-litre monster he entered for the 1926 Shelsley Walsh Open Meeting. He managed a climb in 69.0 seconds beating, eight other cars, including a 3-litre Bentley and a 22/90hp Alfa Romeo. He then turned to a fine 38/250hp Mercedes-Benz coupé, which was the beginning of a run on this make, including ownership of a 540K cabriolet. There was also a duck's-back 10/30 hp Alvis two-seater with hare mascot, and no doubt many other cars. A fascinating glimpse into the motoring of an obvious 100% enthusiast.

I showed what a very accomplished pilot Ellison was in my previous piece. From DH Puss Moth and Leopard Moth he later had a sophisticated Stinson SR10 five-seater monoplane (G-AFHB) with spatted wheels and close-cowled 245 hp Lycoming engine, which ended up in Kenya. **W B**

Brighton Early

Hear Ye, Hear Ye, the RAC London to Brighton Veteran Car Run takes place on November 5, starting from Hyde Park, London, from 7.30am and with the first of the International entry of hundreds of pre-1905 cars arriving on the Madeira Drive, Brighton, by about 10.30am. The RAC insists that this enormously popular and very entertaining happening, which it has organised since 1930 (it commemorated the Emancipation Run of November 14, 1896 when for the first time horseless-carriages were legally permitted to run at speeds of over 4mph) attracts crowds of over one million along the route. Certainly great numbers wave to the occupants of the early primitives (never "Old Crocks") as they chug, puff or roar towards the finish. It also emphasises that this is not a race, the average speed stipulation being 20mph.

The RACMSA is justly proud that Her Majesty the Queen once entered a 1901 Daimler that had been driven by King George VI and owned by King Edward VII, and that HRH Prince Michael of Kent has driven at least six times on the Run, in veterans ranging from an 1899 Wolseley to a 1904 Mercedes, including the 1903 GB racing Napier. It also says that Terry Wogan, Gloria Hunniford and John Dunn, etc have gone on the Rum, which is irrelevant from our viewpoint. . . Specatators at this year's Run are advised to park off the road, for example on the easy-to-park-on areas from Crawley onwards (official stop, from 9.10am) rather than impede the old cars on the road. Brighton is usually congested but it is better to arrive there before the first runner than further congest the route. Londoners may prefer to park in a side street and watch the climbs of Brixton Hill from about 7.40am onwards. **W B**

An Aston Martin Feat

Congratulations to Tom May of the AMOC, who on his 79th birthday and on the morning after that Club's Founders' Dinner drove his 1946 Aston Martin DB2 at an average of over 80mph for 80 minutes at Millbrook Proving Ground, just for the fun and achievement of accomplishing an 80/80/80. Accompanied by Charlie Sheppard of AML's Restoration Department at the works, May lapped at between 80 and 90mph, did his final lap at 114mph, and the 56 laps of the banked track, equal to 112 miles, were completed in 70 minutes. Lord Downe was there to congratulate the driver, whose engine, calmed with Castrol oil, was spotless at the end of the lappery. AML's MD had driven over in a DB7 to watch and his PR man, Harry Carlton, whom I knew well in his Ford days, was present. How nice that amateur drivers still enjoy fun of this kind. **W B**

VINTAGE POSTBAG

The Magneto Scare

Sir,

Re the pre-W W I magneto situation, when I entered the auto-electrical industry in 1940 I was puzzled by the obvious similarity between the different makes of magneto; they all shared similar methods of construction, shaft and contact breaker taper, etc, and were mostly metric threads. In fact no basic change of design was apparent until the advent of the polar inductor magneto (rotating magnet, fixed winding) but this was a post war development, as far as cars were concerned, chiefly by M L and later B T H.

My understanding of the situation has always been that in 1913 somebody in the War Office spotted the fact that if we went to war with Germany we could have problems with supply of magnetos as we did not have a major producer in the U K at that time. In consequence licences were issued for the production of same. This is why they were all similar – they had all used Bosch as the basis for their design. A similar situation existed in 1939 when the C A V-Bosch motif was two men pulling on a rope with slogan "Allied Excellence"; this was dropped a bit sharpish come September 3, although production continued with what were largely Bosch designs.

In passing, I have never heard of or seen a Rolls-Royce designed-magneto, at least for road-going vehicles; did they, in fact, produce them for aircraft?

James Griffiths,
M D, Atlas Auto Electric Service Ltd, Manchester.

Sir,

Your interesting commentary on magneto problems earlier this century rightly describes Government inadequacies in understanding technical and commercial issues (it seems nothing ever changes in this field).

As previous publications by St John Nixon and Brian Morgan have pointed out, Government ignorance reaches back further than the Great War period.

Frederick R Simms — one of the founders of British Motor Industry — co-invented the magneto with Robert Bosch around 1895, progressing very quickly from low-tension dynamo with coil to the high-tension magneto. All Simms' cars were subsequently fitted with "Simms-Bosch Magneto Ignition" at the turn of the century.

Even when the relationship between Simms and Bosch deteriorated in 1907, Simms was sure that the magneto was a critical component for the internal combustion engine and that demand would be tremendous. (He had already changed the name of his company in 1905 to the Simms Magneto Company to concentrate on this product.)

Simms' output was about 300 units per week in 1909, but the business required further investment to make it cost effective. Frederick Simms at that time continually predicted the likelihood of war and the dangers of Britain's reliance on foreign suppliers of vital components, and in particular the magneto. His request for a subsidy to assist magneto manufacture had been rejected by the Government back in 1909.

The magneto company was forced to be wound up in 1913, although Simms, later in the year, formed another company — Simms Motor Units Ltd — concentrating on a wider range of components but still including magnetos. This continued through the pending War and also the 1939-45 War, when magneto demand still remained for aircraft.

Clearly, the Minister of War (1914-18) and Lloyd George's ignorance had been preceded even before the first War!

Bill Clifton,
Hemel Hempstead.

Sir,

The article "Magneto Scare" rather belittles the efforts of British industry to meet the demands for magnetos during the 1914-1918 war. In 1914 the Coventry motorcycle industry was entirely reliant on German magnetos. The Triumph Company, the largest manufacturer of motorcycles for despatch riders, therefore approached a firm of electrical engineers, Morris and Lister Ltd of the Carlton Works, Coventry, and asked them if they could produce a copy of the Bosch single-cylinder machine. By September the first magneto, named the "Carlton", was in production.

In 1915 the Admiralty required magnetos for the Royal Naval Air Service, and after a visit from a Lieutenant Bristow a telegram was received instructing the company to give first priority to the production of magnetos for BR1 and BR2 rotary engines. This resulted in a great increase in production from 1916 onwards, and a move was made to larger premises and the company name changed to "The M-L Magneto Syndicate Ltd".

Initially M-L copied Bosch designs, but the late Dr E A Watson carried out considerable testing, resulting in greatly improved machines, both in performance and weight. Between the end of 1916 and December 1919 some 40,000 aircraft magnetos of the improved design had been made.

J A Watson,
Kettering.

Humbug

CG Grey, when editor of *The Aeroplane*, observed that humbug is the essence of politics, except when politics become imbecile, and that of the two he preferred humbug; but that we should be careful to distinguish between politics and statesmanship which emerges once in a generation among politicians. We might think along these lines today, when so much humbug is rife.

Examples? Well, that having built at astronomical cost a network of motorways to speed-up traffic it is now proposed to apply a 40 mph speed-limit on some of them at the busiest times, on the assumption that at low speeds less damage will be done when one car collides with the one in front of it. Maybe. But to enforce a temporary speed-limit will involve more expense, in police patrols and surveillance cameras, and it is unlikely, judging by the way occasional 50 mph signs on our M-ways are disregarded, that these sedate-40s will be observed. I am afraid that the lesson that speed is only dangerous under the wrong conditions will never sink in, to imbecile Government law-makers.

Normally M-ways are for speed and a good traffic flow, and anything lower than 70 mph in good weather and over repair-free sections is unlikely to be seen as reasonable. A recent survey for Green Flag National Breakdown showed that 18 per cent of drivers questioned thought that no-one took any notice of legal limits and the majority (61 per cent) thought that only some drivers did. The DoT has, in fact, reported seven out of ten drivers as exceeding urban limits. The Green Flag survey reported that 62% felt there was no advantage to them of the new 60 mph outer-lane ban for coaches on M-ways, and the overall picture was that maximum speed-limits do not seem to be slowing cars down and that most drivers ignore them. Yet the County Surveyors' Society, in conjunction with Oxford CC, wants a 55 mph limit on existing 60 mph roads. Just a start, maybe? Shall we one day have an overall 40-limit? It would be laughable, were it not so costly and imbecile. And after humbug, confusion.

Sussex's Chief Constable is reported as wanting a 90 mph M-way limit, drivers to lose their cars (did he mean licences?) if they exceed 90, the RAC and IAM advocate 80 mph, the AA says keep the 70-limit.

What of rail safety, now in question? Six years ago the Government promised to implement new safety measures. Nothing has been done, in spite of several horrific accidents. Humbug, that is costing lives. The slogan "It's Safer By Rail" isn't heard much now, but the BBC insists that trains are safer than road travel, but without statistics of total numbers of people transported over 24-hour periods. Whatever, I would prefer my destiny to be in my own hands (and feet), not in those of engine-drivers and signals.

Then there is imbecility in the malicious "Continuous Licensing" proposal and Humbug in the SMM&T's idea that those forced to run older cars, termed "bangers", will get them off the road in return for a £500 tax rebate. A nice bit of class distinction, Mr Major, regardless of the fact that stiffer MoT tests were presumably introduced to prevent the older cars from being a menace. Some people can't afford the new cars the SMM&T would like them to buy! After our recent comments about reasonable "bangers" we see, Praise Be, that the *Autocar*'s leading columnist has followed suit, naming a friend's £190 Hyundai Stellar. He praises modern Fords, too.

Is the National Lottery verging on humbug, with the Saturday night BBC razzamatazz and growing disagreements as to how the profits are allocated, it seems with charities and the needy NHS ignored until very recently.

However, there are a few good laughs among the doom and gloom. Counselling for those who win the Lottery, for instance, when you and I would be too busy spending the lolly, on a brace of supercars no doubt. Or the suggestion that all politicians should be breathalysed before voting. . . So keep smiling, in spite of the War on the Car, higher vehicle taxes, more and probably lower speed-limits with Big Brother cameras trying to enforce them, and pending M-way tolls.

F1 Folly

Cameras on racing cars! Is the risk of them flying off and endangering drivers' lives merited by additional TV viewing thrills? The F1 "politicians" must think quickly and make a decision.

At Monza Alesi's errant TV camera nearly ended Berger's career and robbed the Italians of a Ferrari victory. How odd that we can build these highly technical GP cars, send men to the Moon, but cannot screw down a lightweight camera so that it remains secure, kerb-hopping or otherwise. And I had so wanted to see an Italian car win the Italian Grand Prix.



And More. . .

I hear that another restriction is being imposed, although I believe it is not yet law, on our motoring past. Chief Fire Officers are being empowered to inform garages that if their petrol pumps are within 4.25m of a public highway their licences to sell petrol will be revoked. It is easy to see what an enormous reconstruction of forecourts and even buildings this would invoke, especially for the older establishments and small country filling stations.

I can think of two cases, one a small village garage with pumps close to a quiet country road, and another in a country town where pumps installed in 1929 have pipes and hoses which swing out over the pavement, and could be said to be an item of tourist interest. Neither had, at the time of writing, been given a waiver against closure if the pumps are not re-sited before January 1996. With so much destruction of historic car factories and buildings, do we want to see garages follow suit? **W B**

Forthcoming Events

OCTOBER

26TH OCTOBER

THE HISTORIC RALLY CAR REGISTER, South West Version 1.3. Ian Shapland has decided to have another go at forming a South West Centre – for the third time. In an effort to run the flag up the pole and see which way the wind is blowing (or it there is any wind at all), it is proposed to meet at the Rock Inn, Georgeham at 8pm on Thursday 26th October. Cal Ian on 01271 890416 if you can come – if nothing else, the 'Rock' is a charming pub with good bar food!

31ST OCTOBER

HALOWEEN FANCY DRESS, BRISTOL. Further details: Kevin Morton, T.R. Drivers Club, 12 Puxton Drive, Kidderminster, Worcs.

NOVEMBER

PROVISIONALLY NOVEMBER 95

CADWELL PARK RACE CIRCUIT TEST DAY. A day of thrills at this beautiful Lincolnshire race track. Price £35 per driver, £10 refundable deposit, numbers will be limited. For details, send an SAE to: Simon Hudson, Humber AO, Haven, 66 Corby Park, North Ferriby, Nr. Hull HU14 3AY.

3RD NOVEMBER

PORSCHE CLUB DRIVING DAY, CADWELL PARK. NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of November.

MGCC PRODUCTION CAR TRIAL. Geoff Rawlings 01232 425564.

5TH NOVEMBER

MGCC LIBRA TRIAL AND BONFIRE. Barry Smith 01753 336454.

BONFIRE PARTY, BATH. For further details: Kevin Morton, T.R. Drivers Club, 12 Puxton Drive, Kidderminster, Worcs.

11-12TH NOVEMBER

THE NATIONAL CLASSIC MOTOR SHOW. Don't forget! The Allard Owners Club will have a stand at the Classic Motor Show at the N.E.C. Birmingham on the 11th and 12th November, 1995. Visit us at the stand – tickets are available with a £2 discount to members at £5.50 by phoning 0121 767 4767.

12TH NOVEMBER

NATIONAL CLASSIC CAR SHOW, NEC, BIRMINGHAM. Club Lotus stand as normal. Usual plea for beautiful cars over 10 years old. Please ring Margaret on 01362 691144 (9-1pm weekdays).

PALLADWR RALLY. Salisbury & Shaftesbury Car Club will once again be running the Palladwr Historic Road Rally on 12th November, 1995. The 120 mile route in Somerset, Dorset and Wiltshire will consist mainly of regularity sections timed to the second and defined by varied forms of navigation. In addition there will be a number of special tests on private land. This year the event is based at the Haynes Motor Museum at Sparkford near Yeovil. The event is a round of the popular Speedsport Design Clubmans Rally Championship as well as the ASWMC Historic Rally Championship so it is expected that entries will be in heavy demand. Regulations are now available from: Colin Miles, Winton Bungalow, South Cadbury, Yeovil, Somerset, BA22 7EZ. Tel: 01963 440586.

18TH NOVEMBER

MGCC PRODUCTION CAR TRIAL. Geoff Rawlings 01232 425564.

NIGHTJAR RALLY, NORTH HAMPSHIRE CENTRE A70C. This event is mainly aimed at pre war vehicles although moderns are permitted up to a maximum number. Navigation is by six figure map references with additional orienteering content.

18-19TH NOVEMBER

THE MILLERS OILS RAC INTERNATIONAL HISTORIC RALLY, Leeds 1996, takes place over the weekend of 18/19th November. On Saturday we have ten special stages at eight different venues. Quite a lot of this years route involves forestry, so you might get a bit more shelter if it rains. We also need HRCR people at passage controls and service areas and to marshal scrutineering on Friday. Once again it will involve an early start and no fantastic incentives (although each stage will have a marshals draw with free oil from Millers Oils and HRCR membership on offer). You showed you could do it last year – please help us again. Ring Brian Thomas on 0117 969 9659 or Roger Beales on 01734 473048 or Alison Woolley on 01452 790648 NOW! If they're not there, leave a message on the answering machine and we will ring you back.

19TH NOVEMBER

THE VAUXHALL-OPEL SHOW and Parts Show, Stoneleight Park Exhibition Centre, near Coventry, Warwickshire, 10am-5pm. This annual show takes place indoors. Organised by Motor Club Management for the Vauxhall-Opel Drivers Club, 32A High Street, Dereham, Norfolk NR19 1DR. Tel: 01362 69114 4/694459. Fax: 01362 695522.

23RD NOVEMBER

THE BROOKLANDS SOCIETY ANNUAL DINNER at the Clubhouse. First Wednesday filmshows at Weybridge, October through April. Full details, Membership Sec., 4 Blackstone Hill, Redhill, Surrey RH1 6BE. Tel: 01737 764401.

24TH NOVEMBER

A TALK BY RICHARD NOBLE, Kings School, Ottery, St. Mary, Devon, on the Land Speed Record. Tickets cost £7.50 and all proceeds are for charity. Further details can be obtained from David Rickard on 01404 41378.

25TH NOVEMBER

THE CLASSIC & HISTORIC MOTOR CLUB PRESENTATION OF AWARDS EVENING. The competitions are all over, the summer has gone but we can still look forward to this annual get together. We have chosen a new venue for 1995, Cameley Lodge, at Cameley, near Temple Cloud, just off the A37 Bristol/Wells road about ten miles South of Bristol; we will give full map references and instructions next month. Our evening will start at 7.30pm for Dinner at 8.00pm and, following the Awards Presentation there will be dancing to a Sixties disco. The ticket price is £15.00 – order yours now! Social Sec. 01275 830533.

60 YEARS OF JAGUAR ENGINES. This important annual event takes place in Coventry, by courtesy of Jaguar Cars at their factory in Browns Lane, Allesley, note new entrance on Coundon Wedge, the principal host being Area 7 of the Jaguar Drivers Club. This years theme is '60 Years of Jaguar Engines' and the lead speaker will be Trevor Crisp, Product Engineer, Power Units and Transmissions, also other speakers representative of different Eras support by film and exhibits. Doors open 6.30pm for 7.30pm, entrance by ticket (which includes a light buffet) obtainable only in advance at £3 each – SAE appreciated from: Tricia Paremain, 35 Kingsleigh Drive, Castle Bromwich, Birmingham B36 9DQ, with cheques made payable to Jaguar Drivers Club (Midlands Branch).

We have made a 100% effort for accuracy, however, we recommend that you check with the organisers before planning your journey.

VARIOUS FOR 1996

A WINTER WEEKEND HAS BEEN ARRANGED FOR THE 23RD FEBRUARY 1996, at the Midland Hotel, Derby, and includes dinner, bed and breakfast both nights. There are plenty of National Trust properties in the area, and Derby is only a short distance from Nottingham and Chatsworth House. We may also be able to gain reduced admission to Alton Towers and the American Adventure. The cost of the weekend is £64 per person. Bookings must be made by the 5th December 1995, together with a deposit of £20 per person. The balance to be paid by 31st January 1996, cheques to be made payable to: Saab Owners Club of Great Britain Limited. Please send your deposits and cheques to: Mike and Hilary Philpott, Lamorna, 1 Oriel Way, Brackley, Northants, NN13 6DR. Tel: 01280 705 369.

NOVICE RALLY. Amman and District Motor Club are organising the 'Novice Rally' on the 2nd/3rd of March 1996, exclusively for inexperienced competitors. If you've finished in the top 20 overall on any historic or modern road rally of FIVA permit event, then you can't enter! The concept is to give drivers and navigators who are new to historic road rallies a weekend of tuition and practical experience on an actual event. There will be three legs, including a 50 mile night road rally through Welsh lanes. There will also be driving tests, regularity, but simplified for novice crews. For details contact Veronica Gale, 'Tyrrell', 13 Wellfield Avenue, Neath, W. Glamorgan.

THE ALLARD OWNERS CLUB meets at 'The Ebury Arms', Pimlico Road, Chelsea. Every first Tuesday of the month, from 8.30pm. All members and friends are welcome.

11TH-18TH OCTOBER

THE IRISH FERRIES CLASSIC TOUR OF IRELAND. The event is an eight day tour of Southern Ireland. it is open to any standard pre '75 classic car (at the organiser's discretion). This event is for everyone with simple navigation, visits, receptions and much more adding up to a week of pure entertainment. The set runs (pure regularity), take place in the mornings with the afternoons and evenings for social events or just discovering the delights of this beautiful island. The tour runs from 11th to 18th May 1996 and takes in a lap starting and finishing at Dublin. The entry numbers are strictly limited, and for '95 we had our full entry by early January '95. As we write the 1996 event is already filling up, with entries from previous entrants. It is advisable to apply early to secure a place. All further details regarding the event can be obtained from the Tour Office. Tel & fax: 01734 885206.



ACOC Cobras and Aces at Bentley Driver's Club Meeting, Silverstone in August.

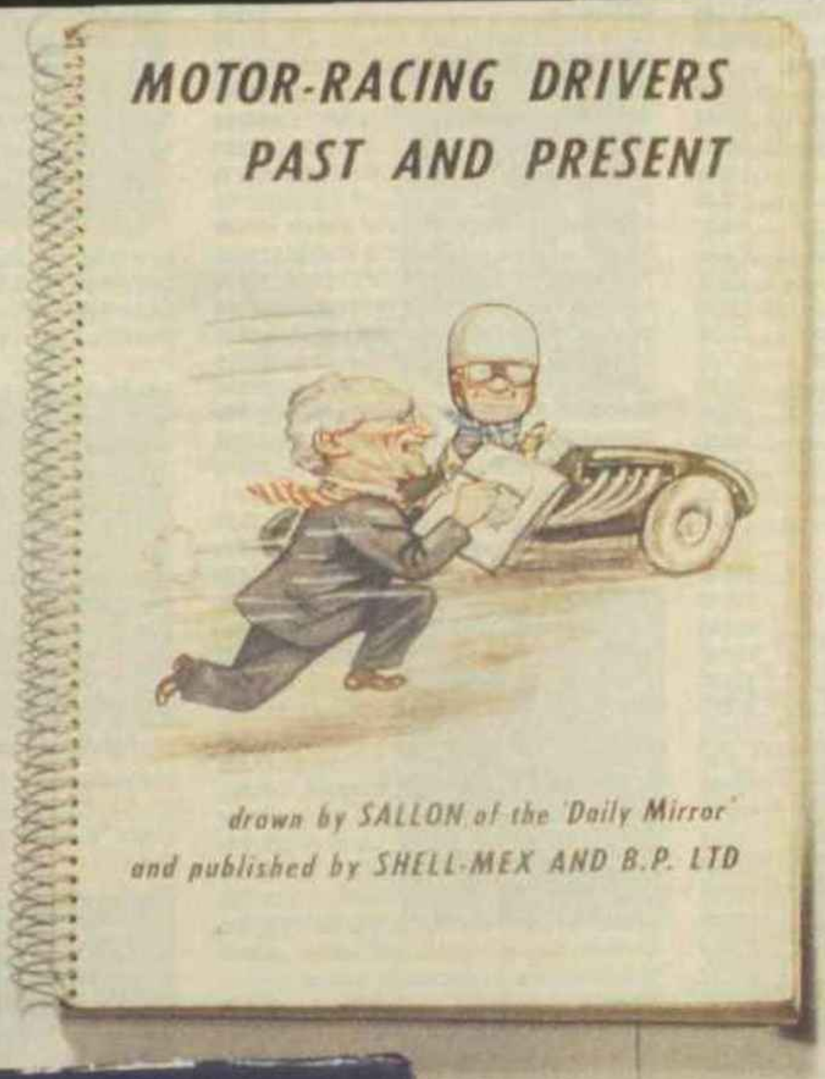
ATTENTION – CAR CLUBS!

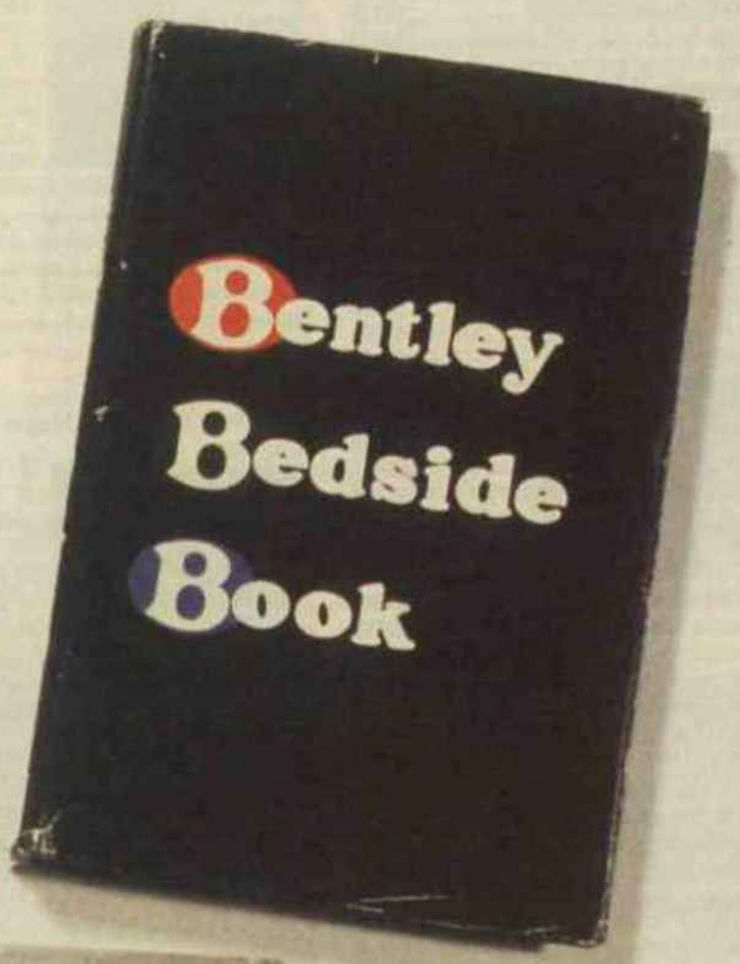
Publicise your event – it's free! Fax or send in details to: MOTOR SPORT, PO Box 35, Standard House, Bonhill Street, London, EC2A 4DA.

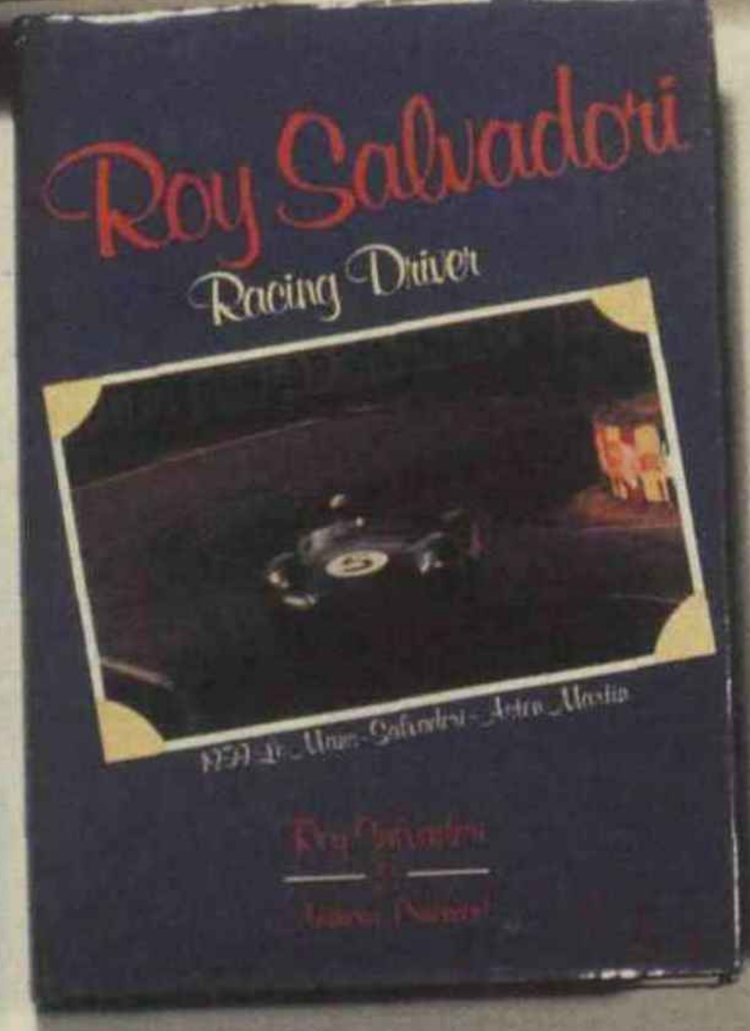
Closing date for December is 12/11/95.

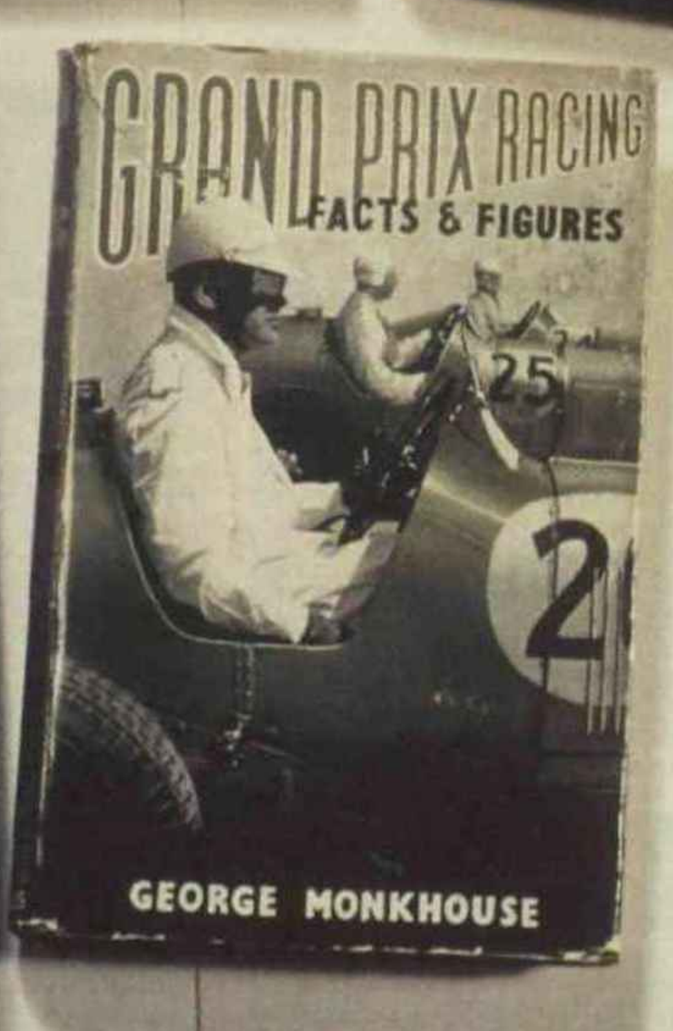
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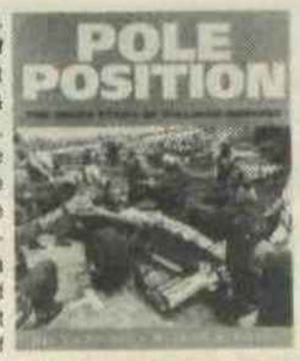
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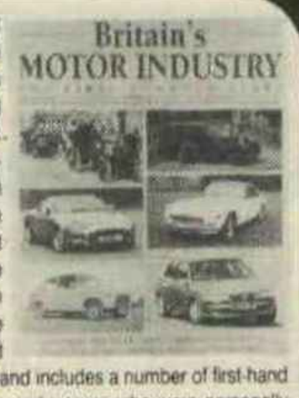
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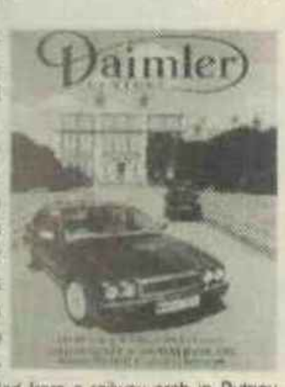
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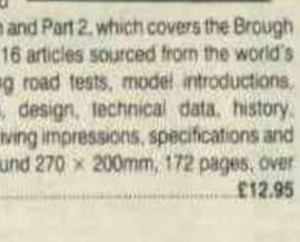
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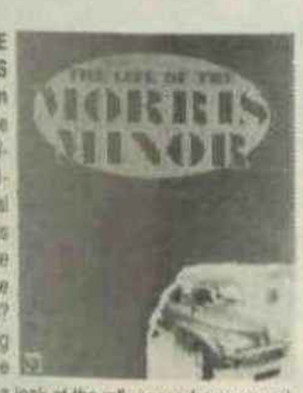
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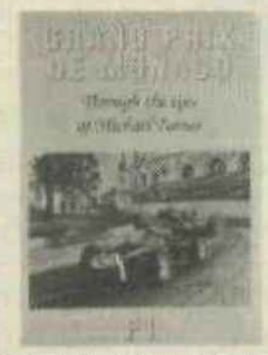
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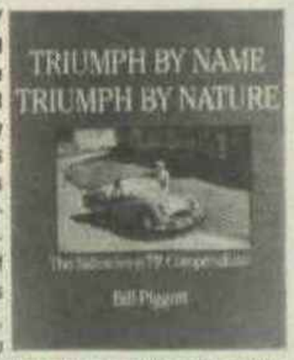
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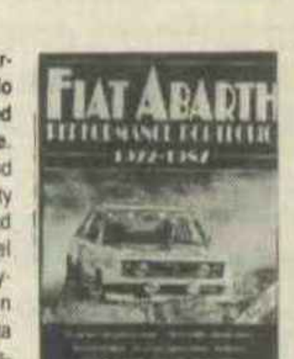
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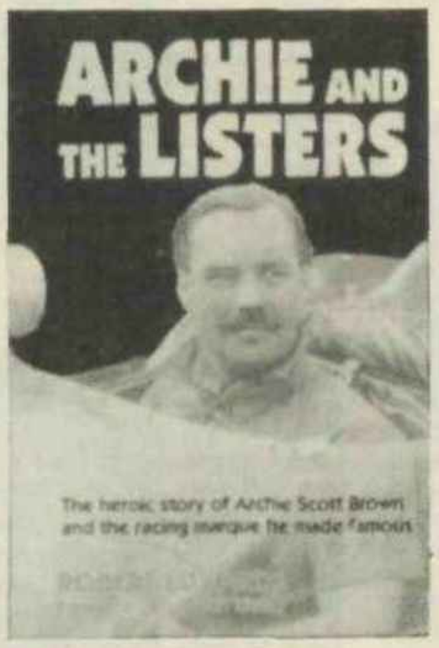
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ANYONE attempting to create a list of the "best" of anything is inviting criticism and knows it. There are no objective criteria for such a list, and no two people are likely to find themselves in total agreement on what should and shouldn't be included. It is felt, however, that a high percentage of the books chosen here would appear on a high percentage of lists. They are for the most part books that have stood the test of time or, if published recently, have been widely and favourably reviewed. They all have something special to offer, but if your own favourites happen to be missing, please don't take that as an adverse comment on them.

(Note. Titles marked with an asterisk (*) are out of print and will have to be found through specialist secondhand dealers. Other titles should all be currently available.)



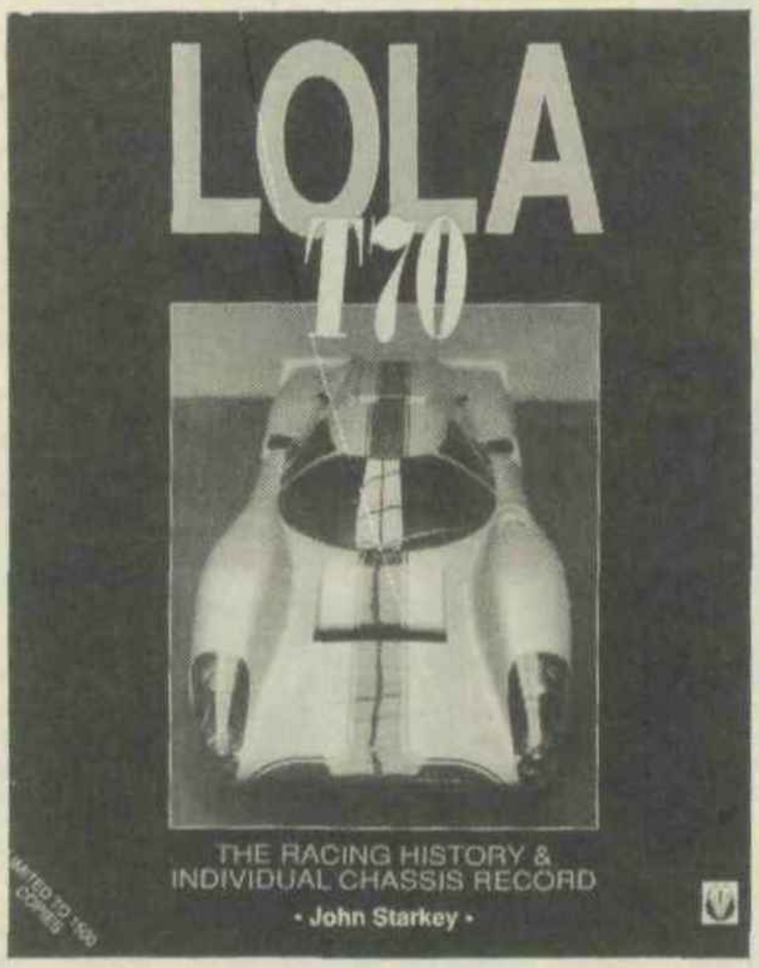
- **Archie And The Listers**
Author: Robert Edwards
Publisher: Haynes Publishing
Subtitled "The heroic story of Archie Scott-Brown and the racing marque he made famous," this recently published book has been gathering ecstatic reviews. Read it as an inspiring human document or as the definitive account of the Lister marque.
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- **The Autocourse History Of The Grand Prix Car 1945-1965 and *1966-1991**
Author: Doug Nye
Publisher: Hazleton Publishing
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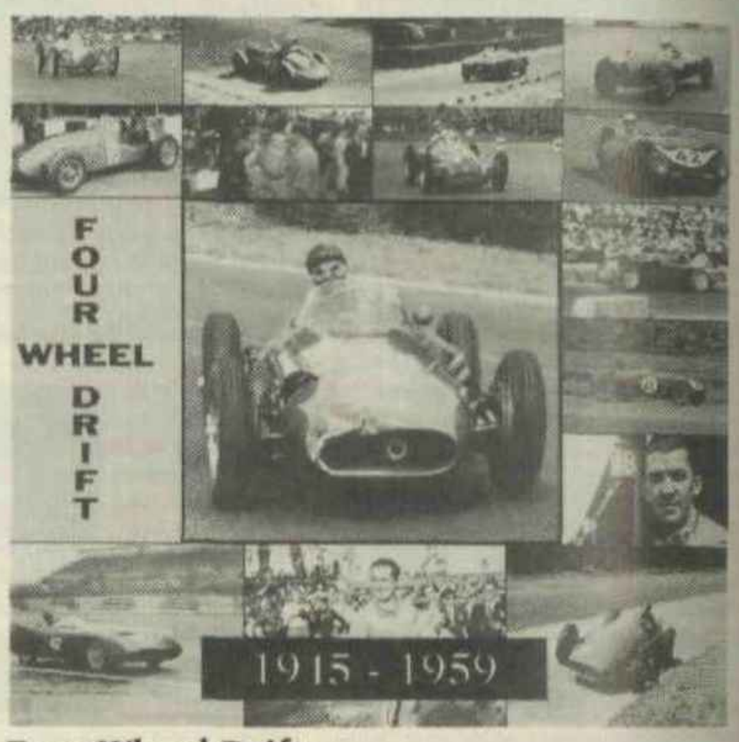
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Author: Chris Nixon
Publisher: Transport Bookman
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Ferrari 512 S&M
Author: Christian Huet
Publisher: Cavalliera (Italy)
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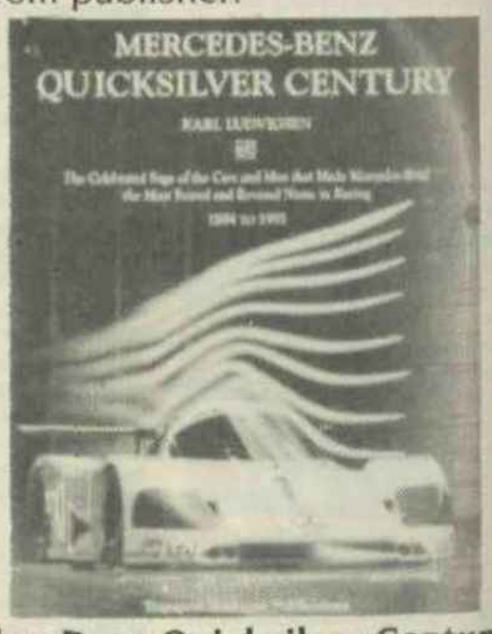
Ferrari 312 PB
Author: Christian Huet
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Lola T70
Author: John Starkey
Publisher: Veloce Publishing PLC
Contents include
Chapter 1: New beginnings. Chapter 2: Lola T70 MkI & II. Chapter 3: Racing in 1965. Chapter 4: Racing in 1966. Chapter 5: Lola T70 Mk III Spyder & Coupé. Chapter 6: Racing in 1967. Chapter 7: Racing in 1968. Chapter 8: Lola T70 Mk IIB Coupé. Chapter 9: Racing in 1969. Chapter 10: Racing in 1970. Chapter 11: The Lola T70 in Historic Racing. Chapter 12: Track Testing Lola T70 Mk IIB Coupé. Appendix 1: History & Register of individual cars — introduction. Appendix 2: History & Register of individual cars — Lola T70 MkI. Appendix 3: History & Register of individual cars — Lola T70 MkII. Appendix 4: History & Register of individual cars — Lola T70 MkII GT Coupé. Appendix 5: History & Register of individual cars — Lola T70 Mk IIB Coupé. Index.
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Author: Gerald Donaldson
Publisher: Harper Collins
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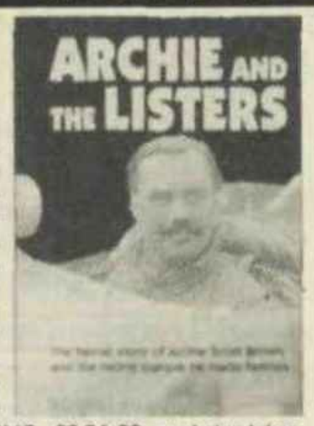
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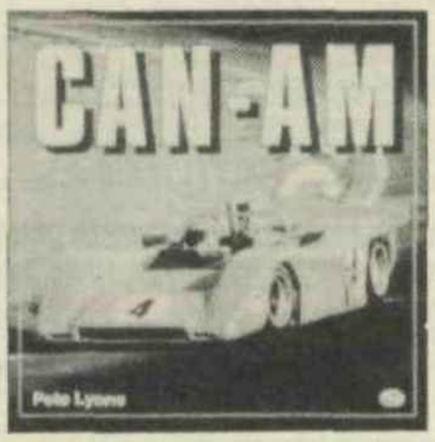
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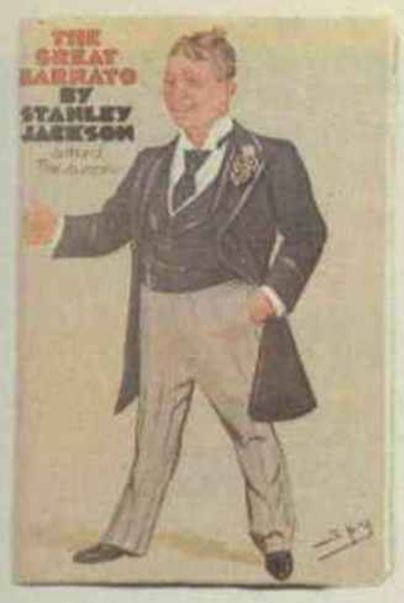
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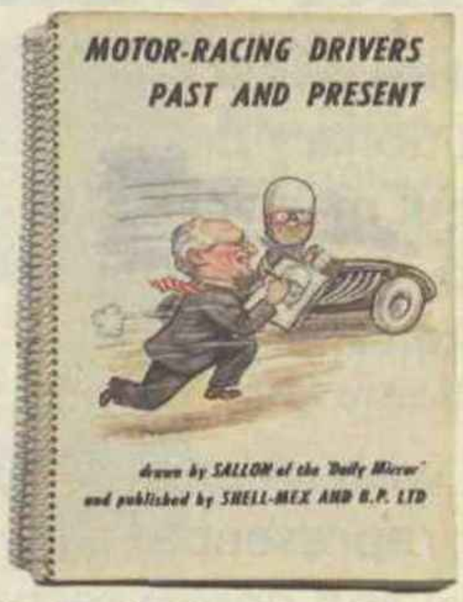
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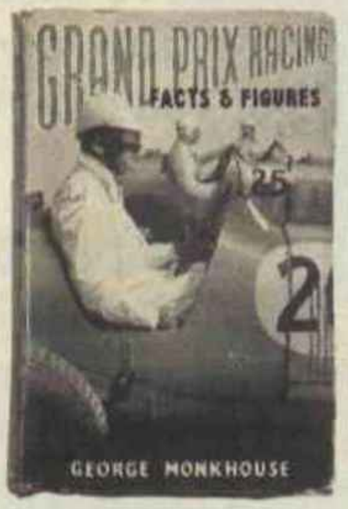
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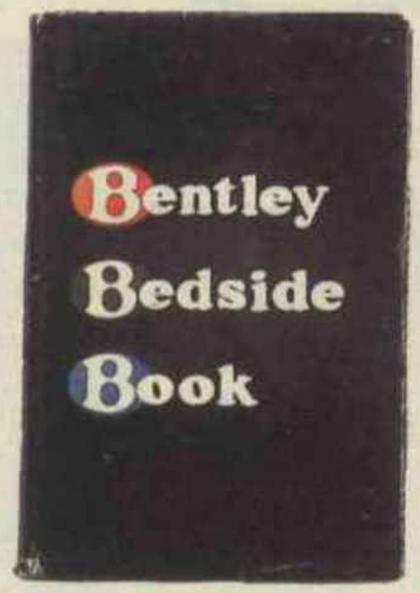
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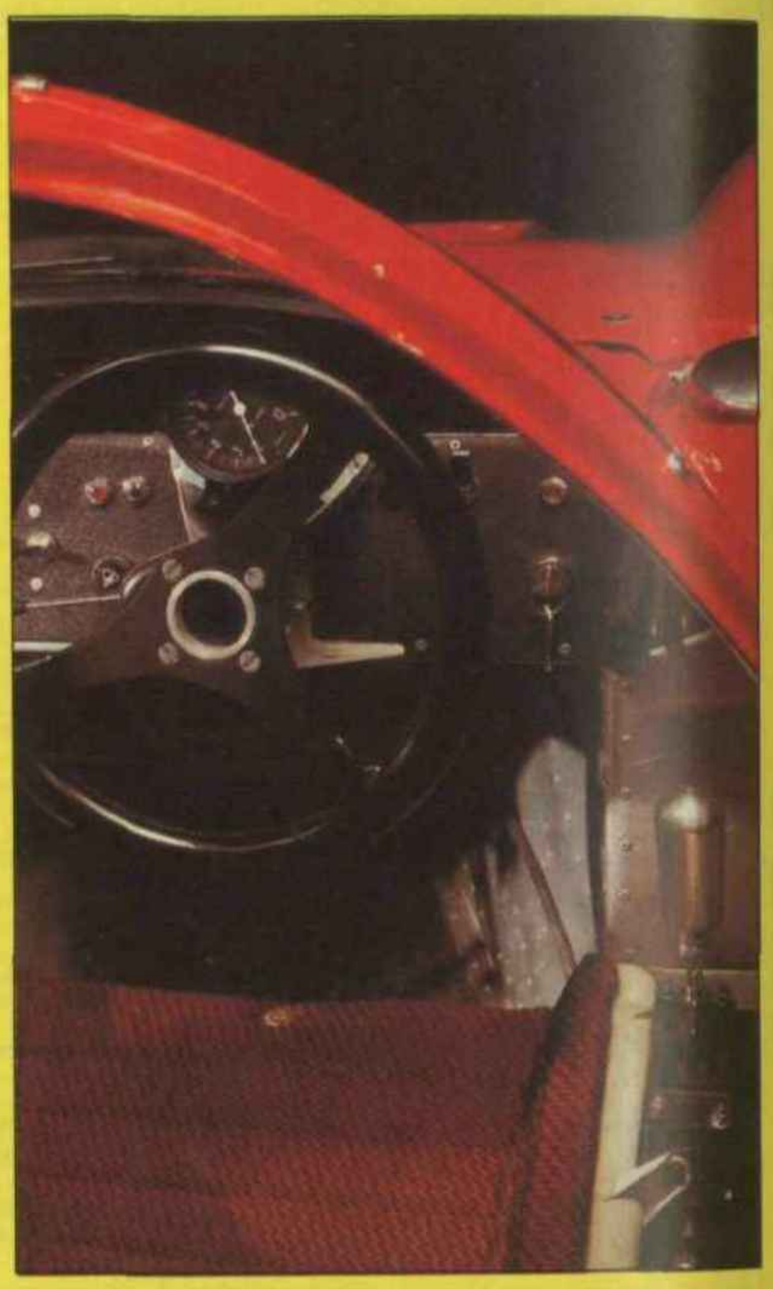
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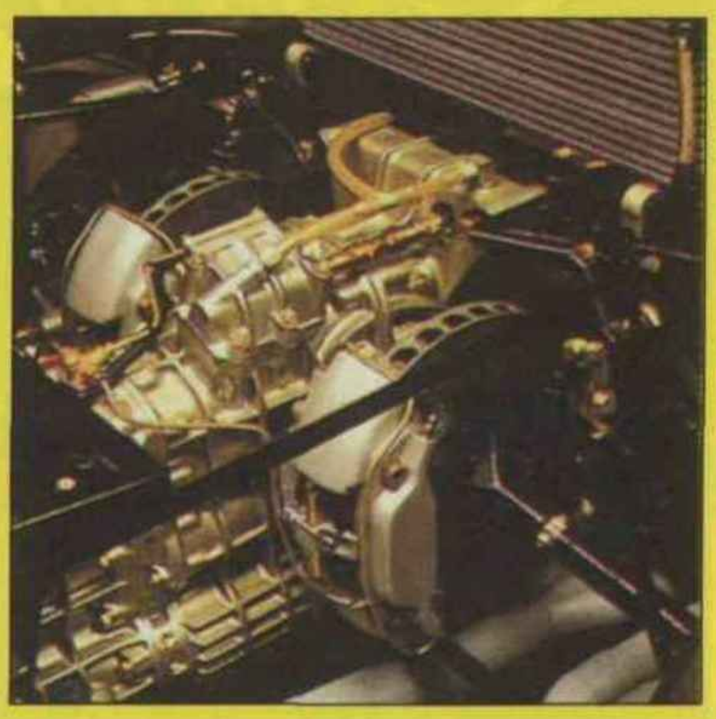
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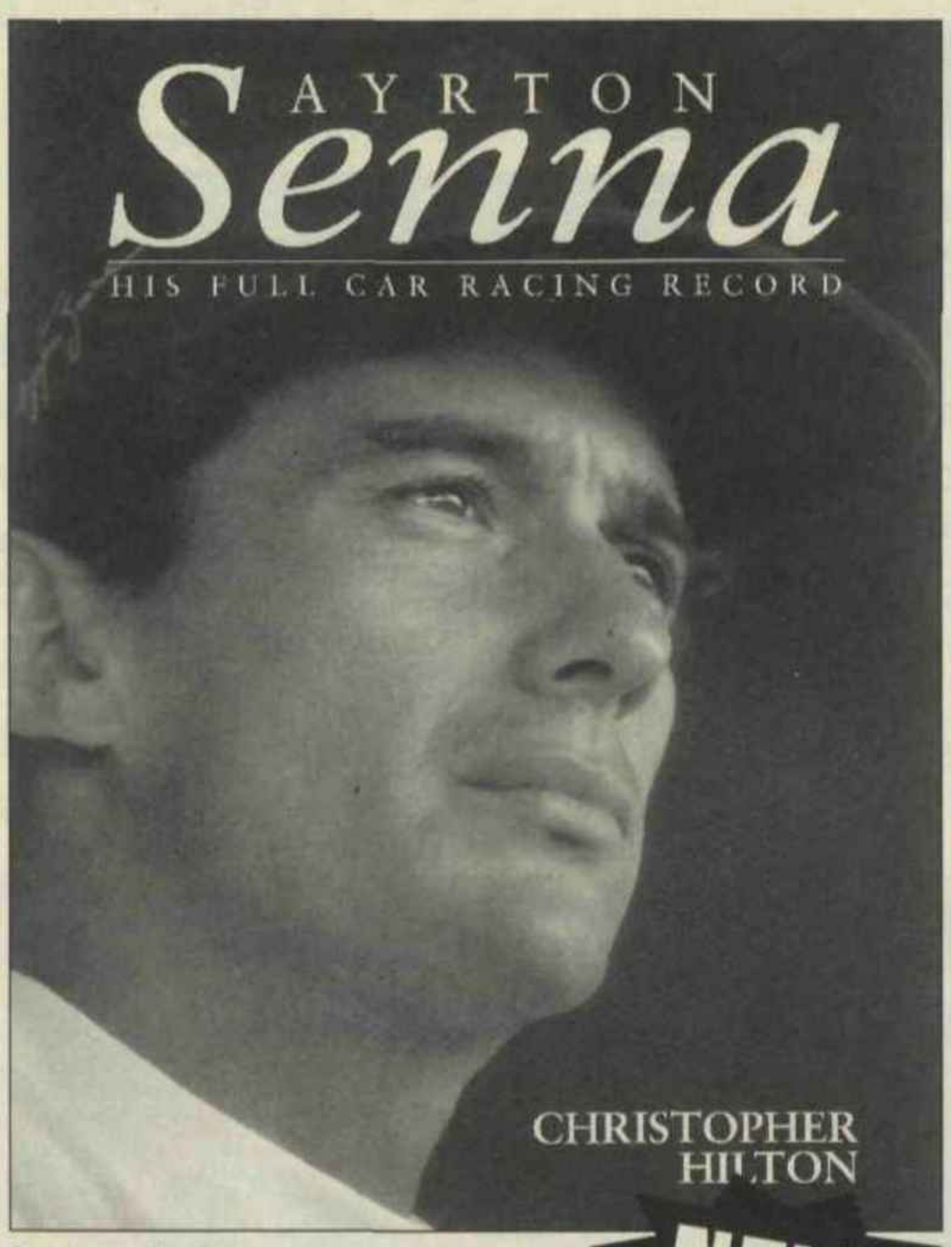
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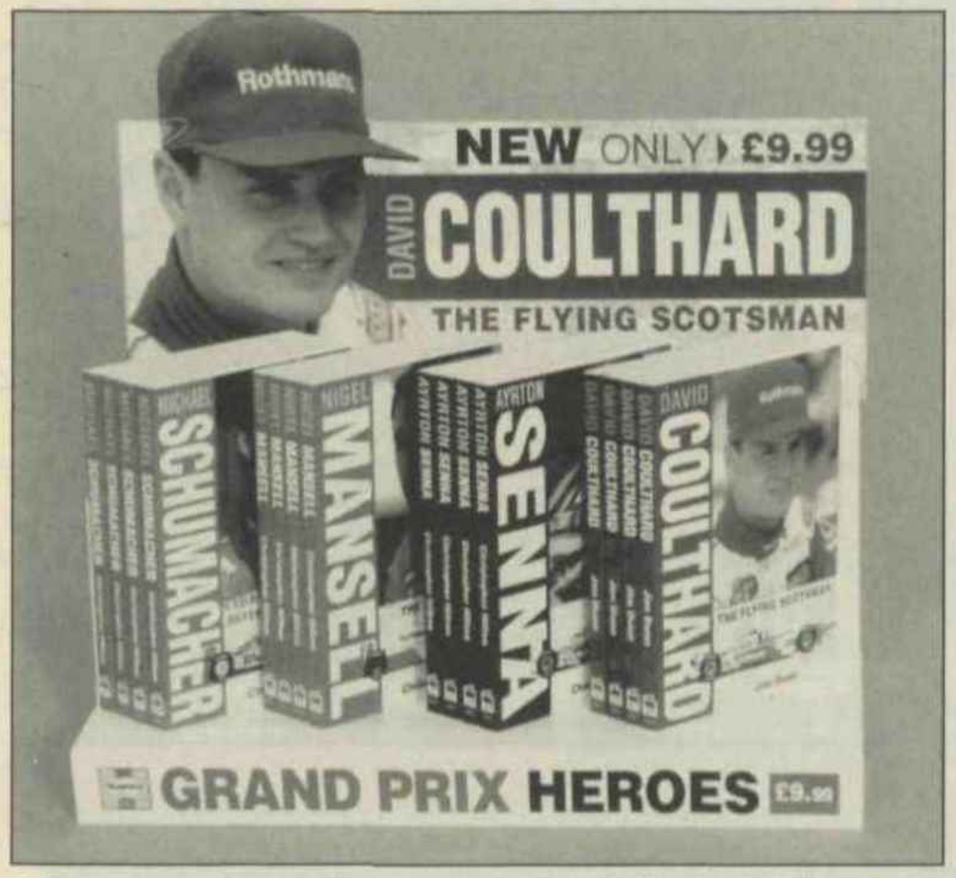
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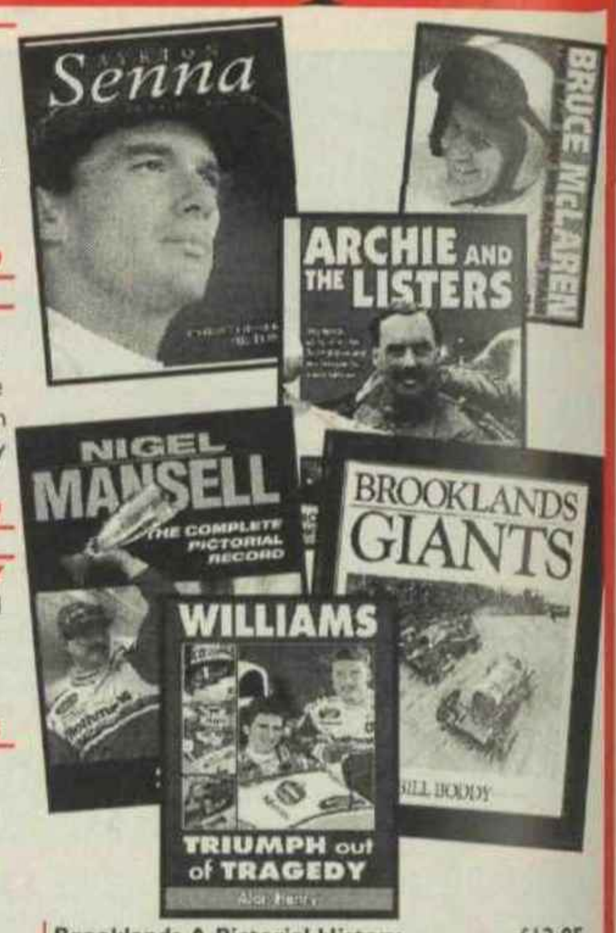
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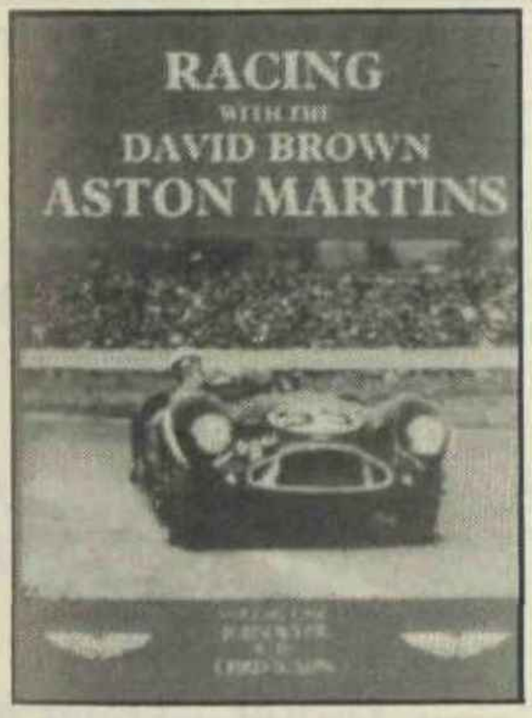
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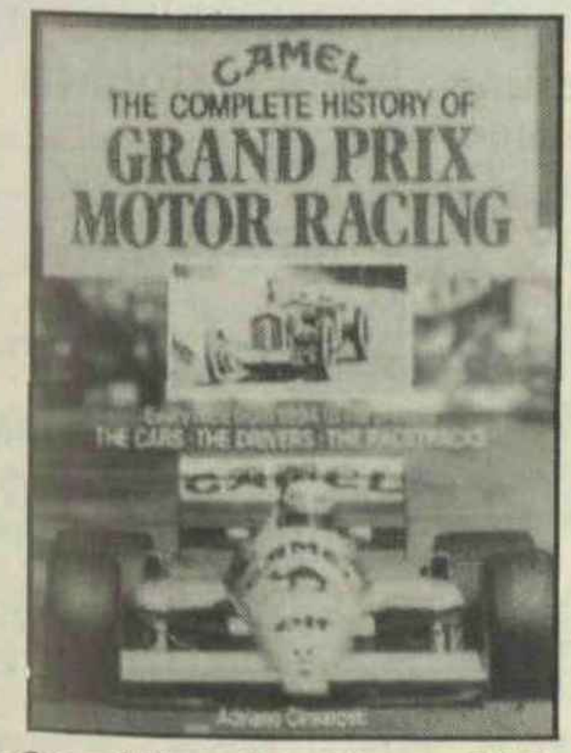
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Price: £15-£25

***GT40: An Individual History And Race Record**
Author: Ronnie Spain
Publisher: Osprey
Of all the books about GT40s, Spain's is far and away the best, researched over many years and tracing the history of each and every example. Given the continuing popularity of the GT40, this book should have been kept in print a lot longer. If you find it, buy it.

Price: £125/£135



Georges Roesch And The Invincible Talbot
Author: Anthony Blight
Publisher: Grenville 1970
This Comprehensive book was dedicated to the life story of Georges Roesch, a mechanical master who in his youth had a vision of the ideal motor car. His theory was that a car should be reliable, easy to drive and most importantly, cheap to manufacture and maintain. He was working as Chief Engineer to Clement Talbot and soon his dream came true. Between 1926 and 1935 Roesch Talbots were very successful. They proved almost unbeatable in The Alpine Trials. "The fastest touring car in the world 1937/1938". There are some spectacular black & white period photographs including GO53 being worked on in the pits by its mechanics and GO52 in 1931 being refuelled by its portable funnel with John Cobb standing close.

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***BRM: The Saga Of British Racing Motors, Volume 1.**
Author: Doug Nye (with Tony Rudd)
Publisher: Motor Racing Publications
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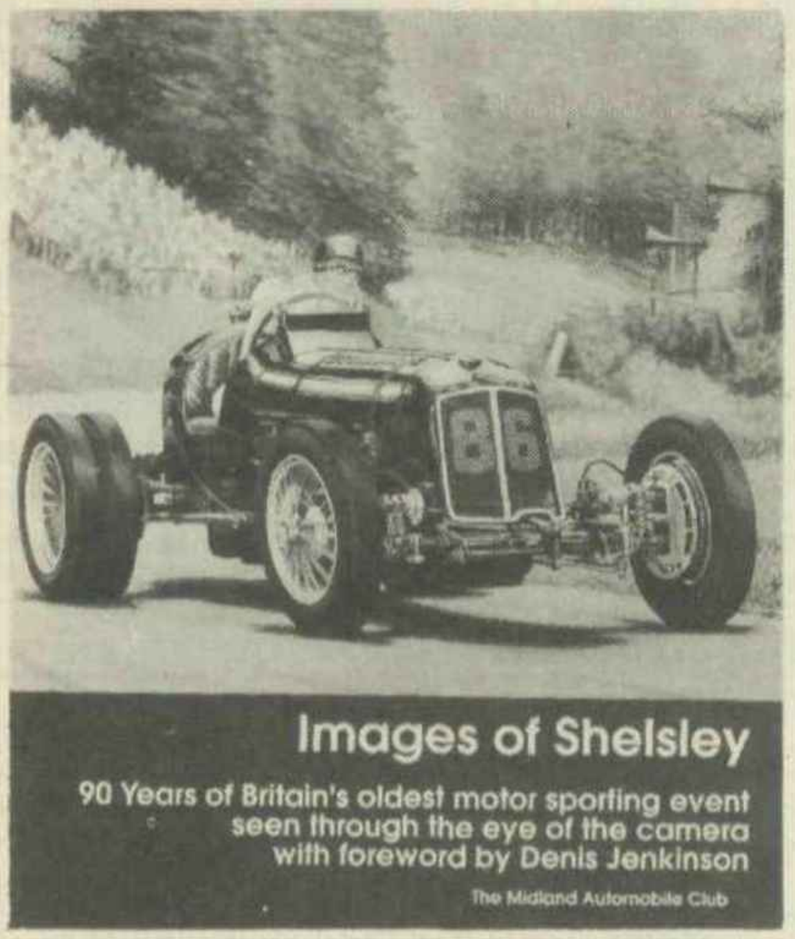
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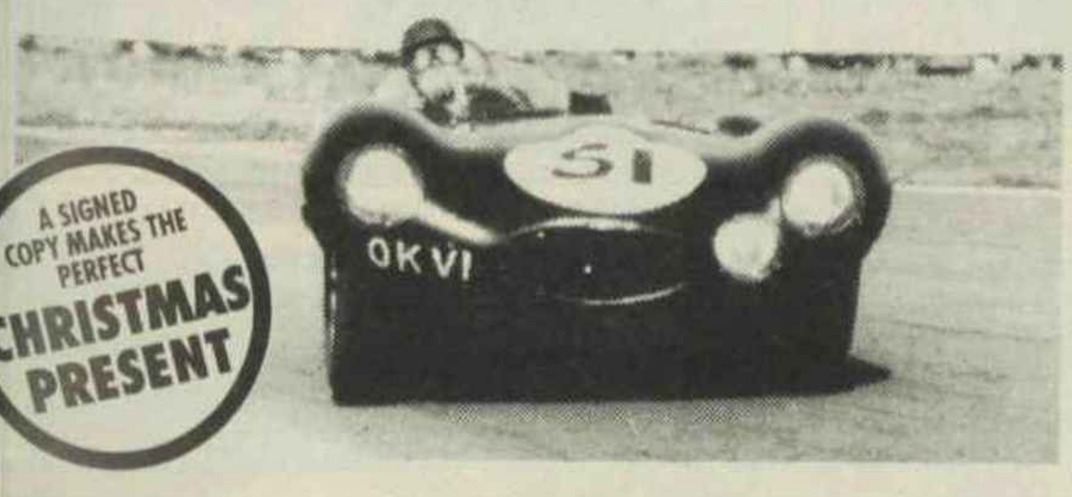
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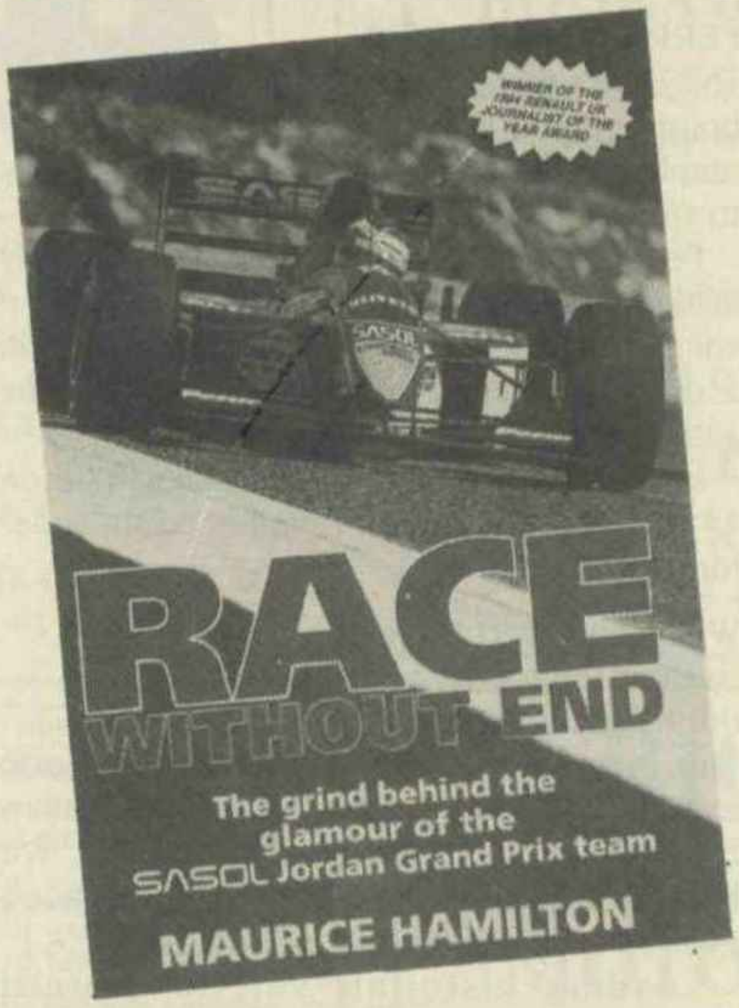
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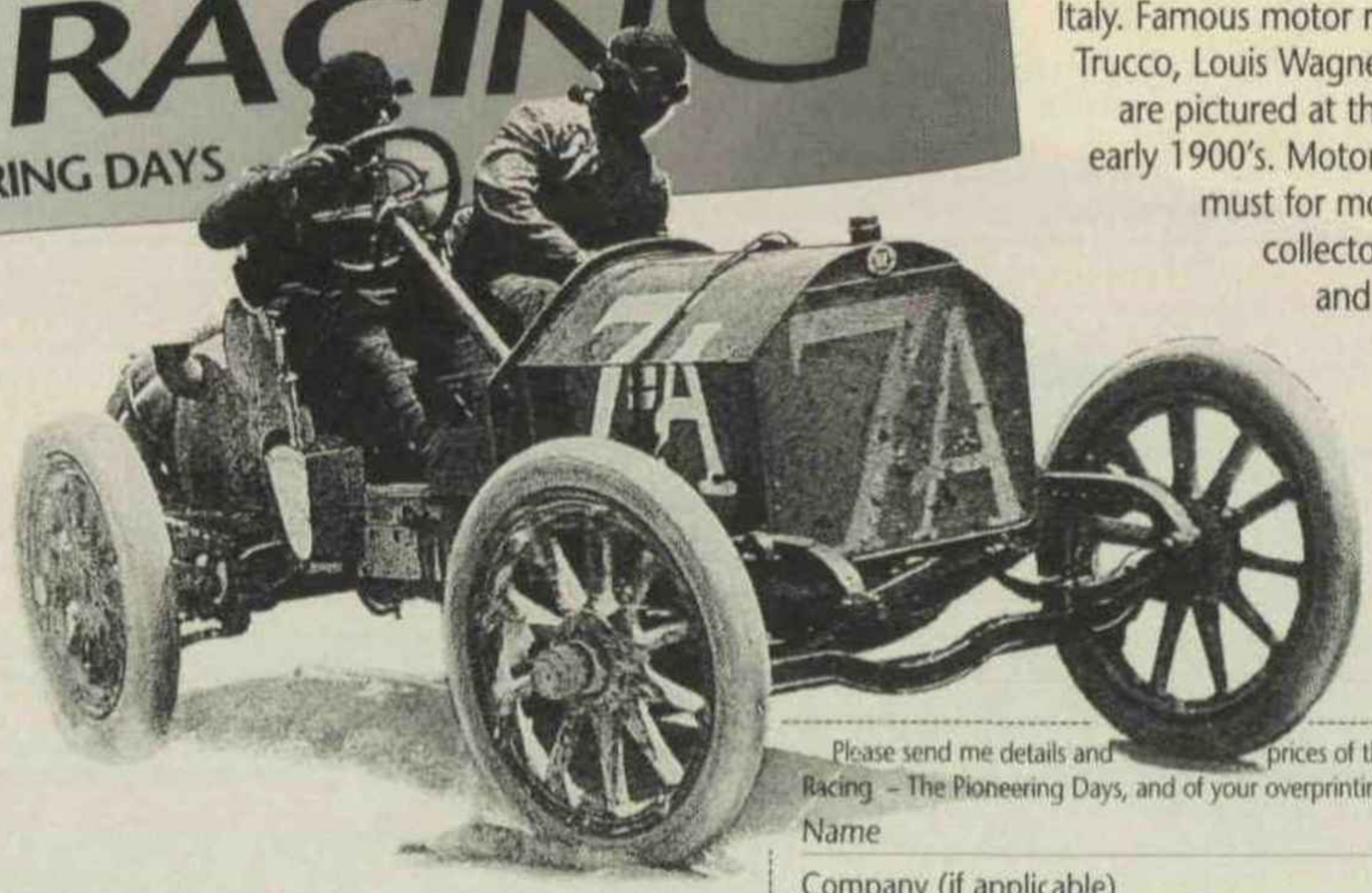
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Looking back and having time to reflect, it is difficult to believe that a car was launched from one of the most famous and prestigious manufacturers in the world and yet wore a badge that bore no evidence of whom the manufacturer really was. It was as if Ferrari somehow disowned it and wished to wash its hands of it. And yet the irony was that it was to become the most known of Ferraris, recognised even by non-Ferrari enthusiasts which was in contrast to the confusing array of preceding models.

The car had been named after Enzo Ferrari's son Alfredino who had tragically died at the age of 24 in 1956 from leukemia. He was already on the company payroll and was credited with being the driving influence behind the new V6 engine which was being developed for competition purposes. Henceforth all six cylinder models were known as Dinos.

Since Ferrari's answer to the new Porsche 911 was to be a smaller 6 cylinder car, the old man had therefore decreed that it should also be be designated the Dino, the first production car to be named thus. There is also every indication that he was hedging his bets lest this little 2 litre was found to be unacceptable from a company that was associated with more powerful and bigger sports cars.

As it turned out, it was not the engine capacity and specification which attracted the most attention, but rather the curvaceous and graceful Pininfarina body. At a time when design trends were becoming angular and wedge-shaped, the Dino stood head and shoulders above the rest for its beauty and grace.

Apart from being seen on a few sports racing cars in 1965 and 1966, the shape was initially shown on the Pininfarina stand at various Motor Shows. It was launched at the 1965 Paris Salon, reappeared at the following year's Turin Show and again at the 1967 Frankfurt Motor Show, each time with a slightly altered appearance.

The version of the V6 engine which appeared in the first production Dino, the 206GT, was an offspring of the Formula 2 unit. The regulations for 1967 stipulated that Formula 2 engines had to be derived from a production unit of which at least 500 had to be manufacturered in a year, a quantity far beyond Ferrari's capabilities at that time. Giovanni Agnelli, head of Fiat which at that



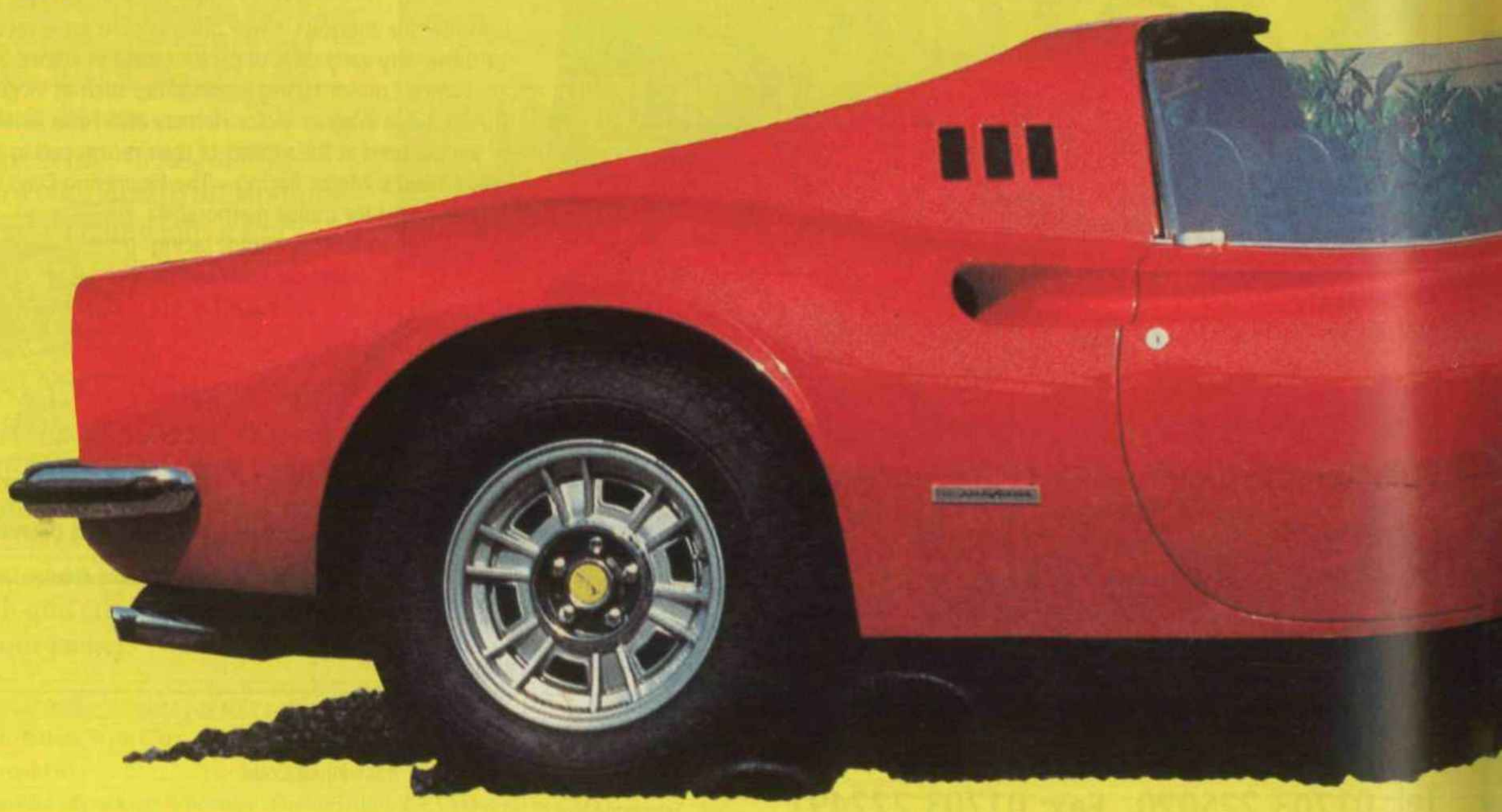
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Wheel arch extensions and Campagnola wheels. This particular model is more known as "flares and chairs".



246 GT, this particular car shown with Plexiglass headlamp covers.



246 GT & GTS



246 GTS, the most sought after.



A competition 246 GT.

time had not taken control of Ferrari, heard of the problem and offered to build them on Ferrari's behalf. It was hardly a satisfactory situation as the engine had not been designed with large scale production in mind and there were doubts about the quality of the work, but in the event the joint project was quite a success.

The 2 litre, light alloy engine fed by three Weber 40DCF carburettors, mated to the gearbox and transversely mounted behind the seats produced 180bhp at 8000rpm, but it was not fast enough and suffered at the hands of the latest Porsches which the car was designed to meet head on. Consequently the 2 litre engine was replaced by a 2418cc version in the spring of 1969. The bore and stroke had been increased to 92.5 x 60mm and the power output increased by 15bhp to 195bhp at 7600rpm.

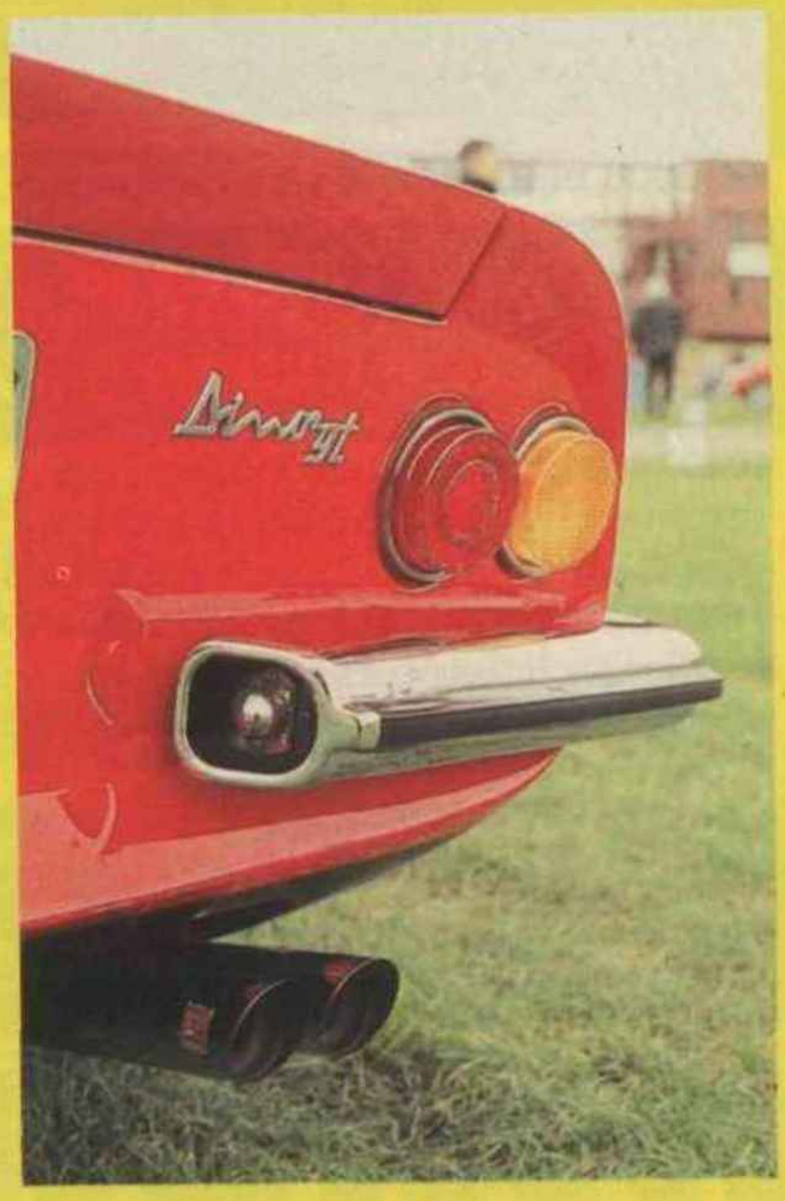
Due to the light alloy bodywork of the 206GT being replaced by a thin steel one on the 246GT and the weight consequently increased by 396lb to 2380lb, top speed was only 1mph faster than the 2 litre, but the torque was considerably improved.

There was little external difference between the two models except that the 246GT was three inches taller, the wheelbase was extended by 2.3 inches and the overall length by 3.7 inches, but gone were the triple-eared knock-off hub spinners and the chrome filler cap.

Between 1969 and the end of 1974 when production ceased, 2732 246GTs were produced, none, it is said, being exactly the same having been individually handcrafted.

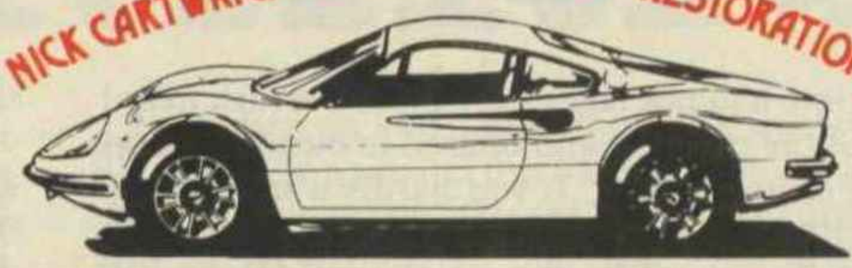
There was an addition to the range in 1972 when a "Spyder" version was introduced. With the exception of the detachable roof there was little difference between the two models, but the 246GTS, as it was designated, has become all the more desirable as a collector's car, particularly as only 1180 were produced in its three years of production.

Continued over page



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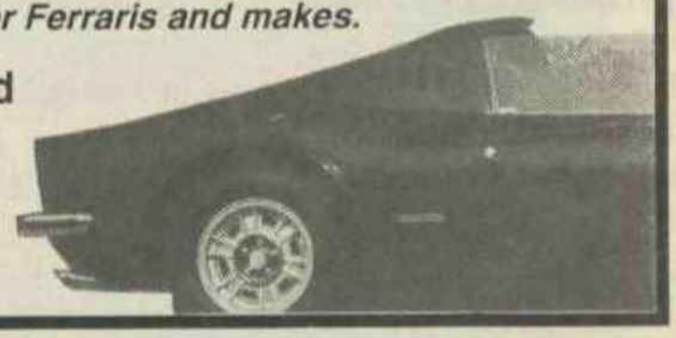
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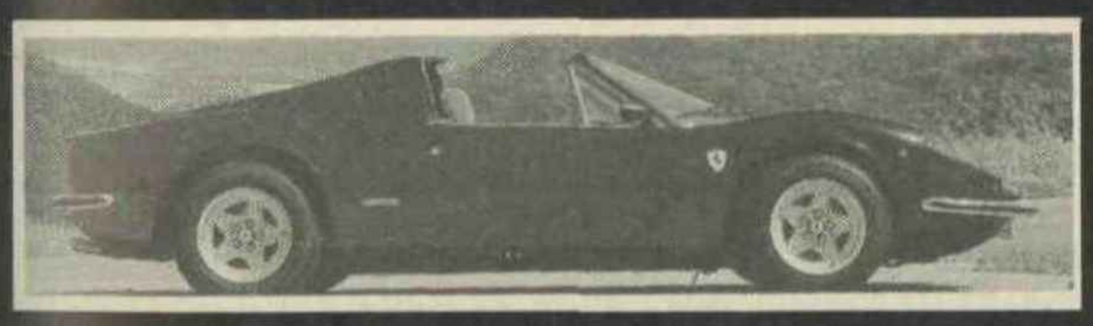
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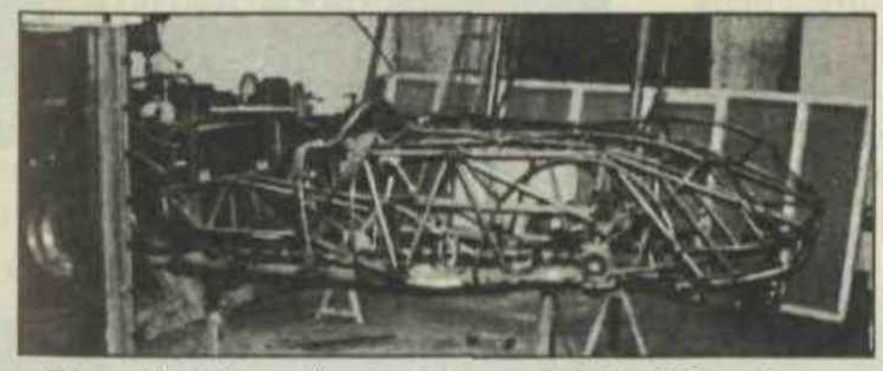
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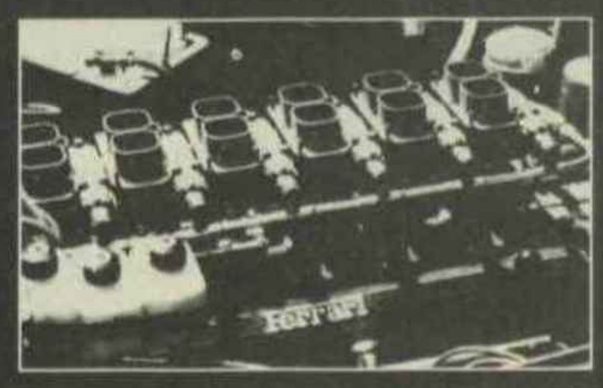
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BUYERS GUIDE: FERRARI DINO 246 GT & GTS

The Dino has only become a collectable car during the late Seventies and early Eighties. Examples in poor condition could be picked up for quite a small amount. The expense came later in the renovation, but such was the work needed with the resultant cost that at that time the price of a reconditioned car did not justify the expense.

Times have changed though and those people astute enough to have bought them when they were not in favour or as rust buckets for future projects are laughing all the way to the bank for where a good example cost £5000 late 1970s, that figure has to be multiplied by at least 6 today.



The interior of a GTS with Targa panel removed. This particular car under restoration.

What to look for when buying. . .

One could be confident in saying that 70% of Dino's in Britain have at some time had body repairs or been the subject of a full restoration. Older, less sophisticated restorations should be checked thoroughly starting with the body. There are the usual rust problems, particularly around the sills, door bottoms and wheel arches where water would get trapped and so begin the rusting process. The strong, tubular chassis is protected from the atmosphere by a glass fibre panel held in place with rivets. However, moisture can still build up in this area and cause chassis corrosion. The rear wing quarter panels are double skin and is a favourite area for rust. The bottom of boot-lid should also be checked.

Mechanics. . .

Mechanically, the car should be sound if serviced regularly, an essential element in the ownership of any Ferrari, but a service every 3,000 miles is a requirement and the tappets should be checked for adjustment every 6,000 miles. Camshaft wear is also a problem, particulary if too much use is made of that torquey engine and the car driven at low revs. The gearbox is typical Ferrari with a gate change selector and is marvellous when in use, but it is marred by a second gear weak link in the gearbox and on some cars nowadays, 2nd gear is almost unusable due to worn synchromesh. The proper use of the transmission second gear should not be selected until warm, so a "U" turn change from 1st to 3rd is essential. Another problem area is the electronic ignition system which was originally Marelli's Dinoplex System; they were so unreliable the cars were also fitted with a conventional system as a back-up. The modem Bosch unit is far more reliable. Instrumentation is good and well laid out with gauges for oil temperature, oil pressure and water temperature being easily visible, but the rev. counter and speedometer are partially hidden from sight. The sender unit for oil pressure gauge is not reliable and, if in doubt, a mechanical oil pressure check should be made for an accurate reading. The quarter light catches are prone to snapping, as are the cable operated door handles. The Spyder's Targa roof often squeaks and rattles when in place. This is a common complaint with this particular model, so one has to live with it. The interior design is superb with large bucket type seats and a suede-like material covering the dashboard which will quickly fade in the sunlight.

Price Guide. . .

For Restoration

246 GT	Right Hand Drive	£12-15,000
246 GTS	Right Hand Drive	£22,000

Good Useable Example

246 GT	Right Hand Drive	£25-29,000
246 GTS	Right Hand Drive	£30-35,000

Prize Winning Condition

246 GT	Right Hand Drive	£45-52,000
246 GTS	Right Hand Drive	£50-60,000

Next Month's BUYERS GUIDE Alfa Romeo 2000 Spider



The restoration of this Dino will be a costly exercise.



The engine compartment. There is little room for inspection.

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● **MOTOR SPORT** "Desert Island bookshelf feature" March 1995

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 in the recently published book "Four Wheel Drift."

● **AUTOSPORT**

Unashamedly a picture book, with a wealth of black and white pictures it captures the atmosphere of racing during this era. The range of subjects is remarkable too, covering everything from Formula 500s through sportscars to Grands Prix. There is also some text, though, from the very knowledgeable Mike Lawrence, who sets the scene with informed insight and anecdotes. A treasure chest of wonderful images to browse through and enjoy.

● **CLASSIC & SPORTSCAR**

MOTOR SPORT's photo archive is a goldmine of evocative images of 1950s track action. Its calendars have become highly collectable. At last someone has had the foresight to dip deeper into its files and reproduce a wide selection of picturess for this book.

It covers 1945–1959 and is packed with outstanding shots. Some are very familiar: the classic Fangio study at Rouen. Others are previously unseen: Behra hustling a Porsche RS well over the apex at Goodwood. Respected historian Mike Lawrence provides the captions.

● **Classic Car**

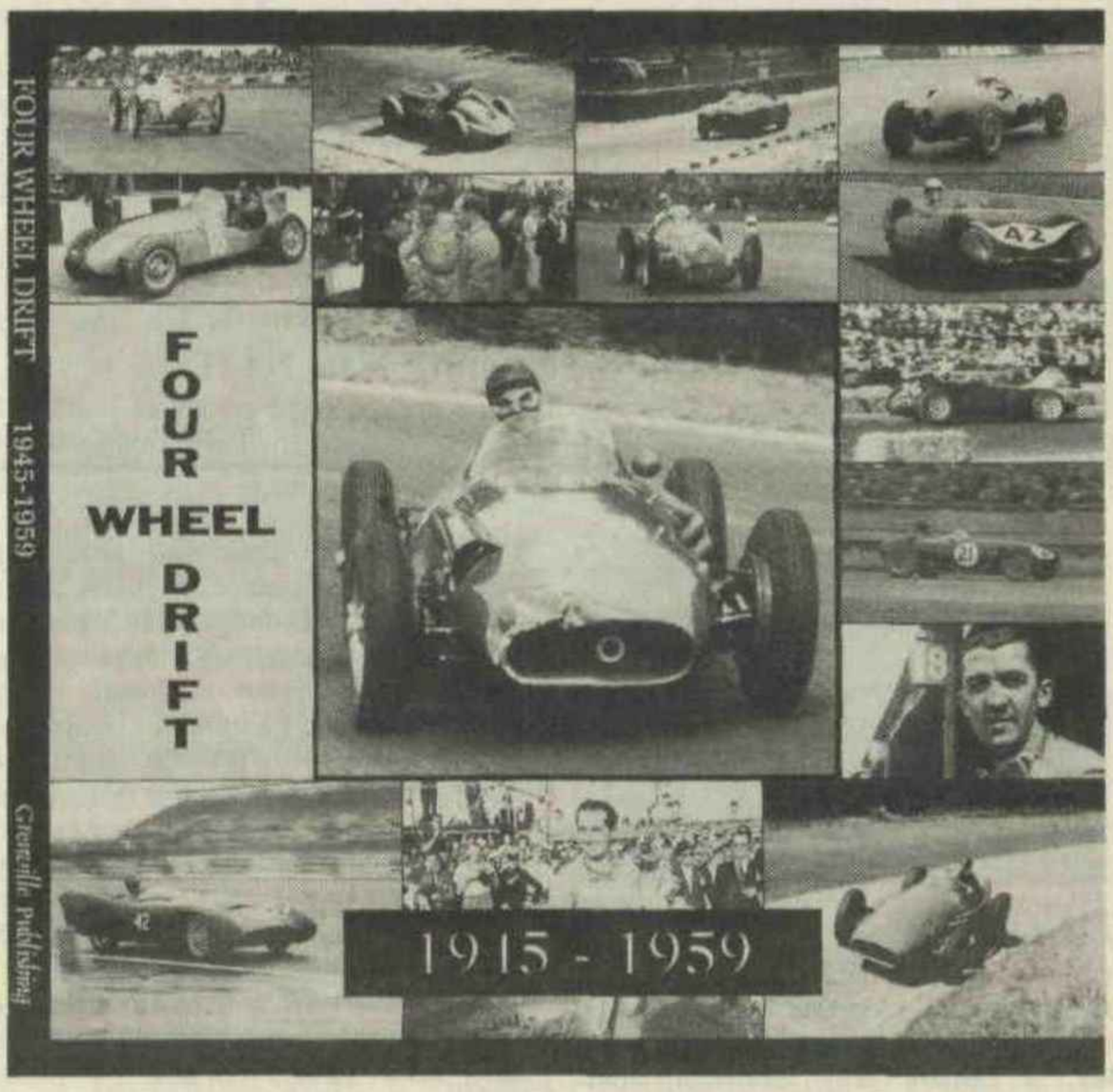
Motor racing aficionados *must* have this book: with 144 pages of superb archive photographs from the files of LAT (associate company of MOTOR SPORT and *Motoring News*), it's exceptionally good value. And who better than Mike Lawrence to select the best shots and write a concise summary of racing action in 1945–49, and each year from 1950 to 1959?

His captions to the photographs are typically full of insight and humour: several had us in fits. It's worth buying just for the shot of Colin Chapman falling foul of the *Polizei* at Monza in 1959, captioned: 'Mr Anthony Colin Bruce Chapman discusses his point of view with members of Monza's Finest at the Italian GP'.

● **VSCC Bulletin**

Brilliant. This is a book of photographs printed large and in the main they are of the fifties with Grand Prix after Grand Prix being shown. These photographs come from the MOTOR SPORT archive – now known as LAT Photographic. The heading photograph for this review comes from this book and has been bought by your Editor. He has also bought a 20 by 16 of the Vanwall. Ferrari and BRM rushing down to the hairpin at Rouen in 1957 for his office wall. Do not think that all the photographs are from Grand Prix. There is a picture of Basil Davenport in the post-war Spider, Ken Wharton in R4D at Prescott, a picture of the Freikaiserwagen, plus many others and Spike Rhiando gets into two pictures.

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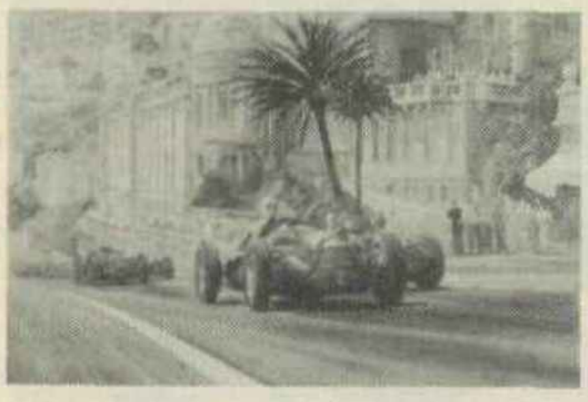
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Motoring Collectors Items

POST CARDS

One of the lesser known sources of motor racing memorabilia is also one of the most diverse and fruitful. The number of different postcards in circulation with motor racing interest is quite staggering. There are thousands and thousands of them, printed in all corners of the globe, often in countries with no obvious motorsport heritage, and covering just about every conceivable class and formula of the sport.

The most common tend to be issued by motor museums and feature their 'stock'. Donington and Beaulieu have been doing this for many years, so their efforts are easily available for £1-2 each at the most, even for those issued in the 1960's. Another common source is race circuits. 'Salmon' issued a nice selection of scenes from Brands Hatch in the mid-1960s featuring everything from an F3 Lotus in the pits to Group 7 Lolas and McLarens blasting off the grid.

Circuits like Spa-Francorchamps, Le Mans and more recently Adelaide have issued a great many different cards over the years which can easily form the basis for a collection, while Indianapolis, the daddy of them all, has issued cards by the hundred each year for the legions of avid '500' collectors. Like most cards of this type, the second hand values in Britain are around £1-3 each depending on age and subject.

Several European publishers have issued long-running and constantly updated sets of motor racing cards. The Spanish *Escudo d'Oro* company featured not only Grand Prix cars but F2 and even the 2-litre sports cars from the early '70s, such as Chevrons and Lolas; not a common subject for postcards which, like most other areas of collecting, are heavily biased towards Formula One. The Italian LEA and German Kruger cards are similar in age and range. Surprisingly it isn't too difficult to find such continental cards in Britain, and prices are around £3-4 for 1960s and £2 for more recent ones.

With the increasing interest in historic racing a nice line in 'retro' cards has built up featuring great names from the past in period photos or illustrations. The British Cardschool issued a very nice batch some years ago, each set featuring ten Grand Prix drivers of each decade or ten Grand Prix cards. Each set was available in a small wallet and of all the postcards you might wish to collect, these would probably be the best to begin with, being plentiful and around £1 each at the most. More 'retro' sets are appearing quite regularly these days.

Race teams and manufacturers with a strong racing connection make a good source. BRM, through its supporters club, issued some excellent black and white cards in the 50's, featuring the V16 and various drivers. Prices are up to £5 each, BRM in general being a popular collectors' subject, while the top of that league, Ferrari, features on a huge scale. In particular the *La Stagione* series which has depicted the team's F1 efforts and dozens of car, driver and race views are popular with Ferrari collectors and can be picked up for £2-3 each. Ferrari postcards are a subject in themselves.

Aside from photos, there are the 'art cards' featuring the work of artists such as Michael Turner or Alan Preece. Turner's "Studio 88" issued some very sought after postcards in the 1960's which have an avid following. Prices are £4-5 for early or particularly nice examples and Turner himself has set up a club for collectors of these and his later Christmas and greetings cards.

The earliest motorsport postcards predate the Gordon Bennett races in the first decade of this century. Sets depicting scenes from the race, and even the landmarks of the course were issued and have acquired quite a high collectable value, as one might expect from items over 90 years old. Individual cards are in the £15+ bracket and sets, if you can ever find them, are probably worth several hundred pounds.

With postcards, something different is always cropping up; unlike books, where a long-term collector seldom discovers a previously unknown title, a postcard collector frequently runs across items that are 'new'.



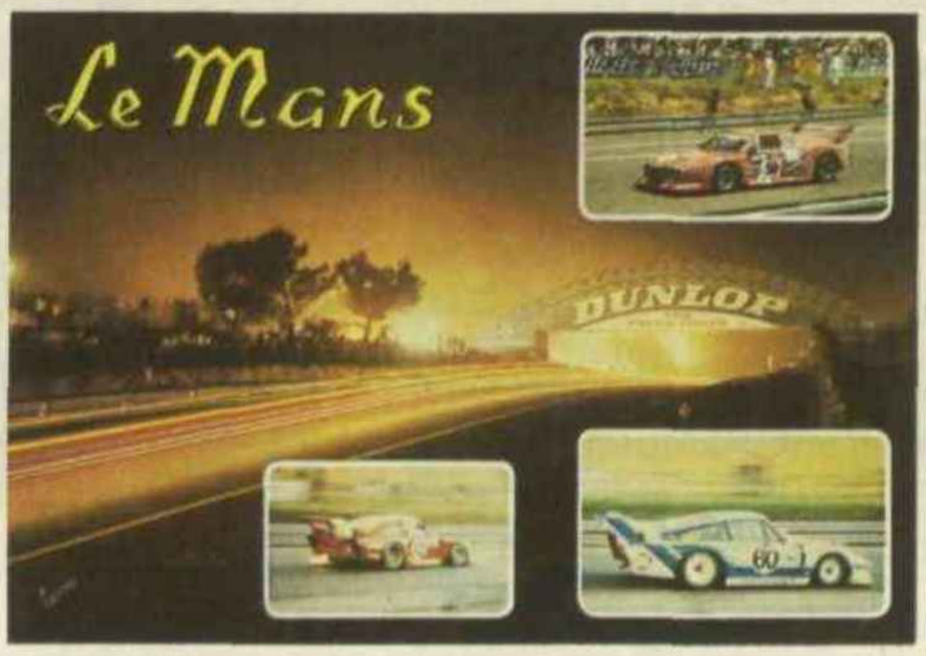
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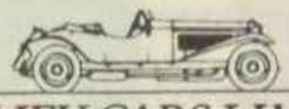


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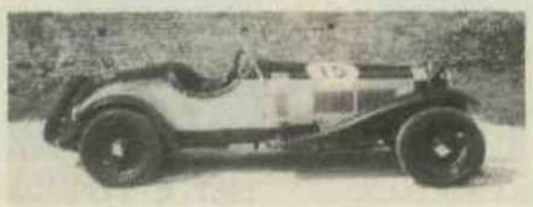
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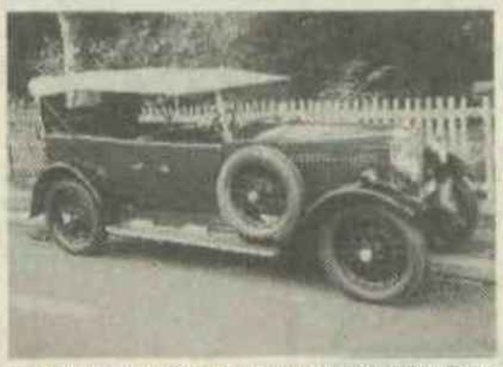
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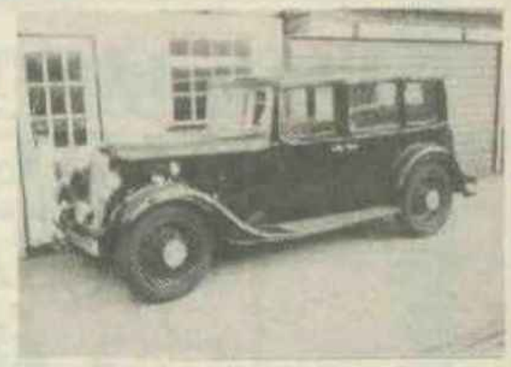
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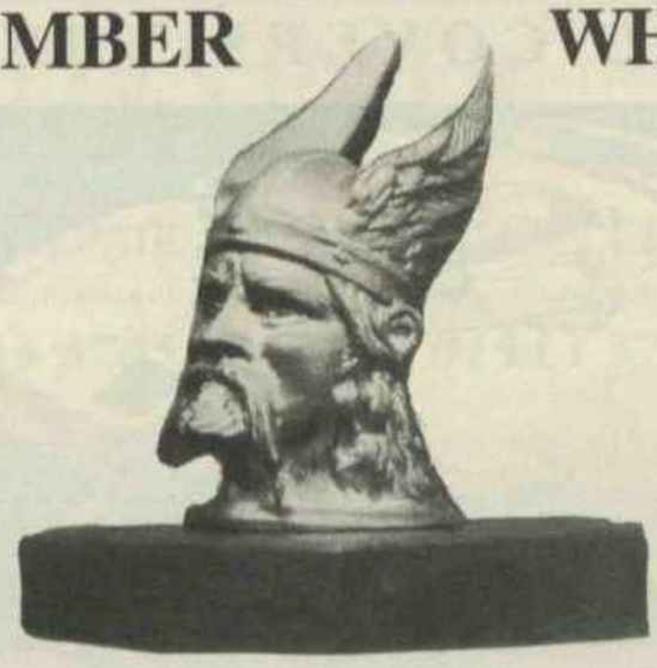
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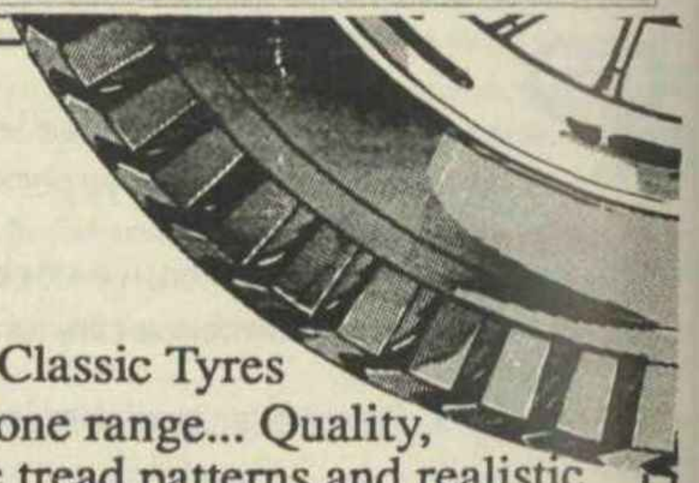
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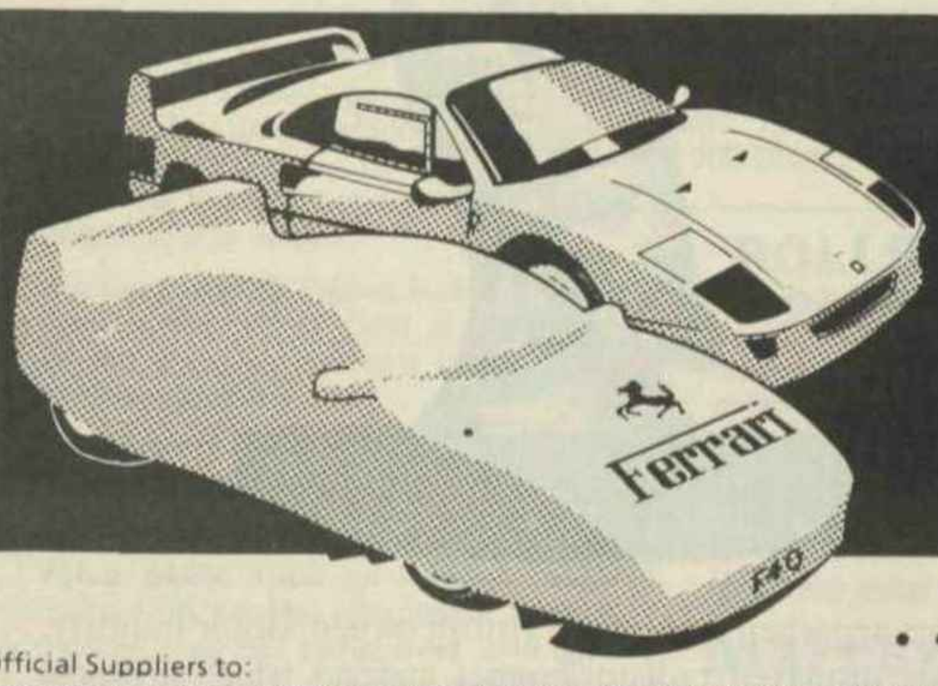
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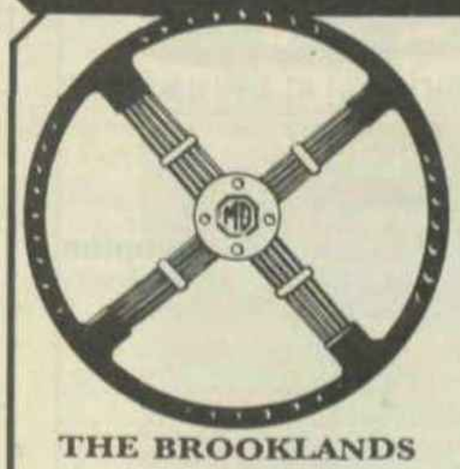
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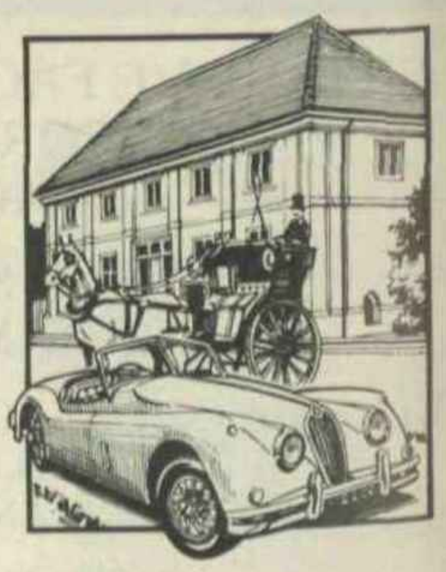
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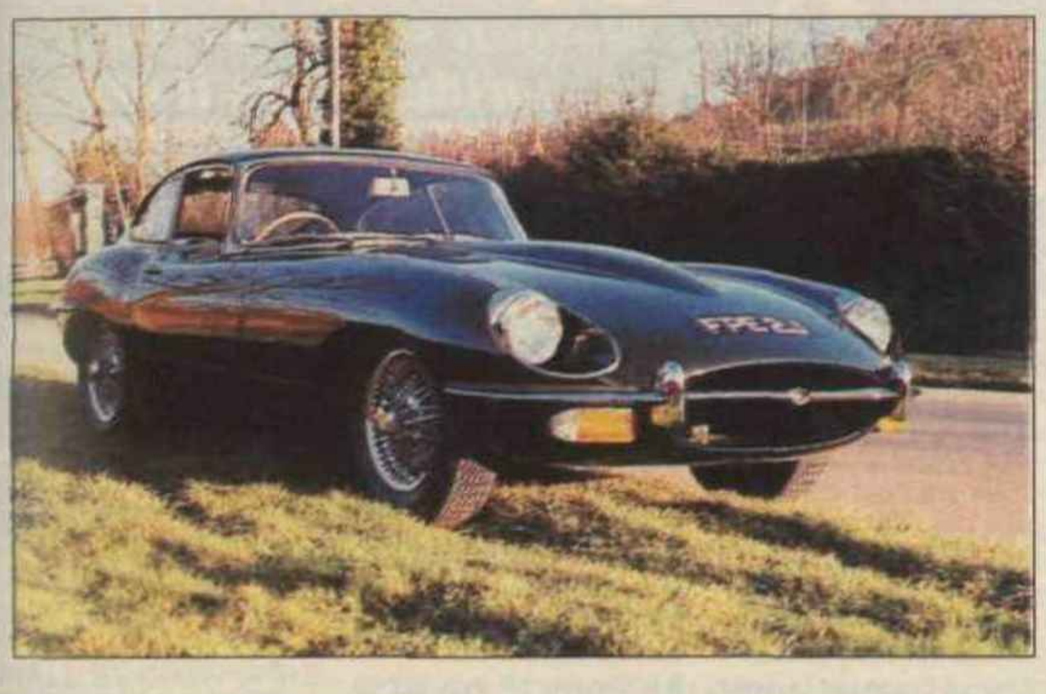
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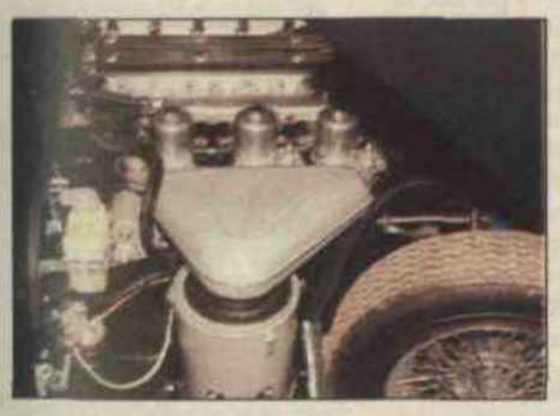
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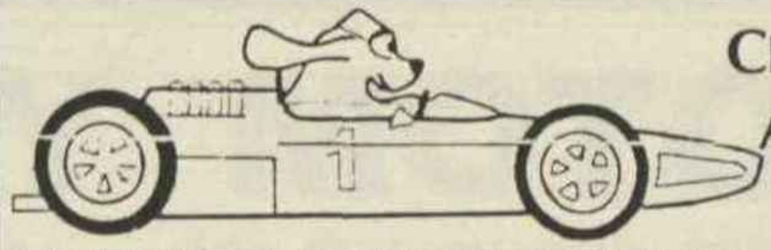
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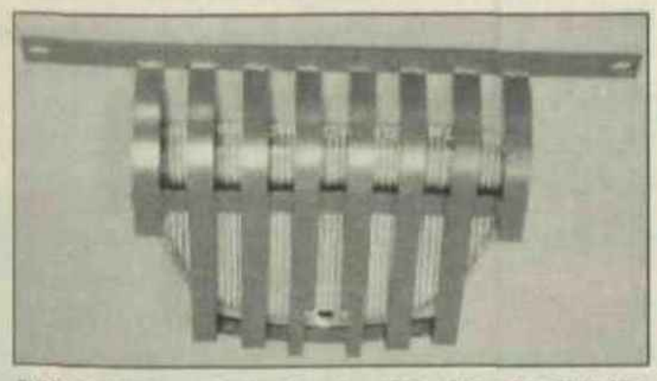
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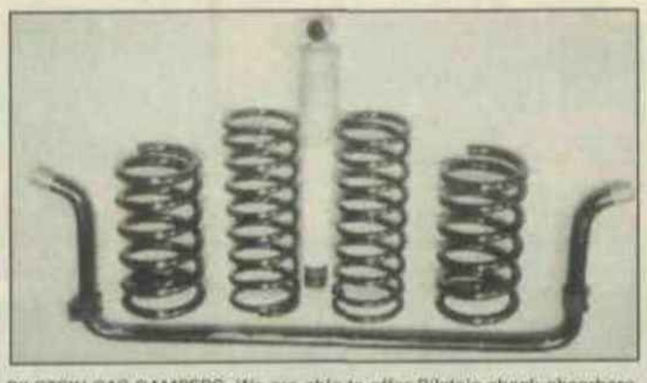
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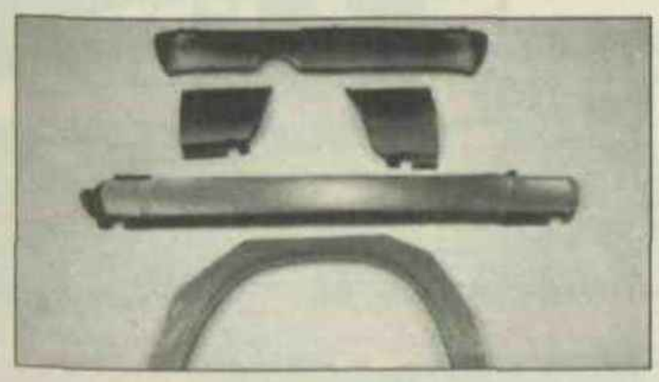
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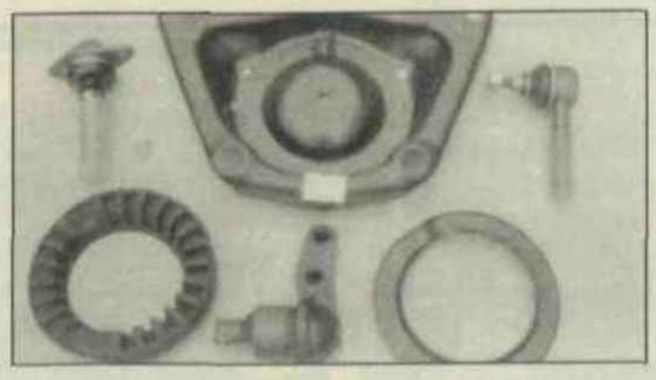
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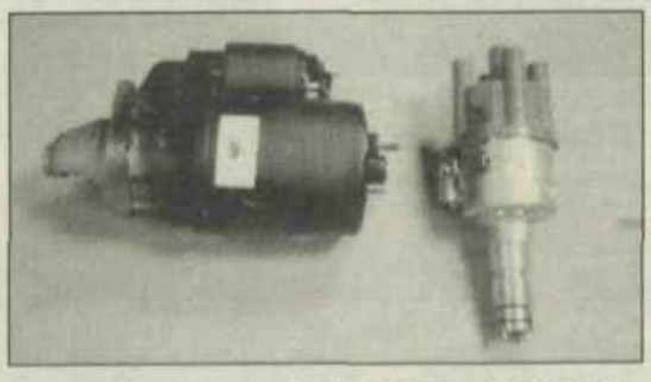
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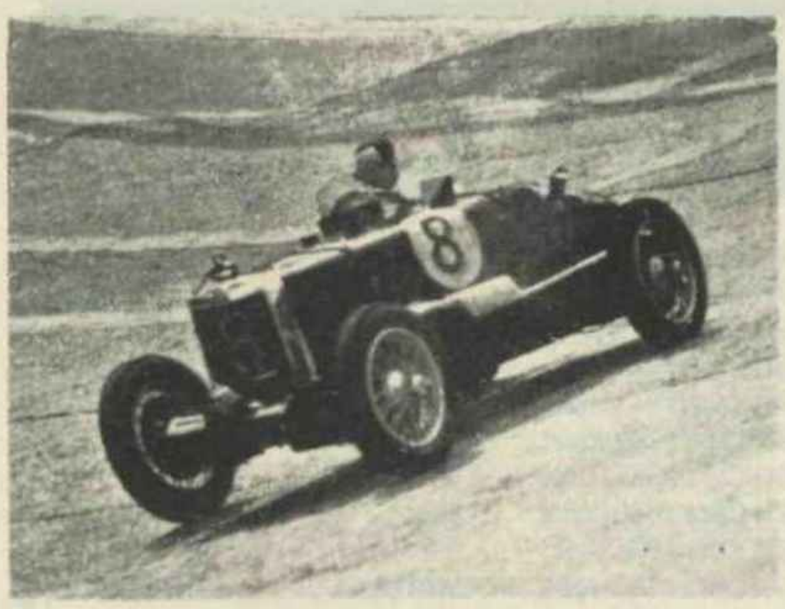
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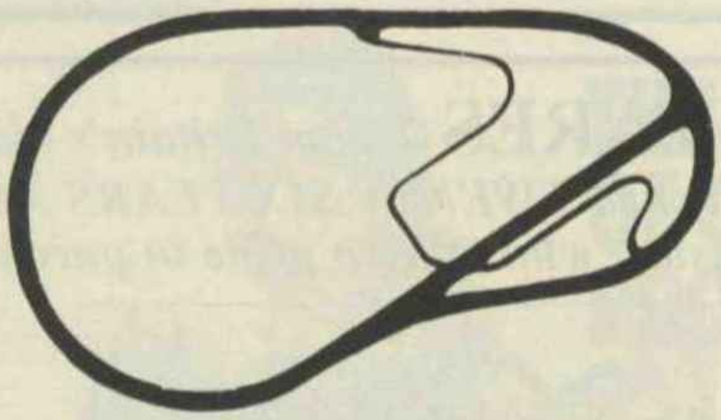




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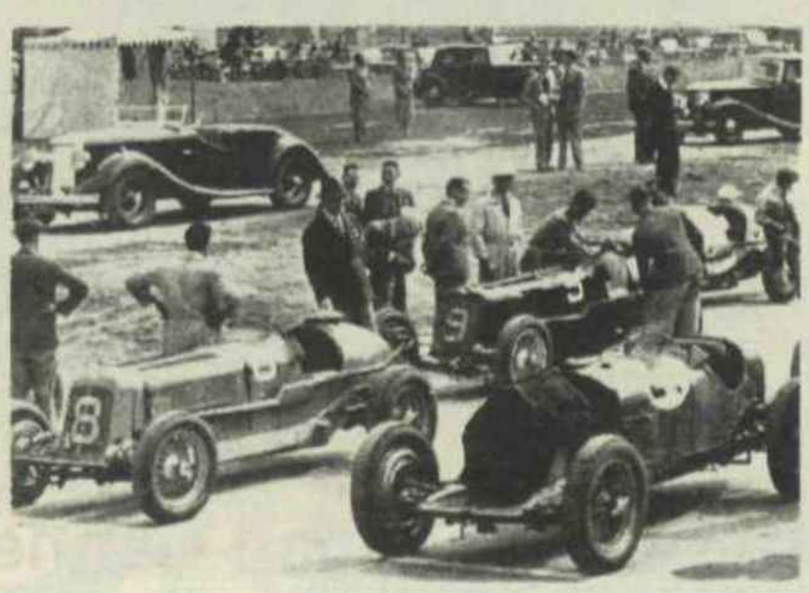


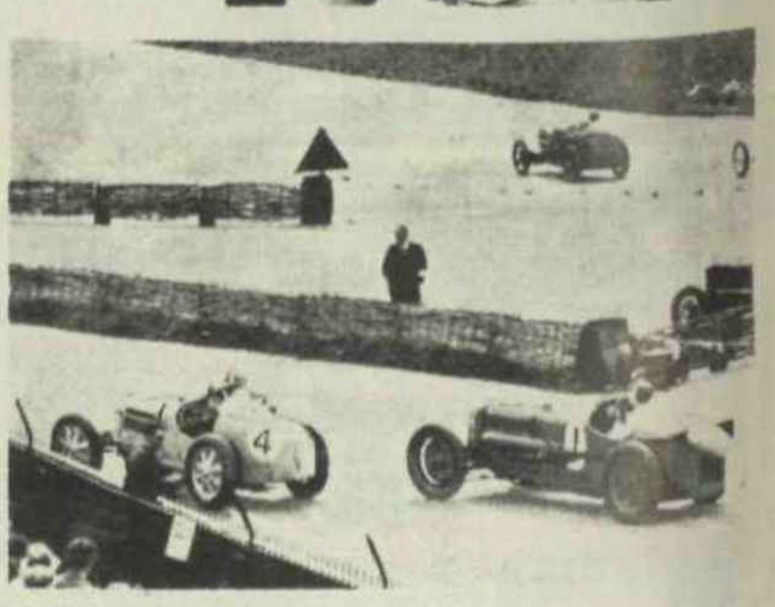
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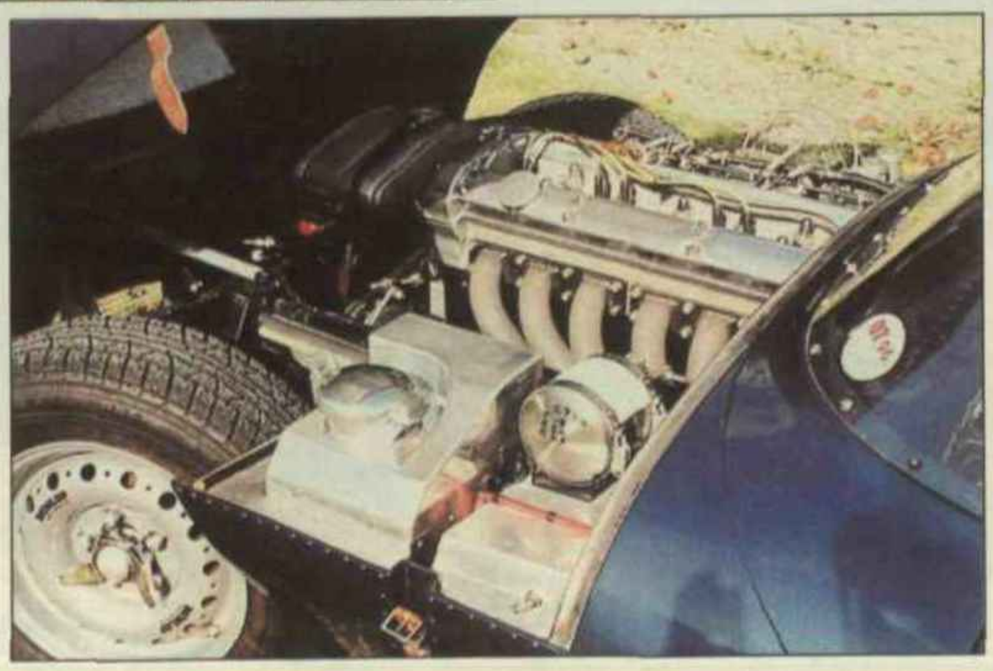


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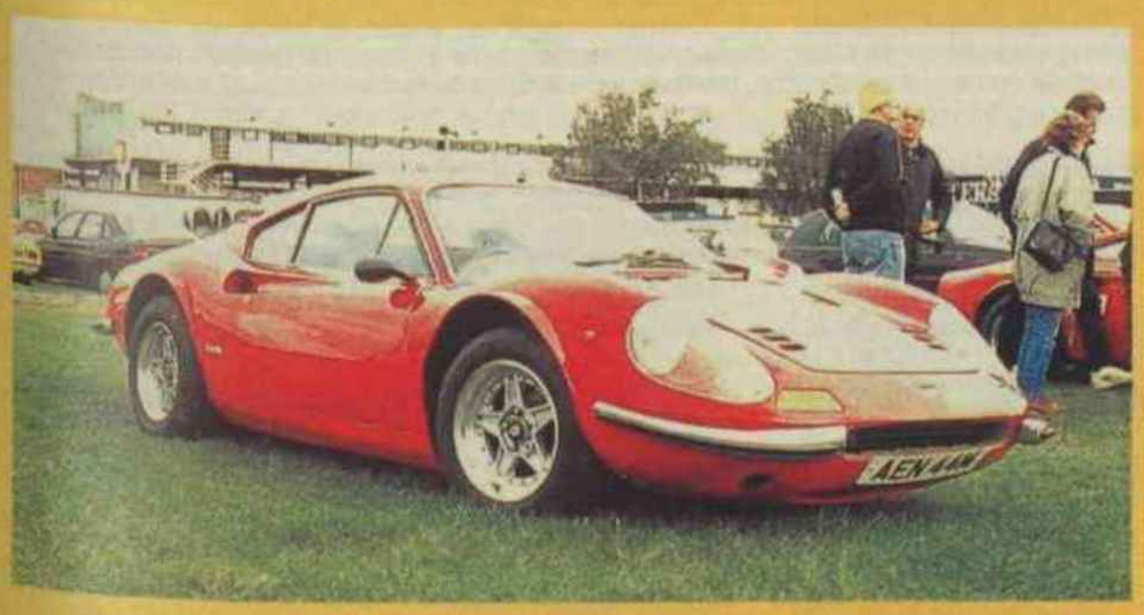
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1952 BENTLEY MK6. Finished in Silver Grey Metallic with new Maroon leather interior piped in White, rear picnic tables, MANUAL GEARBOX. This beautifully kept Bentley has the benefit of the 4½ litre engine and is a pleasure to drive £14,995

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1936 BENTLEY 3½ LITRE PILLARLESS COUPE. While the coachwork identification plate implies the body of this handsome two door pillarless coupe is the work of the Avon Coach Company, the car is of similar style to Gurney Nutting's work of the period, indeed a similar derby is illustrated on page 198 of Johnnie Green's Bentley book. This Bentley was subjected to a high quality restoration many years ago and has toured France with the B.D.C. A special car for a special collection £32,500

1936 AUSTIN 10. In Black with original brown interior, super car, priced for a quick sale £3,995

1949 TRIUMPH 2000 ROADSTER. In Champagne Gold with new Dark Red leather interior. This car was subject to a body off restoration (new chrome etc) which was not finished. It has been stored for over ten years. It drives and must be cheap at £7,950

1964 MORRIS MINOR 1000 CONVERTIBLE original convertible with log books from new, finished in Duo Green, lots of history and old MoT's £4,995

1966 ALVIS TF 21 in Dark Metallic Blue with new Light Blue leather interior piped in Dark Blue, fitted sunroof, ZF 5 speed gearbox, power steering, chrome wire wheels, special number plate "XLE 9", showing a low mileage which we think is correct, three owners only from new, direct from a very special private collection of the highest standard of motor cars, one of the best if not the best TF 21 for sale anywhere.

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1976 DAIMLER SOVEREIGN 4.2 COUPE in Greensand with matching Green interior, private number plate, lots of MoT's, very nice looking coupe for only £6,950

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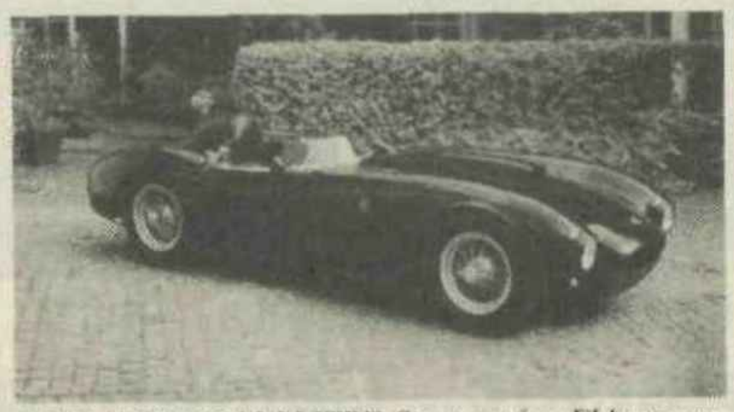
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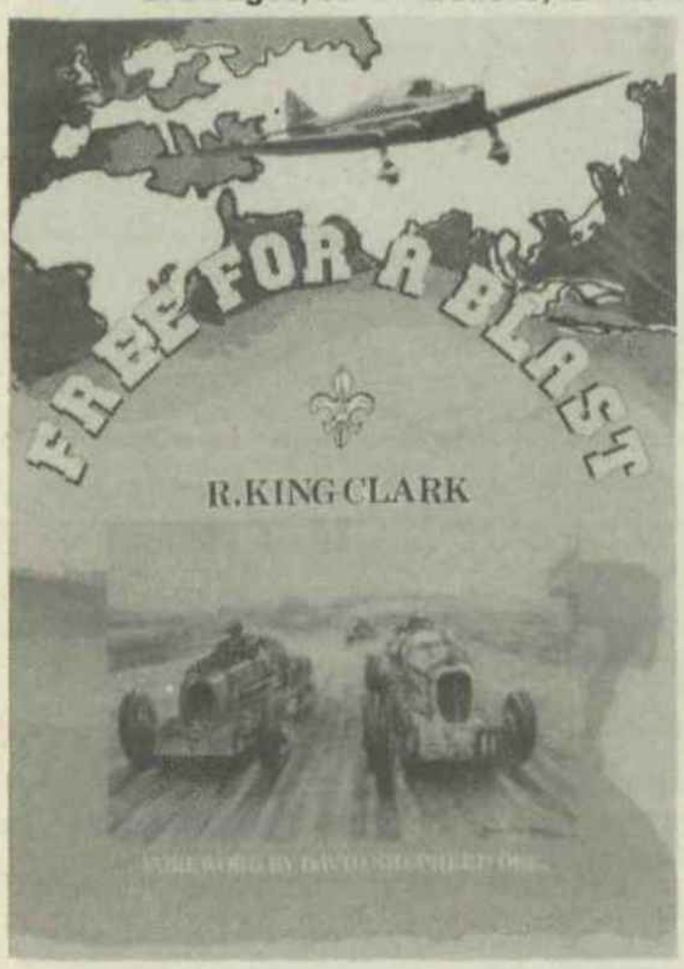
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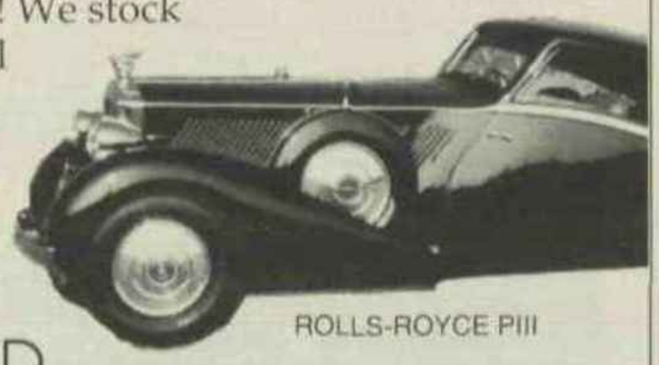
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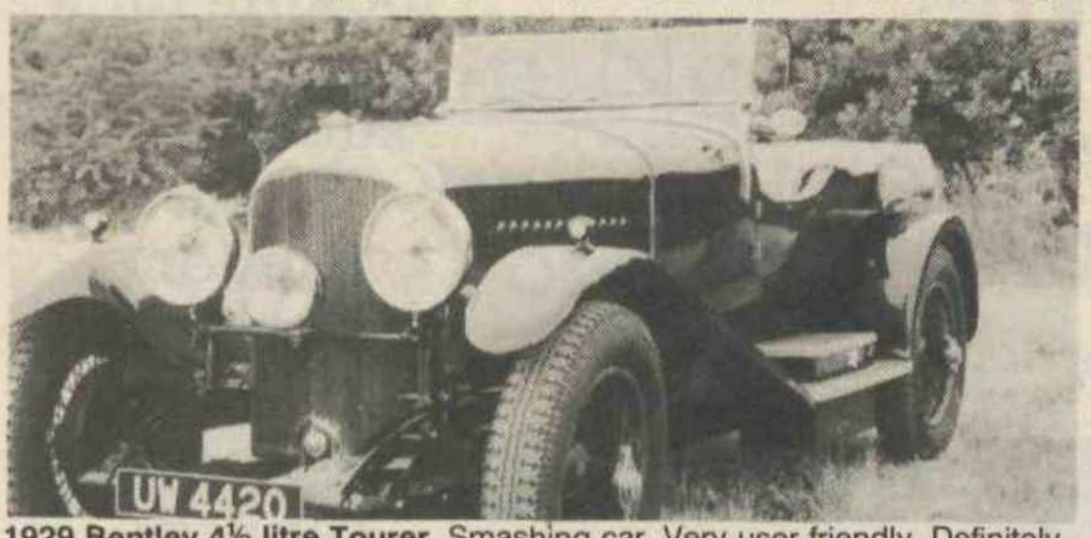
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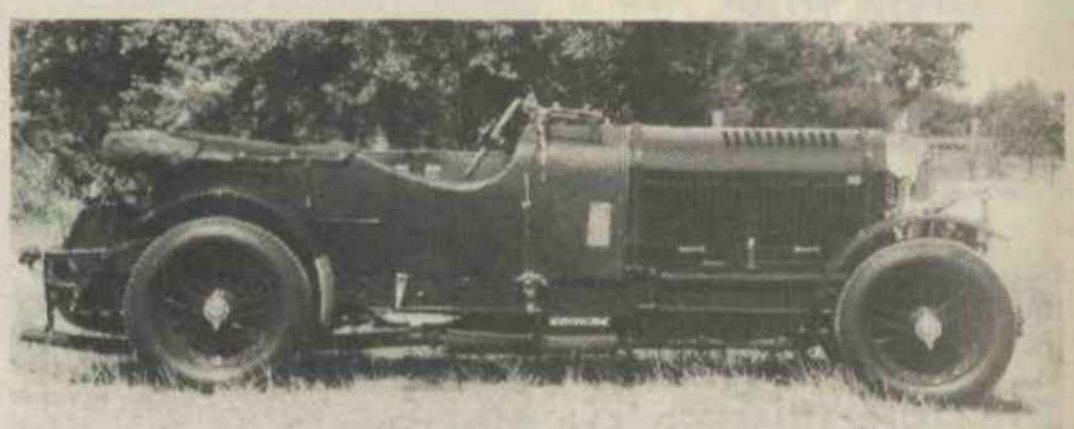
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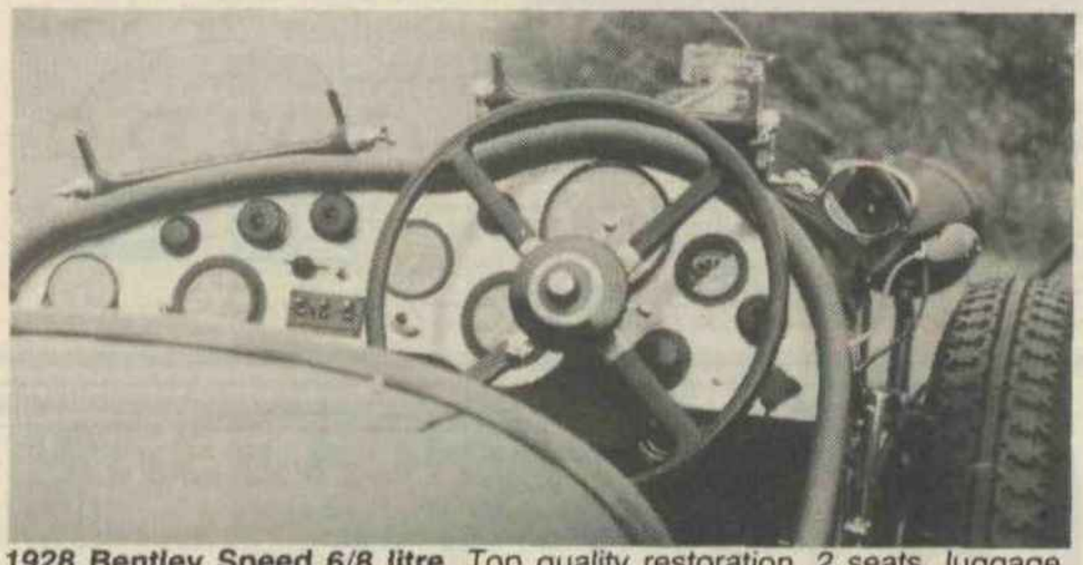
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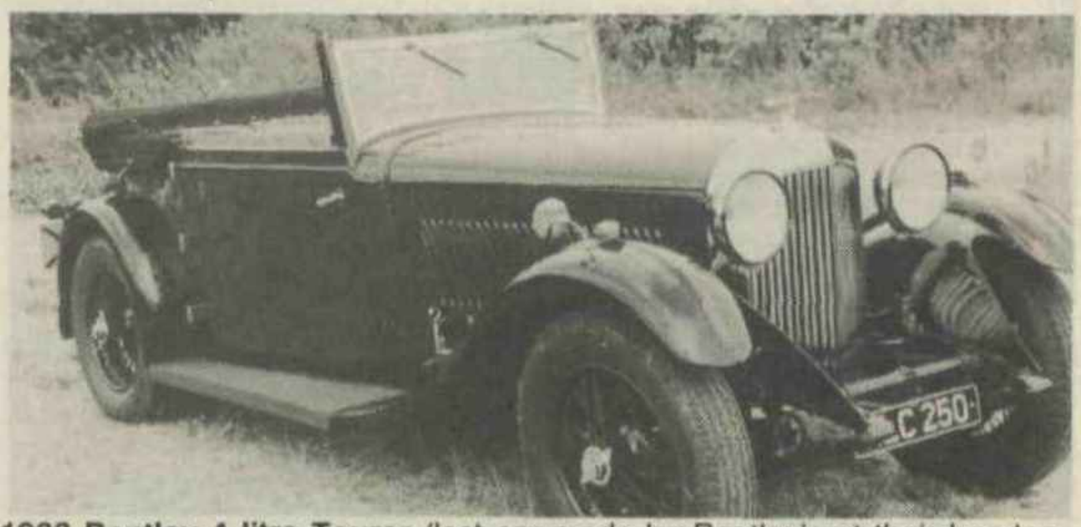
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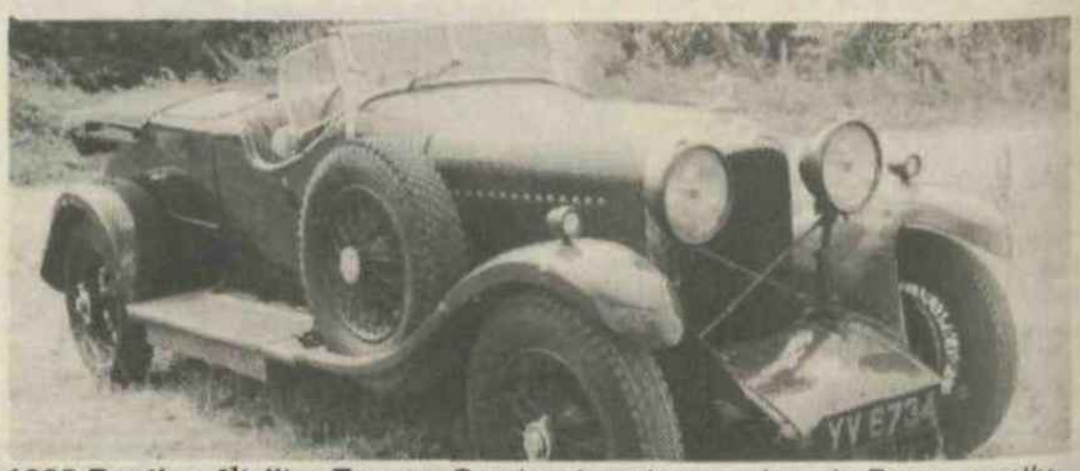
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1956 Jaguar D-Type. This car was initially used by Jaguar for display in its premier dealers showrooms before being sold to its first private owner in October 1957. The car was used extensively for touring into the mid 1960s, testified to by the factory service records. The car had three further owners before being sold by Coys in 1984 to the current owner. It has been used extensively in historic racing and rallying, including two retrospective Mille Miglias and is offered in excellent overall condition.



1959 Maserati Tipo 61 (Chassis No. 2453). The second of the initial run of six cars to be completed, chassis no. 2453 was delivered new to Edwin Martin of Columbus, Georgia in October 1959. He won with it first time out, at Dothan, Alabama, also racing at Daytona. Subsequently the car was sold to Joel Finn and featured in his definitive book on the Birdcage, before being restored to the highest standards by Crosthwaite & Gardiner. This superb car, now a familiar sight on the front row of many historic racing grids, is ready and awaiting the 1995 season.



1952 Allard J2. This highly original J2 has been fully rebuilt at a cost of £50,000. The car is complete with two engines, Ford and Mercury and is ready to be driven in race or rally. Finished in British racing green with black leather interior.

CARS IN STOCK

1939 Alfa Romeo 8C 2900 Touring Spyder
1964 Aston Martin DB5 Convertible
1955 Aston Martin DB2/4 MkII FHC
1952 Allard J2
1924 Bentley 3 Litre Short Chassis Tourer by Cadogan
1930 Bentley 4½ Litre Supercharged Tourer
1934 Bentley 3½ Litre DHC by Park Ward
1935 Bentley 3½ Litre Cut-away door tourer by Vanden Plas
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1934 Bugatti Type 51 Grand Prix
1938 BMW 328
1952 Ferrari 212 Barchetta
1973 Ferrari 365 GTB/4 Daytona
1949 Fraser-Nash Le Mans "TMX 543"
1954 Fraser-Nash Targa Florio
1953 HWM Jaguar
1952 Jaguar C-Type
1956 Jaguar D-Type
1963 Jaguar E-Type Competition Lightweight
1954 Jaguar XK120 Roadster
1934 Lagonda M45 T7 Tourer
1938 Lagonda V12 Rapide
1938 Lagonda V12 Short Chassis Sports Saloon, Ex Winston Churchill
1936 Lagonda LG6 DHC
1936 Maserati 6CM
1959 Maserati Tip 61 Birdcage
1960 Mercedes-Benz 300 SL Roadster
1971 Mercedes-Benz 280 SE 3.5 Drophead Coupe
1930 Riley Brooklands
1920 Rolls-Royce Silver Ghost Fully Calapsable Salamanca
1930 Rolls-Royce Phantom II Sedance de Ville by Hooper
1934 Rolls-Royce 20/25 Gurney Nutting Owen Sedanca
1936 Talbot Lago T150C, Ex-Le Mans
1951 Triumph TR5 Trophy Motorcycle
1955 Triumph TR5 Trophy Motorcycle
1958 Triumph TR5 Trophy Motorcycle
1955 Vincent Black Knight Motorcycle

Please contact Coys Sales Department for further information on cars for sale.

COYS OF KENSINGTON, 2–4 QUEEN'S GATE MEWS, LONDON SW7 5QJ
TELEPHONE 0171-584 7444. FAX 0171-584 2733