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Damon finally adds family name to British GP Trophy – full report

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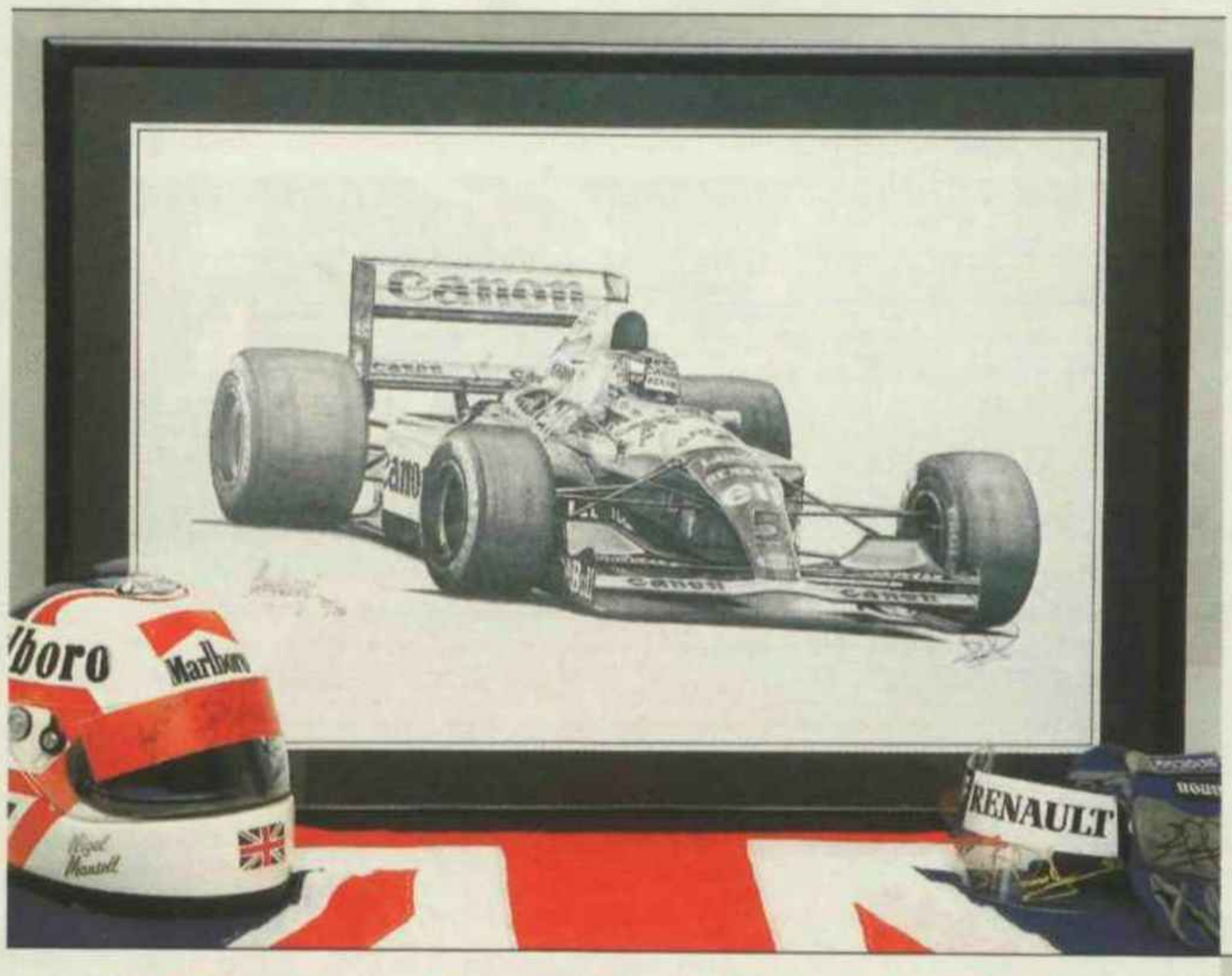
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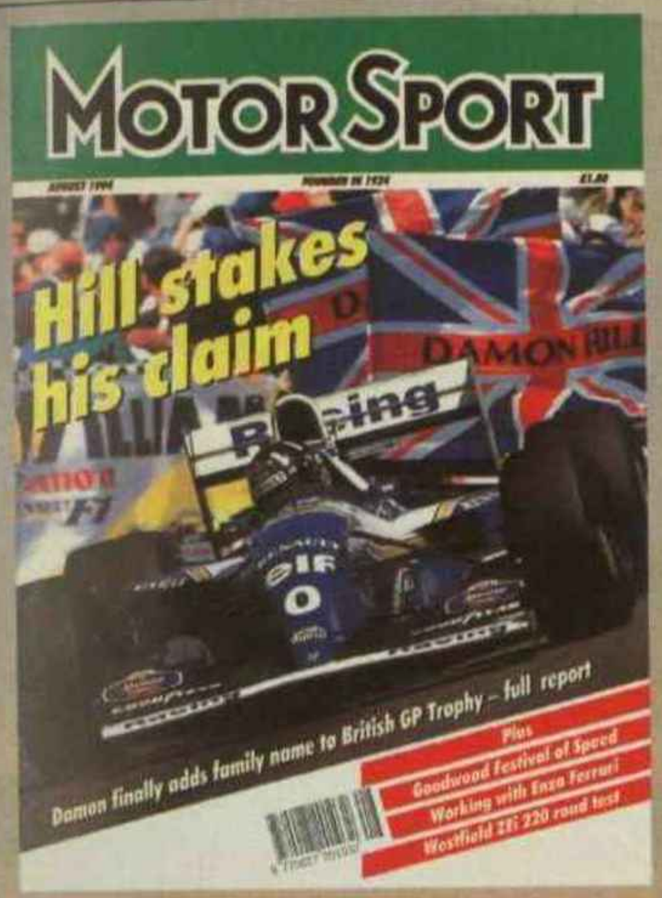


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July 10 was, said Damon Hill, the best day of his life. See our British GP report, starting on page 816.

MOTOR SPORT

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808 FRENCH GP
Nigel Mansell captures the headlines by returning to F1, but Damon Hill beats him to pole position. . .and Michael Schumacher beats them both in the race.



816 BRITISH GP
Pole position (by 0.003s), victory and fastest lap. It's a perfect weekend for Damon Hill as he wins the one Grand Prix which most conspicuously eluded his illustrious father. Runner-up Michael Schumacher creates a stir by ignoring the black flag for several laps. . .

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A breath of fresh air at Goodwood.



832 INTERVIEW
What was it like working for Enzo Ferrari? We talk to Brenda Vernor, his secretary from 1978 until the time of his death.

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Why has Al Unser Jnr become such a dominant force in IndyCar racing?

840 BRITISH TOURING CAR CHAMPIONSHIP

842 INSIGHT
There are several land speed record projects on the boards at present. That of Australian Rosco McGlashan is probably the least conspicuous.



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The Rally of Argentina provided one of the most exciting WRC contests in recent memory. After three days, it was decided by a matter of seconds.



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The Westfield ZEi 220 is less than half the size of an Escort Cosworth, and around 40 per cent lighter. Yet the two share the same running gear. . .

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PAUL RADISICH
Our BTCC columnist is on holiday this month. He will return in September's issue, along with our regular coverage of the FIA European F3000 Championship and our Reviews section.

The month in MOTOR SPORT



JUNE

22: Gerhard Berger signs an extension of his Ferrari contract, ensuring his place in the team for 1995.

22: F1 teams test at the revised Silverstone; Michael Schumacher is fastest. The circuit gets a favourable response from participants.

23: Renault launches the Clio Maxi, its rallying kit car (top).

26: Despite a quadruple roll during testing the previous week, Giampiero Simoni bags BTCC pole at Brands Hatch. In the two races, however, he has to play second fiddle to team-mate Gabriele Tarquini. 'Bike racing star Kevin Schwantz is present with the Old Spice Nissan team, for whom he will drive a Primera in the end-of-year TOCA Shoot Out.

26: Jan Magnussen takes yet another British F3 victory, at Donington Park. Late in the evening, Jérémie Dufour wins the Avon Supersprint 'money race'.

26: Al Unser Jnr heads another Penske 1-2-3 in the Portland IndyCar race. André Ribeiro scores his maiden FIL victory in the chief support event.

26: Alfa Romeo wins both DTM races at the Norisring, thanks to Nicola Larini and privateer Kris Nissen. The F3 rounds fall to Jörg Müller and Philipp Peter. In Italy, F3 honours are shared at Monza. Luca Rangoni and namesake Riccitelli win a race apiece. In France, Le Vigeant hosts F3 and touring car races; Jean-Philippe Belloc and Laurent Aïello take victories.



26: The Ferrari 333SP continues to monopolise IMSA events Giampiero Moretti/Eliseo Salazar share the winning car at Watkins Glen.

27: Runaway British F3 series leader Jan Magnussen signs a deal with McLaren. The Dane is expected to test for the F1 team once his F3 commitments are through.

28: Nigel Mansell is confirmed as Damon Hill's team-mate for the French Grand Prix. An estimated 10,000 people turn up to watch him lap Brands Hatch in an FW16 (above).

29: Riccardo Patrese tests a DTM Mercedes at Hockenheim.

30: Benetton announces that JJ Lehto is to be rested. Jos Verstappen will replace him for the time being. It is believed that the young Dutchman may retain the seat for the balance of the season. . .

30: Alfa Romeo's Nini Russo says that the marque will be involved in the 1995 BTCC.

most probably run by Prodrive.

JULY

1: Ligier, now under the ownership of Benetton, announces that Cesare Fiorio is to join as Sporting Director. Fiorio's last F1 position was with Ferrari.

2: Jimmy Spencer scores his first NASCAR win, at Daytona, crossing the line two feet ahead of Ernie Irvan.

2: Didier Auriol wins a pulsating Rally of Argentina, pipping WRC leader Carlos Sainz by just six seconds. Ari Vatanen is third for Ford, which is rumoured to be on the verge of scaling down its Boreham works effort, in favour of farming out its official cars to satellite teams. Colin McRae's future is thrown into doubt after he fails to finish once again.

2: Guy Goutard, President of the FIA Rallies Commission, says at the Rally of Argentina prize-giving ceremony that he will ask the World Council to scrap its impending 4wd ban.

3: Damon Hill and Nigel Mansell start their Williams-Renaults from the front row at Magny-Cours, but both are beaten to the first corner by Michael Schumacher. The German wins, from Hill; Mansell quickly fades, before retiring after half-distance.

3: 1980 world champion Alan Jones is fined A$8000 after striking an official during the course of a touring car meeting at Wanneroo. This comes only a week after front-runner Tony Longhurst collected a A$10,000 fine for thumping BMW team-mate Paul Morris at Winton.

3: A brace of wins at Suzuka gives Toyota's Tom Kristensen the JTCC lead. The works BMWs are out of luck in Japan, but the marque fares better in the GTCC: Johnny Ceceotto wins at Zolder. Elsewhere, Jean-Philippe Belloc's victory at Magny-Cours gives him a narrow French F3 lead.

3: The Escort Cosworth of Del Delaronde/Andrew Jeffrey/Nicky Torregiani/James Prochowski wins Snetterton's Willhire 24 Hours, leading home a trio of Honda Civics.

3: Dennis Biggerstaff (Metro 6R4) wins the British Rallycross Championship round at Pembrey.

3: Ricky Hunn wins the Hot Rod World Final in Ipswich.

4: Castle Combe has won its battle to stage race meetings on Sundays. The popular Wiltshire venue is also hoping to host an F3 race in 1995.

6: A governmental report suggests that no further tobacco-sponsored events should be televised by terrestrial channels once existing contracts have expired. The worry for motor racing is that there could be a threat to tobacco-sponsored participants in televised events. . .

6: Ayrton Senna's family launches a charitable foundation bearing the late three-time world champion's name.



7: Ford confirms that it will prepare a replica of the 1970 London-Mexico winning Escort (above) for the 1995 re-run. It will be driven by original crew Hannu Mikkola/Gunnar Palm.

8: The FIA is to look into proposals for a new, super-absorbent crash barrier put forward by racewear magnate Mike Theobald. His ideas are focused on hollow ceramic sphere technology, similar to that used in bulletproof vests. Theobald got the idea when he was researching the possibility of using the material in helmet design and construction.

8: Tony George announces that his new IndyCar series will be known as IRL – Indy Racing League. There are worries that George's stated intention to offer preferential treatment to IRL series contenders at Indianapolis could ruin the character of the 500.

9: Safety concerns at Monza lead to the suspension of the Italian GP, scheduled for September 11.

9: Vincent Radermecker and Jérémie Dufour score a Francophone 1-2 in the British F3 race supporting the Grand Prix. Jan Magnussen is only seventh, after a first-corner incident. Meanwhile, the prospects of a European F3 mini-series in 1995 are seen to be growing.

10: Damon Hill wins the British GP from pole position, simultaneously filling a gap in the Hill family record and providing a perfect response to critics in the tabloid press, to whom he had made his feelings clear a couple of days beforehand. Second place ensures that Michael Schumacher retains a healthy points lead, though he is dogged by controversy (see page 816).

10: During the course of the Silverstone weekend, it is said that Renault has told Williams of its intention to supply Benetton with engines in 1995. Speculation follows that Williams will respond by taking the works Ford deal. . .Also, the FIA declares that the Benetton B194 is fully legal, following fears that it was equipped with a traction control device, and Gerhard Berger has shown Bernie Ecclestone plans for a revised Osterreichring, in a bid to resurrect the Austrian GP, last held in 1987.

10: Nigel Mansell has one of his best races of the year at Cleveland, leading two of the Penskes for much of the afternoon. He can't do much about the third, however. Al Unser Jnr wins again, from Mansell and Paul Tracy. Former motorcycling world champion Eddie Lawson wins the FIL support race.

10: The BTCC round at Silverstone is marred by a huge first-corner pile-up, for his part in which Alain Menu collects a £3000 fine. Profiting from the series revised weight regulations, Jo Winkelhock scores his first win of the year for BMW.

MATTERS OF MOMENT

Bleak prospects

Ford's decision not to run a full works team in the 1995 World Rally Championship is not a terminal blow to the sport (there will, after all, be selected private teams running factory supported Escort Cosworths), but it is a clear indication that the FIA's new, tighter rallying guidelines are a major disincentive for manufacturers.

It is not only Ford. Toyota has hinted that it may support individual events, but that it won't register to be eligible for the official World Championship. Mitsubishi is of like mind. Could it be that we will already know the name of the 1995 champion manufacturer by December 1994, because Subaru is the only committed entrant?

It was always inevitable that the sport would enter a transitional period once the FIA had announced the eventual ban on four-wheel drive, but the bleak prospects for next year are deeper rooted than that.

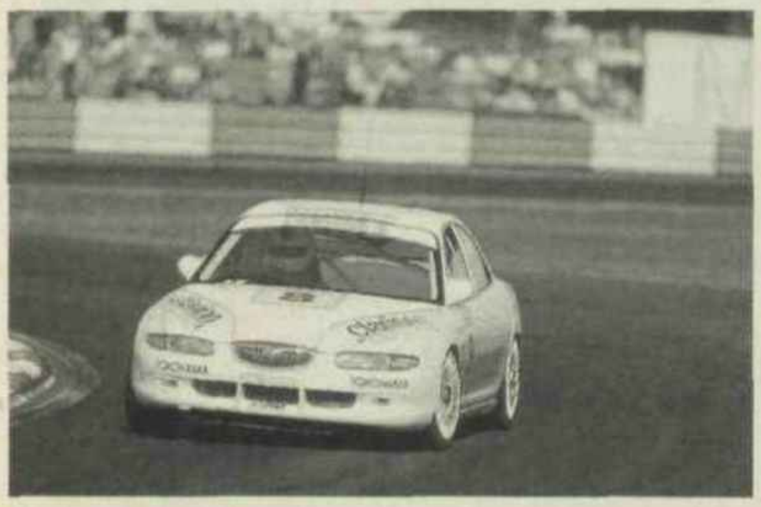
Consider the following. To register for the championship will cost $25,000. Once committed, you are bound to take part in all 10 events; miss one, and you face a fine of $250,000. Whichever way you look at it, it's extra expense.

In return, manufacturers are still unlikely to get worthwhile TV coverage. If they *don't* register, they can pick and choose events, will not be subject to fines and can still use individual successes for marketing purposes, even if they can't call themselves 'world champion'. In commercial terms, the easy option appears unquestionably also to be the most worthwhile.

If the 1995 World Rally Championship proves to be a farce, then the FIA need look no further than its own corridors to find the culprit. **S A**







10: The Ferrari F40 of Anders Olofsson/ Luciano della Noce wins the Vallelunga GT race. The Prancing Horse also triumphs in the latest IMSA event at Indianapolis Raceway Park, courtesy of Eliseo Salazar/ Giampiero Moretti. Elsewhere in North America, Ricky Rudd wins the latest NASCAR qualifier, in New Hampshire, and Gianfranco Cané wins the Moosehead GP in Halifax, Nova Scotia, fourth round of the Venson British F2 series.

11: The hot rally rumour is that François Delecour will not be retained by Ford in 1995.

11: Mazda (David Leslie shown above) decides to withdraw from the BTCC, but may reintroduce the Xedos 6 at the end of the season.

13: The FIA summons Michael Schumacher, Damon Hill, Mika Hakkinen, Rubens Barrichello, the Benetton team and British GP clerk of the course Pierre Aumonier to attend a special World Council meeting on July 26, where various British GP incidents will be discussed and assessed. While most of the salient topics are obvious, Hill's 'misdemeanour' was to stop and collect a Union Jack on his slowing down lap. . .

14: JJ Lehto, rested by Benetton, tests a Ligier JS39B at Paul Ricard.

17: Brazil's national football team pays tribute to Ayrton Senna in its post-World Cup celebrations. "Your spirit is with us," reads part of their banner (top left).

17: Michael Andretti takes his second IndyCar victory of the year in Toronto. Nigel Mansell retires after leading. Reigning FIL champion Bryan Herta suffers several fractures in a qualifying accident. Current FIL points leader, Chigwell's Steve Robertson, wins the main support race.

17: Gil de Ferran and Franck Lagorce start on the front row for the Enna F3000 race, but spin off at the first corner. Fortunately for them, the race is stopped in the wake of a multiple pile-up behind them. They finish 1-2 after a restart. . .De Ferran moves into a clear championship lead. (Full report next month.)

17: Alessandro Nannini (Alfa 155 – top right) wins both non-championship DTM races at Donington. . .on the road. He is excluded from the results of the second, however, when his car is found not to have the mandatory three litres of fuel on board at the end. This hands victory – Opel's first in a DTM event – to Manuel Reuter, who had started from the pit lane!

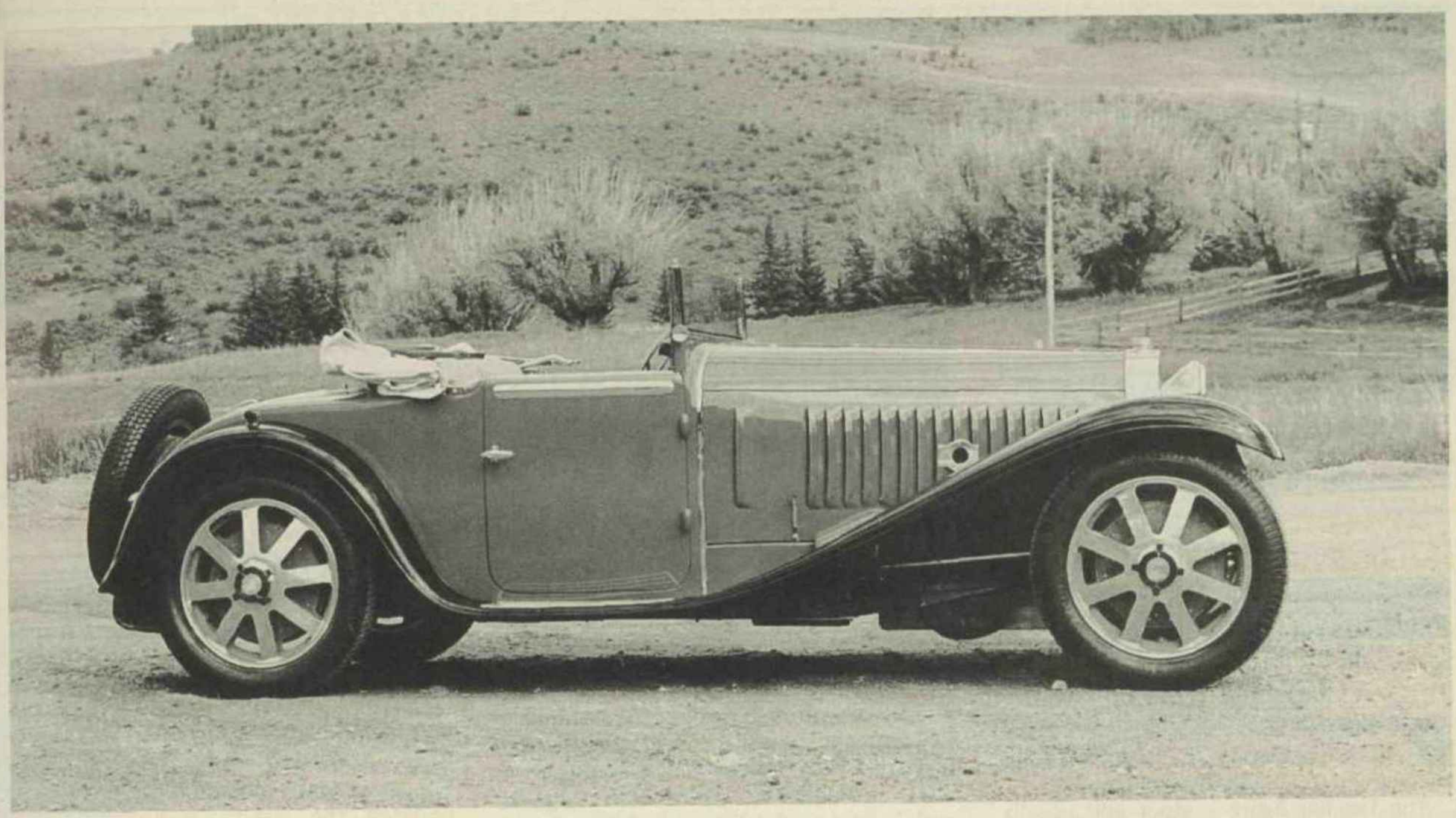
17: Alfa Romeo bosses indicate that they will run touring car teams in France, Italy, Spain, Germany, Britain and, possibly, Japan next

AUGUST FIXTURES

Date	*Venue*	*Event*	*Type*
Aug 6	Indianapolis, USA	NASCAR	INT
Aug 6	Castle Combe	Rovers, Porsche 924s, Toyota F3	R
Aug 6/7	Snetterton	F2, GTs, VWs, Clubmans	N
Aug 7	Zandvoort, Holland	Marlboro F3 Masters	INT
Aug 7	Cadwell Park	F2000, Fords, MGs	R
Aug 7	Brands Hatch	Trucks, 2CVs	R
Aug 7	Mallory Park	AMOC	R
Aug 7	Lydden Hill	Saloons, FF1600, GTs	R
Aug 13	Snetterton	750MC formulae	R
Aug 13	Swansea	Kayel Graphics Rally	R
Aug 13/14	**Oulton Park**	**TOCA, HSCC**	**N**
Aug 13/14	Phoenix Park	FOL, F/Ford, GTs	N
Aug 14	**Budapest, Hungary**	**Hungarian Grand Prix**	**INT**
Aug 14	Watkins Glen, USA	NASCAR	INT
Aug 14	Mid-Ohio, USA	CART, FIL	INT
Aug 14	Snetterton	F/First, FF1600, R5s	R
Aug 14	Lydden Hill	Classic F3, R5 Turbos	R
Aug 20	Cadwell Park	750MC formulae	R
Aug 20	Oulton Park	2CVs, FF1600, Clubmans	R
Aug 20	Silverstone	Bentley DC	R
Aug 20/21	Pembrey	F3, GpN, Caterhams	N
Aug 21	Brands Hatch	Toyota F3, ProSport 3000, VW Beetles	R
Aug 21	Ingliston	Road saloons, FF1600, GTs	R
Aug 21	Michigan, USA	NASCAR	INT
Aug 21	Loudon, USA	CART, FIL	INT
Aug 25/28	Jyväskylä, Finland	1000 Lakes Rally	INT
Aug 27	Spa, Belgium	F3000	INT
Aug 27	Bristol, USA	NASCAR	INT
Aug 28	**Spa, Belgium**	**Belgian Grand Prix**	**INT**
Aug 28	Knockhill	MGs, FF1600, road saloons	R
Aug 28	Snetterton	FF2000, MGs, HTCC, CSCC	R
Aug 28/29	**Brands Hatch**	**TOCA, HSCC**	**N**
Aug 29	Silverstone	F3, Rovers, Caterhams	N
Aug 29	Castle Combe	GpN, Caterhams, Porsches	R
Aug 29	Mallory Park	F2000, FF1600, classics	R
Aug 29	Thruxton	F/First, historics	R
Aug 29	Oulton Park	Thundersaloons, R5s, FF1600	R
Aug 29	Donington Park	VSCC	R

TOCA meetings feature the British Touring Car Championship, National Formula Ford, Renault Clios, Formula Vauxhall, Formula Vauxhall Junior, Formula Renault, Ford Fiestas

Information correct as we closed for press. We recommend you contact organising club to verify details



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year, if all goes to plan.

17: Steve Soper moves to the top of the JTCC table after a brace of wins at Mine; fellow BMW driver Yvan Muller scores his first win in the French series, at Croix-en-Ternois; the Audis of Frank Biela and Emanuele Pirro finish 1-2 in the GTCC race at Zandvoort.

17: Christophe Tinseau wins the French F3 round at Croix; Michael Krumm maintains his Japanese series lead at Mine.

17: Geoff Bodine dominates the Miller 500 NASCAR round at Pocono.



17: Richard Moore/Alun Cook take their ex-Richard Burns Subaru Legacy RS to victory on the Yellow Brick Road Rally, fifth round of the EARS/*Motoring Mews* series.

18: The ACO outlines proposals for a four-class Le Mans in 1995.

18: Ford (left)admits that it will not be running a full works team in the 1995 WRC, although the factory will support private teams. Ford's decision leads to speculation that Subaru will pitch for François Delecour.

18: Toyota admits that it may not register for the 1995 World Rally Championship.

18: Nissan asks Tiff Needell to deputise for Eric van de Poele in its BTCC team "until further notice".

OBITUARIES

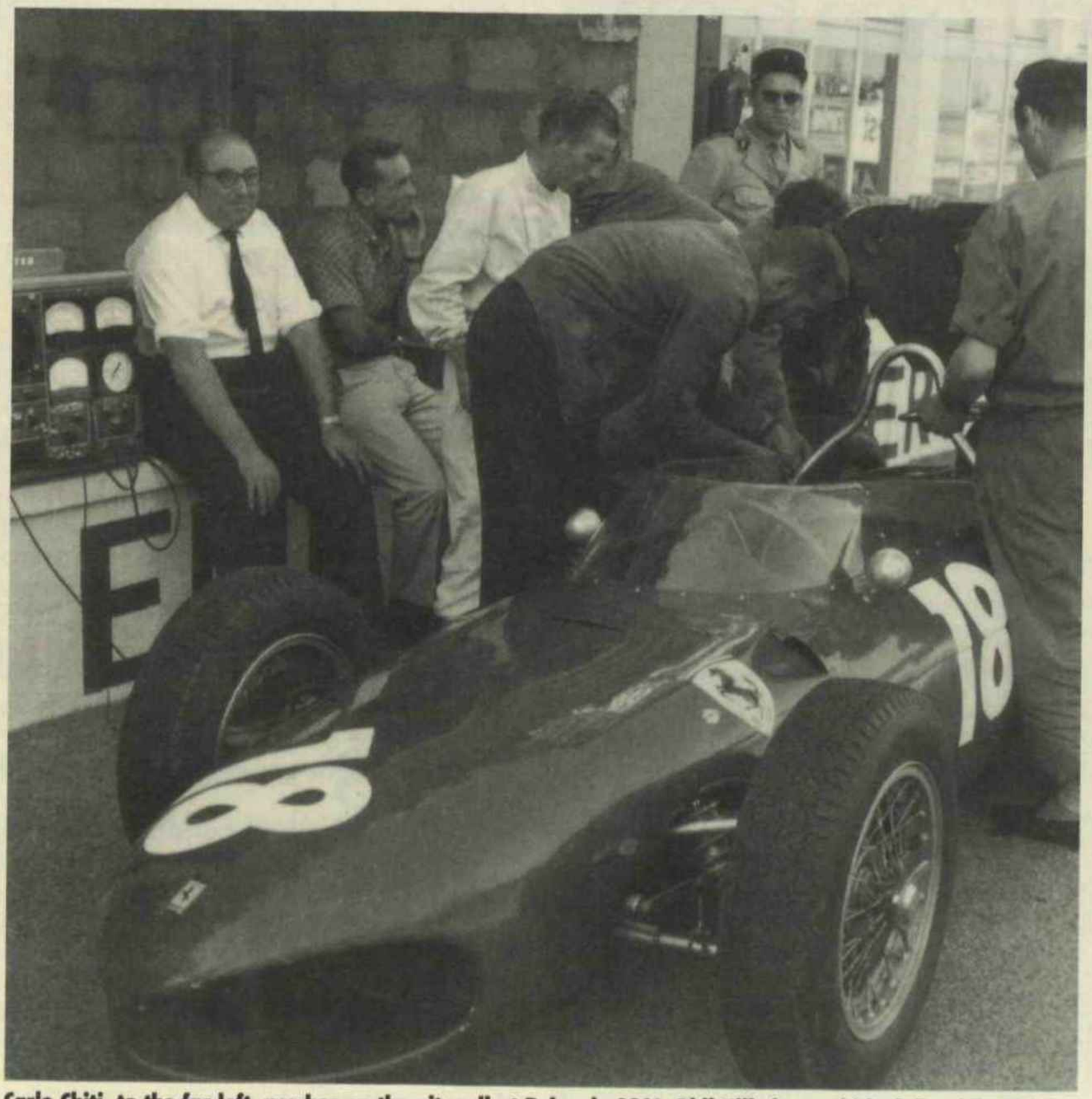
Carlo Chiti

One of the more colourful figures in the F1 design world in the '60s, Carlo Chiti succumbed to a heart attack recently.

The familiar figure – stout and usually clad in a fawn raincoat – seemed to have been on the scene for decades, and unsurprisingly he made his name with Ferrari. When Mike Hawthorn won his World Championship with the Ferrari Dino back in 1958, it was Chiti who ran the design office. He stayed there through the gestation of the beautiful sharknose Ferrari with which Phil Hill won the 1961 Championship, but quit at the end of that acrimonious season in the Great Walkout when many of the Scuderia's key design technicians moved across to the ill-starred ATS project, which would prove such a lamentable failure. Hill struggled with it, and so did Giancarlo Baghetti and Mario Cabral, but even though a much tidied version duly appeared for 1964 the whole venture had lost whatever limited momentum it initially possessed.

The following year Chiti went back to Alfa Romeo, the company with which he had begun his career after leaving Pisa University with a degree in aeronautical engineering. There he founded Autodelta, the racing offshoot of the Milanese company. Though the ATS' engine had been a failure, he produced the two-litre Alfa V8 sportscar unit, which was later enlarged to three litres, and then the flat 12 and subsequently V12 units which powered the Brabham BT45, BT46 and BT48s and then Alfa Romeo's own F1 cars. In his later years he updated the flat-12 engine when he founded Motori Moderni, and at one time it was shown at Monza as a possible power unit for Minardi. Subsequently it found its way into the back of the Coloni under Subaru's patronage, but it was never a success.

Outside Italy Chiti was little known, for he was not the type to seek publicity for himself. Most times he was a gentle, shambling figure who watched engineering developments in the pit lane with sleepy eyes that betrayed his hawklike perspicacity. Those who knew him well spoke fondly of a warm-hearted individual who loved engineering for engineering's sake, and was a passionate animal lover too. **DJT**



Carlo Chiti, to the far left, perches on the pit wall at Reims in 1961. Phil Hill sits to Chiti's left, while Richie Ginther, in overalls, keeps an eye on his Ferrari 156 during French GP qualifying.

● We were sorry to learn of the recent death of MGB racing stalwart Bill Nicholson, who has succumbed to cancer at the age of 75. A former motorcycle competitor, Nicholson switched to cars in the early 1960s. His wife Ros bought him an MGB in 1963, and he subsequently raced the same car – 286 FAC – for many years. Its last outing was at Silverstone in 1990; together, the partnership won 251 events. We extend our sympathies to Ros, and their daughter Lorraine.

● Bob Howlings, an enthusiastic competitor and racing car dealer for many years, has passed away, aged 57. He raced many different cars during the 1960s and 1970s, occasionally appearing at the wheel of an F2 Chevron in the Group 8 series that was nominally Britain's mainstream single-seater series of the time. In addition to his own stints at the wheel, he also helped others, his AMCO Motorsport team aiding Jim Crawford's British F1 programme in the early 1980s. Bob had emigrated to Florida, but was in his native UK when he suffered a stroke. He is survived by two sons from a previous marriage, Steven and Jason. To them, girlfriend Barbara and his many friends in the sport, we offer our sincere condolences.



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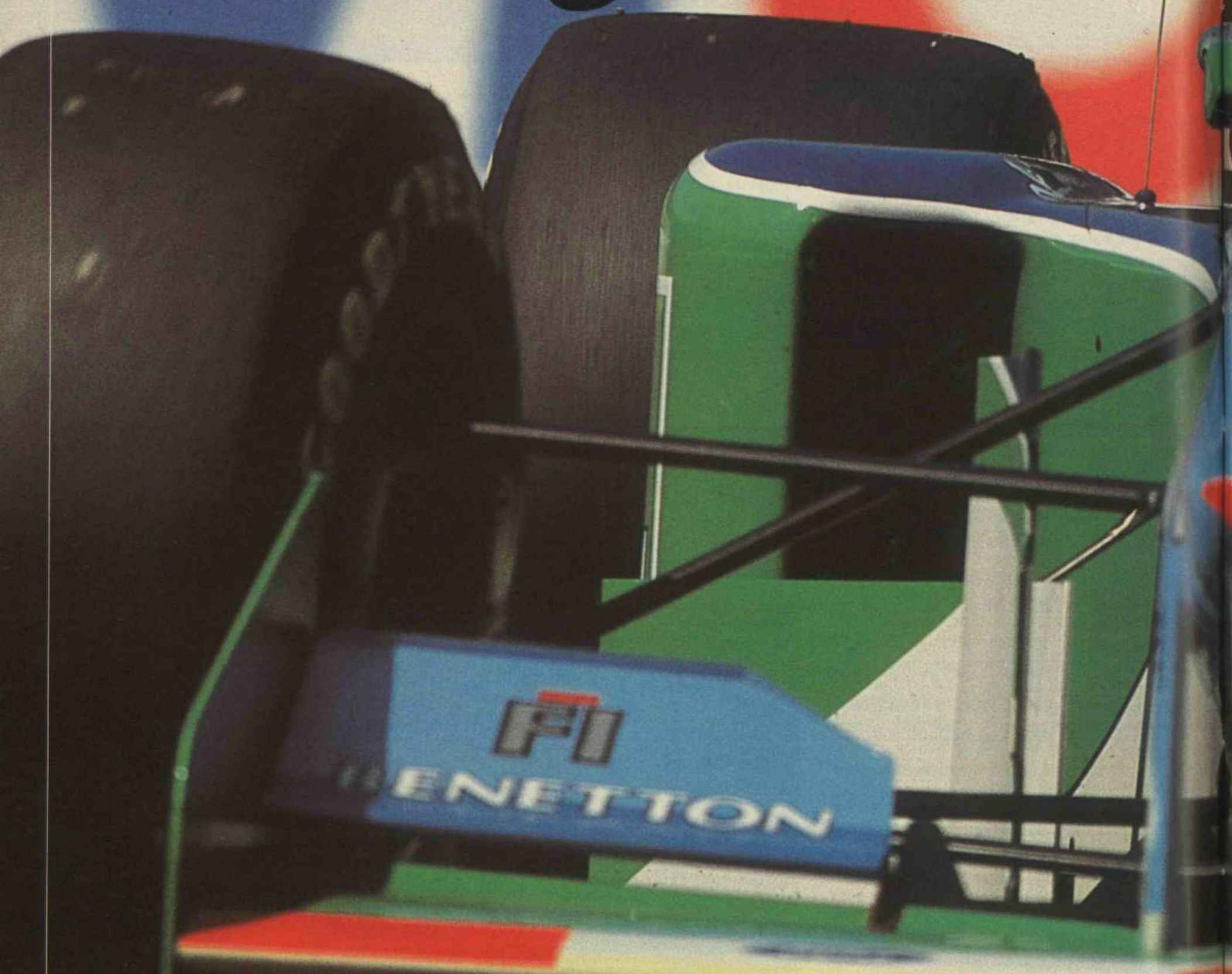
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Two into three won't go



Damon Hill and a prodigal Nigel Mansell dominated qualifying for Williams, but come the race smart tactics made it business as usual for Michael Schumacher and that Benetton


BENETTON
BENETTON SPORTSYSTEM
BENETTON
F1
BENETTON

If ever a 1994 race must have made Max Mosley rub his hands with glee and say 'I told you refuelling would create some great race strategies,' then the French GP at Magny-Cours was it.

Of the front runners, nobody spent more time in the pits than Michael Schumacher, three pit visits accounting for a cumulative stop time of 1m 10.767s. But there's nothing wrong with that, so long as your car is the fastest when it's running. Schumacher's was, and Benetton also sold Williams a great dummy with its fuel stop strategy.

Most teams were expected to make two stops (bar Christian Fittipaldi and Footwork who always seem to love the one-stop plan, although this time Blundell joined him). Certainly, Williams wasn't expecting Benetton to throw in that extra one.

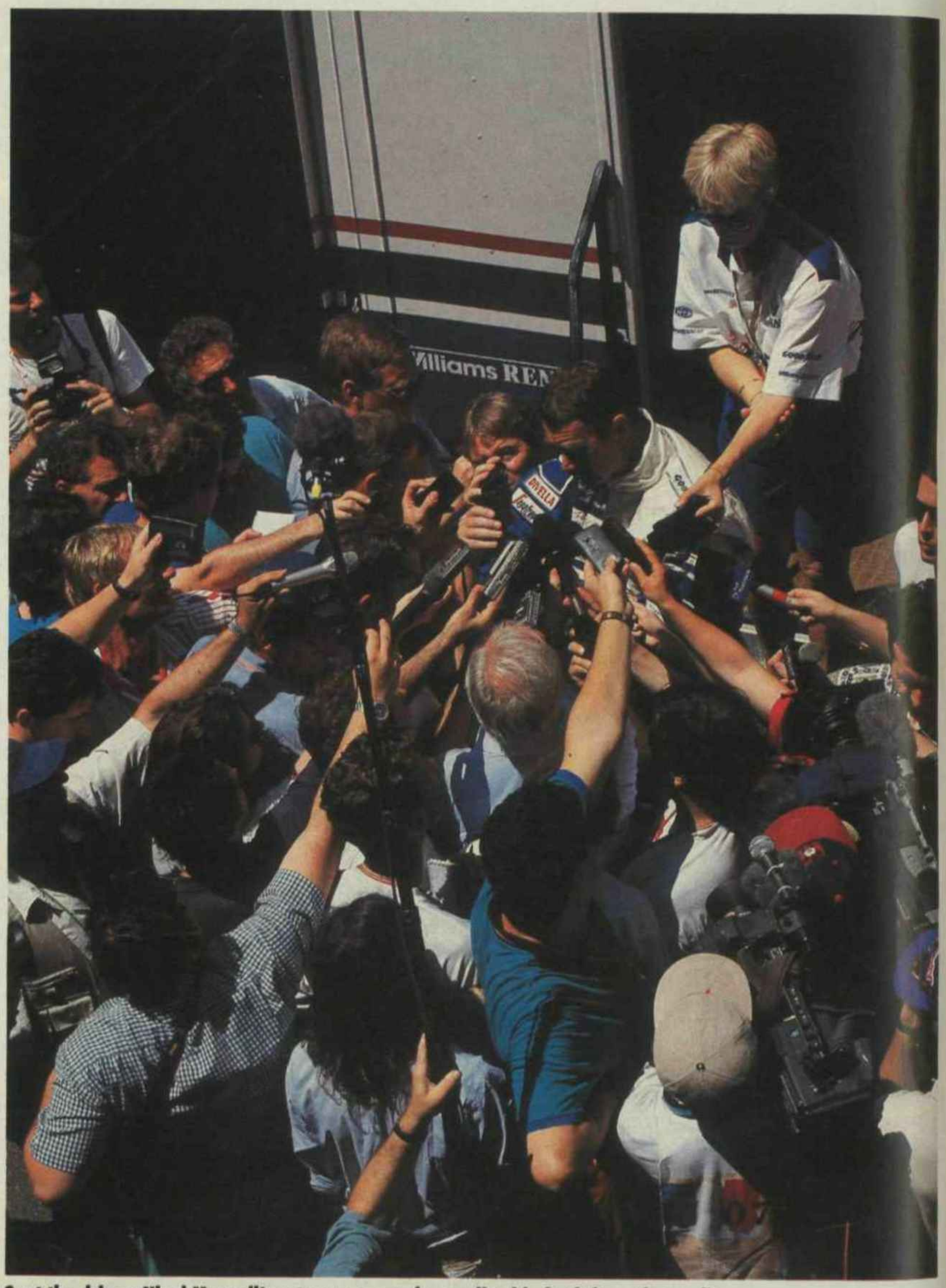
"I had a look at strategy on Saturday, and that seemed just the way to play it," said Technical Director Tom Walkinshaw.

If the race surprise was thus on the Didcot team, qualifying had been the other way round. On Friday, as Nigel Mansell played himself back into the F1 groove with seventh place, Schumacher comfortably outpaced Damon Hill and the two heavily

"Some cynics thought it was a bit too perfect, giving rise to all sorts of uncharitable speculation"

revised Ferraris of Gerhard Berger and Jean Alesi. When you watched the Mild Seven Benetton out on the circuit it was obvious why. Where the Ferraris slithered and slipped that day (and both ultimately came to undertray and barge-board damaging grief at the quick chicane), and where Hill struggled a little in the final sector of the course with a Williams that otherwise was far happier on a much less bumpy than usual surface, Schumacher's mount was in a class of its own. He seemed to be able to place it anywhere he liked on the track, and through that quick chicane its grip and stability were breathtaking.

Which is what made Saturday so surprising. Remember Estoril last year, where Schumacher and the team just couldn't get a handle on the B193B's set-up? It was the same story in Magny-Cours. The morning's free practice had only just got underway when Schumacher had a very hairy off-course moment and narrowly avoided hitting the tyre wall as the B194 bumped over the grass and gravel. And when Michael limped back to the pits he was far from happy, gesticulating wildly to Benetton boss Flavio Briatore and race engineer Pat Symonds. What had happened was that the team had tried a new pad material which heated up and snatched just as Schuma-



Spot the driver: Nigel Mansell's return prompted a predictable froth from the media. . .



. . .although Williams team-mate Damon Hill comfortably outpaced him all weekend.

cher was changing down a gear. That locked the rear wheels and off he went.

Then, in qualifying, neither car nor driver seemed to have the same poise, at a time when the Williams pilots were really finding their rhythm. Benetton had changed the set-up but it didn't work, and Michael stayed with it just that bit too long.

This day Mansell looked far more confident, far more his old self. The 1992 World Champion was fastest by a fraction from Hill in the morning, and after Alesi and then Schumacher had improved the latter's best Friday time when qualifying began, Mansell was the first to dip into the 1m 16s bracket with 1m 16.987s. That performance by the Prodigal Son was to spark off the most exciting qualifying session of the season.

Once the track had been cleared after Jos Verstappen drove his Benetton into the pit wall, Hill struck back at Mansell with 1m 16.609s to go fastest, but later Mansell worked down to 1m 16.393s and it looked to be all over, just like a replay of his old battles with Nelson Piquet. Hill made a mess of the first corner as he clipped the kerb, and some changes to the car didn't feel right, so he aborted his next try, and there were only 10 minutes remaining when he went out again. And this time, despite a big twitch in the chicane, he beat Mansell's time with 1m 16.282s to claim the third pole position of his brief F1 career.

At the time we thought the stage was set for a cracking race, most likely between Hill and Mansell, with Schumacher trying to keep the hungry Ferraris at bay. We were wrong.

Hill made an excellent start as Mansell lagged slightly – later describing it as the second best of his year – but Schumacher simply came bursting between the two of them without the slightest trace of wheelspin and was already well in the lead by the time they turned into the first corner.

"I was surprised, to be honest," said Damon afterwards. "He was going past me at a hell of a rate."

"I really couldn't have made a better start," said Michael happily. "It was perfect."

Some cynics thought it was a bit too perfect, giving rise to all sorts of uncharitable speculation.

Sensing this later, the German made some further revelations. "We have done some development work on our clutch, which wasn't very good when we went to this new clutch at the beginning of the season. It is now giving us much better starting performances, as you can see."

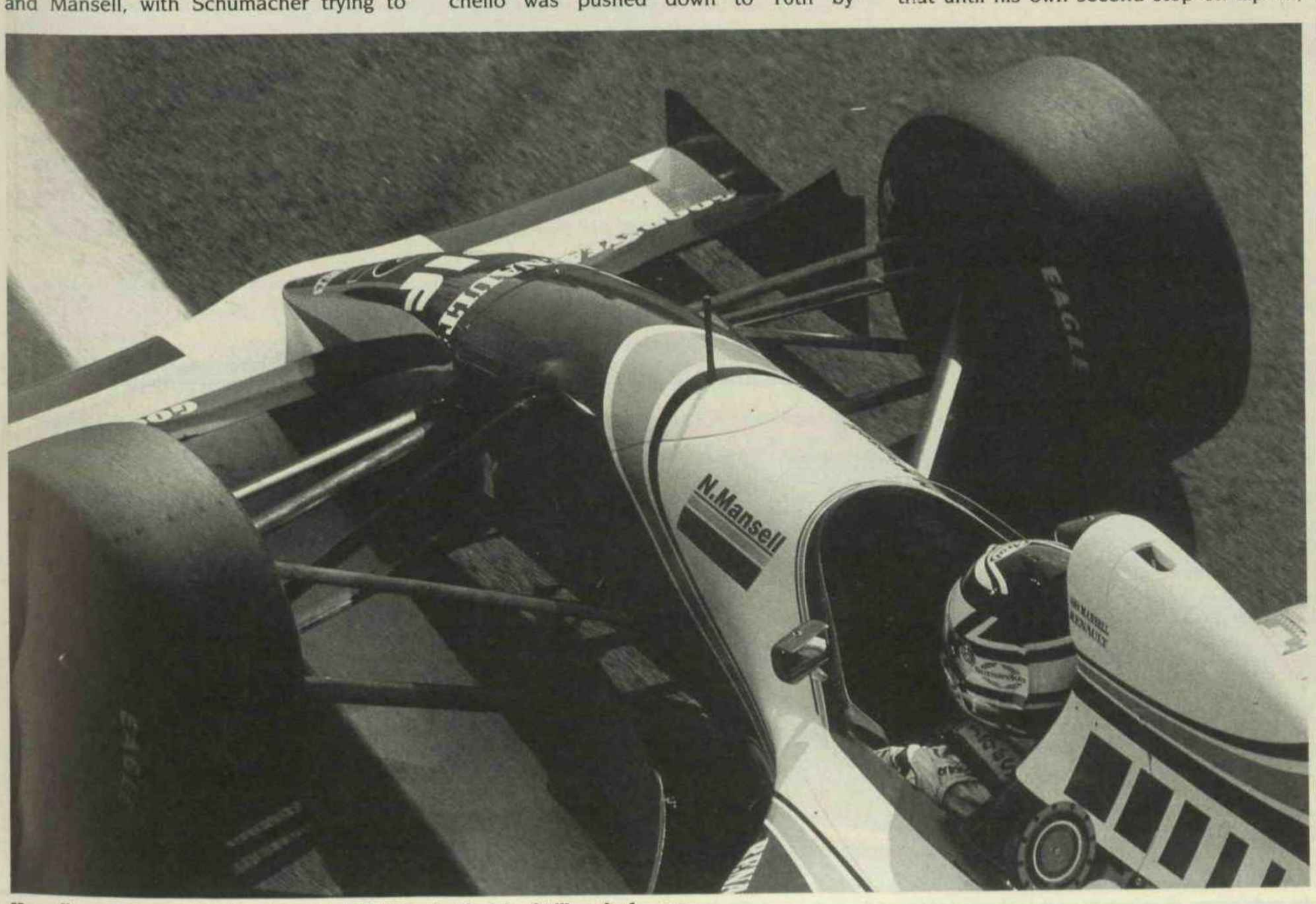
Later still, others would point to the Benetton's lower fuel load, although that barely held water since both he and Hill came in for their first stops on lap 21, which suggests they had similar fuel loads aboard for their first stints, and that it was not until the crucial second stint that the Benetton had the serious weight advantage.

Whatever, Mansell slotted into third place from Alesi, Berger and Irvine, but Barrichello was pushed down to 10th by Frenzten and Hakkinen, with Brundle next from Verstappen, de Cesaris, Panis, Katayama, Martini, Fittipaldi, Herbert, Comas, Bernard, Morbidelli, Beretta, Blundell (who'd lost five places), Alboreto, Zanardi, Brabham and Gounon.

Hill kept the Benetton honest until their stops, but Mansell soon faded and was clearly holding up Alesi as Berger moved clear of the Frentzen/Irvine fight to establish himself in a worthy sixth. Irvine, too, it transpired, was looking for one stop to his team-mate's two.

Besides Verstappen, who was cut off by Brundle, damaged his nose and made a spectacular pit entry on lap 12 for repairs, Mansell was the first to stop, on lap 19. He dropped to sixth, Alesi making his own stop on lap 19 and beating the Williams back out to resume in fifth. Then Schumacher, Hill and Berger all came in together at the end of lap 21, and this is where it began to go wrong for Williams. At that stage Damon had been only 1.4s adrift, but in total time he lost two seconds to Schumacher, which would transpire partly to be because he took on less fuel...

Damon's problems in his second stint were compounded by a set of tyres on which he felt his Williams to be less well balanced. Where before he'd been pushing Schumacher into small errors, now he was dropping away with understeer. By the time Schumacher came in for the second time, on lap 37, the gap was 7s. Hill then reversed that until his own second stop on lap 45,



Mansell's most impressive effort came in qualifying, when he joined Hill on the front row.

when again he lost time to Benetton. This time his overall call was 1.2s slower. Only later, however, when Schumacher came in again at the end of lap 55, this time when nursing a whacking 29.7s lead, did the real reasons for his sudden mid-race speed become fully apparent. And by then it was all too late. Game, set and match to Benetton, and this at a race where Hill desperately needed to win to keep his slim championship chances alive.

There was no joy for Mansell, either. Clearly working on a three-stop plan of his own, he had climbed back to fourth behind Schumacher, Hill and Alesi when he pulled in at the end of lap 29. But when he resumed back in sixth place and again made no impression on Barrichello, and when he occasionally passed the pits resting his head a little, it began to seem that he was tiring in the searing heat. The ambient temperature was over 30, the track temperature therefore over 47 and only the drivers knew what it must be like in the cockpits.

Shortly afterwards Mansell had a stroke of luck and moved up two places without passing anyone when Alesi made a hash of the chicane before Lycée on the 41st lap. The Ferrari spun across the gravel, showering the track with debris, and then Jean spun it again deliberately to face in the right direction. Unfortunately, when he went to restart he moved straight into Barrichello's path, and the resultant collision put them both out.

Jean blamed his spin on overheating rear tyres which were promoting oversteer, and appeared to have little remorse for poor old Rubens, who was into a drive that certainly deserved points. With Irvine already gone with transmission problems, it was a bitter blow to the Sasol Jordan team to lose out in such a manner.

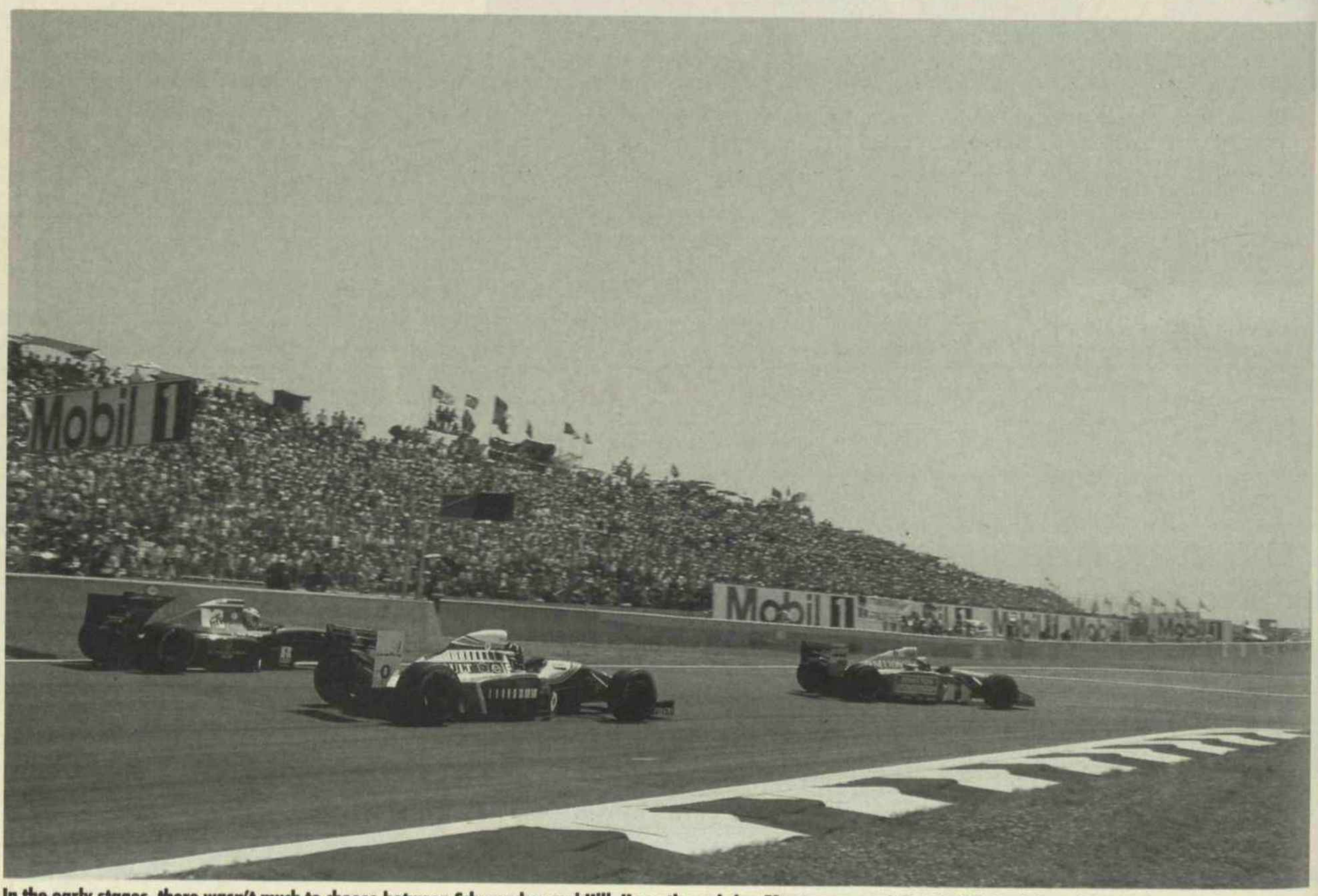
"There was no joy for Mansell, and when he occasionally passed the pits resting his head a little, it began to seem that he was tiring in the searing heat"

"He just didn't measure the distance between us," lamented Barrichello. "I'm so disappointed. I was sure that today we could go to the podium."

Mansell did not have much time to savour his fortune, as on lap 46 he cruised to a halt at the Adelaide hairpin, where Zanardi had earlier abandoned a burning Lotus, Brundle (while outpacing Hakkinen) a blown-engined McLaren, and Morbidelli had taken off Panis. The official line was that the Williams' transmission had suffered hydraulic pump failure, but the way that Mansell sat for a long while in the cockpit before the car was eventually pushed away prompted plentiful speculation that he had simply found racing the latest breed of F1 car an even tougher proposition because of the heat and the on-off nature of the higher G-loading than driving his Lola IndyCar.

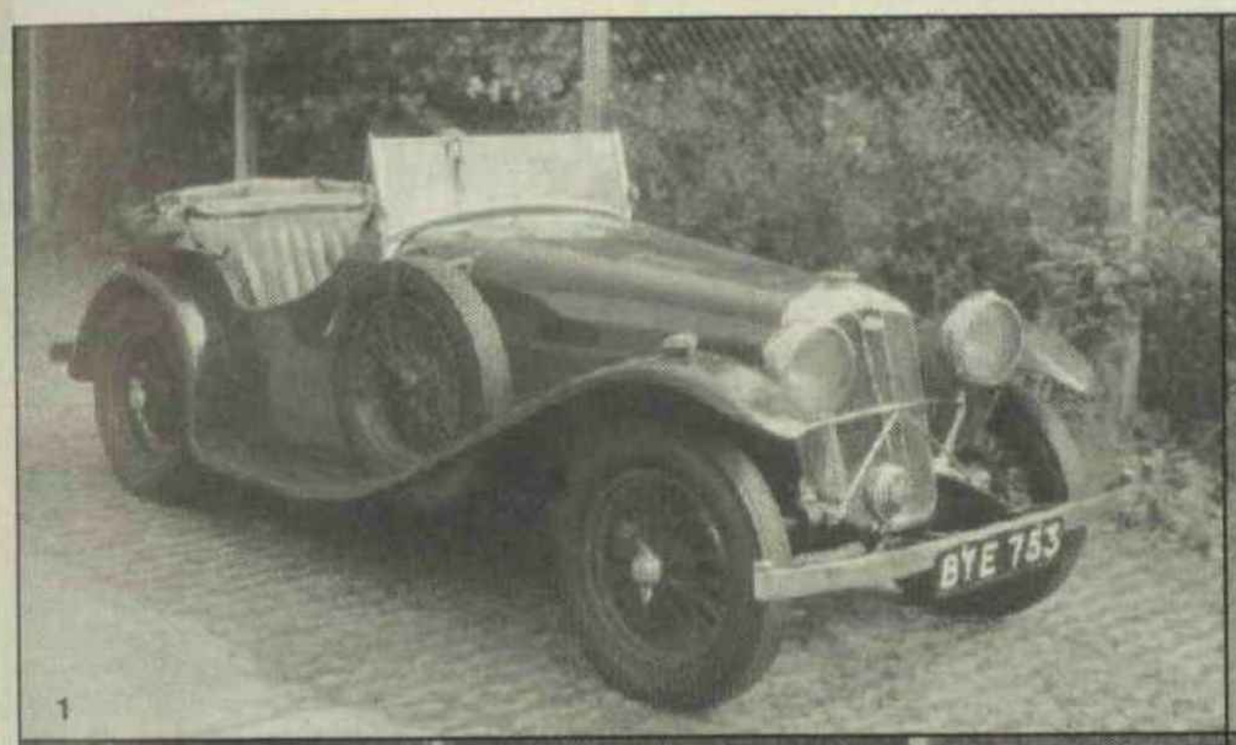
Berger, who had come up to third on Alesi's demise but had dropped to fourth with his second fuel stop, had been sitting right behind hid old team-mate. "I could see from his pit boards that he would soon be coming in," said Berger with his usual naughty schoolboy smirk, "but I thought I would sit behind and push him, just to tire him out a bit more..." The Austrian finished a relatively satisfied third, the new Ferrari 412T1B proving the superiority of its aerodynamics and high-speed balance, but now in need of the 75 degree V12 engine (briefly tried in Imola) that it would try in testing prior to Silverstone.

By lap 46, then, there were fewer candidates for fourth place. Heinz-Harald Frentzen currently held it, but then immediately made his second stop and surrendered it to Mika Hakkinen, who himself had only handed over a position with his own pit call the previous lap. The French GP, of course, was vitally important to Peugeot, which had pulled out all the stops to produce a more powerful qualifying engine that met with the approval of both drivers.



In the early stages, there wasn't much to choose between Schumacher and Hill. Here, the pair lap F1 returnee, and Simtek debutant, Jean-Marc Gounon.

SPORTS CARS SELL *at* SOTHEBY'S

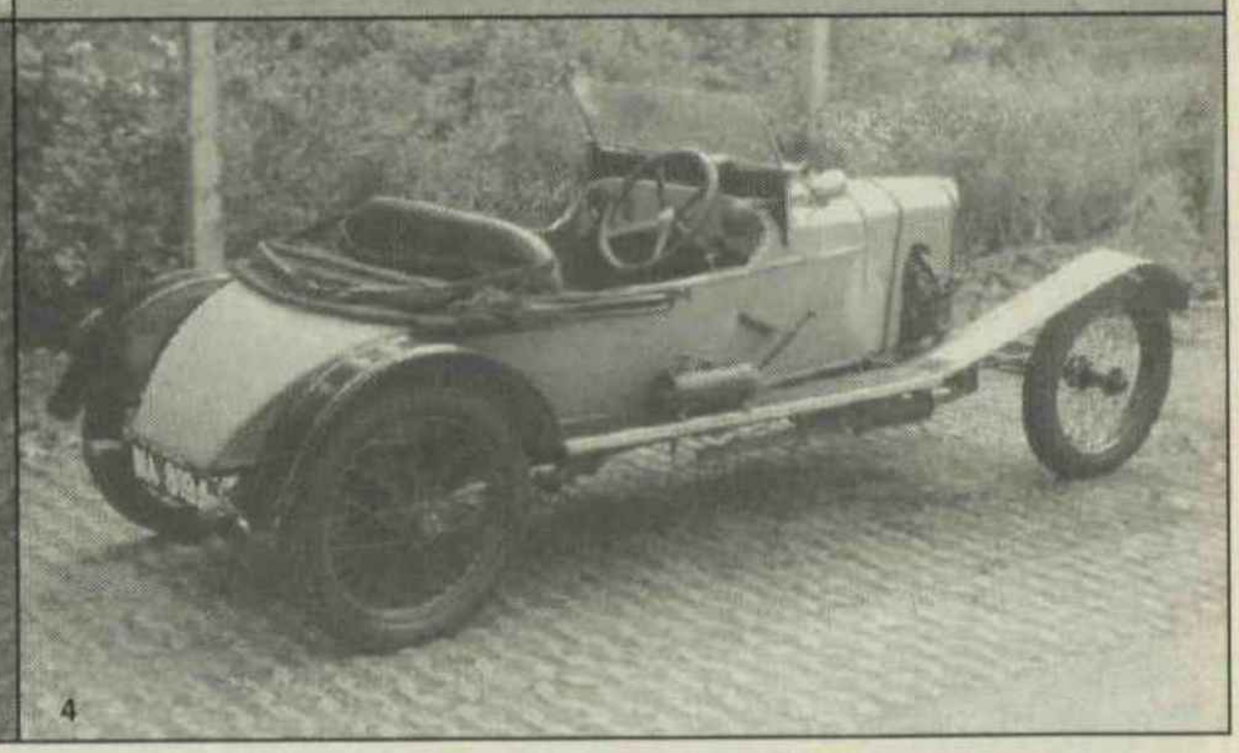


1


2



3


4

SOLD AT HENDON ON MAY 16TH:

1. 1935 Wolseley Hornet Special, restoration project, sold for £5,922. **2.** 1972 Maserati Ghibli SS, sold for £16,560.
3. 1955 Austin Healey 100/4, sold for £12,075. **4.** 1921 G.N. 10 h.p., sold for £7,475.

85% OF THE CARS OFFERED AT HENDON ON MAY 16TH WERE SOLD.

Entries are now invited for our forthcoming sales:

5th September at the RAF Museum Hendon
Veteran, Vintage & Classic Motor Vehicles, Automobilia and Motoring Art

3rd October in Denmark
Selected Contents from the Aalholm Automobil Museum, Nysted, Denmark

17th October at the RAF Museum Hendon
Veteran, Vintage & Classic Motor Vehicles, Automobilia and Motoring Art including Historic Commercial Vehicles, Steam, Military and Horsedrawn Vehicles

3rd December at the RAF Museum Hendon
Motorcycles and Related Material

5th December at the RAF Museum Hendon
Veteran, Vintage & Classic Motor Vehicles, Automobilia and Motoring Art.

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SOTHEBY'S
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Hakkinen, however, knew he was on borrowed time because his temperatures were looking ugly, and when he blazed, Zanardi-like, to a halt at Adelaide on lap 48, he was not surprised. This was a bad weekend for the Woking team, for the Peugeot side of the equation stacked up better than the McLaren on this occasion as neither Brundle nor Hakkinen could get their MP4/9s balanced.

Frentzen thus rose again to the fourth place he would keep to the end, and a great fillip that was for the Sauber team now that its 'sponsorship' from Broker magazine has failed to make its print deadline. Behind him, Martini fought aggressively and successfully with Fittipaldi to bring the neat new Minardi M194 home fifth in its second race (and in new royal blue and Beta orange colours). As Christian dropped back in a Footwork that had been horribly suited to the track all weekend, and whose tyres were relatively far more worn than those of the cars which had made two stops, de Cesaris and Herbert elbowed him down to eighth and set themselves up for the final excitement. The Italian veteran clung on for another valuable point for Sauber, but Herbert was right on his tail in a Lotus 109 that looked rather more convincing than it had in qualifying. There the shortcomings of the old Mugen-Honda engine's architecture compromised its low-speed handling, and highlighted just how badly the team needs the new superlight V10 that Hirotoshi Honda has on the test bench.

Schumacher thus won his sixth out of seven 1994 races and looks well set to break Mansell's nine-in-a-season record, but in the scrutineering bay afterwards FIA Technical Delegate Charlie Whiting was insistent on taking a download of the Benetton's telemetry for examination and analysis prior to the British GP. Instead, it was probably the vanquished Hill who came out of the weekend best of all. You can understand to an extent why Renault Sport has been less inclined to accord his words the same weight they might have Mansell's, Prost's or Senna's in years gone by, when discussing their engine's performance. Equally, though, you can appreciate why this slight has irritated the hell out of Damon. It therefore pleased him no end that his $1.5M team-mate had echoed his feedback on the power unit almost precisely. At a time when the speculation has already begun that David Coulthard might be Mansell or Alesi's partner at Williams next year, that should bolster Hill's resolve further as in the races to come he stakes his claim to retain his drive. In France he barely put a wheel wrong, and never said a public word of what he really thought about Williams letting itself get outsmarted on tactics by Benetton.

Whether you though that Rothmans Williams Renault got value for its $1.5M depends on your point of view, but Frank Williams was adamant that the team had learned a lot from Mansell during qualifying. Probably it had, but it would have been a lot more cost-effective for Renault Sport if it had listened to Damon Hill in the first place.

DJT

"It would have been a lot more cost-effective for Renault Sport if it had listened to Damon Hill in the first place"

STARTING GRID



0 HILL
Williams FW16
1m 16.282s (2)
1m 17.539s (1)

2 MANSELL
Williams FW16
1m 16.359s (2)
1m 18.340s (1)

5 SCHUMACHER
Benetton B194
1m 16.707s (2)
1m 17.085s (1)

27 ALESI
Ferrari 412 T1
1m 16.954s (2)
1m 17.855s (1)

28 BERGER
Ferrari 412 T1
1m 16.959s (2)
1m 17.441s (1)

15 IRVINE
Jordan 194
1m 17.441s (2)
1m 19.463s (1)

14 BARRICHELLO
Jordan 194
1m 17.482s (2)
1m 18.326s (1)

6 VERSTAPPEN
Benetton B194
1m 17.645s (2)
1m 18.669s (1)

7 HAKKINEN
McLaren MP4/9
1m 17.768s (2)
1m 19.041s (1)

30 FRENTZEN
Sauber C13
1m 17.830s (2)
1m 19.318s (1)

29 DE CESARIS
Sauber C13
1m 17.866s (2)
1m 20.145s (1)

8 BRUNDLE
McLaren MP4/9
1m 18.031s (2)
1m 18.112s (1)

26 PANIS
Ligier JS39B
1m 18.044s (2)
1m 19.697s (1)

3 KATAYAMA
Tyrrell 022
1m 18.192s (2)
1m 19.969s (1)

25 BERNARD
Ligier JS39B
1m 18.236s (2)
1m 19.292s (1)

23 MARTINI
Minardi M194
1m 18.248s (2)
1m 20.084s (1)

4 BLUNDELL
Tyrrell 022
1m 18.381s (2)
1m 20.001s (1)

9 FITTIPALDI
Footwork FA15
1m 18.568s (2)
1m 20.801s (1)

12 HERBERT
Lotus 109
1m 18.715s (2)
1m 20.108s (1)

20 COMAS
Larrousse LH94
1m 18.811s (2)
1m 20.576s (1)

24 ALBORETO
Minardi M194
1m 18.890s (2)
1m 20.097s (1)

10 MORBIDELLI
Footwork FA15
1m 18.936s (2)
1m 20.707s (1)

11 ZANARDI
Lotus 109
1m 19.066s (2)
1m 20.122s (1)

31 BRABHAM
Simtek S941
1m 19.771s (2)
1m 22.527s (1)

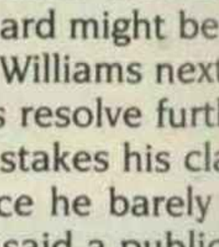
19 BERETTA
Larrousse LH94
1m 19.863s (2)
1m 21.964s (1)

32 GOUNON
Simtek S941
1m 21.829s (2)
1m 23.264s (1)

Did not qualify:
GACHOT Pacific PR01) 1m 24.048s/1m 21.952s
BELMONDO (Pacific PR01) 1m 24.637s/1m 23.004s

FIA FORMULA 1 WORLD CHAMPIONSHIP

FRENCH GRAND PRIX, Magny-Cours, July 3
72 laps of 2.641-mile circuit (190.152 miles)



Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 38m 35.704s	1m 19.753s	3
2	Damon Hill	GB	Williams FW16-Renault V10	1h 38m 48.346s	1m 19.678s	4
3	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	1h 39m 28.469s	1m 20.659s	3
4	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	71 laps	1m 22.040s	4
5	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	70 laps	1m 22.740s	57
6	Andrea de Cesaris	I	Sauber C13-Mercedes V10	70 laps	1m 22.121s	13
7	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	70 laps	1m 22.763s	9
8	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	70 laps	1m 22.852s	9
9	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	68 laps	1m 24.351s	6
10	Mark Blundell	GB	Tyrrell 022-Yamaha V10	67 laps	1m 23.368s	34
11	Erik Comas	F	Larrousse LH94-Ford HB V8	66 laps – engine	1m 23.037s	14
12	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	53 laps – spun off	1m 22.493s	10
13	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	61 laps – engine	1m 21.829s	37
14	Nigel Mansell	GB	Williams FW16-Renault V10	45 laps – transmission	1m 20.242s	4
15	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	41 laps – accident	1m 20.220s	3
16	Rubens Barrichello	BR	Jordan 194-Hart V10	41 laps – accident	1m 20.762s	11
17	Eric Bernard	F	Ligier JS39B-Renault V10	40 laps – gearbox	1m 23.195s	9
18	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	36 laps – engine	1m 23.739s	4
19	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	29 laps – engine	1m 21.992s	23
20	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	28 laps – accident	1m 23.299s	4
21	Olivier Panis	F	Ligier JS39B-Renault V10	28 laps – accident	1m 22.625s	14
22	David Brabham	AUS	Simtek S941-Ford HB V8	28 laps – gearbox	1m 23.920s	5
23	Jos Verstappen	NL	Benetton B194-Ford HB V8	25 laps – spun off	1m 21.536s	25
24	Eddie Irvine	GB	Jordan 194-Hart V10	24 laps – gearbox	1m 22.007s	8
25	Michele Alboreto	I	Minardi M194-Ford HB V8	21 laps – engine	1m 23.676s	5
26	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	20 laps – engine	1m 23.558s	13

Winner's Average Speed: 115.712 mph Conditions: hot, sunny
Fastest Lap: Damon Hill, 1m 19.678s on lap 4, 119.320 mph

Championship points – Drivers: 1 Schumacher 66; 2 Hill 29; 3 Berger 17; 4 Alesi 13; 5 Barrichello 7; 6 Larini and Brundle 6; 8 Frentzen 5; 9 Hakkinen, Katayama, Blundell, Martini, de Cesaris and Wendlinger 4; 15 Fittipaldi 3; 16 Coulthard 2; 17 Comas, Alboreto, Lehto and Irvine 1.

Constructors: 1 Benetton Ford 67; 2 Ferrari 36; 3 Williams Renault 31; 4 Jordan Hart 11; 5 McLaren Peugeot and Sauber Mercedes-Benz 10; 7 Tyrrell Yamaha 8; 8 Minardi Ford 5; 9 Footwork Ford 3; 10 Larrousse Ford 1.

The revised Ferraris looked more menacing in France. Berger took third, while Alesi (pictured) was eliminated in a controversial clash with Barrichello.



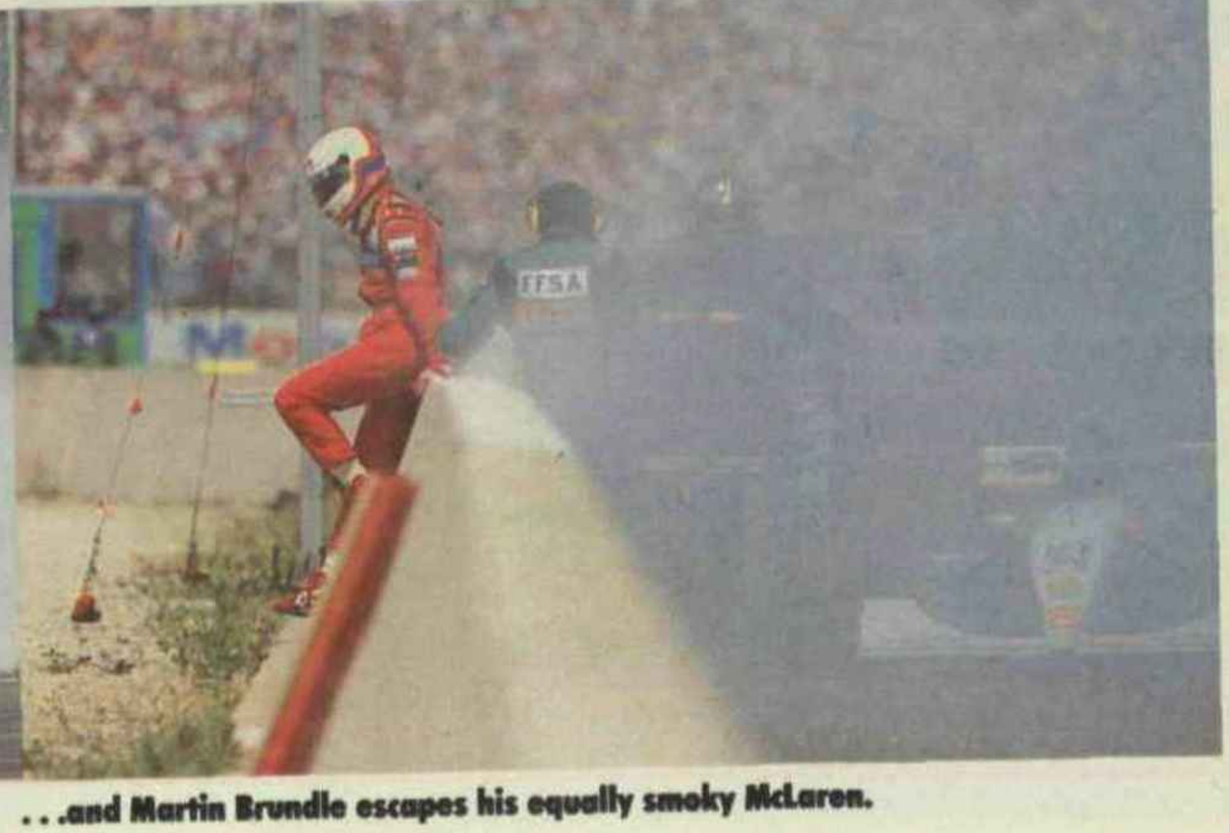
Pier-Luigi Martini collected a brace of points in the new Minardi.



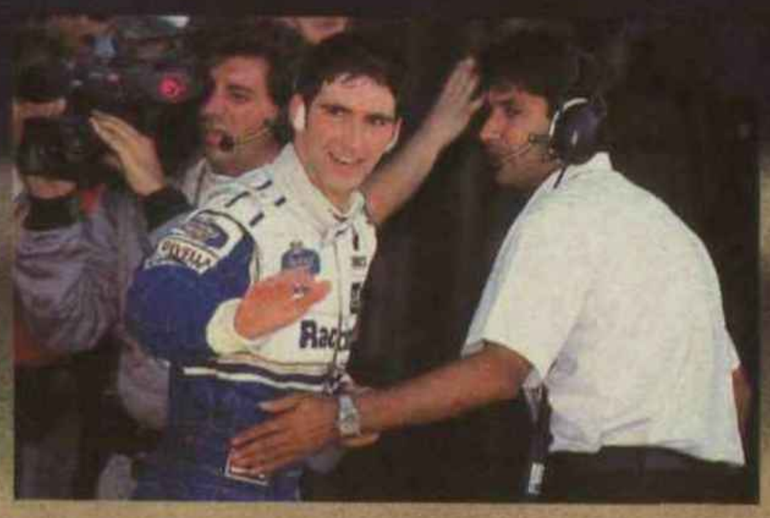
Heinz-Harald Frentzen scored his best F1 finish to date, in fourth.



Alessandro Zanardi evacuates his briefly blazing Lotus. . .

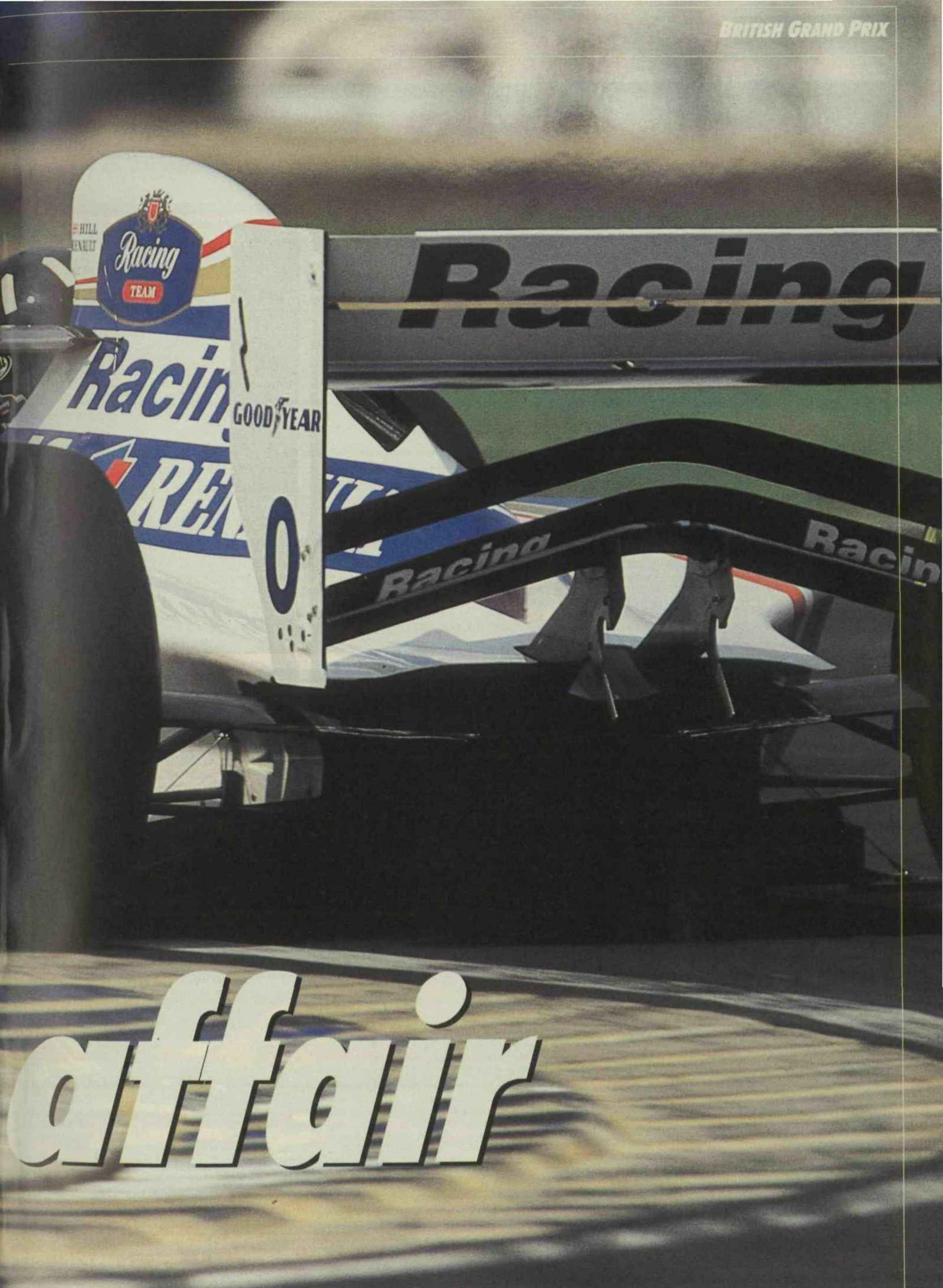


. . .and Martin Brundle escapes his equally smoky McLaren.



Damon Hill did what father Graham never achieved when he won the British Grand Prix, and he did it in style

A family



affair





Top, with Hill already gone, Schumacher leads away the Ferraris as Brundle's McLaren ignites in the background. Below, pit stop for Alesi, who enjoyed the best of the Ferrari revival, finishing third.

Phil Hill's Ferrari was just ahead. A little further in front of the American was team-mate Wolfgang von Trips' similar car. In his mirrors, Graham Hill could feel Jack Brabham hovering like a Nemesis. His own brakes were fading. Did he try to pass Hill before Copse, or dare he risk leaving the move until they were through the corner, when Brabham might have even greater momentum?

History, of course, relates that Graham Hill chose the first option. And when he got on the brakes his BRM's middle pedal went further to the floor than he'd expected and he spun into ignominy. With that one, small error, went his hopes of winning the 1960 British GP, a race he had come to dominate. And try as he might in subsequent years, when more often than not he shared the front row with Jimmy Clark, it was the one race he never did win.

Thirty three years later his son Damon came within 18 laps of exorcising that family ghost, and was leading team-mate Alain Prost when his Renault engine exploded.

Without question, Hill came back to Silverstone in 1994 with something to prove.

On Thursday there was an uncharacteristic outburst from him as he railed against negative press speculation about the likelihood of his retaining his Williams seat for 1995. And on Friday there was another unpleasant surprise when the front suspension literally fell apart on his first lap of free practice. 'Finger trouble' was the root of that little drama.

For all that, there is an increasing air of solidity about D. Hill these days. Yes, he spun on Friday afternoon when he pushed a little too hard at Club, but now when you watch him on a qualifying lap you feel comfortable that he is going to produce the goods. Of late, starting with his qualifying performance in Magny-Cours, we have begun to see the sort of maturation that we witnessed in Nigel Mansell in 1985. For all that Damon was obviously feeling the heat at Williams, first with the arrival of the speedy David Coulthard, then with the 'guest' appearance of Mansell in France, he was relaxed enough all through practice, and his pole-winning lap was a masterpiece of determination and commitment. Those who say he lucked into his wins last year, that he isn't really on a par with the likes of Schumacher, Berger and Alesi, weren't watching last weekend.

In France Schumacher had used Benetton's fancy clutch to the maximum to beat both Williamses off the line, and he did it again in Britain. The only trouble is that he did it on the formation laps...

That blatant breach of the regulations would have far-reaching consequences for Schumacher and Benetton, but once the first start had been aborted after Coulthard surrendered his seventh place on the grid by stalling his engine, all Hill cared about was avoiding a repeat of Magny-Cours.

"After last weekend I looked in my mirrors and I was actually craning my neck to see where Michael was in the first corner, because I presumed he must have been in my blind spot. Then I turned into Copse and he wasn't there."

In the opening laps Damon was mighty. His lead was almost a second after the first lap, and as Berger slotted in behind the Benetton, followed by Barrichello, Alesi, Verstappen, Hakkinen, Katayama, Frentzen, Morbidelli, Panis, de Cesaris, Martini, Herbert, Blundell, Alboreto, Fittipaldi, Comas, Brabham, Bernard, Beretta, Coulthard, Gounon and Zanardi, Hill piled on the pressure to try and open a gap. After five laps it was 1.5s, after 10, 1.2s. A lap later, 1.67. Whatever Schumacher did to narrow it, Hill seemed able to cover in order to stretch it again. The pair of them were at this stage lapping nearly two seconds quicker than anyone else, and Hill's pace was all the more remarkable since Williams, like Ferrari, had relied on Saturday on qualifying engines which were not available for the race. Just as Magny-Cours had gone against expectations at the start, so had Silverstone.

The rot for Benetton began to manifest itself on lap 14, when officialdom finally got round to communicating to the team that its driver was to be penalised five seconds for his indiscretions. There was immediate uproar, as Tom Walkinshaw and Joan Villadelprat began arguing with FIA official Roland Bruynseraede and Flavio Briatore went as high as he could trying to get the decision overturned. Quite rightly, it was to no avail, but while they argued the officials prepared the black flag, which was finally shown to Schumacher on lap 22. It would be lap 27 before he finally came in to take his stop-and-go penalty.

By this time both he and Hill had made their first pit stops, Damon at the end of lap 15 as Williams opted for a short first stint, Michael on lap 17 as Benetton followed suit. That put Berger into the lead, but Schumacher's pit entry had been quicker than Hill's and Damon now found himself sitting behind his great rival. Indeed, the three of them were literally nose-to-tail by lap 21, with Berger relentlessly refusing to give an inch in the rapidly improving Ferrari. Schumacher finally found a gap the next time round, but just as Hill's frustration must have been mounting, Gerhard swept into the pits for his own fuel stop. It was now back to Schumacher v Hill.

The German had the gap open to 2.8s by lap 25, and then 3.7s two laps later when he finally boiled into the pits to take his punishment, and by the time he was back on the track Hill was way down the road, 20.7s to the good. All he had to do now was keep his head and match the Benetton's times, and he was home and dry. But there was still a long way to go.

Further back, Berger rose again to third place when Alesi came in from a temporary second on lap 28, great rival Barrichello having stopped already on lap 20. Hakkinen, too, came in on lap 28, and it began to dawn horribly on Jordan that its two great rivals for third place were planning to run with only one stop, whereas it planned two for the Brazilian.

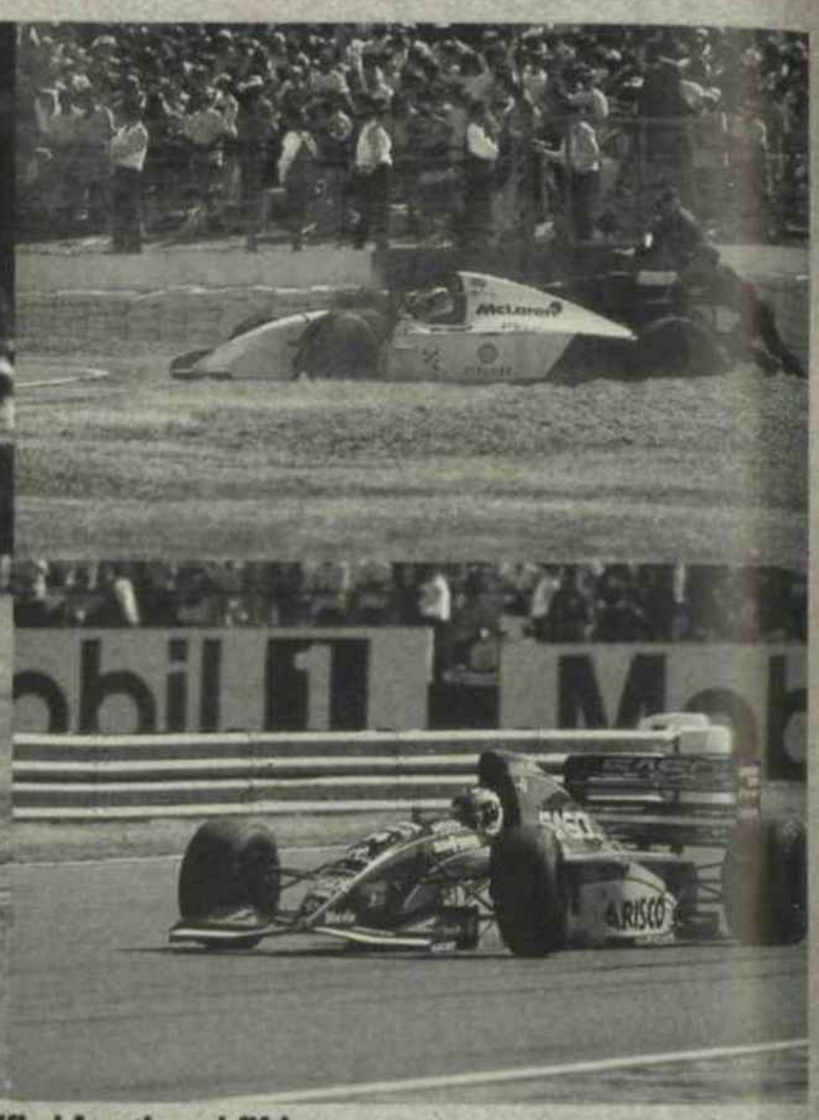
By half distance (the race was docked a lap because of the restart), Hill was in complete control from Schumacher and Berger, Barrichello was back to fourth, Alesi fifth, while Coulthard had hauled himself right through the field and was pressing Hakkinen very hard for sixth. The Scot had made one of his usual

"In France Schumacher used Benetton's fancy clutch to beat both Williamses off the line, and he did it again. The only trouble is that he did it on the formation laps"



David Coulthard and engineer David Brown exchange ideas. It was a weekend of mixed fortunes for the Scot.





The duel between Hakkinen and Barrichello ended in tears at the final corner, though they would still be classified fourth and fifth.

blinding starts, only to spin at Copse on the opening lap, but again he was driving with the sort of panache that starts whispering 'Jackie Stewart' in your ears.

Further back, Katayama was eighth, well clear of Verstappen, who was already beginning to experience the cramp that would blight his first GP finish, Frentzen was pushing along in 10th, and Alboreto was temporarily ahead of Fittipaldi (on his usual one-stop strategy) and the battling pair of Martini and Herbert. Panis was recovering after an unscheduled stop for a new nose on his Ligier after the original had developed a serious vibration, and team-mate Bernard was locked in what would be an almost race-long fight with Beretta's Larrousse. At the back, the two underpowered Simteks were fighting each other.

Well gone by now were the unfortunate Irvine, whose Jordan had suffered a Hart engine failure on the second formation lap that was as rare as a Yeti sighting. Less so was Brundle's spectacular departure on the grid. His Peugeot engine had been puffing smoke on the formation lap, and when he dropped the clutch it emitted a ball of flame and chugged into retirement on the left-hand side of the track. Once again the much-vaunted Peugeot V10 was *un canard mort*. That was bad luck for Blundell, who had to swerve to avoid him, and whose Tyrrell then developed a truly automatic gearbox as it headed to Stowe. The Briton, desperate to end his recent run of misfortune, was seventh when he reached the corner, but then his throttle stuck at the very moment that his gearbox malfunctioned. He was 19th by the time he resumed after the ensuing off-track excursion, and later the transmission committed suicide.

Zanardi had started with a Lotus whose Mugen-Honda was known to have ingested debris, and predictably it blew up after only four laps, while Morbidelli lasted only five

"He (Coulthard) was driving with the sort of panache that starts whispering 'Jackie Stewart' in your ears"

before his Footwork quit with a broken fuel line. De Cesaris went after 11 with loss of power, Comas blew up on lap 13, and Alboreto's Minardi would break its engine on lap 50. The most serious retirement, however, was Berger.

The Austrian was in no position to push Hill or Schumacher in the race, the way he had in qualifying, but there was no question that the B specification revisions introduced at Magny-Cours had taken the Prancing Horse a major step forward. This weekend the red cars had their new titanium transmissions, which are lighter than the equally expensive stainless steel casing used on the 412T1 and therefore help to balance the handling. Berger had come within an ace of pole position, using the new E5 A 94 75-degree V12 last seen briefly at Imola, but was baulked by Hakkinen on a very quick lap, and later ruined his chances by clipping the barrier on the exit to the pits on his final run.

Gerhard had planned an attacking race with two stops, like the leaders. However, he had suspected something was awry with the car in the morning warm-up but stayed with it as he didn't like the engine in the spare. It didn't feel right from the start, and on lap 32 he cruised home to report unpleasant noises from the engine.

Barrichello was thus promoted to an excellent third – a position he had predicted for himself the previous day – but he still had that second stop to make. Alesi, who felt that overtaking would be difficult at Silverstone, had opted for his one-stop policy and was tanking along behind, happier with the balance of his 412T1B after it had oversteered all through qualifying. For him, a rostrum place was simply a matter of being patient at this stage.

Coulthard, however, had other ideas, and by lap 34 the Scot had hauled himself on to the Ferrari's tail and was pushing Alesi very hard. On lap 37 he tried at Stowe, only to be repulsed, and then again at Abbey. Two laps later he and Alesi were side by side going into Stowe, only for the Frenchman to

Main shot: Eddie Irvine's hopes of a good result in his first British GP were to be dashed by engine failure on the warm-up lap.

stay ahead by being more aggressive in traffic. At the end of the lap Coulthard used his head and got out of the stalemate by pitting for fuel, resuming eighth behind Frentzen and ahead of Katayama. Another recovery was in prospect.

Barrichello duly made his fateful second stop on lap 41, but his margin over Alesi and Hakkinen was insufficient to allow him to resume in third place, and he dropped to fifth ahead of Frentzen, the closing Coulthard and Katayama, with the pained Verstappen ninth. Coulthard pounced past the Sauber on lap 43, and steadily began closing on the McLaren and the Jordan ahead of it, but there would not quite be sufficient time left, and other factors would also come into play.

Hill was still flying round at the head of the field, and by lap 50 he was 16s ahead of Schumacher. Shortly after his stop-and-go penalty he had started to experience problems with his downshifts, which were jerky and tended to lock up the rear wheels, and he had begun to play with the brake balance to try and resolve the situation. Instead that simply led to the fronts locking. On one occasion he flat-spotted his Goodyears, which set up a serious vibration. The real race was over.

Hill came up to lap his team-mate on the 51st tour, and for a while they circulated together until David unlapped himself on lap 57. At that stage Hakkinen and Barrichello were still fighting as hard as ever, and Coulthard had been closing fast, but then his Williams jammed in sixth gear and Hill relapped him on the 59th tour. That would have serious repercussions that could have cost him fourth place, for as they went into Luffield 2 on the final lap Hakkinen ran wide and Barrichello pounced down the inside, only to find the Finn slamming the door. They touched and spun, and as Barrichello limped towards the pits with his left front suspension destroyed, Hakkinen was push started by the marshals and they raced for the line, the Brazilian on the pit side of the pit wall, the Finn the track side. In the end they kept their respective positions, but where Rubens was aggrieved, Mika shrugged and spoke of 'Racing'. Had Coulthard not been lapped, and therefore finished the race as Hill swept over the line, he could have caught both of them while they were sorting themselves out because the previous lap he had been only 10s adrift.

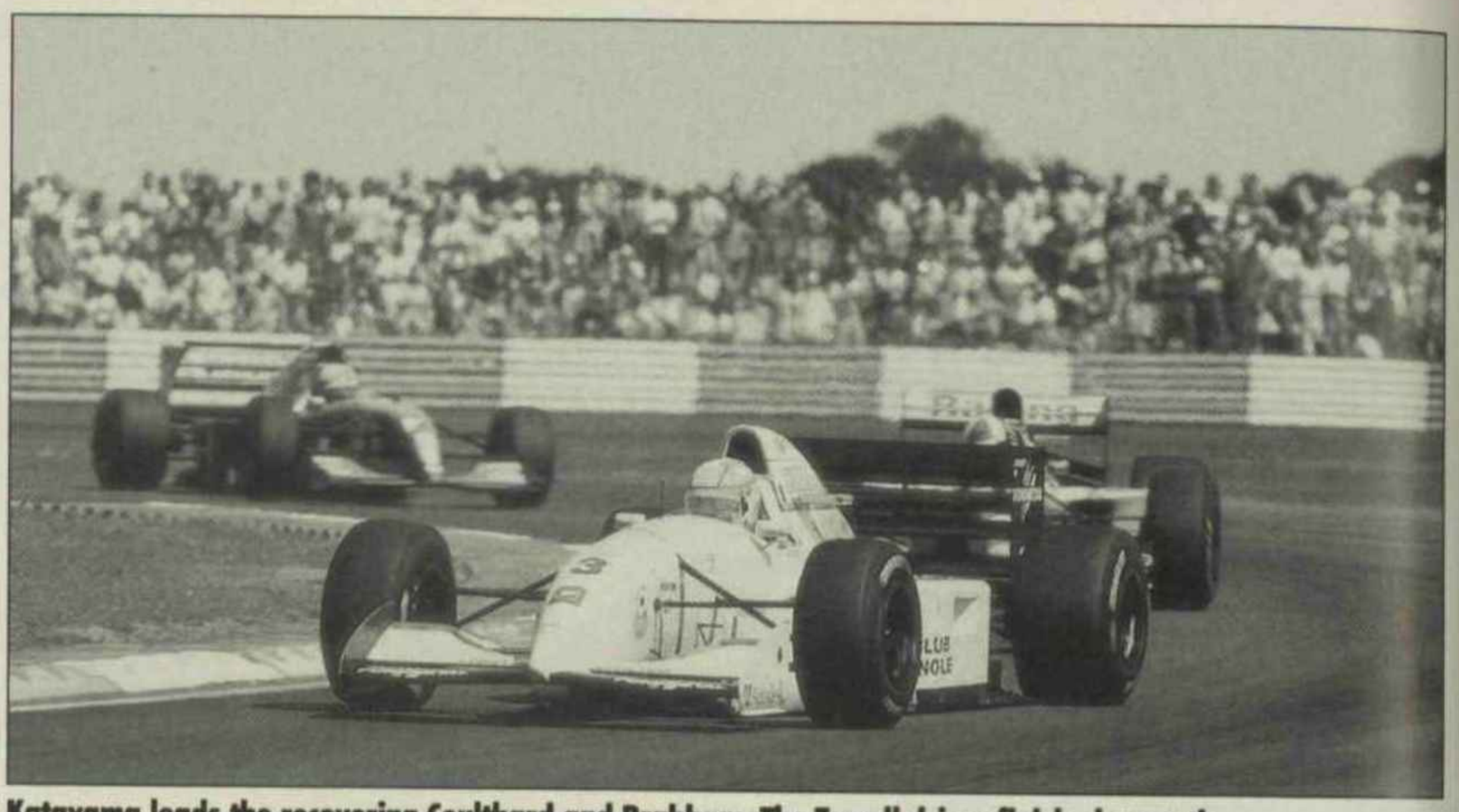
Seventh was ultimately a disappointment for Tyrrell after the suspension change in testing two weeks earlier had boosted its hopes by improving the handling. Katayama drove well all weekend and had no problems in the race, but this time out the 022 just wasn't quite quick enough. Likewise Frentzen had little to complain about, apart from his own mistake on lap 59 when he spun and let the Japanese driver by. Verstappen made it home despite cramp which spread right up his back, Fittipaldi was a reliable if unspectacular 10th, and Martini finally got away from Herbert in the closing stages when the Mugen-Honda cracked an exhaust. Had the pair of them been fighting for points Minardi would have removed Lotus from the FOCA benefits package, but though it lost out in the battle the British team was relieved to have won the war and kept its placing in the FOCA top 10 teams for another six months.

The delayed Panis was 13th after yet another good drive, while Bernard finally found a way by Beretta and soon drew away to finish 14th, while Brabham eventually beat Simtek team-mate Gounon. The Australian had gone for two stops, Jean-Marc one, but the gap was a scant seven-tenths after the Frenchman spun near the end.

Predictably, Schumacher was not delighted afterwards, but in some ways he was lucky. The rules clearly state that you must keep formation during the warm-up lap, and in each of them he passed pole position man Hill. What should have happened is that the stewards should have spotted that far earlier and relegated him to the back of the grid. Instead, they let him race on and made a hash of giving Benetton notification of its



"The stewards might just as readily have fined themselves for the shortcoming"



Katayama leads the recovering Coulthard and Brabham. The Tyrrell driver finished seventh.

stop-and-go penalty. For its refusal to obey the black flag immediately, and lack of knowledge of the rules, the team was fined $25,000, but the stewards might just as readily have fined themselves for the latter shortcoming. Moreover, Schumacher was lucky to escape disqualification for his refusal to obey the black flag; remember how Mansell was kicked out of Estoril in 1989 and banned from the Spanish GP that followed? Just imagine telling German spectators that their hero wasn't allowed to race at Hockenheim...

"This is a dream come true," said the emotional Hill when it was all over. "I feel that this has completed the hole that my father left in his record. This has been a very, very emotional day."

Would Hill have won without Schumacher's problems? Who knows? But Damon was very hooked up in his home race, the last race of the totally flat-bottom era that began in 1983. And he drove beautifully all weekend. Even if Schumacher hadn't transgressed, and even if he hadn't had that problem with his downshift, I wouldn't have put money on Michael to beat him to the first British GP to fall to the Hill family. **DJT**

STARTING GRID

0 HILL
Williams FW16
1m 24.960s (2)
1m 26.894s (1)

28 BERGER
Ferrari 412 T1
1m 24.980s (2)
1m 26.738s (1)

7 HAKKINEN
McLaren MP4/9
1m 26.268s (2)
1m 27.983s (1)

2 COULTHARD *
Williams FW16
1m 26.337s (2)
1m 27.698s (1)

8 BRUNDLE
McLaren MP4/9
1m 26.768s (2)
1m 28.224s (1)

4 BLUNDELL
Tyrrell 022
1m 26.920s (2)
1m 28.510s (1)

30 FRENTZEN
Sauber C13
1m 27.284s (1)
1m 28.231s (2)

26 PANIS
Ligier JS39B
1m 27.785s (2)
1m 29.381s (1)

24 ALBORETO
Minardi M194
1m 28.100s (2)
1m 29.403s (1)

11 ZANARDI
Lotus 109
1m 28.225s (2)
1m 29.240s (1)

12 HERBERT
Lotus 109
1m 28.340s (2)
1m 29.268s (1)

25 BERNARD
Ligier JS39B
1m 28.995s (2)
1m 30.058s (1)

31 BRABHAM
Simtek S941
1m 30.690s (2)
1m 31.437s (1)

5 SCHUMACHER
Benetton B194
1m 24.963s (2)
1m 26.323s (1)

27 ALESI
Ferrari 412 T1
1m 25.541s (2)
1m 26.891s (1)

14 BARRICHELLO
Jordan 194
1m 26.271s (2)
1m 27.890s (1)

3 KATAYAMA
Tyrrell 022
1m 26.414s (2)
1m 27.936s (1)

6 VERSTAPPEN
Benetton B194
1m 26.841s (2)
1m 29.142s (1)

15 IRVINE
Jordan 194
1m 27.065s (2)
1m 27.890s (1)

23 MARTINI
Minardi M194
1m 27.522s (2)
1m 28.517s (1)

10 MORBIDELLI
Footwork FA15
1m 27.886s (2)
1m 28.159s (1)

29 DE CESARIS
Sauber C13
1m 28.212s (2)
1m 30.034s (1)

9 FITTIPALDI
Footwork FA15
1m 28.231s (2)
1m 28.816s (1)

20 COMAS
Larrousse LH94
1m 28.519s (2)
1m 30.274s (1)

19 BERETTA
Larrousse LH94
1m 29.299s (2)
1m 29.971s (1)

32 GOUNON
Simtek S941
1m 30.722s (2)
1m 31.225s (1)

* started from back

Did not qualify:
GACHOT Pacific PR01) 1m 31.496s/1m 31.877s
BELMONDO (Pacific PR01) 1m 34.631s/1m 32.507s

FIA FORMULA 1 WORLD CHAMPIONSHIP

BRITISH GRAND PRIX, Silverstone, July 10
60 laps of 3.142-mile circuit (188.52 miles)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW16-Renault V10	1h 30m 03.640s	1m 27.100s	11
2	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 30m 22.418s	1m 27.335s	8
3	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	1h 31m 11.768s	1m 29.181s	23
4	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	1h 31m 44.299s	1m 29.406s	24
5	Rubens Barrichello	BR	Jordan 194-Hart V10	1h 31m 45.391s	1m 29.197s	11
6	David Coulthard	GB	Williams FW16-Renault V10	59 laps	1m 27.889s	7
7	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	59 laps	1m 29.556s	8
8	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	59 laps	1m 29.695s	26
9	Jos Verstappen	NL	Benetton B194-Ford HB V8	59 laps	1m 29.876s	8
10	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	58 laps	1m 30.683s	26
11	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	58 laps	1m 31.481s	7
12	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	58 laps	1m 31.711s	8
13	Olivier Panis	F	Ligier JS39B-Renault V10	58 laps	1m 29.993s	8
14	Eric Bernard	F	Ligier JS39B-Renault V10	58 laps	1m 30.769s	41
15	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	58 laps	1m 31.253s	22
16	David Brabham	AUS	Simtek S941-Ford HB V8	57 laps	1m 32.986s	15
17	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	57 laps	1m 33.127s	14
18	Michele Alboreto	I	Minardi M194-Ford HB V8	48 laps – engine	1m 31.136s	17
19	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	32 laps – engine	1m 28.603s	18
20	Mark Blundell	GB	Tyrrell 022-Yamaha V10	20 laps – gearbox	1m 28.659s	13
21	Erik Comas	F	Larrousse LH94-Ford HB V8	12 laps – engine	1m 31.741s	12
22	Andrea de Cesaris	I	Sauber C13-Mercedes V10	11 laps – engine	1m 32.368s	9
23	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	5 laps – split fuel pipe	1m 30.587s	4
24	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	4 laps – engine	1m 34.266s	4
25	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	0 laps – engine	no time	–
NS	Eddie Irvine	GB	Jordan 194-Hart V10	engine on warm-up lap	no time	–

Winner's Average Speed: 125.609 mph Conditions: hot, sunny
Fastest Lap: Damon Hill, 1m 27.100s on lap 11, 129.878 mph

Championship points – Drivers: 1 Schumacher 72; 2 Hill 39; 3 Berger and Alesi 17; 5 Barrichello 9; 6 Hakkinen 7; 7 Larini and Brundle 6; 9 Frentzen 5; 10 Katayama, Blundell, Martini, de Cesaris and Wendlinger 4; 15 Fittipaldi and Coulthard 3; 17 Comas, Alboreto, Lehto and Irvine 1.

Constructors: 1 Benetton Ford 73; 2 Williams Renault 42; 3 Ferrari 40; 4 Jordan Hart and McLaren Peugeot 13; 6 Sauber Mercedes-Benz 10; 7 Tyrrell Yamaha 8; 8 Minardi Ford 5; 9 Footwork Ford 3; 10 Larrousse Ford 1.

Damon Hill's 1993 Williams Renault FW15 C

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1993 was the year Damon Hill came of age in Formula One terms. Much was expected and he was not found wanting as he partnered Alain Prost to a domineering constructors' World Championship in the all conquering FW15.





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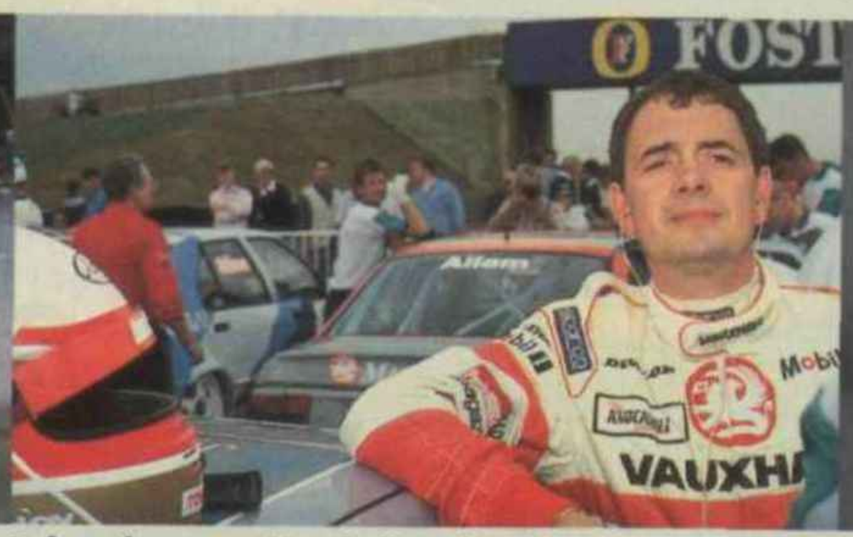
Copse carnage; the BTCC round required a restart.



Seen helping at Jordan. . .



Giampiero Simoni's Alfa expires.



Before the storm: Vauxhall's John Cleland.



Martin Brundle: one of his shorter GPs.



Gerhard Berger was in the thick of a thrilling battle for pole position: 0.02s behind Hill, and he started third. . .



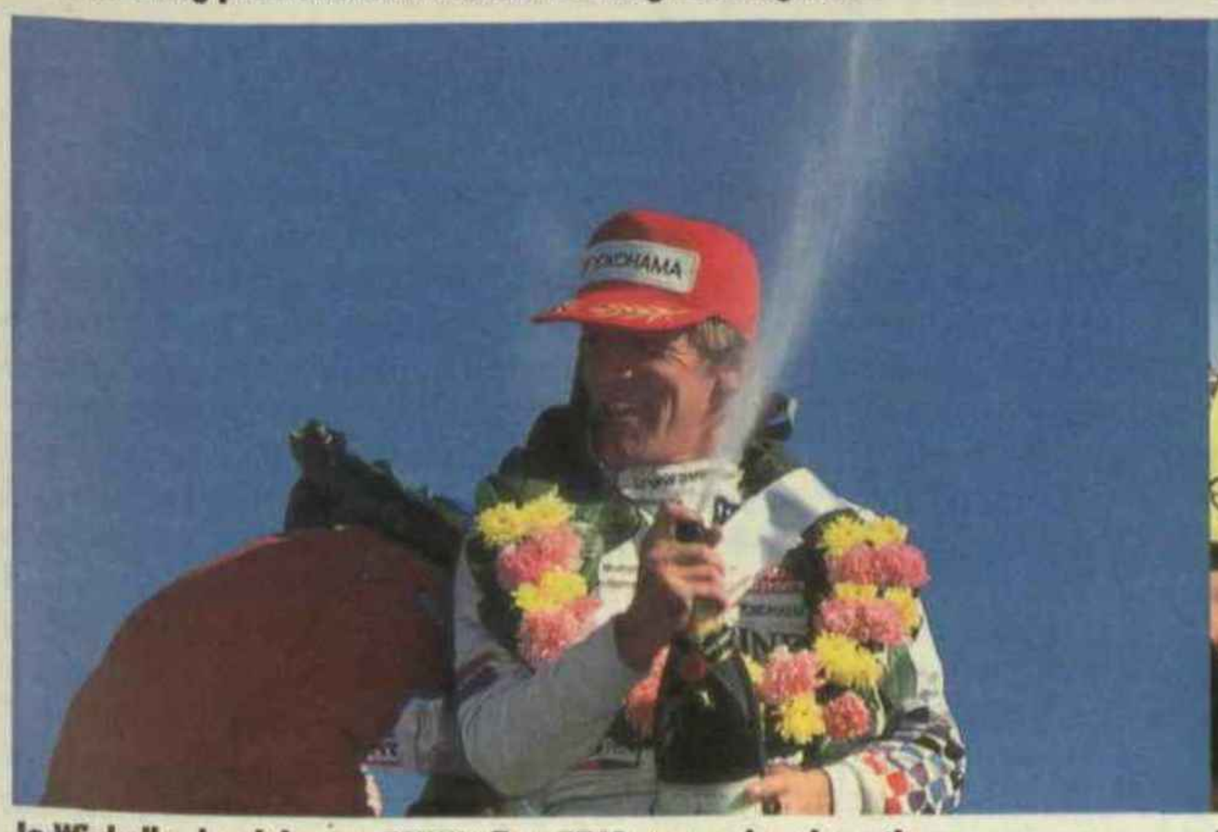
Happy reception. The victorious Hill salutes the delighted home crowd. "The best day of my life," was his summary.



Early morning promotional inflation in a neighbouring field.



F3 victor Vincent Radermecker ended Jan Magnussen's dominant run.



Jo Winkelhock celebrates BMW's first BTCC success in a long time.



Formula Vauxhall Euroseries winner Jamie Davies.





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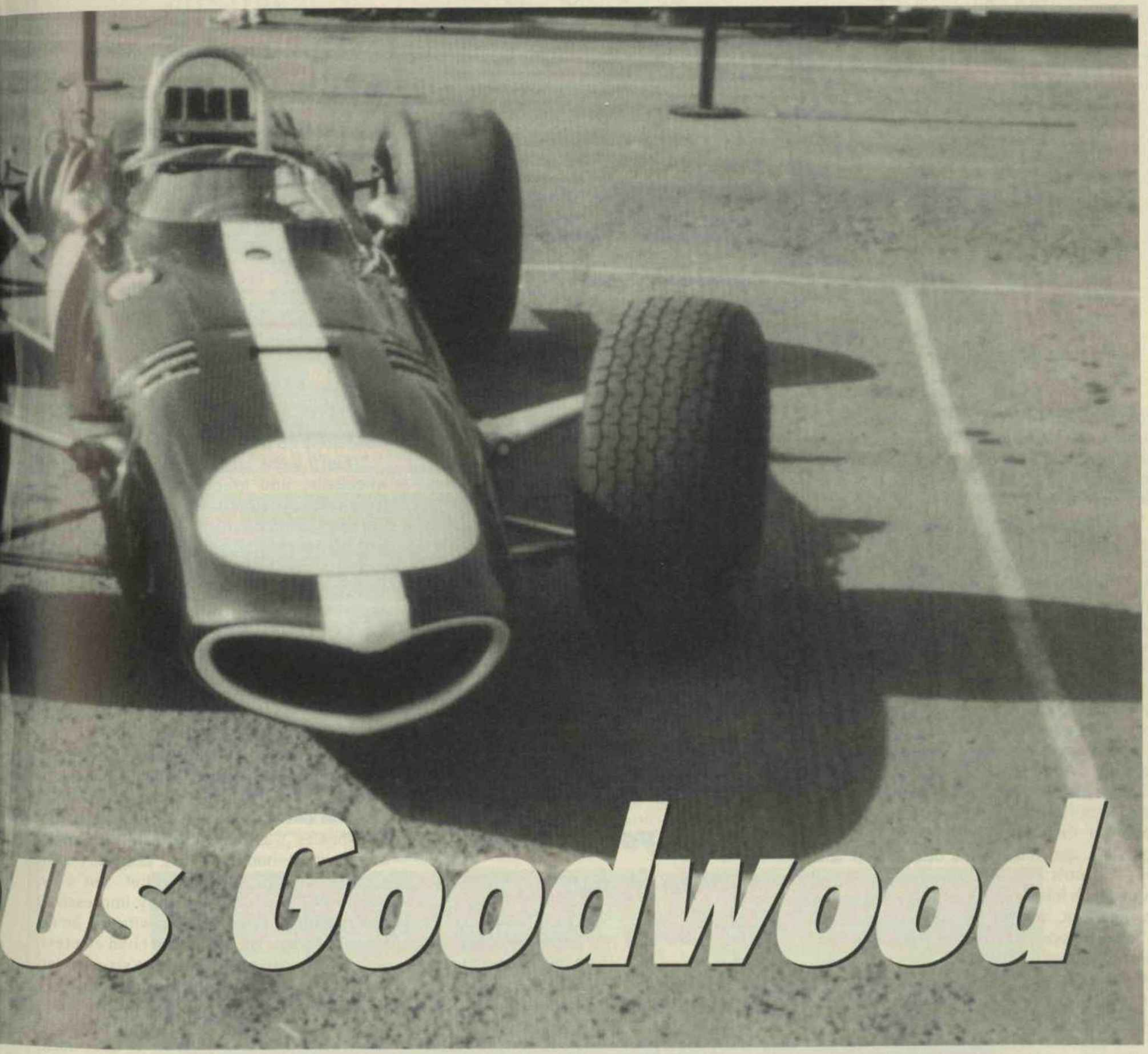
Only one thing could have made the second Goodwood Festival of Speed better for me – and that would have been the presence of Daniel Sexton Gurney at the wheel of one of his fabulous Eagle Weslakes now owned by Miles Collier.

In the end Dan couldn't make it, but perhaps it was just as well. Richard Attwood deputised instead, and the car performed perfectly.

If Dan had driven it, the Eagle would almost inevitably have broken a driveshaft or its fuel metering unit... Just like the old days.

That, of course, was the key to the Earl of March's laudable concept in once again throwing open the grounds of his country house and employing the best minds in the business to attract a panoply of exciting racing cars. Last year's event was adjudged a complete success, but even those who had attended it went into complete sensory overload this year.

His Lordship took the Centenary of Motorsport as its 'theme' this year, and an 1894 Peugeot Vis-a-Vis (representing the Heroic Age) and a 1994 McLaren MP4/9 Peugeot (representing High-Tech Formula One) were the bookends of a mouthwatering selection of machinery, shortlisted by historian Doug Nye and auctioneer/racer Robert Brooks, that reflected every possible facet of the sport. Consider the following: 1925 Sunbeam 'Tiger'; Mercedes-Benz SSK, Bugatti Type 53 4WD; Alfa Romeo Bimotore; Le Mans-winning Lagonda LG45; works 1939 Le Mans Lagonda V12; Alfa Romeo 8C-2300 Monza; Mercedes-Benz W125 (driven by John Surtees); Alfa Romeo 158 Alfetta; BRM V16 MkI and II; Le Mans Bristol 450SS; Lancia D24; Mercedes-Benz W196 (driven by Stirling Moss); a selection of Formula 500 racers (with Moss driving a Cooper, too); Ecurie Ecosse D-Type Jaguar; Vanwall; BRM P25; Aston Martin Project 215, Maserati 151, Shelby-American Cobra Daytona; Cooper Climax T54 Indianapolis; Lotus Climax 25; BRM P261; McLaren M8F;



...us Goodwood

BRM P115; Eagle Weslake V12 TIG; Repco Brabham BT24; Ferrari T3; Ferrari 156 V6 Turbo; Footwork FA15...

And that, as they say, is really only scratching the surface.

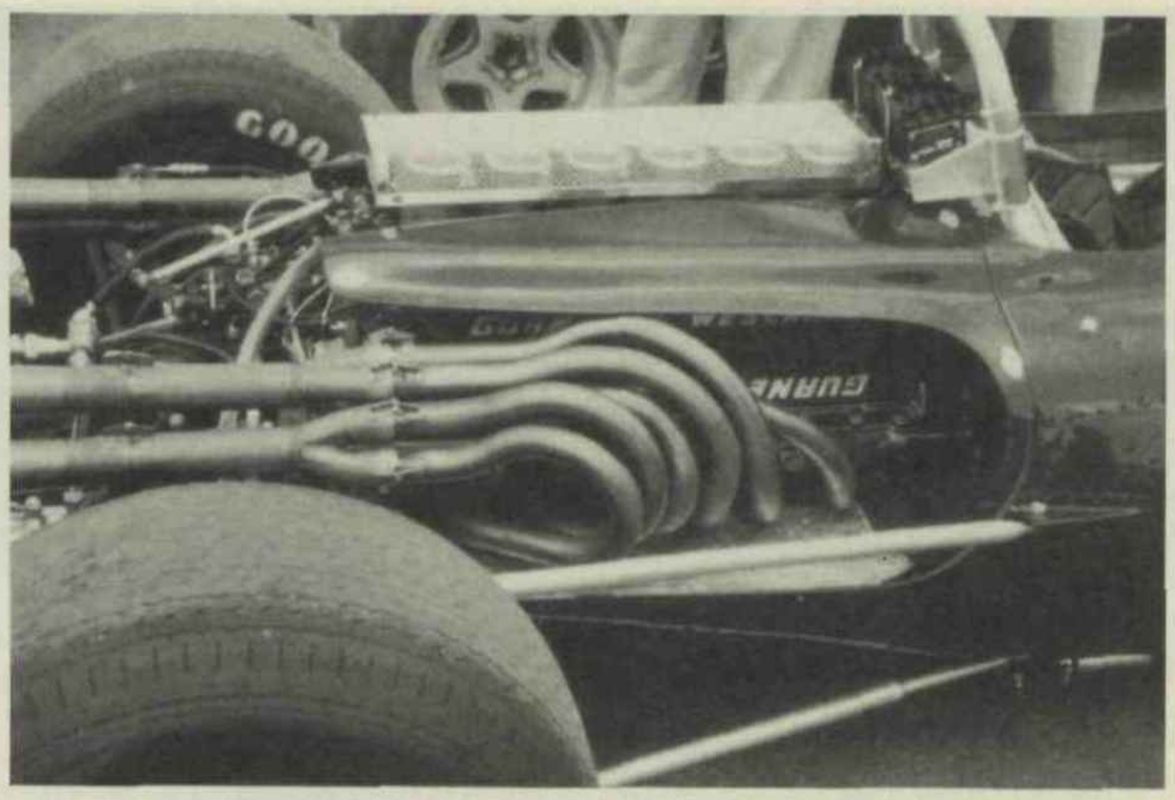
It's been a hard year in international motorsport, but somehow Goodwood seemed just the sort of antidote to the depression that has settled over F1 in recent months. Here, for those of us who were only around as schoolboys in the Sixties, were the delights we had only previously seen on the printed page, or in museums. My wife kept looking at me askance as I drooled over the Eagle and the H16 BRM, and then came close to apoplexy at the sight of the Maserati 151 in its Cunningham colours. Perhaps the fact that I'd just paid a significant sum of money in the memorabilia section for four Shell booklets on the Tasman series of the late Sixties/early Seventies had already confirmed her long-held opinions of my sanity, but her eyes glazed over as I prattled on about Le Mans 1962...

Here, on a glorious weekend, was the chance for everyone to mingle and to get close to the cars and the stars. I'd swear Ron Dennis' smile never faded once.

In the end Marc Surer came mighty close to upstaging everyone with a superb performance in a March 792 BMW F2 car

"It's been a hard year in international motorsport, but somehow Goodwood seemed just the sort of antidote to the depression"

Dan Gurney's beautiful Eagle Weslake (above) typified the spirit of Goodwood, as did the two modern-day F1 cars, the Footwork FA15 driven by Christian Fittipaldi (far left, top, pic by John Whiteman) and the McLarem MP4/9. Ron Dennis and Martin Brundle discuss their respective McLarens (far left, bottom, pic by Alan Cox), watched by Racing for Britain's Rojer Finch.



The Weslake V12 sounded every bit as gorgeous as it looked.

brought over from the BMW museum in Munich, the likeable Swiss driver equalling Martin Brundle's speed through the trap but losing out further up the hill to the power of the Peugeot V10.

"I didn't know exactly what this event was, because I'm afraid I hadn't heard of it before," Marc admitted. "I was surprised to find I needed a licence! A medical! When I saw the track I realised you'd have to be quite brave to race up it. I was very impressed with the organisation, and especially with the ambiance. It was all very professional, and very friendly. Nobody told you where to go, nobody was pushed away. It was very good pr for motorsport."

Sadly, three accidents marred the proceedings. Andy Wallace stuffed a Jaguar XJ220 trying to match the McLaren F1's time, Rick Hall did a power of no good to poor old Ced Selzer's beautiful ex-Clark Lotus 25, and Mike Wilds did himself and Nick Mason's ex-Villeneuve Ferrari 312T3 harm which left him with a broken leg and a crushed foot, and the Ferrari in pieces.

"What happened to Mike Wilds was very easy to happen," thought Surer. "Maybe they need to put barriers up or to change the way the event is organised. Perhaps they could just check the speeds in a couple of corners with no spectators, so the cars really only speed through there but go reasonably quickly up the rest of the hill where people can watch. You have to push, but...

"As it is, some of the corners there are flat in an F2 car. I'm retired as a racer, but in the car with the helmet on the old driver is back. You know you shouldn't do it, but... It was very competitive at the end, you know!

"I was flat, but after the wall section Martin had some more power left. But an F2 car suits hills better. The tyre patches are smaller and it's narrower." The March, incidentally, was still the same as when he raced it last year at Thruxton, even down to the high-speed rear wing...

"I'm retired as a racer but in the car with the helmet on the old driver is back. You know you shouldn't do it, but..."

Arrows boss Jack Oliver took a leaf from Ron Dennis' book by entering not only a Footwork FA15 for Christian Fittipaldi, but also an Arrows A3 for himself. He found the same thing that Surer did. "I hadn't raced a car since the Swedish GP in 1977. I got into this one for the first time, revved the engine, and it felt like riding a bike. It all came back. Absolutely no problem.

"Then I went off the line, with loads of wheelspin, and grabbed second gear. It went sideways when I planted the throttle at the apex of the first corner, and suddenly I was thinking, 'What am I *doing*?' After that I took it sensibly."

Christian rolled his eyes when he explained how the front wheels of the FA15 stopped rotating whenever the crown of the road came into contact with the car's undertray, even when set up to the limits of its ride height. He looked like a man who wondered how he had got into the situation in which he found himself.

Jonathan Palmer, predictably, loved every minute in the Williams FW08 six-wheeler. "I'd love to see this an annual event. I did the first one in the McLaren F1, and the six-wheeler was terrific. I really enjoyed driving it. It had no skirts and very stiff springs, and it was a handful, but very enjoyable. The traction is very impressive. The mechanic I had working with me on it, John Cadd, was the mechanic I had at a test with Williams back in 1982. The six-wheeler had been in the Donington museum until Patrick agreed in March that it could run, and John had done an immaculate preparation job on it. It was just as if we were back at that test session 12 years earlier.

"The traction was unbelievable. I put it on the rev limiter to try to break the grip off the line, and it just flew. And of course the



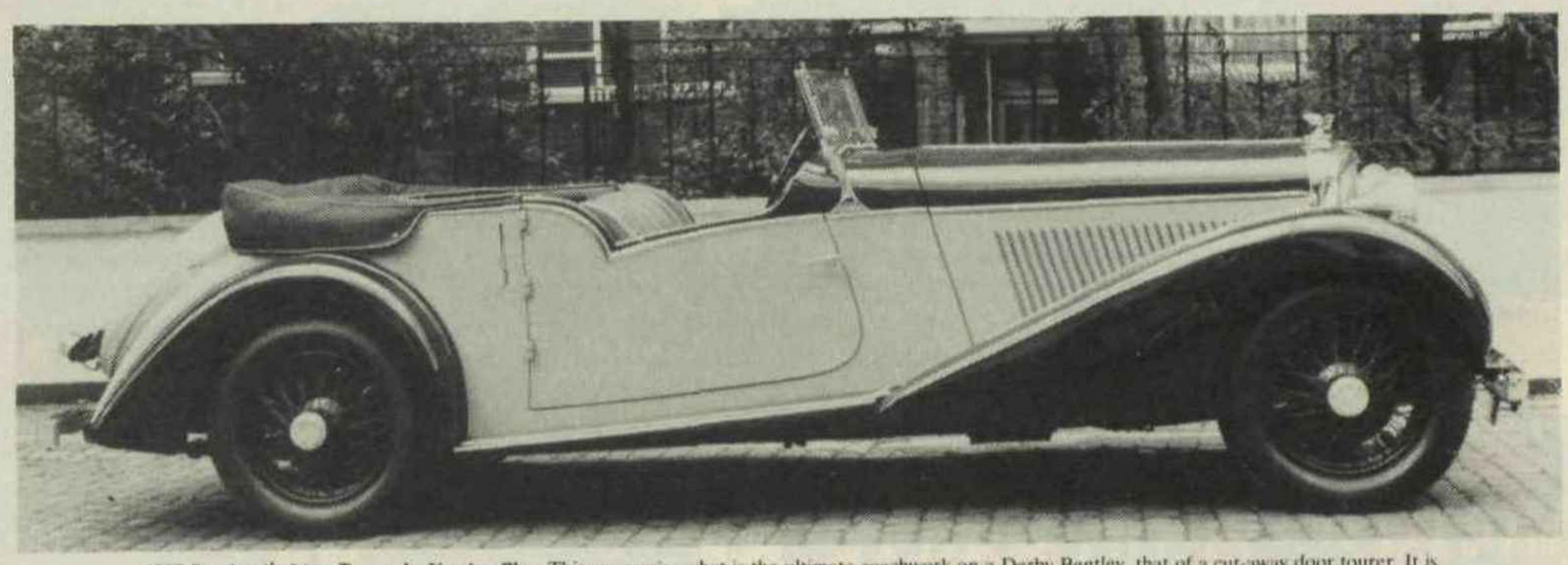
Brutal and aggressive, Peter Hannen's BRM H16 was the allegedly 'lightweight' version of the original P83, the 1967 P115 formerly raced by Jackie Stewart.

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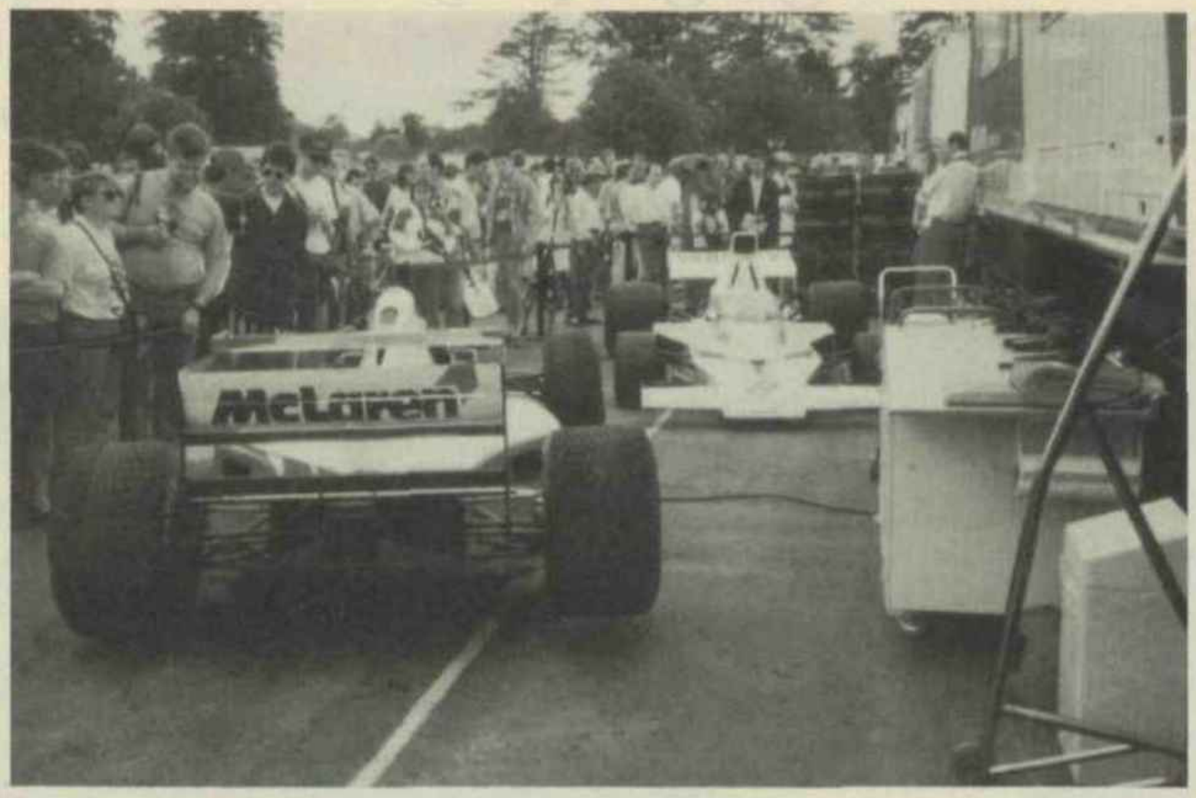
1927 Bentley 3 Litre Short Chassis Speed Model. A recently restored example that has been with its last owner for some 40 years. The cars history is complete with the exception of the War years and it is very striking in appearance with all nickel bright work setting off the racing green fabric body, bonnet and wings, with a matching leather interior.

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The last time Yardley and Marlboro McLarens nestled together in the same paddock was back in 1974. Ron Dennis drove the ex-Revson M23, Martin Brundle the FTD-setting MP4/9. McLaren was the first to arrive on Friday, and by 8.30am the transporter was being cleaned. . .

transmission was designed with big gears in it to avoid failures.

"When we shook down the FW08 and the FW15 that Adrian Newey drove at Abingdon I had a go in both of them. And I have to say that I enjoyed FW08 more. Obviously FW15 was mighty quick, but it wasn't as rewarding. 08 has a mechanical gearbox, you can sit it on the rev limiter. You have to think about what you're doing. You've got to drive it properly. You are more a passenger in FW15. But both were a great privilege."

During the course of the weekend more than 50,000 spectators are estimated to have graced Goodwood, proof that such events have their place alongside contemporary racing.

"What really impressed me about the event is that not only could you take it as read that it would be a great success, but the combination of interesting cars and drivers that the public had access to," enthused JP. "It proves that there is so much pent-up demand for this kind of motorsport."

He did express reservations about the safety aspects, however. "Clearly there are areas where they need to improve what they do. Safety changes must be made to a level that is really appropriate. It's great to have Grand Prix cars there but they need to look at another way to evolve it commensurate to anything else. It's early in the learning curve."

There have been suggestions that the Festival of Speed should just be a demonstration, devoid of competition element, but Palmer spoke for many when he disagreed strongly. "People talk of policing driving, but you can't do it. And I don't think that the drivers or the spectators want that. People want to see speed. I wouldn't want to go just as a chauffeur. And I really don't think the spectators want that. The whole event would lose its appeal if that were to happen."

"A lot of people don't appreciate the important values of motor racing. To have fun, be competitive and have a real love of motorsport"

It's clear that some rethinking needs to be done before the 1995 event, and that is already in hand.

The 1994 Festival of Speed was a stunning event, a trumpet call from a bygone age, a celebration of a sport with a glittering history. That so many owners should make the effort to appear and be prepared to run their priceless possessions, and so many people attended, was a testament to the lure of motorsport. And for once somebody has been prepared to bypass that awful British trait, wherein we only tend to appreciate what we have when we no longer have it; thanks to the Earl of March and his team, everyone who was lucky enough to venture to Goodwood came away with a fresh perspective on the country's role in the sport in which it now leads the world, and a heightened awareness of our heritage. Such things are not won lightly. This was the perfect way to supercharge batteries run down by the endless politics of modern F1.

"A lot of people don't appreciate the important values of motor racing," said Ron Dennis. "To have fun, be competitive and have a real love of motorsport. Charles March's love of this sport is phenomenal."

Amen to that. This was a hedonistic weekend, refreshingly devoid of hypocrisy, cant and cynicism. Gentlemen, you excelled yourselves.

DJT

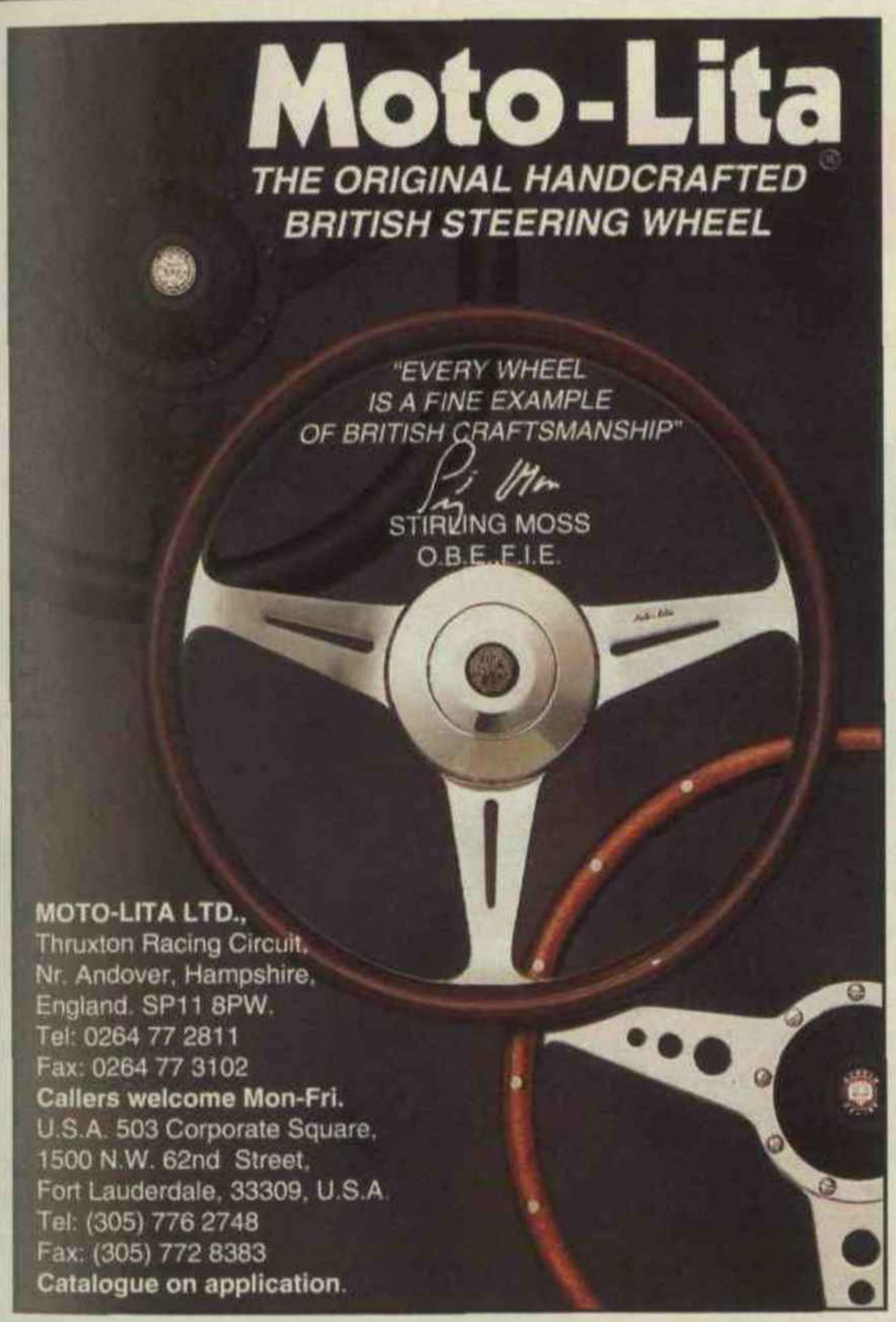
Charles March is fighting to get a limited programme of motor races back to the Goodwood circuit. If you wish to assist his efforts, please send a letter outlining your support to The Chairman of Planning & Environmental Control Committee, Chichester District Council, East Pallant House, Chichester, West Sussex PO19 1TY.



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Enzo Ferrari's right-h

In the tightly-knit world of F1 everyone knows who Brenda Vernor is: from 1978 until his death in 1988, this native of Croydon was Enzo Ferrari's right-hand woman as well as 'mother figure' to the racing team . . . We recently had the chance to reminisce with her.

Enzo Ferrari has always been regarded as an institution in Italy. In fact, someone once suggested that first comes the Pope, then Ferrari. Being his secretary must have been the dream of thousands of Italian signorinas . . . even signoras. How come an English woman from Croydon landed the job?

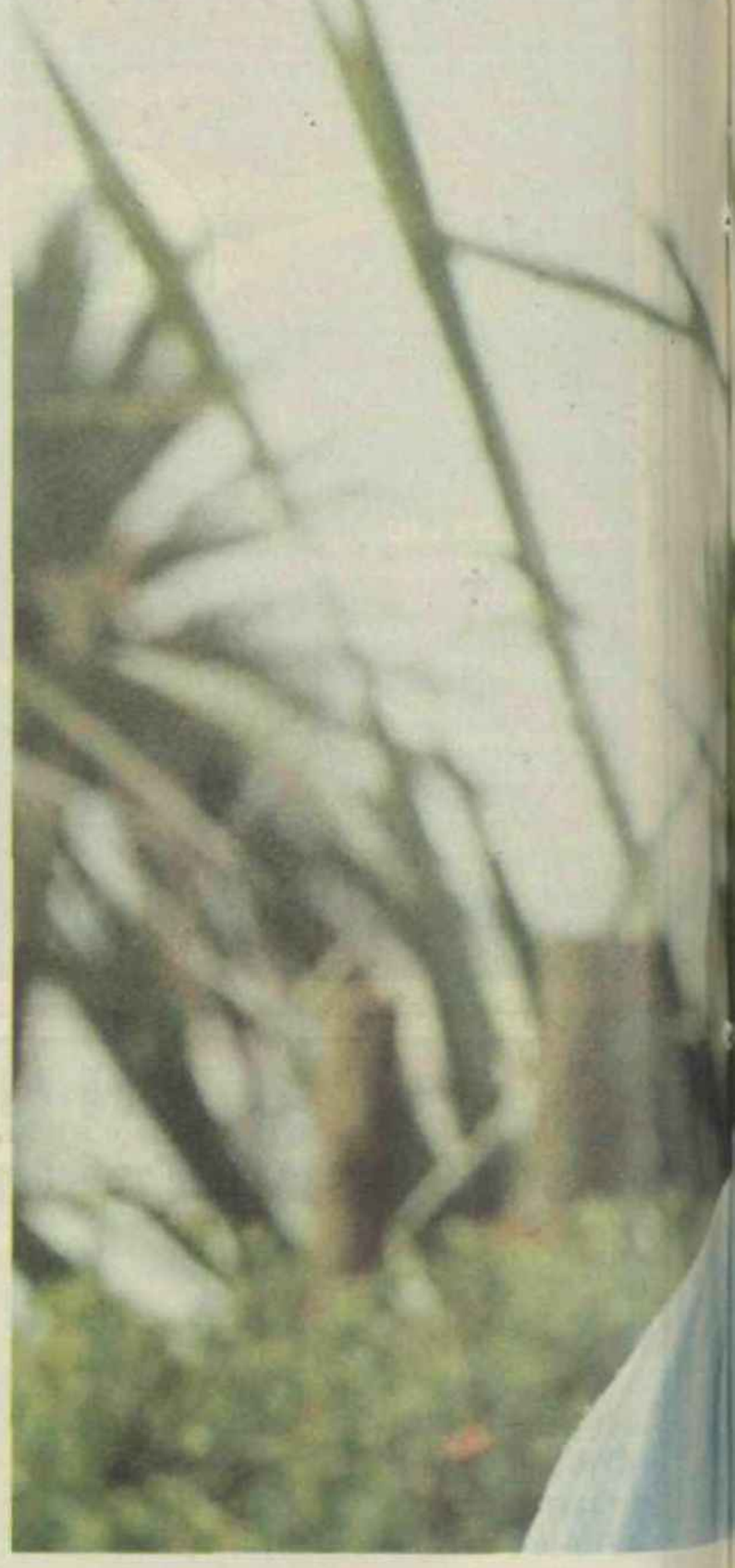
I went to Italy on holiday in the early 1960s and met an English girl who was married to an Italian, the manager of the Palace Hotel in Modena. She suggested I should stay on in Italy to which I replied, 'You must be nuts,' but that's what happened — I stayed! In 1962 I took a job as English teacher at a private school. At that time, Englishman Mike Parkes, Ferrari's chief development engineer and works driver, was looking for a secretary. I taught at the school during the day and worked for Mike in the evenings. I worked for him for 16 years. Mike lived in the same house in Modena as Lina Lardi and her son Piero Lardi Ferrari, and that's where I first met the 'old man'. In fact, Piero was an English student of mine at the time — he was then 16; today he's my boss! Ferrari said that if Mike ever left he'd like me to work for him. The implication was that he didn't want us to work for him at the same time as we'd only end up fighting! Mike didn't exactly leave — he died in a road accident; about two months later, in July '78, Ferrari 'phoned me to ask me to work for him, mainly to do his translations. That's how it happened.

English and Italian lifestyles are traditionally different. The mere fact that you are still there after 30 years must mean you've adapted well.

One reason I've adapted so well is that — like the Italians — I'm quite extrovert. I say it like it is . . . I'm forthright and cannot stand liars and two-faced people. My philosophy is that if people don't like the truth it's just too bad. Several of our drivers learnt that about me. But I'm also a lot like my father, who was Irish, and one of the dearest people I've ever known. He'd give anything away just to make other people happy. I'm like that too. I enjoy giving. I like the Italian lifestyle . . . I know so many people in Maranello; there's always someone to turn to. They are very friendly and often a bit too nosy, but that doesn't really matter. I love pasta but I don't generally like the Italians' attitude towards animals. I love animals and don't like to see dogs chained up and fed with scraps. Another problem I have with Italians is that they have so little sense of order. I'm very punctual and have never kept anyone waiting. But, yes, I'm happy there — whether I'll ever return to England to live, I don't know . . . I've lost a lot of contact there. I take each day as it comes.

When did you lern Italian and how long did it take you? And having learnt 'high' Italian how long did it take you to pick up the Modenese dialect?

I had never studied Italian, unfortunately, but I took a job as an *au pair* with an Italian family in Bologna where nobody spoke English and that's how I learnt. The best way — among the people! I learnt the Modenese dialect at Ferrari — the mechanics speak nothing else so if you don't learn the dialect you don't speak to anyone!





How exactly did you fit into the hierarchy at Ferrari?

First of all, Ferrari had two male secretaries: Valerio Stradi who, from the age of 15 for the next 35 years, handled Ferrari's personal affairs (he retired recently); and Georgio Ferri who was responsible for paying telephone and electricity accounts and that sort of thing. I worked closely with Franco Gozzi in the Press Department and, apart from translation work, was directly involved with the racing department, representing Ferrari at FOCA and generally being involved with all aspects of motor sport and Ferrari's racing division . . . looking after the drivers and all their affairs. There were 200 men in the racing department.

and woman



How much control did you have? Were you fairly autonomous?

Oh no, that wasn't possible at Ferrari! Ferrari was always the boss. In fact he always nitpicked at my press releases and translations. He always — almost on principle — changed something like a comma or one word!

Most people have an image of Enzo Ferrari as being a despot, a tyrant, of being aloof . . . a real Caesar. Yet in an interview some years ago he confessed to being timid, which seems hard to believe.

Yes, the tyrannical image, I think, was a bit of a front. In fact his admission of timidity could largely be true. He was actually a very nice person, but one had to be careful of his moods. He had a wicked sense of humour and often teased people — particularly the drivers about their girlfriends — even Mike in front of me! He also enjoyed practical jokes. He always said I had the best telaio (chassis) in the racing department. He had a fiery temper but after a flare-up it would all be over and forgotten within 10 minutes.

Did Ferrari have any endearing characteristics?

He had a phenomenal memory for facts, figures and statistics and this was the case until his death. For example I once typed a letter to someone and Ferrari informed me that the addressee had moved five years earlier and proceeded to quote from memory the new address, postal code and telephone number. That happened all the time. And as I said he had a sense of humour. He was also quite a ladies' man . . . He also loved company and would always greet everyone — even the washing up woman. He would go to great lengths to say 'good morning' to everyone.

Did he have any particular quirks? Any bêtes noires? Did anything in particular drive him up the wall?

No, nothing that immediately springs to mind, but he didn't like being addressed as 'Commendatore', a title that stems from the fascist era. He preferred 'Ingegnere' and that was how he was addressed by his staff and those close to him. But as I said one had to be careful of his moods; if I wanted a day off (like Friday to go down to the coast for a long weekend) I had to wait for the right moment. On one particular occasion when I asked he looked very glum and sternly asked if I was going to wear a bikini. When I replied in the affirmative he said I could go!

Ferrari's moods seemed almost pervasive. In fact in September 1967 I was a victim of such a mood. My friend Sir John Samuel (who had owned Diva Cars in London, but later went on to develop electric vehicles) and I arrived at the main gate in the hope of being given a

conducted tour of the factory. For us both it had been a long-standing ambition to visit Ferrari. We were met by Jonathan Williams, a works P4 driver at the time, but were told we couldn't have picked a worse day because 'the Old Man was in a black mood', the reason being that Jackie Stewart had sent a telegram that very morning declining an offer of a Ferrari works drive. In fact, Jonathan said, even Gianni Agnelli (president of Fiat) wouldn't be allowed into the factory that day!

That was before my time but, yes, that could have been the case. He could be cantankerous, but I suppose that was his privilege . . .

The name of Piero Lardi Ferrari has cropped up. It's been an open secret for many years that Enzo Ferrari, despite being absolutely distraught at the death of his own son, Dino, as a result of muscular dystrophy in 1956, had another son by Lina Lardi.

Yes, that's true and now, of course, it's common knowledge. As I said I've known Piero for many years and he's now my boss. Piero had quite a difficult upbringing in that he was always kept in the background. His mother never married.





> **"Even Gianni Agnelli (president of Fiat) wouldn't be allowed into the factory that day!"**

Is Piero like his father in any way?

Only in temper. He's exactly like his father — a flare up lasts for about 10 minutes and then it's all over. Confrontations really upset him. He is actually a very caring person. Almost too good . . . he commands a great deal of respect from everyone at Ferrari. But as for being like old man Ferrari, no. He was a legend . . . a hard act to follow.

I believe that after all those years of being 'mother' to the racing department you and Piero were moved to the production car division.

Yes, I see F40s every day; and every day is a new learning experience!

A number of people — English speaking racing drivers and journalists and others who knew Ferrari quite well — maintain that he understood every word of English even though he only spoke Italian.

That's not true. He neither spoke nor understood English; but he did speak French.

To drive for Ferrari seemed the ultimate dream of many top racing drivers, but when they got there it often ended in unhappiness and recriminations. Politics always seemed the root cause.

Yes, Politics is Ferrari . . . politics is being Italian. What else can I say? I suppose it makes them different.

While other heads of car companies and racing teams thrived on international travel Enzo Ferrari seemed happy to stay at home.

Yes, he never travelled abroad. He enjoyed going to practice sessions at Monza and Imola but would always watch the races on TV at the Fiorano circuit. After the events he would summon his drivers to Maranello to discuss their performances.

Where did Enzo Ferrari live? Near the factory?

He had a villa close to the factory but never really lived there. He had a four-storey house in Modena and after his wife's death in 1976 Piero moved there permanently with his family and mother. Piero's daughter Antonella, now aged 24, occupies the top floor. She has a four-year-old son . . . there's another Enzo Ferrari!

It's often said that behind every successful man is a supportive wife . . . a power behind



Brenda Vernor and Piero Lardi Ferrari (top left). During her time at Ferrari, Vernor has got to know many drivers well. Lorenzo Bandini (above, at Monza in 1966) was a particular favourite, as were Messrs Arnoux and Villeneuve (left). Arnoux still keeps in touch.

the throne. Was this the case with the Ferraris?

No I don't think so. Laura Ferrari did come to the factory every day and had lunch in the canteen with the staff but I think his mother, who died at the age of 90 in about 1962 or 1963, had more influence on his life. It was she, in fact, who insisted that Piero should eventually be brought into the business.

I once heard it said that Ferrari had a late metabolism cycle (I think that's the medical term) in that he was a slow starter in the morning but could go on till the early hours when everyone else was ready to drop.

I'm not sure about that, but it's possible. He would go to the barber every morning, then collect his mail from the office in Modena . . . there was another office in Modena . . . and arrive at the factory at about 11 o'clock. Then the buzz would go round: 'Watch out, the Old Man's arrived!' He certainly had a presence. He generally worked till about 7.30 in the evenings, including Saturdays and Sundays.

What other outside interests did Ferrari have?

He enjoyed opera and in his young days he was a good journalist . . . he loved reading newspapers from cover to cover . . . but his whole life really revolved around his factory.

As someone close to the racing department you should be able to answer this question. From the early 1950s until the early 1970s, Ferrari was actively involved in sports car racing, in fact during those years probably won every major sports car classic that existed. Yet since 1972 there's been no official sports car works team and emphasis since then has been on Formula One. It's no secret that Ferrari's Formula One performance of late has hardly been a success; surely, participation and success in sports car racing would be more important than Formula One from a marketing point of view? Wouldn't winning Le Mans be more important than, say, winning the Hungarian Grand Prix? It almost seems as if Ferrari capitulated to Porsche without a fight. I'm sure

Porsche's many successes in endurance and sports car racing have boosted production car sales.

The reason was because it was too expensive to race in two categories and Ferrari elected to go the Formula One route.

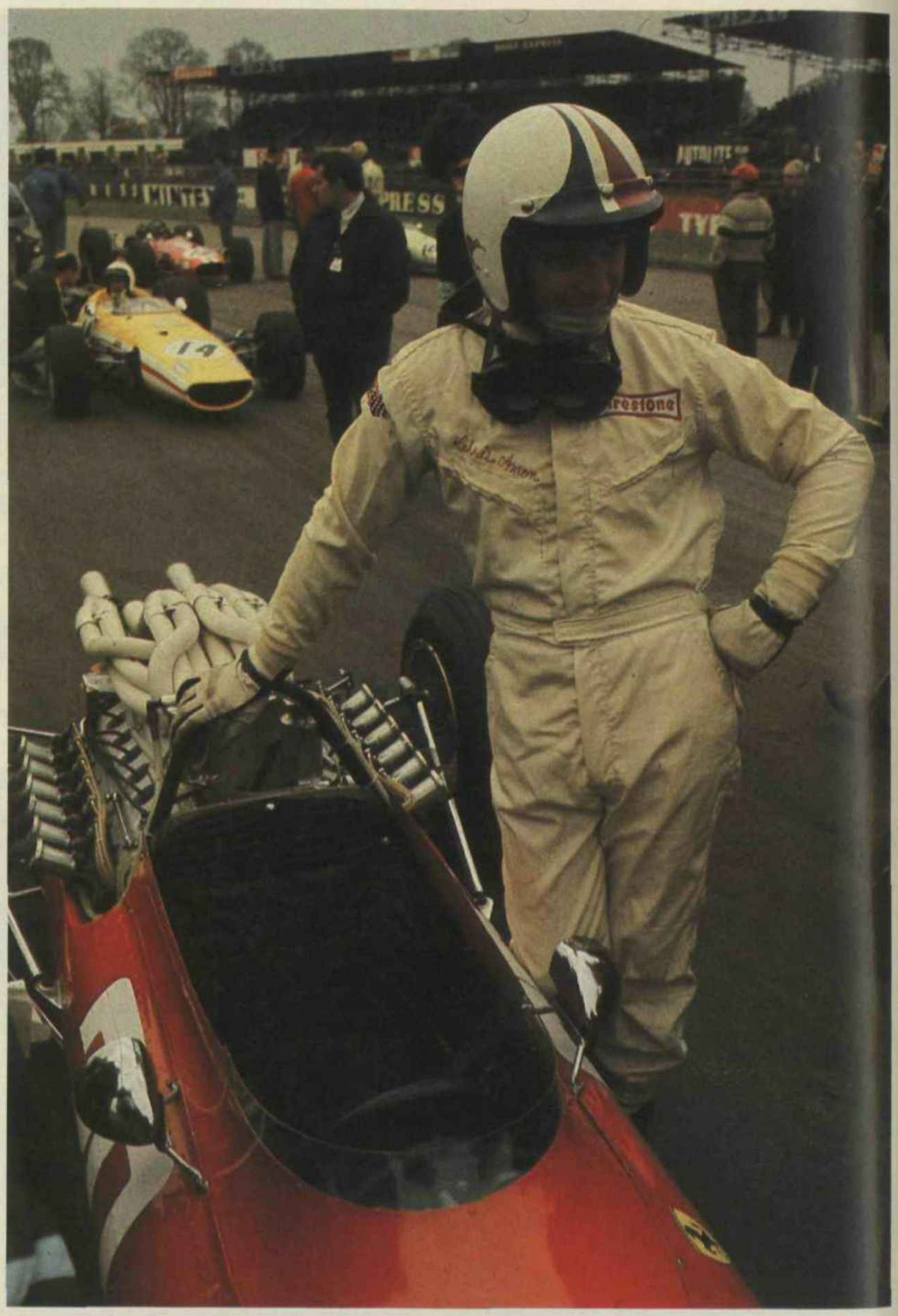
You must have seen a number of Grand Prix drivers come and go. Can you tell me about your involvement with them?

Before I joined the company officially I knew Lorenzo Bandini well. He was such a nice guy and lived in the same block of flats as I did. He'd 'phone me late at night to discuss his troubles and would often have breakfast with me and then give me a lift to the school where I was teaching. When he died in that terrible accident at Monaco I vowed I'd never go back there. I eventually did, 10 years later. I also knew Ludovico Scarfiotti well . . . such a gentleman . . . and he died unnecessarily in a silly hillclimb accident.

Chris Amon . . . another super person . . . but sensitive. He got demoralised so quickly. He always wanted to know what the Italian papers had to say about him and his performances . . . often I didn't tell him exactly what the press said! When I joined the company I used to look after a succession of drivers. I would find houses or apartments for them, arrange their transport, sort out their insurance, many of their personal affairs, their laundry, arrange schooling for their children, handle medical and dental appointments; and in one case I had to rush someone's wife to hospital when she miscarried. For this I inherited the title of 'mother' but always said 'aunt' would be better — it wouldn't make me feel so old!

Carlos Reutemann left at the end of 1978 — the year I joined. He walked into my office once (I'd never met him before) and I stopped typing immediately: I'd never seen such a handsome man!

Gilles Villeneuve was a crazy character — he could never drive off without wheelspinning. I remember once going for drive with him up a mountain pass in a 328. If anything had come from the other side I don't know what would have happened. He couldn't understand why I was looking so worried. He once 'phoned me at 5 o'clock in the morning from his apartment in Monaco to check on the weather as he wanted to fly down to the factory in his helicopter. I drew the curtains and all I saw was thick fog and told him that he stood no chance. So what did he do? He set off! He got about halfway and had to put it down on a farm where he stayed overnight. After another helicopter flight with Jody Scheckter as passenger, an ashen-faced Jody told me: 'Never again — the guy is nuts!' He asked me to get him back to Monaco by any other means — car, train, coach — whatever. Gilles was actually quite an introvert but opened up in Jody's company. They were great buddies. Jody was very funny in those days. He had a dry sense of humour and always had me in fits of laughter. The Italians, in particular the people of Maranello, loved him. He now lives in Atlanta and I think he's changed quite a lot from those days.



Chris Amon (above): a super bloke, but very sensitive to what the Italian papers said about his race performances.

Didier Pironi was another favourite. Pironi had had great difficulty in walking after his bad accident at Hockenheim in 1981 when both his legs were smashed. Afterwards he had to endure several operations and was strapped in the boat when it capsized and he drowned. I was away for a weekend with Piero and his wife Floriana when we heard the news on the radio that Pironi had been killed in a power boat accident.

I'm also very fond of René Arnoux. He often 'phones me. He is such a nice, funny guy. He is fond of children and once gave a party for 53 handicapped children. He was so good with those kids. Some say he is rough but it's not fair to judge people until you know them.

Ah, Patrick Tambay . . . what a gentleman and so handsome! Also a very intelligent person. I don't know if you know he has a degree in economic science. When he left I cried. He was somehow different and left a great void.

My colleagues put up a large photograph in my office of Michele Alboreto when he succeeded Patrick. I was most upset and told them to remove it, but when I got to know Michele and his wife Nadia we became firm friends. I often bake cakes for them!

Stefan Johansson is like a younger



Vernor worked for Mike Parkes (top) for 16 years before joining Ferrari in 1978, when Carlos Reutemann (below) left an immediate impression upon her. . .



brother. He still keeps in touch. The drivers often used to scribble dedications and notes on my desk pad and one I particularly cherish is a note from Stefan: 'To Brenda — more than a mother, better than a friend, thank you for all your kindness.'

Gerhard Berger is another good friend. He's always cheerful and keeps out of politics and intrigue. I will hear nothing bad about him.

Nigel Mansell I really only knew to say 'hello' to. Prost didn't even say that! Jean Alesi is sweet and educated. Capelli I didn't get to know at all — sad isn't it!

Did Mr Ferrari have favourites among the drivers or did he adopt the role of impartial headmaster?

If he did have favourites he never showed it. He was rather like an impartial headmaster towards the drivers.

You must have met a number of famous people at the factory.

So many, I forget who. Prince Bernard of the Netherlands is a charming and polite man. Paul Newman came into my office once and when I looked up into those blue eyes I nearly fell off my chair. Sylvester Stallone is shy but opens up as he gets to know you. Some others were Nick Mason of Pink Floyd; the Shah of Persia; Princess Caroline's late husband Stefano Casiraghi; Prince Albert of Monaco; Luciano Pavarotti. The Argentinian president, Carlos Menem, once visited the factory wearing blue jeans and tennis shoes. When I politely held out my hand to say goodbye he gave me a bear hug. Another old so-and-so . . . a ladies' man I'm sure!

Where do you live?

In Maranello . . . about 10 minutes from the factory. It's most convenient; I can pop home for lunch or a quick shower in summer, or to let my labrador out for walks.

"The Argentinian president, Carlos Menem, once visited the factory wearing blue jeans and tennis shoes"

Do you drive a Ferrari?

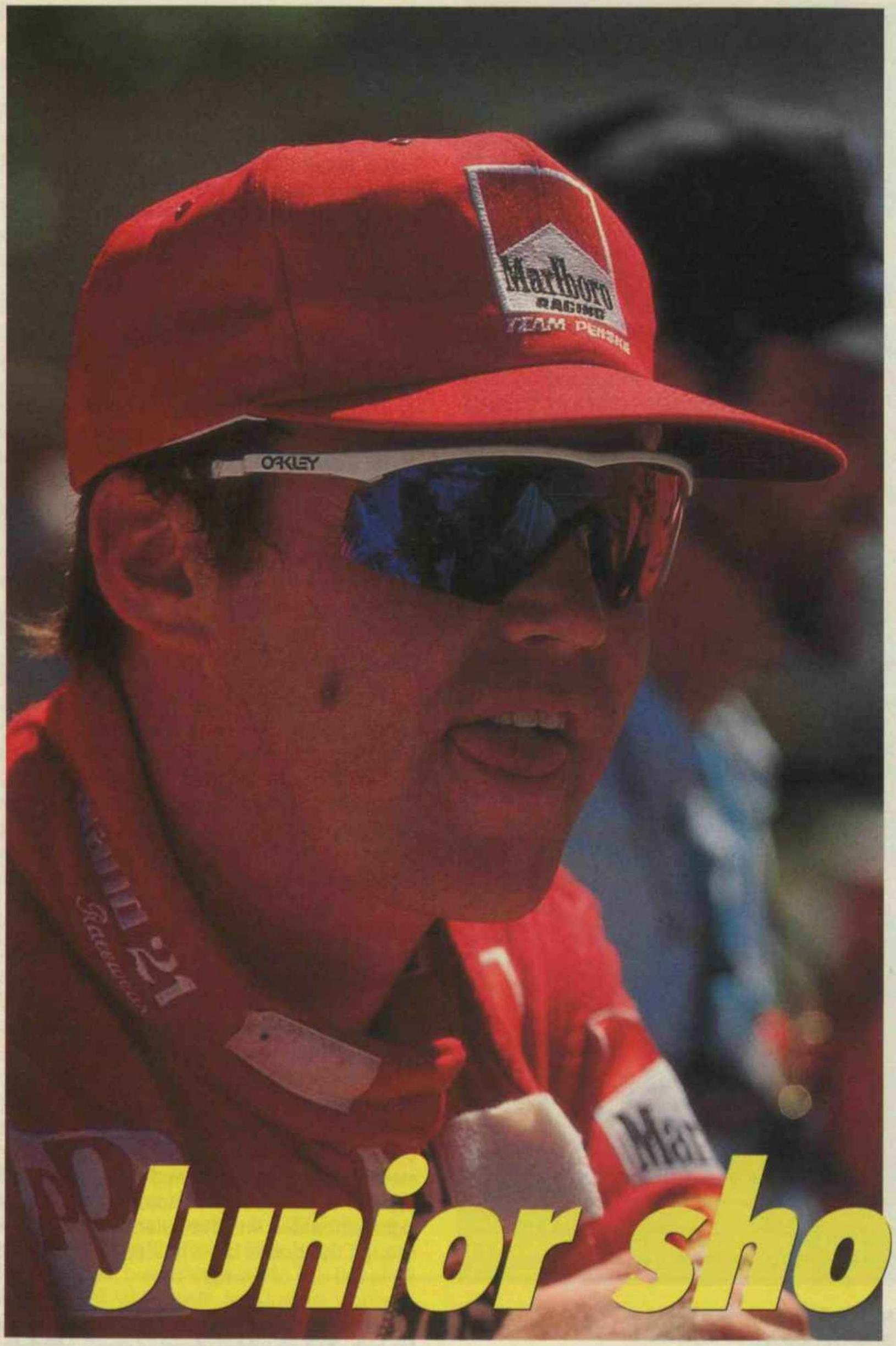
No! I have actually never driven one but hope to before I die! Until recently I had a Fiat Uno Turbo but now have an Uno 70SX. A few months ago I wrote off my Uno Turbo. At 10 o'clock one night I was driving along the road behind the Ferrari factory and hit a barrier at some unlit roadworks. The car slewed across the road and was written off against the wall of the factory. I broke my right shoulder in five places and even though the bones have healed I still do not have full use of my right arm.

When Ferrari died in 1988 I believe he was buried before his death was officially announced.

That's correct. That was his wish and only his immediate family were present at the service. I was in America at the time. He died on August 14 and was buried at 7am on the morning of August 15, my birthday. Only later that morning was his death made public to the media. Over 3000 letters, cards and telegrams of sympathy were received. Piero replied to every one. Every year on his birthday, February 18, and on the anniversary of his death flowers arrive at the factory from all over the world. Piero thanks everyone personally.

The end of an era.

Yes, a long era! **A L**



Junior showtime

Al Unser Jnr's arrival at Penske has been nothing short of startling. But are some of the other teams perhaps making life a little easy?

Al Unser Jnr is having a year that already ranks among the greatest in the history of IndyCar racing. With nearly half a season still ahead of him, Unser has a very real chance of surpassing the record of national championship wins in a year – 10 – held jointly by his father and AJ Foyt.

Every race enthusiast blessed with the gift of sight and the ability to work a stopwatch has long recognised Junior as being several cuts above about 98 per cent of the IndyCar competition. Like the great ones, Al never *looks* like he's going fast, and though he rarely puts together that single, ultimate qualifying lap (in the past anyway), over the years he has repeatedly proven to be both a supremely aggressive racer and a master tactician.

But even Al's most ardent supporters have to be surprised at the way he's dominating the 1994 PPG IndyCar World Series. Apart from a fortuitous win at Indianapolis, he's earned every other victory and run away with most of them. And a funny thing happened once Al found himself working in the peerlessly professional environment of Penske Racing: he earned as many pole positions in half a season as he had in the previous 11.

There's no question that much of Al's success stems from a happy convergence of events, one that brought him together with the best team in IndyCar racing at a time when he had reached a plateau at his former place of employment, Galles Racing. Much of the credit for that has to go to Roger Penske. Penske had the combination of vision – and resources – to recognise that in Unser he had a driver who could lead the team into the next century, the logical successor to Mark Donohue and Rick Mears in the pantheon of Penske drivers.

But to do that Roger had to bite the bullet and run a three-car team, adding Al to a line-up that already featured Emerson Fittipaldi and Paul Tracy. Most teams would have been happy to have either the evergreen Brazilian or the sizzlingly quick Canadian. Not Penske. He was not alone in recognising that Fittipaldi's career won't last forever, nor that Tracy might never completely settle down.

Only Penske, however, has the resources to field three identically, indeed usually perfectly, prepared '94 Penske-Ilmor Ds for three bona-fide championship contenders. And as has become legend, of course, only Penske could do that *and* run a parallel programme to develop the Mercedes Benz 209 for the Indianapolis 500.

But as good as Unser is, as good as Penske is, their brilliance only tells half the story of the 1994 season. Adrian Reynard aptly summed-up the other half of the story in the paddock at Detroit when he said "If you have one team operating at 100 per cent efficiency and the rest of us at 95, it makes that other team dominant."

And as much as the 1994 season will probably go down as the year of Unser and Penske, it also ought to go down as a year of infamy for most other teams.

There's no question that the '94 Penske is a superior car to the Lola T94/00 and the Reynard 94I, no matter which powerplant the Marlboro cars are using. But Newman/Haas Racing was downright ineffective through the several weekends in June, with Mario Andretti struggling and Nigel Mansell, either because he was focused on his return or non-return to F1 or because of his disenchantment with IndyCar racing following the idiotic fashion in which he was knocked out of the Indianapolis 500, has been for long stretches just a shadow of the man who took the 1993 IndyCar series by storm.

Once again Bobby Rahal finds himself fighting an uphill battle in uncompetitive equipment, with the gutless Honda V8 replacing the Rahal/Hogan chassis as his personal albatross, while Michael Andretti and Ganassi had failed to live-up to the scintillating form they showed at Surfers Paradise until their victory in Toronto on July 17. The rudderless Budweiser/King's season has been a trainwreck, with Scott Goodyear quite a non-factor, and Dick Simon seems bent on tearing down what had been developing into one of the better second division teams in the sport – to Raul Boesel's displeasure. Rick Galles is in the early stages of rebuilding his team and Jim Hall Racing continues getting perhaps less bang per buck than any other team in the business, with the exception of Bud/King.

Indeed, the list of overachievers is a short one. Certainly Robby Gordon has matured faster than anyone could have hoped under the tutelage of Derrick Walker and engineer Tim Wardrop, although the performances of team-mates Mark Smith and Willy T Ribbs have been extremely disappointing. Likewise, Jacques Villeneuve has blossomed in the professional atmosphere at Forsythe-Green Racing, courtesy of Barry Green and engineer Tony Cicale, and Bryan Herta – sadly injured in Toronto – has emerged as a real comer in the often-turbulent setting of AJ Foyt's team.

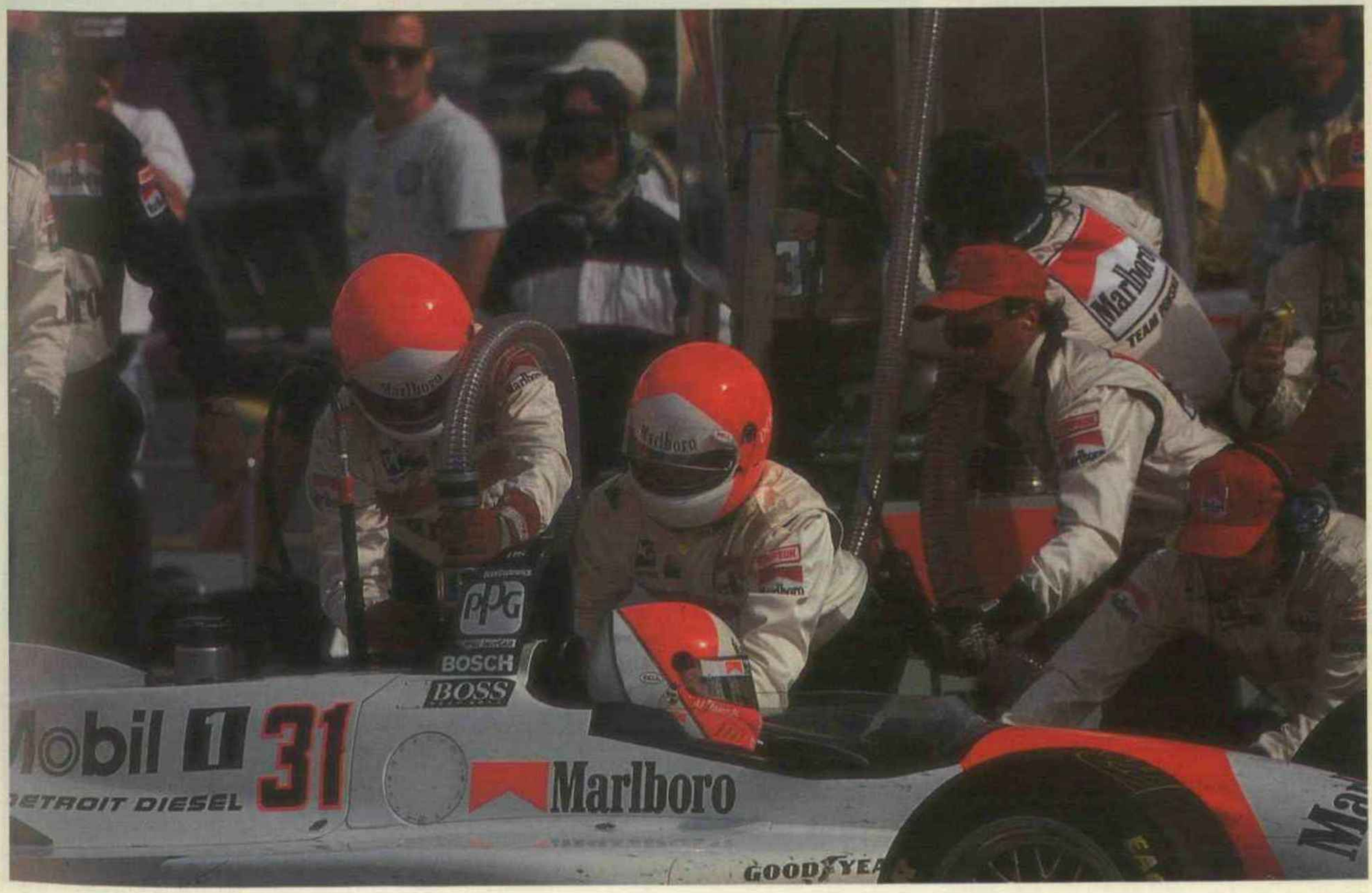
The Hayhoe, PacWest and Bettenhausen teams have had their moments. Jimmy Vasser started the season in fine fashion with three top five finishes in four races for Jim Hayhoe, but has since been snake bitten; PacWest Racing has suffered the sort of up and down season one might expect from such an ambitious two car start-up programme, while Tony Bettenhausen Racing has at last found the reliability to enable Stefan Johansson to show his stuff. Unfortunately, it took them a year to get their '93 Penske fully sorted out and now it's no match for the '94 model.

Obviously it's going to take quite an effort for anybody to overhaul Unser in the points battle, and Fittipaldi and Tracy are certainly the best positioned to do so. Mansell seems to have pulled himself out of his June funk and will (almost) certainly win a race or two in the months ahead, while Michael Andretti, Ganassi Racing and Reynard may be back on an even keel after Toronto. Honda's progress has been painfully slow (especially to Rahal and team-mate Mike Groff) and, frankly, it's a bit of a reach to see them winning in 1994 despite the fact that Bobby's driving as hard and as well as ever.

Of course Gordon, Villeneuve and perhaps Vasser could pull off a surprise, but Robby, Jacques and Jimmy are a year or two away from being able to challenge Unser, Fittipaldi and Tracy on a consistent basis. And as history has repeatedly shown, there are no guarantees the Walker, Forsythe-Green and Hayhoe teams will ever be a match for Penske Racing. Just ask Carl Haas and Paul Newman, Bobby Rahal and Carl Hogan, Rick Galles, Chip Ganassi, Jim Hall, Dick Simon. . . **D P**



Winning blend: Al Jnr's pace on the racetrack is complemented perfectly by the speed and efficiency of Roger Penske's well-drilled pit crews (below).



Pimms, soufflés and custard pies



Nissan's top brass was unimpressed. Its guests had been fed and watered at not inconsiderable expense, before gathering at the front of its hospitality marquee on the outside of Copse to watch the touring car race that followed the British Grand Prix. Seconds later, having picked gravel out of their Pimms and strawberry soufflé, they witnessed the dust settle to reveal three very bent Primeras parked forlornly in the middle of the track.

At that very moment budgets were vociferously called into question. People have very short memories; 12 months ago Kieth O'dor and Win Percy scored a famous 1-2 in the very same race, but the pressure to perform is starting to mount in the BTCC. And this has already claimed its first victim – Mazda.

Its demise has long been predicted. The sleek V6 Xedos has bags of potential, but the team does not have the bags of money required to maximise it. It has promised to go away and undertake a concentrated development programme before returning for the last two meetings of the season. But believe it when you see it.

This leaves nine manufacturers – still a very healthy state of affairs – as the series turns into the home stretch.

Alfa Romeo's wings may have been clipped, but I'm afraid it has already flown the nest. The car ran with its front splitter pushed back for the first time at Silverstone, and Tarquini pushed the revitalised BMW all the way. Splitter or no, the key to downforce in a front-wheel drive touring car is to have a smooth undertray, which is something the Alfa has always possessed.

Another thing it is lucky to possess is a driver out of the top drawer. There are four or five BTCC drivers who would win the championship given the all-conquering 155, but none could make it look as easy as Tarquini has this season. The Monaco-based Italian endured a heavy roll during testing at Snetterton back in May, but otherwise his year has been textbook. His driving style is measured, laid back, cool. He shuns the regulation Ray-bans and semaphorese body language for a checked cloth cap and English restraint. He has gained the unanimous respect of his rivals, and, to be honest, he looks a class above.

But he may have to play second fiddle for the remainder of the year, for BMW is back. The Munich manufacturer is a past master of getting what it wants out of the FIA. It doesn't scream, wail or gnash its teeth, but loiters with intent in the corridors of power. There is no argument that its rear-wheel drive machinery is dynamically superior to its *traction avant* rivals, and but for the extra lead that the 318 is forced to lug around the tracks of Europe it would win every race.

The Munich manufacturer has been a long-time supporter of touring car racing, and for this it should be thanked, but how does it get its own way when outnumbered nine-to-one? When it was announced that the 318i was to shed 25 kg it had a "Weetabix for breakfast" effect on the front-wheel-drive brigade, which shrank visibly. Coupled with a new aerodynamics package – a two-layer rear wing, larger front airdam, rear airdam and new front undertray – that has improved the car under braking and in the fast corners, it has taken Jo Winkelhock to the top of the rostrum after an 11-month absence.

The lantern-jawed German won the ill-fated GP support race when only Tarquini offered any resistance. The BMWs look after the tyres far better than the front-wheel drive opposition, and in the heat that bathed Northamptonshire his car enjoyed a major advantage. As for Jo himself, he is a better driver when out front. His efforts back in the pack during the early part of the year told a story of overambitious moves. There were bent panels everywhere. Give him a little space and a car on the pace, he wrings its neck in a far more chilling, calculating manner. He will be the man to beat for the remainder of the season.

But what of Ford? The pre-season favourite appears to have lost its way. The Mondeo finished 1993 as the fastest two-litre touring car in the world, but has since been gazumped by Alfa Romeo, Audi, BMW, Renault, and, at a push, last year's Peugeot. Paul Radisich, the man who set the BTCC alight in the second half of last season, has found the car to be a tad temperamental. He is a constant in the top half-dozen in practice and regular podium finisher come the races, but this remains a disappointment. A general lack of grip is apparent, but a gamble on set-up at Silverstone saw him hop out of the car and report a step in the right direction. . .

The Renault Lagunas have also shown race-winning form. Both Alain Menu and Tim Harvey have demonstrated great speed during qualifying, but a tendency to tear up their front Michelins has caused the yellow and blue cars major headaches during the races. They have also been hindered by two homologation blunders that cost them their rear spoiler for the first half of the season, and a front, full-width undertray for the second. When budgets run into millions, such errors are difficult to accept.

In contrast, the Dunlop-shod Vauxhall Cavaliers have been the most consistent front-wheel drive cars in the races, but have suffered by a lack of speed in qualifying. When the car's right, it's a winner as demonstrated by John Cleland at Donington.

The undoubted revelation of the season has been the performance of Patrick Watts and Peugeot 405. The multiple one-make champion has always had the speed, but he has allied this to a tremendous consistency throughout his latest campaign to stun more up-to-date machinery run by better-funded teams.

This has made the Peugeot PR personnel's year a comfortable one. But it cuts both ways.

Volvo has shown flashes of speed and TWR has always stated that this would be a learning year. But for a team with such a winning pedigree, the estate's grudging dislike for slow corners has proved a big, and so far incurable, headache. It is simply stunning through the quicker corners and on the brakes, however.

The Toyota Carinas have given their drivers a torrid, pogo-stick ride so far, but looked to have turned the corner with a new suspension system. Nissan meanwhile has gone through more shells than an oystercatcher. The Janspeed team will be hoping that the Silverstone shunt was its nadir.

As will the BTCC. What should have been the championship's showpiece event turned into a slapstick farce. But not everybody saw the funny side. . . PTF





Above: Renault's tyre wear is a cause for concern. Left: Winkelhock celebrates.

Top: damaged Nissans at Copse. Above: Tarquini – a class act.



On Sunday March 27 Rosco McGlashan sped across the Salt Flats of Lake Gairdner in the remote outback of South Australia to become the fastest man on wheels in the Southern Hemisphere.

With a dramatic desert sunset on one side, and a full moon rising on the other, Aussie Invader 2 made two scorching passes across the primeval lakebed, the jet afterburner leaving a fiery trace in the fading light. The average speed through the measured mile was 498mph, through the kilometre 499.

On the second pass the big, brutal, blue car with the Aussie flag emblazoned on the fin stopped just short of a glittering sheet of water that covered the southern end of the track, reducing it from the original 12.5 miles to eight and putting paid to plans for an Aussie assault on the world record. Mother nature does not give ground to invaders lightly.

With a new Australian national record under its belt, and credibility running high, the team intends to be back on the salt, when it dries out again around the turn of the year, to run for the World Record.

The intervening months will be spent refining the car, monitoring the salt, and raising funds.

Rosco McGlashan, a professional drag-racer is the archetypal battling Aussie, with a dream that was to become an obsession — to be the first Australian to break the Land Speed Record, and to do it in Australia.

Australian Ken Warby already holds the Water Speed Record at 318 mph, and the LSR would make it an Aussie double. Like Warby, McGlashan has built his dream in a workshop alongside his suburban home with lots of effort and enthusiasm and little in the way of funding and facilities. The dream took a big step towards reality back in '86 when Rosco purchased four Atar 09 jet engines in an auction. The Atars had come from the RAAF's Mach 2 Mirage fighters which were being replaced by F18s. With engine assistance from the RAAF, the assorted skills of a dedicated band of volunteers and support from his wife Cheryl and son Bryce, the car began to take shape. With little funding, much of it personal, the

ROSCO MCGLASHAN

ng for the gold

Two men who were there – Thrust 2 designer John Ackroyd and sponsor Channel 7's Greg Milner – tell their separate stories of Australian Rosco McGlashan's attempt to become the Fastest Man on Earth



team had to fight every inch of the way to overcome one hurdle after another. Everything in the McGlashan household revolves around the big blue beast lurking in the workshop.

Aussie Invader is probably the last of the brutal blunt subsonic beasts based on the Green Monster/Thrust 2 philosophy of sitting the driver alongside a big afterburning fighter engine running the full length of the car, with the intake at one end, the jetpipe at the other, and the wheels in the four corners. Whether Rosco's machine will be fast enough to beat the existing Thrust 2 record of 633.468mph remains to be seen. In his favour Invader has a smaller frontal area than Thrust, and will run on a much harder surface, with greatly reduced wheel drag. On the other hand the Atar puts out about 2000lbs less push than Thrust's Avon, and the length of track available at Lake Gairdner cannot be guaranteed. As many previous record breakers have found out, dry lakebeds are extremely unpredictable.

Car and team set out for a December 1993 attack on the record. The convoy headed out across the parched wastes of the Nullarbor Plain in the searing southern midsummer, sharing the narrow strip of asphalt with massive triple trailered Road Trains, thundering by in a shroud of swirling dust. The last 94 miles were on a rutted dirt road winding through the Gawler hills to the Mount Ive Homestead. Choking red dust smothered the convoy, and the jetcar was pounded on its trailer. On December 3 the team arrived exhausted and collapsed into outbuildings recovered from the old atomic test site at Maralinga to the north, only to be woken by a torrential thunderstorm — the first December rain for 22 years. The next morning the lakebed was awash to the shores, and the devastated track surveyors were predicting weeks for the water to recede.

Rosco said in wild hope that it could clear in a couple of days, and miraculously he was right.

The first trial runs proved unnerving. The car was difficult to steer, and kept swerving off course as the wheels skated on the hard surface. Despite this incredible hardness the wheel pressure squeezed a slick film of moisture (perhaps from the recent rain) to the surface, making it more like ice than salt. The vee-profiled rear wheels were holding well, but it was apparent that without more steering grip the car was uncontrollable. In desperation the spare rear was exchanged for a front. Running three rear wheels Rosco found he could steer the car, and made a blistering timed pass of 475mph before getting into a wild slide only arrested by rapid deployment of the chute. Hopeful of getting a fastest ever Aussie record with a return run, the car was turned around in a rising wind. Once again it wouldn't steer and the chance of a record was gone.

Back in the hangar the team changed the overstressed wheel bearings and put two rear wheels on the front with the intention of having another shot at the record the following morning in the dawn calm. Perhaps providently a violent storm broke that evening, demolishing the base and soaking the salt. The team struggled to stand against the raging winds, and was lucky to get the jetcar on its trailer and off the salt before the full fury imprisoned it. The crew, exhausted by continual work on the car, and the gruelling daily drive between the homestead and lake, was bitterly disappointed but the storm had played into their hands, giving them the opportunity to recover, overhaul the car and come back another day.

Recover they did, and so did the salt. Early in March '94 the surveyors marked out 12.5 miles of good, hard salt, with dead straight lines of green(!) dye left over from Donald Campbell's attempt 30 years previously. Campbell was still the fastest man in Australia with an official speed of 403mph set on Lake Eyre in the wheeldriven Bluebird on July 17 1964.

On March 13 the Invader team set out once again to cross the dreaded Nullabor on their way to Gairdner. This time the convoy of trucks, trailers and caravans did not stop at the homestead but bumped and rattled their dusty way to the shore of the lake to set up camp near to the team, and the track surveyors were already on site in a camp of their own. It comprised aged caravans, tents, a tanker full of salty well water, an improved field kitchen, and two 'dunnies' set in a red 'bull' dust clearing surrounded by rock and scrub. The fine red dust covered everything, and myriad flies settled with the persistence of record-breakers, but despite the primitive conditions it was a happy camp, and the campers had a mission to fulfil. Nearer the shore, with magnificent views over the awesome Salt Flat, Channel 7, ardent promoter of the project, set up its complex TV recording base with a huge dish to relay the adventure live to the nation. However the view was not completely idyllic — since the surveyors had laid down their lines, a vagrant sheet of water had settled over the southern end of the track and was clearly visible shimmering





in the sunlight. This caused little concern at the time, as the previous flood had blown away in a couple of days.

Would revised wheels work or would the car go skating again?

They did on the next run, but the afterburner didn't. The RAAF engine crew checked through its fuel system and the team set about preparing the car for the next hurdle; the Australian Unlimited Land Speed Record.

In the dawn calm on March 22 the start crew lined up Aussie Invader alongside the thin green line that vanished over the horizon. The car was aimed to the north, with its back against the sheet of water still covering the south end of the track, and 1.7 miles to the start line. Team leader Peter Taylor closed the canopy over Rosco, the Atar built up to a crescendo and the Invader was rolling, the afterburner coming in with almost explosive force. The car vanished with the green line into the infinite whiteness of the open lake. As the start truck raced down the track following the arrow straight grooves left by the aluminium wheels the results came over the radio: Speed for the Mile – 455.1mph; Speed for the Kilo – 439.5mph. More than fast enough for a record if it could be repeated.

The turnaround was smooth and with 1.9 miles of run-up Rosco disappeared back down his track in a blur of flame and flying salt. Chasing in his tracks the start crew found a balled up parachute just past the finish line, followed shortly after by another. The Invader had lost both 'chutes and was heading for the water! Sure enough the wheel furrows ploughed straight through the wet salt and into the mirror of water, where Rosco sat pensively on top of his marooned missile, amid reflections of the mountains. Some of the underbody panels had been torn off by the force of the water, and the exposed innards were awash with brine, but fortunately the level was too shallow to go down the engine intake. The start truck coupled up behind Aussie Invader and pushed her out toward the hangar. Preoccupied with getting the Invader out of the wet Rosco and the start crew had missed the speeds through the lights, and were eager to get back for the good news and do a little celebrating. Doubt set in when the reception at the hangar was not an exuberant welcome, but a subdued team engrossed with their jobs. Channel 7 filmed a grim and disbelieving Rosco as he was told that the finish line timing light had not worked so his return run (486mph) was null and void — no Aussie record!

It was another typical record breaking setback. There was no option but to do it all over again, but first the car would need new chute lines, and underbody panels, and a thorough check for salt water damage. With no facilities on hand, the new panels would require an expedition to Adelaide, 300 miles away.

Meanwhile the sheet of water drifting around the southern four miles of track was showing no signs of leaving, so it was decided to move the measured mile and





Above: McGlashan (right) and the author pose with Aussie Invader 2.

suspect timing lights two miles north, to the middle of the remaining eight miles of usable track, and further away from the watery end.

The Invader was ready to run again midday on March 27, but a blustery wind persisted throughout the day, so the team settled down for a hard-earned tea break with the bushflies back in the campsite. At 5.30pm a radio message from the comms truck out on the lake announced that the wind was dying down. The relaxed mood turned to urgent activity as the crew headed for the salt, to grab the short window of opportunity between wind and dusk.

Once again Aussie Invader was lined up to the north with its back to the wet end, and a 2.2 mile run-up to the first timing light at the start line. Igor had tested his lights a hundred times since the failure, but was still left hanging in suspense until they were proven with the jetcar at speed.

The Gods of the ancient lakebed put on a magnificent display for the lone gladiator and his fiery chariot. A flaming sunset backlit the hills to the west, while a huge full moon rose over the eastern rim, and the salt face shone luminous as the crystals caught the glowing rays. The portents were good!

The canopy shut Rosco into his private world, the revs rose, and the afterburner faded down the glowing salt, and out of sight. The comms truck radio announced the results: Speed for the mile — 505.7mph; Speed for the kilo — 494.3mph

The 500mph/800kph barrier had been broken but the coveted Aussie record was not in the bag yet. One chute had been deployed to good effect and the car had stopped 3.2 miles past the finishing line. A repeat performance on the return run would put it right on the water's edge, and as a longer run up was planned, both chutes and the big carbon discs would be needed.

A slick turnaround was made in 30 minutes, and the car was pulled back 2.5 miles from the start. Rosco blasted his dreamchild back down the track in full afterburn, through the lights and on towards the water. One chute filled and held, and then the next — and the big jet stopped half a kilo from the moonlit lake. The timing lights had worked.

Speed for the mile — 491.5mph; Speed for the Kilo — 504.0mph. A new Australian National Land Speed Record had been set at an average of 498.6mph for the mile and 499.1 for the kilo.

As the moon and stars took over from the sun, the team that made it happen celebrated Rosco's victory over the odds. Next morning the water was still shimmering over the track and time was running out for a full-blown attempt on the world record. Volunteer team members were running out of holidays and leave, the lake tenure was drawing to a close, and the water had not shifted for over two weeks. The nearest FISA representative, required to verify an international record, was in New Zealand and would have to be flown in, a major delay and expense, hard to justify until the water receded. Apart from the pressing timescale, one of the two marked tracks had been carved up by the speeding wheels, creating the danger of tramlining in the grooves. That only left one track good enough for a two-way run, even if the salt did eventually dry out. Thursday March 31 was the cut-off date; if the track had not shown signs of drying, there was no longer time for the FISA rep to arrive before key crew members had to leave. The deadline arrived and still there was water.

The decision was made to give Mother Nature best, and come back in the next dry season, more experienced, better prepared, with the car fully overhauled, and lay four or more new 12.5 mile tracks on dry salt, for the sole purpose of attacking the World Record in November.

IA

AUSSIE INVADER 2 DATA
Length: —27'3"
Height—body: —4' 3" —fin: —7' 3"
Wheelbase: —228.3"
Track—front: —74.0" —rear: —83.0"
Weight, full: —11000lb
Engine:—Atar 09 C5 ex Mirage fighter
Max thrust: —14,800lb.

"Invader is rolling"

Short, powerfully built, laconic, 43 year-old McGlashan has been drag racing since he was a teenager. "When I was . . . oh, I don't know, 11 or 12 I suppose . . . a couple of mates and I found some tubing somewhere, got hold of a motor, got it running and built ourselves a hot rod.

"Much to my parents' disgust, I didn't even make it to high school. They thought I was crazy."

Early in his career he built a V8 powered motorbike, campaigning it all over Australia. "It was a frightening machine. It had no clutch, so the back wheel would sit up off the track in a cradle, and I'd give it a rev and just rock it off the cradle.



"It spat me off a few times. When it spat you off it spat you off in a big way."

McGlashan's inspiration to be the fastest man in the world came from his friend Ken Warby.

Warby had stunned his critics by setting a world water speed record of more than 317mph in a boat he'd built in his back yard in Sydney.

McGlashan had bought Warby's J79 jet-powered dragster and re-named it Aussie Invader. "I realised pretty quickly that you didn't make money in this business by being the fastest, you made it by putting on the best show, with lots of fire and noise."

One of his tricks was to chain an old car body to the back of the machine and blow it to bits with the afterburner.

Horrendously expensive, land speed record breaking is beyond the private means of all but very rich. Like most such campaigns, the Aussie Invader project has been a backyard effort. Every member of the Aussie Invader team is a volunteer. McGlashan gradually drew sponsorship, notably from Ampol, the Australian oil company which took over from BP in the final year of Donald Campbell's Bluebird project, at Lake Eyre.

By December last year, Aussie Invader II was ready to tackle Campbell's mark. With Lake Eyre now a national park and out of bounds, McGlashan chose Lake Gairdner, another huge salt pan, 300 miles north west of Adelaide.

To stand on the blinding white surface of such a massive body of salt is a humbling experience in itself. Formed when the sea began to recede from central Australia millions of years ago, Lake Gairdner is 90 miles long and 56 miles wide. At its centre, the horizon disappears in an endless mirage. Without GPS or a compass, there is no sense of direction whatsoever. It can be dangerous.

The lake forms part of a 200,000 acre sheep grazing property called Mount Ive. From December to March, temperatures hover between 110 and 120degF. There are no sealed roads. Everything becomes covered with a layer of fine, wind-blown reddish-brown dust. Millions of flies threaten to carry away anything not tied down. It is advisable to check your sleeping bag each night for scorpions. Drive at dusk or in the dark and you risk smashing into a six-foot tall kangaroo weighing 200 pounds. They are so plentiful a professional shooter is employed to cull them. "This is not a place for normal people," says the bearded, irascible, salt-encrusted chief track surveyor Bob Persztik. "But I suppose it's a little bit of insanity that makes the rest of the world sane."

McGlashan had always said he wanted to make Campbell's mark look easy. But he and his team, like Noble and all the others before him, quickly discovered that nothing about land speed record breaking is easy.

After one particularly bad run, he emerged from the cockpit shaken. "It was scary, mate, bloody scary."

Unbeknown to either him or the crew, the constant sliding had badly damaged the wheel bearings, after one pass of 423 mph, he lost control on the return run. That night, with the car back in the canvas Air Force hangar dubbed the Bat Cave, McGlashan was replacing one of the front wheels with a narrow V-profile rear wheel, when he got the fright of his life. One of the wheels had an inch of slip in it. It could have killed him.

A few hours later, a huge storm put paid to the attempt anyway. It flattened the canvas air force hangar erected on the salt, blew away the Air Force security camp on the shore, and turned the lake into a lake again. Dejected, McGlashan packed up and went home.

Three months after the aborted attempt of 1993, and with the promise of better weather, McGlashan and his team returned in March to confront the lake again. The sponsors had stuck by him. But for credibility alone, he needed runs on the board this time; at least the Australian record, the world record if the lake would allow it.

Now, the front wheels had been machined into a narrow V-profile, like the rear wheels.

The first run would be the moment of truth.

This time they had decided to make camp at the lake itself, rather than the dilapidated shearer's quarters 21 miles away in the homestead compound.

It may have been dirty and dusty, but at least it was a little cooler than December, and the long, rough return journey to the homestead each day would be avoided. In spite of . . . or perhaps because of the conditions, there was no shortage of humour.

TV crews and timing officials had set up equipment at a low, tree-less outcrop of sandstone baking in the heat of a few hundred metres back from the measured mile. It was immediately dubbed Paradise Island. The Aussie Invader camp was China Beach.

At Hamburger Hilton, the RAAF camp, they'd dug a small tarpaulin-lined swimming pool, complete with waterfall.

Accommodation rate: two crates of cold beer a night.

On Saturday March 19, McGlashan hit the afterburner hard and Aussie Invader bellowed down the smooth salt at a shade under 300 mph. We checked the wheel marks. They were dead straight, wavering only after the point where the parachutes dancing in the backwash had tugged the

back of the car from side to side.

What now?

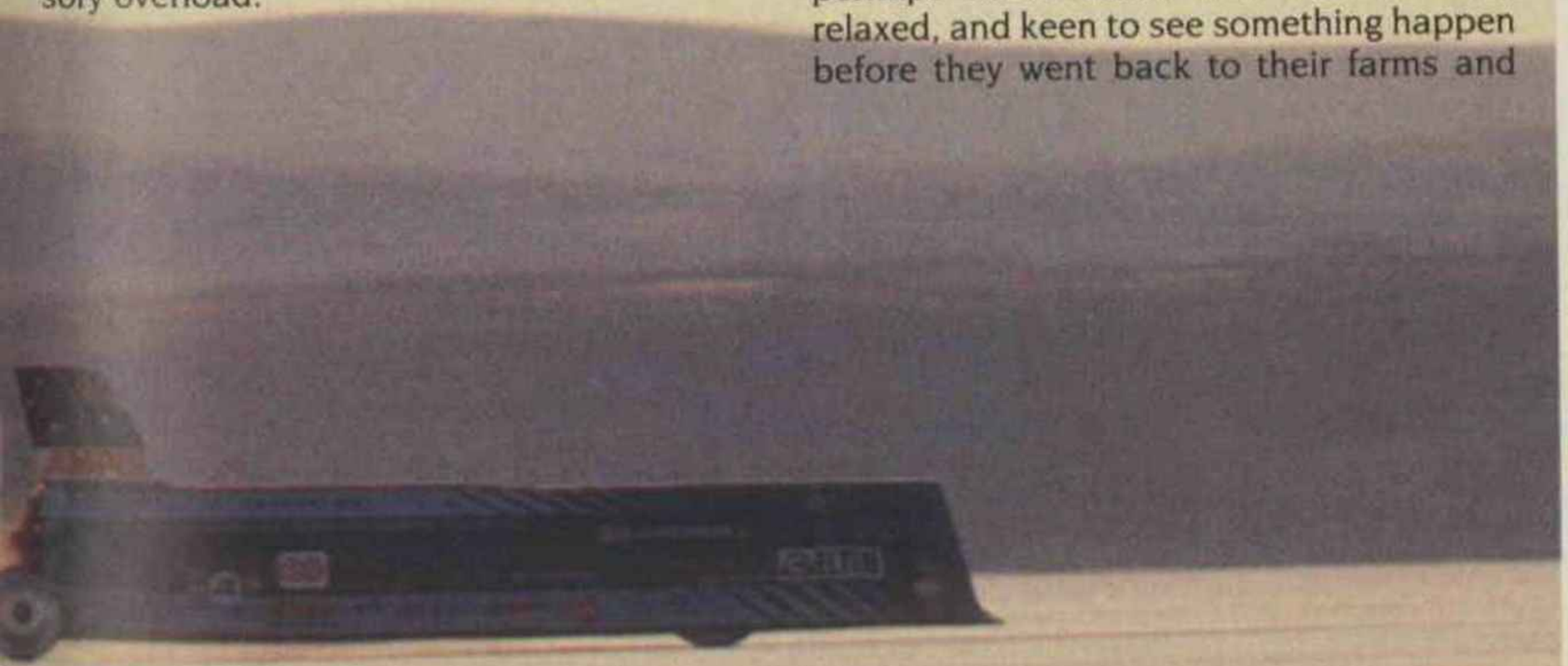
Sitting on top of the car as the crew swarmed over it, McGlashan swigged on a bottle of spring water. "Put her back in the hangar, and call in the stewards," he said. "We'll do the (Australian) record on Tuesday."

At 5.30am on Tuesday March 22, RAAF security closed the lake entrance, the Aussie Invader was positioned two and a bit miles back from the measured mile. The first run would be timed just before the sun rose over the hills on McGlashan's right hand side, so it didn't blind him.

From Paradise Island we could hear a distant rumble, then Peter Taylor's voice over the radio, "Invader is rolling."

There is something primeval, and fundamentally . . . brain-searing about watching such brute force at such close range.

We waited at a point directly opposite the flying mile, and braced ourselves for sensory overload.



At first there was nothing but a far-off roar, and in the bizarre, two-dimensional landscape of the lake, it seemed to come from everywhere at once and nowhere in particular.

Even as the noise grew, its cause remained hidden by the strange optical tricks of the lake that make near objects seem far away and distant ones disappear all together. The rooster tail of salt spray was the only visible sign, a horizontal white tornado tethered to an invisible point that appeared to be moving . . . slowly sideways!

Then the point took shape and materialised from nothing, not going sideways at all but seemingly coming straight toward us! And with it came the sound and the fury, a great, howling monster of a noise, the sound of a wind-driven wildfire blowtorching through the treetops.

Involuntarily, we held our breath, for to watch and breathe simultaneously would have required conscious effort.

And there it was, for an instant right in front of us, the afterburner flame a rigid, angry, glowing red tail fully four feet long, a deafening bellow so loud it made your eyes rattle in their sockets. And then it was gone.

The jet car was still travelling too fast when McGlashan fired the 'chutes. They both tore off, and the car skated into the film of water lying across the bottom end of the track at more than 300mph, shredding its expensive aluminium foam-sandwich underskin.

McGlashan was unconcerned. He knew he had the record, and anyhow, the car could be fixed. "Maybe I've got the water speed record as well," he deadpanned. But the timing equipment had failed. One of the light beams hadn't broken. The rest of the team knew the dreadful truth before McGlashan.

John Ackroyd, who'd flown out from America during a break in his trans-global balloon project, was the first to tell him. "Jesus mate, don't tell me that . . . don't tell me *that,*" a dumbstruck McGlashan had spat through clenched teeth.

Within four days of taking a bath that would have done Campbell's Bluebird boat proud, Aussie Invader was ready to roll again.

By late afternoon the wind had begun to drop, and the little band of spectators, perhaps 30 of them, were relaxed. Very relaxed, and keen to see something happen before they went back to their farms and ploughs and household chores.

So, beers in hand, some of them wandered up to the Aussie Invader camp, in a little clearing behind the hill.

In a few minutes Rosco called up on the radio. "Mate, I've just been talking to the locals and they reckon the weather'll be crook in a few days. So we're gunna go out there and give it a rev while we can."

Give it a rev. You can take the man out of the racer, but you can't take the racer out of the man.

It was already five o'clock. Allowing an hour's turnaround, he would have to get the first run in well before six, or it would be dark before the crucial second run through the timing traps.

At the Bat Cave, the big canvas RAAF hangar erected on the lake four miles north of the camp, the tension crackled like the salt under the soles of our boots.

The normally low-key voice of communications controller Mike Gray was now barking commands over the two-way, demanding position reports from the TV and rescue crews setting up along the nine miles of track.

Crew chief Peter Taylor, a compact and bustling former Air Force engine specialist, was busily checking and re-checking, even as they began to push Aussie Invader down to the start mark at the six mile point of the course.

Computer boffin Igor Iskra was beside himself. It was his timing equipment that had failed only days before.

Now, after days of testing, re-testing and adjusting to the last nano-second and micro-photon, had that glazed look about him, like a kangaroo caught in a shooter's spotlight. "I had my escape route planned if it didn't work this time," he would slur happily a few hours later.

With so much on the line . . . the car, the record, McGlashan's life . . . everybody seemed nerve-jangled. Except McGlashan.

At the communications truck, parked 200 yards back from the measured mile, where the CAMS officials huddled over Igor's timing equipment, Mike Gray told everybody to "Shush up for a minute you guys, listen to this."

Over the radio channel between McGlashan's cockpit and the truck, there was . . . singing. *Singing!*

In a few minutes Aussie Invader would be howling across the salt at more than 560 mph. You could almost hear the grinding of 50 sets of teeth up and down the course. And McGlashan was . . . singing into his mask! Chad Morgan, for God's sake. "Do sheilas think I'm 'andsome . . ."

His wife, Southampton-born Cheryl, knew it was a bit of a show. "He does that when he's wound up," she said. Even she couldn't be with the rest of the crew. Close to tears, she watched, with the little knot of spectators, on a hill many kilometres away. This time both parachutes held. A tiny video camera in the cockpit showed McGlashan blinked just three times as he held the blue beast in a straight line. Each run of less than eight miles lasted barely 30 seconds. Over the radio, Mike Gray told McGlashan that Igor's timing equipment had worked perfectly.

"Good-O for dogs," McGlashan said, reciting the slogan for a popular dog food.

It was getting dark. His crew crowded around, knowing they had it. The figures came over the radio. 498.6.

"Lovely," said McGlashan. "Would've thought it'd been faster than that."

Crew chief Pete Taylor kissed him. McGlashan waved an Australian flag. The crew hoisted him on their shoulders.

McGlashan was ready to go further, to attack Noble's world record of 633mph. But the lake was not. The team had watched grimly for two weeks as a vast, thin sheet of water covering the six and seven kilometre stretches of track stubbornly refused to move.

He needed the full 12.5 miles. The lake would not give it to him. The weather window was also beginning to close.

And they knew then what every such team has known before them; that this, perhaps more than any other form of motor sport, is a strange and fickle business.

John Ackroyd watched them pack up. "These lakes have a spirit of their own. I think it's best to go with the spirit of the lake and not fight it.

"When the lakes says no, it's better to heed the warning." **G M**

Seconds

Lout...

Rallying doesn't come much closer than this. Argentina witnessed an epic battle between the WRC's top two protagonists

There have been many close tussles in the World Rally Championship, even on such a high penalty event as the Safari, which once recorded a dead heat and required the tie-breaker to be invoked to decide the winner. But there can be very few events indeed, World Championship or otherwise, in which the performances of two crews have been so closely matched that, even on the last day, they changed positions almost stage by stage.

So it was in Argentina this year, when the sixth round of the World Championship produced an amazingly close and dramatic tussle. Over the 29 special stages totalling 351 miles the lead changed hands several times, Didier Auriol (Toyota) and Carlos Sainz (Subaru) swapping places almost as often as they changed tyres, even on the last day.

There was no question of easing off to avoid risks. The margin was so small that an absolutely flat-out pace had to be maintained right to the end of the final stage, when a margin of six seconds meant a performance difference measured at considerably less than 0.02s per mile.

The remarkably close finish was highly dramatic, appreciated immensely by the enthusiastic crowds to whom rally winners are national heroes, no matter what their nationality, and causing tension among the two teams concerned such as has rarely been seen before.

Unlike 1993, when the only full teams present were those of Toyota and the Jolly Club, plus a single car from Ford for Biasion, this year three major teams made the trip, plus that of Mitsubishi Germany. Local interest is at a high level in Argentina and no less than 90 cars crossed the start ramp.

Toyota sent two Celica Turbos for Juha Kankkunen/Nicky Grist and Didier Auriol/Bernard Occelli. For Kankkunen and Grist it was something of a special anniversary, for it was on this event last year that they first formed their partnership after Juha Piironen, Kankkunen's co-driver since 1986, suffered a brain haemorrhage during the practice period and needed emergency surgery. We are happy to record that his slow but steady recovery is going well and that his reputation as a dedicated professional and one of rallying's gentleman comedians continues. Both drivers were recent winners of the rally, Auriol in 1992 and Kankkunen in 1993.

Subaru, represented as on most World Championship events by the UK Prodrive outfit, sent two 555 Imprezas for Carlos Sainz/Luis Moya and Colin McRae/Derek Ringer. Sainz considers this event as one of his favourites. Not only has he won it once before, but he feels almost as much at home in Spanish-speaking Argentina as he does in his homeland. For both McRae and the Subaru team itself it was a new experience.

Ford Motorsport, representing the only major car manufacturer still operating its own in-house team, entered three Escort RS Cosworths. Two of them were for Massimo Biasion/Tiziano Siviero and Bruno Thiry/Stéphane Prevot. The third, the crew of which was undecided until the Acropolis Rally, was driven by Ari Vatanen/Fabrizia Pons, who drove a Schmidt-prepared car to fifth place in Greece. Biasion has three times won the rally in the past, but for Vatanen the memory of Argentina is quite different. Nine years ago he crashed very seriously, came close to losing his life and was out of the sport for a considerable time.

Apart from its Boreham operation, the continuation of which is currently under review by the company, Ford also uses outside preparation shops, some run by ex-Boreham mechanics (Gordon Spooner, for example) and some not. Thiry's car, for instance, fitted with the sequential gearchange system, was prepared by RAS in Belgium, whilst those of Biasion and Vatanen were Boreham products. Thiry, who did his recce in a standard road car, was driving an Escort Cosworth on dirt roads for the first time.

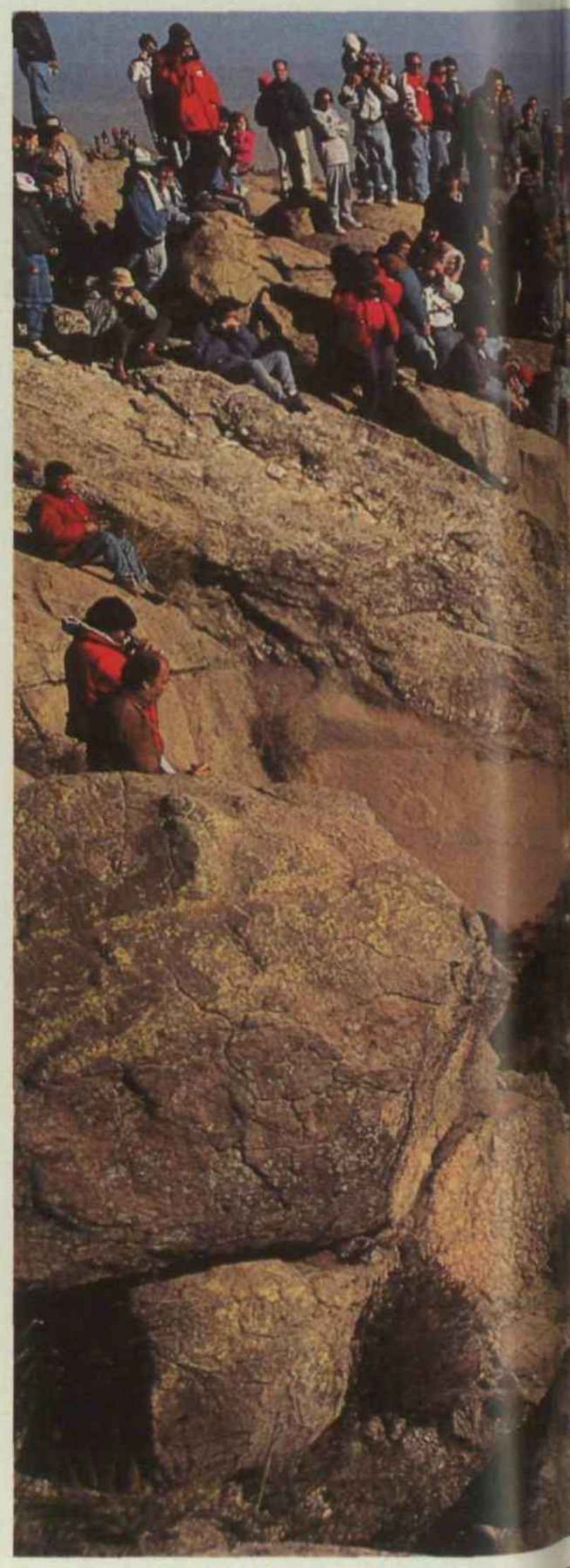
Two Group N Escort Cosworths were taken to Argentina by Mike Little Preparations for Argentinian Peugeot crews whose 405s were not ready in time. These were Carlos Menem Jnr/Victor Zucchini and Jorge Bescham/Jose Garcia. Bescham's car was actually Menem's re-prepared recce car and it was the first time that he had used a 4wd car, or even a turbocharger, on a rally. MLP did not have to prepare a car for Mohammed bin Sulayem, for the Emirates driver had decided to give the event a miss in favour of concentrating on Middle East events.

Mitsubishi Ralliart chose (or, more likely, the choice was made for it by the budget allocation of the outfit's Japanese overlords) not to go to Argentina. However, the virtually independent Mitsubishi Germany is committed to winning the World Championship Ladies' Cup for Isolde Holderied, and so took a Group N Lancer Evolution for the German girl and her Swedish co-driver Tina Thörner. They went a step further by taking a second Group N car for Argentinian pair Jorge Recalde/Martin Christie. The team was wise not to divide its entries between Groups A and N, for that would have seriously increased the spare parts requirement.

That eminent adventurer Rudi Stohl from Austria took his Audi Quattro S2 straight from Greece, where son Manfred had driven it until its gearbox failed. His co-driver was Berliner Peter Diekmann. Apart from the Safari, this was Stohl's first event since the Rally of Argentina in 1993. Spaniards Jesus Puras/Carlos del Barrio drove a Group N Ford Escort Cosworth whilst other locals Gabriel and Juan Raies and Luis Oxoteguy each drove a locally made Group A Renault 18 GTX and Gustavo Ramonda/Horacio Berra a Group N Mitsubishi Galant.

Last year was the second of a two-year contract which the organisers had signed with the city of Tucuman, where the rally then began. But this meant an unpopular run-out southwards to the competition area around Cordoba, where the country's rallying enthusiasm is largely centred. That was not the case this year when start, finish and rally headquarters were all located at Cordoba, doing away with the need for a long,

"There was no question of easing off to avoid risks. The margin was so small that an absolutely flat-out pace had to be maintained right to the end of the final stage"



tedious, non-stage road section. Although the start was in the city, HQ was at the football stadium of Carrera, just outside.

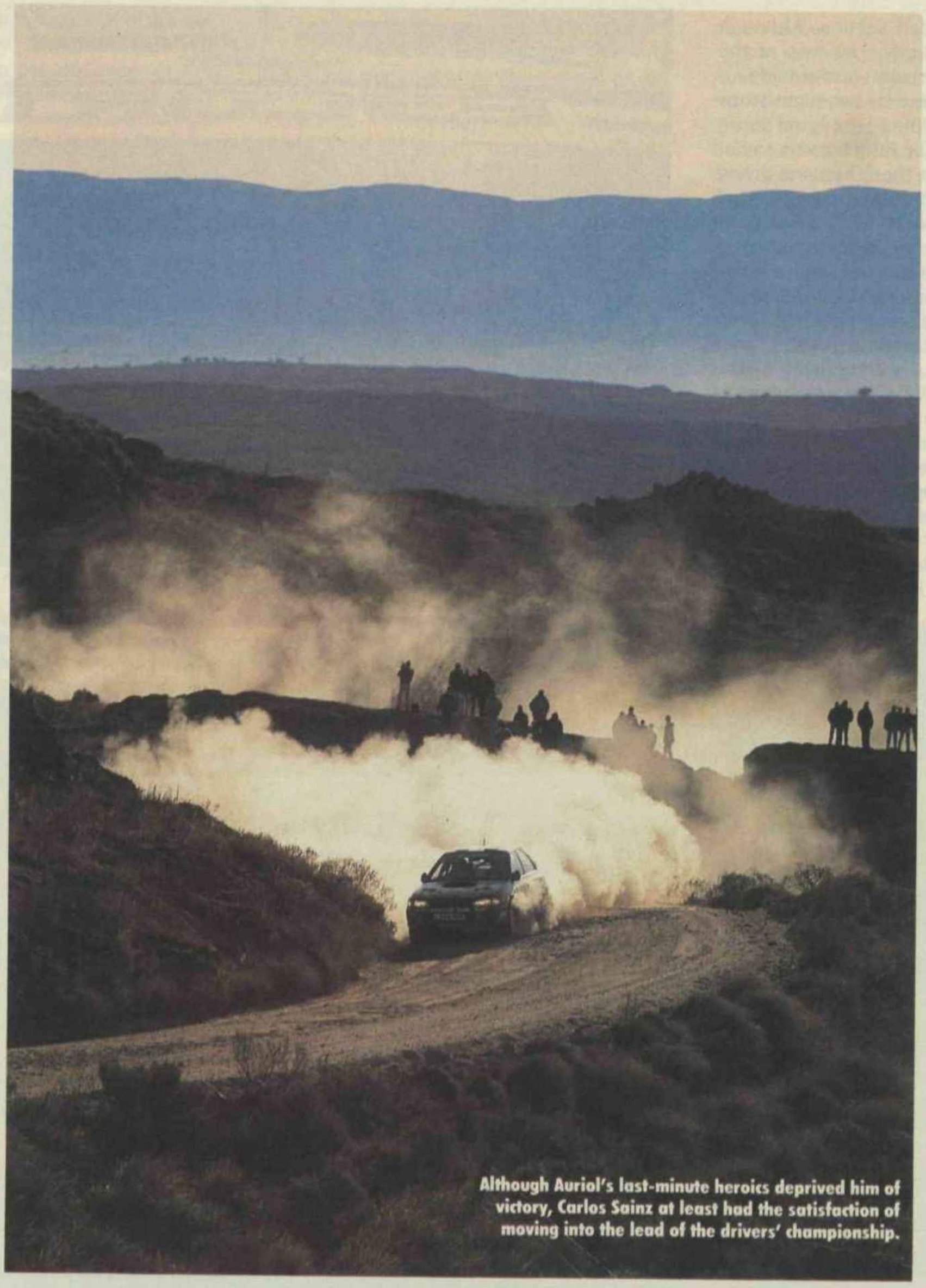
The event was divided by two night stops into three legs, containing 11, 11 and seven stages respectively. The third leg was somewhat more sandy that the other two, giving rise to much dust, but there was some wind this year to blow it away fairly quickly, so there was not a lingering visibility problem (nor the bickering between drivers) such as that of last year when dust clouds hung in the windless air for long periods. However, those who actually caught up with slower runners this year and were driving in the thick of their dust still had enormous problems passing.

The Thursday morning dawned with a stiff breeze blowing as crews prepared for the 8.15 start. For Menem, son of Argentina's president who himself used to compete, it was a morning of dejection. As he engaged gear at the start of SS1, his Escort's gearbox mainshaft broke and he was left with a noisy





Didier Auriol put in one of his best ever WRC performances to overhaul Carlos Sainz in the closing stages. Above, Bruno Thiry enjoyed his first visit to the event, finishing fourth.



Although Auriol's last-minute heroics deprived him of victory, Carlos Sainz at least had the satisfaction of moving into the lead of the drivers' championship.

car that would not go anywhere.

On the first stage, a 12-miler, McRae was fastest by three seconds from Auriol, but his lead was short lived. On the next he hit a bank, lost about a minute and a half, picked up a minute of road penalty, and dropped to seventh place. On the other hand, Auriol also lost time when he hit a rock, breaking a wheel and knocking his steering out of line. Due to his Michelin foam-filled, anti-deflation inserts, the tyre did not deflate and he lost no more than an estimated 10s. After the stage there was no time to make a complete repair and, due to areas in which service was banned, it was not until after the fifth stage that a bent front strut could be replaced, the Frenchman having to endure very peculiar handling until then.

There were several water crossings on this stage and many people fell foul of either drowning their electrics or hitting stones beneath the surface. Puras was one whose engine stopped as a result of the water, whilst Biasion hit a rock and bent his front left suspension. A couple of miles after he'd had it fixed at service, his brakes failed and he had to make a swift backtrack to have a broken brake pipe replaced, but it cost him half a minute of road penalty. Ford's Italian driver also felt that his centre differential was faulty but, as this was built into the gearbox which could not be changed until the end of the leg, he had to put up with it for the rest of the day. Later, Thiry experienced a misfire, as did Biasion, the latter's persisting for two stages between which no service was allowed.

McRae's radiator fan had not been working properly since the start but, after the second stage, there was no time to change it and the engine ran hot for a while, especially on the fifth stage which was twisty, the low speeds reducing the cooling airflow. In fact, the temperature rose so much on this stage that the engine computer cut power.

After a short stop at Jesus Maria, McRae collected a puncture, made worse by the fact that foam from the Pirelli EMI tyre (equivalent of the Michelin ATS) escaped. He also lost his power steering and when he arrived at the finish, almost a minute behind, a front wing was missing from the car.

Kankkunen dented his right bodywork against a rock, whilst Vatanen complained that his front brakes were not working and master cylinder replacement was subsequently carried out at the roadside. Later, a turbocharger pipe came off on a road section and, although it was refitted, it came off again on the last stage of the day, a spectator affair opposite the football stadium

which served as both rally HQ and overnight closed park, costing the Finn about 20s or so.

During the day, Auriol had been slowly whittling down Sainz's lead, but the Fords seemed to be getting nowhere, the highest placed being that of Thiry who was fourth. Indeed, after going out to watch on one stage, some of Boreham's senior staff concluded that their cars had plenty of torque but not enough power at high rpm.

The cars of both Biasion and Vatanen were given new gearboxes at the end of the day, more for their integral centre differentials than anything else, whilst the Italian also had attention to his front brakes and the possible cause of an engine misfire.

Stohl arrived at Cordoba with a cracked windscreen caused by a thrown stone, as did Isolde Holderied. The German girl was furious, but the experienced Austrian was unruffled and quite unperturbed, the same having happened to him several times in the past.

That evening, Sainz led by 20s from Auriol, whilst Kankkunen was another 43s back. Thiry came next, another 1m 39s in arrears, followed by McRae after 18s and Biasion after another 10.

McRae began the second day in fighting spirit, making best time on the first four stages, but on the fifth his rally came to a sudden end. He went off the road and hit the concrete edge of a culvert, ripping off his front left wheel and causing considerable other damage. He managed to struggle on with just three wheels, delaying Biasion in the process, but eventually the sump-guard and sump objected to being scraped along the ground and engine oil was dumped on the road, reducing pressure to zero and necessitating an immediate stop.

Meanwhile, Auriol had been wearing down Sainz's lead. After four stages they were level and after the fifth, on which Sainz punctured one of his foam-filled tyres from which the sealant core became detached, the French Toyota driver was ahead. The Subaru's imbalance affected the hydraulic pump of the power steering system, so that full power assistance was no longer available. He also needed a new turbocharger.

A rear suspension arm loosened on Thiry's car, causing a wheel to flap, whilst Kankkunen's engine began misfiring badly and Biasion's rear shock absorbers went soft. These problems occurred on a stage before a 'no service' road section so all three drivers had to complete another stage before their cars could get attention. If manufacturer advertising is to become anything approaching credible, we need more of these non-service sections so that car reliability becomes more important than it is today.

Sainz lost a little time due to two spins, breaking both a spoiler and a headlamp lens, whilst Kankkunen lost about a minute when his engine began misfiring.

After eight of the second day's 11 stages, Sainz was back in the lead from Auriol, but just by a single second.

Since having his new gearbox and centre differential the previous evening, Vatanen was much happier with his car, although his brakes gave trouble on one stage due to a hydraulic leak from a slave cylinder. Biasion, on the other hand, still complained, saying that his car was just as unstable under braking as it had been the day before.

Vatanen suffered a sudden drop in engine power on the ninth stage of the day, losing about a minute, but this was found to be caused by no more serious a fault than a flattened exhaust pipe. This fixed, performance was back to normal, though serious overheating set in towards the end of the day, due to failure of the turbocharger water injection system.

Kankkunen again experienced a misfire but, after the engine management computer and the fuel pumps were replaced, it ran properly again. Just before the last stage



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Best of the locals were Jorge Recalde and Martin Christie, who took their Mitsubishi Lancer to fifth. In the process, they won Group N.



The Renault 18 continues to be popular with the locals. Gabriel Raies took his GTX to ninth overall, and best of the two-wheel-drive contingent.

of the day, again near the Carrera football stadium, Biasion's oil pressure suddenly dropped. There was no time for a proper diagnosis and repair so, with extra oil added, the Italian began the last stage. Alas, the engine failed and he was out of the rally.

Back at Cordoba at the end of the leg, Auriol had retaken the lead and was five seconds ahead of Sainz. Kankkunen followed after 2m 50s and Vatanen after another 3m 9s. Thiry was just three more seconds behind, followed after 8m 21s by Recalde.

When the third and final leg began on the Saturday morning, one could sense the tension among the teams of Toyota and Subaru. The crews themselves showed nothing, but management staff, even mechanics, were not their usually lighthearted selves. A lot was at stake and the odds were just about even. On the first stage, Sainz gained 5s on Auriol, which put them back on level pegging again, but immediately afterwards the Spaniard had two bent struts replaced, which indicated how hard he'd been pushing on that stage.

On the second stage Auriol moved ahead again, by just 4s, whilst Kankkunen, who had been holding a secure third place, experienced the 11th hour disappointment of having his engine suddenly stop. After much talking on the radio the engine finally fired up, but it stopped twice more before the end of the stage and refused to start.

Thiry, who narrowly avoided a collision when he encountered Kankkunen's car, spent some time having a broken wishbone mounting welded and picked up a 20s road penalty for being two minutes late, whilst Vatanen needed a new radiator after making a very heavy landing following a bump.

When the two leading teams were left with just one car apiece, all then depended on the duel at the front. Which of the two would emerge the leader at the end? On the other hand, would they push so hard that both would go off the road, giving victory to Vatanen or even Thiry? These were questions that many people had on their minds. The spectators understood the situation well enough and, although there was considerable support for Vatanen who had won the hearts of the Argentinians after his recovery from his injuries of nine years ago, no one really wanted a win by default.

On the third stage of the day, where Vatanen had his accident in 1985, the lead changed hands yet again. Sainz gained 6s on Auriol and moved ahead by two seconds. With just four stages to go, the atmosphere was electric. Wild whoops greeted the cars as they went by. There seemed to be no favourite with the crowd. It mattered little to them who would win. Auriol and Sainz were providing an amazingly exciting spectacle.

After a stage on which Auriol and Sainz set equal times came a half-hour stop at Santa Rosa. Then came a 28-miler on which Sainz's anti-deflation tyre inserts broke loose again, causing a vibration which again affected the power steering pump. Smoke was seen coming from beneath the bonnet and, to cap it all, his windscreen cracked. Auriol, on the other hand, landed very heavily after a jump and was lucky that his shock absorbers survived, allowing him to move ahead again by 8s.

Stohl stopped to check the reason for an alarming rattle and found it to be due to the battery having fallen over. When he fixed this, all was well again and the Audi driver continued.

No service was allowed between the last two stages of the rally and when Sainz took 4s from Auriol on the first of them, thereby halving the Frenchman's lead, the nervousness and tension among the two leading teams matched the excitement of the crowds.

Soon, it was all over. Auriol beat Sainz by 2s on the final stage and thereby won by six, an infinitesimal margin on an event of this nature. It had been as close a fight as any in the World Championship and one which drove the appreciative Argentinian crowds almost wild with delight. That the Celica beat the Impreza meant very little in the long run. Both cars are just about equally matched, and both have the edge over the Escort Cosworth.

Sainz moves ahead in the drivers' world championship after holding equal first place with Kankkunen after the Acropolis, whilst Auriol moves up to second place, only five points adrift. Among the makes, Toyota stays ahead, having increased its lead over Subaru by three points. Some 16 points now separate these two, with four rounds left to be held, in New Zealand, Finland, Italy and Great Britain. **G P**

Rally of Argentina — June 30-July 2 1994

1	Didier Auriol / Bernard Occelli (F)	Toyota Celica 4wd, GpA	5h 50m 42s
2	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	5h 50m 48s
3	Ari Vatanen (SF) / Fabrizia Pons (I)	Ford Escort RS Cosworth, GpA	5h 57m 22s
4	Bruno Thiry / Stéphane Prevot (B)	Ford Escort Cosworth, GpA	6h 01m 49s
5	Jorge Recalde / Martin Christie (RA)	Mitsubishi Lancer, GpN	6h 27m 04s
6	Jorge Bescham / Jose Garcia (RA)	Ford Escort RS Cosworth, GpA	6h 33m 59s
7	Rudolf Stohl (A) / Peter Diekmann (D)	Audi S2 quattro, GpA	6h 47m 38s
8	Isolde Holderied (D) / Tina Thörner (S)	Mitsubishi Lancer, GpN	6h 51m 31s
9	Gabriel Raies / Jose Maria Volta (RA)	Renault 18 GTX, GpA	7h 02m 51s
10	Gustavo Ramonda / Horacio Berra (RA)	Mitsubishi Galant, GpN	7h 11m 28s

90 starters – 26 finishers

World Rally Championship points after six of 10 rounds

Drivers – 1 Carlos Sainz 72; 2 Didier Auriol 67; 3 Juha Kankkunen 57; 4 Massimo Biasion 30; 5 Bruno Thiry 22; 6 François Delecour, Ari Vatanen and Ian Duncan 20; 9 Armin Schwarz 19; 10 Kenjiro Shinojuka 15; 11 Andrea Aghini 12.

Manufacturers – 1 Toyota 111; 2 Subaru 95; 3 Ford 68; 4 Mitsubishi 27; 5 Renault and Skoda 4.

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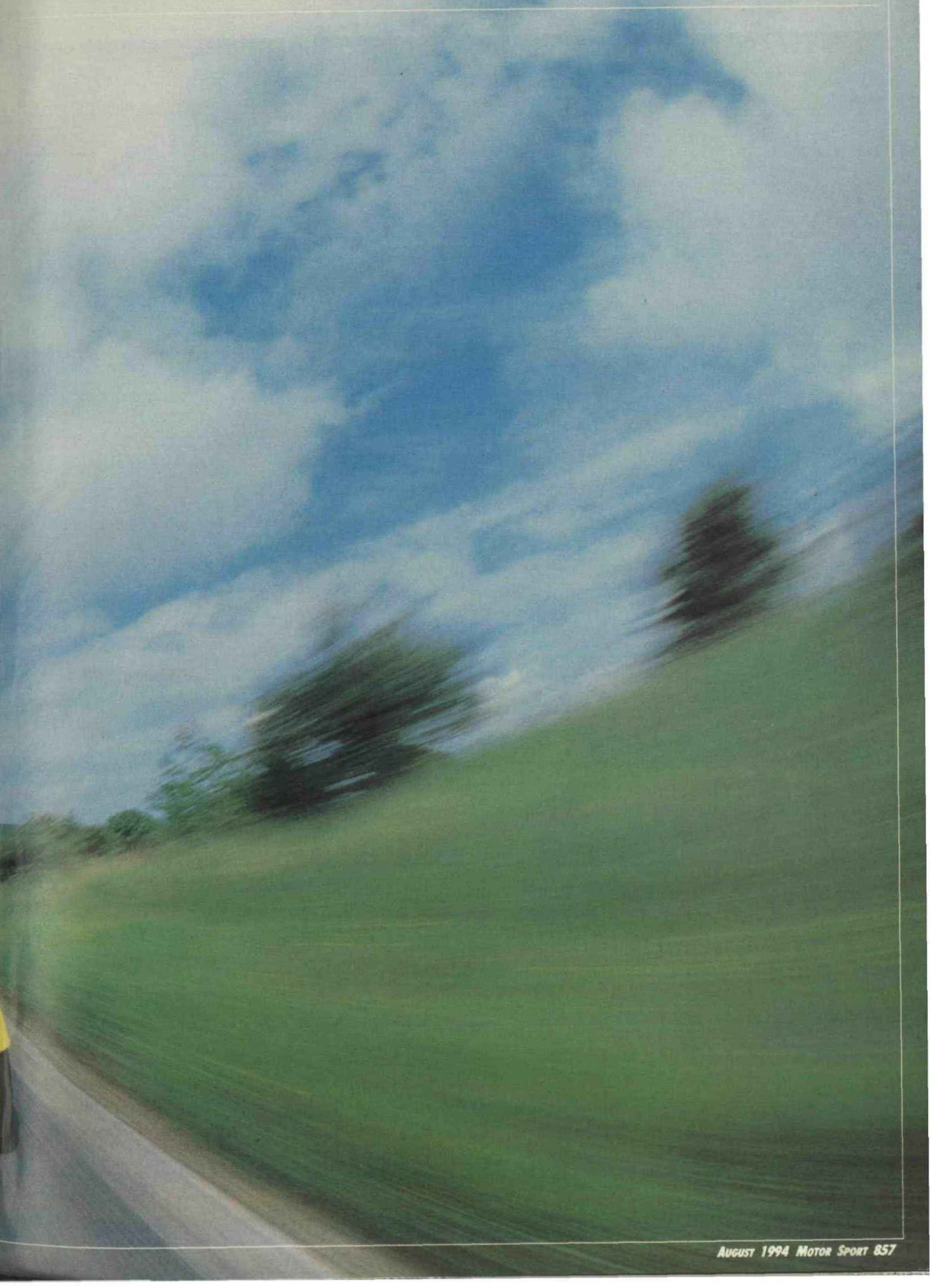
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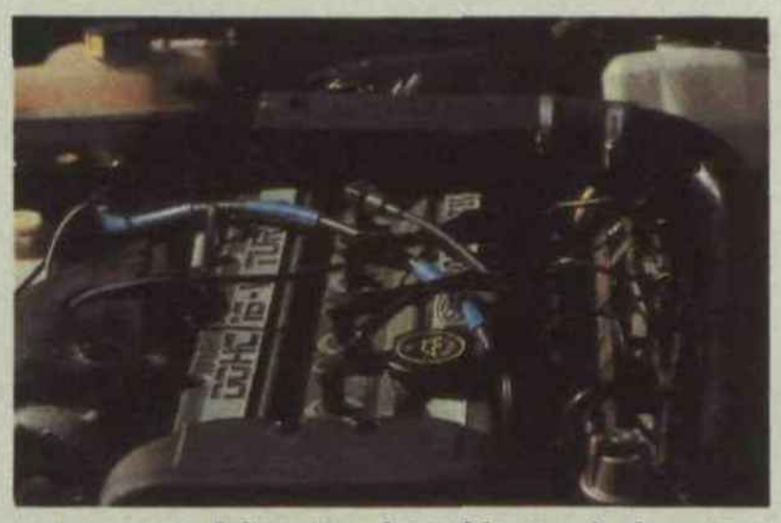
Small but perfectly formed

Take something like the size of a skateboard. Add a 210 bhp Cosworth engine. Crackpot idea, or well-balanced sports car?





Westfield's attention to detail has improved immeasurably in recent years.



A power/weight ratio of 292 bhp/ton is down to Ford's Cosworth engine.



Cabin can get hot, and breezy without sidescreens, but is 'snug'.

Westfield. The name conjures memories of a winter fortnight around 10 years ago, when I had access to a Westfield Seven. It used to shake its bonnet catches loose on London's poorly maintained road surfaces. Reluctant passengers had to hop out every third or fourth set of traffic lights to refasten loose clips. On one occasion, when travelling alone, the engine cover attempted a spectacular escape halfway along Deptford High Street, prompting an improbable one-handed catch.

A couple of days later, it ran out of fuel in rush-hour traffic. It had nothing so sophisticated as a fuel gauge; rather, before setting off it was prudent to dip something in the tank, and have a stir around, or to bounce the rear suspension to see if you could hear any splashing sounds. On this occasion, the volume of the splash had clearly been deceptive, and I had to push the thing for a mile and a half, only finally receiving an offer of assistance as I crested the apron of a filling station near Surrey Docks. . .

And the hood was something of an irrelevance (not to mention a near impossibility to fit properly, ie with all studs fastened). There were no sidescreens at all, so if it rained you simply got wet. If there should be night time precipitation, an inch or two of water inevitably amassed in the cockpit, its precise whereabouts dependent upon the angle at which one parked. . .

And yet I absolutely adored every minimalist moment I spent with it. It might not have been terribly comfortable some of the time, but it was fun. And beautifully balanced.

You could say as much about the latest ZEi 220, though were it not for the badge on the steering wheel you might never guess that it came from the same manufacturer.

Westfield has moved up several gears since the aforementioned Seven.

People no longer draw the tiresome, if inevitable, comparisons with Caterham that marked Westfield's nascent years. The marque has been around long enough, and is selling cars in sufficient numbers (as many as 400 per annum), to be taken seriously. Look at the modern new factory in the West Midlands. Or the company-backed one-marque racing series, which attracts decent grids.

Westfield has acquired a reputation for mild innovation – witness the installation of a one-off Turbo Diesel in a Z-type chassis, and its Suzuki motorcycle-engined Mini, built specifically as a low budget racer – and has gained low-volume type approval for its 'Z-range', of which the ZEi 220 is the current flagship.

On paper, it's a seismic recipe: a 220 bhp Cosworth engine (turbocharged) in a nimble, two-seater chassis based around a mig-welded spaceframe (though, at 760 kg, it's not a light car *per se*, even if it is rather more svelte than the 1300 kg Ford Escort RS with which it shares its running gear).

On the road, it is astonishingly tractable.





It takes a brave person to unstick a ZEi220 in dry conditions.



"People no longer draw the tiresome, if inevitable comparisons with Caterham that marked Westfield's nascent years"

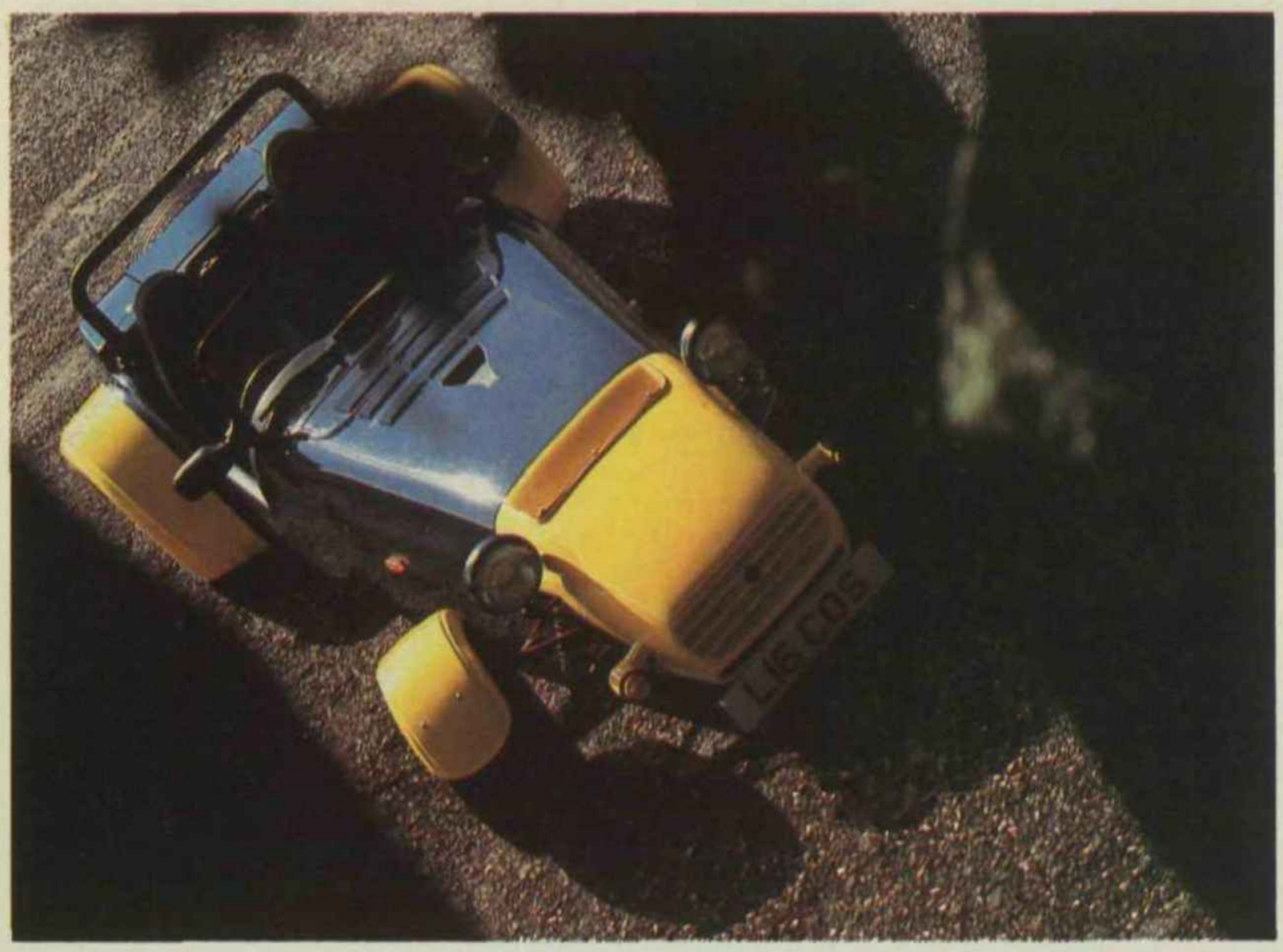
With a power-to-weight ratio of around 292 bhp/ton, you expect it to be lightning fast. But you don't necessarily expect docile manners to accompany claimed sub-5s 0-60 mph sprinting potential and top speed in excess of 130 mph. Even if circumstances allowed, it's doubtful that you'd *want* to drive at that rate: at an indicated 90, it felt as though your nose was somewhere near your ankles. That was, admittedly, without the sidescreens. Fit those, and your nose rises once again to its traditional position. It's even possible to have a conversation on the motorway, though it helps if both occupants have a vocal range close to Pavarotti's.

For all its ferocious speed, the ZEi 220 will pick up smoothly from around 1500 rpm in any gear. Torque peaks at 214 lb ft/4250 rpm, but there is a usable spread available.

And if you think its driveability is impressive, just wait until you experience its grip threshold. Accelerate into a second-gear right-hander, adversely cambered. Apply full throttle at the apex, and. . .nothing untoward happens. It just sticks and goes. So you try again, applying full power ever earlier, waiting to make a sudden steering correction at any moment. But it refuses to be unsettled. In the dry, the 205/50 Goodyear GVs could not be unstuck with a cocktail which built up, eventually, to about 90 per cent aggression, 10 per cent common sense.

In the wet, or on dusty roads, grip remains good, albeit finite. . .

The steering is as direct as any you will find this side of a kart, which helps, and the brakes were both powerful and fade-free. The drivetrain includes a limited slip diff as standard and a Ford MT75 gearbox with its well-spaced ratios but, in this application, a slightly notchy change quality. For this type of car, ride quality is surprisingly good, too. Cabin comfort is mainly let down by high temperatures generated in the lower recesses of the footwell, from which there is



"With the ZEi220, you are consumed by forgiveness in mere seconds"

simply no escape. (You also need an O-level in contortionism if you want to get in, or out, quickly when the roof is in place. Either that or to be an insect. . .)

Although the dash panel *does* now feature a fuel gauge, there are still a couple of throwbacks to horsedrawn technology. The indicators (operated by switch, rather than stalk) are not self-cancelling, and the combination of wind and engine noise makes it impossible to hear when they are on, should they be accidentally engaged. Also, the seat belt reels tended to lock inextractably unless the car was leaning slightly forward, a curiosity of which we have previously only heard tell on a Mk1 Escort. Luggage capacity is approximately zero (there is a little bit of room in the 'boot' when the hood is erected, but you have to remove the top to get in), and long-distance trips are severely compromised by a fuel tank capacity of only 6.25 gallons (with care, around 25 mpg should easily be attainable).

The latest spec hood is a simple, and suitably taut, fit, though the supporting frame had an unfortunate tendency to cross its legs and get itself in a knot, which took a minute or two to unravel whenever it needed to be retracted.

Such things brought to mind the old Seven. And you always forgave that its shortcomings within a couple of minutes of getting back behind the wheel. With the ZEi 220, you are consumed by forgiveness in mere seconds. Particularly when, as in this case, a pre-production car is involved.

There was a moment, however, when one's tolerance was momentarily stretched. At the northern end of the M23, after a lengthy drive, the revs died abruptly, flickered briefly to around 2000 rpm, then all power tailed off once again. Now there *was* a time when Ford's engine management systems used to overheat microchips when turbocharged engines ran in unusually high temperatures. The cure for that was to sit on the hard shoulder for 20 minutes and try again when things were a little cooler.

That proved to be the solution on this occasion, although the fault had a different source. Aware of the problem with the demonstrator, Westfield had relocated both radiator and intercooler on production cars, which reduced operating temperatures beneficially. When the same modification was carried out to L16 COS, however, the cut-out problem persisted. It has since been cured, following detection of a rogue fuel pump.

I got back in, and restarted. Moments later, I was again lost for any enduring criticisms. . .

Verdict

Go find a road, away from the beaten track, set a ZEi 220 loose and enjoy, enjoy.

No question, the ZEi 220 has some appealing habits: the sharp, responsive handling, steering that communicates in a hatful of languages, monstrous overtaking ability, docile low-speed manners, that supple ride. . .What reservations could one possibly have?

Well, how much does it cost?

Deep breath. You won't get much change from £20,000. And no matter how you look at its dynamic capabilities, that's still an awful lot of money for something with such overt practical drawbacks.

But reconsider a moment. It might run out of puff long before the average Ferrari (and, indeed, much other exotica). And it might not be as comfortable at common motorway cruising speeds as, say, a 2.0 Mondeo. *But*, in a real world devoid of 150 mph motorways, and strewn with truck-infested A- and B-roads, the ZEi 220 will have few peers.

A blend of race car handling and performance for the price of a Ford Granada (and a quarter of the cost of a 348)?

Makes sense to me. **SA**

ENGINE

Location	longitudinally front-mounted
Cylinders	four in line, turbocharged
Bore × stroke	90.82 × 76.95 mm
Capacity	1993 cc
Compression ratio	8:1
Valve gear	dohc, four valves per cylinder
Power	220 bhp/6250 rpm
Torque	214 lb ft/4250 rpm
Fuel	unleaded, 98 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

SUSPENSION

Front	independent via wishbones and coil springs
Rear	independent via wishbones and coil springs
Wheels	alloy, 7J × 15
Tyres	Goodyear GV, 205/50 ZR15

BRAKES

Front/Rear	discs/discs

STEERING

Type	rack and pinion, unassisted
Turning circle	9.9 metres

DIMENSIONS

Wheelbase	2362 mm
Front/Rear track	1511/1574 mm
Overall length	3702 mm
Overall width	1625 mm
Overall height	1054 mm
Kerb weight	760 kg
Fuel tank	6.25 gallons

PERFORMANCE

0-60 mph	5.0s
Maximum speed	130 mph

Estimates supplied by Westfield Sports Cars

FUEL CONSUMPTION

Average for test	22.7 mpg
Government figures:	
Urban	n/a
56 mph	n/a
75 mph	n/a

LIST PRICE £19,950

Old dog, new tricks



Time for a few honesty pills. When I first drove the Vauxhall Cavalier V6, I didn't much like it. The engine itself was fine, but the mixture didn't seem to work, even if it was never actually conceived as a sports saloon. Heaven knows, there are enough go-faster Cavaliers, what with the Turbo 4x4 and two differently rated 16-valvers.

No, the V6 was designed to reduce the effort of motorway driving, and with its automatic gearbox it was ill-suited to much of the original launch route around serpentine Berkshire.

But. . .

Gradually, manual transmission has filtered into the showrooms, and while this has hardly transformed the car (it's still too soft, and the steering is horribly mute), it has at least eliminated the more common model's tendency to hunt for gears at awkward moments.

And it's actually a half-decent Q-car. It looks as ferocious as a 1.6 LS (only a couple of subtle V6 badges offers any clues), yet it has plenty of mid-range torque and claimed top speed is 146 mph. Mind you, it feels as though you'd need an empty motorway the length of Spain to attain that giddy maximum, but experience on a long European haul proved that it will certainly cruise, comfortably, well into three figures.

For jobs of that kind, it is ideal. And, at less than £16,000 (whether you choose a boot or a hatch), it represents a lot of car for the money. Standard equipment on the GLS we tested included central locking (with deadlocks), driver's airbag, six-speaker Grundig stereo with removable (and neat) anti-theft panel, ABS, traction control and numerous electrically operated bits.

Facing strong fleet market adversaries such as the Mondeo, Laguna and Xantia can't be much fun if you happen to be a Vauxhall Cavalier. Despite its age, however, it still has something to offer. **S A**

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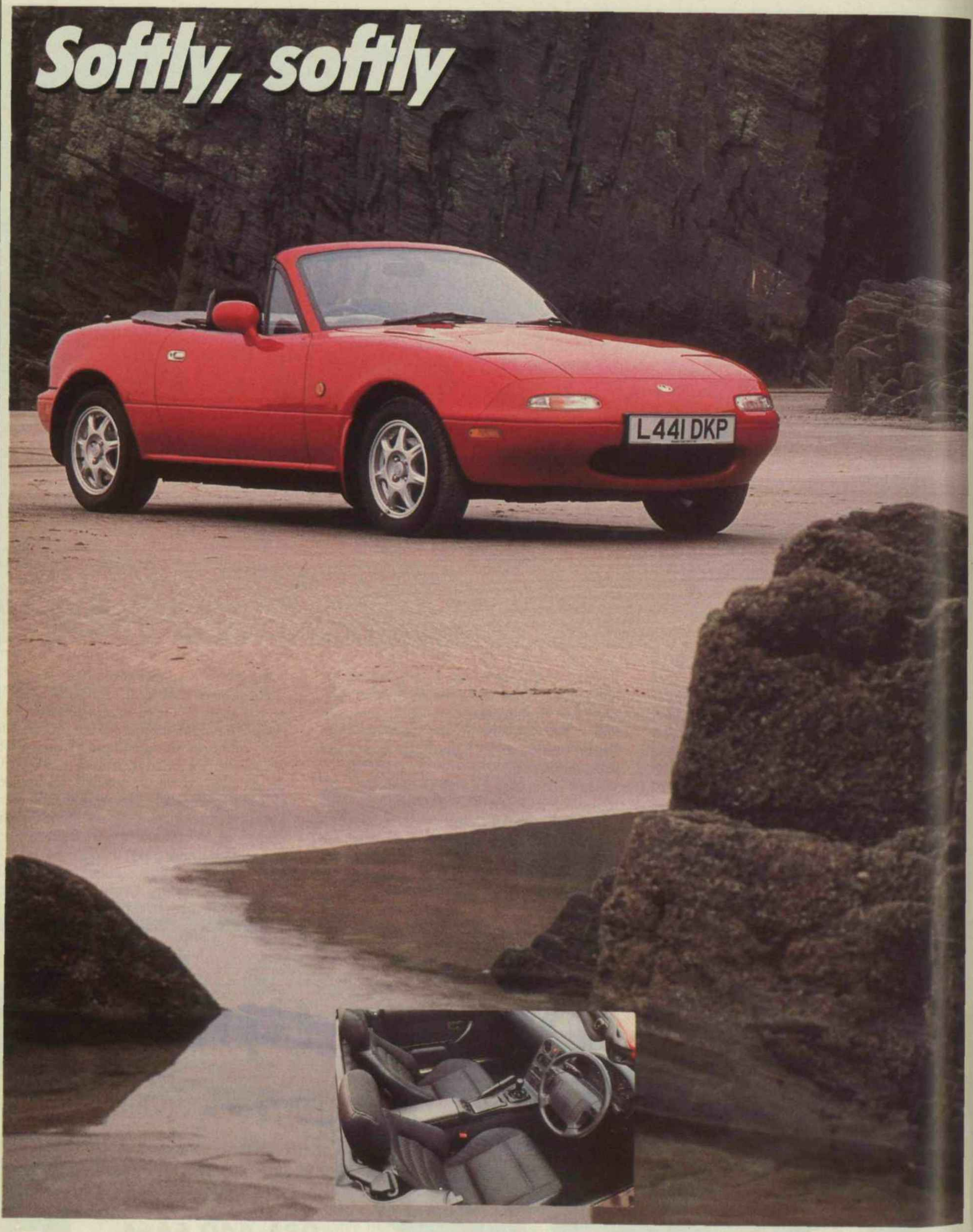
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Softly, softly



Since its introduction in March 1990, not a great deal has happened to the Mazda MX-5, buoyant sales apart (6000 in the UK, 300,000 worldwide). A turbocharged kit, developed in conjunction with BBR, became an option in November 1990, and there have been a few limited editions, one BRG, one black and one that looked like a cross between a slice of battenberg and an Argyll sock, produced to commemorate Mazda's Le Mans success in 1991.

Until this spring, such changes as there had been were thus more cosmetic than technical. Now, however, the original 1.6

engine (which was actually quite perky, though made to sound more so by a trick exhaust) has been superseded by a 1.8 unit derived from that in the 323, albeit lightened. Power has accordingly risen 15 per cent, to 130 bhp – on a par with the MX-5 UK Cup racers that provided the basis for a one-make series in 1990/91. The car is heavier, though (by 50 or 70 kg, according to which model you choose), and doesn't *feel* substantially nippier. Indeed, top speed is little changed, at a claimed 123 mph (up from 121), and 0-62 mph will take an estimated 8.6s (another fractional gain).

In parallel with engine development, the chassis has also been modified. Although the original was a paragon of balance, and torsional rigidity, further bracing has been added, and the suspension has been tuned to cope with the extra weight. Mazda says that its intention was to "suppress roll during the initial stages of cornering and improve the overall ride comfort while maximising the handling".

Well, there was never much wrong with the ride quality on the original. If anything, the revised set up has lost a little sharpness. It feels softer than it used to and body roll appears to have *increased*.

But it still handles well. It has grip in abundance, as you might expect of something which remains only modestly powerful in the overall scheme of things, and despite its new-found mushiness it is still fun to drive, which, after all, has always been the whole point. And if there is a better manually-operated hood mechanism anywhere, we have yet to find it. . .

There will be two versions of the revised MX-5, the more basic of which is listed at £14,495, only £245 more than the original cost four years ago. The S, which we tried, is priced at £17,395, the £2900 difference absorbing ABS, power steering, driver's air bag, electric mirrors and sundry other details. Both, however, are fitted with a neat immobiliser as standard.

The MX-5 may be too demure for some tastes, but it was never *intended* to be a TVR. Whatever your personal feelings, it remains one of the best ideas a major manufacturer has had in the past 10 years. **S A**

Spartan missile



The Peugeot 106 Rallye's steering is a touch ponderous at low speeds. And I don't like red seatbelts. Also, the wheels look as though they could have come from the Hillman Avenger Top Hat (remember that?) spare parts bin, though they don't actually clash too violently with the 'works' PTS colour scheme.

In other words, not much cause for complaint. Launched earlier this year as the most powerful 106 yet, the Rallye is powered by an all-new 1.3-litre engine, which pumps out 100 bhp at 7200 rpm. Top speed is quoted as 118 mph, and the 0-60 mph sprint should take fractionally less than 10s.

As its name suggests, the Rallye is designed for competition, and has been homologated in Groups A and N. To facilitate the adaptation, and in the interests of lighter weight, Peugeot has ensured that the sound deadening materials are easily removed. There were times, particularly on motorways, when we wondered whether the test car was already in the throes of conversion. It is not what you'd call quiet.

It is, however, what you would call superbly balanced. It turns in crisply, handles neutrally under full power and can be made to do pretty much whatever you want it to do via the throttle. And while 80 lb ft (peaking at 5400 rpm) might not sound like a lot of torque, it responds with real mid-range vigour. With a kerb weight of just 810 kg, it has power enough. It's actually comfortable, too (unless you are a pair of ears): a Mini Cooper with extra vim, a delightful, ultra-fast gearchange. . .and suspension.

Engine apart, the Rallye is actually based largely upon the acclaimed (and equally noisy) XSi, the only concession to possible competition requirements being a pair of thicker anti-roll bars.

At £9050, it's around £1500 cheaper than the more lavishly equipped XSi. The interior may be a sea of gaudy spots and stripes, but you won't find any electrical accoutrements tucked away within the riot of colour.

It may be spartan, but it's also sparkling. Without question, it is one of the most intoxicating small cars we have driven recently. **S A**





Flexible friend

It's hard to relate 1990s Peugeot with the company that used to turn out angular creations in the 204/304 mould.

The 205 marked the dawning of a new era of drawing board elegance. Hard to believe that the latter has been around for 11 years, virtually unchanged. And it *still* looks fresher than many designs which have been sprung upon us within the last year or two.

That same aesthetic panache has now spread throughout the range. Is there a prettier tiddler than the 106? What else has the style of the 306? Even the ageing 405 would be competitive in a fleet beauty contest.

Arguably most alluring of the lot is the new 306 cabriolet. It looks handsome enough with its hood raised, but its cabriolet proportions are immaculate. The combined efforts of Peugeot's design studios and Pininfarina has certainly produced a pedestrian stopper; the consistently appreciative reaction of passers-by was extraordinary, as was the number of fingers which could be seen wagging in the 306's direction from within other cars.

Its lines are as clean as they are well balanced. The hood tucks away with seamless simplicity, folding into a recess which reduces boot space by a substantial amount (though there is still room for a soft sports bag or three), but which still leaves a generous amount of rear cabin space. If you have an electrically operated top, the whole process, which involves unclipping a couple of catches and pushing one button, takes less than 20 seconds.

The cabriolet is available with either the 1761 cc/103 bhp engine or, as we tested, the 123 bhp two-litre. This is the same, eight-valve unit that powers the XSi (MOTOR SPORT, April 1994), and in this application it is adequately powerful. Peak torque is 130 lb ft at 2750 rpm, but it generates over 118 lb ft all the way from 2000-5000 rpm.

Sadly, that is not the only area in which the 306 might be deemed flexible. . .

As ever, hacking the roof off something that started its life as a hatchback reduces its torsional stiffness, despite the addition of stiffening materials weighing 73 kg. The 306 is neither better nor worse than its rivals in this respect. There's a degree of scuttle shake, and the windows are prone to rattle a bit; they're just typical of the compromises you have to put up with if you want an open four-seater.

Such inevitable imperfections become entirely acceptable with acclimatisation. The 306 handles well, rides comfortably, has nicely weighted, communicative steering and a light, easy gearchange.

It's user-friendly, pretty and tolerably practical with it. At £17,295, it needs to be: Renault (19 16v) and Ford (Escort 1.8i) both offer cheaper alfresco alternatives. **S A**

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Exotic



Fastest time of the day eventually fell to Martin Brundle in the McLaren-Peugeot that he subsequently raced in the French GP (above). In determined mode, Erik Carlsson donned his old helmet to run his Monte-winning Saab (above centre).

After last year's inaugural Festival of Speed, the Earl of March had said that the event would only be repeated if he could *guarantee* that it would better its predecessor. An exacting demand, but not wholly impossible, and the 1994 Festival proved to be another resounding success. Whereas 1993's entries had been restricted to the type of cars which graced Goodwood in its days as a racing circuit (a few demonstrations by more modern GP cars excepted), this year's theme was widened considerably to celebrate '100 Years of Motor Sport'. Entries thus spanned a century, from the 1894 Paris to Rouen Trial for horseless carriages right through to Grand Prix cars and drivers from the current season. Although nostalgia was again a primary attraction, the current generation undoubtedly provided the highlight of the meeting when Martin Brundle claimed FTD in his works McLaren Peugeot MP4/9, a performance which also earned him the Driver of the Day award.

The Earl's myriad motoring contacts assisted assembly of an entry of extraordinary quality, those present including rarities from some of the world's great collections, many never having been seen before in the



A rare jewel of a sports-racing car, the Ferrari 196SP Dino driven by David Clark. It's the one Scarfiotti used to become European Mountain Champion.

fruits

UK. An impressive American contingent included Philip de Lespinay's Cooper T54, which began the rear-engined revolution at Indy and which was to be driven by its original pilot, Sir Jack Brabham. George Schaevitz brought his Daytona Cobra and Miles Collier had Dan Gurney's 1967 Spa-winning Eagle with magnificent V12 Weslake for Richard Attwood. Sadly, his mighty Le Mans Cunningham C4RK failed to fire-up after its ignition was left on, cooking its coils.

The Alfa Romeo Museum withdrew three entries at the last minute, but Mercedes sent a 1937 W125 and 1955 W196 for John Surtees and Stirling Moss, and BMW was represented by a 1940 Mille Miglia 328 and Marc Surer's European F2 Championship winning March-BMW 792, handled by its original driver.

Motorcycling legend, and former works Aston Martin racer, Geoff Duke was reunited with a DB3, belonging to Simon Draper, and the organisers' attention to detail even included the return of Raymond Baxter to the commentary booth.

Representing 1894 was the Peugeot Vis-à-Vis of Australian Peter Briggs, although he failed to record a time. The pre-1919 class thus fell to US Senator-cum-motoring enthusiast George Wingard in his 1911 FIAT, albeit only after he had enlisted the help of Ben Collings to maintain fuel pressure via the hand pump mounted on the mechanic's side of the car.

The Donington Collection's reconstructed Bimotore Alfa made a rare appearance in the hands of Rob Hall, and although it left the contents of its gearbox on the startline on its second run, it managed third in class behind an ERA needle-match, narrowly settled in John Harper's favour from Ludovic Lindsay.

John Surtees was a mighty impressive runner-up in the Mercedes W125, finishing behind the ex-Nuvolari Maserati 8CM of Robert Brooks, the auctioneer finding time to host his Summer Vintage sale as well as driving three cars in the Festival.

Willie Green, in the glorious Alfetta of Carol Spragg, dominated his class, in which Rick Hall took second in Tom Wheatcroft's BRM V16, which was the only V16 to contest the timed runs. BRM complexity (and folly) was also represented in the shape of the 1967 H16 of Peter Hannen, looking very 'works' and running most impressively.

A small, but choice, quartet represented the rally fraternity with Erik Carlsson driving his Monte-winning Saab – complete with original 1961 crash-helmet ("A Christmas present from Pat"), Gunnar Palm with the



Robin Lodge powers his ex-Salvadori/Gilby Maserati 250F on the line.

1970 World Cup Rally Escort and Paddy Hopkirk in the Mini Cooper from the 1994 Monte. All, however, were not surprisingly outpaced by the 1994 works Escort Cosworth of Ford PR lady Sarah Perris.

Essentially a fun event, there was no shortage of competitive spirit in evidence which was brought home by a number of incidents, the most serious of which befell Mike Wilds, driving Nick Mason's Ferrari 312 T3. The former BRM and Ensign F1 racer struck a kerb near the paddock entrance with the leading edge of the tub, which spun the car round and brought it to an abrupt halt. Mike was carefully removed, suffering from serious leg injuries. Rick Hall went off at the tricky Molecomb Corner, folding back the front corner of Cedric Seltzer's lovingly-rebuilt Lotus 25 into the monocoque, and the same corner also claimed Andy Wallace's Jaguar XJ220 the day before.

The historic section of the Festival provided a superb build-up to a sensational climax which featured post-1981 Grand Prix cars (plus interloper Marc Surer from the 1966-79 category). The level of commitment with which drivers attacked the exceedingly narrow course, lined only with straw bales, flint walls and upwards of 35,000 spectators, was awesome.

"The level of commitment with which drivers attacked the exceedingly narrow course, lined only with straw bales, flint walls and upwards of 35,000 spectators, was awesome"

Despite virtually no practice, Martin Brundle hustled his McLaren-Peugeot MP4/9 up the hill in 49.77s on his first run, closely shadowed by Surer, Christian Fittipaldi in the Footwork-Ford FA15 and Jonathan Palmer in the eccentric six-wheeled Williams FW08D. The McLaren driver then set the seal on a memorable weekend with a final run of 47.80s, and with an equally impressive performance Surer improved on his first run to close at 49.28s, beating Fittipaldi for second overall.

With the campaign for the return of historic racing to the Goodwood circuit now well underway (see MOTOR SPORT, April 1994), it is to be hoped that the Earl's ambitions *will* be realised.

It is difficult to envisage quite how this year's event could be improved, or indeed to imagine an appropriate theme for a third Goodwood Festival of Speed. **A S D C**









Clockwise from top: Stirling Moss buckles on his Herbert Johnson and makes ready for his run in the works Mercedes W196. Paul Stewart in the family Tyrrell 003, on a day away from the Glasgow Museum of Transport. Sir Jack Brabham and Leo Sayer with the 1961 Cooper T54 Indy Car. Ron Dennis smiles before going out in an ex-Revson McLaren M23. It could almost be 1979 – Marc Surer was one of the sensations of the meeting with his F2 Championship-winning March-BMW 792, second quickest overall behind Brundle.

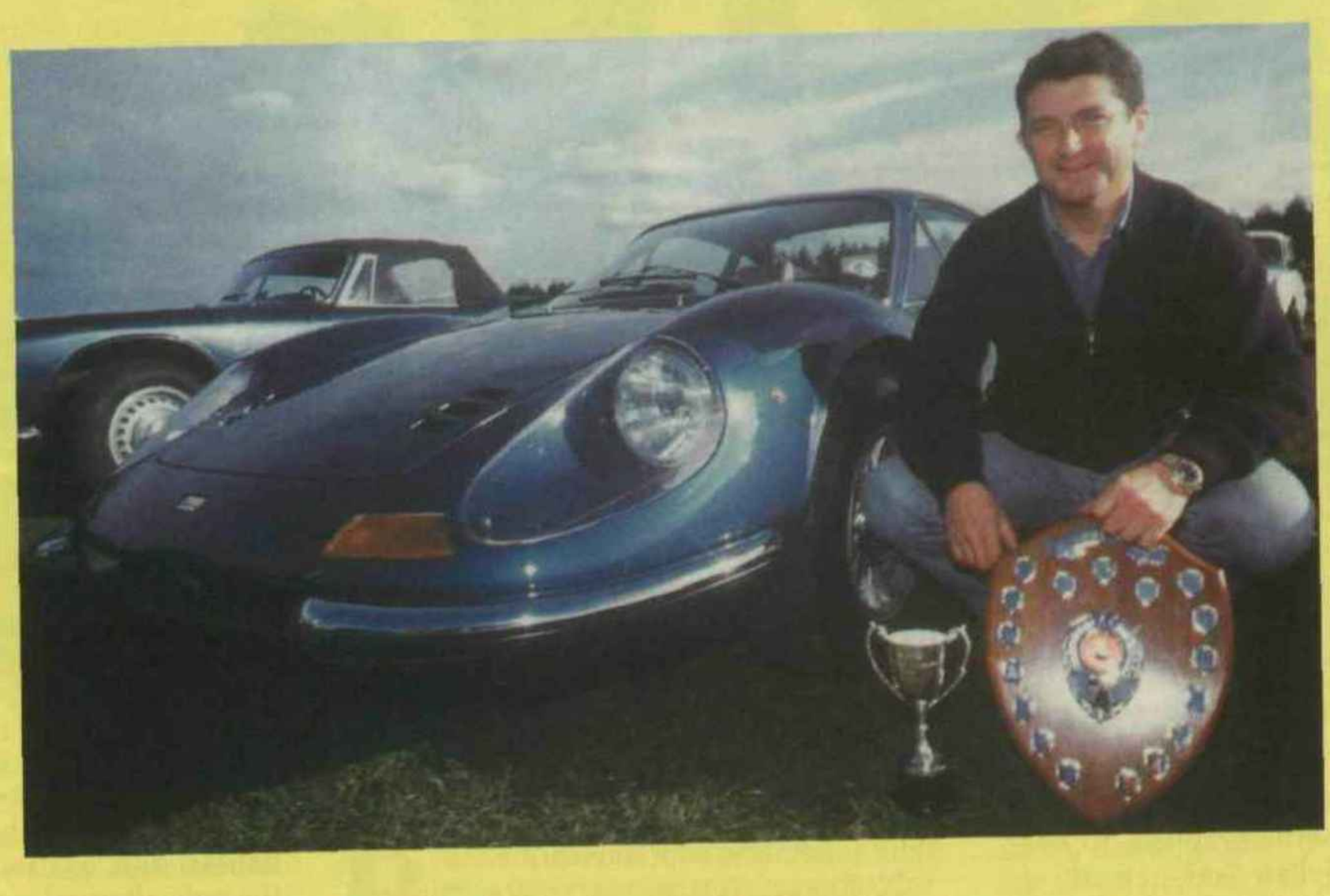


MOTOR SPORT

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Saturday, 17th September 1994

Silverstone Circuit



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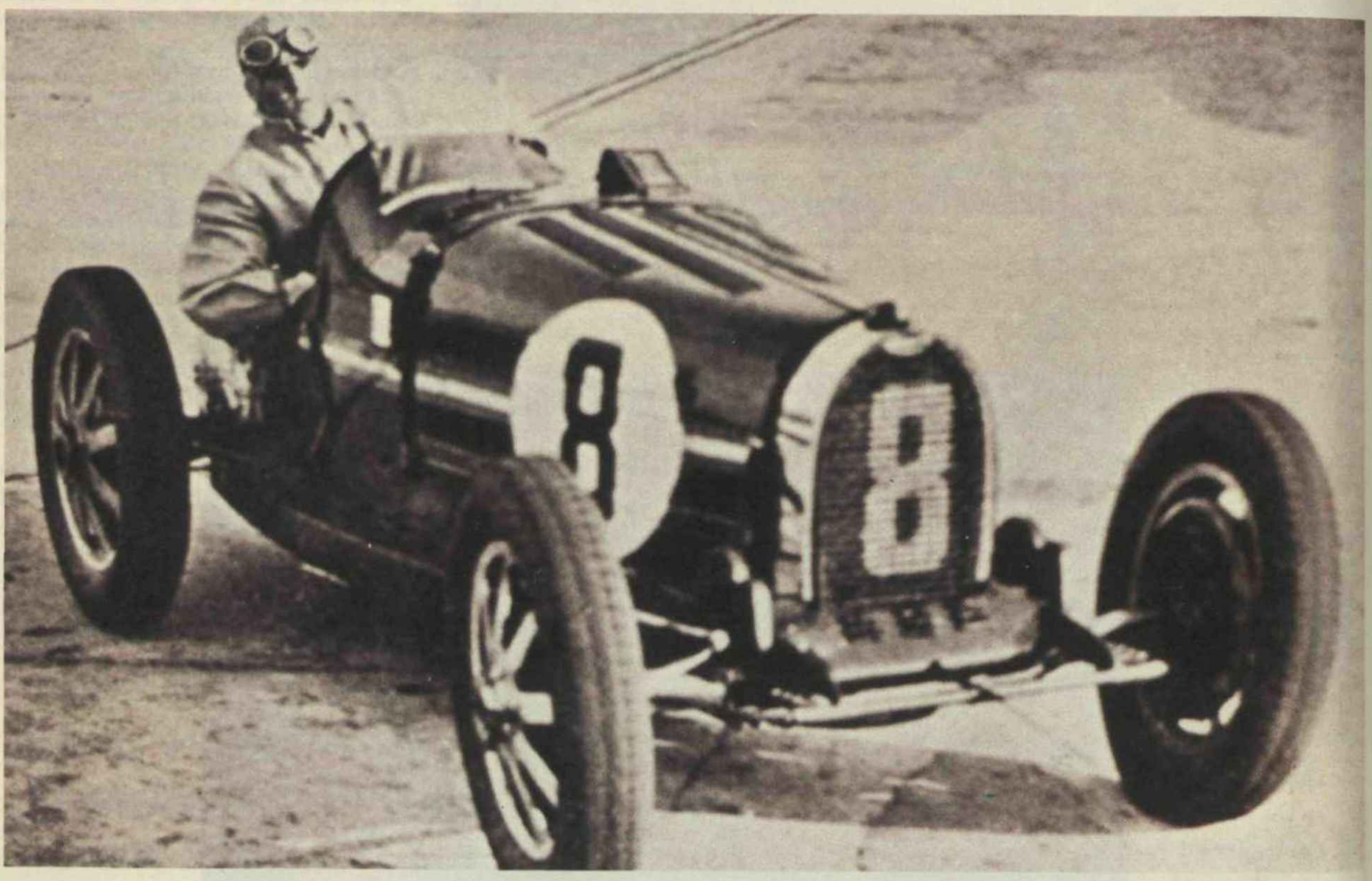
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Remarkable. . !

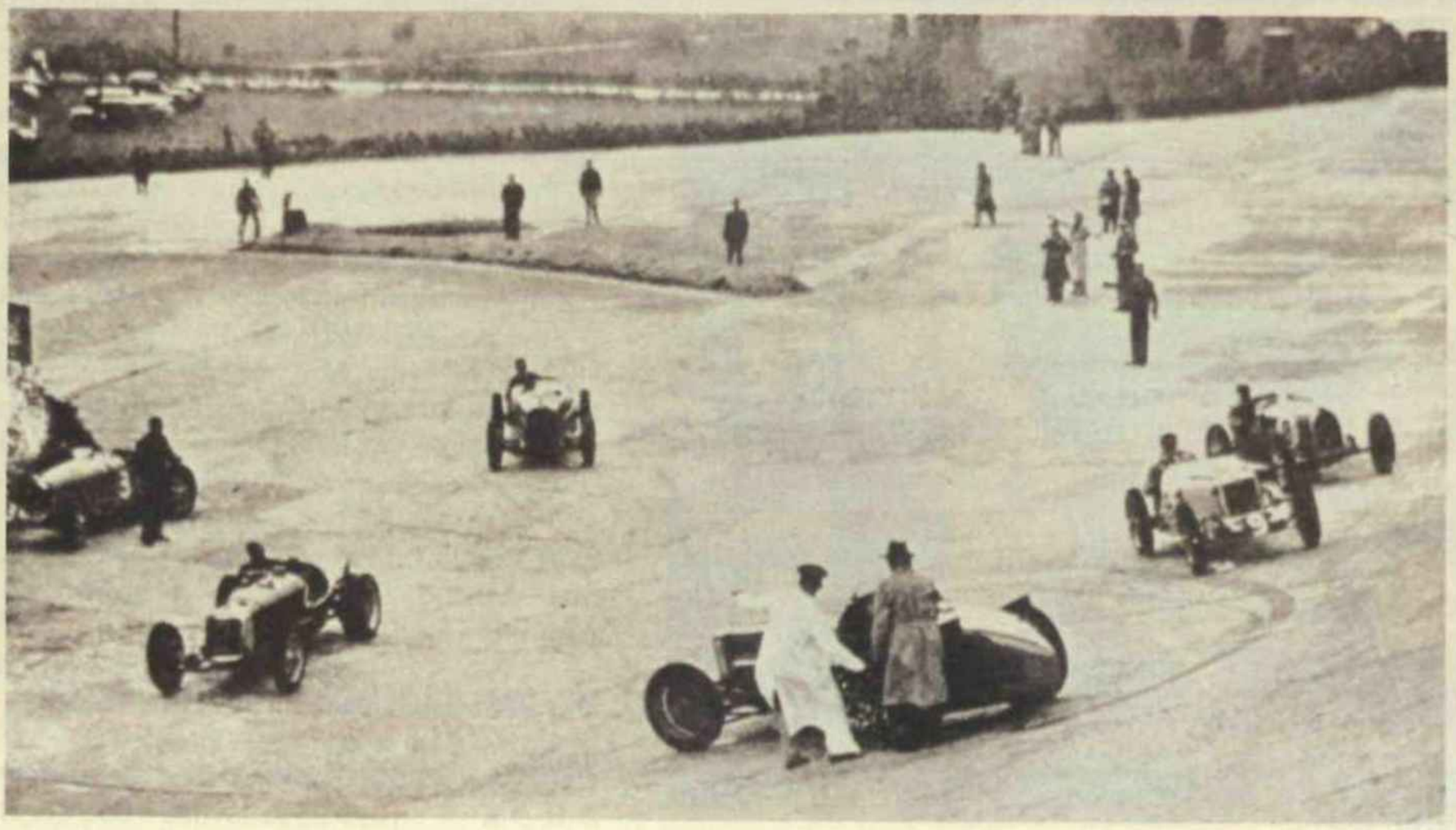


Looking at TV coverage of the Trooping of the Colour, I was very surprised, if a little gratified, to hear the commentator, Julian Tutt, remark, as the band of the Grenadier Guards wheeled in precise formation, that those marching on the outside of the turn had to perform a difficult manoeuvre, "like Nuvolari on the banking at Brooklands". Quite remarkable, to hear a reference to Brooklands on this solemn and impressive occasion.

I was intrigued as to why Tutt had brought in his brief mention of the old Motor Course. I wonder what other viewers made of it? More especially, why Nuvolari?

Of course, Tutt was accurate. Nuvolari *did* come to the Surrey track. But only once, and very briefly, to my knowledge. He would have used the banking, but only, I think, the Members' banking, as he was practising for the 1933 Mountain Championship. In fact, he did not compete in this quite important race. At that time Brooklands did not have the artificial Campbell road circuit, so racing over the 1.2-mile Mountain course, with its sharp Fork hairpin and the climbing banked turn, as cars lapped clockwise, was the only alternative to flat-out outer-circuit racing, as far as the shorter races were concerned.

It was named the Mountain course because it encircled the natural hill from which spectators got almost a full view of Brooklands. It was used from 1931 for handicap events and at the end of the season the Mountain Championship was



Nuvolari visited Brooklands only once (above). He is seen here practising in Earl Howe's Type 51 Bugatti for the 1933 Mountain Championship.

Left: Mountain Championship race, 1933. Sir Malcom Campbell's Sunbeam has collided with Rose Richard's Bugatti No 3, and is stuck in the middle of the track as others take avoiding action.

contested by the faster cars and drivers suited to it. All started together, to race over 15 laps. The winner was Sir Henry Birkin, in his 2½-litre GP Maserati, who averaged 73.51 mph and equalled his lap record, which meant reaching some 125 mph along the straight. The placemen were Capt Malcolm Campbell (7-litre Mercedes-Benz four-seater) and Penn-Hughes (2.3 Bugatti). The Championship race was held again at the 1932 BARC Autumn Meeting. This time the winner was Campbell, driving one of the rebuilt 4-litre V12 Sunbeams. He averaged 68.60 mph, and set a new Class C lap record. Raymond Mays was second, in the stripped sports 4½-litre Invicta, and Dudley Froy third in a similar Invicta lent to him by Mrs Kay Petre.

When the time was approaching for this race to be run in 1933, Earl Howe arranged for Tazio Nuvolari, then at the height of his fame and regarded universally as the greatest racing driver of his time, to compete at the wheel of his 2.3 Type 51 twin-cam GP Bugatti. The anticipation was immense — like getting Schumacher to appear in a short race at Goodwood as and when the circuit is eventually re-opened. As far as I know, Nuvolari had never been to England. But that very year, at the suggestion of George Eyston I believe, the MG Car Company contracted Nuvolari to drive an MG K3 Magnette in the Ulster TT. This he won, at a very satisfactory speed. Thereafter, Earl Howe had entered the great driver to handle his Bugatti in the 1933 BARC Mountain Championship. Alas, the little Italian was a non-starter.

It has never been explained why.

Entries for the race on October 14 closed on October 2, but it seems that Nuvolari was invited to drive after that, because the programme lists Howe as the driver. Nuvolari had been slightly hurt when his Maserati had overturned in the GP of Spain at San Sebastian on September 24, but presumably had recovered in time to come to Brooklands and practise during the week before the Mountain Championship. Curiously, no mention of this was made in *The Autocar* and, when those in the know arrived at the track, it was to learn that there would be no racing by Tazio. He had mysteriously returned to Paris, "on urgent business". One may speculate, of course.

It is possible that Nuvolari's injuries troubled him. He may not have liked the short, unusual Mountain circuit. Could it be that a financial deal had been struck hurriedly, to which he could not agree, on arrival? Surely, in view of its showing in the race, it was not the performance of the Bugatti he objected to? Whatever, the motor racing Earl lost the services of the greatest driver he could have signed-up. Nuvolari had arrived on the Thursday, and MOTOR SPORT reported that he quickly became accustomed to the course, amused those watching him at the Fork by chipping off a little piece of the sandbank marker on each lap, and on one of them waved and threw the Bugatti into a series of slides. He was said to have got very close to the lap record on more than one occasion. Yet that night, he had gone. . .

Howe had a bad arm, so couldn't drive. But all was not lost. Piero Taruffi, 27, who had also crashed in a Maserati at San Sebastian, but without injury, was present – could he and Nuvolari have come over for the London Motor Show which opened on October 12? – and Howe nominated *him*. Through no fault of the Italian, it was of little avail. This time the race was over 10 laps. At the very first corner Rose-Richards' Bugatti skidded and Sir Malcolm Campbell's Sunbeam collided with it and remained in the middle of the track, with a locked axle. Flags were waved (blue then, yellow now) to warn Taruffi, who had established a lead of some 80 yards, and the others; in addition, unauthorised people held up their hands to stop Taruffi. He braked heavily, but Mays in the s/c White Riley and Straight in the Maserati did not, and they passed him. Then, at the Fork hairpin, Mays spun right in front of Taruffi, who came to a standstill, though he kept the engine running and continued. It is estimated he lost at least 11s in those two incidents. So Whitney Straight won, at 73.64 mph, by two seconds. Taruffi was closing on him in second place, and the Hon Brian Lewis's 2.2 Alfa Romeo took third. How Taruffi was robbed of victory is best seen from the lap-speed table:

From lap one, Taruffi's times, in mph, read: 68.15; 60.00; 73.64; 76.03; 77.72; 75.21; 76.86; 76.86; 77.43; 77.15. Straight's were as follows: 64.60; 71.39; 71.39; 74.95; 75.21; 76.03; 76.58; 76.58; 77.43.

So in an unfamilar 2.3 Bugatti Taruffi lapped quicker than Straight in his 2.5 Maserati on twin rear wheels, a car he knew well. The American may have been pacing himself, but had Taruffi not been held up twice, could the American have caught him? Many felt the race should have been stopped, as today it would have been. . .

Sportingly, Taruffi refused to put in a protest, although Howe did so mildly, at the next BARC Committee Meeting. No mention of Nuvolari's only lappery on English soil is made in Valerio Moretti's great history, *When Nuvolari Raced* (reviewed last month), so thank you, Julian Tutt, for reminding me of it! **W B**

Brooklands Mountain Championship Winners

1931	Sir Henry Birkin (2½-litre s/c Maserati), 73.51 mph
1932	Capt Malcolm Campbell (4-litre s/c Sunbeam), 68.60 mph
1933	Whitney Straight (2.5-litre s/c Maserati), 73.64 mph
1934	Whitney Straight (2.9-litre s/c Maserati), 78.29 mph
1935	Richard Shuttleworth (3.2-litre s/c P3 Alfa Romeo), 78.20 mph
1936	Raymond Mays (2-litre s/c ERA), 80.94 mph
1937	Hans Ruesch (3.8-litre s/c Alfa Romeo), 80.41 mph
1938	Raymond Mays (2-litre s/c ERA), 80.39 mph

Cars in books

Readers are determined not to let this fairly frequent feature die, for which I thank them. For instance, David Filsell has drawn my attention to an interesting reference to a Lagonda in *Valleys Of Springs* by Dorothea Eastwood (Allan Wingate, 1956). Writing about rural Mid-Wales she refers to an "old Lagonda" owned by a Major who had lived in Monmouthshire for nearly 80 years, so it could have been a 12/24 hp model or a later 3-litre or even an 4½-litre sports Lagonda – no clue is given. The car was driven in bottom gear up the steep lane at Coed-y-Bwnedd where the Romans defeated the British in the first century AD, yet was also put at the muddy entrance of a gateway that led to the top of the hill and a fine view of the country towards Raglan and Monmouth and the wooded hills beyond, but stopped in case it got stuck – suggesting a heavier car than an 11.9 or 12/24 perhaps?

Next, a family friend who has been reading the short stories of Max Beerbohm found him driving through France before 1914 at "a speed which disregarded safety or comfort and *missing the British police-traps". In what motor, I wonder?*

Then another reader told me of some passages in Rudyard Kipling's book The Vortex", which he unearthed in Numerous Tales (Pan Books, 1949). I have read Kipling's stories about his little locomobile steam car and other motoring adventures, but these were new to me. In "The Vortex", Kipling shows that he was well acquainted with the early English motoring scene: mustard-coloured AA scouts warning of police ahead, steam showmens' engines driving merry-go-rounds, motorcycles of every shape charging down upon you amid clowds of dust, traction engines taking on water in defiance of notice boards, and the occasional necessity for goggles. This period was clearly before the First World War, the travellers also encountering detachments of Territorials and a car with "no windscreen, tetanic gears and a perpetual palsy capable of only 18 mph on the flat".

Finally, for this month, David Filsell lent me a little book, *Petrol Fumes* by W Howard Horder (Herbert Jenkins, undated, but it must be a rare item now), which is full of puerile poems – and I will quote one:

"Mad cyclists seek impalement in a car's expansive bonnet,
Mad motorists encourage them to suicide upon it,
By mascot girls and other birds with beaks severely sharp,
Whereby the victim qualifies for both the wings and harp,
And every driver from a Daimler down to Austin Seven
Will raise the oft-debated point — can cyclists go to heaven?"

There are many more, but one suffices! But those who claim to have exclusive libraries containing all the motoring books should presumably search for this one. **W B**

VSCC Diamond Jubilee



SHELSLEY WALSH

The VSCC's Diamond Jubilee was celebrated in great style and dignity during the week of July 2-8. It was a fantastic vintage occasion, attracting an entry of 642 cars from both home and abroad. Events opened at Shelsley Walsh, itself a most historic speed site, in conjunction with the long-established Midland AC. This time there was more vintage machinery on the Sunday than has been traditional in other years, with special classes for Shelsley Specials and as many ERAs as could be encouraged to grace a hill on which they had achieved so much in the past.

In its Jubilee year, the MAC allowed the VSCC to spread its hill-climbing over two days, whereas usually all this happens on the Saturday. The paddock was especially full of historic cars anyway, because of the appeal to ERA and Shelsley Special owners to bring them out, particularly the older examples. Apart from these, the paddock featured Stuart Saunders' Liberty-engined MAB, all the way from Australia, a road-going aero-engined monster built up before the craze broke out again in Britain. It was patiently waiting its runs on the Sunday, when it did 49.24s, but it failed on its second ascent. Attempts were being made to start the 1905 GB Star, achieved when Ben Collings jumped on the starting handle and its 10,168cc engine awoke in a blaze of fury (70.73s).

Rivers Fletcher opened the course in ERA R12C. He had intended to do so with R1A but it was not available, so the B-type AJMI was suggested, but this also was likewise indisposed. An ERA parade did not happen as those cars present – R2A, R1B, R12C, R11B, R8C and R14B – were competing anyway.

The Specials put on a fine show, those doing timed runs including the BHD, Salome, the Cognac, the Chawner-GN, the Martyr and the Alvis-Nash (of the pre-war specimens). The Edwardian class was very well filled and the aero-engined class had six runners.

In other classes Julian Ghosh drove the Vauxhall Villiers, which tried a display of its old temperament in practice, when the throttle rod became unwelded; but it ran well and consistently later on (40.07s). Another exciting car not seen for a long time, was the Sunbeam 'Tigress', entered by John Merryfield and driven by John Baker-Courtney, who used its power on a snaky run (40.78s).

Judy Portway was happily giving the 1914 TT Humber an airing, going vastly quicker on her second run (68.22s). Fastest of the pre-war Shelsley Specials was Guy Smith (Alvis Nash (35.21s), very fast indeed and consistent too, only 0.07s separating his two runs. Quickest of all was the 1927 Myers Special (31.96s). Salome took 42.52s and Jon Giles with the AC/GN Cognac 37.99s on his only ascent. The BHD, in memory of the legendary BH Davenport, clocked 50.31s in Robin Parker's hands and also scored on





After Rivers Fletcher had opened the course in ERA R12C, owner Tony Stephens used it in competition (left). John Berryfield's sunbeam made a welcome reappearance, in John Baker-Courtney's hands (right). It was good to see the Vauxhall Villiers, formerly owned by the late Tony Brooke. Julian Ghosh drove it (below).

handicap. Mark Walker in the Curtiss-Monarch took the handicap prize among the Aerocars (46.50s) and the Maybach-powered Mett and Merc of Moore and Collings recorded 55.08s and 51.45s respectively, although Roger had a slipping clutch. The winner, however, was the well-proven Bequet Special, with its 12-litre V8 Hispano-Suiza engine, with which Boswell completed the course in 41.05s, just ahead of Robin Baker's 27-litre V12 Hispano-Delage (41.38s).

Of the moderns, fastest time of all was that of Graham Hickman (Jordan 193) in 29.03s, 3.69s shy of Brown's ouright course record (set in 1992, in a Pilbeam MP58), but Hickman crashed heavily on his second run, sustaining a fractured skull and shoulder blade. Happily, he is now on the mend.**W B**

Winners of classes for pre-war cars (R indicates new record) and main prize winners: Fray Challenge Trophy and Raymond Mays Trophy: Duncan Ricketts (ERA R1B), 35.01s; 34.88s on winners' run-off. **MAC Challenge Trophy:** Mac Hulbert (Alvis Special), 38.28s. **Class 1:** J Mowatt (1036 Morgan 4/4, 40.28s – R) **Class 2:** G Spollon (1938 Riley Blue Streak, 40.39s). **Class 3:** S Flack (1926 3/8-litre Bentley, 38.63s). **Class 4:** B Gray (1922/34 Hardy Special, 38.06s). **Class 5:** D Ricketts (1935 ERA R1B, 35.01s – R). **Class 6:** D Morris (1936 ERA R11B, 36.01s). **Class 7:** D Day (1937 ERA R14B, 35.29s – R). **Edwardians:** T Walker (1908 GP Panhard-Levassor, 45.87s) **Class 13:** M Sythes (1930 Morgan Super Aero, 48.22s). **Class 14:** Amanda Conn (1929 Frazer Nash, 45.99s). **Class 15:** K Painter (1935 Maserati 4CS, 43.31s). **Class 16**: M Stretton (1931 Bentley, 44.79s). **ERA cars** 1. D Ricketts (R1B) 35.01s; 2. D Day (R14B, 35.29s); 3. D Morris (R11B) and B Spollon (R8C, 36.01s). **Garvagh Cup:** G Smith. **Shelsley Special Trophy:** R Parker (BHD). **Pre-war Shelsley Specials:** 1. G Smith (Alvis-Nash, 35.21s); 2. J Giles (AC/GN Cognac, 37.99s). 3. F Giles (GN/Morgan 'Salome', 42.52s); 4. P Blakeney-Edwards (GN 'Martyr', 46.18s). 5. R Parker (BHD, 50.31s); 6. P Evans (Chawner-GN, 82.14s). **Aero-engined cars:** 1. A Boswell (Bequet-Delage, 41.05s – R); 2. R Baker (Hispano-Delage, 41.38s). 3. M Walker (Monarch Special, 46.50s); 4. S Saunders (Liberty-MAB, 49.24s); 5. R Collings (Mercedes-Maybach, 51.45s); 6. B Moore (Metallurgique-Maybach, 55.08s).



THREE COUNTIES SHOWGROUND

Monday was devoted to a touring assembly, so that entrants could find their way abut the Three Counties Showground at Malvern, a splendid place, so neatly laid out, with enormous amounts of space, both grassed and enclosed, for the old cars to deport themselves — quite belying the common impression of a showground. And Malvern is a dignified and interesting town in its own right. Everyone having settled in, there were driving tests at this fine venue on the Tuesday and the STD Register had an enclosure to itself, where notable Sunbeam and Talbot cars had assembled, including Anthony Heal's twin-cam 3-litre Sunbeam. (Before leaving Heal, wielded an enormous iron dipstick, made to Sunbeam drawings, especially for a 3-litre petrol tank). Rawlings came, not in a Roesch Talbot, but in his nice little twin-cylinder Swift.

Wednesday was very wet, but this did not prevent the light car and Edwardian element taking part in a 45-mile rally to Shelsley Walsh, for lunch and driving tests, by which time a truly fascinating collection of cyclecars had gathered in the back of the Showground's enormous Severn Hall, where John Scott & Partners had entertained a big influx of guests the previous evening.

MALVERN CYCLECARS

These strange machines came in response to an appeal by VSCC member Bob Jones, who had hastily put together a typical example, with single-cylinder JAP engine, Sturmey-Archer gearbox, belt final drive, wire-and-bobbin steering and, would you believe, wooden front axle, track-rod and back springs. You wouldn't expect me to describe every one of the 600 plus cars in the main events, would you? Or every one of the 42 cyclecars Jones had inspired to enter for his display? The latter were delightfully explained, with much humour, in his souvenir booklet. There had been two previous gatherings of such primitives (apologies to Morgan, GN and a very few others!) in 1975 and 1978, reported in MOTOR SPORT, so some of the vehicles at Malvern *had* been seen before.

New to me were Brian Bowles' Spacke, a 1921 USA confection imported into Sweden, then England, and now used for brief runs while being restored, and John Firth's 1925 Alcyon, which may well have been the one bought in France for £5 after spending years in a duck pond.

Also of virgin interest was Tim Armitage's Fafnir-powered two-seater of unknown make, distinguished by professional bodywork, a fine vee-radiator and an underslung tubular chassis, run by him for the first time the day before. Deafening everyone, the prop-propelled, ABC-powered Leyat was being driven slowly about by its truly intrepid rebuilder, Roger Smith.

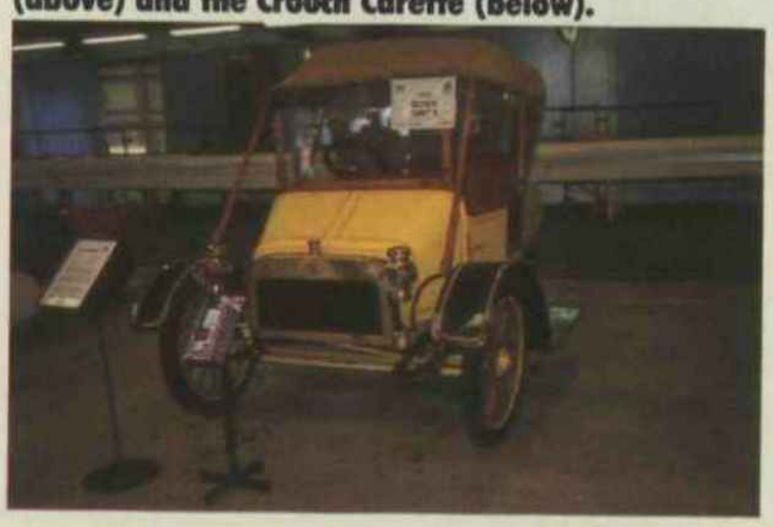
Anna Gordon had brought her tricycle, *also* prop-driven, which she apparently uses to go to the shops. Until I had seen the weight of husband Chris riding it in circles, I would not have believed the tiny French Micromotor engine, driving direct a course-pitch two-bladed propeller about two feet in diameter, would have made it go at all. But go it most certainly does, and if you had a sledge or boat instead of a bike or trike, it could have been clipped on to that. The prop is encased in a wire-mesh cage, the circumference of which consists of a wheel-rim — vintage, of course.



Above, the rare 1921 Spacke cyclecar (foreground) alongside organiser Bob Jones's 1913 Burrell.



Mark Walker's unusual JAP-powered Bramble (above) and the Crouch Carette (below).





A sight for sore ears: the noisy, ABC prop-driven Leyat of Roger Smith.

Seeing two such vehicles in action made me wonder whether the gentlemen who are at present constructing aero-engined monsters might one day take on the building of airscrew-driven specials? Thus dispensing with clutch, gearbox, prop-shaft and final drive, maybe even the need for a licence, as the power is not directly connected to the road wheels?

Back to reality, Chris Gordon had got his Tamplin running, as had Robin Batchelor his 1913 Rollo, another loud one; it seemed that an indoor Grand Prix was about to happen, forestalled only when Robin pulled off a front tyre. The static show included a recently-discovered chassis of mysterious make. Mark Walker was rushing about, literally, in his tiny sidecar-like Bramble, Mike Bullett had his well-known and well-liked Bedelia, Paul the AV, and Arthur Jeddere-Fisher arrived in Il Pampero, so representative of the amateur-contrived cyclecar; but it and others found the ramp into their haven from the rain a difficult ascent!

The BRT Museum of Coventry contributed its smart Crouch Carette three-wheeler, Keith Shaw's 1913 rear-engined GWK was in what organiser Jones describes as "recommissioned but not restored" state, and David Sewell cocked-a-snook at them all with the ex-Peter Hampton, Bugatti-designed, four-cylinder Bébé Peugeot.

Among the rarities was Peter Ward's converted 1904 Garrard forecar with *circa*-1909 Speke 90 deg vee-twin aero-engine, which Peter told me he couldn't make run properly until he had removed the push-rod and rocker-operated inlet valves and replaced them with suction valves, after which this unusual engine began to breathe more freely.

Of course there were the GNs of Edward Riddle (1921), Tony Mitchell (1913), Tony Hutchings (1922) and John Blake (1922), a

reminder that cyclecars *could* be quite practical, endorsed by the Morgan exhibits. As we left we met Roger Edmunds' 1923 Family model hurrying back from competing in the trial; the Malvern make was enlivened by the presence of the exciting racing specimens of Stu Harper and Laurie Weeks.

The racy-looking Baughan and the flat-twin Sima-Violet were present and no doubt others from the "motoring for the millions" era turned up later. The award for Cyclecar of the Day was presented by Peter Morgan to Mike Bullett (Bedelia), runner-up being the Leyat. It was the greatest fun, and although there may be no need for a new club for the breed, because the VSCC's Light Car & Edwardian Section caters for cyclecars, it is to be hoped that more will be unearthed and another rally held for them.

W B



A general view of the many interesting cars assembled at Malvern.

OTHER EVENTS

While we were being entertained by these cyclecars, the light-car rally was being run in torrential rain showers and the faster folk were having a speed-trial at Cornbury (results appended). There followed a navigational rally, a trial, a scenic run ending with ascents of Prescott hill, event a bicycle ride (can't see the connection myself, but then I can't ride one), with, as the *grande finale*, the Brooks Jubilee Ball. So the proud VSCC commemorated its 60th Birthday very commendably — and memorably, helped by too many sponsors for individual mention. If it has inspired you to join (and you do not have to have a vintage car) the Secretary is David Franklin, 121 Russell Road, Newbury, Berks RG14 5JX (0635 44411).

W B

CONCOURS

Trophy: C Crabbe. **First Class:** RK Taylor, GL Wrapson. **Second Class:** CS Dunn, EI Williamson, RM Booth. **Third Class:** EE Hoffmann, SJ Fisher, P Cattell.

NAVIGATIONAL RALLY

Trophy: L Easter. **Class 1, First Class:** K Stimson, B Dowell, J Stammers, M Sharpe. **Second Class:** S Skilbeck, P Jelley. **Third Class:** Miss J Arnold Forster, P Gledhill, P Glover, I Stevens, I Rendall, P Weston, M Thompson. **Class 2, First Class:** J Creed Miles, J Potter. **Second Class:** N Portway, P Street, K Burnett, Mrs A Charrett, N Bradshaw. **Third Class:** A Johnson, T Clark, M Parking, A Ducker, Jane Milne Atkinson, C Hancock, P Longden, C Hamilton-Gould, A Faulkner. **Class 3, First Class:** J McEwan. **Second Class:** N Portway, F Street, K Burnett, Mrs A Charrett, N Bradshaw. **Third Class:** A Johnson, T Clark, M Parkin, A Ducker, Jane Milne Atkinson, C Hancock, P Longden, C Hamilton-Gould, A Faulkner. **Class 3, First Class:** J McEwan. **Second Class:** J Gathercole, D Smith, J Harris, AH Lupton, M Kingham. **Third Class:** F Cattall, D Howard-Orchard, D Rouse, B Thomas, B Harris.

DRIVING TESTS

Trophy: SD Dear. **Class 1, First Class:** RK Hickling. **Second Class:** MC Croome. **Third Class:** EJ Peppercorn. **Class 2, First Class:** SA Bennett, H Gibson, RF de L Wills, AJ Tarring, C Hamilton-Gould. **Second Class:** MR Sharpe, JPN Hallam, DK Woodburn, RD l'Anson, KP Parkin. **Third Class:** PR Baker, CSA Lees, PVM Weston, MH Dawes, IB Grace. **Class 3, First Class:** MA Johnson, DB Roberts, AW Hunt, KW Hewson. **Second Class:** LP Murray, TJ Tarring, AM Jones, MYB Kipping. **Third Class:** CJ Baughan, KM Hill, RJ Carleton, CG Franklin. **Class 4, First Classz;** CR Marsh, GW Owen, SA Shoosmith, WJ Mahany. **Second Class:** PC Longdon, B Harding, HC Colledge, DA Robinson, DA Hill. **Third Class:** CCP Knill-Jones, LD Donnan, K Knight, RF Buttle, J Malyan. **Class 5, First Class:** PB Glenhill. **Second Class:** M Bartlett. **Third Class:** Mrs ME Brewster. **Class 6, First Class:** P Bullett. **Second Class:** C Gordon.

SPORTING TRIAL

Trophy: DJ Bond. **Class 1, First Class:** S Diffey, DJ Densham, B Gray, PAH Stringer. **Second Class:** CJ Hindle, PC Longhurst, TJ Gosling, MA Johnson. **Third Class:** PJ Garland, FG Giles, JS Flann. **Class 2: First Class:** RA Collings, G Brewster, SCW Longden, MG Thompson. **Second Class:** JF Chilman, WJ Urry. **Third Class:** AM Jones, GS Toms, D Saxl, FB Gladhill.

CORNBURY SPEED TRIAL

Montagu Ventures Trophy: J Bronson & B Collings. **Class 1:** G Smith (1930 Frazer Nash, 52.13s) – vintage ibid. **Class 2:** B Collings (1928 4½ Bentley, 50.63s) – vintage ibid. **Class 3:** P Whenmann (1936 Lagonda Rapier s/c, 52.88s) – vintage G Wyn Owen (1930 Morris-JAP, 57.94s). **Class 4: J Bronson (1937 Riley, 48.41s). FTD** Vintage – R Upston (1929 Frazer Nash, 54.85s); Edwardians – R Collings (1906/16 Mercedes-Maybach, 57.43s).

V-to-C Miscellany

A few errors crept in last month, but we don't mind owning up. The 1926 Victory Cup Trial text correctly mentioned that Taylor *drove* his Bugatti in the event, not that he *won* it, as the caption inferred. And the Sunbeam Crusader aero-engine used by Coatalen was rated at 150 hp, not 50. . .

The Hants & Berks MC holds its ingenious 'On the Beaches' classic car run, with D-day connotations, on August 21, over a route from Woodley aerodrome to Eastney Beach, Portsmouth. It returns via Southwick, with sightseeing en route. Details from Pam Roper, 33 St Pauls Gate, Wokingham, Berks RG11 2YP (0734 787684).

Bikists may like to note that the 32nd Graham Walker Run takes place at Beaulieu on August 21.

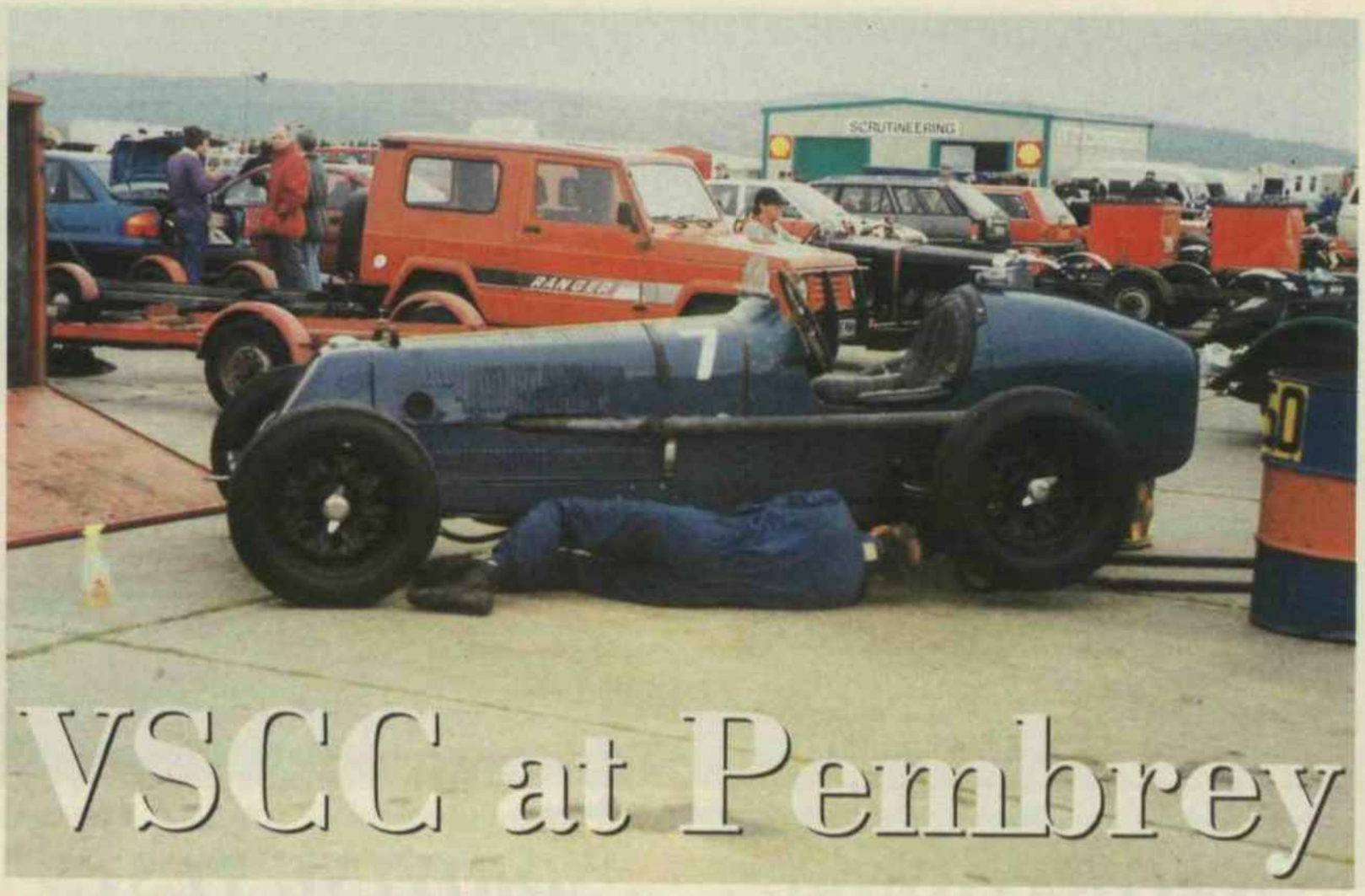
The Daimler & Lanchester DC's Southern Rally weekend, based on Bognor Regis, is scheduled for August 20/21.

Over 300 vintage vehicles are forecast for the Lancashire Vintage & Country Fayre on September 3/4, at St Michaels-on-Wyre (A586). Proceeds to local charities. The Preston & DCC's road rally finishes there on the Sunday.

Reminder — regulations for the 1995 LeJOG in December are available now, from John Brown, The Town House, Leigh, Worcester (0886-833505). Cars up to 1967 are eligible and pre-war cars are welcome.

Following the National Austin 7 Rally of the 750 MC at Beaulieu on July 3, there will be a Longbridge (birthplace) A7 rally on July 31, at Crofton Park. The big Ashover Rally on August 31, of the Vintage Austin Register, will feature all ages and types of Austins.

W B



VSCC at Pembrey

Having lost the use of Oulton Park and Cadwell Park, through no fault of its own, the VSCC went to Pembrey, currently Wales's only permanent racing facility, for its meeting on June 26. It worked out extremely well. The 1.456-mile circuit is interestingly twisty, enjoyable for racing on with the older cars, offers good viewing opportunities and, although there is no bridge between the working paddock and the outside of the course (go-ahead Brooklands, had both vehicle bridge and tunnel before a race was ever held there), marshals permit crossing between races. Also, paddock access is free. Moreover, the VSCC had control of even the weather, racing taking place in cool but dry conditions . . . And there is very ample parking space, if approached by terribly rough roads, at this BARC circuit.

The intention had been to dedicate the meeting to the memory of JG Parry Thomas, but this rather misfired because Owen Wyn-Owen decided not to bring Babs, which it had been hoped would contribute a 27-litre demo, the proposed Babs Trophy wasn't ready and Tom Walker's Hooker-Thomas-engined Young Special (*see* MOTOR SPORT, February 1994) had burst its clutch, so didn't run.

That apart, 196 entries contesting 10 races gave the spectators an enjoyable afternoon. In lieu of Babs the onlookers were able to see Johnny Thomas go round on his 1902 Gordon Bennett Napier, with VSCC Secretary David Franklin as the intrepid passenger, and Johnny was also using his vintage Bentley as a course-patrol car.

Keith Knight had got his ERA/Riley motoring so well that it ran away with the first race, six laps scratch, beating Seber's effective Wolseley Special by 6.2s, with Harper's quick Morgan three-wheeler third. Next came a 7-lap Frazer-Nash/GN scratch race, with Freddie Giles in splendid form, in the AC/GN (or Cognac), which won by 18.1s from the GN/AC driven by W Mitchell. Third was a virtual tie between RJ Smith and SR Stretton in their Frazer Nashes, the former's s/c car being given the placing in the official results. Jon Giles' AC/GN lasted but two laps, Tarring's FN went out after four, and Michel Azema, who had brought his 1921 GN all the way from Toulouse, lost a rocker-pin from its push-rod, vertical-valve, vee-twin engine after only a lap — it had, however, been well-tested in a very long French hillclimb the previous weekend. There was great rejoicing in the 'Chain Gang' area of the paddock when the happy garlanded Freddie came in.

TC Rides scored in the six-lap handicap, comfortably ahead of Temple's Riley. Things then hotted-up, with the 12-lap Shuttleworth & Nuffield Trophies Race. Ricketts drove Bill Morris's R12B with the same skill he displays when handling Sally Marsh's R1B, to lead the field home unchallenged, finishing 5.7s in front of Venables-Llewellyn's R4A. Ricketts took both trophies.

Another six-lap handicap enabled Seber to build up points in the MOTOR SPORT Brooklands Memorial Trophy contest, with the irrepressible supercharged Wolseley, but he was beaten by Macdonald's modified Lagonda Rapier, with Beebee's FN third, in front of Ride's Riley.

Giles then did it again for the AC/GN in the 12-lap John Holland Race for vintage cars, the ex-Footitt single-seater with Hampton radiator, looking very smart, lapping two, whole seconds quicker than it had in the other race it won, which was too much for Hulbert's blown 2½-litre Alvis, 3.5s in arrears. Wyn-Owen's son, usually successful in his JAP-powered Morris, retired a lap from the finish. Mark Walker was unable to run the Parker-GN due to a chewed-up bevel-box, so substituted the 8¼-litre Curtis/Monarch, which he had been allowed to try out in the FN/GN race. In neither did it make much of a showing; the aero-engined car presumably prefers the hills.

As compensation for recent disappointments when his ERA R14B has not been quite fast enough to catch Ricketts or Spollon, Donald Day not only won the 12-lap race intended for post-war cars, by 14.2s, showing the way home to the Cooper-Bristols of AG Smith and IT Bentall, but he won the final six-lap handicap, from a Riley and a Morgan. The post-war affair encouraged one-time F3 500cc single-lungers, of which a JBS headed a trio of Coopers. Then two Derby Bentley Specials ran 1-2 in the Melville & Geoghegan Trophies Race for road-going sports cars; the Mahany HRG took the former trophy. That left a six-lap scratch race, to complete the programme, with Seber and the Wolseley finishing a successful outing with a win from Spiers's Alvis and Rides's Riley.

6-lap Scratch Race: K Knight (ERA/RIley), 68.1mph (best lap = 70.2mph). Frazer Nash/GN Race: FG Giles (AC/GN), 67.3mph (b.l. = 68.6mph). 6-lap Handicap: TC Rides (riley), 61.2mph (b.l. = 65.0mph). 12-lap Pre-War Racing Cars: D.Ricketts (ERA), 72.1mph (b.l. = 74.4mph). 6-lap Handicap: JG Macdonald (Lagonda), 58.5mph (b.l. = Seber-Wolseley 71.3mph). 12-lap Vintage Racing Cars: FG Giles (AC/GN), 67.7mph (b.l. = 70.4mph). 12-lap Post-War Racing Cars: DH Day (1937/36 ERA), 69.7mph (b.l. = 72.0mph). 8-lap Pre-War Sports Cars: RM Gilbert (Bentley), 65.3mph (b.l. = 66.8mph). 6-lap Handicap: DH Day (ERA), 70.2mph (b.l. = 73.8mph). 6-lap Scratch Race: AJ Seber (Wolseley), 64.0mph (b.l. = 64.9mph).

W B







Welsh driver Sir John Venables-Llewelyn's ERA R4A (top) being preparred for its second place at Pembrey in the Shuttleworth Trophy race. All the way from Toulouse – M. Azema's 1921 GN (above left) was also out of luck at the Welsh circuit. Johnny Thomas (above right) demonstrated his 1902 GB Napier at Penbrey – the oldest surviving British racing car. G. Wyn-Owen's JAP engined Morris Special (left), with Chenard Walcker radiator and hydraulic brakes, was not in it's usual winning form at Pembrey.

Hannen fodder

The traditional June Silverstone VSCC meeting was the penultimate event to be held on the old club circuit, prior to the various F1-instigated revisions, and featured an all-ERA (or ERA-engined) race to commemorate the Bourne marque's 60th anniversary.

The opening event, for the Bill Phillips Trophy proved some consolation for Martin Stretton. Having suffered an engine failure at the wheel of Simon Bull's 4CM Maserati in practice, he recovered from a poor start in Terry Cohn's Alfa Monza to beat Bob Burrell's Bentley-Royce. Bob Gilbert's Bentley closed on Burrell to challenge at Woodcote on the last lap, Burrell just getting the verdict.

Some 10 ERAs and four ERA-engined relations contested their marque race. John Harper in R4D led briefly from Duncan Ricketts (R1B) and David Morris (R11B), but Ricketts was soon ahead and held off a strong challenge from Harper to the finish. Ludovic Lindsay, hampered by lack of first gear in 'Remus', took three laps to displace Morris before the latter retired in a trail of oil. Lindsay finished well clear of Sir John Venables-Llewellyn (R4A) and John Ure (R12B, Hanuman II).

In the absence of the Birdcage Maseratis, the Hawthorn International Trophy was destined to become a D-Type Jaguar benefit. Frank Sytner took the lead from Gary Pearson on the second lap and thereafter came under no pressure. Soames Langton (Lister-Chevrolet) squeezed Pearson down to third, and held second until the last lap when Pearson reclaimed a Jaguar one-two.

The Hawthorn Memorial Trophy produced a memorable scrap between Rick Hall (Connaught C), Peter Hannen (250F Piccolo), Amschel Rothschild (P25 BRM) and Ludovic Lindsay (250F Maserati), with Hall and Hannen exchanging the lead. It was resolved at Brooklands one lap from home when Hannen and Hall came upon a backmarker. The leaders touched, and the following Lindsay hit the lapped runner. Hannen recovered to take the flag from the Vanwall of John Harper, Rothschild and Hall.

Tim Llewellyn had sights set on a sixth Boulogne Trophy with his 3/8-litre Bentley and for eight of the 10 laps he followed the script; then a plume of smoke foretold his retirement, handing the race to Alex Boswell's Bequet Delage (after Mac Hulbert had been forced to retire his Alvis).

Peter Hannen crowned his most successful day's racing by taking a flag-to-flag win in the Hawthorn Spanish Trophy with a rare outing in his Maserati 6CM. Harper, with R4D, pressed him hard, however, before falling oil pressure called a halt to his progress, whereafter Duncan Ricketts took up the chase, but too far adrift to offer a challenge. Ludovic Lindsay had worked Remus up to third after a slow start, but any chance of second was lost with a spin at Becketts on the last lap. Venables-Llewellyn claimed fourth from Paul Jaye (Alta) and Douglas Jamieson (Maserati 6CM).

The remaining short scratch races went to John Seber (Wolseley Hornet) and Phil Walker (MG K3), whilst Jo Waterfield (Frazer Nash), Mac Hulbert (Alvis Silver Eagle) and Rob Pollock (AC Unicorn Special) claimed the five-lap handicaps. **A S D C**





Top: Hawthorn Spanish Trophy winner Peter Hannen (Maserati 6CM) and John Harper (ERA R4D) lap Barrie Gillies (Riley Treen). Above, Hawthorn International Trophy winner Frank Sytner (D.Type Jaguar). Right, Hawthorn Memorial Trophy 2nd place John Harper – Vanwall.

Lots of cars



The Rover Forteen 6-cyl. Sports Saloon.

Some people have more cars than others. The recollections of those who have owned considerable numbers of different makes and models seems of interest, so I am glad to be able to quote from a faded manuscript I have unearthed. It was written by a keen motorist who claimed by the outbreak of WW2 to have covered a million miles in 22 years, and to have owned 100 cars.

In even earlier times he had been associated with makes like Zedal, Le Zebre, La Buire, Cottin-Desgoutte, Pipe, Minerva, Excelsior, a four-cylinder Sizaire-Naudin remembered for its uncertain gear change, and a six-cylinder Lanchester with wick carburettor. After WW1 this prolific car owner bought some of his cars new but many were used ones which rarely cost more than £150.

Of the many makes owned, the first was a 1912 16/20 Belsize two-seater with dickey seat and a Stepney spare wheel. A good car, it was followed by a 1913 10/12 hp Belsize, which had detachable wheels and was a most attractive and popular car. Then came a 1914 RMC Underslung, noted for a high top gear, a roadster that was "a joy to handle". An earlier 10 hp de Dion with coachbuilt body was next, sold for a high price and "worth every penny". A series of Morgan three-wheelers, the last a Grand Prix model, with ohv JAP engine and aero screens, terminated in an incident involving the tramlines at Tooting. So a 1914 Th-Schneider was acquired, "one of the finest cars ever built". So good that it was bartered back and forth with a friend four times — until it caught fire. Three ex-WD cars followed this, a Chapuis-Dornier-engined Le Gui and a Foy Steele, and a fine 15.9 hp Talbot, given an aluminium two-seater body, which provided much joy for the owner and his wife. The Le Gui had a *Roi-des-Belge* body: "I loved that car" . . . During the post-war boom an Eric-Campbell was bought for £500. Running in a hillclimb, the throttle stuck open at the same time as the engine was pre-igniting so badly that it refused to be switched-off, "a car best forgotten".

A 1920 Super Maxwell with aluminium pistons put up some good average speeds "but was not built for big mileages." A 6 hp Mathis was bought new, "a joke but a good one", sold because no one wanted to ride in it . . . A 10/23 Talbot Coupé was remembered with affection: "If ever a small Rolls was made, this was it — a gem!" Four Chandlers, some with 'Pike's Peak' engines, gave good performance and economy, but three Hudsons that followed were "under-tyred and I hated their split rims", but they were dismissed as "good of their type". Of a Moon, "it was supposed to resemble a Rolls-Royce but certainly didn't behave like one!" Three 25 hp four-cylinder Sizaire-Berwicks were owned in succession and well-liked, but their heavy flywheels made acceleration inferior to that of a Rolls-Royce. Four of the 40/50 hp Napiers were then acquired, "wonderful cars, but the transmission brake was too powerful for the back-axle". They were replaced by five Rolls-Royces, two Silver Ghosts and three P1s, but the long bonnets were disliked, they were tiring over long distances and not suited to modern traffic, but the service was good.

A 25 hp Crossley was regarded as "a really honest job", but again the transmission brake destroyed the back axle.

Remembering the quality of previous continental makes, the next purchase was of a 30 hp Lancia, "a grand chassis". Then back to Crossleys. First, a 15.9 hp two-seater with frighteningly sudden FWB, but "the rest was good". Next, an RFC-type, "one of the most solid of my cars and a real honest job", as were the four Golden Crossleys which came afterwards, although the pre-selector gearbox of a Crossley Ten "Regis" saloon was disliked. A Vauxhall Velox is mentioned; its 25hp rating suggests a 23/60 but did these have "amazing brakes, with the simplest adjustment yet"?

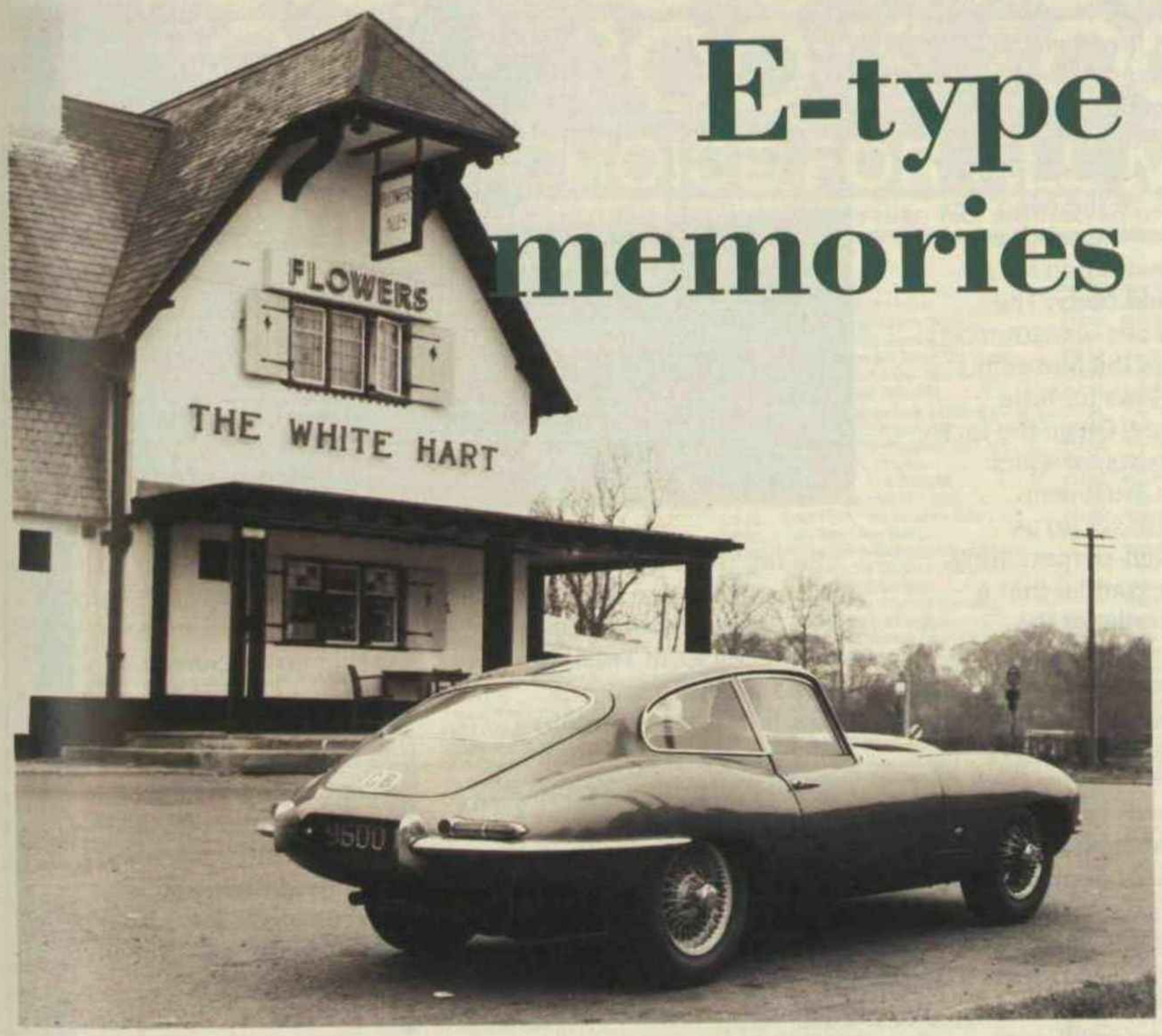
A big side-valve one-door sporting Sunbeam was recalled as "pulling like a train" and there were a "very long" Lanchester 40 and a Lanchester straight-8 with fabric four-light saloon body. But a much-publicised pre-Ford V8 Lincoln, although possessing the best slow-running of them all, had "lamentable steering and brakes". The very modern design of another well-praised car, which Sir Malcolm Campbell described as steering well for a long-bonnet car, and which "cost around £2000", proved a disaster. The owner did not pay £2000 for his, kept it only for a month, and sold it for £50, not agreeing with the great racing driver about its steering! But it was an early specimen. (Could it have been a Siddeley Special?) Pleasurable driving returned with the purchase of a Lancia Dilambda. One of four, in fact. "The car was superb!" The only faults poor starting from cold and a tendency to front-wheel wobble if these were not kept properly balanced. The fourth Dilambda, the last to be imported into England, was using no oil to mention after 100,000 miles. To keep it company there was the "Car Unique", a 28/120hp Voisin. Its sleeve-valve engine nearly broke its owner but otherwise it was "the equal of the Lancias on all counts" and on a run from Bordeaux to Paris and back it beat a Speed Six Bentley by a small margin.

For private instead of business motoring there were various Rovers, a Ten, two Fourteens and two Sixteens, their quality "difficult to define" but justifying the then-slogan "One Of Britain's Fine Cars". When WW2 broke out the writer of these recollection was about to licence a two-litre MG saloon, an early model with heavy steering and gearchange, and he also had a Roesch Talbot, a big Humber and that Lancia, the last-named remembered as "steering to a hairsbreadth, able to turn on a sixpence with threepence change", and one of the only cars to get to Leicestershire from London in a memorable wartime blizzard. And he was negotiating for a 1937 25/30 hp Rolls Royce. As he expressed his dislike of long bonnets, self-change gearboxes and electric petrol-pumps this million-miler was thinking back again to other of his cars – an ABC that had the vertical-gate gearlever and usually required a push-start, a Cadillac with copper water-jackets, three large Buicks, two of which were Southdown models, a couple of Big Six Studebakers and a four-cylinder Dodge which wouldn't wear out . . .

It takes one back to the time when most of the cars on the road were easily recognisable and had definite characteristics. Thank you, Mr V Huffam

W B

E-type memories



I note that a correspondent writing to a contemporary weekly motoring magazine remembers how the Jaguar E-type that was submitted to the press for the first road tests was, allegedly, specially souped-up, to ensure that the magic maximum of 150 mph was duly recorded.

It seems that MOTOR SPORT had the same fixed-head coupé E-type (9600 HP), and I was already aware of other makes of press cars had been "tuned" to deceive. If the current exposure is correct, 9600 HP had the D-type racing cylinder head, valve gear and breathers, modified bodywork to reduce drag and other specialities. It has been termed "faking it to the max", and I blush to see the figures we attributed to that Jaguar. But we *did* declare the cruising speed at 5000 rpm, which Jaguar later advised should not be exceeded for long periods, as 127 mph . . .

When I took over this first Jaguar E-type to be submitted to us for a road test report it was raining and colleagues warned me to be careful, as this was a 150 mph car! In fact, within a very few miles I discovered it to be docile and safe-handling. Later, a 4.2-litre coupé, ARW 732B, came to us for more extended sampling. On the then-standard 3.07 to 1 axle-ratio the 5000 rpm cruising pace represented 130 mph; to achieve 150 mph it would have been necessary to run that marvellous six-cylinder twin-cam engine to 6000 rpm. As a long-haul GT car I thought the E-type lacking in fuel capacity, needing more powerful headlamps and, if used in the mountains, a shorter bonnet for visibility over the humps. But I ended my test report with the words: ". . . one of the world's outstanding sports cars, representing quite extraordinary value-for-money (£1993 in 1962), and a high degree of driver satisfaction."

We used that Jaguar E-type to photograph the different types of bridges on England's motorways. With the present controversy over the proposed new multi-lane carriageways, it is interesting to find that all we could discover to drive over 32 years ago totalled, in round figures, 232 miles. (A1M: 15; M1, 67; M4, 10½; M5, 24; M6, 94; M50, 21).

A Porsche-driving colleague shared the expedition; I see that in overtaking a Lotus Elan (on trade plates) the Jaguar's speedometer went to 140 mph, and that we averaged 100.5 mph for the length of the M1, disposed of the M5 at 97.2, the M6 at 93.3, the M50 at 84 and clocked 81.8 over the brief A1M. Happy days, before speed-limits!

Another E-type we tested was a 3.8 two-seater, 9699 RW, used to cover the 1962 Monaco GP, won by Bruce McLaren's Cooper-Climax. Flown from Southend to Basle in a converted DC-4 Carvair (no claustrophobic Channel Tunnel), we cracked the Jaguar's sump on a rough French mountain road (mended by Jaguar's agent in Monte-Carlo, who also investigated a valve-gear noise) and the bootlid frequently flew open. Coming home, having dropped a reporter from another paper at Nice Airport, we felt we should hurry a bit and averaged 61.4 mph to Calais, at 17.6 mpg. A very impressive performance, but I do not think a normal catalogue Jaguar E-type will do a genuine, sustained 150 mph. Apologies, if I offend.

Re-enactment



The 1895 Panhard-Levassor, sold to the Hon. Evelyn Ellis on 25/06/95 who drove it from Micheldever to Datchet on 05/07/95, the first journey by car in England.

I am always glad to know that events from the motoring past are to be re-enacted as closely as possible to the original, by historically-minded clubs or other organisations. Particularly welcome is the preliminary announcement that next year, on July 9, the VCC of GB intends to hold a run for Victorian (ie pre-1901) cars, to commemorate the epic (and virtually illegal at the time) journey from Micheldever Station to his home at Datchet by the great pioneer motorist, the Hon Evelyn Ellis. His car was the newly-imported, tiller-steered, Daimler-engined Panhard-Levassor. Ellis was accompanied by another famous pioneer, Frederick Simms. They had made the first-ever journey on a horseless carriage in this country, averaging 9.84 mph exclusive of pauses.

The date was July 5 1895, the distance 56 miles. As long ago as 1973 I tried to persuade owners of truly early motor cars to repeat this historic run, to no avail. Now, largely through the influence of Malcolm Jeal, of the VCC's Dating Committee, the VCC hopes to have a re-enactment in 1995. The idea is to use 30 miles of the correct route, finishing at Camberley, to avoid traffic congestion. So get your early primitives ready; Malcolm Jeal (0380 812649) has the details.

The Science Museum has the actual Panhard used by Ellis but is unwilling to run it. It is hoped, however, that it might be a static exhibit at the start and finish of the 1995 run. It is car number 394, one of the few early lhd cars of this make.

W B

Brooklands situation

Sir,
I am sure all readers enjoyed your *Back to the Future* article. on Brooklands. However, if further progress is to be made then I believe that press emphasis is needed on current problems. Wider knowledge of these may well prompt solutions.

On the domestic front there is the ever-present need for the Brooklands Museum Trust Ltd to obtain adequate funds to develop the Museum site so that it can offer a first class interpretation of the history of Brooklands and provide for the many motoring events needing reasonable driving space. Elmbridge Council has provided over £600,000 start-up finance and much organisational support. The Council now depends on the Museum Trust to organise finance and support which, indeed, it is doing.

However, support is hampered by the existence of two separate bodies, the Friends of the Museum and the Brooklands Society. I have written to Lord Tombs, Chairman of the Museum Trust, to suggest how the problems keeping these bodies apart might be solved. The main area of dissent centres on the need, or otherwise, for the production of a new constitution for a new combined body. The present 'Friends' constitution over-protects the Museum Trust and allows for little independence. Given the fact that most Trusts, of which the Museum Trust is no exception, are set up as autocratic, self-perpetuating bodies it is essential that a supporting body for the Museum project must have a reasonable degree of independence and be democratically controlled by its subscribing members. Particularly, it needs objectives which will enable it to deal with all aspects of the Brooklands Heritage site. Whilst its obvious concern will be to support the Museum Trust it must not be disbarred from separate or even different action to the Museum Trust since it must reflect the wishes of its members.



So far, there appears to be little appreciation for the need of such a constitution and the Museum Trust clearly prefers a more sycophantic constitution which would largely duplicate that provided for the present 'Friends'. This problem can be solved with goodwill.

The non-domestic problem is more serious. Trafalgar House Business Parks Ltd, and/or its immediate associated companies, has fought Surrey County Council's attempts (backed by the local Elmbridge Council) to declare the central runway area of Brooklands as Green Belt. At the moment SCC is winning but there may yet be more appeals. It is just this central area which needs to remain open both as a setting for the Museum site and to enable supporting motoring events to take place.

THBP Ltd also owns the remaining Banking, principally the listed Railway Straight as well as the remains of the Byfleet Banking, and also owns and operates sections of the central Brooklands road network as private roads which are physically restricted against public use. Supporters of the Museum would like to see the Railway Straight handed over to the Museum with use of the central runway areas for events, access and future Museum structures. The local Council/SCC would like the internal road network made over so that proper public traffic management and traffic calming measures may be instituted, particularly with regard to the massive increase in industrial, office and residential units which has been allowed, much to the benefit of THBP Ltd.

However, so far no progress has been made or is being made. Some councillors suggest that the reason why no progress is possible is that the landowners may be pursuing a 'Ransom' policy of holding back the real benefits to the Museum and the public in order to force our Councils to allow large scale development in the central area.

I would like to call on Lord Tombs to solve the domestic 'Constitutional' problems for a new Museum supporting body, and on Trafalgar House Business Parks Ltd to solve the outstanding land and road network problems. Such goodwill is very much needed to further the generally professed interest in the Brooklands Heritage.

Cllr Ernest Mallett,
Mayor of Elmbridge,
Surrey.

Sir,
In June's article *Back to the Future*, Brooklands Museum director Morag Barton speaks of the desire of the Trustees of the Brooklands Museum Trust Ltd to restore as much of Brooklands as possible as it was in the 1920s and 1930s, and to create not only a static museum but a 'living' museum. Why is this desirable, and how is it to be achieved?

The present situation at Brooklands has developed because, with great vision, Bill Boddy led the formation of the Brooklands Society Ltd and former Brooklands driver and Society Vice-President Kenneth Evans spent five years securing preservation orders on the site. This made it possible for



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Elmbridge Borough Council to secure a planning gain and to form the Brooklands Museum Trust Ltd with a lease on 30 acres of Brooklands and £600,000 of rate payers' money.

As one who was there Bill Boddy writes of Brooklands as seen by thousands of spectators between 1907 and 1939. They remember Brooklands as the most exciting place to visit in England where drivers and riders, men and women, hurtled around the top of the precipitous banking at up to 140 mph, a frightening sight even to a spectator. In the distance aircraft, brought to Brooklands by AV Roe and still a rarity then, took off and landed. From 1937 the thrills of road racing were brought by the new Campbell Road Circuit, Britain's first purpose built road track.

A visit to the paddock enabled one to rub shoulders with the men and women who, perhaps, were making tomorrow's headlines. Here were to be found the fastest drivers on two or four wheels, on earth or water: Sir Malcolm Campbell, Kaye Don, Eric Fernihough, John Cobb, George Eyston, and Brooklands' fastest ladies Kay Petre and Gwenda Stewart.

The memories of spectators are fading and, in the long run, Brooklands will be remembered for its value to the nation in both peace and war. And this was very considerable. Brooklands Motor Course was the vision of Hugh Locke King. Warned that British cars did not compete against continental cars, and aware that without a site for testing, racing and record breaking they could never succeed, he decided to act. In a brief 10 months he gave 300 acres of his land and £150,000 of his money, at 1907 values, to build a great banked circuit one hundred feet wide and nearly three miles long. England led the world with the facilities; they were there for industry to use, and spectators to enjoy.

In 1967 the Brooklands Society was given permission for Brooklands personalities, cars, aircraft and motor cycles to enter the site to relive Brooklands for one day a year. (In fact, MOTOR SPORT had organised such reunions inside the track from 1963 onwards – WB.) Today it is possible to take cars and motor cycles up the Test Hill and along the Members' Banking, now in poor condition. To bring back a live museum it is necessary to look at the large areas of the Motor Course outside the museum site. In particular the Railway Straight, which is in good condition and, like the Members' Banking, is a listed ancient monument, presents the only practical possibility. Furthermore, the Railway Straight is, perhaps, the most famous part of the circuit as here the highest speeds were reached and the land speed record broken.

The Brooklands Museum Trust raises funds to develop the museum while the Brooklands Society raises funds to maintain the Motor Course and other historic structures. Together they are the only bodies in existence to pursue the future preservation of the site and present its history. This requires negotiations with the land owners and contacts have already taken place which, one day it is hoped, will bring public access to more of Brooklands and, in particular, to the Railway Straight, in order to improve the facilities.

KR Day,
Vice-President,
Brooklands Society.

Youth movement

Sir,
Nigel Mansell was employed by Williams for the French Grand Prix, at a cost of who knows how much? He performed admirably in qualifying, but didn't look terribly race fit.

I'm still at a loss to understand why David Coulthard should have been replaced after his promising showings in Spain and Canada?

Surely, the likes of Coulthard are worthy of investment, with an eye on the long term?

Mansell has had his day in F1, and we all enjoyed watching him at his peak. Coulthard's first few races have shown that he merits his place in F1, and that he represents a genuine prospect for continued British success at the top level, such as we have enjoyed with Mansell, in the recent past, and Damon Hill, at present.

The Hill/Coulthard partnership is a dream ticket for many Brits; please don't break it up before it's had chance to flourish.

George Tipman,
Loughborough,
Leics.

Grand day out

Sir,
I have just returned from what I regard as one of the most pleasant British GP weekends I can recall.

Firstly, Silverstone's new layout offers several genuine interesting viewing spots for spectators, although I have to say that they should make opera glasses an option for those in the stands on the outside of Stowe. Secondly, the weather was splendid. Thirdly, we were able to savour victory by a British driver without witnessing a repeat of the ludicrous post-race 'celebrations' which greeted Mansell's victory in 1992.

Congratulations to all concerned, and particularly to Damon Hill for accomplishing the victory that always eluded his father. It was a joy to witness.

Robert S Baker,
Middlewich,
Cheshire.



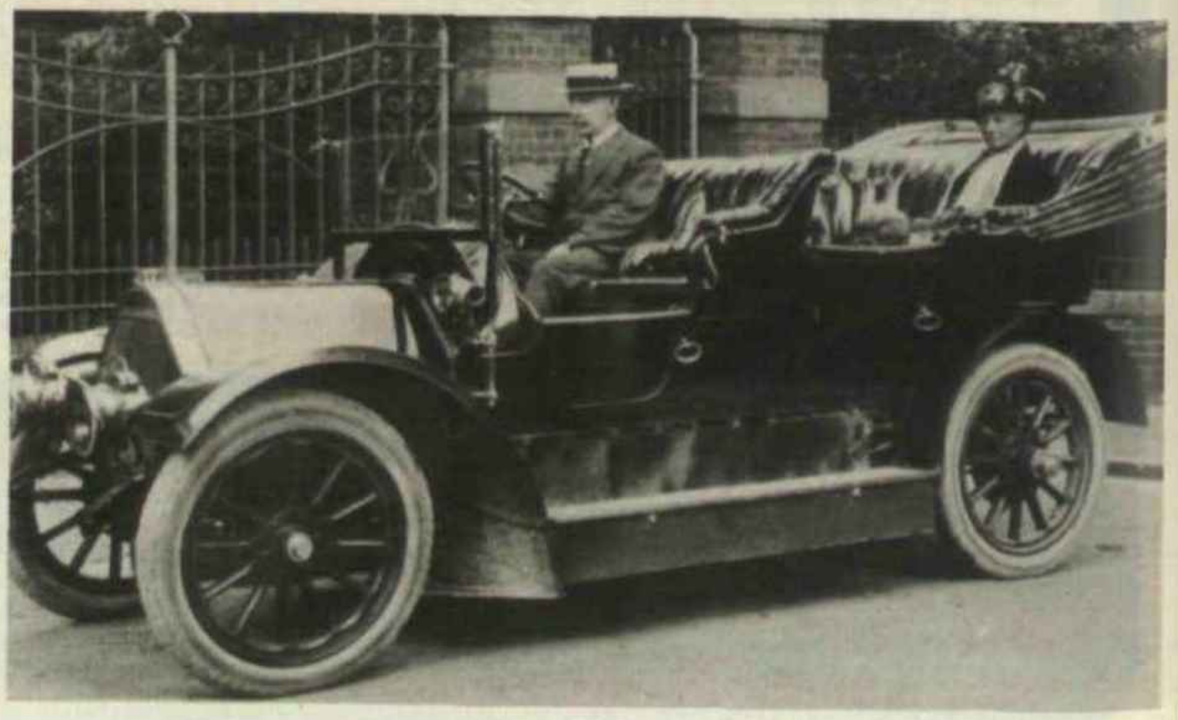
What is it?

Sir,
The grandfather of a friend of mine was a Mr EW Hill of The Elms, Wembdon, nr Bridgwater, Somerset.

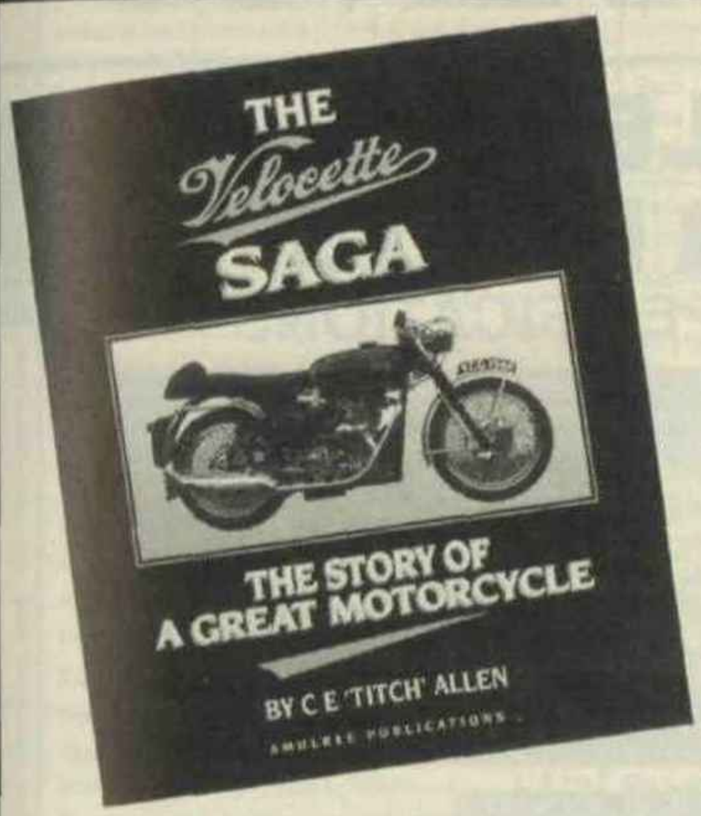
I enclose a photograph of his car, taken in 1914. It is believed that the vehicle was bought new in 1911, for £800. The manufacturer sent a mechanic down for a week to give instructions on use and maintenance. It is thought that this was the first car in Bridgwater.

Can anyone shed any light on the make and ths history of the vehicle, or its distinctive registration, Y5?

Peter M Esdaile,
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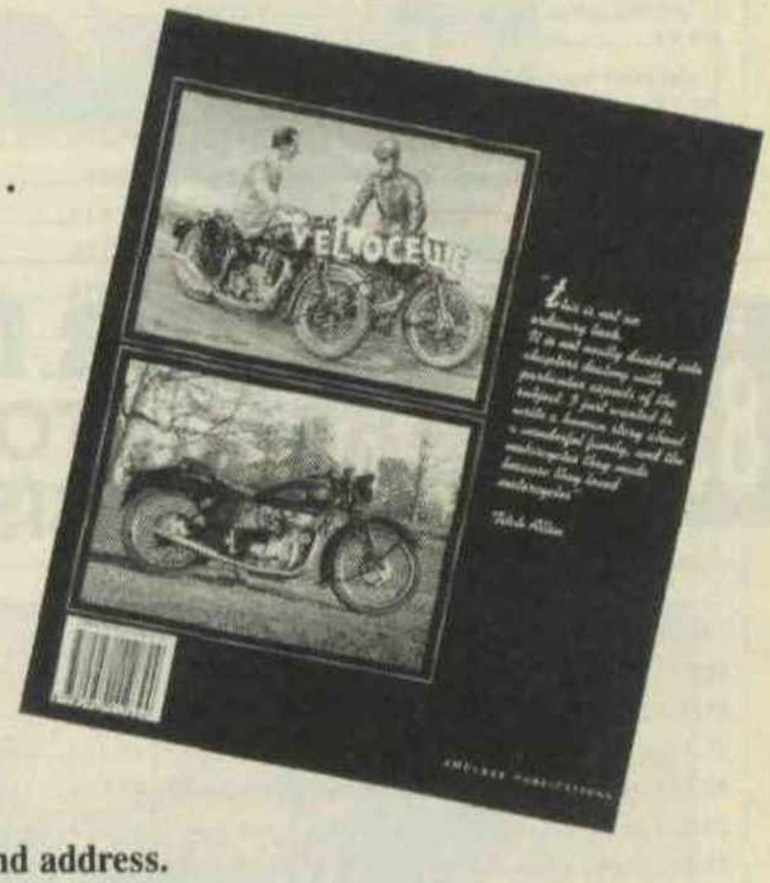
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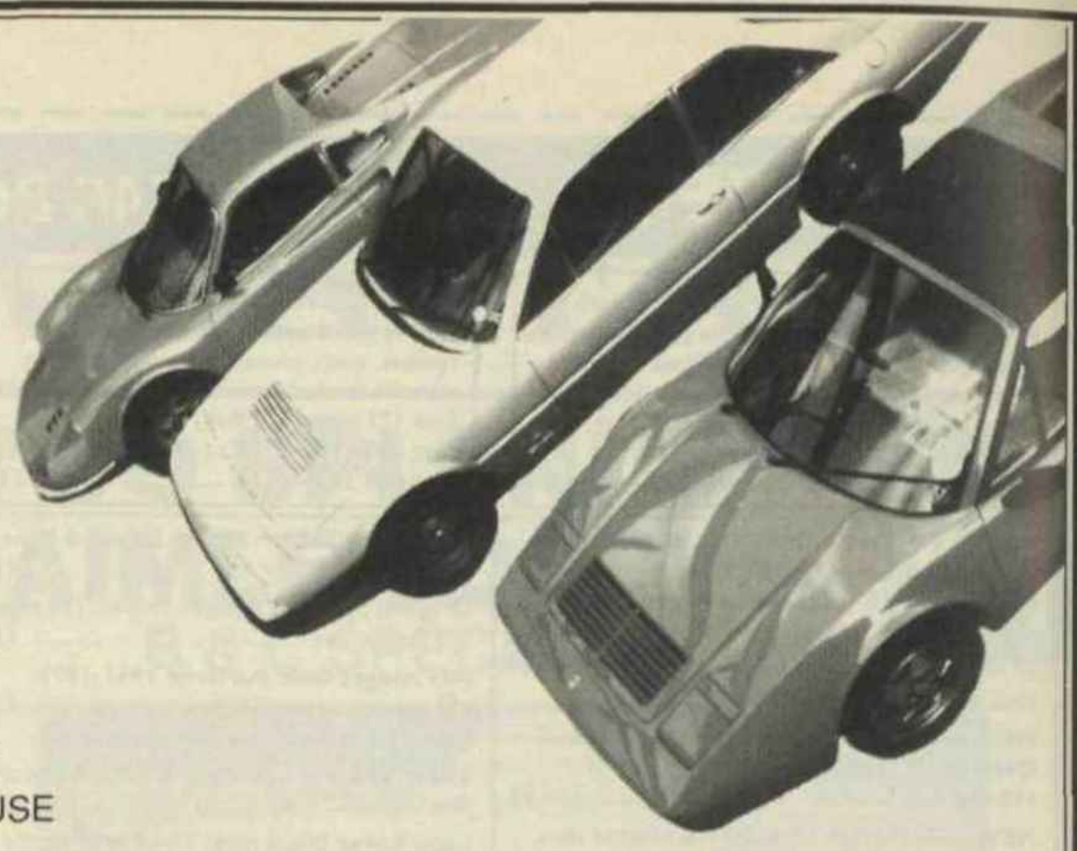
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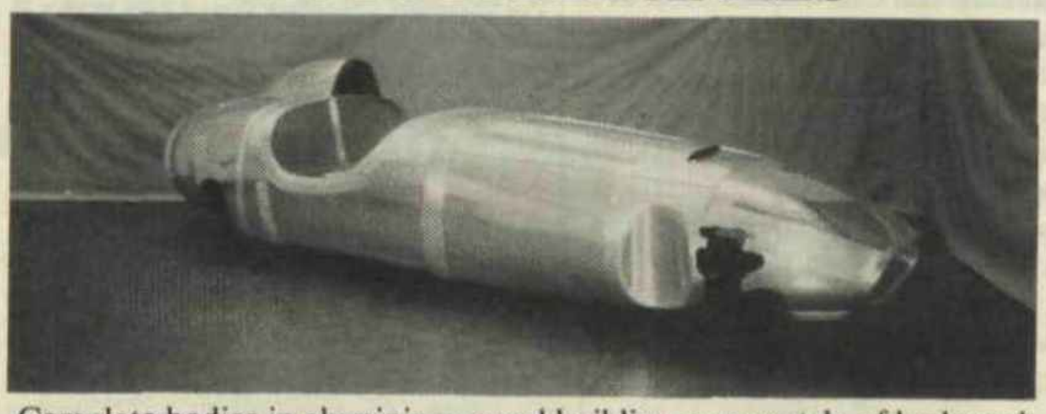
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THE FERRARI DINO 308 GT4, introduced last Autumn is more than a big brother to the familiar, beautiful little 246 GT. It is an entirely new car, the few things in common being restricted to the steering wheel and alloy road wheels and it is particularly significant in Ferrari folklore in being the first Maranello production car to adopt a V8 engine. British journalists have been waiting eagerly and frustratedly for the opportunity to try this 156 m.p.h. Dino, so we are especially grateful to David Grayson , the Managing Director of Maranello Concessionaires Ltd, for ending our personal frustrations by loaning us his one and only 308 demonstrator for an afternoon.

Power unit and performance apart, the 308 will be welcomed by Ferrari customers, particularly those whose families have outgrown their 246 GTs, for having a very genuine 2+2 seating configuration within almost as compact a total area as the definitely two-seater 246 GT. In addition the tail area behind the mid-mounted, transversely-directed, all-aluminium V8 contains a thoroughly practical luggage boot (wide enough and deep enough for several sets of golf clubs!) to obviate the holdall and toothbrush image of the 246.

As with the 246 (2.4 litres, 6-cylinders), the 308 title indicates the capacity and number of cylinders. The former's 65 degree V6 engine has very little in common with the new 3-litre V8 which has its ancestry in the 4.4-litre V12 engine contemporarily best known in its



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Daytona application. However, whereas the V12 is of the usual 60 degree vee-slant, the arrow has been broadened in the new engine to the 90 degrees most suitable for a V8. Bore and stroke dimensions are identical to those of the V12 at 81mm x 71mm (92.5mm x 60mm are the even more violently oversquare dimensions of the V6), presenting a capacity of 2,926.9cc Wet liners are used in the alloy cylinder block, the crankshaft runs in five main bearings and is lubricated from a wet sump system, while the transaxle upon which the engine is mounted contains five forward and one reverse gears, a limited slip differential and its own lubricant.

Cylinder head design follows similar practice to the V12, each head carrying two overhead camshafts operating two valves (vee-slanted at 46 degrees) per hemispherical combustion chamber via thimble tappets. Rubber, toothed timing belts received the ultimate blessing when Ferrari adopted them instead of his usual chains for the Berlinetta Boxer flat-12 engine and the 308's four camshafts are similarly driven to eradicate the familiar Ferrari valve-gear thrash. Ignition is by a separate Marelli distributor on each bank, driven by the uppermost (in terms of the angled head) camshafts, and twin coils. A modest 8.8:1 compression ratio is used and 98 to 100 octane rating fuel specified, fed to the engine via a single Corona fuel pump and four, twin-choke, downdraught Weber 40 DCNF carburetters from a 17.3 gallon (including 3.3 gallon reserve) tank.

Undoubtedly the 308 must have gained weight in comparison with the 246, but I cannot believe the pound and kilogramme figures quoted in the respective official Ferrari handbooks I have in front of me, which when converted make the former a real heavyweight at 26 cwt 97lb, against 21 cwt for the latter. As this would give the 308 a poorer power-to-weight ratio then the 246 and would consequently remove the credibility of Ferrari's claimed performance figures, I am inclined to prefer the Maranello concessionaires' brief speciation sheet claims of 23 cwt for the new model and 21.5 cwt for the old. All the foregoing refer to dry weight. Similarly I have various power output claims in front of me: 255 bhp at 7,600 rpm; 255 bhp at 7,700 rpm; 250bhp at 7,600 rpm; 250 bhp at 7,700 rpm; quoted as DIN, SAE, net or gross in all the permutations. I leave the reader to take his pick, for any of these figures is outstanding and compares with the 195 bhp (DIN or SAE?) at 7,600 bhp of the smaller V6. Torque figures for the new engine are equally impressive: 209.76 lb ft at 5,000 rpm, against the V6's 165.5 lb ft at 5,500 rpm, both figures quoted from the Ferrari handbooks and probably gross.

Even after several years of familiarity (and to date 700 have been sold in Britain) there are people who positively drool over the curvaceous, sensual lines of the Dino 246, a modern day classic and undoubtedly one of the most beautiful designs to be put into production in the history of the motor car. Alongside this Pininfarina masterpiece, Bertone's efforts on the 308 are slightly disappointing, the smooth, delicate mouldings giving way to the harsher, more acute, sharply-edged contours which seem to identify all designers' thoughts for the 70s. Nevertheless, the outcome is attractively, excitingly exotic, and those who regard it as an ugly duckling alongside its older stablemate can always console themselves with the thought that nay attempt to adapt the lines of the 246 into a 2+2 would probably have been disastrous. On this subject of the Italian design war, it is interesting to note that Bertone was responsible for the sharp-edged 186 mph Lamborghini Countach, while Ferrari chose Pininfarina to shape the more rounded features of the 188 mph Berlinetta Boxer, these two cars disputing the war for the World's fastest production car.

The slab sides make the 308 look much wider than the 246 and present a comparatively vast amount of elbow room inside, yet the overall width is only 0.12 inches greater at 5ft 7.32in. Those two rear seats have been accommodated by building the 308 with an 8in longer wheelbase, yet the sharply cropped nose and tail have kept down the overall length, at just over 14ft to 2.5in more than the 246. Of necessity, for rear seat headroom, the 308 is some 3in higher, while the front and rear tracks have been increased by almost 2in to improve stability with the longer wheelbase. The suspension layout is identical to that of the 246 though there are detail changes in geometry and none of the parts appear to be interchangeable. In brief, both ends gain their impeccable handling and roadholding characteristics from pressed-steel wishbone

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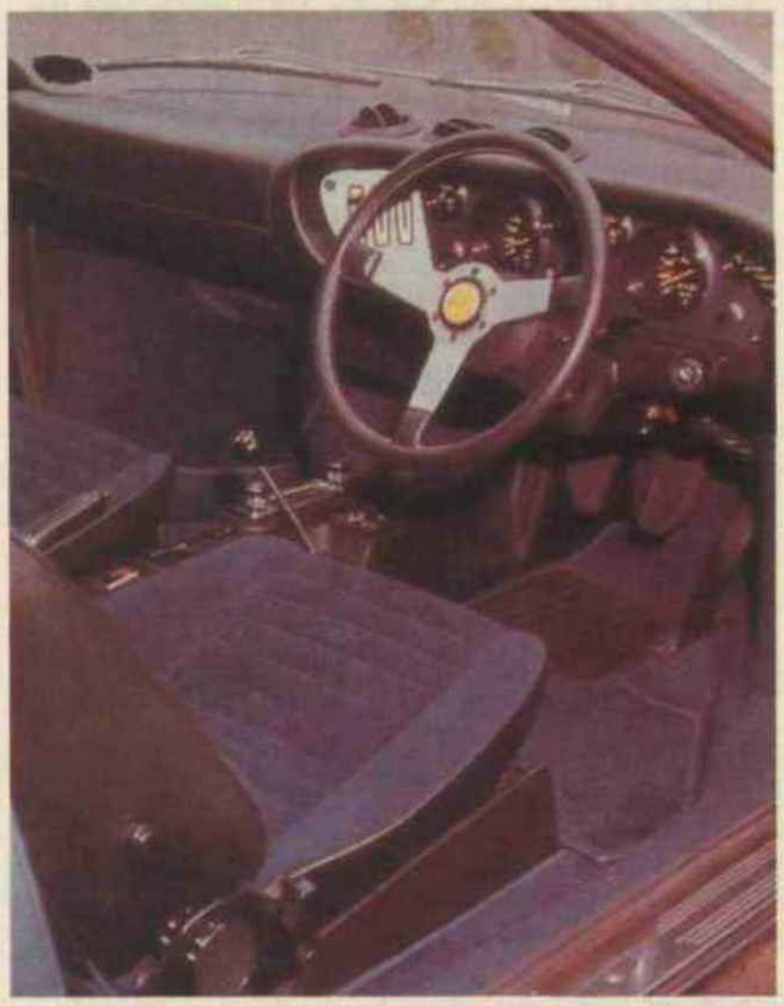
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arrangements, with coil springs/Koni telescopic damper units and anti-roll bars. The model was so new to the Concessionaires that there was uncertainty as to what improvements might have been made to the brakes on the 308, for those who regularly drive both models agree that those on the heavier 308 are much better. No disc sizes or swept areas have been published by Ferrari for the 308, though they have done so for the 246. However, ventilated outboard discs are fitted all round, a tandem master cylinder and vacuum servo-unit are mounted on the front bulkhead and the rear circuit incorporates a pressure limiting valve. The central handbrake lever operates on the normal read pads, so is self-adjusting.

Maranello Concessionaires seems to have become a haven for retired racing drivers, for such a high performance marque it is essential that the sales staff's driving ability and technical knowledge should be of impeccable calibre. Thus they have Mike Salmon as Sales Director (who this season has come out of retirement on several occasions to race the historic Aston Martin Project 212) and Mark Konig, he of Nomad sports-racing car fame, as Assistant Sales Manager. The latter gave me a brief introduction to the car along the Egham by-pass before handing over to me for an acclimatising canter round the lanes. There is no such thing as being let loose with one of Maranello's demonstrator Ferraris, if only because of insurance technicalities, so with Mark Konig returning to the sales room, Sue the receptionist had to be persuaded into the passenger seat to validate Maranello's policy, whilst we searched Surrey for photographic



locations. (I might add that MOTOR SPORT has its own test car policy in any case). Unfortunately, such an arrangement isn't conductive to learning the car properly nor driving it in accustomed fashion to get a positive idea of how such a high performance car behaves when it is "performing highly". Impressions thus gained might be improved upon or, highly unlikely in this instance, made worse with longer acquaintance.

The episode did serve to prove that the rear seats, or at least one of them, is suitable for adults, the photographer finding that with his knees splayed one either side of the passenger seat he was perfectly comfortable. The same would not have been true behind the driver's seat, without the driver choosing an uncomfortably short-armed position. For children even up to young teenage size they should be ideal. Unlike the Porsche's occasional seats, the Dino 308's rear seats are the real thing, luxuriously shaped and trimmed, with headrests on the rear bulkhead and with lap-strap seat belts as standard, stowed away in central and side open lockers when not in use. The front seats are a big improvement on those of the 246, mainly because the absence of a bulkhead immediately behind them has enabled them to have adjustable back rests, accurately adjustable with a knurled knob, whilst a separate release lever allows them to be folded forwards for rear seat access. Adjustable headrests are included. Trimming of all the seating surfaces and the door panels is in realistic artificial suede. I found neither the seat nor the driving position quite so comfortable as the latest Porsche, the thin-rimmed, leather-covered wheel being less vertical and closer than I would have liked while having the seat adjusted to cope with the long travel of the initially heavy clutch pedal.

Dino 246 drivers will gain two immediate impressions on transferring to a 308. First the good one: the torque and flexibility of the V8 is quite wonderful. On the one hand this impressive engine will rev to the definitive 7,700 rpm red line on the Veglia tachometer, an utterly staggering number of revs for a road-going production V8, and on the other it

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will crawl along and pick-up smoothly from just over 1,000 rpm in fifth gear, equal to 22-25 mph. The torque curve peaks at 5,000 rpm, but must be comparatively gentle in its shape all the way from 3,500 rpm, for mid-range acceleration is excellent. Thus it is not essential to stir the gear-lever incessantly for good performance in the manner one would have to do with the dynamo-like short-stroke V6. For out-and-out performance it pays to waggle the lever through its traditional Ferrari five-speed alloy gate, as maximum power doesn't occur till round about maximum revs-and through the gears the needle hits that in a couple of blinks of an eyelid. It would be wise to keep one of those eyelids open and glued to the mirror if so doing (and the mirror, stuck to the top of the steeply-raked screen is far too close to one's eye in any case), for even at 7,000 rpm claimed speeds in the gears are 41 mph, 113 mph and 148 mph. Another 400 rpm are theoretically available in fifth to give the claimed 156 mph.

Now for the bad impression. Ferraris of any cylinder configuration have been renowned for the beautiful noises they make, music to the ears whether in the cockpit or behind the exhausts. The ultimate example must be when *Motoring News'* Editor had a letter recently from an American asking whether it would be possible for him to drop a V12 Ferrari engine into his road-going Lola T70 because, "I just love that Ferrari noise"! The 308 sounds like...well, to be polite and accurate, exactly like a twin-cam Lotus-Ford engine, but with rather more buzziness within the cockpit than a twin-cam Lotus Europa. Even at its smooth tickover there is no hit of a V8 warble and the engine continues to sound like a small, well-tuned 4-cylinder unit, not at all in keeping with a very high performance, £8,000 car.

Instrumentation is clear on the typically Ferrari aluminium facia panel, but why is there not an ammeter or voltmeter? There are gauges for fuel, oil pressure and temperature grouped around the 180 mph speedometer and 10,000 rpm tachometer and even a clock, which could have been replaced by an invaluable ammeter. Two-speed screen-wipers and washers are controlled by a stalk on the right of the steering column. A short stalk on the left controls the flashing indicators and a longer one looks after the operation of the four pop-up Halogen headlights, which rise much more rapidly than do Lotus ones and have facility for emergency operation (with the car stationary) should the electric motors fail. Twin Carello auxiliary lamps are fitted under the radiator grille.

The gear-lever gate is contained in a slim central console. Gear-lever movement has been considerably reduced compared with the 246, though gear changes can be notchy unless the clutch pedal is pushed right into the bulk-head. Also mounted on the console are the choke lever, cigar lighter and, in the test car's case, controls for the optional heated rear screen, electric windows and air-conditioning equipment, a long reach within the restrictions of the fixed belts. Normal heater switches are grouped on the left of the facia panel, matched by auxiliary light, hazard warning and heater fan switches on the right, all within flicking distance. There is a useful lockable cubby-hole containing the fuse boxes and an inspection lamp and deep pockets are formed in the doors by armrests-cum-door pulls. Each door contains a courtesy light in its central panel (there is also a central one above the rear screen) and a warning light in its trailing edge.

Twin, lockable levers in the driver's door pillar release the self-supporting rear lids for the engine and fully-carpeted boot, the front "bonnet" is released by another lever under the facia and all three have separate emergency releases. Under the "bonnet" lie the radiator, from which hot air is ducted upwards through the steel panel, the emergency space saver spare wheel, battery, servo, washer bottle and motors for the lights. I can't say that I would wish to driver very far on the narrow spare wheel, which carries a Michelin 105 R18X tyre, while the normal 6 1/2J road-wheels are shod with Michelin 205/70 VR14 XWX tyres. A maximum speed of 90 mph is recommended when the spare wheel is fitted, though the handbook adds a disconcerting rider: "It is necessary to avoid any sharp braking because this special wheel will be the first wheel to lock or skid causing the tyre unnecessary damage"!

If the extra weight has made this new Dino marginally less agile than the 246, it has also improved its straight line and cornering stability-or at least the wider track and revised steering geometry has. As there are very few vehicles more stable than a 246 Dino it seems superfluous to add that the 308 has instantly become one of the world's best handling and roadholding road cars. The steering feels very little different to that of the 246-indeed, the

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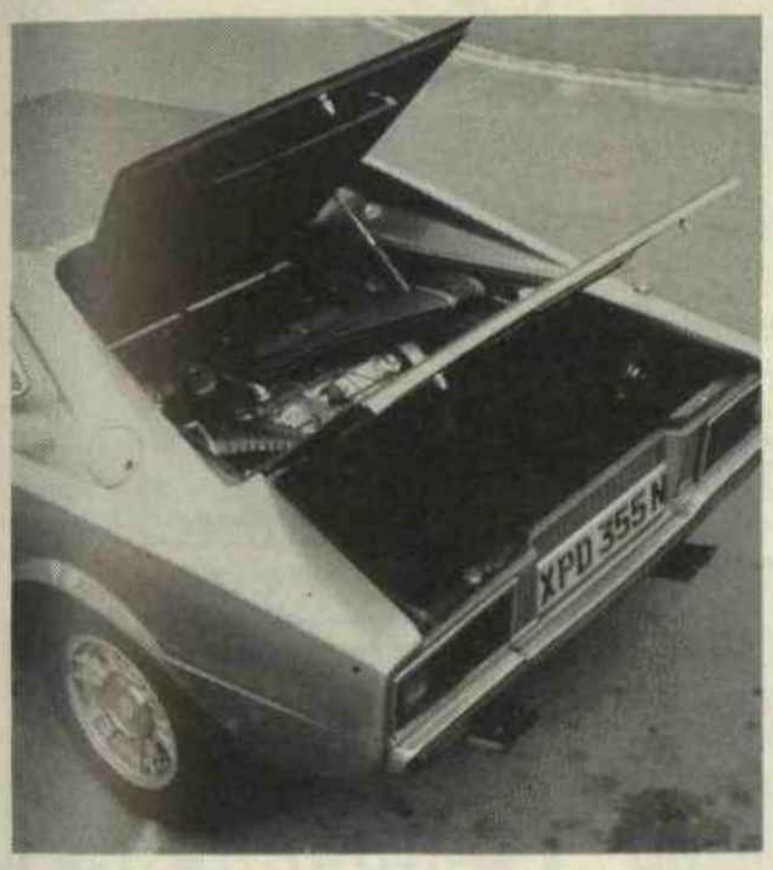
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Access to engine compartment rather limited, while the boot just squeezes in the golf clubs or overnight bags.

same Cam Gears rack and pinion is used-and lock to lock takes an identical 3 1/4 turns. As those turns provide a poor turning circle of only 39.3 ft, it can be seen that the steering is not as high geared as one might expect. My own preference would be for a slightly higher ratio, more for low speed travel than for high speed work when the handling becomes neutral and less steering wheel movement is required. On the other hand, the steering is superbly sensitive and responsive without becoming reactionary over bumps and is light enough to make parking easy. If the car is cornered on a trailing throttle it understeers noticeably, but any owner who complains generally about understeer should learn to drive: cornered under power, as much to compensate for the effect of the limited slip differential as to match general handling characteristics, the mild degree of understeer is exactly what is required to provide feel, stability and evasive qualities. Roadholding is phenomenal, there is minimal roll and, though suspension movement is small, the ride is surprisingly good. The improved cornering stability compared with 246 is most noticeable on long, sweeping bends; the latter car tends to exhibit some diagonal pitching which has been eradicated on the 308.

Like Porsche, who dispense with a servo completely, Ferrari do not believe in over assisting the brakes at the expense of feel. Thus, high speed stops require a moderately heavy foot to assist the servo. The Dino then pulls up in ultra-short distances with hardly a trace of squat or nose-dive. In traffic the brakes are equally at home, braking effort being proportionally less than at speed and without any fierceness.

Ferrari claim a standing quarter-mile time of 14.4 seconds and a standing kilometre time of 26.2 seconds, with a terminal speed of 131 mph, for this four-seater Dino. The kilometre figure is in fact only 0.6 seconds quicker than the Dino 246GT but this marginal difference belies the improved ease with which the torquey V8 copes with such fierce acceleration.

This magnificent and practical new Dino, with its 3-litre V8 engine quite docile at one end of the scale and providing brilliant performance at the other, costs £8,339.76 from any of the 14 Dino dealers in Britain (including Maranello Concessionaires). The only sour note is the long list of extra- cost extras, most of which customers will regard as essential. The test car, for example, had the addition of metallic paint (£152), electric windows (£114), air- conditioning (£374), heated rear window (£30.42) and tinted glass (£44.46). A mixture of leather and upholstery costs an extra £253, or all-leather upholstery costs an extra £301. If the actual cost of such extras is inconsequential to a customer in this price bracket, the problem of choosing his personal permutation and awaiting the arrival from Italy of the right specification car could be annoying. It is unlikely to cause a shortage of customers, for this must be the car for which nearly every Dino 246GT owner has been waiting.

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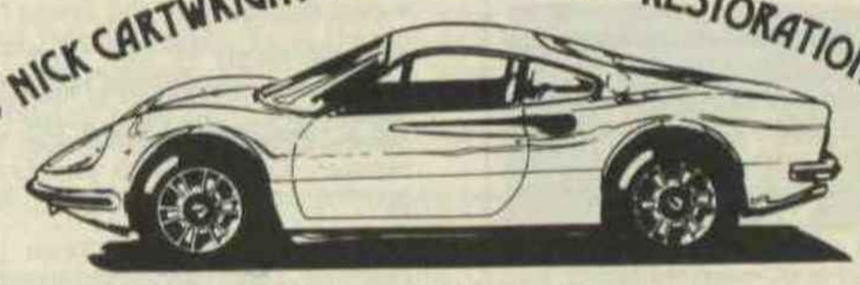
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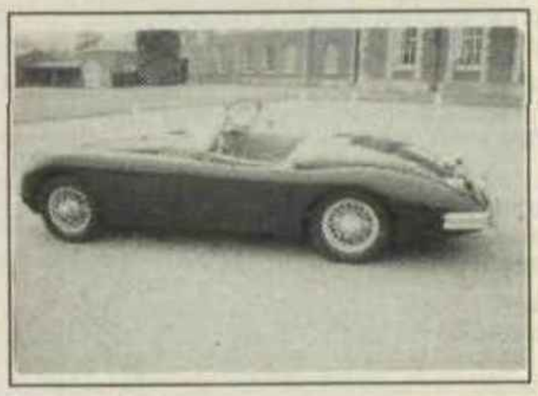
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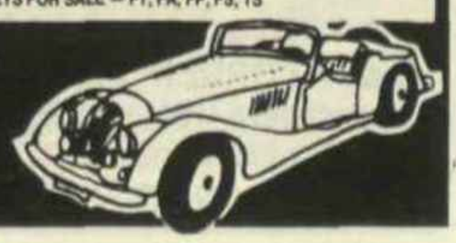
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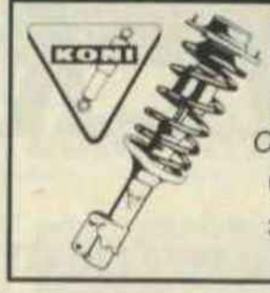
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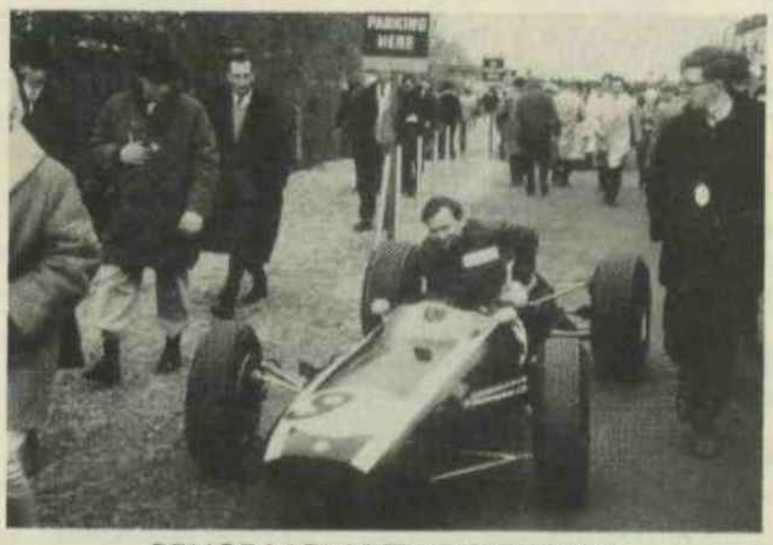
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1989 911 Carrera SSE Cabriolet	Blue	39,000m
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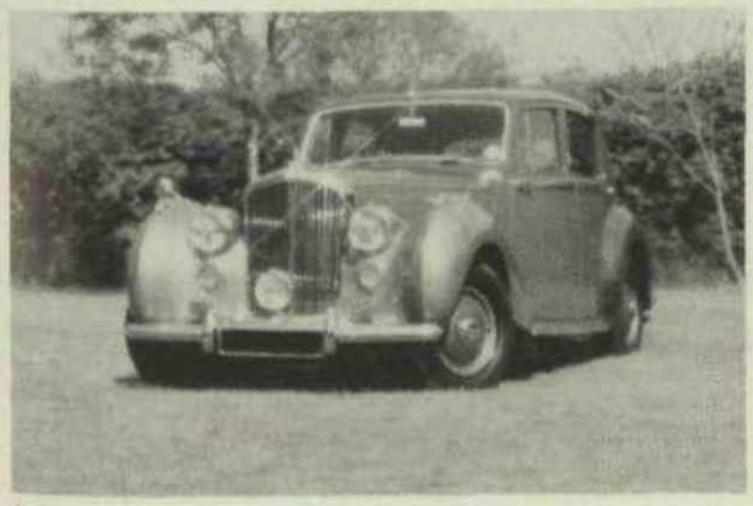
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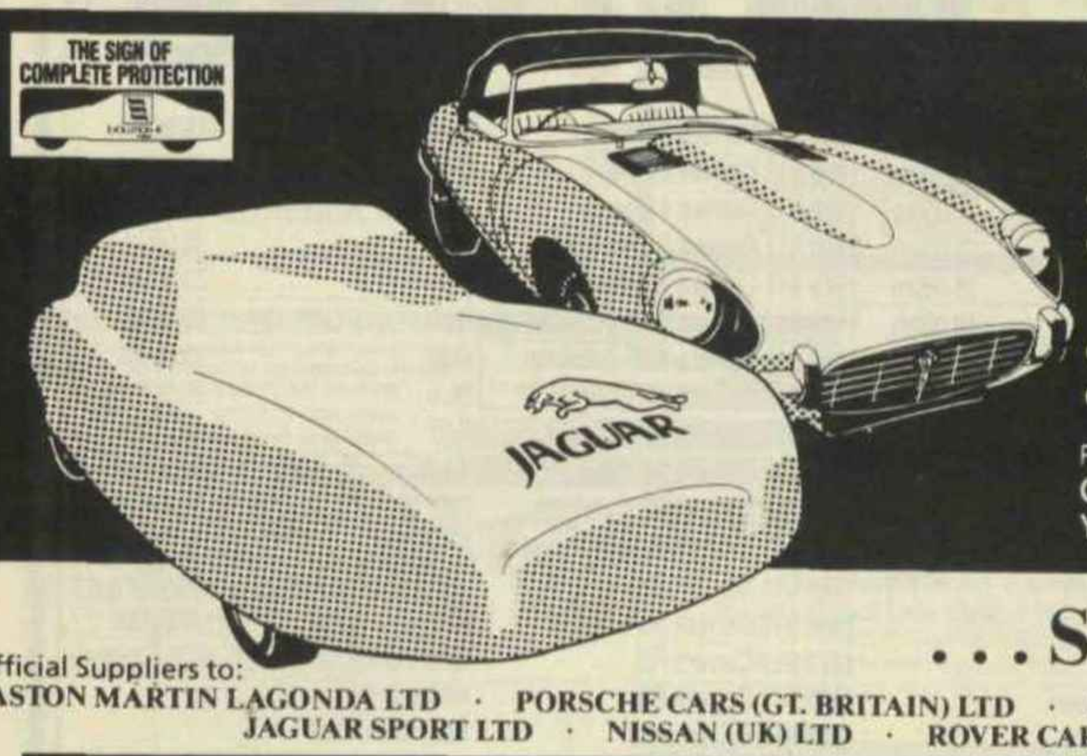
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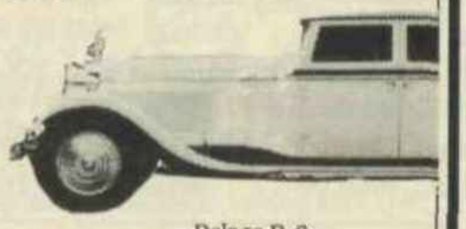
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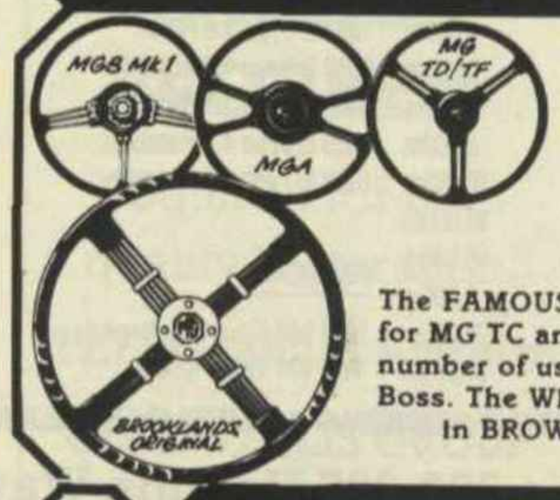
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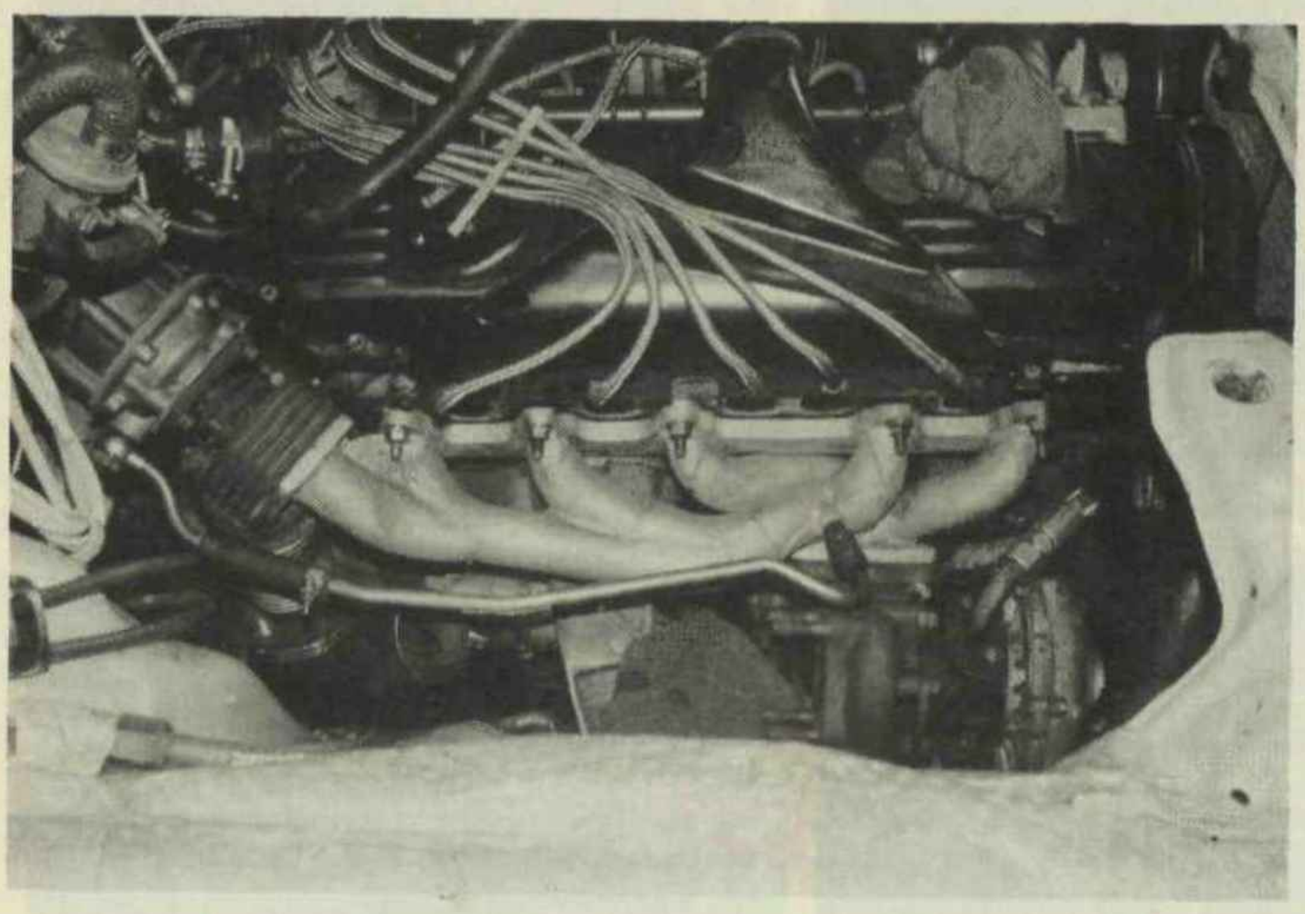
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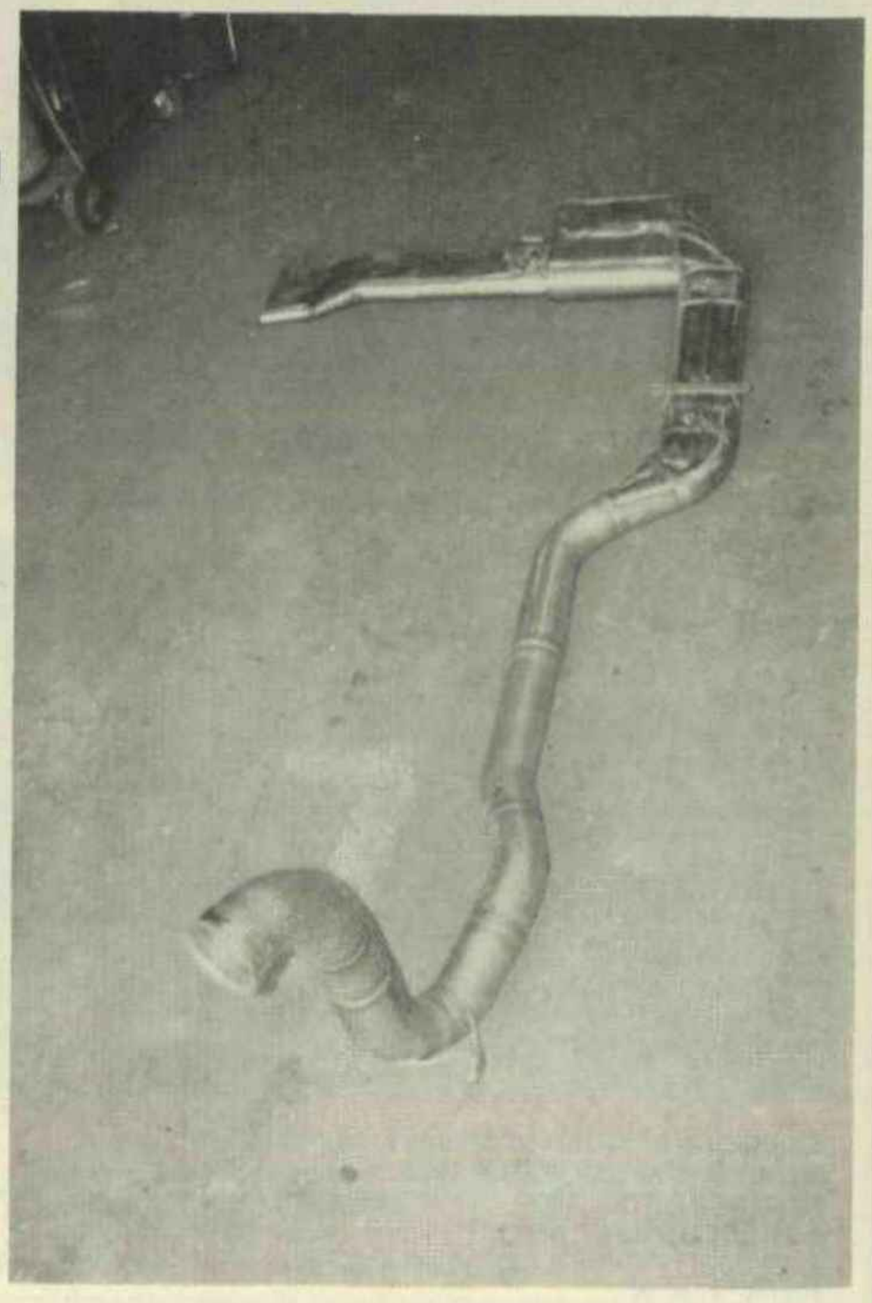
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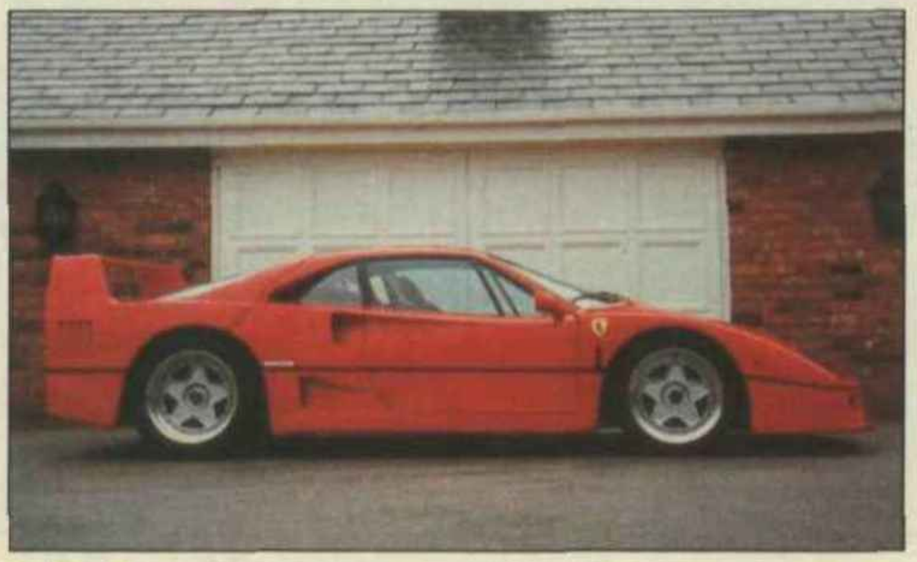
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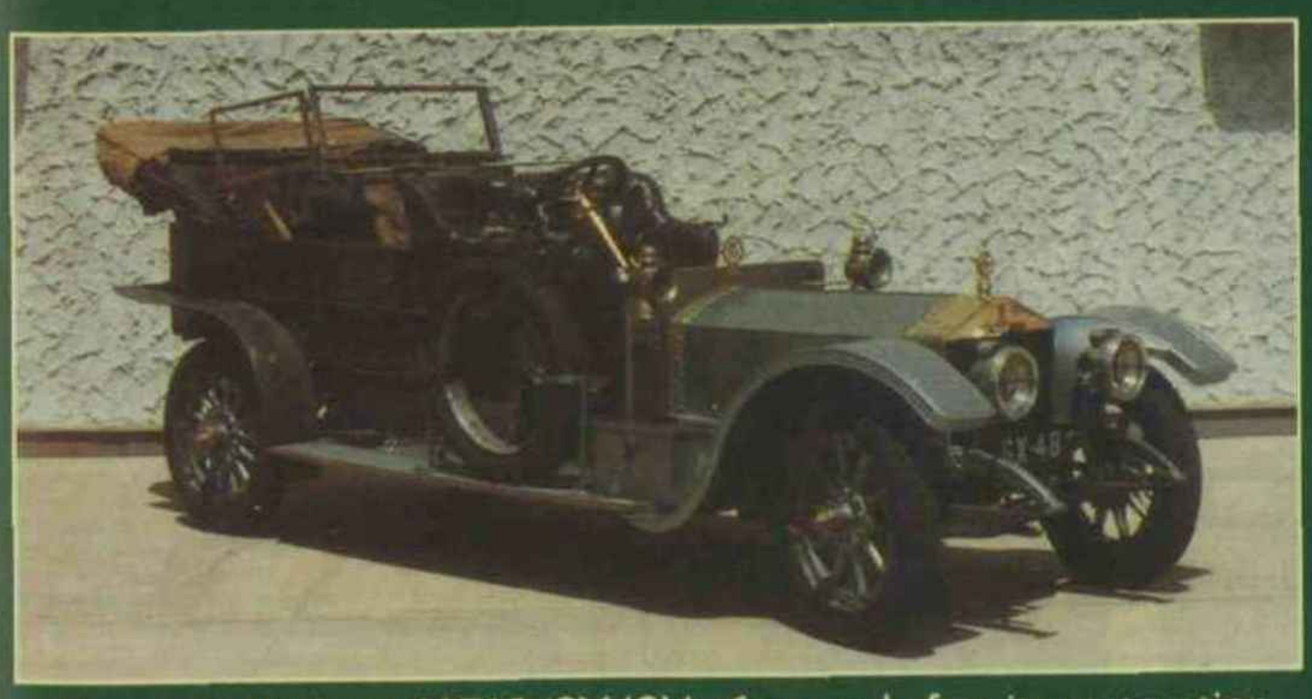
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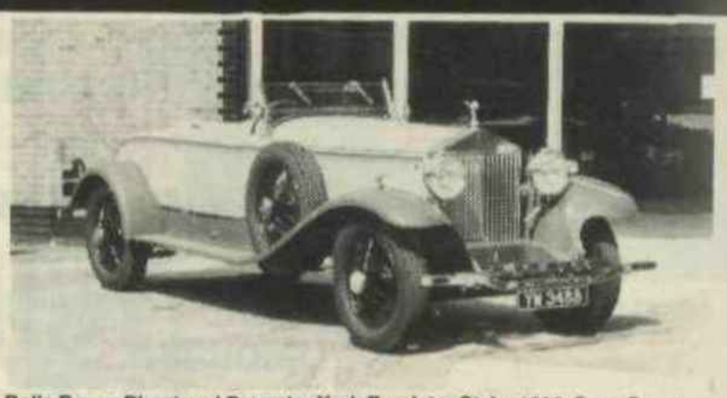
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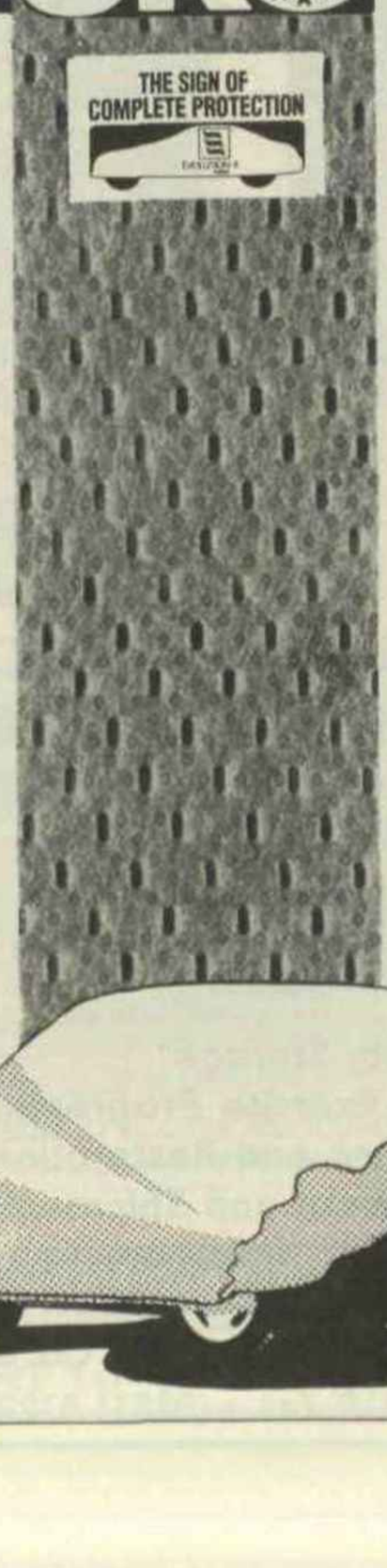
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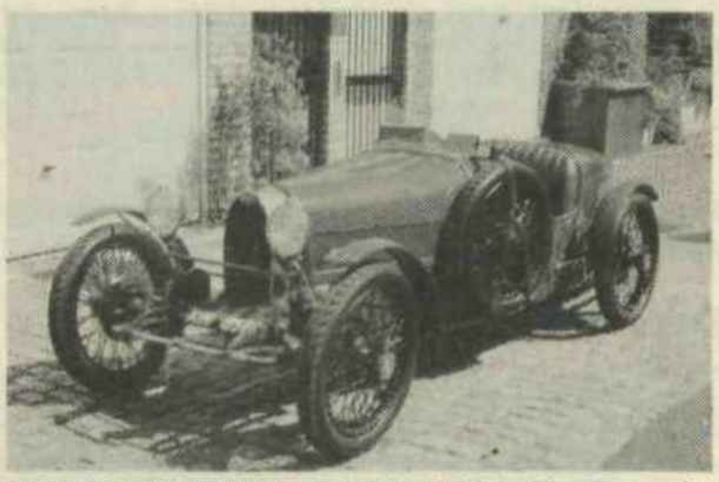
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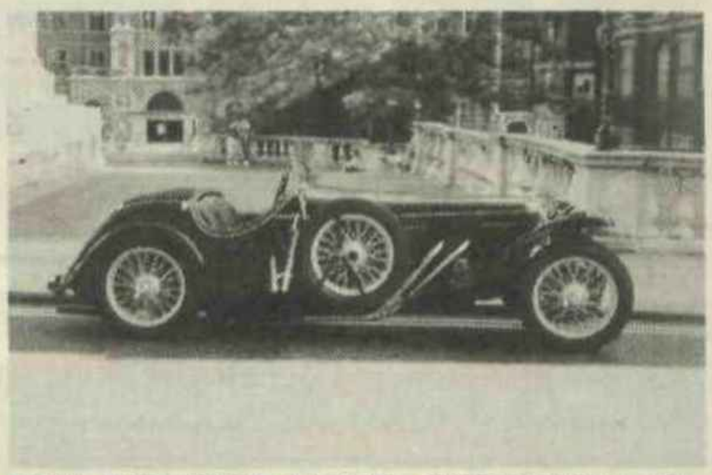
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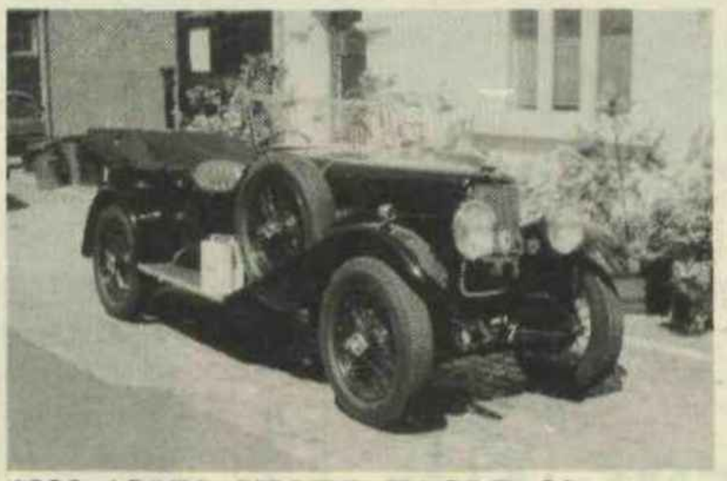
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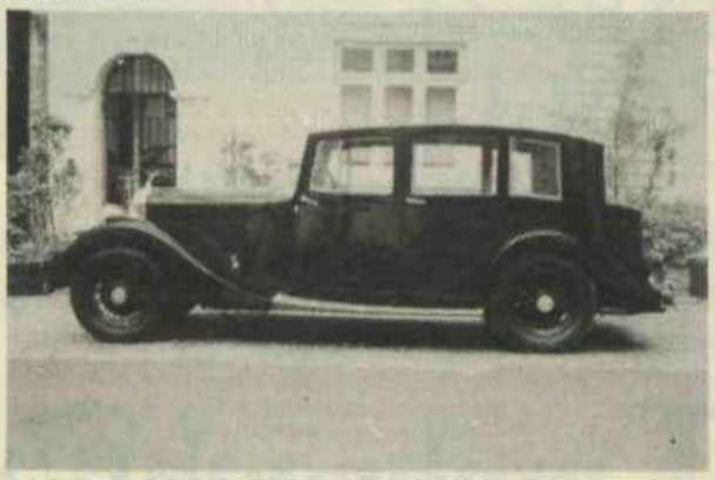
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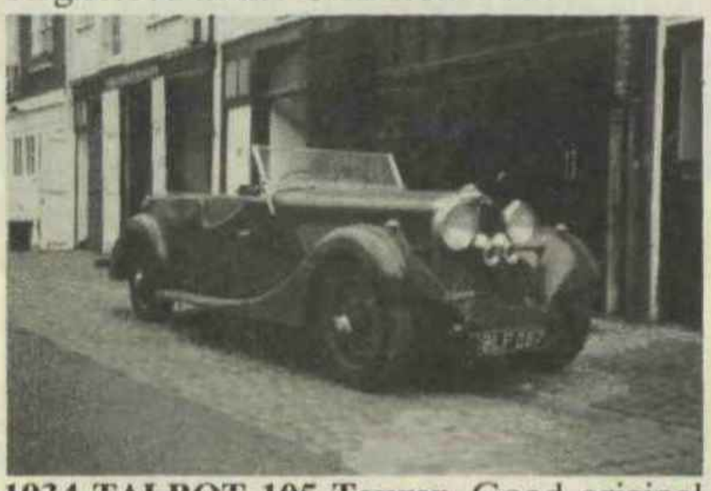
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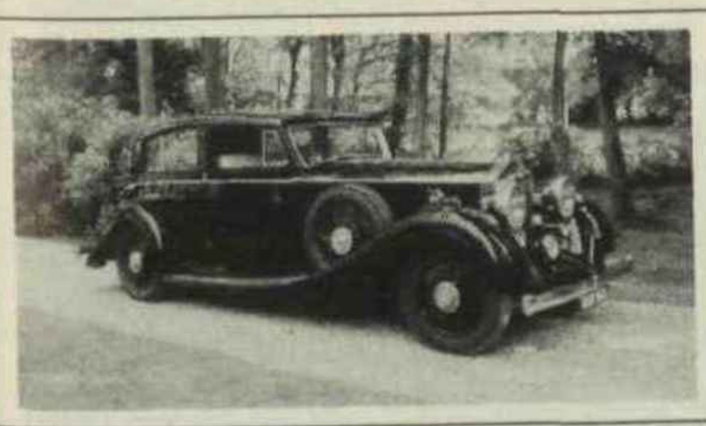
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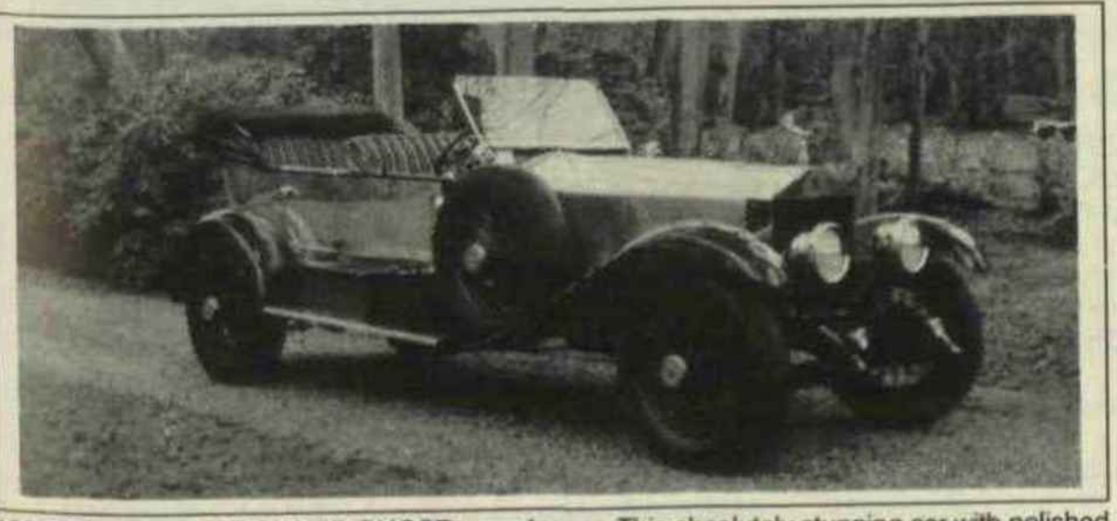
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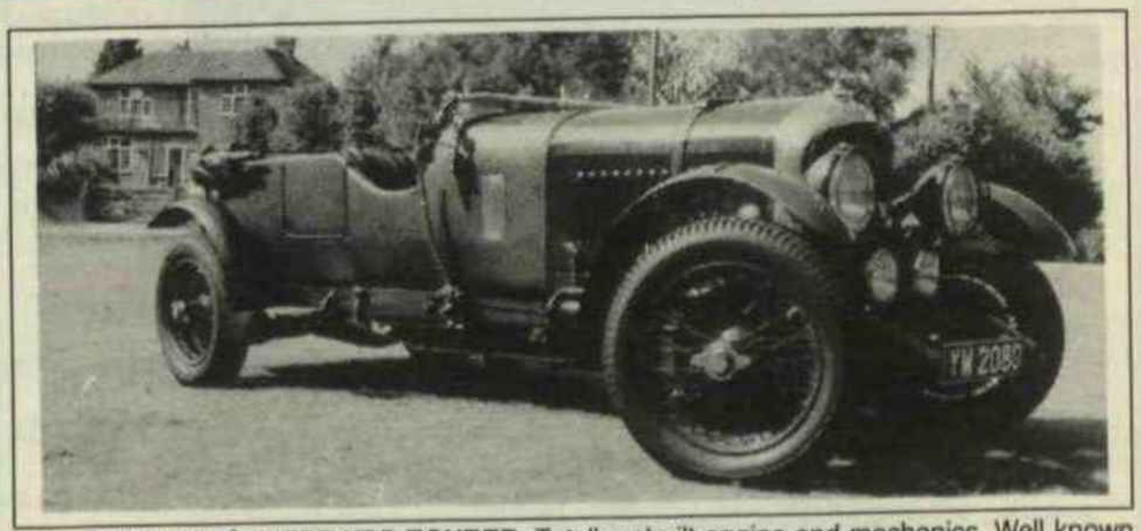
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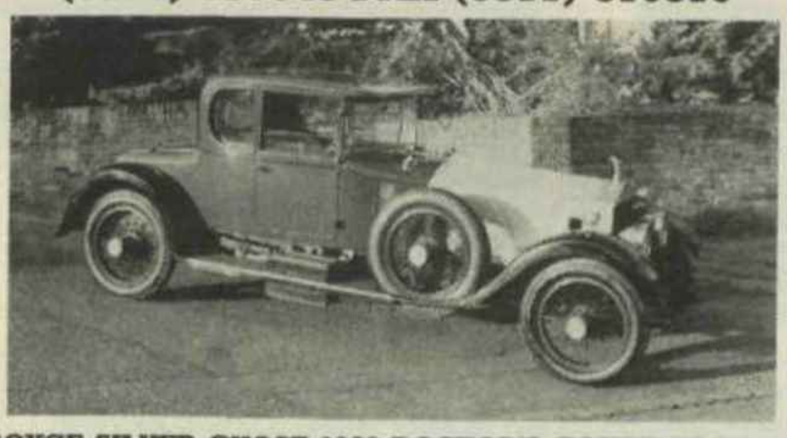
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