MOTOR SPORT

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V – we talk to David Coulthard

Young gun

Full F1 team guide inside



Sainz's thriller

Subaru wins in Portugal



PLUS

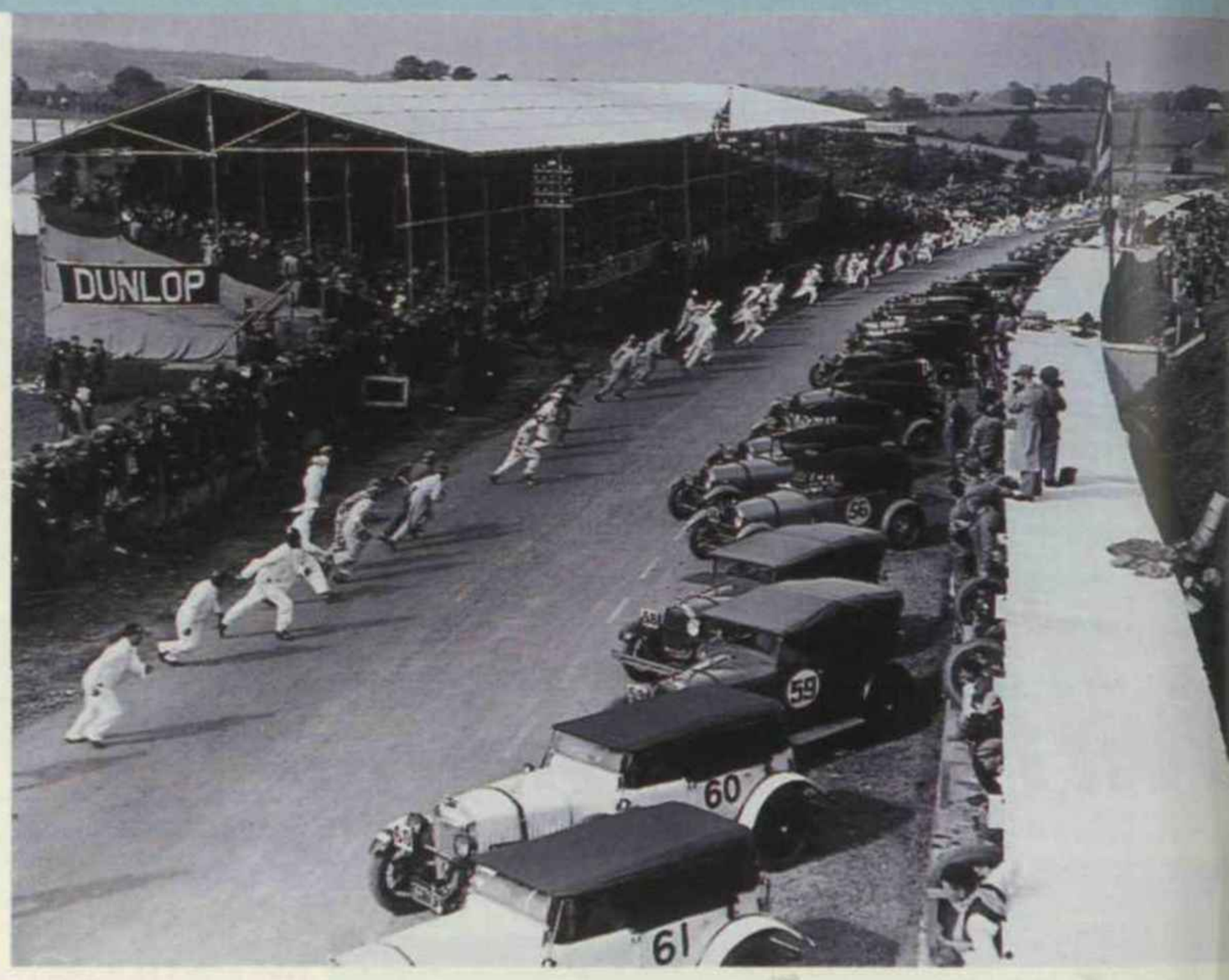
★ Porsche 917 & Ferrari 512 remembered
★ The future of rallying ★ Maserati Ghibli on test
★ MGF debuts at Geneva Motor Show

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95

BROOKS

Sale Calendar



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

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

23-24 May
Collectors Motor Cars and Automobilia, Monaco

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

28 July
Summer Vintage
Collectors Motor Cars and Automobilia

14 September
Collectors Motor Cars and Automobilia
Olympia, London

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

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

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

4 December
Important Collectors Motor Cars and Automobilia, London

Following a successful start to the new year, Brooks '95 sale calendar is now well under way and we are looking forward to our three London sales in April. Action will continue throughout the year with our return to Monaco in May followed by the now traditional Goodwood Festival of Speed and popular London Motorshow sales. If you are interested in entering a motor car, motorcycle or collectable items in any of our sales, please call Malcolm Barber, Stewart Skilbeck, James Knight or Robert Brooks on 0171-228 8000, or Michael Worthington-Williams on 01559 370928.

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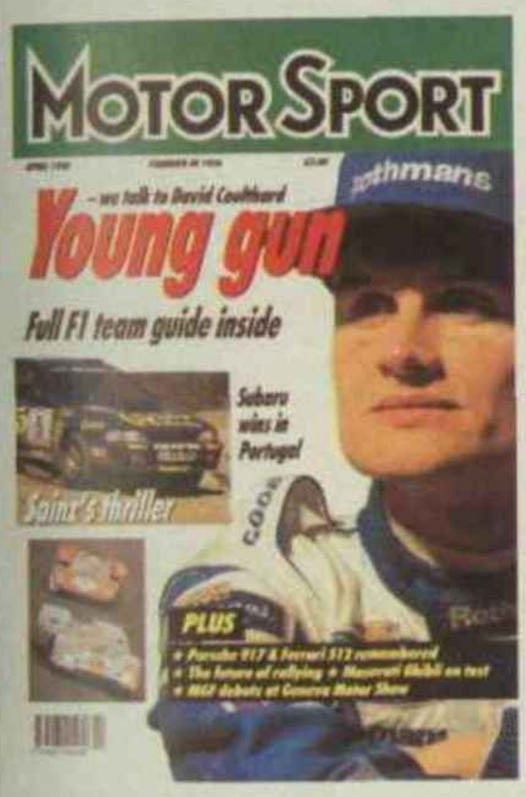
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MOTOR SPORT

INCORPORATING *SPEED* AND THE *BROOKLANDS GAZETTE*

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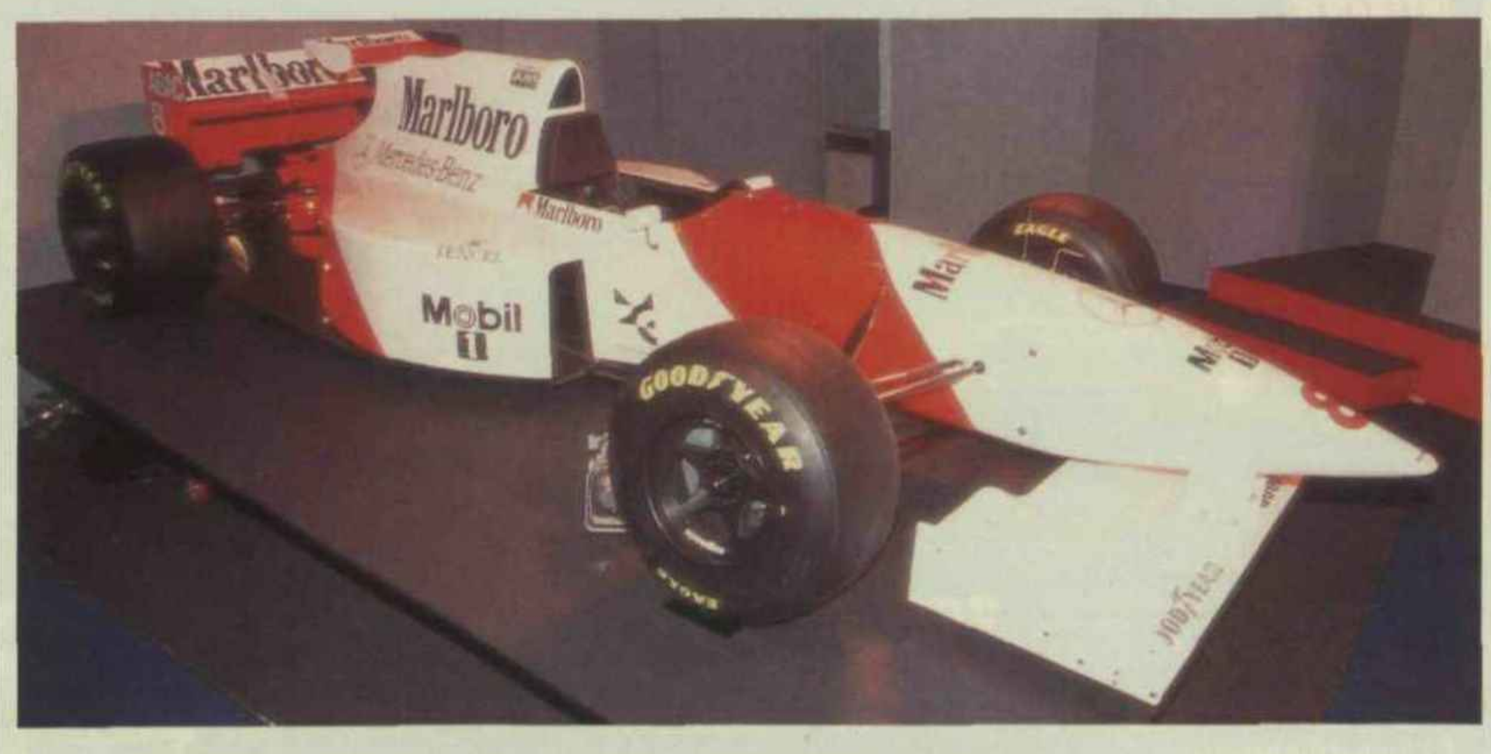
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Martin Brundle shakes down the new Ligier JS41 at Magny Cours.

The month in MOTOR SPORT



FEBRUARY

15: The FIA issues its official F3000 entry list, with only 23 cars. Three expected teams are missing, after failing to lodge their registration fees on time.

16: Benetton test driver Jos Verstappen signs for Simtek. The team's second car will be shared by Hideki Noda and Domenico Schiattarella.

16: It emerges that TWR will run a British F3 team in conjunction with Ligier. Jérémie Dufour will drive.

New McLaren (left) and Pacific Team Lotus (below left). Opel, below, confirms 1995 Lehto and Amorin.





17: McLaren launches the MP4/10. As Ron Dennis (with Nigel Mansell at the Science Museum launch, below) had promised, it looks radically different to its F1 opposition.



18: Stephen Price wins the Heart of England Rally, second round of the EARS/*MN* National Tarmac Series.

19: Sterling Marlin wins the rain-delayed Daytona 500.

20: Gérard Larrousse explains that the financial intervention of would-be F1 entrant the Junior Team may enable his team to survive.

20: Pedro Diniz shakes down the Forti FGP 01 Grand Prix car at Varano.

20: Renault launches its British rally programme, and confirms that Robbie Head will drive a second Clio alongside Alain Oreille. The French giant is already making noises that it would like to see Britain adopt rallying's 'kit car' regulations in 1996.

21: Williams unveils its FW17 (below). The car is shaken down at Silverstone two days later, in the company of the new McLaren.

23: A 500-page report into Ayrton Senna's fatal accident at Imola, last May, has been passed to Italian magistrates for their consideration. There remains a possibility that charges against Williams team personnel could follow.

24: Reports in *The European* newspaper hint at a new split-format F1 race weekend. Bernie Ecclestone dismisses the suggestion as "rubbish".

24: Pacific Team Lotus launches the Ford-engined PR02 in London.

24: Opel confirms that JJ Lehto will drive one of its DTM Calibras this year. He will partner Portugal's Ni Amorim in a Joest-run car.

25: David Gillanders wins the Winter Rally, opening round of the Mintex National series.

MATTERS OF MOMENT

A false dawn?

Last month, our editorial touched upon Max Mosley's optimism that Formula One would be free of the odious controversies which marred much of 1994. Sad, then, that at the time of writing, with only a dozen days to go before the start of the Grand Prix season, only a fistful of racing drivers were actually eligible to race at Interlagos on March 26.

Sensibly, the FIA and the Grand Prix Drivers' Association are trying to play down the Superlicence question. Mosley refuses to make any comment at all, while the drivers themselves are playing their cards close to their chests.

They will say, simply, that they are unhappy with the way certain sections of the Superlicence application form are worded, and that they haven't signed it as a consequence. Yet, in the next breath, they breeze away suggestions that there is a risk of a strike in the manner of that which occurred at Kyalami in 1982.

It will, they insist, be sorted out.

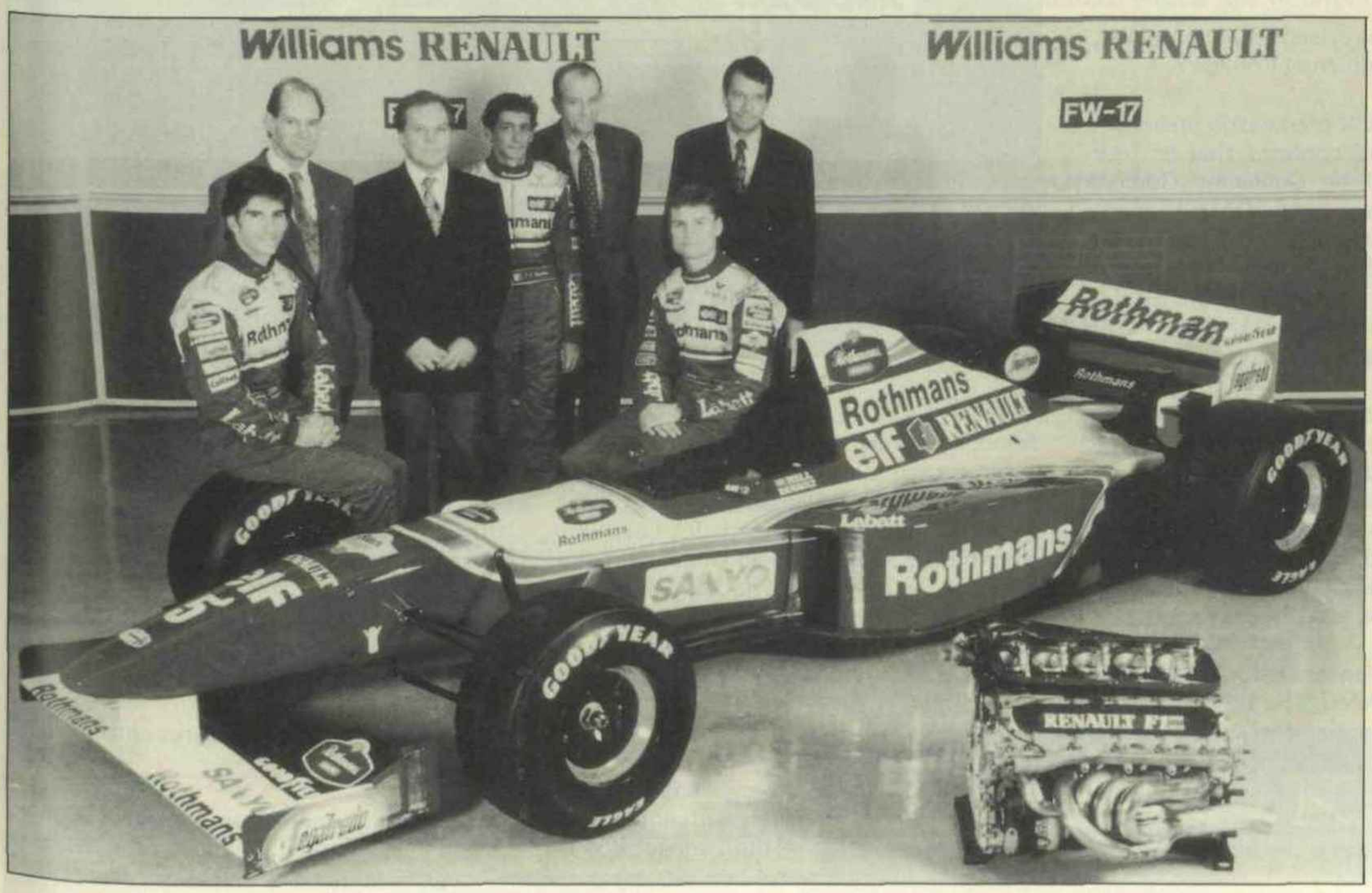
However, if the problem hadn't been resolved as most teams were preparing to catch their flights to Brazil, and it *hadn't*, then it is unrealistic to think that there won't be a sour taste in the mouth of one organisation or the other by the time they arrive.

And that is no way to start the year.

Unpalatable as it may seem to the FIA, it is going to have to accept that the GPDA, in its current form, is here to stay. The events of 1994 may have been discordant, and at times downright tragic, but they served to strengthen the drivers' resolve. And the FIA needs to be aware of as much.

We're not suggesting that the drivers have it all their own way. We are, however, suggesting that the FIA adopts a flexible stance. Asked what the FIA's response to the drivers' initial objections had been, one leading runner replied, "not encouraging".

And at a time when the sport is in desperate need of restoring its credibility, that in itself is the last thing we need to hear at the dawn of a new Grand Prix season. **S A**



26: Jeff Gordon wins the second NASCAR race of the year, the Goodwrench 500 at Rockingham.

26: McLaren scores its first race win since the 1993 Australian Grand Prix, when the F1 GTR of Maurizio Sandro Sala and Ray Bellm wins the opening BPRO GT race at Jerez.

27: Lukewarm reception to the idea of an 'F2' World Rally Championship leads to speculation that 4wd turbocars will continue to contest the WRC until at least the year 2000.

27: François Delecour is tipped to contest the Vauxhall Rally of Wales in a Malcolm Wilson Motorsport-prepared Escort Cosworth.

MARCH

1: At the press preview for the Goodwood Festival of Speed (June 24/25), Lord March announces two new elements for this year, a *Concours d'Élégance* and the Mulberry Challenge, aimed at determining the best touring car. It combines a race on the circuit with handling tests, and crews must change a rear tyre, all with Mulberry luggage aboard. For safety reasons motorcycles will not compete on the hill, but there will be a 'bike display.

2: Ligier unveils the JS41. Martin Brundle shakes down the new chassis, which has stronger Benetton similarities than most, at Magny-Cours. On the same day, Minardi reveals its new Ford-powered M195. It is Minardi's second new F1 design of the winter. The first was conceived around the Mugen Honda engine now fitted to the Ligier JS41. . .

2: The FIA issues a revised F3000 entry list, featuring a full complement of 28 cars.

2: Elf holds its annual pre-season presentation in France, and confirms that its four F3000 drivers will be Guillaume Gomez, Christophe Tinseau (both DAMS), Jean-Philippe Belloc and Emmanuel Clérico (both Apomatox). Another Frenchman, Didier Cottaz, re-signs for the PSR F3000 team. . . and promptly puts his Reynard off the road in a test at Snetterton.

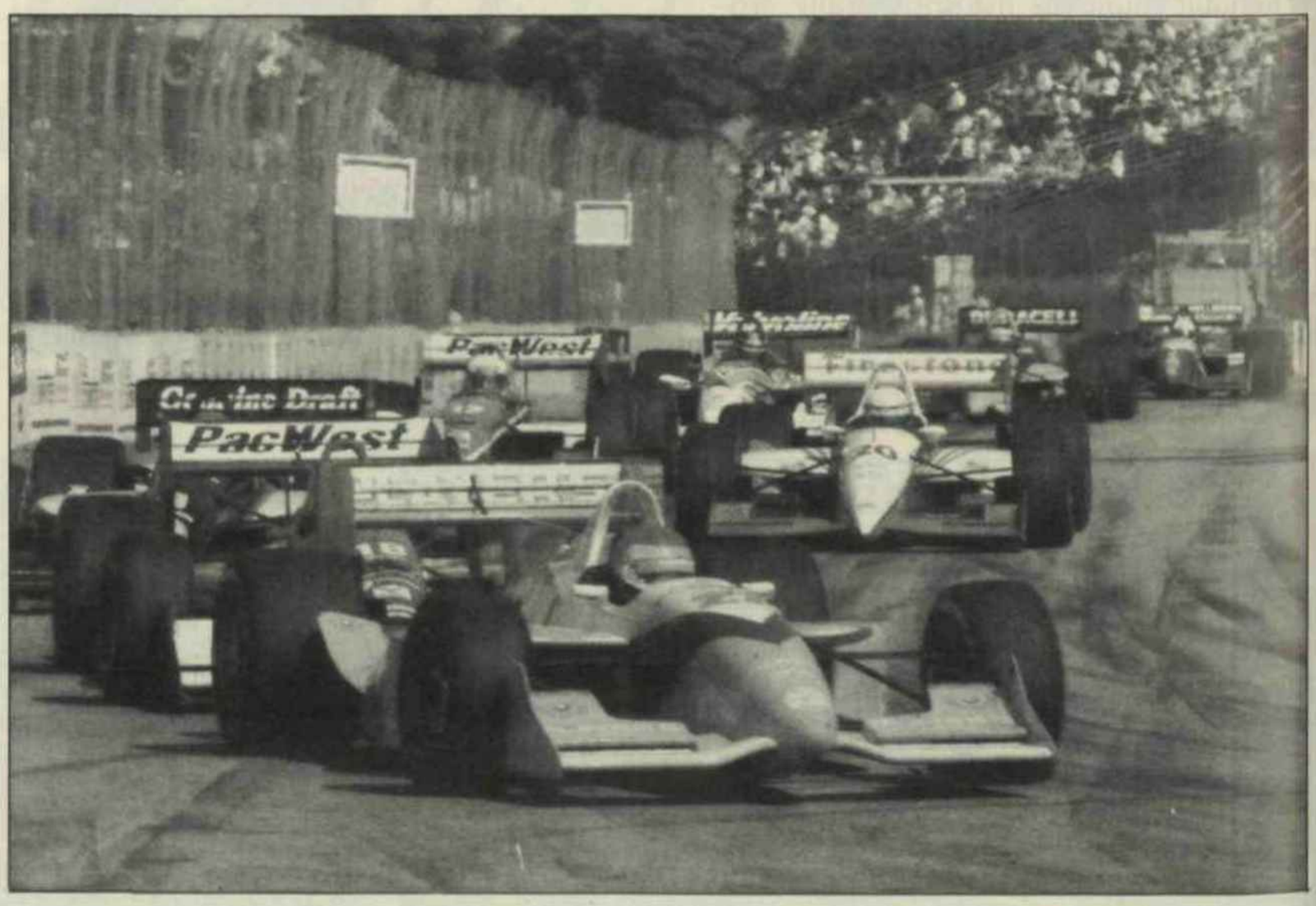
3: DAMS reveals that Erik Comas will be responsible for developing its new F1 car, as and when it is ready to run.

3: François Delecour's place in the Rally of Wales is confirmed. Ari Vatanen and Bruno Thiry have also been linked with drives in the Malcolm Wilson Motorsport Escort.

3: Nigel Mansell leaves Estoril 24 hours earlier than scheduled. The Briton can not get comfortable in the McLaren MP4/10, and rumours begin to circulate that he may be forced to miss the first race. Mika Hakkinen, who does fit the MP4/10, laps the Portuguese circuit a couple of seconds shy of the pace.



Porsche, victorious on so many occasions at Le Mans (the winning 1994 entry is pictured above), has announced that it won't be doing the 24 Hours this year. Below, Jacques Villeneuve heads Mauricio Gugelmin, Bobby Rahal, Scott Pruett, Danny Sullivan and Robby Gordon on his way to victory in Miami's Indycar opener.



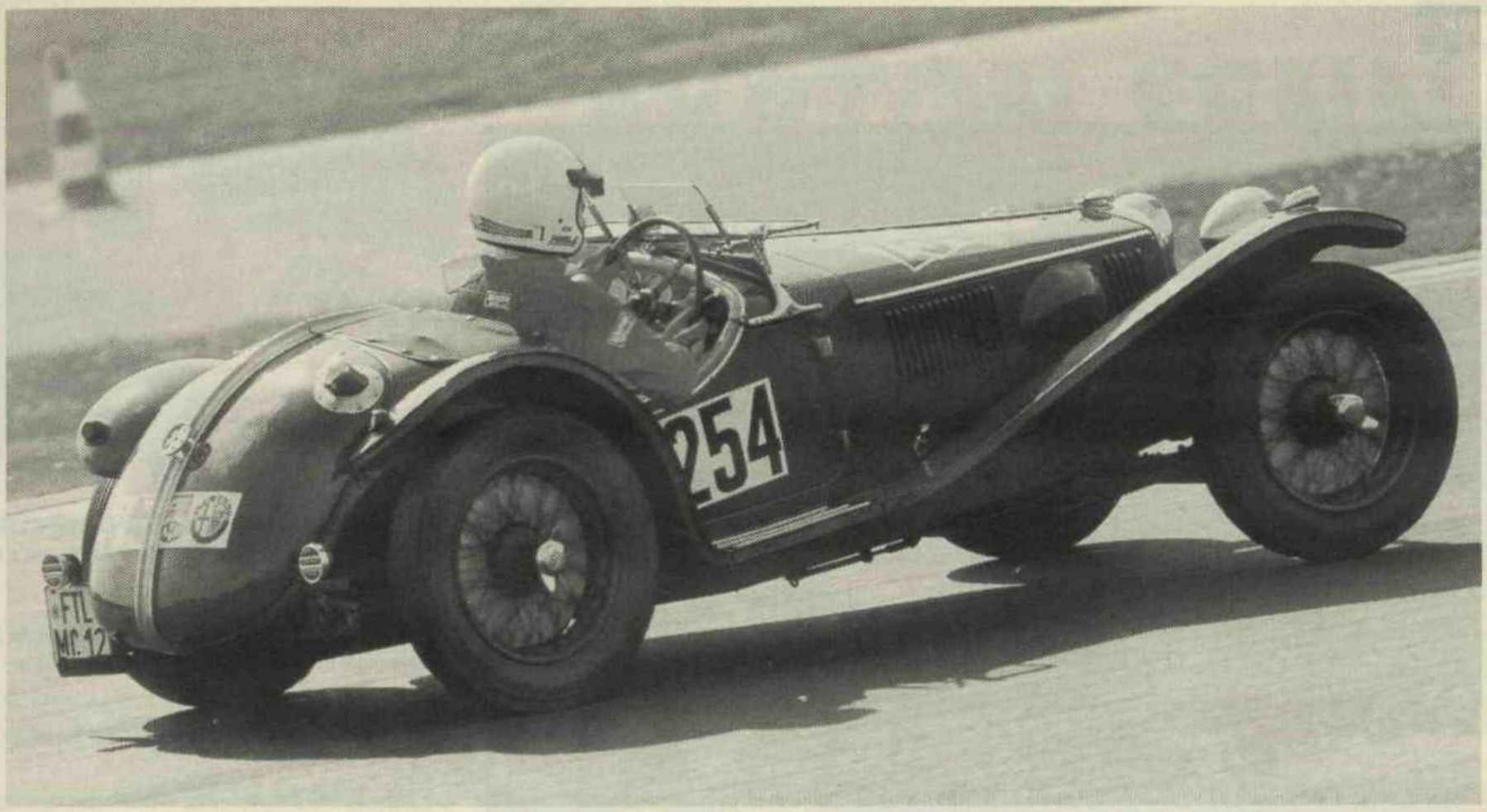
5: Jacques Villeneuve wins the opening Indycar race of the year in Miami. The formerly dominant Penskes are way off the pace. Michael Andretti leads for Lola until clipping the wall; Mauricio Gugelmin completes a Reynard 1-2. The supporting FIL race is taken by Greg Moore. Elsewhere in the USA, Terry Labonte is the NASCAR winner at Richmond.

5: Top Australian touring car racer Gregg Hansford is killed in an accident at Phillip Island. The former 'bike champion's Ford Mondeo is T-boned by the Peugeot 405 of Mark Adderton. He was 42.

6: Although only six drivers have signed their FIA Superlicence forms, the GPDA and FIA hint that there is no likelihood of a drivers' strike at the Brazilian GP. The drivers' refusal to sign hinges on the way certain elements of the application form, pertaining to PR commitments, limitations on speaking out in public and accident liability, are worded.

6: Porsche withdraws its works entries from the Le Mans 24 Hours.

6: Having withdrawn from Japanese F3000, reigning champion manufacturer Dome changes its mind and enters a car for Shinji



The Ex-Arthur Dobson Riley MPH to be sold at Goodwood June 23rd

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BROOKS



Gerhard Berger steps out of his Ferrari 412T2 after a testing shunt in Estoril. It was the team's second wreck in Portugal.



The McLaren F1 GTR of Ray Bellm/Maurizio Sandro Sala won the opening two BPRO GT events.

Nakano, whom it is grooming for its planned F1 programme in 1996. Dome's former driver Marco Apicella will stay in Japan, to race a Team 5 Zigen Reynard in F3000.

8: The last major pre-season F1 test concludes in Estoril. Michael Schumacher sets fastest time for Benetton, ahead of Eddie Irvine's Jordan and the Williams FW17s of Hill and Coulthard. Pedro Lamy, whose name had earlier been linked to Pacific, tests a Tyrrell, as does Mika Salo. The Finn still has not signed for the team, however. Ferrari left the test early, Gerhard Berger and Jean Alesi having damaged one car apiece.

9: Gérard Larrousse insists that his team will run modified LH94s for Eric Bernard and Christophe Bouchut in Brazil; a couple of days later, the Frenchman changes his mind and says that Larrousse won't be able to start the season until San Marino.

9: Ligier announces that Aguri Suzuki will partner Olivier Panis in the opening Grand Prix of the season.

10: The Indianapolis Motor Speedway puts its proposed new championship regulations on the backburner for a year.

10: Carlos Sainz wins the Rally of Portugal by just 12s from Juha Kankkunen, after an epic contest.

12: Jeff Gordon takes NASCAR honours in Atlanta. In Japan, Tom Kristensen's Toyota Exiv is the class of the touring car field at Fuji; Anthony Reid collects one second place and one third in his Opel Vectra. McLaren continues on the GT success trail at Jerez, where Bellm/Sala triumph again.

12: Will Gollop wins the opening British Rallycross Championship round at Brands Hatch.

13: The Superlicence row rumbles on. Few drivers have yet signed. . .

13: Derek Warwick drives his new BTCC Alfa Romeo for the first time, at Snetterton.

13: The FIA is considering a 12-round World Rally Championship in 1996, featuring both 4wd and 2wd classes.

14: Arrows launches the new Footwork FA16.

APRIL FIXTURES

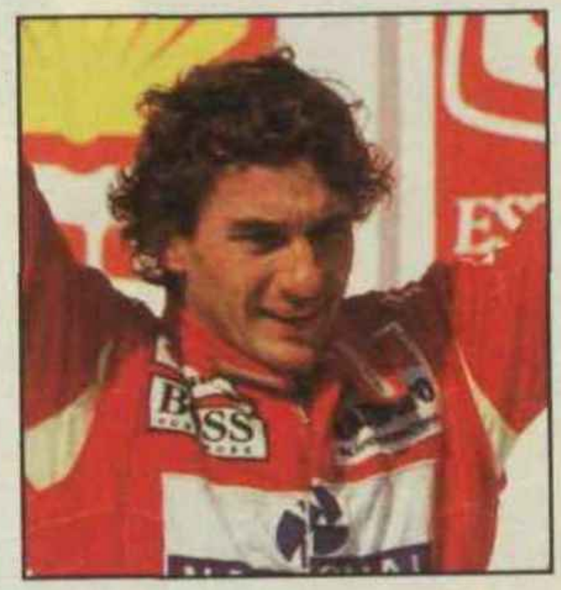
Date	*Venue*	*Event*	*Type*
Apr 1/2	Donington Park	BTCC, F/Vaux, F/Ren	N
Apr 2	Phoenix, USA	CART/PPG Indycar	INT
Apr 2	Bristol, USA	NASCAR	INT
Apr 8	Oulton Park	MGCC	R
Apr 8	Silverstone	VSCC	R
Apr 9	**Buenos Aires**	**Argentine Grand Prix**	**INT**
Apr 9	Long Beach, USA	CART/PPG Indycar	INT
Apr 9	N Wilkesboro, USA	NASCAR	INT
Apr 9	Snetterton	BRDC, Rover GTis, Porsches	R
Apr 9	Cadwell Park	FF1600, saloons, 5GTs	R
Apr 13-17	Kenya	Safari Rally	INT
Apr 14-17	Bangor, N I	Circuit of Ireland Rally	INT
Apr 14	Oulton Park	TVRs, Ventos, Caterhams	N
Apr 15/16	Pembrey	Classic F3, Mono-Kent	R
Apr 16	Snetterton	750MC	R
Apr 16	Mondello Park	IMRC	R
Apr 16	Ingliston	SMRC, saloons, historics	R
Apr 16/17	Brands Hatch	BTCC, F/Vaux, F/Ren	N
Apr 17	Thruxton	F3, Porsches, Ferraris	N
Apr 17	Snetterton	Saloons 2000, MGs, FF1600s,	R
Apr 17	Mallory Park	FFirst, Thundersaloons, Beetles	R
Apr 17	Castle Combe	ARP F3, Pro-Sport 3000, XRs	R
Apr 22	Silverstone	Rover GTis, FF2000, S/Sports Vauxhall	R
Apr 22	Oulton Park	R5 Turbos, BMWs, historics	R
Apr 22	Lydden Hill	Silhouettes, saloons	R
Apr 22/23	Donington Park	F3, GTs, Rovers, TVRs	N
Apr 22/23	Carlisle	Pirelli International Rally	INT
Apr 23	Nazareth, USA	CART/PPG Indycar	INT
Apr 23	Martinsville, USA	NASCAR	N
Apr 29	Kirkistown	500 MRCI	R
Apr 29/30	Oulton Park	FR1700, FF1600, R5TS	R
Apr 29/30	Pembrey	750MC	R
Apr 30	**Imola, Italy**	**San Marino Grand Prix**	**INT**
Apr 30	Talladega	NASCAR	N
Apr 30	Lydden Hill	FF1600, Historic Touring Cars	R
Apr 30	Knockhill	Saloons, Kits, 2CVs	R

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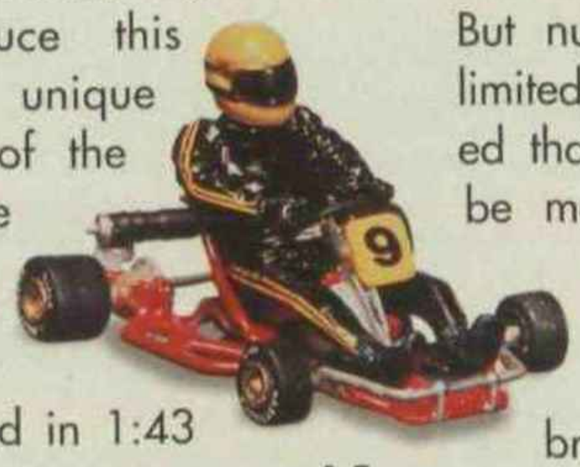


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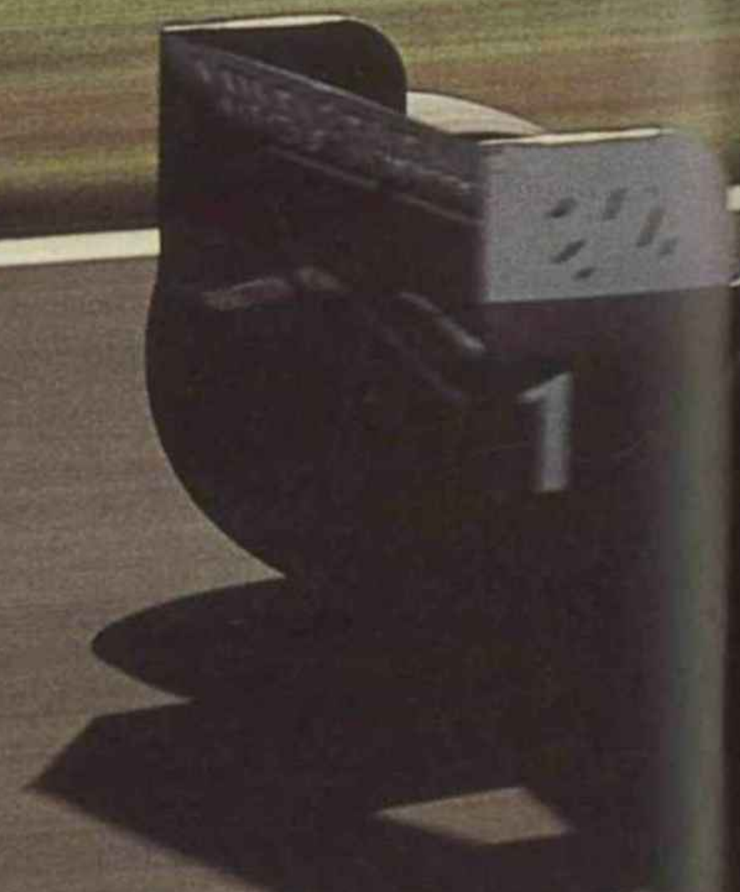
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Less power, less downforce, smaller fuel tanks and, potentially, a broader range of winners. We present the face of Formula One, 1995-style

charge of the

This issue of MOTOR SPORT should be available just as the drivers are tying the laces of their racing boots, in preparation for the first official practice session of the year.

The information contained within our seasonal preview was correct at the time of going to press, though teams had the option of changing their nominated drivers until 18.00 on March 23! Domenico Schiattarella is likely to start the season for Simtek, rather than Hideki Noda, and although Martin Brundle is likely to contest the vast majority of Grands Prix for Ligier, he may stand down for Aguri Suzuki in the opening race. Question marks remain over the identity of the second drivers at Tyrrell, Pacific and Forti; in those cases, we have



TYRRELL YAMAHA

Ukyo Katayama / Mika Salo







Seldom has a racing driver's reputation taken such a U-turn as Katayama's did last year. From laughing stock to the best Japanese driver F1 has seen. Just like that. In fact, Ukyo's change of fortune reflects Yamaha's, to a degree. Since aligning with Tyrrell, the Japanese engine manufacturer has come a long, long way. The marriage between Yamaha and Harvey Postlethwaite's straightforward chassis proved supremely effective in 1994. Katayama has now proved his potential; Mika Salo looked good in a Lotus late last year. He used to be a match for Hakkinen in F3. Enough said. . .

light brigade

selected the most likely options.

The advent of the new 3.0-litre era brings with it renewed hope that there will be a greater variety of winners in Formula One racing. Since 1988, the remarkable statistic remains that only McLaren, Williams, Ferrari and Benetton have won Grands Prix; common wisdom suggests that Jordan and Sauber are ready to join the ranks of F1 winners, and that Tyrrell and Ligier have the capacity to reacquaint themselves with something that neither has experienced in over a decade.

Next month's MOTOR SPORT will incorporate reports of the opening two Grands Prix of the season, presented in a revised, and we believe more digestible, format.

Here, in the meantime, are some of the things we expect to see. . . **S A**



BENETTON RENAULT

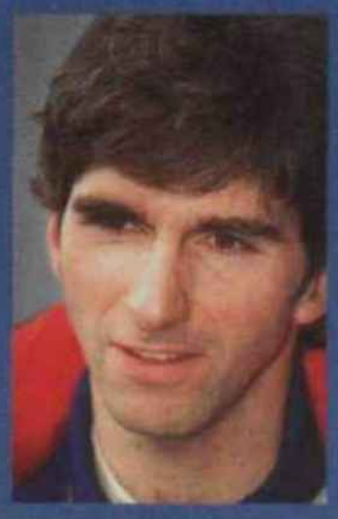
Michael Schumacher / Johnny Herbert



Despite all the controversies in 1994, Benetton won its first world drivers' title. . . and now it has the same engine as the reigning champion constructor. The driver line-up is, on paper, more powerful, too. Unceremoniously dumped by the very same team in the summer of 1989, Johnny Herbert gets a second chance. His relative lack of pace alongside Schumacher in the final two Grands Prix of 1994 remains a mystery. In theory, the German now has a partner who should push him harder than ever before. If that proves to be the case, the world champion's reaction will be interesting. Under pressure from Damon Hill in Adelaide, he proved that his veneer of infallibility can be breached, albeit infrequently.

Williams Renault

Damon Hill / David Coulthard





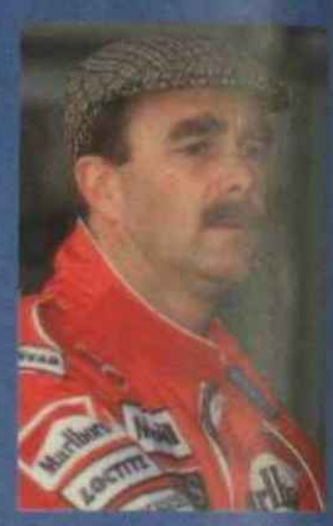
Whichever way you look at it, Damon Hill did a fantastic job in 1994. People tend to overlook the fact that it was only his second full season of F1. Yes, there were occasions when he was unable to hold a candle to Schumacher. But there wasn't much to choose between them by the end of the year. Over the course of the season, the faster man took the title. But Damon simply got better and better, and there is no reason to assume that he has yet reached his peak. Coulthard was the sensible choice for the number two seat. Has yet to match Hill's qualifying speed, but he is a peerless racer. He might even have a GP victory under his belt already, had he not been required to step down to make way for Nigel Mansell in the final three Grands Prix of '94.

McLaren Mercedes-Benz

Mika Hakkinen / Nigel Mansell







But will he be able to match Hakkinen? The Finn has explosive pace, though he is still prone to the odd error. The new MP4/10 incorporates innovative interpretations of the new F1 regulations. Even if initial testing has thrown up a few potential pitfalls, there is simply too much technical and financial muscle here for it to be anything other than competitive in the long-term.

And so one of the world's more unlikely alliances has been cemented. Mansell and McLaren: who would have thought it, a couple of years ago? Now, a combination of circumstances and market forces have caused the twain to meet. Mansell was not a match for Damon Hill during his infrequent F1 appearances last year, but few doubt that regular mileage and his own infinite willpower will edge him closer to the pace.





Arrows Hart

Gianni Morbidelli / Taki Inoue





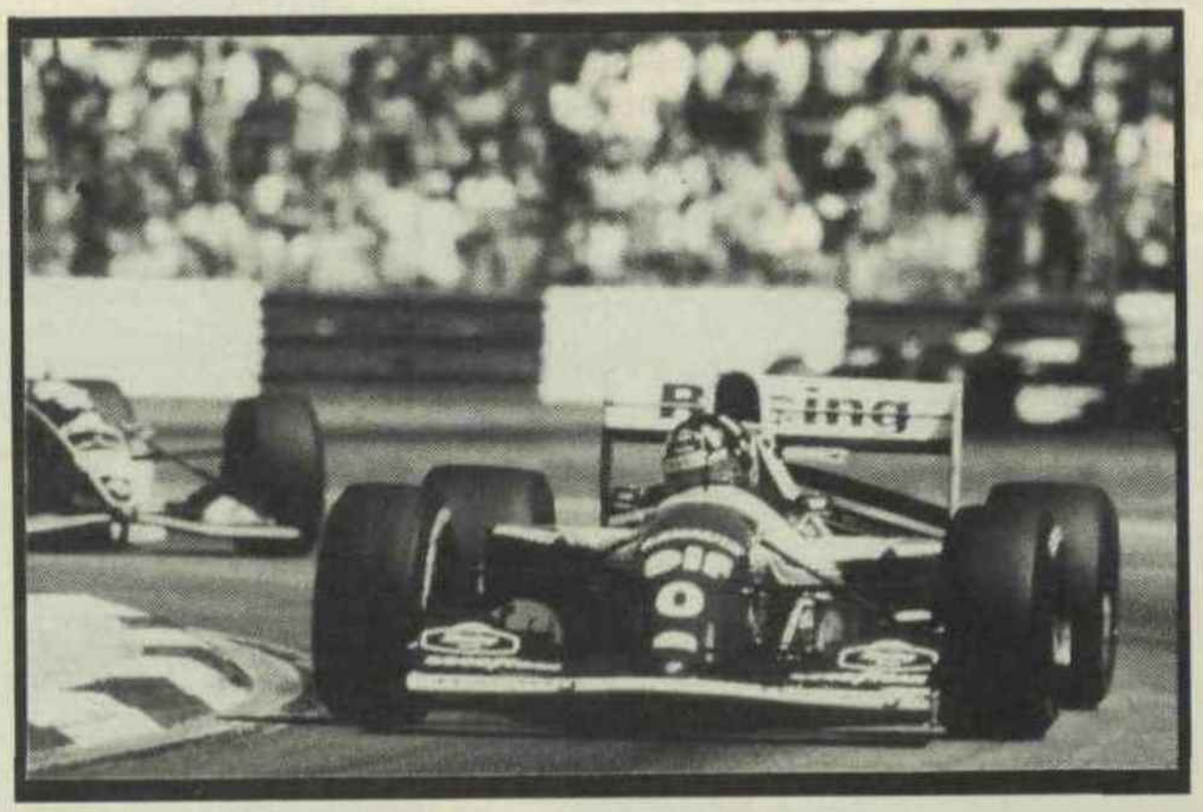
If ever there was firm evidence that talent is now an obviously inferior commodity to wealth, look no further than Taki Inoue. A capable, but not outstanding, F3000 racer, Inoue should really be entering a second year in the junior formula. A shame that Christian Fittipaldi has been forced to go to the States to make way. There can be no qualms about Morbidelli's continued presence in F1, however. The tiny Italian is a feisty racer who would have scored rather more than three championship points last year, but for circumstances beyond his control.

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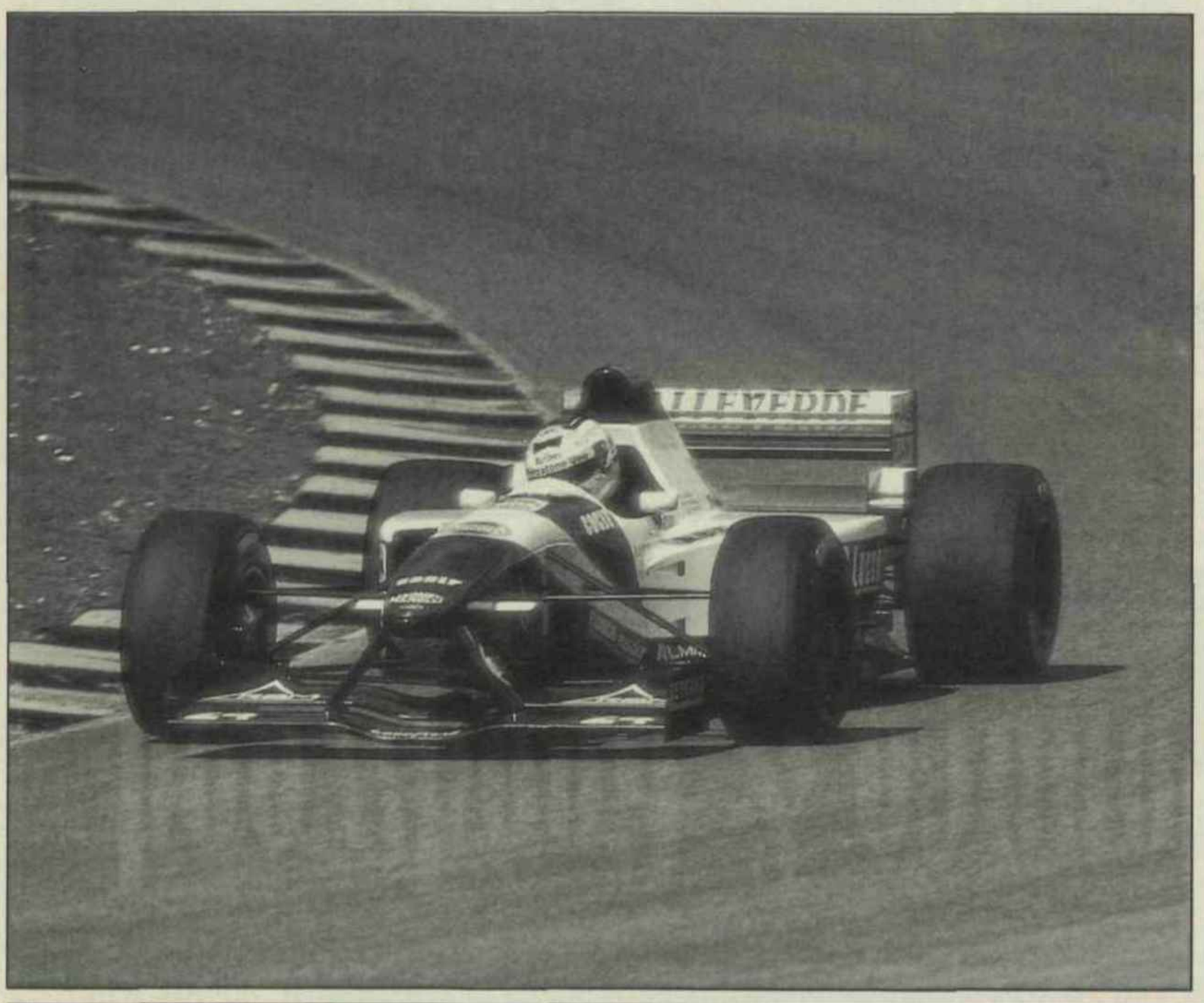
Minardi Ford

Pier-Luigi Martini / Luca Badoer



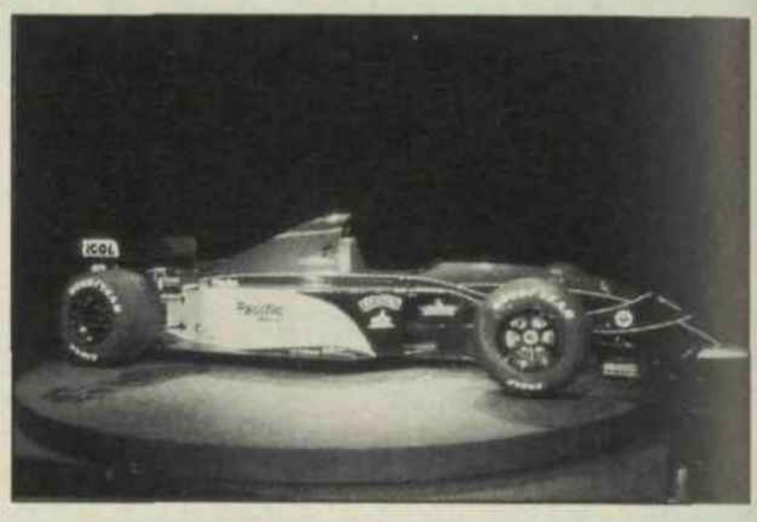


One of the more homely and accessible F1 teams, Minardi was thrown into something of a mini-crisis when its proposed engine deal with Mugen-Honda fell through. Having scrapped the original CAD/CAM drawings, Aldo Costa's team had to start again with a blank screen. Three months later, the M195 was unveiled. An impressive effort, but one wonders whether Minardi will ever be regarded as anything other than stout artisans while it remains a 'customer' engine team. A Mugen-Honda alliance would have been interesting. As far as the drivers go, has Pier-Luigi Martini been driving indifferent cars too long to keep his motivation up? One hopes not. To Luca Badoer, versed in the ways of 1993's awful Lola T93/30, the M195 can only feel like a Williams. The 1992 F3000 champion's true merit can at last be assessed.



Pacific Team Lotus Ford

Bertrand Gachot / Pedro Lamy (?)







Results can only get better for Keith Wiggins, but 1994 was not as bleak as the string of non-qualifications suggests. Look at it this way: the team arrived in F1, turned up for every race and was one of only four teams to get through the campaign without a single driver change. The PR01's propensity for propping up the field also saved the team money, for fuel, tyres and engine mileage were seldom used up on Sundays. Investors will expect more than mere survival this year, however; fresh capital from Japan means that the PR02 will be an altogether more serious effort. Gachot will need to respond accordingly; he hasn't sat in a decent car since he drove for Jordan in the first part of 1991. Despite the team's new handle, the racing division is far more Pacific than Lotus. The commercial skills of the latter's MD David Hunt may bear fruit in the longer term, however.

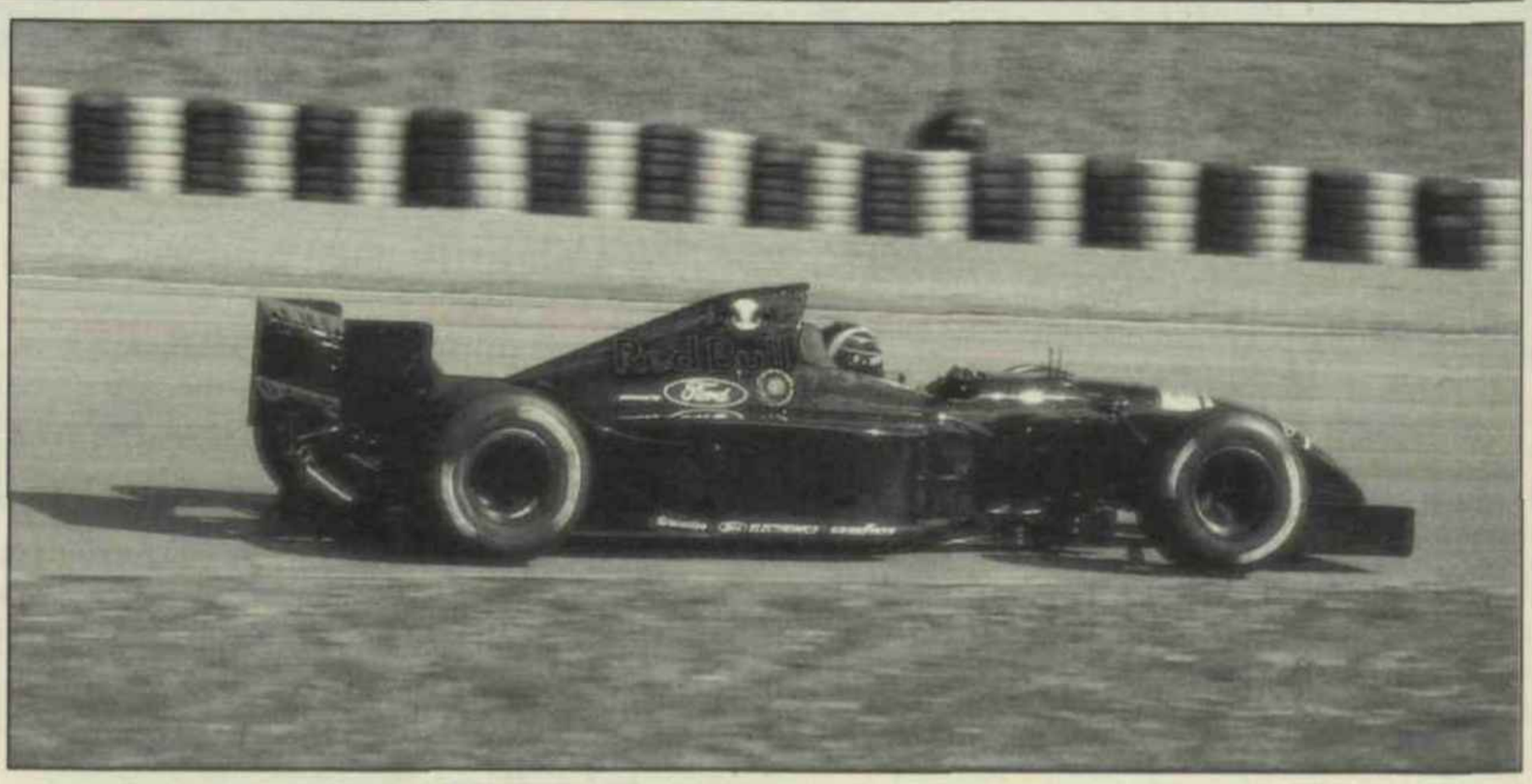
Sauber Ford

Heinz-Harald Frentzen / Karl Wendlinger



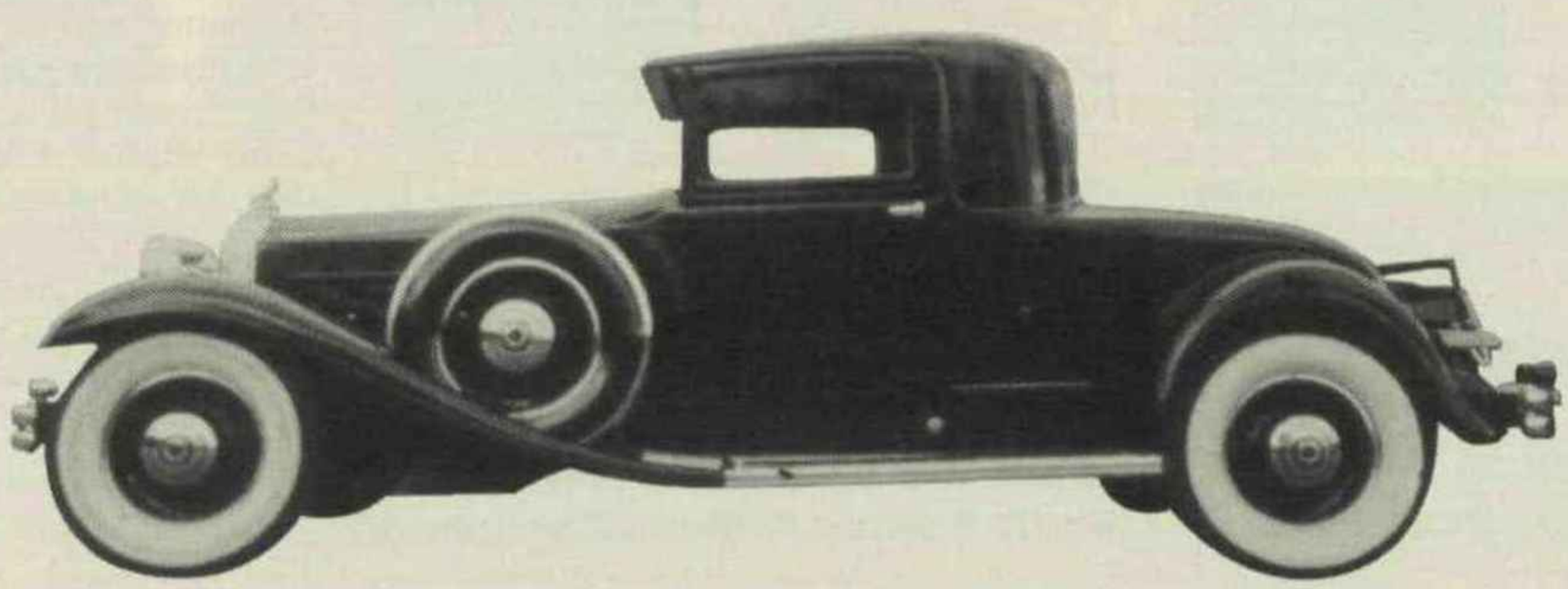


Such was Heinz-Harald Frentzen's optimism that the Sauber-Ford alliance would bear fruit that he is said to have turned down the offer of a McLaren seat. Although it looked promising at times last year, Sauber has yet truly to convince the world of its front-running potential. In Frentzen, it has a star of the future. The German is fast, but still raw. In former days, he was thought to be as fast, perhaps faster, than compatriot Schumacher; he just lacked the new world champion's political nous. Switching from Mercedes-Benz to Ford gives Peter Sauber another strong technical partner, though it disrupts continuity. Doubts remain about Wendlinger's fitness. Early testing suggested that he is not yet back in the swing of things after his Monaco shunt. Hardly surprising, but given F1's capacity for sentiment he'll need to up the ante pretty smartly if he is to keep his seat.



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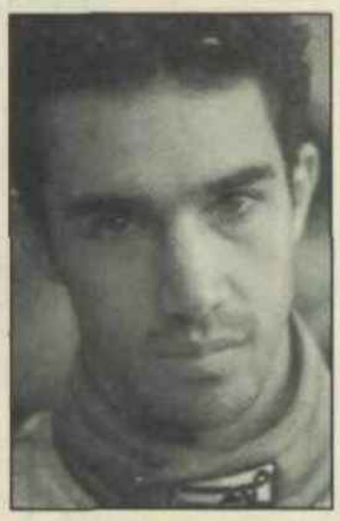
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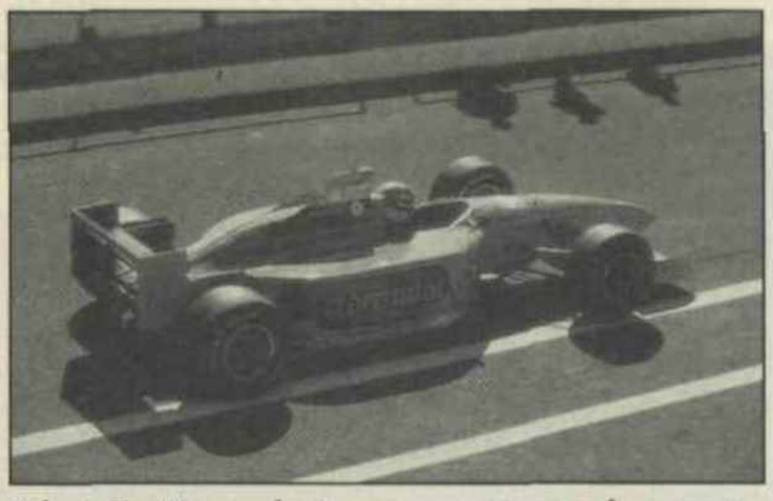
MAY, JUNE, JULY, 1995

Forti Ford

Pedro Diniz / Andrea Montermini







What Forti needs is an experienced racer to help the team find its feet in F1. A blistering F3000 record helps. Ask Eddie Jordan. But it is no guarantee of prosperity. Ask Pacific. Or DAMS. Or Mike Earle. Andrea Montermini is a quick and likeable racer, but he has limited F1 experience. He could do a good job, but he'd be better off if he had an experienced team-mate to help him. At least he has a fistful of F3000 victories in his favour, albeit back in 1992. Diniz, who has sourced most of the financial support, will struggle. He never truly got to grips with F3000, and has shown no sign that he is ready for this.

Simtek Ford

Jos Verstappen / Hideki Noda / Domenico Schiattarella







The S951 chassis was late being finished, and was unlikely to complete more than a bare minimum shakedown before being freighted to Brazil. Simtek emerges from a difficult baptism in 1994. There was never much money to play with, there was a stream of driver changes and, the biggest psychological blow, Roland Ratzenberger crashed fatally at Imola. We hadn't seen the new car as we closed for press, and there remain question marks, despite the recruitment of Benetton's test driver Jos Verstappen. Although he had some good races in the latter part of 1994, Verstappen was thrown into the ring too early by Benetton. It might even have done his career irreparable harm. Had he been in this situation last year, he would have been better off, for no one would have expected results. Noda, an improving F3000 racer, and Schiattarella, who was quick in F3 a few years back, will share the second car.

Jordan Peugeot

Eddie Irvine / Rubens Barrichello





McLaren's loss could just be Jordan's gain, and a massive gain at that. Peugeot's results last year weren't that bad for a first season. Jean-Pierre Jabouille was reluctant to admit that a mid-season succession of bonfires (always behind the drivers' shoulders) were necessarily 'engine problems', when visual evidence suggested otherwise, but Peugeot has the resources to iron out the bugs. While McLaren might not have been able to afford the perceived risk of a second year without a victory, the emergent Jordan would be happy with a string of podium finishes. Add a very strong driver pairing, and the fact that Gary Anderson's chassis are habitually up to the task, and you have the ingredients for a happy marriage.

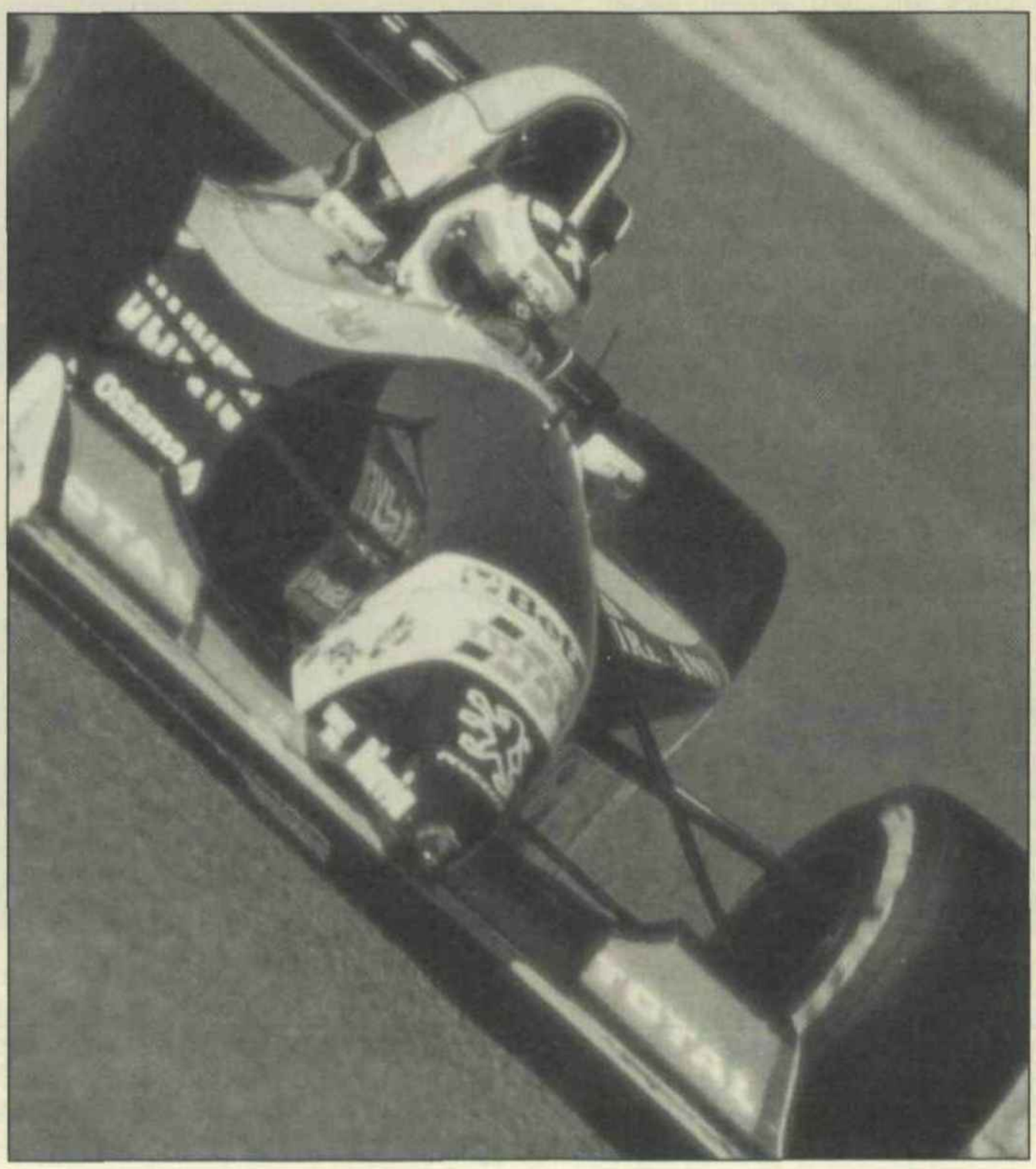
Larrousse Ford

Christophe Bouchut / Eric Bernard





Team Compromise. A winter of discontent left Larrousse's participation in the opening two Grands Prix of the season in some doubt. If it travels, it will be taking last year's cars and a hacksaw, with the intention of producing a pukka 1995 racer in time for Imola. The late financial intervention of Junior Team partners Jean Messaoudi and Laurent Barlesi, whose own plans to launch an F1 team floundered, has given Larrousse a slender lifeline, but the auguries do not look too good. Bouchut was French F3 champion in 1991, but hasn't raced single-seaters since. He did win Le Mans in '93, though. Bernard has never looked the same driver since breaking his legs at Suzuka in 1991.



Ferrari

Jean Alesi / Gerhard Berger







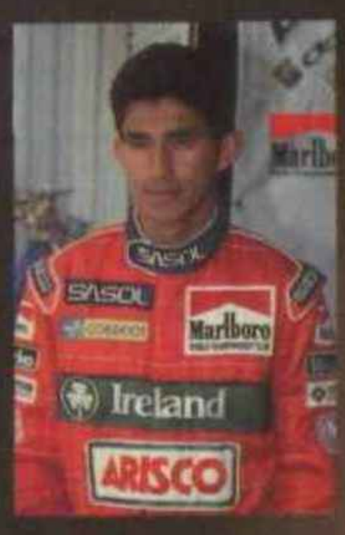
In most people's eyes, Gerhard Berger was *the* outstanding performer of 1994. Closer to Ayrton Senna than any other driver, and developing a friendship with Roland Ratzenberger, he had more cause to grieve than most. He overcame his angst in remarkable fashion. Last year's Ferrari was no match for the Williams or the Benetton, yet Berger managed to be both fast and consistent. His victory at Hockenheim, the Scuderia's first since Jerez 1990, was one of the season's more gratifying moments. The Austrian has seldom, if ever, performed better. Alesi's quickest drive was apparently that from Monza to his Monte-Carlo base, after his T1's transmission gave out when he pitted while leading the Italian GP. Thinking back to his Tyrrell days, it seems inconceivable that he should now have started 85 Grands Prix without having won one. There's time yet, but perhaps not much now that there's a solid new wave of youngsters filtering through.

Ligier Mugen-Honda

Olivier Panis / Martin Brundle / Aguri Suzuki



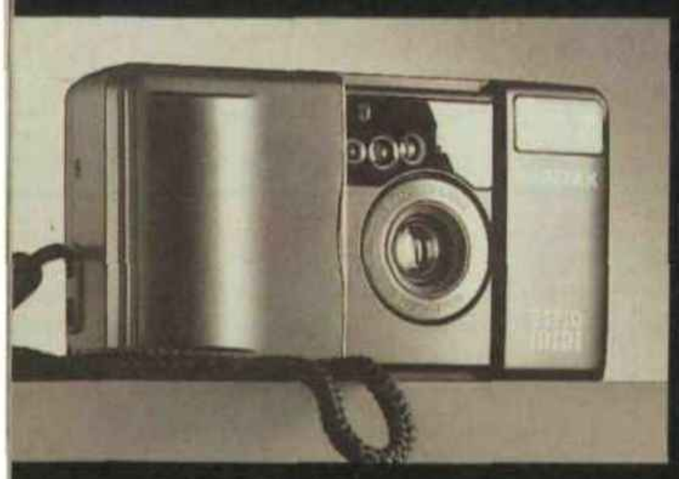






Unsurprisingly, the new Ligier (prop: F Briatore) looks more like a Benetton than any other member of the high-nose generation. The Magny-Cours team hasn't won a GP since Canada 1991. It may just come closer this year than it has done at any time since. Olivier Panis performed superbly last year in what was little more than a modified antique. Martin Brundle, who will certainly get to contest more races than Suzuki, has a similar capacity for reaching the finish, and remains an expert racer. And Honda, which didn't have too happy a time with Lotus last season, is not known for tolerating failure. On paper, this looks like a very, very good package.

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Jean Alesi

Scotch with ice



For someone who will only just turn 24 on the day after the Brazilian Grand Prix, David Coulthard is blessed with remarkable sang froid. We caught up with him on the eve of his first full World Championship season

There were few moments of levity in international motor racing last year. If you looked hard enough, you could find oases of good news, but generally even the bright points tended to be hidden beneath a blanket of tabloid sensationalism.

Example: David Coulthard is selected by Williams to take over from the late Ayrton Senna. . . and certain elements of the British national press focus less on the fact that we *might* just have a future world champion on our hands than they do on the possibility of a spat between Coulthard and team-mate Damon Hill.

The Scot simply smiles resignedly when the subject is raised. "There was a lot made of that last year. Obviously, there were a couple of races when we had disagreements, Canada and Spa. But we were both under a lot of pressure, and in those circumstances it was perhaps inevitable. Damon was under pressure to establish himself as number one in the team, and as a valid championship contender. I was trying to prove exactly what I could do, that I could stay in Formula One.

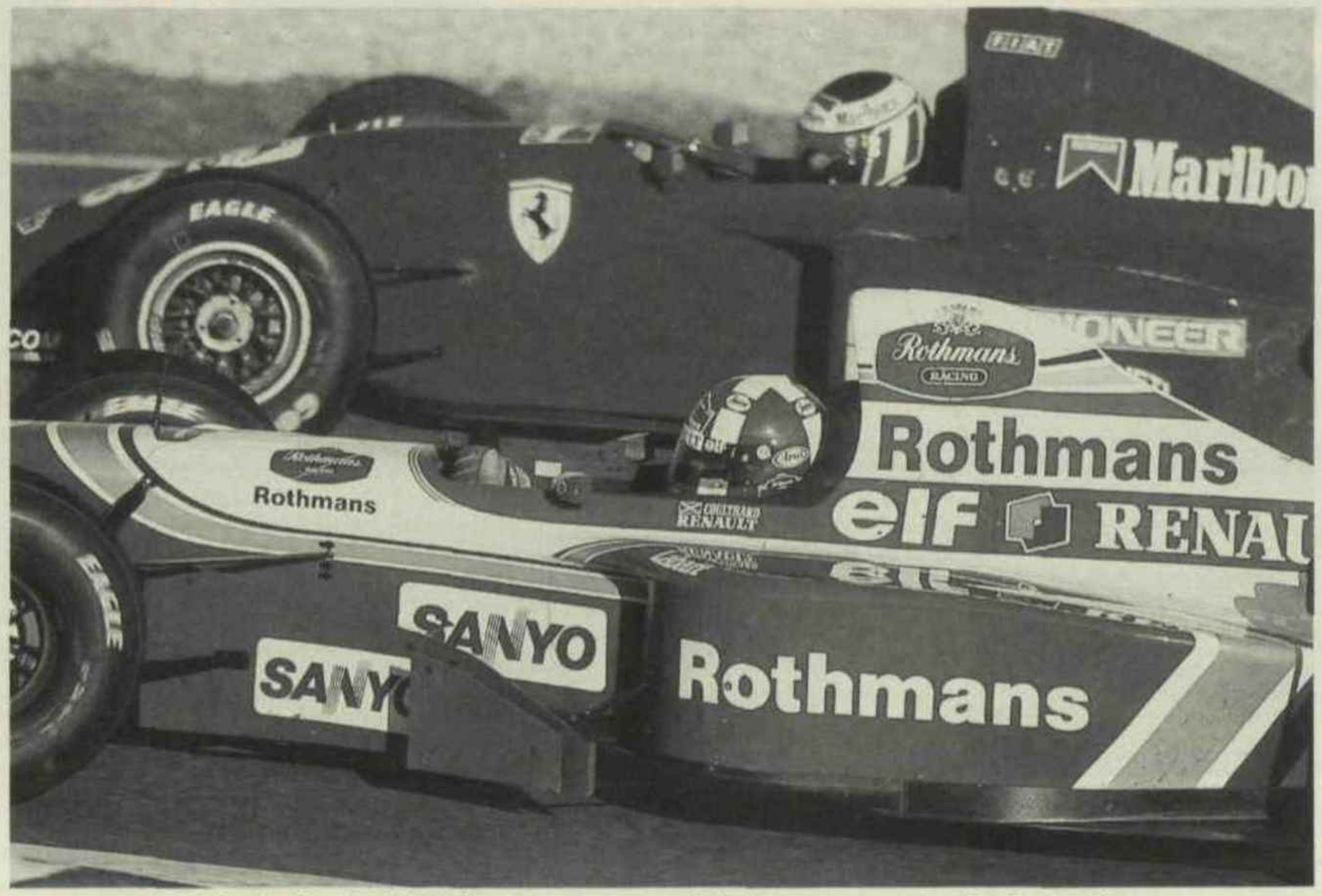
"We both had very separate interests, as well as doing a job for the team. It was something that was all done and dusted at the time. We sorted it all out back then, even though talk about it has lingered.

"This year, I think we'll make a strong pairing. I was quicker than him in some races last year, he was quicker than me in others. Surely I can't be any worse than I was last year? I can only get better."

There are some who confuse Coulthard's cheerful confidence with arrogance. To do so is to err. He is simply an articulate young man who is acutely aware of his own abilities. He doesn't force it down your throat; he just discusses it matter-of-factly.

That his life should have turned around completely in the past 10 months, for instance, does not strike him as being all that unusual in the overall scheme of things.

"The fact is that that I've always believed, and it's an easy thing to say once you get there, that I'd get to Formula One somehow. Even when it got difficult, when I was struggling to find Formula 3000 budgets for Pacific and Vortex, all that sort of thing. If I had done a full year of F3000 with Vortex, then I'd probably have spent the winter talking to teams outside the top 10 qualifiers, maybe even outside the top 15, to race in F1 this year, and I'd be convincing myself that I'd be able to move up until I was in a position within the top four. That's the sort of conviction you've got to have.



Coulthard edges inside Gerhard Berger's Ferrari during pre-season testing in Estoril.


Rothmans
Rothmans

"The bottom line is that you see the likes of Christian Fittipaldi going off to do Indycars, and the top four guys from F3000 last season haven't got F1 race deals. . . you see things like that and then you think, 'I have been almightily fortunate that I've got my opportunity with Williams.'"

Let's recap. Coulthard monopolised junior Formula Ford racing in 1989; showed promise in Formula Vauxhall Lotus the following year, though his season was interrupted when he broke a leg at Spa; he was narrowly pipped to the 1991 British F3 title by Rubens Barrichello; and then came two encouraging seasons of F3000. He won one race for Pacific in 1993, and remained in contention for the title until the final race.

By April 1994, however, he was facing the prospect that he wouldn't be racing at all during the season. An F1 test deal with Williams softened the blow, of course, but, as he said at the time, "Above all I want to be *racing*, and frankly I can't see how that's going to happen."

In the end, a private investor offered backing to Vortex Motorsport, conditional upon Coulthard driving its car. It was a last-minute reprieve, and in the opening race at Silverstone, on the afternoon following Senna's fatal accident, he finished second.

Not long afterwards he received a call from Frank Williams. . .

The next test he attended, at Jerez, was not just a part of his contracted workload. For one thing, he had to miss an F3000 race. Compromising his F3000 title hopes was deemed to be worth it, on this occasion. His performance at the southern Spanish track would gauge whether or not the team felt he was ready for his Formula One race debut.

A week later, Coulthard lined up ninth for the Spanish Grand Prix, worked his way into sixth place on the opening lap and, but for an electronic malfunction which brought him to a premature halt, he would most likely have finished third.

The often insular world of Formula One, unsure quite what to expect from the Scot, took notice. David, as is his wont, took it all in his stride.

"It's difficult to talk about my performances, really. If you say, 'I expected that', you sound kind of arrogant. I'm a confident person when I'm in the car, when I'm out there racing. I'm not fazed by the fact that it's Formula One, or that there are a lot of famous and talented drivers there. They're only human beings, like me. We're all just trying to do the same thing. So it didn't surprise me. A race is a race, it was just I was in a different car and it was a more competitive environment."

There could have been podium finishes at Monza, where he ran out of fuel within sight of the flag, and Hungary, where he crashed. In the end, he enjoyed only a solitary champagne ceremony, in his final scheduled race at Estoril. Thereafter, he had to sit and watch Nigel Mansell drive 'his' car, the consequence of a deal that had been struck before it came apparent just how useful an ally Coulthard was going to prove to Williams and Renault.

So did watching Mansell win the Australian GP cause him any remorse?

"Not at all. What's for you won't go by you. That wasn't my race, wasn't my car. I'm not a person who sits around going, 'If this, if that. . . '. It's a waste of energy. It was fantastic for the team. We won the constructors' title. I was a part of that. It was very satisfying. I'm a Nigel Mansell fan, and I have been since I was a young boy racing karts.

"I just think it's the most amazing story that he's back and he's able to win Grands Prix. There's no reason he shouldn't be able to, but it's just an amazing story. F1, Indycars, and here he is back in F1 again. It was as interesting for me to watch that as it was for the rest of the world."

During the winter, of course, Coulthard found himself at the centre of another media speculationfest. Would he be preferred to Mansell as Williams sought a team-mate for Hill? Had he really signed a contract with McLaren?

The machinations are something he prefers not to discuss. The fact that the Contract Recognition Board had to convene to decide whether McLaren or Williams had first call on his services was evidence that he *had* signed *something* with Ron Dennis, although the precise details will perhaps never be known. In the end, the CRB found in Williams's favour, and despite talk that the Didcot team would subsequently 'sell' him on to McLaren, it wasn't long before he had been confirmed as Hill's future team-mate.

"I never really doubted that I'd be able to get a drive *somewhere*. I was in a fairly good position in that I had reasonably good results in the races I finished. I knew fairly early on that Frank wanted me, but then there was all the business with the Contract Recognition Board. When the whole thing was finally sorted out and I knew that I'd got the drive, it was very satisfying, but the whole thing had taken so long that there was also a mixture of relief and fatigue. The first thing I did was to go back to Scotland to relax."

While Coulthard's ability as a *racer* has never been in question, he was noted in junior formulae for his capacity to win races from what, on paper, appeared to be unpromising grid positions.

"I'm not fazed by the fact that it's Formula One, or that there are a lot of famous and talented drivers there. They're only human beings, like me. We're all just trying to do the same thing"



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"No, I don't agree," he chuckles. "The best place to start any race is from fifth on the grid. . . Actually, it is the weak link in my race weekend, the strong point being, I think, my racing ability. I can't put a finger on it. If I could, I'd solve it. Qualifying is not something which I find impossible to do, but by my make-up, the way I set up cars, I'm always thinking ahead, thinking about the car doing 20 or 30 laps rather than just the one. I've always been a racer, so you always tend to think about the race above all else. I think that's just the way my mind works. I need to try and find a balance between the two, and I think that's possible. You've got to crawl before you can walk, and I haven't really rushed into these things. I didn't qualify in karts, and I've had how many races in cars? It seems like a lot, but it's probably not that many, really. It's something that I'm sure will improve."

"'No, I don't agree,' he chuckles. 'the best place to start any race is from fifth on the grid . . .'"



The new generation of cars, he reckons, will be more user-friendly in a racing situation, which should suit him. Testing the new Williams FW17, he has been matching his team-mate's times, give or take a few hundredths.

"I'd like to think I can win a Grand Prix this year. That's really my aim, plus of course to score points in as many races as possible. I've just got to play it by ear. I'm the least experienced guy in the top four teams. I just want to go out and find out what I'm capable of doing."

He may be moving in similar circles to those he inhabited 12 months ago. It's just that his priorities have changed, somewhat.

S A

Coulthard, according to Williams and Head . . .

Even in his darkest moment of disgrace, David Coulthard took a big step towards securing one of the most coveted Grand Prix drives for the 1995 season.

Lying a comfortable third to team-mate Damon Hill, the Scot's world was suddenly turned upside down – or, more to the point, back to front – as his FW16B careered backwards off the circuit. His car was no longer under control, but his senses were, and for that reason it wasn't only the armco upon which he made a big impression.

"He crashed out of the race at high speed in Hungary," recalls Frank Williams. "He was disappointed. It was a heavy impact, and about a second after the car had stopped he came on the radio and said to the engineer, 'I don't really know what I did wrong then. I'll think about it on the way back.' Very cool."

And cool he remained, even in the midst of a protracted close-season legal tussle for his services. From the moment the verdict was delivered in the Didcot team's favour, the writing was on the wall, rather than on the contract, for Nigel Mansell. Why did Williams choose a 23 year-old in preference to a World Champion?

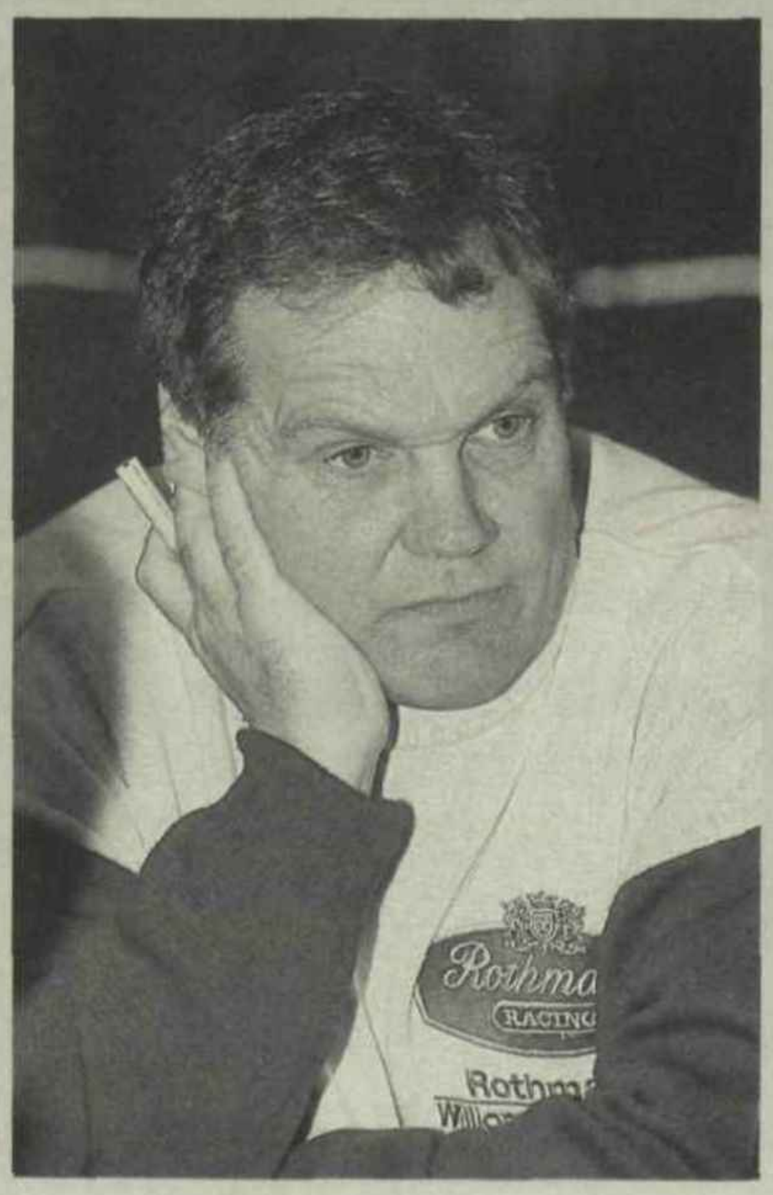
"That is something I will never discuss with anybody," maintains Frank. "I'm sorry, but whatever I say will obviously offend Nigel, or the other way round. It was not an easy decision."

But, for the remainder of the pit lane, it was an enviable one. Mansell offered proven ability; his rival, as Ayrton Senna had suggested earlier in the year after watching Coulthard test, offered a glimpse of the future.

"It was all the engineers who said he was going to be very good," explains Williams. "And they were quite right. Obviously we've got a guy who is very fast, very cool, seems to have excellent car control, and a good head on his shoulders. He's always got his brain working well for him. He's young, so he should go a long way."



Frank Williams (above) and Patrick Head: unofficial members of the David Coulthard Fan Club.



In the process, as Williams Grand Prix Technical Director Patrick Head concedes, the sparks could fly:

"Damon and David are so close in their performance; they are both mighty quick. Everybody relishes aggravation and controversy between the drivers but, at the same time, the situation within which it exists is exactly what you should want.

"If you have the sort of Hunt-Mass situation, where one driver proves that he is quicker than the other, you get a clear psychological number one and two, and you don't get any aggravation. The only time you get aggravation is where you have two drivers who are literally taking points and racing closely.

"These days you just do not get too many of the 'Wasn't that great fun on the circuit,' mentality! For the media that is lovely: that's meat and drink."

So far, courtesy of the new recruit's rivalry with Hill, the contract wrangle, and the release of Mansell, the media has already enjoyed a veritable feast. What's on the dessert menu? A championship 'showdown' would go down rather nicely.

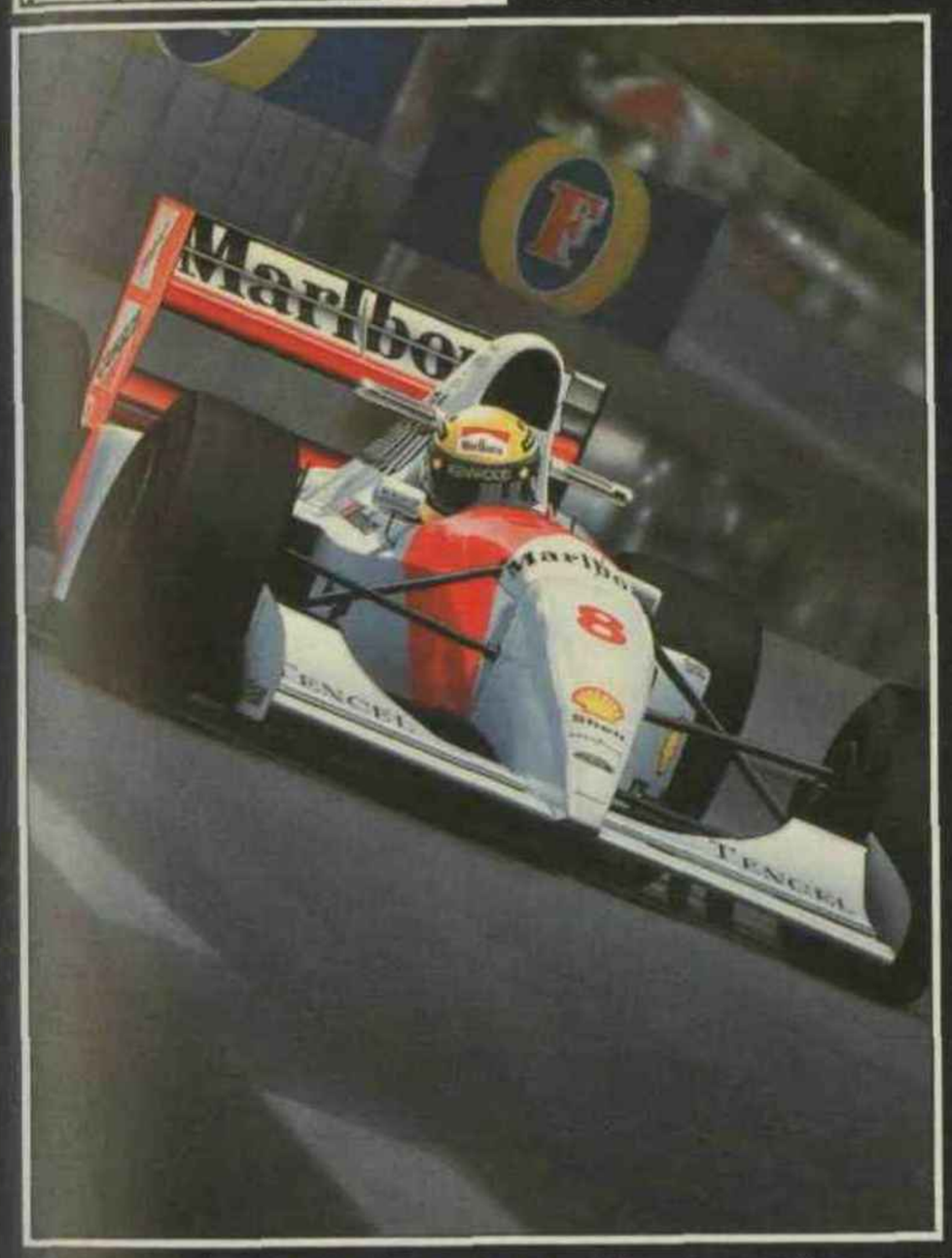
"I hope David wins a race or two, and scores a lot of points," says Williams. "I don't think *he* expects to challenge for the title in what will really be his first season. That's the sort of stuff dreams are made of, and there's not much room for dreaming in Grand Prix racing."

Perhaps not, but Coulthard's meteoric rise to date illustrates that some dreams *are* worth pursuing. . .

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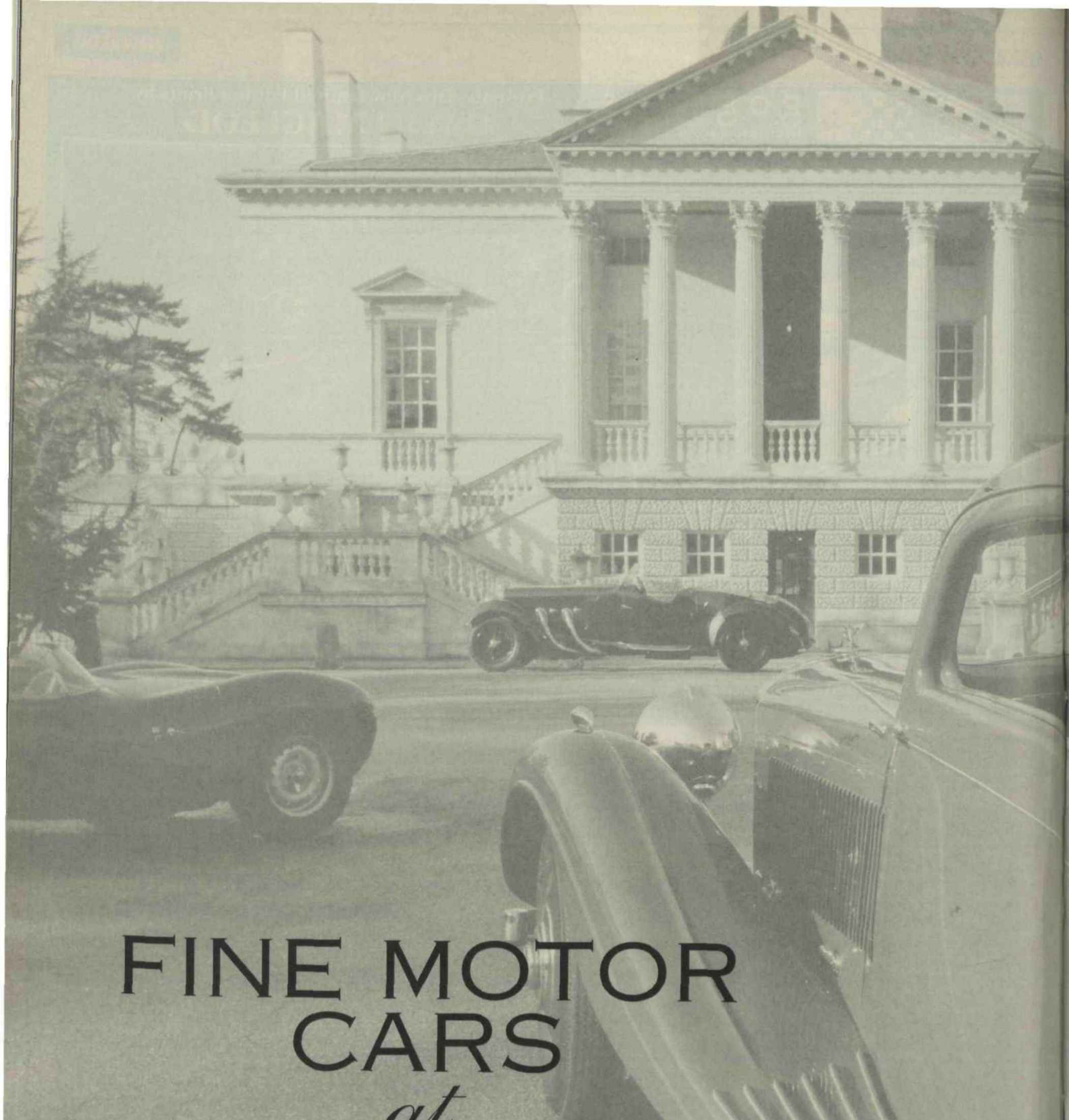
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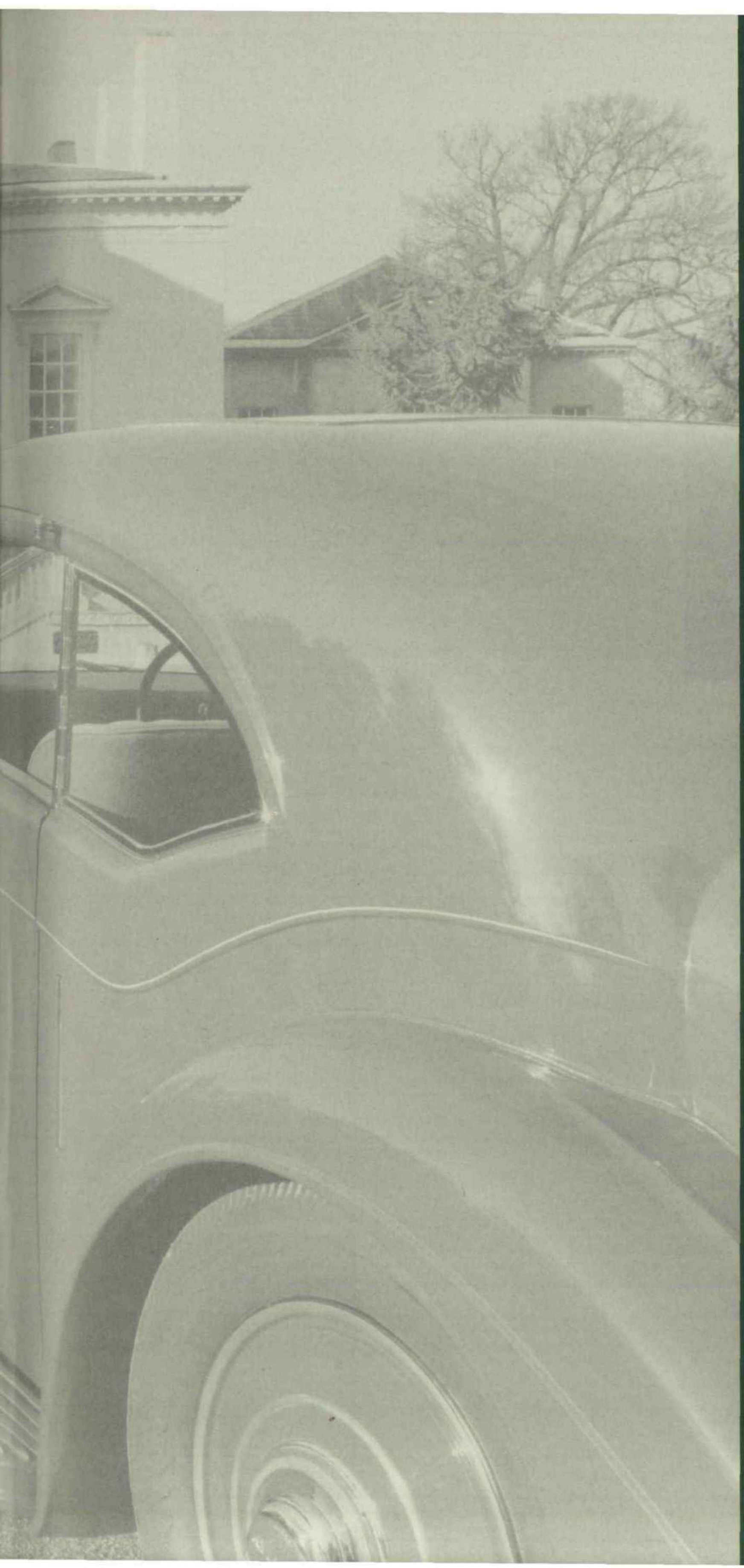
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Gripping stuff

Carlos Sainz wins one of the most exciting World Championship rallies on record


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Suggest to the main players that World Championship rallying is getting a shade unsubtle and that even wrestling isn't fixed as blatantly as this, and they smile sheepishly. No one had *quite* expected the Rally of Portugal to produce such a barnstorming finish. For Subaru, victory came as a relief; for Toyota, there was consolation even in defeat. For both, there was a recognition that they had taken part in a remarkable sporting contest.

If anyone were to write a book about the greatest rallies, the 1995 Rally of Portugal would surely be one of them. It was not only one of the closest World Championship rallies of all – indeed, it was the closest Rally of Portugal ever – but one of the most dramatic.

"If anyone were to write a book about the greatest rallies, the 1995 Rally of Portugal would surely be one of them"

The first surprise was that Toyota was competitive at all. The Cologne monolith had salvaged two thirds and a fourth place from the first two rounds of the World Championship – better than Ford, but still well below par for the sport's biggest team. Fastest stage times were distinctly sparse and no Toyota had even looked like winning. The limited changes that time permitted since the Swedish didn't amount to a great deal and Ove Andersson, the team boss, volunteered that he wasn't expecting much before Corsica.

Instead, Juha Kankkunen led from the outset and it wasn't long before rivals were making the familiar complaint that they couldn't keep up with something as powerful as a Toyota. TTE insisted that the power output was no greater than it had been since the new, 34-millimetre turbo restrictor was imposed at the start of the season and that broadening the power band by re-mapping the engine management system had been the answer; the major changes, which will include a comprehensive weight-saving programme, will not appear for a while yet.

TTE insisted that its improvement looked greater than it was thanks to Subaru's Swedish fiasco. The Japanese generally prize reliability above all other virtues and the massacre of the three Imprezas in the snow did not go down well in Tokyo. This time it seems, the engines had been de-tuned accordingly.

None of the Subaru drivers had a good word for his engine, yet Sainz forged into the lead at the end of the first leg, in much the same conditions that had suited Kankkunen so well earlier in the day. Nevertheless, it was clear that the Celica was by and large quicker in the dry and, as Kankkunen re-took the initiative, Subaru's hopes were pinned increasingly on the forecast turn in the weather in the closing stages: Pirelli's

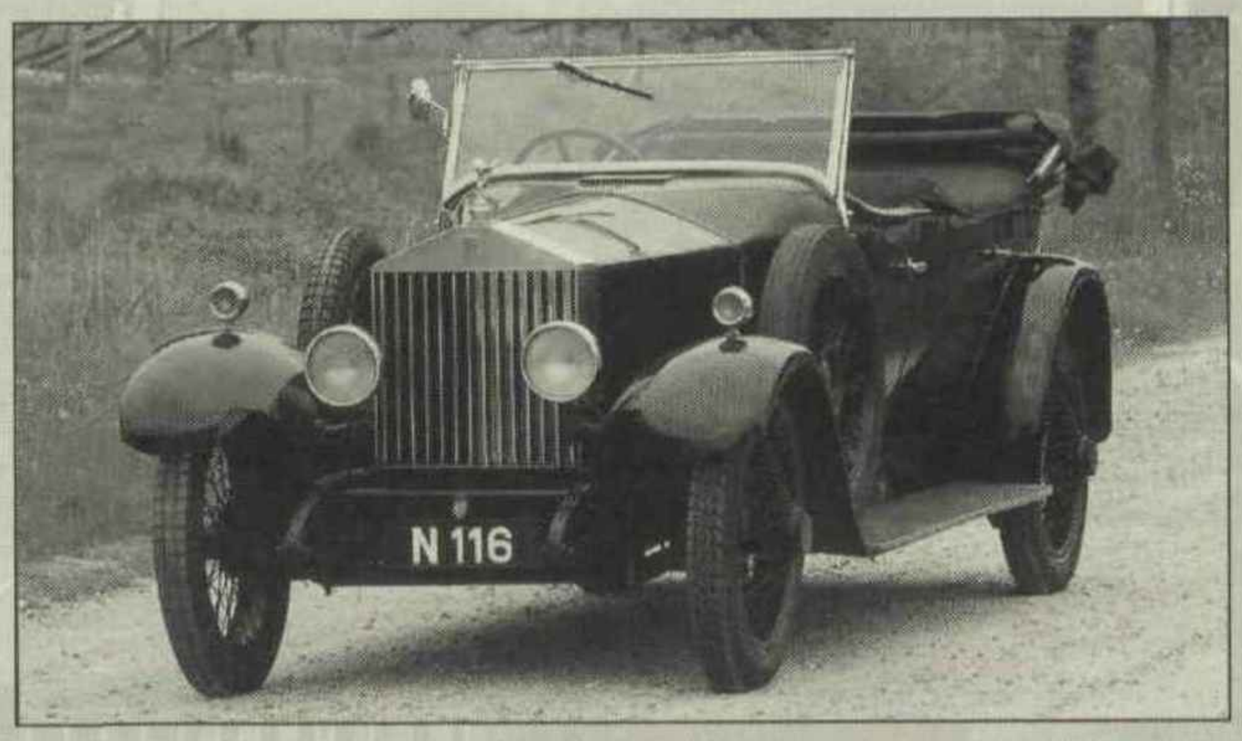


Despite a down-on-power engine, Colin McRae scored the strong finish he badly needed for Subaru.

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● Colin McRae ended up with a less powerful engine than Sainz thanks to a last-minute swap, but drove with great composure to finish third.

● Didier Auriol is still coming to terms with the latest Celica. Two accidents and a gearbox problem ensured that he was last of the Castrol trio.



● Ford dropped out of the reckoning the moment François Delecour pulled up with a crippled engine on SS5. Beset by handling problems, Bruno Thiry struggled home in sixth place.

● The German Mitsubishis crushed the opposition in Gp N, Portugal's Rui Madeira leading home Jorge Recalde and Isolde Holderied.



● For once, the Gp N cars were consistently quicker than the best F2 machinery. Piergiorgio Deila survived the carnage (most of it gearbox-related) to give Peugeot a surprise F2 win in his Czech-run 306 S16.

● The works-supported Clio Maxis never ran well and Grégoire de Mevius's Nissan was easily the quickest F2 car, when the gearbox was functioning correctly.



● In seeking to comply with the new rules, the organisers cut the rally from four days to three, slashed stage mileage and dispensed with the tarmac stages altogether.



On a bad rally for Ford, sixth-placed Bruno Thiry was its best finisher.



Marcus Grönholm mixed it with some of the works drivers before crashing his outmoded Celica during the final leg.

renowned superiority in the mud might outweigh the Toyota's sheer horsepower.

Looking back on the event, Kankkunen and Nicky Grist were sure that they would have won if it had been dry. While they were quicker, against the odds, when conditions were at their worst, the inch-perfect Carlos Sainz wriggled just 12s in front by the end, even though the front brakes failed early on the last stage. This was most certainly a rally won on points rather than a knock-out and an event where the drivers transcended the machinery.

Prodrive feels that few will bet against Sainz for the World Championship, but TTE has taken heart. "The basics of the car are good – the 'super-strut' suspension, the transmission. At least we are competitive and this is good for everyone in the team," said Andersson. No one should underestimate TTE's capacity to regain ground by throwing resources at a problem and after all, it is ahead of Subaru in the manufacturers' race at the moment.

Thanks to the ultra-efficient Ralliart Germany outfit and its Group N Lancers, Mitsubishi still leads the makes' championship, despite not sending Group A cars to Portugal. In a baffling display of Oriental logic, it will send a works-blessed car to the Safari, which isn't part of the four-wheel drive competition. One doubts that a team so confused about its aims will stay in front for long.

Above all, this was a most persuasive advertisement for the present turbocharged, four-wheel drive formula. As the World Council deliberates on proposals to sanction both into the next century, the team managers of the Big Four regard their future with a degree of optimism. To that extent, there were no losers in Portugal. **D K W**

TAP Rally of Portugal — March 8-10 1995

1	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	5h 32m 37s
2	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, GpA	5h 32m 49s
3	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 35m 51s
4	Armin Schwarz / Klaus Wicha (D)	Toyota Celica GT-Four, GpA	5h 37m 36s
5	Didier Auriol / Bernard Occelli (F)	Toyota Celica GT-Four, GpA	5h 38m 50s
6	Bruno Thiry / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	5h 41m 23s
7	Richard Burns / Robert Reid (GB)	Subaru Impreza 555, GpA	5h 46m 58s
8	Alessandro Fiorio / Vittorio Brambilla (I)	Ford Escort Cosworth, GpA	5h 58m 14s
9	Rui Madeira / Nuno Silva (P)	Mitsubishi Lancer RS Ev2, GpN	6h 03m 36s
10	Jorge Recalde / Martin Christie (RA)	Mitsubishi Lancer RS Ev2, GpN	6h 07m 22s

World Rally Championship points after three of eight rounds

Drivers: 1 Sainz 40; 2 Kankkunen 37; 3 Mäkinen 25; 4 Eriksson and Thiry 20; 6 Auriol 16; 7 Delecour 15; 8 Rådström, Schwarz and McRae 12; 11 Aghini 6 etc. Makes: 1 Mitsubishi 132; 2 Toyota 121; 3 Subaru 106; 4 Ford 101.



It was a week of drastically improved fortunes for Toyota: Juha Kankkunen (above) almost scored the Celica GT-Four's first World Championship success, while team-mate Armin Schwarz took a useful fourth place.



Putting a brake on the nuclear option

Although rallying has been planning to outlaw four-wheel drive, the latest developments suggest that it could be here to stay...

When Rob Collinge climbed as high as fifth on the 1980 Safari Rally in a Range Rover, it was treated as light relief. The general view was that Collinge must have been some driver to set such good times in a lorry; that's how people looked at four-wheel drive in those days. When Hannu Mikkola rocketed into the lead of the 1981 Monte and then marched away with the Swedish in a works Quattro, it convulsed a sport that wasn't noted for technical innovation. In less than a month, Mikkola and Audi created a problem to which the FIA has not yet found a solution.

The latest policy to seep out of the Rallies Commission may be viewed as an end to a war between the manufacturers and the rule-makers that has teetered on the boundary between cold and hot for the last three years, or merely another battle in a campaign that has no end in sight.

The problem can be stated simply enough: four-wheel drive confers such traction benefits that it outclasses two-wheel drive in almost any conditions encountered on a rally. It can raise performance to a lethal degree, yet it is hard to grant every manufacturer easy access to it without raising the spectre of precisely those levels of performance. Everyone wants it, but the FIA has never yet found a way of letting everyone have it in safety.

A year ago, Paris cut the Gordian knot. Sick of the constant bickering between the two-wheel drive, F2 lobby led by Patrick Landon of Renault and the four-wheel drive lobby epitomised by Ove Andersson of Toyota and Ford's Chief Engineer, John Wheeler, the FIA swept away four-wheel drive and turbochargers at a stroke. Aside from the fact that modern saloons are very largely front-wheel drive, it amounted to a return to Gp 4 in the late 1970s, to the world of the Escort RS and the Fiat 131 Abarth.

> ***"In less than a month, Mikkola and Audi created a problem to which the FIA has not yet found a solution"***

Yet the dictatorial solution was *no* solution. In the teeth of fierce opposition from the World Championship establishment, the FIA has retreated, yard by yard. At first, it relented on the four-wheel drive ban; now, the Rallies Commission has decided that turbos are acceptable too and that the kit car rules should be extended to four-wheel drive. Crucially, it will almost certainly be possible to convert a two-wheel drive car to four-wheel drive.

The broad front ranged against Formula Two included virtually all the top drivers. That may have influenced the FIA in part, but there is also the limited support for the new Two Litre (two-wheel drive) World Championship to consider. To date, Skoda is the only manufacturer to have made a whole-hearted commitment and it looks very sickly indeed compared to the established series. Its apologists argue that it was announced as recently as November 1994 and that the FIA might have been patient, but those pleas look to have fallen on deaf ears. Indeed, the tide has turned to such a





Now and then. The modern breed of rallying supercars (Juha Kankkunen's Toyota Celica GT-Four, main shot) may yet survive. The trend was started by Audi in 1981 (left). This is Hannu Mikkola on that year's Swedish Rally.

degree that not a single manufacturer voted against the four-wheel drive proposal.

The new rules aren't simply a victory for the four-wheel drive producers, which are overwhelmingly Japanese. Oriental wealth and customs mean that cars such as the Celica GT-Four and the Lancer E3 are saleable; people can afford them and they are unlikely to be stolen. It seems that the Rallies and the Technical Commission have recognised the plain truth that European makers don't have that scope. By bringing four-wheel drive within the terms of the kit, it will allow European and European-based firms to turn the Clios and Escorts of the future into four-wheel drive World Championship contenders, having made as few as 20 examples – the same figure for evolution in Gp B. Production lines, red tape and budgets will all be circumvented or reduced.

The FIA believes that performance is controllable. The 34-millimetre turbo restrictor should place an impenetrable ceiling on power – even with free turbos, intercoolers and manifolds – while the retention of standard rear suspension mountings will ensure that a converted two-wheel drive machine bears a distinct resemblance to the shopping car on which it is based. Kits will not herald the return of Gp B.

Others are less sure. The word "prototype" (which might in truth be applied just as readily to a Clio Maxi) has been used, accompanied by the suggestion that the death knell for motorsport on ordinary roads has been sounded. While the four-wheel drive manufacturers declare contentedly that a compromise has been reached, and that we can look forward to peace and plenty, the doubters maintain that the detail is unresolved and vital. Some front-wheel drive saloons have dead axles, rather than wishbones and trailing arms; how will these be converted to four-wheel drive? In any case, how can we be sure that the 34-millimetre inlet has tamed the turbo menace?

Indulgently, the four-wheel drive men will tell you that of course there is a place for F2, at national level, with limited manufacturer support and therefore limited costs. In practice, even that question isn't straightforward. National championships may be left to national bodies such as the RACMSA, yet the RAC won't get a free hand if there are three European Championship rallies in its domestic competition and four-wheel drive turbos are allowed in those. The Japanese naturally want four-wheel drive in the well-publicised Asia-Pacific Championship and of course, the FIA ought to treat that in the same way as the European and Middle Eastern contests.

The World Council will vote on the issue on March 30. The new policy recognises that four-wheel drive cannot be uninvented – rather like nuclear weapons – and offers the most attractive solution devised thus far. Yet the seeds of resentment and further argument continue to drift on the wind.

DKW



First amongst equals



Then and now: Jack Sears, champion back in 1958, discusses touring car racing through the ages



Above, trying hard in pursuit of Jim Clark at Crystal Palace in 1964. On this occasion, the Galaxie finished second. Right, Sears in his Willment Cobra at Aintree.

Within the pages of Denis Jenkinson's book *The Racing Driver* lurks a surprising juxtaposition of images: an oversteering Maserati 250F at Rouen is pictured above a wheel-lifting, slightly understeering Austin A105 Westminster at Brands Hatch! The drivers? Juan-Manuel Fangio and Jack Sears. In the accompanying caption both are held up as examples of masters of their particular racing crafts. The underlying principle is that, although the techniques required may differ, the basic make-up required for a driver to push any car to its limit is the same.

The photographs were separated by a year: Fangio was in the midst of his glorious Indian summer of 1957, while Sears was in the process of winning the inaugural British Saloon Car Championship in 1958. The former needs no introduction, and the latter was flattered by the comparison.

"I took that as a huge compliment," explains Sears from his Norfolk farm. "To appear on the same page as Fangio, to be mentioned in the same breath – I couldn't believe it when I saw it."

Fangio had retired to Balcarce before Sears clinched the aforementioned title, but luminaries such as Dan Gurney, Jack Brabham and Jackie Stewart *are* able to testify just how difficult Sears was to be beat in his saloon and GT domains. The late Jimmy Clark too, had his hands full with the East Anglian on the regular occasions he stepped down from Formula One. Indeed, "Gentleman Jack" may have given them a run for their money in Grands Prix but for his reluctance to spend too many weekends away from his family – a Formula One offer from Yeoman Credit was politely turned down for this very reason!

But the man who scored the first race win for the Ford Cortina, "staggered" the Jaguars with his mighty Holman and Moody-prepared Ford Galaxie, and helped the Shelby Cobras usurp the legendary Ferrari 250GTO, has no regrets about his career's chosen direction.

"I've always loved saloon cars. They've always been very popular, even when there wasn't a championship for them. They always supported a major event, they were never just clubbies. And I feel privileged to have been involved in this side of the sport, and to have won the first proper championship."

But in an Austin Westminster! How?

"The championship was split into four categories: one of these was for cars from

1600cc to 2700cc – the A105 had a 2.6-litre, straight six engine. It also handled much better than you might have expected. It was an old works rally car [Sears was a member of the famous BMC rally team from 1956 to 1959], which I bought with my own money. I was allowed to race it as long as it was viewed as a purely privateer effort."

That was until he started to win regularly. BMC took notice. His wife was banned from driving it to the shops, and a Speedwell-developed triple carburettor set-up was homologated to stave off the challenge of Jeff Uren's Raymond Mays-converted Ford Zephyr. This proved sufficient, although Sears actually secured the title in a Riley 1.5.

"I finished the championship tied on points with Tommy Sopwith, who had won a lot of races in a Jaguar [nine], and nobody had thought to put a tie-breaker into the regulations. It was suggested that we should toss a coin, but Tommy and I were totally against this idea."

Marcus Chambers, BMC's Competitions Manager, had a solution. He provided two identical Rileys for a head-to-head match-race between Sears and Sopwith at Brands Hatch. But, as always seems to be the case in such matters, one proved to be much faster than the other, so the championship was decided by the aggregate of two races. Sears won by 1.2 seconds.

"The cars in those days were pretty much standard. All the trim was still in it – you weren't even allowed bucket seats. And it never even crossed our minds to put it on a trailer, we always drove it to the circuits."

> ***"It never crossed our minds to put it on a trailer, we always drove to the circuits"***

Sears chuckles at the thought. "You were allowed to take the spare wheel out, and I think we had stronger shock absorbers on the car. Perhaps the biggest advantage we had, though, was that we ran Michelin Xs – the first radial tyre – which was much better than the Dunlop cross-ply in the wet."

Prosaic? Perhaps. But it wasn't so long ago that class-winning BTCC Alfa Romeos were towed to the track behind a humble Transit. Since the advent of Class 2 (aka Super Touring) in 1990, the BTCC has made enormous strides in terms of professionalism, budgets, and media coverage. But Michelins being good in the wet is not the only thing "that's nothing new". Five years after his first title, Sears was racing a highly tuned car that had been specially imported from the States, run by a professional, publicity-seeking team – the Twickenham-based Willment Racing – complete with





On his way to a memorable victory at Silverstone in 1963, right, where he beat the Jaguars fair-and-square in the mighty Galaxie. Below, Sears title-winning Austin A105 gets away at Snetterton amidst two Jaguars, a Jensen and Jeff Uren's Zephyr.

transporter. Saloon car racing came on in leaps and bounds in the sixties as well.

The early races of 1963 were undertaken in a Ford Cortina GT, Sears scoring the model's first race win with a last corner move at Oulton Park having started from the back of the grid because of engine problems during practice. But the highlight of year was the arrival of the monstrous, seven-litre Ford Galaxie. This leviathan finally scotched Jaguar's invincibility with a memorable performance by Sears at Silverstone's Daily Express International meeting.

"We had a problem with the car's clutch," explains its helmsman. "The team told me to be careful. The car was very heavy and the clutch was its weak point – they didn't use it much in NASCAR racing. There was no way you could dump it, and you had to take off like a normal road car."

This allowed the 3.8 MkIIs of Graham Hill and Roy Salvadori to beat the 'Big Yank' into Copse. However, with 450bhp on tap, the Galaxie steamed effortlessly pass this duo as they honked down Hangar Straight for the first time. But the following Stowe corner was to be the real moment of truth . . .

"Everybody expected the Jags to be better under braking, and so I watched them in my mirrors and waited for them to come by. But they didn't. They just sat on my bumper through the corner. Then I pulled out a small advantage into Club. And on the long pull up through Abbey the seven-litre came into its own, so that I had a sizeable advantage by the end the first lap. The plusses on my pit board just got bigger and bigger and, because I was so worried about the clutch, I thought the safest thing to do was to just to keep it in top for the rest of the race!" And he did so for eight laps! "You only needed third for Becketts, and the thing had so much torque, it wasn't really a problem!"

Everybody expected the Jags to wreak their revenge at the Mickey Mouse Crystal Palace, but further Galaxie wins here, and at Silverstone, plus an Oulton Park class win on the Lotus Cortina's international debut, saw Sears take his second national saloon title.

Four more Galaxie wins were chalked up the following year – at Goodwood, Aintree, Silverstone and Brands Hatch.

"It was a great car. It handled very well for something so big," remembered Sears fondly. "It was very heavily modified – it had four shock absorbers on the front – and it was even better when it was homologated with disc brakes. But there was no fade even with the drums. It was so quick on the straights, that I didn't have to work the brakes to their maximum."

A class title was gained in 1965 with a Ford Lotus Cortina – his second such honour following class success with an Equipe Endeavour Jaguar three years earlier – but this was to be his last season of competition. A huge crash while testing a Lotus 40 at Silverstone left him with a broken neck, crushed vetrebra, and a virtually severed arm. Even with such injuries, Sears acknowledged that he had been lucky, and that a return to the tracks upon recovery was too big a risk to take.

But he still loves the sport he graced.

"I'll watch anything, but it's still the saloons that gives me that gleam in the eye. I think the British Touring Car Championship is wonderful at the moment. There are a lot of very good drivers in it, and they've shown us their ability on a number of occasions. But I have to say, as an old age pensioner – I've just reached that critical stage in my life – that some of the driving tactics are deplorable. We had accidents in our day, but these were of pure mistake, we never got to the stage of virtually taking people off on purpose. Some of the driving today is totally irresponsible. I maybe an old fogey, but I'll have my say! We didn't have the same commercial pressures as the drivers have today, but our racing was just as competitive. We tried just as hard."

There's a picture in a book by Denis Jenkinson that proves this. **P T F**

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Rolling 'Stones

The first skirmish of Indycar Tyre War II is in the books and Goodyear carried the day against Firestone. It was hardly a major upset. Not only did the forces of the Winged Foot have the know-how of a two decade-long monopoly behind them, they had both quality and quantity on their side.

In its first confrontation with Goodyear since 1974, Firestone mounted a four team, five car effort headlined by two born-again teams – Patrick and Tasman Racing – together with Payton/Coyne and Arciero/Wells, a pair of bottom-feeders currently aspiring to run mid-pack.

Marshalled against the insurgents were the likes of Penske, Newman/Haas and Rahal/Hogan – winners of 12 of 16 PPG Cups – together with Walker, Ganassi and Foyt. And those are just the teams contractually bound to Goodyear. Throw in Team Green (winners of the race), PacWest (second place), Hall, Forsythe, Project Indy, Bettenhausen and Simon and the numbers and expertise were obviously stacked in Goodyear's favour.

So why all the smiles at Firestone after the chequered flag?

Because against all odds Firestone and Patrick Racing finished fourth, just 2s behind Jacques Villeneuve's winning car. Not only did Scott Pruett come from tenth on the grid to finish a couple of car lengths short of the podium, he set fastest lap in the process.

"The tyres are going to be good," said Pruett. "This track was one of our big questions marks. We've done as much work as we can at permanent circuits like Road America and the ovals. This was a question mark so we are cautiously optimistic. This was a one groove track. If you got out of the groove and in the marbles and dirt, you were in trouble. You just couldn't attempt a pass without taking a big risk."

"We knew we had to run most of the race to get the monkey off our back," said Al Speyer, Firestone motorsports manager. "My biggest concern was that we'd get taken out

The cessation of Goodyear's monopoly in Indycar racing does not mark the start of a costly tyre war. Far from it, in fact. . .



After two decades of tyre monopoly, a new logo graced Scott Pruett's rear wing, and a good result cheered the Firestone technicians.

on the first lap and everybody would go away with questions about our tyres. But we got through the first few laps and by two-thirds of the distance I think we'd proved our point."

For that matter, Andre Ribeiro and the Tasman team had their moments in the bright Florida sunshine as well. In his Indycar debut, Ribeiro posted second fastest time in the opening practice session before an off in qualifying and a somewhat ragged race day performance which ended with the LCI-Reynard crashing out at mid-distance.

Oh, by the way, that was a *Honda*-powered Reynard. Firestone isn't the only manufacturer that could take pride from its Miami performance. The massaging done on the much-maligned Honda Indy V8 since Laguna Seca has obviously borne fruit.

"I'd have to say Firestone did pretty well for their first time out," observed Tony Bettenhausen. "It should put to rest any questions about how serious they are. But it was only one race. They haven't run at all the tracks by any means. And let's face it, some teams that normally run up front (ie Penske) weren't where they should be, so fourth could've been eighth. But that's taking nothing away from the job Firestone did."

Will we see a land rush to Firestones? Probably not any time soon. For as encouraging a start to the season as Miami was for Firestone, as Bettenhausen noted, it was still only one race. Surfers Paradise (which took place while MOTOR SPORT was being printed) offers a different challenge and, more significantly, so do the upcoming ovals at Phoenix and Nazareth before the almighty Indianapolis 500.

Don't expect to see the likes of Penske, Newman/Haas, Rahal/Hogan, Ganassi and Walker breaking their contracts with Goodyear to run 'Stones. Nor, for that matter, is a Barry Green, a Jim Hall or a Rick Galles jumping ship either – at least until Firestone shows it's not only as good as Goodyear, but better.

"Will this mean we'll get some new customers?" asked Speyer. "There are probably a lot of teams in their trailers thinking about our product right now. It's more up to them than it is to us. A lot of the top guys are very loyal and we appreciate that. We're not trying to push our way in; we want to let our tyres do the convincing and I think we did that today."

"We knew we had to run most of the race to get the monkey off our back"

Although the big teams have no choice but to adopt a wait and see attitude, some of the lesser teams may jump the good ship Goodyear sooner than later. Why? For starters, Firestone is still on the steep end of its learning curve – especially on temporary circuits like Miami, Surfers Paradise and Long Beach. Thus a small or midfield team switching to Firestone can probably expect more in the way of technical support than they have become accustomed to chez Goodyear.

And thanks to IndyCar's rules requiring each manufacturer to bring enough tyres to supply 50 per cent of the field – and the fact that, for now, about 75 per cent of Firestone's tyres figure to lie fallow on a given weekend, converts can expect to get favourable prices.

"The tyre competition has made prices a lot better for the teams," said Goodyear racing director Leo Mehl.

"I challenge you to find a car owner paying more for tyres this year than last," said Speyer.

Indeed, the 50 per cent rule is just a piece to a rather intricate puzzle concocted by IndyCar, Firestone and Goodyear to make sure what everyone is calling a tyre "competition" does not escalate into a full tyre "war."

In addition to the 50 per cent rule, IndyCar stipulates that each car will be limited to 28 tyres per weekend plus four "back-up" tyres of another construction and/or compound. A car can switch from the "control" to "back-up" tyres – or, for that matter, brands of tyres – at any time during practice, but it must stick to one or the other type and brand in qualifying. And if a switch is made from one qualifying session to the next, the previous qualifying time is voided. Further, the car must start the race on the same type of tyre used in qualifying. Finally, a car may switch between types (not brands) of tyres during the race.

It all sounds more complicated that it is, but the bottom line is that a team will be permitted to try both the "control" and "back-up" tyres in practice to determine which is best for qualifying and the start of the race. The key, however, is that all tyres will be inventoried by IndyCar and a team wishing to switch compounds will have to notify officials beforehand and the individual tyres to be used will be selected by IndyCar officials in order to eliminate the possibility of a manufacturer pulling a "fast one" by mislabelling tyres.

IndyCar racing is indeed fortunate not only to have two respected international giants competing for tyre bragging rights, but in having two very different but equally admirable men in the form of Mehl and Speyer heading their respective programmes. Witty and outspoken, Mehl has earned universal respect from IndyCar, to NASCAR, to F1, to the NHRA for the manner in which he has run Goodyear's racing programme in a time of virtual monopoly. Speyer is, of course, less well known. But while his thoughtful, low-key demeanour stands in apparent contrast to that of his oft-irreverent counterpart, rest assured that Speyer knows his business. And like, Mehl, he is very much a credit both to his sport and to his organisation.

Together with Mehl and Speyer, IndyCar has again shown a real propensity for coming up with sensible, real world solutions to problems that have bedevilled other sanctioning bodies. The Hoosier/Goodyear tyre wars in NASCAR in recent years, of course, were destructive in terms of equipment and long-term relationships between teams and manufacturers (read Goodyear).

In contrast, the sport of Indycar racing stands to benefit from the Firestone/Goodyear tyre competition. And not just from the marketing dollars that will be poured into the sport by both manufacturers. Because as in many other areas – driver safety, rules stability and cost containment for example – Indycar racing is showing everyone from Paris to Indianapolis and Daytona how simultaneously to encourage and control the conflicting forces of competition and technology. **D P**

Sports car racing is in the throes of a recovery, but it seems unlikely it will ever again reach such charismatic heights as it did 25 years ago

Leg in thei

ends
r own lap times

The whoosh of tyres sliding hopelessly on wet tarmac is something every driver fears. So was the *thump!* as Barrie Smith's Lola T70 smote the protective banking in front of the Grovewood Suite at Brands Hatch. No mean driver, Smith had lost the Lola all ends up at Clearways and aquaplaned half the length of the pit straight in a slow spin. Later, so would Piers Courage in the Alfa Romeo T33, and his co-driver Andrea de Adamich.

Sunday April 12, 1970. Track conditions at Brands were absolutely foul, and the BOAC 1000 was in trouble from the opening lap when Smith crashed heavily and spread mud and debris across the track.

Pedro Rodriguez said he didn't see the yellow flags, but he must have known about them. Some drivers were down to cruising speed, and the Mexican, racing the new Gulf Porsche 917 for the first time in Britain, unwisely passed a backmarker on the top straight.

Nick Syrett, the BRSCC's Clerk of the Course, called Rodriguez in for a chat. Rodriguez failed to notice the black flag twice but called in the third time, looking impassively at Syrett while the riot act was read.

Thirty seconds later, and having lost more than a minute of track time, Rodriguez turned water to steam as he left the pits, setting off in pursuit of Vic Elford in the Porsche Salzburg 917 and Chris Amon in the SEFAC Ferrari 512S. Rodriguez's own teammate, Jo Siffert, had also been to the pits with a flat rear tyre, punctured by debris.

The next 15 laps of the BOAC 1000 are immortal. They sealed Rodriguez's place in motor racing legends and put the 12-cylinder, 4.5-litre Porsche on a pedestal too. Rodriguez simply dominated the track, slicing two or three seconds at a time off Amon's Ferrari, which had moved ahead of Elford's Porsche.

The effect was much the same as when Juan-Manuel Fangio caught and passed Mike Hawthorn and Peter Collins in their Ferraris, at the Nürburgring in 1957. It was such a masterful performance that everything else paled into insignificance, and even Rodriguez's keenest rivals were forced into a state of open-mouthed admiration.

Rodriguez caught Amon at Paddock Bend at the start of the 20th lap, and despite the spray which practically blinded him the Mexican took a classic inside overtaking line, muscled past, and proceeded to pull away at a rate of three seconds per lap. After that, the race was for second place. Rodriguez had lit up and gone!

This formula was short-lived, but shines in racing history like a beacon. The heavyweight battles between Ferrari and Ford, and Chaparral, with five, six or seven litres, were mighty enough in preceding years, and the FIA was sufficiently moved to have the formula put to an end.

What followed, though, was even more epic, as first Ferdinand Piech at Porsche, then Enzo Ferrari, saw the possibilities of building a series of five-litre cars, most of which would be sold to their customers.

Both manufacturers chose 12 cylinders, Porsche with a traditional air-cooled 180-degree 'boxer' engine with two valves per cylinder, Ferrari with a 48-valve 60-degree V12.

Between 1968 and 1971 the FIA legislated a sports car formula for three-litre prototypes, cars such as the Porsche 908, the Alan Mann Ford F3L, the Alpine-Renault A210 and the Alfa Romeo 33-3, and 'homologated' cars such as the Ford GT40 and Lola T70, of which no fewer than 25 must exist.

Essentially, the production line cars had stock-block engines, five-litre V8s, and any power advantage was diluted by their heavier weights: the three-litre cars, usually with Formula One engines, weighed not less than 600 kg, the five-litre cars not less than 800 kg.

Nothing stood in Piech's way, once he saw the possibilities of producing the 917. As Porsche's director of research and development he sought, and received approval in July 1968, moving ahead rapidly. Hans Mezger headed the team designing the flat-12 engine, Helmuth Flegl the team designing the tubular chassis and enveloping, aerodynamic bodywork.

Flegl had the easy bit, relatively speaking, as the chassis and body were developments of those on the 907 and 908. The flat-12 engine pushed the driver so far forward that his feet were ahead of the front wheel axle line (as happened again with the 908/3), and the body tended to be bulbous. Straightline speed was the priority, with Porsche's first Le Mans victory the target.

Mezger designed the engine as a pair of flat-sixes in line, with the crankshaft take-off midway along its length. These were, in fact, derived from the 911S model complete with chain-driven double overhead cams, and a capacity of 4494 cc.

The 917's engine developed 580 bhp at the outset, and up to 630 when developed to full five-litre capacity in 1970. Ing Piech reasoned, correctly, that for the sake of expediency the Porsche 917 would be adequately powered with the 4.5-litre engine, since it was bang-on the minimum weight of 800 kg.



Richard Attwood and Hans Herrmann won Le Mans in 1970 in a 917 with effectively three gears (main pic). A year later, the Martini car of Marko/Van Lennep added another Porsche victory, inset.

There are many stories about the 917, not all apocryphal. Of the Porsche System (factory) drivers drawing lots not to drive the 917 on its debut outing at Spa in May 1969, where chassis flexing was so bad that it kept jumping out of gear; Siffert set pole position in the 917 but Gerhard Mitter drew the short straw, and retired after one lap with damaged valve gear.

Of Frank Gardner and David Piper giving this spooky car its second outing, at the Nürburgring, when all the contracted drivers thought of excellent reasons for driving the 908s. "When I went to change gear, the lever had gone somewhere else," said Gardner, of the chassis movement. "If you looked at the instruments, you'd finish



Elford and Attwood led by six clear laps after 20 hours, and seemingly had only to finish. Easier said than done, because the transmission bellhousing was cracked and oil was seeping into the clutch.

After a very careful hour, Attwood went to the pits to learn the bad news. The 917 could go no further, and the stage was set for an amazing battle to the end between the Gulf Ford GT40 driven by Jacky Ickx and Jack Oliver, and the Porsche 908 of Hans Herrmann and Gérard Larrousse.

In what became a very personal duel, Ickx beat Larrousse by 70 metres at the flag, so Porsche's first victory had to wait for another year.

The Porsche 917 had claimed its first, and only, victim at the beginning of the race. John Woolfe, the wealthy British amateur, was the first customer in line for a homologated Porsche 917. He got as far as the White House before losing control and crashing with fatal consequences.

At last, the Porsche 917 won for the first time at the new Osterreichring circuit at Zeltweg. Brian Redman, lacking a little in self-confidence perhaps, opted for a 908, leaving Jo Siffert to run with Kurt Ahrens. And with further development the 917 was becoming a reasonable car to drive, though not entirely trustworthy.

Siffert and Ahrens won the final World Sportscar Championship race of the season – in August – and the 917 programme was immediately handed over to John Wyer, whose JW Automotive, Gulf sponsored team was entrusted with the running of the 917s.

Wyer and his engineer, John Horsman, set up camp at the Osterreichring and modified the 917's rear bodywork, to the absolute horror of Piech and Flegl. Instead of the droopy, rounded rear body they installed an upward sweeping body, with a central channel over the horizontal cooling fan.

And then, with Firestone tyres instead of Dunlops, Siffert went four seconds quicker than in qualifying! He would, of course, have won the previous weekend's race by several laps with that sort of speed at his disposal, and at long last the beast had turned into a beauty.

Porsche had a long start on Ferrari, but to their credit the Italians had a marvellous new challenger ready for the Daytona and Sebring races early in 1970. Ing Mauro Forghieri, in fact, had the 512S (five litres, 12 cylinders, S for Sport) ready for exhibition at the Turin Motor Show in November '69, only eight months after the Porsche 917 was unveiled in Geneva.

Unlike the Porsche it had an aluminium sheet monocoque and a full five-litre engine developing an understated 550 bhp, but it was considerably heavier at 880 kg.

Three Ferrari 512Ss were entered at Daytona for Mario Andretti/Arturo Merzario, Jacky Ickx/Peter Schetty and Nino Vaccarella/Ignazio Giunti, and the golden age dawned.

In the rival camp were two Gulf Porsches for Rodriguez/Leo Kinnunen, and Jo Siffert/Brian Redman, plus a Porsche Salzburg entry (to John Wyer's utter disapproval) for Vic Elford/Kurt Ahrens.

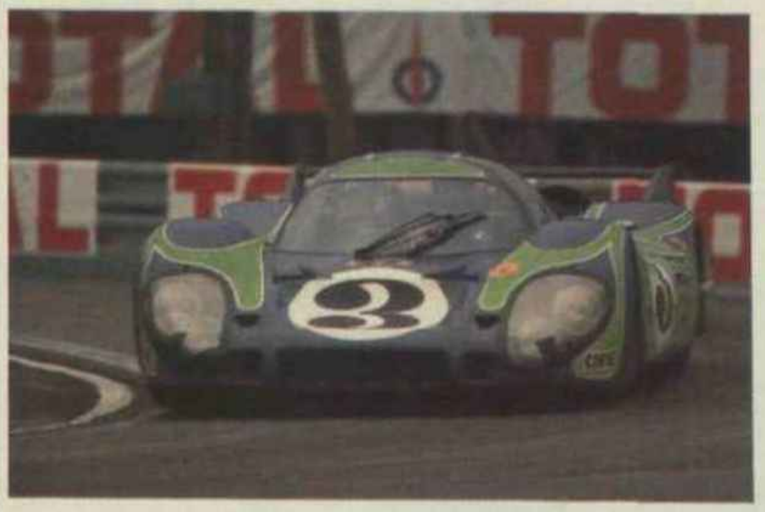


up in the next county."

Homologation was taken seriously. The 917 had to be raced in exactly the form it was inspected by the FIA in March 1969, and opportunity for development was limited.

It was a Le Mans car, though. At the Sarthe, in June, three 917s topped the time sheets with Rolf Stommelen quickest of all, once the FIA relented and allowed the Porsches to run with their moving tail flaps.

"Rico Steinemann said they were an integral part of the car, and they couldn't run without them," recalls Richard Attwood, teamed up with Vic Elford. "Actually they didn't work very well at all, they were a complete waste of space, but Steinemann said he would withdraw the entire Porsche team if we couldn't have them, so the FIA backed down."





Showdown at Le Mans, 1970. Larrousse and Kauhsen (left) collected second after Attwood/Herrmann's surprise win in the unsuitable 4.5-litre car. David Piper and Frank Gardner (above) ran the 917 at Nürburgring when the works drivers found excuses to use 908s. . .

Andretti claimed pole position but was overwhelmed by the Porsches on the banking, and could only hang on and hope. One by one the Ferraris hit tyre problems, caused by loadings on the banking.

Siffert's Porsche was in trouble too, with a distributor problem, letting Rodriguez and Kinnunen forge ahead to a massive 372-mile victory.

First blood to the Porsche, second to the Ferrari. At Sebring, a month later, the Porsches were seriously in trouble with a new hub design which wasn't up to the demands of the bumpy circuit. Nino Vaccarella and Ignazio Giunti had a runaway victory in their Ferrari 512S, joined in the closing stages by Mario Andretti, whose own car had retired.

This was the last defeat inflicted on the Porsche 917 for over a year. Rodriguez was the maestro of Brands Hatch, and he and Kinnunen took the flag again at Monza after a thrilling battle with the SEFAC Ferraris.

Now the Porsches had 4907 cc engines rated at 600 horsepower, and although they claimed only 580 bhp the Ferraris were evenly matched on speed. Their luck, though, was never quite as good.

Sensationally, Rodriguez knocked 10s off the Formula 1 lap record at Spa, pushing the qualifying average speed up to 157 mph, and even Wyer's stern warnings could not prevent a seemingly inevitable clash at the start. Rodriguez and Siffert plunged downhill to Eau Rouge in clouds of spray, and neither man was prepared to give way.

The two blue cars literally juddered as they touched on the first left-hand part of the complex and it was the Mexican who came out ahead, with black roundels on his left-side door.

Times came down as the track dried out, and eventually Rodriguez established a new outright lap record in 3m 16.5s, at a speed of 160.55 mph. . . all of 14 seconds inside the existing F1 lap record.

The big showdown between Porsche and Ferrari was at Le Mans. No fewer than 11 Ferrari 512Ss were listed with all the star names, including that of the young Briton Derek Bell.

In the German camp were three Gulf-Porsches, two Porsche Salzburg entries, seven 917s in total. The race was wet, though, as rather a lot of them seemed to be in 1970, and four of the best Ferraris were eliminated in a single, bizarre accident.

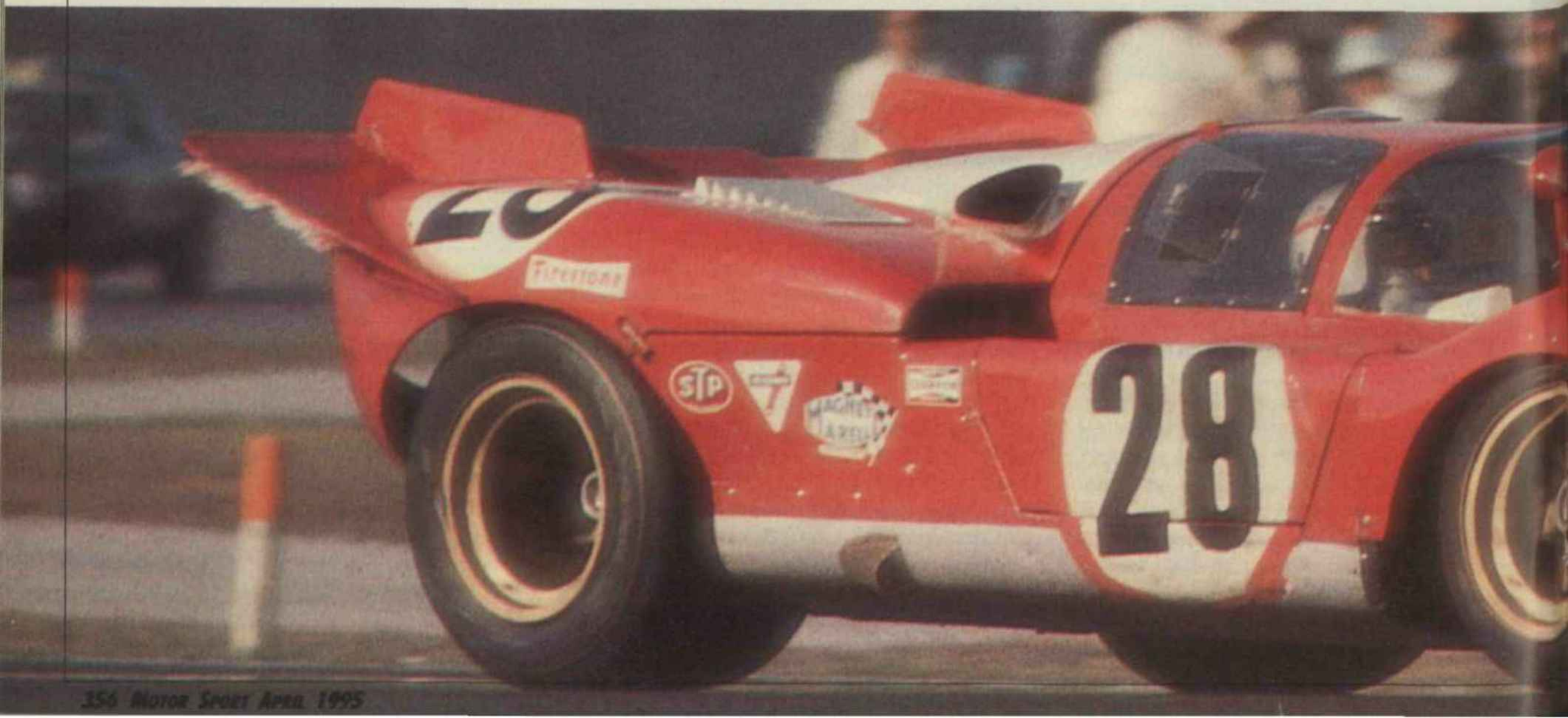
Reine Wisell, the talented Swede whose career, that far, had matched Ronnie Peterson's, slowed suddenly with his windscreen smeared. In a flash Clay Regazzoni, Mike Parkes and Derek Bell were upon him, cars spinning all over the place at the Indianapolis turn. None went any further. Bell's Ferrari, as he pointed out later, was undamaged. He had pressed the clutch while in the throng and burst the engine!

Mike Hailwood attempted one more lap when the rainfall worsened, and crashed at the Dunlop Curve, Siffert missed a gear right in front of the pits, wrecking his valve gear, and Rodriguez's engine broke its distributor drive. This time, the Gulf team was out of the reckoning.

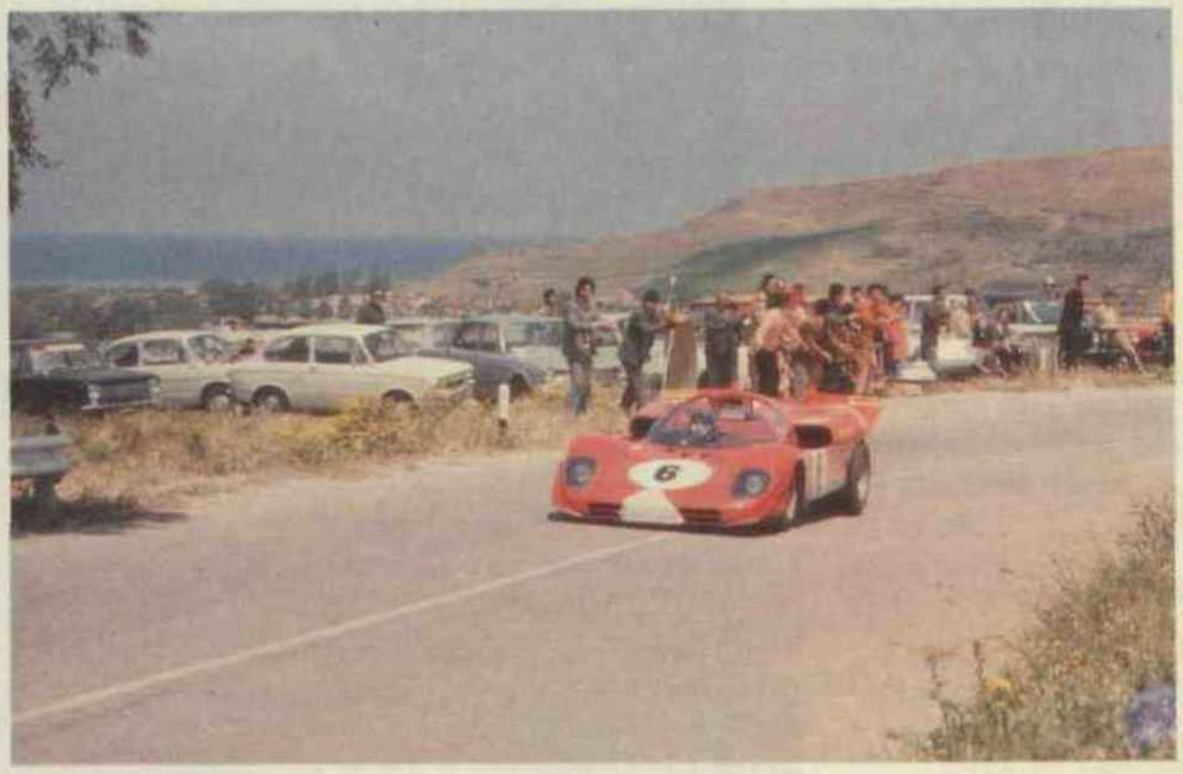
"It was my choice to go in the short-tail, 4.5 litre car," recalls Richard Attwood today, 25 years on. "With hindsight, the short tail was good because we had the extra downforce, which helped on the wet track, but the 4.5 litre engine was a disaster.

"I chose it for reliability, but when we finished up 14th on the grid, 12s off pole position, I realised it was a big mistake.

"It was such a big performance gap that we were out of it, definitely. Not only was it short of power, but we had a four-speed gearbox









One of the great races – Pedro Rodriguez in the rain-soaked BOAC 1000 kms, Brands 1970, above left. While Porsche had a choice of cars, Ferrari stuck with the 512S for Targa Florio; Vaccarella/ Giunti, above right, were third. The 5 litre formula produced fabulous grids – Monza 1000 kms, left, another Porsche win for Rodriguez/Kinnunen. A promising Ferrari debut – Andretti took the new 512S Ferrari to third place at Daytona, bottom.

and were not allowed to use first except out of the pits.

"Effectively it was a three-speed transmission, desperately slow out of the Mulsanne Corner and the Ford Chicane. We lost simply masses of time at Mulsanne, almost everything out-accelerated us.

"Water was getting into the ignition so we had to keep the revs up. Eight (thousand rpm) was about as much as we were allowed, and Hans (Herrmann) looked really angry when he got in and saw the tell-tale on eight.

"He didn't speak English, not to me anyway, and I was suffering terribly from mumps. I didn't know what was the matter with me, only that I felt terrible with a sore throat, swollen glands and I was awfully tired.

"With one thing and another I didn't really enjoy the race, until half distance anyway when our car took the lead. Some of the driving had been terrible, with cars crashing and breaking down all over the place, and I chose to go with Hans because I wanted a steady bloke, definitely not a hero! I believe he chose me for the same reason, anyway, so our pairing was perfectly happy.

"We won. It was a wonderful feeling although I felt so groggy. Nowadays you have doctors and dieticians, but then I was on my own and I couldn't eat a thing. I couldn't swallow, I could only drink liquids which kept me going.

"When it was over Hans announced his retirement. I thought, 'I wonder why he's done that?' I didn't realise it was the biggest ambition of his whole career, and that he'd just achieved it. No wonder he looked angry when he thought I'd been driving the car too hard!"

There was more door-banging between Rodriguez and Siffert at Watkins Glen, where they finished 1-2. Siffert dropped back half a lap having a wheel changed after clashing with his Mexican team-mate.

They were team-mates, too, in the Yardley BRM team, and there was always plenty of needle between them. Point one: Siffert was a Porsche AG man, the works driver, while Rodriguez was the choice of JW Automotive.

Point two: Rodriguez was the first choice of BRM, effectively the team leader. Porsche paid for Siffert to drive a BRM, simply to keep him out of Ferrari's reach.

Then, as would undoubtedly happen today, sparks flew every time they met on the track, although their personal relationship was always polite.

Ferrari unveiled the 512M model at the Osterreichring, a better car in every way. It was much lighter, at 812 kg, more aerodynamic, and more powerful too with 616 horsepower.

In this car Ickx and Giunti were quickest of all in Austria, a full eight seconds quicker than the previous year's pole position, and would have won at a canter but for an electrical failure.

The Ferrari 512M did win, at last, at the non-championship Kyalami 9 Hours at the







Le Mans 1971 brought a spate of Porsche retirements, but was enlivened by the "pink-pig" livery of Joest and Kauhsen's 917, top left. Ferrari's best was third, for Sam Posey/Tony Adamowicz, top right. Despite a lengthy gearbox rebuild, Rodriguez reeled in the leading NART Ferrari to win at Daytona in 1971, above.

end of the year, when Ickx and Giunti beat the 4.5-litre Martini Porsche of Siffert and Ahrens by two laps.

Towards the end of 1970 the FIA announced a disappointing decision that echoed the one made three years previously. The five-litre cars were too big for their boots, faster than Grand Prix cars in places, and would be outlawed at the end of 1971. The sportscar formula would be reserved exclusively for three-litre prototypes, the ruling body decided.

It was a watershed point in sports car racing. Ferrari decided to concentrate fully upon the new three-litre sports car, the 312PB, from the start of the 1971 season, in preparation for 1972.

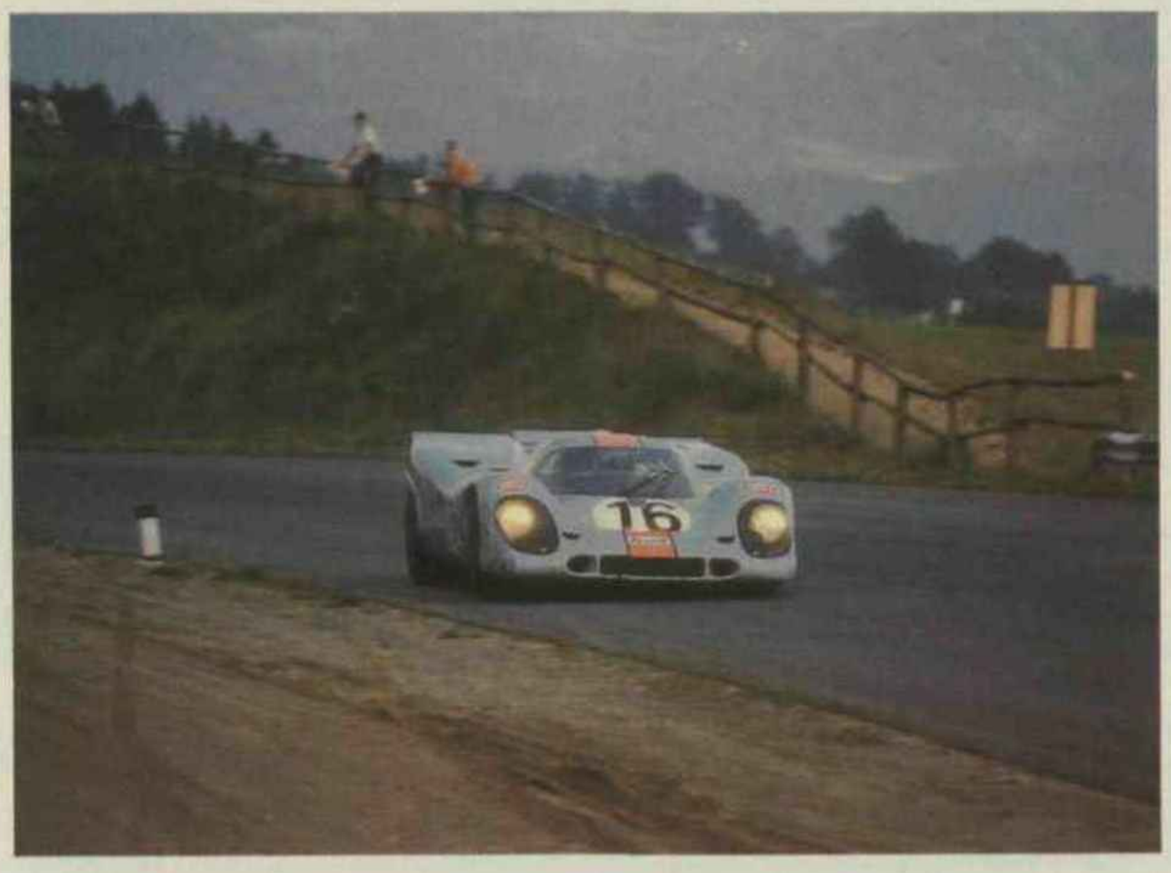
Customers such as the North American Racing Team (NART), Escuderia Montjuich and Equipe National Belge could campaign the 512M, although their chances of success against the well-drilled Porsche team were next to nil.

For the final season Porsche increased the 917's capacity again, to 4998 cc, power rising to 630 horsepower. Leo Kinnunen had disappointed John Wyer and team manager David Yorke and was replaced by Jackie Oliver. Brian Redman emigrated, briefly, to South Africa and was replaced by Derek Bell, so the Gulf team had a fresh look about it.

It took John Wyer's team four races to get into good shape, under serious pressure from the three-litre Ferraris and improving Autodelta Alfa Romeo T33s. They had a customary 1-2 at Buenos Aires, but only after Ignazio Giunti had been fatally injured in a horrible, needless accident right in front of the pits.

Rodriguez lost 90 minutes at Daytona having his gearbox rebuilt, but still managed to win, catching and passing the NART Ferrari 512M of Ronnie Bucknum and Tony Adamowicz in the last hour of the race.

The Gulf Porsches were beaten at Brands Hatch, slipping on their own banana skins and handing an historic victory to Alfa Romeo, and only really hit peak form at Monza and Spa. Siffert got his revenge on Rodriguez by pushing the sports car record





Rodriguez' final victory, left; starting almost three laps adrift of Ickx/Regazzoni, he drove all but 11 laps of the Österreichring 1000 kms. In a year of triumph for Porsche, Vaccarella and Giunti scored Ferrari's sole 1970 win at Sebring, below.

"He was not a man to stand if he could sit, nor to sit if he could lie down"

speed up to 162.087 mph on the Ardennes circuit, though Rodriguez and Oliver were allowed to win.

Ferrari's presence at Le Mans was relatively low-key, with 512Ms in the hands of Roger Penske (Mark Donohue and David Hobbs), and Escuderia Montjuich (Jose Juncadella and Nino Vaccarella). Just for once the beautifully prepared Penske car didn't run well, and retired early with a failure in its V12 engine.

Nor did John Wyer's luck hold. Siffert collected a puncture and damaged the suspension, Rodriguez had a split oil pipe which damaged the engine, and Attwood needed to have his gearbox rebuilt.

Elford's Martini Porsche 917 lost its cooling fan, which went into orbit, and for a while it seemed that Juncadella's Ferrari could pull off a most unlikely victory.

At last, though, the yellow car was pushed away with a broken transmission, and a seemingly effortless victory went to Helmut Marko and Gijs van Lennep in a special, magnesium chassis Porsche 917 prepared at Weissach and operated by Hans-Dieter Dechent's Martini team.

With just two World Championship races remaining, the five-litre sports car formula was drawing to a close. To the Osterreichring, where Pedro Rodriguez was again in scintillating form in the Gulf Porsche 917 shared with Attwood.

Siffert was an early retirement with a broken clutch, resulting from starting in third gear, and Rodriguez was delayed by a battery problem. Effectively, he started three laps behind the Ferrari 312PB of Ickx and Regazzoni, on a wet track too, and reeled them in.

"It was one of Pedro's finest races," says Attwood, who had reason to be disappointed about his contribution. "It was wet, he drove superbly. I was just filling in really. I had decided to retire, I knew it, and I was off the pace.

"I mean, Pedro could take the Hella Licht curve absolutely flat, and you had to be so brave to do that. He told me to take it flat, but I couldn't. I was three seconds slower than him, and I lost most of it there.

"Pedro drove half the race, then I took the car for 11 laps. Pedro sat on the wall for a breather, then told John Wyer that he was ready to get back in. I was brought in and gave the car to Pedro, and he drove the rest of the race."

Rodriguez drove 940 of the 1000 kilometres that afternoon. Regazzoni, possibly shocked at the way he was being reeled in at three seconds per lap, crashed the Ferrari in the closing stages, leaving Rodriguez an easy victory. . . and rather indignant that he hadn't passed the Ferrari fair and square!

Remarkably, Rodriguez wasn't even in a sweat after that epic drive. He was not a man to stand if he could sit, nor to sit if he could lie down, and Wyer used to joke that the only exercise he got was turning the pages of a book.

In the cockpit of a car, though. . . He could do everything, and make it seem effortless. Of the Porsche 917's 15 World Championship victories in 1969, 1970 and 1971, Jo Siffert won four, Pedro Rodriguez eight.

"Seppi started with the upper hand, being the Porsche works driver," says Attwood, "but by the end Pedro had the upper hand." There is no doubt about where Richard's loyalties still lie.

It was utterly ironic that a week after the Austrian race Rodriguez should accept an invitation to drive Herbert Müller's Ferrari 512M (no doubt for the experience of driving the car that had been his principal rival), and that he should crash fatally at the Norisring.

A backmarker moved the wrong way. Pedro Rodriguez, the master of sports car racing, the king of the Porsche 917 era, died in a Ferrari. No one else died in a 512, just Pedro. It seemed utterly unfair.

The shock was hardly less than when Jimmy Clark died, and before the sadness wore off Jo Siffert died at Brands Hatch. The Swiss lost control of his BRM at Dingle Dell in the Motor Show 200 event in October, and was deeply mourned around the world.

Great cars, great drivers. Nothing that followed seemed quite the same. **M L C**

Alfresco

Taking a respite from the green and the clean, the world's motor industry made high performance the theme of the Geneva Motor Show. Highlights included the Ferrari F50, the latest in Porsche 911s, the 'rebirth' of MG and similar, sporting rivals from Fiat (the Barchetta) and Renault (the futuristic Spider).



Renault is putting its striking Spider into production, and it should reach the UK (in right-hand drive) early in 1996. Early estimates suggest that it will cost between £20,000-25,000. That's rather more than the MGF or the Fiat Barchetta, but it is more powerful. The Clio Williams-engined device will have a predicted top speed of 130 mph, and should accelerate from rest to 60 mph in around six seconds. A one-make racing series is likely to be announced, for an uprated, 200 bhp version of the car.

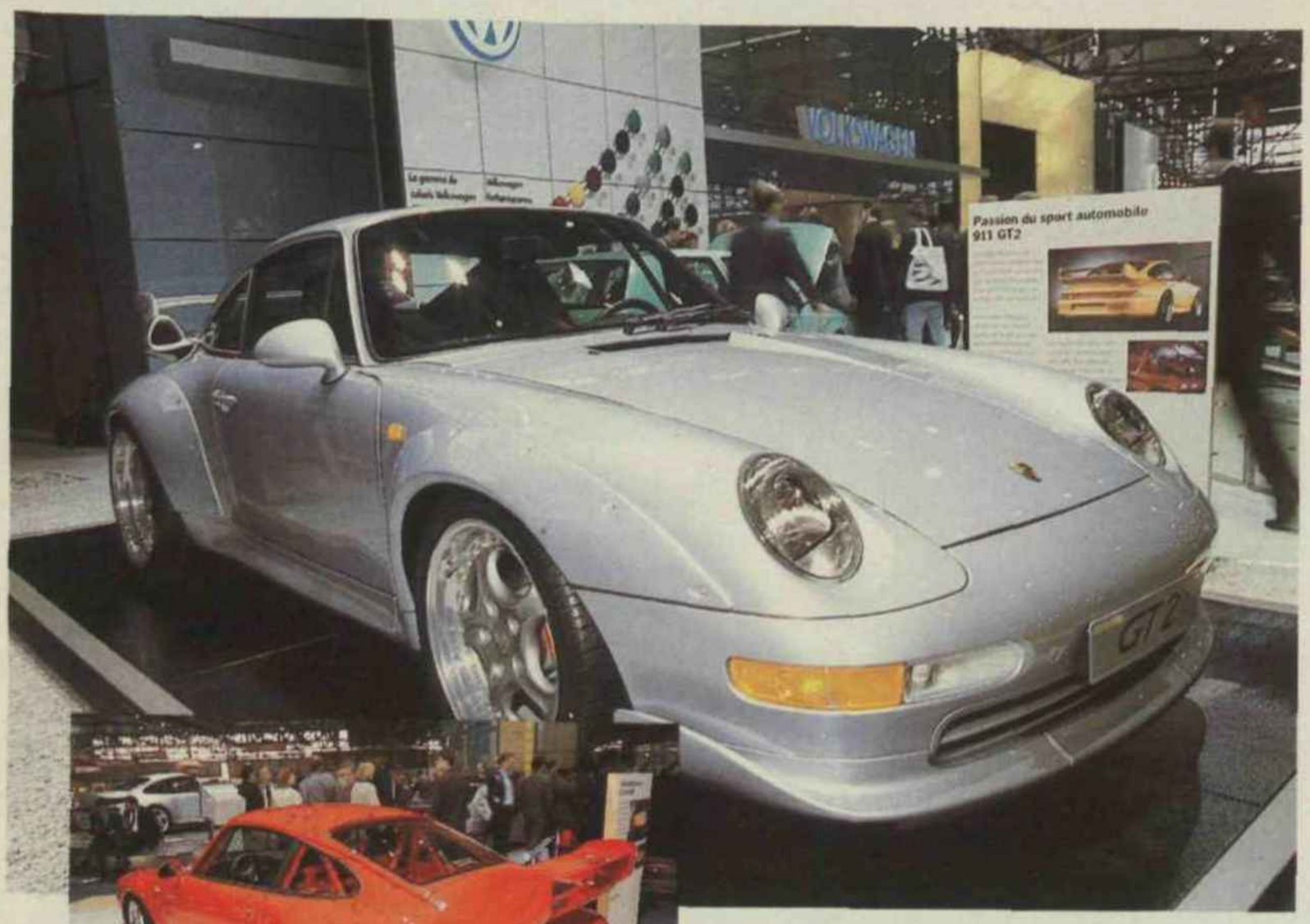
Not quite as nippy as either the MGF or the Renault Spider, the Fiat Barchetta may also lose out in the UK as a result of its only being available in left-hand drive. Powered by a new 1.7-litre engine, the Fiat should be available later this year, if you hand your local Fiat dealer a sum not unadjacent to £14,000. Top speed is 125 mph. Like the classic Alfa Spider, it will sell more on chic appeal than outright performance: it will accelerate from rest to 60 mph in around eight seconds. Like the Punto on whose platform it is based, the Barchetta is front-wheel drive.

showstoppers





It's back! The MG lives on! Out with mundane badged saloons, in with a two-seater in the traditional MG idiom. The MGF was launched 15 years after the demise of the MGB, and it is set to take on the Mazda MX-5 and Fiat Barchetta. The mid-engine, rear-drive chassis is powered by a new 1.8-litre version of the successful K-series. The base model will have around 120 bhp on tap, the more powerful VVC (with variable valve timing) 145 bhp. The more expensive of the two models will cost around £16,000.





Porsche's 911 Turbo celebrates 20 years of production, but there is plenty of life in the rear-engined model. Take your choice, or place a bulk order. The new-look Turbo is already in production and will shortly reach Britain, with up to 100 cars arriving annually.

Twin turbos, 408 bhp, four-wheel drive, sensational performance. . . and a £90,000 price tag are the keynotes.

PCGB's managing director Kevin Gaskell says that no more than 1,500 Turbos will be made in the next 30 months, before the next generation is launched.

The Porsche GT2, which won its class at Daytona and at Jerez, went on show as a roadgoing limited edition. Just 100 GT2s will be made at DM 268,000 each (roughly £120,000), and 65 firm orders have been received. The 3.6-litre biturbo develops 430 bhp at 0.9 bar boost.

Porsche's 911 Carrera RS Clubsport bridges the gap between road and track. The 3.8-litre engine has bigger valves and runs to higher speeds, developing 300 bhp. This is potentially the most exciting Carrera since the legendary '73 model 'ducktail' RS.

Ferrari's new F50 rivals the McLaren F1 as the ultimate supercar of the '90s. The 4.7-litre V12 is derived from the 1990-93 Formula 1 engine and develops 520 horsepower, some 110 bhp per litre. Already, the F50 laps Fiorano four seconds quicker than the F40.

Stuart Robinson, managing director of Maranello Concessionaires, predicts that a competitions model will be built if the FIA's forthcoming GT regulations favour it. "We would like to continue the tradition and run an F50 ourselves," says the boss.

Ferrari also showed off its two-pedal GT racer, the F355 Competizione, which made its debut at Paul Ricard on March 12. Its six-speed gearbox is controlled by a Magneti Marelli electro-hydraulic system which allows fully automated shifts, or manual shifting with column mounted paddle levers.





The return of the 'small' Lamborghini. Ital Design came up with this V10-engined SE30 prototype, the Cala.



Proud to be British, the Bentley Azure effectively replaces the Rolls-Royce Corniche, which went out of production last year after a 24-year lifespan. Pininfarina helped with the design of the convertible Azure, which costs a cool £215,000.

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Jim Clark in the famous Lotus 49 Cosworth DFV winning at Silverstone in 1967 (20" x 14")



Alberto Ascari at Monaco in 1955. Later in the race he crashed his Lancia D50 into the harbour. (15" x 17")

Dan Gurney in his eight cylinder Porsche 804 at the French Grand Prix at Rouen in 1962. The engine developed 185 BHP at 9,200rpm. (20" x 14")





Peter Collins cornering in his Ferrari D50, developed from the Lancia design. 1956. (15" x 17")

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Soldier of misfortune

Maserati's survival into the 1990s is almost as much a marvel as were its racing cars of a bygone age. There remain flaws, but there is hope...

The bigger you are, the harder you fall, and the once-giant stature of Maserati is still in the throes of recovering from the most enormous of tumbles. Once a manufacturer of great racing, sports and road cars which captured the imagination of anyone with an ounce of motoring passion, it sadly lost its way in the web of politics within a changing automotive world. A golden era spanning two decades from the 1950s to the '70s spawned the immortal 250F on the track, and the Ghibli and Bora road cars. These unforgettables were replaced by the likes of Merak, Biturbo and 422, and Maserati soon became a pale shadow of its former self, unable to stay in touch with its rivals over technical developments and increasingly improving production standards.

The long-awaited Biturbo was already dated when it reached the UK in the mid-1980s, since when the company has faced an uphill struggle simply to survive, let alone keep up; yet the people at Maserati will have you know that there is light at the end of the tunnel – not that of an oncoming express train, but of the new Quattroporte saloon on which the company pins high hopes of boosting further the recent sales turnaround. Its arrival in the UK is imminent.

In the meantime, we still have the modest selling Shamal (tested in November 1992) and the Ghibli, re-incarnated in name only. Both are evolutions of the original Biturbo theme, having two doors, a twin-turbo V-engine and a rear-wheel drive monocoque chassis with all-round independent suspension giving rise to rather eccentric handling characteristics, particularly on wet roads.

It might be cynical to suggest that the Ghibli's visual differences from the Biturbo are Maserati's desperate attempt to rid itself of the latter's reputation, but the understated simplicity of the original has certainly been lost amid rippling muscles and ungainly detailing.

However, the Ghibli's squatter stance rightly implies more purpose, courtesy of the latest fuel-injected 284 bhp 24-valve V6. It also implies a resolution of the antics that shot the Biturbo to notoriety. The wider track, beefier tyres (unequal front to rear) and refined rear suspension more than compensate for the Ghibli's 284 horses, and the latest version comes with ABS to further reduce heart flutter.

An alloy 2790cc 90-degree V6, which is almost a work of art to look at, has gradually been subdued by concessions to environmentally-friendly emission legislations over the years and sadly no longer pops and bangs on the over-run, but still sounds glorious. Twin watercooled turbochargers with air-to-air intercoolers help to provide a useful 305lb ft of torque at 3500rpm, but turbo lag can still leave you floundering momentarily if you're in the wrong gear.

Progress is always smooth and effortless and you *could* plod around in a high gear if so desired. But few enthusiasts will wish to do this unless in heavy traffic, because though the gearbox is satisfyingly solid and precise to use, if not possessing the quickest shift, more than a tolerable level of drive-line shunt deters this. Primary controls are driver orientated, with purposeful weight and feel, though the power-assisted steering could do with a more generous dose of feedback.

The problem some may find is that even in this year of our Lord, 1995, Maserati cannot overcome its innate stubbornness on providing a decent driving position. Tired though ape similies may be when aimed at Italian cars, they are perfectly justifiable in the Ghibli. The seats themselves are very comfortable on short trips, but over longer journeys a lack of thigh support and slightly hunched driving position (despite a height-ajustable steering wheel) combined to make my back ache. Strangely, a rather tall friend had no problems feeling comfortable, but then he drives an Alfasud.

Eleswhere in the Ghibli's two-plus-two cabin, no expense has been spared to lavish us with beautiful cow-hide, burr walnut and a what appears to be a Salvador Dali-inspired clock. It's an interior which hasn't changed in more than a decade, and looks it, with an effect more luxury than sporting.

Instrumentation has a simple clarity, though the weird turbo boost gauge is superfluous. The column stalks and the handbrake, however, seem fragile, and the durability of some of the fittings is questionable, as is the overall interior build quality. Add to this an air-conditioning system that requires ages to take effect, and sadly the word 'desirable' isn't the first to enter your head.

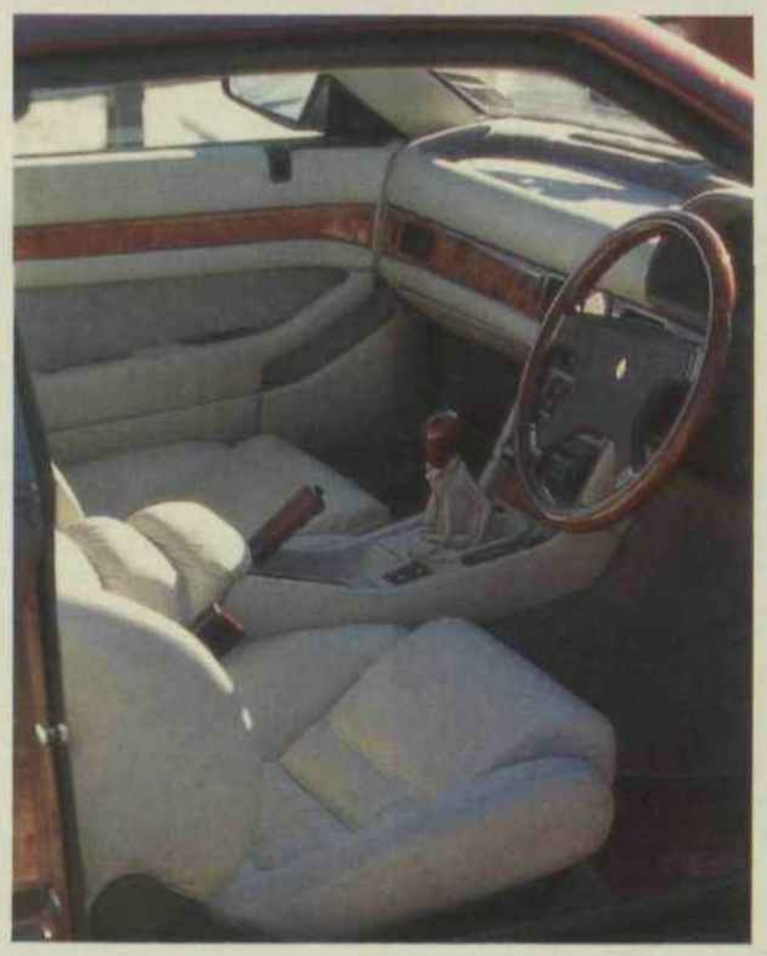
To dwell on this would be to miss the point of the Ghibli, though. High rear screen apart, visibility is pretty good, and the cosy cabin emphasises just how compact, if wide, this car really is. Thankfully, as mentioned, Maserati is one of the few remaining manufacturers which place driver enjoyment high on the list of priorities, and the improvement in chassis behaviour at last fulfils expectations.

It used to take an unusual kind of person to pilot a Maserati Biturbo *really* quickly — lobotomised, perhaps, or completely devoid of imagination. Any hint of damp conditions brought the tridented coupé to



Ghibli rolls little and provides great fun. The interior provides fewer thrills, appealing more to an executive than a sporty driver though dials are neat.





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Profile of Ghibli differs from *original Biturbo with higher* boot-line making it less elegant. Throaty V6 (above) is car's best asset — it pulls well and sounds glorious.

its knees; it felt *continuously* on the limit and your preoccupation was not how fast you could get it round corners, but for how long could you keep it in a straight line. This is no longer the case with the Ghibli — maybe to the disappointment of Biturbo die-hards, but good news for the rest of us.

Its squat and dive antics under acceleration and braking are less noticeable, it rolls less, and it grips far, far more than the Biturbo could ever dream of, while turn-in feels crisper too. All of which offers the driver far more confidence than dished out by its forebear. You can throw the Ghibli at bends without fear of lurches, or much worse.

Understeer, which is more pronounced in slow corners, is gently eradicated as the throttle is increased. Power tail-slides still come naturally, but you smile with pleasure during the event, rather than with relief afterwards. Mid-corner bumps can still throw the Ghibli off line, but it retains just enough composure. The uncertainty of how the chassis will react keeps you alert, and begs some respect.

"It grips far, far more than the Biturbo could ever dream of"

Ess-bends are great fun if not taken particularly fast — the chassis just isn't nimble enough, and quick directional changes reveal inherent 'sloppiness'. The Ghibli is suited to more gentle, flowing terrain.

You may not feel elation equivalent to surviving (never mind winning) the Targa Florio, as was the case after a hard drive in the Biturbo, but you'll still be warmed by a sense of achievement while wearing the grin of a Cheshire cat. The performance is addictive and the feel and efficiency of the brakes reassuring enough for you to exploit that power. You could go on driving the Ghibli all day — if you were comfortable.

There's a price to pay for your fun: the 17.6 gallon tank was drained of its unleaded fuel at a rate of 14.3 mpg, though motorway cruising bumped up the Ghibli's range to an acceptable level. In fact the Ghibli appears most at home enjoying effortless high-speed cruising, being capable of well over 150 mph. A centre console switch with four modes controls the 'active' suspension. Obviously, most difference was felt between modes One and Four but neither alters the handling much, more the amount of jiggle in the ride. At its harshest it is still far from unpleasant, and passengers remarked on the high level of comfort and the resultant deceptive pace of a Ghibli.

Verdict

The days when idiosyncracies were accepted as 'character' have long gone. The Ghibli is full of idiosyncracies. It also has great amounts of character, and the foibles are far fewer now than a decade ago. Modena's coupé is a fast car with acceleration to match (60mph in 5.5sec). It handles well and provides bucketfulls of fun. It rides well and is not totally impractical. Maserati's problem is that at over 44 grand, the Ghibli is gunning for the BMW M3, the Porsche 968 and perhaps the Audi S2, not to mention Mazda's RX-7 – all of which are cheaper, faster, more frugal and built to last. None of them, however, with the possible exception of the 968, can match the Ghibli for sheer driving fun. Even the Porsche loses out in the exclusivity stakes, backed up by the personal and friendly approach of Maserati's UK importer, Meridien Modena Concessionaires, and Chagford Street Garage of London when our test car encountered dificulties, courtesy of a local pot-hole. One hopes that the weaknesses addressed by the Quattroporte will filter through as improvements to the other models, but in the meantime one thing is for sure — the poor residual value of the Ghibli will undoubtedly make it a desireable secondhand purchase in years to come, despite its shortcomings. **R R B**

ENGINE

Location	longitudinally front-mounted
Cylinders	90 deg V6
Bore × stroke	94 × 67 mm
Capacity	2790 cc
Compression ratio	7.4:1
Valve gear	quad ohc, four valves per cylinder
Power	284 bhp/6000 rpm
Torque	305 lb ft/3500 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

SUSPENSION

Front	independent via MacPherson struts, hydraulic shocks, coil springs and anti-roll bar
Rear	independent via semi-trailing arms, hydraulic shocks and coil springs
Wheels, f/r	alloy, 7J / 8J × 16
Tyres, f/r	205/50 / 225/50 ZR16

BRAKES

Front/Rear	ventilated discs all round, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2514 mm
Front/Rear track	1515/1510 mm
Overall length	4223 mm
Overall width	1775 mm
Overall height	1300 mm
Kerb weight	1365 kg
Fuel tank	17.6 gallons

PERFORMANCE

0-62 mph	6.0s
Maximum speed	164 mph

FUEL CONSUMPTION

Average for test	14.3 mpg

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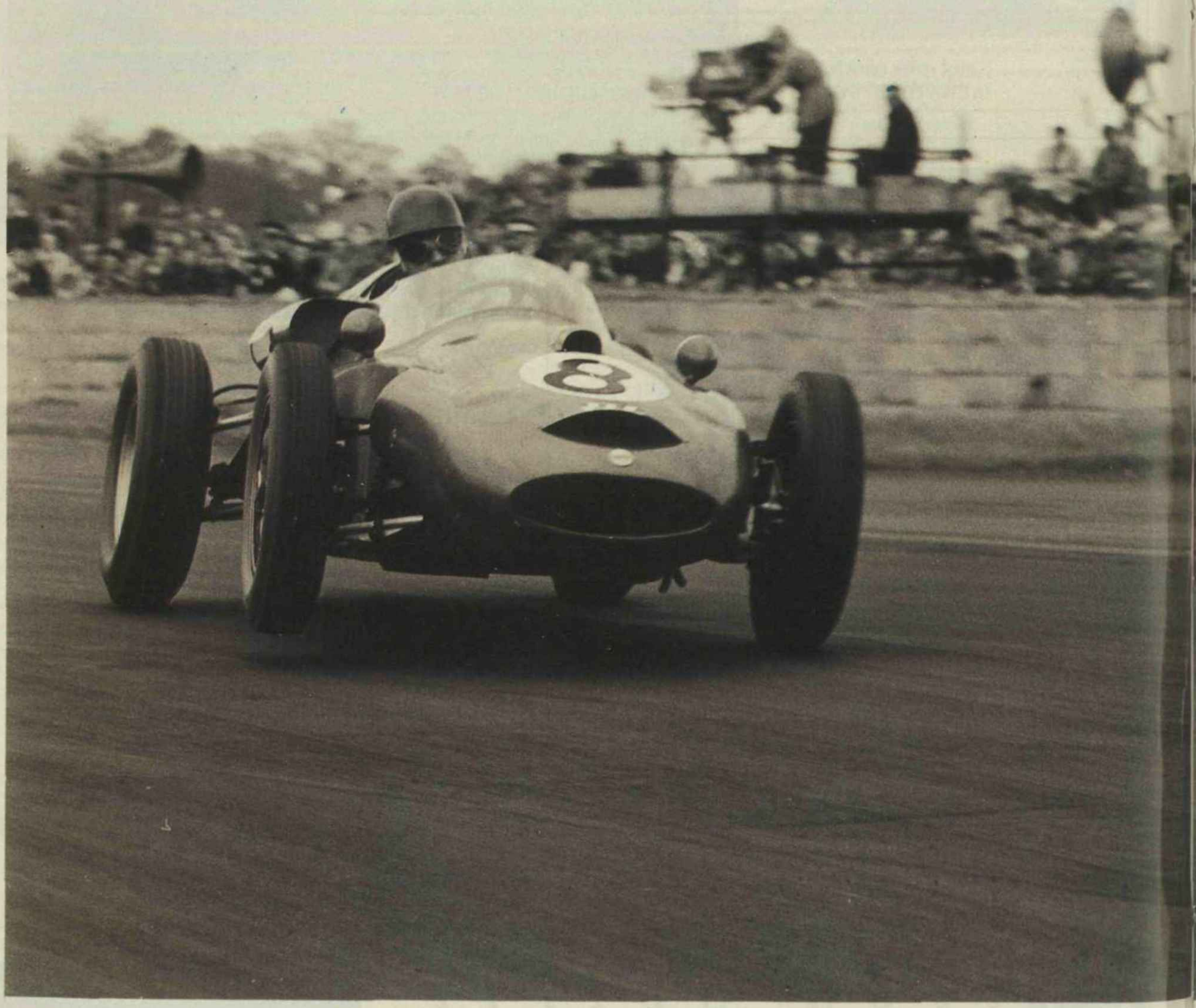
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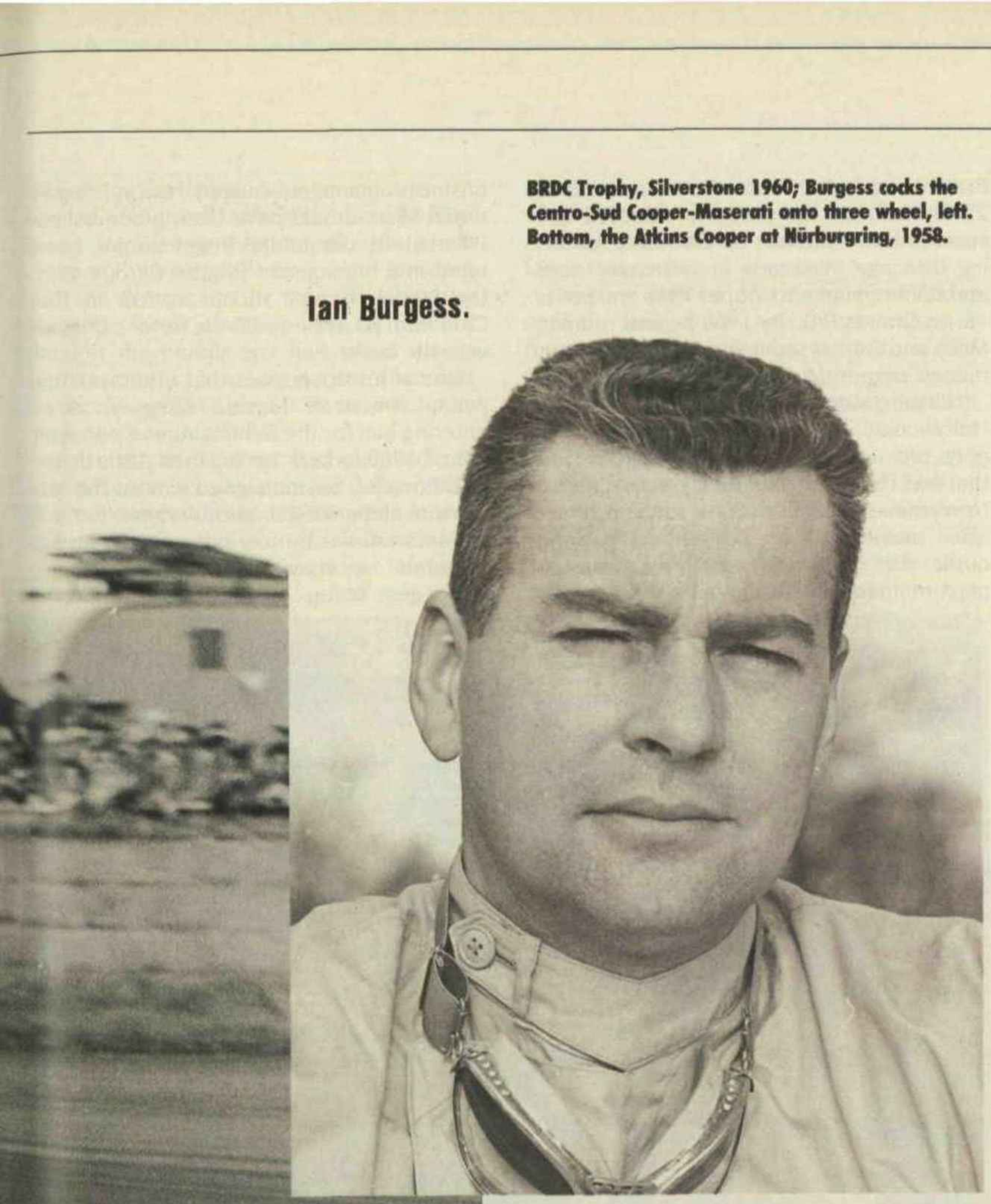
"It's like being back in the Sixties!" We're at Silverstone during the Coys Historic Festival. The speaker is a tall, burly, silver-haired man, who alternates between inspecting cars and greeting old racing friends: Cliff Allison, Tim Parnell, Bruce Halford, for he too is a Formula One driver of those days. The results tables don't proclaim Ian Burgess as one of the greats, but there was a time when anything looked possible. . .

It was in the pouring rain at the Nürburgring in 1951 that anyone outside the racing business first noticed the name Burgess. The unknown 20-year-old hid in Ken Wharton's spray in his Cooper and pounced on the last corner, to win the Eifelrennen 500cc F3 race ahead of the much more experienced Wharton, Bill Whitehouse and Ken Carter, the Cooper works drivers. It looked like a dream start to a career: after his first race in late 1950, JAP had offered him works engines, while after only four races he had offers of drives from Cooper, Arnott and Alfred Moss, to run a second Kieft alongside the latter's son Stirling. He was also elected to the BRDC, one of its youngest ever members. He accepted the Moss deal, and was quickly introduced to Jaguar who were looking for a works driver for '52. As a trial, he and Stirling set off in a C-type prototype, still with an XK120 body, to practice the Mille Miglia route. It ended in a disaster which short-circuited the young Burgess's high-voltage hopes for years.

On one of the long straight stretches near Ferrara, Moss had just taken over from Burgess when a farmer in a brakeless truck swerved in front of the Jaguar. They hit it head-on. There were no injuries, but the prototype machine was extensively damaged. They straightened it enough in a local garage to drive home (via Monte Carlo, where Moss wanted to collect his new overalls) to face Jaguar's directors. As the new boy, Burgess kept out of the way; he never heard another word from the firm, and the drive went to Jack Fairman.

BRDC Trophy, Silverstone 1960; Burgess cocks the Centro-Sud Cooper-Maserati onto three wheel, left. Bottom, the Atkins Cooper at Nürburgring, 1958.

Ian Burgess.





More puzzling, as the 1951 season wore on, was how he would arrive at races to find that the second Moss Kieft was never ready for him. That Nürburgring victory, a works drive fixed up by Cooper driver Bill Whitehouse, was a highlight, but having spurned Cooper's contract offer once, there was no support there; the outcome was a fallow period of low-key outings in which he drove assorted private examples of Mackson, OSCA, Beart-Roger and Elva, plus the works Kieft sportscar. In the 1953 TT at Dundrod ("The most frightening circuit ever devised", he says now), his Kieft was leading the 2-litre class against the 'Nashes when a wheel collapsed.

Only after Charlie Cooper rescued him from this limbo in 1957 with a position at Cooper Cars did Burgess discover the reason for his career-stall: an interested party had put around an unpleasant rumour about the Jaguar smash, further claiming Burgess himself as its source. Not knowing, he could not defend himself, and suffered in puzzled silence.

It was the Suez crisis which inspired the racing school: with the petrol shortage and the threat of a ban on motor racing, Ron Searls, a manager at Cooper, came up with the idea of a school at Brands Hatch. Burgess became its first principal and chief instructor, as well as overseeing race-car sales. There was a staggering response to the idea, over 2000 replies in the first week; Burgess recalls that after every course, pupils would write back to argue at length over how they were the next Fangio, and he had to employ an assistant to deal with this. That assistant was the late Andrew Ferguson, later to become Lotus's team-manager and president of FOCA. The school used two-seater versions of the Manxtail Cooper, plus sohc Climax single-seaters.

Burgess remembers this period happily, being a favourite of Charlie Cooper, John's larger-than-life father. When a party of model-makers arrived and asked if they could see some drawings of the underside of the current Cooper, Charlie's reaction was "Drawings? What drawings?"; and he ordered a few of the staff to turn a car on its side to let the modellers see for themselves.

From this "inside line" Burgess employed his considerable persuasive powers to ensure that one of the new Formula 2 Coopers would be available to him, and a promising fourth place in the 1957 Gold Cup at Oulton Park landed him a drive in Tommy Atkins' F2 Cooper-Climax T43 for the following year.

Atkins was an extraordinary man. Ex-boxer, pre-war engineer and racer for Douglas motorbikes, he made a fortune through government contracts in precision engineering during WWII; hence the title High Efficiency for his engineering firm and race team. Obsessive in many things, tee-total, and jealous of his young wife's movements, he would arrange for her to have her hair done in Paris — but pre-pay everything down to tipping waiters to avoid allowing her any cash in her purse. On one occasion, says Burgess, after hearing that she had been out swimming, he had contractors in *the following morning* to begin digging her a private pool at their splendid Guildford mansion.

Fiercely competitive, he would race Burgess to work every morning (HEM was near Coopers, and Burgess lived near Atkins, which he considered socially inappropriate for one of his drivers), and constantly tried to out-do Rob Walker. As soon as Walker collected his 300SL Mercedes, Atkins ordered a lightweight version to replace the

Lancia Aurelia GT he had been using. In fact he had a standing order at nearby dealerships for any fast new model the moment it came out. Not an easy employer, Atkins would call in Burgess on Monday mornings after studying the lap-charts, point to the fastest lap and demand to know why they weren't all that fast. A bathroom full of pills hinted at hypochondria, though it finally transpired that he had cancer of the throat. One day in the mid-Sixties, Atkins had breakfast with his children, went into his study, locked the door, and shot himself.

But the new partnership was in happier mood in 1958. Indeed it began brilliantly. Burgess scored F2 wins at Crystal Palace and Snetterton, collected fourth at both Montlhéry and Reims, and was seventh overall (third in F2) in the German GP at Nürburgring after a dramatic dice with Bruce McLaren, Ivor Bueb and Tony Marsh. That wasn't his first Grand Prix, though; his debut was at Silverstone in the works T45; frustratingly its clutch failed and forced him to retire. Then — disaster. Approaching the banking at Avus, another car tangled with the little Cooper. Pitched into a concrete post, Burgess suffered serious injuries to back and legs.

"Casner was crazy – something out of Hollywood – And Gregory, too"

It was a long and painful recovery, made worse for him by two things: the knowledge that but for the accident he could have won the F2 championship for that year, and that he had also lost the chance of a works drive with Cooper. Instead, John signed Bruce McLaren, and another career took off.

So for 1959 Burgess continued with Atkins, and also, through BP's racing manager Dennis Druit, linked up with Guglielmo Dei's Scuderia Centro-Sud. This Modena-based outfit had finally given up struggling with the outdated Maserati 250F and was running T51 Coopers with a four-cylinder Maser engine in the back. (Climax's FPF was the hot unit, but hard to obtain.) But it was not to be a productive period; the cars were unreliable, though Burgess scored sixth in the 1960 German GP. Still, while based in Modena, Burgess found some freelance work for Signor Rivolta of Iso cars, test-driving the Iso Lele chassis.

The Maserati connection continued into 1961, when Burgess joined Camoradi. Despite its Italian-sounding name, the team was American in origin: the title stood for CAsner MOtor RAcing DIvision, whose Founder, Patron and chief driver was 'Lucky' Lloyd Casner. Charming, handsome and wealthy, this ex-Pan-Am pilot took up motor racing as a hobby in 1958, racing British and Italian sportscars and then a 250F Maserati. In 1959 he adopted the sport full-time and set up Camoradi, entering Birdcage Maseratis in sportscar races and Climax-engined Cooper T51s and Lotus 18s in Grands Prix. By 1960 he was running Moss and Gurney, so it was a serious effort, though perpetually on a shoe-string.

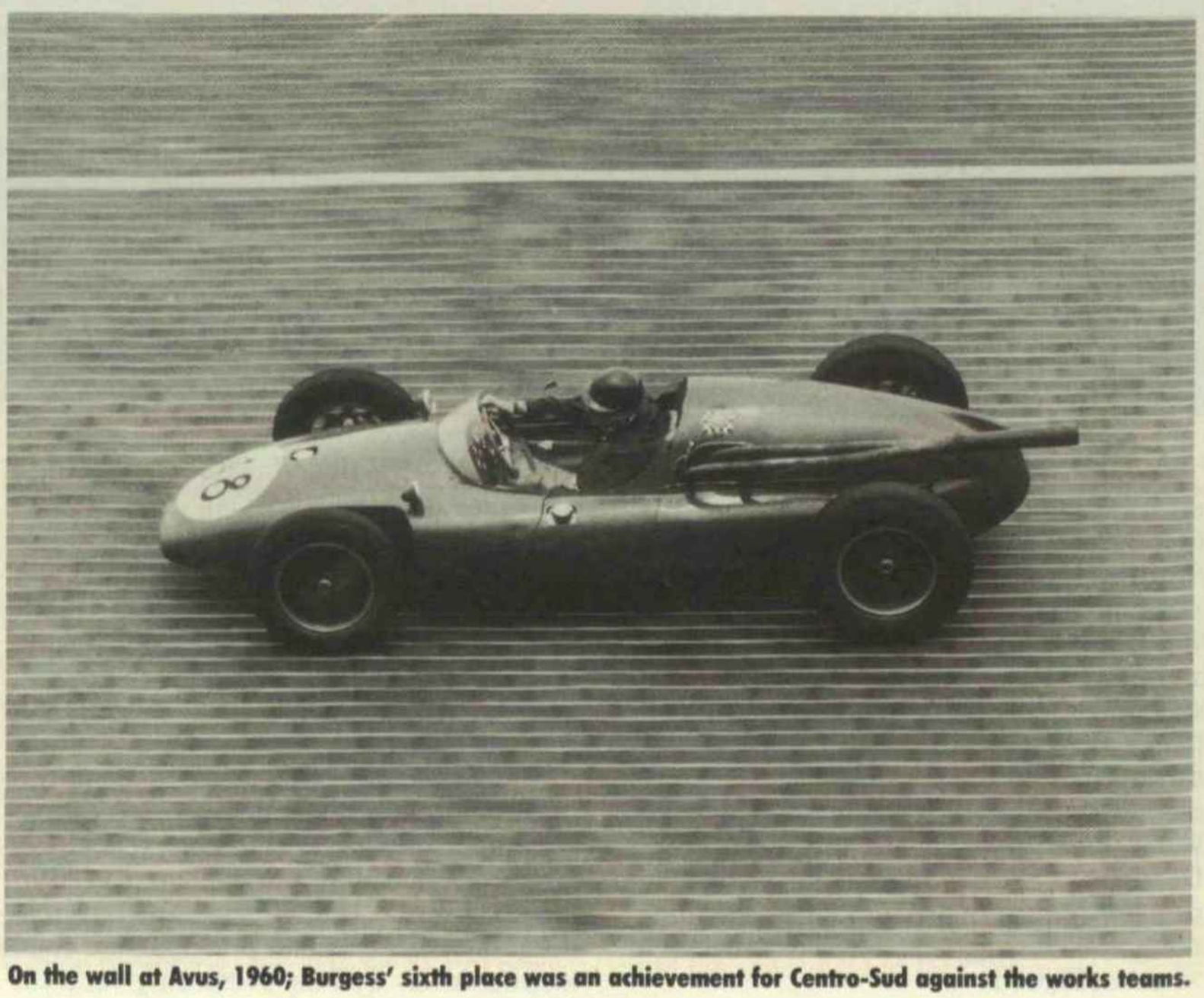
"Casner was crazy — something out of Hollywood," says Burgess now. "And Gregory, too — a real Wild West character. But that was the essence of racing at that time." Nevertheless, Casner was a forceful driver who maintained a professional-looking outfit, with slick profiles and press releases masterminded by Tony Mawe, Camoradi's business manager. Indeed, Lucky negotiated what should have been a bombshell PR deal: he persuaded Roger Vadim, husband and manager of Brigitte Bardot, that the French beauty should appear in the Camoradi pit at every GP. He never came up with the cash.

One of his drivers was that other wealthy young American Masten Gregory: after entering him for the Buenos Aires Sportscar GP of 1960, where he finished 12th in an RSK Porsche, Casner signed him for the '61 season, alongside our man Burgess.

Camoradi was by now acting as the works Maserati sportscar team, with three Birdcages being prepared in Modena,



Famous faces: l to r, John Cooper, Jack Brabham, Burgess, SCH Davis, Robin Bryant, Jimmy Saunders and Bruce McLaren.



On the wall at Avus, 1960; Burgess' sixth place was an achievement for Centro-Sud against the works teams.

where Ing Bertocchi was in charge. "A terrible, tough old monster," recalls Burgess. "He lived in the past, like the whole company. When I did some night practice with the Birdcage at Le Mans in 1960, the Magneti Marelli electrics were so feeble I thought the headlamps had failed. Lucas was desparate to supply decent ones, but Bertocchi wouldn't have it. It's a wonder he accepted pneumatic tyres."

Optimistically, Casner had also ordered four GP cars: two Coopers for Gregory and Burgess and two Lotus 18s for other American drivers. But the team finished with one of each after BP money Casner was taking to financially struggling Maserati somehow disappeared in the vicinity of a casino, which hampered the season from the start. (Though BP stumped up some emergency funds, Maserati still went bust soon after.)

Gregory insisted on driving the Cooper until the Belgian GP, and Burgess drove it thereafter, after collecting a fourth in the Naples GP with the Lotus. Although Casner and Gregory won the Nurburgring 1000km in the Birdcage, the Cooper-Climax fared less well; with two failures to qualify, and nothing better than 10th at Spa, 12th at Reims and 11th at Aintree, Gregory switched to the UDT-Laystall team mid-season. Burgess saw the season out, managing a fifth in Austria and sixth in the Oulton Park Gold Cup, but a new year beckoned, and he allied himself with a new US-linked team for 1962, Anglo-American Racing. (Casner himself continued to race, sadly dying in a 5-litre Maserati coupé at Le Mans.

Behind Anglo-American was Louise Bryden-Brown, a major share-holder in Alcoa, and a society figure with a magnificent house in Montpelier Square where young artists and sculptors congregated. But she had a fondness for motor-racing too; it was she who brought Dan Gurney to England, funding a Lotus 18 for him in 1961.

Anglo-American did not have the pull to get hold of the Climax V8, so Burgess set to work to build a lightweight car to improve performance with the four. Inspired by Alec Issigonis' lightweight special, the result was very narrow and low, with an early attempt at underbody airflow management, and was the first F1 car to try side-radiators, though they were later relocated to the nose. Why, if it was so different, call it a Cooper? Burgess explains: "I insisted, because I was still employed by Cooper, and had constantly driven Coopers, first my own, then Atkins', Centro-Sud, and Camoradi. So I was keen for it to be seen as a Cooper, despite being a specialised interpretation of the Cooper design then available to private buyers." (Lately, Aiden Jones, then working for A-A, has been credited with the design work, but Burgess maintains it was entirely his baby.) The car still exists, in the hands of Ean Pugh.

It proved successful on the twistier cir-



Burgess briefs Jean Behra during the French ace's visit to the Cooper school in 1958, watched by Maserati driver and close friend of Behra, Maria Teresa de Fillipis.

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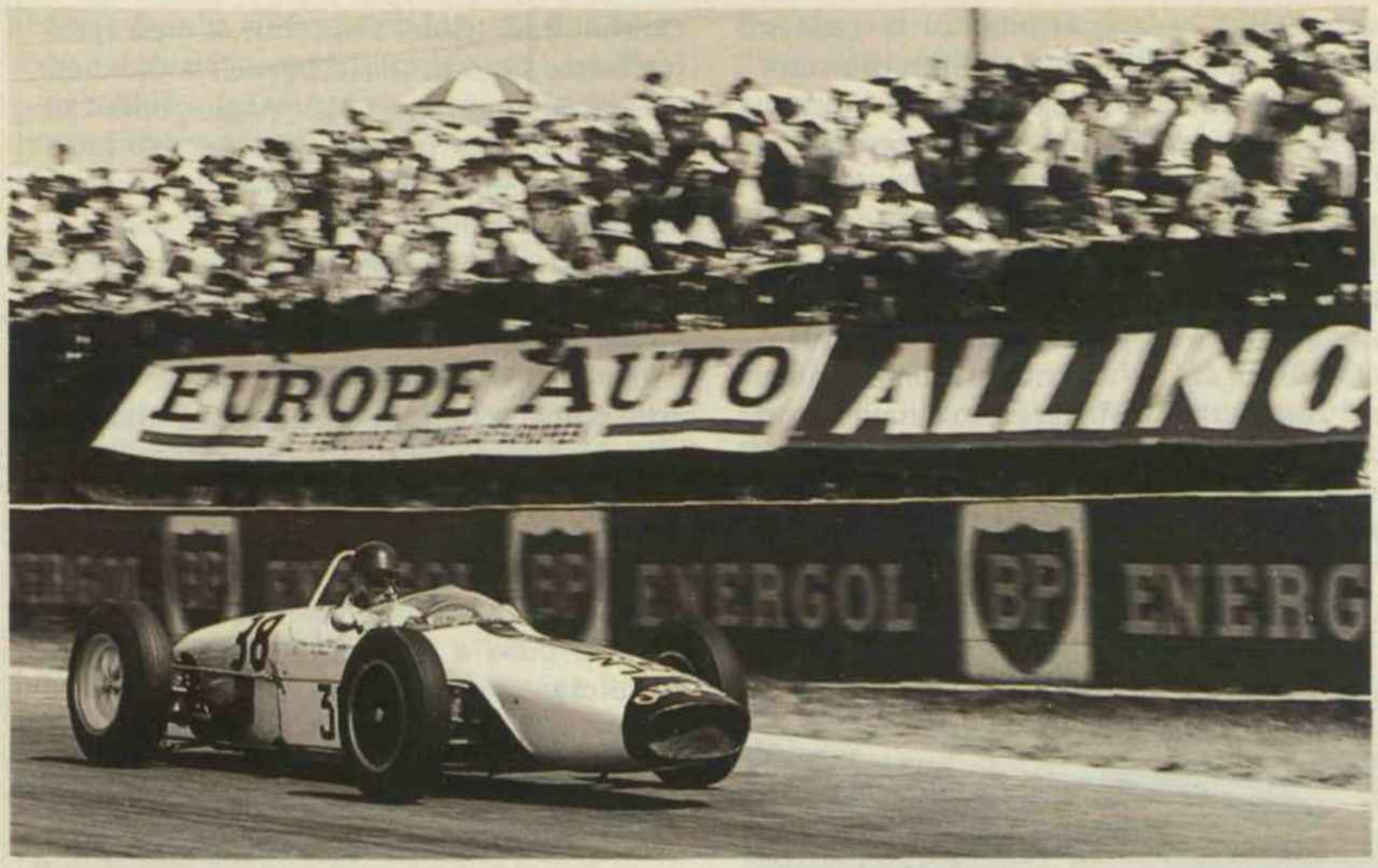
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US colours at Reims, 1961: Burgess had a troubled run in the Camoradi Lotus 18, top. Above left, the A-A lightweight Cooper showing its low, slim build, echoed by the attractive Scirocco of the following year, above right.

cuits; in fact, A-A was the most successful privateer team of that year, Burgess scoring fifths in the Naples, Karlskoga and Copenhagen GPs, and fourth at Solitude. Money, however, was tight; Bryden-Brown's artistic patronages and her weakness for drink and drugs were eroding her fortune and her health, and the Anglo-American enterprise only lasted for that year.

The following year brought another new team, a new car and yet more colourful characters. Tony Settember ran a tuning shop in California, and boosted his income flying lobsters in overnight from Mexico. His exploits racing a Corvette caught the eye of Hugh Powell, young son of a millionaire mortician. Rich and bored, Powell Jr was easily persuaded to fund Settember's arrival on the European racing scene, first with the 'Vette in 1961, and then with an Emeryson-Climax. Settember soon tired of the lack of results with the shambolic Emery outfit, and decided he might as well build his own car — backed of course by his youthful patron.

In premises behind the Seven Stars pub in London's Goldhawk Road, the new Scirocco team and cars took shape. Settember and Burgess would drive, while along with Aiden-Jones, Settember brought in Ermano Cuoghi, later Niki Lauda's mechanic, and bought Rob Walker's Commer transporter. The monocoque car was designed by Settember, and beautifully built by Williams and Pritchard to take the BRM V8, now available to privateers, though shake-down runs used a Climax FPF.

But yet again a rosy future began quickly to pale. Though the car showed flashes of promise, the finances soon became erratic. Settember's workshop standards were high (making Paul Emery's place look like a blacksmith's shop, says Burgess), but could not compensate for a dire lack of readies. Worse, BRM had overstretched itself with the privateer engines; the preparation was so poor that engines needed a rebuild after testing outings, and Burgess recalls often arriving at Bourne to collect a unit, to be told it was not yet ready — could he wait an hour, or two. . .? It was always a panic: Burgess remembers a car being built on the move, in the back of the truck on the way to Reims. Race results made a sorry catalogue: seven Championship races, seven retirements, including double ignition failure at the British GP, and a dramatic exit from the Nürburgring for Burgess when a steering arm broke. Only a lucky inherited second place for Settember at the non-championship Austrian GP lightened the gloom.

As the season struggled on, Powell's interest visibly declined as he became obsessed with a girl with whom he spent days closeted in a motel near Heathrow. Wages began to dry up, and the team was twice stranded abroad for lack of funds; Burgess, who was effectively managing the outfit, discovered that it was all running on an overdraft when the bank began to kick up and refused any more cash. He negotiated a respite, and an advance to pay for Powell's return to the States to arrange funds from his father — but instead of a rapid air-ticket, Powell was found to have booked a stateroom on the Queen Elizabeth for himself and girl. Settember and Burgess sprinted to Southampton and cornered him on board, managing to extract some emergency cash, but that was the last anyone saw of the boy millionaire. For boy he was; though he had claimed to be 22, transatlantic appeals to his father elicited a terse message that Hugh was under 21, and therefore not legally entitled to spend the family fortune, or liable for his own debts. It was the rabbit-chop for Scirocco; Burgess and Settember sold much of the hardware to Tim Parnell to pay what bills they could. Their drivers' fees were never settled.

As if these dramas were not enough, Burgess himself had been involved in a rather public divorce, and felt that some time abroad might be appropriate. He and Settember planned, with backing from Shell, to buy and run a Ferrari GTO in continental events, and Settember set off to the states to finalise things; the next Burgess heard was a postcard from the States pulling out.

And there was yet another cruel flicker of hope to come, in the shape of Mario de Cabral, a Portuguese aristocrat, a brilliant athlete, concert-standard violinist, and fast if erratic racer with his own Cooper. He fancied a share in the GTO, and decided to sell the family heirloom, a very fine and famous violin called "the Blue Angel". But a top London dealer discovered that it was a cheap machine-made copy — the original had been swapped by an unscrupulous guest player. The Ferrari evaporated, the last in a string of chimaerae which bedevilled Ian Burgess's motor-racing career. He moved to Switzerland, and later Greece where he established two factories building system housing for extreme climates such as the Middle East; he also became involved in military intelligence in that theatre, before establishing a successful yacht charter business on the Med. He now divides his time between Majorca and London, and encouraged by Roger Fowles and Tony Hildebrand, is becoming involved again, hoping to repay something to the sport which has given him so much fascination.

He still adores motor racing, but inevitably regrets the disappearance of an era when privateers could make a serious impression: "Look at Rob Walker — enormously successful for years and years; Moss wouldn't have driven for him unless he thought he would be supplied with a competitive car." And on today's super-professional racing industry: "I don't approve of anything that reduces the emphasis on character. I think motor-racing has always been surrounded by an aura of character." Talking to the still-irrepressible Burgess makes this obvious. His stories of those times are legion, and frequently scandalous, constantly punctuated by "Oh, you can't print that". (I've had to negotiate for what I've used above; copies of the rest available in plain brown wrappers.) It can't just be the "rose-tinted specs" syndrome; these were characters you couldn't invent if you tried.

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An Admirable Challenge



The Sixth Monte Carlo Challenge took place mostly in France between llth and 17th February. The entry comprised 151 competing cars, all models which could have competed in the Monte in or before 1963. Thus the popular Porsche 911 and the ubiquitous Escort were absent, and the sole MGB protagonist was the Dutch-entered roadster of Rolf Lie and Roy Roge. In 1960s style there were several starting points (Oslo, Bristol, Noordwijk, Rolzano, and Rothenburg) whose punters joined together appropriately at Joigny — a sort of French Marlow, on the Yonne near Auxerre. From there the common route led to Le Mont Doré, a resort town in the Massif a few miles southwest of Clermont Ferrand, where competitors were allowed their first night in bed.

The entry ranged from an Italian-entered 1920 Rolls-Royce Silver Ghost, crewed by Hanavedi and Jill Aedi, via Peter Maguire's 1930 Austin Ulster to half-a-dozen Volvo PV544s from the early 1960s. That model was favoured by the Swiss team of Portman, Portman and Leumann, and by Brits Stuart and Hilary Williams and Paul and Jane Wignall. The centre of gravity of the entry lay between 1957 and 1965, with the Healey 3000, the Triumph TR3 and the MGA featuring strongly.

Star of the show was M Maurice Gatsonides, who won the rally in 1953 and went on to invent the eponymous speed camera. Gatso first competed on the rally in 1936, and took part 23 times between then and 1970; he has born in 1911, the year in which the Monte-Carlo Rally was first held. In 1995 he used a Ford Zephyr, as he had in 1953, and was placed fourth in his 20-strong class.

On the Tuesday morning the crews climbed eagerly into their snow-covered cars, which in turn ascended from Le Mont-Dore (the town) to Les Monts-Dore (the mountains), where they found more snow with local enthusiasts skiing on it at a height of some 1450m. The route continued through the spectacular Parc Regional des Volcans to the site of the second (and last pre-Monte Carlo) in-bed night at Vals les Bains, an agreeably decadent watering-spot at the northeast corner of the Cevennes.

Route designer Keith Baud had discovered some very attractive roads for the crews' enjoyment. The pity was that, as is the case on many rallies whose timing is their magic ingredient, very few crews had time to appreciate the country through which they were chasing their clocks.

The final day and night's run was among such attractions as the Grand Canyon du Verdon and the Corniche Sublime, none of which had appeared on any coach operator's schedules, but many of which were enjoyed in the dark so that competitors would have seen nothing outside the stoney parameters of the road ahead, lit by their dynamo-driven headlights; alternators attracted an anachronism penalty.

On arrival at Monte Carlo during the morning of Thursday 16th the 75 crews who were to be sent on the Mountain Circuit that night were selected by the results computer. At that point just four cars were free of time-penalty free. They were Ron Gammons/Paul Easter in their MGA, Neil Wilson/John Buffum in their Porsche 356, Mike Corns/Willy Cave in a Volvo Amazon, and Frank Fennel/Kevin Savage in a similar car. Not far behind were Derek Skinner/David Filsell in the latter's shopping A35 — an astonishing performance for a car without significant brakes or grunt.

The final 4-hour Mountain Circuit included such old favourites as the Col de Turini, the Co1 St Roch, and the Col de Castillon — where the last of the rally's 58 time controls was situated. In the mode of the 1960s most of the time-controls were located within licensed premises. No 56, for instance, was inside the Bar de Paris, in the elegant little village of Moulinet, some 50 miles north of Monte Carlo. The estaminet's normal population was made up of M et Mme Proprieteur and their visually-challenged, aroma-enhanced dog. The route instructions were clear: "Follow your nose". At 11pm the place started to fill with local worthies eager to see what was going on — which was a lot of door-slamming, card-stamping, and general rushing about. It all made excellent cabaret.

Which properly describes the whole rally, really. It was very slickly run by Clerk of the Course Rob Arthur under the eye of Director Philip Young; he will be masterminding a rally from Peking to Paris in a couple of years' time. The ambition set out in the route notes — that it should be "a sporting event in the proper sense of that word" — was fully realised.

Class winners wore Gammons/Easter, Corns/Cave, Skinner/Filsell, Tony Davies/Alan Smith (MG 1100), Paul & Jane Wignall (Volvo 544), Richard Prosser/Rob Lyall (Rover 3-litre), Bart Rebergen/Jos Schroeder (TR3), David Ratcliff/Martin Sharp (Bentley Mk6 Spl), Martin Ingall/Bob Brazil (Austin Healey Sebring), Denis Hubble/Jill Cotton (Volvo 142) and Peter/Sue Noble (Bentley Continental S1). TJT



Above: Maurice Gatsonides, aged 84, reaches the ramp in his Zephyr.

Left: eventual winner Ron Gammons and Paul Easter checking in at the control above Mont Dore.

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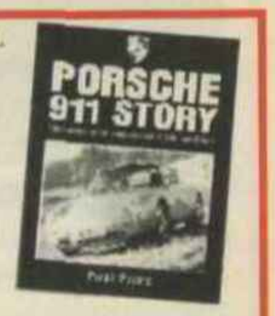
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Forgotten Makes:



WB with Capt Wylie (in trilby hat) on the 1899 Hurtu during the 1937 VCC Brighton Run.

The Hurtu

In view of the opposition now being shown to car drivers, who are blamed for driving too fast, too close, blocking city streets when they park, causing emission problems and in contrast to (inconvenient) public transport, being a general nuisance, it is unlikely that anyone would care to be seen in a car called a Hurtu. . .

However, I have quite vivid memories of this obscure French make, because I went on the 1937 Veteran Car Run from Hyde Park to Brighton as the honoured passenger to Capt J H Wylie, RN, one of the founders and then-Secretary of the Veteran Car Club of Great Britain, on his 1898 3½ hp Hurtu. This early primitive was so very appropriate to the VCC Run, and as it turned out, the day was truly memorable. That year the aviator Miss Jean Batten was the Club's guest-of-honour at the dinner they held at the Metropole Hotel after the Run and the Captain had sent her on ahead in his Rolls-Royce, driven by his chauffeur. For this reason he was anxious that his Hurtu should get him to Brighton as soon as possible and I recall that it was the first veteran to leave the start that Sunday morning, at 8.32am, although we were actually No.4 in the entry-list. . .

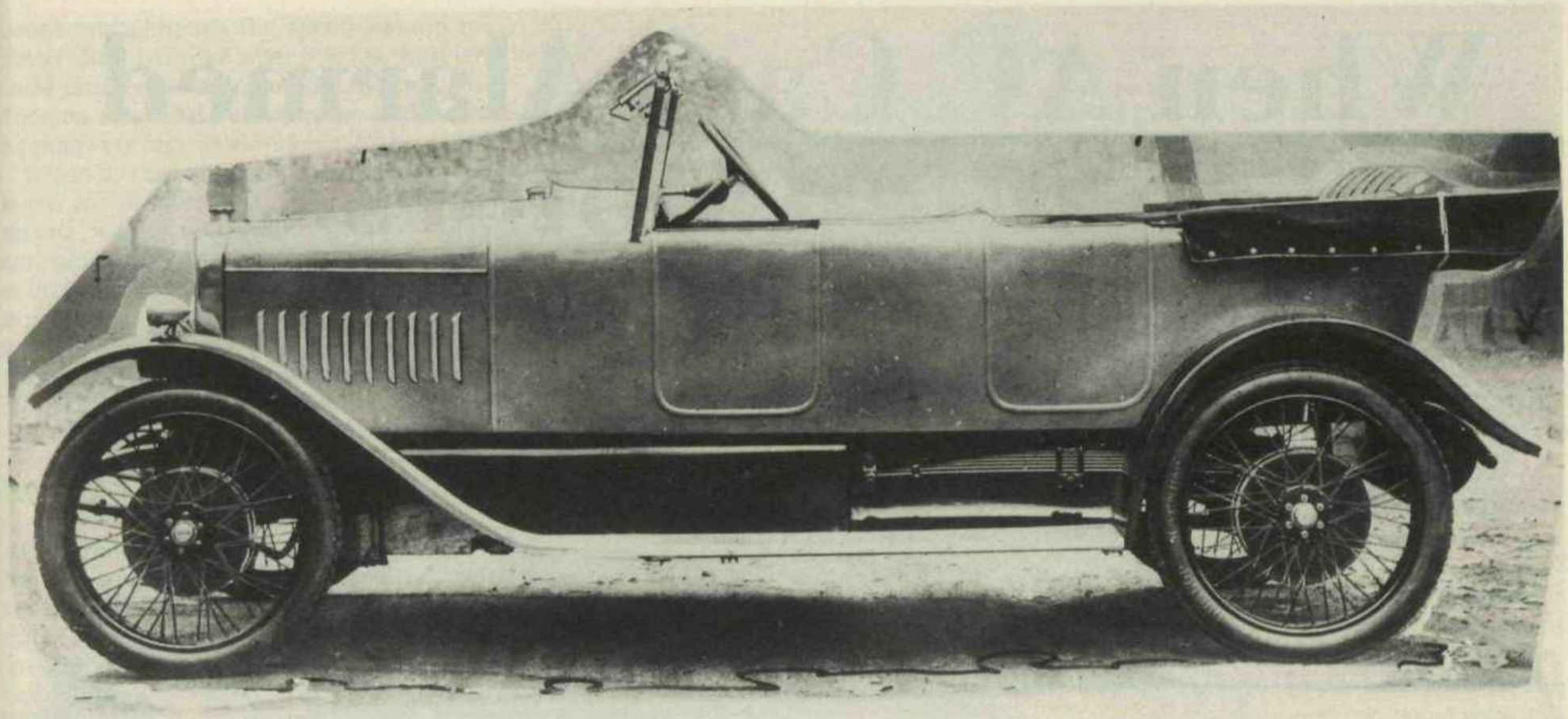
Alas, Capt Wylie's desire to meet his guest as soon as possible — she had the previous month flown back from Australia in a 200 hp Percival Gull Six in 5 days 18 hrs 15 min, beating H J Broadbent's male record with his DH Leopard Moth by 14 hrs 10 sec, having broken the outward record and that for England–South America in the Gull — were the subject of several frustrations. The previous year I had done the Brighton Run on Dick Nash's 1900 Peugeot and beforehand he had said: "Don't wear your best suit, we may have to 'get out and get under' ". But we didn't; Dick's frustration came later, when the two outsize candle carriage-lamps were stolen. In Wylie's case it all occurred on the day.

Dating was less stringent then and his Hurtu may have been rather later than 1898 (it was in fact later re-dated 1899, and is thought to have gone to Sweden), but it was certainly a crude proposition, based on the earliest Benz but perhaps not so well contrived. But it was definitely a true veteran, the big-end of its single-cylinder "gas engine" exposed, drive by belts, the tyres solid rubber and cooling on the total loss system, suction inlet valve, ignition by trembler coils. As the great A V Ebblewhite signalled us away the turf-turfing ceased and a change of plug was required. But then we were off, with an M-type MG Midget as tender-car. Fog was troublesome, as were the Croydon tram-lines, which the Hurtu's track fitted exactly. After being escorted through Brixton and Streatham by a Hillman police-car the Hurtu's engine stopped at Thornton Heath. The inlet valve was resting on the piston. It was only a miracle that enabled me to replace it, cotter-pin in pliers, and the valve spring miraculously depressed with a screw-driver in my other hand. "Boddy", said Wylie, "I know you are a journalist; I did not know you were a skilled engineer". Me, who could only just about decoke an Austin 7. . .

The rise past frost-bound Croydon Aerodrome was almost our undoing, the surface carburettor dispensing a mixture not agreeable to the engine. Now almost last, we could only hope that the famous aviatrix was being well looked after by the Metropole staff; especially as the inlet valve fell down again near Reigate. This time the thread of the valve stem had stripped. I had to search for the missing bits, and it was ages before, by tying down the spring, we could induce the cotter pin to re-enter its tiny hole. Then the engine refused to recommence, pull it round by the flywheel as Wylie did. Change plug and it condescends to restart.

Now low on petrol and the MG missing, I had to go off in someone's Hillman Minx for more Aviation fuel. Later on, it was in an enthusiastic girl's 1923 A7 that I set off again for fuel and was able to get "Aviation" from beside Hawker biplanes at Gatwick aerodrome. A few more troubles and with candle lamps lit we finished, at 5.30 pm. Maybe the Brighton Run was more of an adventure then! Veterans only recently discovered (the Hurtu had last run in 1929) being scarcely understood in many instances. Capt Wylie had been so impressed by the cups of tea brought to him by the aforesaid Austin-girl that he invited her, me and, to my slight annoyance, her boyfriend to the VCC dinner. So it was in haste to Seaford in the A7, change into a borrowed dinner jacket, ring for a Morris taxi and back to Brighton, returning to London the next day by train.

I recount all this to show that I have encountered the Hurtu. It was one of the truly early French makes. It began with sewing machines, then bicycles, but by 1896 the manufacture of automobiles was attempted, the first very apparently copies of the Benz Ideal, although before that Hurtu had felt their way with tricars, again a crib, in



After the war the Hurtu took on a frontal radiator, as seen on this 1923 tourer.

this case of the exciting Bollée three-wheelers. But these, a few hundred apparently, were for the Bollée Company. Finally, at their works at Albert on the Seine, the Compagnie des Autos et Cycles Hurtu took on car making. These first Benz-derived Hurtus were supposed to incorporate improvements to the quite practical German make. But the historian St John Nixon is scathing about their shortcomings, although conceding that the British Marshall made in Manchester, inspired by the Hurtu, was perhaps even worse.

Whatever the truth of this, Hurtu was encouraged to go on to make conventional light cars from 1900, using almost inevitably the renowned single-cylinder 3½ hp De Dion Bouton engines. Aster engines seem to have been used later, in single, two and four-cylinder versions. From about 1907 the dashboard radiator was adopted, and became a hallmark of pre-1915 cars of this make. It was not until 1912 that a one-cylinder Hurtu was dropped from the range, the future of "one-lunger" cars being by then almost extinct, outside the cyclecar field. Primitives behind them, Hurtu adopted a unit gearbox for their monobloc 10 hp shaft-drive light car.

Hurtu survived the war, moving to Neuilly on the Seine, and greeting the post-strife era with a side-valve 14 hp chassis using a 75 × 180 mm (2120 cc) engine, improved for 1920 with four instead of three forward speeds and detachable wheels, but retaining a cone clutch in the well of the unit gearbox. Customers had the choice of a frontal or behind-engine radiator. The chassis cost £500 but electric lighting and starting were extra and were rather hung on, and the engine had valve caps in a fixed head.

The concession here had been obtained by Ariel Motors & General Repairs Ltd, in London's dismal Camberwell New Road, although the Ariel was no more. (But see "Forgotten Makes", October 1992) They contrived very smart ivory-white Avonmore bodies with black fittings for the 1919 Olympia Show, but the tourer was priced at a high £750. Seeking a more comfortable ride (over war-torn roads?) the rear half-elliptic springs had been lengthened.

The factory moved again, to Rueil, and this 2-litre car remined the staple model. For 1921 the bore and stroke were increased to 76 × 130 mm (2359 cc) but the price of the tourer had also risen, to £825. The frontal slightly-vee-radiator was undistinguished

"The British Marshall, inspired by the Hurtu, was perhaps even worse"

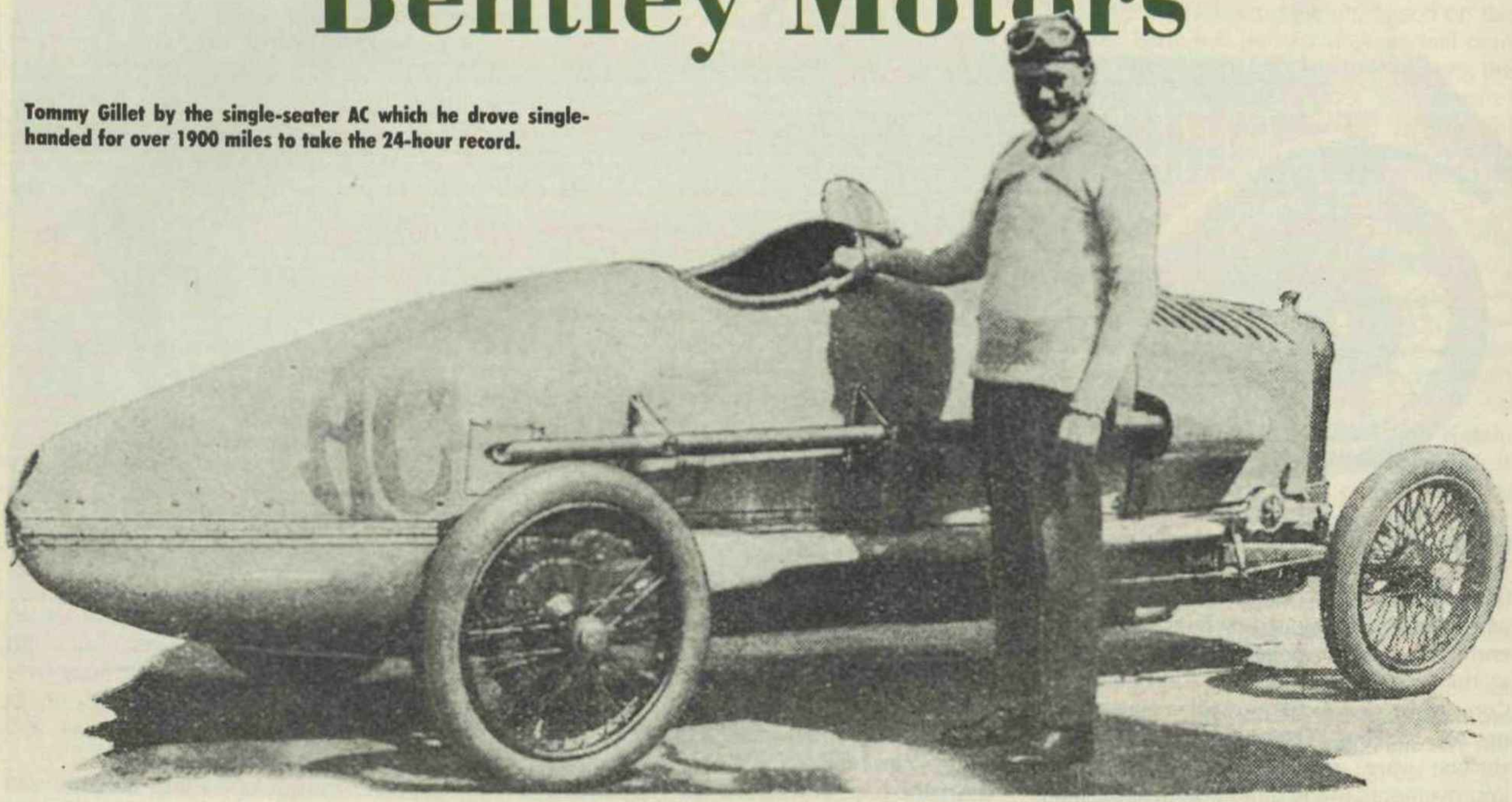
and an unfinished body at Olympia, blamed on the strikes, could hardly have inspired sales, and it was unkindly suggested that you could not jack-up the back axle as it had a tie-rod beneath it. The headlamp leads unplugged for the use of an inspection-lamp, the rh brake-lever was inboard of the gear-lever and there was some ingenuity in the coachwork. Perhaps in an attempt to get business going, in 1921 the London-built tourer was reduced to £695, which a French body chopped to £650. The chassis, with splash-lubricated engine and straight-bevel back axle, was back to £500 from £575. Not enough apparently, as it was soon down to £465 for the chassis, £675 for the tourer. For 1922 cantilever back springs were presumably intended to give even more comfort; triangulated torque rods were used. The petrol tank remained in the scuttle but a dummy rear one held the tools.

Someone liked the Hurtu however, because the concessionaires built for Mr E M Tailby of Birmingham a neat two-door all-weather Britannia-blue body under Gwynne patents, with big windows and slender pillars, on a 14 hp chassis.

A power output of 35 bhp at 1800 rpm from a 2.4-litre engine was not impressive but this was rectified by bringing out a new 12/20 model with a 70 x 130 mm (2001 cc) push-rod overhead-valve engine in time for the 1922 Paris Salon, although by then Hurtu had gone from the London Show. This ohv car, continued with the older one, had a Ferodo-lined plate clutch, spiral-bevel back axle, the same 9ft 10in wheelbase and 765 × 105 tyres. It had 4-wheel brakes, which the 14 hp chassis lacked, the hand-brake applying first the rear brakes only, then all four. The ohv engine was said to develop 42 bhp at 1800 rpm, 60 at 3000; an unusual feature, later to be used on Roesch Talbots, was the Solex carburettor at the rear of the inlet manifold. The original concessionaires were back at Olympia in 1923 with the new model (chassis £400). At this time some pre-war Hurtus were to be seen here, one 1913 model not having had its big-ends "taken up", a nice period touch. . .

Hurtu or not, a sports 4-seater was available for £550 in 1924, but then it began to diminish. No stand at Olympia, no Press road-test as I recall (although I have not read them all). Typified by the unfortunate British owner of a 1922 15 hp Hurtu which by 1927 had burnt out its clutch and broken the reverse-gear pinions and who cried "Is the car still made and where? Can spares be obtained?". . . In fact, car production continued in France until 1930 and the name was carried on with mopeds with 49 cc engines and such-like, which went on well into the 1950s. Nor is the Hurtu forgotten in VCC circles, where half-a-dozen ranging from 1899 to 1914 are recorded. **W B**

When AC Cars Alarmed Bentley Motors



Tommy Gillet by the single-seater AC which he drove single-handed for over 1900 miles to take the 24-hour record.

Back in 1922, one of the most meritorious achievements at Brooklands Motor Course was the "Double-Twelve-Hour" record established by Capt John Duff in his own 3-litre Bentley four-seater, at an average speed of 86.79 mph. This fine performance by the driver who had previously raced the old 10-litre Fiat and who had nearly met his end when the 200 hp Benz had taken him over the top of the banking is well documented. Nor have I any intention of again debating what the Bentley's chassis number was!

The "Double-Twelve" aspect of this 1924 record implies that, to appease those residents living close to Brooklands who objected to the noise therefrom (although they had mostly come to live there after the war, knowing full well that Brooklands had been active since 1907, a problem that faces the proposal to revive motor-racing at Goodwood at the present time — how selfish people can be!), the car had been locked away during the night, so Duff's run had had to be done in two spells of 12 hours each. For those not conversant with Brooklands (but what MOTOR SPORT reader isn't!) it has to be explained that when S F Edge made his epic 24 hours run at 65.91 mph on the 60 hp Napier, driving through the night and using 24 Dunlop Tyres, this was in 1907, and even then it started some complaints.

No matter! Duff's "D12" record was a splendid show. He had been out of the Bentley for only 15min 31sec, doing all the driving himself, the car was not far removed from catalogue specification, it ran virtually trouble-free, and consumed only six Pirelli tyres (one burst). This performance must have materially increased interest in the comparatively new 3-litre Bentley, for which Duff was an agent.

"D12" records are shown in the table. In 1922 Duff could have claimed World records but he had only registered the many he took in this "D12" stint as British and Class-E records. His victory at Le Mans in 1924 with Frank Clement in his own lone Bentley was another great boost for the by-now popular 3-litre sports car from Cricklewood. But then the Montlhéry Autodrome opened near Paris and with no noise restrictions (it was some eight miles from the city and the French were more tolerant of motor-racing than those stuffy English householders) it was possible to run for an unbroken 24 hours, as Edge had done at Brooklands in 1907 using the car's headlamps and roadmenders' lanterns round the Brooklands' perimeter. The surface of the new French track was also smoother than that of the already-ageing Brooklands concrete. Both factors encouraged record-bids and that for the full two rounds of the clock was seen as a greater feat of physical and mechanical endurance than having a break in between. If a driver elected to tackle the task without a relief, this was obvious; and I suppose it could be argued that even the car was better off on a continuous run, unless some means had been provided for heating its engine after the night's rest it had on a "D12" attempt. (No work on the car was permitted, of course, during the period while it was locked away.) So at the Paris track the 24-hour record was very much a target to aim at.

First to achieve this were Gros and Martin, with a 2-litre 16-valve two-seater Bignan. They took the 24-hour record in 1924 at 75.86 mph (1820 miles). Had Capt Duff claimed the World record in 1922 (he had done 2082 miles) they might have achieved only Class-record honours, although it is uncertain whether the FIA would have seen fit to make a distinction between a "D12" and a 24-hour run. As early as January 1925 Vizcaya had hopes of the 24-hour accolade, and started with a Bugatti. On his solo drive he broke some intermediate figures, but in the night ice formed on the steep Montlhéry banking and after he had been circulating for nearly ten hours a tyre burst and under the slippery conditions the Bugatti slid downwards and rolled over several times. Vizcaya was only bruised but his run was over. (For 500 miles he had averaged 82.4 mph.) Meanwhile, the track measurers had revised the Bignan's record to 77.3 mph (1855.02 miles) and it had managed one hour at 82¼ mph.

Next to try was Sunbeam, using the GP 2-litre which had won, driven by Segrave, at San Sebastian. No solo effort this. He was to be joined by Conolli and Parry Thomas, all three drivers conversant with the track, Thomas with the big Leyland. But 24 hours is a long time for a racing car to cope with. The hope had been to set the record to 100 mph, stopping every four hours for fuel, four fresh tyres and a fresh (?) driver. Segrave had a riding mechanic with him when he started off first, as the senior driver. However, February snow was in evi-

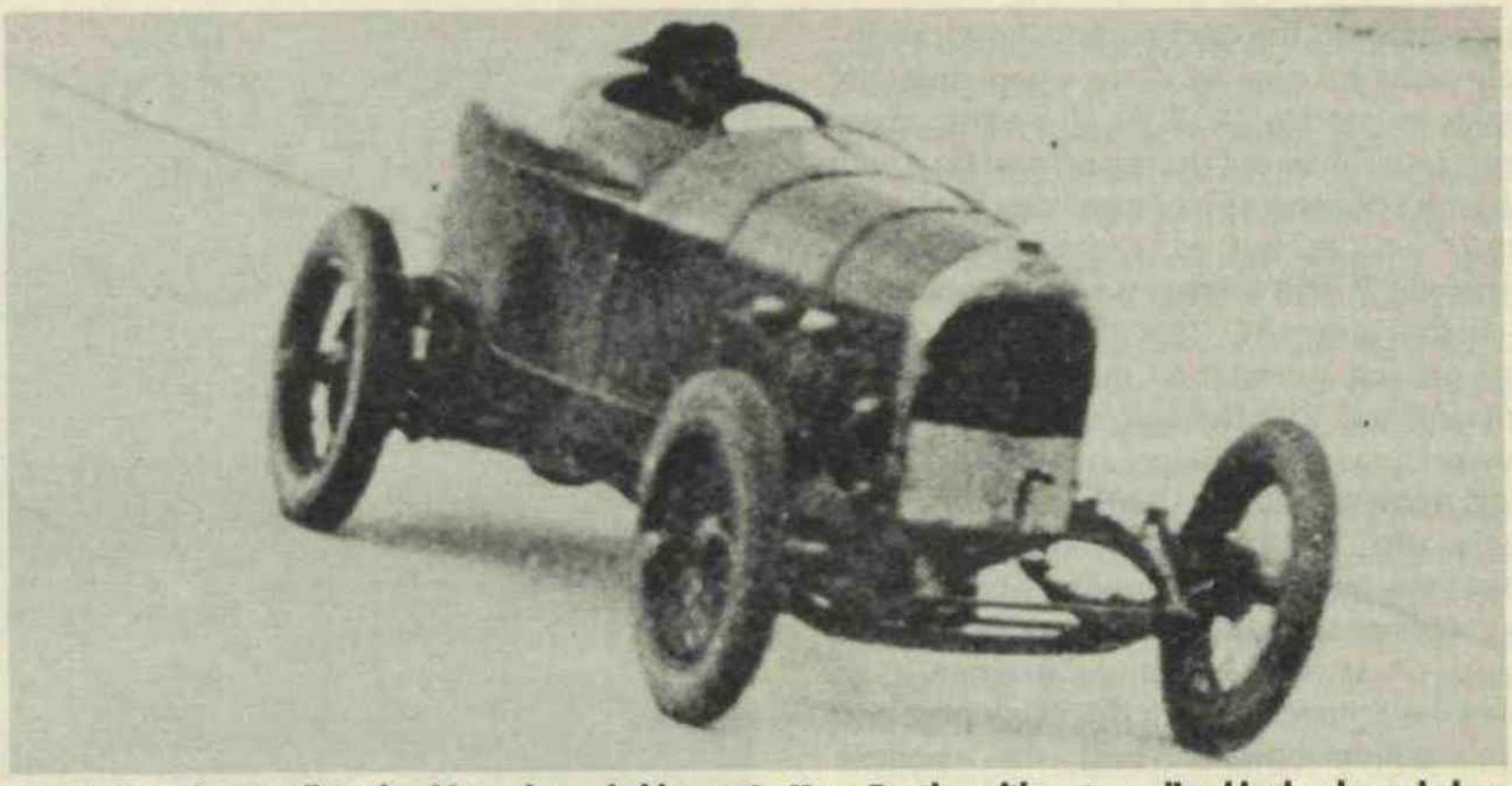
dence and although the speed was up to better than 102 mph after 500 km, heavier snow showers and engine trouble brought Thomas to a final halt, after he had been lapping very fast, at 4hr 35min 26sec.

It was by now apparent that Renault was keen to possess the coveted 24-hour record, with a four-seater 9.1-litre 45 hp car, which would be good publicity for the sports version of their mammoth production chassis. They allocated the job to Garfield and Plessier, the latter their Works Manager. They kept going for quite a time, securing 17 honours, at not far short of 104 mph for 500 miles, on a preliminary run.

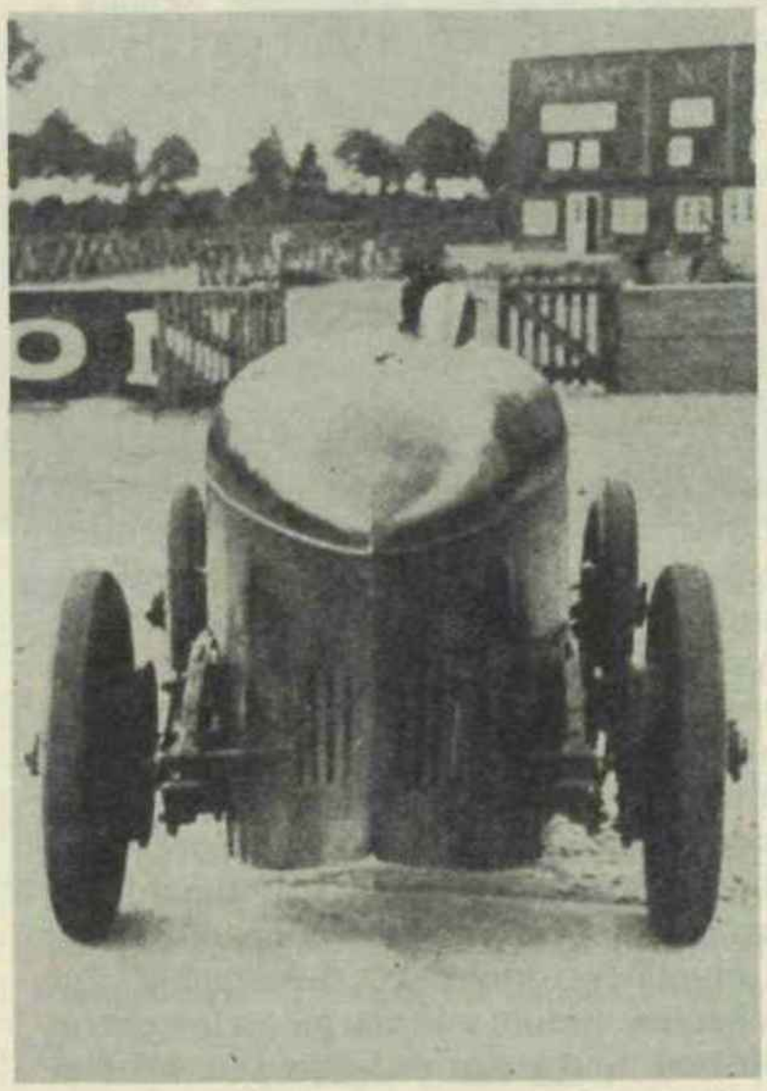
It is now that AC comes on the scene. The little Thames Ditton concern had the audacity to send over a 2-litre six-cylinder car and Thomas Gillett, their works manager, for him to make a solo onslaught on this tough-to-beat target. Renault felt it justifiable to wait a while before making another attempt but they were unwise. . . Gillett was not exactly a racing driver although he had assisted with shorter-distance AC records at Brooklands. He now had the support of S F Edge the AC factotum, assisted by Sidney Smith, ex-Napier, the Hon Victor Bruce and Norman Freeman, Dunlop's Competition Manager. Just as well, for the driver had forgotten to bring his all-important competition licence and only Edge's promise that it was valid and that telegraphic proof of this and the AC's engine size would be obtained from the RAC, enabled the run to start. Throughout it was said that the French official starter was on tenterhooks in case confirmation was not received and he had authorised an unqualified driver to start; it was almost at the end of the 24 hours that the telegram arrived.

Gillett had to wait, anyway, until the racing that May day had ended. He then drove off into the evening, at around 6.50pm, with thunderstorms and rain threatening. But the sports-type AC with its high-sided single-seater racing body and, for Montlhéry, a straight-through exhaust system, and no front brakes, ran well and after an hour at 87½ mph Gillett increased his speed. The plan to stop every three hours for petrol, oil and fresh tyres was adhered to. Early on there was a scare when the water level was found to have dropped drastically but as the engine temperature remained if anything low, no action was taken except to check the radiator contents carefully at each subsequent stop and although the ambient heat rose the following day, no trouble occurred. The night had been moonless and very dark and the track-side lighting arrangements not very satisfactory. However, Gillett coped admirably. The new ss 28 × 3.75in Dunlop racing tyres also proved excellent; as a precaution six were changed but they could have gone further.

The 12-hour record fell at 986.58 miles, with Gillett remarkably consistent, his laps varying by only a fraction of a mile hour after hour and the pit stops hardly affecting this. He consumed grapes, biscuits and milk and was massaged as time allowed. The AC



Capt Duff on the Montlhéry banking, above, in his own Le Mans Bentley with a streamlined body, shown below.



was stationary for only 1hr 4min. The Bignan engineers and drivers were spectators and at the finish their driver Martin was one of the first to offer congratulations. In fact, it was only towards the end of his long and lonely stint that Gillett seemed a little way from his best. But on hearing that he had the World's 24-hour record at 82.59 mph (1982 miles 119 yds) he brightened up and agreed to continue for a full 2000 miles, at 81.3 mph, the run ending dramatically as another thunderstorm flooded the track. The Bignan's record had been broken by just over 180 miles, or 5.29 mph. From time to time during the run a Rolland-Pilain, a Panhard Levassor, Parry Thomas's 1½-litre Thomas Special and Mrs Stewart's Rudge motorcycle had been allowed on the track but their drivers and rider had done their best not to impede Gillett, who said he found Montlhéry faster than Brooklands but more tiring due to the lack of a straight on which one could relax. The AC used Rudge centre-lock wheels, KLG plugs, one of which was changed, Shell petrol fed to a Solex carburettor and Castrol oil.

This wonderful British achievement spurred Renault into action. Soon afterwards their 45 hp four-seater was out and took

useful intermediate records. But not that for 24 hours. A nut from the exhaust system came off and flew into the flywheel-fan, causing the engine to overheat, and then the timing-chain broke and two hours were lost in replacing it with one culled from another 45. But Louis Renault had had the four-seater ballasted to full load to qualify the 45 as a sports car. It was afterwards sealed and officially compared with 50 standard 45s, and found to be the same except for bigger jets, a forward-facing air intake and higher gear ratios. Returning to Montlhéry the Renault finally raised Gillett's World's 24-hour record to 87.63 mph, with the same two drivers.

John Duff now had his try. He may have been sorry that he had not claimed World's honours for his 1922 "D12" record or he may have felt that another bit of publicity with which to prod potential Bentley customers was due. His one win at Le Mans in 1924 had been aided by Bentley Motors and they now partially sponsored the 24-hour bid. Duff used his own Le Mans car, but equipped with a special Weymann fabric two-seater racing body having hinged side panels to close the cockpit to shoulder height after the driver had got in. The pistons were modified, and two Solex carburettor and Splitdorff magnetos fitted. The streamlined tail enclosed the back seats. Duff was ready by September 1925 but was conscious that the Renault had gone pretty fast. He had Dr Benjafield as co-driver. Their first attempt was marred by heavy rain which reduced visibility, and after the 1000 miles had been done at 97.7 mph, the 12-hour record was missed by 12 kilometres. Time had been lost when No 3 exhaust-pipe broke away, and had had to be jury-rigged, then caused another stop for more permanent repairs. After 18¼ hours the bottom bevel of the oh-camshaft drive failed and it was all over. I wonder whether John Weller, who designed the AC's engine, gave a wry smile, remembering how his chain drive with Weller-tensioner had stood up to the full distance? Perhaps not, because the AC Six had gone out again intent on regaining its record lost to the far-larger-engined Renault but mysteriously disappeared without anyone knowing why, although rumours whispered of engine or transmission failure. . . (Incidentally, Gillett seems to have

run a café on the Portsmouth Road, probably after leaving AC Cars when financial losses loomed in 1927. At all events, many years later I had tea there and saw on a wall a framed photograph of what was obviously the 24-hour AC but, as I recall, no-one then knew why it was there. . .)

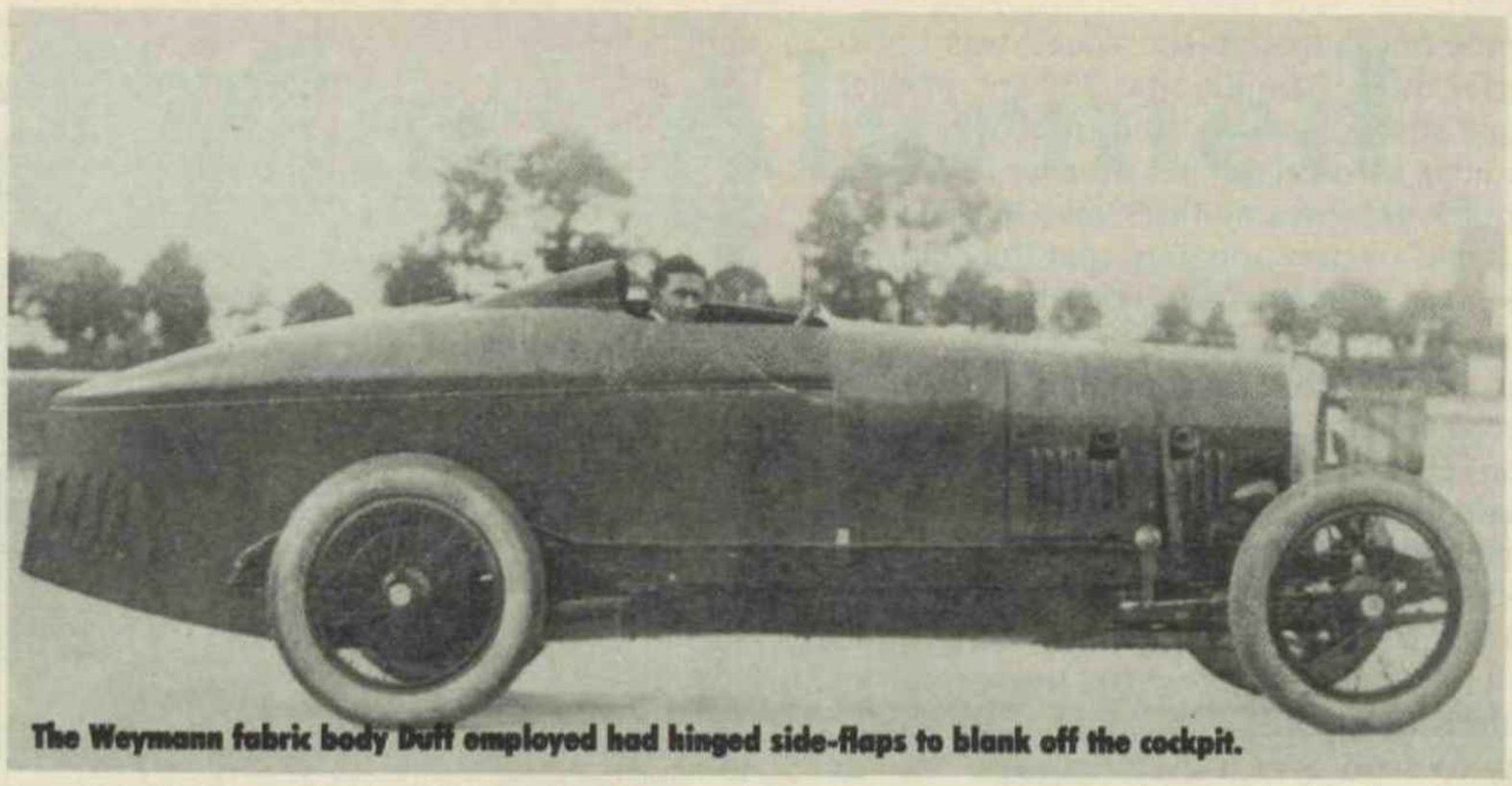
At this stage AC Cars of Thames Ditton had proved superior to Bentley Motors of Cricklewood, with Renault in the ascendent. However, as Paris Salon and Motor Show time approached in 1925, Duff was back again, with Woolf Barnato as his co-pilot. This time all went splendidly. The Bentley ran very consistently, at around 59 seconds a lap, or at over 96½ mph. It came in at three-hour intervals for a driver-change and fuel replenishment, but the bonnet remained shut throughout. Only six Dunlop tyres were changed and although fog hampered the drivers during the night the record was taken handsomely, at 95.02 mph (2280.9 miles), a grand show by a 3-litre car. So like all good stories, this one should have had a happy ending, enabling enthusiastic Bentley chaps to sleep soundly in their beds.

It would have had, if W O Bentley himself had not set his heart on being the first to put the coveted 24-hour figure to 100 mph or

"W O always regarded the 24-hour record fiasco as the bitterest of his Bentley memories . . ."

over. Why this record had seemed so important to W O is a matter of speculation. Perhaps because Louis Coatalen had criticised him for using what was really a 1914 GP engine in his cars whereas Sunbeam had modern twin-cam power units in their racing cars. Coatalen pressed the point home by finishing second at Le Mans in 1925 with the new 3-litre twin-cam 12-valve sports Sunbeam, in spite of a long wheelbase and cantilever back springs from his touring-type chassis, in a race in which both Bentleys retired. W O Bentley would have noted also the intention to try to take the 24-hour record at 100 mph with a Grand Prix Sunbeam and when that failed he was probably inspired to attain this goal, in case Coatalen might try again.

In March 1926 he was ready. A 3-litre Bentley with a very light single-seater body was taken across the Channel, with W O himself in command, his drivers Barnato, Benjafield, Clement and Kensington Moir, along with many mechanics and lots of equipment. The body broke up, then rain intruded. But they were at it at last, planning driver changes every three hours. But plug changes were also needed and, although some records were captured, the Bentley



The Weymann fabric body Duff employed had hinged side-flaps to blank off the cockpit.

was some 300 miles behind the Renault's figure after 12 hours, and after 16hr 21min a valve spring broke and the valve stem fractured. This elusive trouble persisted, two engines bursting as valves fell into them. W O tried again in June 1926 with a third new engine. This time George Duller, the ex-jockey, was in the team but heavy rain stopped play at 16½ hours, although the Renault's 12-hour record had fallen, at 100.92 mph. Lap speeds of about 102 mph left a very slender margin for the entire run at over "the ton" and it all fizzled out when Duller skidded on the slippery Montlhéry banking and hurt himself; a mechanic (Walter Hassan no less, who was to go on to great things in the racing firmament) decided to keep the car going until another driver could be found and also crashed badly, being unconscious for a long time. The team then packed up and returned home. It is said that W O had spent months at Montlhéry supervising the attempt. But as Bentley Motors was reaching a low ebb at the time and there was the new 6½-litre model to promote, it seems more likely that he made many journeys to and from Cricklewood, which would have been quite possible, with the regular Imperial Airways flights then operating between Croydon and Le Bourget. He always regarded the 24-hour record fiasco as the bitterest of his Bentley memories. . .

In any case, W O must have known that Renault also had their sights on 24 hours at over 100 mph. They were building a single-seater fabric saloon 45 (proper protection for the driver), *sans* front brakes, for the onslaught, a car I find very fascinating. By July 1926 all was ready. Changing all four 33 × 5 in tyres every hour, with 14 men to manage these pit-stops (the shortest taking 52 seconds), the American Ellery Garfield, Plessier and Guillon keeping the pace of the 120 mph 2¼ ton car down to 2250 rpm during the night hours, 2500 rpm in daylight, the Renault took World's and Class-A records, up to the intended 24-hours at 107.89 mph (3589.4 miles). The last triumphant lap was done at 118.74 mph, to set the seal on Renault supremacy. The rest of the 24-hour story is told in the tables. **W B**

The Brooklands "Double-Twelve-Hour" Record

1922	Miller/Temple/Vandervell	(1.2-litre Wolseley "Moth")	61.06 mph
1922	Joyce/Day	(1.5-litre AC)	71.23 mph
1922	Edge	(5.7-litre Spyker)	74.27 mph
1922	Miller/Don/Le Champion	(2.8-litre Wolseley)	81.10 mph
1922	Duff	(3.0-litre Bentley)	86.79 mph

The World's 24-Hour Record

1907	Edge	(7.7-litre Napier)	65.91 mph
1924	Gros/Martin	(2-litre Bignan)	77.30 mph
1925	Gillett	(2-litre AC)	82.59 mph
1925	Garfield/Plessier	(9.1-litre Renault)	87.63 mph
1925	Duff/Barnato	(3-litre Bentley)	95.02 mph
1927	Garfield/Plessier/Guillon	(9.1-litre Renault)	107.89 mph
1927	Marchand/Morel	(7.9-litre Voisin)	113.40 mph
1933	Jenkins (at Utah)	(7.5-litre Pierce-Arrow)	117.82 mph
1935	Cobb/Rose-Richards/Dodson(Utah)	(24-litre Napier-Railton)	137.40 mph
1936	Eyston/Staniland/Denly (at Utah)	(21.2-litre "Speed of the Wind")	140.52 mph
1936	Eyston/Staniland (at Utah)	(21.2-litre "Speed of the Wind")	149.09 mph
1936	Cobb/Rose-Richards/Hindmarsh/ Brackenbury (at Utah)	(24-litre Napier-Railton)	150.60 mph
1936	Ab. Jenkins/Stapp (at Utah)	(25.3-litre Mormon Meteor)	153.77 mph
1937	Ab. Jenkins/Meyer (at Utah)	(25.3-litre Mormon Meteor)	157.27 mph

(To 1939, when Jenkins had done six hours at 170.85 mph when Meteor III caught fire).

Pomeroy Trophy



The Vintage SCC's annual search for The Ideal Touring Car — an exercise undertaken in memory of the early Vauxhall designer Mr L H Pomeroy — took place on February 25 at Silverstone, on the National Circuit. The event comprised, as has been its wont for some 40 years, a series of high-speed Autotests followed by a test of high-speed reliability on the track. For the autotests the shorter the time taken, the better the mark gained; for the circuit test, each car was given a target of laps which it had to meet in its allocated 40 minutes. Not achieving the target lost marks, but over-achievers were not rewarded. times were converted into marks by means of a complex handicapping factor involving a car's age, engine size, body length, and number of brakes fitted. Thus Mike Holt's 1913 Seabrook/RMC had to do 17 laps (an average of 42 mph) whilst John Prentice's 1992 8-litre Chrysler Viper had to make 39 circuits (an average of 96 mph), which would have been impossible on a dry day, let alone in the heavy rain with which the later reliability sessions were favoured.

In view of the weather it was not entirely surprising that the earlier-built cars, which were circulating in the dry, tended to feature in the upper parts of the results list; the exceptions being james Diffey's 1987 Westfield which finished sixth, and Richards' 1955 Vanguard-engined Morgan, which was tenth. Roberts' 1953 Frazer Nash, despite being only 40 years young, got well up the awards list, but otherwise if your car was post-war you were not in the money.

The 72 participants seemed to have had a good day despite the weather, but were not tempted to linger because all Silverstone's covered facilities were in mid-rebuild, and not available for protection. Robert Brooks kindly offered a large lean-to tent against his transporter, which was much appreciated. Unfortunately he later demolished the timing gear with his 1955 XK-SS Jaguar, which probably spoilt his day. His impromptu soup-kitchen improved the occasion for everyone else which, it is hoped, was some consolation for the poor fellow. **T J T**

Results:

Pomeroy Trophy: R F Wills (Frazer Nash/BMW).
Densham Trophy: A B Cohn (Frazer Nash).
First Class Awards: A T Pugh (Frazer Nash/BMW), W J Roberts (Frazer Nash). **Second Class Awards:** J Tomlinson (Alvis), J Diffey (Westfield), S Mann (Bentley). **Third Class Awards:** K Piper (Aston Martin), S Curtis (Talbot). **Edwardian Trophy:** R Barnett (Knox).88





Bill Robert's 1953 High Speed Frazer Nash (top) about to go out and vindicate its designer, Fritz Fiedler. The Bullett 30/98 Vauxhall having its tank plumbed before the High Speed Trial, left; right, Barnett's 1911 Knox, which won the Edwardian Trophy.

V to C Miscellany

A determined and praiseworthy attempt is in hand to have a Raymond Mays Exhibition in the Bourne Civic Centre in Lincolnshire, where this great sprint exponent and racing driver lived and where he started the ERA and BRM projects. This has the support of the Bourne Civic Society, a registered charity, with the help of the Lincolnshire CC, but funds of nearly £100,000 will be needed. To raise money a very good book illustrating Mays's racing career has been produced — see our review last month. Bourne's motor-racing associations are continued, because the successful Pilbeam cars are made there and a number of racing personalities have retired and live there. The secretary of the Bourne Civic Society, whose President is Baroness Willoughby d'Eresby, is Peter Putterill, 39 Beech Avenue, Bourne, Lincs PE10 9ER, from whom information is available and to whom donations should be sent. **W B**

The Rolls-Royce EC has its Welsh Weekend on April 7/8 and its Annual Rally at Althorp on June 16/18, just two out of a comprehensive list. Issue No297 of its distinctly high-class *Bulletin* included a colour spread of last year's Euro-Rally to Cologne. An impressive number of new members has again joined recently. General Secretary: Peter Baines, The Hunt House, Paulerspury, Northants NN12 7NA. The Club Headquarters at The Hunt House are open on weekdays (01327 811788).

The authors researching the life of the music conductor, the late George Weldan, have requested information about the idea that he raced Atalanta cars before the war.

A seat in memory of the former MCC President, the late HW Tucker-Peake, is to be unveiled at Bluehills Mine on Easter Sunday, at 12-noon, when many members will be in the area after the Land's End trial.

Out of the Past

Delving through some papers the other day I came upon a dirty little notebook which appeared to have spent much time on a workshop floor, the sort of thing one's wife wants instantly to throw away.

Apart from a rendering of the poem "The Green Eye of the Little Yellow God" and other verses, perhaps self-composed, the notebook contained short reports of road-tests carried out between September 17, 1919 and June 29, 1920.

Maybe these brief long-hand entries were later transferred to works report-sheets. Anyway, they covered 92 vehicles, all numbered, although these numbers did not run quite consecutively. The first number was 27, the last FT278. There were few gaps, except that the final number was preceeded by FC4 and FC6. These were chassis numbers, but the only other data recorded was confined to make of engine and its number, make of carburettor and magneto, and sometimes jet settings, followed by brief test comments, all in pencil. The name of the chassis erector was occasionally quoted, usually J Brown, and the tester's initials appear to have been "FB".

The puzzle was to try to decide the make of these vehicles. Clues were few. Alone on one page bore and stroke are given as 120 x 60, which I had to assume should have been 60 x 120mm, together with the tappet-setting (6 thou) and firing order (1243). The early vehicles had Perkins power-units, but from March 1920 these alternated with Coventry-Simplex engines. I began to think in terms of commercial vehicles, even rail-cars, when one entry referred to an "off-side rear axle-box" as rather noisy.

But as the tests took in hill-climbing and seemed to be especially concerned with noisy axles, I felt perhaps they were done on roads, not rail-tracks. . . Searching further, in the faintly pencilled-in comments interspersed with those poems of the period, I discovered that the chassis frames had been made by Thompson's, that Zenith carburettors were favoured, with a very occasional SU, and that ML magnetos giving a fixed ignition-setting were universal, except for a Fellows on one engine. That the vehicles were small is obvious from many references to 35 to 38 mpg, sometimes as much as 42 mpg, and speeds of 38 to 40 mph, although some vehicles were faster and chassis 79, Perkins-engined, was entered as "very fast, 45 to 47 mph", and fortunately this chassis was also "flexible, good on hills and brakes good". In March 1920 a Colonial model was tested.

It had by now become obvious that the transmission was by friction discs, but this was hardly conclusive identification of the make, because more cars than might be imagined had this inexpensive, crash-free, infinitely-variable (except for the gearlever slots) means of obviating a conventional gearbox, at this period. Originally the discs on the cars we are investigating were of composite material but by 1920 grey fibre discs were being tried and also a new type of radius-rod axle and new brakes. Noise from the back axle was the major problem apparently, but the discs could be "singy" and once a n/s front pivot-arm came loose and had to be brazed. We learn that the Coventry-Simplex engine, bench-tested, ran up to 2600 rpm and that a disc had to be changed on one test, a Perkins engine on another. Fierce brakes were noted on one car. But you get the gist?

As for deciding what cars were being tested, I was as far adrift as when I started looking through this little book, although the use of Bisham Hill might have provided a clue. Then I came upon the decisive, or nearly decisive, answer. Chassis No 169 "was rather noisy, but was passed by Mr Keiller". Ah, so we are dealing with GWKs, for C M Keiller was one of the directors of that concern, with Arthur Grice and J Talfourd-Wood — hence "GWK". If any keen GWK owner has a car with one of the afore-quoted chassis numbers and likes to drop me a line, possibly I can tell him how it performed on test as a new vehicle.

W B

V-to-C Miscellany

Our "Forgotten Makes" article last year on the Duo cyclecar has brought a letter from Ron Jacob of Auckland, New Zealand, who believes that he may have the sole survivor. After work on its engine it got up to some 70 kph and its variable-pulley belt-drive and moveable back-axle gave it "a not-bad performance up hills, but the brakes. . ."

The Early MG Society has its visit to the Cotswold Motor Museum on April 23, its Welsh event on September 23/24 and will celebrate the 70th anniversary of an MG success at Brooklands on October 15. It will also join with the MGCC at Brooklands on April 2. Events Secretary: David Hutchison, 61 Maguire Drive, Frimley, Surrey.

Another anniversary: the Vintage CC of New Zealand has its 50th birthday rally on February 26/March 8 1996. This is an International event, run by a club with some 5300 members and 38 local branches. Details: PO Box 13 502, Christchurch, New Zealand.

The Bentley DC has a very full list of fixtures for 1995; one hopes for calm weather for its ballooning weekend at Dunkeld on April 21/23. The Crewe Day is on April 9 and the West Wales Weekend, organised by Johnny Thomas, is to happen from May 5/8. But there are social meetings almost every day. The Club HQ is at the WO Bentley Memorial Building, 16 Chearsley Road, Long Crendon, Aylesbury, Bucks HP18 9AW.

The ex-Philip Mann/Charles Howard 1914 GP Mercedes is now in America, having been bought by George Wingard, a consulting archaeologist, of Oregon.

The VSCC's first race meeting of 1995 will be the GP Itala Meeting at Silverstone on April 8, when spectators will be admitted for £10 each, accompanied children of 15 and under free, car-parking also free. VSCC-type cars go in a special park, so that inspection will be easier. Races include the Patrick Lindsay pre-war historic racing car event, the Peter Collins race for front-engined post-war racing cars, the Itala & Lanchester Trophies vintage race and the usual scratch and handicap supporting races. The day opens with the Half-Hour High Speed Trial, and during the afternoon the pre-1941 sports cars will contest the Fox & Nicholl Trophy. A splendid fixture to look forward to, and Secretary David Franklin usually has fine weather laid on. Public admission also applies to the Curborough speed trials near Lichfield on April 30, adults £4.00; no dogs.

The STD Register (Wolverhampton Sunbeams, Roesch Talbots and Darracqs) has its National Rally at Ragley Hall on June 10/11. It issues a useful *Newsletter* and a well-produced *STD Journal*, The membership secretary is Janet Donovan, Blackwell House, Stubbs Wood, Chesham Bois, Bucks HP6 6EY.

The 1994 Inter-Register Contest, in which one-make clubs compete against one another, was won by the Riley Register with 40 points, second place a tie between the Alvis Register and the STD Register, with 32 points each. It seems probable that this year the Jowett CC and Fiat Register will return to the fray, perhaps joined by the Amilcar-Salmson Register. The contest kicks off on April 2, with the STD event.

The Amilcar Register will stage its Spring Social in Weybridge on April 9, and the International Rally is being organised by the Luxembourg Amilcarists. The current *Newsletter* has a piece on the Amilcar-Riley and interesting C6 data, etc. Registrar: Len Battyll, Cleve Cottage, Cobham Way, E Horsley, Surrey KT24 5BM; subscription £10.

BMW folk are kept informed on historic matters by the glossy *Bee Emm Words* magazine, edited by Mark Garfitt. Last year the Aldington Trophy was won by Ken MacMaster, and the Hutchings Concours Trophy by David and Elizabeth Vine's 328, while Gatley and Garfitt took the Blackburn Trophy.

The present owner of a 1930 2-litre s/c Lagonda, GF 1954, has been unable to trace its history prior to 1941, when it was



Mr Sowle's 2-litre supercharged Lagonda ascending the Brooklands Test Hill, as it did in the TV programme "The Power and the Glory".

sold to Derrington's of Kingston-upon-Thames for £50 10/- and bought by the enthusiastic Yorkshire farmer, Henry Coates. He installed the present s/c engine and used the car in many trials and rallies until 1951, after which he sold the Lagonda. It came south in 1963 and was rebuilt completely, but without the Zoller supercharger. It was sold again and remained with this owner for the next 19 years, until Peter Sowle purchased it. That was in 1983, only 4850 miles after its rebuild. In 1992 another blower was acquired and GF 1954, now again supercharged, is used in many events by Mr Sowle and his wife Ann. But the Lagonda CC has been unable to fill in its pre-1941 history. If anyone can help, the engine no is 2B1012 (originally 1388), it is believed to have been advertised in MOTOR SPORT in the 1960s, and the sister car, GF 1347, competed in the 1932 RAC Rally. Letters can be forwarded.

The Daimler & Lanchester Register's International Rally on June 7/12 will be held at Southend-on-Sea.

A courageous attempt is being made to get the Bolster Special with its two vee-twin KTOR JAP engines running again, if a problem with its Sturmey-Archer gearbox can be overcome. This should enliven the vintage sprint and hill-climb scene! It has been hibernating for more than 45 years.

The VMCC, with more than 12,000 members, regularly and promptly, issues its 60-page monthly magazine *The Vintage Motor Cycle*, edited by Dr G Styles, packed with interesting articles; the February issue has an account by Jacqueline Bickerstaff of how she rode her clutchless, single-gear 1909 lightweight Triumph at some 25 mph and 100 mpg to the Estonia Rally (she had done the trip to Russia and back to England twice in 1990 on an HRD), and other fascinating stories. The Banbury Run is on June 18 among a very full fixture list, and the Manx Rally occupies from August 23/31.

Peter Boyce tells us that he intends to run the London to Sydney Vintage Car endurance trial again in the year 2000, the 1988 event having been so successful. Advance enquiries to: The 2000 Around The World Motor Trail, 338 Botany Road, Alexandria, NSW 2015, Australia.

The Yorkshire Classic Car Rally, a round of the ANWCC Historic Road Rally Championship, takes place on April 23, over about 150 road miles, in six classes. Details from Richard Cockin, 18 Siddal View, Halifax HX3 9BN. Tel: 01422 360 662; entry fee £55.

This year's Welsh Rally Retrospective, a part of the Historic Rally Car Register Championship, with two full days of day and night rallying and an Epynt Range section, occupies April 22/23. Hotline for regulations: "Anita" on 0792 893 800.

A new twist to the restoration business appeared in the *Bolton Journal* last February, where it was reported that Bolton's MP, having heard about the Royal Ruby 3-wheeler which was made in the town in 1927, has hopes of building a replica if sponsorship can be found, and auctioning it for charity. Royal Ruby motorcycles were made in Ancoats, Manchester, from 1909. It seems that the company came under the control of Albert Horrocks in 1927, who owned Horrockses Motor House, Singer agents, in Bradshawgate, Bolton, in 1927. He was also a Director of transport company Brownilow & Edwards. It was decided to make a 3-wheeled Royal Ruby and this may well have been designed by Maurice Edwards, who owned the transport company, and built in his works.

Few Royal Ruby 3-wheelers (which had either a single-cylinder 500cc JAP or a 350cc Villiers two-stroke engine and a complicated chain drive to the single back wheel) were made, as the venture lasted only the one year. However, it seems that in 1928 Mr Edwards redesigned it as the MEB (Maurice Edwards of Bolton) and that, with a 980cc JAP engine, it was priced at £105. Douglas Hawkes broke records at Montlhéry with a 490cc MEB in 1928, at up to 74.6 mph. It is thought that some of the original drawings exist in Manchester Road College, which could help this novel charitable project along. Those who are interested were invited to ring Mr P Thurnham, on Bolton 397382.

The Marauder Register is to repeat last year's successful gathering, at Doridge on May 13, when it is expected that more Marauders, more celebrities, and more Rovers, including the single-seater raced by Frank Lockhart, will be present. Contact Ian Glass, on 01824 790 280.

The Lagonda CC is another enthusiastic club with its own glossy magazine containing history and technical hints and tips and very good pictures. The Secretary is: Colin Bugler, Wintney House, London Road, Hartley Wintney, Hants RG27 8RN.

The Humber Register has returned to the mystery of how many 1914 TT Humbers were built and who raced which after the war, publishing two articles, one from a 1930 MOTOR SPORT, about them; this throws no new light on the matter, but surely someone, somewhere, must have a picture of the car Bentley Motors copied in 1917-19, showing its Reg No, which would help?

To mark the formation of the Lea-Francis Company in 1895, the Lea-Francis CC is to hold a two-day meeting on June 3/4, centred on Coventry on the Saturday, with a dinner, and it is hoped an address about the Company's history, and on the Sunday a rally at Stanford Hall. Non-members welcome. Contact Peter Baston, St Mary's House, 5 Gladstone Road, Chesterfield, S40 4TE (01246 231 759).

The *Dundee Courier* was quick to answer a reader's query about the locally-made Dalhousie car, which was made in Carnoustie from 1906-1910, by the Anderson Grice Company, whose A G Grice designed it. A local historian, Mr Duff of the Strathmore VVC, produced a photograph and glass plate negatives, and drawings exist at the Anderson Grice Company. A feature of the make was a rearward-sloping radiator and scuttle. One car was registered in Angus and it seems that Registration records for that area still remain intact.

The Louis Vuitton *Concours D'Elegance* is to be staged at the Hurlingham Club on June 3 (entry forms from Caroline Kemp, Louis Vuitton, 149 New Bond Street, London W1Y 9FE), followed by another in Paris on September 9/10. A special class for Brooklands-era cars is envisaged, also one for 1900-1960 motorcycles. One refreshing aspect is that cars advertised by dealers or at auctions are barred.

Coys International Historic Festival at Silverstone on July 29/30 needs no introduction. This year the overall theme is Aston Martin, but Coys will also play host to the Austin-Healey Club's International Weekend and expects 2500 cars, from Sprites to Rally 3000s, to assemble at the Becketts Corner enclosure, as well as 20 in the Club stand. AM driver Carroll Shelby will be Guest of Honour. Good luck with the traffic and the parking. . .

With new companies announcing special oils for the older engines, Castrol has made it plain that it does not neglect such requirements. It has its own long-established lubricants, including XL30 SAE 30 for pre-1940 cars, GP50 for the high-performance older vehicles, XL20W/50, RR 363 brake and clutch fluids for early Rolls-Royce and Bentley cars, etc. Support the Company that has sponsored so many racing and record-breaking performances from almost time immemorial, perhaps?

The recent reference to a 7 hp Wolseley (not to be confused with the 4-cylinder ohc Ten) winning a gold medal in the 1922 Scottish Six Days Trial has reminded a reader that one of these rare Wolseleys was the first car owned by his family, purchased secondhand in about 1936, the flat-twin engine from which went into a small launch in about 1945.

VSCC Herefordshire Trial

This is a much appreciated VSCC fixture but this year rain before and on February 13 made it a very tough assignment, well worth winning. Hanish Moffatt, knowing the area, had found 18 hills, with the sensible idea of using those practical in terms of the weather. But, the weather gods frowning for once on even the VSCC and torrential rain pouring down, this was not 100% successful. But Moffatt deserved, and got, the praise due for the efficient way in which he coped with a desperate situation. Think, too, of the marshalls, some of whom were on location for eight hours or more, in horrible conditions. 11 hills were possible, including two new ones at the now-grisly Much Marcle where pictures of an Avro 504, Model-T Ford and ex-Brooklands Hillman still hang in the village garage.

From *The Verzons* near Ledbury 85 optimists set off, an excellent entry for such an event. Those who opted out were to have driven 30/98, 12/50 Alvis, a well-known Dodge, four A7s and a blown MG Midget, the cars not necessarily to blame. . . Seven had elected to use trailers to get to the start. There were tales of mysterious losses of power, variously blamed on the damp or modern petrol. Ian Hall had hardly begun than he withdrew, having decided not to replace a broken reverse-chain on his Frazer Nash, and not long afterwards Davison's s/c MG was towed in with undiagnosed engine failure. As the soaking afternoon wore on Reed's 1930 A7 joined the casualties, as did Odell's 1923 Riley, but under the very wet conditions the retirements were notably few. Not everyone took all the sections however, and a delay at Foshalls of some 1½ hours made the trial, for those who did, into something like an eight-hour stint. One of the first to arrive back at *The Verzons* was Maxwell, who had enjoyed it, in spite of his Frazer Nash also developing a power-loss, a sticking valve being regarded as a possibility.

Great credit goes to Jeremy Flann and his 1933 A7 for winning the Hereford Trophy in this quite exceptionally muddy and difficult trial, and to Robin Harcourt-Smith and his 1929 Silver Eagle Alvis for taking the Andrew Blakeney-Edwards' Trophy in Class 2. Only six points separated outright winner and runner-up, in that order.

So it turned out very well, thanks to Moffatt, and all the sodden marshall and officials. Apart from the previously quoted Award winners, those who got **First Class Awards** were N Plevan (A7), B Clarke (GN-A7), B Collings (Bentley), S Baxter (Chrysler), and J Ghosh (30/98). **Second Class Adwards** were achieved by P Lonhursht (Riley), I Williamson (MG), D Rolfe (MG-Riley), P Evans (A7), D Marsh (30/98), R Reed (A7), Dr Fenner (Riley) and N Garland (30/98). Those who qualified for **Third Class Awards** were C Gray (A7), T Gosling (A7), C Hudson (A7), Georgina Brewster (A7, Dr Gray (A7-JAP), T Threlfall (Ford), E Peppercorn (1914 Renault), C Hamilton-Gould (Ford), R Collings (Mercedes Maybach), P Cassidy (Riley), E Goldsmith (Lea-Francis) and I Gough (Riley). One girl, two Edwardians. A fine show all round. **W B**

Banking Action

Millbrook, the new Brooklands; that's the premise behind a Bank Holiday Monday spectacular on May 29, when cars built for hammering round the Members' Banking will instead tackle the high-speed bowl at the Bedfordshire test track. Stanley Mann and Vaughan Davis are of course involved, having already established a number of speed records there in the latter's "Mother Gun" Bentley, but this time there will also be a selection of other vintage machinery high on the banking, including ERA, Lagonda, Bugatti and the Birkin single-seater.

Millbrook is 25 years old, and provides the modern equivalent of the test facilities Brooklands did before the war; unfortunately real racing is not one of them, so this will be a demonstration day, backed by NGK Spark Plugs and aimed at raising funds for the Brooklands Museum. Sadly it's for invited guests only, but if you can contrive a corporate reason to be there, ring Moy Motorsport on 0908 608 000. **G C**

VSCC in Derbyshire

The pleasure that many would miss if the VSCC did not run its series of trials was evident on March 4/5, when 86 competitors (five non-starters) lined up for the two-day trial when most of the country was experiencing appalling weather conditions. These drivers set off in their pre-war cars to attempt nine sections on each day. Moreover, only 14 had brought their steeds on trailers, and there were a mere seven retirements.

In Class 1 the Dick Bartho Trophy was won by Andy Johnson's 1923 Bugatti Brescia, and in Class 2 Ben Collings took the Patrick Marsh Trophy with the 1928 4½-litre Bentley, an excellent result as he was the only one in his class to also take a First Class Award. **W B**

OBITUARY

Count Johnny Lurani

The many friends in this country and in Europe will be sad to learn of the death of the popular, versatile Count Johnny Lurani, who was born on December 19, 1905. His full title was Giovanni Cernuschl Lurani, Count of Calvenzane. He was an enthusiastic participant in most forms of motoring sport, entertained foreign competitors in his ancient castle near Milan, and from amateur racing motorist status became virtually a professional. He commenced racing in 1925 with a Salmson and had his first experience of road racing at Alexandria in 1927 at the wheel of a small Derby.

However, although Count Lurani was to drive many makes of cars, as an Italian his favourite race was the classic 1000–mile Mille Miglia, in which he drove nine times, scoring three class wins and three seconds-in-class. In 1933 he was well enough respected to be included in Earl Howe's MM team of MG Magnettes, one of which he shared with the British driver Capt George Eyston; they won the 1100cc class, vanquishing the Maserati opposition. The following year Lurani co-drive with Penn Hughes, again in a K3 MG Magnette, finishing second in that category, and in 1949 he partnered H J Aldington in a Bristol which was placed third in the 2-litre class. Nor was Count Lurani a stranger to the famous Le Man 24-hour race in France. With Bracco in a Lancia he was second in the 2-litre class in 195,1 but in 1952 his Fiat retired. Although his favourite cars were Alfa Romeo, Maserati and Lancia he had competed with British Austin-Healey and German Porsche 356 in the aforesaid Mille Miglia.

Lurani had driven his beloved Alfa Romeo sports car all the way from Italy in 1928 to take part in the Motor Cycling Club's One Hour High-Speed-Trial at Brooklands Track in England. He became well-known here and although he failed to get a drive for Alfa Romeo in the JCC's 1929 Double-Twelve-Hour race for sports cars at the Weybridge track, he was fifth and won his class in the 1930 race, with a 1½-litre Alfa Romeo. In more important events in Europe Lurani gained many class placings in the great hill-climbs and with a Maserati he was second in the tough 1937 Targa Florio road race. With a 2.3-litre Alfa Romeo he won at Agro Portofino a 150-mile race in that year, at 92.87 mph and in Africa in 1937 and 1938 Lurani captained the Maserati team, his driving contribution being to finish third in the Johannesburg race, second at Cape Town.

As a Doctor of Engineering Count Lurani was able to supervise the construction of miniature record-breaking cars, Nibbio I and Nibbio II, Guzzi-powered, with which he was the first driver to exceed 100 mph in a 500cc and later with a 250cc car. He took other International records, 30 in all, with these small cars and with Abarths. All this time he had acted as ambassador and friend to foreign drivers competing abroad, and after the war he came to England to race but broke a hip in a practice accident at the Crystal Palace circuit. His last European competition was the 1953 Alpine Trial with a Lancia, when he won a prestigious *Coupe des Alpes.*

Apart from his driving accomplishments, Lurani edited two of Italy's top motoring magazines, and wrote the first definitive biography of Tazio Nuvolari, whom he obviously regarded as the greatest racing driver of that time. He also wrote his autobiography *Racing Round The World.* He had been an official at many leading motoring events when not competing, had instituted the inexpensive half-lire racing-car class in Italy, was a Vice-President of the Milan Automobile Club and the International Motorcycle Federation, an Honarary Member of the B R D C and a Vice-President of the British Guild of Motoring Writers. Having retired, this versatile man collected and rallied vintage cars. **W B**

Brave One, Giles



In the spirit of pre-war trials – one of the Austin Grasshoppers competing before the war.

I bought a great wad of *Weekend Daily Telegraph* one Saturday, hoping to read what Doug Nye had to say about that BBC1 Birkin motor racing drama, but it was the wrong edition. (I gather that Doug was not altogether kind about the debut of "Mr Bean" as an actor racing-ace — in real life I believe Rowan Atkinson once raced Renault 5s — and I am still wondering if he was as surprised as I was that the Producer allowed "WO" to invite Birkin to join him at Rolls-Royce, or the Birkin racing works to be culled from a shed labelled "Birkin-Paget" instead of the in-actuality fine workshops of Birkin & Couper, etc).

Having missed the film review I was seeking, the *Daily Telegraph Motoring* supplement fell out of that aforesaid paper-wad. (Where does all the world's paper continue to come from and will it run out before fossil-fuel dies?). Immediately a big solid head-line "THE £100 CAR" hit me. A slice of history I imagined, all about things such as the basic 1931 side-valve Morris Minor, the odd flat-twin friction-drive Waverley, the 2-stroke Seaton-Petter, the Clyno Century, dubbed the Clyno Cemetary, even perhaps the best and longest lasting of all these jolly-low-cost motors, the 1935 £100 Ford Popular saloon.

But no; this piece by Giles Chapman was about how you can, in impoverished, recession-hit 1995, motor in a car bought for that once-magic low, but now seemingly-optimistic, outlay. Brave one, Giles. . ! I read his page-long piece almost with nostalgia for a past when "banger motoring" was comparatively easy, translated into a 1995 possibility. For here was Chapman, in a great national newspaper, persuading people, hard-up young people one must assume, that it is OK to look for a £100-pounder and use it on the road.

Now I like the banger idea. All cars, however ordinary, have their place in history and should be saved. If this can be on the public highway instead of only in museums, fine I say. Chapman did it with a 1969 Ford Escort automatic, £170 with new battery and a quick service. It had a bit of tax and MoT to run. . . He was honest about how awful it is, yet he says his banger-Escort has "given me by far the most satisfaction-per-mile of any car I have owned", but only for two months and 1400 miles before its write-up. (And I have no idea what other cars he has owned.)

But I still like the idea, although raising my eyebrows at indicators which "only wink if the engine is revved hard" and wipers defeated sometimes by a duff switch, as might police-persons. However, Giles found sympathetic coppers on two occasions when stopped for a defective headlamp. And was granted a no-charge repair by Kwik-Fit to a loose exhaust-pipe. Giles got the Ford insured Third-party for £215.

Warming to his theme, he quotes a few faults his £100 Escort developed and asks whether they might not also assail a G-Reg Sierra. Well, I have bored you from time to time with how reliable I have found modern Ford Sierra 4x4 hatchbacks; my present H-Reg Sierra's only real fault in 60,000 miles has been a broken clutch cable. So £100 motoring sounds fun and almost practical.

I have friends who buy bangers, although more in the £500-plus bracket, replacing them every year or so. So why shouldn't Chapman's dream of *Daily Telegraph* youth getting out and about in, preferably he says, Escorts, Cortinas and Capris, or in loveable Chevettes and Vivas, Avengers, Marinas and Dolomites, Hunters or Talbot-Sunbeams (which I used to call Sunbeam-Talbots) come true? Could be fun, even almost practical, armed as he advises with tools, jump-leads, Coldstart, Haynes manual, etc.

However, I fear the odds are against it, Giles. I'll tell you why. Today my regularly-serviced H-Reg Ford was waved into a local parking-bay by a WPC and given an emission-test. Six thousand miles since its last service, it was found to be just on the accepted limit. The next service gave it a clean emission bill. But I fear they are out to get you, Giles. To remove older cars from our roads — and never even *think* of those belching Power-Station stacks!

Some happy bangers may survive I hope. But how many? Brussels knows best, always? I fear.

Trials – old style

Before the war it was the greatest fun to spectate at mud trials, or even go on them, as I did occasionally with someone who regarded them rather as others did their golf, as a way of enjoying fresh air in good country with a competitive element, but no dismay if awards escaped him. This person, with whom I have lost touch, had an MG Midget, then an MG Magnette with supercharger added.

I mention this because on April 29 the MGCC is staging a reunion of the kind of trials cars we watched or competed against all those years ago. Like the famous "works" team of MG "Cream Crackers", etc, joined by "Grasshopper" A7 and Singers. There will be a photo-session on Minchampton Common from 2-4pm, after lunch at *The Bear*. That follows dinner the previous evening at this one-time trials' rendevous, with speakers like Steve Dear etc. The trials cars will be in a marquee by the hotel, with a small charge to look. On the Sunday the Kimber Trial will start from the hotel at 9.30am, using pre-war hills including the dreaded Nailsworth Ladder two miles away.

Another trial I used to go on was the MCC Land's End. It takes place for the 74th time this year on April 14/15, taking in such old hills as Sug Lane (21.55), Beggars Roost (01.45), Darracott (05.05), and Bluehills Mine 1 & 2 (11.20); times are for the first expected motorcycle. Starts Exeter (17.15), Basingstoke, Bristol, finishes at Land's End from 13.45 (with test). Spectators welcome but arrive early and keep the sections clear.

Having just seen on BBC News that Damon Hill has been banned from driving for a week and charged a few hundred pounds (fine and costs) for doing 102 mph on the M40 in good daylaight, low-traffic conditions protected by his skills as a motor-car manipulator, I seem to recall an occasion when an Italian racing driver was charged with speeding when on a visit to an Irish race. The story goes that he was doing around 90 mph, but that the case was dismissed — because the Magistrate said the Police must be mistaken, as no car could do such a speed. . .

Incidentally, Damon was first referred to as "the world's second-fastest driver". But surely that implies the American Gary Gabelich (622 mph)?

The Things They Said . . .

"Dodson had the brave little Austin in the lead, and duly came into his pit (for fuel). A mechanic commenced to fill the tank and in a moment everything before the pit was a mass of yellow flame. . ." MOTOR SPORT's report of the 1937 British Empire Trophy race at Donington. That was refuelling with churns. Let us hope that the pressure refuelling at this year's F1 races will prove safer, which was not the case last season. I warned of the fire danger in March 1994 and the Editor did so last month. Fingers crossed, Mr Ecclestone. . . **W B**

Porsche – the Road, Sports and Racing Cars. Dalton Watson, £29.95

Porsche books abound, so that it becomes increasingly hard to find anything novel within them. In which case your choice of Weissach-works comes down to a question of packaging, and this Dalton Watson production is certainly packed. Though 260 pages long, it is heavily illustrated (mostly monochrome but with a colour section) so that the text for each section is actually quite concise. Model-by-model it covers every road and race car which has so far had the Porsche badge nailed to it, up to the current 968, and including a breakdown of chassis numbers. I liked the easy-to-scan chronologies, ideal if like me you always muddle your RS60 with your 550. The book apparently had a committee rather than an author, but does not suffer in consequence. **G C**

Ferrari On the Road, by Stanley Nowak and Rob de la Rive Box. Dalton Watson, £39.95

This second edition of the 1988 Nowak/Box work has been extended by Julian McNamara up to '93, though the original text has not been updated ("the 412 continues. . ."), nor in places corrected — that's not how you spell *quattrovalvole*, chaps. It's comprehensively illustrated, including the one-off coachworks, but the quality of some of the b&w shots is not good. Chassis listings up to the 330 models reflect the late Stan Nowak's extensive research, and in case you're about to buy a Daytona spyder, the "proper" numbers are given here. Inevitably with a single volume on all the multiplicity of models, it feels a bit rushed, and the viewpoint is strongly about the US market. Thorough, but strangely flat. **G C**

Maserati Heritage, by David Sparrow and Iain Ayre. Osprey Classic Marques, £10.99.

Boasting nice shiny pictures, but unilluminating textually, this paperback is a rose-tinted run-through of the road cars. Woffly captions and contradictory generalisations (ABS must be rubbish because Maserati don't fit it; front engines are good, mid-engines bad, except mid-engined Maseratis. . .) don't convey authority, and as for the suggestion that Maseratis handle better than anything else(!) *because* they can't afford a test-track. . . Seven years ago I thought the Biturbo was dangerous, and this month's road test shows the Ghibli is still flawed. No, we're not anti-Maserati; we love the noise and the name, and we can't wait for a good one. But they've been poorly built and badly sorted for years, and any book on the marque should at least be honest about that. **G C**

Ford's Kent Crossflow Engine, by Peter & Valerie Wallage. Haynes, £14.99.

This volume, in Haynes' practical DIY manual style, is on rebuilding and tuning the popular Ford Kent engines, of which more than 10,000,000 have been produced, for Escort MkI and II, 1300 and 1600 Cortinas and early Fiestas. So it should be of great value to a great many Ford users. The step-by-step instructions in photographic form are a feature and this 192-page manual has data on tuning a Weber DGAV 32/36 carburettor, torque tightening values, etc. **W B**

●Brooklands Books have issued five more of their books which reproduce road-tests and other articles from past issues of the leading motor journals, including MOTOR SPORT and *Motoring News*, thus making much other reference material redundant. The latest volumes cover a Performance Portfolio on the 1989-1994 Mercedes SLs, Gold Portfolios about the Jaguar XJS and Lancia Delta, and another of these, rather a departure but of enormous interest to motor-racing historians, on the ERA, from 1934 to 1994 with five MOTOR SPORT articles, and another Performance Portfolio for the Porsche 928, 1977-1994. Gold Portfolios cost £12.95 each, the others £10.95, postage and packing £1.50 extra, from PO Box 146, Cobham, Surrey KT11 1LG. **W B**



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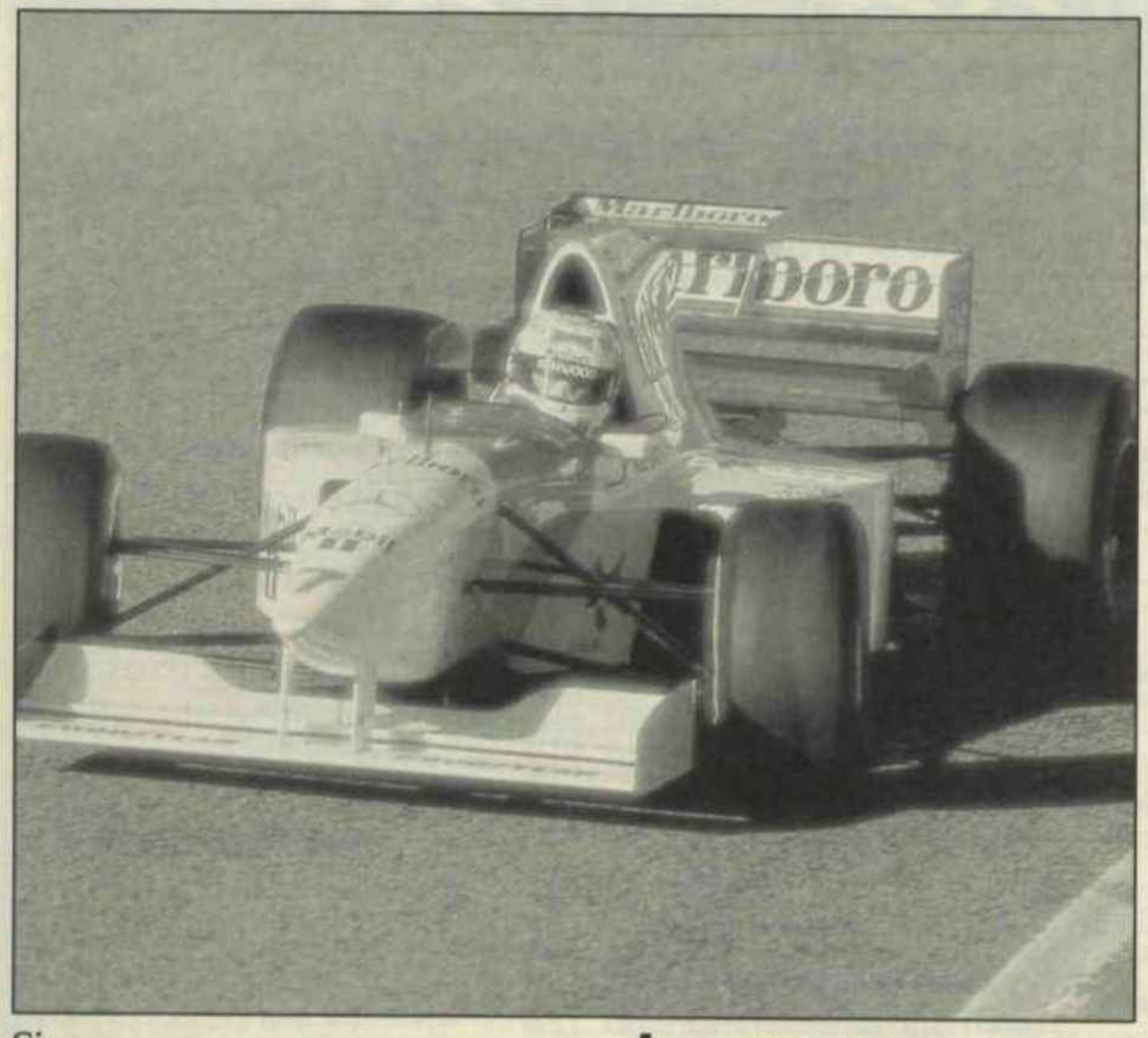
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Tight squeeze



Mansell and McLaren – PR coup or egg on face?

Sir,
Am I imagining things, or is the McLaren team which appears to be having such trouble making a car big enough for Nigel Mansell the same McLaren team which struggled to make Gerhard Berger comfortable a couple of seasons ago?

With all the apparent expertise and obvious resources at McLaren's dispoal, I find the situation absolutely astonishing. The recruitment of Mansell ought to be a huge PR coup; all I can see at the moment is a large dollop of egg on face.

John Davidson,
Dollar,
Scotland.

Call my bluff

Sir,
Having seen the new McLaren MP4/10 and its 'radical' wing arrangement, I am surprised to read Ron Dennis's assertion that he expects other teams to follow the trend as the season wears on.

Given the level of technological know-how currently prevalent in Formula One, does Mr Dennis really believe that such ideas haven't perhaps occurred to other teams? Observing the recent testing times from Estoril, it seems a reasonable assumption that there are good reasons for other teams not following McLaren's 'lead'.

Stanley Allan,
Formby.

Less means more

Sir,
A mixture of arbitrary design rules have been introduced to reduce the cornering speeds of Formula 1 cars, in the interests of safety.

Let us see why speeds have increased so much. Cornering force depends only on the vertical loads on the tyres and the co-efficient of friction between tyres and road (since racing circuits have had nearly all the bumps removed). Designers have increased the loads by the production of aerodynamic download, and the friction by the use of soft tread rubber. This has resulted in increased heat generation and wear in the tyres. To overcome this designers have developed rubber which works at a higher temperature (thus radiating the heat away faster), but mainly by the simple use of more rubber from wider tyres (width has tripled since the sixties).

One single rule restricting tyre width to, say, eight inches would force designers to a totally new compromise between download, rubber mix and number of pit stops. I would expect them to reduce aerodynamic download by about 30 per cent and to choose a harder tread rubber as well. I would expect cornering "g" to reduce by 30 per cent and hence cornering by 16 per cent on the fast corners (and by half this on slower corners) while pit stops would increase to, perhaps, four or five. Of course the straightline speeds would increase due to the reduced drag, so lap speeds would not reduce so much, but brakes would really get a caning.

Well, it's an idea!

JF Holford,
Farnham, Surrey.

Putting Nuvolari straight

Sir,
I have just read with great interest your feature on Hermann Lang and the Mercedes-Benz W165. In it you state that Lang won the Yugoslavia Grand Prix of 1939 when in fact it was won by Tazio Nuvolari with the Auto-Union D. I always felt it was fitting that Nuvolari should have won the last GP before the war.

You also state that Rudolph Caracciola was more successful than Nuvolari. This is often thought to be the case, but Caracciola won 23 Grands Prix, of which 20 could be considered major races, whereas Nuvolari won 37, 22 of them major.

Even in 1932 when they both drove Scuderia Ferrari Alfa Romeos, Nuvolari won six to Caracciola's three Grands Prix. And, even though Caracciola held back on team orders to allow Nuvolari to win at Monaco, Nuvolari should have won Caracciola's beloved German GP (which he won six times), except that the team gave him a much longer routine pit-stop, longer even than that of number three driver Borzacchini.

You say that Tripoli in 1939 was a round in the European Championship, but I have some doubts. Tripoli was not run to the current Grand Prix formula of 1939, and had never before been a Championship race, this honour belonging to the Grands Prix of Belgium, France, Germany, Italy, Monaco, Spain and Switzerland.

Victor Bryant,
South Harrow, Middx.

Daimler Urge

Sir,
Your correspondence in the March issue concerning the performance of vintage Daimlers was of interest, as despite being a Daimler apprentice and subsequently one of their test drivers, I am still surprised by the performance their heftier models achieved from power outputs which look fairly mediocre.

If one takes the view that Daimler quotes cart-horsepower rather than race-horsepower, then, bearing in mind that not all Double-Sixes were clothed in such weighty or vertical coachwork as the Royal models, it is entirely probable that the 140 or so horsepower would propel them at 90-plus mph. I drove the Sandringham estate car from the factory to Silverstone with six passengers on one occasion and found it to cruise easily at 60 mph with plenty of urge in hand from its nine-litre, six-cylinder engine, despite an all-up weight approaching four tons. In 1947 *The Motor* extracted 85 mph out of a 150 bhp Straight Eight limousine that turned the scales at 61cwt; and did not Wisdom and Selsdon propel such a car through the 1952 Monte Carlo Rally at great velocity?

Some participants in WWII may have driven about in a Daimler Dingo scout car which, propelled by a 2½-litre engine of only 55 bhp, managed to travel at 55 mph forwards or backwards, despite a working weight of over three tons. Two very quick 4½-litre Sportsman saloons specially prepared by Weslake to trounce the Jaguars in the Silverstone production car race were unable to demonstrate their abilities due to the Suez crisis, but the performance theme was later demonstrated in the handbook of the Majestic Major limousine, where drivers were advised not to exceed 90 mph for long periods when carrying the full complement of seven passengers.

John Box,
Carnforth, Lancs.

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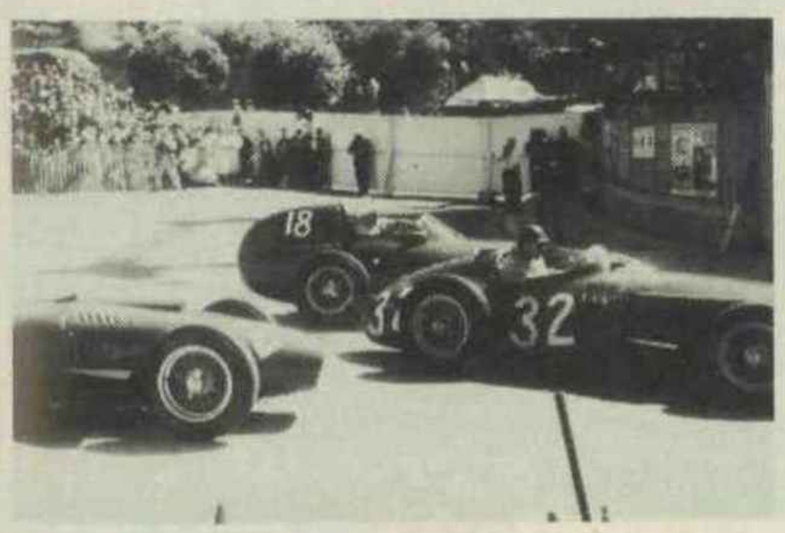
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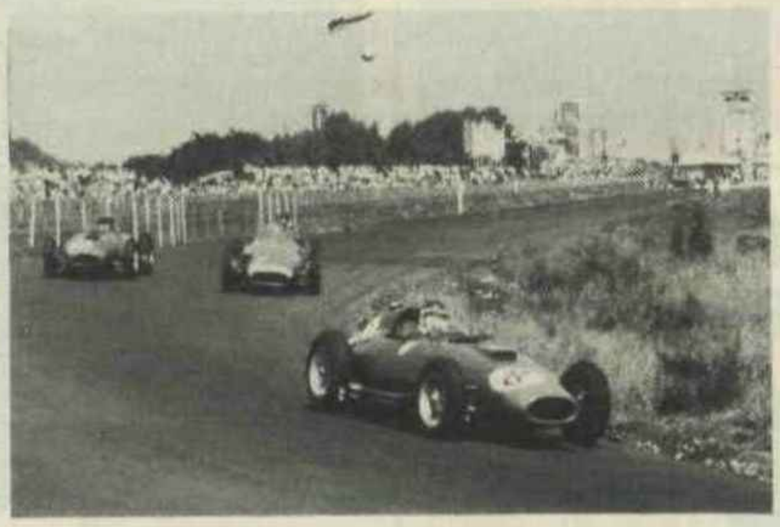
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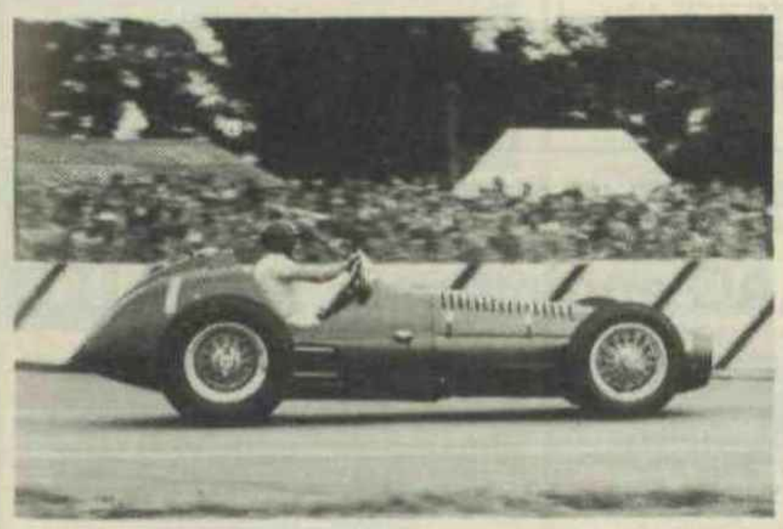
















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BENTLEY 3½ LITRE SPORTS SALOON

1934 Coachwork by Thrupp & Maberley



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LAMBORGHINI COUNTACH



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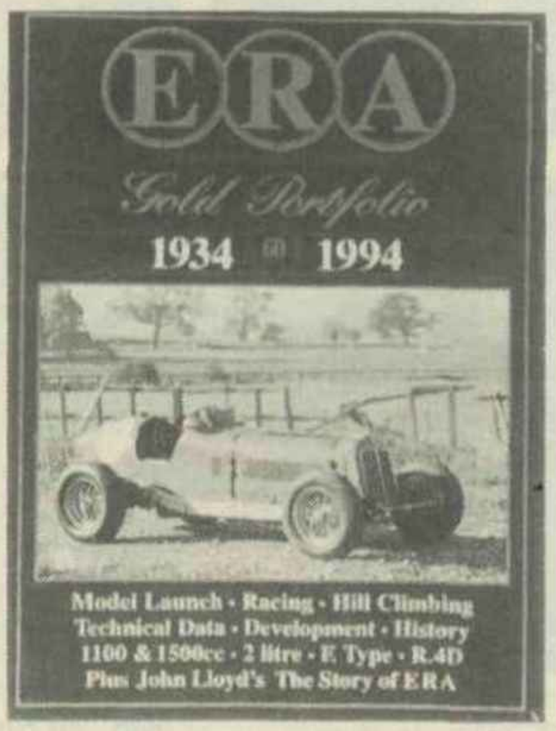
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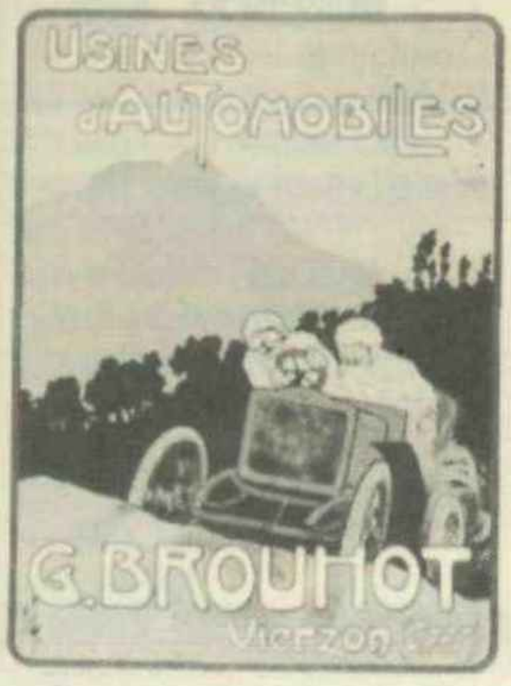
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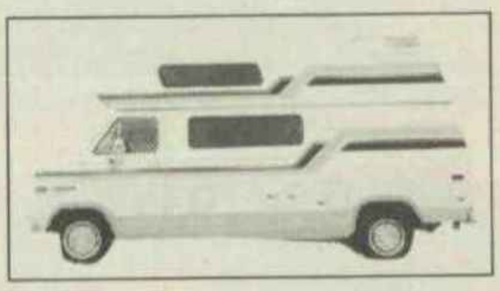
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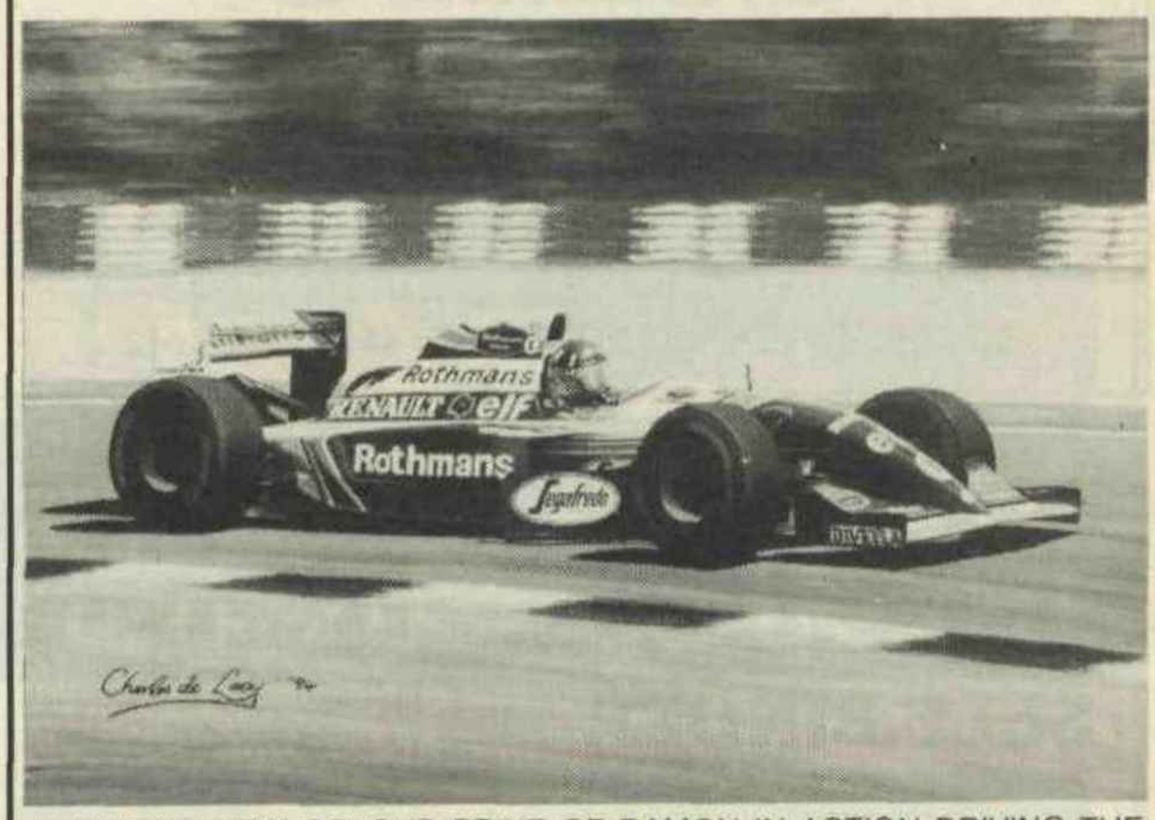
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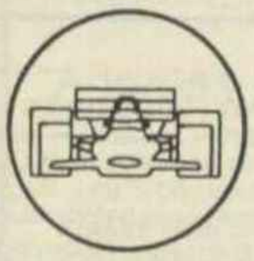
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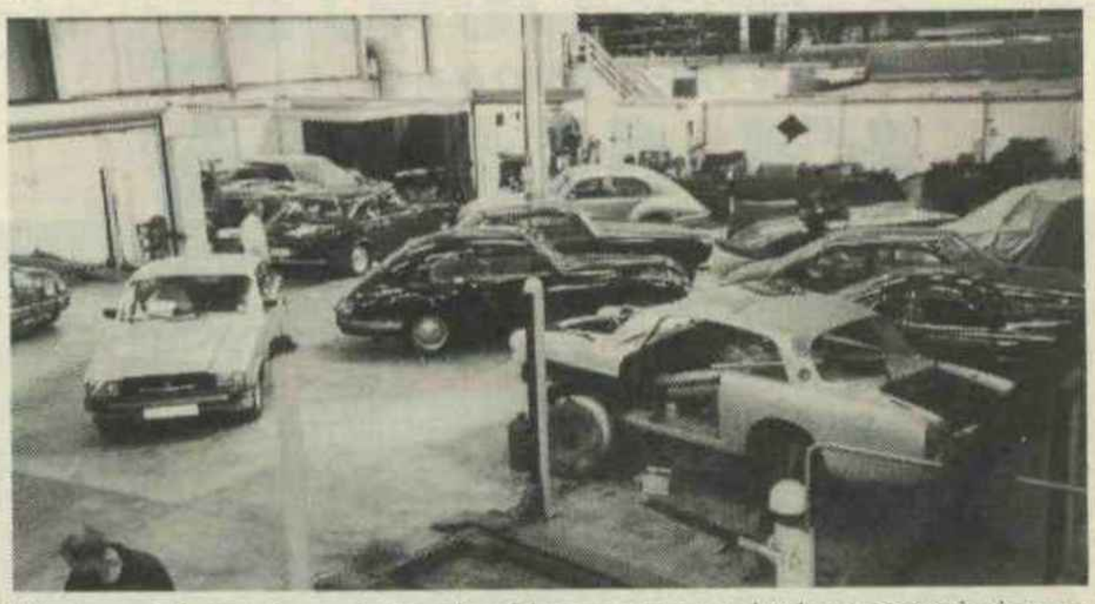
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We do not just put you in touch with an owner and take a commission on the sale, nor do we just valet cars and put them in our showrooms. All used cars are checked (photo shows some awaiting inspection at Filton) and serviced or worked on consistent with their age and price. Some have been extensively renovated by the very people who actually made every Bristol in the first place. Bristols of all ages are sent to us from all parts of the world for service, renovation, crash repairs, modifications, and we use original drawings, jigs, tools, parts. Work under original management.



Some years ago, owners of other makes impressed with "Bristol quality" persuaded us to open our coachbuilding and paintshops to owners of other makes, and have painted Aston Martin, Bentley, Daimler Dart, Panther, Frazer Nash, Cooper Bristol, Rolls Royce, Maserati, Jaguars, Rover etc. Photo shows chairman/managing director Tony Crook (who won the first UK post war motor race in 1946 in a 328 BMW) testing a similar 328 48 years later! after a complete renovation of chassis, engine, gearbox, suspension, coachwork, paint work, upholstery, electrics. The customer then sold this at a record price at Sotheby's auction!!

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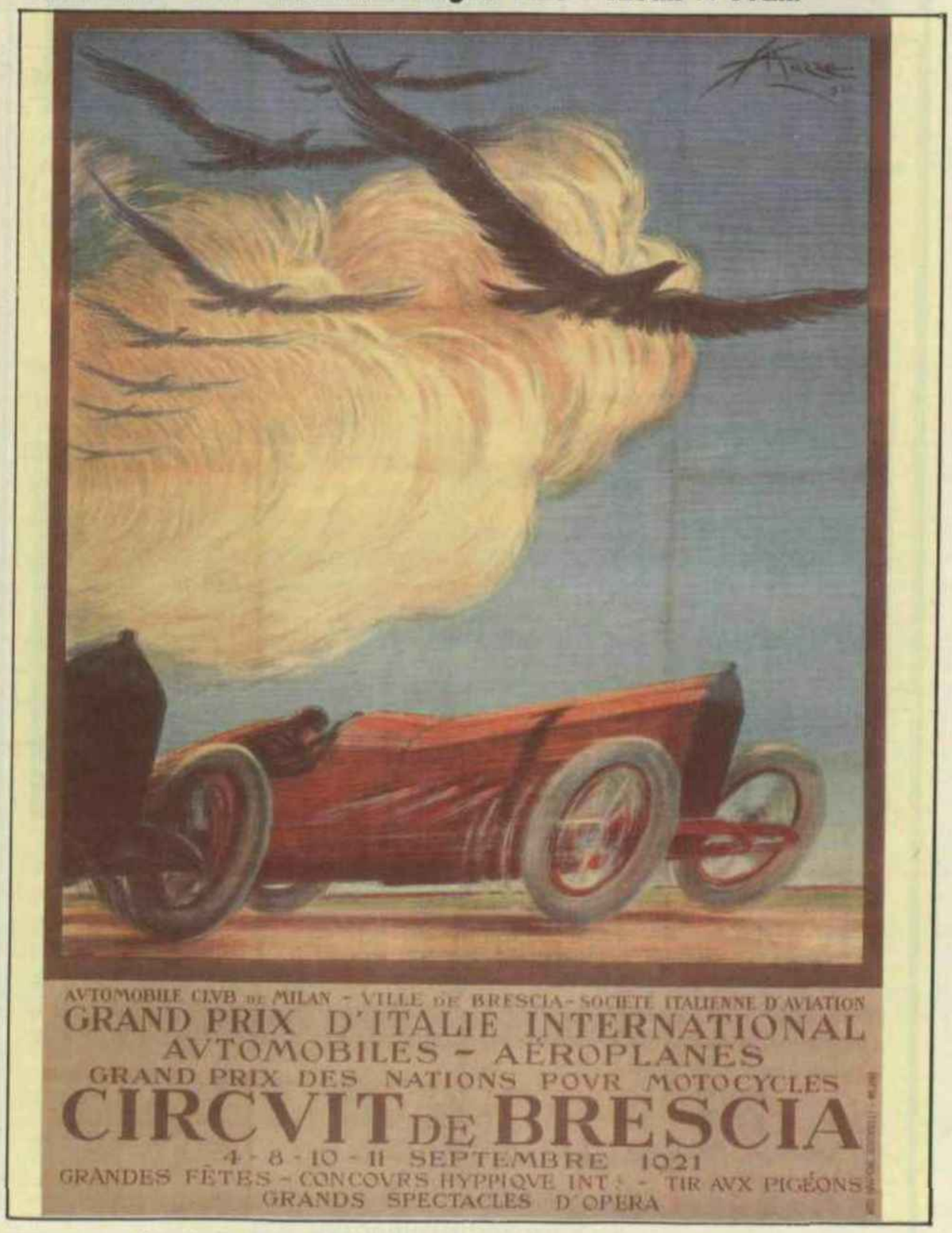
(They will arrange correct department to deal with your requirements)

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COLLECTING EARLY MOTORING



Karl Bickel – Klausen Hillclimb August 1925 – 128cm × 91cm.



F Lazza – Circuit de Brescia 1921, published by Bertarelli Milan – 140cm × 97cm.



For one thing the good posters are extremely rare and do not come up for sale in any great numbers. Examples from the early 1920 s and prior to the Great War have not survived in any quantity. The posters that we have sold have tended to come in for sale only when collections are dispersed. It is unusual for someone to find one rolled up in their attic. Very few examples published in England have survived due to the fact that very few were printed in the first place so the majority for sale are ones of continental origin.

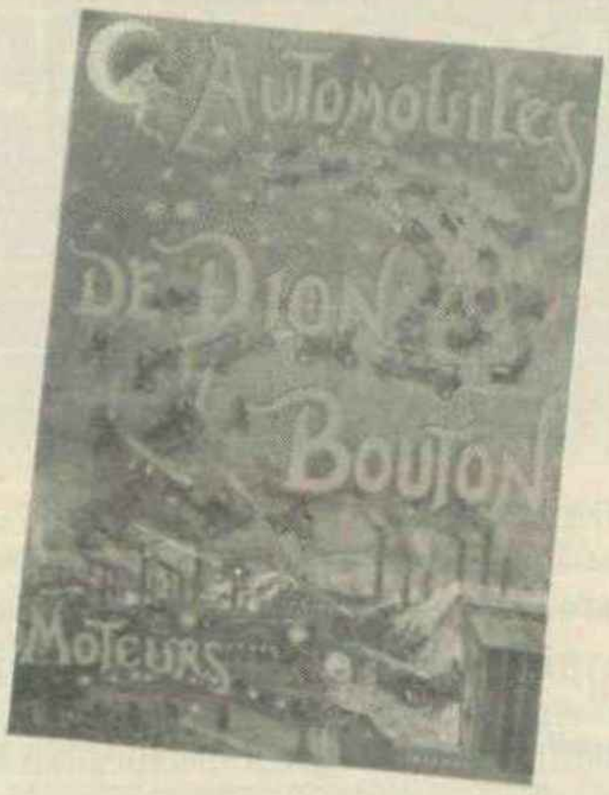
Collectors of early posters fall into categories including owners of motor cars whose vehicles are depicted, thematic collectors for subjects such as Grands Prix, Motor Exhibitions and particular companies and there are those who go for a particular artists work or the very finest images. We are now finding museums, publishers and picture libraries are buying posters to reproduce as greetings cards, postcards and facsimile posters.

Subjects can cover a wide variety of products such as oil, petrol, tyres, electrical equipment, individual marques, race meetings and cars winning specific races. The artists often exaggerating the design with oversized images of the racing cars to create an impression with spectators appearing to be almost swept away by the passing gladiators on wheels. Montaut's poster for Michelin tyres illustrates this well with the car of course beating the steam locomotive. In may cases humour was employed to promote the reliability of a product such as magnetos, tyres and lighting equipment, a good example

Georges Gaudy – 1903 Gordon-Bennet Race Jenatzy on the winning Mercedes, published by Goossens Brussells – 87cm × 123cm.



ADVERTISING POSTERS



being Mr Bibendum, the Michelin mascot dining on nails. Elegant women and fashion were used to promote sales of luxurious motors. All these images conjure up a lost era romanticising the motor car.

Posters from this period can command high prices as shown by the captions accompanying the photographs in this article.

In the last two years we have seen the market stabilising and some posters would now be a good investment. This is well illustrated by the early 1930's Monaco Racing Posters which at the height of the boom were selling for in the region of £6000-8000 each. Even taking into account their regular appearance in auctions in today's market you should be able to acquire one for around £2500.

Many of the posters coming in for sale are general laid down on linen and in good condition. There has been a long established practice in France and the USA of presenting posters for sale in this way. The purpose of this is so that the posters can be handled and viewed without getting damaged. Should they come in unmounted we advise buyers that if there is no damage they should be framed under ultra violet glass to prevent them from fading. If they need to be repaired there are a number of well qualified paper conservators who can carry out repairs as necessary.

Onslow's have been selling fine early Motoring Posters for ten years and over that period we have noticed some interesting trends appearing in the market.



Geo Bric – Grand Prix de L'ACF 1908, published by Chapellejeune Paris – 121cm × 160cm.



Garcia – Copa Barcelona June 1911, published by Barral Barcelona – 100cm × 140cm.

Illustrations courtesy of Onslow's.

Motoring Collector's items next month . . .
The demand for rare and interesting motor racing photographs

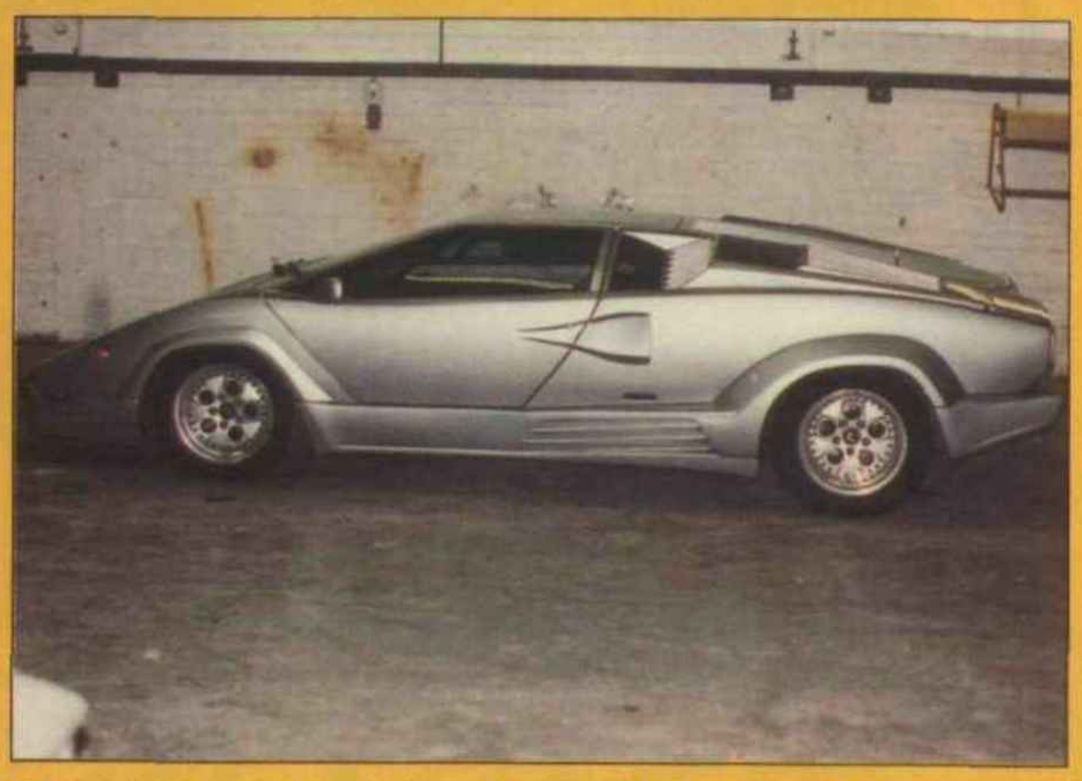


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Ferrari 308 GT4 1978. Red/Crema, Red carpets, ex-Brocket collection car, unique documented history plus photos of car in collection **£17,500**

Ferrari Daytona Spider. Concours car, Red..... **£P.O.A.**

Ferrari 308 GTS QV. Blue/Chiaro/Tan, 52,000 miles, 1984, documented service history, DFS **£26,995**

Ferrari 328 GTS. Red/Magnolia, 1987, 23,000 miles, FSH **£37,000**

Ferrari Mondial 3.2 Cabriolet 1988 E. 11,000 miles, FSH, Red/Magnolia, in 'as new' condition **£32,995**

Ferrari Dino 246 GT. Blue Chiaro/Tan, 14,000 miles, 2 owners, ex-museum piece. **Substantial offers required.**

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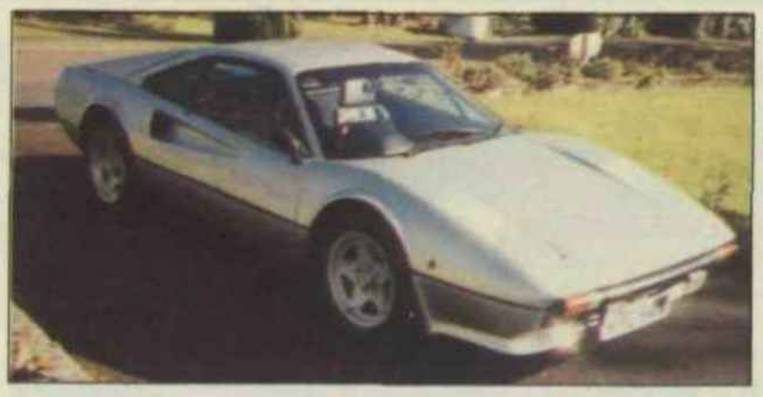
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FERRARI 308 GTB 1980W

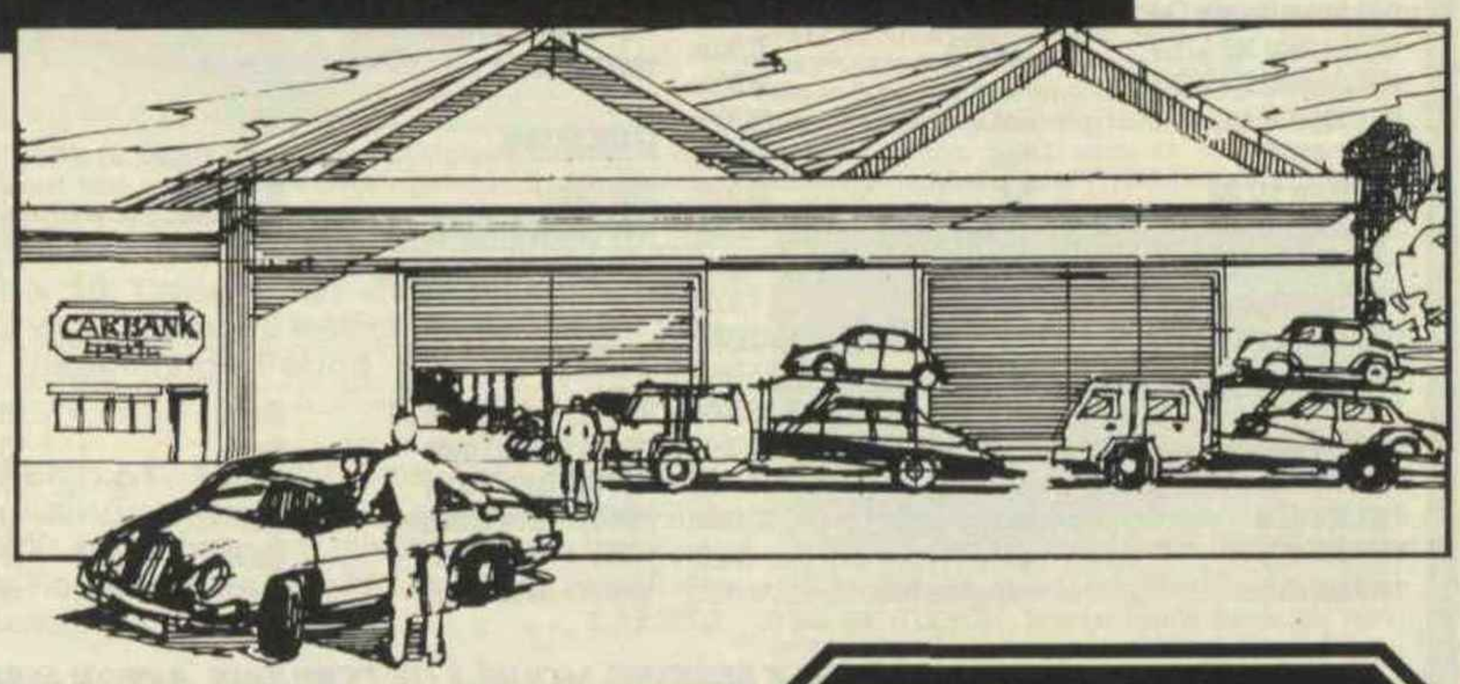
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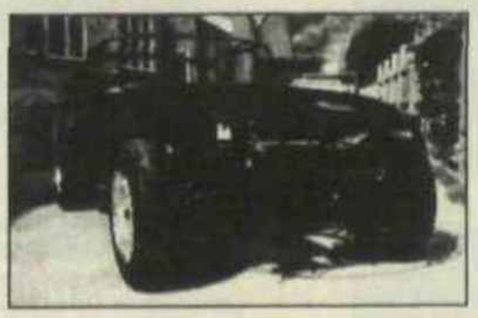
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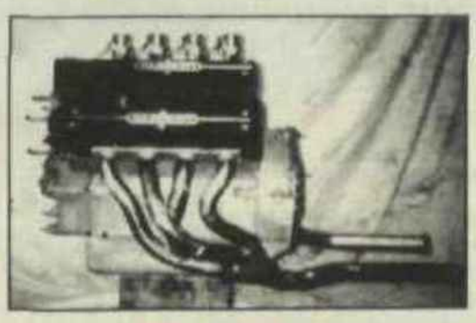
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1993 348 ts	Red	8,000m
1989 328 GTS	Red	11,000m
1987 328 GTS	Red	48,000m
1992 Series Mondial Cabriolet 3.4	Red	8,000m
1988 Series Mondial Cabriolet 3.2	Red	35,000m
1972 Daytona 365 GTB/4	Giallo Fly	32,000m
1972 Daytona 365 GTB/4	Red	48,000m
1971 365 GTC 4	Red	68,000m
1968 275 GTS	Red	68,000m
1981 Boxer 512 BB	Red	22,000m
1979 Boxer 512 BB	Yellow	10,000m
1974 Boxer 365 GTB4	Red	16,000m
1991 Testarossa	Red	6,000m
1989 Testarossa	Red	12,000m
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1981 308 GTSi	Silver Concours	32,000m
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1973 Dino 246 GTS	Gold	35,000m
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1966 330 GT 2+2 MkII.	RHD, blue	37,000m

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1988 911 Turbo Targa	Black	31,000m
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1992 911 Carrera 4 Cabriolet	Black	27,000m
1990 911 Carrera 2 Targa	Blue	30,000m
1990 911 Carrera 2 Coupe	Blue	39,000m
1991 911 Carrera 2 Coupe	Red	30,000m
1990 911 Carrera 2 Cabriolet	Graphite	43,000m
1990 911 Carrera 2 Cabriolet	Blue	51,000m
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1989 911 Carrera SE Cabriolet	Blue	33,000m
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1989 911 Carrera SE Coupe	White	39,000m
1988 911 Carrera SE Coupe	Blue	41,000m
1987 911 Carrera SE Coupe	Blue	59,000m
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1994 L BMW 320i Coupe Manual
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1990 G BMW M3 LHD 2 dr Saloon
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1993 K Porsche 928 GTS Auto
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1991 H Porsche 928 S4 Auto
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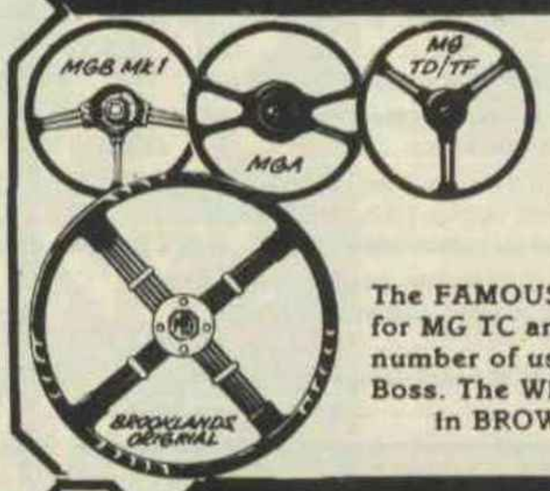


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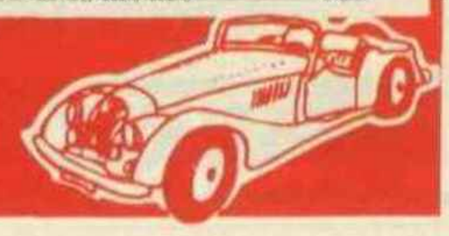
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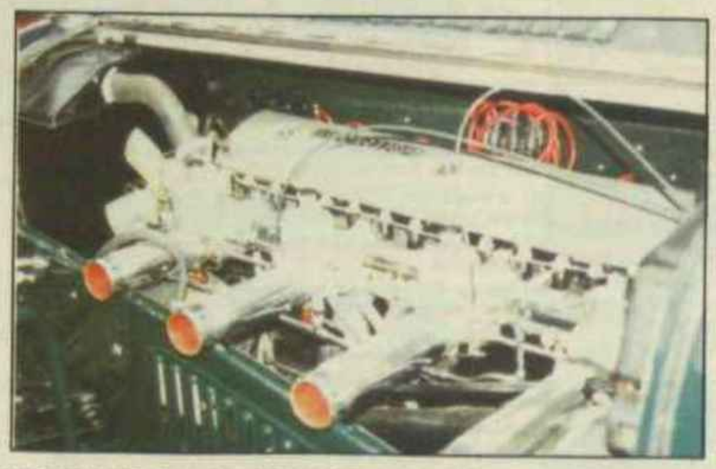
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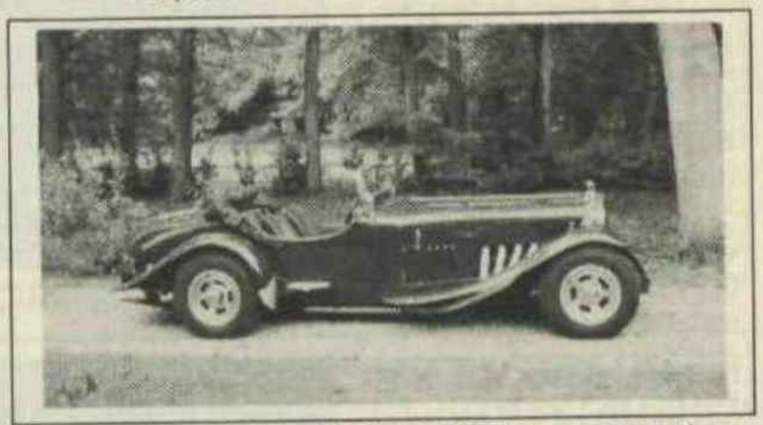
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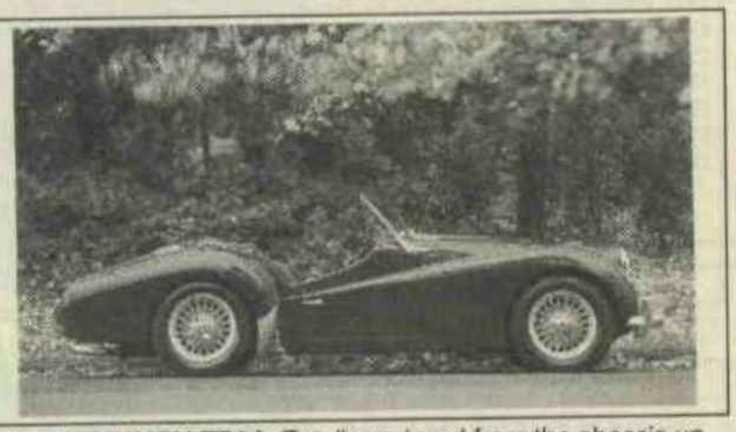
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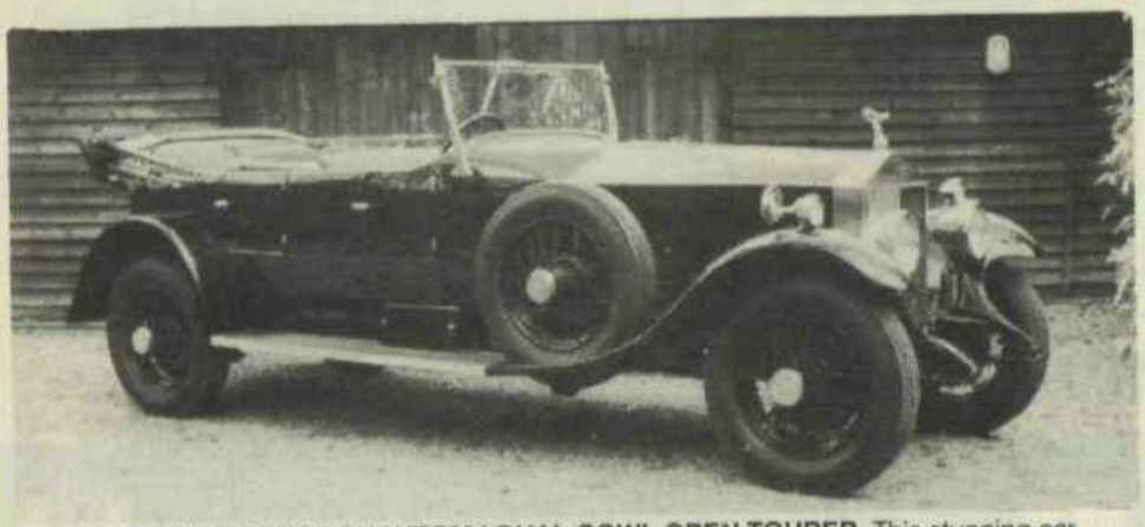
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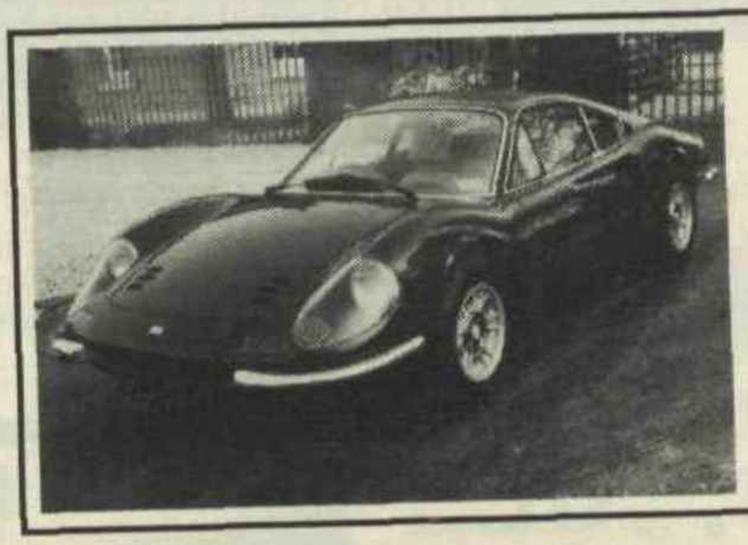
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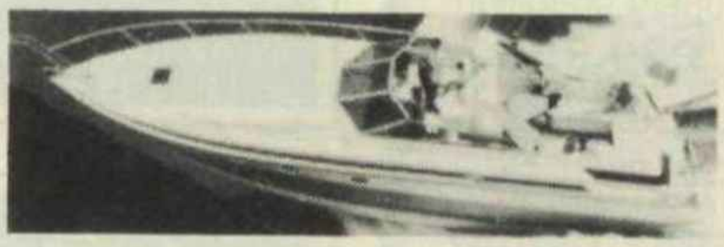
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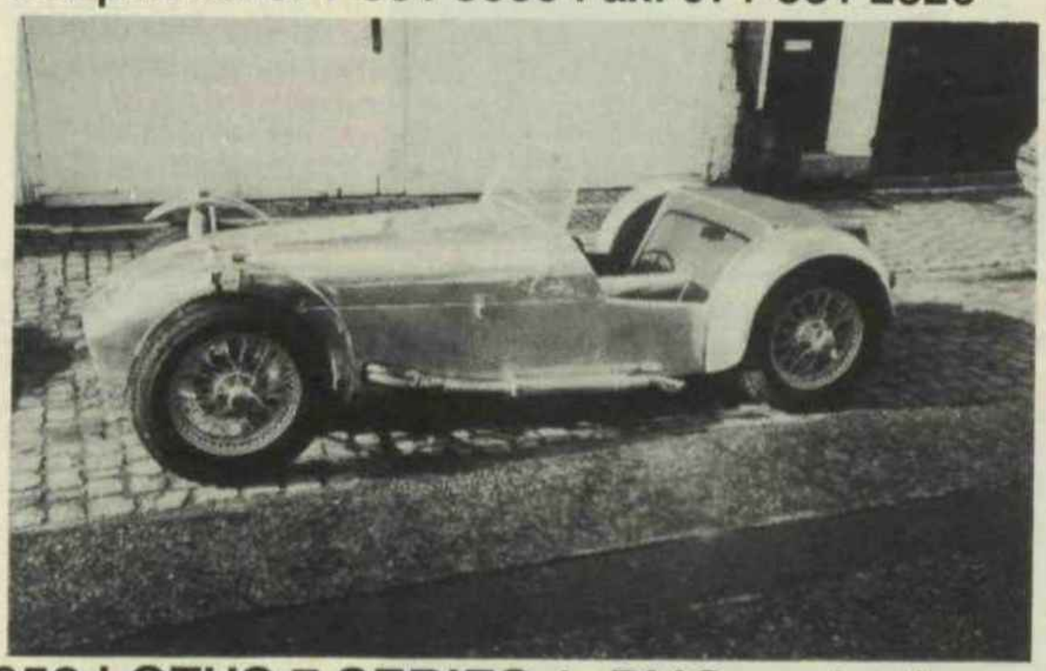
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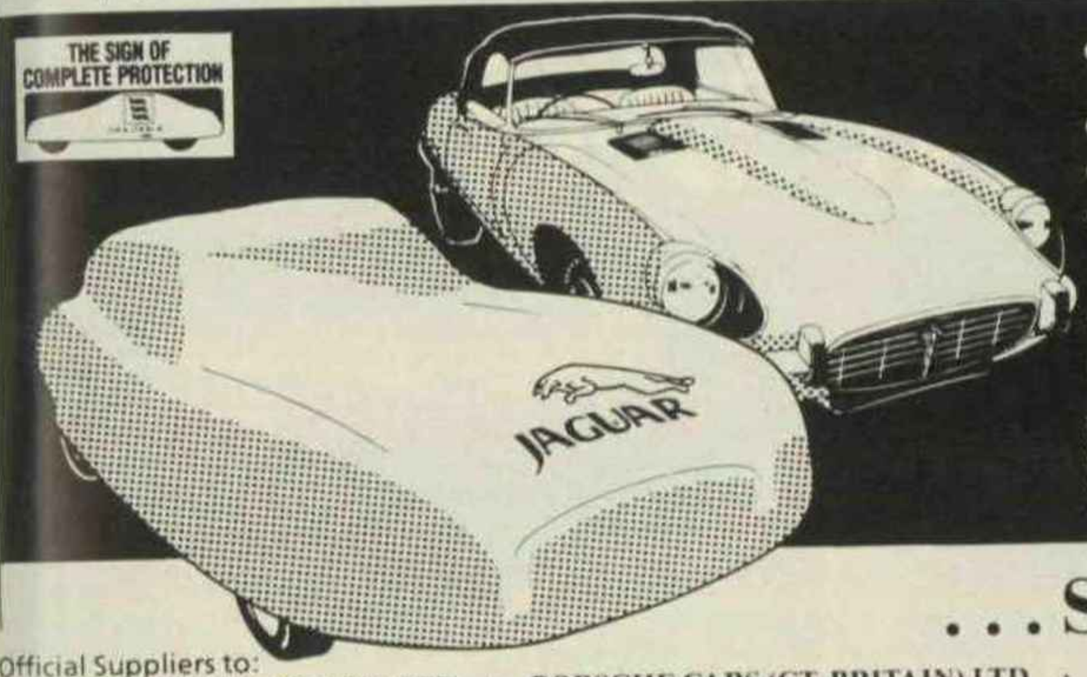


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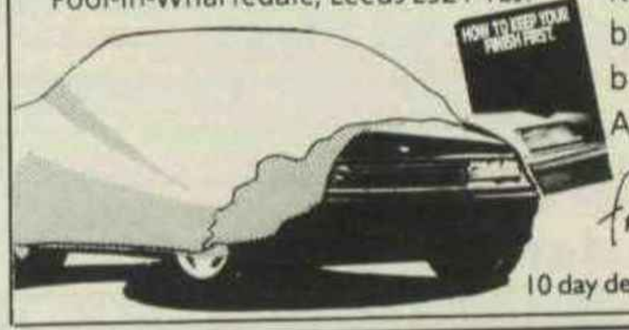
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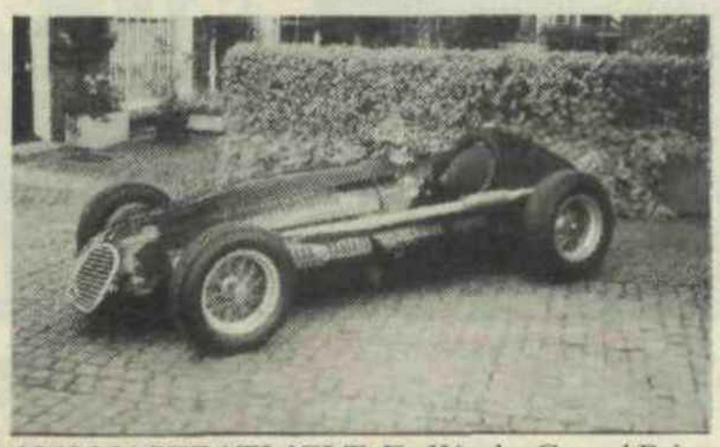
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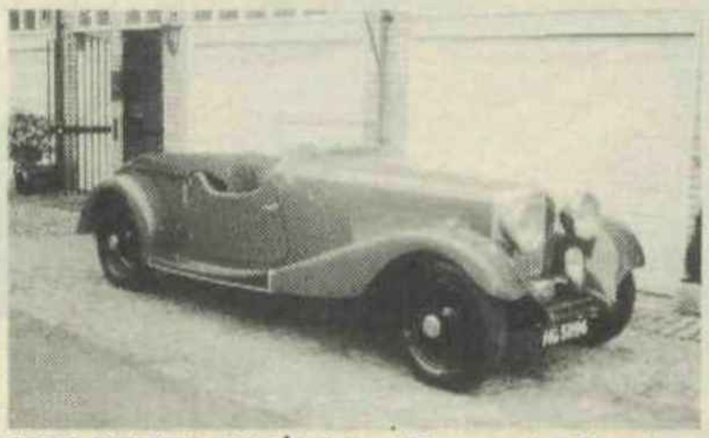
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Bugatti Type 57C DHC Original Supercharged. 1937.
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Cadillac 32v Northstar 1994. Cherry Red. Parchment Hide.
Daimler DS420 Limousine. 1989 G. Black/grey a/c.

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Jaguar Sovereign 3.6 1988. Solent blue.
Jaguar Sovereign 3.6 Chasseur Twin Turbo. F reg. Black.
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Maserati Ghibli 4.9 SS 1969. LHD.
Maserati Khamsin 1975 Manual Ice Blue.
Mercedes 500SL A/C, r/seat, hide, Lorouser alloys.

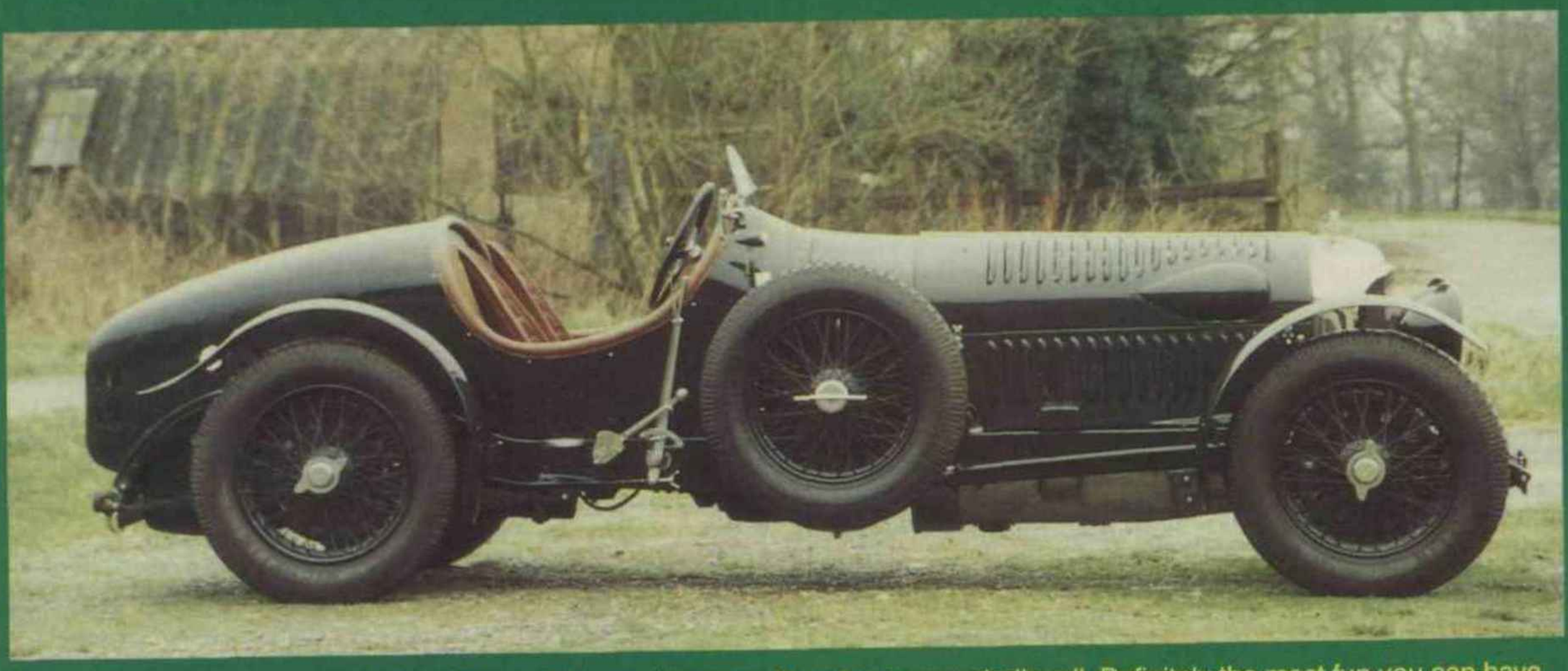
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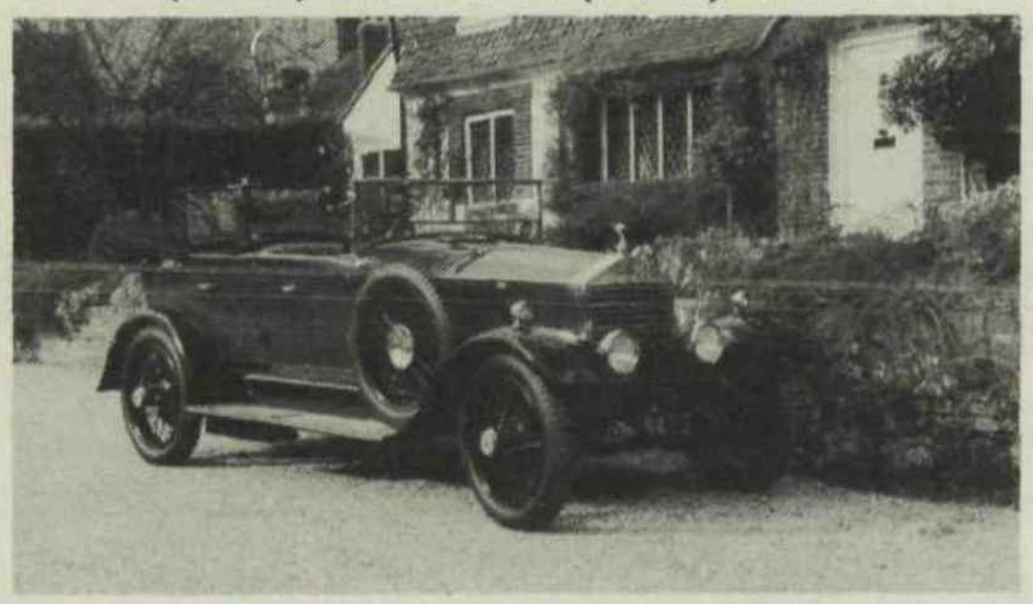
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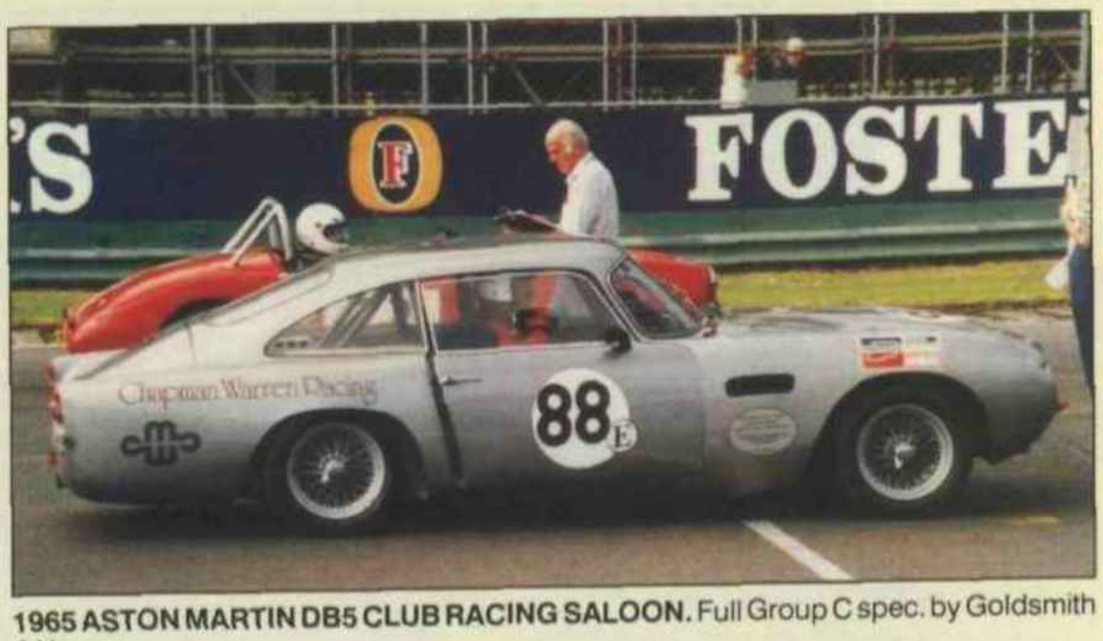
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1961Bentley S2 Continental Flying Spur by H J Mulliner
1959 Bentley S1 Continental Coupe by Park Ward
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1924 Bugatti Type 35 Grand Prix
1938 BMW 328
1955 Connaught B Type Grand Prix
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1949 Delahaye 135M
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1954 Fraser-Nash Targa Florio
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1960 Jaguar XK150 'S' Roadster
1974 Jaguar V12 E-Type Roadster, 4,000 miles
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