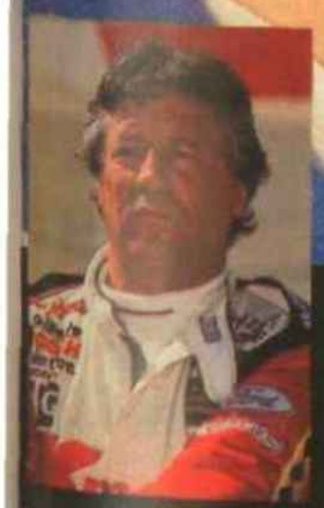
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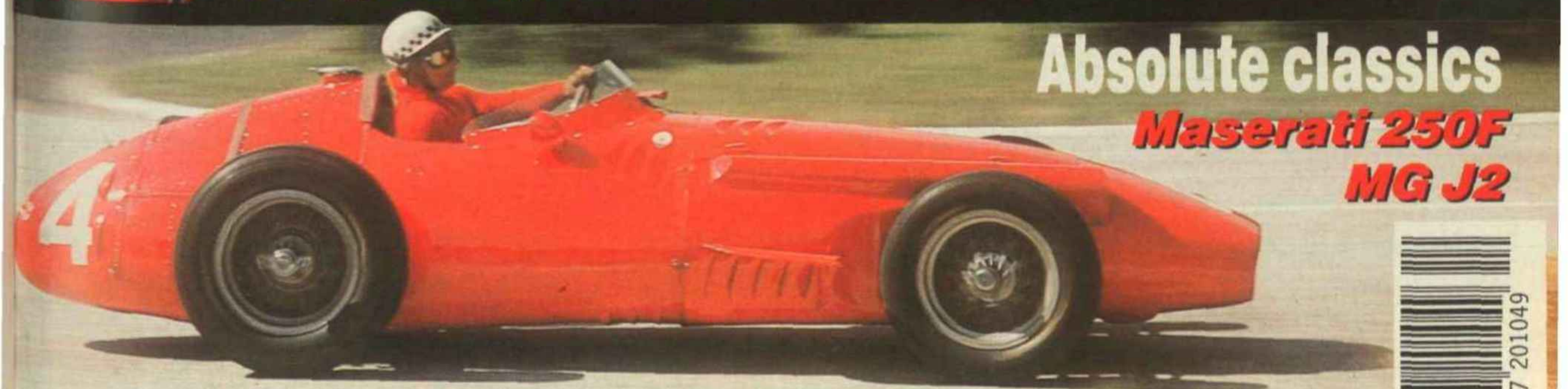
Collision course?

Hill and Schumacher at odds as F1 battle heats up



Mario Andretti: "There's too much arrogance in F1"

– a legend speaks out



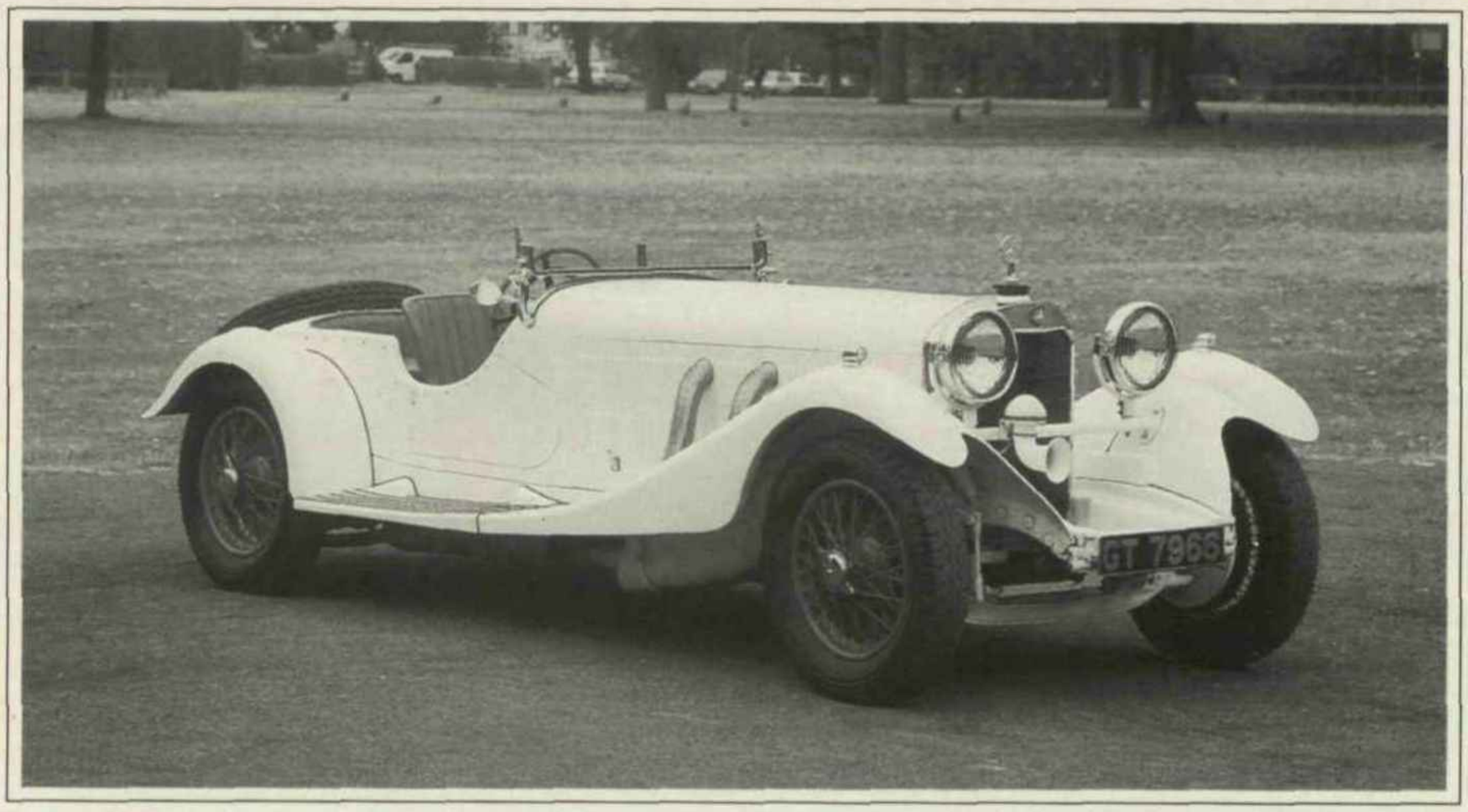
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Maserati 250F

MG J2

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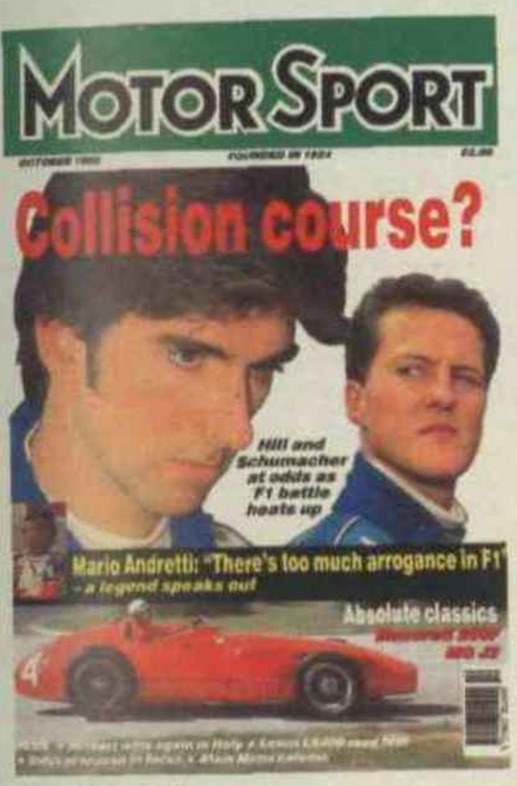
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MOTOR SPORT

INCORPORATING *SPEED* AND *THE BROOKLANDS GAZETTE*

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The month in MOTOR SPORT

AUGUST

16: Upon confirmation of his two-year deal with Ferrari, Michael Schumacher promptly touts Damon Hill as favourite for the 1996 title! The German reasons that Williams is still likely to have the best engine/chassis combination – but maintains that this wasn't the kind of challenge he was seeking. Meanwhile, Ferrari's current number one driver, Gerhard Berger, fires a couple of broadsides at Schumacher in the Austrian press, suggesting that he is "dreaming" if he thinks he is going to get special treatment.

19: Keke Rosberg announces his intention to retire from racing at the end of the season. After a trying season running with his own Opel team in the GTCC and ITC, the moustachioed Finn is rumoured to have found an extensive race and test programme com-

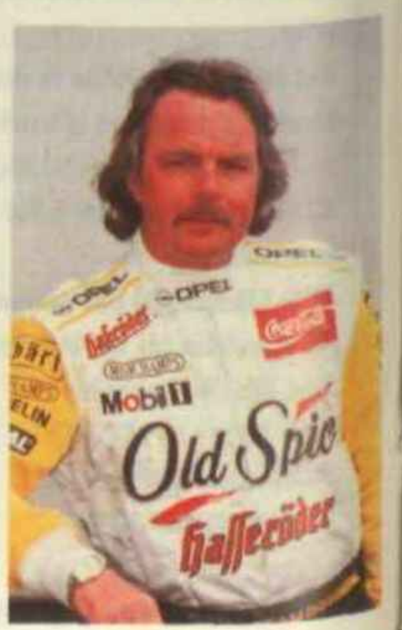






Touring car racing was shattered by the death of Briton Kieth O'dor (above) in an accident at Avus (obituary: page 1046). John Cleland, alongside MS columnist and Oulton BTCC victor Alain Menu, far left, clinched the BTCC crown. Benetton bound (left): Gerhard Berger. Armchair bound? Keke Rosberg (below). Prost tests for McLaren (below left).





bined with his other business interests an unappealing mixture. His place is to be taken by long-time Audi star Frank Biela.



19: After his victory in the Formula Opel Euroseries race at the Nürburgring, both Opel Team Rosberg and Mercedes show interest in acquiring the services of championship leader Jason Watt (above)for Class 1 touring cars.

20: West Surrey Racing's Cristiano da Matta shrugs off disappointing early-season fortunes to net his maiden British F3 victory at Oulton Park. The Brazilian inherits the lead when Ralph Firman (Dallara-Mugen) is handed a 10s penalty for a jumped start, along with TWR/Ligier's Jérémie Dufour. Gualter Salles (Dallara-Mugen) and Warren Hughes (Dallara-Mitsubishi) subsequently fill the other podium positions.

20: Neale Dougan wins the penultimate round of the Scottish Rally Championship, the McRae Motorsport Stages, in his Escort Cosworth. A tactical run to fourth, meanwhile, leaves Chris Wagner (Audi 90) on the verge of the title.

20: Martin Schanche scores his 12th European Rallycross Championship victory at Valkenswaard in Holland with a dominant display in his Escort Cosworth.

20: Bobby Labonte secures his second straight NASCAR win in the Goodwrench 400 at Michigan.

20: Bernd Schneider takes a step closer to the German Touring Car Championship with a double victory at the Nürburgring for Mercedes. Zakspeed's Jörg van Ommen is 40 points adrift, but it seems inconceivable that Schneider will be denied the crown. In the supporting F3 races, Norberto Fontana (KMS Dallara) also manages to secure a brace of successes.

20: Honda scores its first IndyCar victory, at New Hampshire courtesy of Andre Ribeiro and Tasman Motorsports. The Brazilian's Reynard winds up over a lap clear of Michael Andretti (Newman/Haas Lola) and Penske's Al Unser Jnr after dominating proceedings. Fourth place, however, is enough provisionally to give Jacques Villeneuve the 1995 IndyCar title – although the young Canadian still awaits the result of Penske's appeal against Unser Jnr's exclusion after his victory at Portland.

21: Sources close to Paul Tracy suggest that the Canadian has signed a four-year, multi-million dollar deal with Penske Racing.

21: Alain Prost arrives at McLaren for a seat fitting, sending the rumour mill into overdrive as to whether he will race for the Woking outfit in 1996. All the Frenchman is prepared to admit to is a series of talks with Ron Dennis with regard to the team's test programme – but speculation suggests he may be about to go back on his avowed intent never to race an F1 car again in honour of Ayrton Senna.

21: The Ford works rally team is reported to be in serious negotiation with Carlos Sainz for the 1996 season. The Spaniard seems unlikely to stay with Prodrive, his employer of two years, and has lucrative backing from oil giant Repsol into the bargain.

26: Tommi Mäkinen/Seppo Harjanne score one of the most crushing victories ever seen on the 1000 Lakes Rally, this year reduced to Two-Litre World Championship status. After a suspension failure sees Juha Kankkunen crash his TTE Celica on the first stage, Mäkinen has no competitive four-wheel drive opposition to speak off, and duly takes his Mitsubishi Lancer to a nine-minute success ahead of Marcus Grönholm's privateer Celica. Jarmo Kytölehto reinforces his reputation with third and two-wheel drive honours in his Tim Ashton-tended Astra. The event is overshadowed by an accident involving course car driver Bruno Thiry in which a spectator is killed.

26: Terry Labonte wins the Goody's 500 NASCAR clash at Bristol Raceway.

26: The Formula 3000 Championship now rests squarely between Super Nova Reynard pilots Vincenzo Sospiri and Ricardo Rosset after the Grand Prix support race. The former wins comfortably, but only after main rival Marc Goossens (Lola) is eliminated in a collision with back-marker James Taylor, while the latter ends up fourth behind Christophe Bouchut and Guillaume Gomez. The only other title threat – from Kenny Bräck – is extinguished when the Swede crashes out on the third lap.

27: A bold gamble to stay on slick tyres in the wet sees Michael Schumacher triumph in the Belgian Grand Prix at Spa. However, the World Championship leader's victory is soured by a suspended one-race ban he later receives for what the stewards perceive as overly-aggressive driving whilst trying to keep Damon Hill's wet-shod Williams-Renault behind him on a damp track. Although the Briton eventually gets by, his race is thwarted by an extra stop to change back to slicks when the track dries out, and a subsequent 10-second stop-go penalty. He eventually finishes second, overhauling Martin Brundle (Ligier) in the closing stages. Early leaders Jean Alesi, David Coulthard and Johnny Herbert are all out of luck: Alesi's Ferrari is sidelined by suspension failure, Coulthard – the runaway leader – by gearbox problems, and Herbert by a couple of spins.

27: Joachim Winkelhock's BMW 318iS storms to victory in both *Supertourenwagen* races at the Salzburgring, lifting the former BTCC champion to second in the standings behind Frank Biela.

27: The GTC Motorsport McLaren F1 GTR of Ray Bellm/Maurizio Sala/Masanori Sekiya triumphs in the Pokka 1000kms BPR GT Cup race at Suzuka, ahead of the West-backed machine of John Nielsen/Thomas Bscher.

MATTERS OF MOMENT

A picture of rude health?

Perhaps the FIA is quietly satisfied that Formula One continues to generate headlines worldwide. Seldom a Grand Prix goes by without at least one contentious issue escaping the regular sports pages to intermingle with general news coverage in the national press.

The nature of most such news items, however, will rightly make purists cringe.

Frankly, the sport is presently staggering from one mess to another, and there seems no way it can find an escape from this maelstrom of tawdriness.

For one thing, the FIA's confetti approach to handing out suspended bans is hardly firm-handed government. Only last year, FIA President Max Mosley threatened Draconian penalties for anyone who transgressed the rules. The present wave of suspended penalties is hardly conclusive. If the governing body really believes the drivers to be guilty, then why doesn't it slap on a substantial ban and be done with it? Or is it simply that the current system serves a twofold purpose, in that the FIA can guarantee column inches in the press without actually doing anything to upset the status quo?

It should be black and white: guilty, or not guilty.

It is worth remembering that accidents are nothing new. They have always been a part of motor racing, and no matter how the regulations evolve they will always remain so. The plethora of TV cameras means that there is more attention paid to them nowadays, but experience tells us that Formula One drivers do not purposely eliminate themselves from races when there are vital championship points at stake halfway through the year.

Competition, they say, improves the breed. There is certainly plenty of competition in F1 at the moment, but the manner in which the sport is currently being handled dictates that it is having the opposite effect. . .

S A

28: Kelvin Burt (Ford) and Will Hoy (Renault) emerge with the spoils from Snetterton's Bank Holiday BTCC double-header, but third place in the second race sees Vauxhall's John Cleland edge closer to his second title. The Peebles man moves into a 52-point series lead after his main rival, Rickard Rydell, fails to score in either race.

28: Ralph Firman dominates both rounds of the British F3 Championship at Brands Hatch, the PSR Dallara pilot storming into a 36-point series lead as second-placed Oliver Gavin (Edenbridge Dallara) could only manage third and fourth. This allows Firman's team-mate Helio Castro Neves to move into second place in the standings.

30: Gerhard Berger shocks Formula One by announcing that he will link up with current Ferrari team-mate Jean Alesi at Benetton in 1996. The news means that Ferrari has to seek a partner for Michael Schumacher – David Coulthard, Rubens Barrichello and Nicola Larini are the favourites.

31: Alain Prost completes 33 laps of Silverstone in a McLaren F1 car. The Frenchman doesn't exert himself, lapping comfortably a couple of seconds off the pace. BTCC star Alain Menu is also given a run with the Williams-Renault team, but the quickest man over the two days is the Didcot concern's regular test driver Jean-Christophe Boullion.

SEPTEMBER

1: Benetton decides not to go ahead with its appeal against Michael Schumacher's suspended one-race ban, incurred during the ill-tempered Belgian GP.

2: Honda says that it will supply engines for Jim Hall Racing and driver Gil de Ferran in Indycar racing next year.

2: Formula Opel Euroseries title rivals Manuel Gião and Jason Watt collide on the pit straight with two laps to go at Zolder. This allows Briton Richard Westbrook to win for the third time this year.

3: Al Unser Jnr wins the penultimate round of the Indycar series at Vancouver, giving himself an outside chance of the title. The Penske-Mercedes man defeats rookie Gil de Ferran, who scores his best result of the season. Points leader Jacques Villeneuve suffers transmission problems and finishes a lowly 12th.

3: Andrew Gilbert-Scott brings his dreadful run of results in the Japanese F3000 Championship to a halt. The Englishman wins at Fuji from ninth on the grid with his Stellar Lola. Spaniard Pedro de la Rosa – already confirmed as Japanese F3 Champion – continues his domination with his TOM'S Dallara.

3: Eric Hélary is dominant in the French Supertourisme counters at Albi with his Opel Vectra, but two third place finishes for Oreca BMW driver Yvan Muller give him the championship. Meanwhile, Laurent Redon takes the French F3 title for the Elf Filière squad – he wins the first race, but crashes out of the second, allowing team-mate Nicolas Minassian a victory.





Shortly after re-signing for Sauber, Heinz-Harald Frentzen climbs the F1 podium for the first time (left). On their way out: both Niki Lauda and Jean Alesi (below) are leaving Ferrari. Right, Johnny Herbert celebrates the second F1 victory of his career.

3: Luca Rangoni knocks Andrea Boldrini off the top of the Italian F3 table with two wins at Binetto. At Enna, Gianni Morbidelli gives BMW its first Superturismo victories of the season.

3: Youngster Jeff Gordon takes his eighth NASCAR Winston Cup career win at Darlington, winning a late-race sprint against Dale Earnhardt and Rusty Wallace.

3: Philippe Bugalski celebrates his second successive victory in the French Rally Championship after taking his Renault Clio Maxi to a win on the Mont Blanc Rally.

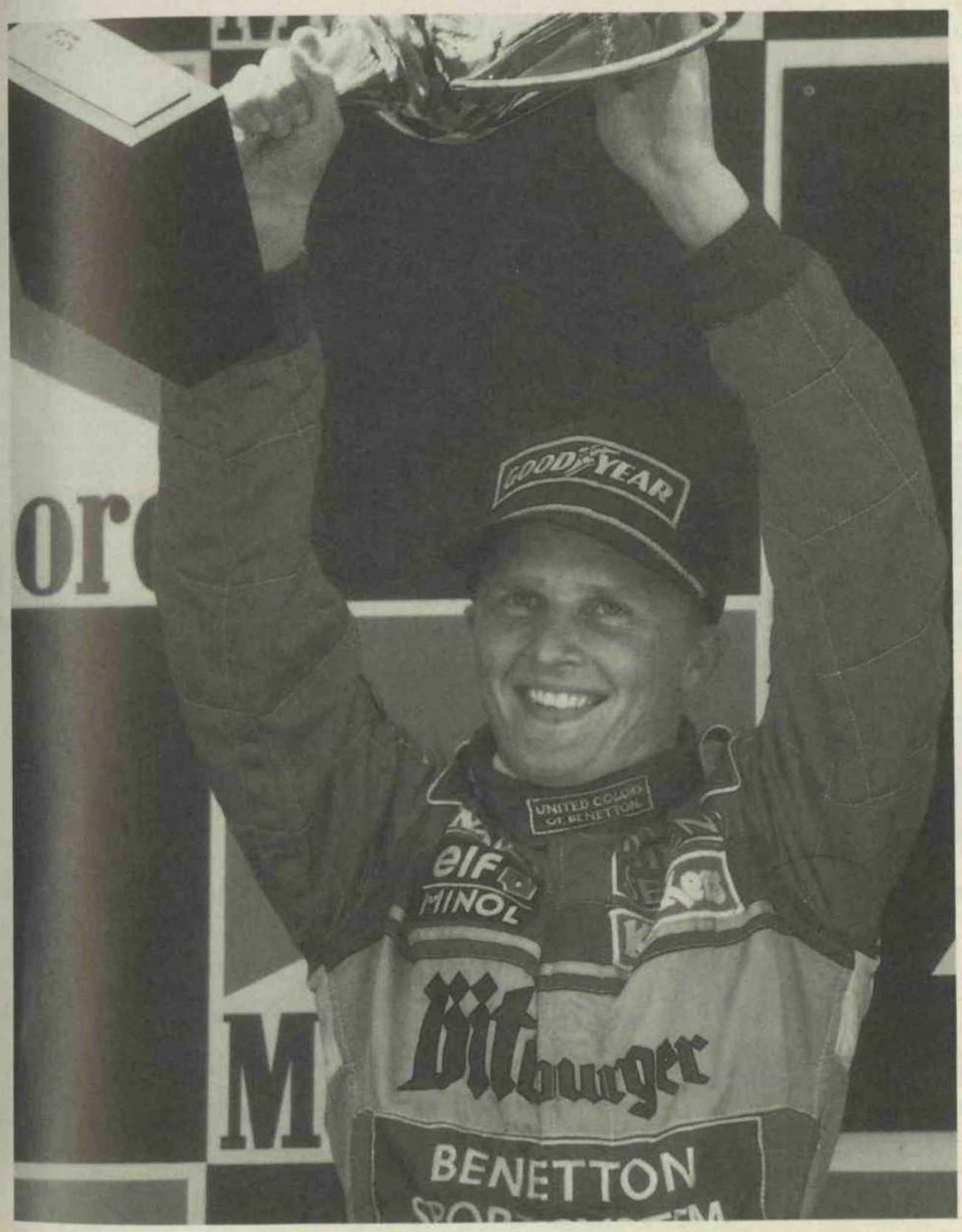
4: Arrows confirms that it will run a junior team in next year's Formula 3000 Championship.

4: The FIA releases its Touring Car World Cup entry list. The major omission from the Paul Ricard event is former World and European champion Roberto Ravaglia, who has been having one of his less successful seasons with BMW in the German series. Other surprises include the Austrian team membership of Germany's Hans Stuck!

4: Mitsubishi may well be going the four-wheel-drive kit car route when the World Rally Championship's new regulations come into force in 1997, says Ralliart Europe's Phil Short. The current Lancer E3 is expected to be replaced in the near future anyway.

4: Following his recent second place on the Bohemia Rally, it looks possible that former World Champion Stig Blomqvist could drive a works Skoda on the forthcoming RAC Rally!

8: Despite being wooed by nearly every competitive team in F1, Heinz-Harald Frentzen decides to remain with the Sauber-Ford outfit for 1996. It is thought that Ford's decision to build a V10 engine



for next year has played a major part in the German's choice. Other drivers staying put include Rubens Barrichello (Jordan) and Mika Salo (Tyrrell).

8: Niki Lauda, the winner of two World Championships for Ferrari, is to be axed as the Italian concern's F1 consultant. He will be offered a job as Ferrari's ambassador for road car products, but whether he will be interested in that is doubtful.

9: The TWR Volvo BTCC team is given a highest ever £10,000 fine by TOCA for a breach of its Sporting Regulations at the previous Snetterton round. A team spokesman admits that a sticky substance was found on Tim Harvey's 'bumper cam', which prevented a clear view of Harvey's collision with the Renault of Alain Menu.

9: Newman/Haas Racing announces that Christian Fittipaldi will join Michael Andretti in its 1996 Indycar team.

9: Ulsterman Peter Duke provides an upset by vanquishing the Formula Opel Euroseries field at Mondello Park in soaking wet conditions.

10: A remarkable Italian Grand Prix results in victory for Johnny Herbert. The action begins even before the race starts, when pole position man David Coulthard spins his Williams-Renault on the warm-up lap, but the Scot is granted a reprieve when there is a midfield mix-up on the first tour which results in the race being stopped.

Coulthard leads from the restart, but spins off again when a wheelbearing fails. Gerhard Berger's Ferrari takes over from Michael Schumacher (Benetton) and Damon Hill (Williams), but the two title contenders clash again when the Englishman slams into the back of the German as they lap backmarker Taki Inoue's Arrows. Berger loses his lead at the pit stops to team-mate Jean Alesi, and is then shocked when the Frenchman's on-board camera detaches itself from one Ferrari and strikes the other in the suspension. Berger is out, and then so is Alesi when his wheelbearing fails.

So Herbert's Benetton wins from Mika Hakkinen (McLaren) and Heinz-Harald Frentzen (Sauber), moving the Englishman up to third in the points!

10: The FIA then awards Hill a one-race ban, suspended for one race, for his part in the incident with Schumacher.

10: Canada's Jacques Villeneuve is confirmed as this year's PPG Indycar Champion, despite problems with cut tyres and debris (which damages his front wing) in the series finale at Laguna Seca. As the Team Green Reynard-Ford driver struggles to 11th place, and title rival Al Unser Jnr (Penske-Mercedes) is unable to do better than sixth, so Brazilian Gil de Ferran (Hall Racing Reynard-Mercedes) triumphs at the end of a very promising rookie season.

10: There is tragedy at Avus, as Britain's Kieth O'dor is killed during the German *Supertourenwagen* meeting when his stricken Nissan is slammed into by the Audi A4 of erstwhile series leader Frank Biela. It is the second Super Touring fatality of the year, coming six months after Gregg Hansford's death at Australia's Phillip Island. O'dor's Primera had won the qualifying 'sprint' race, but it was BMW driver Jo Winkelhock who took a joyless victory in the main championship encounter, allowing the German to take the championship lead.

10: Rusty Wallace wins the Richmond round of the NASCAR Winston Cup, but sixth place keeps Jeff Gordon in the lead of the championship.

10: Denmark's Jason Watt is the Formula Opel Euroseries Champion, after trouncing his opposition in the final round at Ireland's Mondello Park. Main rival Manuel Gião finishes third in the race.

10: Watt's Formula Ford rival from 1994, Jonny Kane, takes the British Formula Vauxhall title by following team-mate Juan Pablo Montoya home at Oulton Park. It is the third consecutive FV championship win for Paul Stewart Racing.

10: The Tour of Flanders, the latest round of the Belgian Rally Championship, is won by Ford Escort Cosworth driver Paul Lietaer.

10: Oliver Gavin bounces back into contention for the British F3 title with victory at Snetterton in his Edenbridge Dallara-Vauxhall. Points leader Ralph Firman is eliminated from the race when his foot gets caught under a pedal and he spears into Warren Hughes.

10: Alain Menu wins both rounds of the British Touring Car Championship at Oulton Park in his Renault Laguna, but it isn't enough to prevent John Cleland (second and third in his Vauxhall) from winning the championship for the second time. Rickard Rydell has a subdued weekend in his Volvo, and is overtaken for second by Menu in the points.

11: Silverstone admits that it is investigating the feasibility of a new, 2.1-mile National circuit, encompassing parts of the existing



Grand Prix and South layouts.

11: Touring car privateer Matt Neal (left), who had clinched the Total Cup at Oulton Park's BTCC races with his Ford Mondeo, is called up to Britain's FIA World Cup squad. James Thompson – a member of the original line-up – has been advised not to race for some time as his vision is still blurred following his Knockhill testing shunt.

11: Toyota Team Europe's Ove Andersson admits that its deal with Castrol will almost certainly continue for 1996.

11: It seems that former World Rally Champion Stig Blomqvist will compete on the London International Rally.

14: Ligier announces that it will retain Mugen-Honda engines in 1996. The team will run in the colours of Gauloises Blondes cigarettes.

OBITUARIES

Kieth O'dor



Kieth O'dor heads for victory at Silverstone, July 1993.

Kieth O'dor, his family and friends, experienced the ecstasy and tragedy so inextricably linked to motorsport on Sunday September 10. The 33-year-old Englishman suffered a dreadful accident whilst competing in the German *Supertourenwagen* Cup at Avus, and he succumbed to his injuries in a Berlin hospital in the early hours of the following morning.

I can still see Jan, his father and team-owner, bursting with pride as Kieth stayed resolutely calm to fend off the BMW of touring car benchmark, Steve Soper, in the 1993 British Grand Prix support race to score Nissan's first – and to date only – BTCC victory. This was the performance that quelled suggestions of sheer nepotism at Janspeed. Sure, the father was protective of his progeny, but equally his progeny had proved himself a winner in the highest level of his chosen category.

Likewise, Kieth's victory in the *Supertourenwagen* 'sprint' race at Avus – just hours before his fatal accident – would have given Jan immense satisfaction.

There can be no doubt that O'dor was a vastly underrated racing driver. Sadly, he will never now shake off the 'favoured man' tag he was labelled with at Janspeed, but the likes of Win Percy and Eric van de Poele, his former BTCC team-mates, will testify to this quiet man's pace.

In 1993, he finished sixth in the BTCC, scored a victory, set pole positions and raced determinedly. He wasn't the greatest dicer saloon car racing has ever seen, and his racecraft would sometimes would be called into question, but he shut up plenty of critics that season.

It was ironic, however, that this undemonstrative man will be remembered for the severity of his accidents. His fence-clearing roll in the 1992 TOCA Shoot Out at Donington Park will never be forgotten. And in 1994 he suffered a run of shunts, most of which were unavoidable, that would have tested the patience of a saint. Yet it is the cavalier nature of the sport, which will always bubble just under the surface, that meant it never occurred to you that one day he might not simply step out of his Primera unhurt.

This season was a watershed for Kieth. Racing away from the UK for the first time, away from Janspeed's overtly obvious umbrella, he was proving more than a match for his team-mates, Ivan Capelli and Sascha Maassen. His pole position at Avus in a year-old car came as a surprise to many, but his unbending determination to convert this into a victory should have come as no surprise to those who have met him on the track.

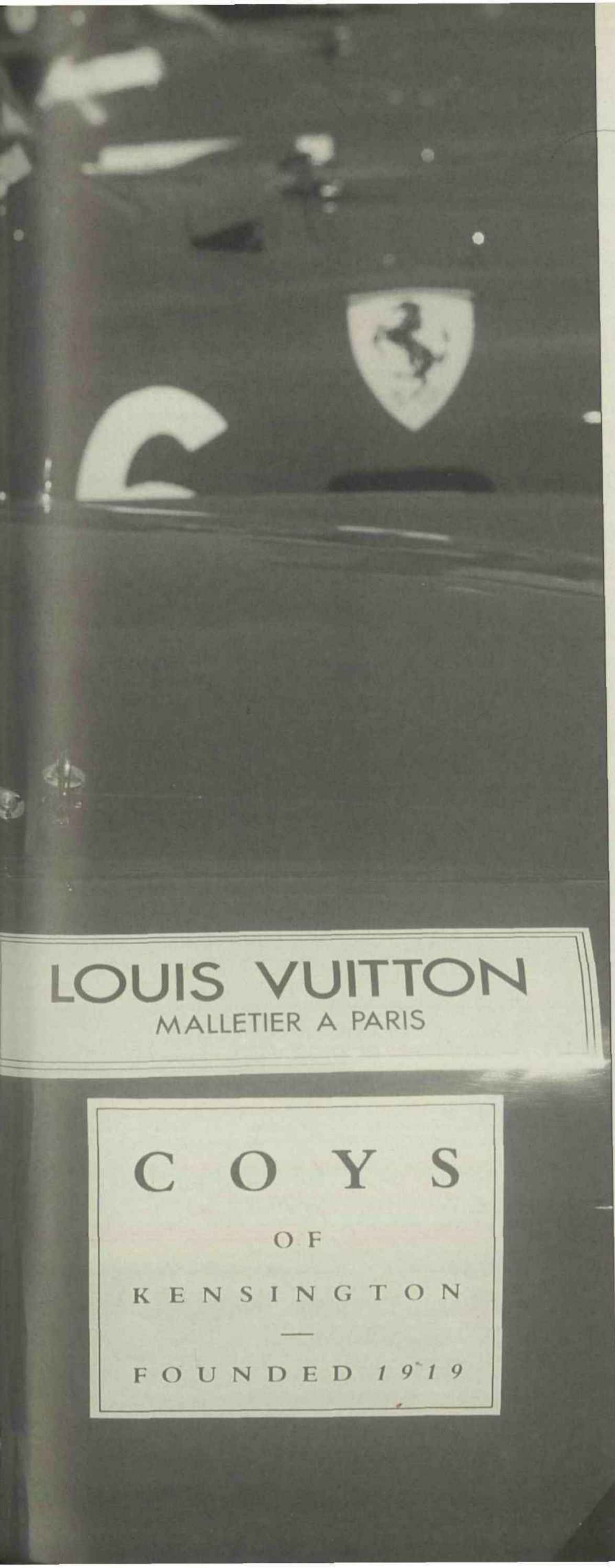
It was Nissan's first win in this German Super Touring series. It should have been a turning-point. Instead, it will remain always as a bitter-sweet tribute.

To his wife Anita, his family and friends, we offer our sincerest condolences. **PTF**

● We regret to record the sudden passing of CE 'Johnny' Johnson. Born in 1918, Johnson designed Britain's first post-war F1 Grand Prix winner, the Connaught B-Type with which Tony Brooks defeated the might of the works Maserati team in the non-championship race at Syracuse on 23 October 1955. Our sympathies go out to his family and friends.

OCTOBER FIXTURES

Date	*Venue*	*Event*	*Type*
Oct 1	**Nürburgring, Germany**	**European Grand Prix**	**INT**
Oct 1	Brands Hatch	Modsaloons, FF1600, MGs	R
Oct 1	Cadwell Park	Sports 1600, FF1600, BMWs, MGs	R
Oct 1	Mallory Park	Eurocar, VW Beetles, 2CVs	R
Oct 1	Donington	VSCC	R
Oct 1	North Wilkesboro, USA	NASCAR	N
Oct 7	Castle Combe	Classic FF1600, MGs, A/Healeys	R
Oct 7	Windsor Racecourse	London International Rally	N
Oct 7/8	Silverstone	F3, GTs, TVR Tuscans	N
Oct 7/8	Donington	Interserie, FF Eurocup, Ferraris	INT
Oct 8	Magny-Cours, France	ITC finale, F/Opel Nations Cup	INT
Oct 13/15	Isle of Mull	Tour of Mull	R
Oct 14	Oulton Park	Ford XRs, Alfa Romeos	R
Oct 14	Silverstone	Eight Clubs	R
Oct 15	Magny-Cours, France	FIA F3000 finale	INT
Oct 15	Fuji, Japan	F3000	INT
Oct 15	Charlotte, USA	NASCAR	N
Oct 15	Thruxton	F3, VW Ventos, FR1700	N
Oct 15	Mallory Park	FF2000, Classic Saloons, Gp One	R
Oct 15	Cadwell Park	Sports GT, R5, Porsche 924s	R
Oct 15	Knockhill	FF1600, 2CVs, road saloons	R
Oct 15	Mondello Park	FF1600, Metros	R
Oct 20/22	**Brands Hatch**	**Formula Ford Festival**	**INT**
Oct 21	Silverstone	750F, F1300, kit cars	R
Oct 21	Lydden Hill	GTs, FF1600	R
Oct 21	Telford	Midland Rally	R
Oct 21/22	Donington	TOCA Shoot-Out	N
Oct 22	**Aida, Japan**	**Pacific Grand Prix**	**INT**
Oct 22	Snetterton	Classic F3, FF2000, HTCC	R
Oct 22	Rockingham, USA	NASCAR	N
Oct 22/25	**Barcelona, Spain**	**Cataluña Rally**	**INT**
Oct 28	Silverstone	Monoposto, F/Vee, BMWs	R
Oct 29	**Suzuka, Japan**	**Japanese Grand Prix**	**INT**
Oct 29	Snetterton	F/Ford, F/First, GTs	R
Oct 29	Phoenix, USA	NASCAR	N



London
31st October

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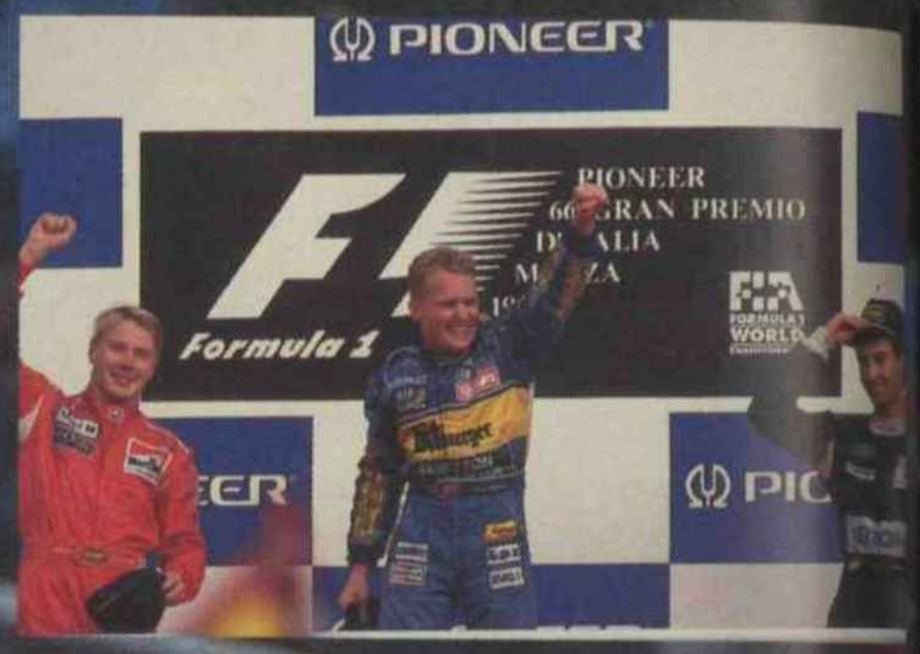
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All smiles on the Monza podium for Hakkinen, Herbert and Frentzen (above). All snarls between Hill and Schumacher (main shot). . .

Passing strangers

Michael Schumacher's panache pays off in Belgium, but his duel with Damon Hill places further strain on a relationship which deteriorated further at Monza. Johnny Herbert emerged from the rubble to give Benetton two on the trot



Slick operation

Schumacher's engineer explains the German's Spa mastery

Nine-to-one looked generous odds on Michael Schumacher winning the Belgian GP. Especially when he started from 16th, eight places behind Damon Hill.

Just as the notorious Ardennes weather had made a lottery of qualifying, so it tested teams and drivers to the limit in the race itself. Hill responded by turning into a human yo-yo, stopping five times to Schumacher's two. That translated to 3m 13s squandered in the pits, compared to his rival's 1m 11s, and therein lay the key to the German's remarkable victory.

Twice Williams received Hill's car outside of the refuelling envelope, and Damon eventually paid the price – no more so than when, by way of final indignity, he was handed a stop-go penalty for speeding in the pit lane. Schumacher's tyre changes, by contrast, corresponded with his scheduled refuelling stops. Betwixt the two, he stayed out on a wet track with his Benetton shod with slick tyres.

Anybody can stay out on slicks. Staying *on*, however, is another matter entirely. Having engineered Ayrton Senna long before he did Schumacher, Pat Symonds does not lavish praise lightly, but even he was impressed by the performance. "I don't subscribe to all this bullshit about driving problems. What we pay a guy for is to win races," he says candidly. "Michael was excellent. It would have been so easy to lose it in the rain. I thought he drove extremely well."

With Hill ahead when the rain descended, Benetton knew it could not retrieve the deficit merely by mirroring his tactics. Yet it looked impossible to do anything other than follow suit when the leader stopped for rain tyres. It was a brave gamble for Schumacher to stay out, but whose idea was it?

"If the car's on slicks, and it starts to rain, it is the driver's decision," stresses Symonds. "He is the only one who can assess the danger of the situation. It's a question of safety.

"In the other direction it is the team which calls the shots. The only abnormality at Spa was that we called him in for wets when the pace car came out – that was such an obvious decision that it didn't really need much thinking about. He still argued with us!

"By then it was quite evidently wetter. We had some discussion on the radio and let's just say we managed to persuade him to come in. The rest of the crew said afterwards I was using the voice I normally adopt when I'm talking to my children!"

> ***"It was such an obvious decision that it didn't really need much thinking about. He still argued!"***

Had Schumacher got his way, and stayed out on slick tyres, Hill would probably have won.

"If you get your slicks really hot, and you are on a damp track, you still have some grip for as long as you keep the temperature," explains Symonds. "You can handle the car much better in that situation than if the tyres have lost their temperature, as they would have done behind the Safety Car. Had we had stayed on slicks and the pace car gone in, we would have been in real trouble because the pressures were already down."

Outstanding though Schumacher's car control was, he did have a few factors in his favour, not least a good understanding with his team. In his fifth term with Benetton, he enjoys the sort of relationship Senna did with McLaren and Alan Jones with Williams. When chaos reigns, as it did all around at Spa, that can prove a stabilising influence.

In previous years Benetton had a helicopter circling above the track to relay weather information, and such feedback proved vital in '92 when a similar call on tyre strategy helped Schumacher to his first GP victory. This year it stationed a man at the local airport.

"You need all the information you can get at Spa," reflects Symonds. "Do you remember when Thierry Boutsen raced here? He used to know exactly when to change from wets to slicks because he knew the place so well.

"Because of the hill, the weather is so localised. If you figure which way the wind is blowing, make some assessment of the wind speed and get upwind a few miles, you can get a pretty fair idea of what's going to happen in the next half-hour. The airport happened to be upwind so we dumped a guy off there. It was within radio distance and we got three or four updates during the course of the race."

There is often also a 'wild card' element to Spa: "I don't know the technical answer why; all I know is that from experience there we always surprise ourselves as to how long you can go on slicks on what appears to be a damp circuit. There are plenty of examples of it through the years." Not least Senna in '92.

"If every race was like that, every driver would be an emotional wreck by the end of the season," remarked Hill afterwards. The Briton had good cause to feel drained after attempting, unsuccessfully, to second-guess the weather all afternoon. But why did Benetton succeed – should we attribute it to great planning or just a fluke?

"There is a bit of both," laughs Symonds. "We used reasonable intelligence to come up with the strategy and to change it as we went along. At the end of it all we looked good, but of course it could have gone the other way: we could have stayed on slicks only for there to have been a monsoon and the car to have gone off; we could have decided to change to wets when the pace car was out and it dried instantly. It could all have gone wrong so easily. . .

M S





Having waited 71 Grands Prix for his first win, Johnny Herbert needed only a further four to pick-up his second

Herbert rides again

Johnny Herbert's second Grand Prix win was as timely as it was fortuitous.

Not wanted by the team in 1996, the 31-year-old had just broken his silence to explain his Benetton nightmare in a bid to secure alternative employment. "I don't want to become a whinger, but I'm a quicker driver than my results suggest," he complained, citing the Enstone operation's one-car test team as one of the reasons he has struggled to come to terms with his team-mate. "I feel frustrated and disillusioned. This was the year in which I was finally going to fulfil my potential."

From the moment the words left his lips you could probably guarantee that the top five cars running ahead of him would all retire!

The carnage notwithstanding, Herbert's contribution shouldn't be overlooked, stresses Ross Brawn, Benetton's Technical Director. "I think his performance in Italy has been underestimated," he says. "It's a shame people don't really understand what he was doing, because his victory was very well deserved. If you look at his position when everything had settled down, as it were, he was only seven or eight seconds behind Alesi who – apart from Coulthard's retirement – was leading the race virtually on merit. If Johnny hadn't pressured the Ferrari, its wheel bearing might never have failed."

Nor should the team's contribution be overlooked. Having started with a heavier fuel load than his rivals, Herbert was behind both Mika Hakkinen and Rubens Barrichello in the early stages and either man could have been there to pick up the pieces when Alesi retired eight laps from the end. That they weren't revolved around a four-lap spell in the middle of the race.

> **"I don't want to become a whinger, but I'm quicker than my results suggest"**

The surviving Benetton was the last car on a one-stop strategy to pit for fuel, coming in on lap 30 where Barrichello and Hakkinen had come in on 27 and 28 respectively. When his opponents rejoined the circuit, laden with enough fuel to reach the flag, Herbert was running at his lightest. He immediately stamped in his fastest lap, the second quickest of the race, to snatch six seconds from the Brazilian, five from the Finn. He stole a further three and a half seconds at his own pit stop by dint of having less fuel to take on-board.

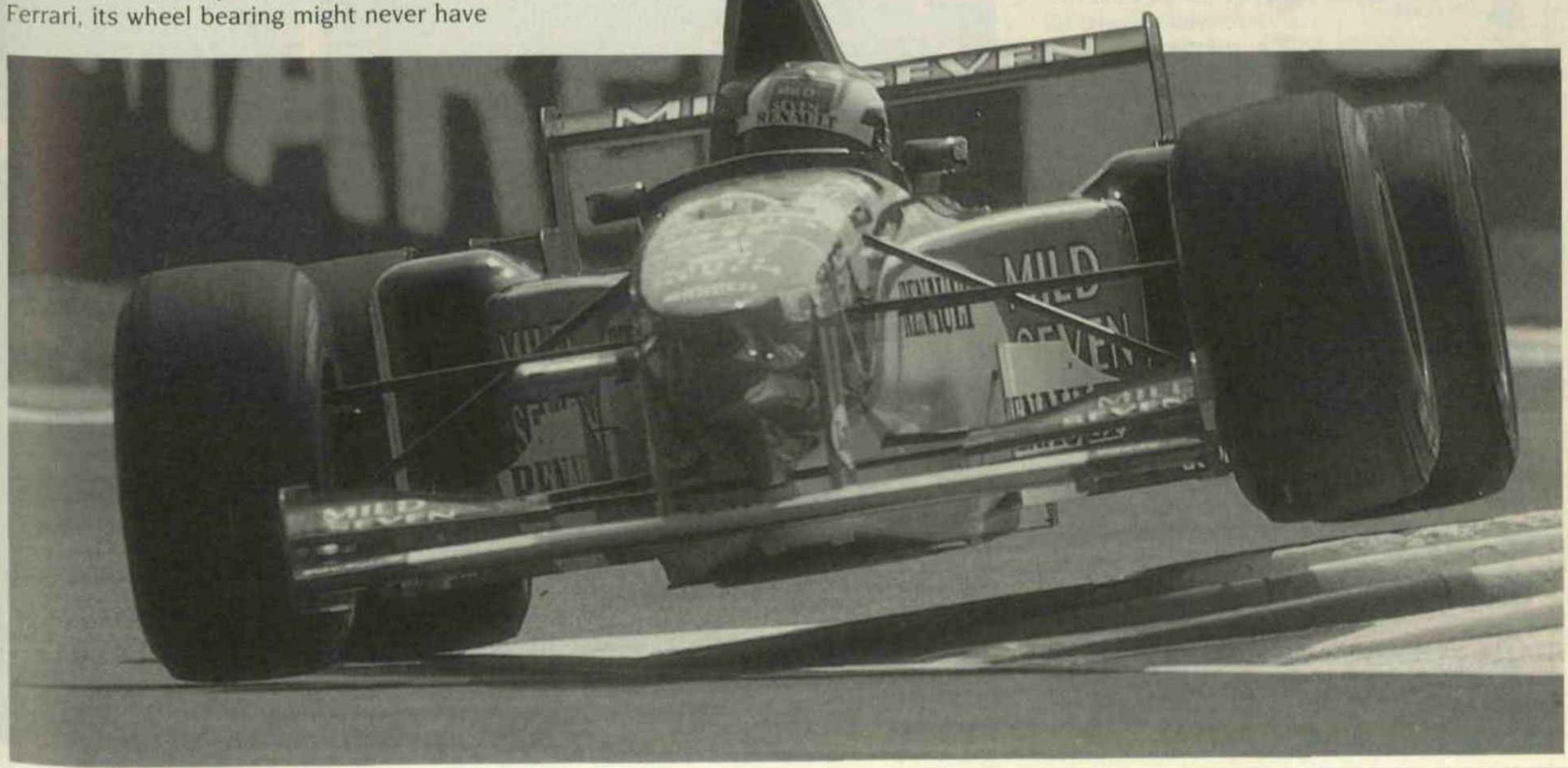
How could that happen?

Time and again this season, Benetton has out-manoeuvred opponents, and the suspicion lingers that the B195 was designed with a larger fuel tank than many of its rivals, thus conferring a greater deal of tactical flexibility. At Monza, as at Montreal earlier in the season, its car was clearly able to run far deeper into the race than its rivals before making a refuelling stop. Schumacher in particular has looked relatively at sea in qualifying, only to shock the Williams duo with his pace on full tanks come race day, and it could be that Benetton not only has the ability to run more fuel but profits from a better centre of gravity by virtue of its positioning.

Consequently, there was nothing wrong with Herbert's positioning when the cards fell in his favour. Here, as at Silverstone, his was the perfect rearguard action: ideally placed to pick-up the pieces when his team-mate retired, once ahead he never looked likely to throw it away.

Herbert has now been rejected twice by Benetton. For a 'failure', two wins in five races isn't so shabby. . .

M S



FORMULA 1 WORLD CHAMPIONSHIP

BELGIAN GRAND PRIX

Spa, 27 August 1995

44 laps of 4.334 mile circuit (190.696 miles)

STATISTICS



Previous winner: Damon Hill, Williams FW16.

STARTING GRID

27 ALESI
1m 54.631s (2)
2m 15.077s (1)

28 BERGER
1m 54.392s (2)
2m 14.744s (1)

2 HERBERT
1m 56.085s (2)
no time (1)

8 HAKKINEN
1m 55.435s (2)
2m 15.848s (1)

7 BLUNDELL
1m 56.622s (2)
2m 18.136s (1)

6 COULTHARD
1m 56.254s (2)
2m 15.232s (1)

5 HILL
1m 57.768s (2)
2m 15.143s (1)

15 IRVINE
1m 57.001s (2)
2m 16.540s (1)

30 FRENTZEN
1m 58.148s (2)
2m 15.533s (1)

26 PANIS
1m 58.021s (2)
2m 17.579s (1)

14 BARRICHELLO
1m 58.293s (2)
2m 17.144s (1)

4 SALO
1m 58.224s (2)
2m 18.104s (1)

29 BOULLION
1m 58.356s (2)
2m 17.406s (1)

25 BRUNDLE
1m 58.314s (2)
2m 17.207s (1)

1 SCHUMACHER
1m 59.079s (2)
2m 14.962s (1)

3 KATAYAMA
1m 58.551s (2)
2m 18.194s (1)

10 INOUE
2m 00.990s (2)
2m 23.311s (1)

23 LAMY
1m 59.256s (2)
2m 18.547s (1)

9 PAPIS
2m 01.685s (2)
2m 19.300s (1)

24 BADOER
2m 01.013s (2)
2m 17.335s (1)

22 MORENO
2m 03.817s (2)
2m 23.417s (1)

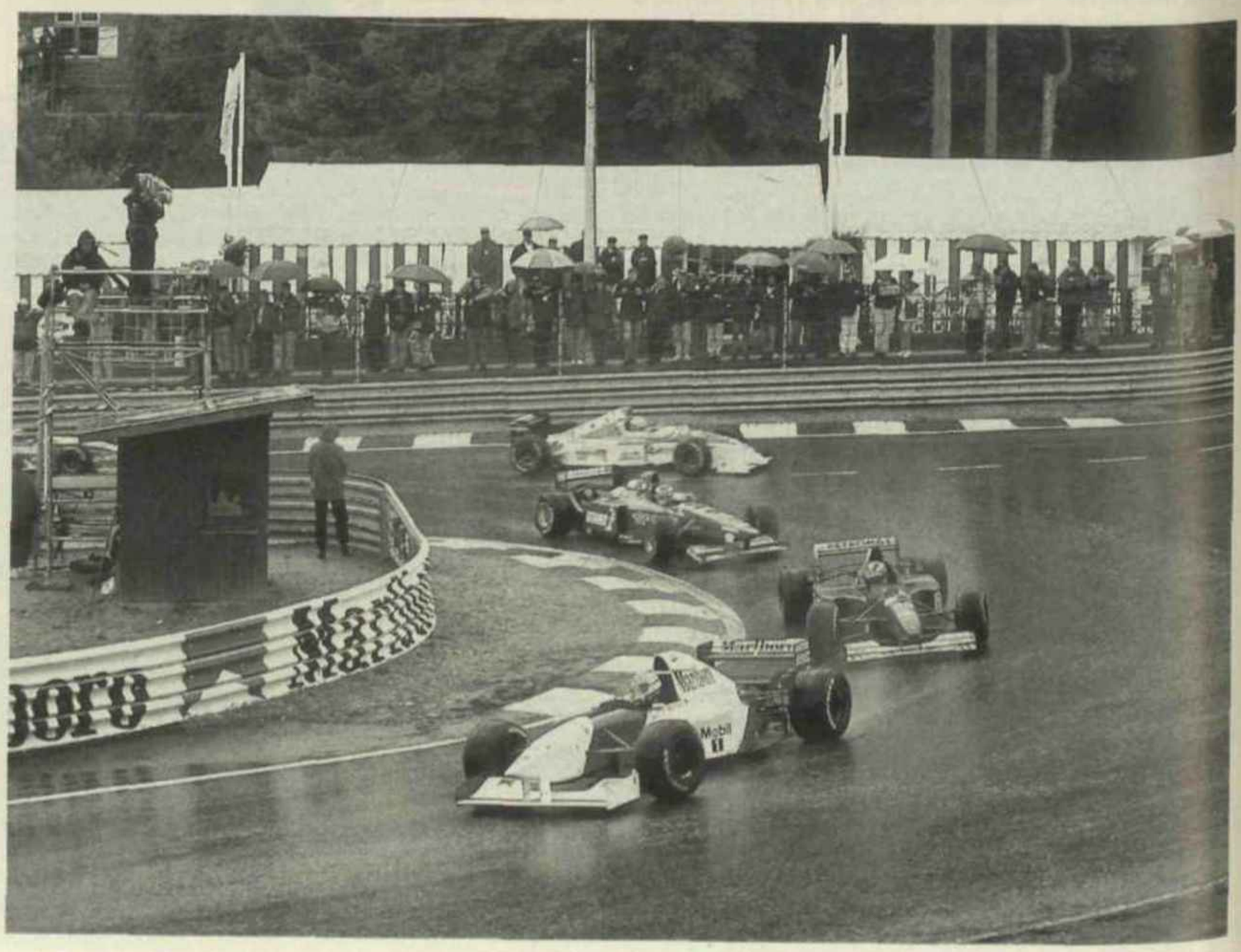
17 MONTERMINI
2m 02.405s (2)
2m 25.291s (1)

21 DINIZ
2m 09.537s (2)
2m 25.699s (1)

16 LAVAGGI
2m 06.407s (2)
2m 26.311s (1)

LAP CHART

LAP	POS																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
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2	27	2	28	6	5	7	15	26	25	1	30	14	4	29	3	23	24	10	9	17	21	22	16	
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42	1	25	5	30	7	14	2	4	26	23	29	10	21	22										
43	1	25	5	30	7	14	2	4	26	23	29	10												
44	1	5	25	30	7	14	2	4	26	23														



FIA Formula One World Championship Round 11

Winner Michael Schumacher
Winner's average speed 118.193 mph
Conditions Dry, wet, drying and wet
Fastest lap David Coulthard, 1m 53.412s on lap 11, 137.561 mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B195-Renault V10	1h 36m 47.875s	1m 53.613s	17
2	Damon Hill	GB	Williams FW17-Renault V10	1h 37m 07.368s	1m 54.473s	14
3	Martin Brundle	GB	Ligier JS41-Mugen Honda V10	1h 37m 12.873s	1m 56.502s	15
4	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	1h 37m 14.847s	1m 56.261s	18
5	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	1h 37m 21.647s	1m 55.972s	15
6	Rubens Barrichello	BR	Jordan 195-Peugeot V10	1h 37m 27.549s	1m 56.967s	11
7	Johnny Herbert	GB	Benetton B195-Renault V10	1h 37m 41.923s	1m 55.630s	16
8	Mika Salo	SF	Tyrrell 023-Yamaha V10	1h 37m 42.423s	1m 57.420s	17
9	Olivier Panis	F	Ligier JS41-Mugen Honda V10	1h 37m 54.045s	1m 56.696s	16
10	Pedro Lamy	P	Minardi M195-Ford ED V8	1h 38m 07.664s	1m 58.312s	17
11	J-C Boullion	F	Sauber C14-Ford Zetec-R V8	43 laps	1m 57.927s	15
12	Taki Inoue	J	Footwork FA16-Hart V8	43 laps	1m 59.331s	15
13	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	42 laps	2m 02.546s	17
14	*Roberto Moreno*	BR	*Forti FGP 01-Ford ED V8*	42 laps	2m 02.603s	15
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	28 laps – spin	1m 57.229s	18
Rtd	Giovanni Lavaggi	I	Pacific PR02-Ford ED V8	27 laps - gearbox	2m 04.196s	15
Rtd	Luca Badoer	I	Minardi M195-Ford ED V8	23 laps – accident	1m 58.395s	14
Rtd	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	22 laps – electrics	1m 55.462s	18
Rtd	Eddie Irvine	GB	Jordan 195-Peugeot V10	21 laps – refuelling fire	1m 55.561s	14
Rtd	Massimiliano Papis	I	Footwork FA16-Hart V8	20 laps – spin	1m 57.866s	17
Rtd	Andrea Montermini	I	Pacific PR02-Ford ED V8	18 laps – out of fuel	2m 00.136s	16
Rtd	David Coulthard	GB	Williams FW17-Renault V10	13 laps – gearbox	1m 53.412s	11
Rtd	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	4 laps – suspension	1m 56.853s	3
Rtd	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	1 lap – spin	2m 07.082s	1

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CHAMPIONSHIP POINTS

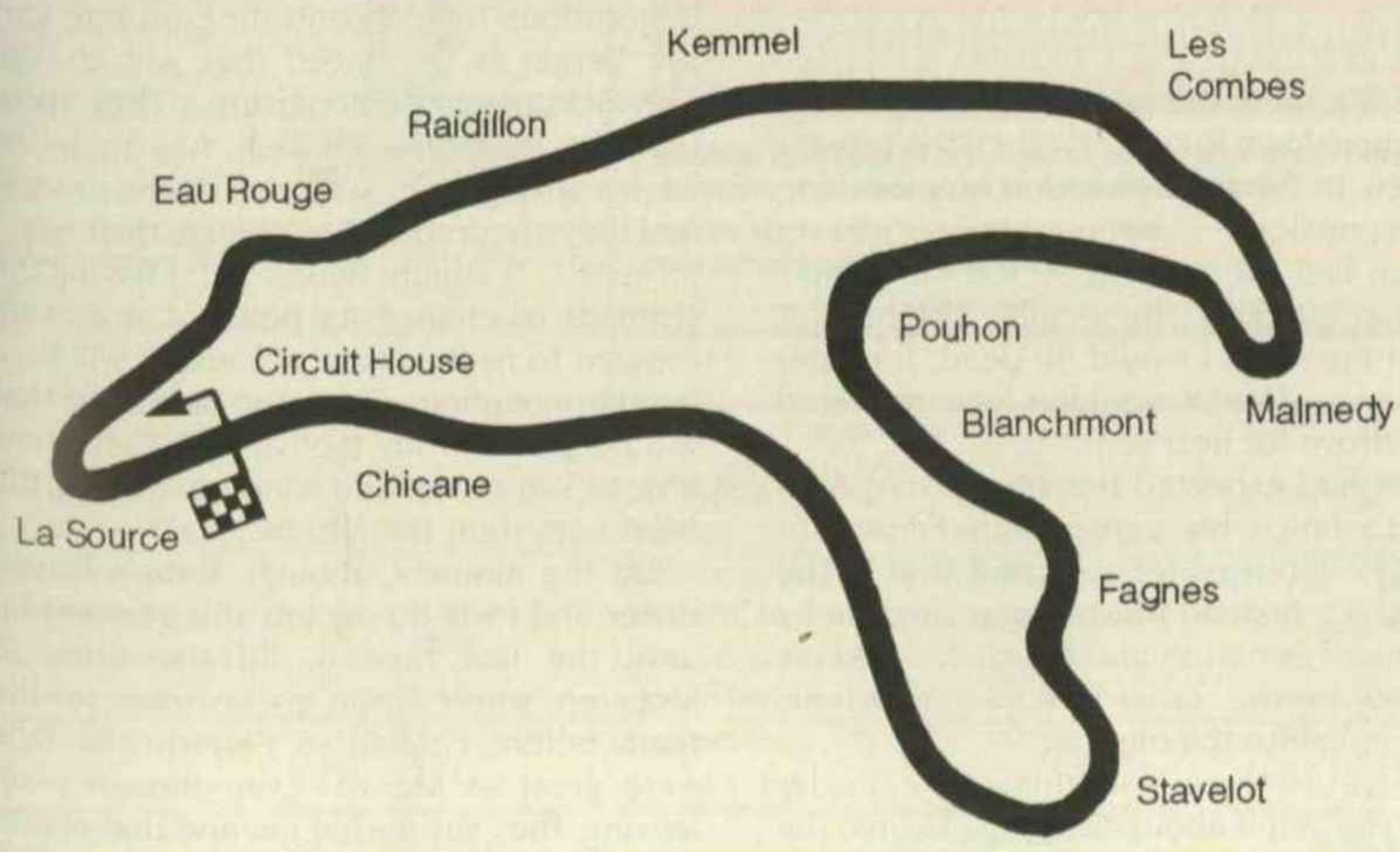
DRIVERS

1	**Schumacher**	66
2	**Hill**	51
3	**Alesi**	32
4	**Coulthard**	29
5	**Herbert**	28
6	**Berger**	25
7	**Frentzen**	10
8	**Panis & Barrichello**	8
10	**Blundell & Brundle**	7
12	**Irvine**	6
13	**Hakkinen**	5
14	**Boullion**	2
15	**Morbidelli & Suzuki**	1

CONSTRUCTORS

1	**Benetton-Renault**	84
2	**Williams-Renault**	74
3	**Ferrari**	57
4	**Ligier-Mugen Honda**	16
5	**Jordan-Peugeot**	14
6	**McLaren-Mercedes & Sauber-Ford**	12
8	**Footwork-Hart**	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Berger makes a poor START and Alesi takes the lead. However, Herbert passes him at Les Combes to lead at the end of LAP 1.

➔ Hakkinen spins out of third at La Source on LAP 2. This lifts Hill to fifth behind Herbert, Alesi, Berger and Coulthard. The lead changes again when Alesi repeats Herbert's earlier move.

➔ Both Williams pass Berger on LAP 3 to be third and fourth. By which time Schumacher has passed eight cars to be eighth.

➔ Alesi loses the lead on LAP 4 when he pits with a suspected puncture. After his stop he realises that he has a terminal suspension problem.

➔ Coulthard takes the lead from Herbert on LAP 6 at Les Combes when the latter spins down to third. He then suffers another spin when Berger hits him at the Bus Stop. The Benetton drops down to sixth, while the Ferrari continues in third.

➔ Schumacher eventually passes a determined Irvine on LAP 11 to be fourth.

➔ Coulthard is holding an increasing seven-second lead on LAP 13 when his gearbox loses its oil. Hill now leads.

➔ Schumacher inherits second on LAP 14 when he passes a misfiring Berger.

➔ This becomes the lead when Hill makes his first scheduled stop on LAP 15. Berger and Irvine also make stops. This allows Panis and Brundle, both of whom have a one-stop policy, into third and fourth.

➔ Hill retakes the lead on LAP 18 when Schumacher refuels.

➔ On LAP 21 Hill holds a 14-second lead over Schumacher but, as the drizzle becomes rain, he pits for wets. Schumacher stays on slicks and takes the lead. Meanwhile, Berger's electrics expire, and Brundle moves up to third when Panis makes his only scheduled stop.

➔ There is a fire in the Jordan pit on LAP 22. Nobody is hurt, but Irvine is out. Brundle stays third despite a stop for fuel and wets.

➔ By LAP 23 Hill is on Schumacher's tail, but is repelled by some robust yet daring driving.

➔ Hill eventually takes the lead at Les Combes on LAP 24 as his rival runs wide across the grass. Still Schumacher stays on slicks.

➔ His gamble pays off. The rain stops and Hill's wets tail off dramatically on LAP 25. The Benetton retakes the lead. Hill makes his third pit stop, and his once 15-second lead becomes a 30-second deficit.

➔ Panis goes against his team's advice and loses fourth on LAP 26 when he stops for slicks just as the rain begins again. Herbert is now fourth.

➔ The race takes another twist when the Safety Car appears on LAP 29. Schumacher and Hill pit for wets and fuel. Katayama spins out of fourth.

➔ The race proper resumes on LAP 32. A now wet-shod Panis spins out of seventh at La Source.

➔ The pressure on Schumacher is relieved when, on LAP 33, Hill is forced to make his fifth pit stop, a stop-go for breaking the pit lane speed limit. He resumes in third, 13 seconds behind Brundle.

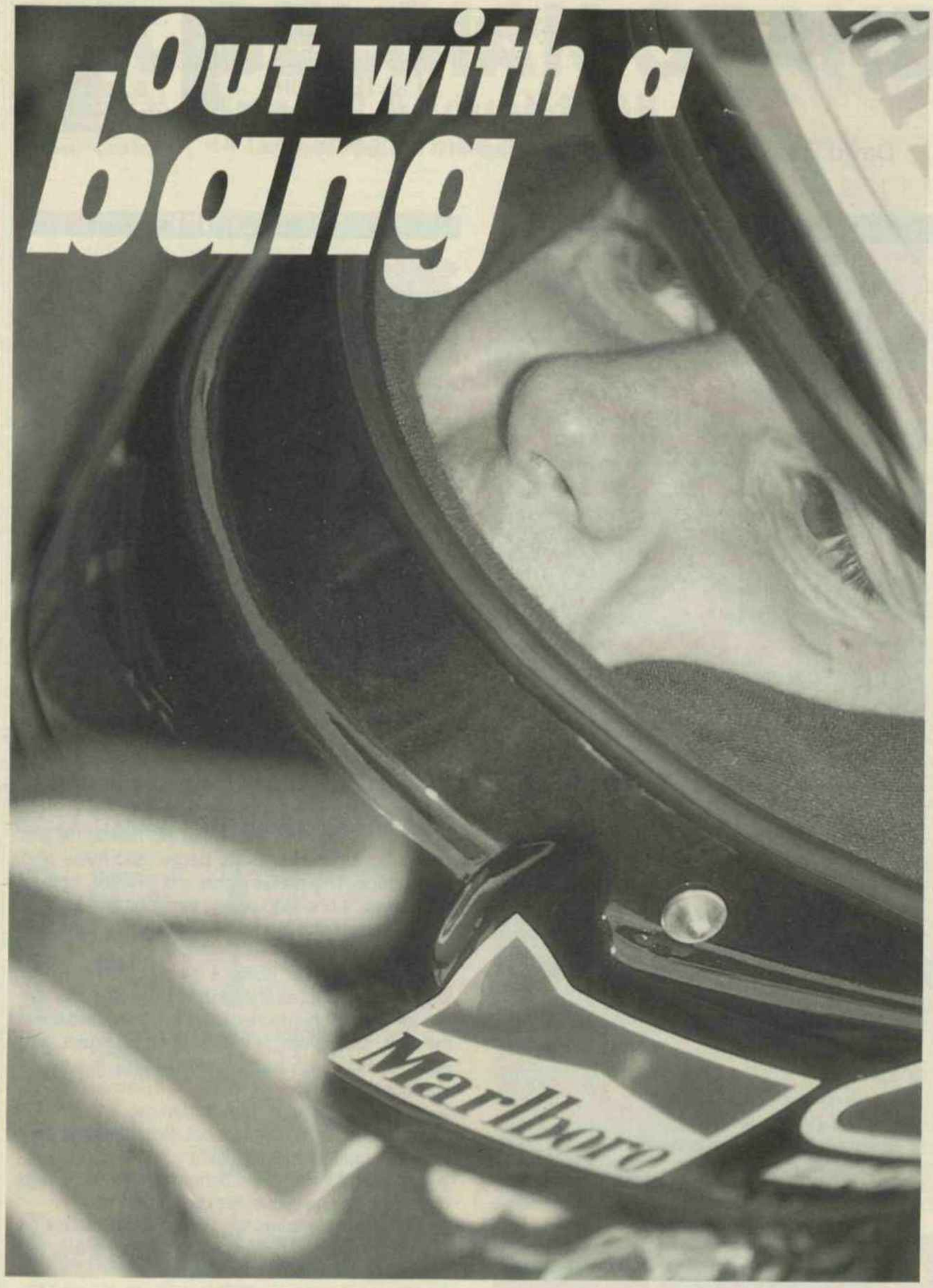
➔ In his haste to catch Brundle, Hill loses six seconds on LAP 35 with a spin at La Source.

➔ On LAP 37 Barrichello takes sixth from Herbert, whose oil cooler is damaged.

➔ Frentzen's earlier gamble to stay on wets pays dividends when he overtakes Mark Blundell for fourth on LAP 40.

➔ Brundle's brave effort to stay second ends on the LAST LAP when Hill gets by at Les Combes. Hill crosses the line 19 seconds behind Schumacher.

Out with a bang



Why Gerhard Berger's heart is with Ferrari, but his future with Benetton

Picture the scene: Ayrton Senna is strapped in his McLaren, staring intently at the monitor as times are relayed to him. Behind, Gerhard Berger experiments with his own screen, his face brightening when he finally stumbles across the cartoons on a local TV station. He aims his remote controller in the Brazilian's direction and in an instant the timesheets are replaced by Goofy, Pluto and friends...

The most experienced driver on the grid at Monza, Berger's sense of humour has helped insulate him against adversity during the course of a career spanning 11 years. He needed it more than ever in Italy, where fortune launched not only slings and arrows in his direction, but also the camera once mounted on the rear wing of Jean Alesi's sister Ferrari. With their major rivals out of the race, the two cars were heading for a showdown for victory when the projectile flew in Berger's direction, demolishing his suspension.

"Jean lost the camera at 300 kph, and I met it at 300 kph," he recalls. "If it had hit me on the head I would be dead, for sure. No chance. Then it wouldn't have mattered who I drove for next year."

Most had expected the 36-year-old Austrian to finish his career with Ferrari, to which he returned for a second stint at the end of '92. Instead he sprung a surprise by signing for Benetton and Monza marked his farewell to the *tifosi* which chanted his name long into the night.

"There are three main things to consider when you think about swapping teams: the atmosphere, the money, and the chance of sporting success," says Berger. "You have to consider which is the most important for you. For me success was by far the most important, so I looked at who has been successful in the last two years: Benetton and Williams. Williams already had two drivers, so I went for Benetton."

In reality, the decision wasn't quite so clinical. "It was very difficult from the emotional side, because you know my heart is always with Ferrari," he admits. "When I rejoined Ferrari things were awful: the car was six or seven seconds a lap slower than some of the competition when we tested at Estoril. I worked long and hard to help get the team back into a position where it is in with a chance of winning again."

So much so, in fact, that the team is likely to commence 1996 with a reigning World Champion in its ranks for the first time since 1990. Michael Schumacher's arrival, and his number one status, was a significant factor in Berger's decision to switch camps. "We would all like to have everything concentrated on ourselves and to have another driver who is quick, but not too quick," he smiles. "But I remember Enzo Ferrari well. He used to try and get the quickest driver he could and put him next to a quicker driver still! The idea is for a team to get the maximum from its cars. The drivers don't need to like each other or mix away from the circuit, they need to fight each other. I think that is a strategy that works out quite well. I think if you concentrate on one driver in Formula One then, in the long–term, you are history."

> ***"I remember Enzo Ferrari used to try and get the quickest driver he could, and put him next to a quicker driver still!"***

Ironically, the team to which he is moving is notorious for concentrating on one car, but Berger is convinced that will change with Schumacher's departure. "They know that the long-term strategy has to be to have a strong team, with two strong drivers, and they are prepared to change their way," he insists. "I admire Benetton for having the strength to change its policy. I'm looking forward to next season because it will be a good atmosphere within the team and that will be great for my motivation. They know how to win races, and winning races is the most important thing to me.

"At the moment, though, I am a Ferrari driver and I will do my job 100 per cent up until the last race. I did the same at McLaren, where I won my last race for the team before coming to Ferrari. The fans were great at Monza. Even though I am leaving, they supported me and that meant a lot."

M S

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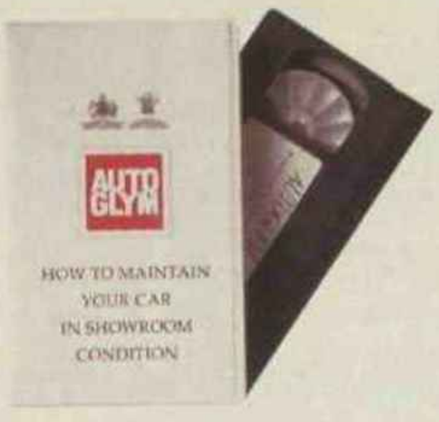
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The banned played on

Eurosport commentator John Watson gives an insight into the feud which has earned Formula One's title rivals suspended bans

The stars of the block-busting 'Adelaide '94' now bring you 'Silverstone 95'. And Spa '95. Not to mention Monza. . .

Even Sylvester Stallone would blush at making so many sequels, but the antagonism between Michael Schumacher and Damon Hill continues to simmer. They have both made it patently clear that their rival would not be the ideal choice of partner with which to be stranded on a desert island. Williams' successful protest of Schumacher at Spa, and Benetton's of Hill at Monza, made it equally obvious that they dislike each other's manners as much on the track as they do away from it.

As ringmaster of the Formula One circus, Bernie Ecclestone doesn't like controversy.

He loves it.

"If these guys want to conduct themselves like this, then that is okay by me; but I warn them that they must be prepared to accept the consequences," he says of the title contenders' exploits. "They could be hurt or killed or banned from the track. People have been telling them that they must take it easy and they have already been warned that their behaviour is unacceptable."

But unacceptable to whom?

While half the press room was condemning Schumacher's intimidation of Hill at Spa as a disgrace, the remainder was proclaiming it one of the most spectacular drives in the history of the sport. While half



derided the Briton for an elementary error which saw him collide with the German at Monza, the remainder muttered darkly of the World Champion having laid a trap.

Head of the Performance Driving School at Silverstone, and the veteran of 152 Grands Prix, John Watson will recall Schumacher's drive in Belgium for being stupendous, rather than shameful.

"Schumacher has a psychological advantage. He knows that Damon tends not to go to war with another car"

"What I remember was Schumacher driving on slick tyres in conditions which, in my view, demanded wets and Damon battling to get past on wets," he says. "In those circumstances Damon should have had between an eight and 10-second advantage per lap.

"Schumacher *did* weave on the straight, he *did* run Damon wide, certainly in Les Combes. But the guy was fighting for the lead of the race and he was on dry tyres. Just to drive on your own in those conditions, at



John Watson (opposite top): "Damon should have had an advantage." Hill goes off at Monza (main shot). Schumacher does likewise at Spa (left). Hill's expression says it all on the Belgian podium (top).

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JOHN SURTEES
Ferrari's World Champion Driver, 1964



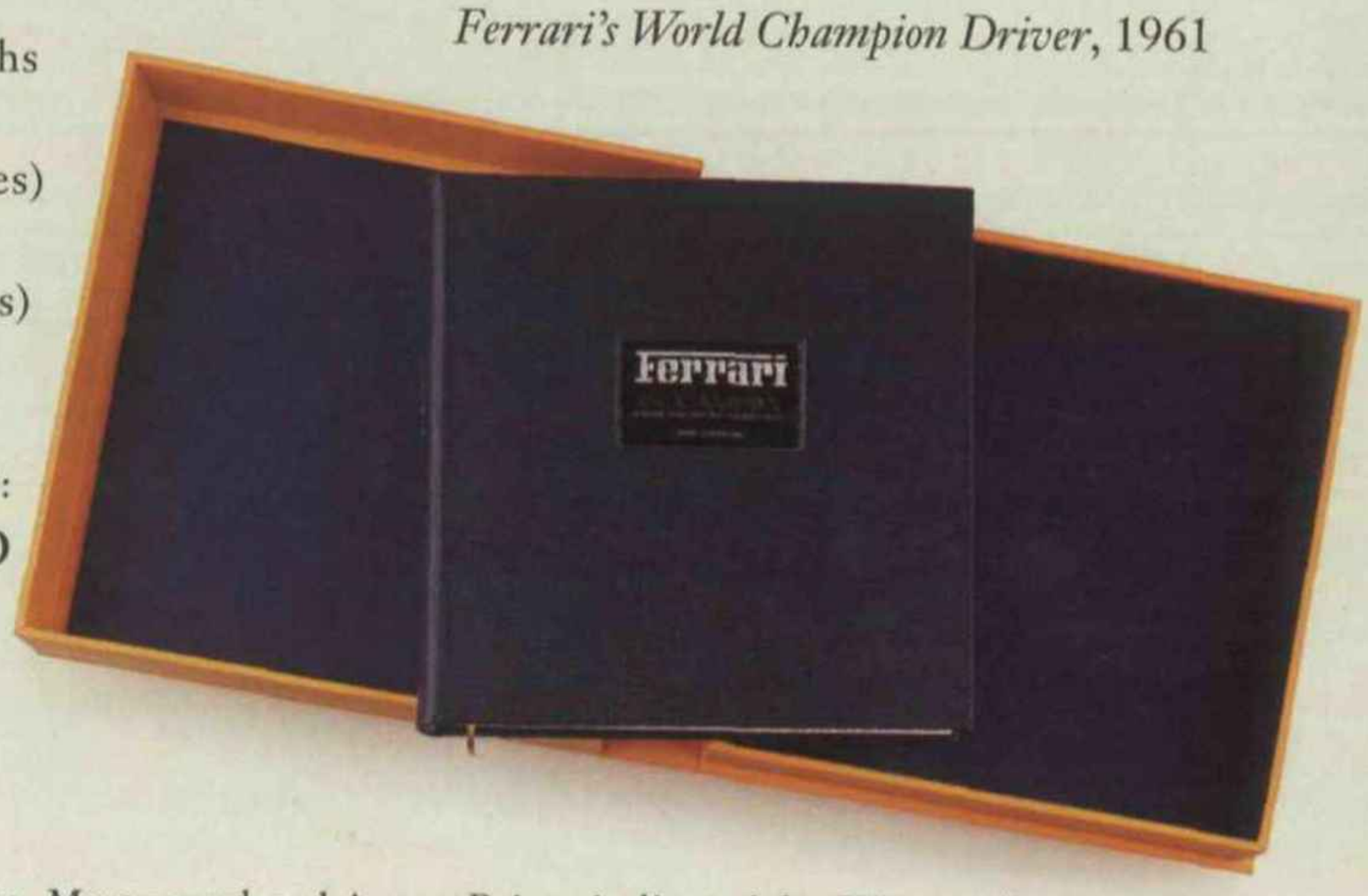
'And there are always Geoff's marvellous racing scenes, the kind which somehow leaves your ears ringing just a bit with memories of the Ferrari V12s climbing up through the gears, or rocketing down through them into another corner.'

From his foreword to the book
PHIL HILL
Ferrari's World Champion Driver, 1961



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that speed on those tyres, was pretty damn difficult; never mind defending his position at the same time. It is hard to convey to a TV audience how difficult it is to do what Schumacher did: it was nigh-on phenomenal. We have seen Senna do similar things in the past, but it requires a level of skill, bravery and commitment you rarely find."

Unlike the FIA stewards, who apportioned an element of blame to Schumacher at both Spa and Monza, Watson believes Hill's tactical naïveté was at fault.

"The only thing I didn't like at Spa was that in the run-up to the Bus Stop chicane on one lap Michael ran Damon very wide at high speed. It was on the limit, for sure, but he was on slicks. Had he been on wets I would have been going for him like gangbusters. As it was, Damon should have been able to come out of Raidillon 10 or 15 mph quicker and should have been able to pass him. But he was attempting to pass in the wrong place: if he goes around the outside, of course Schumacher is going to defend – he's leading the race. What do you expect the guy to do?

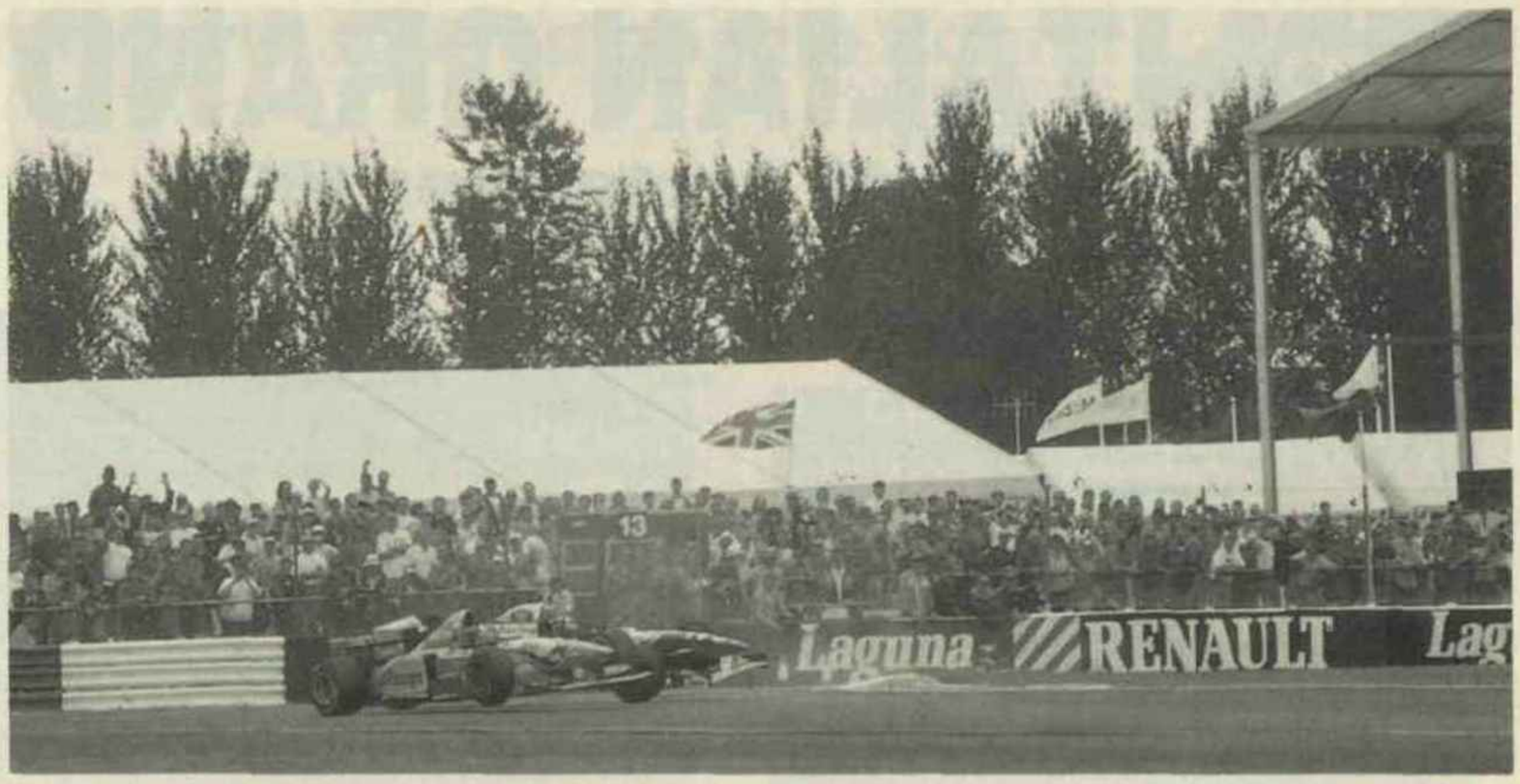
"My feeling is that Damon trapped himself by trying to play catch-up into a corner. Rather than try to pass a car *into* a corner, he should have tried to pass it on exit. To do that you've got to drop back and take a run at the corner, go through it at your own speed, and come out quicker – which you ought to do, on wet weather tyres – and then get past as soon as possible.

"At Monza, like Spa, Damon should have won by a country mile in the Williams. He implied that Michael brake tested him, but I don't think that's what he did. If I was in that situation I would have used the backmarker to my advantage. If Michael did that, well done. If Damon doesn't imagine that is going to happen, he needs to take a few evening courses in the art of racing.

"If Damon doesn't imagine that is going to happen, he needs to take a few evening courses in the art of racing"

"Part of being a racing driver is being fast – and Damon is a bloody fast driver – another part is understanding the subtleties of the sport. Damon didn't lock up his brakes, he didn't deliberately drive into him, I think maybe he just didn't fully appreciate a situation that was unfolding in favour of Schumacher. Schumacher wouldn't have been busting his gut to get in front of Inoue until the last moment.

"This is a race, it's not a demonstration of how fast an individual is. I have to say I blame motor racing for the way formulas have evolved technically. Consequently it is a fact that many young guys – and you must remember that although Damon isn't young in terms of years, he didn't come into motorsport until he was in his mid 20s – never learn how to race. Schumacher has."





Hill's pursuit of Schumacher came to a dusty end at Silverstone in July, above. The same thing happened at Monza, below, not long after this shot was taken. . .

Watson believes the root of the feud lies not in the competitiveness of their respective machinery, nor in the limited overtaking opportunities afforded by the current set of regulations, but in the different nature of the two men.

"Drivers respect other drivers in different ways," he explains. "Where Schumacher and Damon are concerned, I would say that Schumacher has a psychological advantage in racing situations. He knows that, with Silverstone being an exception, Damon tends not to go to war with another car. He tends to drive very much more of a percentage race. That's his style.

"I would say that if the Spa battle was taking place between David Coulthard and Schumacher, David would have had no hesitation whatsoever to lean on Michael, touch him if necessary, because I think Coulthard is a more natural racer than Damon. Schumacher would acknowledge that: he wouldn't have done to Coulthard or Alesi, for example, what he did to Hill.

"Throughout the history of motor racing there have been drivers who have been tougher in a race situation than others. Michael knew that Damon wasn't going to do anything rash, and he was able to play him to the limit.

"There is a snowball effect which you saw with Senna: if people *know* you can overtake, they tend not to make it difficult. Because people move out of the way, it only further enhances the reputation. You can control someone's driving from behind them, but Damon is not generally seen as a driver of that style – he will idle around and wait until he is totally clear and it is safe to pass, whereas other drivers will slide under you, scuff off speed and look untidy, but it's effective. Schumacher is a racer of that style, where Damon is a racing *driver*, and doesn't exhibit that aggressiveness that other drivers have got: fair intimidation.

"That goes so far. I have no time at all for deliberate and dangerous blocking, but I don't think Schumacher transcended that particular rule. Both Silverstone and Monza were clearly Damon's mistake but neither incident was deliberate like those we saw in Japan with Prost in '89 and Senna in '90. There was an element of pre-meditation in both of those; Hill's were purely errors of judgement. What Schumacher did at Spa was clearly a conscious decision. He knows that Damon is not, by nature, a forcible driver and he played that to the full."

Watson's suspicion was endorsed by Hill's post-race comments at Monza, where he admitted that he erred on the side of caution: "I felt very optimistic that I would be able to pass the Benetton at some stage, probably during the pit stops, if not actually at some point on the circuit. But, given our previous record, it seemed more prudent for me to be patient. I was in good shape, there was no desperate need to pass him or take an unnecessary risk at the point where we collided."

The very weakness that Schumacher preys upon made a mockery of the stewards' decision to take action against Hill. The ban, like Benetton's protest, was quite clearly just a tit-for-tat response to the aftermath of Spa.

"The crash was just a racing accident," insists Alain Prost, who for years was locked in a bitter duel with Ayrton Senna. "I think Damon is a very fair driver, and wouldn't do anything that would be wrong. The problem when you are rivals for the championship is that anything that happens will be in the spotlight."

M S

FORMULA 1 WORLD CHAMPIONSHIP

ITALIAN GRAND PRIX

Monza, 10 September 1995

53 laps of 3.604 mile circuit (191.012s miles)

STATISTICS



Previous winner: Damon Hill, Williams FW16.

STARTING GRID

6 COULTHARD
1m 24.462s (2)
1m 25.516s (1)

28 BERGER
1m 25.353s (2)
1m 25.904s (1)

27 ALESI
1m 25.707s (2)
1m 26.323s (1)

8 HAKKINEN
1m 25.920s (2)
1m 28.895s (1)

7 BLUNDELL
1m 26.472s (2)
1m 27.308s (1)

25 BRUNDLE
1m 27.067s (2)
1m 29.200s (1)

26 PANIS
1m 27.384s (2)
1m 28.418s (1)

9 PAPIS
1m 28.870s (2)
43m 10.257s (1)

3 KATAYAMA
1m 29.287s (2)
1m 31.399s (1)

23 LAMY
1m 29.936s (1)
1m 31.402s (2)

17 MONTERMINI
1m 30.721s (2)
1m 32.121s (1)

21 DINIZ
1m 32.102s (2)
1m 32.540s (1)

1 SCHUMACHER
1m 25.026s (2)
1m 26.098s (1)

5 HILL
1m 25.699s (2)
1m 25.912s (1)

14 BARRICHELLO
1m 25.919s (2)
1m 26.981s (1)

2 HERBERT
1m 26.433s (2)
1m 26.631s (1)

30 FRENTZEN
1m 26.541s (2)
1m 27.245s (1)

15 IRVINE
1m 27.271s (2)
1m 27.573s (1)

29 BOULLION
1m 28.741s (2)
1m 30.997s (1)

4 SALO
1m 29.028s (2)
1m 29.535s (1)

24 BADOER
1m 29.559s (2)
1m 30.731s (1)

10 INOUE
1m 30.515s (2)
1m 30.632s (1)

22 MORENO
1m 30.834s (2)
1m 32.491s (1)

16 LAVAGGI
1m 32.470s (2)
1m 32.935s (1)

LAP CHART

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53	2	8	30	7																	



FIA Formula One World Championship Round 12

Winner Johnny Herbert
Winner's average speed 145.292 mph
Conditions Dry
Fastest lap Gerhard Berger, 1m 26.419s on lap 24, 149.361 mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Johnny Herbert	GB	Benetton B195-Renault V10	1h 18m 27.916s	1m 26.481s	28
2	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	1h 18m 45.695s	1m 26.869s	26
3	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	1h 18m 52.237s	1m 27.138s	22
4	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	1h 18m 56.139s	1m 26.784s	51
5	Mika Salo	SF	Tyrrell 023-Yamaha V10	52 laps	1m 28.795s	26
6	J-C Boullion	F	Sauber C14-Ford Zetec-R V8	52 laps	1m 28.976s	49
7	Massimiliano Papis	I	Footwork FA16-Hart V8	52 laps	1m 29.402s	22
8	Taki Inoue	J	Footwork FA16-Hart V8	52 laps	1m 29.426s	49
9	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	50 laps	1m 31.563s	17
10	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	47 laps	1m 28.909s	41
Rtd	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	45 laps – wheel bearing	1m 26.818s	21
Rtd	Rubens Barrichello	BR	Jordan 195-Peugeot V10	43 laps – hydraulics	1m 26.970s	26
Rtd	Eddie Irvine	GB	Jordan 195-Peugeot V10	40 laps – engine	1m 27.472s	23
Rtd	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	32 laps – suspension	1m 26.419s	24
Rtd	Luca Badoer	I	Minardi M195-Ford ED V8	26 laps – accident	1m 29.175s	19
Rtd	Michael Schumacher	D	Benetton B195-Renault V10	23 laps – accident	1m 26.969s	21
Rtd	Damon Hill	GB	Williams FW17-Renault V10	23 laps – accident	1m 26.936s	19
Rtd	Olivier Panis	F	Ligier JS41-Mugen Honda V10	20 laps – spin	1m 28.710s	20
Rtd	David Coulthard	GB	Williams FW17-Renault V10	13 laps – wheel bearing	1m 26.936s	11
Rtd	Martin Brundle	GB	Ligier JS41-Mugen Honda V10	10 laps – puncture	1m 29.424s	7
Rtd	Giovanni Lavaggi	I	Pacific PR02-Ford ED V8	6 laps – spin	1m 29.424s	4
Rtd	Pedro Lamy	P	Minardi M195-Ford ED V8	0 laps – differential	no time	
DNS	Andrea Montermini	I	Pacific PR02-Ford ED V8	did not take restart		
DNS	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	did not take restart		

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CHAMPIONSHIP POINTS

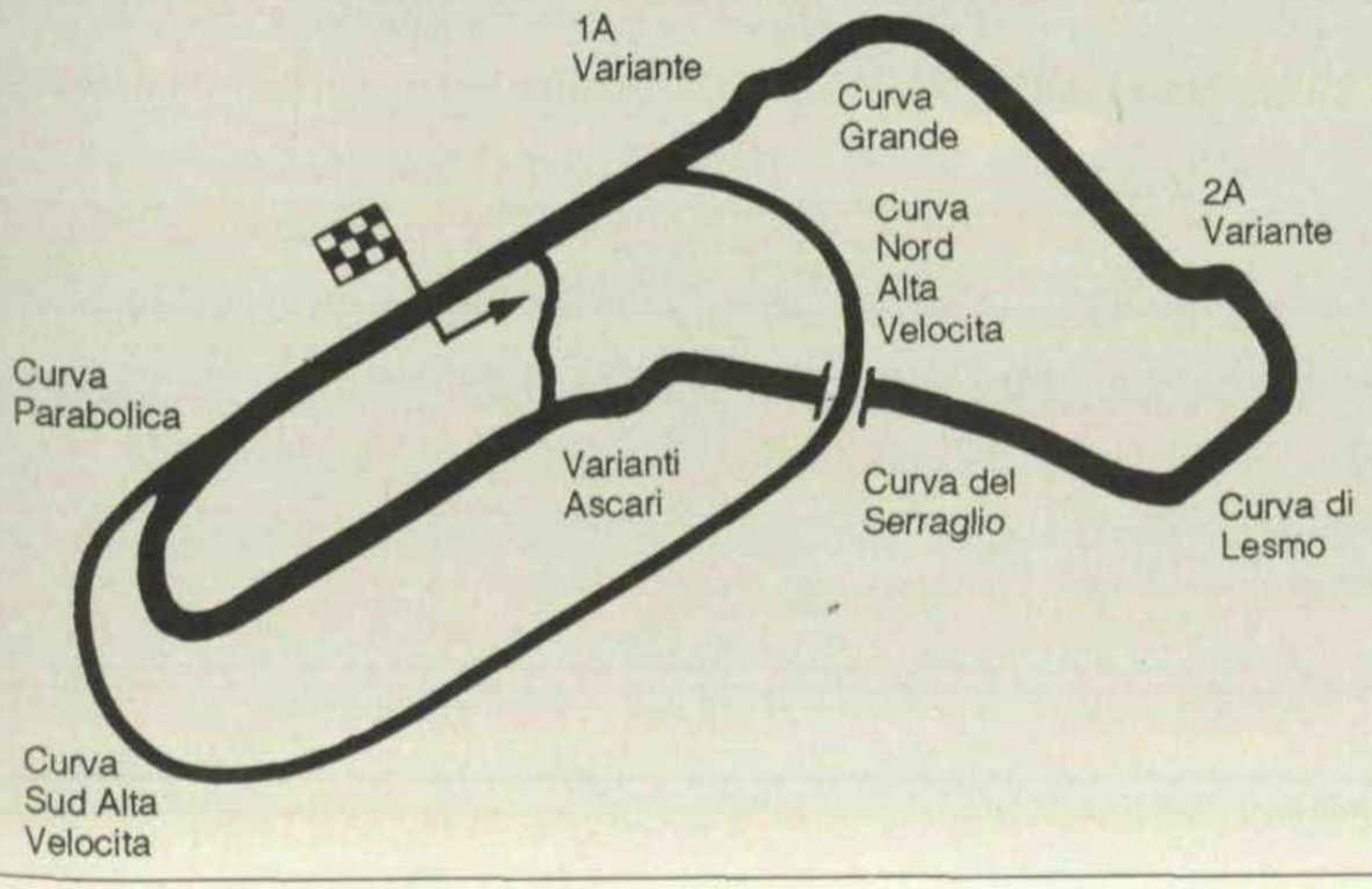
DRIVERS

1	Schumacher	66
2	Hill	51
3	Herbert	38
4	Alesi	32
5	Coulthard	29
6	Berger	25
7	Frentzen	14
8	Hakkinen	11
9	Blundell	10
10	Barrichello & Panis	8
12	Brundle	7
13	Irvine	6
14	Boullion	3
15	Salo	2
16	Morbidelli & Suzuki	1

CONSTRUCTORS

1	Benetton-Renault	94
2	Williams-Renault	74
3	Ferrari	57
4	McLaren-Mercedes	21
5	Sauber-Ford	17
6	Ligier-Mugen Honda	16
7	Jordan-Peugeot	14
8	Tyrrell-Yamaha	2
9	Footwork-Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Coulthard fails to make it round the WARM-UP LAP after sliding off on oil at Ascari. Alesi outflanks Schumacher at the START, with Berger third. Papis spins at Ascari on LAP 1 and a four-car melee bolcks the track. The race is stopped.

➔ Coulthard jumps into the T-car and makes the RESTART, diving into the lead ahead of Berger. Schumacher, tyres smoking, drops to third ahead of Hill and Alesi. Berger takes a look inside the Scot at Lesmo on LAP 1 but is rebuffed.

➔ Brundle has a left-rear tyre blow on the pit straight at the start of LAP 10. He nurses his Ligier back to the pits 'Gilles Villeneuve style' to retire and subsequently receives a reprimand from the stewards.

➔ Two and a half seconds clear of Berger, Coulthard's Williams snaps sideways under braking for the second chicane on LAP 14. A wheel bearing failure is responsible and he exits the Italian Grand Prix for the second time. Berger now leads with Schumacher only a second and a half behind in second, Hill third and Alesi fourth.

➔ On LAP 24, under braking for the second chicane, Hill collects Schumacher as they negotiate backmarker Taki Inoue. Hill is irate with Inoue, for switching from right to left in front of him when enetring the braking zone, whilst Schumacher is furious with Hill and rushes over to the stricken Williams to protest. Hill is later given a suspended one-race ban. Alesi is now second from Barrichello, Hakkinen, Herbert and Irvine. Race leader Berger makes his only pit stop as, like the rest of the field bar Tyrrell, he is on a one-stop strategy.

➔ Alesi stops on LAP 25, Barrichello on LAP 26, and Hakkinen on LAP 27. Alesi's quicker stop brings him out ahead of Berger.

➔ Herbert pits on LAP 29 and leapfrogs up to third ahead of Hakkinen and Barrichello, and behind the two Ferraris.

➔ On LAP 33 Alesi's rearward facing camera falls off and hits Berger's Ferrari, which is running less than a second adrift. The Austrian is fortunate to escape without physical injury but his suspension is damaged and he retires. Alesi is now handed a nine-second buffer over Herbert, Hakkinen, Barichello, Frentzen and Irvine.

➔ Irvine retires on LAP 40 with engine failure, promoting Blundell to sixth. He is followed on LAP 43 by team-mate Barrichello with hydraulic failure. Blundell is now fifth.

➔ With only eight laps left the lead changes yet again on LAP 46 when a wheel bearing failed on Alesi's Ferrari. Herbert is handed the poisoned chalice with 15 seconds to spare over Hakkinen. Frentzen is third, with the second McLaren of Blundell fourth. Salo and Papis fill the remaining points positions.

➔ Boullion, having started the spare Sauber from the pit lane, passes Papis for sixth on LAP 51.

➔ Having extended his lead to 17 seconds, Herbert takes the chequered flag for his second GP win. Hakkinen claims McLaren's first top three slot of the season, with Frentzen bringing Sauber a first-ever F1 podium finish. Blundell is fourth. Salo scores Tyrrell's first points of 1995 in fifth with Boullion sixth.

A man for all seasons

Contesting the Le Mans 24 Hours does not sound much like the common perception of 'retirement'. Even in the twilight of his career, Mario Andretti remains a case apart. Peter Dick engaged him in conversation



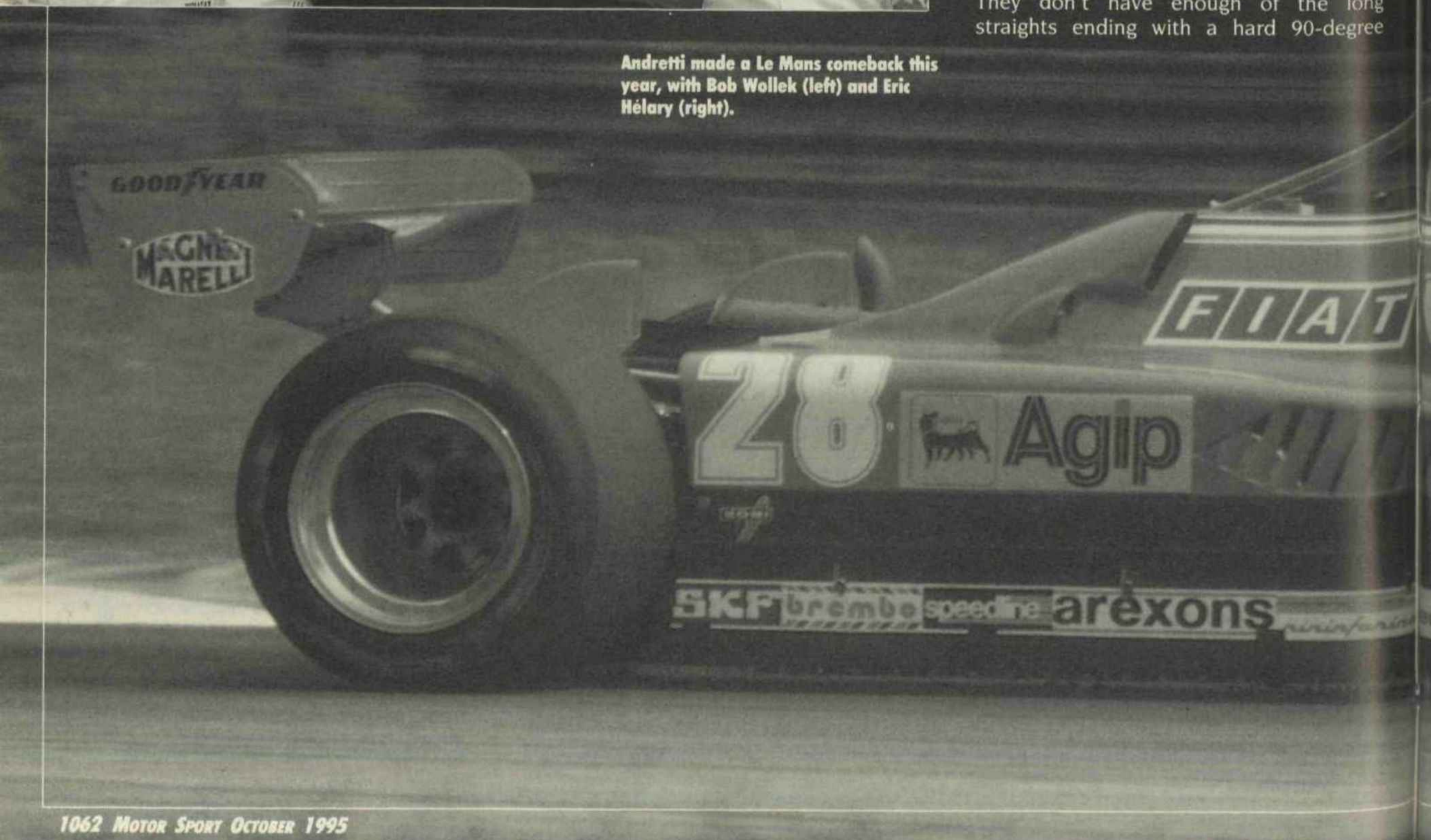
Andretti made a Le Mans comeback this year, with Bob Wollek (left) and Eric Hélary (right).

The conditions were hot and terribly humid. I had been feeling uncomfortably sticky since before breakfast time. The man I was about to meet, however, was a marked contrast. Now 55 years old, Mario Andretti was a paragon of unflustered calm. Still a major focus of attention in the busy Indycar paddocks, he looked cool.

For all his relaxed manner, however, it is evident that Mario is as passionate about racing as at any time in his life, constantly stabbing the table with his fingers for emphasis when he speaks. And there are no taboo topics, not even those he clearly found painful . . .

Let's talk about safety, particularly in Formula One. Since the death of Ayrton Senna a lot of the most exciting corners in the sport have disappeared. How can F1 strike a balance between making the circuits as safe as they can for drivers without destroying all of the classic corners?

To me, the balance is to try to have better run-off. I totally disagree with some of the "chicanery" that comes about. That's a terrible fix – if it's a fix at all. From my standpoint as an observer, a lot of the Formula One circuits have too many flat-out quick corners where it is impossible to pass. They don't have enough of the long straights ending with a hard 90-degree



...sons

corner, whereby you have decisive braking and honest road racing. They're screwing up Imola, which is a phenomenal course, little by little. I looked at the layout of the revised Zeltweg – they needed some help, but I couldn't believe the solution. I think somebody is having bad dreams at night and then putting it down on paper the next day. I'm a very big critic of the Formula One circus because they don't give these guys a chance at all for passing. None. All they have is quick corners and lousy chicanes. They need somebody who really understands what's needed to do things properly.

What do you do with a truly exposed corner – like the "Kink" at Road America – where they don't have that kind of run-off?
Obviously, there are some places where there's no possible way to create a run-off, and then you gotta do something even if it is stupid. But there are many other areas where they are doing this instead of just creating a proper corner where you can pass. They put in a Mickey Mouse chicane which looks too artificial. Chicanes should be a temporary quick fix. Then you do it properly. It seems like they put a chicane in there and it stays forever.

What about refuelling in Formula One? Should they have it? Do they need it?
Well, it adds to race strategy. I think the refuelling is fine. I don't see that to be a critical factor one way or another. It's working to some people's advantage because they know how to use it, and to other people's disadvantage. It's neither here nor there.

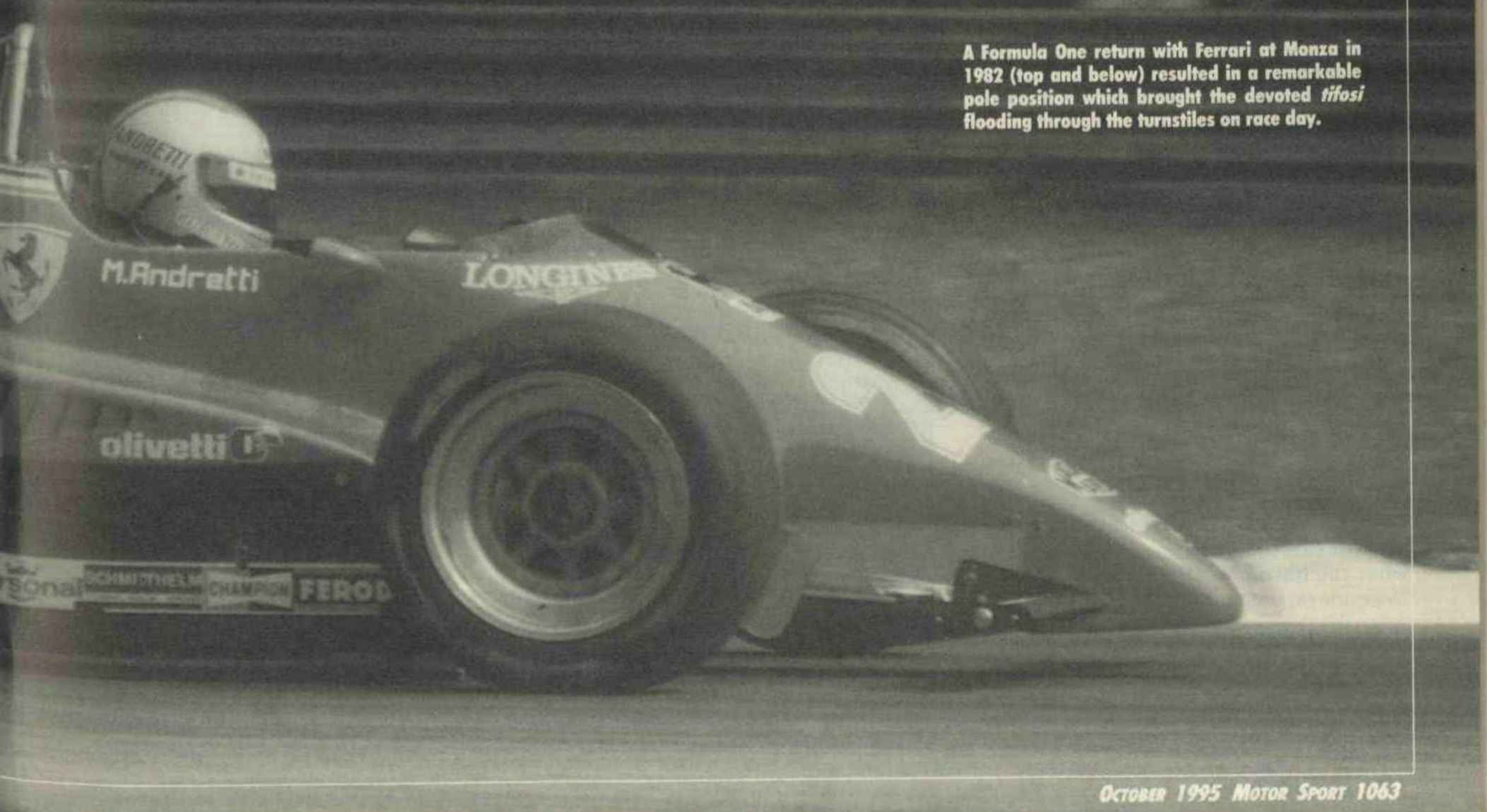
Formula One this year has been kind of a snore, while I've never seen the IndyCar series closer. Why do you think that is?
It's very simple. Formula One has an inbred ruling whereby each team is supposed to manufacture their own car, creating so much diversity between teams that you have clear dominance that is predictable. I think some events have been pretty interesting this year. But you can always count on who: Benetton, Williams – it's going to be nip and tuck – and Ferrari on a good day, kind of putting their horns in there. But other than that . . . McLaren at the moment seems to be out of it. The rest are just filling in the slots. And in IndyCar you have more teams possessing a "Williams".

You have three chassis and three engines . . .
Right. I don't know if that's the ultimate either but, as far as competition goes, it obviously gives more people the opportunity to express their talents. If a driver is in a Minardi or a defunct Simtek for instance, I don't care if he's the Lord himself, he's just not going to do anything. And that's what you have in Formula One. You have some talent that probably goes unnoticed because they cannot express it as their equipment is so far off.

Do you think it's time in Formula One for them to let a company, like Reynard for instance, build a chassis that they can sell to any team?
I think it's time for them to revise their



policy for sure. For the sake of the show. You can be a purist all you want, but ultimately you have to provide a show, too. There's no reason that you can't maintain the technical sophistication, but just allow more teams to have the opportunity at the same thing – teams that don't have the $100M that Ferrari can put into it – so they can buy a Ferrari. Sure, they'll pay their share, but they won't have to pay for the development they can't afford. Maybe there could be some other Italian teams that could run a Ferrari chassis – keep them honest.



A Formula One return with Ferrari at Monza in 1982 (top and below) resulted in a remarkable pole position which brought the devoted *tifosi* flooding through the turnstiles on race day.

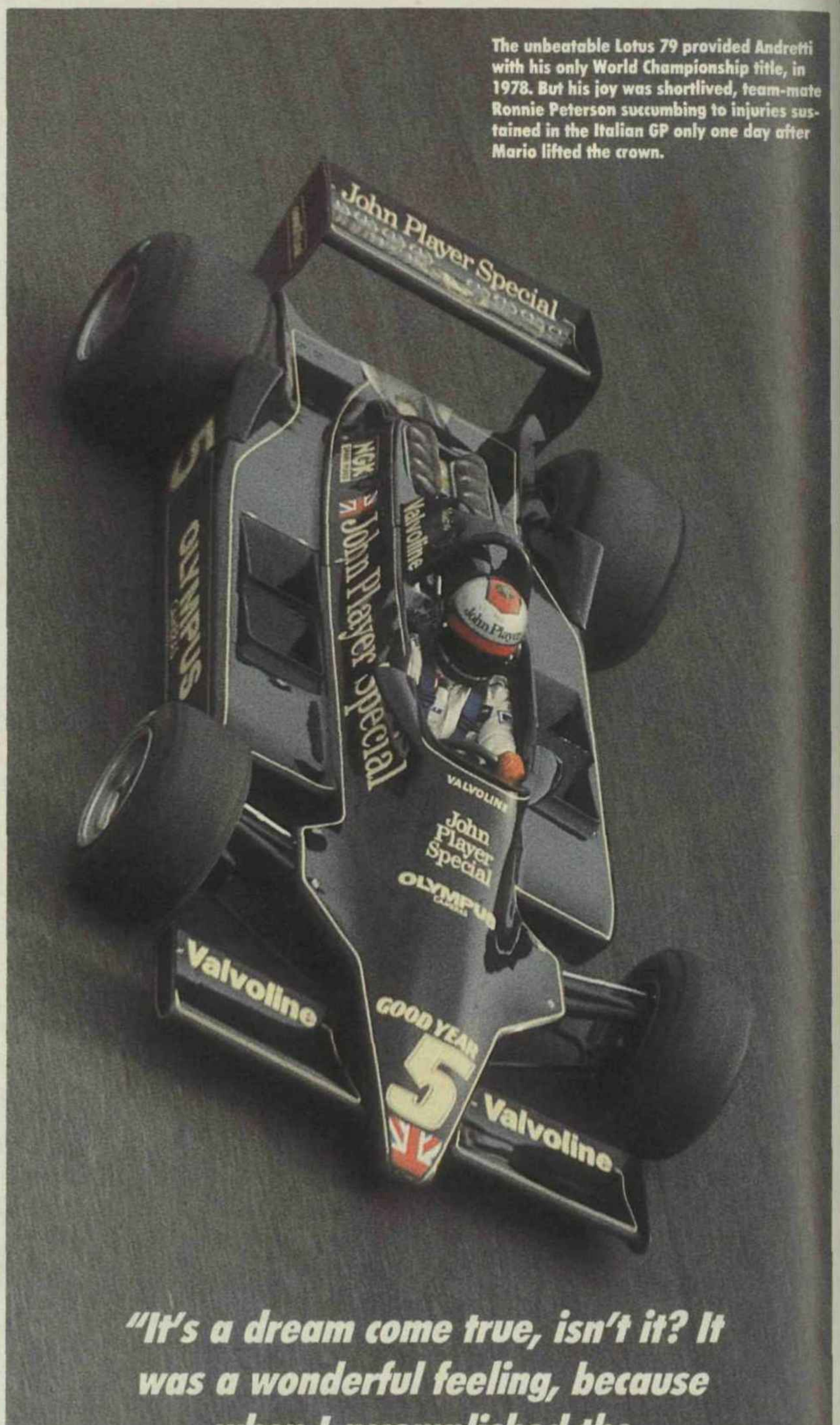
And if they didn't change the rules so often you could run a year-old chassis as well.
Yeah.

Why is everyone so miserable in Formula One? Mike Hailwood, when he moved from motorcycle racing to F1 was quoted as saying, "Did you ever see so many miserable buggers making half a million quid a year?" People seem a lot more relaxed here.
It's not that the pressure's not on. The pressure's everywhere, but it seems that there's too much arrogance in Formula One. It seems to be in vogue.

About Michael's year in Formula One . . . One of the major criticisms from the European press was a sense that there wasn't a full commitment – that he still had a toe in America. I sat at the outside of Turn One at Indianapolis in 1991 and saw Michael pass Rick Mears, on the outside, at 220 mph. I would never use a term like "lack of commitment" to describe Michael. What happened that year?
It hurts me to hear that because here are the so-called experts judging a person without knowing the facts. The facts are simply this: Senna never signed a contract until after Monaco, which means Ron Dennis was compelled to cover his bases, so he hires Mika Hakkinen; then Senna signs, so Dennis has got three drivers and only two cars committed. He's got one driver (not racing) that he promised seat time to. So who gets the testing? Mika. Michael, after every race, is begging. They don't even look at him. They don't even respond to the question, "Am I going to test this week?" What the hell is he going to do? Sit there in the garage? We're not "hangers-on". We don't sit around the garage here. As far as Michael travelling back and forth, I did that, and it didn't hurt me at all. Nobody is to dispute our commitment to the sport because that is all we really care for. Michael's entry into Formula One was with the best possible team at the worst possible time. That's the only way I can put it. They never supported him and, for whatever reason, the press started attacking his family and attacking him, and that created a very unpleasant situation all around. Why did he leave? He was given no choice because Ron didn't pick up his option. Again, Senna wasn't saying whether he was leaving or not. So Michael would have needed to wait until about November. The choice was take a gamble, wait 'til November and maybe still have the job, or a sabbatical because all the options would have been gone then – even on this side (of the Atlantic). And Michael was not about to take a sabbatical.

Do you think it is a harder transition from Indycar to F1 than *vice versa*, in terms of what you have to acclimatise to?
Depends on the team.

Braking distances and so on?
Braking distance is nothing. I mean you're braking at 150 yards, you figure, "Oh shit, I have to accelerate before the corner". Next time you're braking at 90 yards. That's no



The unbeatable Lotus 79 provided Andretti with his only World Championship title, in 1978. But his joy was shortlived, team-mate Ronnie Peterson succumbing to injuries sustained in the Italian GP only one day after Mario lifted the crown.

"It's a dream come true, isn't it? It was a wonderful feeling, because when I accomplished the championship that day, and Ronnie was still alive, I savoured it for a few hours until Ronnie died"



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Left, main picture: Andretti rates his performance at Long Beach in 1977 as one of his greatest. Clockwise from top left: pole position on his GP debut, at Watkins Glen in 1968; Sebring, 1970, provided a chance to show his night driving mettle, lapping six seconds quicker than his team-mates in a car unfamiliar to him; he reckons that son Michael was not given the chance to show his worth with McLaren in 1993.

big deal. If you go to the right team, the transition is a piece of cake either way. You go to the wrong team, it's pure hell. I don't care where you go, or who you are, it's all a matter of going to the right team. The team that will bring you on with open arms, and will give you all the support possible, so you feel you're part of it while you're there. Then it's up to you.

Denis Jenkinson did an article with Ayrton Senna for *Autocourse* in 1990 talking about the philosophy of racing. One of the conclusions he reached was that he believed the basic ingredients of a racing driver's art have not changed over time from the '30s to the '60s to the '90s. Would you agree with that?
I fully agree with that. I think you're faced with different factors, but all you are, the human element, is still very much there. You just have a slightly different contribution to it.

Finding the limit without going over it would seem to be the core of a driver's art, and maybe the hardest thing to articulate. How did you find the limit?
I don't know. I think it's just a personal thing. I don't know what it is. It's motivation. It's how you look at things. Your philosophy about things. It's something that is so personal that it's impossible to teach. Why is one driver quicker than the other? It is just that one driver can see things differently. He's got more confidence. It's the confidence aspect over-riding certain fears sometimes, and gettin' away with it, that lures you on. But to get to that point, to make yourself make that first move, is probably something where you either have to be stupid or totally unconscious. And that's what it is.

And then the limit's always changing. It changes car to car, weather conditions, oil on the track, fuel load lightening...
Yeah, it changes every minute. But that's the trick isn't it?

So how come your "seat of the pants" tells you you can do 205 mph and keep your foot in it, somebody else's says 198 and lift, and somebody else's says 208 and he ends up in the wall?
That's a very good question. If I knew the answer to that I could probably have a great driving school and be a good teacher – which I'm not. I can't even teach my kids. I have a tough time putting names to things. I listened to an instructor from a driving school once, and I thought, "Oh, *that's* what you call that".

Sometimes, from one season to another, there's a huge change in performance often related to the team. I'm thinking of the example of you from 1978 to 1979. In '78 you had a world-beating package, and in '79 the car didn't give you the capability to even win. Does your driving change from the one year to the other?
Well, you're driving harder and achieving less. It's amazing. In '79 we were looking at the Williams, and Nigel Bennett says, "That's the way our car should look". That should have been the natural progression. We didn't make any progress in '79, if anything we went backwards. And then the frustration sets in, and then you start doubting yourself. You can't always blame or think it's the equipment. Then you start believing what people are telling you – you try all different things and it doesn't work.

Do you drop into a lower mental gear when you know you don't have a chance to win?
You drop into a no-man's land. It is really the worst feeling in the world. It's like going into battle with no bullets. You know you're going to get shot at, and you know you can't defend yourself – that's basically what it is. I think we all, if we're in there for the long pull, experience that at one time or another, unfortunately.

When you have crushing disappointments – I always come back to Indianapolis in 1987, though you've had many more than that – what kind of mechanism do you use to not let that eat you up? How quickly can you bury it? Or do you ever?
You have to. You can't dwell on the negatives. You have to maintain a predominantly positive attitude in the game just to exist from day to day, let alone be proficient. Quite honestly, you just have to let the past go. You know the way I've always looked at it? I say, "If I'm healthy, I don't have any broken bones and I'm here, ready to go again, God what a blessing." And that got me out of it. You never really appreciate how wonderful it is to be healthy until you're broken up. And I've been a few times. Maybe less than I probably deserve. You know, I've had to go to work, and sit in the car, and I've said, "It would be such a piece of cake if I didn't have a broken rib, if I didn't have a broken pelvis or a broken bone." So you look back after you've had that experience, believe me, and that pulls you out of anything.

Which gets me to another issue – surviving the length of career that you have. Concentration camp survivors often talk about having a feeling for the rest of their lives of "Why me? Why did they all perish and I survived?" Do you ever ask yourself, "Why me?"
Many times. It's totally out of my hands. For example, why did Senna have to have a mechanical? Why? I mean, I don't care who would have been in the car, the same thing would have happened. It's certainly not the driver's inability to cope with the situation. He was unlucky. People have said many times to me, you know, "You've been so unlucky, you should have won more Indys," or this or that. But I say I've been very lucky. Very lucky.

Who would be a true hero of yours outside of motor racing?
Gorbachev. I admire that man. People don't give him the credit he should have received. I think he's still a hard communist, but he's a man who saw the light. And he should have remained at the helm because right now there's no control. That whole society's in disarray, but at the same time the whole Curtain's come down. There's a new world out there, because he was the catalyst.

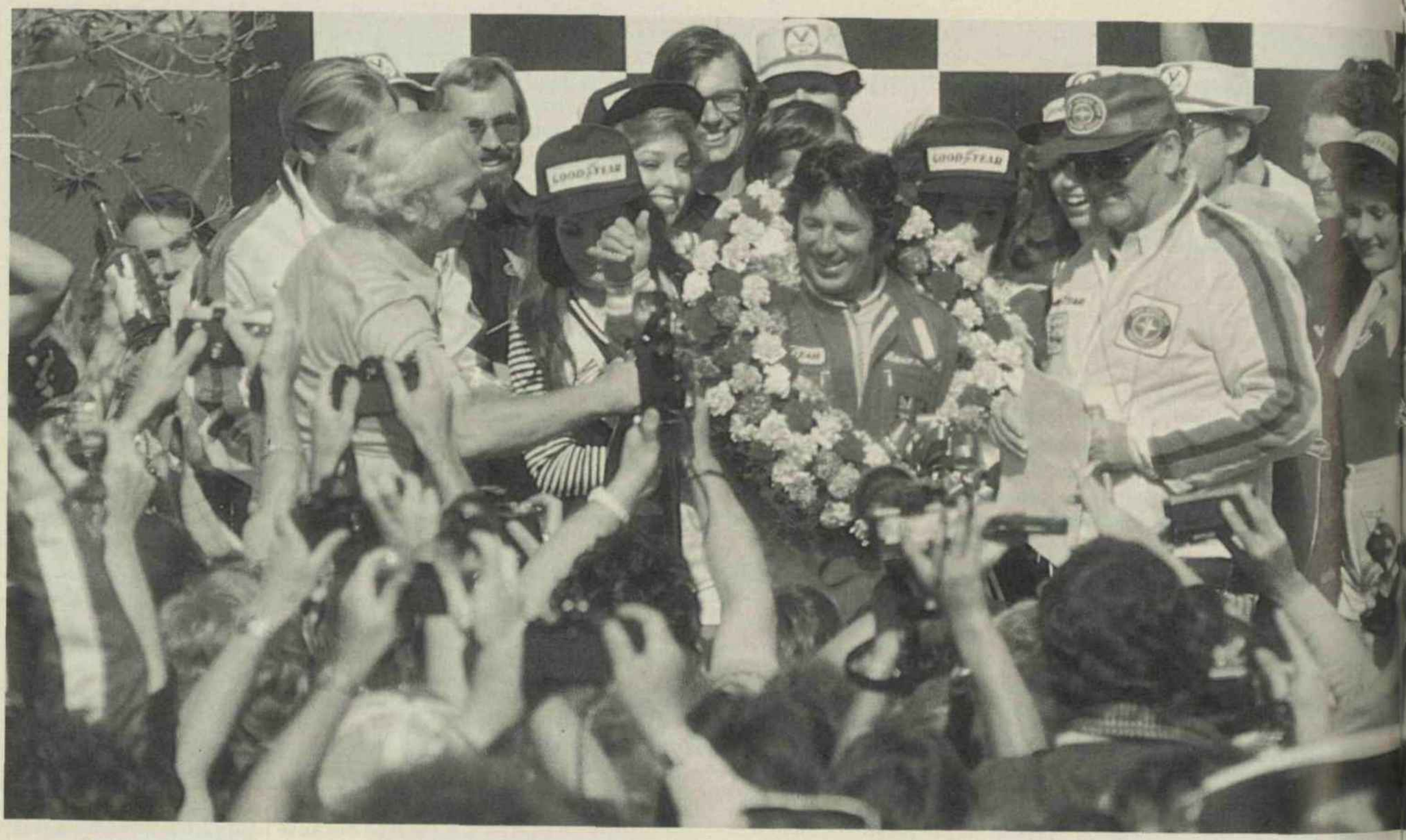
As a child your hero was Alberto Ascari – a world champion, a winner of the Italian Grand Prix at Monza, the big event where you were. Now you've grown up and won the World Championship and the Italian Grand Prix at Monza, how does it feel to grow up and become the kind of person you idolised as a kid?
It's a dream come true, isn't it? You have no idea the feeling that I had in Monza. It was a wonderful feeling, because when I accomplished the championship that day, and Ronnie was still alive, I savoured it for a few hours until Ronnie died. But you have no idea – no one could comprehend the satisfaction that I achieved that evening for myself because I knew that that's where my dream really began. To win it where I saw my first Grand Prix, where I really first became passionate about Formula One and about racing, happening like that was a wonderful blessing.

And, of course, you won the Grand Prix itself the year before . . .
I won it that year, too (1978), but I got screwed.

The jumped start?
Yeah, but I didn't jump. Good old Gilles jumped and I reacted. But I stopped. Then they penalised us both.

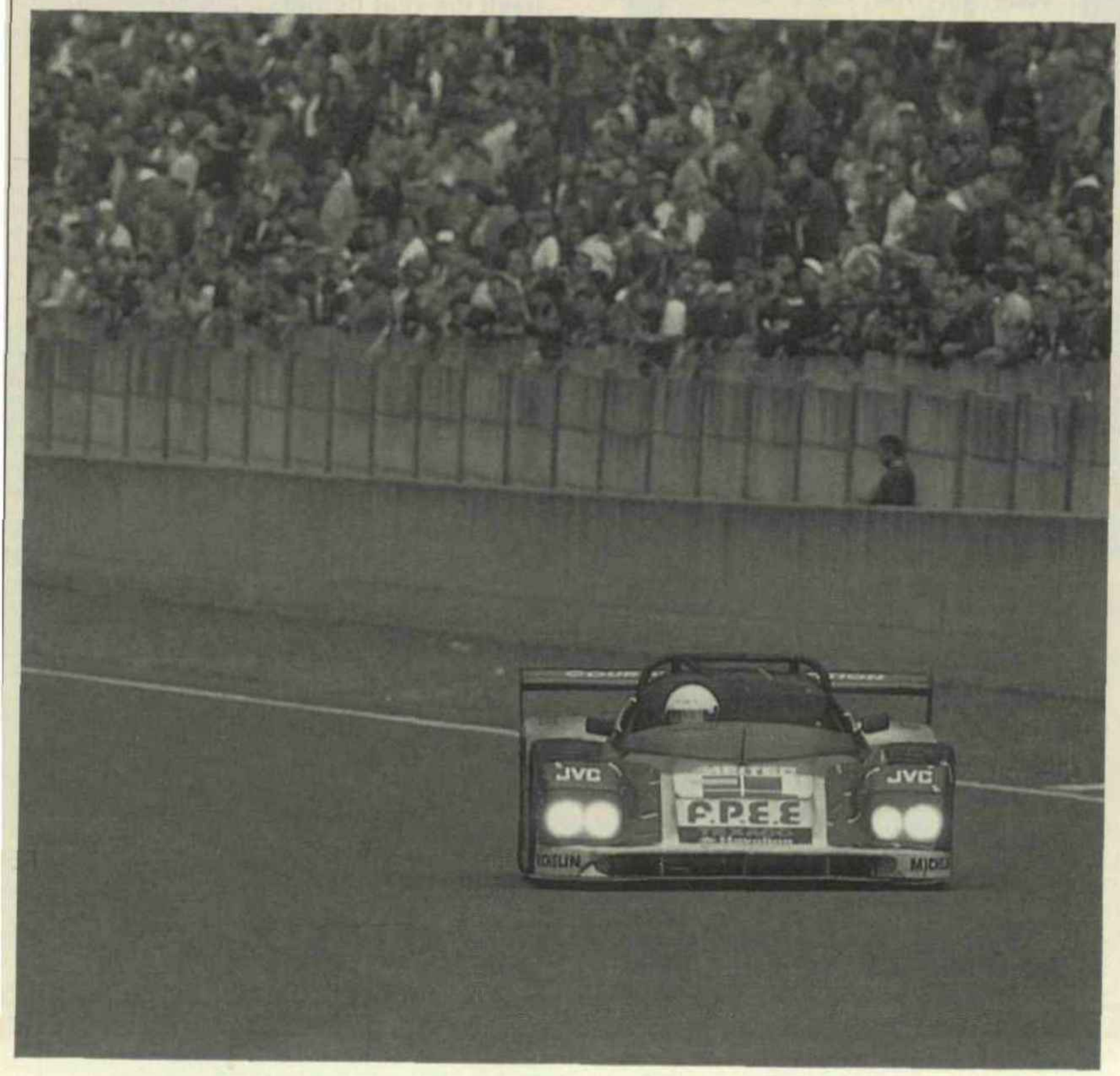
You've been quoted as saying the Sebring 12 Hours in 1970 was probably your greatest performance. Do you still feel that?
It was one of them – in the sense of really reaching, because I had to get into another car. And it was decisively different because I went from a spyder to a coupé. Very different cars. And I knew what I had to do. I was just driven that night, I don't know by what. I started doing laps; well, the kink past the pits, the whole weekend I could never do it flat, and I started doing it flat. So I drove my butt off. I really feel, even though I was in that car only an hour, I really contributed to that victory. That's why I take some credit for it. I don't think those guys would have won it, because I was running consistently six seconds quicker than they were. So, from that standpoint I feel justified to be satisfied with my drive that night, I really do.

What do you think was the best we ever saw of you in a Formula One car?
I think, believe it or not, one of the best drives was at Long Beach. I think the other one was at Monza.



Below: Andretti sees no reason why success at Le Mans cannot be attained in the next three years.

Two podiums; two eras. Andretti celebrates victory for Lotus at Long Beach in 1977 (above), and his performance at Le Mans last June (far right).



The Long Beach that you won in '77?
Yeah. And Monza – the race that was taken away from me ('78) – and I'll tell you why. In Monza I drove without brakes. I chased down Villeneuve, and I knew I had two good hard brakings left. And I chased *him* down, chased him down, chased him down. It was at the Variante Ascari, which was hard braking, where I tried to get under him. It was one do-or-die, and my foot was coming out of the nose, you know? And I got by him. I really thought I drove a damned good race that was never appreciated. But nobody knew I was out of brakes either, because that whole season I had no brakes.

Really?
That was my big fight with Colin Chapman. That car would run out of brakes halfway through the race, because he was insisting on using magnesium calipers. We had inboard brakes with magnesium calipers, which were part of the gearbox package – the first half of the caliper was integrated. He insisted magnesium was the way to go because of the weight. But it was so porous that, by the time you reach a certain temperature, you would get seepage. You'd get leakage, and I'd have no brakes.

Was that not something that could have been changed mid-season?
Oh hell, yeah.

But he wouldn't?
He would not. The first race that I won with the Lotus 79 in Belgium, I had no brakes – zero brakes.

You also lost a few races because of his cutting the fuel very close.
Yeah. He was notorious for that.



Do you have any idea what the Lotus budget was in '78?
In '78 it was probably a whopping six million, and Colin was putting about two and a half of that in his pocket and buying helicopters!

To my mind, IndyCar racing has never been healthier than it is right now. There's an old adage about, "If it ain't broke, don't fix it". Why doesn't Tony George see that?
Yes. Why? Where is the so-called "better idea"? The field the last couple of years, at the Indy 500 itself, has had the best quality of drivers and teams they've ever had. If not for the stock block rule, we would have had the most exciting qualifying of all time. All the ingredients are in place. They want a new league without the road races. Why? IndyCar has created a great road racing alternative to F1. All the permanent road racing facilities have been upgraded, which means that they're obviously doing well financially. All the existing temporary courses have long-term contracts – Long Beach recently celebrated their 20th year. All these venues are so well attended. Industry-wise, IndyCar racing is running flat out. Why would anybody want to start a new league to compete with the current series? Why does the IRL think oval racing is the only thing Indycars should be doing in America? The best thing in Indy racing is the mix. We're doing better than we've ever done before. So what is Tony bringing to the party? He says he has a better idea, that he's catering to the promoters, yet all the promoters in place now, except two, are expressing support to IndyCar as it is now. The overwhelming majority is on this side, yet he wants to create a new situation.

He's also mentioned that he doesn't like there being so many foreign influences.
Well, my God – now you're going to have to show a passport. Look at golf. The winners of eight of the last 12 Masters have been foreign-born. Is that bad for the sport? That's what has created golf, and really brought golf to the dimension that it is. Indy racing is no different. When I was driving Formula One and Indy, Indycars were considered club races over there. I was winning over here, two or three races here, then I was winning races over there, yet over there nobody cared. If I would do that today I would be the hero of all-time. Now is it bad what we've achieved today? It is significant progress. We have almost equal spacing in some of the top magazines in England, Italy and France about our events. The races are televised in over 100 countries. That's an achievement, real progress. Let's fix the things that need to be fixed without throwing away the baby with the dirty water.

Back in the late '60s you would go from dirt, to pavement, to Pike's Peak, all kinds of different disciplines one week after another. Did you have any problems in adjusting that quickly to completely *different disciplines?*
It can be a problem, but you have to have the ability to switch things off. The biggest single problem used to be to go from a single-seater to a stock car. Single-seaters, or even sports prototypes were not that big a deal. The biggest was the stock cars. You get into a stock car, you stand up in the seat, you go slower. You cannot put the energy that you put into a single-seater into a stock car because it will not accept it. You can't hustle it the same way. That was my biggest problem. But as far as disciplines, the dirt, etc., if you've been doing it for a while, you pick it right back up. You never really forget how to ride a bicycle.

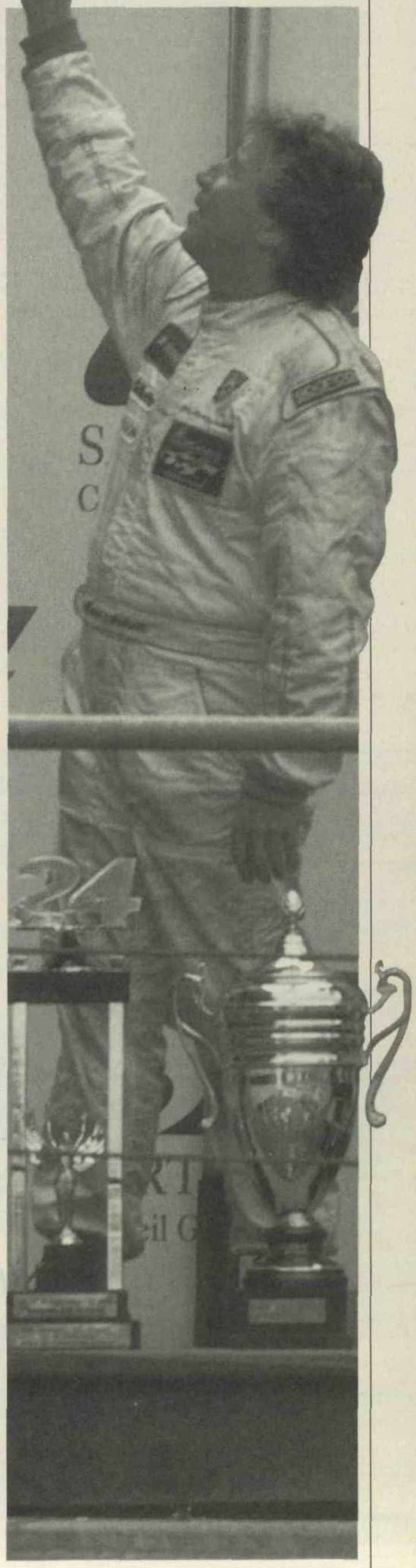
Le Mans. How many more years do you think you'll compete?
It's hard to say. I'll call it from year to year. I'd like to think it should be at least another couple or three.

You didn't look like a retired driver up on the podium.
No, I felt good. Physically, I feel excellent. Now that I don't do as much, I feel motivated. I feel like I really want to drive. It's such a great feeling in my life. I'm going to keep it up as long as I feel like this.

How difficult is your first year out, looking over the fence?
It's difficult enough to know that I could have endured – should have done another year. And I know I can't come back.

You feel you could have done another year?
Yeah. All I needed was a sabbatical of two months, to be out of the race car and charge my batteries, and I think you would have seen a new me for another year, and then it would have been enough. But, you know, there's no use reliving that. I think, ultimately, I made the right decision.

Peter Dick, Toronto, Canada



Dodging the bullets

IndyCar racing dodged a high calibre bullet when Jacques Villeneuve clinched the PPG title outright at Laguna Seca. Although Damon Hill's next team-mate earned enough points to win the championship by mid-August, IndyCar's failure to resolve Penske Racing's appeal of its Portland disqualification meant that Al Unser Jnr could have won the title *if* he finished on the podium at Laguna Seca, *if* Villeneuve finished out of the top 10 and *if* IndyCar's Court of Appeals ruled in Penske's favour. But Unser finished sixth and Villeneuve 11th (thanks to three punctured tyres and a damaged nose cone), rendering the outcome of the appeal something of a moot point.

So while it remains to be seen who "won" the Portland race, everything else about the 1995 PPG Indy Car World Series has been resolved. While championship points totals are often inaccurate barometers of performance, in the case of the 1995 IndyCar season it's clear Villeneuve and Unser were the year's best drivers.

Not even Unser's most ardent supporters could begrudge Villeneuve and Team Green the PPG title. In just its third year of existence (and its second in IndyCar racing) Team Green showed what an efficient, expertly-managed team can achieve. They were fully ready at the start of the season and only got better as the year progressed: the Player's Reynard started first or second in seven of the last nine races. Working in total harmony with engineer Tony Cicale, Villeneuve was everything a champion should be: quick, consistent and wise beyond his years.

Though his defence of the PPG title was unsuccessful, Unser's performance was just as impressive as his awesome 1994 season, albeit for different reasons. Last year in the PC23 he had a clear mechanical advantage over everyone but his two team-mates. This year, the PC24 was slow out of the box and only a Herculean effort by Team Penske and Unser turned it into a consistently competitive race car by season's end. In contrast to Unser's unflagging determination, Emerson Fittipaldi's dismal post-Indianapolis performance regularly had the former world champion racing with the likes of Eliseo Salazar and Marco Greco.

After Villeneuve and Unser, however, it gets tricky. Bobby Rahal and Michael Andretti could not have charted more different courses to their totals of 130 and 125 points, respectively. Want a man who can be counted on to challenge for a championship? Rahal's your man. Want a man who can be counted on to challenge for race wins? Andretti's your man.

Rahal drove with the steady, calculating style that has earned him three PPG Championships. But he went winless, indeed, he led just two laps. No doubt about it, in the Lola-Mercedes he had the weakest package, race in, race out. But Rahal's hyper-conservative nature – once the ideal formula for winning enough races that championships followed – got him neither in 1995.

Andretti seldom lacks aggression, but a dramatic early season advantage was squandered by his own mistakes, strategic and mechanical failures. After May Newman/Haas lost its advantage and, ironically, the only race Andretti won – Toronto – came after an indifferent qualifying performance. Fittingly, his finest drive of the year ended with a blown engine in sight of the chequered flag at Mid-Ohio.

Paul Tracy and Robby Gordon each won twice, but on the whole Gil de Ferran and Jimmy Vasser had more impressive seasons. De Ferran re-energised Hall Racing and might have been on the podium half a dozen times but for poor reliability. Then there was the Cleveland race that was his for the taking until he stumbled over Scott Pruett. His luck finally turned around at Vancouver and his dominant win at Laguna Seca may have loosened the flood gates for next year when the Pennzoil Reynard will be Honda-powered.

In his first season with a top team, Vasser would have finished higher in the standings but for pitiful reliability early in the season. Coming up through the ranks, Vasser was blindingly quick, and this year he emerged more in the Unser mode: always a factor – quietly moving through field at Detroit, Portland and Cleveland. Regardless of the outcome of Penske's appeal, Vasser is destined to win on the track in 1996.

Tracy and Gordon are the most gifted drivers in IndyCar racing but whether they will ever develop into consistent winners,

remains to be seen. They both show flashes of maturity – Tracy's patient win in Australia and Gordon's equally heady victory at Detroit, for example. But for each step forward, they're inclined to take a step back – witness Tracy punting off de Ferran at Long Beach and Gordon's post-Cleveland carve-up with Andretti. The chances of either one rounding into a Rahal are nil, but either could win a championship Michael Andretti-style.

Scott Pruett scored the most dramatic victory of the season at Michigan and, after all he's been through in his career, no win was ever more deserved. Hired unenthusiastically by Pat Patrick to do the drudge-work testing which brought Patrick Racing and Firestone back into IndyCar racing, Scott rehabilitated his battered IndyCar career in 1995, showing that he does deserve to be included among the top rank drivers.

For that matter, Teo Fabi also resurrected his flagging career with a series of strong showings with the new Forsythe Racing team. Along with de Ferran, Fabi was the season's unluckiest driver and could have won a couple of races but for mechanical failures. Mauricio Gugelmin too, might have won a race or two, but the PacWest team suffered a mid-season slump and there just weren't enough races for everyone who *could* win actually *to* win. Indeed, de Ferran's win at Laguna Seca marked the 10th different winner of the year, a modern IndyCar record.

Andre Ribeiro was one of those 10, brilliantly bringing Honda and Tasman Motorsports their first IndyCar win at New Hampshire, but he also made his fair share of mistakes. Christian Fittipaldi started off well but his performances faded in the second half of the season when his limited budget caught up with him. That should not be a worry at Newman/Haas in 1996 . . .

Of the rest, Adrian Fernandez had a quietly strong year with Galles Racing, Juan Manuel Fangio II made an impressive, if overdue IndyCar debut and Parker Johnstone set the IndyCar scene on its collective ear with an astonishing run at Michigan. But is IndyCar racing ready for a driver who once turned down a scholarship to the Julliard School of Music and who commutes to and from the track by bicycle?

On the other hard, Stefan Johansson, Raul Boesel and Bryan Herta had seasons that are best forgotten, Herta never getting out of Chip Ganassi's dog house despite taking pole at Phoenix, nearly winning Cleveland and qualifying on the front row at Laguna Seca.

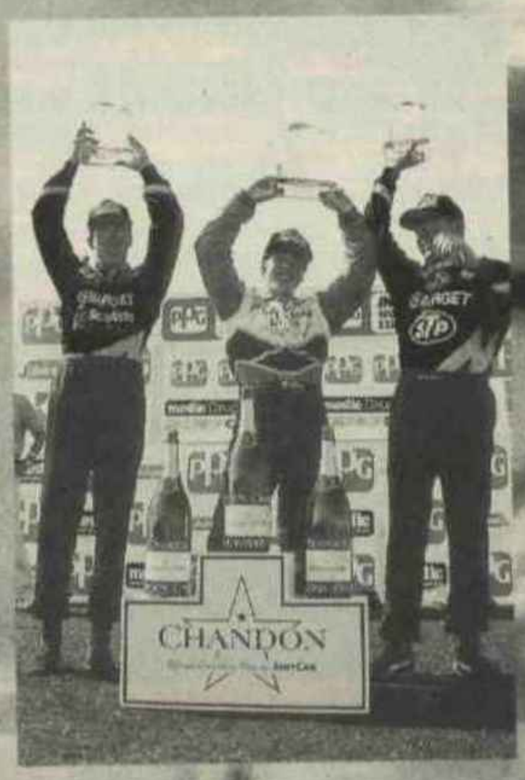
Finally, who can ever forget Scott Goodgear and his nightmarish cameo at Indianapolis? Then again it was altogether fitting that a year when the champion was nearly determined by a court, that the winner of the Indianapolis 500 should be determined by the pace car.

D P



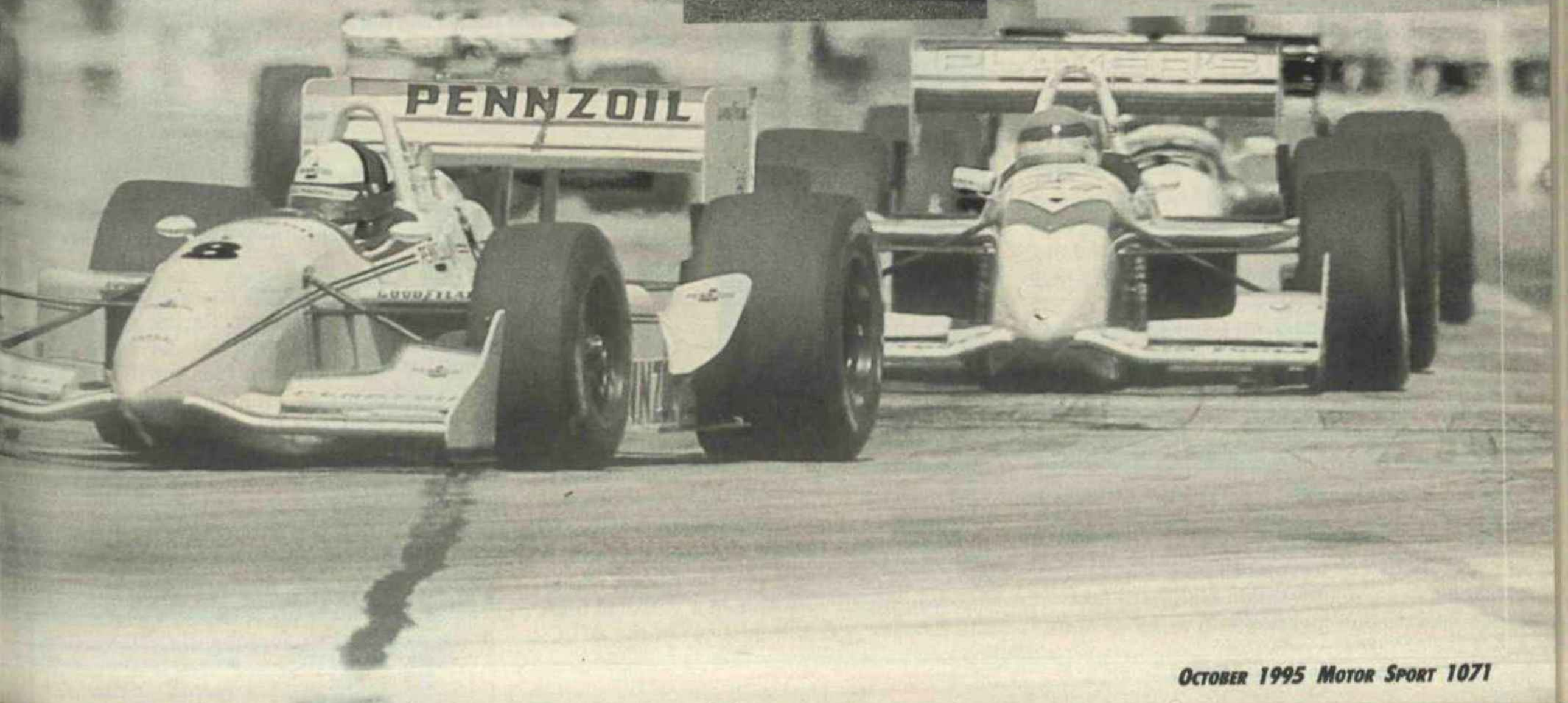








Gil de Ferran leads Jacques Villeneuve at Cleveland (main shot). The Brazilian finally registered a win at the season's end. Clockwise from immediate right: Bryan Herta, champion Villeneuve and the promising Jimmy Vasser atop the podium: Al Unser Jnr – comeback king: Paul Tracy – fast: Bobby Rahal – Mr Consistent: Michael Andretti – led lots of races, but only won once.



Bitter sweet

A double success at Oulton Park was not enough to keep our columnist in the championship hunt

I always drive up the M6 to Oulton Park with a good feeling inside of me. The Cheshire circuit has been kind to me over the years, and every time I line up there I am fairly confident of a victory. In the last two seasons of the British Touring Car Championship I've won there four times, including three of this year's four races. And maybe this gets to the other drivers, too, because last month's rounds at the track provided me with two of the easiest wins of my career.

Yet I drove back down the M6 secure in the knowledge that I had lost out on the 1995 title. Vauxhall's John Cleland had kept a cool head to score a third and a second to become the champion. Of course, this is a big disappointment for myself and Williams Renault Dealer Racing, but the blow was softened a little because I'd been preparing for it throughout the previous fortnight.

I was able to do so because I'd had a disastrous weekend at Snetterton. I qualified my Renault Laguna on the front row for both races, and yet I only scored one point that day. On each occasion my car was knocked off the track by Tim Harvey, my Renault team-mate of last year. The second time I thought he was a bit naughty because he could've backed off before his Volvo had spun me round. But it was our first clash that had everybody talking. His TWR team was later fined £10,000, and from the size of the fine it was clear that it had done something very wrong. And everybody was connecting the penalty with this incident. But I try to keep out of all this: Tim told me that something had broken on his car and that he could not stop, and I have to believe him. It's done and nothing can change it. Anyway, it turned out that we had fitted the wrong tyres for a wet track that then dried out very rapidly.

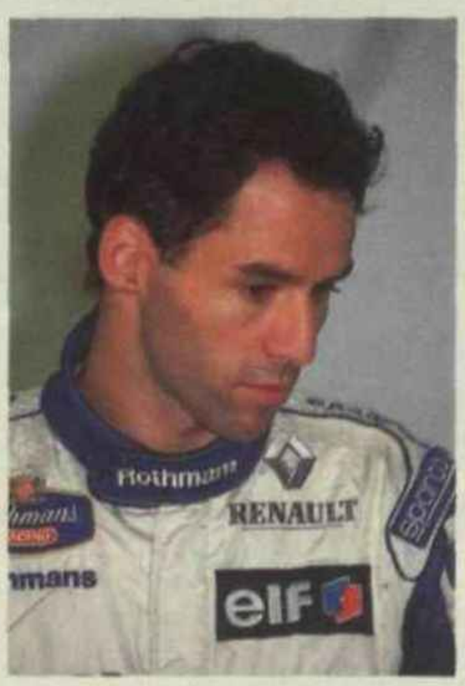
By way of contrast, my team and I enjoyed our best weekend of the season at Oulton Park just 13 days later. My team-mate Will Hoy chased me home in the first race to give Williams its first BTCC one-two, and although he was knocked out on the first lap of the second race – by Harvey! – I survived to win again. In doing so I took second place in the championship away from Volvo's Rickard Rydell. But there's only one place to finish in a championship, and that's first.

There's one meeting left, at Silverstone,









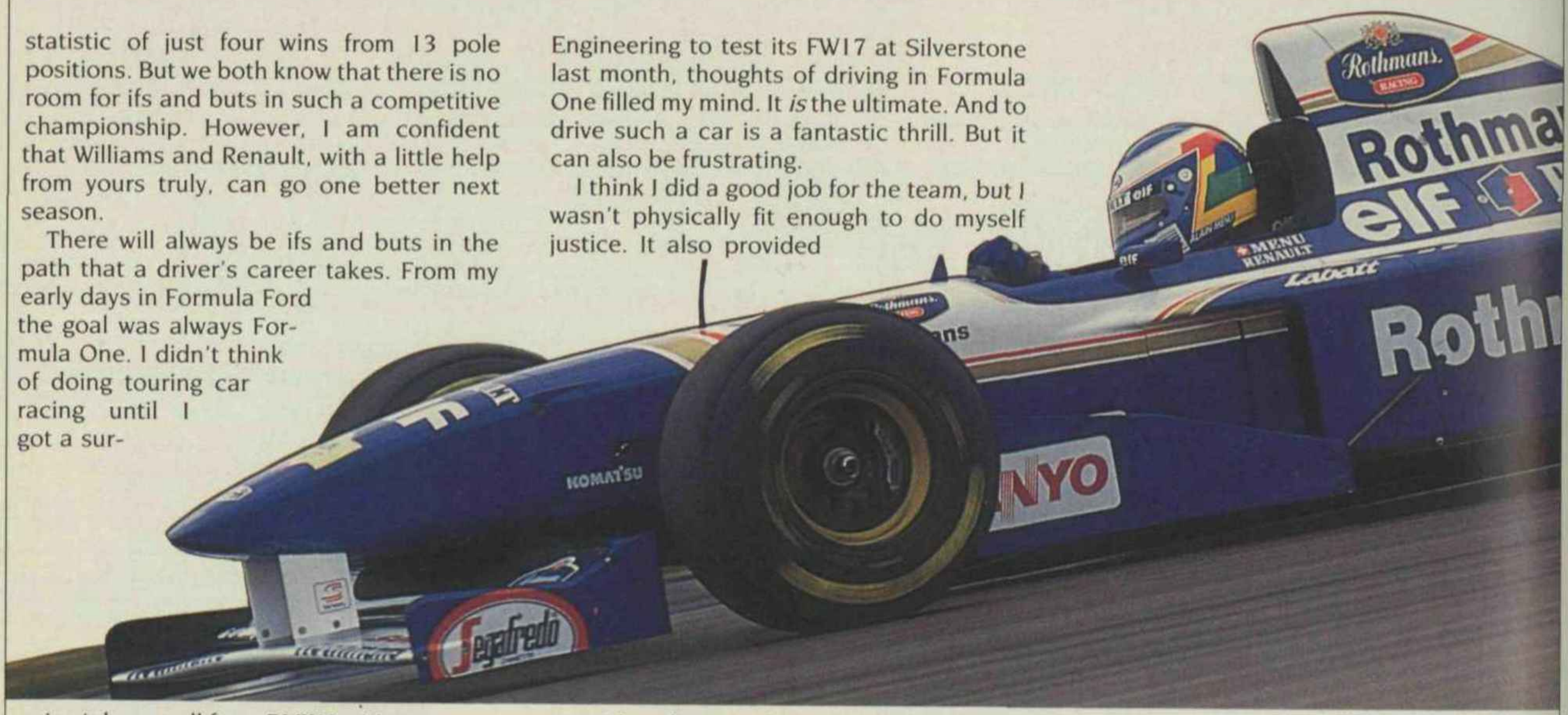
With champion John Cleland and Will Hoy on the Oulton podium (top left). Snetterton winner Kelvin Burt (top right). Vying with Cleland at Oulton (above). In Williams F1 garb (left).

and this will provide us with a showdown against Vauxhall for the Manufacturers' Championship. Naturally, my employers are very keen to win it, and I will do my utmost for them, but I believe the average man in the street will think that because Cleland has won the drivers' title in a Vauxhall then the Cavalier was the best car in the BTCC.

And in the middle of the season it was. But now I think we have the best car, especially when fitted with its new engine from Sodemo.

In its first season of touring car racing Williams Renault Dealer Racing has won eight races, six of which – as many as Cleland – have fallen to me. But the Vauxhall has been that little bit more reliable. John has had just two non-finishes this season, both of which were of his own making in the wet at Brands Hatch. The wet races have cost us, too; at the first Brands Hatch meeting we fitted the wrong tyres, and at Silverstone my windscreen misted up. But the biggest hiccough was when a freak gearbox failure cost me a win at a dry Knockhill. Likewise Rydell will be ruing his


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statistic of just four wins from 13 pole positions. But we both know that there is no room for ifs and buts in such a competitive championship. However, I am confident that Williams and Renault, with a little help from yours truly, can go one better next season.

There will always be ifs and buts in the path that a driver's career takes. From my early days in Formula Ford the goal was always Formula One. I didn't think of doing touring car racing until I got a surprise 'phone call from BMW inviting me to a young driver evaluation test. This was a real lifeline, because my single-seater career had stuttered to a halt because of a lack of finance.

Now I am making a good living driving touring cars for one of the world's top teams, in one of the most competitive series in the world. And yet . . .

When I was invited by Williams Grand Prix Engineering to test its FW17 at Silverstone last month, thoughts of driving in Formula One filled my mind. It *is* the ultimate. And to drive such a car is a fantastic thrill. But it can also be frustrating.

I think I did a good job for the team, but I wasn't physically fit enough to do myself justice. It also provided me with a glimpse of what might have been. There is only one Schumacher, one Prost, one Senna – the rest of the F1 field are good, but they are not supermen. I've always believed that I could do well in Formula One given a good car, but I can think of 30 others who could do the same.

On the day itself I lapped faster than Alain Prost in the McLaren, and went three-tenths faster than Jacques Villeneuve had done on his first day in the Williams, although I had the new spec' engine and the track was undoubtedly quicker, which was probably worth a second in my favour.

My biggest problem was that my neck just couldn't stand the strain inflicted on it by the huge cornering G-forces. There's nothing that can prepare you for that, and I was limiting myself to just four laps at a time because of it. Towards the end of the day I was given some new tyres, a light fuel load, and told to go for a time. Really, I wanted to call it day, but I went out, made a couple of mistakes, and went only marginally faster than I had done before lunch.

The car is truly amazing. You get used to the speeds on the straights within a couple of laps, but forcing yourself to brake later and later, and turn into corners like Becketts and Bridge at fantastic speeds, takes more than a day. This is where I was losing out.

I would be lying if I said that I wouldn't switch to F1 if Williams was ever to ask me, but I would only do so for a front-line team. Winning is where the buzz of motor racing comes from, not running in the middle of the pack, and my Renault Laguna has provided me with enough of the former feeling to know that I like it.

But touring cars can also provide you with the disappointments and dangers. The shocking news of Kieth O'dor's tragic death at Avus might just shake us out of the complacency that has crept into this category. We like to think of touring cars as being the safest form of the sport, but clearly some things need to be changed.

The talking will come later. For the moment, I would like to pass on my condolences to Kieth's family and friends. **A M**

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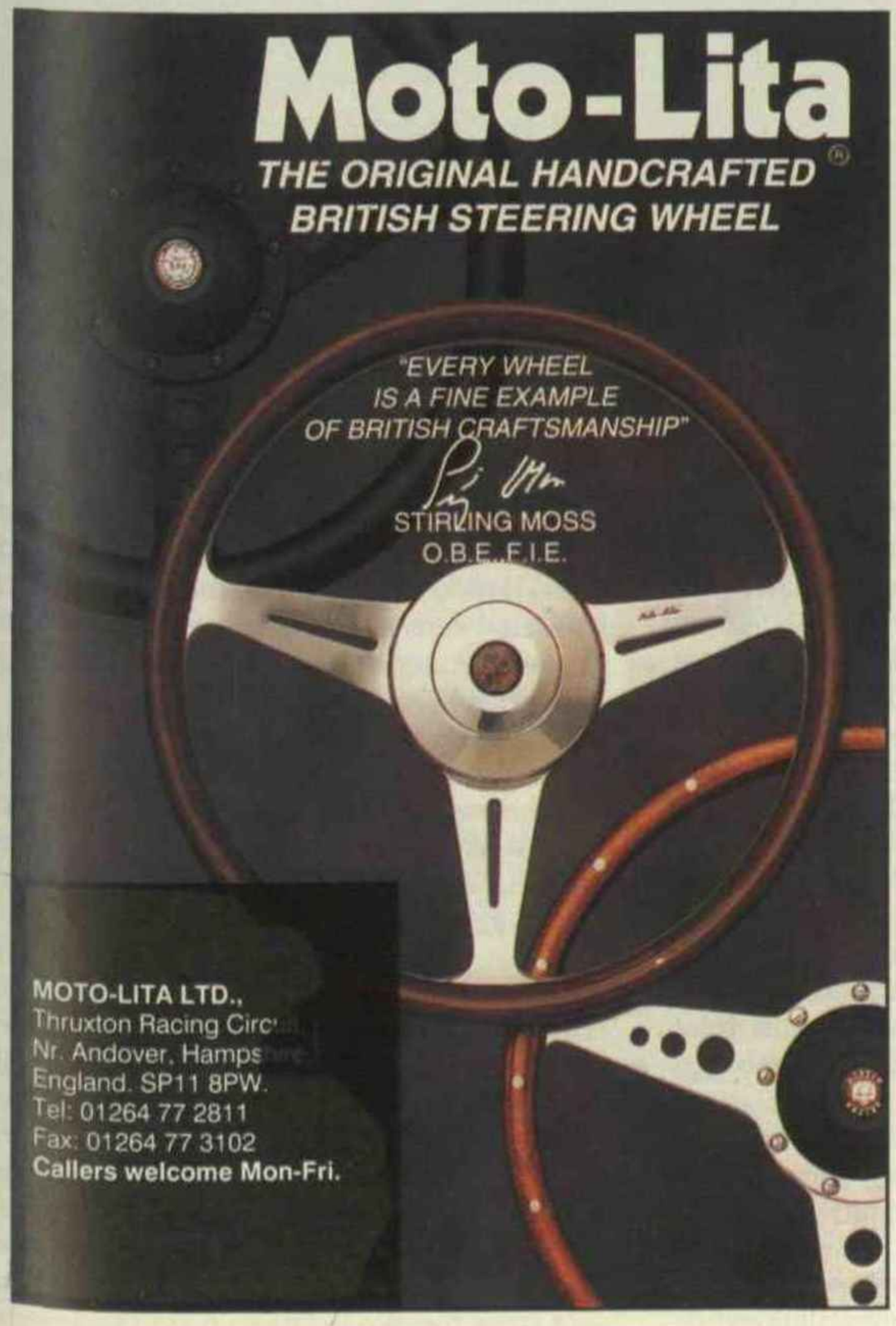
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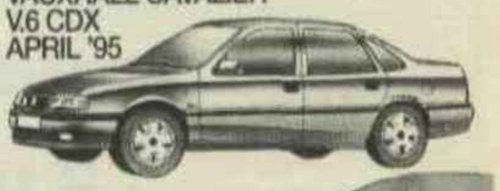
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Tommi's advance

Mäkinen wins on home soil, but the death of a spectator casts a cloud over the downgraded Finnish classic

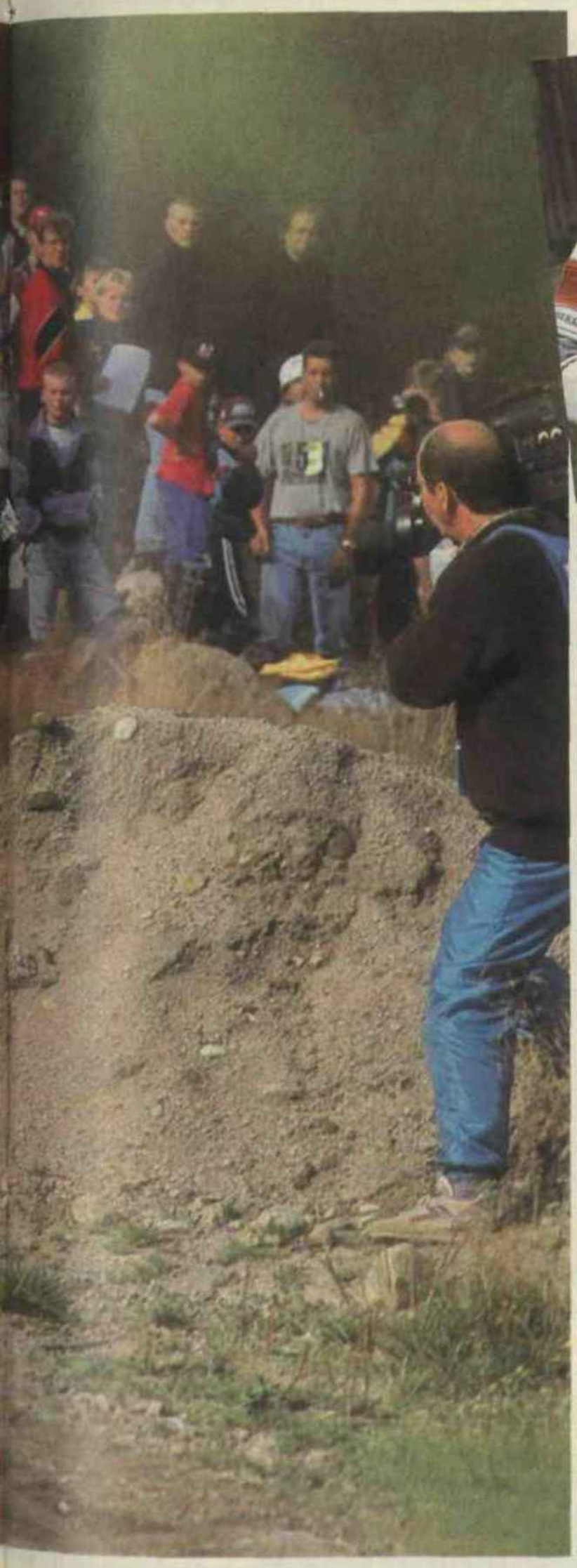
Without full World Championship status this year, and attracting no more than a casual interest from the major teams who operate four-wheel-drive cars, the Neste 1000 Lakes Rally was considered by many in Finland to have degenerated into a local derby. Indeed, only two drivers stood out as potential overall winners. They were both in powerful 4wd cars and both hailed from the area around Jyväskylä, the Central Finnish city where the rally has always been based.

Tommi Mäkinen and Seppo Harjanne, last year's winners in an Escort Cosworth, were in one of the latest Lancer versions entered by Mitsubishi Finland, whilst Juha Kankkunen managed to persuade Toyota to let him field a works Celica GT-Four which he entered himself with Nicky Grist as co-driver. A similar car was entered by Team Toyota Castrol Finland for Jouni Ahvenlammi and Teppo Lainio whilst a somewhat older version was driven by Finns Marcus Grönholm and Timo Rautiainen.

Mäkinen's two team-mate crews in slightly older versions of the Mitsubishi Lancer were Jouko Puhaka/Keijo Eerola and Olli Harkki/Kari Mustalahti. Group N Lancers were entered privately by Mika Korhonen/Launo Heinonen and Marko Ipatti/Harri Kiesi.

Sebastian Lindholm and Timo Hantunen drove an Escort RS Cosworth for Ford Team Finland, whilst Bruno Thiry made the trip with a similar car to drive it as a route opening car, both for component testing and to get to know the stages. Esa Saarenpää and Lasse Hirvijärvi drove a privately entered Audi Coupé S2.

Among the 2wd runners, three Nissan Sunny GTis were entered by Nissan F2 for Alister McRae/David Senior, Grégoire de Mevius/Jean-Marc Fortin and Ari Mökkönen/Juha Repo. The Opel Sweden team sent an Astra GSi for Per Svan and Johan Olsson, whilst similar cars were driven by Jarmo Kytölehto/Arto Kapanen and Harri Rovanperä/Risto Pietiläinen.





Tommi Mäkinen simply cruised home on an event which naturally attracted little interest from the works 4wd teams.

The Seat Sport team came from Spain with two Ibiza GTis for Erwin Weber/Manfred Hiemer and Antonio Rius/Manuel Casanova. Skoda Motorsport had two Felicias for their regular crews Pavel Sibera/Petr Gross and Emil Triner Pavel Stanc.

A Renault Clio Williams was taken from Sweden by Jonas Kruse and Anders Dawidson, joining a Finnish crew in a similar car, Kari Isolehto and Arto Sirpom. Tapio Laukkanen and Risto Mannisenmäki were in a Volkswagen Golf GTi. whilst Teemu Tahko, whose wife was for some years the full-time secretary of the rally, drove a similar car.

Despite what has happened in the former Soviet Union, a works team continues to make the trip to Finland, under the name Autovaz. There were two Lada Samaras driven by Aleksander Artemenko/Viktor Timkovskij and Sergei Aljasov/Vladlen Ishimov.

Works Wartburgs and Trabants no longer make appearances, but there were two examples of the latter, driven privately by German crews Frank/Mario Ficker and Bernd Knote/Carsten Wiegand.

A few British privateers made the trip, David Stewart/Brian Wileman in a Mazda 323 GT-R, Trevor Goodwin/David Wyer and Robert and Michael Plant in Mini Coopers and Adam Kent/Clive Jenkins in a Peugeot 106. There was also a British co-driver, Duncan McNiven, partnering Finnish driver Kari Savolainen in a Mitsubishi Lancer. Goodwin and Wyer finished.

Jyväskylä has been the home of the Thousand Lakes Rally since it began in 1951 as the Jyväskylän Suurajot, later to become known as the Rally of the Thousand Lakes. More recently, the name was shortened to 1000 Lakes Rally. The route has invariably been contained within central Finland, although it has ventured as far southwards as Tampere and even eastwards almost to the Russian border. Nowadays it follows a cloverleaf pattern, returning to its base for each of the two night stops.

FIA rules prohibit substantial route changes year by year by organisers of events in the full World Championship. However, the organisers made use of the loss of that status for this year to introduce several changes, including four completely new special stages and others which had been significantly altered. Indeed, one well-known stage was run in the opposite direction this year, completely changing its character.

Headquarters of the rally were, as usual, at the Rantasipi Hotel, a large, modern place in the wooded suburb of Laajavuori a couple of miles from the city centre. The ramp for start and finish was right outside the hotel main entrance, and the closed park set up in part of the car park area. Scrutiny, however, took place at a sports centre in the city. Jyväskylä is several hours away from Helsinki by road in severely speed-restricted Finland, but only 25 minutes away by one of the frequent internal flights. The rally has a permanent office at the hotel, a far cry from the desk in a jeweller's workshop above a shop in the main street back in the '60s. That jeweller, Matti Jaatinen, one of the rally's early chairmen, eventually became first an MP and then a provincial governor.

The tail-end of August is also the tail-end of summer in Finland and the weather can provide anything from warm sunshine to torrential downpours, fog and high winds. This year the sky was mostly overcast and there was heavy rain at times, especially on the second day. Rain also fell during the reconnaissance period, although without doing too much damage to the road surfaces.

Finland's forest roads and many public roads in the countryside are mostly of dirt surfaces, but well founded and impacted. This is to avoid the substantial cost of tarmac surface repair each spring after frost damage has caused the surfaces to ripple. It is on such roads that the special stages are laid out, some wide with fast, flowing bends; some narrow and much more tortuous.

All the roads have one thing in common; they all have a large number of blind crests over which cars being driven at competitive speed invariably leave the ground and jump. This is a legacy of the practice of road-makers of old to take roads over brows and into dips to avoid the expense of excavating cuttings and building embankments.

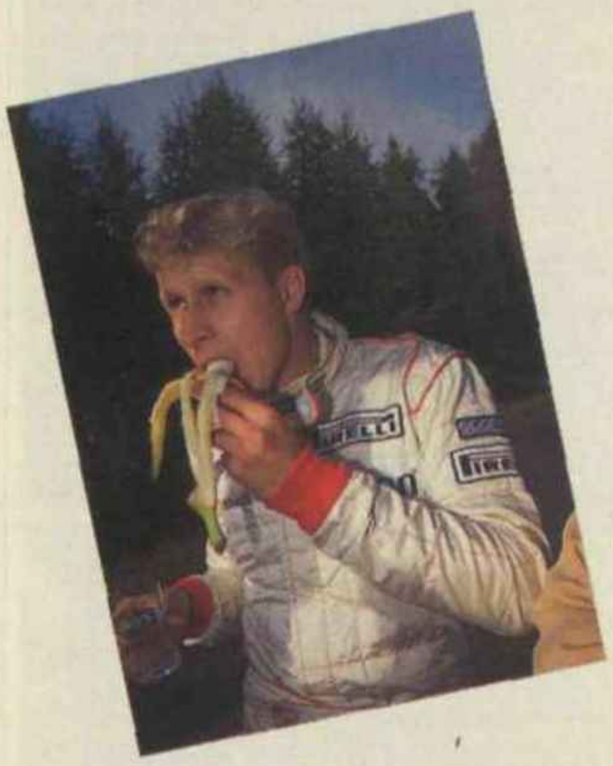
Surfaces are smooth, but the trackside ditches and banks contain tree stumps, stones and often large rocks. These, plus the violent pounding of landings after jumps, make the event one of the hardest on suspension parts in the world and he would be a fool indeed who would take a car to the 1000 Lakes Rally without ensuring that its suspension is beefed up as much as possible. Similarly, one has to be very wary indeed, even after taking quick looks on foot during recce, of cutting across corners lest one should fall foul of a rock hidden in the grass.

There was no stage around the fearsome ski-jump tower at Laajavuori this year, its start having been just a few hundred yards from the start of the rally itself. Instead, competitors had to drive westward to Kuohu where a five-miler had been laid out. It was on this very first stage that all the steam went out of the rally, at least for those hoping to see a fight between the front-running 4wd cars.

Kankkunen clipped a rock and the front left wheel promptly folded under the car. The rock was by no means a big one and Kankkunen was amazed that such a slight encounter could cause such damage. Later, however, Toyota engineers confirmed that faulty (or, rather, unfinished) material had been used to make suspension bolts, one of which had snapped as a result of the blow. Grönholm hit the same rock but did nothing like as much damage, although his wheel alignment was affected.

Kankkunen was bitterly disappointed at going out too early, but Mäkinen seemed to be even more so. He said that he would have been happy to put up with a delay so that Kankkunen could have his car repaired prior to a complete restart. The suggestion was made with tongue in cheek, of course, but he was certainly upset by the sudden removal of his opposition. From then on he was able to drive at less than 100 per cent but nevertheless he kept his lead to the end, extending it as the rally progressed. His winning margin was more than nine and a half minutes, positively huge by 1000 Lakes standards.

On the second stage de Mevius spun, went



off and just about destroyed the rear of his Sunny against a telegraph pole. There was no question of his continuing and from that moment the Nissan team were in fear of irreparable damage being done to another of their cars because they had to get cars ready for the forthcoming Manx Rally, and they only had one spare bodyshell in their store! McRae certainly had a responsibility from then on and one can't help feeling that he may have been slowed just a little by the need to take no chances.

Lindholm stopped to add water after his engine began overheating, but the treatment was to no avail and the engine's cylinder head gasket soon blew. Tahko's rally came to an abrupt end when his engine seized, as did that of Pasi Hagström's Toyota one stage later.

Svan punctured his left rear tyre, Rius needed a broken front halfshaft replaced and Kytölehto needed constant shock absorber attention as he strived to get the settings to his liking.

McRae's need to avoid going off was rendered easier when a misfire caused a severe power loss. This was traced to the cam department and it was fixed by resorting to the grinding wheel at the roadside, a tricky job indeed.

Mökkönen badly damaged his front left wheel in a ditch, but was helped out by spectators and continued. Mäkinen changed his rear shock absorbers but was also concerned about his front spoiler which was broken on the right side causing such a disturbed airflow that it was difficult to stop the nose becoming too high over jumps.

Olli Harkki suffered brake failure and retired after going off the road. Puhakka, who had been leading the Group N category, went out after rolling his Mitsubishi. The carnage was certainly widespread, but some people were really enjoying it. Weber, for instance, grinned broadly and exclaimed, "Now I know what I have been missing."

Laukkanen needed much body hammering, and a new windscreen, after rolling his Volkswagen. Later, he had even more cause to regret the incident because his replacement screen did not have a heating element and he became troubled by misting.

Grönholm collected a front left puncture but did not stop to change the wheel until after the end-of-stage control. Kytölehto also punctured but continued on the flat all the way to his service point.

By the time cars got through the short (20 minutes) stop at Kaukkala, Mäkinen had had his front spoiler fixed, whilst Kankkunen's broken suspension had been put right with a new batch of bolts being used. He'd got the permission of the organisers to use his car as an extra course car, bearing number 02, and this is what he did.

Juha Kangas had the cracked gearbox casing of his Mitsubishi repaired with silicone adhesive whilst Mäkinen needed new front brake discs. Grönholm was very happy to learn that the Toyota team was prepared to let him use tyres which Kankkunen would no longer be needing, but later he was hampered by the failure of his intercom and had to do a stage and a half without it.

Lady driver Eija Jurvanen lost the rear differential oil from her Escort Cosworth when the casing cracked. The unit could not be replaced until the end of the leg so she was out of the rally. On the last stage but one of the leg, Mika Korhonen was really troubled when oil sprayed on to his windscreen after the dipstick came loose. He had been leading Group N, but this mishap dropped him from third to sixth overall. Laukkanen was also held up by the slow Mitsubishi.

On the last stage of the day, at Harju in the centre of Jyväskylä, partly on tarmac and partly on dirt, Grönholm overshot a hairpin whilst Korhonen lost his brakes and went straight through a tyre barrier into the escape road. He continued using only his handbrake.

At the end of the leg Mäkinen, who again had brake discs replaced, led by the large margin of 2m 5s from Grönholm and Rovanperä. Kytölehto was another 5m 29s behind and Svan another eight seconds.

The next morning rain was falling steadily, often worsening into downpours, and some stages had become affected by standing water. Mäkinen's front spoiler broke again, whilst Rämänen had the misfortune to have the windscreen wipers fail on his Volkswagen. Rovanperä lost about a minute when his engine ran on only three cylinders for a while. Grönholm needed a broken rear driveshaft joint gaiter replaced after the first stage.



Alister McRae (top) was a praiseworthy fifth for Nissan. Jarmo Kytölehto (above) took a best-ever third.

Motoring NEWS

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On the second stage of the day there was an incident which saddened everyone and reduced Thiry to tears. As he drove his course car over a blind crest in heavy rain, he saw a group of spectators ahead, walking in the road away from him, umbrellas raised. He braked, swerved and sounded his horn and they scattered but, even though he went off the road in an effort to avoid them, he was unable to miss one of them, a young lady. An ambulance helicopter quickly arrived and took her to hospital, but sadly she died later.

Thiry was unhurt but in very bad mental shape. He spent nearly all day at a police station making statements but later he left. That evening he appeared on television, obviously distressed, but everyone realised that the incident was absolutely not his fault. His Escort was a Group N version, but one of its silencer boxes had been removed so that it would make more noise and be less likely to take spectators by surprise.

That special stage having been cancelled, the next one was number 17, second of the day, where there was much standing water. Goodwin broke a wheel in a ditch, his Mini Cooper then being lifted bodily by spectators so that the wheel could be changed without using the jack. Earlier, his intercom had failed. Korhonen again had his screen sprayed by oil from the dipstick tube, whilst Dutchman Hans Stacey went out when he lost a wheel and hub from his Mitsubishi.

Ipatti again got stuck behind Korhonen for a while but nevertheless moved up to lead Group N. Rius hit the fence of a wooden bridge, having discovered that planks can become very slippery indeed in the rain. He got to the end of the stage with a flat front left tyre, some body damage and a bumper which was dragging aong the ground.

Mäkinen took new front brake discs yet again, plus a new rear suspension arm. McRae suffered a bad misfire and had just about everything electrical changed. The fault was cured, but at the time they had not discovered which changed part had been responsible.

Rovanperä had his wipers stop working for a while; most disconcerting in the heavy rain. He was relieved when they suddenly started to function again. Laukkanen came to the end of SS21 with the interior of the car full of what seemed to be smoke. At first it was said that a fire extinguisher had gone off in the car, but it seems that his Opel's heater matrix had burst, filling the car with hot water and vapour. He was lucky not to have any damage caused by overheating.

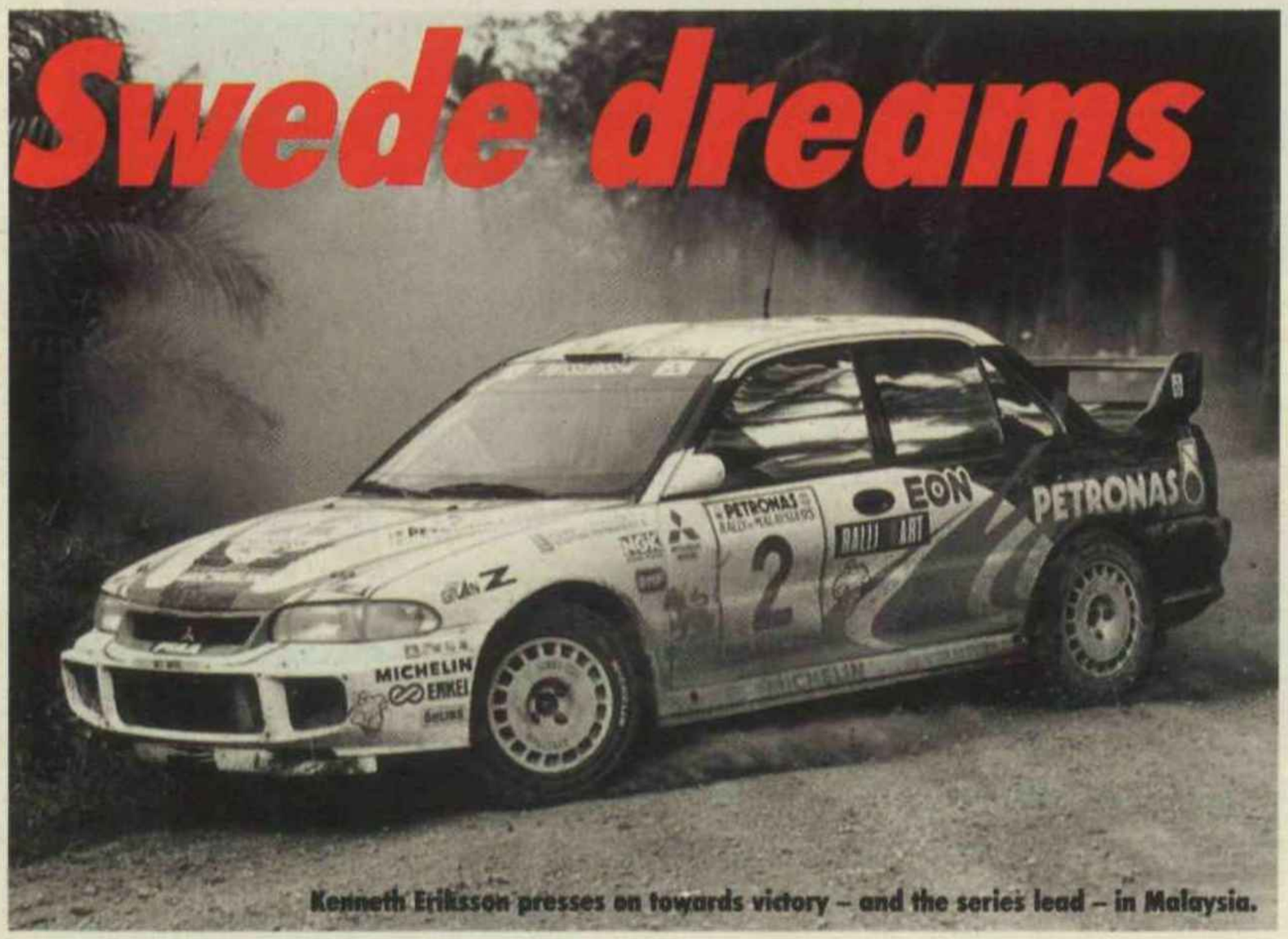
Mäkinen had his front halfshafts changed shortly after the spectator stage and short regrouping stop in the city of Valkeakoski, whilst Grönholm later spun and lost some 20 seconds. Eero Ruokonen put his Opel Manta off the road in SS23 and there was a 30-minute delay whilst an ambulance helicopter went in to take co-driver Kai Merivirta to hospital. He had an injured arm.

After a service stop at Jämsä, with four stages to go to the end of the leg, Rovanperä lost his brakes after hitting a stone and breaking a slave cylinder. He had to tackle the next stage with just the handbrake as there was no service between the two stages. It was later put right when the whole caliper was changed.

There was a short spectator stage outside Jämsä and it was here that Rius ran into a barrier of tyres and broke his headlights. Soon after, Grönholm went into a ditch, kept going in the hope that the car would pull itself out, but eventually stopped. Spectators immediately rallied to drag the car out, but some three minutes had been lost.

Two more casualties before the end of the leg were Rovanperä and Savolainen. The former went out when his engine seized and the latter when he put his Lancer off into a field and got so deeply stuck that it could only be recovered when

Swede dreams



Kenneth Eriksson presses on towards victory – and the series lead – in Malaysia.

Colin McRae's run of wins came to an end in Malaysia, though he remained in championship contention

For two countries so close together, separated only by the narrow ribbon of water known as the Strait of Malacca, Indonesia and Malaysia have international rallies which are vastly different. True that the terrain and the weather are similar, but the style and efficiency of running are not at all so. July's Indonesia Rally was slick and well run by a bunch of organisers who are prepared to listen attentively to outside advice, and act upon it. In Malaysia, such counsel seems to fall on ears deafened by a desire not to admit to any shortcomings.

Matters such as an indifferent roadbook which is not consistent throughout and special stages which are far from being closed to other traffic are just two points which are seriously in need of improvement. The result is an event for which the prominent teams have little liking but are obliged to take part due to policy dictates of their far eastern parent companies.

Subaru has an excellent record in the Asia Pacific Championship and, indeed, began 1995 with a fine win by McRae in Indonesia. But Mitsubishi took second and third places and was very closely poised to move up in the series ratings.

In Malaysia, seven of the first 10 finishers were in Mitsubishis, and even one of the remaining three was a Proton Wira, which is actually a badge-engineered Mitsubishi.

The main teams were those of Subaru and Mitsubishi, the former having Imprezas for Colin McRae/Derek Ringer and Possum Bourne/Tony Sircombe. Mitsubishi Lancer E3s were driven by Kenneth Eriksson/Staffan Parmander and Tommi Mäkinen/Seppo Harjanne.

Prior to the Malaysia Rally, Subaru was comfortably leading with 70 points to Mitsubishi's 47. Two rallies later, the tables are turned and Mitsubishi heads the list of makes with 82 points to Subaru's 77.

Outright winners were Eriksson and Parmander, followed closely by team-mates Mäkinen/Harjanne. Third place went to local men Karamjit Singh and Ron Teoh in a Proton Wira.

There were just 250 miles or so of special stages, but some were very much on the rough side and those who had not recced found themselves slowed on two counts; first having to preserve their cars and second having to make sure they did not take wrong turnings.

The first stage was a short tarmac test in Kuala Lumpur. McRae was fastest here but,

later a tractor was brought out. Mäkinen's only problem at that stage was an intercom squeak caused by dampness getting into the system. Much water was getting into the car.

After service on the edge of Killerijärvi, a recreational lake just a few miles from Laajavuori, cars began arriving at the Rantasipi from 10.34 pm onwards. Crews went straight to sleep, but mechanics had their vehicles to replenish in readiness for the 6.30 am restart.

By then, Mäkinen had extended his lead over Grönholm to 8m 5s. Kytölehto came next another 8m 34s behind, followed after 1m 8s by Svan and after another 2m 34s by McRae. It was incredible that well over 23 minutes separated just the first five, a gap certainly not associated with an event which has been very closely fought indeed in the past.

Early on the final day, a Sunday during which just five stages were to be held, Grönholm found his car hard to steer to the left after his rack had been damaged. Laukkanen's screen was misting up because his blower fan was not working properly and, of course, his second windscreen did not have a heating element.

Kytölehto was troubled by wheels going out of balance due to mud, dirt and stones caking up on their inside surfaces, so he had plastic flanges fitted so that they would scrape away the muck and prevent it from accumulating. There was not enough time left to see how long these flanges would last before being knocked off by stones!

Sibera had his front left brake caliper replaced after a cylinder began leaking, whilst Grönholm got to the end of the final stage with his front left brake on fire. The most disappointed driver of the whole event must have been Laukkanen. He had put up with all manner of troubles and struggled tenaciously through, only to have his clutch fail completely on the final stage. Even then he was keen not to give up and he and his co-driver pushed their Golf GTi to the end of the stage. They took all of 1h 29m to traverse it! But there was still some way to go to the finish and the pair had to resign themselves to exceeding their maximum lateness.

There are no full World Championship points to consider, either for drivers or makes, but in the 2wd series (for makes only) an odd situation exists. Opel leads the series with 229 points to Peugeot's 221, Renault's 188 and Skoda's 153. But Opel can not take the championship because the team has not contested any qualifying rallies outside Europe. That will a matter to be decided between their rivals. **G P**

Neste 1000 Lakes Rally — 25-27 August, 1995

1	Tommi Mäkinen / Seppo Harjanne (SF)	Mitsubishi Lancer E3, Gp A	4h 39m 25s
2	Marcus Grönholm / Timo Rautiaunen (SF)	Toyota Celica Turbo, Gp A	4h 48m 56s
3	Jarmo Kytölehto / Arto Kapanen (SF)	Opel Astra GSi, Gp A	5h 00m 06s
4	Per Svan / Johan Olsson (S)	Opel Astra GSi, Gp A	5h 01m 08s
5	Alister McRae / David Senior (GB)	Nissan Sunny GTi, Gp A	5h 04m 13s
6	Mika Korhonen / Launo Heinonen (SF)	Mitsubishi Lancer E2, Gp N	5h 06m 53s
7	Marko Ipatti / Harri Kiesi (SF)	Mitsubishi Lancer E2, Gp N	5h 07m 17s
8	Jouni Ahvenlammi / Teppo Leino (SF)	Toyota Celica GT-Four, Gp N	5h 09m 33s
9	Mika Utria / Marko Lehtinen (SF)	Mitsubishi Lancer E2, Gp N	5h 14m 08s
10	Pavel Sibera / Petr Gross (CS)	Skoda Felicia, Gp A	5h 16m 57s

as usual with such short but tricky preludes, it proved little. Eriksson moved up on the next and took the lead, only to lose it again on the fifth when he collected a front puncture in a tyre not equipped with Michelin's foam inserts. Bourne lost time when his gear selectors loosened and he could only get into third. Later, he put his Impreza off into a wet ditch (it had been raining) so hard that its rear suspension was wrecked.

McRae's rally came to a sudden end when, at a sharp corner after a long straight, he went right off the road and back on again, hitting a few things on the way. The damage included a burst radiator and loss of the belts which drove the power steering pump, water pump and alternator. He struggled off the stage, but soon after the overheating had its effect and the engine stopped. Australian Greg Carr stopped when his Proton's engine expired.

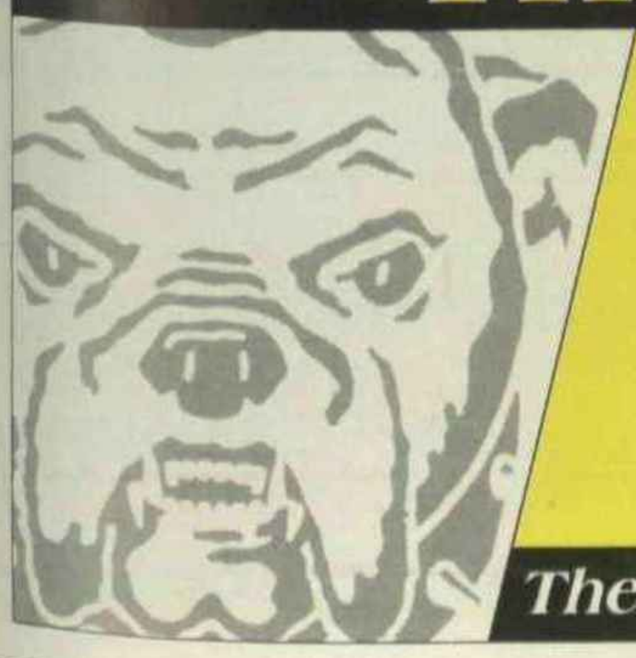
Towards the end, Mäkinen closed the gap between himself and team-mate Eriksson, but the Finn is not contesting the whole of the series, whereas the Swede is, so Mäkinen had to admit that there was some sense in a team order to allow Eriksson to win. But the gap became smaller, and it took a few serious words for the Finn to knuckle under and resist his natural instinct to go flat out. Eventually, he finished 2m 1s behind Eriksson.

Among the drivers, Eriksson now leads from McRae by 43 points to 40. Mäkinen is a somewhat academic third with 27 points and Didier Auriol an even more academic fourth with 15. **G P**

Malaysia Rally — 12-14 August, 1995

1	Kenneth Eriksson / Staffan Parmander	Mitsubishi Lancer E3, Gp A	4h 47m 27s
2	Tommi Mäkinen / Seppo Harjanne	Mitsubishi Lancer E3, Gp A	4h 49m 28s
3	Karamjit Singh / Ron Teoh	Proton Wira 4wd, Gp N	5h 07m 43s
4	Tolley Challis / Rod van Straaten	Mitsubishi Galant VR4, Gp A	5h 16m 14s
5	"Monster" Tajima / Mark Stacey	Suzuki Swift GTi	5h 35m 26s
6	Masayuki Akaba / Atsushi Onozaki	Mitsubishi Lancer E3	5h 37m 09s
7	S. Pornsawan / S. Tuli	Mitsubishi Lancer E3	5h 37m 49s
8	Toshiteru Tomiyasu / S. Komiya	Mitsubishi Lancer E3	5h 39m 24s
9	Russell Palmer / Jagdev Singh	Suzuki Swift GTi	5h 43m 44s
10	C. Sinthukiow / S. Pornthep	Mitsubishi Lancer E2	6h 00m 14s

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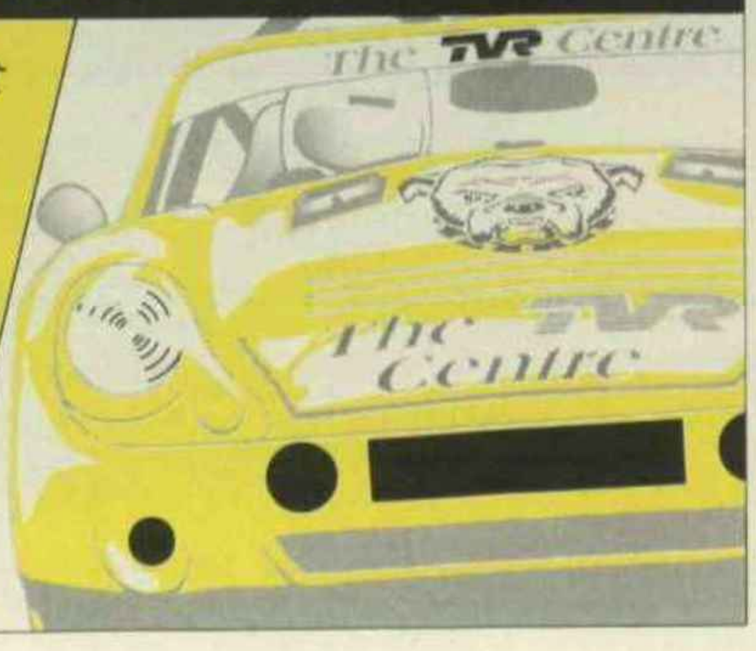


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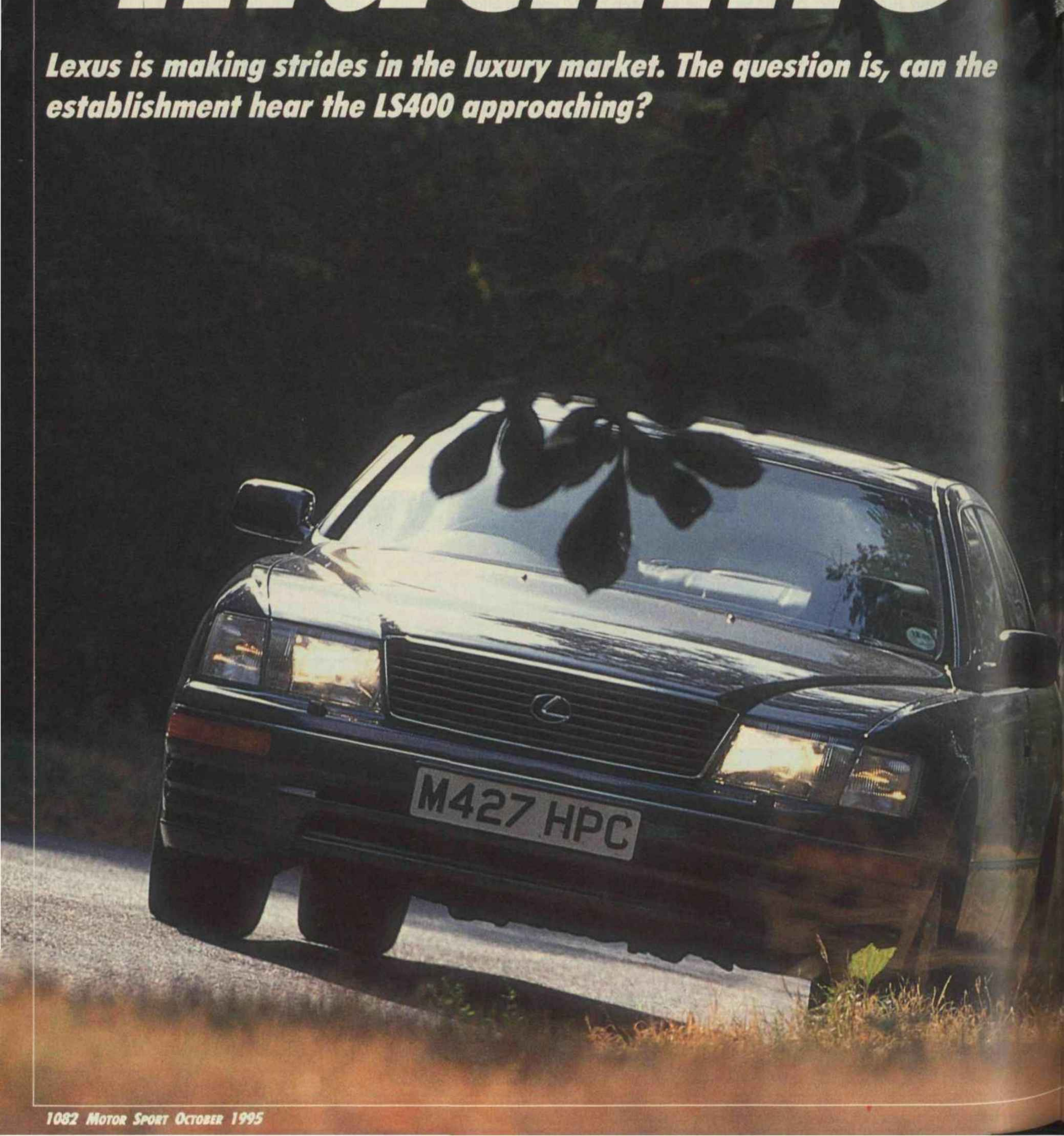
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Serene machine

Lexus is making strides in the luxury market. The question is, can the establishment hear the LS400 approaching?





It would hardly be fair to compare the latest Lexus LS400 with a caravan, despite its overall dimensions and mild slab-sidedness. However, for under £50,000 it is without question the closest thing to a living room on wheels that you can buy. . .

Like its parent company, Toyota, Lexus achieved new sales records in August. A total of 289 LS400s was sold in Britain. Unlike the car itself, it's hardly what you would call big volume, though it is a respectable reflection on Lexus's growing influence on the luxury sector: by way of comparison, BMW sold 683 7-Series models during the same period; Mercedes-Benz sold 534 examples of its S-class.

The new LS400 looks vaguely similar to the original, launched in 1990, though the edges have been rounded subtly and the rear end treatment now has a hint of Mercedes about it. All it really lacks is the visual dynamism of its most obvious Teutonic rivals. There is nothing outstanding about its form which jumps out, smacks you in the eye and stamps the Lexus motif on your brain.

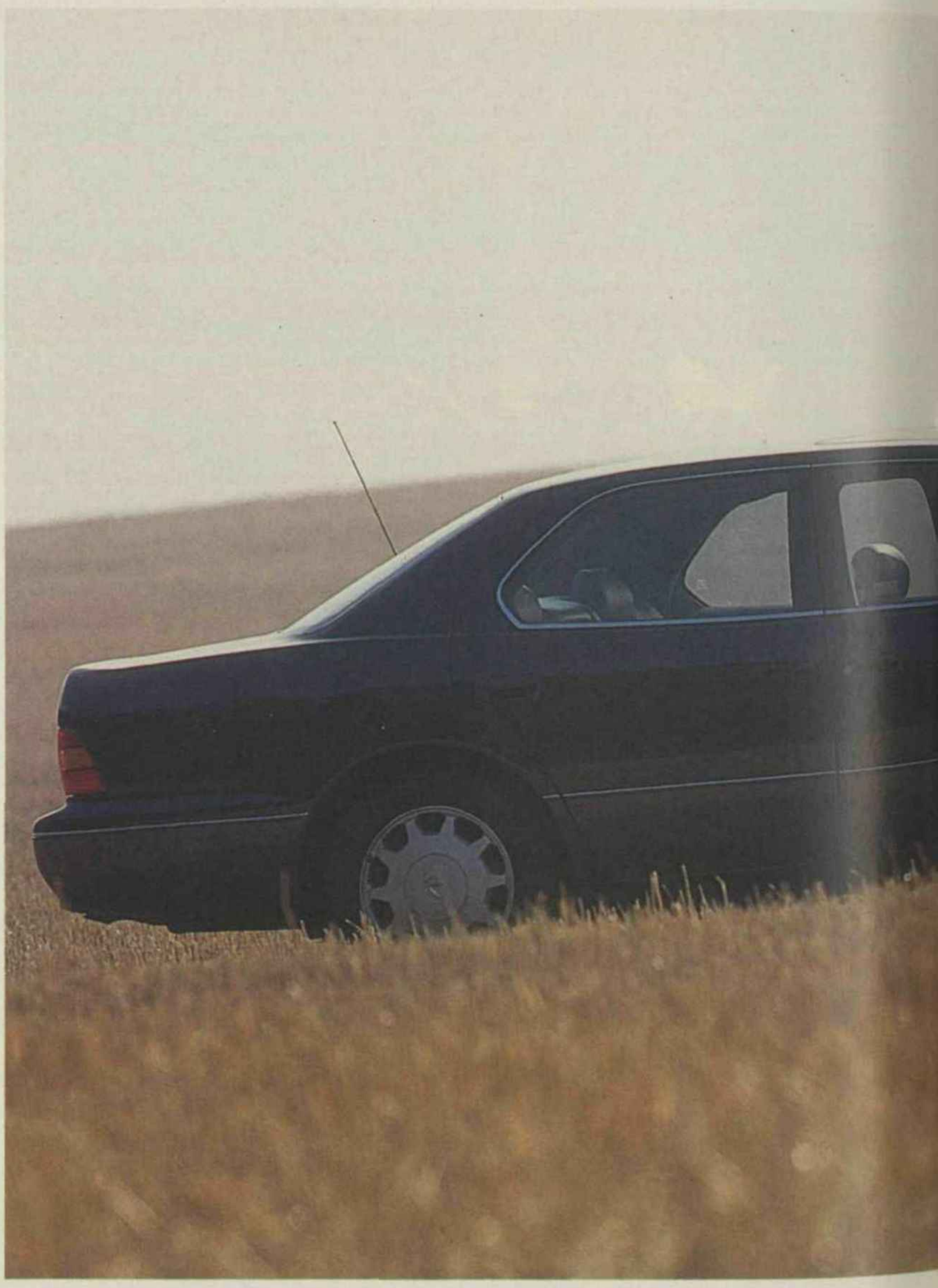
"The Lexus is so quiet at idle that you really do have to check that you have switched on"

The three-pointed star has been around a long time, as has a certain blue-and-white chequered circle. Image is something which has to be cultivated. Respect is something which has to be earned.Right now, Lexus is still in the formative stages of both development curves, so it has valid reason to be encouraged by sales progress.

When the Lexus marque was launched, the accent was on refinement. The LS400 makes no attempt to combine luxury with sport, in the way that BMW formerly managed so successfully with its 735i (and still does, to a lesser extent, with the 740i). It simply combines luxury with, well, *more* luxury. Its only concession to 'sport' is a 'performance' button by the side of the four-speed automatic transmission gate; this provides a mild accelerative gain if required.

The Lexus is *so* quiet at idle that you really do have to check the tachometer to verify that you have switched on. And it doesn't get much noisier than that. Ferrari uses a quad-cam, 32-valve V8 to generate the ultimate aural experience in a car. The LS400 engine is of similar specification, but you could run it at full bore in a library and few would notice. As well as the incorporation of dieting materials, the pistons have been reshaped, and both piston ring tension and valve-spring load have been decreased as part of a programme of measures geared to reducing friction.

This emphasis on silence is not to say that the LS400 lacks performance. It just happens to be restful on the ears. The engine is a lightened, reworked version of the original V8, which now yields 260 bhp at 5400 rpm. That's modestly potent by current standards, and the power is well harnessed by the electronically-governed transmission. Under full throttle, the rear wheels do little other than accelerate, even in the wet, and standing start acceleration is on a par with the BMW 740i.



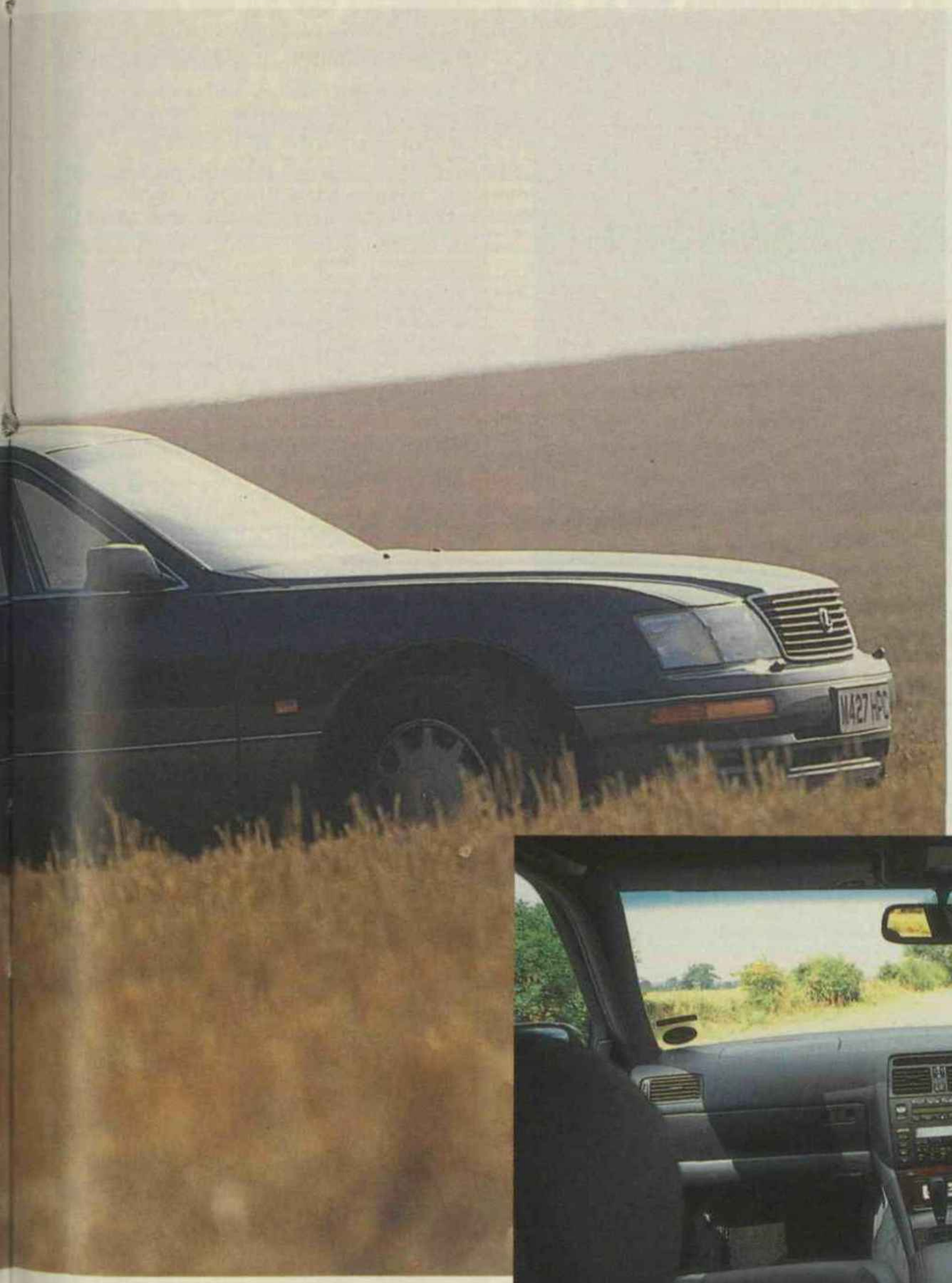
Would sir like anything else (right)? The Lexus LS400's standard equipment list redefines the word 'comprehensive'. Styling has been revised for the better (above). 32-valve V8 (above right) is a paragon of quietness.

Despite its extra equipment, Lexus has in fact made the LS400 fully 90 kg lighter than its progenitor by amassing small savings throughout the car. As a result, it is now lighter than either the 740i, the Mercedes-Benz 500S or even the aluminium-rich Audi A8.

Even so, it weighs in at a substantial 1680 kilos. Lexus claims 7.4s for the 0-60 mph dash, which is brisk, even if although it doesn't *feel* it from behind the wheel.

Actually, *nothing* about the Lexus feels lightning fast, which is a tribute to its unnatural smoothness in all situations.

Some might not enjoy being so far removed from the actual driving experience, and you can't get much further away







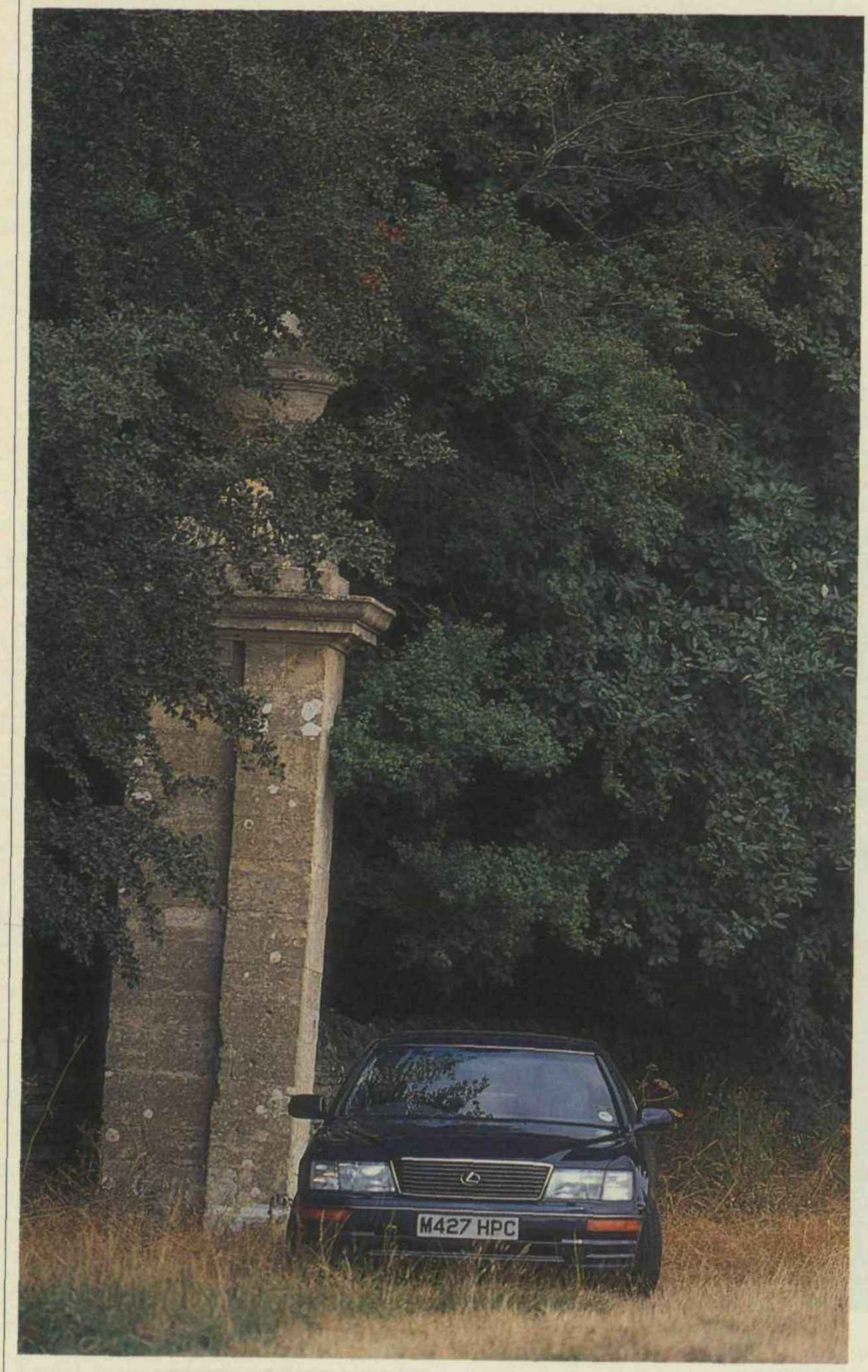
than not actually knowing whether or not your engine is switched on, but what type of customer is Lexus trying to reach? Not the sort who is going to care a jot about power to weight ratios and ultimate handling finesse on an everyday basis, that's for certain.

Set it free on an *autobahn*, and the LS400 will glide along (at up to 156 mph). In urban traffic, it passes muster. It does not 'shrink' around you in the way that some cars can (or could, as the 735i springs to mind yet again), but it does not feel ungainly. On twisty B-roads it changes direction as lithely as one has has any right to expect, the body rolling to a lesser degree than you might anticipate, and it overtakes with consummate brio, aided by a healthy 269 lb ft of torque at a reasonable 4600 rpm.

The transmission, like the engine, performs with silken efficiency. Gearchanges are barely noticeable; even kickdown has the apparent punch of a sickly featherweight. At all times, the car's speed remains a closely guarded secret, detectable only via the fluorescent white (cold cathode tube) dials of the instrument binnacle.

The cabin is extraordinarily well equipped, and features some nice detail touches. Many medium-sized saloons have had to compromise storage space to accommodate passenger airbags; the nearside of the Lexus features not only an airbag, but also houses a six-disc CD autochanger (which reaches seven speakers) *and* a generous glovebox.

Severals herds of cattle have been sacrificed for the sake of internal ambience: leather covers just about everything apart from the switchgear. . . and the obligatory burr walnut. It is all very neat, tidy and user-friendly, though truth be told you *could* be in almost any large Japanese saloon. It is functional, but hardly distinctive. The standard equipment list is almost as weighty as a telephone directory: air conditioning, aforementioned CD, a twin centre console with drinks holder and prewired facility for a digital telephone, powered front seats, heated front and rear seats, electric sunroof and windows with one-touch facility, windscreen heater,



electric mirrors, electrically-powered adjustable steering. . . The wheel even retracts automatically to improve egress, and it returns automatically to its previous setting upon your return to the car.

Effectively, therefore, there is no such thing as an options list.

In keeping with its cosseting nature, the Lexus rides impeccably on all road surfaces. Knocks from urban pot holes are heard, not felt.

The braking comes via a sizeable quartet of ventilated discs: it is a capable system, unaffected by fade or intrusion from the standard (naturally) ABS.

Verdict

It is difficult to criticise the LS400. Indeed, it would be churlish to do so. You can't fault a manufacturer for producing something which is so utterly efficient.

About the only thing which *is* missing from the standard equipment list is a bit of charisma. Supreme efficiency is no substitute for character.

That said, the Lexus succeeds in its stated aims like few other cars. It takes so much effort out of driving that it's a bit like having a chauffeur, but without the inconvenience of having to pay a salary. **S A**

ENGINE

Location	longitudinally front-mounted
Cylinders	90deg V8
Bore × stroke	87.5 × 82.5 mm
Capacity	3969 cc
Compression ratio	10.4:1
Valve gear	quad cams, four valves per cylinder
Power	260 bhp/5400 rpm
Torque	269 lb ft/4600 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	four-speed automatic, rear-wheel drive

SUSPENSION

Front	independent via double wishbones, coil springs, hydraulic shock absorbers, anti-roll bar
Rear	as front
Wheels	light alloy, 7J × 16
Tyres	225/60 ZR16

BRAKES

Front/rear	ventilated discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2850 mm
Front/rear track	1570/1570 mm
Overall length	4995 mm
Overall width	1830 mm
Overall height	1435 mm
Kerb weight	1680 kg
Fuel tank	17.1 gallons

PERFORMANCE

0-60 mph	7.4s
Maximum speed	156 mph

Figures supplied by Lexus GB

FUEL CONSUMPTION

Average for test	25.7 mpg
Government figures:	
Urban	21.2
56 mph	35.6
75 mph	29.4

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Mercedes-Benz Quicksilver Centenary, by Karl Ludvigsen. Transport Bookman Publications, Isleworth, £69.95 (£250 signed and leather-bound).
Karl Ludvigsen has done it again! His great work *Mercedes-Benz Racing Cars*, was published in 1971 by Bond/Parkinson Books.

Now this painstaking American author has eclipsed even his previous achievement with his latest 617-page complete study of the Mercedes competition cars. In this weighty, beautifully produced book, there is almost all that any student or historian could wish to know about these very successful cars which have been so dominant in racing.

This time Ludvigsen runs right on to the the C-Class competition era, and aims at American readers – "hood" for bonnet, etc.

I am not knocking the floods of excellent one-model history books, but Ludvigsen gives us a massively complete, entire Mercedes and Benz technical survey — marvellous! Plus an index, specifications and a bibliography (from which I see, sadly, that Karl works with my *first* Brooklands tome!). You see, it's all there, each chapter imparting fresh facts and intimate technical data. It's as fascinating as it is essential to historians.

Inevitably some of the text is to some extent a repeat of that from Ludvigsen's earlier Mercedes book, but where the author has more to impart he adds the most interesting footnotes. Naturally many of the illustrations have been seen previously, especially the classic photographic studies from Daimler-Benz's own archives. But here again, fresh ones are to be welcomed, and the complete presentation of well-reproduced pictures in this Ludvigsen masterpiece is very acceptable.

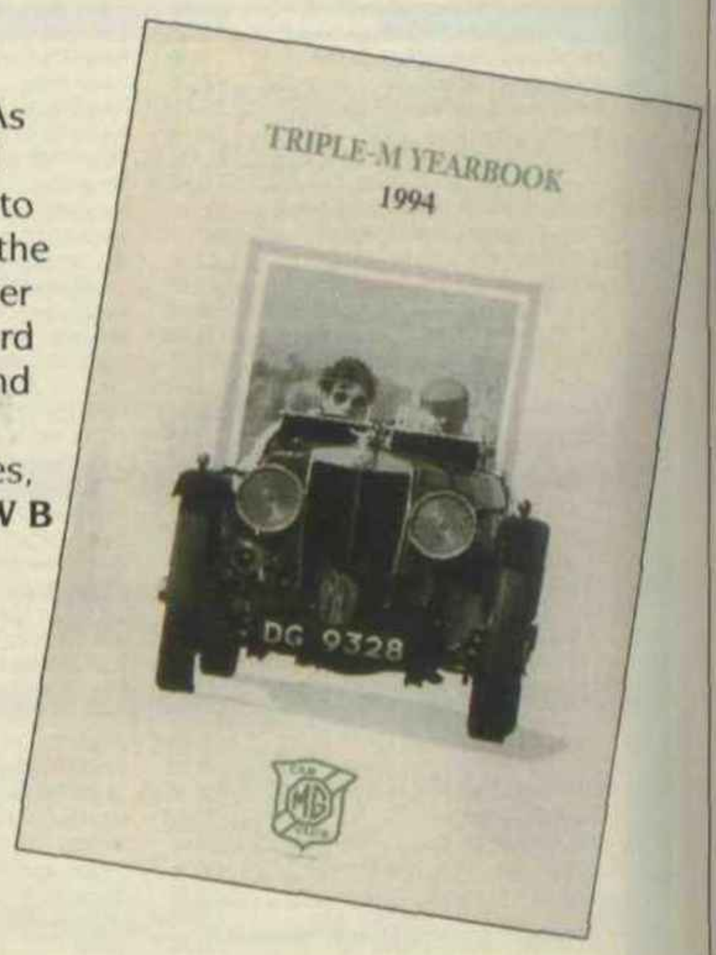
So here you have a full record of the celebrated saga of the cars and men that made Mercedes-Benz the most feared and revered name in racing, from 1894 to 1995, to quote the volume's sub-title. The author had the privilege of access to the records at Untertürkheim some 40 years ago, as a result of Mercedes-Benz having held an internal inquiry as to how he had disclosed the secrets of their desmodromic valve-gear in an article he had written — which he had done simply by careful reading of their own drawings. . . He has also been allowed to drive a W196 on the Untertürkheim test-track. Hence the very special quality of this book. Ludvigsen has not sorted out the 1914 GP Mercedes post-race history, but he does quote Edward Eves on this subject.

Ludvigsen says he fought hard to curtail the use of words like "probably", and "possibly" and "perhaps", which he regards as anathema to the historian; he is a better man than I am! (The aforesaid footnotes are used to dispel assumptions, false sources and myths.) I am impressed, although may I say I am not enamoured of the term "Silver Arrows", as applied to cars that raced, or should have, in the white hue of their Fatherland.

If you you regard the book's price as high, just examine it and I think you may change your mind. You get over 700 pictures in its 617 pages. If you can scarcely afford it, forego those coffee-table tomes and acquire this solid engineering appraisal of the fabulous Mercedes racing cars. **W B**

Three-Wheelers — The Complete History of Trikes 1885–1995, by Chris Rees. Blueprint Books, £25.
I still see no logical justification for three-wheelers, but if you simply enjoy reading about the clever, the creative and the bizarre machines which have hit the road one wheel short of a quartet, then this 168-page hardback is a feast. Morgan and Reliant have their own chapters, naturally, but there is much of interest on bubblecars, early tri-cars, the '50s economy boom (Bond and Berkeley, Frisky, Peel) and the positive explosion of '70s fun-chariots and '80s kit-cars, many if not most of them illustrated here in 300 photos. And just when you have begun to shake your head in amazement, Rees springs another section of utterly wacky trikes on you — and that's not counting the one-offs and experimentals. Why anyone would build themselves a 2CV-powered trike is quite beyond me; but it's all in here, with an A-Z, from the All-Cars Snuggy to the Zoe Zipper. **G C**

The Triple-M Yearbook-1994 has now been published by the MGCC. As expected, it is full of good material for MG followers to enjoy, including dates on the type-NO MG that was never built, the MMM 1994 record attempts, lots about oil and water pumps, a list of the famous who bought J-types, competition results, etc. **W B**



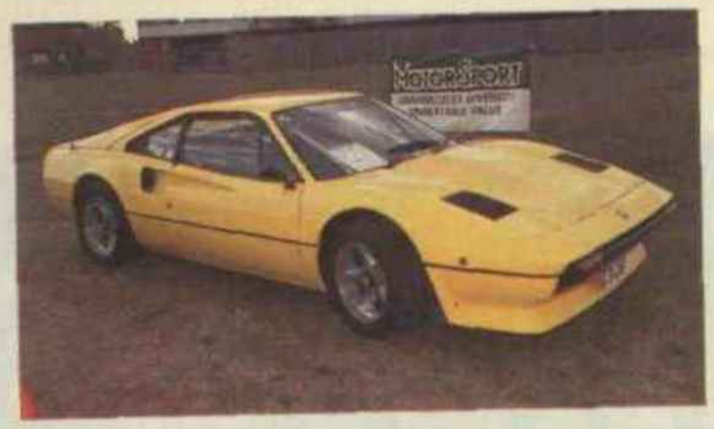
Rolls-Royce — The Crewe Years by Martin Bennett. Haynes/Foulis, £45.00.
I would not like to have to count all the Rolls-Royce books I have reviewed, most of them of top quality like the cars they describe, but a few we need not trouble about. The present review subject is definitely in the top bracket. And although the older Royces may have more allure, the later models deserve to be fully documented.

This beautiful 384-page study of the Crewe-built cars with over 885 illustrations comes up to the best standard. The coverage is of all models of both R-R and Bentley of this period. There was a lot for the author, himself the owner of many different kinds of Rolls-Royce, to include, because production of the "Best Car In The World" has been maintained at the Crewe factory, from which the war-time Merlin aero-engines emerged that contributed so much to eventual victory, for 48 years — up to now a dozen years longer than the R-R Manchester and Derby period combined. Moreover, the output of these mainly hand-built Crewe cars was nearly four times greater than pre-war.

It is all there — the 1945 to 1994 cars in their many body styles, the mechanical details, pictures of the craftsmen making them, some of the key personnel, etc, all superbly done. Moreover, there is a chapter on the coachbuilders involved and the appendices list all chassis and engine numbers, delivery dates, and production figures. In short, another book to keep the R-R fraternity happy for a very long time — books being for ever — and the publishers should reap a further benefit from those who collect these cars or sell them, and who need all the facts. **W B**

Making MGs, by John Price Williams. Veloce, £12.99.
For avid MG enthusiasts here is yet another book they will need to add to their bookshelves — more than 80 pages of good black-and-white pictures mainly from the Abingdon archives, of the factory interiors, showing how the popular British sportscars were put together. I say "mainly" because this ingenious book closes with similar depiction of the very latest MGs for the 21st century, and with tables of production figures for the various MG models from 1945 onwards — a remarkable total of 898,998 up to 1980.

Veloce liked the idea, so expect more books of factory interior pictures in due course. . . **W B**



1090 MOTOR SPORT CONCOURS

– plus racing from Silverstone and Donington



1092 MASERATI 250F

1099 NÜRBURGING FESTIVAL





1106 JOHN DAY

1120 CLASSIC CALENDAR

1110 VETERAN TO CLASSIC

MOTOR SPORT

MOTOR SPORT CONCO

As has become traditional, our annual Concours d'Élégance attracted a field that was every bit as diverse as it was highly polished

Just catching the tail-end of our wonderful summer, the HSCC's August meeting at Silverstone provided a day of terrific Bank Holiday racing to combine with MOTOR SPORT's annual concours, which included a class for V8 Ferraris. Of these, Mark Donoghue's 328GTS was judged best, ahead of Paul Highfield's similar car, earning him the Ferrari Trophy, presented by Andrew Turner of Ferrari dealers Mortimer Houghton Turner.

Only two points separated Len Huff's unusual Ford Consul Mk1 convertible from Patrick Amos's Porsche 911T, which was runner-up to the Overall Champion – John Worrall's lovely Morgan 4/4 1600. Most Interesting Car was judged to be Alexander Fysch's Bizzarini Stradà. Trophies were awarded by Nigel Brotherton, Marketing Manager of Volkswagen, and the concours was supported by Autoglym.

Michael Schryver starred on the track, collecting both the Reliance Security Trophy and the MOTOR SPORT Single-seater Challenge Trophy in his Gold Leaf-liveried Lotus 72 GP car.

DONINGTON PARK

Formula One cars from the recent past had top billing at the HSCC's annual FIA Championships meeting at Donington.

A field of 26 three-litre Grand Prix cars practised for the 20-lap race, with the fastest four on the grid covered by less than half a second.

Unfortunately this quartet's intense race for the lead was spoiled on the 12th lap when Geoff Farmer (Tyrrell 012) and Bob Berridge (RAM March) were forced off the track by an errant back-marker, leaving Sean Walker (Lotus 87B), who had moved into first place at the halfway mark, to lead pole qualifier John Wilson (Williams FW08) over the finish-line by 0.37s. Ian Giles (Tyrrell 012), Ermanno Ronchi (Brabham BT49) and Martin Stretton (Tyrrell 005) took the next places, but by winning the class for older cars Stretton retained the FIA Cup points lead with one round remaining.

Mike Whatley (F5000 Surtees TS8) was an easy winner of the Historic Formula Racing Car Championship round but in finishing second John Harper (March 712) just won the F2 class from Chris Fox.

Switching to Vijay Mallya's recently-acquired BRM P261, Harper won the Pre '65 Challenge race after staging a close battle with Gary Pearson (Cooper-Climax T51) and Paul Alexander (Lotus-BRM 24), who took the next places.

A three-car battle gave Kevin Welsh (Lotus 20/22) victory in the FJ class over American visitor Gil Nickel (Lotus 27) and historic-racing Austin-Healey ace Denis Welch (Merlyn Mk7), who was having his first single-seater race for almost 25 years.

The Juniors had earlier run as part of a Formula Ford field, when Marcos GT driver Barry Sewell, who had last driven a single-seater in 1963, was narrow winner in a borrowed Lotus 20 from Welch, Welsh and Nickel.

At the wheel of his Lotus 23B, Nickel was a comfortable winner of the poorly-supported FIA sports car race. The field was combined with the Brooks Historic race for older cars, which allowed Gary Pearson (Lister-Jaguar) to take second place on the road and first in his race..

The RJB Mining race for newer sportscars produced a good winning drive from champion elect Richard Evans (Chevron B26) with Richard Dodkins (McLaren M8C) second. Pre-race favourite Mike Wilds (Chevron B31-36) stopped out on the circuit with a dead engine.

The FIA GT Cup round was won by Steve Hitchins (AC Cobra) after Tony Dron retired Kerry Horan's pole-starting TVR Griffith.

D G M

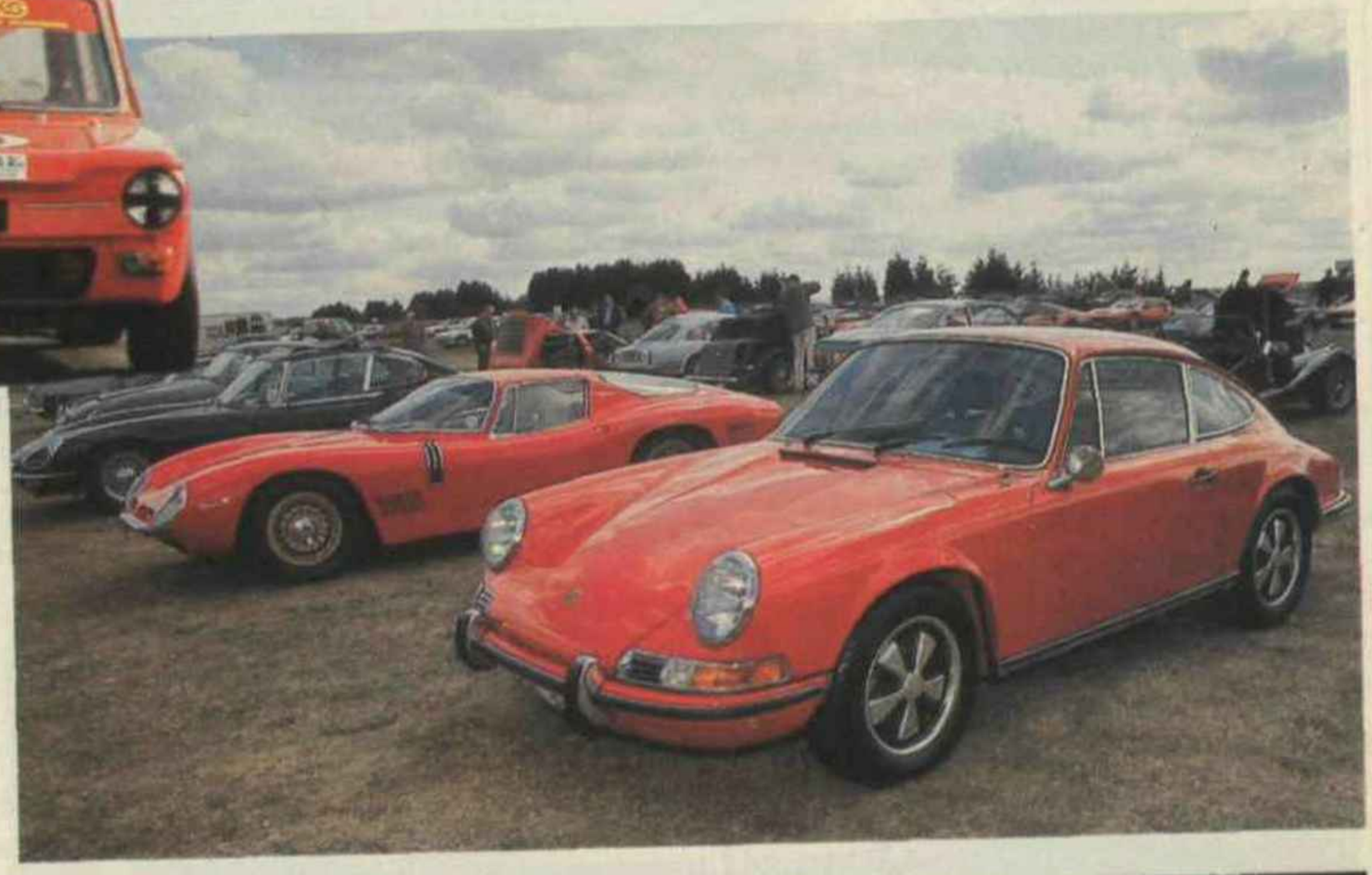


Overall champion John Worrall (above) displays his MOTOR SPORT trophies.



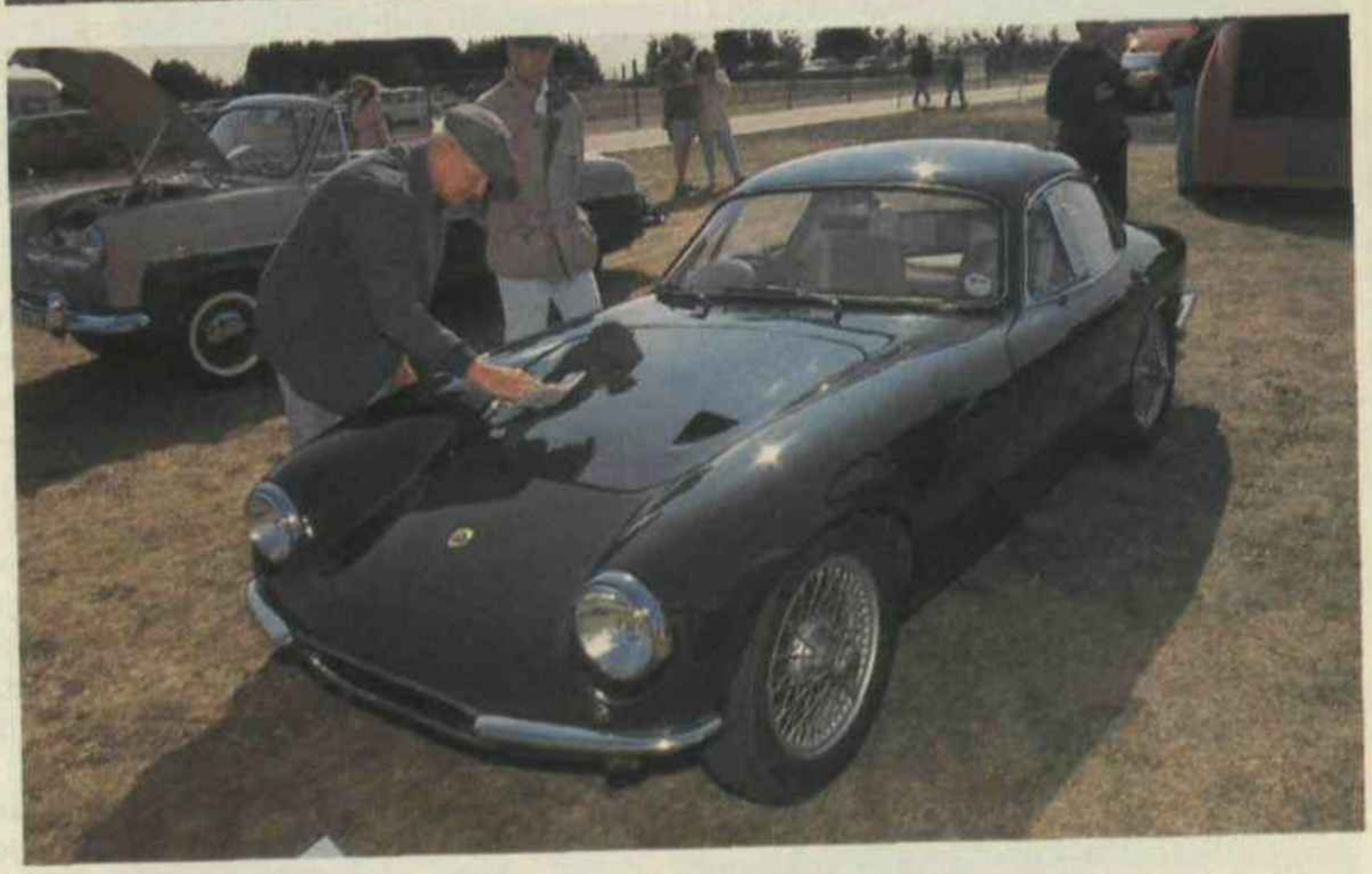








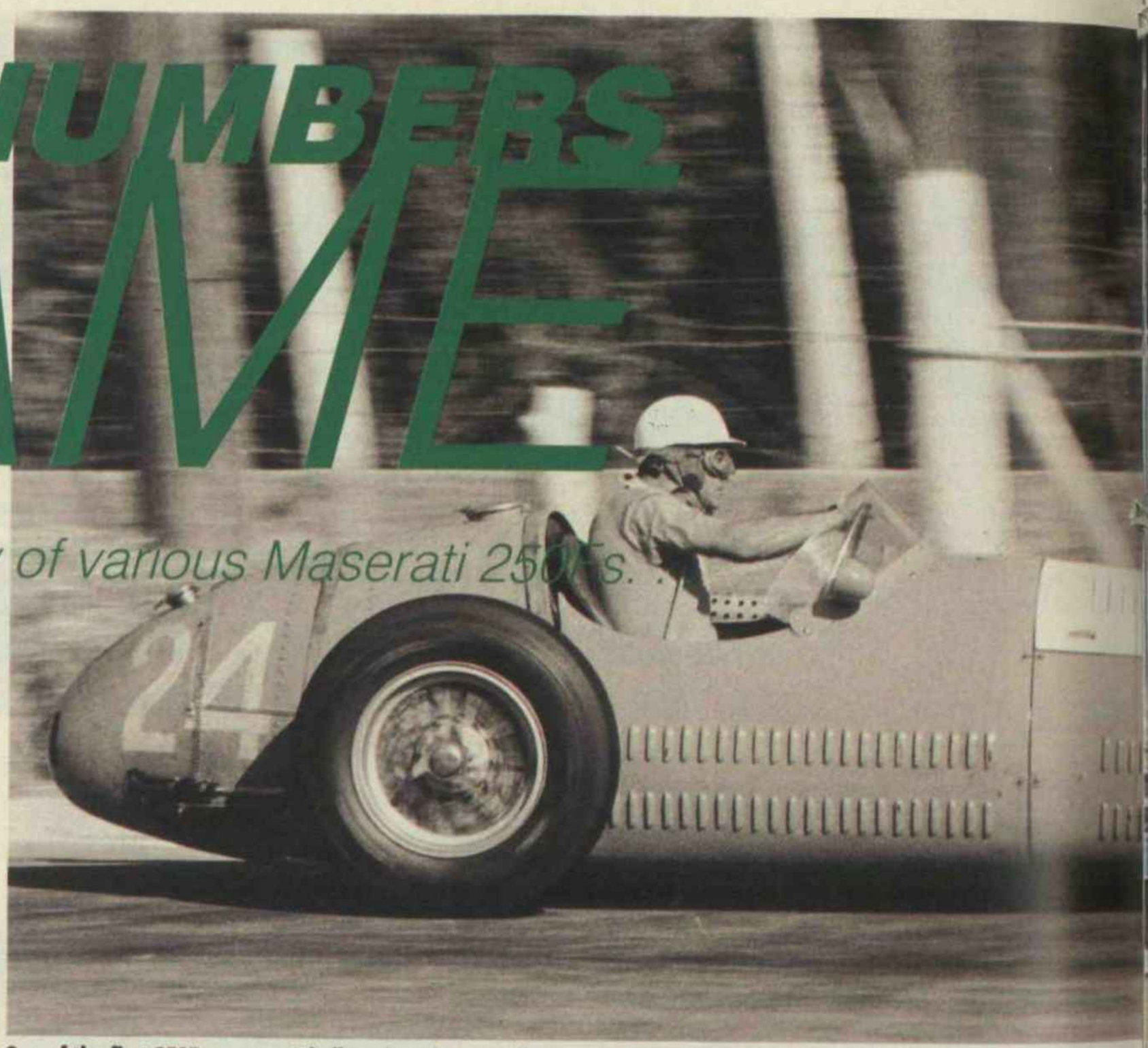




Top: Len Huff's rag-top Consul on parade. Centre: runner-up Amos's 911T, beside the winner of the Most Interesting Car prize — the Bizzarrini Strada. Above: who says *concours* are easy? Left: Michael Schryver won the Motor Sport single-seater Challenge Trophy in his Lotus 72. Above left: Rob Stainer's Cobra in the road sports event. Top left: variety pack – Mark Barton's Reliant Sabre Six heads Adrian Oliver's Imp and Caroline Shepherd's Lotus 7.

THE NUMBERS GAME

Unravelling the mystery of various Maserati 250Fs...



One of the first 250Fs to race, Schell's privately-owned but works-entered car, chassis no 2505, in the 1954 Spanish Grand

The Maserati 250F is everyone's favourite '50s Grand Prix car. It was not a landmark design in terms of technological development, but it was as successful as any in its era, and above all it epitomised the aesthetic appeal of a Grand Prix car in the last days before designers discovered that racing cars worked better with their engines behind the driver.

Uniquely, the 250F took part in the first World Championship Grand Prix of the 1954/60 2½-litre Grand Prix formula, and the last. Less than four years after that the cars were racing in historic events, first in Britain, then further afield, and have continued to do so since. These days, there are enthusiasts who judge the quality of a historic GP race grid on the number of 250Fs it contains.

The universal appeal of the 250F Maserati is such that at least four books devoted to this one model have been published in Britain alone, in addition to countless articles in magazines all over the world.

One of the subjects aficionados like arguing about is which car is which, for — like the ERA of a generation before — individual 250Fs came to be known by their chassis numbers: 2508 was the Stirling Moss car, 2522 the one that won the 1956 Monaco Grand Prix, 2529 Fangio's 1957 German Grand Prix winner, and so on. Unlike the ERAs, however, there are a number of wild cards in the 250F pack, largely arising from the factory's habit of giving individual cars new numbers in mid-career. Where this renumbering coincided with the fitting of a new engine, or more often different bodywork, confusion arose, much of it remaining to this day.

No one did more to keep the record straight, from when the cars were new until the present day, than Denis Jenkinson, MOTOR SPORT's Continental Correspondent at the time the cars first raced. His copious notes formed the basis of all subsequent research, though it is only now that it is politic to delve more deeply into some of the mysteries.

What follows is based on the earlier researches of Jenks and others, with some important additions and a number of variations from accepted lore which are made public here for the first time.

They arise mainly from the detailed research of Canadian enthusiast Barrie Hobkirk which was sparked by his reading in MOTOR SPORT some years ago about the number of 250F mysteries remaining unsolved. Already the possessor of numerous photographs, he has spent the past 10 years adding to his collection so that he now has some 8500 photographs of 250Fs. By comparing these on a race-by-race basis he was able to make a number of detailed alterations to the record.

Setting out his new information in the form of charts which listed every car in every race enabled him to show that many of the cars believed to be one thing in fact now seemed to be something else. These theories have in many cases since been confimed by examination of the cars "in the flesh" and comparison not only of their external clothing but of factory numbers stamped on chassis tubing and components, and even such detail as individual welds, which of course cannot be duplicated.

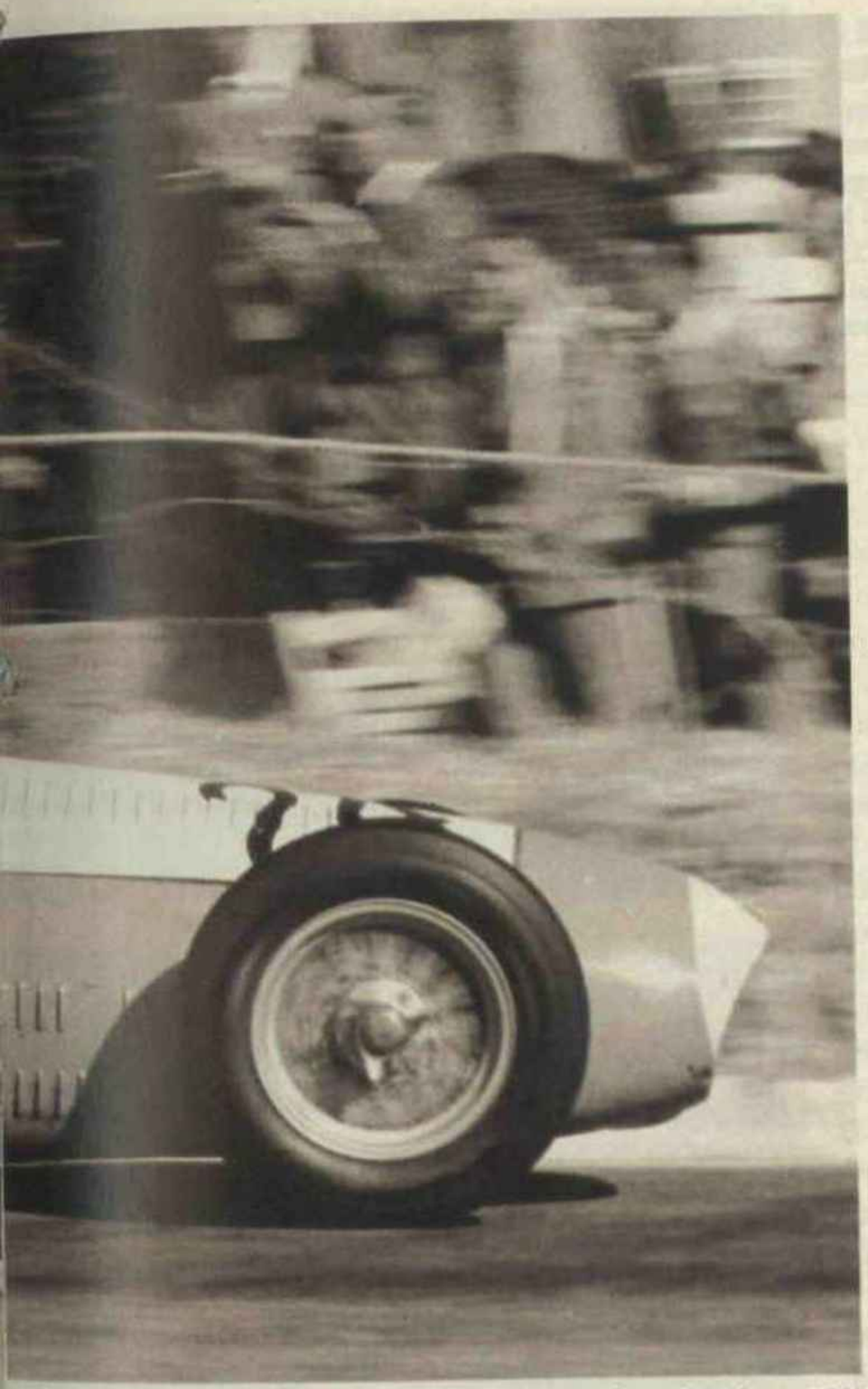
Perhaps the most startling of Hobkirk's revelations is the number of apparently new cars which were not new at all, but rather old ones renumbered by the factory. A lot more cars than was originally realised had more than one chassis number during their active racing careers. Some 26 individual cars were produced, in the five years from autumn 1953, plus two additional chassis in circumstances which will be explained shortly. Of that total of 28, no fewer than 17 are believed to have subsequently acquired a different number.

It was widely believed, for example, that there were two cars which bore the identity 2523 from new. Hobkirk has shown there were actually three 2523s, and possibly a fourth — but none of them raced from new under that number. All were older cars renumbered. There were also three cars numbered 2504, and another three identified as 2522, as well as two each of 2511 (neither of them new), 2507, 2509, 2513, 2526, 2530, 2532 and 2533. Little wonder that even the experts get confused!

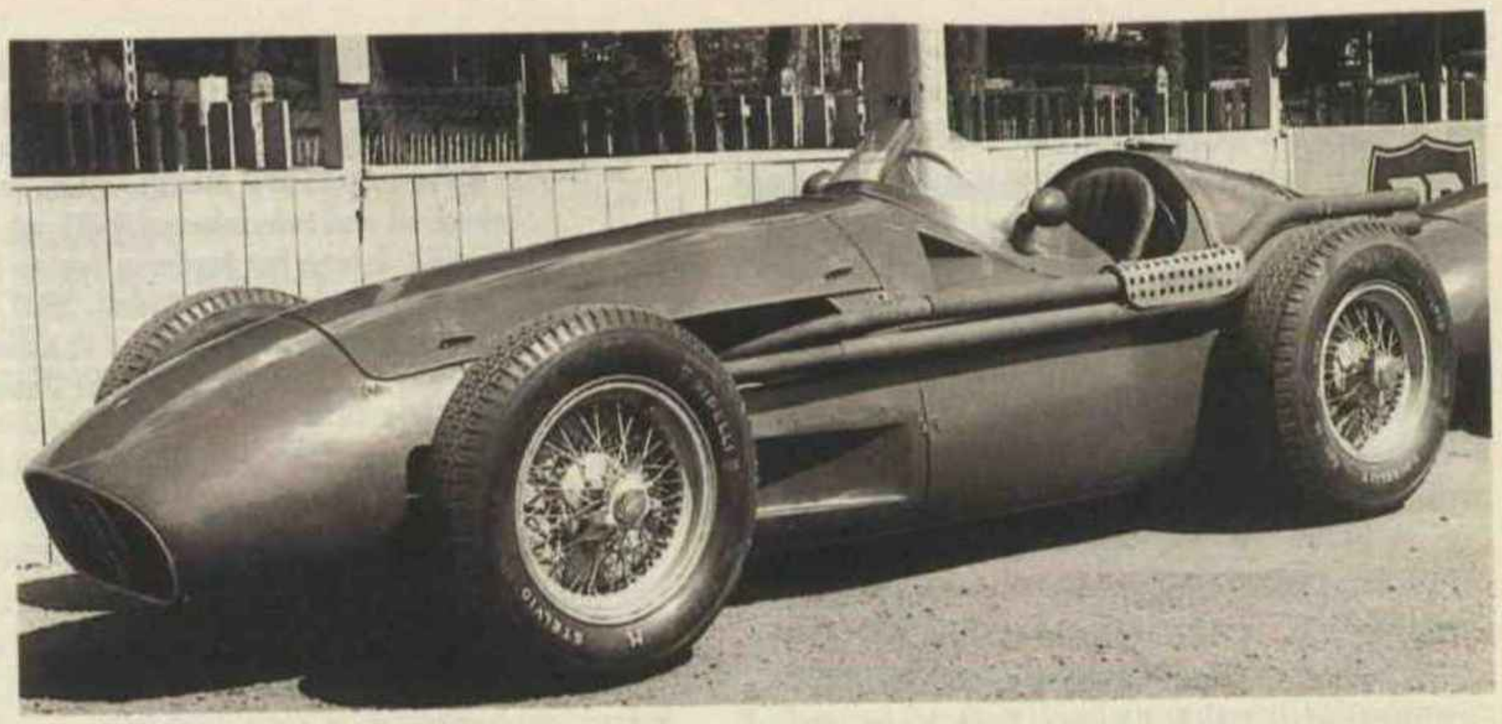
On the other hand, there was never a 250F numbered either 2503 or 2517, though to add to the confusion there was a 1953 Formula Two Maserati fitted with a 250F engine and renumbered 2503. Other examples of these A6GCM/250 or 'interim' cars were given the numbers 2501, 2502, 2504 and 2510.

Of the 250Fs proper, all 28 are believed to exist to this day, though question marks remain over some. Five cars are known to have ended their contemporary racing careers in South America, and only four of them have been brought back to Europe. There is every reason to believe the remaining one is still there, but where, in what state and in whose ownership is not known. And there is one car which disappeared without trace at a time when 250Fs were being robbed for parts; perhaps the unused bits were scrapped, perhaps the car was patched up to join its sisters in South America.

The usual approach to explaining the identities of the various 250F Maseratis is to list them in the order of their chassis



Much smoother bodywork was fitted for the 1955 cars. This is car 2515 at Pau (above), where it was driven by Mieres. As with most 250Fs, the body was later replaced.



A major departure was the streamlined car raced at Monza and, as pictured, below, at Syracuse in 1955. Chassis was numbered 2518, but had earlier raced as standard-bodied 2512



Prix. Multi-louvred bodywork was abandoned for later 250Fs.

numbers, but this is not the best way of explaining the renumbering. Even listing them in the order they were produced (which is not the same thing) can lead to confusion. We have chosen instead to tell the story chronologically, noting changes as they occur. Most of these, initially at least, affect cars which formed part of the factory team, so it seems sensible to treat the 'works' and customer cars separately for each year. This will be followed by a summary of each car listed in chassis-number order. In the following list, the numbers of new cars are shown in bold type.

A6GCM/250s:

Customer orders for the new 250F could not be filled before the first world championship race of the new fomula, in Argentina in January 1954, but as engine production had run ahead of chassis the factory was able to offer customers a stopgap: a number of 1953 Formula Two Maseratis were fitted with the new 2.5-litre engine. These interim cars can be quickly disposed of before proceeding to the 250Fs proper.

Various reports suggest that up to seven F2/F1 models were sent to Argentina, but it seems in fact that most of these were not re-engined at all, but still relied on the earlier two-litre units. The latest count shows that only four older cars were given 250F engines in the initial batch and numbered In the same sequence as the 250Fs proper. Car **2501** was for the Argentinian Roberto Mieres, **2502** for his compatriot Jorge Daponte, **2503** for Harry Schell and **2504** for Prince Bira. The theory was that as 250F production caught up, the engines would be taken from the



Final 250F development, the so-called Piccolo model (or T3), below, appeared in 1958 with smaller dimensions and even thinner tubing than 1957 cars Shelby at Oporto in 2533, the car Fangio had raced at Reims.

Harry Schell is pictured at Pescara (above) in 1957 with 2527, one of the lightweight cars built for the factory team that year, and which historians seem to have begun describing as the 'T2' model.



interim ours and placed in 1954 chassis, though for a variety of reasons it did not quite happen as planned.

Of the initial batch, Daponte's car was badly damaged in a testing accident at Monza before the end of 1953, and never in fact raced; the car he drove in Argentina was, contrary to reports at the time, a two-litre Formula Two car. Mieres's was written off in a transporter crash in the middle of 1954, and at about the same time Daponte finally got delivery of his A6GCM/250. This was numbered 2502, but was in fact Bira's old car renumbered. A fifth interim car had however appeared by this time: Baron Toulo de Graffenried's 1953 F2 car had been fitted with a 250F engine and given a new number; by this time the normal 250F run had reached **2510**, so that was the number allocated to de Graffenried's car.

Three cars were still in existence at the end of 1954, of which 2504/2502 had gone to South America, and would reappear in the Argentine GP in 1955 and 1956 in the hands of Alberto Uria. Car 2503 had meanwhile been sold to Australia, while the de Graffenried car was seen in a handful of European events in 1954/56 driven by the Swiss amateur Ottorino Volonterio.

250Fs: 1954 Works Cars

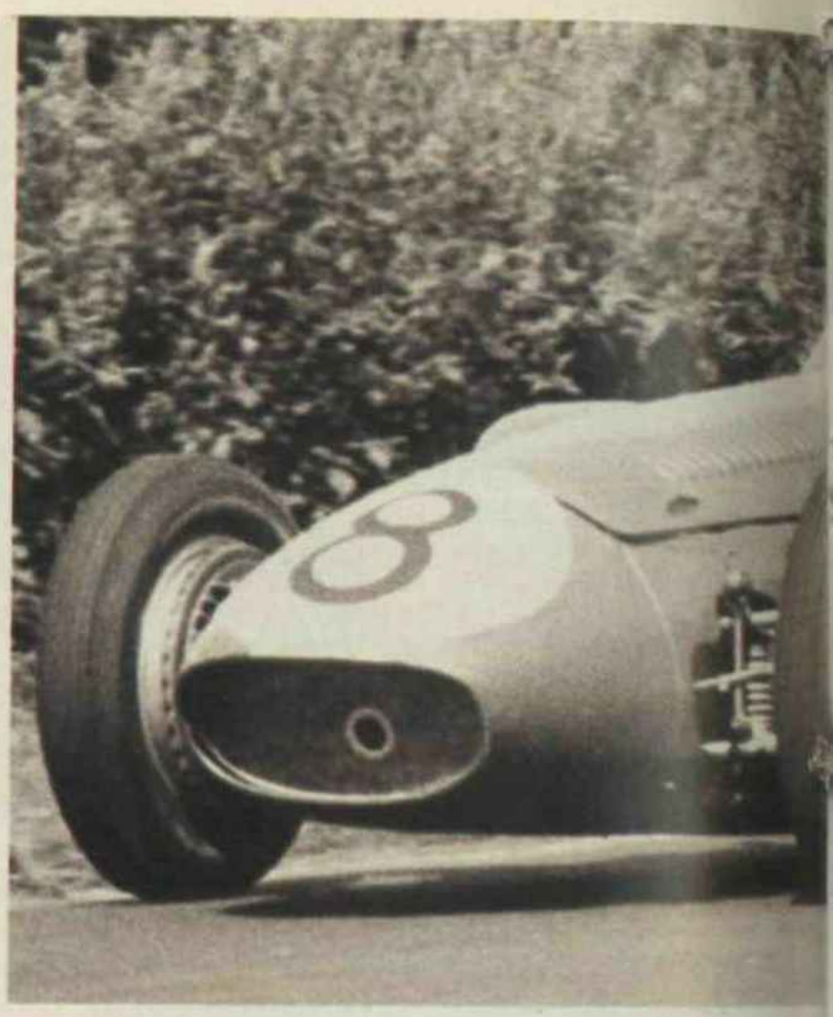
The factory had originally announced it would not be running a works team in 1954, but relented when Juan Manuel Fangio was available for the first races of the year, whilst awaiting the new Mercedes-Benz. They therefore started the season with a two-car factory team, and would add three more before the end of the year. In addition, the private cars of Sergio Mantovani, Stirling Moss and Mieres (see below) would at various times be incorporated into the official team as it expanded during the season.

The original factory 250Fs were **2505** and **2506**, though the latter raced in the first races of the year as 2502 (presumably to match the paperwork of the interim car intended for Daponte). Thus, from the very start of the cars' careers, events have conspired to confuse the student of 250F numbering. It was 2505 which Fangio drove to victory in the 1954 Argentine GP, the car's maiden race, and again in the second world championship round of the year, the Belgian GP. The other original 250F, 2506, assumed its correct identity when the "real" 2502 was completed (see below) and was raced mainly by Onofre Marimón.

At mid-season the original two works cars wore joined by a third all-new works car, **2512**, after which 2505 was sold (see below). The new car differed from earlier examples In that the rear tank was riveted together rather than welded; the other cars run by the works had their own tanks replaced by the new items later in the season. The new car was the one Marimón was driving when he crashed fatally in practice for the German Grand Prix.

The final cars owned and raced by the factory in 1954 were **2514** and **2501**, both of which had the now-standard riveted rear tail. Car 2501, which took over the number of Mieres' scrapped interim car, had a cleaner body, devoid of louvres. It was in effect the prototype of the 1955 cars.

One car, three incarnations. Top: Maglioli at the Nürburgring in 1956 with 2523, which has the chassis and body of the original Gilby car (2507). Middle: same car, now rebodied and renumbered 2522, at Monza in 1957, driven for Scuderia Centro-Sud by Bonnier. Bottom: as it is today, 2507/2523/2522 with Jeremy Agace in action in a historic race at Donington.







1954 Private Cars

Six new 250Fs had been supplied to customers in 1954, plus a rolling chassis for a seventh, though that was not completed as a GP car until the 1970s. The factory also sold two of its own cars to private owners during the year.

The first five customer cars to be delivered were **2507**, to Gilby Engineering for Roy Salvadori (in March), **2502** (the real one) to Mantovani (May), **2508**, to Moss (May) and **2504** and **2509** to Prince Bira and the Owen Organisation respectively (June). As can be seen, cars were not produced In strict numerical order: the reason for 2502 being out of sequence has already been explained, and 2504 was of course the replacement for Bira's interim car.

The last two cars in this batch, 2504 and 2509, swapped owners after an accident in July so that, unbeknown to most people at the time, Bira actually raced the ex-Owen car (2509) with his own number (2504) from the Caen GP in July onwards, while from the Swiss GP Ken Wharton drove the ex-Bira car (2504) for the Owen Organisation with their original number (2509).

The swap was never reversed, so that the car Bira raced into 1955 should perhaps be referred to as 2509/2504 and the Owen car as 2504/2509. This latter car was visually distinguishable from its contemporaries by its Dunlop disc wheels, incorporating disc brakes, which Owen were testing for use in their BRM cars.

Another complication arose later in the year when the Gilby car was crashed at Oulton Park and sent to the factory for repair. The repairs included a new chassis, but because the original was later straightened out and used for another car, it makes the picture clearer if we refer to the repaired Gilby car as **2507B** from now on. The designation 2507A will come into the story a little later.

During the season one of the works cars, 2505, was sold to Mieres, and later passed on to Schell. It still ran under the factory banner with both owners, as did Mantovani's car (2502) and, from late in the season, the Moss car (2508); all three had riveted tanks fitted before the end of the season.

Towards the end of the year the factory sold 2506 (also now with riveted tank) to Louis Rosier. Partway through the year 2502 disappears from the record and 2511 appears: close study of the photographic records shows that they were in fact the same car with different numbers. This car will henceforth be referred to as 2502/2511.







The other number allocated in 1954 was **2513**, for the rolling chassis supplied for study purposes to the Vandervell company.

1955 Works Cars

Following their success in 1954, Maserati decided to continue with a fully-fledged works team in 1955, with Gordini ace Jean Behra to lead the team and also retaining the services of Mieres, Mantovani and Luigi Musso.

Three of the 1954 cars (2501, 2512 and 2514) were carried over into the 1955 works team, and the factory built two more — **2515** and **2516** — for its own use. These were of similar specification to the 1954 cars, apart from some modifications to the engine, and shared the louvreless bodywork of 2501.

There was less swapping about of team cars and drivers from one race to another this year than there had been in 1954. Behra stuck largely with 2516 (with which he won the non-championship Pau GP), Mieres with 2514 and then 2515, and Musso with 2501. Of the other cars, 2512 was raced in Argentina, but was then crashed by Mantovani in practice for the Turin race, while 2514 remained unused after Argentina, until it was sold at the end of the year.

Towards the end of 1955 a car numbered **2518** appeared with fully streamlined bodywork, and was raced by Behra and Schell. Its appearance was simultaneous with the disappearance of 2512, but this was not coincidence; the streamliner was the old car rebodied and renumbered.

1955 Private Cars

All the private cars were still in the same hands at the beginning of 1955. After the Argentine races, however, Schell sold his car to André Simon, and a little later Bira retired from racing, and his car (now with riveted tank) was leased by Horace Gould. The Englishman later entered into an arrangement to replace this car with the ex-works car 2514, which was fitted with a 1955-type body before its sale, and thus became the first 250F to be rebodied (apart from the streamliner). Mantovani's own car (2502/2511) was acquired about the same time by the private Italian team Scuderia Centro-Sud, and raced by Carlos Menditeguy and Luigi Piotti.

The rest of the pool did not change hands. The Owen Organisation car was driven this year by Peter Collins, and the Moss car by a number of drivers including the owner (when he was uot otherwise occupied in a Mercedes). Both cars ran with disc wheels and disc brakes this year. The Rosier and Gilby Engineering examples were driven exclusively by Rosier and Salvadori.

1956 Works Cars

With the disbandment of the Mercedes team, Maserati was able to hire Stirling Moss to lead the 1956 team, with Behra and Menditeguy also on the side, and Cesare Perdisa and others available as and when required.

Three new team cars (**2520, 2521, 2522**) were built for the start of the season, with generally similar bodywork to 2501, 2515 and 2516. Confusingly, for the Argentine races the new cars carried numbers 2512, 2518 and 2516 respectively. In addition to the new stock the factory retained two older cars (2501 and the streamliner 2512/2518). Cars 2515 and 2516 had been sold, and were soon followed by 2520 early in the year and 2521 at the end.

Of the factory cars, 2501 was given a new body, characterised by high cockpit sides and a long sloping nose, before the Belgian Grand Prix.

The streamliner appeared in practice only during the year, but 2507A was revived and refitted with its original bodywork (the later Gilby car having itself now been rebodied). Renumbered **2523**, this is the car which earlier authorities dubbed 2523A. Moss raced it several times, also campaigning 2501, though was at the wheel of 2522 when he won the Monaco Grand Prix.

Before the Italian GP two new cars, **2525** and **2526**, were built with offset transmission and lower seating positions for Moss and Behra to run at Monza, the former giving the team its second *grande épreuve* victory of the year.

About the sme time the factory created further confusion — which lasted until very recently — when it swapped the identities of two of its cars. On the face of things, it appeared that 2522 had been rebodied, and that a new car numbered 2523 had appeared, this latter being the car subsequently identified as 2523B. But what had in fact happened was that the original 2522 was renumbered 2523, and at the same time 2507/2523 became 2522. Both cars in fact ended the season with new bodywork.

1956 Private Cars

Scuderia Centro-Sud's drivers this year (in 2502/2511) were Villoresi, Schell and de Graffenried. The disc-braked Owen car (2504/2509) was driven in Argentina by Hawthorn, after which it was sold to Jack Brabham, while Bruce Halford bought the earlier Bira/Gould car (2509/2504). The other privately-owned cars remained in the same hands as before, namely 2505 (Simon), 2506 (Rosier), 2507B (Gilby/Salvadori), 2508 (Moss) and 2514 (Gould), though Moss's, now back on wire wheels and drum brakes, was not raced after May. The Centro-Sud, Rosier, Gilby and Moss cars were all rebodied in 1955/56 style at the beginning of the year.

During the year the factory sold four ex-team cars to privateers: 2516 and 2520 found Australian homes (see below), 2515 went to Scuderia Guastalla before the start of the season and 2521 to Ecurie du Puy at the end of the year. Gerini, Villoresi and Maglioli drove the Guastalla car, and Wharton the du Puy entry.

The factory also supplied two new cars to customers. The first of these was **2519**, which went to Piotti in time for Argentina (where it raced as 2511), and was driven during the European season by Villoresi as well as Piotti. This car was given a replacement body before the Italian Grand Prix. The other new car, **2524**, was delivered to Godia before the Belgian GP.

1957 Works Cars

The Maserati factory lost Moss (to Vanwall) in 1957, but was able to engage the best possible replacement in Fangio. The world champion was supported by his compatriot Menditeguy, who had missed most of the 1956 season after a bad crash with a Maserati sportscar at Sebring; the faithful Behra was also back, joined by Harry Schell.

No fewer than five new cars (numbered **2527** to **2531**) were prepared for this season, though not all appeared at the start of the year. They were major departures from the earlier standard design through being constructed from smaller (and lighter) chassis tubing, and are described by some authorities as T2 models; in addition 2531 had the offset transmission layout of the 1956 Monza cars. All were distinguished from earlier 250Fs by having less rounded bodywork, with the rear tank sloping in profile more steeply than on the older cars.

On top of all this the factory kept four of its old cars (2501, 2512/2518, 2522/2523 and the Monza offset car 2526). The streamliner was not in fact used all year, while one of the other cars (2522/2523) became the V12 testbed, in addition to which the new cars 2530 and 2531 used the 12-cylinder engine from the start of their lives.

Of the three lightweight six-cylinder cars, 2529 was Fangio's regular mount, 2528 Behra's, and 2527 Schell's. The 'hack' 2501 was allotted first to Menditeguy and then, after he had returned home to Argentina, to Giorgio Scarlatti. The Monza offset car raced just once, with Fangio at the wheel, though its number (2526) was applied to 2501 for the last race of 1957.

Fangio won the Argentine, French and German Grands Prix in 2529, and also the non-championship Buenos Aires GP. He also won the Monaco race in 2528, which had a slightly shorter chassis than the other two cars. Behra succeeded in winning three non-championship races with this car, at Pau, Modena and Casablanca.

The V12s appeared at several meetings but raced only twice, the prototype 2522/2523 with Menditeguy in the non-championship Reims race and 2531 in Behra's hands in the Italian GP. The third V12 car, 2530, would not race until much later, and then with a six-cylinder engine.

1957 Private Cars

No new cars were built for customers this year. Of the private stock, Brabham's 2504/2509 was sold to New Zealand (see below), Simon's 2505 was loaned to Centro-Sud, then taken over by Bonnier, while the ex-Rosier 2506 was sold to René Bourely and the Guastalla car (2515) to Volonterio. The Moss car remained unsold until the end of the year, when it went to New Zealand (see below).

Two of the 1956 team cars had new owners for 1957, 2507/2523/2522 joining 2502/2511 as part of the Centro-Sud team and 2525 finding a new home in the United States (see below). Centro-Sud's 2522 was rebodied at the end of the season, the other team car having been given new panels for the start of the year. The team again used several different drivers, though Masten Gregory and Jo Bonnier were the main ones.

The Gilby car (2507B) appeared twice in Ivor Bueb's hands and in minor UK events with Jim Russell and Keith Greene, while Halford (2509/2504), Gould (2514), Piotti (2519), du Puy (2521) and Godia (2524) all retained their 1956 mounts. Halford's own car had a new body for the season, as did Volonterio's, while Godia's got a replacement at mid-season.

1958

By now the factory had suffered several financial blows, forcing it to close its racing department, but built two new super-lightweight 'Piccolo' cars (recently designated T3) for the American-owned Scuderia Buell. The first, **2532**, was driven by Fangio at Reims, and was later renumbered **2533** when driven by Shelby and Gregory. The second Piccolo was **2534**, though it seems to have been numbered 2533 in its first race, driven by Gregory at Casablanca.

For many years it was believed in some quarters that the total Piccolo output was three, but this appears to have been based partly on yet more swapping of chassis-numbers, and also by confusion regarding an older car (2509/2504) which had been fitted with the unique Piccolo-style bodywork, and which was photographed in company with the two Buell cars.

All the remaining works stock had been sold by the beginning of the 1958 European season, with the exception of 2512/2518. Two of the lightweights (2528 and 2529) were run by Scuderia Sudamericana in Argentina in January, for Menditeguy and Fangio, then sold to Godia and Scarlatti respectively. The third lightweight, 2527, had passed to Australian motorcyclist Ken Kavanagh (and was also driven by Behra).

The 'Monza offset' six (2526) used by Fangio at Reims in 1957 was meanwhile renumbered 2530 and sold to Argentinian Antonio Creus, and the so-called 'works hack' (2501) was renumbered 2523 and sold to Maria-Teresa de Filippis. Miss de Filippis's car was thought at the time to have been the ex-V12 2523, but that conclusion seems to have been based solely on its chassis-plate identification.

At the same time it was believed that the car sold to Keith Campbell, a motorcycling compatriot of Kavanagh's, was the former 2501, on the basis that it bore the same number as had last been seen on that car, i e 2526. It is now known however that Campbell's car was one of the V12s, in fact the prototype (2522/2523), renumbered and fitted with a latest-type body and a six-cylinder engine in place of the V12.

The other two V12 cars also had their engines removed prior to sale. The standard-layout lightweight car (2530) which some believe to have been renumbered 2532, was apparently not immediately sold, while the offset car (2531) also remained at the factory until finding a new home in South America at the end of the year (see below).

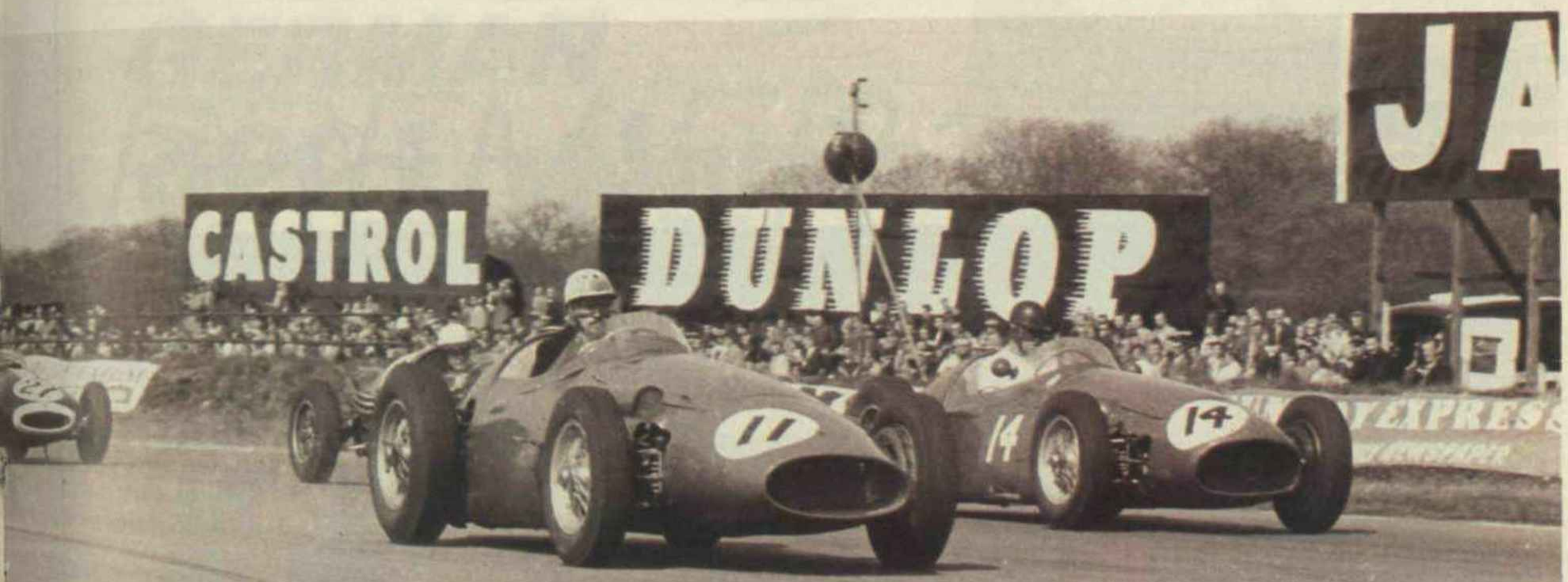
Of the 1957 private cars, Centro-Sud retained their familiar pair for racing in 1958, and during the year added the ex-Piotti car



(2519) to their stable as well. They also acquired the old ex-Rosier car (2506) but don't seem to have raced it in this season. Two of the team cars, 2502/2511 and 2519, were equipped mid-year with new fuel-tanks of the 1957 design, while the ex-Piotti car was completely reclothed for the Italian GP at the end of the year: its most notable feature was a very large rear tank.

Bonnier bad now severed his links with Centro-Sud and campaigned as a privateer, first with 2505, then the ex-Godia 2524, and finally with Scarlatti's 1957 lightweight (2529), The two newer cars were also made available to other drivers from time to time during the year.

Halford retained 2509/2504 but sold it to New Zealand during the year, while the other car to change hands in Europe was the du Puy example (2521), which was acquired —









Another example of how number changes caused confusion. Above is 2522, with Moss at Spa in 1956. The V12 2523 (right inset) is the same car. Bobby Bell's historic-racing example (left inset) is still the same car, with yet another identity, 2526 (and 1958 bodywork).

By 1958 250Fs were tail-enders in Formula One races (main picture). Bonnier (2524) and Halford (2509/2504) among the F2 Coopers in the 1958 International Trophy race.

complete with new body — by André Testut. Gould and Volonterio kept their cars, the English one receiving new bodywork mid-year, but the Gilby car was retired.

1959

Scuderia Buell had great plans for its Piccolos in 1959, but after racing in New Zealand at the beginning of the year (2533 with Schell and 2534 with Shelby) no further progress was made. Both cars remained unused in Italy throughout 1959. Creus had meanwhile taken his car (2526/2530) home to Argentina, while before the year was out Bonnier's two cars, 2524 and 2529, had gone to new owners in the USA.

In Europe, Volonterio, Testut and Kavenagh retained their cars from 1958, but none would see much action, and nor would the three familiar Centro-Sud cars (2502/2511, 2507/2523/2522 and 2519).

This team now switched to four-cylinder Cooper-Maseratis, and perceiving the front-line career of the 250F to be well and truly over, disposed of 2502/2511 and 2507/2523/2522 to South America. They did not entirely give up on the traditional designs, however, replacing these cars with a new one based on 2506 and renumbered 2511, though apparently incorporating many parts from 2519. Before the end of the year they had also acquired the first Piccolo (2532/2533). Scarlatti meanwhile raced the ex-de Filippis machine (2501/2523), while before its sale to America, Bonnier's 2524 was driven by a number of his friends.

At the end of the year two 250Fs were entered in the inaugural United States GP, at Sebring. The Scuderia Sorocaima entry for Venezuelan driver Ettore Chimeri (2528) did not turn up, and although Phil Cade's (2524) practised, it did not start the race.

Another 250F-powered car in this race was the Tec-Mec, a one-off designed and built by former factory employees, but not part of our story.

1960

Surprisingly, considering that they were now well past their sell-by dates, Maserati 250Fs turned out for several Fl races in 1960. In Argentina Scuderia Centro-Sud ran their 'new' cars, 2532/2533 for Scarlatti and 2506/2511 for Estefano, while Munaron raced 2530, joining the local South American cars of Creus (2526/30) and Chimeri (2528).

The European-based cars returned home after this series, as did Chimeri's, though 2530 was sold to a South American owner before the end of the year; Scarlatti's own car (2501/2523) was meanwhile sold to New Zealand (see below).

Gould dragged out his old car (2514) for the Italian GP, though it failed to start. Finally, Bob Drake raced Joe Lubin's recently acquired Piccolo (2532/2533) in the United States GP at Watkins Glen.

That was the end of the Grand Prix formula for which the cars had been built, and they no longer had a role to play in mainstream racing. But their careers continued elsewhere, as will be related next month in the final part of our story. **D G M**

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On the 17th July 1995 Juan Manuel Fangio died at the age of 84. Undoubtedly our sport's finest ambassador and arguably he was its greatest world champion driver. During the great post-War Formula One period, 1950-58, he was five times world champion (51, 54, 55, 56, 57); he was in 51 GPs; won 24 of them, coming second in ten; he set 23 fastest laps and claimed 29 pole positions. He started at Reims in 1948 and retired at Reims in 1958 – "where I started and I stayed 10 years. I hoped to win one race and I won five world championships".

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

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GERMAN PREMIER

The 23rd AvD Oldtimer Grand Prix at the Nürburgring retained its place as the premier historic racing event in Continental Europe, with a successful four-day meeting on August 10-13, for which the organisers claimed an attendance of 61,000.

The packed programme provided a mixture of FIA championship races, others for newer F2 and sportscars, and events for older cars, which seem to get by without the involvement of the world body. On top of all that a demonstration was given each day by Edwardian cars, which, as last year, proved extremely popular with the spectators.

The drawcard feature of the meeting was the Historic Grand Prix Cars Association's annual 100-mile race. The seven previous races have drawn perhaps the best field of front-engined GP cars in each year, but once Vijay Mallya's Vanwall had fallen victim to engine trouble in practice, depriving pre-race favourite John Harper of a drive, it was left to the second-level players to dominate the 1995 race. Jeremy Agace in his Maserati 250F snatched pole by the narrowest of margins from Burkhard von Schenk's similar car, but did not feature when it counted, retiring early in the first day's race when the drive-shaft let go beneath his seat. Nick Mason, a previous winner of the 100-miler, went out with a fractured oil-line near the end of the same race.

The London-based German driver von Schenk was thus able to win both legs, though it might have been a different matter had Gerry Porter in his two-litre Cooper-Climax T43 had more reliability. Porter stalked his prey for 16 laps on the first day and then decisively took the lead, but fell back after three more laps and eventually stopped, the radiator cap having come off. Porter was again chasing von Schenk on the second day when the water temperature went up again and he retired after only nine laps.

Tony Smith (Connaught B-Type) finished second to Von Schenk in both legs to fill the runner-up spot on aggregate with Paul Alexander (Cooper-Bristol) and Tony Merrick (A-Type ERA) taking the next places on combined times.

Gary Pearson (Lister-Jaguar) won the race for sportscars of the same period, staging a running battle with Mason's T61 Maserati on both days but apparently lacking serious opposition. A race for pre-war sportscars was dominated by local Alfa Romeo drivers, led by Peter Groh with his unique Pintacuda model 1½-seater P3. Chris Drake (Maserati 8C) won the second leg but had neglected to make his compulsory pit-stop, so was relegated to second.

The meeting also staged a round of the International SuperSports Cup series, Charles Agg leading a McLaren M8F 1-2-3 after Kalisch's BRM was taken out of the lead by an errant Ginetta. Harper (March 712) fought hard in both Historic F2 rounds, but had to give best to former champion Fredy Kumschick (Lotus 69) in the first and to championship leader Bob Juggins (March 712) in the other.

D G M



Right: John Harper's March 712 (right) took a close second in both Historic F2 races, behind Fredy Kumschick's Lotus 69 (left) in one event and Bob Juggins in the other.



Left: a rare appearance for a two-litre OSCA, which won its class in the '50s sports car race in the hands of Wendelin von Boch-Galhau.



Right: Peter Groh won the pre-war sports car race, having converted his Alfa Romeo P3 back to the same two-seater specification with which Pintacuda won the 1935 Mille Miglia for Scuderia Ferrari.



Above: Martin Stretton's Margulies-entered Alta was a class winner in the 100-mile GP cars race. Below: a mixed bag in the FIA Formula Junior race, as Pierfranco Brezzo's Wainer laps Duncan Rabagliati's Alexis.



LITTLE WONDER

The definitive pre-war sports car? The MG J2 certainly had everything going for it

DISSECTED

MG J2



When in the late summer of 1932 helmsmen William Morris and Cecil Kimber dropped the D-type from their fledgling MG Car Company's bewildering range of cars and replaced it with the J2, they quite unwittingly created a milestone in the history of British sports cars.

Quite simply the J2, along with its four-seater sister the J1, were the definitive pre-war sporting motor cars, whose classic and seductive lines were so absolutely right that their genes shaped future models all the way down to the last of the TF models in 1955.

Conceived and created against a gloomy global economic depression — remember, this was an era in which Bentley went into liquidation and Dr Ferdinand Porsche was struggling to pay his secretary's wages — the J2 wasn't just a pretty face. At a whisker under £200, it was also eminently



affordable.

Of course, competition from other manufacturers was strong. The Singer Le Mans cost £15 more, but its performance was no better than the Abingdon product, and at £185 the standard Austin 7 Ulster fairly struggled to a maximum speed of 65mph.

The J2 would easily reach 75mph, but no more than that; the car tested by *The Autocar*, which was timed at a genuine 80mph, had been specially tuned for the occasion, and broke its two-bearing crankshaft in protest shortly afterwards.

Based on the D-type's 7ft 2in chassis, the J2's mechanical specification belied its remarkable performance. With a bore and stroke of 57 x 83mm, the cubic capacity works out at a diminutive 847cc. Both the cylinder block and head were fashioned from traditional cast iron, but the shaft-driven single overhead camshaft was shrouded with a beautifully cast alloy cover.

Fuel is directed to the bores via a brace of 1in SU carburettors, which were changed from horizontal units to more modern semi-sidedraught carbs from engine number 551. Initially, the power output was quoted at a fairly feeble 30.4bhp, but increased to a healthy and perfectly respectable 36bhp when the compression ratio was raised from 5.4:1 to 6.2:1.

You're not impressed? Remember, this was 36bhp from eight hundred and forty seven cubic centimetres, and we are talking about 63 years ago. Of course, there were a few motoring folk who weren't impressed then either. And to quench their thirst for more power, more speed, they bought the racing J3 version which, in effect, was a J2 with a 746cc engine supercharged to give a maximum 70bhp, and a top speed well in excess of 100mph. With a price tag of getting on for £500, though, the J3 was everything but cheap. Unlike the J2, the J3 didn't return 35mpg either.

But, but, but! To return to that magnificent styling. Even to those for whom the ultimate motoring fantasy is sitting behind the wheel of a lime-green Austin Allegro, dressed in a back-to-front baseball cap, driving flat-out on the outside lane of the M25 in rush hour (and yes, they do exist), would have to admit without condition that this impish sculpture of steel, iron and aluminium-alloy is a true icon of a golden era, which embraces everything that was good and great about the carefree motoring days of yesteryear.

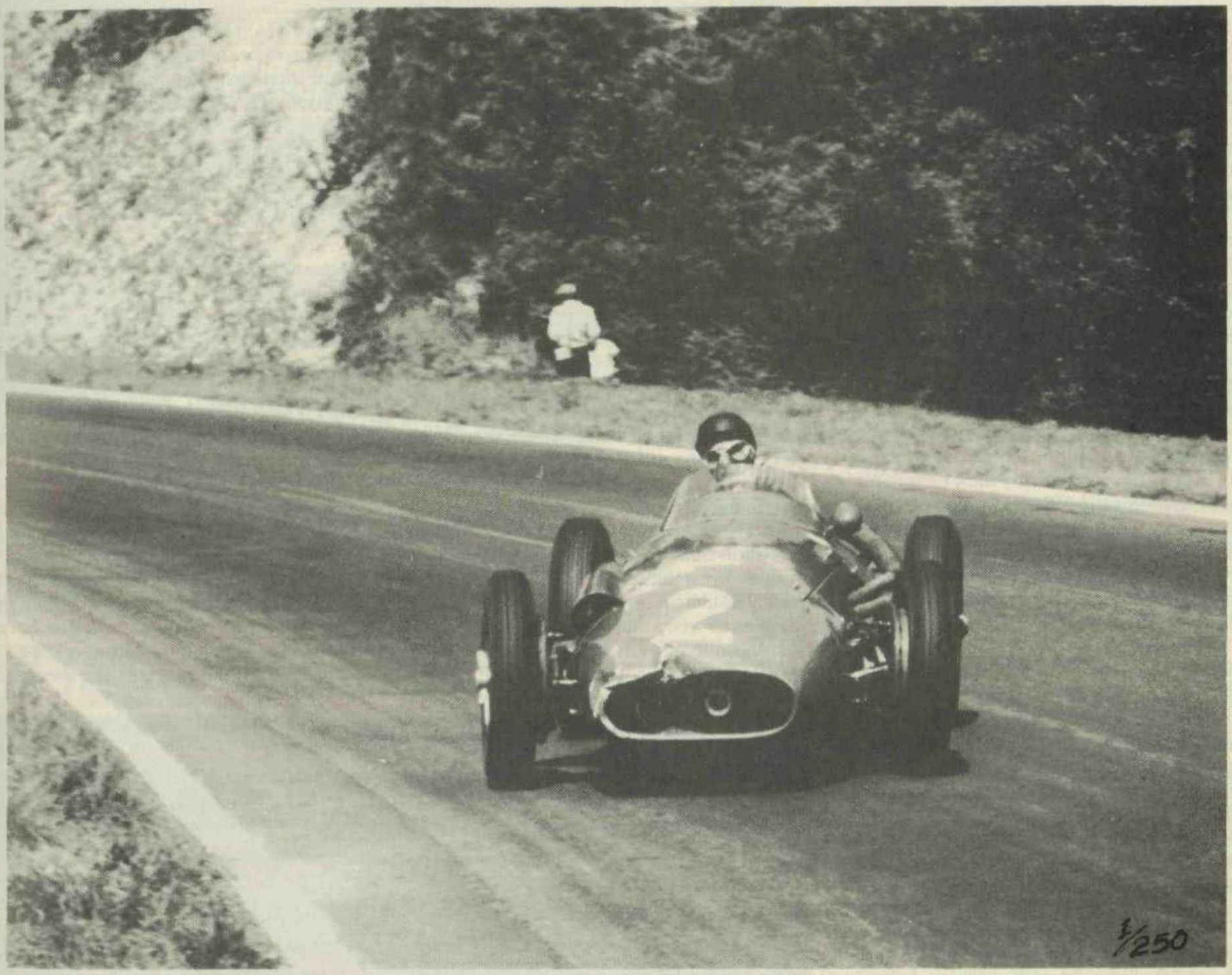
There was the fold-flat windscreen, the evocative scuttle fairings, quick-release fuel filler cap, the spare wheel fitted to the Le Mans-style petrol tank, and 'knock-off' wheel nuts; and if all that weren't enough, there was also the engine-turned alloy dashboard, beautiful octagon motifs almost everywhere and a rev-counter for the driver to watch over, just in case that two-bearing got too excited.

This was the style in an age that was trying to be stylish. This was cheek in an era which demanded cheek — the General Strike of 1930 proved that; it was clever design from people who were genuinely clever, and above all, the J2 was a thing of beauty forever. Many others had failed where Morris and Kimber had clearly succeeded. **L M**



The stunning proportions of the MG J2 cost a snip less than £200. Centre left, it was fast in its day.

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DRIVING IMPRESSIONS

Film buffs will doubtless recognise Brian Rhead's immaculate 1933 example as the car driven by Peter Ustinov, Mia Farrow and David Niven in the film version of Agatha Christie's book *Death on the Nile*. For that epic it was painted light blue so as not to clash with Ms Farrow's wardrobe and red hair..

Now liveried in its original two-tone Carmine/Saratoga red, Brian Rhead bought his J2 25 years ago for 30 quid, and over the ensuing five years has restored it to original condition — well, as near as dammit, anyway. It has since covered many thousands of miles in his hands, including long trips to Scotland and continental Europe, and has proved 100 per cent reliable.

Our photographic session over, during which time I was bitten on the ankle by a horrid little dog who clearly didn't share my enthusiasm for the MG, and yelled at by its owner for shouting 'ouch', it was Oscar Wilde who sprang to mind. He confessed: 'The only way to get rid of temptation is to yield to it. I can resist everything but temptation.' I couldn't agree more.

You've just got to drive a J2. I just had to drive this J2. Not because I wanted to see 'what she'll do mister' — it isn't that kind of car — but because sometimes it is important to yield to temptation. And I don't like cream cakes. ('Cream Crackers' are a different matter...)

Both doors are topped with genuine Derrington-made alloy cappings. The passenger door is a mere token, but, because of the large diameter three-spoke steering wheel, it is essential to open the driver's door before effecting a dignified entry into the cockpit. Leather seats: what else? Supremely comfortable... expect nothing less.

Kick the floor-mounted starter button above the pedal cluster, and listen for the familiar pre-war rasping from the exhaust system. So, let's get straight to the point. The pint-size engine fires, not coughs or bursts, into life first time. Rev it hard, just for fun, and it sounds harsh: throttle back and it sounds and feels as sweet as a fresh, ripe nut.

Select bottom gear, wellie the pedal, double declutch into second (neither gear has synchromesh), and away up through the other two cogs, remembering all the time that the gate holds some nasty surprises if you forget that first and second are located where one would normally expect to find fourth and third, and third and top are where modern cars have second and bottom. It's a touch confusing at first, but quickly mastered — if you know what's good for you.

At last, a nice long stretch of road without another vehicle in sight; bang the throttle pedal to the floorboards (yes, they are made of wood), and the speed gathers, slowly, but it's exciting, real and exhilarating. Why? Because, even with the windscreen up, there's no protection from the hot, dry wind that doesn't just blow your hair about, it crashes hard into every part of your head, neck and upper body.

Now, call me an old cynic, I don't care, but I spotted those 4.00x19in crossplies before climbing aboard — and pay homage to the wonderful people at Pirelli, Michelin and others who, during the mid-1950s, slogged and slogged to perfect the radial tyre.

Even in a straight line, the original-style rubber bands are utterly horrible, even disconcerting. They make for interesting cornering, though, to say the least. The chassis is wonderful, the ride quality surprisingly comfortable, the 'chuckability' factor very high, but those crossplies. . . They certainly make an impression.

This car always wants to lull you into a bushel or two of oversteer, so again I succumbed to temptation. Catch it with the bendy steering wheel and away. . . scruffily. It's hardly well-mannered, but as Evelyn Waugh noted "good manners are especially the need of the plain; the pretty can get aay with anything". And the J2 gets away with everything.

Settle down to a comfortable cruising speed of 50mph and this small wonder babbles on a bit, covering the ground as quickly as almost anything else. In short, the MG goes as well as it looks. The gear change is so wonderful — precise, firm and slick through the gate — that it's not difficult to overwork it, but it never complains.

Surprisingly for an old 'un, scuttle-shake is minimal, although the body flexes over the potholes sufficiently to allow the doors to move up and down a little. Out on the roads of West Sussex, car and driver were in their element. Buying a Tardis and travelling back 60 years would be the only way to better this motoring experience.

And then, just a couple of miles short of our destination, the engine died and the car trickled to a halt. A gentle tap with a well-aimed spanner on the body of the fuel pump — one of the joys of post-vintage motoring, I fear — and we were off again. But not before an idiot in an 'ecobox', travelling well in excess of the limit, expressed his discontent of our forced parking space with his horn. There we were, bonnet up, obviously broken down, and 'paaaaarp'. . .

Before production ended in 1934, MG had built and sold 2,080 J2s and 380 J1 four-seaters. Although it's not possible to be entirely sure, it is thought that around a quarter of that total have survived. Their current owners are very lucky people indeed.

I would love to be able to buy a J2, but because of my resolute refusal to suffer the indignity of joining a long, grubby queue to purchase a National Lottery ticket, that little dream is one of many that will doubtless never come true. But, on the other hand, I shall always be grateful to Brian Rhead for giving me the opportunity to discover exactly what I've been missing.

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SCALE AND PACE

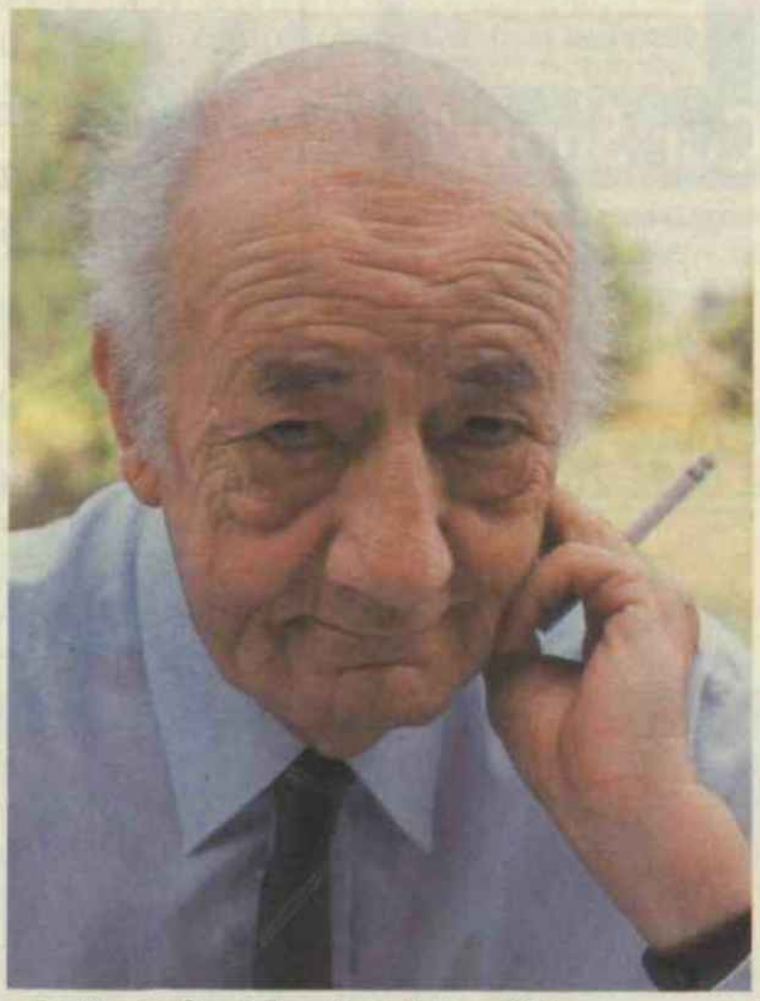
A solitary glass of whisky in hand, knee-deep in children's toys and with his wife away in hospital giving birth. . . it was not exactly how John Day had intended to celebrate Christmas Day 1957. The cocktail party he had planned to host was cancelled, and instead he contented himself with nothing more exciting than returning the vast collection of toys adorning the sitting-room floor to the nursery.

It was this, however, which eventually led John Day not only to pioneering work in the manufacture of 1:43 scale model cars, but also to becoming a prominent sponsor in the Grand Prix world of the mid-1970s. He explains: "I came across a Dinky model of a Cunningham belonging to my eldest son and thought it was so awful that, apart from the colour scheme, it could have been a Ferrari or a Vanwall. With nothing else to do on Christmas night, I set about modifying it, putting a few extra details here and there, and spent some time filing off the roughest parts of the casting. After carefully repainting it, the model began to look more like a Cunningham."

As a result of this minor success, Day's interest in model cars and motor racing grew quickly. After reading an article by Christian Moity in the French magazine, *L'Automobile*, and corresponding with the well-known journalist, Day and Moity struck up a friendship and began swapping models with each other.

"At that time French Solido models weren't available in Britain, so Christian sent me several examples through the post, in exchange for British models I had collected," says John. "Solido were among the best model manufacturers in the 1960s, but I wasn't entirely satisfied with their quality, and modified several where I thought improvements could be made."

For Day, this was nothing more than an absorbing hobby, but when in 1969 the international company for which he worked as sales director was taken over by a large conglomerate, he set up business on his own account. "I had limited funds, and realising that it was futile trying to compete with companies like Corgi and Solido, I decided to make 1:43 scale model cars in kit form," says John. "However, having chosen to work in white metal, it didn't take long to discover that most centrifugal casting techniques employed in the industry in those days were utterly hopeless. Most casters could produce something that was flat, but were incapable of working in 3D



John Day today (above) and one of his new pewter sculptures (below): the 1957 Le Mans-winning D-type of Ivor Bueb and Ron Flockhart.



By redesigning and refining existing techniques, Day was able to supply castings for his kits, which were more detailed than virtually anything that had been seen in the industry previously. By April 1970 he was ready to launch his first two models: the 1914 French Grand Prix-winning Mercedes and the 1954 4.9-litre Ferrari Le Mans winner.

Day's old friend Christian Moity was so impressed by the new models that he devoted two colour pages in *L'Automobile* to the first two cars alone. "On reflection, the Mercedes was a mistake because it comprised a multiplicity of parts and was far too complex: it put people off making it, but the Ferrari which was much simpler was an instant success," says John.

As a result of Moity's complimentary article and another one in the now defunct *Model Cars* magazine, a great deal of interest was being shown in John Day Model Cars in both France and Britain. "Retailers in Le Mans ordered large stocks in anticipation of the 1970 24 Hours and, after burning a lot of midnight oil and chartering a light aircraft, we managed to transport the kits to the circuit just four hours before the start of the race," says John. "It was a gamble that paid off, because we were able to invest the profits in new models."

A number of people from around the world began to approach Day. "They wanted us to make models for them, and, on average, we made five new ones per month. In time we manufactured virtually all the Le Mans and Indianapolis winners and the most notable Grand Prix cars as well," he says.

During the four or five years from launch date, John Day's life had been transformed, and all because of a Dinky Cunningham he found in his son's toy collection. "We were making money and enjoying the fruits of a successful business to the full," he says with a smile, "and by 1974, we were suddenly involved in the world of real racing cars. Alain de Cadenet telephoned me to ask if I would be interested in sponsoring his Lola, which he had entered for Le Mans. I agreed almost immediately, attended the race, which was fun, and after returning to England produced a model of Alain's car."

Two years later, by which time Day was employing 26 people, his company took further steps into sponsorship. He read an article in a motoring magazine and learned that the Ensign team needed money to run Chris Amon, but that venture turned sour after Day had a disagreement with Ensign boss, Maurice Nunn, which in essence typified the behind-the-scenes wrangling in Grand Prix racing, and that was that.

But not all was lost, because on a trip to the US Grand Prix at Long Beach in 1976 John Day struck up a conversation with Max Mosley, who was then involved with running the March GP concern with Robin Herd. This was the stroke of luck that Day was looking for because it was this conversation which led to the name of John Day Models being attached in large letters to the nose-cone of Hans-Joachim Stuck's March.

"The deal was struck between Max and I in mid-air over the Atlantic," explains John. "There was no formal agreement. He explained to me that he had commitments to other sponsors for the German and Austrian Grand Prix, but that when a free nose-cone became available, my name would go on it. When Peterson damaged his nose-cone during practice for the Dutch Grand Prix, March used a spare one with my name on it, and on that occasion, it was at no cost to myself."

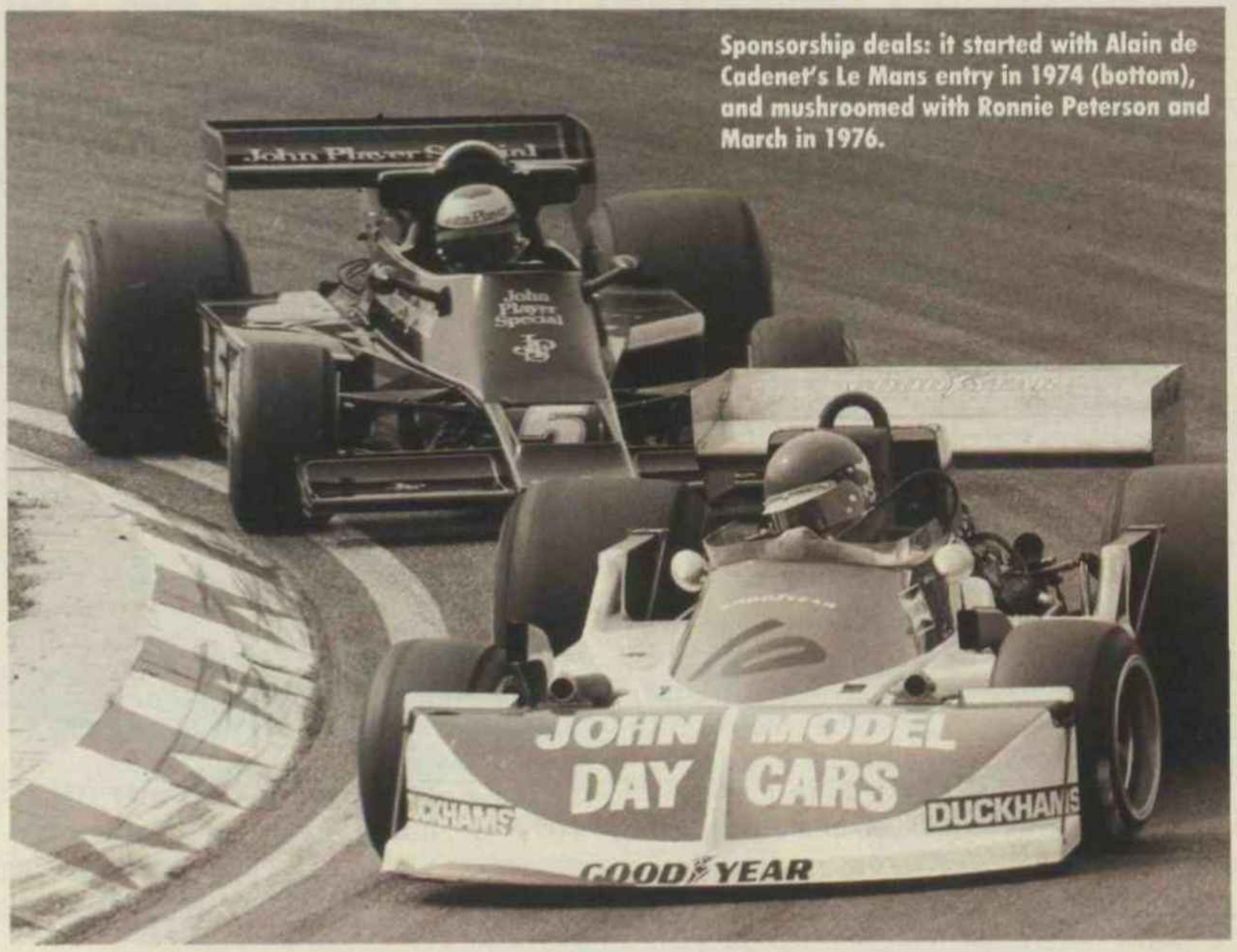
It is important to remember that commercial sponsorship was still relatively new in Formula One in the mid-1970s, and anyone who was in a position to pay for space on the broad nose-cones that were in vogue 20 years ago — but alas, no longer — the exposure on television and in magazines and newspaper was immense.

"The sponsorship deal with March put us right on top," says John. "My association with Robin Herd and Max Mosley was one of the most congenial I've ever known, and I have nothing but praise for what they did for me. I know that Max has come in for a great deal of flak in recent years, but more often than not, it has been fired by people who just don't know the real Mosley.

"The guy is not only the best man for the job he is doing now because he's a genuine enthusiast, but also because he is as straight as a die. I never felt I needed a written contract when dealing with Max, because when he promised to do something, he did it and never once needed reminding. And in every respect, Robin was exactly the same: an absolute delight to be with. I remember that he asked me to produce some models of his March Formula Two cars that were to be presented to visiting journalists, and naturally I was only too glad to help. Regrettably, I can't say that about many of the 'hotshots' I met in Formula One at that time."

Today, Mosley is equally complimentary about John Day and the role he fulfilled in Formula One. "He made nice models and we all liked having him around," says Max. "He used to travel with us to all the Grand Prix and proved to be a nice bloke. If John said that his sponsorship money would be on the table on Monday morning, it was there Monday morning. In fact, he was the sort of person we really needed in Formula One. And the same applies today, too. Nick Wirth can no longer compete with his Simtek team because of sponsors not coming up with the money."

Max Mosley has never been a collector of model cars because, as he says: "Once you start, there's a danger of not knowing when to stop." But he admits to having kept John Day kits of the Peterson and Brambilla



Sponsorship deals: it started with Alain de Cadenet's Le Mans entry in 1974 (bottom), and mushroomed with Ronnie Peterson and March in 1976.

March Grand Prix cars.

Day, who continues to enjoy a packet of cigarettes a day, also dispels the widely held view that 'proper' Grand Prix racing ended when Colin Chapman painted his cars in Gold Leaf colours for 1968. He says: "Chapman merely found a means of paying his way. In 1968, motor racing was going nowhere, and without sponsorship it was in danger of dying altogether. We all bemoan the loss of national colours on the cars but, to sound an optimistic note, when they were covered in various decals they came alive. They were also more difficult to replicate in model form.

"The other important part of the equation was that it provided an opportunity for people like me to promote our businesses, and I never discovered a more effective form of advertising," he adds. John Day also speaks disparagingly of the belief that when the business community brought money into motor sport, the honour went out of it, firmly asserting his view that the GP circus was populated by people of integrity at all levels.

There are those, however, who stand out in his mind as being head and shoulders above the rest. "Hans Stuck, Ronnie Peterson and Jackie Stewart were really great guys in motor racing, and although their personalities were very different, they all had one thing in common: they were all gentlemen," he reflects. "Ronnie was pure magic whether he was in the car or out of it. Intelligent and perspicacious, he was a great listener and it made no difference to him whether a small child, a spotty teenage fan or the chairman of a multi-national company was talking to him, he gave freely of his time and genuinely valued their opinions, even if they were at variance with his.



He was the greatest, and I view the model we made of his March as one of the best we produced.

"I realised early on that the aim of a good model-maker must be to capture the spirit of the subject he's modelling. The vast majority of racing car collectors have only viewed the original subject from photographs or by watching them pass at 100-plus mph: it is what they imagine they see that you must capture, which is why you will always be criticised by the 'rivet counters'. Dimensions of the model must sometimes be distorted and, by and large, it is better to work from photographs than engineering drawings.

"A good example of this occurred when we produced some ready-built Marches. We worked from factory drawings, but by the time we were sponsoring the cars, with most of the engineering for the die-casting already completed, the airbox behind the driver's head had been changed and our model didn't exactly correspond with the then current car."

Of Hans Stuck, John Day also speaks with great affection. "I bumped into him about seven years ago at practice for the 1000km sports car race at Silverstone, when he was driving the works Porsche, and he hadn't changed a bit. I could scarcely believe that his enthusiasm for driving, which was never anything less than daunting, remained as strong as ever. Neither Hans nor Ronnie had a bad word to say about anyone. Neither were interested in money, fame or any of the other 'BS' that surrounds F1. They were both there to race cars, and happily, Hans is still there, doing what he loves." Interestingly Hans Stuck, who collects model racing cars, has a number of John Day kits among his many motor racing treasures.



Day reflects that he particularly enjoyed making 1:43 replicas of March GP cars because of the co-operation he received from everyone at the March factory. During this period, when production was at 'full bore', Day also forged ahead with models of Jackie Stewart's championship-winning Tyrrell and Graham Hill's Gold Leaf-liveried Lotus 49B. "The Lotus was a particularly good example of white metal art. We replicated the regular 'winged' car, the 'double-aerofoil' Lotus and the Monaco 'ducktail' car," he says. "My son, Crispin, who was the cause of all my model-making, presented Graham with a set of models. He was genuinely pleased to receive them and, in his usual jovial way, thanked us for having gone to so much trouble."

For the next few years, John Day was leading the life of a very successful businessman, who had spotted a gap in a market and filled it. On his own admission, he loved flying to the various Grand Prix around the world, and was intoxicated by the buzz of it all.

And then in 1980, John Day Model Cars crashed, unbelievably, with mounting debts that couldn't be paid. It was the same old story: his customers wouldn't pay him, so. . . Day confesses that he expanded his business around the world too quickly, and by the time things had got out of control, it was too late. Having made some 600 different models, Day's kits suddenly became even more collectable, and today are highly prized by model enthusiasts.

The responsibility of failure bore heavily on his shoulders. "The people I employed were suddenly out of a job through no fault of theirs," says John. "Our master model maker, Richard Stokes for example, had left a secure job at Purdy the gunmakers to join me, and it greatly distressed me to let him go."

This experience left Day with a bitter taste in his mouth, and he turned his back on motor racing. "When we were going through difficulties there were, as is only to be expected, many unpleasant things said about me and my company which naturally caused a lot of heartache, but time passes, and on reflection, one can only hope that it was a certain amount of jealousy that caused remarks to be made," says John.

Having walked away from model cars and into the world of public relations, John Day has had time to reflect on the past: "One has to keep a sense of perspective," he says. "It's many years since I've thought about model cars, and in that time, I haven't taken much interest in the market. However, in the last couple of years, I have decided to re-enter the business. During the past 10 years, 1:43-scale models have proliferated, and it's precisely for this reason that I am approaching the business from an entirely new angle."

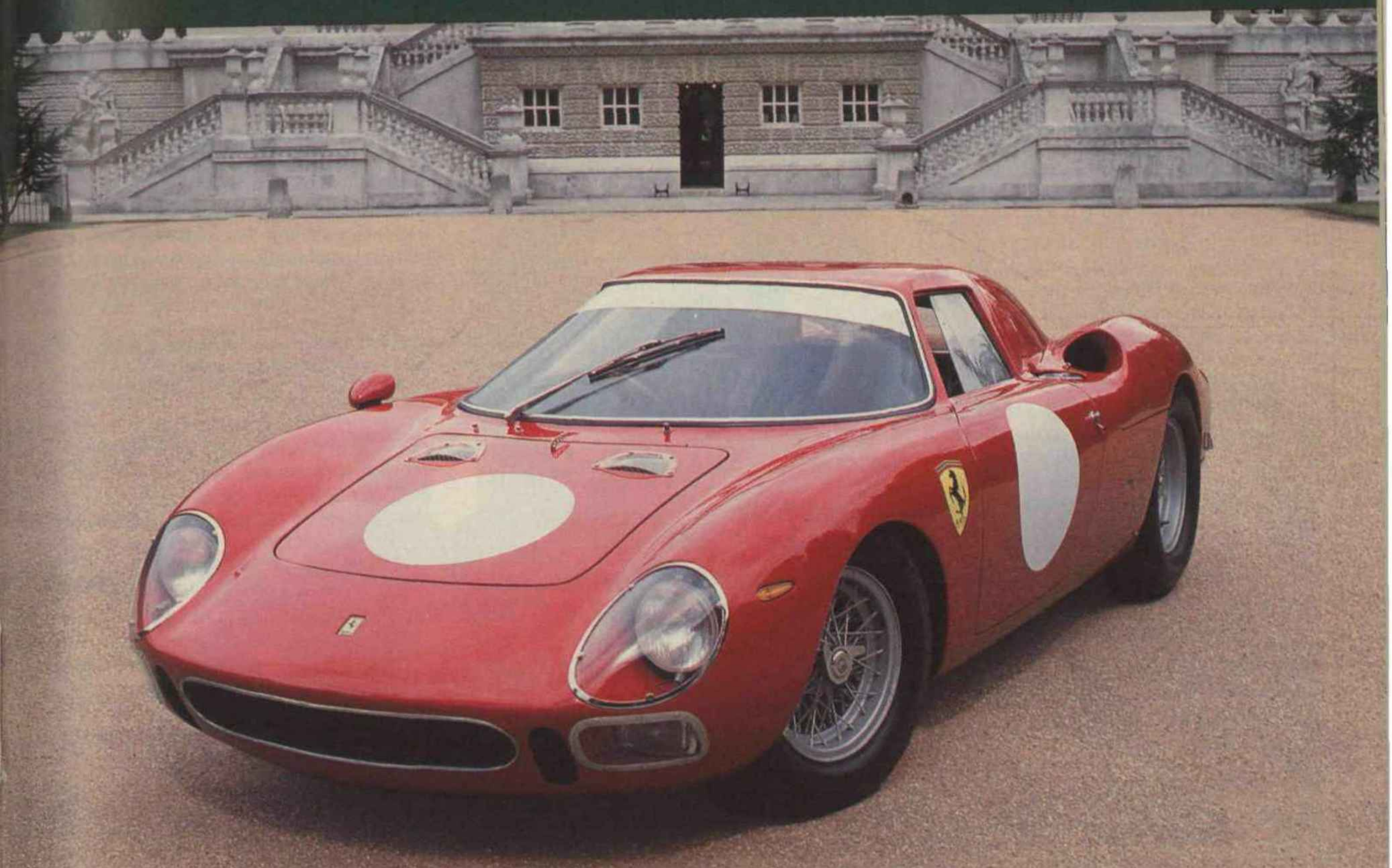
It remains to be seen whether Day's new venture, specialising in pewter sculptures of famous motor racing scenes, will be followed by other manufacturers, and whether the new models will become as collectable as the John Day originals. But one thing is for sure: not one word of this story could have been written if it hadn't have been for that Dinky Cunningham John Day found in his son's toy collection on Christmas Day, 1957. L M



Crispin Day presents Graham Hill with a set of Lotus 49s (left). Mini Auto Mercedes transporter plus Lotus 72, by JD Models (above).

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Whitney Straight – *Racing Driver*

I find it astonishing that, whereas books have been written about so many racing drivers, from those of the pioneer days, through the interim periods, to the present day, nothing has appeared, so far as I can recollect, about Whitney Straight, or Earl Howe for that matter. So, although it is scarcely possible to do full justice to any driver in a magazine article, the young American driver was sufficiently accomplished not to be overlooked. He was equally accomplished in his Royal Air Force career and as a successful business executive. But I assume it is about his motor racing that you prefer to hear. . .

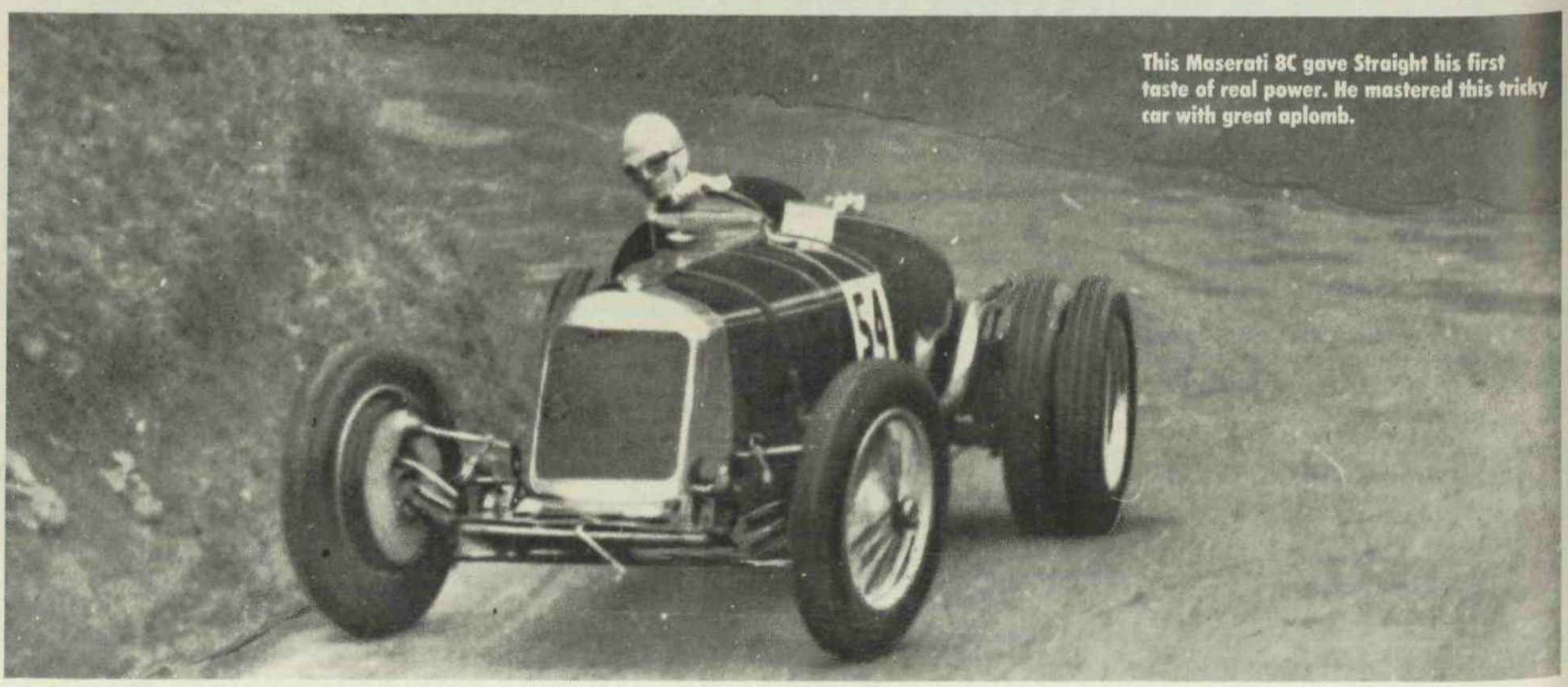
Whitney Willard Straight, strikingly good-looking and a millionaire from parental endowments, came to England in 1926, when he was 13, with his mother, who had married an Englishman. They lived at Dartington Hall, South Devon. He continued his education at Trinity College, Cambridge. Straight had not shown much interest in cars or motor racing before this, but he showed good taste by buying a new Alvis Silver Eagle tourer at the age of 17, and had not long been in College before he acquired a Riley Nine. With this he made his first appearance in a competition event, at Shelsley Walsh in July 1931, in the class for sports cars of up to 1100cc, in the Amateur category. Although inexperienced, Straight was third, in a time of 60.1sec, compared to 56.6sec by the class winner and 57.0sec by the second-place car, all Rileys. Dick Seaman was also at Trinity at this time and was competing with yet another Riley, but apparently took 78.1sec. Straight and Seaman became close friends.



Straight: young, rich, handsome and talented.

Straight also took his Riley to Weybridge, where the Brooklands model Nine, already in the black paintwork which he was to adopt for most of his cars, and tuned, it was said, with the help of the chauffeur, ran in the Autumn 1931 Cumberland Junior Short Handicap race, finishing third, after lapping at a respectable 84.68mph. Then, looking for something faster, Straight obtained a 2-litre non-s/c GP Bugatti and at the 1932 Easter Brooklands Meeting used it to good effect, dead-heating with W K Faulkner's stripped Type 43 Bugatti in the Norfolk Lightning Mountain Handicap. Straight went faster, having started 30 seconds behind his rival, and he lapped at 68.38mph. But this was not quite what Straight wanted, so he bought the ex-Birkin 1931 2½-litre Maserati, a car Clive Gallop had collected from the factory for Sir Henry. With it he met Earl Howe, in his Monaco Type 51 GP 2.3 Bugatti, in the Whitsun Nottingham Lightning Mountain Handicap, and driving rather wildly, broke Birkin's lap record with the same car by 0.55sec, leaving it at 75.76mph. Howe, on a neater run, with more powerful brakes, equalled this on his last lap, and, rather better acquainted with the circuit with its Fork hairpin and difficult climbing, banking turn at the opposite end of the 1.17-mile lap, won by a mere tenth of a second. One of the most exciting Mountain races ever, said MOTOR SPORT, won according to our reporter, by eight yards! Straight had, in fact, broken the class lap record twice, because he had bettered Birkin's time in practice as well as during the race.

In May that year Straight booked the Mountain circuit for a stab at improving on his lap record on the clear track and got this up to 78.0mph. He was no doubt assessing the car's capability and trying out the best lines to take at the corners. This paid off, for when Straight resumed racing in 1933, he was second in the First Addlestone Mountain Handicap at the Easter Meeting, improving his lap record to 78.29mph. He then won the second of these Mountain circuit races, although put back to an "owes 5 sec" handicap. He used his own methods, taking the top corner very wide, even raising a cloud dust from the grass verge in the first race, which enabled him to run high up the Members' Banking and overtake others in a swoop down to the



This Maserati 8C gave Straight his first taste of real power. He mastered this tricky car with great aplomb.

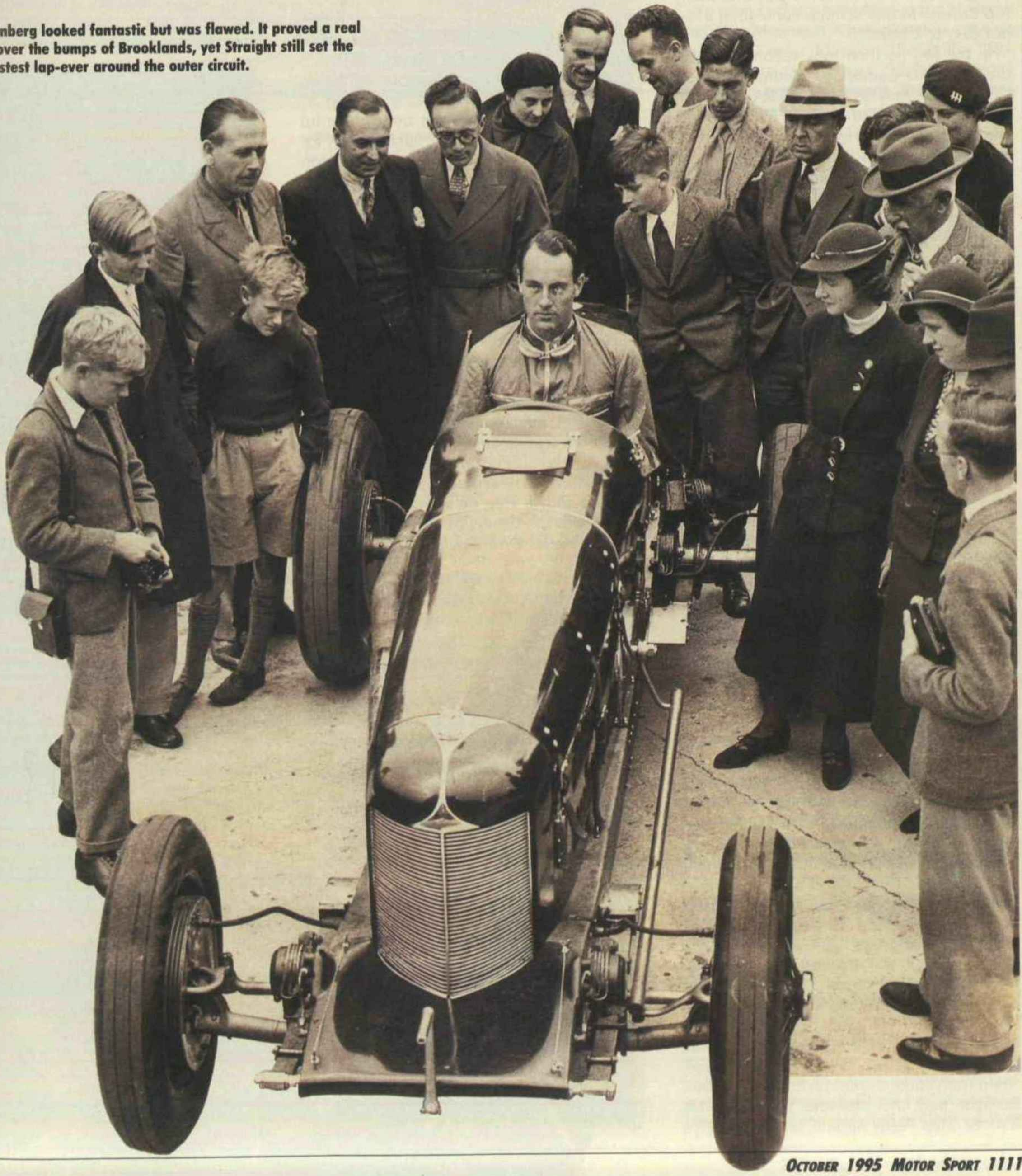
Fork. He won this second race by 1.8sec, from Cummings's Maserati.

The young American, at 21, now felt ready for a long-distance race and put the black Maserati in for the JCC International Trophy, a 100-lap event in which handicaps were obviated by using channel-turns at the Fork for different classes. I remember the occasion, dramatised because Straight flew down from Cambridge to Brooklands after sitting an exam that morning. He also had a smart 1931 8-litre Bentley Gurney Nutting coupé. His chauffeur Dewdney would be in the pits to hand out refreshments or fresh driving-gloves to his master, Straight flinging away a used pair if they had become slippery or worn. . . I do not know whether, as at Oxford, cars were denied to first-year undergraduates at Cambridge, but if so, the aeroplane and a chauffeur-driven car may have been the young millionaire's answer.

The Maserati set off at speed, long yellow flames ripping from the fan-tail as its driver lifted off for the corners. Alas, Straight was too exuberant on this occasion, having lapped the entire field of 27 other cars in the first three-quarters of an hour. He was spinning the back wheels out of every corner, to the detriment of the tyres, to set a lap record for the unusual course of 92.70mph. No-one in his pit appeared to show him a "slower" signal and after an hour was up the Maserati came in. It went out again, but it soon stopped with differential failure. The boost pressure had been increased to give some 200bhp, which was too much for the hard-tried back axle. . .

The next move was to employ T&Ts, the engineering firm on the Brooklands aerodrome, to fit a Wilson pre-selector gearbox to the 2½-litre Maserati. At the Whitsun BARC races the car was unplaced in a Mountain Handicap, and when Straight tried it in the "Gold Star" outer-circuit race he found it unsuited to such racing after two laps at 119.43mph. It wasn't until the closing meeting of the 1933 season that Straight was again successful. He had a s/c K3 MG Magnette (black, with silver wheels, of course) with which he lapped at 104.63mph in the Woking Senior Short

The Dusenberg looked fantastic but was flawed. It proved a real handful over the bumps of Brooklands, yet Straight still set the fourth fastest lap-ever around the outer circuit.



Handicap without being placed. But he then won the incident-packed Mountain Championship in the Maserati, after Campbell's Sunbeam had hit a Bugatti that had spun at the top bend and had blocked the track, so that warning flags were waved. This confused Piero Taruffi, who was driving Howe's Type 51 Bugatti in lieu of Tazio Nuvolari (who had practiced but left, perhaps not liking the "mickey mouse" Mountain circuit). As Taruffi slowed, and later came to a stop to avoid Mays's Riley which was in trouble and stationary, Straight swept past, to win by two seconds from the unfortunate Italian. Taruffi had driven like fury after these incidents, tying with Straight for fastest lap at 77.43mph, and was the token victor. But Straight had shown he could out-drive many top drivers, in this scratch contest, in a car not easy to control.

In the MG he then took second place in the Oxford & Cambridge Mountain Handicap, beaten only by Mays's ERA, although the smaller car had a mere five seconds' start. Finally, for that day, Straight took another second place in the Woking Senior Mountain Handicap, wiping out 7½ seconds of Freddie Dixon's 25-second advantage in the Riley, the MG setting a new Class G lap record of 70.67mph.

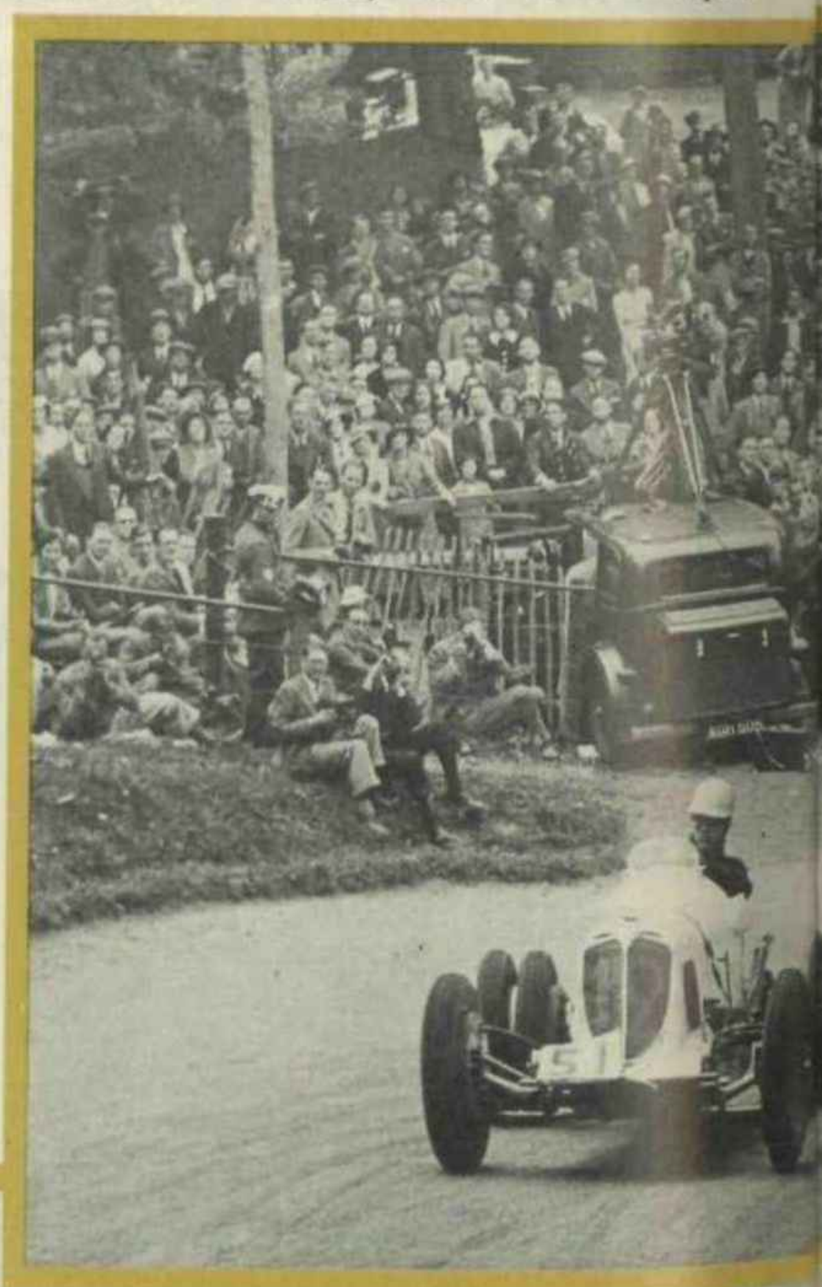
Straight went to Shelsley Walsh again in 1933 and, without much experience of the hill, beat Mays to the course record, the "gleaming black and chromium" Maserati, with twin back wheels, clocking 41.2sec. He now began to drive in continental races. At Albi he was second behind Braillard's Bugatti, after breaking the course record. He won the 1100cc class of the Coppa Acerbo in the MG, ahead of four small Maseratis. Before this, he had come in second in the Swedish Summer GP in Bernard Rubin's 2.6-litre Alfa Romeo, behind Antonio Brivio's Alfa Romeo, having flown himself and his mechanic, Berk Harris, to Pescara in his own aeroplane.

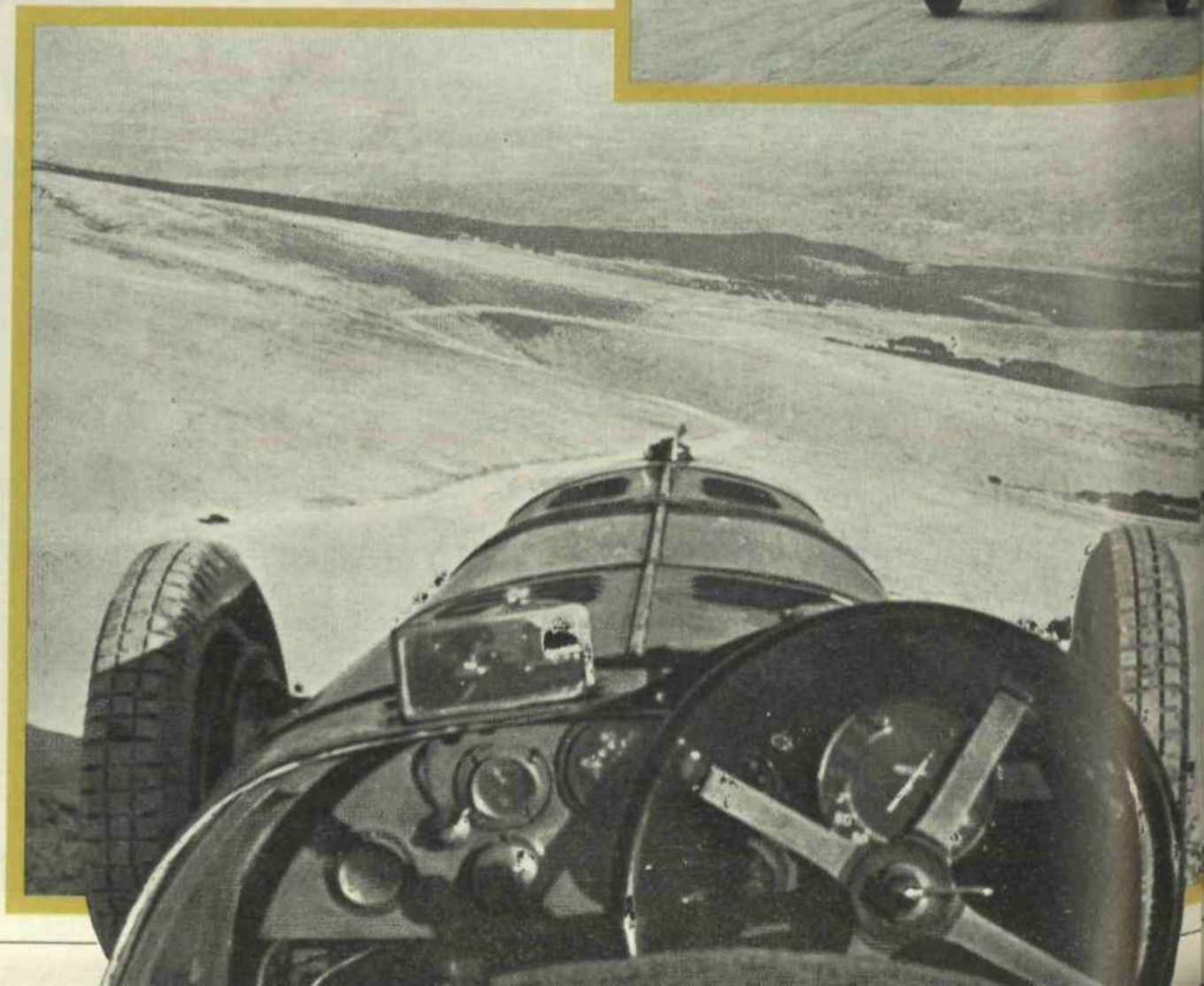
Before going to Sweden, Straight had spent some time in a London nursing home, having burnt his feet on the new gearbox in the Maser. Prior to the GP de la Marne, Straight practised for a week, sometimes on unclosed roads, being rewarded with fourth place behind the Alfa Romeos of Philippe Etancelin, Jean-Pierre Wimille and Raymond Sommer, in spite of a slipping top-gear band in the Maserati's gearbox. The car was now painted green. Fuel mix problems slowed the Maserati in the Gran Premio de Monza, Straight a disappointing 11th behind Earl Howe's Bugatti. A marvellous end to the 1933 season was secured at the Mont Ventoux hillclimb, when the 2½-litre Maserati broke the record with a time of 14m.31.6sec, taking no less than 40 seconds off Rudi Caracciola's previous figure in a Tipo B Alfa Romeo, which the experts had said was impossible. Back from this fine drive, Straight made FTD in the wet at the Brighton Speed Trials, in 25.4sec, just beating Howe in his Bugatti and Oliver Bertram in the old 10½-litre Delage, who tied for second place. Apart from another triumph for the Maserati, Straight had the pleasure of seeing his fiancée, Miss Peggy Altham, take the 1100cc racing car class in his MG Magnette, in 31.8sec. Incidentally, she must have been well taught, because she had taken a third place from scratch in a Ladies' Mountain Handicap at Brooklands in the MG, doing three consecutive laps at 65.61mph. Straight had hoped to compete at Donington Park, opened that year, but had to send a telegram saying the MG and Maserati could not be there.

Had there been a Drivers' Championship in 1933 MOTOR SPORT estimated that Straight would have tied with Guy Moll and Count Czaykowski for eighth place, from 58 other drivers, and been first in a Mountain Circuit Championship, had there been one. Incidentally, Charles Brackenbury had gone out to Mont Ventoux with Straight and, for a bit of a lark, drove his cumbersome 8-litre Bentley in the unlimited sports car class, which he won in a time of 19m.0.4sec!

Straight had enjoyed his motor racing so much that he decided not to remain at Cambridge for his third year but to take up racing more professionally, making it pay for itself if possible, a reflection on the acumen that was to take him to prominence in the business world later on. He moved to London and, because of the inability of Alfa Romeo to supply the Tipo B *monoposto* cars to private owners, ordered three of the latest 2.9-litre 240bhp 8CM Maseratis from Bologna, as had others, Earl Howe included. Whitney Straight Ltd. was formed in December at Bush House, Aldwych. Giulio Ramponi was appointed head mechanic and three trucks were obtained to transport the racing cars. Hugh Hamilton and jazz saxophonist R E L Featherstonhaugh were to be two of the team's drivers (Straight, too, was fond of jazz). Unfortunately, Hamilton was killed when his Maserati left the road and collided with a tree on the last lap of the 1934 Swiss GP. Others who were to drive for Straight were Cyril Paul, Marcel Lehoux, Sommer and Seaman. Straight also acquired the 1932 4-litre straight-8 ex-Scuderia Ferrari Duesenberg for outer-circuit racing, a car now owned by Denis Jenkinson and an exhibit in the Brooklands Museum. The bodywork of the Maseratis was altered to Straight's requirements, with a distinctive radiator cowl, and the cars were painted white and blue, the American racing colours.

Still using the old 2½-litre Maserati, Straight set fastest lap in a Mountain Handicap at the Easter 1934 Brooklands races but was unplaced. Then Hamilton, in the same car, lapped faster, at 78.0mph, to take second place in the Third Ripley Mountain Handicap. But the American was more intent on long-distance races, especially those on the continent. The season opened well for Straight, when he won the JCC International Trophy Race at 89.62mph,





keeping just ahead of Brian Lewis in the other 2.9 Maserati, as it was important to conserve the *monoposto* Maser's tyres. Indeed, after winning by a mere four seconds, a tread detached itself from the o/s front tyre.

Then at Montreux Straight was fourth, Hamilton fifth. Straight was in third place at Casablanca when a tyre burst. Back once more to Shelsley Walsh with the Maserati, he again broke the record, leaving it at 40.0sec. In the 1934 BRDC British Empire Trophy Race at Brooklands, the Maserati was second to Eyston's MG Magnette, which had slipped past while Straight was in the pits, with Ramponi working furiously to cure a fuel feed malady. But Straight's 82.45mph was the highest average race speed. He missed Dieppe because the Maserati could not be made ready in time and Hamilton was engaged at Albi. In a different field Straight broke the Class-D fs kilometre and mile records, at 136.98 and 135.49mph, showing skill in handling the lightweight car. But going for s/s figures, a con-rod objected to the acceleration, and broke. Hence, no Dieppe. . . But at Albi, "Hammy" in one of the team Maseratis was second to Featherstonhaugh's Maser, after going onto seven cylinders, and Sommer, in Straight's other Maserati entry, set fastest lap and came home fourth. Seaman, in the Straight-entered MG in the 1500cc race, stalled on the line, being fined for 100 francs for a push-start (nothing new!) and the engine was overheating seriously.

Straight was in good form at the Vichy GP. He won his heat from Lehoux, Rene Dreyfus and Howe, and won the GP by five seconds from Count Trossi's Ferrari-entered *monoposto* Alfa Romeo, the finish so exciting that the spectators invaded the course (nothing new!). At Nice, Straight made a rare mistake and retired with a damaged front axle. In July 1934, the American went to Montlhéry with the Duesenberg to try to beat Hans von Stuck's hour record (135mph, for Auto-Union), but illness intervened. But both he and Hamilton went to the Klausen hill climb, where the MG was first, at class-record speed, and the Maserati third behind Caracciola and Stuck in the unlimited class. The Maserati, from the third row at the start, retired in the Coppa Acerbo, where Hamilton won his class in the MG. At Berne came the tragic accident to Hamilton, which may have influenced Straight in giving up racing.

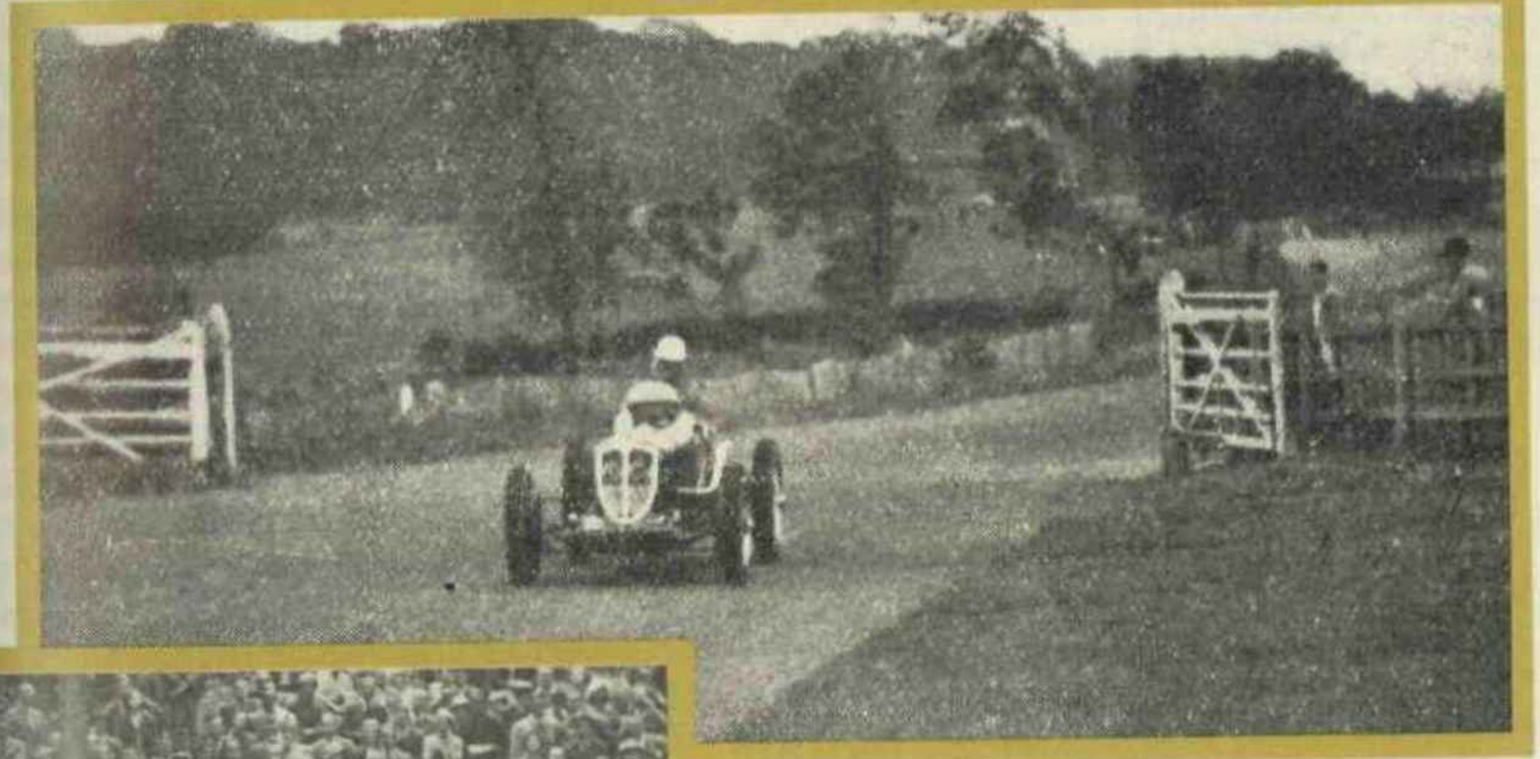
Before that, Straight had shown meteoric form in the Comminges GP, leading from the front row, until Gofredo Zehender challenged. Both Maseratis refuelled at the same time and Zehender got away first (nothing new!), going on to finish second, Straight third, with Luigi Comotti winning after a magnificent drive for the Ferrari stable, in an Alfa Romeo. Then to Mont Ventoux again, where Straight was second-fastest this time up the 21km hill (13m.58.8sec), vanquished only by the 16-cylinder Auto-Union of Stuck, who was 20.2s quicker. He then achieved a very fast class record climb with the MG Magnette. And in the full-scale Italian GP in the 2.9 Maserati, he finished the course in this very trying race, without a co-driver. On a clear track, with single back wheels, the Maserati put the Brooklands Mountain lap record up to 79.18mph, going into the top bend at some 125mph.

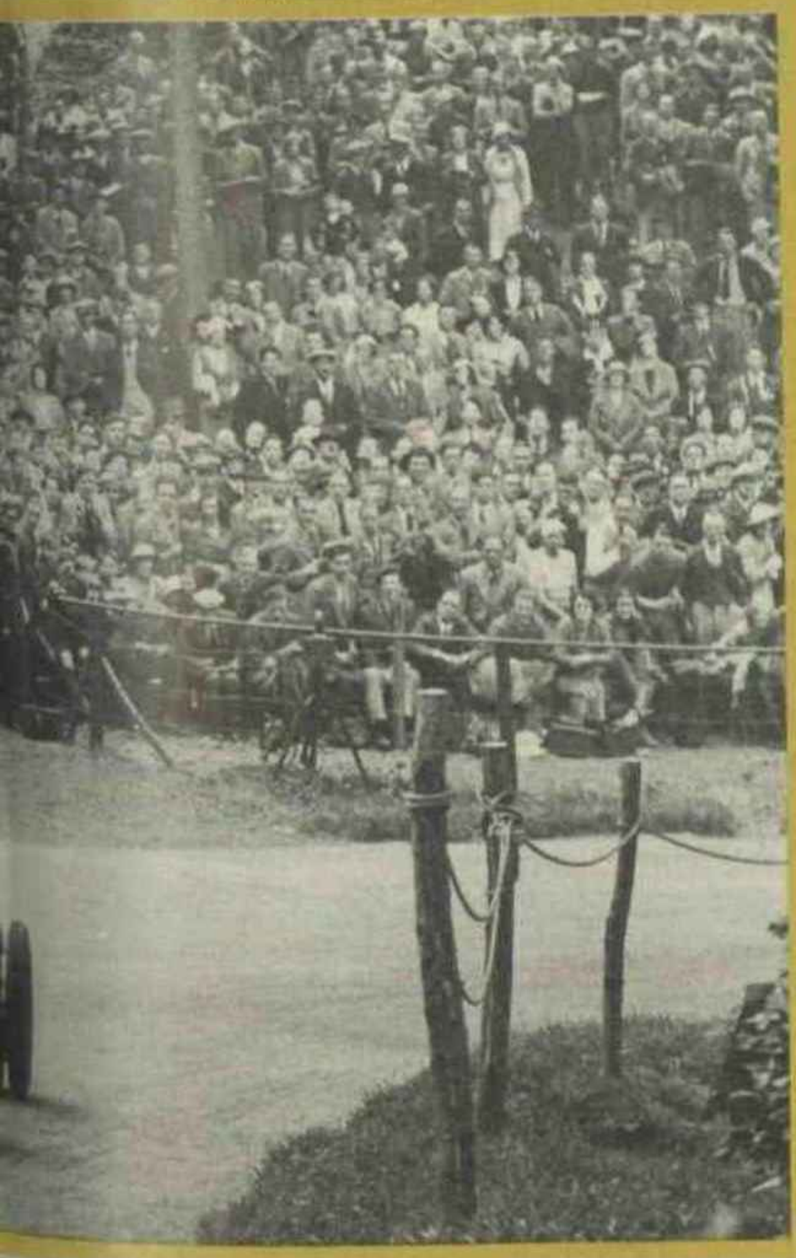
To round off the 1934 season the Maserati won the Mountain Championship race at 78.29mph, even Mays in the 2-litre ERA being 200 yards in arrears, Straight breaking the record again (80.0mph). The Maser was now black, with silver wheels. It went on to win the Record Holders' Mountain Handicap, and Straight also made a rare appearance in the red Duesenberg in an attempt on the outer-circuit lap record but found the car, with its rather flexible chassis, difficult in the gusty wind, its best lap at 138.15mph, sufficient to make it, for all time, the fourth fastest Brooklands car. At the final Donington meeting of 1934 the Maserati won the Donington Park Trophy Race at 67.09mph, and in the wet at Shelsley Walsh that September the twin-rear-tyred black Maserati was 0.2s slower than Mays.

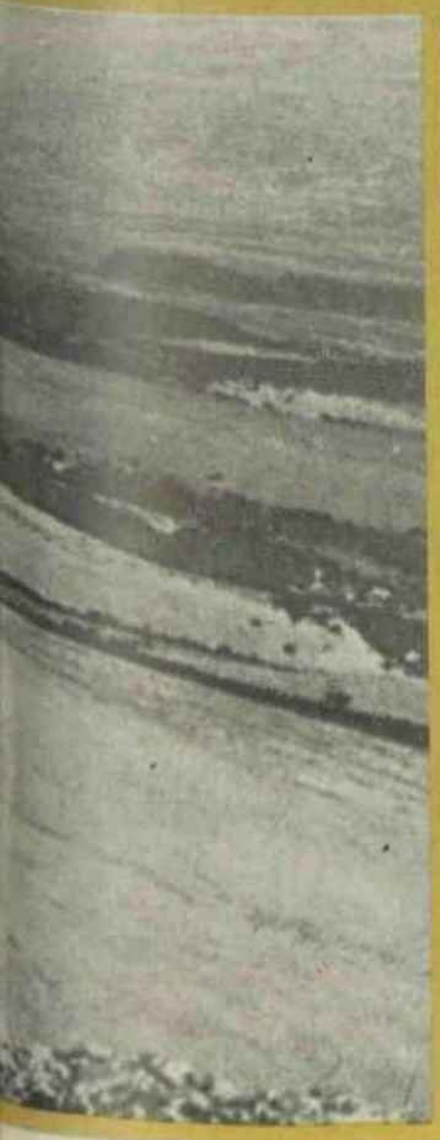
But the real *finale* was still to come. The Maserati and a Railton for Straight's young brother had been entered for the East African GP and Straight went out there with Seaman in a DH84 Dragon, which Whitney flew from Heston to East London, won the race at 91.43mph, with the Railton third, Seaman fifth in the MG. The next day they flew to Jo'burg, then to view the Victoria Falls, and back to Heston. After this, Straight abandoned motor racing for his aviation interests. He had a stake in several municipal airports and launched the Straight Corporation which purchased 10 DH87Bs for use by his chain of flying clubs. He had also ordered a Hendy Heck to be built for him, which it was hoped would do 175mph, and land at 45mph, and thus outfly the Heinkel He64.

One wonders whether, had he not forsaken motor racing, Straight would have become as famous as his friend Dick Seaman, whose career is well told in Prince Chula's 382-page book "Dick Seaman". Seaman, after "graduation" with MG Magnettes, bought an ERA, and when this proved unsatisfactory, did well with the Ramponi-rejuvenated 10-year-old Delage and larger cars, finally to drive for Mercedes-Benz from 1937. . .

During the war Straight achieved high rank, as Air Commodore Sir Whitney Willard Straight, CBE, MC, DFC. Afterwards he turned his attention to commerce, becoming head of British Overseas Airways Corporation and joining Rolls-Royce PLC at Derby in 1955, as Chairman. He died in 1979. **W B**







Different colour schemes, same result: Straight won the 1934 Donington Park Trophy in the Maserati 8CM. Earlier that same year, and sporting the racing colours of America, he used the car to set the fastest time of the day at Shelsley Walsh.

Atop Mont Ventoux, Straight caused a major surprise in 1933 by taking off a chunk from Caracciola's time of the previous year.

AIR: The race to Africa

Last year we published a look-back to the great Sir MacPherson Robertson England-Australia race of 1934, and so it seems reasonable to recall the England-Johannesbury race that followed it. In his leader about the latter event of 1936 C G Grey, the outspoken editor in those days of the *The Aeroplane* (to whom I introduced MOTOR SPORT readers in April), opened with the words: "Poor rich Mr Schlesinger, Maeceanes of the Johannesburg race," which seemed rather odd about a person who was putting up a decent sum of money to promote interest in aviation in Africa and do the Light Aeroplane Club of Jo'burg some good by having his race finish at their aerodrome, gate-money to be divided between that club and Rand Flying Club.

But CGG was no fool, and the reason he was sorry for the race-sponsor soon became clear: the Australian race had been something of a battle for supremacy between the aeroplanes of several nationalities – eight British, four American, three Australian, two New Zealand, two Dutch and one Danish, in fact. The winner was one of the Comets built specially for the race by De Havilland, and this was no bad thing for British prestige, just as the second best (handicap) showing by a KLM Douglas DC3 airliner flown by its normal crew was a useful boost for that airline and the American aeroplane. Contrastingly, "poor rich Mr Schlesinger's" race was to be all-British, in his desire to stir up Anglo-Saxon-cum Dutch emulation between it and the Union of South Africa. "A grave error," observed CGG, either on Mr S's part or because the R-Ae-C or someone had advised him to make this ruling on behalf of the British Aircraft Industry.

The result was that whereas the England-Melbourne race had 20 starters, the England-Jo'burg one had only 11 entries. This was because it had come at rather an awkward moment. In CGG's words, "the Aircraft Trade is crammed to the muzzle with orders to meet the RAF expansion. What is the £400 prize compared to profits on war machines? Or the spiritual elation of winning against the moral uplift of helping to defend one's country?" Having pointed out that the BA Double Eagle and the Miles Peregrine were designed and probably partially built before anybody in British aviation had heard of poor Mr Schlesinger, and that the Percival Mew Gull had been screaming rather than mewing about the sky for years before, and that the Miles Sparrow Hawk had been built for the 1934 King's Cup Race, *The Aeroplane* said there was nothing new and so the race was a flop, so far as encouraging improvement in the design of British aeroplanes was concerned.

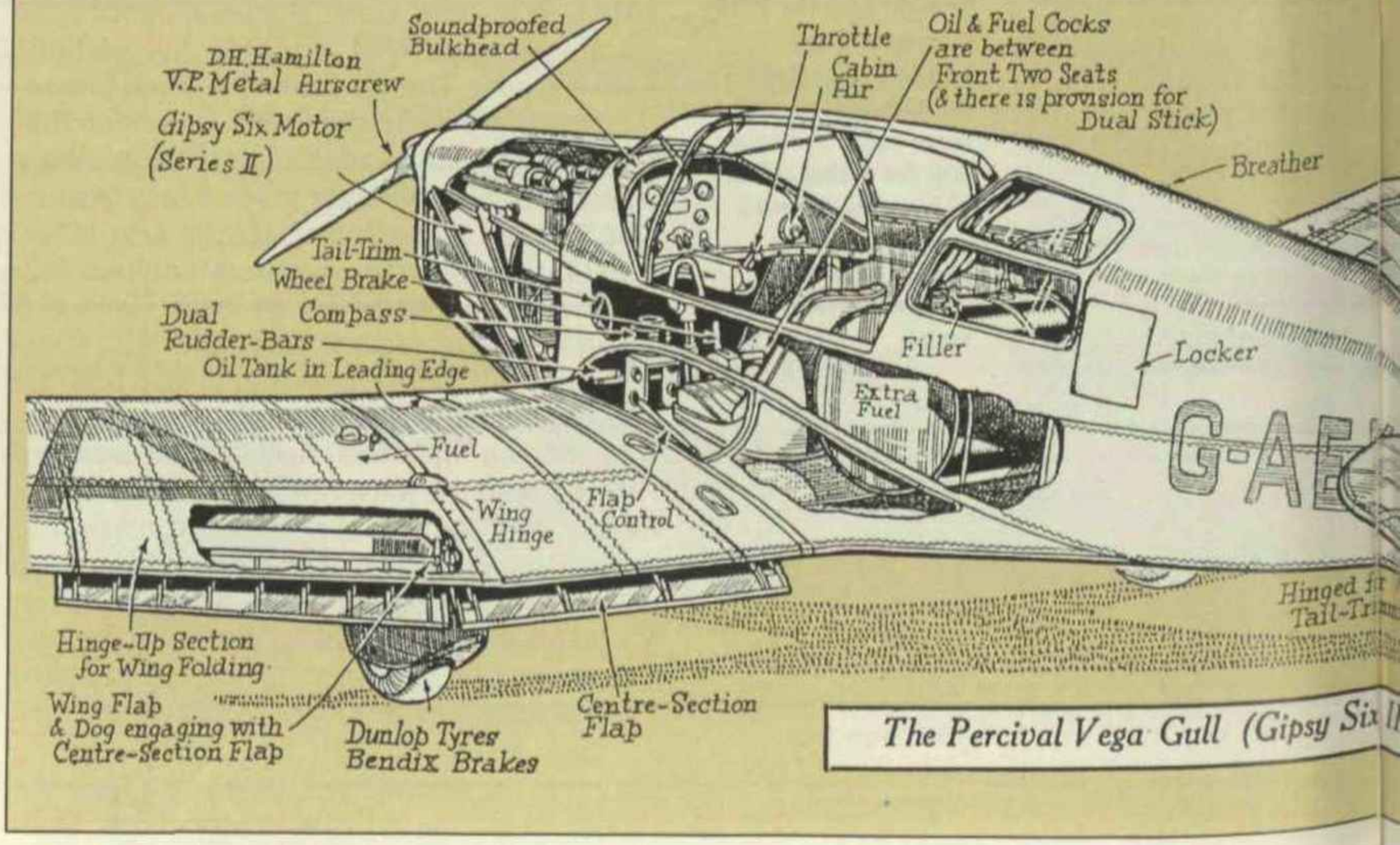
As it was, the RAF's demands left no scope for building racing machines, But the irrepressible CGG could not resist saying that if Spain had not chosen to play Kilkenny cats with rival bands of Spanish gangsters running about offering wads of currency in exchange for anything with wings, some civil aircraft makers might have taken a mild gamble in building something to compete for the £4000 first prize. (The prize for winning Sir Macpherson's race had been half as much again.) So no one worried much about the Jo'burg race, except the keen adventurous pilots who *had* entered for it. "A great pity," thought CGG, "because if England had shown itself to be seriously interested and had made a great effort ot compete in Mr S's race, South Africa, Holland and others would have taken more interest in us afterwards. The South African Government choose to buy German aeroplanes for its air-mail service," we were reminded, "and in the north there are minerals far more valuable than the utterly useless gold out of which Jo'burg was built and made its living, so that air transport there would become a Big Thing. The England-South Africa race might have been used to publicise new British machines. It was a chance missed. But praise is due to those individuals and manufacturers who had entered, with machines able to put up quite a good show, after fortifying them for the impending conditions."

The Aeroplane consequently decided to devote 16 pages to the race before it started and to cover it fully in its next two issues, the pre-start issue including 1½ pages about the dispute that removed the finish from Mr S's intended aerodrome to the Municipal Germiston Airport at the very last moment ("We await from S Africa the story of how it all happened," thundered CGG), as much detail about each aeroplane entered as you might have got from a Brooklands car-racer hoping for a favourable handicap, maps, biographies with "mug-shots" of the crews, etc. So I feel justified in reminding you briefly of this long pre-war race, which, if it did not demonstrate the superiority of British aeroplanes over those from other countries, as the Australian race had at least showed how long mails ought to take from England to Jo'burg.

Although at this time the Imperial Airways Short Empire flying-boats had a top speed of 200 mph, they did not fly at night, so mails to South Africa took some five days or more if not delayed, a time factor which has not been improved upon nearly 60 years later. Whereas if special mail-carrying aeroplanes had been based on the racing machines, the time in the 1930s might have been a mere two or three days, recalling CGG's saying that "Mail may be lost but never delayed, passengers may be delayed but never lost!"

The entries then, for this 6400-mile race, consisted of three Percival Vega Gulls, two Mew Gulls, Miles Sparrow Hawk and Speed Hawk, Clouston piloting the latter, Rose's BA4 Double Eagle with two Gipsy Six II engines, a BA Eagle with one Gipsy Major motor, an RAF-crewed twin-engined Miles Peregrine and the four-up Airspeed Envoy for Max Findlay and Ken Waller, with two supercharged 350 hp Siddeley Cheetah IX engines, this 210 mph eight-seater taking two passengers in the race. Much fancied as the winner on handicap, it was one of the few machines to have radio and a very complete set of blind-flying and other instruments. In fact, there was only the one £4000 speed-prize, but Mr Schlesinger had put up a total prize fund of £10,000 with a complicated system of handicapping.

The race was billed frequently as London-Jo'burg, but in fact it started from Portsmouth Municipal Airport. Here the public was able to see the competing machines before the start at 06.15 on September 29, 1936. The knowledgeable, or those who bought *The Aeroplane*, would have known that the BA Double-Eagle had finished third in the King's Cup Race at 181 mph and had since been rebuilt at Hanworth with long range fuel and oil tanks



The Percival Vega Gull (Gipsy Six I

(range 1250 miles) new nose, a general cleaning up, and mudguards over the Dunlop tyres and brakes to keep mud off the Dowty retractable undergear. Also, they would be aware that the Sparrow Hawk was also a King's Cup racer, developed as Fred Miles's machine for the 1934 race and now with an extra fuel tank in its front seat, giving a total capacity of 100 gallons, a 170+ mph entry now with parachute and navigation lights. The Hawk Speed Six was another King's Cup aeroplane flown by Ruth Fontes, sister of the racing driver, in the 1934 race and into second place by Tommy Rose in the 1935 event, at 184.5 mph. It had extra tanks and, to reduce drag, the undercart, with Palmer tyres and Bendix brakes, had been moved outboard. The engine was the high-compression racing Gipsy R. All three Vega Gulls were King's Cup machines, Charles Gardner having won the 1936 race at 164.47 mph in G-AEKE, the one that the Robertson race victor C W A Scott was to fly to Africa. Two of the Mew Gulls carried parachute flares. Mr Powis had test-flown the Peregrine but was too old a hand to give anything away about it to the press, but D W Llewellyn said he had left the generator off *his* Vega Gull to gain one mph. I hope these notes may be of passing interest to those who fly racing aeroplane today. . .

The race turned out to be even more of a damp squib than forecast. Only nine started, Lt Misri Chand's Vega Gull and the Peregrine not being ready. And only one entrant finished, the Percival Vega Gull flown by the famous C W A Scott and Giles Guthrie, and entered by Sir Connop Guthrie. They took two days, 4 hrs 56 min (156.3 mph) or an overall average of 116 mph, in comparison with Flt Lt Rose's record with a Miles Falcon Six that February (3 days, 17 hrs 37 min) and Amy Morrison's record in May with a Percival Gull-Six (3 days 6hrs 26 min). But records attempts finished at Cape Town, not Jo'burg.

Fuel feed problems forced Major Miller's Mew Gull down 30 miles before Belgrade Control, and Capt Halse, a South African,



The winning Percival Vega Gull, G-AEKE (in cutaway, below).

overturned his Mew Gull in a forced landing at Salisbury when in the lead. The retirements were: the Double-Eagle with undercarriage trouble at Cairo; the Sparrow Hawk with oil leaks at Khartoum; Llewellyn's Vega Gull, which crashed; and the BA Eagle which force-landed and broke its undercart in Bavaria. Clouston had many problems with the Hawk Speed Six but continued until he crashed it, and sadly that fast Airspeed Envoy failed to clear the trees when taking-off from Abercorn, killing Max Findlay and one of the radio operators. Not, unfortunately, what 69-year-old Mr Schlesinger had hoped would celebrate the Jo'burg Empire Exhibition and promote his new interest, Empire air-communications, after a successful business career as banker, newspaper proprietor, theatre-owner, fruit-grower, film-producer, insurance-magnate and founder of the African Broadcasting Company, which later he handed to the State. **W B**

V-to-C Miscellany

The undertaking of reproducing a complete set of *Bugantics*, the magazine of the Bugatti OC, is progressing, and having seen an example of a facsimile of Vol 8, No 1, for January 1939, I can vouch for the fact that you could not tell it from the original.

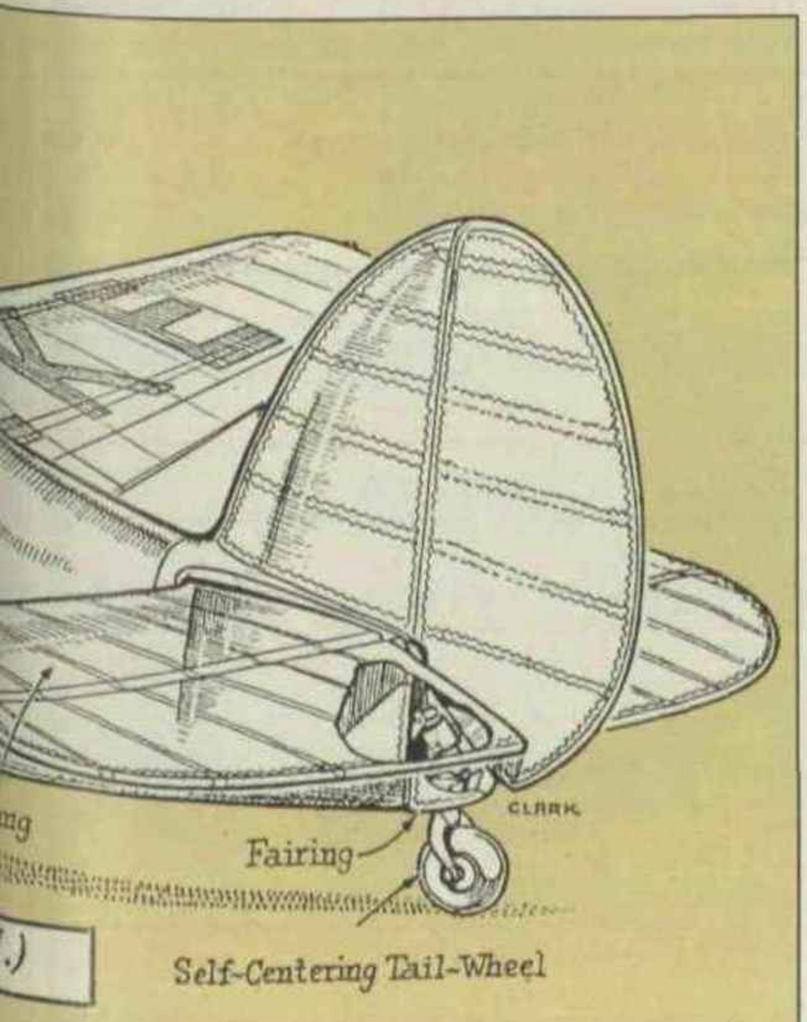
Encouragingly, the Rover 8 Register's latest list of the surviving examples of these rather endearing little flat-twin air-cooled cars, which cocked-a-snoot at the cyclecars until the A7 arrived, lists 40 definitely known to exist, and a further further three believed to do so, while the list is completed with a request for information about a further 13 cars which have "gone missing". The Registrar is Kent Robinson, Wedmans Farm, Rotherwick, Hook, Hampshire HG27 9BX, who is not confined to somewhat pedestrian light-car motoring, as he owns a twin-cam 3-litre Sunbeam.

Having recently listed many of the club magazines which record the wide range of the motoring scene, I rather wish I hadn't, because some excellent publications were inadvertently omitted. For instance, the Light Car & Edwardian Section of the VSCC has its quarterly called *The Light Car*, which airs lighthearted views on cars large and small and has a notable cyclecar section. Into more heavy metal, the HCVB has its well-produced organ, the *Historic Commercial News*, with excellent photographs and colour illustrations. Then the VCC's authoritative *Veteran Car* has blossomed out with good full-colour pictures, and its regular crossword puzzle, and the BRDC issues its bi-monthly *Bulletin*, enlivened by *Jenks' Column* and for steam-folk the NTEC's *Steaming* is entirely professional. Nor must we forget that the Riley Register has a good magazine and issues a monthly newsletter, and that *Prop-Swing* is the journal of the Shuttleworth VAS and covers model as well as real historic aeroplanes. The Friends of the NMM have their own printed *Newsletter*, the HRCA its newly bi-monthly *Old Stager* magazine about historic rallying, the MG and BMW Clubs their own journals, etc. The STD Register runs a *Journal* as well as an informative newsletter; and still the list isn't complete. There are also all these photo-copied club newsheets, apart from the specialist magazines, led, of course, by MOTOR SPORT. . .

We are glad to learn that the limited-edition model of the 300SLR Mercedes-Benz which was sold to benefit BEN, the Motor & Allied Trades Benevolent Society, has aroused a tremendous amount of interest, according to Paul Finn, the Fund's Press Officer. At the Goodwood Festival of Speed last June Stirling Moss and Denis Jenkinson were each presented with one of these models, after their ascent of the hill in the Mille Miglia-winning car.

The 750 MC has its Eight Clubs' race meeting at Silverstone on October 14, at which many different makes will compete.

We hear that the historic car event in Germany in August went off extremely well, with the full circuit of the Nürburgring closed one morning for the drivers to exploit, and that the Mercedes-Maybach showed that WW1 aero engines work as well on the ground as they once did in the air, the Collings contingent, with the 1912 Züst in the party, returning intact. **W B**



Driver selection



The Austin 7 pits at the TT in 1931, when driver selection posed the same problem as it does today.

With driver changes a dominant topic in F1 circles as the pundits look ahead to 1996, I am reminded that, even in the 1930s, selection of drivers in important works teams could be fraught with doubts and speculation.

I refer to a letter which Capt Arthur Waite, Lord Austin's son-in-law, who was in charge of the racing department of the great Birmingham company, wrote in May 1930 to a long-standing member of the staff, a person working in Austin's Car Despatch department, about the selection of racing drivers for the team of supercharged Ulster A7s he proposed to run during the coming season.

The previous year Sir Herbert Austin had entered a team of three s/c Austins for the Ulster TT, in which they had performed well, finishing third, fourth and 19th overall in this important handicap race, driven by Capt "Archie" Frazer Nash, S V Holbrook and G E Caldicutt. Naturally, they won the 750cc class, against opposition from the Barnes brothers' s/c A7 and two s/c Triumph Super Sevens. Waite must have been keen to repeat this good showing in the 1930 TT, and perhaps felt that more professional drivers would be a way of ensuring this. Anyway, that May he wrote to this Austin employee, who had driven racing cars for the company in the past, saying that he was taking the No 1 car of the team and had Gunner Poppe down to drive car No 3. The drive in the No 2 car of the team was open to selection, however, and here Waite was undecided.

He had thought about the versatile ex-jockey George Duller but regarded him, "after a lot of thought", as too undisciplined. Capt Frazer Nash was a strong possibility: was he not known to persevere with mechanical problems in the pits — like changing a complete s/c installation during the 1930 D12 race, and a cylinder head in another D12 in much the same way as he and Cushman had changed a piston in 38 minutes on his GN in the 1922 200 Mile race — and he had gained that fine third place in 1929. But Nash had made it clear that he was averse to being No 2 driver in a team and preferred to drive as a freelance, which those who knew him well understood. Waite, who had full responsibility for the Austin 7 team, said he felt disinclined to drive as No 2 to the one-time GN and Frazer Nash exponent. So he put out this "feeler" to the staff-man. Rather desperately, I would have thought, as this person had not raced for some considerable time and I believe only once in a road race, when he crashed an A7 at Boulogne in 1923. But Waite was hoping to pick his team from factory employees.

In the outcome, Arthur Waite assembled his 1930 team as himself, Poppe and the now-acquiescent Frazer Nash. No reserve drivers were named. In the TT Nash had engine trouble, Waite, a rather wild driver at times, crashed at Ballystockart early on and broke his jaw, and it was left to Gunner Poppe to finish fifth overall behind Tazio Nuvolari's s/c 1750 Alfa Romeo and the other team Alfa Romeos driven by Giuseppe Campari and Achille Varzi, and an Alvis (the race was again run on handicap, of course). Poppe also won his class, but against just one other s/c A7 and the determined Barnes brothers in a blown Triumph 7. The driver selection had been resolved, and without any mention of money. Unlike today, when we hear that Damon Hill places his worth at £1,500,000 a season and Schumacher wants £1 million a race, *vide* the *Daily Mail's* Ray Matts. To round off this little historical discourse, by 1931 Sir Herbert had his professionals, in the form of Charles Goodacre and Leon Cushman, and Donald Barnes had earned his place in the A7 team, which in that year's TT ran home 13th, 12th and ninth in that driver order, and eighth, sixth and fourth in class, against 13 MG Midgets and two other A7s. By 1932 the MGs had swamped the hopes of the side-valve Austins in sports/racing events. **W B**

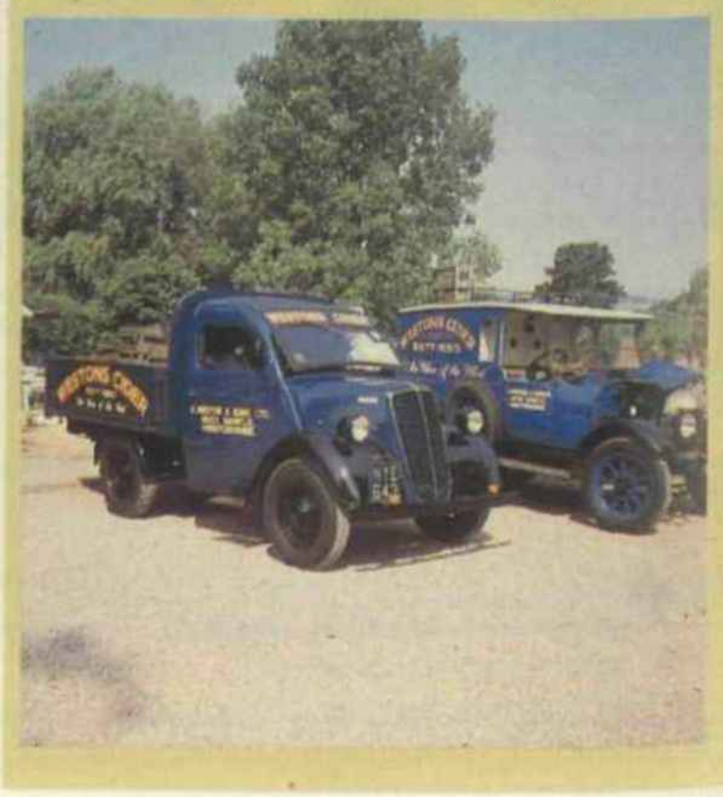
Vintage at the Verzons

So well-supported have the VSCC New Year's Day assemblies at The Verzons Hotel near Ledbury been that the organiser, Mark Garfitt, has instituted a similar Sunday Serendipity there. It was fun in the sun on August 20. The grass verges of the A438 were less lined with visitors' modern cars and the car park was more orderly than on cold winter occasions, but there was much to see and photograph.

To list all the cars that qualified for the vintage park is unnecessary. But mention must be made of Maurice Parry's Lancia Astura dh coupé, immaculate both externally and beneath the bonnet, the body home-made. It fooled me to the extent of enquiring which coachbuilder had made it. Most commendable. Several equally immaculate 12/50 Alvises reminded one that at last the Register has come up with an enlarged and very fine edition of the original Hull/Johnson book about these cars. Of fast machinery there were Lord Raglan's well-known Type 51 Bugatti and a Type 35. A neat Bertelli Aston Martin was supported (not literally, although a free bottle of Weston's cider *was* handed out to everyone) by a side-valve B&M Aston-Martin.

All the popular makes were paraded — MG, Frazer Nash, Lagonda, 328 BMW, Morgan, Austin, etc. I noted an Invicta dh coupé, a Coatalen Sunbeam, an early Roesch 14/45 Talbot, an HE, PIII and 20hp Rolls-Royces, Ian Williamson's "Cream Cracker" MG, a PA/PB MG, an EMW, a Wolseley Hornet Special and a modestly-parked Packard saloon. The "Regency Rhythm" band played, led by Ian Rendall, Weston's had their bull-nose Morris Cowley and Ford Thames vans on display, and everyone seemed to be enjoying Garfitt's informal motor feast. **W B**

Weston's displayed their Ford and Morris vans.



V-to-C Miscellany

It is difficult, if one is interested in the older cars, not to check on what turns out for even a modest local event. For example, I discovered that this year's Llandrindod Wells Victorian Festival, which had scenic runs arranged by Riley exponent Michael Baker, attracted three A7 specials, a Morris Commercial van, a very well-turned-out Essex Motors' saloon, or coach in Essex parlance, and an equally pristine Riley 9 March Tourer. Other entries were a 1911 White petrol car with open coachwork, the 1910 Rochet-Schneider that won a prize in 1994, a 1933 Alvis Firefly tourer, two open 12/50 Alvis tourers, a "Chain-Gang" Frazer Nash, Keith Hill's Helix, a Clyno, a two-seater Riley 9, an STD Sunbeam saloon, a Riley Lynx tourer, and a Leyland Lioness coach that had spent the previous week taking visitors to see the town's impressive lake.

The current issue of *The Vintage Austin Magazine*, the quarterly of the Vintage Austin Register, has a feature about a collection of taxi cabs, from 1912 to 1988, but the owner says that should "continuous licensing" come into force, they will have to go. Another article is about five Austins owned by one family, from a 1919 Twenty to a 1939 Ruby, two still in existence, after original ownership of a a 1914 Model-T Ford tourer. One of these Austins was a 1926 Chummy, complete with rear-view mirror, spot-lamp and radiator-muff.

Brooklands Books has issued a catalogue listing the motoring history titles they publish, numbering more than 700, including over 300 technical books.



Llandrindod Wells closed the street where the Festival cars gathered.

The VSCC's Welsh trial, a road run and scatter rally, will occupy the weekend of October 7/8, ending on the Sunday with the hills at Pilleth, near Knighton, where spectators are generously provided with a large field in which to park their cars. This follows the VSCC's last race meeting of the year at Donington Park on October 1, at which the Richard Seaman Memorial races for pre-war and vintage racing cars and the Ron Flockhart race for post-war racing cars, as well as the John Goddard Trophy race, the Brooklands Society Handicap and supporting shorter races, will be contested. Admission £10 per adult (or £5 if you produce last month's MOTOR SPORT voucher), paddock transfer £3, trackside parking £3.50, otherwise free, and accompanied children under 15 get free admission. It should be an enthralling day's racing for vintage-minded enthusiasts.

The 750 MC has its Eight Clubs race meeting at Silverstone on October 14, at which many different makes will compete. **W B**

Bid for a ride

If you have ever fancied a ride in something truly spectacular — a D-type, Jaguar XJ220, or even a McLaren M8F — this could be your chance. Our friendly rivals at *Classic & Sportscar* magazine are organising a bash at Castle Combe on November 4 at which you can bid for a ride round the circuit with the car and driver of your choice. The aim is to raise funds for the Stroke Association, as both Mike McCarthy of C&S and our own DSJ have both recently been hit by this common and often devastating affliction.

So far John Surtees, Willie Green, Russell Brooks, Tiff Needell, Peter Hannen, Barrie Williams and Charlie Agg are amongst those on call; cars include Morgans, Healeys, C- and D-types, Maserati 300, GT40, Nick Harley's Merlin-engined RR, Lister Storm, Aston DB7 and the fearsome McLaren.

To receive the latest car/driver list and a bidding form, write to Mike McCarthy, *Classic & Sportscar*, 38-42 Hampton Road, Teddington, Middx TW11 0JE.

There is also to be a sponsored 'All Car Run', in which you can enter any car to finish at Castle Combe, clocking in at BP stations on the way, with prizes for best cars and most sponsorship. For details, contact Nicholas Agg-Manning, The Stroke Association, The Annexe, Ermen House, Butts Road, Exeter EX2 5BD.



A petrol-powered White — much rarer than a steamer.

Ulster retro

It's too late to enter, but you could still get over to enjoy the crack on the Circuit of Ireland Retro, on the weekend of October 13-15. A favourite event since it began 10 years ago, the event draws historic rally crews from here and abroad aiming to tackle the mix of night navigation, regularity and driving skill tests, and of course the demanding social element. This year the start moves to Bangor, Co Down, before progressing to Galway, and uses many traditional Circuit sections. Unusual contenders include the Willys Jeep of Philip Surtees and Robin Cardale, and a rare Rover Marauder entered by Ian Glass. More details on 01232 426 262. **G C**

The VSCC at Madresfield

'Steady' Barker mastered the cones in his V16 Cadillac. Below, Longmoor's New Carden cyclecar performed well.

The annual driving tests of the VSCC took place at Madresfield Court in September, by permission of the Estate Trustees. What a peaceful place this is for an event of this kind: the long grass-verged drive with the historic house as a backdrop; no charge for spectating; 68 entries in four classes; and six tests to watch. Even dogs are admitted, if they are on leads, and there were cycle races and interesting cars in the car park, where it is possible to line the ropes and spectate in comfort. It was run efficiently, I may say, by the Midlands Section of the VSCC.

First there was a test involving two forwards and reverses against the stopwatch – a bit hard on back axles and transmissions, but no one broke anything. As usual, Croome's 1904 Wolseley, a veteran cast among the Edwardians, did it very well, and Lupton's lofty 1912 12/15 hp Mors did not disgrace itself. But *very* fast was Baxter's 1928 Frazer Nash.

So to the "as slow as possible, then *go*" thing, without use of the clutch. R Threlfall's nice 1930 Aston Martin International did it first. Tarring's Frazer Nash was even more pedestrian, but Crabtree's MG Magna was a true crawler. K Price was driving a nice three-litre Bentley with unpainted bonnet and yellow touring body, Horton's A7 Nippy was suitably pedestrian and Piper's 1934 Aston Martin International was not hurried, despite its bonnet strap's implication that it might think only of speed.

Applebee had a very smart 14/28 hp MG Super Sports two-seater but it stopped when it should have been accelerating, and Lee called for instructions before launching his Salmson, which has a high-tailed fabric body. To cause confusion, another Salmson, not listed, then performed and an alloy-wheeled T35B Bugatti went splendidly but wasn't allowed to score because it was



sans mudguards — not that the onlookers minded, especially as it went much faster in the final test. . .

A very interesting runner was Longmoor's 1924 707 cc New Carden cyclecar, which *went very well and quietly throughout*, even if the Trojans, also two-strokers, looked down on it with disdain. The engine was started easily from a lever by the driver; which Trojans also use, of course.

Ronald Barker, in his enormous 7.3-litre V16 Cadillac coupé, proved that the best American car of the period (1939) could outclass a Royce for silent running, but his wheel-twirling in the Salome test was exhausting to watch, on a careful run through the marker-cones in this enormous car. In the slow/fast it went off after a slight hesitation while awaiting its master's command again, not just quietly but in *entire silence*. The little Deemster of J Brewster was also quiet and sprightly. Had we been back in 1923, its showing could well have secured customers for its makers. Hooke had a difficult act to follow, when his 1926 Model-T Ford tourer appeared after the Cadillac. A Riley Lynx was excellent at cone-dodging in the Salome, but Barker must be judged master of the cones, size considered. Ben Collings in the Brixia Zust and father Roger in the Chitty-like Mercedes-Maybach were star quality; Walker's 1913 40/50 hp Rolls-Royce oozed dignity; and Hancock had a sporting 1924 5.7-litre open Daimler.

Naturally, Muschamp's 1939 FN-BMW 328 showed how the best just pre-war sports car coped with such frolics. In the acceleration test we had a taste of what the old Madresfield speed trials must have been like, although I doubt if many drivers now get out of second gear on the restricted course. There was even a pit stop, wherein competitors had to pretend to check the pressure in a tyre. . . Don't miss it next year! **W B**

First-class awards: D Lee (Salmson), I Stammers (Riley), M Parkin (A7), F Ashley (MG), J Baxter (Frazer Nash), B Collings (Brixia-Zust). **Second-class awards:** T Tarring (Frazer Nash), T Jones (A7), K Stimson (Riley), G Cormack (Riley), J Ghosh (30/98), R Collings (Mercedes-Maybach). **Third-class awards:** J Crabtree (MG), T Dixon (Alvis), J Brewster (Deemster), M Cartwright (Riley), P Bullett (A7), J Muschamp (BMW), M Croome (1904 Wolseley). **Ladies:** Elizabeth Fynn (A7). **Concours d'Élégance:** 1, M Marshall (Bugatti); 2 J Muschamp (FN-BMW); 3 M Croome (Wolseley).

Amo, amas, Amac, alas. . .

As an eagle-eyed reader has correctly pointed out, the 1920 Lington cyclecar featured last month utilised an Amac carburettor, not an Amal. Amal was, of course, formed as the result of a merger between B&B, Binks and Amac, in 1926.

Shelsley Walsh's 90th

In the old-fashioned English summer we have been experiencing this year, the 90th birthday of the oldest speed venue in this country, Shelsley Walsh in the peaceful Teme Valley, was celebrated on August 13. It was also the occasion of the 13th round of the RAC Hillclimb Championship — the 12th, at Craigantlet, another long-lived venue, had been abandoned after the fatal accident to Mark Colton in practice on August 5. The interest now was whether Andy Priaulx would win and thus clinch the Championship, with his Pilbeam MP58. In fact, he did, in 26.12s.

The birthday party was held in a marquee with tables at which to enjoy an excellent buffet lunch — so much nicer than having to stand, trying to balance glass in one hand, plate and cutlery in the other! The Midland AC Chairman, Mr A W Moody, was greeting his guests. The guest list had brought together many who had contributed to the history of the famous hill: Alan Good (McLaren), Patsy Burt (McLaren), Gillian Goldsmith who is now enjoying circuit racing, R E Ansell (ERA), Sir Nicholson Williamson (Brabham), Malcolm Dungworth, Brian Eccles (Brabham V8), Martin Bolsover (Pilbeam MP45-Hart – 26.78s, no less!) Charles Wardle, etc. Other celebrities were actually competing – Joy Rainey, fastest lady at 28.32s, but driving her Alfa Romeo 6C at this birthday meeting (52.83s), Julian Ghosh who had at last made the Vauxhall-Villiers behave (40.68s), Duncan Ricketts with ERA R1B (36.08s), and Tony Marsh (with a dozen FTDs to his credit between 1955 and 1967 in Cooper, BRM, Lotus 18 and Marsh Special) in the 4-litre Toleman-Merlin-Cosworth (28.42s).

For our further delectation, outside the marquee some historic Shelsley-orientated racing cars were lined up. Both the Basil Davenport Spiders were there, as was Stafford-East's so original GN "Kim II". The exciting 4WD March Special was present, as was "Salome". John Roberts had brought the interesting vee-twin "Djinn", on larger wheels than when Rupert Instone ran it, but with a corroded electron alloy original there to prove why. Sadly, Instone, the MAC Vice President, had recently died. Roger Willoughby had the hairy s/c vee-twin 1100cc Cooper Mk 6, Keith Knight brought the ERA-Riley, and it was nice to see Bruce Spollon fit again, with his 30/98 Vauxhall.

But of the 4WD Bugatti, not sight nor sound. Miss Angela Hucke was to have driven it but it has been an unlucky car. Jean Bugatti crashed it at this very venue in 1934. The previous Sunday at Prescott it had proved a disappointment for Ben Collings, its engine stalling at the start and its clutch slipping (50.64s), so that Dean's T59/50B Bugatti in the same class was faster (47.71s) before it, too, expired. . . Rumour now whispered that the steering-box had cracked.

The rest of the invited "birthday" cars gave demonstration runs. The commentator described Johnson's ascent in "Spider II" as "almost alarming". The older "Spider" (41.22s), "Salome" (45.38s) and, of course, the ERA-Riley (36.98s) were quick, and if I heard correctly, Tony Marsh went over the line in the Marsh Special at 109 mph (30.99s). The Cooper did 38.28s, the "Djinn" 42.70s, Ward's Lotus 61 clocked 34.07s, but "Spider" was the outstanding performer in my estimation; some demonstration! And such a *happy* day. . . **W B**



Willoughby's blown 1100cc Cooper fronts an array of Shelsley Specials.

Museums

I have seen many motor museums, in the course of duty as it were, and the other day I added another, namely, the Wellington Aviation Museum and Art Gallery at the British School House at Moreton-in-the-Marsh, Glos, on the A44. It is impossible to describe all the aviation items on display: parts of aeroplanes and engines, framed photographs, propellers, sculptures, squadron shields, accessories, models, and fine paintings and books, for sale. All nicely presented in this museum of Wellington artefacts. Profits from sales go to the RAF Benevolent Fund.

The museum was founded by Gerry V Tyack FIMI, and what drew me there was the story of how, when he was in Germany as the war was ending, with 5301 MSU operating OBOE with the 2nd TAF No 2 unit, they were halted as night fell, and happened to camp some 1½k from the Nürburgring. Discovering this from a signpost in the morning, Tyack asked his CO if he could borrow the Company Jeep, and in it set off to find the derelict clubhouse. Therein were photographs of the racing activities of Mercedes-Benz and Auto-Union, and of motorcycle racing, strewn about the floor where the advancing American Army had torn these from the walls and trampled on them, to show its contempt of all things German. Tyack scooped up what he could and they now fill two volumes in the museum's collection.

The Wellington Museum's amusing logo, featuring the owner and some of his cars.



You can spot the building by an Alvis Leonides radial aero-engine outside. Inside among the larger artefacts, I noted a Cheetah engine, the polished crank and rods from a Bristol Centaurus, a Merlin valve cover and exhaust stubs, part of a Gipsy Six, and so on. The place is open daily, Mondays excepted, from 10 to 12 noon and from 2 to 5.30pm.

It was a day of traffic congestion after Evesham caused by a Sentinel steam-wagon towing a trailer (which we didn't mind) and by much returning Bank Holiday traffic, road works, the Moreton Fair and Flower Show and many "mimsers" (which we *did* mind). *Returning, I stopped off at the remarkable* Cotswold Motor Museum at Bourton-on-the-Water, another crowded town. I have described it before. The amount of memorabilia it packs in is *quite* remarkable. Over 800 period advertising signs, for instance, and every conceivable nostalgic item, crowded together haphazardly. You step round the artefacts and vehicles, a confusing but quite astonishing array, — a big collection of childrens' pedal-cars, model boats, tin toys (*two* "Golden Arrows"), aeroplane toys and models, half-scale A7 Chummy and TD MG, prams, an *enormous* model traction engine, motorcycles, petrol pumps and cans, bicycles, and *thousands* of bits and pieces. It just *has* to be seen!

But the cars are there too — a real TD MG, Alvis Speed 20, Rover 8 van, eight different A7s, a racing Riley Six, the miniature 50mph Riley once driven by Percy Maclure's young son, an Austin London taxi, a smart 327 BMW, more Rileys, Morris Minor, Standard 8 dh, Mk V Jaguar, Fiat 500, 1½-litre Invicta, etc, with the owner Mike Cavanagh in charge. As they say, and I quite genuinely, "don't miss it". **W B**

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SEPTEMBER

22ND-24TH SEPTEMBER

THE ELVA 30 REUNION is to be held over the weekend of 22–24th September at Road America, Elkhart Lake, Wisconsin USA. This promises to be an exciting and memorable event, with a large number of Elva's already entered. Owners and Elva enthusiasts from around the world are expected, including the founder of Elva Cars Frank Nichols, and several prominent guests of honour. There will be an all Elva feature race as well as a special Elva only Concours d'Elegance." Further information can be obtained from Roger A. Dunbar of the ELVA OWNERS' CLUB on Worthing 01903 823710.

23RD SEPTEMBER

DRIVING DAY, GOODWOOD. (R17)
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.

23RD–24TH SEPTEMBER

PIRELLI PORSCHE CLASSIC CHAMPIONSHIP. Pembrey.
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.
A LAZY JENSEN WEEKEND at The Stakis Ambassador Hotel, Norwich. Celebrate our second birthday with us. For an interesting line up of Jensen models this will be the place to be. For further information please contact: Caroline Clarke, 45 Station Road, Stoke Mandeville, Aylesbury, Bucks HP22 5UE. Telephone (01296) 614072.

24TH SEPTEMBER

THE LONDON CLASSIC CAR SHOW. incorporating The Grand London Autojumble. 'By far the poshest of all the autojumbles'. Auto Express. Breakfasts, picnic area, lunches, bar, snacks, prizes, two full sized bands. Sunday 24th September 1995. Nearest station Kempton Park, special trains from London Waterloo expected. Open to the public 10am, free parking, on road A308 near Junction 1 on M3. Kempton Park Racecourse, admission charges, adults £4, seniors £2, children £1. 24 hour recorded telephone information: (01923) 829547.
930 SPORT SPRINT & HILLCLIMB CHAMPIONSHIP. (Harewood).
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.
AUTUMN GATHERING. Hever Castle. *Kevin Frost 01892 863267*
CHALLENGERS RALLY SOUTH YORKSHIRE. Organiser Don Kerr. Tel 01226 281406.
FORD ANGLIA OWNERS CLUB. All Ford Rally, Abingdon. For further details 01202 769926.
FORD ANGLIA OWNERS CLUB Skyhouse Autojumble + Photographic Competition. For further details 01202 769926.

25TH SEPTEMBER

TVR CAR CLUB Oulton Park Track Day. For more information contact the Club Office on 0242 222878 between 9am and 9pm.

OCTOBER

1ST OCTOBER

FORD ANGLIA OWNERS' CLUB. Classic Car Show, Duxford Air Museum. Tel 01202 769926.
THE MG CAR CLUB. Cockshoot Cup, Cadwell Park. Contact Paul Goodman 01625 876300.
THE MG CAR CLUB. Autumn Trial, Burton Dassett. Contact Brian Osborn. 0121 453 3380.
MG OWNERS' CLUB. Sky's The Limit Picnic – Imperial War Museum, Duxford. Tel 01954 231125.
THE VINTAGE SPORTS-CAR CLUB LTD. Flockhart & Seaman Mem Race M'ting, Donington Park, Derbys. Tel 01635 44411.
COBTREE RALLY, Morris Register, East Kent Centre. Write to Mike at 72, Headcorn Drive, Canterbury, Kent. Telephone 01227 458832.

3RD OCTOBER

THE ALLARD OWNERS CLUB meets at 'The Ebury Arms', Pimlico Road, Chelsea at 8.30pm. All members & friends are welcome.

6TH-8TH OCTOBER

THE WEEKEND OF THE YEAR! The major Porsche Club social event of the year held over a long weekend in Torquay. Much fun had by all! 01451 860792.

7TH OCTOBER

THE MG CAR CLUB. MCC Exeter Trial. Contact Barry Smith 01752 336454.
DLOC AUTUMN CONFERENCE AT GAMLINGAY 01602 631204.
BSA FRONT WHEEL DRIVE CLUB. Annual General Meeting and Club Dinner Coventry. Organiser: John Chadwick. Tel 01926 641036.

7TH-8TH OCTOBER

FORD ANGLIA OWNERS' CLUB. Malvern Motoring Event, Malvern. Tel 01202 769926.

8TH OCTOBER

UNIPART DCM MINI CHALLENGES. Silverstone. Contact Mini Se7en Racing Club. 01245 476631.
MS650 FAN CLUB. Donington Park Circuit. Historic display of single seater racers, see David Piper's Matra 650 destroy the opposition on the circuit (bring ear defenders). Contact Clive Nelson 01703 867504.



TSCC "All Triumph Day", 8th October.



TVR Car Club, 25th September.

ng Events

THE MG CAR CLUB. Autumn Trial. Contact David Fox. 01474 708421.
TSCC ESSEX present the 2nd Duxford "All Triumph Day" Treasure Hunt, Concours, Trade Stands, open to all marques of classic car, entry inclusive to Europe's largest Air Museum. Contact Chris Twigg for further information on 01245 442788 or Andy Cook on 01277 214184.
RAGLEY HALL MEET & CRAFT FAIR. Free to couples in Gordon-Keebles (including buffet lunch). Details 01280 702311.
ROVER P4 DRIVERS GUILD TOWER BRIDGE RALLY. This Rally is to be held at Tower Bridge for all owners of the Rover P4 Range and other classic Rovers. Parking will be at St. Katherine's Dock at the Thomas More Street car park. There is plenty to do in the area for all and this superb venue will ensure a great day out. Anybody wishing to attend **MUST** pre-book with Events Secretary Mike Howe on **01494 774896.**

11TH-18TH OCTOBER

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

13TH-15TH OCTOBER

RAILTON OWNERS CLUB A.G.M. WEEKEND. Brooklands, Weybridge, Surrey. Reid Railton Centenary Year and 60th Anniversary of the Napier Railton taking and holding the Brooklands track record. The weekend will include a display of Reid Railton designed cars at Brooklands Museum.

15TH OCTOBER

THE CLASSIC SALOON CAR CLUB (GB). Racing at Mallory Park. Event details from British Automobile Club on 01264 772696. CSCC membership details & vehicle tech. regs from Rob Salter on 01923 893518.
THE NATIONAL RESTORATION SHOW. The Royal Showground, Stoneleigh, Nr. Coventry, Warwickshire. Restoration demonstrations, club displays, large autojumble, cars for sale. Public admission £4.00. Children + Car Parking FREE! Further details 0121 745 5256.
PEUGEOT VINEYARD RALLY AT DENBIES. Near Dorking, Surrey. Details 01424 224238.

21ST OCTOBER

THE MG CAR CLUB ANGLIA PHOENIX CHAMPIONSHIP RACE. 750 MC meeting, Silverstone Circuit. P. Thompson 01255 420220.
THE MG CAR CLUB PRODUCTION CAR TRIAL. Geoff Rawlings 01232 425564.
THE MID KENT COLLECTORS TOY FAIR. A chance to buy, sell, exchange. 9am to 4pm at the Agricultural Hall, Barker Road, Maidstone Market, Kent. 100 large stands with space, established Swapmeet, Town Centre Venue. Channel Tunnel, 45 mins, Port of Dover 60 mins, Motorway Links to all parts of UK. Admission £1.00. On site car park. Cafe/Refreshments available. All information from: Mid Kent Toy Fair. Tel Maidstone 01622 753783.

22ND OCTOBER

THE BMW SHOW & PARTS SALE, The International Exhibition Centre, Donington Park, Castle Donington, Derbyshire. Biggest show of its type in Europe. This event is the biggest indoor gathering of BMW cars, BMW owners, BMW enthusiasts and firms who supply their needs, held anywhere in Europe. It is away from the weather, heated as required and with all the facilities of a modern exhibition centre. For further details telephone 01362 691144/694459, Fax 01362 695522.
THE CLASSIC SALOON CAR CLUB (GB). Racing at Snetterton. Event details from British Automobile Club on 01264 772696. CSCC membership details + vehicle tech. regs from Rob Slater on 01923 893518.
THE STAR RALLY. Club member Jim Adams sends a general invitation to join the Sunbeam Talbot Alpine Register on their annual STAR Rally in aid of the BBC Children in Need Appeal. The event consists of a 65 mile road run around the Surrey countryside, optional driving tests and concours. Entrants have access to the historic Brooklands Museum; there will be a team award and a long distance award. There are 9 Classes, well divided by both age and engine size from Vintage to Post 1960. The entry fee is £40. This event has raised £10,500 for Children in Need over the past six years, raising about £2,000 in 1994. For entry form please send SAE to: Trish Burridge, The Smithy, Ston Easton, Bath BA3 4DQ.

31ST OCTOBER

T.R. DRIVERS CLUB. Haloween Fancy Dress, Bristol. Further details from Kevin Merton, 12 Puxton Drive, Kidderminster, Worcs.

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

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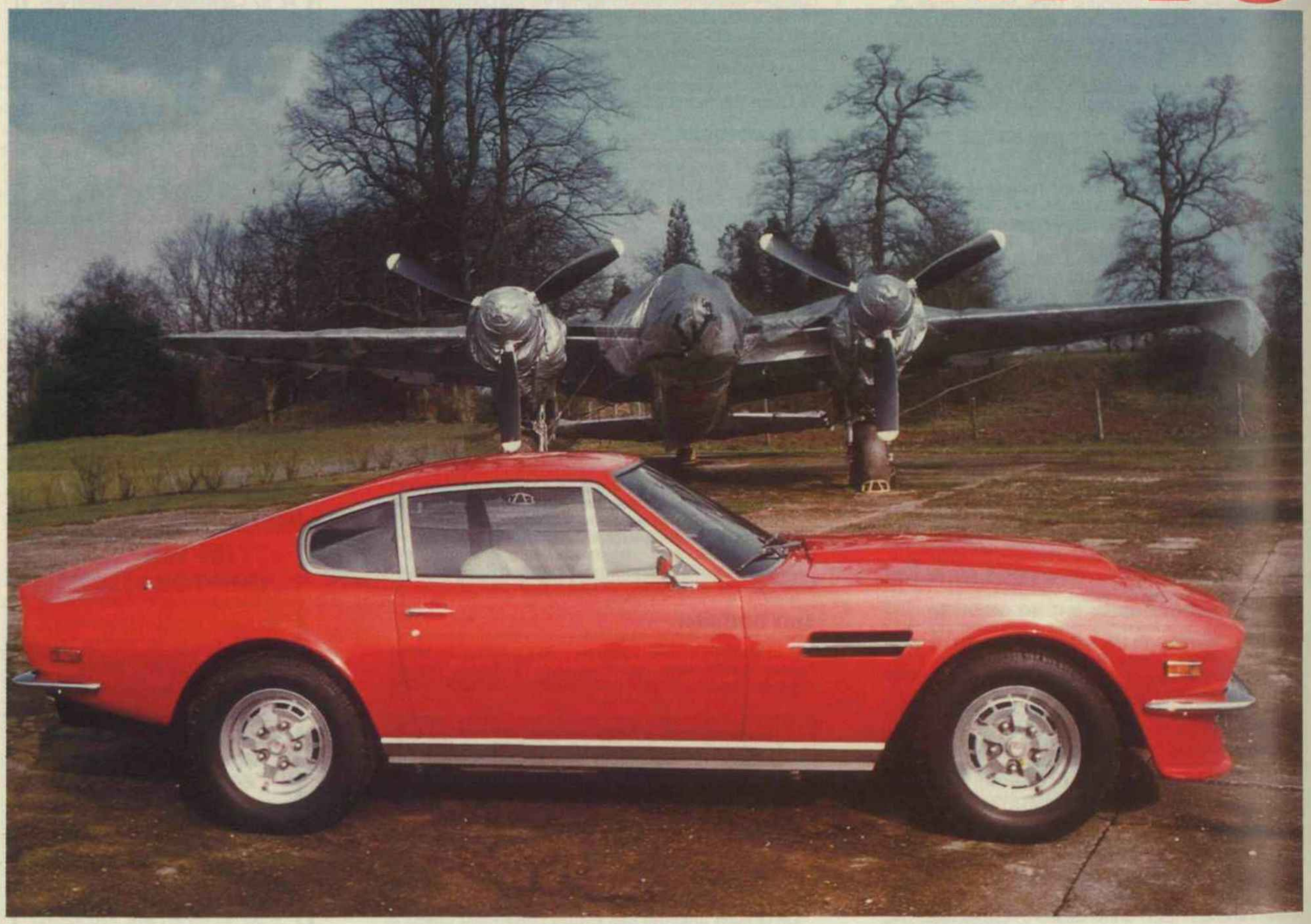


BMW Show, Donington Park, 22nd October.



MG Car Club Cockshoot Cup, 1st October.

ASTON MARTIN V8



While the early post-war history of Aston Martin is dominated by six-cylinder engines designed by WO Bentley and Tadek Marek, the last quarter-century has seen the Newport Pagnell company rely on the V8 engine designed by the Polish born Marek.

Only now has Aston Martin turned back to the six-cylinder engine, the Jaguar origin unit with supercharging that powers the DB7.

John Wyer gave the go-ahead to the V8 in 1963, seeing that the Ted Cutting designed racing 'six' which won the World Sportscar Championship, and Le Mans, in 1959 was becoming outclassed, especially by Ferrari's V12s.

Unfortunately Sir David Brown pulled the plug on racing at the end of 1963 and Wyer went off to form JW Automotive, in collaboration with John Willment. Marek continued with the design and development of his all-aluminium V8, an advanced 4.8-litre unit with twin overhead camshafts on each bank, although with two valves per cylinder.

The DBS was to be the first all-new Aston Martin design since the company's move from Feltham, west of London. William Towns was employed in 1966, first as an interior designer (his seats were very highly rated) and within a few months he was promoted to take charge of the entire DBS body design.

A year later Mike Loasby joined Aston Martin Lagonda Limited as a development engineer, and the DBS is principally credited to Towns as the designer, Marek as the engine designer and Loasby as the engineer.

Development went ahead at a terrific speed, and the DBS was announced in September 1967. The engine bay was very spacious around the four-litre, six-cylinder engine, though, since the V8 was far from ready for production.

John Surtees was loaned pre-production five-litre engines for his Team Surtees Lola T70, which he drove with David Hobbs. The two-car exercise turned into a public humiliation at Le Mans as the V8 had insufficient wall stiffness and developed cracks around the main bearings and cylinder walls, Surtees' Lola Aston retiring within the first hour with a failed crankshaft damper.

AML was already aware of the potential failings from early tests in a DB5, but still had the temerity to accuse Surtees of running non-approved Japanese spark plugs, which brought the short relationship to a stormy close.

Marek had to redesign the crankcase, making it far stiffer and taking the opportunity to increase the engine capacity to 5340 cc (bore and stroke 100 x 85 mm). On completion of the final version Marek retired in 1968, and Towns resigned from AML to set up his own design consultancy.

He was responsible for styling the amazing razor-edge Lagonda, unveiled in 1976, and for the less well received Aston Martin Bulldog mid-engined, two-seater design in 1980.

The Aston Martin DBS V8 was launched at Earls Court in October 1968 and went

AMV8 BUYERS GUIDE



The V8 Volante. Very desirable.

into production early in '69. Taking a leaf out of Rolls-Royce's book, Aston Martin refused to reveal the power output although, with the original Bosch fuel injection system it was probably a little short of the 300 bhp mark.

A switch to four big Weber carburettors in 1974 persuaded AML to mention the power for the first time, at 306 bhp, and in 1977 the muscle-bound Vantage version was produced with 375 bhp.

Performance was very adequate as the original DBS V8 had a genuine top speed of over 160 mph, verified by both *Motor* and *Autocar* in tests in 1971, accelerated from standstill to 60 mph in less than six seconds and to 100 mph in 14s.

It's worth recalling that Porsche obtained comparable performance figures five years later from the 911 Turbo, and was acclaimed as making one of the world's greatest supercars! Aston Martin never received as much credit, nor did they enjoy such success with a car that was, admittedly, much more expensive.

The V8s offered considerable mid-range performance that was lacking in the six-cylinder models and, of course, made a lovely burbling noise that gave the cars great presence.

Sir David Brown sold the company in 1972, tired at last of losing money on every car sold, and the new owners (Company Developments Ltd) immediately dropped the 'DB', calling the car the Aston Martin V8.

It was the company's mainstay from 1973, when the last six-cylinder car was produced. Altogether some 2000 Aston Martin V8s were produced between 1969 and 1989 despite some alarming downturns in the company's fortunes.

The Aston Martin Virage, introduced in 1989, is powered by a new version of the original V8, and has Weber Marelli engine management. It has a four-valve per cylinder top end designed by Callaway Engineering in Connecticut, and develops 335 bhp.

The special edition, 6.3-litre version develops 507 bhp and the twin-supercharged Vantage version develops a massive 557, figures that would have impressed Tadek Marek enormously! **M L C**



The Oscar India (October Introduction).

WHAT TO LOOK OUT FOR



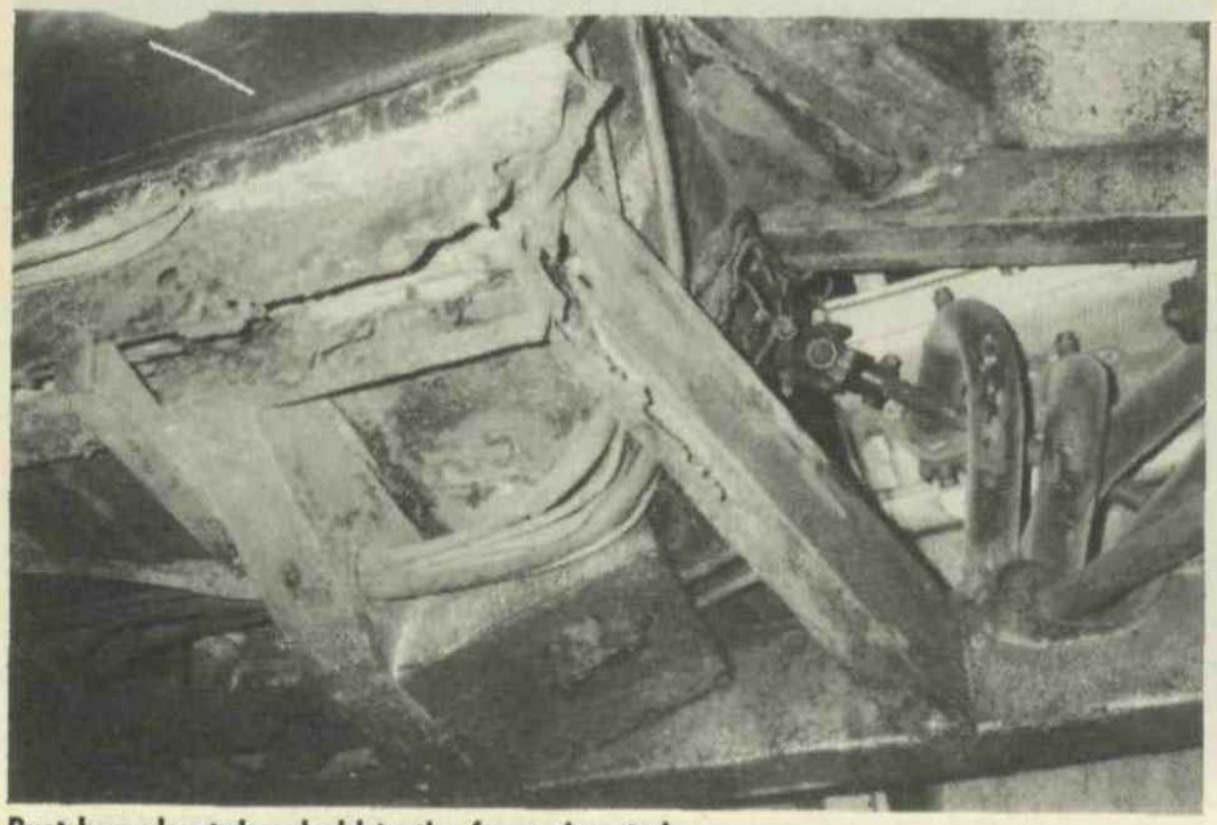
Rust attacks Aston's as shown here. Inner/outer sills and jacking points are all non-existent. This V8 will require extensive repairs.

AMV8

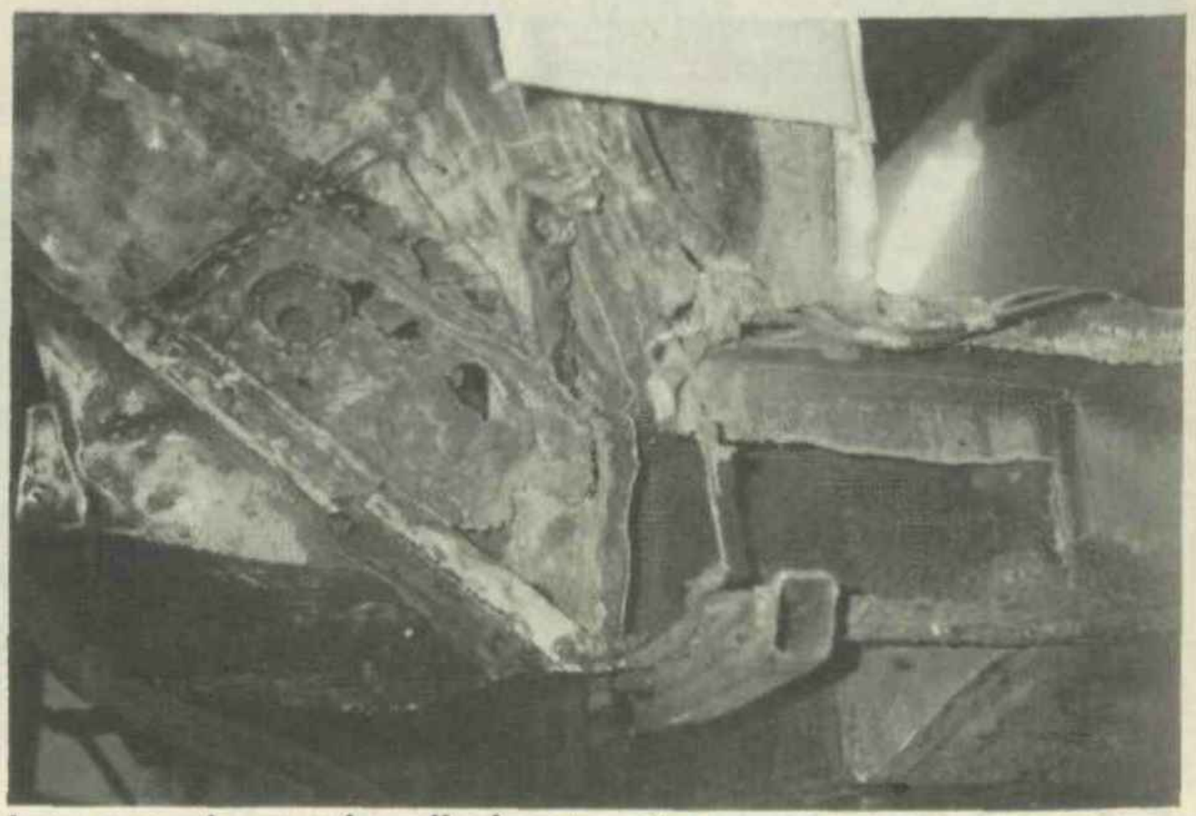
Chassis

Sills behind stainless steel sill trim.
Jacking points and outriggers.
Rear radius arm pick-up points.
Rear cross member above differential.
Fuel cover underneath offside rear footwell.
All footwells especially forward of fronts.
Boot floor.
Wing bottoms above s/s sill finishers – aluminium corrosion.
Aluminium corrosion around front and rear screen.
Wings tops by top of A posts.
A & B post bases.
Door bottoms.
Fuel flap hinges.

AMV8

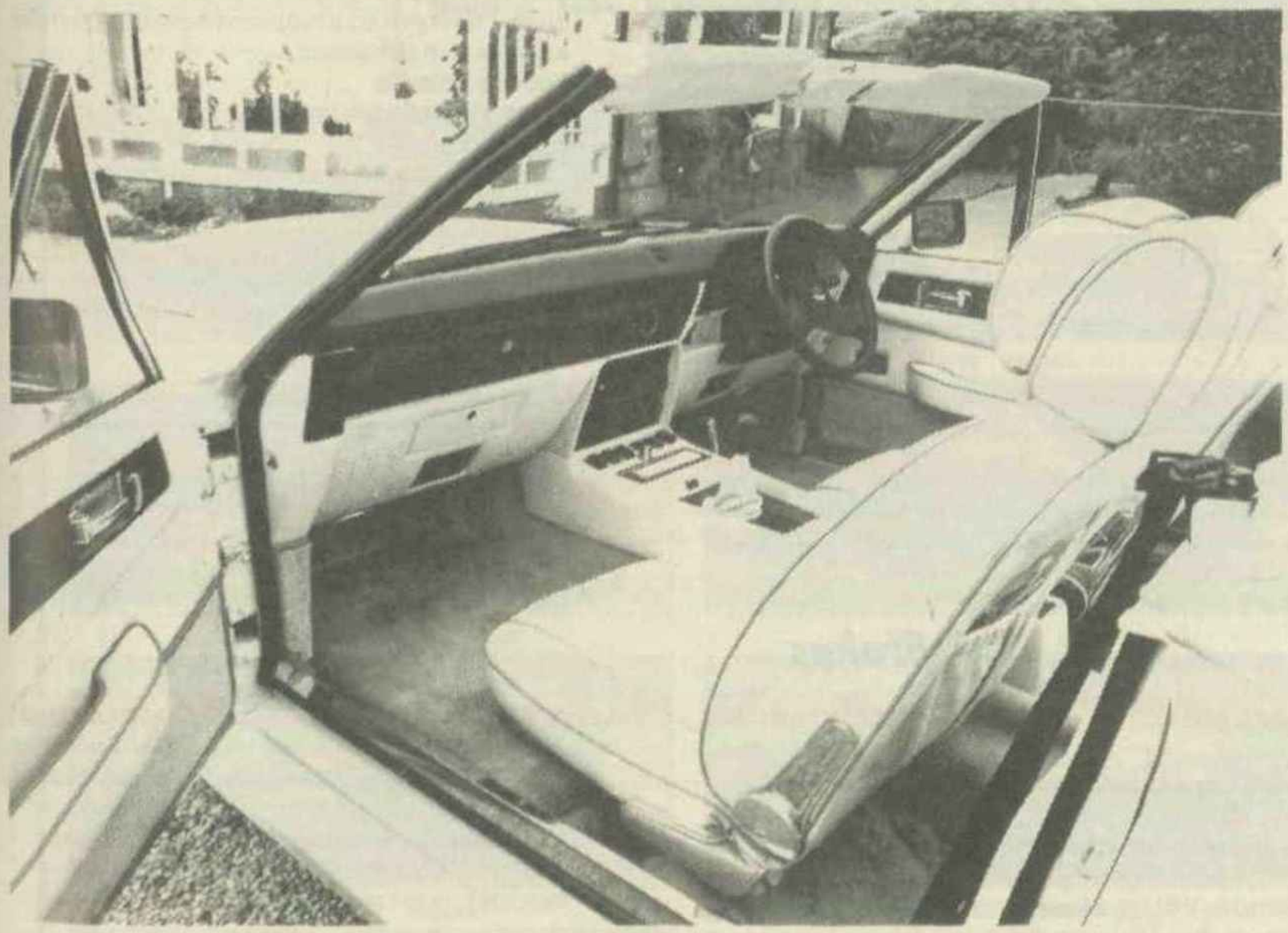


Rust has also taken hold in the front chassis legs.



Inner rear arches can also suffer from corrosion.

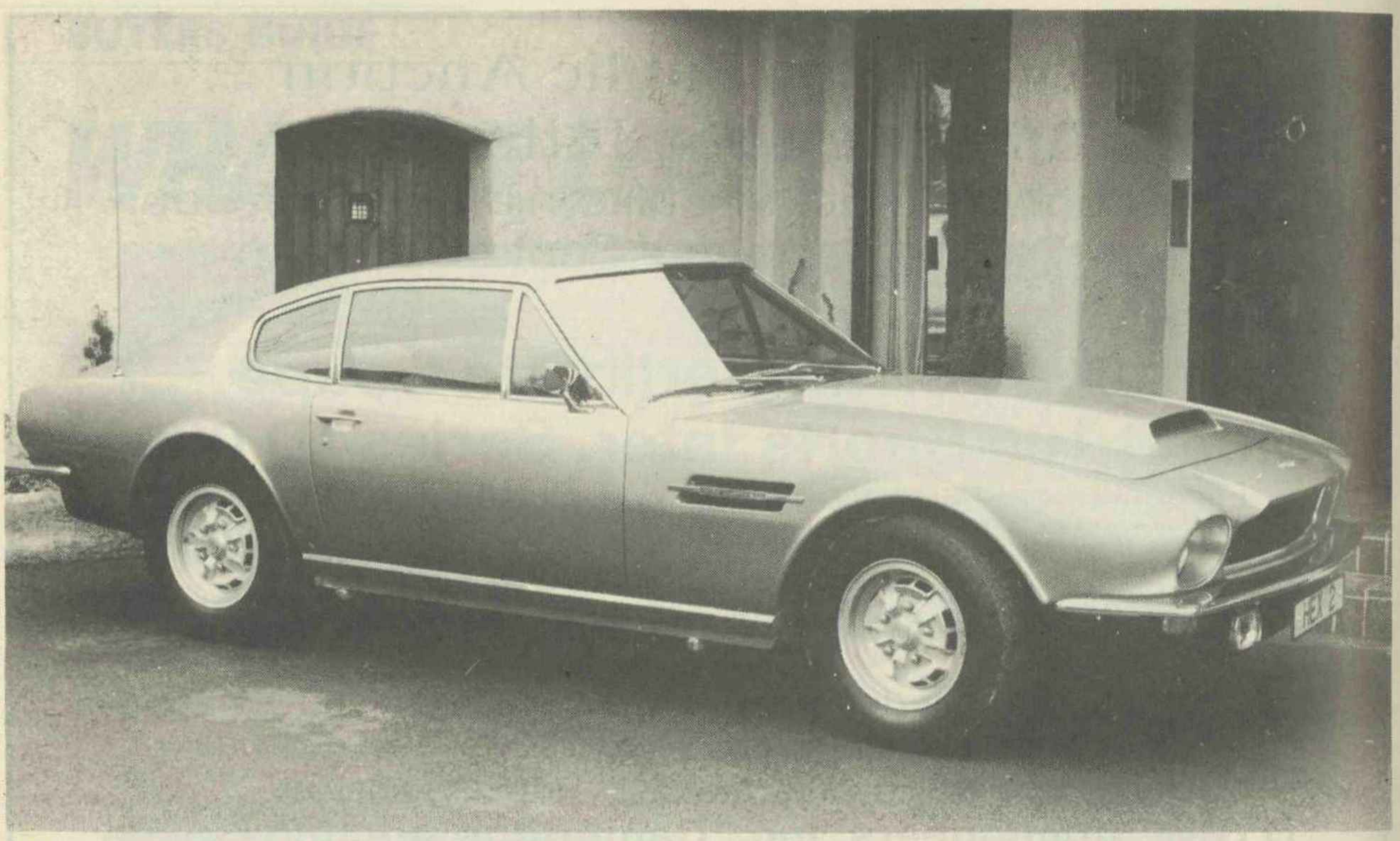
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From rags to riches . . . A factory trimmed interior to a customer's individual specification on a Series V Vantage Volante, using top quality leather with piped trim, and burr walnut dash and door inserts.

BUYERS GUIDE AMV8



Chassis

Sills behind stainless steel sill trim	
Jacking points and outriggers	
Rear radius arm pick-up points	
Rear cross member above differential	
Fuel cover underneath offside rear footwell	
All footwells especially forward of fronts	
Boot floor	
Wing bottoms above s/s sill finishers – aluminium corrosion	
Aluminium corrosion around front and rear screen	
Wing tops by top of A posts	
A & B post bases	
Door bottoms	
Fuel flap hinges	

General

Seized bonnet hinges	
Rear boot seal	Water ingress
Battery tray	
Battery cut-off switch	
Fuel pump	No greater than 18 seconds per pint delivered
Radiator	Copper Oxide and water present around base of radiator
Window lifts	Windows should open and close very quickly
Water ingress	Will cause smogging to occur on windows when AC is operational
Horns	Water ingress in town horns. Air compressor on country horns
Electric mirrors	Early click/click type now obsolete
Tyres	255/15 now obsolete
Driving	Vehicle should be free of any vibrations at any speed. Little or no wind noise should be present.
Bodywork	Pay attention to shut lines and accurate fit of doors, bonnet and boot
Bumpers	Very costly. Beware of examples that have been replated or require replating as they are pretty thin to begin with.

Differential

Salisbury Limited Slip	Bullet proof. Check LS clutch plates by rotating rear wheel when both are free of the ground. Slight leakage not uncommon. They do not whine unless ill

Engines

Oil pressure	80 psi at 3,000 rpm at normal operating temperature
Water temperature	90°C under normal continuous operation
Oil temperature	70-90°C under normal continuous operation
Cam cover D-plugs	Should not be bulging or soft
Cam cover gaskets	Should have no leaks
Front timing chain seal	Common area for oil leaks
Timing chains	Should be replaced at approximately 80,000 miles together with tensioners
Water hoses	Replace if hard
Vacuum pipes	Check for brittleness and leaks
Ranko heater valve	3-4 year life span
Valve clearances	These should be checked and adjustments made approximately every 20,000 miles or so

Suspension

Shock absorbers	Check for leaks
Front king pins and gaiters	
Wishbone rubbers	
Brake reaction strut rubbers	
Wheel bearings	

Steering

PAS	Pulsing (on/off power assistance) when cornering. Most noticeable when navigating roundabouts

Brakes

Front and rear discs	Check condition for pits or scores, heat cracking and corrosion to ventilation channels. Check condition of rear disc retaining ring bolts. Any missing heads indicates rear differential/brake assembly will require removal for rectification required. In operation any vibration through brake pedal indicates rectification required

Transmission

ZF 5 speed manual gearbox	Bullet proof. Characteristic quirks are balking at 2nd gear when cold, rumbling in neutral when hot
Automatic	Very strong with the exception to those fitted with lock-up Torque converter where hard use results in early failure. Changes should be very smooth with no flare-ups. Much more responsive change-down when fitted with Trans-go Shift Kit.

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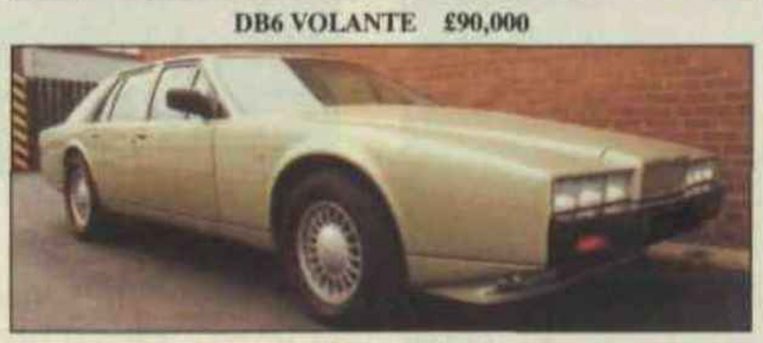
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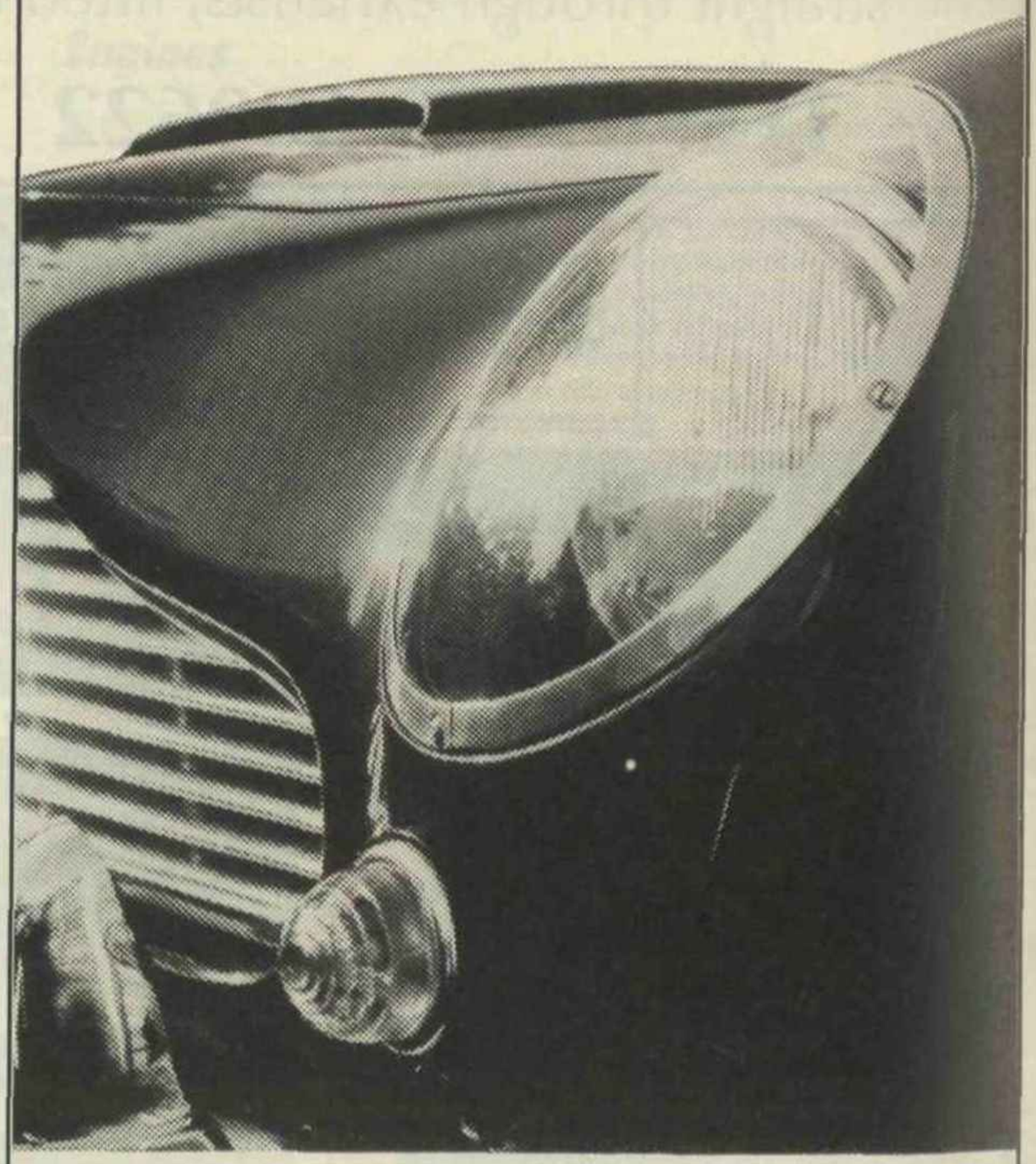
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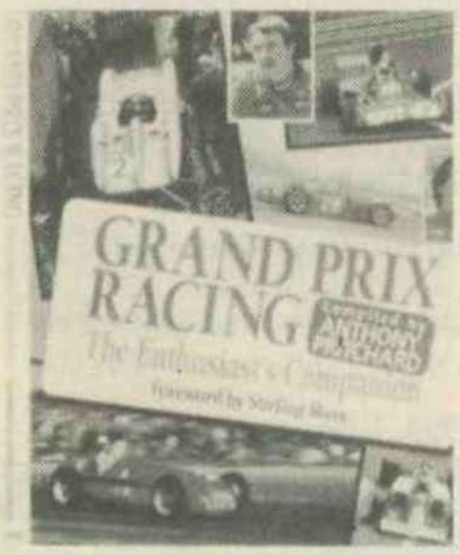
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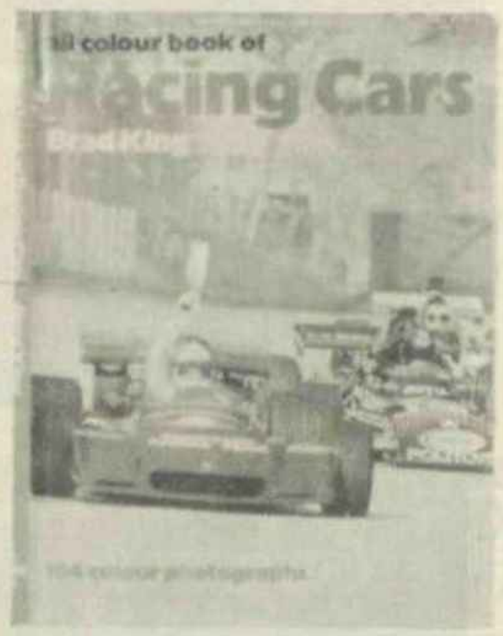
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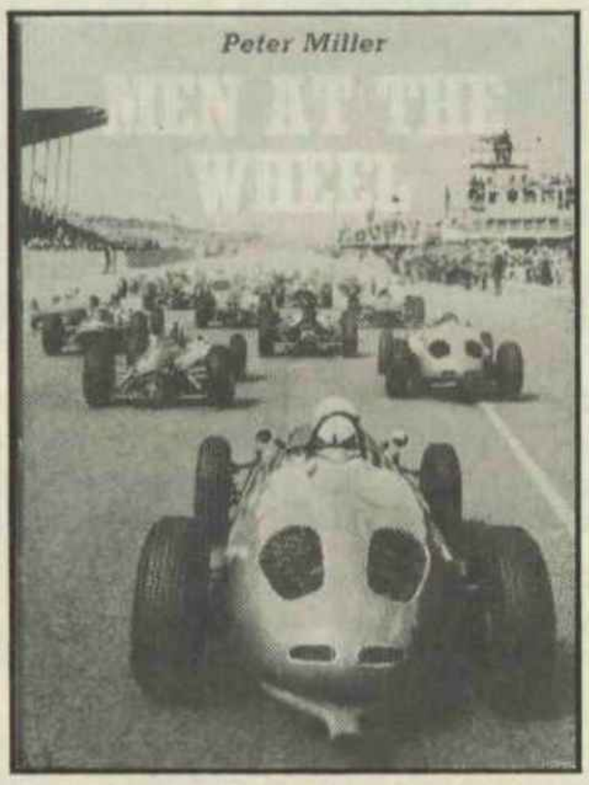
A Panorama of Grand Prix motor racing from the road races in France in the 1890's, through the Edwardian years, the bleak twenties, German domination in the 1930's to the early postwar years of Italian supermacy the gradual rise of the British Racing Green. Superb photograph shots including Achille Varzi, winning the Targa Florio, Jack Brabham Cooper Climax at ESSO Bend Oulton Park. A splendid book size 260mm x 205mm. Colourful dust jacket, 255 pages, 184 black and white photographs and 31 colour photographs.
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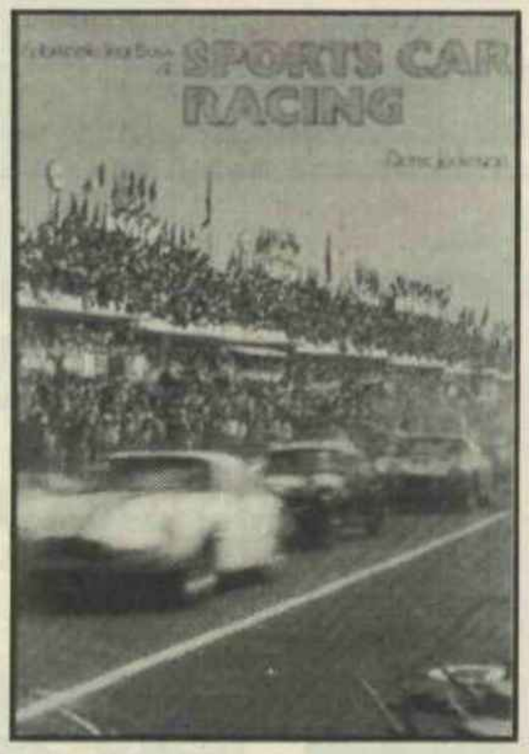
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Author Brad King
Published by Octòpus Books
1973

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This book will not make you become an expert in the history of racing cars but its photography is superb, especially "Dawn at Le Mans", 1929 Woolf Barnato driving a Bentley to victory, Henry Seagrave 2-litre Sunbeam in the French Grand Prix in 1922.
Price guide £12-£20.



Men At The Wheel
Peter Miller
Published by B. T. Batsford
First published in 1963. A fascinating book with 128 pages including 100 black and white photographs. The book is focused on the top 25 racing drivers of the time, including Jim Clark, Graham Hill, Jack Brabham, Joakim Bonnier to name a few. An introduction to each driver is very informative and delves into their past-times and hobbies. Not to be missed is a magnificent photograph of Lorenzo Bandini driving a shark-nose Ferrari, approaching station hairpin at the 1962 Monaco Grand Prix.
Price guide £20-£28



The Automobile Year Book Of Sports Car Racing. Denis Jenkinson. Editor SA Lausanne (1982).

Given the high photographic standards set by the publishers of Automobile Year and the knowledge and enthusiasm for motorsport consistently demonstrated by "Jenks", this book's cover alone provokes high expectations. And, happily, the content more than lives up to them. Spanning the years 1953 to 1972, an enormous collection of photos is used, many of them by such pre-eminent photographers as Geoff Goddard, Bernard Cahiers and Jesse Alexander, all of them rich in detail and tellingly captioned.

Anyone who remembers the halcyon days of the Targa Florio and the Mille Miglia, or the exploits of Moss, Rindt, Surtees, Siffert and others, will find this a totally irresistable work, even at its now three-figure price. (Ironic to recall that it was once on sale as an "end of run" item for around a tenner.)

Most of the photos are in mono, and are none the worse for that, though there is enough colour scattered through the book to bring alive the magnificent landscapes in which many of these races took place — with the watching public enviably close at hand.

Perhaps the most fascinating aspect of the book, as Jenks points out, is the way in which it straddles the end of one age and the beginning of another. The dawn of a new technology-dominated era, the drawing to a close of racing on public roads, and the change in drivers from "shirt-sleeved sportsman to the anonymous being in regulation gear", ensure that one's pleasure in the book is tinged with regret.

Adding to the book's reference value is a table of principal results for the twenty years. But it's the pictures and Jenkinson's text which tell the real story, and make this the outstanding work it is.
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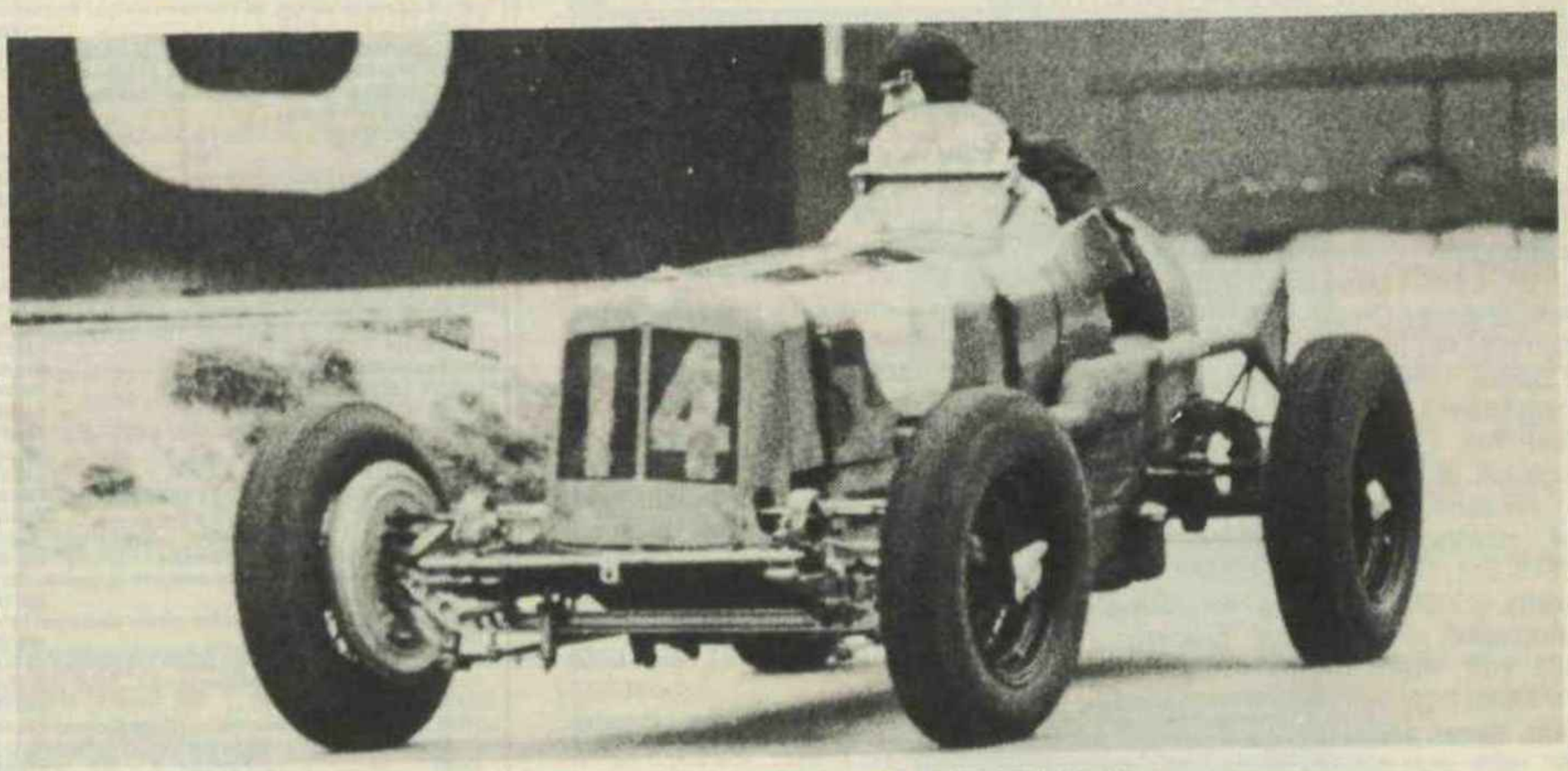
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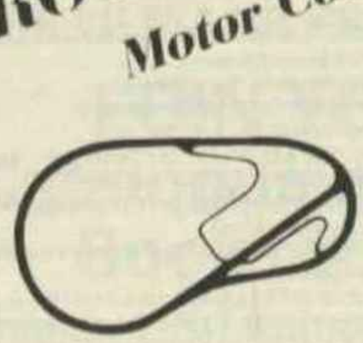
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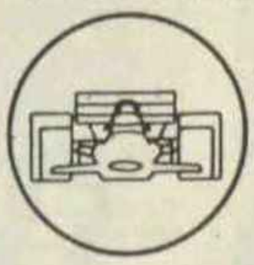
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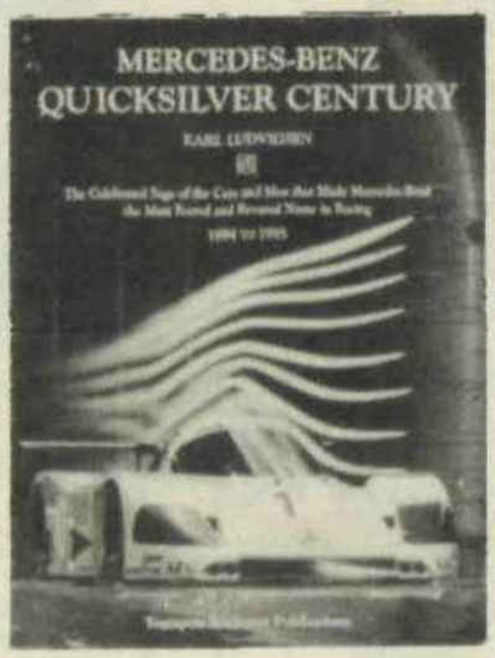
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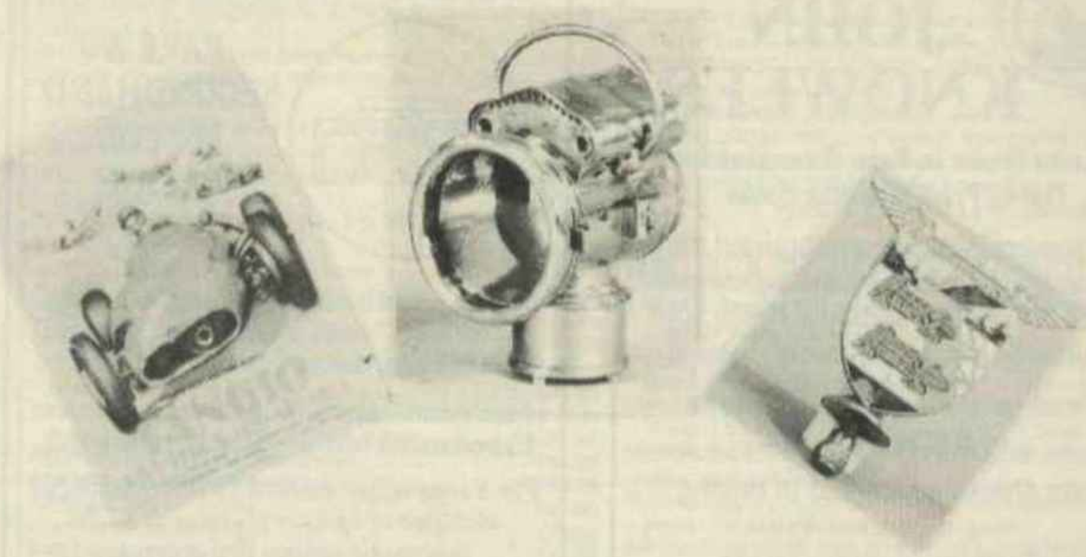
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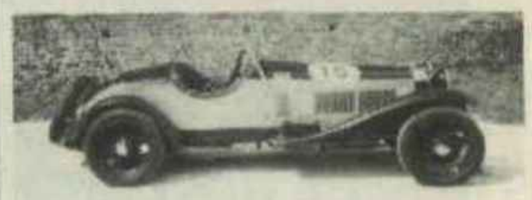
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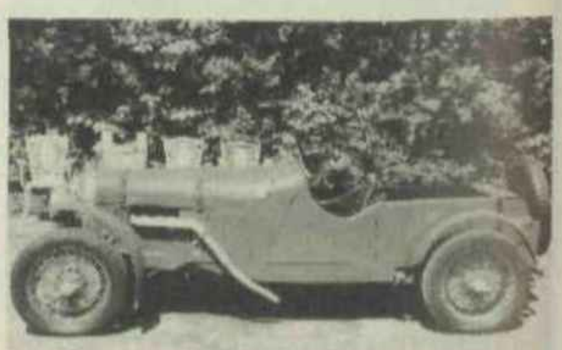
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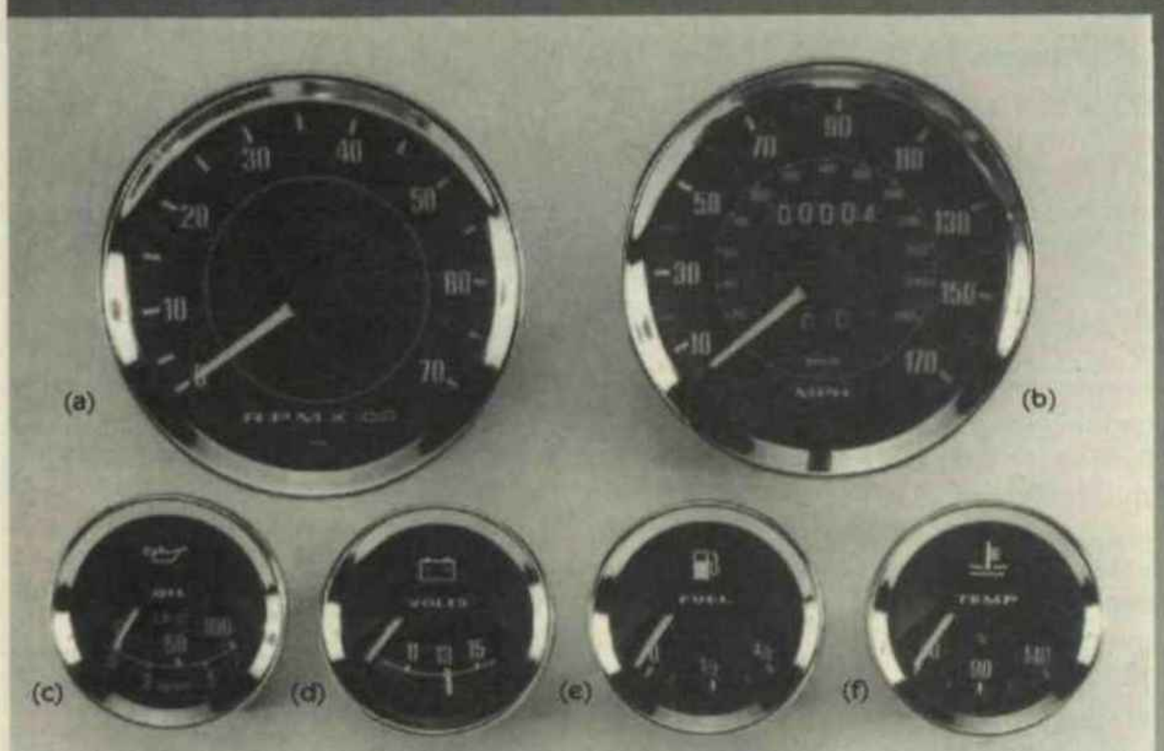
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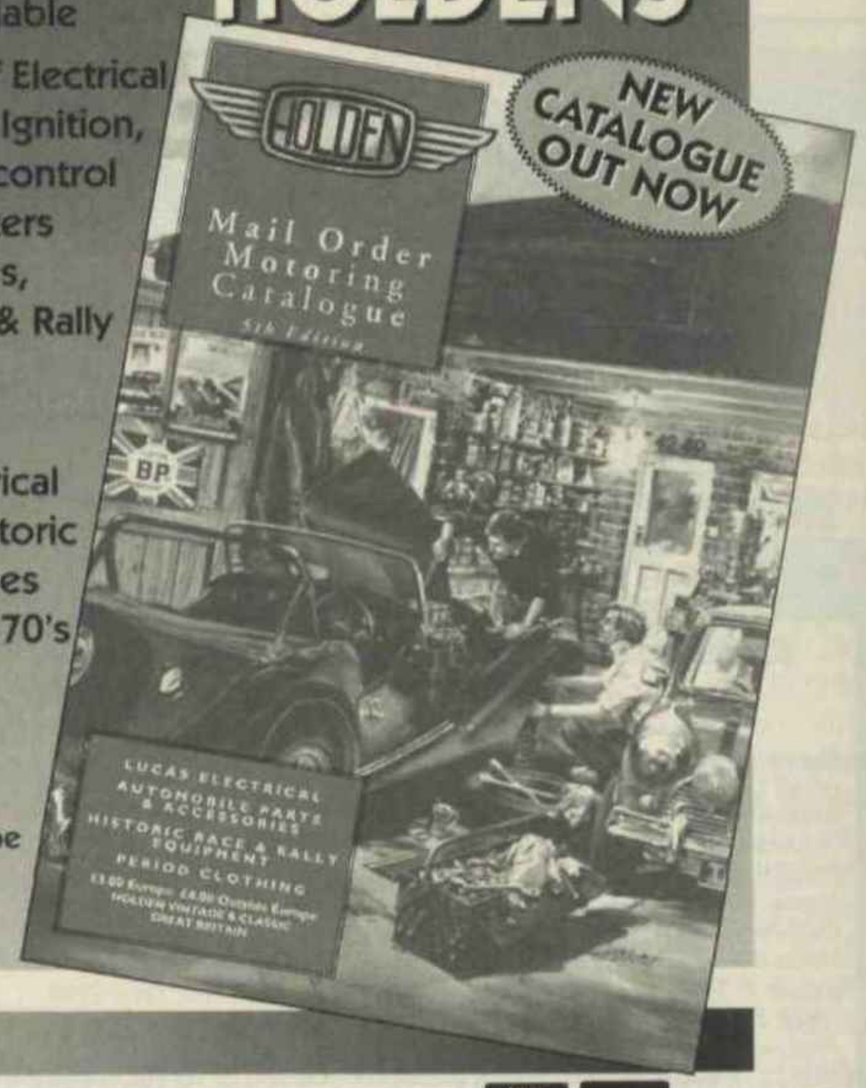
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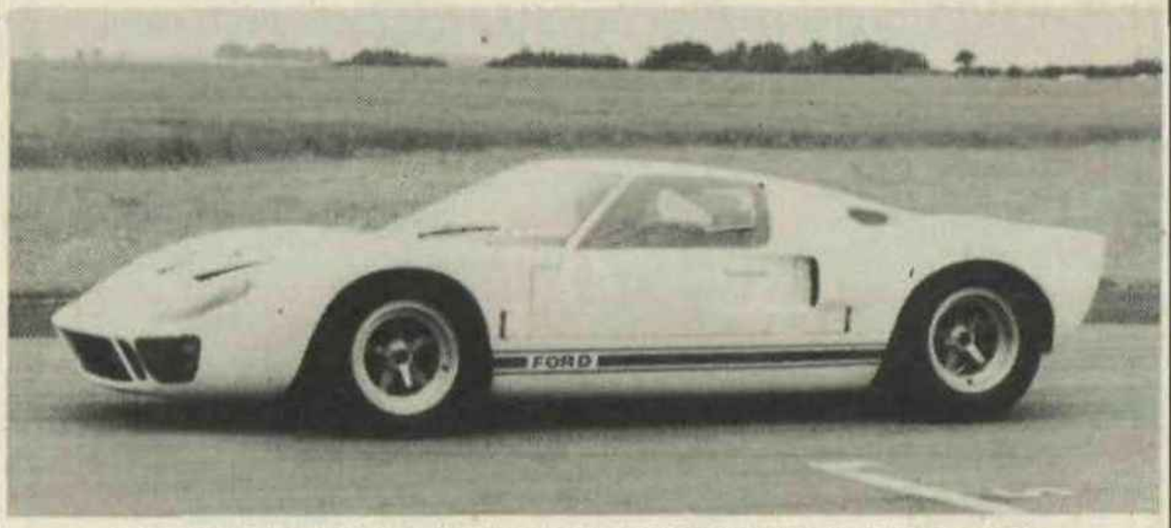
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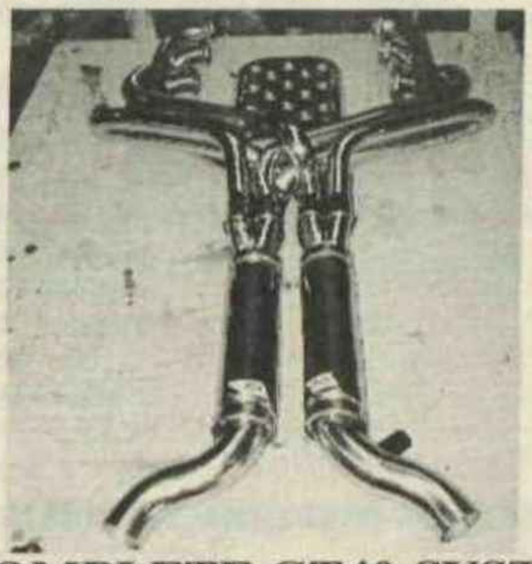
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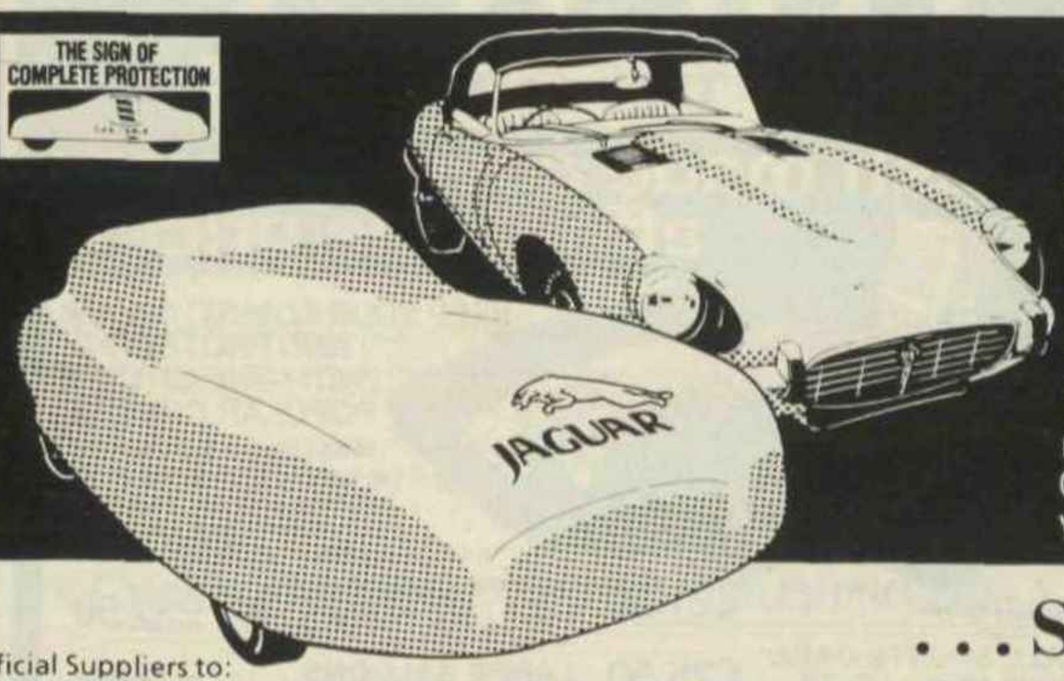
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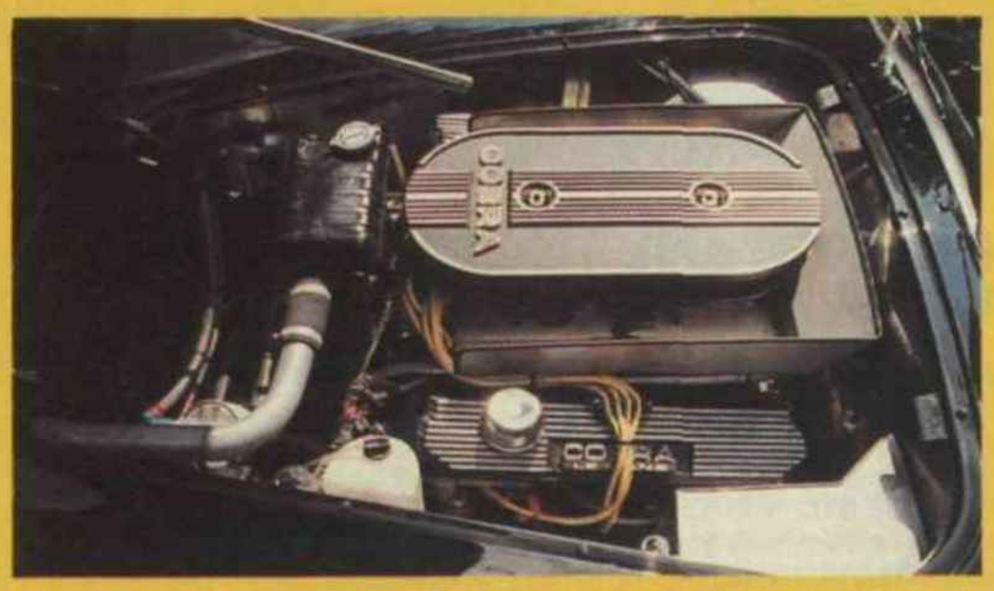
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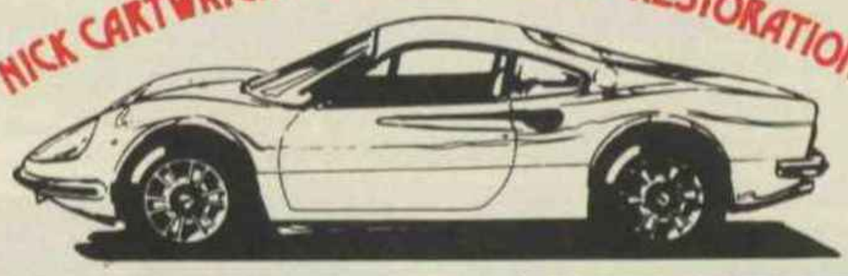
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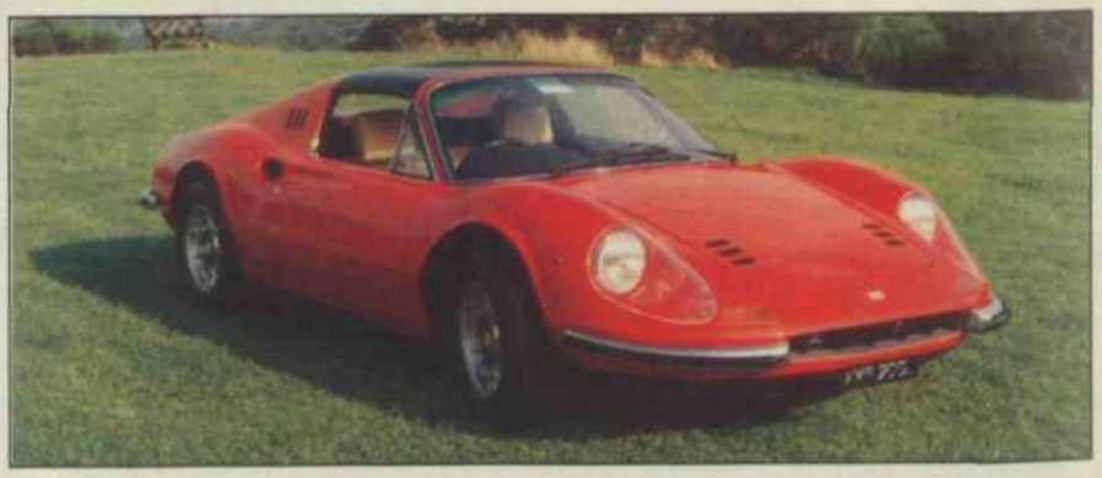
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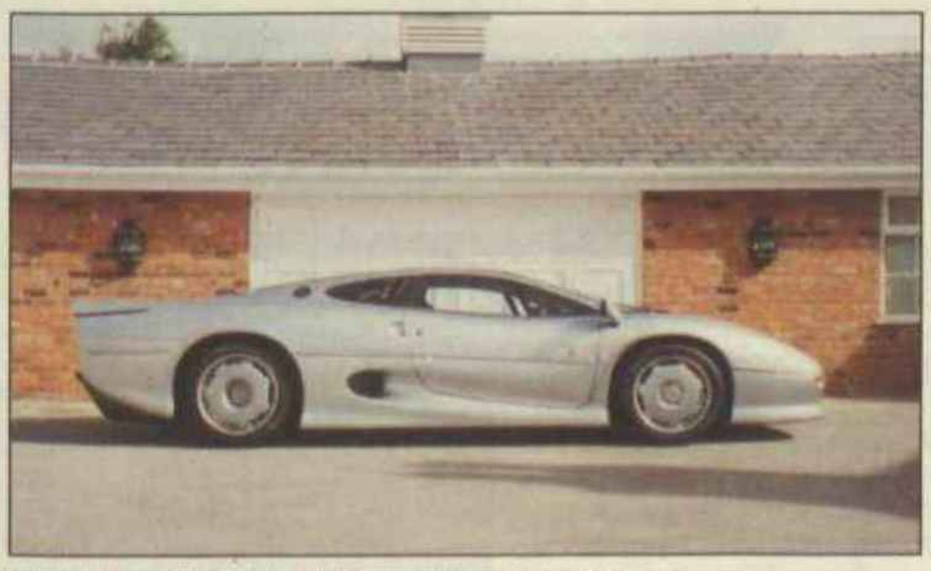
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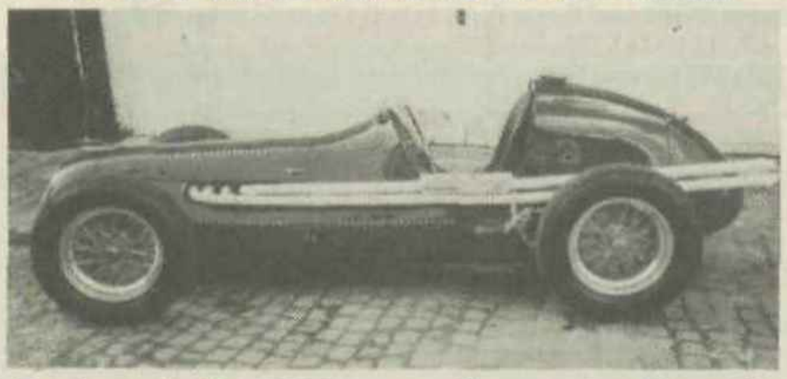
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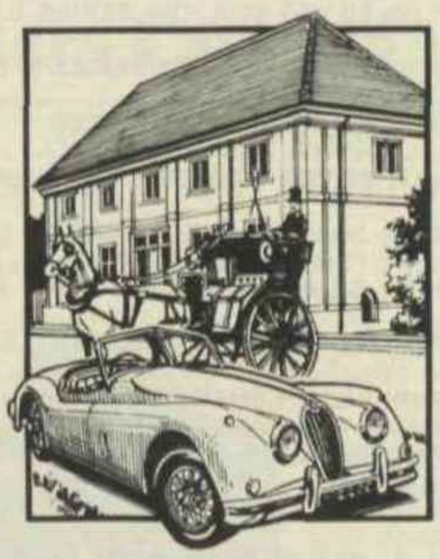
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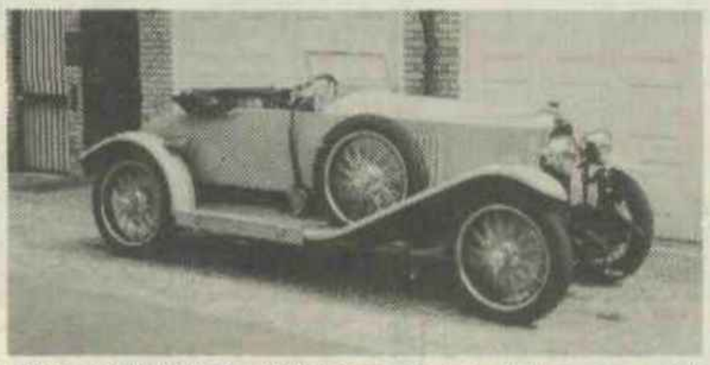
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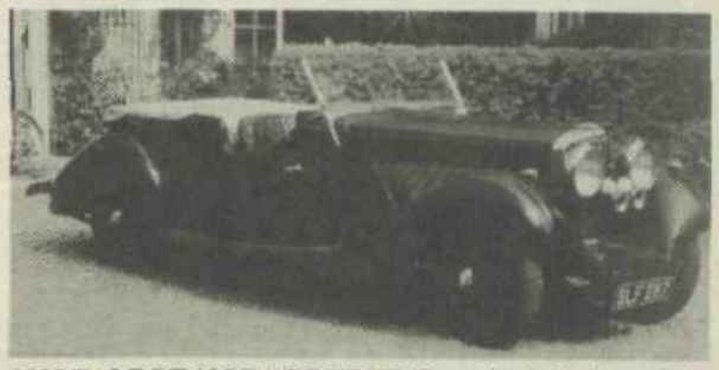
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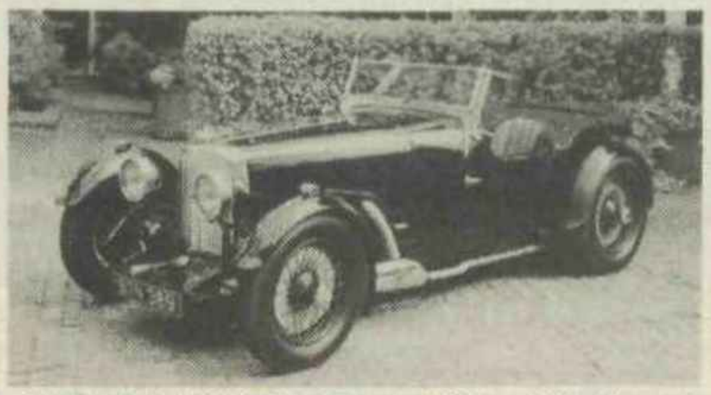
1954 LANCIA D24. 3.3 Litre Sports Racing 2 Seater. Rebuilt by Rosani with factory approval. F.I.A. Papers.



1926 VAUXHALL 30/98 O.E. Original 2 seater with dickey coachwork by Derham. Recent engine and chassis overhaul in fine condition.



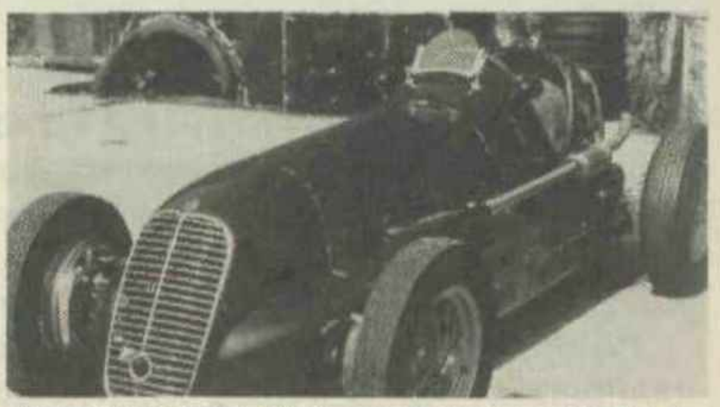
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DAIMLER LIMOUSINE. 1983. Finished in unmarked brilliant white coachwork with superb interior, cocktail bar, cut glass decanter set, lambswool overugs, glass divider, occasional seats to rear, curtains to rear, automatic transmission, power steering, power brakes, only one owner from new, low mileage **£17,750**

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DAIMLER LIMOUSINE. 1986. State Laundelette. Finished in Embassy black with dove grey interior and matching convertible top, cocktail bar, occasional seats, glass divider, lambswool overugs, automatic, power steering, left hand drive **£28,500**

DAIMLER LIMOUSINE. 1982. Finished in two-tone blue with superb interior, cocktail bar, cut glass decanter set, lambswool overugs, occasional seats to rear, curtains to rear, automatic transmission, power steering, left hand drive, average mileage **£14,750**

DAIMLER LIMOUSINE. 1988. Finished in Midnight blue with matching interior, power steering, automatic transmission, glass divider, curtains to rear, cocktail bar, cut glass decanter set, TV, video, lambswool overugs. This car is a State Laundelette which means the rear part of the car is a convertible. The hood is in dark blue which matches the coachwork. A very rare car, and so desirable on sunny days. Left hand drive, average mileage **£29,500**

DAIMLER LIMOUSINE. 1983. Finished in two-tone light metallic blue with superb interior, cocktail bar in walnut veneer, cut glass set, lambswool overugs, occasional seats to rear, glass divider, curtains to rear, left hand drive, power steering, automatic transmission, one owner, low mileage **£16,750**

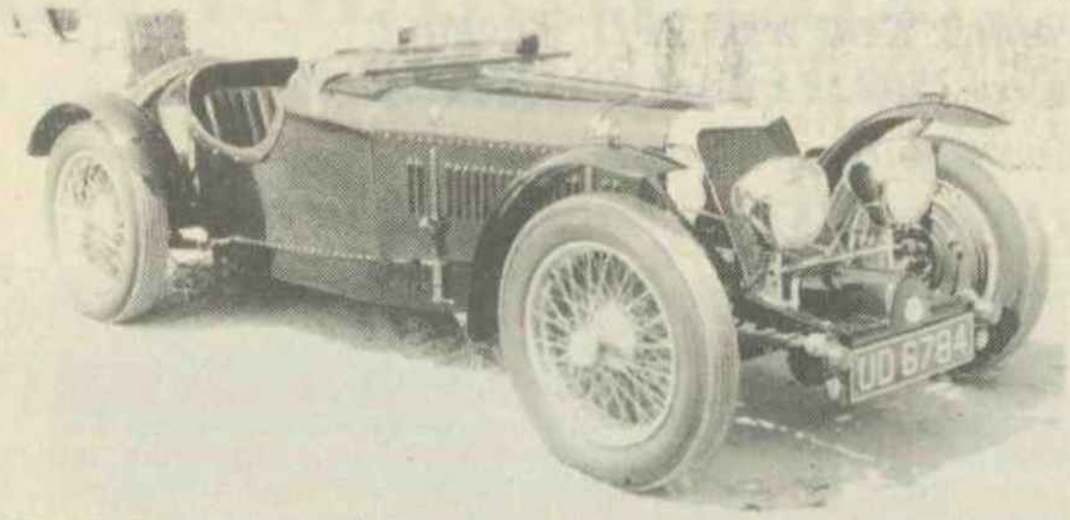
BENTLEY 1947 OPEN TOURER. Finished in white, black hide interior, black convertible top, side mount, P100 headlamps **£19,750**

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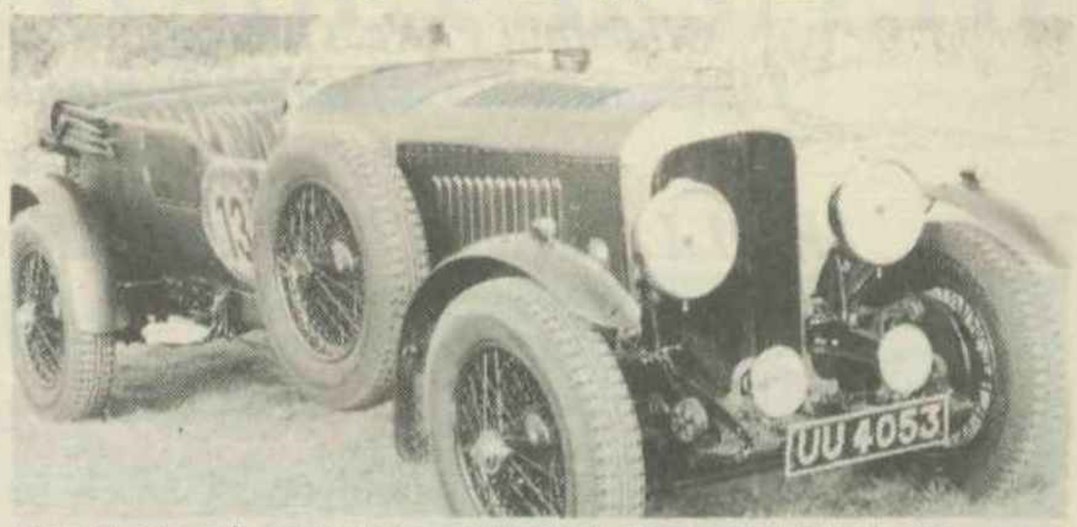
MERCEDES BENZ 250 LIMOUSINE. Finished in white coachwork with superb tan hide interior, occasional seats to rear, air conditioning, power windows, power steering, automatic transmission, curtains to rear, left hand drive **£9,750**

Also another model, metallic silver coachwork, superb navy blue interior **£9,750**

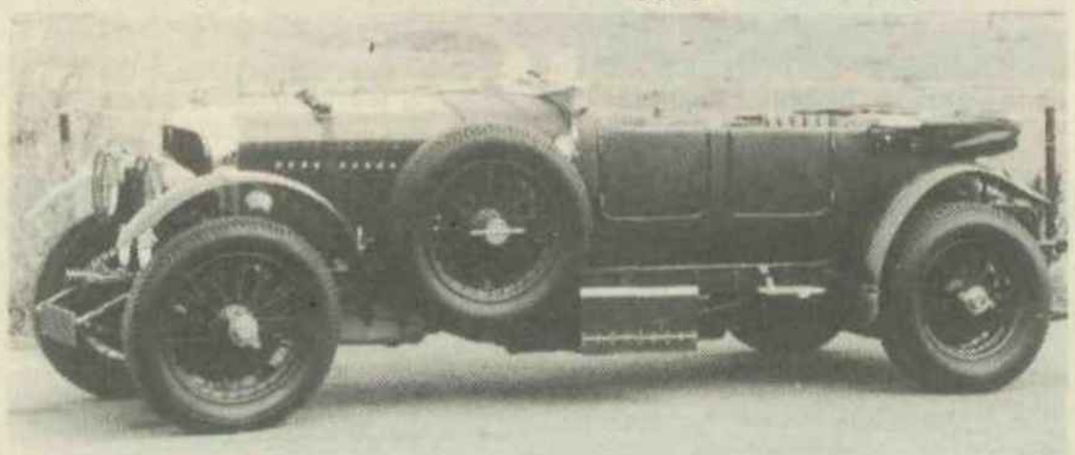
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1935 Squire 'Skimpy' 1½ litre Supercharged. Full race history. Suit small family, no dogs, needs wife who can pack luggage like Doris Day.



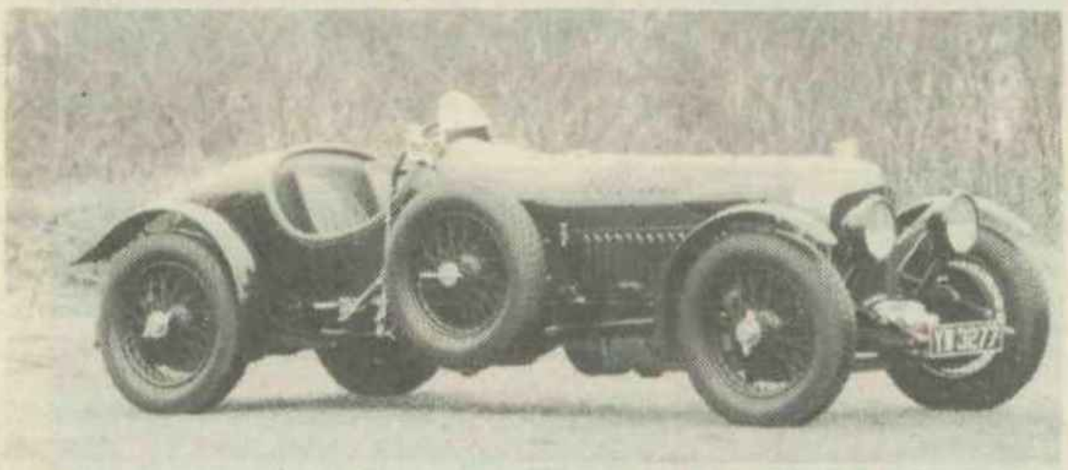
1929 Bentley 4½ litre Le Mans. Style and patina – or in plain English – great looking Bentley not bulled up for sale.



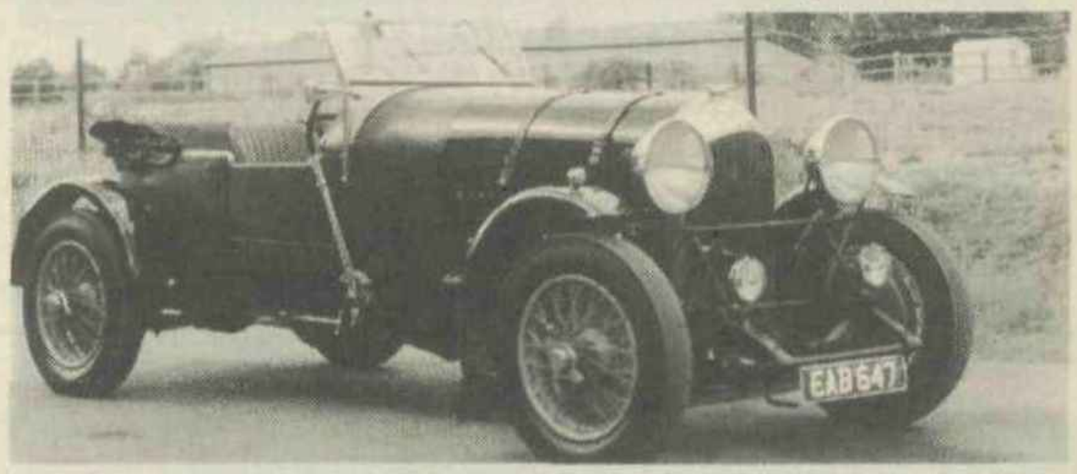
1929 Bentley 4½ lite Le Mans. With original VDP body. If Hugh Grant was looking for a Le Mans Bentley he'd choose this one for it's extra head room.



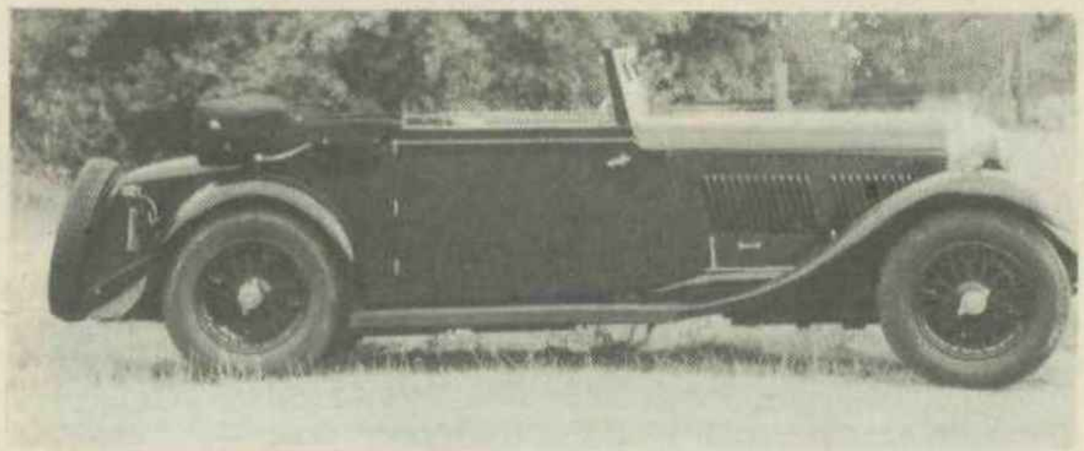
1928 Bentley 6½ litre Le Mans. Full Speed Six spec. Fast luxury liner but, with 11ft chassis, makes it nimble around corners. Terribly swish.



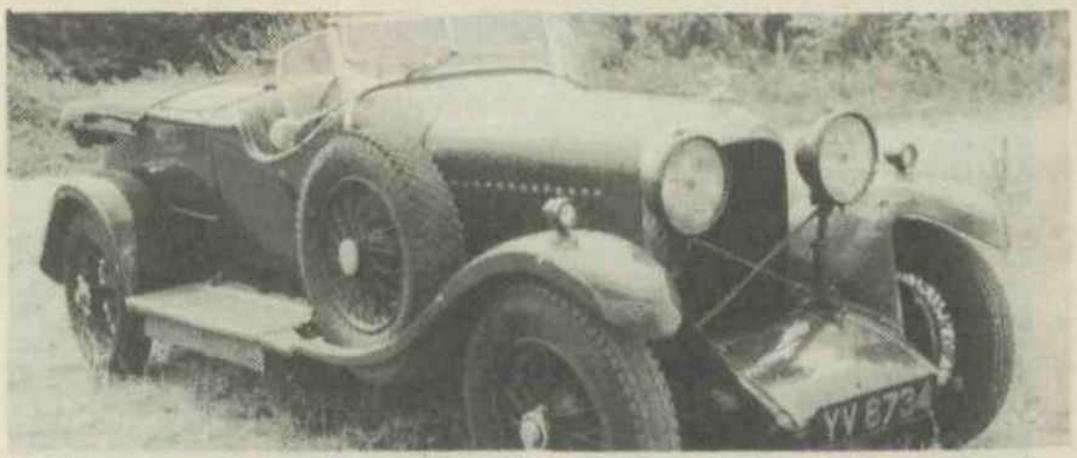
1928 Bentley Speed Six/8 litre. An original car fully rebuilt and spiced up with some extra pep. Fast, fun, exciting, comfortable, unique. Haggle like crazy because I'm trying to make a good profit on this one.



1924 Bentley 3 litre Red Label Speed Model. In the 3 litre world this is the model to have £64,000.



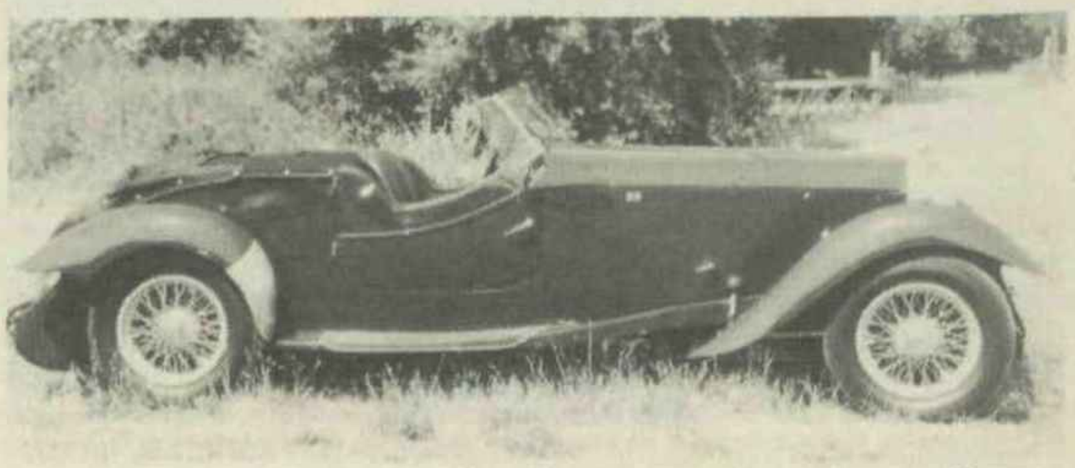
1933 Bentley 4 litre Tourer (last car made by Bentley's at their London factory). The proverbial Drawing Room on wheels with fully opening patio roof!



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1935 Bentley 3½ Litre Cut-away door tourer by Vanden Plas
1953 Bentley R Type Continental Fastback
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1956 Bentley S1 DHC by HJ Mulliner
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1938 BMW 328
1952 Ferrari 212 Barchetta
1973 Ferrari 365 GTB/4 Daytona
1974 Ferrari Dino 246 GTS
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1954 Fraser-Nash Targa Florio
1953 HWM Jaguar
1952 Jaguar C-Type
1956 Jaguar D-Type
1963 Jagaur E-Type Competition Lightweight
1954 Jagaur XK120 Roadster
1934 Lagonda M45 T7 Tourer
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1938 Lagonda V12 Sedanca de Ville by James Young
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