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Damon wins and Villeneuve stars
s Williams dominates
n Australia

Classic Alfa Giulia



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★ New Lotus GT racer ★ Geneva Motor Show ★ Maserati Ghibli track test
★ Lola-Aston Martin ★ Rally of Portugal

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The New Year has seen Coys maintaining its position as leader in the historic motor car market, with our first auction of 1996 recording an impressive 85% success rate.

In December we achieved a staggering £247,000 for the ex-Hitler/Mussolini 'Pact of Steel' 1938 Lancia Astura State Parade Cabriolet *(Est. £100,000-£130,000)*, a record for this marque at auction.

At the other end of the scale, in January we auctioned the world's oldest surviving Austin Seven Mini for £11,800 *(Est. £6,000-£9,000)* not to mention an Aston Martin DB4 Series IV which we sold for an equally astounding £71,000 *(Est. £45,000-£60,000)*.

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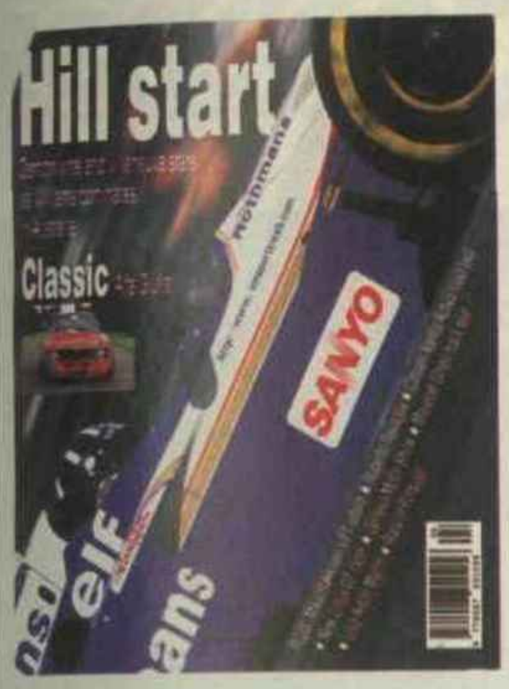
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1938 Lancia Astura State Parade Cabriolet by Farina
– sold on 14th December for £247,000



1959 Austin Seven Mini
– sold on 30th January for £11,800



Front cover: Damon Hill got his World Championship campaign off to a winning start. Inset, Alfa Giulia – budget hillclimb weapon.

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APRIL 1996

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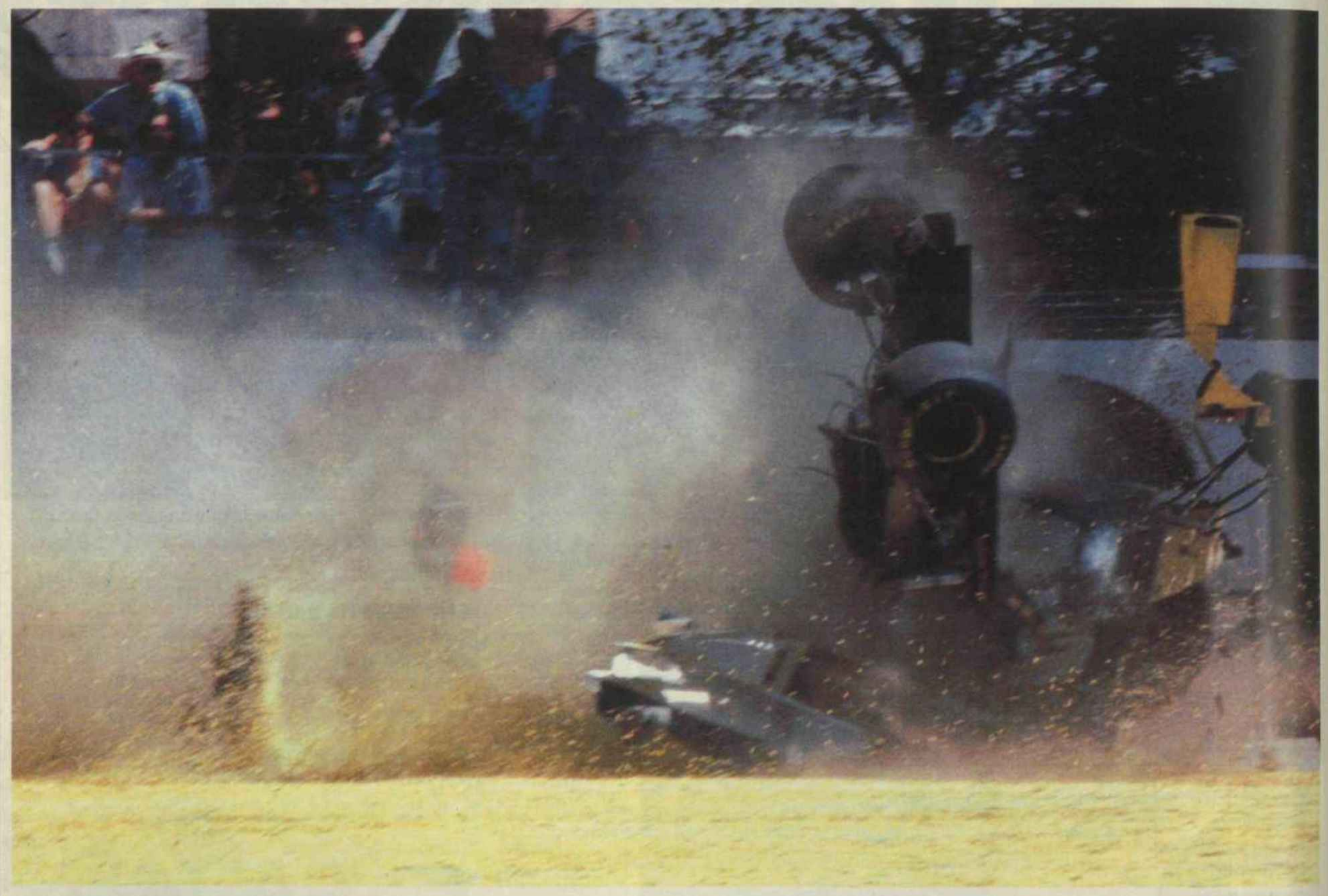
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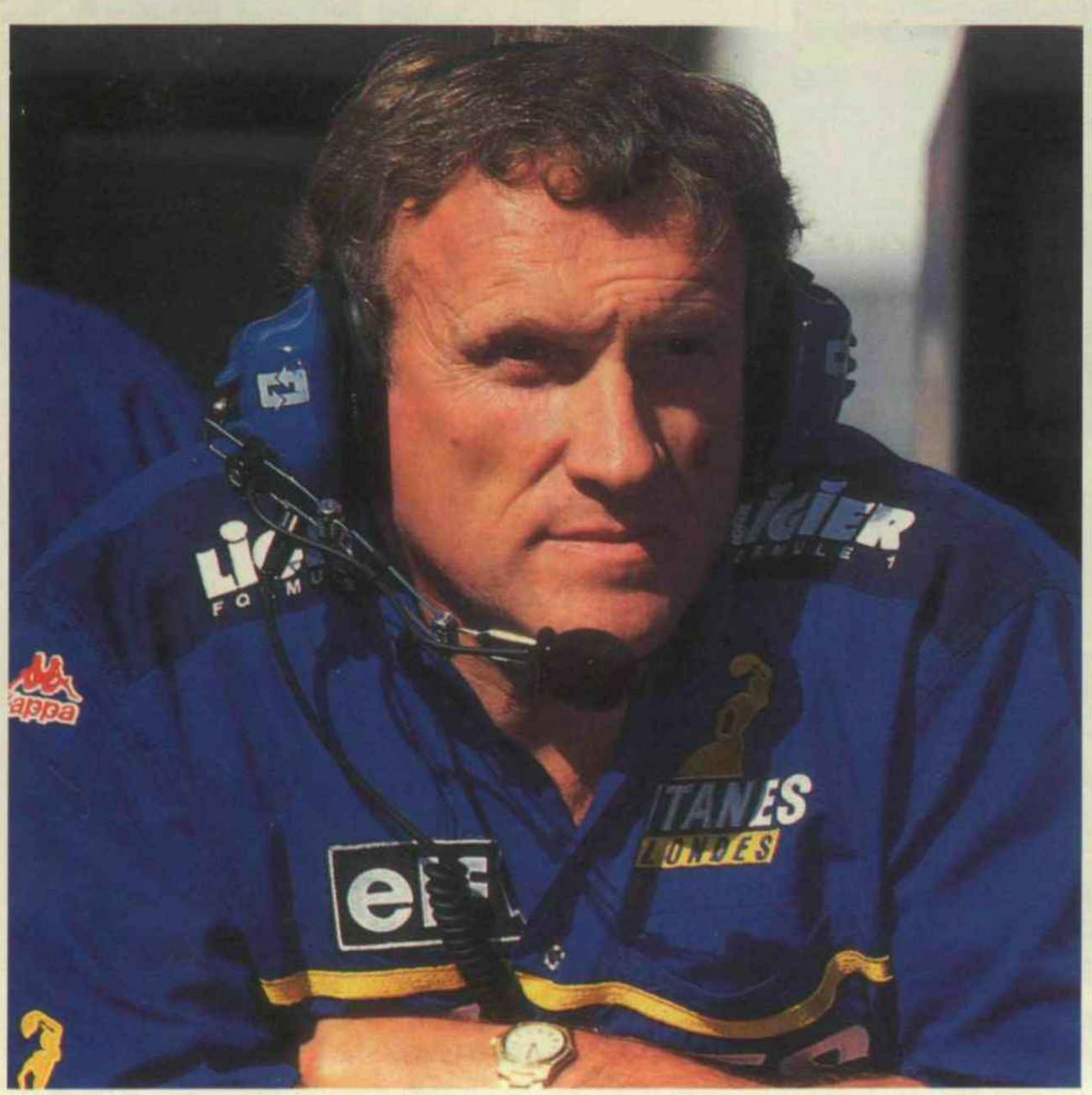
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DIARY

THE MONTH IN MOTOR SPORT







Dramatic proof of this season's improvements in driver protection – Martin Brundle clambered out of his capsized Jordan (top) and into the spare car. Ferrari first, above: V10-powered F310 unveiled. Tom Walkinshaw (left) and Ligier: no longer an item.

NO GROUNDS FOR COMPLACENCY

Martin Brundle's Melbourne accident wasn't quite what the FIA had in mind when it pledged to make Formula One more exciting, but it did at least provide instant evidence to suggest that the present safety regulations are a step in the right direction.

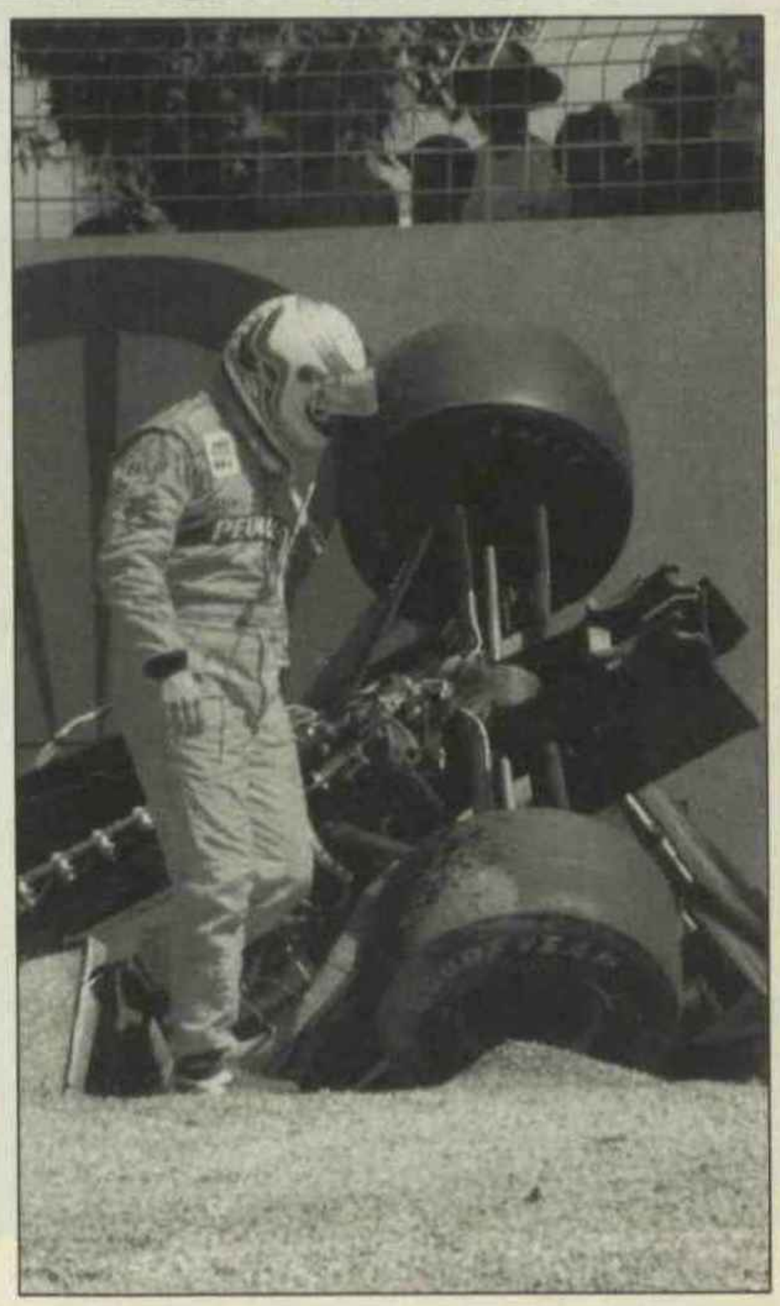
The most remarkable aspect of the incident was not that Brundle should have survived it, per se, but that he should have done himself greater harm by sprinting back to the pits – aggravating an old ankle injury – than he did as a result of running into the back of Johnny Herbert at 180 mph . . .

Before the race, it was ironic that Jordan should have been accused, along with Williams, of having compromised safety with its interpretation of the new regulations. Now, surely, nobody could suggest that the Jordan is not a safe car.

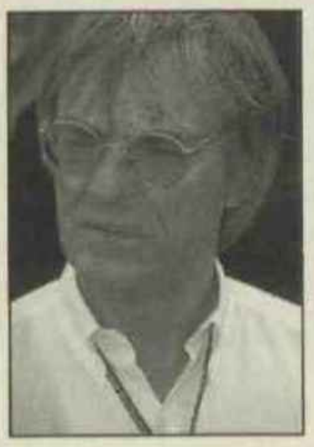
But none of this means that the pursuit of even greater safety measures can be relaxed.

The rules as they stand have evolved gradually following much constructive discussion in the wake of Imola 1994, and we hope that negotiations of this kind will continue.

Brundle's accident notwithstanding, there must never again be grounds for complacency in Formula One. As the FIA's medical supremo Sid Watkins has frequently pointed out, it is impossible to eliminate *all* risk of injury.



FEBRUARY



13 **Bernie Ecclestone**, right, journeys to **Las Vegas** to discuss details for a **US Grand Prix** in the city in 1997. Unfortunately, talks are disrupted when Ecclestone is attacked by a **guard dog** and sustains facial injuries serious enough to require surgery.

13 Disillusioned with the **British Rallycross Championship**, front running Ulsterman John Haffey sells his Ford Escort Cosworth 'Supercar' and signs up for the Eurocar racing series.

14 **Nissan** announces that it will supply engines for the 1997 **Indy Racing League.**

14 The Thierry Sabine Organisation – organisers of the **Granada-Dakar Rally** – decides to ban the T3 **Prototype** class. Prototypes from Citroën, Peugeot and Mitsubishi have dominated the event for the last decade.

15 **Ferrari** unveils its 1996 F1 challenger – the F310 – at Fiorano. Ferrari president **Luca di Montezemolo** hopes the car will "win three Grands Prix" this season. The John Barnard-designed car features Ferrari's first ever **V10 engine**, but immediately suffers gearbox problems in testing. Giancarlo Fisichella is announced as the team's second test driver, alongside Nicola Larini.

15 The FIA releases its **Formula 3000** entry list, with 32 registrations split between 17 teams.



15 **Ricardo Rosset**, left, shakes down the new **Footwork FA17** chassis on the Silverstone National circuit.

16 **Rubens Barrichello** springs a major surprise in F1 testing at Estoril, as he pips McLaren's Mika Hakkinen to **quickest** time of the week. Williams's **Damon Hill** doesn't run when the track is at its quickest due to attending a press conference and ends the week third quickest, ahead of Jean Alesi's Benetton.

16 German Formula Three Championship team KMS finally announces that British Formula Opel Euroseries star **Richard Westbrook** has signed for 1996 to drive alongside Italian Jarno Trulli. Both drivers will have **Benetton Junior Driver** status.

18 **Dale Jarrett** scores his second **Daytona 500** NASCAR win after a thrilling duel with perennial event bridesmaid Dale Earnhardt.

19 **Martin Brundle** gives Jordan cause for further optimism as he sets the quickest time of the day in testing at Estoril.

19 Reigning World Group N rally champion **Rui Madeira** signs for Grifone to drive a Toyota in the **Rally of Portugal.**

19 A new **superlicence row** brews over the content of the latest version of the application form.

19 The RACMSA denies that it will withdraw rounds of the **British Rally Championship** from the European Championship.

22 F1 testing draws to a close at Estoril with **Mika Hakkinen** topping the timesheets for McLaren. The revitalised Finn is just two-tenths clear of the impressive **Jacques Villeneuve**, who fails to dislodge him despite a big effort the following day.



23 Former European F3000 Champion **Christian Fittipaldi**, right, unofficially establishes a new **world record**. In the midst of his Indy Car World Series preparations, the Brazilian turns in a best lap of 233.9 mph at Texas World Speedway – bettering the fastest-ever closed-course lap.

26 Despite the French motorsport federation's attempts to move it to Paul Ricard, **Magny-Cours** looks likely to keep the **French GP** thanks to the intervention of FOCA. Meanwhile, radical environmentalists threaten to ensure that the **Australian GP** never returns to its new **Albert Park** home. An "international incident" is threatened by protesters, which could include the releasing of hordes of **rabbits** onto the circuit before the race . . .

26 Wanted: Formula One World Champions . . .the three manufacturers contesting the **ITC**, Alfa Romeo, Mercedes-Benz and Opel, are rumoured to be seeking the services of **Michael Schumacher**, **Alain Prost** and **Nigel Mansell** for one-off **"celebrity car"** drives.

26 A consortium of Belgian motor clubs announces an ambitious plan to hold a World Championship rally, to be known as the **Rally of Belgium**, before the end of the century. The man behind the Boucles de Spa, **Pierre Delettre**, has masterminded the scheme.

26 British Rally Champion **Alister McRae** clinches a deal to drive a **Ford Escort Cosworth** on the opening round of the series, the Rally of Wales. But finances are tight, and the talented Scot has no definite plans for the rest of the season as a result.

27 It is confirmed that **Nissan** will return to the British Touring Car Championship, with **Andy Rouse Engineering.** Drivers will be GT racer **Gary Ayles** and 1994 Formula Vauxhall champion **Owen McAuley**.

28 **Rickard Rydell** sets the quickest ever touring car lap of Oulton Park, lapping his **Volvo** in 1m 40.4s.

29 **Bridgestone** announces, in Japan, its re-entry into **Formula One**, effective from 1998. The move is thought likely to precipitate a similar decision from bitter rival **Michelin**. The Japanese firm's only previous F1 involvement came in the 1976 and '77 Grands Prix at Fuji, when Kazuyoshi Hoshino and Noritake Takahara used its rubber.

29 The **Jordan** Grand Prix team's cars will be coloured gold in 1996, following the completion of





a lucrative sponsorship deal with cigarette company **Benson & Hedges**. The team's test driver is tipped to be underfinanced Italian **Gianni Morbidelli.**

29 Veteran sports car entrant **Reinhold Joest** buys the two TWR-chassised WSC95 cars from the **Porsche** factory for this year's Le Mans 24 Hours. Drives are offered to brothers **David and Geoff Brabham**, but the former turns it down, as he is to drive a Marlboro-backed McLaren in the **All-Japan GT Championship** with reigning Global Endurance champ **John Nielsen**.

29 Plans for the **Intersport Racing** outfit, which once ran Damon Hill and Martin Donnelly, to return to the British Formula Three Championship reach fruition. Glenn Waters's team will link up with the Racing for Spain organisation to field an Opel-powered Dallara for **Angel Burgueño**.

MARCH

1 Formula One pay driver Taki Inoue has money in short supply, as well as talent. **Minardi** therefore calls up highly rated Italian **Giancarlo Fisichella** to make his Grand Prix debut in Australia.

2 Sports car guru **Jochen Dauer** reveals plans to field a Porsche-powered Prototype in the **Le Mans 24 Hours. Derek Warwick** and **Riccardo Patrese**,left, are linked with the team as drivers.

3 The opening round of the **Indycar World Series** at Homestead is won by **Jimmy Vasser** in his Ganassi Racing Reynard-Honda. Vasser, whose first Indycar win this is, outsmarts Brazilian Gil de Ferran. The early stages are dominated by pole setting Canadian Paul Tracy's Penske, before transmission problems set in. Toyota Atlantic champion **Dave Empringham** wins the Indy Lights race.

3 The McLaren of **Ray Bellm/James Weaver**, above, triumphs in the opening **BPR Global Endurance GT Cup** round at Paul Ricard. The Brits defeat the Ferrari F40s of Anders Olofsson/Luciano della Noce and Jean-Marc Gounon/Eric Bernard/Paul Belmondo, which are quicker but thirstier.

3 Reigning **NASCAR Winston Cup** champion **Jeff Gordon** takes his first win of 1996 at the Virginia oval of Richmond.

3 **Piers Hunnisett** and **Michael Vergers**, both of whose careers have been stymied due to financial reasons, win the opening **Formula Asia** races in India. The Indonesian-domiciled Eastbourne talent and Yorkshire-based Dutchman score at Madras.

4 **Indycars in Europe** in the near future? Rumours suggest that America's premier series could be seen on this continent for the first time since 1978.

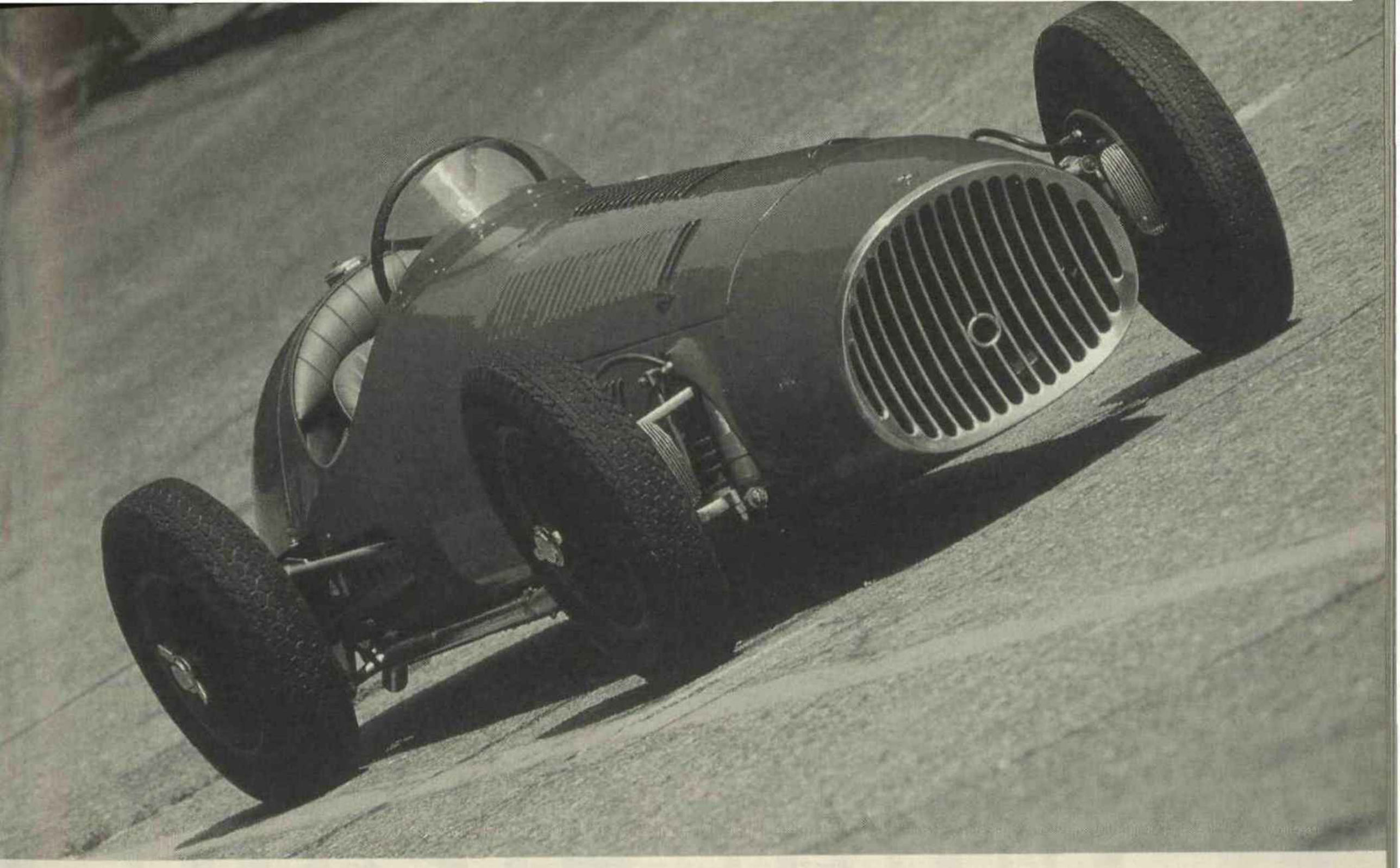
4 Although it was thought that Gareth Rees had signed for the team, **Astromega** appears at the Barcelona F3000 test with 1995 Hockenheim victor **Marc Goossens**. The Belgian is thought likely to sign for Mikke van Hool's team. Meanwhile, French F3 champion **Laurent Redon** signs for DAMS.



4 **Robb Gravett**, above, the 1990 BTCC champion, completes a last minute deal to run with Team Dynamics in a Ford Mondeo.

4 The **Safari Rally** could be forced to change from its traditional Easter date to early March, as a crowded 14-round World Rally Championship is planned by the FIA for 1997.

4 Rally star **Juha Kankkunen** may be surplus to requirements for Toyota on the forthcoming



Above: 1951 OSCA 4½ litre V12. The Maserati Brothers' last Grand Prix car. To be sold in Monaco on May 15th.

OLYMPIA

8 MAY 1996

A Sale *of* Important Collectors' Motor Cars,
Automobilia *&* Motoring Art

Brooks '96 series of sales continues with their third sale of the year at this London venue on the 8th of May. These sales traditionally include a wide variety of collectors cars from veterans to more modern classics. Further entries are invited.

Les Grandes Marques à Monaco

15 MAY A Sale *of* Sports, Competition *&* Touring Cars,
Fine Automobilia *&* Motoring Art

The magic of Monte Carlo will once again provide the backdrop to Brooks 6th Monaco sale which already includes motor cars synonymous with the Principality's glamour and racing heritage. A fine selection of sports and racing Ferraris, a Maserati Birdcage, an OSCA Grand Prix car and a 1937 Delahaye 135M Drophead Coupe currently head the entries to date.
Further entries are invited.

Stuttgart, Germany

20 APRIL

Catalogues are now available for our April 20 Sale of Benz , Mercedes and Mercedes-Benz motor cars and automobilia, to be held in conjunction with Mercedes-Benz at their renowned Museum in Stuttgart. Catalogue price £20 post paid.

For further information and confidential advice regarding buying and selling at Brooks please call Malcolm Barber, Stewart Skilbeck, James Knight or Julian Shoolheifer (Automobilia) on 0171 228 8000 or Michael Worthington-Williams on 01559 370928.
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Safari Rally. Swedish veteran **Björn Waldegård** is tipped to fill the breach.

4 **Ford** will run promising Finn **Jarmo Kytölehto** in the early rounds of the British Rally Championship. He will drive a Malcolm Wilson Motorsport-prepared Escort RS2000.



4 **Skoda** announces a British Rally Championship programme, which will see **Steve Wedgbury** contest the series in a Felicia, above.

5 Porsche supremo of the 50s and 60s **Baron Fritz Huschke von Hanstein** passes away at the age of 85.

5 Reigning World Rally Champion **Colin McRae** wins the Rally of Thailand at his first attempt for Subaru.

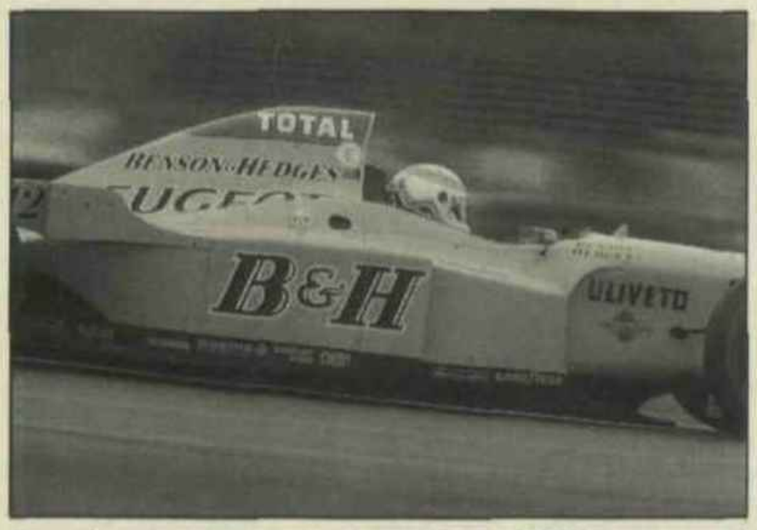
5 **Kenny Bräck** tops the times at the opening FIA F3000 test at Barcelona in his Super Nova car.

5 **Frank Biela** – the reigning Touring Car World Cup holder – tests the new **BTCC Audi A4** on British soil for the first time at Oulton Park.

7 Volvo's **Kelvin Burt** outpaces Biela's Audi at Oulton, but shunts heavily at Druids and headbutts the steering wheel.

8 Despite recent rumours it is announced that Magny-Cours will continue to host the **French Grand Prix** until at least 1999.

8 **Rui Madeira** wins the Rally of Portugal in his Toyota Celica GT-Four. Seat retains its **F2 World Championship** lead, despite pressure from Skoda.



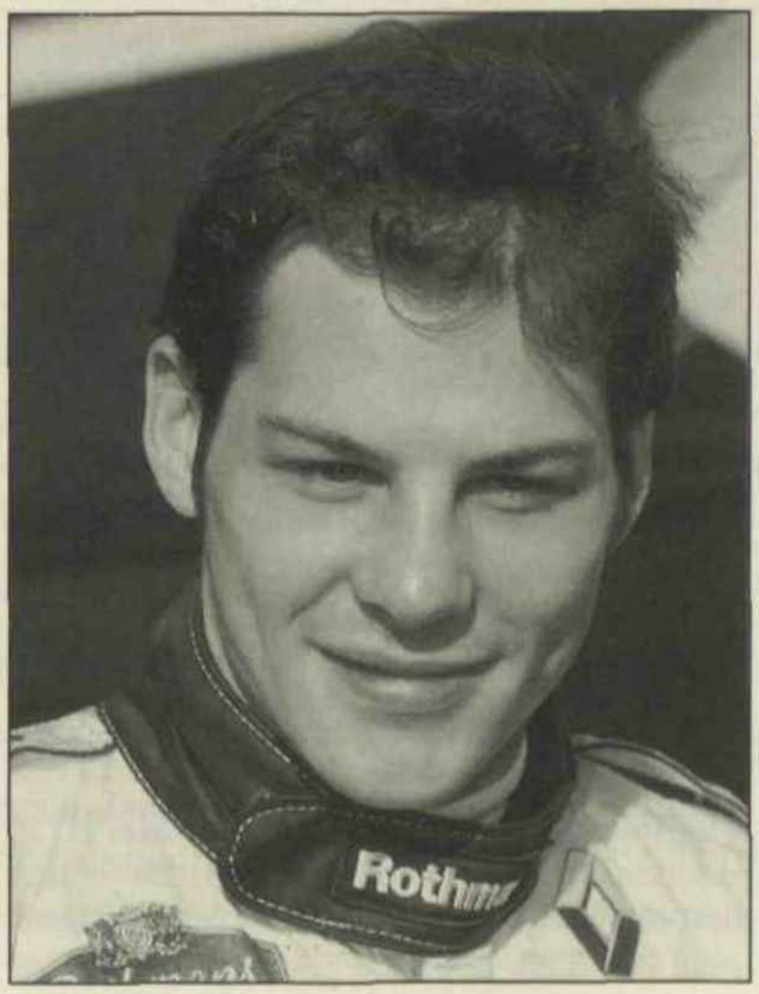
8 A row is sparked as both **Williams, and Jordan** (above) appear at Melbourne for the Australian GP with interesting interpretations of the FIA's new safer cockpit designs.

9 Ligier's **Tom Walkinshaw** announces that he intends to **quit** the Magny-Cours-based F1 team, after suggestions that the **French Sports Minster** intends to organise a takeover to put the marque back into French hands. The Scotsman plans to form his own F1 team for 1997.

APRIL FIXTURES

Date	Venue	Event	Type
Apr 4-7	**Kenya**	**Safari Rally (WRC)**	**INT**
Apr 5	Oulton Park	British F2, F 2000	N
Apr 5	Snetterton	FF1600, Alfas	R
Apr 7	**Buenos Aires**	**Argentine Grand Prix**	**INT**
Apr 7	Snetterton	Jags, MG BCV8, TRs	R
Apr 7	Knockhill	FF1600, Saloons, Historics	R
Apr 7/8	Donington Park	TOCA	INT
Apr 7/8	Brands Hatch	FF1600, Pro-Sport 3000, GT	N
Apr 8	Castle Combe	Caterhams, FF1600, Porsches	R
Apr 8	Mallory Park	Rover GTi, Eurocar, Beetles	N
Apr 8	Mondello Park	F Opel, F Vee, FF1600, Fiats	N
Apr 13	Oulton Park	MGCC, BCV8s, TRs	R
Apr 13	Silverstone	VSCC	R
Apr 13	Snetterton	750MC, F4, F Vee, Kits	R
Apr 14	**Hockenheim**	**Int'l Touring Cars**	**INT**
Apr 14	Jarama, Spain	Global GT Cup	INT
Apr 14	N Wilkesboro, USA	NASCAR	N
Apr 14	Long Beach, USA	IndyCar	INT
Apr 14	Thruxton	British F3, Rover Turbos	N
Apr 14	Snetterton	F Ren 1700, Clios, MGOC	N
Apr 14	Cadwell Park	FF1600, Minis, R5TS	R
Apr 20	Silverstone	ModSaloons, Classics, Westfields	R
Apr 20	Snetterton	Rover GTi, S/sports, Ginettas	R
Apr 20	Lydden Hill	FF1600, Sports, Gts	R
Apr 20	Colerne	VSCC sprint	R
Apr 20/21	Brands Hatch	TOCA	INT
Apr 20/21	Pembrey	Classic F3, Eurocar	N
Apr 21	Martinsville, USA	NASCAR	N
Apr 21	Atlanta, USA	IMSA	N
Apr 21	Donington	Porsches, F First, Ferraris	R
Apr 27	Oulton Park	TVRs, Ventos, 924s	N
Apr 27/28	Pembrey	750MC, Clios, Caterhams	R
Apr 27/28	Carlisle	Pirelli International Rally	INT
Apr 28	**Nürburgring**	**Grand Prix of Europe**	**INT**
Apr 28	Le Mans	Test Day	INT
Apr 28	Talladega	NASCAR	N
Apr 28	Nazareth, USA	IndyCar	INT
Apr 28	Knockhill	FF1600, saloons, F Libre	R
Apr 28	Mallory Park	Jags, MGs, TRs	R
Apr 28	Cadwell Park	F2000, Alfas, Fiats	R
Apr 28	Snetterton	Monoposto, MonoKent	R
Apr 28-May 1	Ajaccio, Corsica	Tour of Corsica (2-Ltr)	INT

TOCA meetings include: BTCC, F Vauxhall, F Renault, Fiesta Challenge, Renault Spiders, Historics.



9 Canada's **Jacques Villeneuve**, above, becomes only the **third man in history** to record pole position in his first World Championship Grand Prix. **Eddie Irvine** outqualifies his Ferrari team-mate – and reigning World Champion – **Michael Schumacher**.

10 **Damon Hill** wins the opening Grand Prix of the season, although Williams team-mate **Villeneuve** looks set to record victory on his F1 debut until **failing oil pressure** causes him to back off with just five laps remaining, allowing Hill through to win. Jordan's **Martin Brundle** causes the race to be restarted after a horrific first lap crash saw his car **somersault** to destruction. Brundle takes the restart in the spare car, only to spin out in the early stages.

10 **Will Gollop** wins the opening round of the British Rallycross Championship at Brands Hatch.

11 Former F1 team **Pacific** confirms it has entered a **BRM** sports prototype for Le Mans.

11 **Bruno Thiry** announces plans to contest the Rallye des Hautes in Belgium in Ford's new **Escort RS2000 kit car**, thus making the car's competition debut.

11 The **Silverstone International circuit** is used for the first time to launch the BRDC GT Championship.

11 **Skoda** plans to enter a four-wheel-drive World Rally car in 1998.



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Saturday
- Practice and qualifying for all races from 09.00 including Endurance GT at 11.15 and 15.30

Sunday
- Warm up GT Endurance from 09.00
- Racing Action from 09.35
- Pit lane walkabouts
- Rover Air Display teams
- 4 hour Kodak British Empire Trophy - a round of the BPRO Global Endurance GT series
- Full supporting race programme including Rocket Euroseries, Rover Turbo's, Historic Sports Cars and Porsche Cup
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Centre Transfer (if available)	+£3
Grandstand Seat (if available)	+£5

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SANCTIONED FIA CHAMPIONSHIP

BPR ORGANISATION

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THE HOME OF BRITISH MOTOR RACING

PAIR

Jacques Villeneuve proved to be an equal match for Damon Hill in
way. And Ferrari looked menacing, too . . .

WILLIAMS

Melbourne, though an oil leak swung the contest the Englishman's

Coming in two-by-two . . . the Williams FW18s of Villeneuve and Hill lead the Ferrari F310s of Irvine and Schumacher in the opening stages.

The Villeneuve name returned to Formula One in Australia – with a bang. Mark Skewis assesses his polished debut performance.

SON OF A

GUN



Eddie Irvine (above) finished third, and Michael Schumacher was one of the first to congratulate him (below). Concern for Patrick Head . . .



SEEING RED

Upon climbing from his car to learn that his younger team-mate, Jacques Villeneuve, had just stolen pole position for the Australian Grand Prix, Damon Hill looked like he had just seen a ghost.

Perhaps, suggested one onlooker, he had. After all, like his team-mate, it will take a lifetime of achievement for Villeneuve to emerge fully from the shadow of his father, whose cavalier style is still revered by so many.

Make no mistake, though, he is his own man. His smooth style is the antithesis of Gilles, who was killed when his son was 10, and he has long since wearied of the comparisons. "They are meaningless because it was different in his time," he points out. "I did not go into racing because of *my father. He meant a lot to people and I* understand why they keep mentioning his name, but I don't race for him – I race for myself.

"When I won at Indianapolis, everybody asked me if I'd been thinking about him. I said 'no'. I can't afford to think about him while I'm racing because I've got a car to drive."

Although a loss of oil pressure, just six laps from the end of the Australian Grand Prix, robbed him of victory on his Formula One debut, the manner in which he withstood Hill's pressure throughout ensured that while his team-mate took the 10 points, Villeneuve stole the headlines. As, indeed, he had in qualifying, when he became only the third rookie to take pole since the inception of the World Championship in 1950, emulating the feats of Carlos Reutemann (Argentina 1972) and Mario Andretti (Watkins Glen 1968).

Until Villeneuve's arrival it was Andretti's son, Michael, who had become the unfortunate benchmark by which American single-seater racing is judged against F1. Indycar's rookie of the year in 1994, and champion the following season, Villeneuve is poised to set the record straight.

Where Andretti was homesick, and would commute from the States for the races, his successor is based in Europe where he has spent much of his racing career. Accordingly his test mileage will be higher. So will his standing in F1.

"Yes I'm coming into Formula One as a rookie, but not out of Formula 3000 or Formula Three," he stresses. "I'm coming out of a professional championship that goes fast and where there are good battles. But once you're in the car you don't think about what series you're in. If you're used to going fast and being on the edge then whatever the car, once you've adjusted to it, it's the same thing."

Fast and smooth in a car, intelligent, polite, articulate and diplomatic out of it – 'Villeneuve and Hill is like the bland leading the bland,' grumbled one Australian interviewer – Jacques is the sort of lad potential father-in-laws dream of. The outlook's not quite so good if you happen to be his team-mate, though . . .

In spite of gloomy predictions of disaster before the Australian Grand Prix, Williams Technical Director Patrick Head told Mark Skewis that a third successive championship need not be beyond Michael Schumacher

"We heard a lot of talk before the start of the season about Ferrari being unreliable and slow, but I have to say that Melbourne was a pretty impressive outing when you consider how late they had their car ready," ponders Patrick Head. "Anybody who pre-judges the season just by this result would be making a mistake."

Although Schumacher's F310 retired with brake problems, and Eddie Irvine's sister car finished well adrift of the Williams duo, Head was concerned by the manner in which the world champion pursued his cars in the early stages.

"It will be very important for us to try and build points early in the season," he says, "because Ferrari are going to be coming on very strong as the season progresses. At the start of the year I was told, 'Forget about Ferrari, they're deep in the mire.' They don't look that bad to me . . .

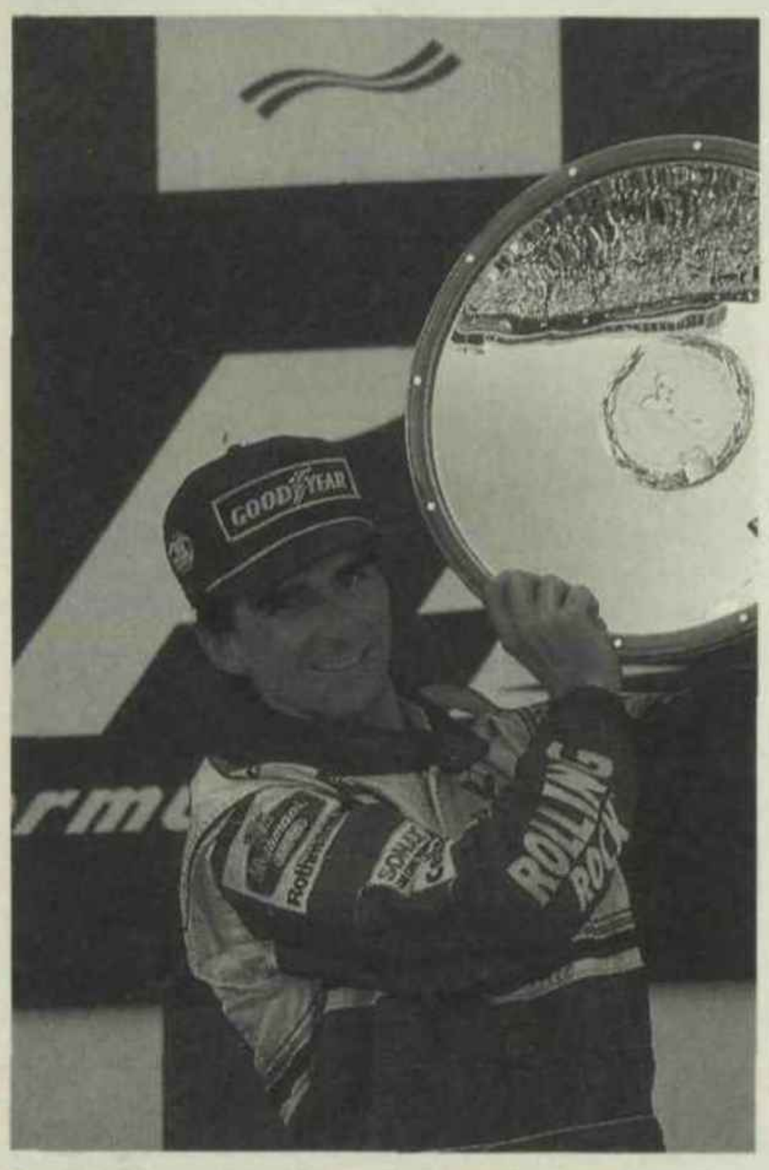
"Schumacher is a fearsome adversary. In terms of strategy I admit we were behind Benetton in the first part of last season, but I think by the second half we were actually equal or better. We just weren't quick enough compared to Michael. He might not be quite so happy with Australia, but I think Ferrari will be. They will soon be giving us a hard time."

AUSTRALIAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Melbourne, 10 March 1996

58 laps of 3.274 mile circuit (189.892 miles)



STARTING GRID

6 VILLENEUVE
1m 32.371s

5 HILL
1m 32.509s

2 IRVINE
1m 32.889s

1 SCHUMACHER
1m 33.125s

7 HAKKINEN
1m 34.054s

3 ALESI
1m 34.257s

4 BERGER
1m 34.344s

11 BARRICHELLO
1m 34.474s

15 FRENTZEN
1m 34.494s

19 SALO
1m 34.832s

9 PANIS
1m 35.330s

16 VERSTAPPEN
1m 35.338s

8 COULTHARD
1m 35.351s

14 HERBERT
1m 35.453s

18 KATAYAMA
1m 35.715s

21 FISICHELLA
1m 35.898s

20 LAMY
1m 36.109s

17 ROSSET
1m 36.198s

12 BRUNDLE
1m 36.286s

10 DINIZ
1m 36.298s

DID NOT QUALIFY

23 BADOER
1m 39.202s

22 MONTERMINI
1m 42.087s

LAP CHART

LAP	POS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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FIA Formula One World Championship

Winner Damon Hill

Winner's average speed 123.495mph

Conditions Dry, hot

Fastest lap Jacques Villeneuve, 1m 33.421s on lap 27, 126.960mph

Round 1

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 32m 50.491s	1m 33.621s	27
2	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+38.020s	1m 33.421s	27
3	Eddie Irvine	GB	Ferrari F310-Ferrari V10	+1m 02.571s	1m 34.533s	37
4	Gerhard Berger	A	Benetton B196-Renault V10	+1m 17.037s	1m 34.757s	26
5	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	+1m 35.071s	1m 35.843s	49
6	Mika Salo	SF	Tyrrell 024-Yamaha V10	57 laps	1m 35.280s	39
7	Olivier Panis	F	Ligier JS43-Mugen Honda V10	57 laps	1m 34.767s	21
8	Heinz-Harald Frentzen	GER	Sauber C15-Ford V10	57 laps	1m 35.596s	43
9	Ricardo Rosset	BR	Footwork FA17-Hart V8	56 laps	1m 36.557s	45
10	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	56 laps	1m 37.024s	24
11	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	55 laps	1m 36.377s	44
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	42 laps – broken exhaust	1m 38.784s	4
Rtd	Michael Schumacher	GER	Ferrari F310-Ferrari V10	32 laps – brakes	1m 33.651s	18
Rtd	Giancarlo Fisichella	I	Minardi M195B-Ford V8	32 laps – clutch	1m 38.077s	5
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	29 laps – engine	1m 35.064s	27
Rtd	David Coulthard	GB	McLaren MP4/11-Mercedes V10	24 laps – jammed throttle	1m 37.746s	13
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	15 laps – engine	1m 36.649s	13
Rtd	Jean Alesi	F	Benetton B196-Renault V10	9 laps – accident damage	1m 35.519s	8
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	1 lap – spin	1m 56.481s	1
DNS	Johnny Herbert	A	Sauber C15-Ford V10	DNS – first start accident	no time	

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CHAMPIONSHIP POINTS

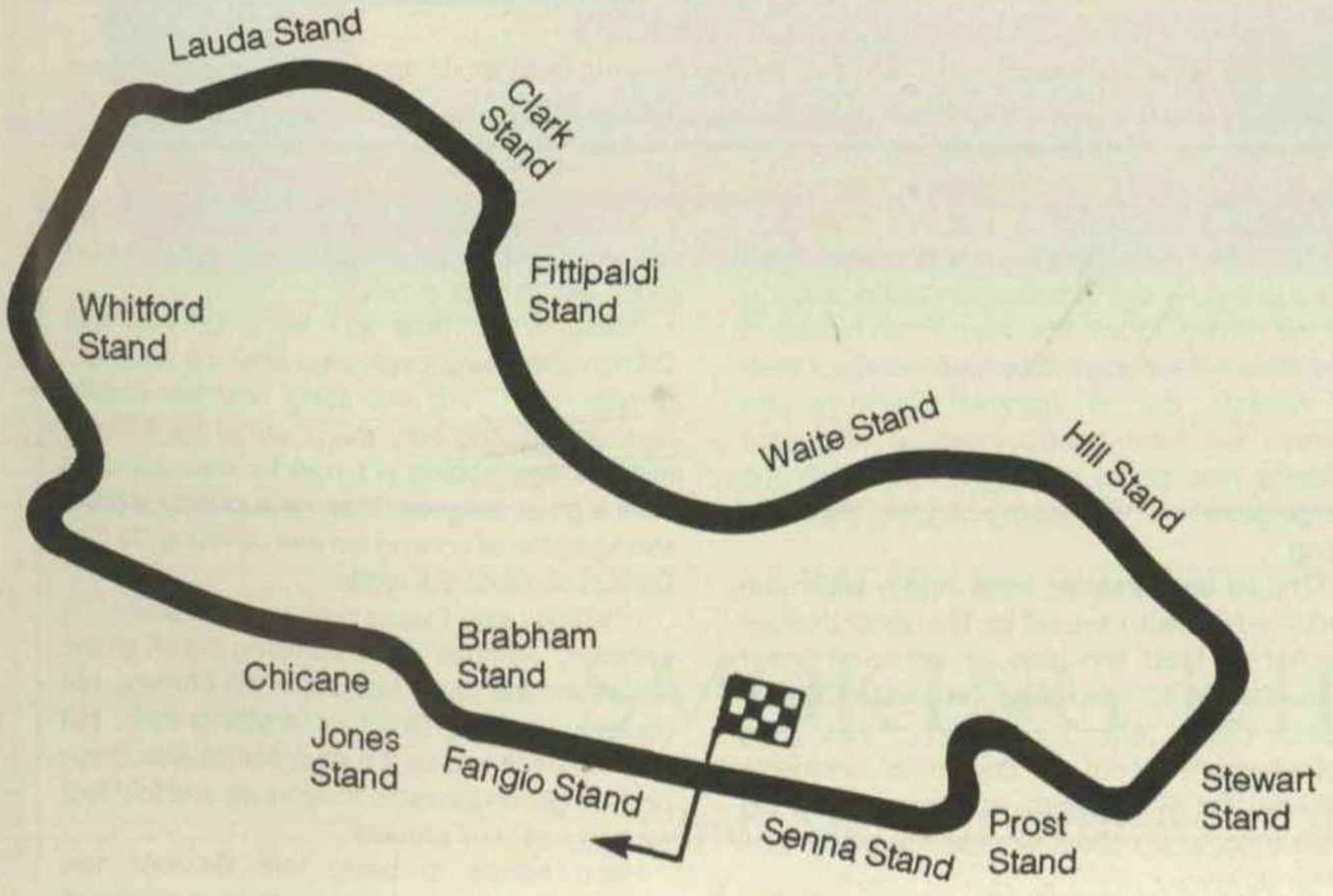
DRIVERS

1	Hill	10
2	Villeneuve	6
3	Irvine	4
4	Berger	3
5	Hakkinen	2
6	Salo	1

CONSTRUCTORS

1	Williams Renault	16
2	Ferrari	4
3	Benetton Renault	3
4	McLaren Mercedes	2
5	Tyrrell Yamaha	1

THE CIRCUIT



Circuit length: 3.274m 5.269km

THE RACE IN BRIEF

Villeneuve makes a **great start** as Hill gets sideways in Turn 1 and drops to fourth. **Brundle launched** into the air at Turn 3 after Coulthard and Herbert tangle in front of him. The Jordan finishes in two pieces, inverted in the gravel trap, but Brundle quickly emerges unhurt. **Race stopped.**

Restart minus Herbert; Frentzen takes the spare Sauber, having parked up on the original warm-up lap. **Brundle** sprints back to get spare Jordan and, together with **Coulthard, starts from the pit lane**. Villeneuve gets away well to lead from Hill, Irvine and Schumacher.

Brundle an early retirement after a spin at Turn 3 on **lap 2**. **Schumacher** moves ahead of Irvine on the inside of Turn 13 to take third.

Villeneuve over a second ahead on **lap 5** as **Schumacher closes on Hill**. Irvine and Alesi just about in touch and well clear of Hakkinen, Barrichello and Berger. Rosset spins at Turn 6 after contact with Lamy but keeps going.

Alesi attempts to go inside **Irvine** at Turn 3 on **lap 10**. The **Benetton** sustains **bodywork damage** from Irvine's right rear wheel and limps into retirement.

Schumacher makes his first pit stop on lap 20. Rejoins in fourth.

Irvine, 18 seconds behind Hill, makes routine stop on **lap 23** and comes out of the pits in seventh.

Berger, the only driver to compete in all 12 Australian Grands Prix, **pits on lap 25,** followed by **Barrichello**. **Coulthard**, meanwhile, **runs wide** at Turn 15 and pits to **retire**.

By half-distance, **lap 29, Villeneuve** and **Hill are 41 seconds clear** of **Schumacher**, who has **brake trouble**.

Villeneuve makes a slowish **stop on lap 30** and rejoins in second, whilst **Hakkinen** dives in on **lap 31. Hill now leads** from Villeneuve, Schumacher, Irvine, Berger and Hakkinen.

Hill hits traffic and **pits on lap 32**, **a lap earlier** than scheduled. An 18.5s stop sees him **rejoin** just ahead of Villeneuve but the French-Canadian moves back into the lead at Turn 4 on lap 33. **Schumacher pits**, then locks up at Turn 3 on **lap 34** and goes into gravel trap. He subsequently retires.

Hill puts pressure on Villeneuve and the latter **slides onto grass** at Turn 1 on **lap 35**. However, he collects the car and is able to **rejoin without losing the lead.**

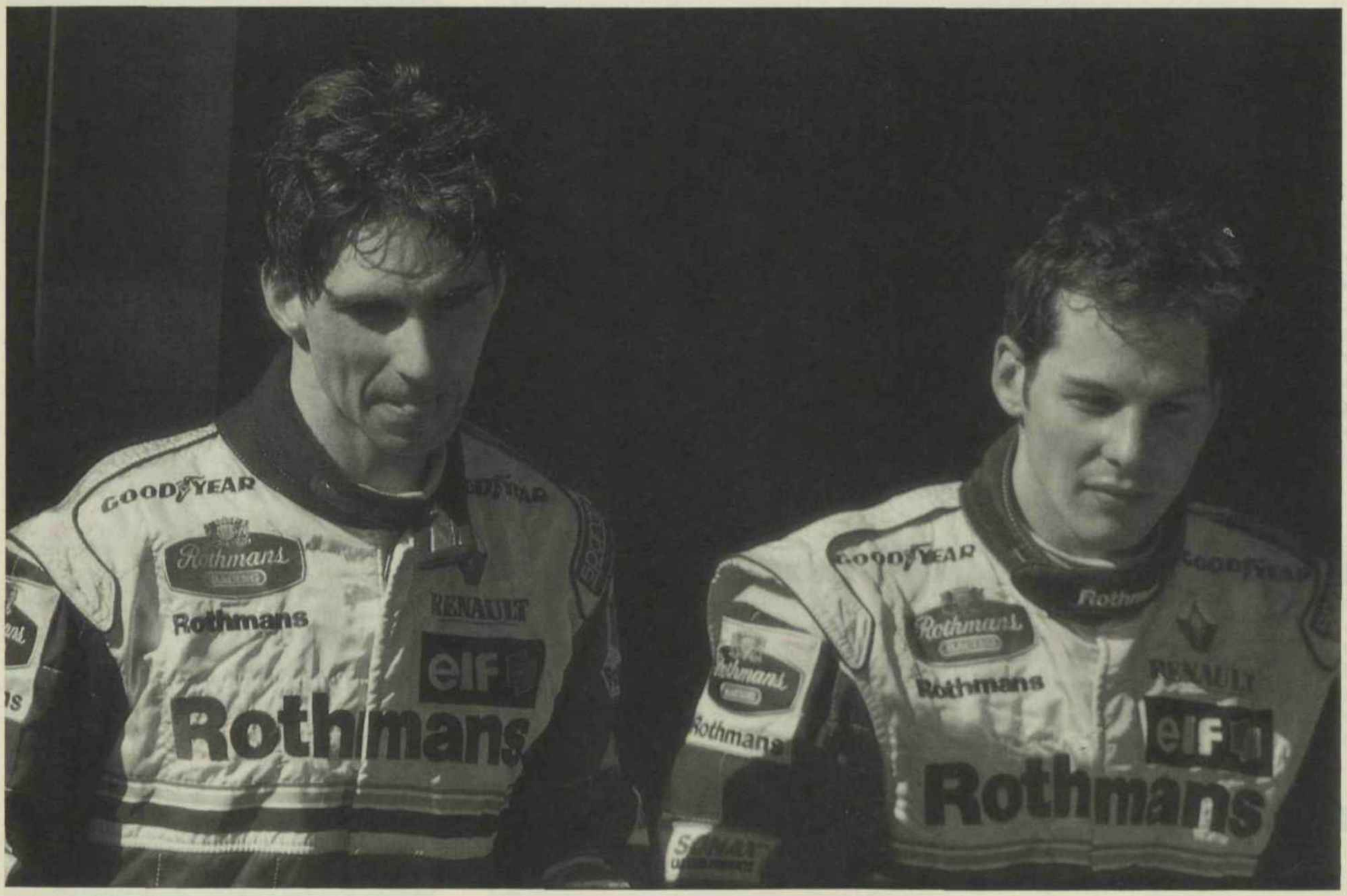
Berger stops for the **second time on lap 41** but still rejoins fourth, 46s behind Irvine.

Smoke from the rear of **Villeneuve's car** seems to be increasing on **lap 51** and gap closes to less than half a second.

The **Williams pit** hold up a **'slow' sign for Villeneuve** and **Hill** moves into the **lead** as Villeneuve backs off with failing oil pressure.

Hill becomes the **first** man to win **successive** Australian Grands Prix at he takes the **flag from Villeneuve**, Irvine, Berger, Hakkinen and Salo.

LOVE THY NEIGHBOUR?



What went on in the Williams pit as its cars raced wheel-to-wheel for the Australian GP? Mark Skewis listens in

Where most teams step in with team orders at the merest hint of conflict *between its drivers*, Williams traditionally leaves its men to settle their own disputes.

Down the years that policy has resulted in some stirring battles, not least in 1986 when Nigel Mansell and Nelson Piquet were so busy tussling for the drivers' crown that Alain Prost nipped in and stole it. As a result, they have nerves of steel at Williams. But as Jacques Villeneuve and Damon Hill went head-to-head to settle the opening race of the season, it wasn't only the temperature on Villeneuve's engine that was rising . . .

"The oil temperatures were initially within the limits that Renault have set us, but higher than we would have liked, and Jacques' were a bit higher than Damon's," explains Technical Director Patrick Head. "*After the pit stop I was a bit* apprehensive about a couple of incidents between the two of them, and there was a big debate going on about whether we could slow either down.

"Adrian Newey, who had been working with Damon's car, and Jock Clear (Villeneuve's race engineer) were having a discussion. Adrian was thinking that Damon had it well in hand; Jock was saying Jacques only drives as hard as he has to, *and he had it all well in hand. It was all healthy* stuff!"

Although Villeneuve led for all but the final six laps, Hill had clung to his tail throughout. But how much did he have in hand?

"Certainly our data was telling us was that Damon was taking it very easy after the pit stop," reveals Head. "He was using very few engine revs, and driving very much within his limits. I think he was sorting out how he was going to have a go at Jacques. Then he suddenly started seeing all the oil coming out and covering his car. Damon came on the radio.

"He didn't say, 'Please slow Jacques down,' he just said, 'Jacques' car is pumping out oil all the way round the track. Not just in the corners, but *continuously.' We didn't do anything then*, but when Renault told us the oil pressure was dropping we got on the radio to Jacques and told him we had a serious problem."

Head admits to being torn between two courses of action before Villeneuve's problem settled the issue and he was told to slow.

"We were apprehensive. At the end of the day



SMOKING KILLS

Chief Medical Officers' Warning

5 mg Tar 0.5 mg Nicotine

LOVE THY NEIGHBOUR?





"We don't have any fanciful ideas that we can command the results, so we're just going to have to build the cars strong"

neither have an agreement in their contract that they have to give way to the other one, but obviously in the first race of the year the team was pretty keen to get a result in the bag."

Last year the form of team-mate David Coulthard helped torpedo Hill's title ambitions. So will team orders be applied this time around?

"We all know this year that we are going to be racing Schumacher and Eddie Irvine and, I'm sure, others, but it's quite clear to us that Damon and Jacques are going to be racing all the way through the year," acknowledges Head. "We don't have any fanciful ideas that we can command the results, so we're just going to have to build the cars strong. By that I don't mean strong enough to bump into each other, but strong enough to be driven to the limit for the length of the race.

"Everybody in the team will be told that our two guys are racing each other. We've been in that position before."

And lost a championship because of it.

"I think we'll worry about it as it comes," he says with a wry smile. "We obviously haven't forgotten 1986, and we won't make that mistake again . . . "

Friends and rivals: Hill (left) and Villeneuve were never more than a few yards apart throughout the Melbourne weekend.

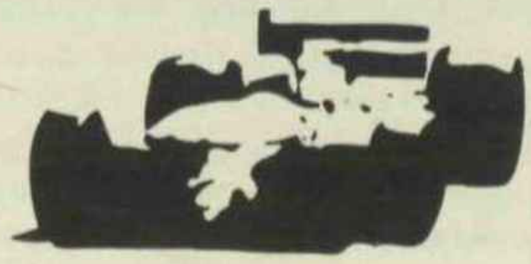
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Imola - 5 May

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Monaco Grand Prix

Monte Carlo - 19 May

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Spanish Grand Prix

Barcelona - 2 June

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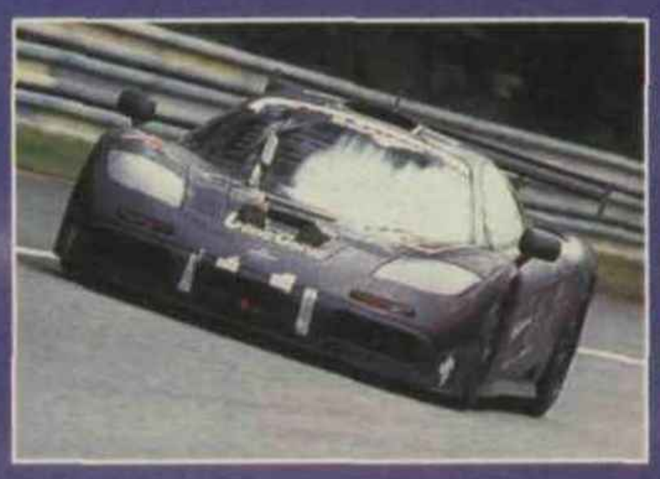
Canadian Grand Prix

Montreal - 16 June

Montreal is a spectacular combination of old and new. It's a city of skyscrapers and underground shopping malls, colourful squares, museums, galleries and terrace cafes. The French influence means there are some excellent restaurants here too! The circuit is just minutes away by underground. Extend your stay and visit Toronto too - and take a day trip to Niagara Falls.

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Magny Cours - 30 June

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British Grand Prix

Silverstone - 14 July

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German Grand Prix

Hockenheim - 28 July

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Hungarian Grand Prix

Budapest - 11 August

Spend a delightful long weekend in one of Europe's more fascinating cities. Take a 7 day coach tour holiday or a 4 night break by air.

Belgian Grand Prix

Spa-Francorchamps - 25 August

Bank Holiday Weekend. Coach tour prices start at just £49* Fly from London, Birmingham or Glasgow & spend 2, 3 or 4 nights in Brussels. Take Eurostar through the Channel Tunnel or take your own car and stay in Liege.

Italian Grand Prix

Monza - 8 September

The Italian Grand Prix is always one of the most popular. It's the combination of good racing and atmosphere at the track, excellent weather prospects, enjoyable food and wines and the incredible beauty of Lake Como. Tour prices start at just £189*

Portuguese Grand Prix

Estoril - 22 September

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TO HELL AND BACK



In Melbourne the world's media scrutinised Mika Hakkinen for any sign of weaknesses as he returned to Formula One. Mark Skewis reports that they didn't find many



It's the stuff Hollywood thrives on: driver fights for life after accident; makes heroic comeback; wins world championship; walks off into sunset.

Mika Hakkinen concedes that last year's accident at Adelaide, which so nearly claimed his life, has knocked some of the romance out of him.

"When I was ill, in hospital, or home, whatever, I didn't think about racing," he says quietly. "I was just thinking about the next day, about what was going to happen, whether I was going to have a lunch or something. I wasn't thinking about when I was going to get back in a racing car."

The trouble with Hollywood is that real life has a terrible habit of refusing to follow the script. Motor racing history is littered with talented drivers who recovered from injury, but never recovered their confidence or speed.

Karl Wendlinger was the last such figure to return, having spent weeks in a coma after shunting at Monaco in 1994. Contrary to the way it is sometimes depicted, the Formula One paddock is not a place devoid of sympathy. It's just that you can't run a multi-million dollar team on it. Wendlinger was dropped after just four races and, despite a late-season reprieve, axed for good at the year's end.

"He was not the same," revealed Sauber team manager Max Welti. "Yes, he looks the same and can walk and talk the same, but his reactions aren't the same. The really sad thing is that I don't think even Karl can tell what's different in his driving."

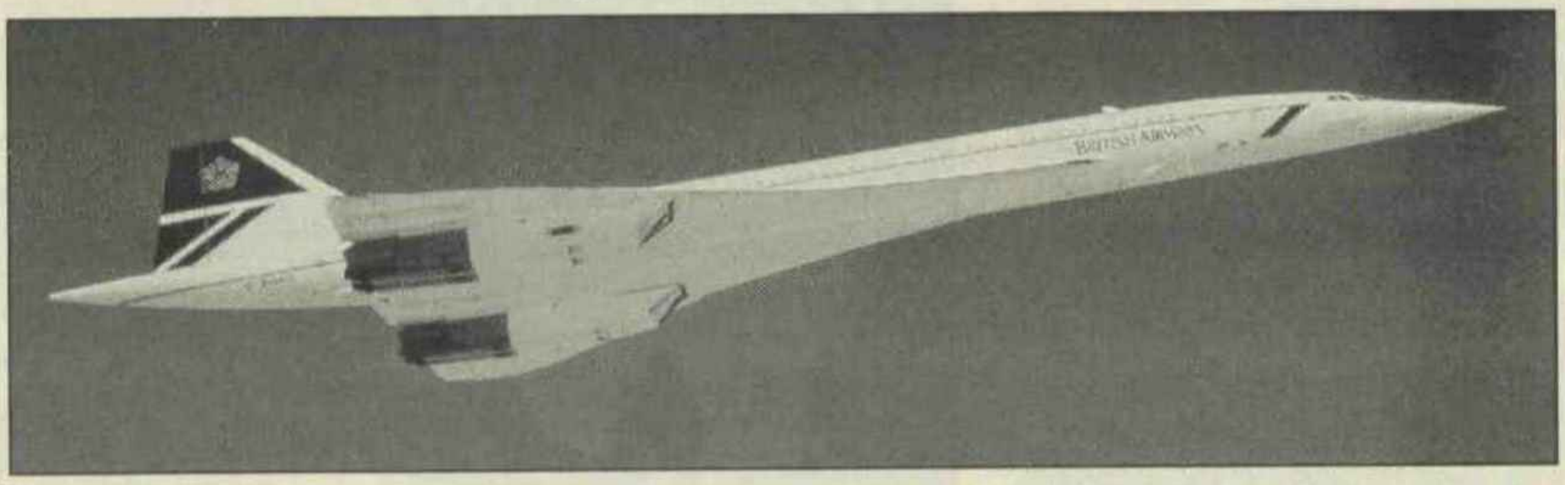
At times Wendlinger looked haunted, like a man desperate to emerge from a bad dream. Hakkinen faced the daunting prospect of running the same gamut of emotions.

"Personally I think a puncture is harder to deal with than if it had been his fault," opines Keke Rosberg, Hakkinen's manager. "Drivers aren't often scared of their own mistakes – maybe because they all believe they're so bloody good! It was things beyond my control that used to worry me as a driver: the fear of losing the wing, the brakes, the suspension, tyres. They are harder to come to terms with than your own error, which you believe can easily be avoided."

"I knew from the faces of the people around me that I'd had a bad crash," Hakkinen recalls of Adelaide. The same tell-tale signs brought home the importance of his first run back in a Grand Prix car, at Paul Ricard. "Some of the mechanics made me more nervous than anything else. When I was beside the car, putting on my driving suit

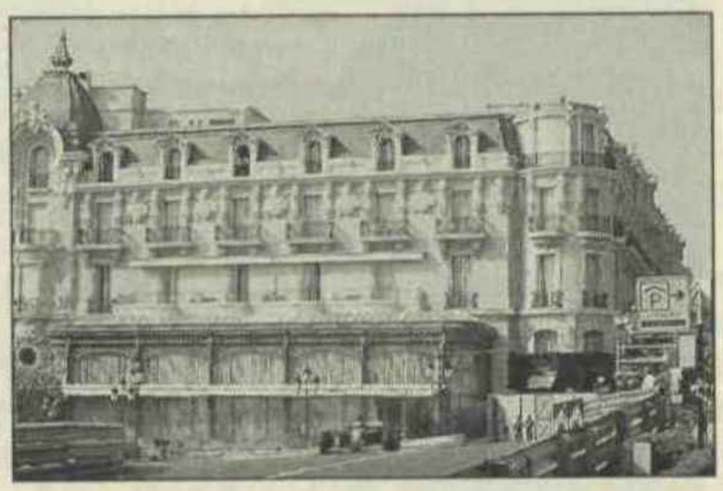
The Monaco Grand Prix

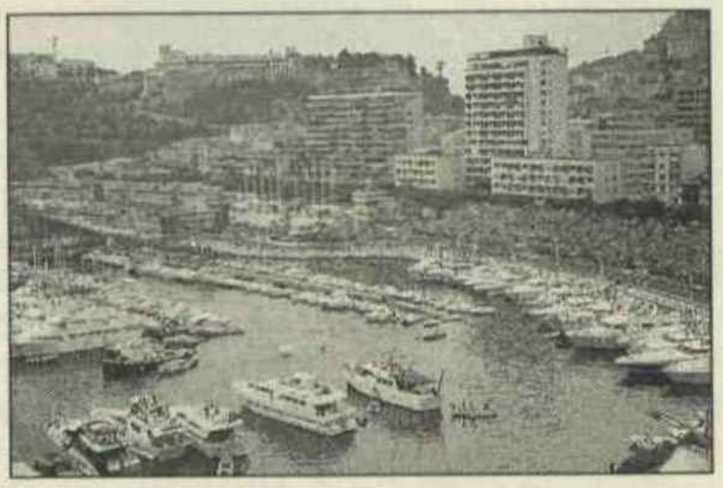
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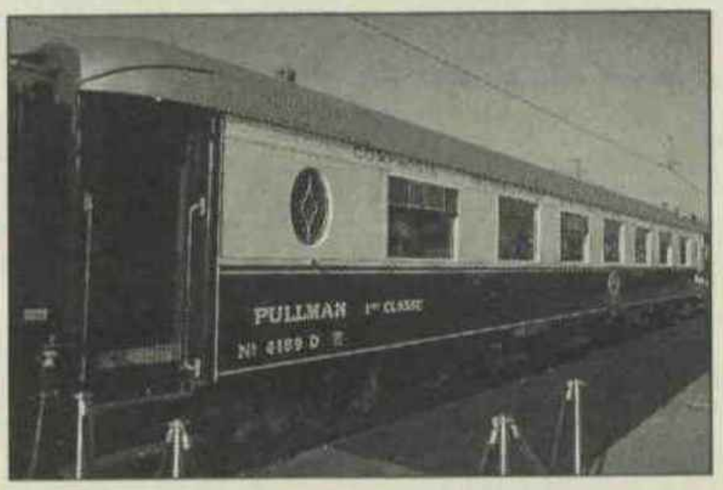
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"He was scared. Scared to face people and hear them saying, 'Is he still able to do it?' He's been to hell and back."



and crash helmet, many of the mechanics were really quiet, not saying anything. Usually in F1 there is a lot of noise and there is always something happening. This time it was completely silent. I had to tell them to chill out and lighten up!

"I sat in the car, doing the usual checks, and I was thinking to myself: 'What am I feeling now? Do I feel scared or normal?' I heard the sound of the engine, felt the car, and that was it. I realised I really love it."

Subsequently he was quickest in pre-season testing at Estoril. But producing in testing was one thing, to perform in the cauldron of a GP weekend – especially back in the country where he was for so long confined to hospital – presented the ultimate test.

He confesses the tension got to him.

"Sitting in the aeroplane before I landed in Melbourne I was looking out the window, seeing Australia, and my mind was thinking, 'This is the country where you had a big shunt.' Then you just tell yourself, 'Don't think about it. Close the curtains and just don't look out'. If you do start thinking about it your emotions can have too much effect on you and you never know what's going to happen. It's very tricky. Very difficult. One good thing was that going around the track on the driver parade I realised how many fans I have in Australia. That gave me a lot of courage, a lot of strength to continue."

Left stunned by his driver's pace in testing, an upbeat McLaren boss Ron Dennis claimed, "The accident has matured Mika a bit. He is more professional than before."

Asked whether he had changed, the Finn responded: "Yeah, my hair is a bit shorter!" but the humour was forced, and for much the Melbourne weekend the usual ready smile was nowhere to be seen.

"Probably I *have* changed," he admits in a moment of reflection, "but it's always hard to see the changes in yourself. You just think to yourself, 'I'm always the same guy, the same person', until somebody comes and says, 'What's going on with you?'

"When you have something like that [the accident] it naturally changes your life a bit; changes your thinking on anything. Maybe when I am out on a racetrack I am not taking so many risks – I am more calculating. I used to take them every lap; now it's maybe every second lap."

Sceptics were quick to pounce on the fact that he was clearly ill at ease with the media. At a brief conference he virtually retreated inside his shell, showing evident distress as the battery of flash guns were fired off in his direction. "It's very uncomfortable to try and start talking about some important things in your life to somebody else if there are 15 cameras flashing in front of you," he explained afterwards.

Rosberg betrays little surprise when the news of Mika's reaction is relayed to him. "He was scared," he says candidly. "Scared to face people and hear them saying, 'Is he still able to do it?' He's been to hell and back. He's just spent two months alone with his girlfriend with nothing to do all day but read the horror stories in the papers. Of course he was uncomfortable. Put yourself on a platform with the whole world staring at you for a weakness, wondering if you could still see like you used to or not. How would you feel?

"He is still very nervous of people, worried about the world saying he is no longer able to race. You know that it only takes a bad run now and people are immediately saying, 'Hey, hey, poor Mika. He hasn't got it any more . . . "

Has he still got what it takes? On the evidence of Melbourne you would have to say 'yes'. As is customary, Hakkinen languished well down the timesheets for most of qualifying, only to produce that one-off late lap that infuriates team-mates and technicians alike. Having out-qualified David Coulthard – who, not so many months ago, was spoiling Damon Hill's title challenge – he outraced him too. In the circumstances, with a car that isn't yet a front-runner, you could have asked no more but to start fifth and finish in the same position. If McLaren had problems in Australia, the finger couldn't be pointed in his direction.

"I think he did a good job to keep those guys behind him in the race," sums up Rosberg. "Coulthard was struggling to get past a Footwork; Mika was losing two and a half seconds a lap to the leaders. One slip and he would have been ninth. I'm happy and proud of his determination. He did a good job."

After the race the Finn admitted he had mixed feelings. "It's difficult," he mused, "because some people are saying this comeback is a sensation. It's not. I don't call fifth place a sensation. But in another sense just to be here and finish this race was my personal victory."

When he spoke to Rosberg that night, he was more annoyed than he was elated, and his comments to the press before he left the track betrayed his disappointment.

"The car's not quick enough," he said bluntly. "At the end of the race I was really tired, which I think is natural anyway, but I also think I did more work than anybody else out there! The car wasn't exactly like it should have been. Now it's up to the engineers and designers to give David and myself a car that is capable of competing.

"I'm not after finishing fifth or third, or something like that. I'm not interested and I don't want it. That's not I want from my career. I want to win and there's nothing else that counts."

Two bleak years at McLaren have left him frustrated while younger men like Jacques Villeneuve have come in and jumped the queue. The next few months mark something of a watershed, not least because his Mika's contract with McLaren expires at the end of the season.

The team's gloomy outlook as it heads for round two, in Brazil, is something of a stark contrast to the end of 1993. Then, with the last Indycar hotshot, Michael Andretti, sent packing, Hakkinen graduated from the McLaren test ranks and promptly performed the impossible: outqualifying Ayrton Senna. "He was only human, a racing driver, that's it," shrugs Hakkinen at the memory. "He was terrified because I was quicker. He didn't understand. He was checking out data, sitting on a Goodyear in the corner next to the computers, and he didn't understand why I was quicker. I was maybe three-four kilometres quicker than him through the first corner, and he didn't understand. I mean, the cars were identical.

"It was funny that moment. He got a bit upset when I started joking, during the briefing!

"Really, though, it was a wake-up call for me, rather than Ayrton. I mean, working with him,

"Some people are saying this comeback is a sensation. It's not. I don't call fifth place a sensation."

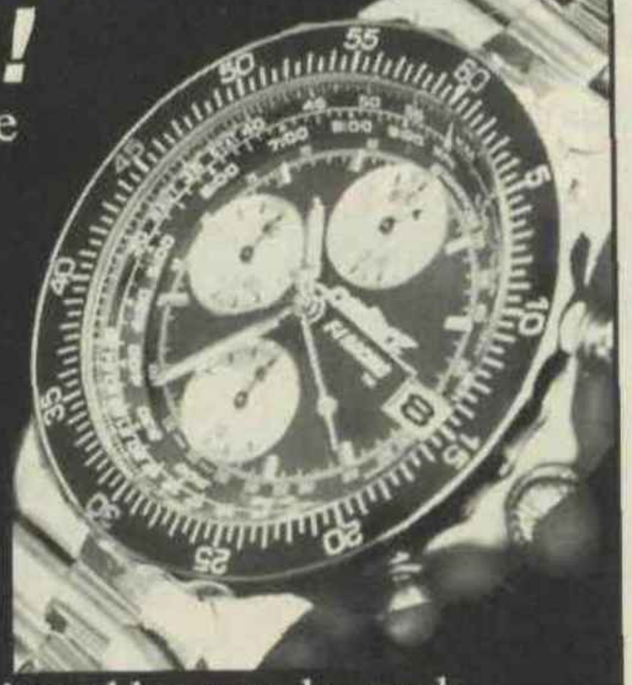
Jesus, I woke up. How much I still had to improve to be a professional racing driver. It was then I realised I wasn't going to be a champion unless I worked really hard."

In Melbourne Mika Hakkinen Mark II was certainly working hard.

"Australia was hard for him in many respects, not just in the car," accepts Rosberg. "He had a function every night, you know, so he was going back to the hotel from the track, grabbing half an hour's rest, and then going out again. That's hard when you think he's only been back training for a few weeks anyway.

"But that's the way it's got to be: all or nothing. You can't go talking about him as the driver coming back from injury, and make allowances. How long do you go on with that? If you're back, you're back. I don't think we should be talking about the past, we should be talking about his future. Because, at the age of 27, I still believe he's got a future."

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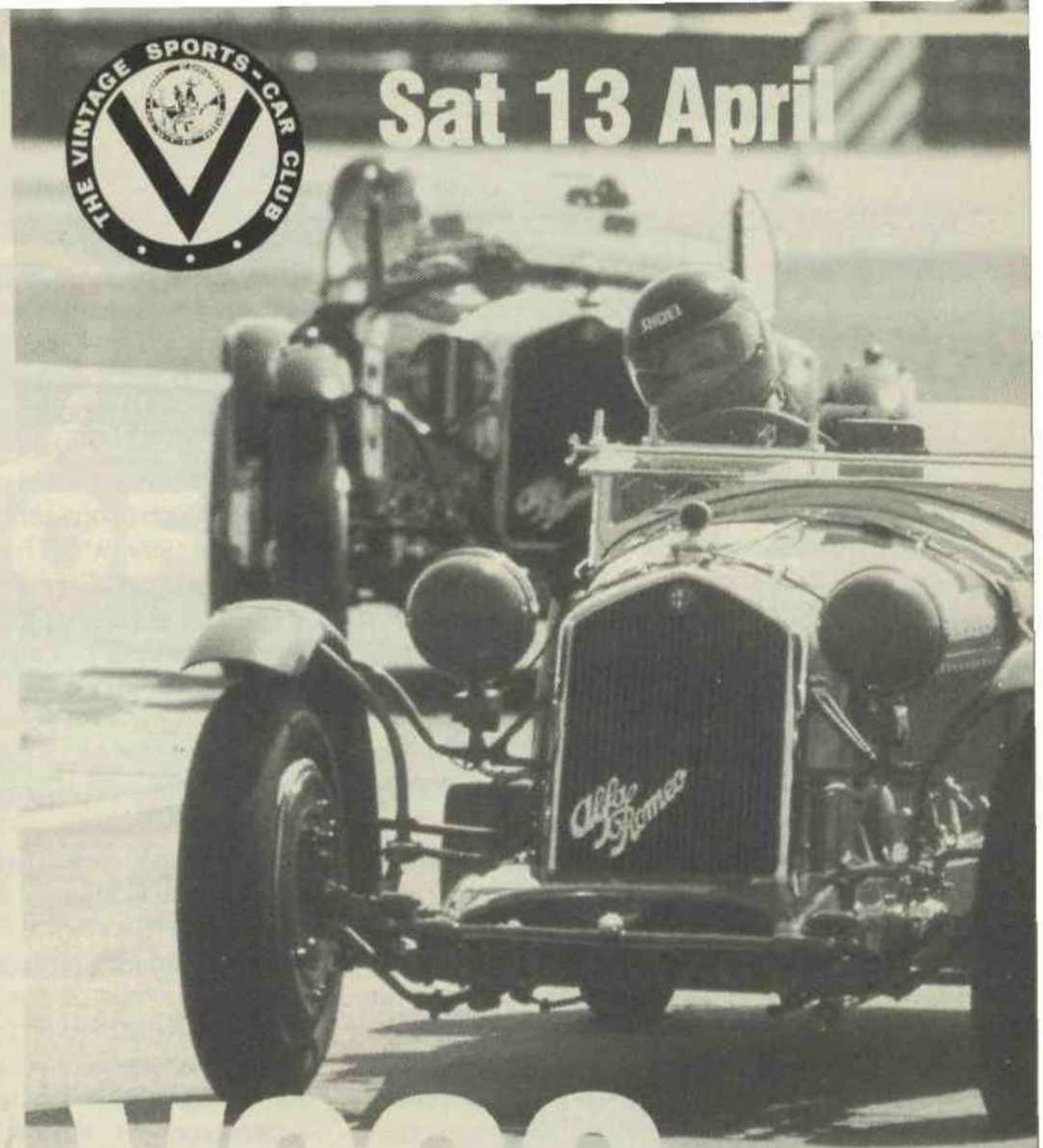
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The saloon car driver of the '80s has something to prove in the '90s. Can Roberto Ravaglia meet the challenge of the BTCC head-on? Paul Fearnley talks to the only man ever to be officially crowned the World Touring Car Champion.

Roberto Ravaglia collects touring car titles like Rupert Murdoch does media outlets. In the second half of the 1980s the Venetian was the undisputed saloon car king, winning consecutive European, World, European and German titles in Team Schnitzer-run BMWs.

But such rampant success brings with it attendant stresses.

"I want to be honest – I feel some pressure," he explains in a lyrical tone that proves hard to decipher from the resultant cassette tape. "It's much easier when you are winning championships. When you don't win anymore people start to say, 'Why don't you win any more?' I feel that it is more difficult to stay on the high level than to get on the high level. When you are on the high level you must be careful not to fall off.

"I feel that in '94 I was doing a good championship because I was fighting with Audi and Biela [in Germany's inaugural Super Touring series]. The only season I was not doing so well was last year in Germany [he finished sixth overall]. This is something that doesn't help my position going into this championship."

Without a title since 1993 (the Italian), his crown is deemed to be slipping. And this season could provide the *coup de grace* to a wonderful career.

So for the upcoming fight for survival he is gathering his most loyal troops around him. And he will need them, for he is facing perhaps his toughest foe yet.

After several seasons with Italian BMW teams Bigazzi and CiBiEmme, Ravaglia is back in the bosom of Team Schnitzer. A "homecoming" that was an astute stipulation in his contract.

"I wanted to go back with Schnitzer," he grins. "I say wherever Schnitzer is going, I will go. I think if the team was going to Japan, I also would be going to Japan."

Instead the ultra-successful Bavarian touring car outfit is BTCC-bound.

And its loyal marque's honour is at stake. Last season, BMW's once-dominant 3-Series provided little more than cannon fodder for the BTCC's front-wheel drive racers. This in a year when it won titles in Australia, Belgium, France, and Germany.

Britain clearly will provide its focus for '96: to the chagrin of many, its motorsport division has aligned itself with McLaren and moved into the UK's "F1 valley"; the latest 320i has been tailored to suit the UK's medium-speed, high-downforce, bumpy tracks; its top team and fastest driver (Joachim Winkelhock) have been designated with the task of restoring pride.

But what role for Ravaglia?

In spite of his impressive *curriculum vitae*, the vultures are circling. Many pundits had expected the impressive Peter Kox, the Dutchman who finished second to team-mate Winkelhock in last year's German Super Touring series, to contest this season's BTCC. Extremely quick and with an in-depth knowledge of the British tracks, his case was a strong one.

Kox's hard-charging attack or Ravaglia's racing nous and experience? Now we know that the former will test McLaren's BMW in '96, and that the latter will race. Would it have not been better for Ravaglia to be handed the testing duties?

This is to underestimate his racing instinct. If he is being seen simply as a back-up to Winkelhock's title aspirations, Roberto certainly doesn't view it that way. His World and European successes were testament to his stickability. Sure, he was Schnitzer's chosen man, but not without good reason. The speed could be turned on when necessary, but it was his great good sense that made him a stand-out. When he crashed while practising at Bathurst in '87, the team stood aghast. Such things simply didn't happen.

Yet in 1989, when he switched to the sprint format of the German Touring Car Championship, he was not found lacking in the door-handling stakes. He can stand his own corner: in '92, a much-publicised falling out with Johnny Cecotto in the Italian series saw the Venezuelan shunted sideways to BMW's German GT programme. Ravaglia is ready for all the BTCC can throw at him.

He certainly made a big impression in the three races he tackled in '94 as a stand-in for Steve Soper: he left Donington Park condemning British driving standards; he liked Oulton Park but labelled it dangerous; at the Silverstone Grand Prix meeting he qualified on the front row, only for his engine management system to suffer heatstroke as he waited on the line. He did not seem enamoured with the UK, to say the least. He insists, however, that he did not need much convincing to return.

"I feel it is the most competitive championship. Not you could say because of the level of the driver or the teams, because in Italy, for example, you have just the three teams, but also they are very competitive with high level. I feel it is the most competitive because you have many of these teams with good drivers."

And the tracks?

"I feel that the English circuits are the most difficult circuits in Europe. All the circuits are very, very difficult for me, especially where I have never done races – Thruxton, Brands Hatch, Knockhill and Snetterton."

And the driving?

"I have watched some races of last year, and I don't see so much crashing as there was before," he grins unworried.

He can dish it out. Appearances can be deceptive. In possession of a racing driver's piercing, nerveless eyes, Ravaglia otherwise cuts a rather unprepossessing figure. Anyone desirous of an Italian supercar, only to curse its off-kilter driving position could lay the blame at Ravaglia's feet: saggy-kneed and round-shouldered, he lopes around the paddock, usually drawing heavily on a cigarette. He would have made a great gunslinger. At the wheel he adopts a high-wristed, long-armed, shoulder-rolling style. His speed is deceptive. Unlike Winkelhock's, which is screamingly obvious.

"We are quite different," affirms Roberto. "I feel that Jo is a driver who just gets in the car and goes; I am the driver that needs to work more in the car."

And there's plenty of work needing to be done.

"I think this year is a rebuilding year, and I think the good year for BMW will be '97. But I feel that Schnitzer can do a good championship. It is not the first time that it comes to England. It has some experience of the championship in '93 and '94. For this you could say that they have an advantage that the team [BMW Motorsport Team] did not have in last year's BTCC. So I am sure that the combination of BMW, Schnitzer and McLaren will be a strong one.

Ah, Schnitzer . . .

"Schnitzer is a team with a lot of experience. And the combinations of the mechanics, the engineers, Charly Lamm and these people are working so well it's a very good combination. At the end of the day I know everybody, and I feel that Schnitzer has something that the other teams haven't."

For Charly Lamm, its team manager, the 635 CSI-sharing days of Ravaglia and Gerhard Berger are among his fondest memories. But the days of powerful rear-wheel drive "lorries" have long been numbered. Super Touring's rhythm is beaten out now by the likes of Williams, TWR and now – for BMW – McLaren.

Ravaglia: "This can be only good. With the experience of a team like McLaren or Williams or Volvo with [Tom] Walkinshaw, they can bring technology from Formula One and give it to touring cars. This is very good for the image of touring cars."

Image is all in a formula so obviously linked to a manufacturer's market share. So will benefit the most from on-track success in '96?

"I feel that Opel and Renault are the favourites. I think that John Cleland and Alain Menu are the favourites," Ravaglia answers.

What about Audi?

"I forgot about Audi.

An instant reassessment.

"I think Audi will be the best car in this year's British championship, because in England you haven't got a really quick circuit, you have very bumpy circuits, and the weather is always, you could say, more rainy. Audi was able to win the Italian championship, and they were very competitive in Germany where you have completely different circuits. And on the circuits in England they will impress a lot of people."

Can BMW and Ravaglia make an impression, too?

"For me, yes. Otherwise BMW would not go."

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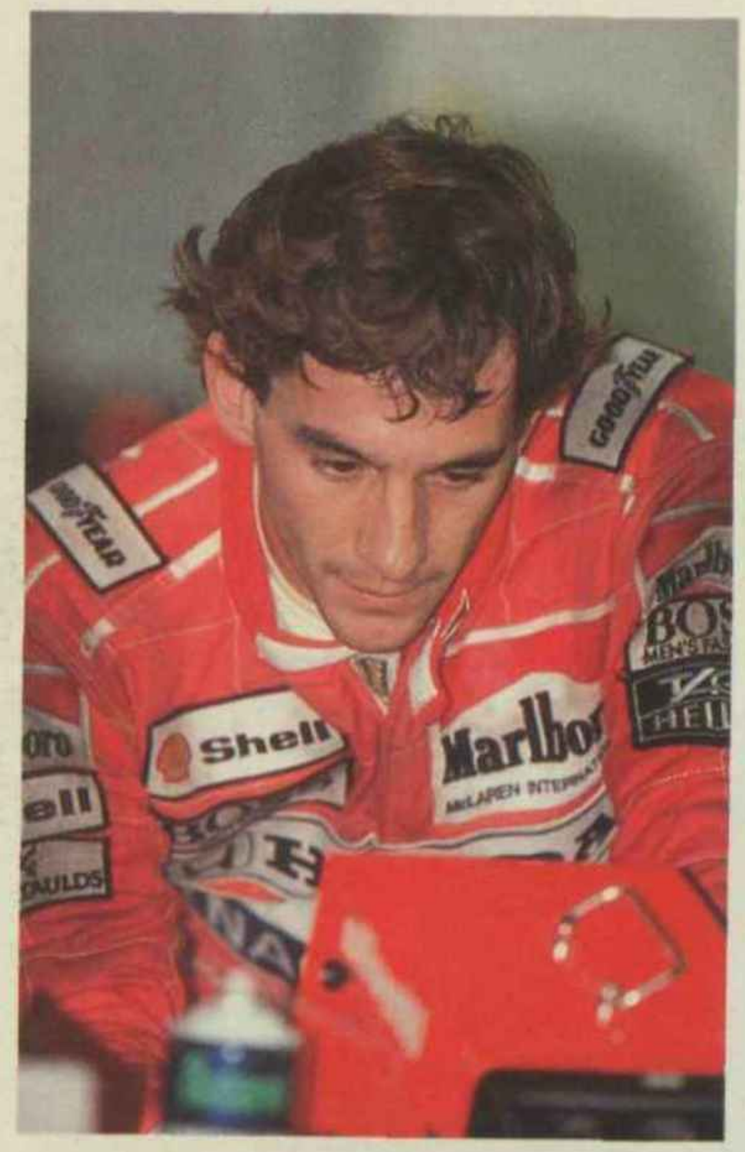
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BREAKING THE MOULD

He's been called "the most powerful man in racing". But Goodyear's Leo Mehl tells David Phillips the sport will manage fine without him











Leo Mehl surrounded by some of those who have most impressed him. From the top, anti-clockwise: Ayrton Senna; Jimmy Clark; Jack Brabham – Goodyear's first F1 champion in 1966; Jeff Gordon – current NASCAR phenomenon.

" This is not another engineering job. You're dealing with people's lives. "

It may be that nobody is irreplaceable, but Leo Mehl is certainly going to be one tough act to follow. As Goodyear's director of racing, Mehl served as auto racing's unofficial czar for more than two decades, the only man with the power of station and the personality to make Jean Marie Balestre, Roger Penske, Bernie Ecclestone, Tony George, Max Mosley and Bill France all sit up and take notice.

But after 33 years in racing, Mehl announced at the Daytona 500 that he would retire with effect from March 1.

"I've done this for 30 years now, basically 35 weekends a year," said Mehl. "I talked to a lot of people in racing, the Formula One guys and (Dale) Earnhardt and a few IndyCar guys and they all take care of just their areas and I've sort of been watching over everything. So I just ran out of gas, I guess.

"I've worked hard and I haven't stopped to smell the roses. I've driven right by the seven wonders of the world every weekend without stoppin' to see 'em. And instead of watching TV or sitting on the beach every weekend, we've been in three or four or five races. I'll still watch the races, but now I won't have to worry about 'em."

Just as he occupied a uniquely powerful position in racing, so Leo Mehl was a singular individual. Performing without a net over shark infested waters he possessed just the right blend of political savvy, candour and media rapport to ensure that Goodyear usually got its way. Quietly. Indeed, with Goodyear the sole supplier of tyres (at times) to Formula One, Indy cars, NASCAR and drag racing, Mehl was frequently dubbed "the most powerful man in racing" — a notion he plays down.

"Even if Goodyear was the most powerful sponsor, I knew a whole bunch of people at Goodyear who were more powerful than me," he says. "So I think that's kind of a fiction. I could not have given tyres to this guy and not given them to that guy — that would have been a pretty stupid business thing to do — even though I felt like it at times. But that power, that mythical power, you couldn't really use.

"I think what happened though is that I was really fortunate. A lot of people just concentrate on one area, but we love our World of Outlaws (sprint car) programme, we love our drag racing, we love our short tracks. . . I just know a lot of people but I never pushed anybody around."

A chemical engineer by training, Mehl joined Goodyear as a trainee in 1959 after graduating from the University of West Virginia. After being called to active duty in the Air Force, he returned to Goodyear in 1962 and was immediately thrown into the company's newly energised racing program. At the time, this consisted of one engineer — Mehl — who spent part of each day developing compounds for Goodyear's stock car and sports car tyres. The following year, Goodyear expanded its sports car racing effort in concert with Ford's assault on Le Mans, as well as taking on Firestone at Indianapolis and Dunlop in Formula One — all largely the responsibility of Mehl. The following year Goodyear won Le Mans (but on the Ferrari 250LM of Masten Gregory and Jochen Rindt rather than a Ford GT) and scored its first Formula One triumph as well at Mexico on Richie Ginther's Honda. The following season Goodyear won the World Championship with Jack Brabham and in 1967 broke Firestone's 40-year domination of the Indianapolis Motor Speedway with A J Foyt's third Indy 500 win.

With Goodyear's win at Indianapolis, the first serious tyre war was well and truly joined. For the next seven years Goodyear and Firestone went at it hammer and tongs in IndyCars and Formula One, raising racing budgets to astronomical levels, and with it, racing's profile.

"Thirty years ago the racing programme was a personal fight between tyre companies," reflects Mehl. "There wasn't much to justify it from a business standpoint. There was no television, there was little press coverage and there were very few sponsors. The cars were essentially owned by Goodyear, Firestone and a few rich guys.

"I preached and preached about the value of racing for 30 years. Now I don't have to preach. Racing is on the television networks almost every weekend, it's in the papers, and it's been fun for me to watch racing grow into a major sport with so many other people liking what I like. And yet, we're at a point in the business where those who've made a lot of money out of racing and have become famous through racing, still appreciate what racing has done for them."

In 1967 Mehl was named European racing manager and spent four years in England, before returning to the United States to oversee the development of Goodyear's passenger car radial tyres. In 1974 he was named director of racing and in 1979 was given responsibility for Goodyear's worldwide racing programme.

By 1974, of course, Firestone had dropped out of racing, and while Michelin and Pirelli made sporadic forays into Formula One, Goodyear pretty much enjoyed a monopoly in Formula One, IndyCars and NASCAR for the next 20 years. As a result, Mehl has had a chance to work with virtually every racing driver worthy of the name — and probably a few who weren't — in that time. Who does he rate the best?

"If you're looking at Formula One, Jimmy Clark and Senna," he says. "The fact is that Clark was killed on my birthday, April 7, 1968, so I knew him about three years. But Senna was a wonderful driver and, when you're a tyre engineer and you're talking to a guy like Senna, who gave the press and everybody else a hard time, why he could talk for hours about tyres.

"The best ones are the guys who can go fast and still figure out what the car is doing. So you've gotta list Clark and Senna in Formula One. And NASCAR, you know them: Cale (Yarborough) and Richard (Petty), David Pearson and Dale (Earnhardt), and Jeff Gordon is just a phenomenon. IndyCars, all-purpose American drivers — you've got to put Foyt and Gurney and Andretti right up there."

Consciously or not, in naming Clark and Senna as his two top Formula One drivers, Mehl touches on one of the most difficult dimensions of his job. "The hardest part was years ago when safety was such a big factor," he says. "It was very hard for everybody involved after some of those weekends, and we had to go on. What happened is that you went on because you knew what you were doing could make it better, make it safer.

"You've got to be totally committed in this business. This is not just another engineering job. You're dealing with people's lives and if you've got a problem, you've got to worry about it 'til it's fixed.

"You always go to bed on Saturday night knowing it's a dangerous sport and your product is a factor. Win or lose, you can never lose sight of safety. Even then things happen, of course, but when they do you have to be able to analyse the situation, often under very difficult circumstances."

Mehl put what may have been the crowning touch on his career with Goodyear in 1994 when he oversaw the restructuring of the company's racing division, a process which saw the division emerge as an autonomous unit within the corporate hierarchy. Thanks to the reorganisation, a clear line of succession was in place when Mehl announced his retirement, and Stu Grant, Goodyear's director of racing tyre sales and marketing, will assume the mantle of general manager of worldwide racing.

Just what Mehl plans to do with his retirement is unclear. Several years ago, of course, he was expected to play a central role in Tony George's first serious bid to wrest control of IndyCar racing from the team owners by serving as commissioner of George's new league. That came to nothing, apart from a public embarrassment for Mehl, but there are some who jumped to the conclusion that Leo is about to step back into the battle between the Indianapolis Motor Speedway and CART.

Nothing doing, says Mehl, who claims all his wounds from the last go-around haven't healed yet.

"I haven't even spoken to Tony," said Mehl. "Everybody is absolutely convinced that I've got a plan and a plot, that I always knew what I was doing. And I've got one now. I'm just walking out the door. I had lunch about three weeks ago with Bernie Ecclestone and he said, 'What are you going to do?' I said I didn't have any plans. And he said, 'Isn't that fantastic? That's the way I'm going to do it.'

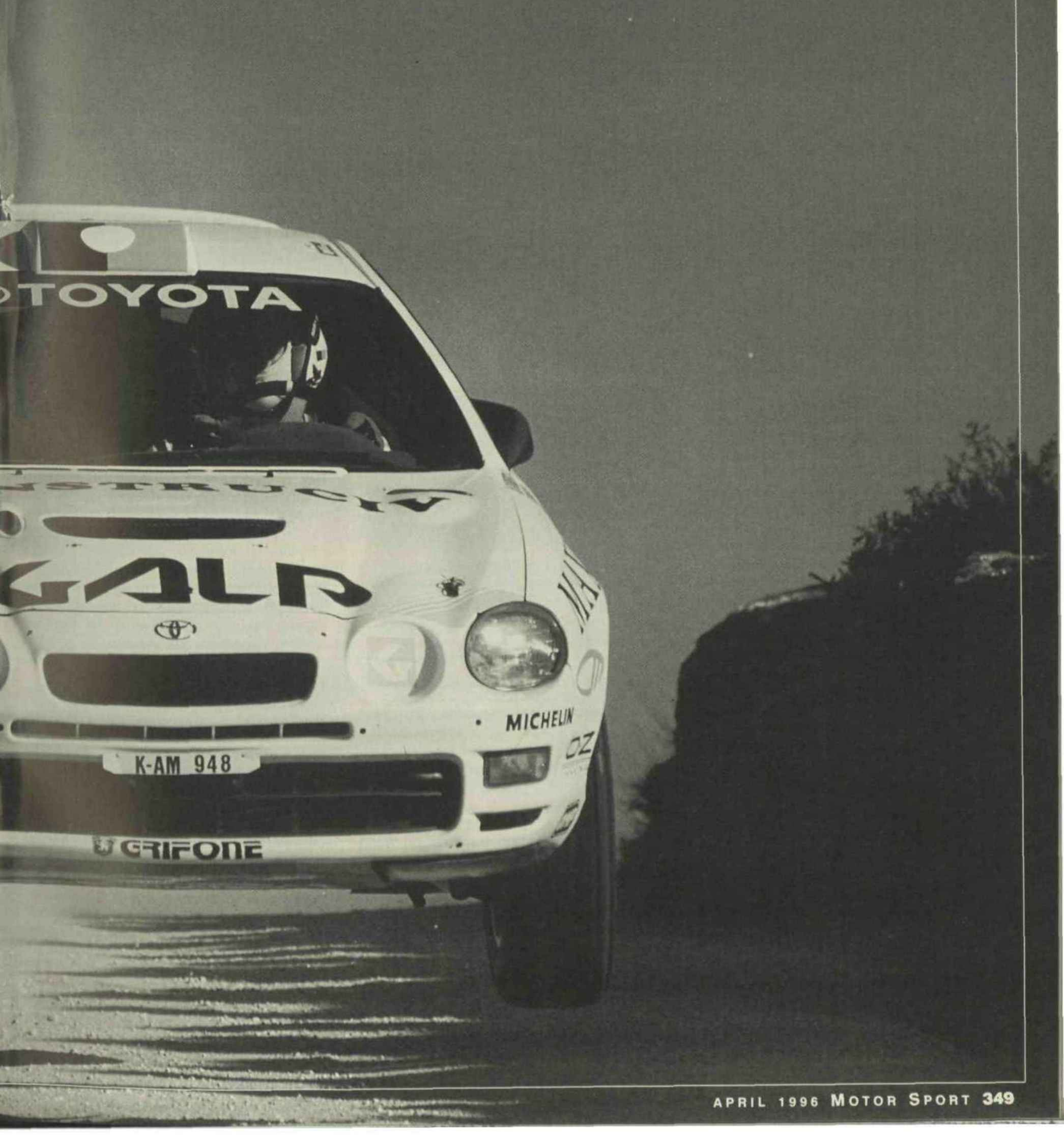
"That's the way it is. I don't have a plan. . . I'm just pleased to be walking out and not being carried out."

TWO ROUTES SAME DESTINATION

The mechanical soft-touch isn't always best, says David Williams; sometimes brutality has the edge.

Victory leap: Rui Madeira heads for outright success in Portugal.




TOYOTA
GALP
MICHELIN
K-AM 948
GRIFONE





Jesus Puras won the F2 class for Seat (above), but it was no walkover. The less powerful Skoda of Pavel Sibera (left) ran him close.

"Loix's years of thrashing an Astra within an inch of its life are likely to give him the upper hand"

Suppose Freddy Loix hadn't had the puncture, what then? Rui Madeira looked thoughtful. It would, he agreed, have been difficult. He had led the Rally of Portugal from the fourth of the 33 stages, and now, with the second lap of Arganil and four further stages to go, victory was very definitely in sight. Of course it would be a great occasion: no Portuguese had won the event for 10 years and, assuming he kept the GALP Toyota on the road, he would become only the third Portuguese driver to win the event since it joined the first division (the European Championship in those days) in 1970. Granted, none of the acknowledged aces had taken part, because the rally counted only for the Two-Litre (two-wheel drive) World Championship this year, but a win is a win.

Yet Madeira knew that how he won was almost as important as the victory itself. Like his Grifone Toyota team-mate, he is seeking to make the grade, to move on from junior categories to works machinery and the big time. Winning in the absence of Colin McRae and Carlos Sainz might spur Portuguese companies into sponsoring him, but if he was to impress team managers, he needed to win well – and Loix had set 22 fastest stage times to his six.

In a sense, Loix's puncture had been the worst thing that could have happened to Madeira. Beating fellow countrymen such as Fernando Peres and Jorge Miguel had scarcely taxed him, while Ari Mökkönen (the third rising star seeking to make an impression) was desperately keen to erase his reputation as a crasher and drove too cautiously to be a threat. He crashed his MLP-tuned, Ford-backed Escort Cosworth nevertheless, at the start of the final leg.

Accordingly, Madeira had been able to keep something in hand. This was a no-sweat performance, much like winning the Group N world title in 1995, in which he hadn't explored the limits of his works-type Celica GT-Four. By Arganil, the Portuguese explained that he had learnt more about the car, that he was sliding it with more confidence – but he still felt that Loix's background, driving a front-wheel drive Group A car, had been a better preparation than his own in much more standard Group N Fords and Mitsubishis, even though they had given him more experience of four-wheel drive.

"The car is fantastic – very strong. For me, the big difference to learn is the gearbox," he explained. His only previous experience of Group A had been a Citroën AX, and even that hadn't been ideal preparation for the bullet-proof, non-synchromesh Xtrac gearbox fitted to the Celica. It had nothing in common with the kid-glove technique demanded for the overstressed synchromesh transmission of a Group N Cosworth or Lancer.

"It is very difficult car, the Formula Two car – I remember two years in the Citroën AX in the trophy. I think in the Group A, it is very different to go the corners. In the Group N, it is very soft. In the Group A, you must be hard."

He had also found that his pace notes needed slowing down, the extra 50bhp provided in Group A more than compensating for the extra grip.

For speed, Loix had clearly had the upper hand. He had the advantage of an extra rally in a Celica, having finished second in the snow of the Boucles de Spa in Belgium a fortnight previously, whereas Madeira had had to make do with one and a half days' testing. He had extra tyres too: FIA-seeded drivers like Madeira are only allowed to carry one spare wheel in the car on World Championship rounds this year, which is quite a handicap when service is limited. While Loix could fit new front tyres for the last stage of each group between service areas, Madeira could only swap front to rear and initially picked a harder compound to be on the safe side, further reducing grip.

However, Loix had also graduated from the alternative route to the top: a front-wheel drive, Formula Two car. In most conditions, the Astra GSi he has driven for the past three years would be slower than Madeira's old Lancer. However, it was prepared to Group A rather than Group N tune which, put bluntly, allows the driver to ring its neck. Most of the best front-wheel drive cars – even the Astra – are still a trifle vulnerable to mechanical failure on World Championship events, but the Astra has an Xtrac gearbox, and slamming gears in and out, with or without the clutch, is second nature to Loix.

Freddy's problem had been different. The extra traction was a welcome development, naturally; the extra 300kg were not. The weight made the Toyota more likely to slide on corners and its braking was less good downhill. He sees his greatest obstacle as gaining experience of the rallies and making accurate pace notes quickly, rather than learning how to drive the car.

The times told one story, the result another. Loix had been 12 seconds in the lead when he clouted a rock with sufficient force to destroy a Michelin and break the right-rear wheel. He lost three minutes stopping and changing the tyre, and spent the rest of the rally balancing the need to finish – to gain experience – against salvaging the best possible result.

He had clawed his way back to third by the last morning and began to reel in Peres at a rate of knots until the Portuguese Champion's Escort snapped its cambelt, handing the Belgian second place on a plate. Loix had set the times, but Madeira had got the result. On that basis, the softly-softly Group N approach had paid off handsomely. Talent rather than background will tell eventually, but in the meantime, Loix's years of thrashing an Astra within an inch of its life are likely to give him the upper hand against a man who has spent a similar period preserving the fragile, production-class alternative.





Freddy Loix (above) was the quickest man in Portugal, albeit not the most successful. Left, he and Toyota adversary Madeira (to left of picture) take a lunch break.

If F2 is to mean anything as a World Championship category, it should be a nursery for stars of the future, which it certainly wasn't in Portugal. The local men were visibly ill at ease on loose surfaces, as the vast majority of Portuguese rallies take place on asphalt. Neither Jesus Puras, the F2 winner, nor his Seat team-mate Erwin Weber were much better. A 90bhp power advantage told in the end but, after being pressed to the limit by the ably driven Skodas of Emil Triner and Pavel Sibera, Seat management is entitled to wonder if it picked the right drivers for its 1996 World Championship campaign.

RALLY OF PORTUGAL — MARCH 6-8 1996

1	Rui Madeira/Nuno Silva (P)	Toyota Celica GT-Four, GpA	5h 13m 28s
2	Freddy Loix/Sven Smeets (B)	Toyota Celica GT-Four, GpA	5h 15m 15s
3	Jorge Miguel/Carlos Magalhaes (P)	Ford Escort Cosworth, GpA	5h 23m 22s
4	Masao Kamioka (J)/Kevin Gormley (GB)	Subaru Impreza WRX, GpA	5h 27m 44s
5	Jesus Puras/Carlos del Barrio (E)	Seat Ibiza GTi Kit, GpA	5h 39m 30s
6	Pavel Sibera/Petr Gross (CZ)	Skoda Felicia Kit, GpA	5h 42m 01s
7	Erwin Weber/Manfred Hiemer (D)	Seat Ibiza Kit, GpA	5h 48m 57s
8	Pedro Azeredo/Fernando Prata (P)	Renault Clio Maxi, GpA	5h 52m 23s
9	Kris Rosenberger (A)/Hans-Dieter Stock (D)	Opel Astra GSi, GpA	5h 55m 01s
10	Emil Triner/Pavel Stanc (CZ)	Skoda Felicia Kit, GpA	5h 56m 03s

THE PECULIAR CASE OF THE DISAPPEARING ALE.

It was snowing hard that morning as Jeff Kitching hoisted himself up into the cab, but even in those days the Theakston drays went out in all weathers.

The dray was taking the long, winding route from Masham through Fearby and on up the Dales road for the first delivery at The Crown Hotel in Lofthouse. The 'Pateley Bridge Run' the Theakston drivers call it.

There would be few folk about in that blizzard. Except to



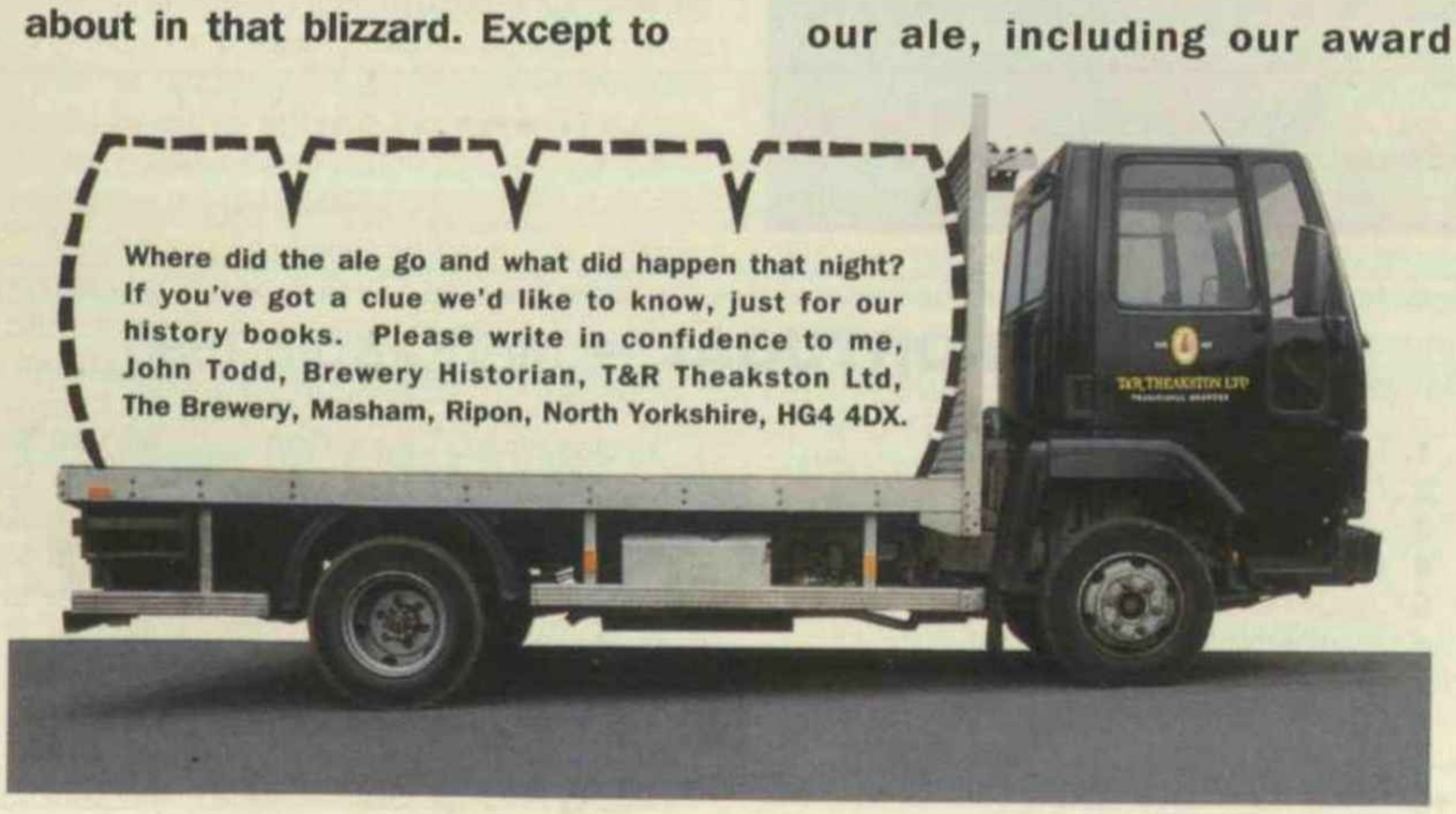
The legendary and award winning Theakston Old Peculier, one of our ales that went missing that night. Available now in cask, or in a bottle.

go down to their local, of course. That's what made the journey all important, delivering supplies of our ale, including our award winning Theakston Old Peculier.

So laden down with casks and crates, he and his fellow driver set off, their thin rubber tyres carving deep patterned lines into the soft falling snow.

The weather got worse. "B***** awful," Jeff said it was. And then the inevitable happened. With many miles still to go, the B road suddenly became no road. Dray, driver and mate churned to a halt, stuck fast like decorations on an iced cake, I'd say.

"We hung about, frozen but determined to guard our load," remembers Jeff. The local police were called and a helpful bobby from Ramsgill provided a welcome change of clothing and took them back to the warmth and shelter of Ramsgill Police Station.



Where did the ale go and what did happen that night? If you've got a clue we'd like to know, just for our history books. Please write in confidence to me, John Todd, Brewery Historian, T&R Theakston Ltd, The Brewery, Masham, Ripon, North Yorkshire, HG4 4DX.

Me, the Yorkshire Dales, and the spot near where the dray stopped.

Next day local contractor Willie Wise fired up his JCB in Masham and within hours had liberated the abandoned dray, ale and all. Mind, he couldn't shift it without demolishing part of a wall. But the rescue mission was thankfully completed.



Ales have been disappearing down Yorkshire throats since the 12th century, a time when the Cistercian Monks first began to brew ale, just down the road from Masham, at Jervaulx Abbey.

Or was it? For the sight which met them was most peculiar. The dray was there all right, but the ale wasn't. Not all of it anyway. And even in those days a little of our Theakston ale was worth a lot.

"They must have come after the police picked us up," recalls Jeff. Clearly someone had drunk the profits and warmed themselves with our rich, dark and creamy smooth Old Peculier.

I've asked around but it's still a mystery. Folk in the Dales have remained tight lipped, although someone, somewhere, must have opened theirs to sup our ale.

We've never brewed much Old Peculier, so naturally we were keen to recover it. But we never did. Whoever discovered our abandoned dray full of ale must have thought it was Christmas. Although come to think of it, it was Christmas. Christmas 1976, I think.

EST. 1827

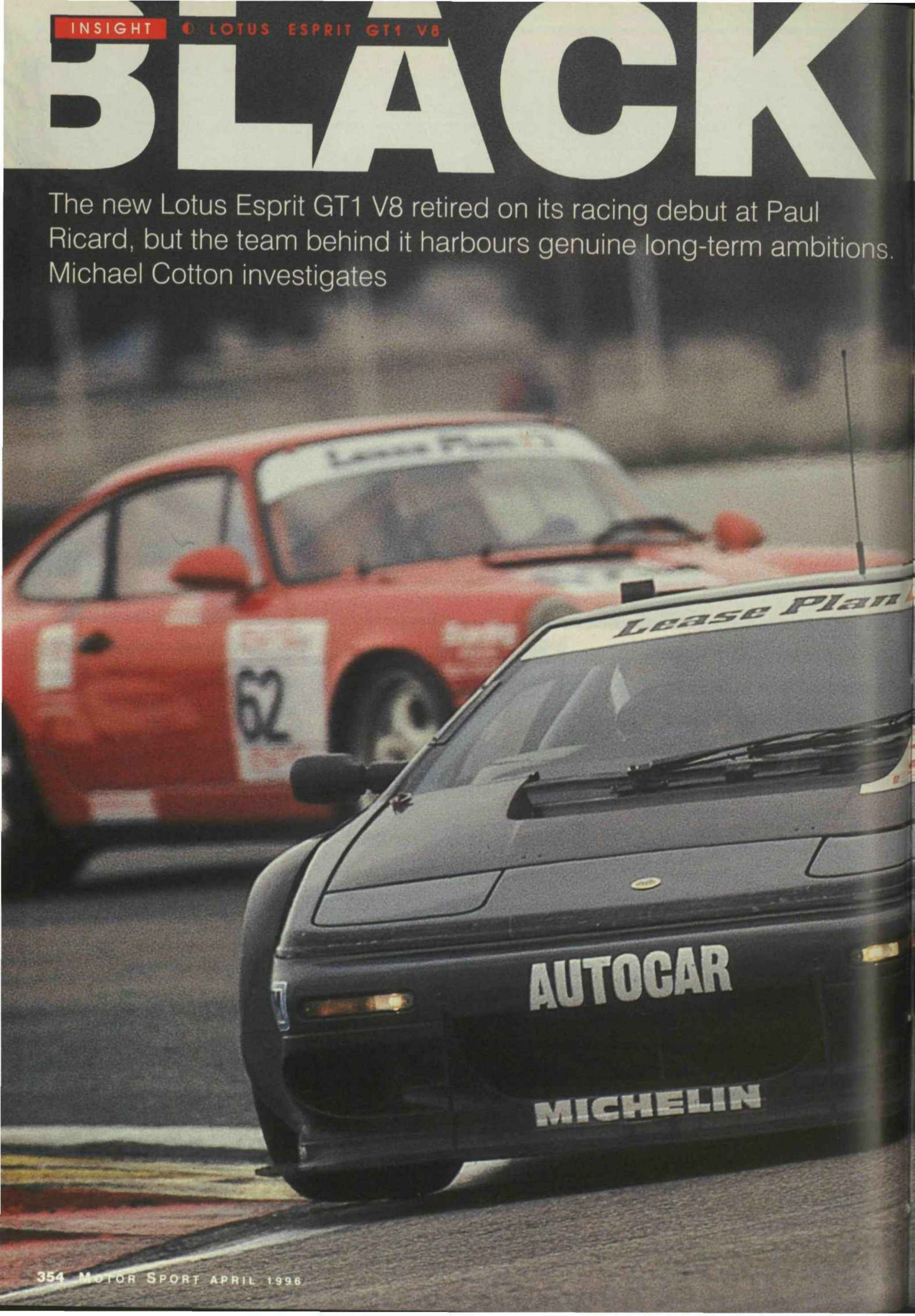
THEAKSTON
TRADITIONAL BREWERS

JOHN TODD, THEAKSTON HISTORIAN

T&R Theakston, The Brewery, Masham. Ripon, North Yorkshire HG4 4DX. Theakston Old Peculier is brewed in Masham and Newcastle-upon-Tyne.

BLACK

The new Lotus Esprit GT1 V8 retired on its racing debut at Paul Ricard, but the team behind it harbours genuine long-term ambitions. Michael Cotton investigates



PEARL



Seasoned onlookers at Snetterton had difficulty believing their senses. What they saw was a Lotus Esprit GT being driven very rapidly by Jan Lammers, but what they heard was a crisp, exciting V8 sound that went by extremely quickly, clack-clacking on the overrun for all the world like the Ford DFVs in the Lotus 49s of Jimmy Clark and Graham Hill, almost 30 years ago . . .

Confirmation was still a couple of weeks away. The Paul Ricard circuit, for anyone lucky enough to be there on March 3, was the official debut for the Lotus Esprit GT1 driven in the BPR Global Endurance GT Cup series by Lammers and Alex Portman. The car showed promise, running briefly as high as fourth before an exhaust problem forced its retirement after 73 laps.

Two days later the road-going Lotus Esprit V8 was unveiled at the Geneva Show, at last fulfilling Colin Chapman's dream of joining the big league with an adult GT, something that could stand proudly alongside a Ferrari.

The 3.5-litre V8 engine is an entirely new in-house design, the product of a small team of engineers led by John Owen, under the direction of Hugh Kemp.

It is unusual, and sounds unusual, in having a flat-plane crankshaft. "We thought that Lotus should demonstrate the racing heritage," says Kemp, "and it gives us the best opportunity for tuning."

Owen, the senior project engineer, recalls that *the V8 design was given the go-ahead on* November 1 1993, so clearly it has no relationship at all with the 25-year-old LV origin four-cylinder, nor even with Tony Rudd's Z1 engine produced for Chevrolet.

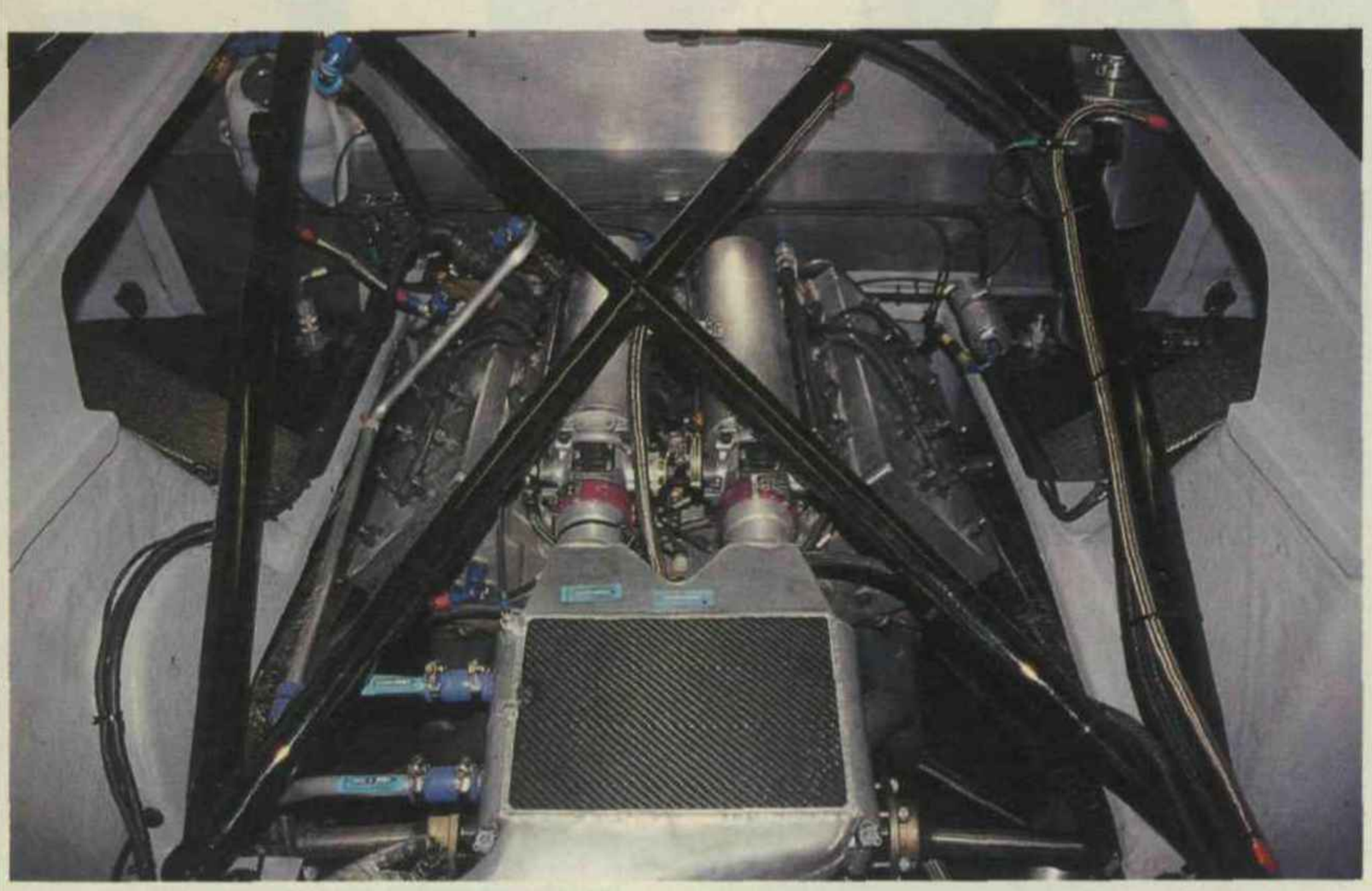
"We have a few lessons from Tony Rudd," says Owen with a smile. "Certain things stick . . . low weight, simplicity, no compromise." Within two years of conception the Lotus V8 sailed through European certification procedures for exhaust emissions meeting the demanding 1999 standards, and it should pass the US emission standards with ease.

All this, mind, with a 32-valve engine developing 350 bhp with the help of dual turbochargers, that is exactly 100 bhp per litre, or upwards of 520 bhp in racing trim with a single Garrett turbocharger.

Groundwork for the 1996 Lotus works GT team was completed last year with the Esprit S300 four-cylinder car at Donington, Silverstone and Zhuhai. The results were encouraging, as the car driven by Alessandro Zanardi and Alex Portman ran fourth at Donington until the transmission failed shortly before the end, and finished a proud fourth at Silverstone.

The racing V8, prepared in-house by Alan Nobbs, was ready for its first dyno run when the team returned from Zhuhai, and work then began in earnest on the definitive type 114 GT racer, a car so specialised that it weighs in easily below the 900 kg minimum and needs ballasting.

Martin Ogilvie is responsible for the design of the 114, significant because he also designed the last truly successful Lotus Grand Prix car, the Honda-powered 99T.



Developed in an astonishing 27 months, the 3.5-litre turbo V8 hits 100bhp/litre on the road, and 520bhp in race spec.

The principal quest was to save weight. Lammers will start the BPR races at least 100 kg lighter than the McLarens and Ferraris, although with a similar power-to-weight ratio.

His advantages will be in nimble, formula-type handling, low fuel consumption, low brake and tyre wear, and will build up in the course of an endurance event.

Lotus has not won a major international motor race since 1987, when Ayrton Senna won the Monaco and Detroit Grands Prix in the Team Lotus 99T active suspension Formula 1 car. The lack of recent success greatly concerns two engineers who served Team Lotus to the end, and now head the fledgling Lotus Racing Team based at Ketteringham Hall, Wymondham.

Winning, say, the BPR Global Endurance Four-Hour GT race at Silverstone or Brands Hatch wouldn't be in quite the same league as Senna winning the Monaco Grand Prix for the first time, but it will do very nicely for engineers Ian Foley and George Howard-Chappell.

They carry the responsibility for turning the new Esprit GT1 into a race winner, and ultimately into a Le Mans winner. This is the first Lotus 'works' car since the Formula 1 team was disbanded, and the first sports car since the 47-based type 62 GT car was entered by Team Lotus in the 1969 season.

Colin Chapman always gave the impression, right or wrong, that motor racing was his priority and that the production cars were his means of funding the business.

This would have been identical to Enzo Ferrari's philosophy, although the Italian enjoyed rather better fame and fortune in his lifetime.

In later years Chapman was eager to get on and produce a V8 engine, but financial constraints always kept it pending. Only in 1993, 11 years after Chapman's death and within six weeks of Romano Artioli assuming control of Group Lotus, did the V8 project finally get the go-ahead, releasing the bubbling energy of pent-up minds in the Engineering division

The V8 engine, the £5 million Project 618, went from drawing board to production in the space of 27 months, an incredibly brief timespan. It's so advanced that it already meets the European standards set for 1999, when the gases coming out of the exhaust have to be almost as clean as the air going into the engine, and US certification now in hand should be little more than a formality.

It weighs just 210 kg, about 15 kg more than the four-cylinder LV engine in turbocharged form, fully dressed with power steering and air conditioning pumps, alternator and everything else that a road car carries.

Hewland supplies the transverse, six-speed TGT200 sequential gearbox which was first used in the Honda NSX GT1 at Le Mans, and subsequently on the Lister Storm. The Lotus GT1 has a right-hand gearchange.

The racing programme may not be a necessity, but it will be crucially important in sending out the right message. The Lotus Esprit, a four-cylinder car since its inception in 1975, comes of age with its eight-cylinder engine (the 'four' disappears) raising the already impressive level of performance.

Ogilvie's brief was to keep the overall car weight down at all cost, and there's not one item of superfluous equipment inside the GT1. The steel backbone chassis and GRP (glass reinforced polyester) central bodywork have been retained, as the BPR's regulations stipulate, and if anything the weight has risen here.

Substantial stiffening of the chassis, which carries the engine and rear suspension, adds weight as does the installation of a substantial steel roll cage which extends back into the engine bay and makes a further contribution to torsional stiffness.

The floor and all the bolt-ons are made of carbon fibre, these including the doors, sills, wheel arch extensions, roof, bumpers, front lid and engine cover, twin element rear wing, splitter and underbody diffuser.

The 14 in carbon brake discs save 5 kg per corner, served by AP six-piston calipers front and rear, and Dymag 18 in diameter magnesium centre-lock wheels are in the super light category.

The Lotus Esprit GT1's suspension is standard in design with upper and lower wishbones and fabricated uprights at the front, and trailing arms at the rear with lateral links, again with fabricated uprights.

Foley, though, is a veteran of the Lotus Active Ride programme and is considered to be an expert on suspension. The GT1 starts out with Penske three-way adjustable dampers, but there is a new line of development on the way with a different manufacturer of shock absorbers

"We predict," says Foley, "that around Silverstone a saving of 50 kilos is worth about a second a lap. McLaren is claiming 1000 kg and 600 horsepower, so we are about level on power to weight.

"With our lower weight, though, we have the advantage in tyre wear, brake wear and fuel consumption. Michelin is making available a choice of five or six compounds so we have a very wide choice to make on the day, going for a harder compound to save wheel changing or a softer compound for faster lap times.

"We have a very good package here, and we'll have to get the best out of it."

"Lammers will start the BPR races at least 100 kg lighter than the McLarens and Ferraris"

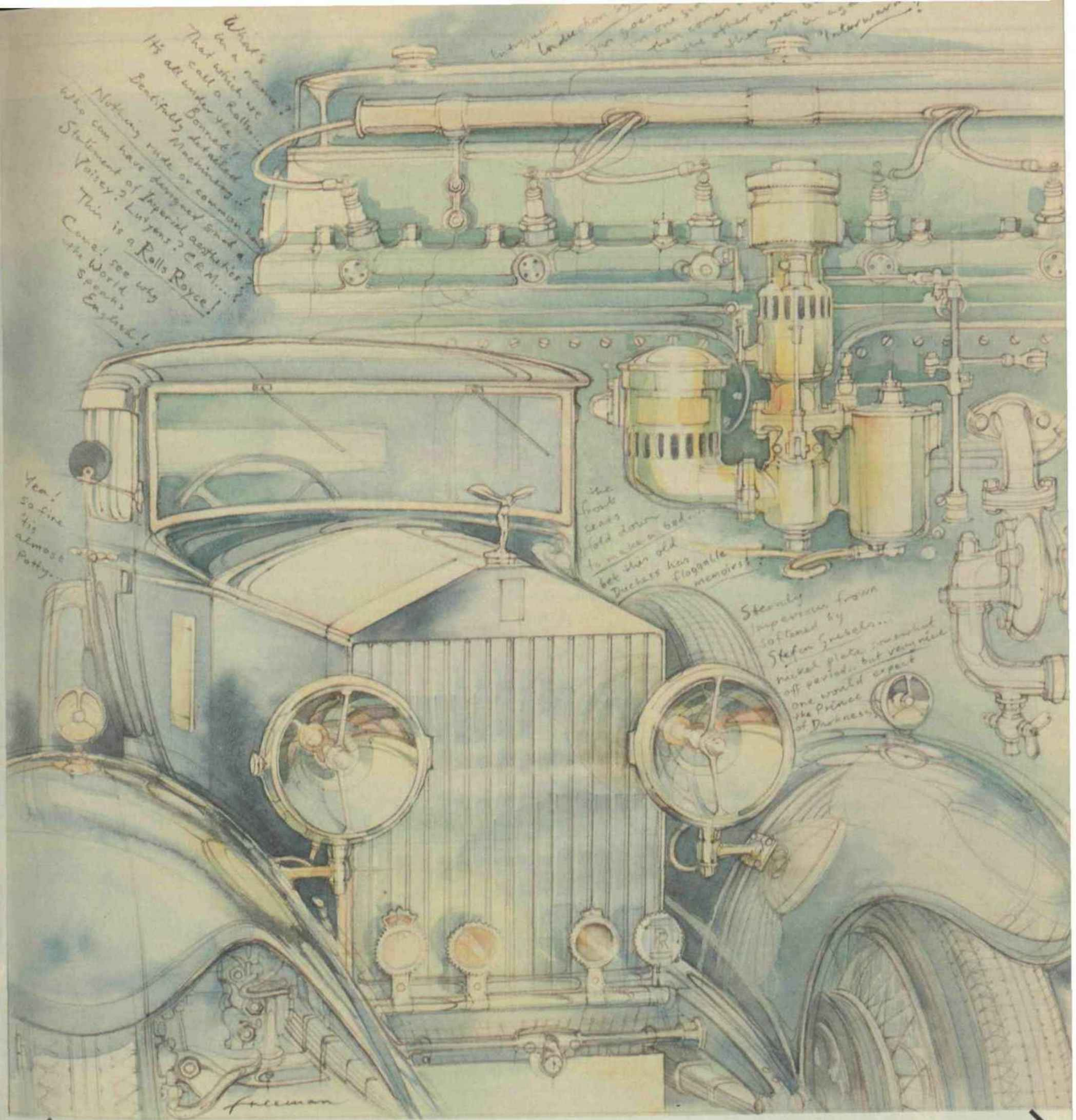
Says Howard-Chappell: "We slowed down the build of the first GT1 when the first race in Brazil was postponed, to make sure we got everything right. There are about 14 of us involved in this car – design, build, development and running, so that's not a great number.

"Our team is hand picked from the best of Team Lotus and they've done a super job. Everything is done to Formula 1 standard and I'm very pleased with the build of the car."

Assuming the levels of reliability established by Porsche and McLaren, the future looks very rosy for the Lotus Esprit GT1 V8 in endurance racing. The Esprit can easily complete a four-hour race with a lap or two to spare over the squadron of Porsche 911 GT2s, but how will it fare in company with the front-runners?

It should easily outbrake the heavier rivals, out-corner them too, especially in the slower turns, so the Lotus Racing Team is looking forward eagerly to Brands Hatch, for instance.

Black it may be, but the Lotus Esprit GT1 brings fresh colour to the flourishing Grand Touring category.



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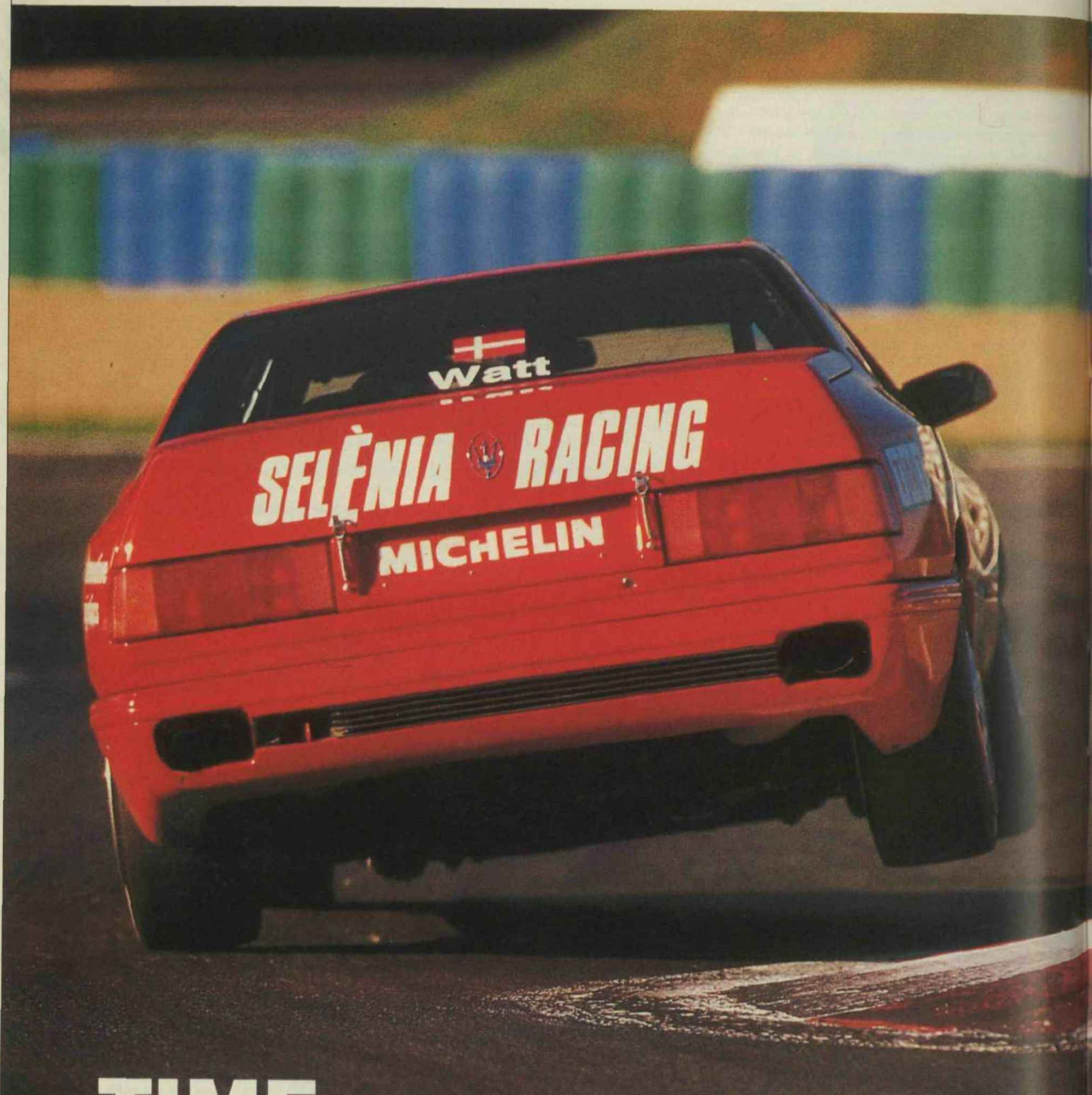
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ADT Auctions



TIME GENTLEMEN PLEASE

Maserati's Ghibli Open Cup should appeal not only to the jet-setting gentleman racer, but also to the young hopeful eager to impress. Marcus Simmons drove the 1996 version at Magione



The gentleman racing drivers of Europe have never had it so good.

The *really* rich ones can contest the BPR Global GT Cup in a McLaren F1, Ferrari F40 or Porsche GT2. Those slightly further down the pecuniary scale can opt for the Grand Prix-supporting Porsche Supercup.

For 1996 there are series for the Ferrari 355, the Light Car Company's Rocket, and possibly even Lamborghini Diablos. Add to that the Maserati Ghibli Open Cup, which was only given the go-ahead in February 1995, but which enjoyed a maiden season encouraging enough for it to be installed as a near permanent feature of the International Touring Car supporting 'package'.

Maserati's Adolfo Orsi invited us to try the car at Magione in February. And, we can reveal, it is a series not only tailor-made for the enthusiastic amateur who wants to travel the circuits of Europe, but one in which a touring car wannabe, tired of banging his head against a brick wall in his bid to progress beyond one-make racing, can learn new circuits and impress some of continental motorsport's most important decision makers.

Although only a small handful of Italians contested the entire 1995 series, several guest cars ensured that a World Rally champion, a Grand Prix winner, touring car stars and even an Indy 500 victor got to race the Ghibli. In the final round, at Magny-Cours, Formula Opel Euroseries champion Jason Watt's performance was impressive enough for the Dane to be offered an Alfa Romeo ITC test drive. He is now an Alfa Romeo ITC racer . . .

Another Maserati man tested for Alfa too. Denny Zardo, the 19-year-old inaugural champion, remains in the series for 1996 in a bid to keep his name to the fore in the minds of the Class 1 bosses.

Given the championship's late green light, it is hardly surprising that the Ghibli which was raced in 1995 was hardly to optimum specification. Therefore, veteran test driver Giorgio Francia and former Peugeot touring car engineer Marco Chiosso worked through the winter on an Evolution version, of which 30 examples will be available in '96. Modified spoiler, revised gear ratios, improved Michelin racing tyres and an adjusted suspension emerged from the Turin workshops and, in the hands of Beppe Schenetti, the Ghibli lapped Misano only 0.2s slower than the Ferrari 355 lap record – which is held by Schenetti!

The basic Maserati, as in 1995, utilises the near standard twin-turbo, four valves per cylinder, V6 engine. The 330 bhp is transmitted via a six-speed Getrag gearbox to the rear wheels. Front suspension consists of modified MacPherson struts with racing Bilstein shock absorbers and Eibach springs. At the rear it's oblique arms with Bilstein shockers and Eibach springs.

When you reach Magione's numerous tight corners, you stop this 1,270 kg racer with competition ventilated and drilled discs, featuring four-



Jason Watt flies on a guest appearance at Magny-Cours (main shot). Right, Paul Radisich leads the field at Donington in July '95.



A winter's testing has resulted in an Evo spec which brings the Ghibli close to F355 pace.



Twin-turbo V6 has healthy 278 lb ft torque and 330 bhp.



Revised aerodynamics and suspension suit tight Magione circit well.



Cathy Muller pips Beppe Schenetti for second place at Mugello last year.

pot aluminium Brembo calipers. ABS with servo assistance is also fitted.

There isn't that much you can do to a Ghibli. In a bid to keep costs down, the engine, solenoid valve of the turbocharger system, gearbox and differential are all sealed before they leave the factory. Although initial purchase price is around £50,000, running expenses for the championship are relatively cheap.

Budgets to compete can be offset by the high rewards for those who are successful in the series. We worked out that, if you were to repeat Zardo's exploits in 1996, you would take home around £27,000. That's aided by the existence of separate prize money classifications for professional and gentleman drivers, under 25s, over 50s and ladies. But don't be too successful, because every race win brings with it a 40 kg ballast penalty for the next round. Zardo played his cards right last year, taking the title without a single victory!

The champion was on hand at Magione, but only in an advisory capacity. The circuit, near Perugia, nestles on the western plain below the Apennines which, clearly visible in the distance, offer a spectacular snow-peaked contrast. Magione has been extended over the off-season and, from being one of Italy's fiddliest short circuits, is now one of the country's tightest medium-length tracks.

Every type of medium and slow corner is packed into its length, but fast turns are conspicuous by their absence. That's just as well, for the Ghibli is somewhat vague on turn-in to the quicker third gear bends. The other problem I encountered was getting used to the Getrag gearbox – I had several nightmares going from third to second during my first stint, before realising that a good old stamp on the throttle while heeling and toeing was needed rather than my usual tentative blip.

The problem also lessened when I twigged that, thanks to the massive torque offered at 4,000 rpm, it was usually better to trundle into the slowest corners in a kerb-hopping third gear and then allow the subsequent surge to punch you down the straights on exit. This worked on the way up the 'box too, for on the second to third change it seems to take ages to engage.

Only five gears are necessary at Magione, but even so 215 kph (around 133 mph) was clearly visible towards the end of the longest straight, and I'd only just got into fifth at that stage. Round one at Monza, due to take place on March 24, will probably have seen some pretty impressive speed-trap figures.

Much of the work completed by Maserati has been invested in improving its handling in tight complexes, something increasingly important on Europe's chicane-ridden circuits. Magione illustrated the improvements well, as a four-corner sequence, with each of the first three turns tighter than its predecessor, was negotiated comfortably by the Ghibli. The last of the four corners opens up a little – midway through the 4,000 rpm level is reached and the tail wags nicely as you power onto the start/finish straight.

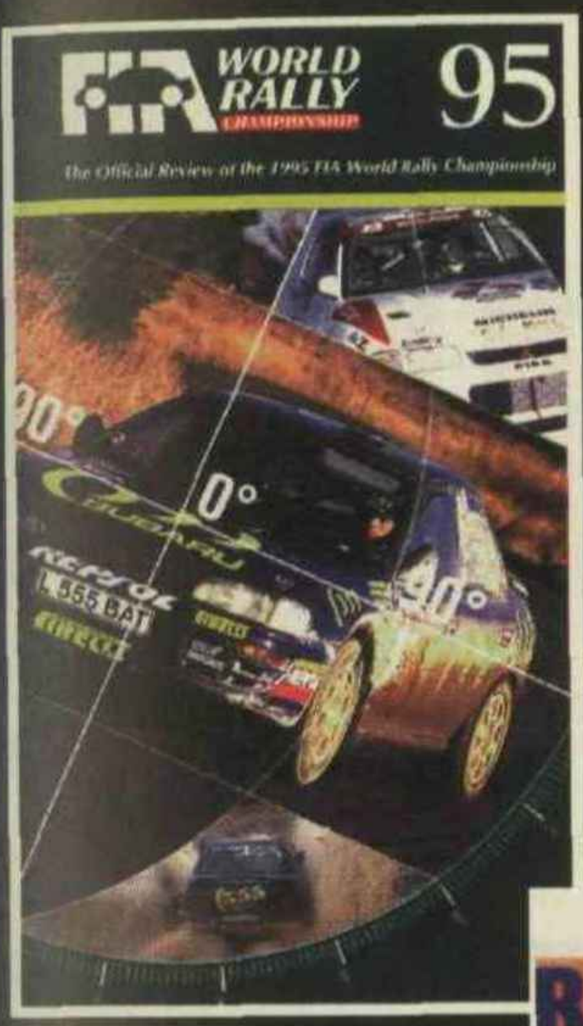
But the handling of the car is really secondary to where you race and who it's in front of. After all, Formula Vauxhalls and Ford Fiestas always attract full fields in Britain . . .

The Ghiblis? They will play to packed ITC houses at Estoril, Helsinki, Silverstone, Nürburgring, Magny-Cours and Mugello, as well as slightly more select BPR GT audiences at Monza and Jarama. Tens of thousands of Italian car-crazy Dutchmen will witness the Maserati antics at the *Italia a Zandvoort* meeting too.

And at the end of it all, you might even get Alfa Romeo to give you an ITC test drive.

SPECIFICATION
MASERATI GHIBLI OPEN CUP

ENGINE	
Location	longitudinally front-mounted
Cylinders	V6, twin turbocharged
Bore × stroke	82.0 × 63.0 mm
Capacity	1996 cc
Compression ratio	7.6:1
Valve gear	four overhead camshafts, four valves per cylinder
Power	330 bhp/6500 rpm
Torque	278 lb ft/4000 rpm
TRANSMISSION	
Type	six-speed Getrag manual, rear-wheel drive with limited slip diff
SUSPENSION	
Front	modified MacPherson struts mounted on uniball, racing Bilstein shocks and Eibach springs; increased diameter anti-roll bar
Rear	oblique arms, racing Bilstein shocks and Eibach springs, increased diameter anti-roll bar
Wheels	magnesium front 8.25Jx18, rear 9Jx18
Tyres	Michelin slicks or wets, front 21/65-18, rear 24/65-18
BRAKES	
Front/Rear	competition floating, ventilated and drilled discs with four-pot aluminium Brembo calipers; servo assistance with ABS
STEERING	
Type	rack and pinion, power assisted
DIMENSIONS	
Wheelbase	2510 mm
Overall length	4215 mm
Overall width	1780 mm
Overall height	1272 mm
Weight in race trim	1270 kg

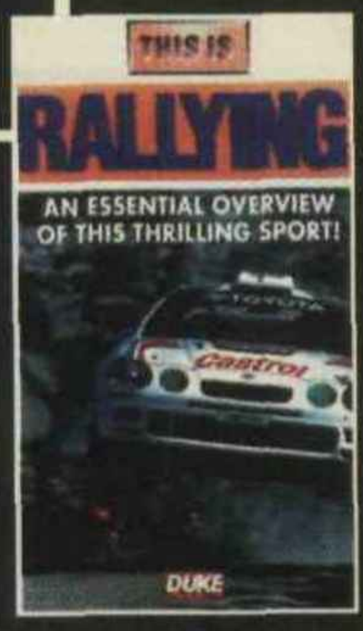


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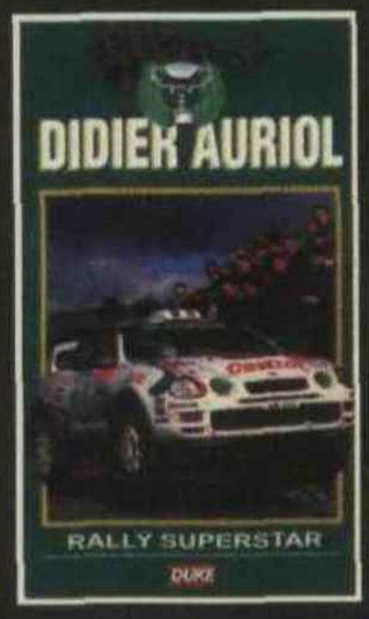
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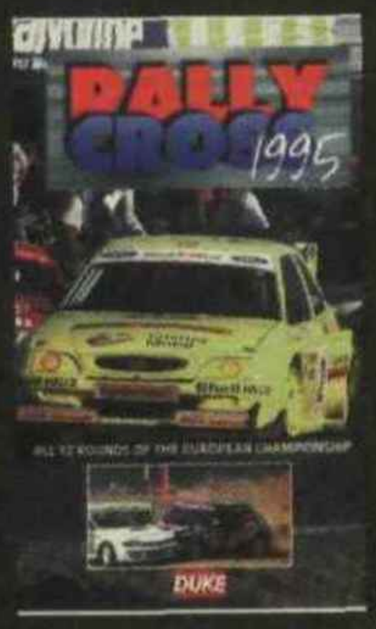
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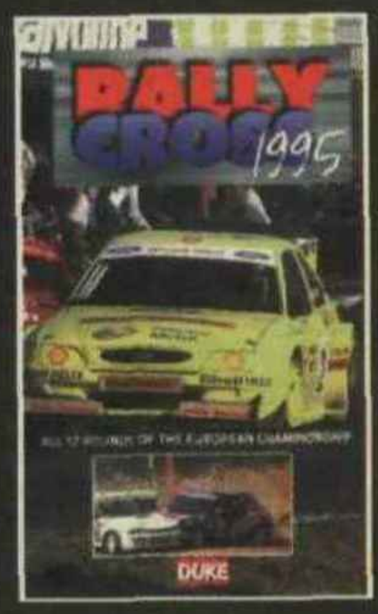
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SPRING COLLE

Journalists once scrambled to scoop manufacturers. Lately, the tables have been turned, says Mike Cotton.

Photography: Mike Valente



C.TION

Clear echoes of both the E-Type and Aston DB7 in the new Jaguar XK-8.



SPRING COLLECTION





The Z3-M-Sport combines BMW's roadster with M3's 3.2-litre engine (above). Lamborghini showed its SV racer version of Diablo (right).

Ask any senior figure in the motor industry, and he'll tell you that the spring is the wrong time to hold a motor show. It's halfway through the model year, too soon to show next year's novelties, too premature to judge the state of the market, too busy making and selling cars to attend an international fair. Geneva though, that's *different!*

Increasingly, manufacturers are drawn to Geneva to show off new concepts, new ideas, new sporty cars — and to separate rumour from reality. "It will be nice to drive the XJ8 in daylight without a disguise," said one senior Jaguar executive after the new V8-powered sports coupé had been unveiled.

Although the Jaguar won't be sold until October — and there will be a convertible alongside, due for announcement at this month's New York Show — it is time to get some solid orders in the bank, and to spoil the fun of the long-lens photo-scoopers.

When Sir William Lyons announced the E-type in Geneva 35 years ago, he denied almost up to the last minute that Jaguar planned to launch a new product, a poker game he loved to play with motoring writers who didn't quite dare to call his bluff.

One sheet of paper was all that Jaguar gave away this time, and it said almost nothing of the XK8's specification. Let us fill in some gaps. It has a completely new all-aluminium 4-litre V8 engine, with double overhead camshafts and an output of around 280 horsepower.

The gearbox is a ZF 5-speed automatic, no manual will be available, and the XK8 will have traction control and ABS braking. The rest, we will *have to learn just prior to the launch in the autumn.*

There is a likeness to the highly acclaimed Aston Martin DB7, which started out on Jaguar's drawing boards at Whitley, Coventry. Styling director Geoff Lawson is ready to face the critics in robust style:

"Architecturally the XK8 is similar to the DB7 but the Jaguar's character is totally different. The Aston Martin is a more sporting car, more masculine, while the Jaguar is more feline.

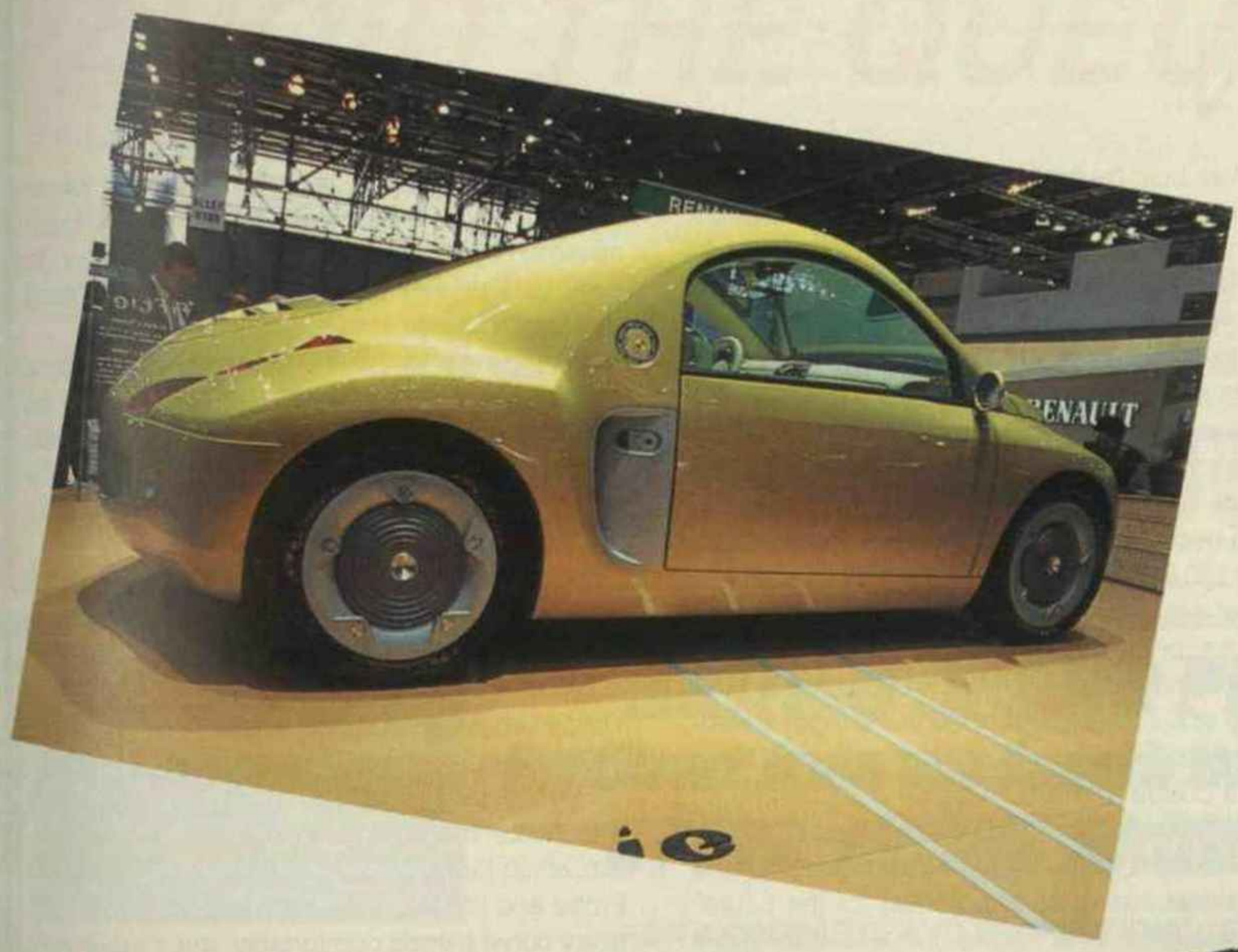
"The new XK8 is a blend of many Jaguars. There is quite a lot of the F-type, which was stillborn, of the XJ220, and there are strong hints of the E-type."

The Jaguar is this year. . . BMW's Z3 M-sport will come in 1997, and will be hugely in demand. It will be the most exciting sports car to come from the Munich company since the M1 went out of production in 1980, and will surely be more successful commercially.

"Ask any senior figure in the motor industry, and he'll tell you that the spring is the wrong time to hold a motor show"

The M-sport version was shown strictly as a concept with no promise of a future — but how could BMW's directors ignore the demand? We can glean that it will be built in Spartanburg alongside the Z3, although with the M3's 3.2 litre six-cylinder engine installed. Flared wheel arches, sports wheels and an upgraded interior will be integrated into the specification.

It will come first to Germany next Spring, at around DM90,000, and later to the rest of Europe. It will then be followed by a Z3 Sport Hatch, a coupé model powered by the 190bhp 'six'. Forty grand, did I hear you say? It won't be any less in Britain, probably nearer £50,000 by the time 'extras' are added and tax is paid.



Renault Fiftie (left) based on Spider chassis. Zagato showed wild Lambo-based Raptor (below). GM's Sintra (bottom right) is latest MPV to hit market. Bigua (bottom left) is de Tomaso's Pantera replacement.







Lamborghini emerged from the shadows with two superb variations on the Diablo, the Roadster and the Sport Veloce (SV). The SV will be seen in action at Le Mans on Saturday June 15, when the first round of a one-make 'gentleman's racing series' takes place; six more rounds will support the BPR Organisation's GT series, one at Brands Hatch in September.

Could you afford one? Not if £124,950 is beyond your budget, but Lamborghini has slashed £25,000 off the VT's price by driving the rear wheels only and taking out the air conditioning.

The weight is down to 1,550kg, still 50% higher than a top GT1 car, but that doesn't deter Gerard Larrousse who hopes to represent Lamborghini in the BPR series later this year. Power is up 10% to 550bhp, and you have to wonder why the VT needs a cumbersome 4WD system in the first place!

The Roadster was previewed at Geneva last year, but is now on the market in production form with aggressive styling by Marcello Gandini. It can be driven with the roof in place, with the roof stowed above the engine cover, or with the roof left at home. "You would be surprised at how different in character the Roadster is in these different forms" says chief executive Michael Kimberley.

Gandini was also responsible for the de Tomaso Bigua, a bland and undistinguished car that shares the aluminium backbone chassis of the Guara, launched three years ago, and is almost equally featureless. Powered by a Ford of America 4.6-litre V8 worth 305bhp, the Bigua is supposed to be the spiritual successor to the Pantera, but is wide of the mark.

Lotus had a show to remember, with the Esprit V8 finally reaching the platform more than 20 years after Colin Chapman first spoke of his V8 dream, and the Elise almost ready for production.

And yet, the floor show was marred by the political realities. Rod Mansfield, the nearest Lotus will ever get to replacing Chapman's engineering acumen, was unceremoniously pitched out of the chief executive's office after a brief six month tenure, and hard-pressed Romano Artioli was actively seeking yet another buyer for the Norfolk concern.

Lotus executives vigorously denied that Daewoo was already the new owner, but these things change by the hour. History will judge that Artioli was not the saviour that Lotus hoped for (Bugatti, indeed, is said to owe Lotus Engineering a cool £4.5 million for services rendered), but a new owner will take control of a low-debt, highly engineered company ready to capitalise on investment.

If there are not already enough MPVs available from Renault, Ford, Volkswagen, Peugeot, Citroën, Fiat, Lancia and Seat (most of the last seven with an awful lot in common), both GM Vauxhall and Mercedes-Benz will launch their variants on the British market in 1997.

Both the Mercedes Viano and the Vauxhall Sintra will be made in America. Whether or not they have distinct advantages over the Euro-MPV, they will retain the loyalty of their customers and keep their dealers happy.

Who could fail to love the Renault Fiftie? It's a modern concept with strong historic connections, celebrating the launch of the Renault 4CV in 1946 when echoes of *'Allo, 'Allo* had hardly died away. But the Renault lozenge is sharper and shinier these days, and the Fiftie is based on the Sport Spider's aluminium girder chassis, clothed in carbon bodywork. Power comes from an entirely new 1147cc four-cylinder engine intended for the Twingo and Clio, a very light motor at 82kg, which is 20% less than the familiar D7F. Items such as the air filter and injection rail are incorporated into the design, saving space and weight.

Nedcar. There's a boring-sounding organisation, and the bland, boxy Access did nothing to restore flagging spirits. But the promotional vehicle is a five-door semi-estate, a little bigger than a VW Golf and is surprisingly light at 850kg.

SPRING COLLECTION





It was built by the Volvo and Mitsubishi Dutch subsidiary to promote the concept of the aluminium chassis and alu-honeycomb bodywork. All this has been done before, the Nederlanders must know, but their power unit is an entirely new 1.7-litre modular 'four' which is only half the weight of a conventional engine.

It was back to the future with Rinspeed, the Swiss tuner with the retro Yello Talbo drawing the crowds like a magnet. Yello because it's yellow, Talbo because it recalls the design of the Talbot-Lago 150 SS, one of the most futuristic cars of the prewar era. Power, if you need to know, comes from a supercharged Ford of America V8 engine, a 5-litre unit with 320 horsepower available.

The stolid Swedes stepped out with an adventurous pair of concept cars based on the Saab 900, a coupé and a convertible designed by... ah yes, a Norwegian named Einar Hariede.

"I wanted to show that the basic design of the 900 model has a lot of potential for the future" says Hariede, who knows full well that they'll become mainstream models in 1997.

Saab has re-established its Special Vehicles Operation in Trollhatten, and the 900 concept cars are powered by high torque, 250bhp versions of the four-cylinder turbo engine.

Ital Design's Formula 4 concept is a buggy vehicle based on the Fiat Bravo. The bodywork is detachable, and is almost irrelevant since the Formula 4 is designed to be a modular car with sports, saloon, coupé or estate car bodywork to the customer's choice.

Giorgio Giugiaro has even shown Fiat a single-seater enveloping body that would be suitable for one-make racing.

If you want to drive round Tuscany, there's nothing better than the Peugeot 406-based Toscano. So say the designers, an in-house team who transformed the much praised family car into an aero-screened roadster, widening it by four centimetres, lowering it, and adding an integrated full width rear wing which makes the French product look adventurous.

Franco Sbarro usually comes up with some wacky offering, but his Issimo Alfa Romeo made sense. It was the product of his engineering and styling school students, and the first point of interest was the *Bimotore* supplied by Alfa Romeo. A pair of 3-litre V6s joined by the crankshaft, the 6-litre V12 must have prodigious power (assuming it works) which goes to the wheels through a Tiptronic control Porsche 928 transaxle.

The plastic body is mounted on the steel ladder frame chassis by four pairs of Monroe pneumatic struts, similar to modern engine mounts. These are computer controlled to keep the body level and stiffly mounted no matter what the chassis is doing — a reactive ride in other words.

Isotta Fraschini is an old, hallowed name brought back into the world by Italian businessmen who have established a factory in southern Italy, with government grants because it replaces a former armaments arsenal.

From guns and rockets to German origin motor cars, the Isotta Fraschini T8 is based entirely on the Audi A8 quattro platform and running gear. The styling is unfortunate, but if the new company can find the market they plan to make 800 cars this year, rising to 5,000 in 1998.

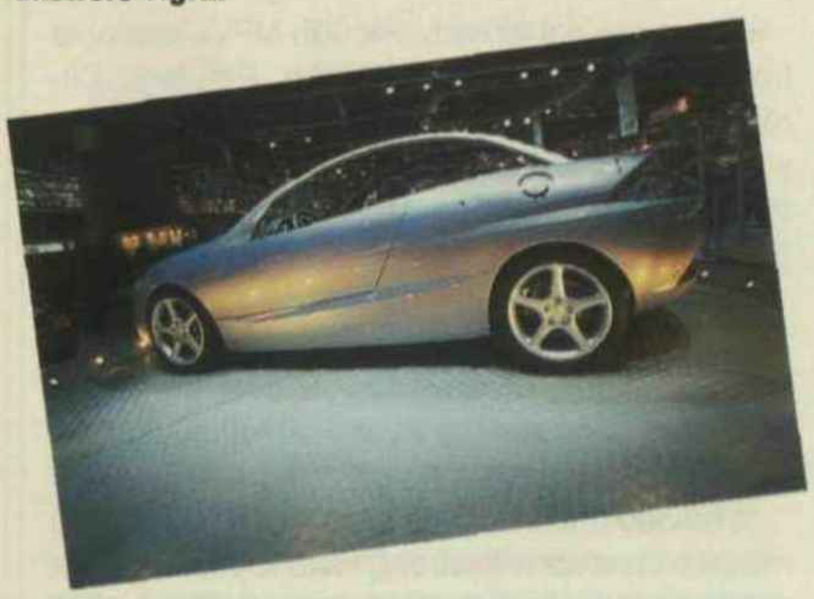
Aston Martin will make only 20 of the new V8 Coupés this year, a realistic target for the Vantage lookalike without the superchargers... and £38,000 less expensive to buy. The 5.3-litre Virage engine has been honed to produce 350bhp, and the price has been set at £139,500.

Hyundai took a further step into the world arena with the Lantra-based Coupé, a sinewy two-plus-two which looks set to challenge the Calibra, the Probe and the MX-5. It's curvaceous, though not every curve blends comfortably, but it looks very dynamic and Porsche has sorted out the suspension. Power is from a 2-litre twin-cam developing 138bhp, and the advanced specification includes electrically assisted power steering.

Zagato presented the Lamborghini based Raptor 'dream car', a concept for this summer's Pebble Beach Show. The key feature of the sleek coupé is the pivot at the base of the windscreen, allowing the body centre section to tilt upwards and forwards for access.

Top to bottom: Rinspeed's rehashed Talbot-Lago. Ital-Design's modular Formula 4. Sbarro's Issimo based on two Alfa V6s. Ford's Lynx answers Tigra.

"Bertone seems not to be on top form, unveiling the Slalom two-box coupé based on the Calibra turbo 4WD platform. It's futuristic, but not easy on the eye"





Bertone seems not to be on top form, unveiling the Slalom two-box coupé based on the Calibra turbo 4WD platform. It's futuristic, but not easy on the eye, with a wrap-round windscreen merging into the side windows.

Ford's answer to the Tigra lies in the Lynx, a conceptual roadster based on the Fiesta. It has some redeeming features but wears a sardonic smile at both ends, reminding us that styling is a very personal matter.

It's not easy to tell whether the Volkswagen Concept car is coming or going, now that it has a panoramic glass top that makes it look the same at both ends. Now officially called "the new Beetle", it enters production in 1997, has the Syncro 4WD system and is powered by a 1.9-litre turbo diesel.

Of more immediate interest, VW introduce the 100bhp 1.4-litre engine to the Polo and Golf ranges, though not for Britain until the autumn. Variable geometry intake manifold design improves the torque, to a very reasonable 94lb ft at just 4400rpm.

It was surprising just how much the big manufacturers are prepared to show us of their future model lines, a far cry from Sir William Lyons' response: "New car? First I've heard of it" five minutes before the lights went up.

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THE APPLIANCE OF SCIENCE

Previewed briefly last month, Mark Hughes spends a little more time with Citroën's innovative suspension system



Don't be fooled by the name of Citroën's new Xantia Activa, for it doesn't have active suspension. It does, however, have something which goes some way towards that: active roll control.

That is the obvious technical highlight of the car, but it comes wrapped in an interesting package that is not available elsewhere in the range. It gets the light pressure two-litre turbo engine from the bigger XM model. This gives only an extra 15 bhp over the normally-aspirated Xantia 2.0, but there is a healthy torque advantage of 42 lb ft. Available only in one trim level, this isn't quite as plush as the VSX version of the standard car but includes more highly bolstered front seats. In fact the whole tone of the Activa is more sporting than that of the standard car with bigger wheels on lower profile tyres filling out the bodywork, a rear spoiler and an extended, more aggressive looking front end.

All this helps lend the Activa a sporting persona that the standard Xantia has always pointedly lacked, something that is confirmed when you get behind the wheel. The standard Xantia is all about wonderful ride comfort and a light, flowing, fluid feel to its handling, but sporting is not an adjective you'd choose. The Activa on the other hand immediately transmits a different set of messages.

First of all there's the ride comfort, then there's the roll-free handling and, not least, there's the performance which has the sort of mid-range guts that no Citroën since the CX Turbo II of the 1980s has enjoyed.

It feels decidedly odd to be in a Citroën that has only an averagely compliant ride. At high speeds it's fine, little different from the Hydractive VSX, but around town it's decidedly firm. Bumps that you simply wouldn't expect to feel in a Xantia find their way through to you with surprising authority. And should you happen to drop a wheel in a pot-hole it does not like it one bit. Furthermore, over medium speed, badly-surfaced B-roads it gets quite fidgety; not uncomfortable exactly, but never cosseting in the way that even the better conventionally-suspended cars do.

> "Given a clear sightline through a corner your entry speeds can be supercar high and right-left switches need hold no fears"

So, a car that doesn't ride particularly well from the company that brought the world hydropneumatic suspension 41 years ago. There must be some payback?

Sure there is. If you have the hydractive button in its standard setting rather than firm, you might just feel the body begin to roll as you turn into a corner, but before you can say, "see, it does ro . . ." it will have righted itself no matter how hard you've thrown it in. With the hydractive's full-time firm button selected you won't even feel that.

This helps with turn-in grip enormously. With the outside front tyre no longer supporting such a big proportion of the cornering load, there is a very noticeable increase in roadholding. So good is it at sudden direction changes that you do need to relearn your technique if you're to get the best out of it. Given a clear sightline through a corner your entry speeds can be supercar-high and right-left switches need hold no fears. Eventually, you do get used to this from the driver's seat, but the sensation is even more bizarre for the passenger because the speed the scenery is passing by through the corner seems unrelated to how little drama there is inside.

But it's not all so rosy. Even the standard Xantia has a slightly nervous feel in high speed corners, with not much feedback coming through the steering telling you what's going on. In the Activa you get even less, yet you need it more because it is not as benign and flowing in its handling. The instant turn-in gives it a very darty, aggressive feel but thereafter it doesn't really settle down into a comfortable set. You constantly feel that it might want to do something else, yet the steering isn't really telling you what. Actually, it never does do anything very naughty but it takes quite a bit of mileage to get you to the point where you have complete faith in that.

At the limit the car will simply begin to understeer wide, but lifting off the throttle only stops the understeer, you cannot balance it delicately between front and rear in the way of the best conventionally-suspended front-drive cars.

The suspension is obviously the most interest-







Activa is not overtly sporting, although styling contains a few performance clues. Cabin (left) is comfortable; passengers liable to be surprised by improbably small ratio of drama/speed.

ing feature of the car but arguably it's the engine that does the Xantia more favours. Its 150 bhp is not enough to give what is quite a heavy car great all-out performance, but the turbo's boost is virtually lag-free and comes in very insistently from low revs, addressing the one real weak point of the Xantia. Citroën claims it can achieve 60 mph in under 9s; we reckon it takes slightly more. But the in-gear times are more than a match for most of the more outwardly sporting hot hatches on the market.

Something of a curate's egg the Activa may be, but its very uniqueness makes it an appealing package. However, for all its technical trickery we couldn't, with hand on heart, say that it was a better car than something as commonplace as a Mondeo 24v, which can be had for around the same money.

Active history

As yet, active ride has been seen only on the racetracks (banned from F1 at the end of '93). For a production car it has been considered too expensive and bulky. The Activa is the only road car which has gone some way towards encompassing the concept with its active roll control.

A true active ride system ditches springs and dampers and uses electronically-controlled hydraulics to give infinitely variable stiffness according to vertical and lateral load. In communication with a microprocessor hundreds of times per second, the wheels will always follow the contour of a bump exactly, giving a superb ride, and the car will always remain flat and level during cornering.

Ever since the DS of 1955, Citroën has specialised in suspension that does away with springs and dampers. The current variation of this on the Xantia VSX is Hydractive, using a mixture of gas and fluid-filled spheres. It gives two possible levels of stiffness and can automatically select the firmer of these under cornering reverting to the softer one in straightline running. It also has a button which allows you to select the firmer setting full-time.

With this set-up Citroën was already a long way down the road of active suspension. With the Activa it has taken a further step by addressing the non-roll part of active ride. But there is no active control of the wheels' movements so there are no ride comfort benefits and the Activa is still able to pitch and dive just like a conventional car.

The active roll control works through hydraulically-operated rams – connected to the suspension arms and the roll bar at each end – which effectively push the car level during cornering. These act from the same sensors as those already used to firm up or soften off the Hydractive suspension. The rams are fed by the hydraulic pressure actuator feeding through an auxiliary sphere to cushion the effect when running in a straight line (though they can be tricked into firming up if you run over a pot-hole).

As you turn in, this auxiliary sphere is isolated and this has the effect of doubling the roll-bar's stiffness.

If roll then reaches more than half a degree the rams themselves come into action and physically push the body level.

SPECIFICATION
CITROËN XANTIA ACTIVA

ENGINE

Location	transverse, front-mounted
Cylinders	in-line four, turbocharged
Bore × stroke	86 x 86mm
Capacity	1,998cc
Compression ratio	8:1
Valve gear	dohc, four valves per cylinder
Power	150 bhp/5300rpm
Torque	173 lb ft/2500rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, front-wheel drive

SUSPENSION

Front	Hydractive MacPherson struts, active anti-roll bar
Rear	Hydractive, trailing arms, active anti-roll bar
Wheels	light alloy, 6J x 15"
Tyres	Michelin SX-GT 205/60 R15

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted
Turns, lock to lock	3.0

DIMENSIONS

Wheelbase	2740mm
Front/Rear track	1488/1454mm
Overall length	4444mm
Overall width	1755mm
Overall height	1387mm
Kerb weight	1410kg
Fuel tank	14.3 gallons

PERFORMANCE

0-60 mph	8.9s
Maximum speed	132 mph

FUEL CONSUMPTION

Average for test	28.3 mpg
Government figures:	
Urban	22.6
56 mph	40.9
75 mph	33.6

LIST PRICE

£18,480

LOSING THE PLOT?

Ryan Baptiste still loves Honda's VTEC engine, but the rest of the recipe . . ?





The dawn of the next millennium is almost upon us and Honda's sixth generation Civics will be there for the party, if perhaps lacking the flair of their immediate predecessors. The ultra-successful range's most interesting model has always been the three-door VTi, and what a little gem it was (MOTOR SPORT, June 1995).



However, Honda assures us that the new Civic is a far better and more user-friendly product – designed as a "world car" offering "class above quality". For starters, the new model boasts a slightly bigger shape with a front-end grille (which is really a sad attempt to add character to a very ordinary looking car).

A stronger emphasis on meeting European safety legislation has been applied, not only in the car's structure, but with safety equipment throughout the range such as passenger airbags.

Interior space is far more generous than before, while the double wishbone suspension and power steering have been reworked in a bid to improve the ride/handling compromise. Many components have been carried over on the basis of, "If it ain't broken, why fix it?" And about time too.

Though carrying a modified management system to cope more efficiently with different grades of fuel, the super little 1.6 dohc 16-valve VTEC is retained, and now more than ever proves to be the chief seduction factor. Even so, you still need to rev the hell out of it to make real progress. How about a sixth gear, Honda?

Driving the new £15,495 VTi *promises* to be a more rewarding experience than ever before. Vision is better and controls have been changed for the European market. The lighter steering has lost its immediate predecessor's sporting feel, and the car in general has a more 'mature' feel when driving hard.

Grip appears to be marginally better than before and the chassis still has brilliant balance, though you can break the traction of the inside front wheel when throwing it about. However, Honda has yet to sort its rear damper settings and even this Civic feels a touch floaty over ridges.

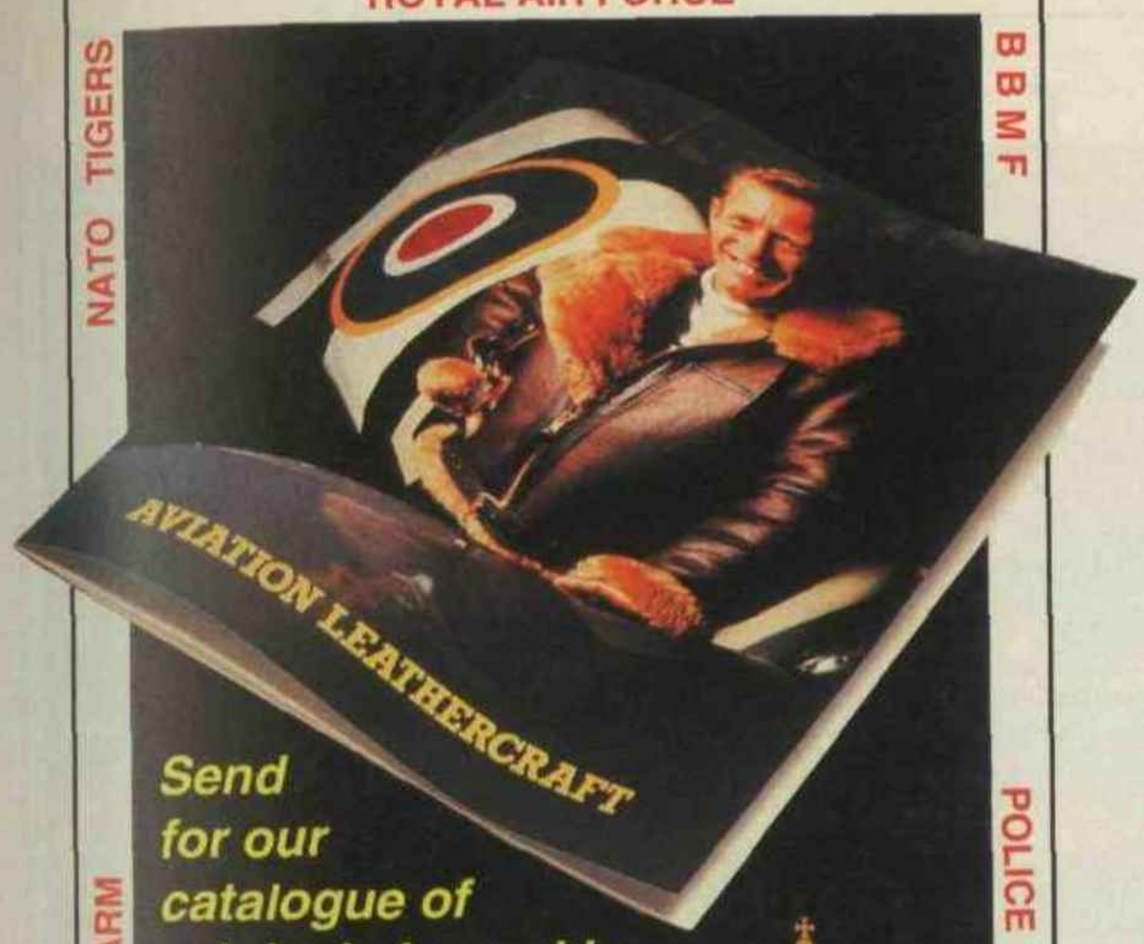
Verdict? The new Civic VTi is bigger and stronger and will have a broader appeal now that the interior packaging is more competitive. It remains one of the best handling hatchbacks you can buy. On the downside, the steering isn't as communicative and it looks like every other Japanese runabout. Mainly, it lacks an intangible quality which made its antecedent a genuine star.

I'm sorry Honda, but you seem to have lost the VTi plot.

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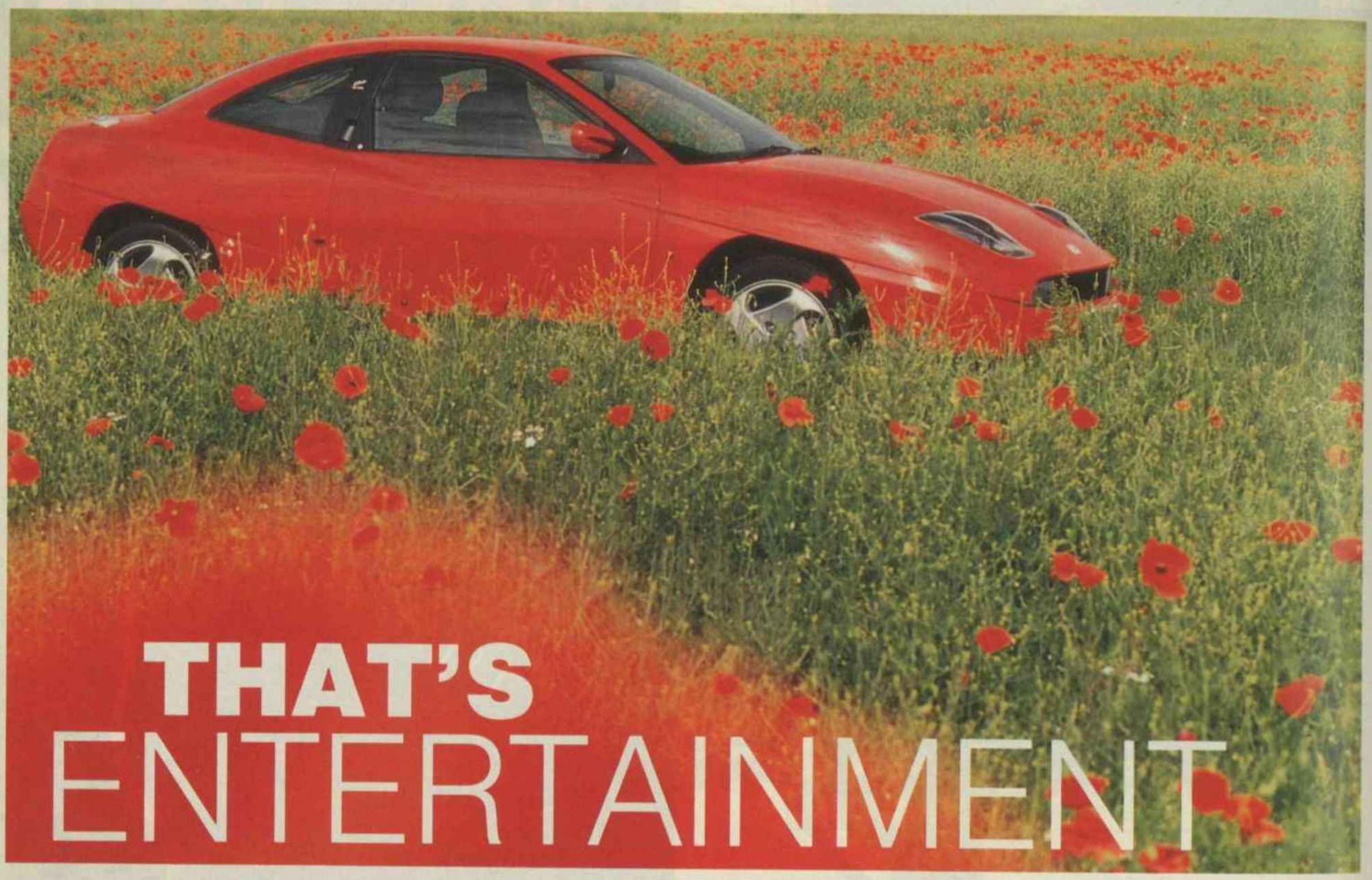
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The cheaper of Fiat's two Coupés is as stunning to drive as it is to look at. Simon Arron was smitten

What, exactly, is going on at Fiat? OK, so the Tempra is hardly the vehicle to set one's soul afire, but the rest of the range is positively fizzing with adventure. The Cinquecento, the Barchetta, the Punto, the Bravo/Brava, the Coupé . . . There's not a dud amongst them.

It marks quite a transformation for the company whose recent past includes such offences in metal as the 126, the Strada, the Croma and – most treasonable of all – the Regata.

We have previously sung the praises of the Coupé in its turbocharged form; arguably, it's even better in its naturally aspirated guise.

Around £2000 cheaper than its 140 mph sister, at £17,589, the 16v Coupé is one of the rare modern cars that encourages you to take as long as possible to get where you are going. Newsagent only 200 yards away? Best drive around the block 20 times to get there . . .

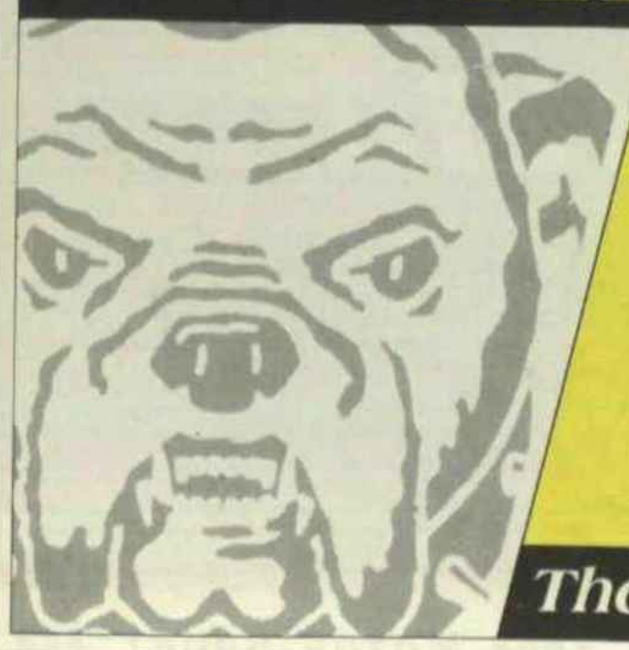
It may not be ultimately as fast as its stablemate, but who cares? It will cruise at over 120 mph where circumstances permit. It's lighter than the turbo, too, and if anything it has even crisper handling. Best of all though is the engine. Free-revving in the Fiat tradition, it sounds just fantastic as it approaches 4000 rpm, and the noise gets better and better all the way to its 6000 rpm peak. One can churn out clichés all day long about how wonderful certain engines sound, but in terms of aural stimulation per penny there is *nothing* to match this.

Sitting in a London traffic jam one evening, a taxi driver pulled alongside, oblivious to the fact that he was doing little to dilute the congestion by straddling the double white lines in the centre of the road. He didn't care. He'd made the effort specially, so that he could try and ask me a few questions. Hard to know exactly what he was saying above the accompanying horns, but he had a big smile on his face and his thumb aloft . . .I just about heard something about "brilliant design, mate, lovely car, fantastic" above the cacophony.

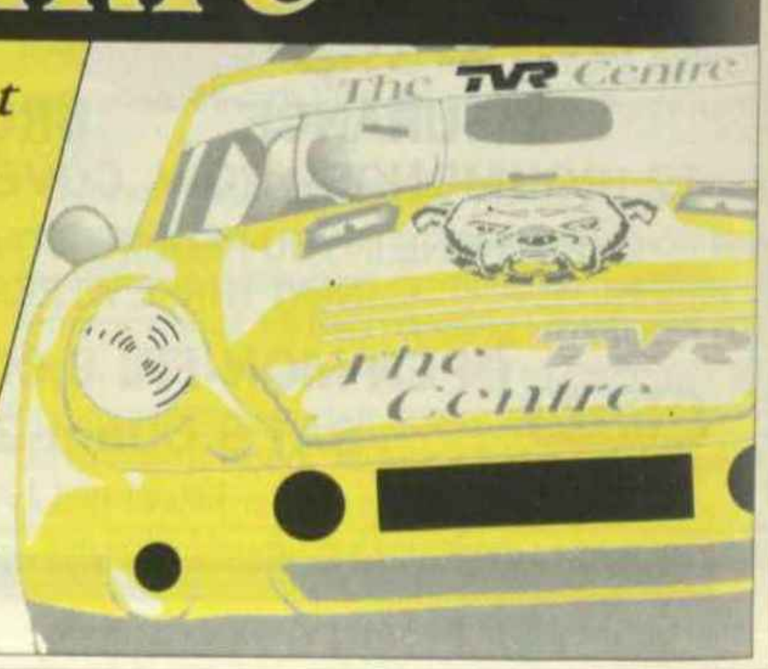
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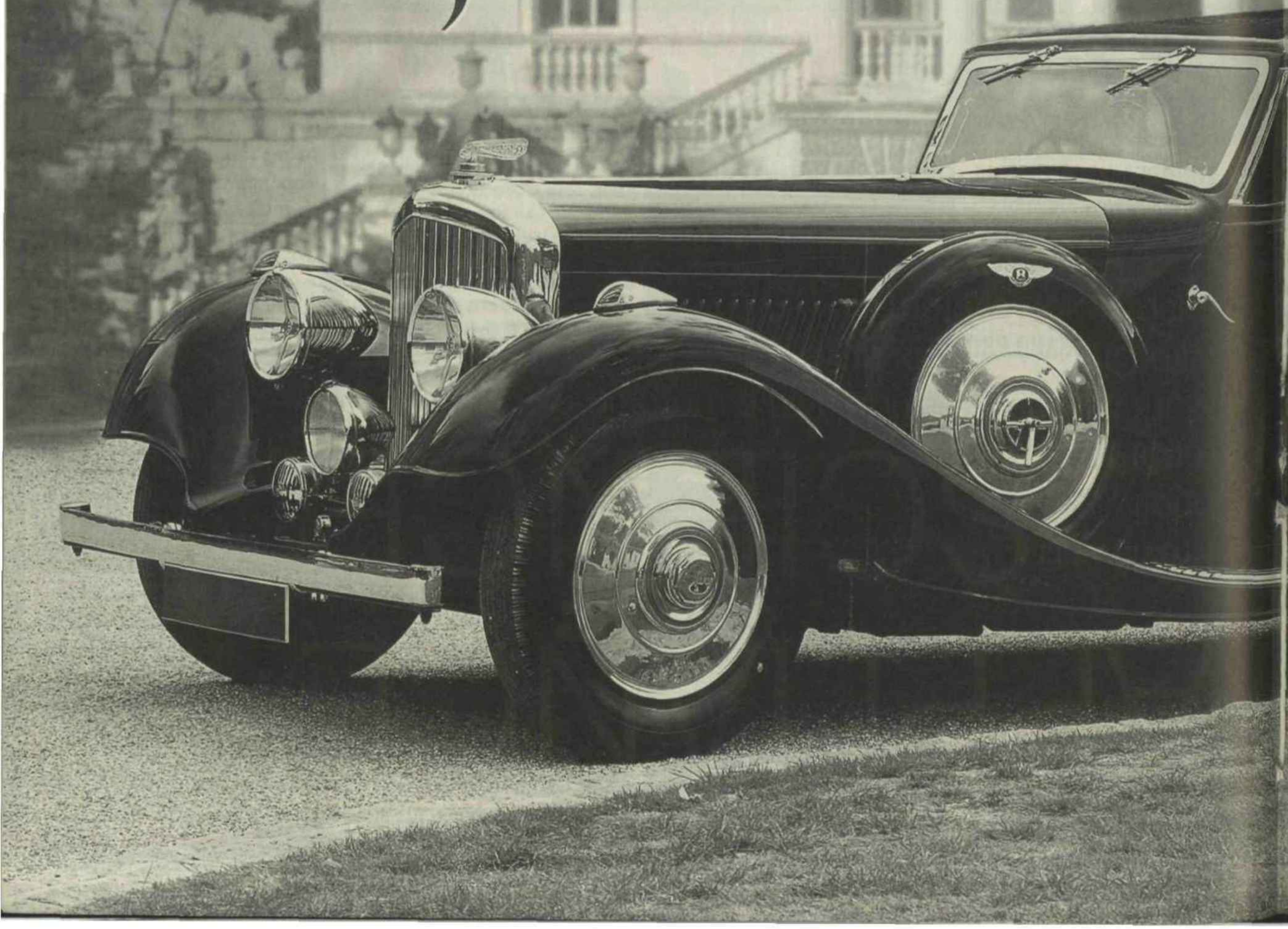
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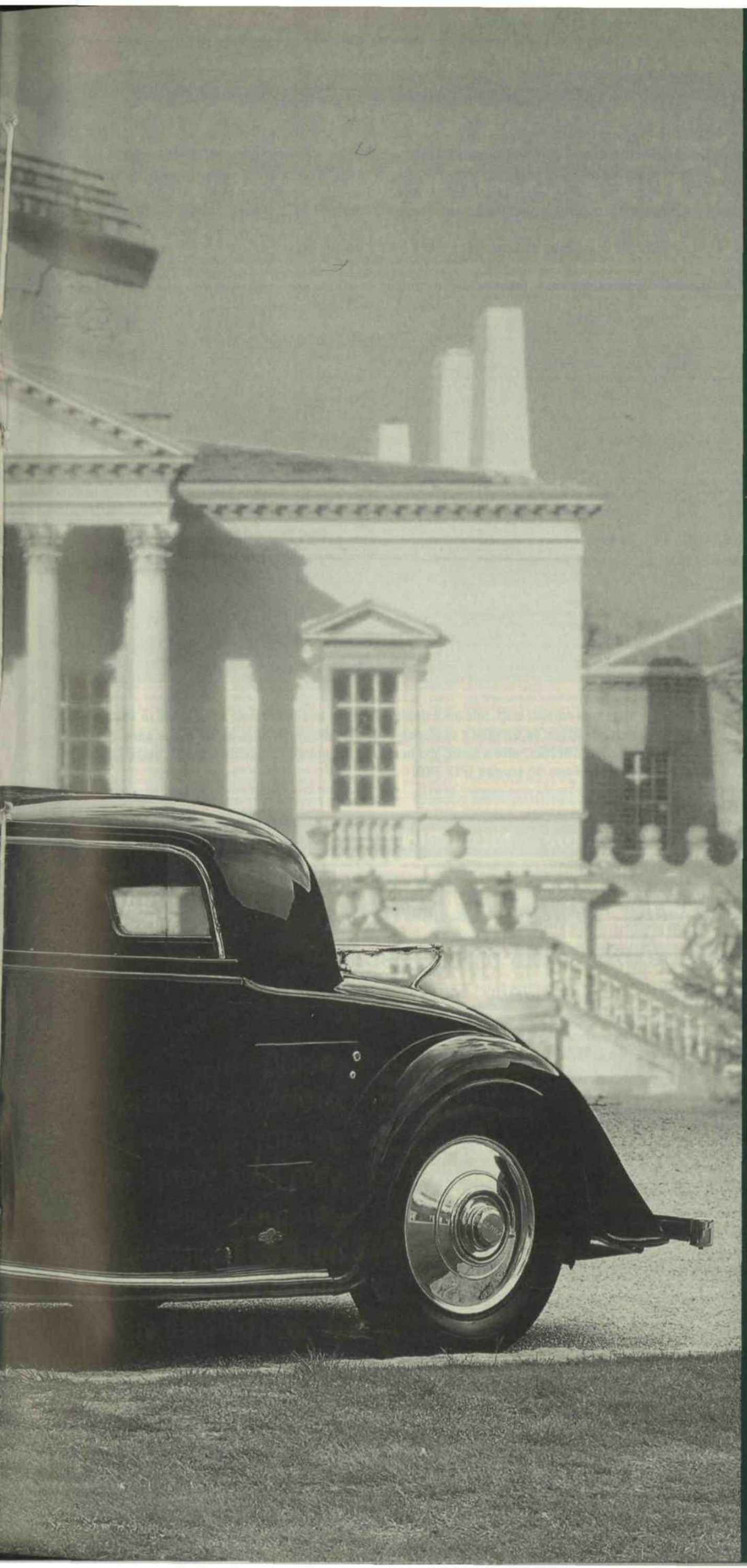
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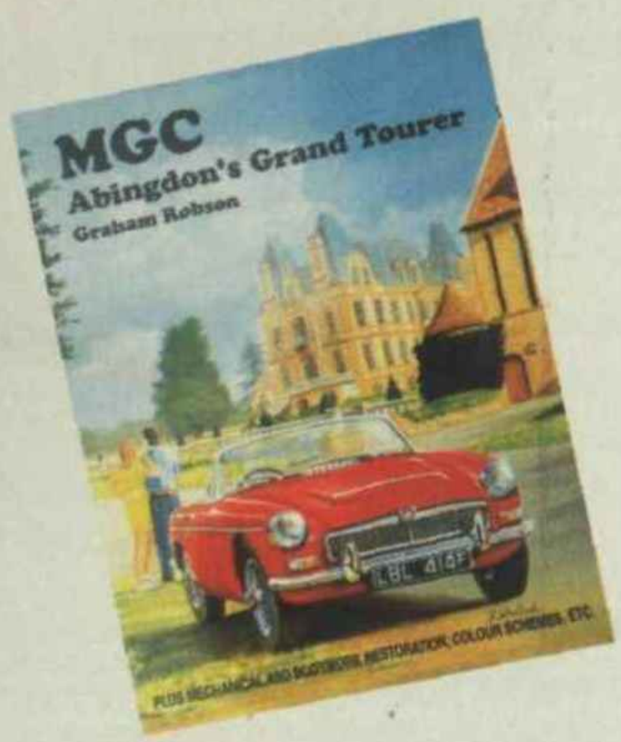
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MGC — Abingdon's Grand Tourer, by Graham Robson. Magna Press, £17.95.
Here is an unusual title, a book about the C-type MGs. The names Robson and Malcolm Green are recommendation enough, and they cover a wide spectrum for MG-C users — history, development, buying, restoring, conversion from lhd, colours and colour-charts, the Company sales literature, even mechanics's check-sheets used when they were preparing lightweight C-types for competitions. MG-C expert Graham Pearce has assisted, and there are good photographs and drawings in this 100-page large format book. **W B**

Works Minis, by Peter Browning. Haynes, £19.99.
The Rover-Mini is very much in the news and in popular esteem now, and it is opportune that Haynes have revised *Works Minis*, a well-illustrated account of the cars used in International rallies and races. The second edition follows the first, out in 1971 and 1979, and has colour pictures, full details of how the works Minis were prepared — pages of this, to intrigue and instruct those making Minis quicker — and how they performed, in 16 chapters and six appendices, occupying 248 (the blurb says 256) pages. With 101 illustrations, 80 in colour, this is essential stuff for all Mini advocates. Paddy Hopkirk did the Foreword. **W B**

●To meet demand, Haynes have issued a revised edition of WB's Aero-Engined Racing Cars at Brooklands.



If there's a large gap on your wall, this print depicting Birkin and Caracciola at Le Mans in 1930 could be ideal. It reproduces Bryan de Grineau's depiction of the Bentley/Mercedes battle to the same size as the original, a generous 36x25in, with a short text below. In full colour on quality paper, it costs £24.50 from Beat-a-Path Ltd, 25 Farm St, London W1X 7RD.

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Baron Huschke von Hanstein

Sir,

We write in memory of Huschke von Hanstein, who passed away in March.

We met him 35 years ago when he was Europe's most famous "Rennleiter" and we had been good friends ever since. His character and personality were as unique as his famous name. It is in large part due to him that Porsche acquired its very special image and became so well known in its early years when he led a small and enthusiastic racing team to victories all over the world. Multilingual, witty and full of energy and love for automobile racing, he became the most famous international Porsche figure of his time.

We were in awe of his mental and physical toughness, we admired his charm and his style, and we were touched on many occasions by his soft and brave heart which he hid so well under his stylish English tweed jackets. He was a big part of our youth and a big part of our lives because without him the two of us would never have met. Thank you Huschke, we loved you, red socks and all.

Dan and Eva Butz Gurney, Santa Ana, California.

Chevrons

Sir,

It was very interesting to read the article about Geoff Temple's Chevron B1/1, but for historical accuracy I must make a comment or two. To the best of my knowledge all of the Chevron Clubmans cars still exist. Vin Malkie's B1/2, originally Brian Classic's, is well documented. Brian Classic owns two, the Parade Motors BMC-engined car known as the 'thin-tube model', and one of the twin-cam cars, possibly Peter Crossley's car which I bought in Yorkshire during 1973 while working for Rodney Bloor's Sports Motors company, and sold to Brian. One car is in the Ashley area of Cheshire, and the fourth, I have been reliably informed, is hibernating in Yorkshire.

It is wrong to say that building a Clubmans car was an easy option for Derek either as a constructor or driver. In 1966 he had been racing for several years, originally in the 750/1172 formulae in a Special of his own and in a Terrier MkII which I owned and he prepared, in Formula Junior in a car of his own, GT cars in a Lotus Elite and occasionally a TVR, F3 in a Gemini and Brabham BT9 and various sports-racing cars of other people's. In fact while building the prototype Clubmans cars he was racing a Brabham BT14 Twin-Cam very successfully for Robert Ashcroft. All of this and much more is in Robin Gordon's excellent book *Chevron — The Derek Bennett Story*. At that time, Derek's mechanic Paul Owens was very keen for Derek to build a GT car, but for various reasons, not the least being financial, the Clubmans route was taken.

It is also unfair to say that the B1 was based on the Brabham — Derek was anything but happy with the BT9 F3 car. He used Brabham wheels because they were the best available at the time and were cheap. Derek had raced and developed Lotus Elites over a couple of seasons and used the Elite diff housing on the Clubmans. He also used the ubiquitous Triumph Herald front suspension uprights, steering arms and rack, but I have never heard it suggested that he copied his design from Lotus or Triumph!

I have written much more than originally intended, but feel that while some of us "older members" who were there at the time are still alive we should put our memories down on paper before racing and racing car manufacture is rewritten, and to give credit to a very talented and under-rated racing car designer/builder and very fast race driver.

Doug Linton, Cheadle Hulme, Cheshire.

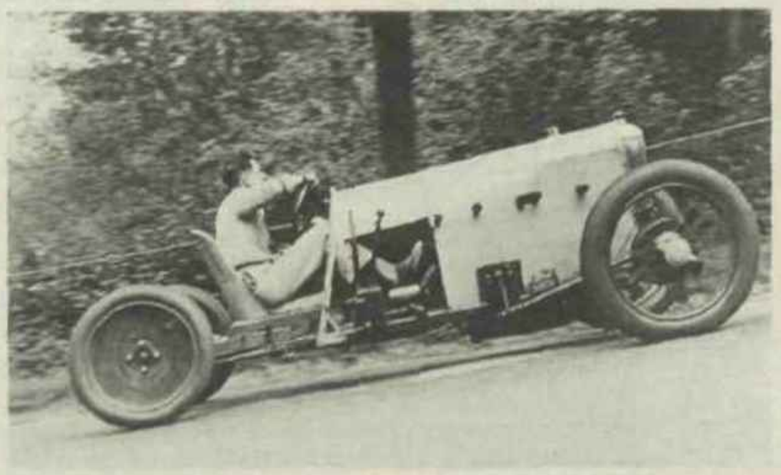
Fantasy Reprise

I much enjoyed your article on Brandon Wang's 250LM Ferrari. This is correctly described on Massini's *Ferrari 250LM* book as having "a long Drogo nose", confirmed by the recent photos in your article, but is clearly not the case with No 140 in the 1965 Targa Florio illustration.

A similar Drogo nose was added to GTLM 6105, the ex-Ron Fry, ex-David Skailes car which I had enormous pleasure in racing and hillclimbing in 1969/70. Your otherwise excellent story does a little less than justice to the later (post-1968) racing history of the LM. An eighth place at Le Mans in '69 and seventh at Daytona 24-Hours in 1970 are surely noteworthy for a five or six-year-old model in international racing, while at national UK level 6105 had a distinguished Indian summer, with 26 class wins, class records at eight courses, one FTD, Fastest Sportscar awards at Bouley Bay, Barbon and Shelsley, the 1969 Prescott Gold Cup and runner-up in the first Shell Leaders' championship.

So far as behaviour was concerned she was a real lady, earning the title "Duchess", and an amateur team's dream: nothing broke in two hectic seasons. She did however receive a fair amount of TLC from John Brindley and myself, which included changing the clutch every dozen events or so, as a precaution. This was a fiendish job, because the chassis tubes allowed very little clearance for moving the engine around. It took us a full weekend, but was reputedly once completed in 45min in the course of a race!

Jack Maurice, Olney, Bucks.



Shelsley Oddballs

Sir,

A friend has drawn my attention to your reference to my "Panther" of 1933 (not 1934). Recognition by your distinguished magazine is honour indeed! The last time my "oddball" appeared in print was in the Shelsley report in *The Motor* of May 30, 1933.

My "Luttman Special" (its official name) was short-lived; it appeared at Shelsley only once and nobody seemed to be particularly interested in it. I am astonished, therefore, by the detail and accuracy of your description — in particular by your calling it the "Panther", a name known only to a few friends.

Apart from being a year out in the date, your only error lies in your very understandably mistaking which end went first! As you will see from the enclosed photograph, the big wheels were at the front. This had nothing to do with clever calculations of optimum gear ratios — with the Vauxhall and Coventry Premier gearboxes in series, I had all the ratios I could possibly want. The real reason was that I had to use the complete Vauxhall front axle, front springs and steering assembly, because the 23/60 engine was too heavy for the Coventry Premier originals.

Although probably of little interest to anybody, except your author with his appreciation of "forlorn hopes", an outline of my assault on Shelsley begins in 1932 while a post-graduate apprentice at Armstrong-Whitworth Aircraft — a source, I now confess, of a few "foreigners" for my motor engineering. (At least I acknowledged my indebtedness by naming the result after the A-S Panther aero-engine!) I acquired the decaying remains of a Coventry-Premier for 12/-, converted it into some sort of racing car, and impudently entered it for Shelsley. Though it clambered up the hill satisfactorily in practice, its little v-twin engine packed up on The Day, in the middle of the S-bend; I was pushed off the road facing the massed spectators on the bank.

Clearly I needed more power. A friend owned an old 3-litre Bentley with a sadly battered body which he was anxious to replace. He found a Vauxhall 23/60 with a gin-palace of a body, which we transferred to the Bentley. I bought what was left of the Vauxhall for £10.

This had a subframe carrying radiator, engine and separate gearbox, which fitted neatly between lengths of ash packing in the channel longerons of the Coventry Premier. The Coventry front axle and springs, manifestly too weak to carry the bigger engine, were replaced by the Vauxhall front axle, springs (laboriously converted by hacksaw from semi- to quarter-elliptic) and steering gear, slightly skewed to suit the single-seater layout. This made the Coventry front wheels available, mounted back-to-back to provide twin rear wheels.

On a practice run, the Panther clocked 58sec. But on the day of that May meeting of 1933, it poured with rain, one of the earlier cars hit the bank and brought some mud down at the S-bend, and for all its twin-wheels, wheelspin was our undoing; 67.4sec was the best we could do.

That "one crowded hour of glorious life" was, alas, the end of my dabbling in motorsport. I stayed in the aircraft business, spending most of my professional life in the USA and Canada. The Panther was never in action again in my hands, and was sold for £30 to a local garage when I was posted overseas in 1938. It had been a great experience and it taught me a lot.

H C Luttman, Sevenoaks, Kent.

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MOTOR SPORT



Shortly before he passed away in his sleep, on March 5, Porsche's one-time racing director had granted an interview to Randall Barnett. We publish an account of their conversation by way of tribute

ONE OF THE OLD SCHOOL

Baron Fritz Huschke von Hanstein, who turned 85 on January 3 of this year, two months before his sudden death, was a motorsports legend.

One of the last "gentleman drivers", he counted such notables as Tazio Nuvolari, Rudolph Caracciola, Manfred von Brauchitsch and Dick Seaman among his acquaintances.

During a lengthy interview at his spacious home overlooking the city of Stuttgart, von Hanstein reminisced about his victory in the 1940 Mille Miglia, about his role with Porsche in the 1950s and '60s, and about his racing comrades from a bygone era.

An elegant and charming individual with a command of four languages, von Hanstein looked more like a man of 70. The only sign of his advancing age came when he grudgingly turned up the volume on his hearing aid. He did this with a slight smile and a quick apology.

As he poured out coffee from a silver urn, he relaxed and spun out his wonderful tales of life on the world's circuits in an era we find difficult to envisage today.

"Most of the drivers from my time came from good families," von Hanstein said. "We were mostly gentlemen of independent means. We were young and we knew that nothing could happen to us. Stupid attitude, I suppose. We knew racing was deadly dangerous, but at the same time we didn't want to know it. There were so many good drivers then. I think of them often. They were real personalities, *simpatico* human beings."

Von Hanstein competed against most of the big-name drivers of the 1930s era, including Italy's Giuseppe Farina who, in 1950, became the first Grand Prix world champion in the post-war racing world.

And it was Farina's heavily favoured Alfa Romeo 6C 2500 that von Hanstein beat by some 25 miles in his 1940 Mille Miglia victory, driving a streamlined Touring-bodied BMW 328 coupé.

Later, as racing director of Porsche from 1951 to 1968, von Hanstein was responsible for the

fortunes of such men as Dan Gurney, Stirling Moss, Wolfgang von Trips and Jo Bonnier, to name his main stars.

Despite his age, von Hanstein remained "on the go" to the end giving post-season talks to international auto clubs and working closely with the Automobilclub von Deutschland, of which is he was honorary vice president. Always active in international motorsport programmes, he only recently flagged off the German start of the Monte Carlo Rally in the city of Bad Homburg, this act now a longstanding ritual.

A nobleman who traced his ancestry back to the 11th century, von Hanstein started his racing career on motorcycle in 1929, winning his first event that same year while a student in England. After much success on motorcycles, he switched to cars in the mid-1930s. A highly versatile driver, he competed in hundreds of international events – hillclimbs, rallies, long-distance races and circuit races.

"It was nearly 1000 miles, and a hard 1000 miles it was. And I drove it with no relief at the wheel"

Discussing his Mille Miglia victory, one that he considered the high-point of his career, he looked back 55 years.

"It was the only race run after the war had started," he recalled, "which made it a bit bizarre, and it did not follow the normal route. But it was nearly 1000 miles, and a hard 1000 miles it was. And I drove it with no relief at the wheel."

The 1940 Mille Miglia was unique. It was run on April 28, nearly eight months after the beginning of World War II, and it would be the last Mille Miglia until 1947. Although Italy was still a neutral

The Goodwood TT, 1959: von Hanstein leans over Chris Bristow's Porsche RSK.



nation at the time at the time, the classic Brescia-Rome-Brescia route was eliminated for security reasons. So a triangular course was established instead, running from Brescia to Cremona and Mantua and then back to Brescia. This involved a distance of just over 100 miles and nine laps were run.

Von Hanstein recalled that time: "I was German champion in 1938, one of my proudest achievements, and I started to move up. I caught the attention of Auto Union and BMW, and I did a lot of testing with the aerodynamic BMW closed-body cars. There were made of light alloy and were considered streamlined in that era.

"The cars were difficult to drive. No one had much experience with aerodynamics in those days – it was all just an experimental process. The cars zig-zagged back and forth, never running in a straight line. But I had previous experience with a closed-body car – an Adler – so that helped.

"Although I was German champion," von Hanstein recounted, "I was still no big star by any means, and that actually helped me get my BMW ride in the race. The real stars all preferred open-body cars so their fans could see them race. They said they would be ashamed to be wrapped up inside a racing car like I was going to be."

But the inside wrap-up paid off. Von Hanstein defeated a formidable field of far more powerful Italian and French cars, including the fledgling Ferrari model known as the AAC 815, and some of the world's best drivers as well. While the Italian and French cars had the edge in horsepower, the more sophisticated streamlined BMW coupé had the edge everywhere else and von Hanstein used it to his advantage. He ran rings around the Alfas and Delages that day, and his only worry came from flying rocks and gravel while passing other cars.

"If a stone had crashed through our windshield, the aerodynamic nature of the coupé would have been destroyed, and we would have been out of it," von Hanstein reckoned.

"I was still no big star by any means, and that actually helped me get my BMW ride in the race. The real stars all preferred open-body cars so their fans could see them race. They said they would be ashamed to be wrapped up inside a racing car"

Unable to give Stirling Moss money, von Hanstein gave him an F2 car instead. Here, Moss takes the flag at the Aintree 200 in 1960.

He had established a strong lead from the start, and was ordered to increase it. The orders came from the famous Alfred Neubauer, who was directing the German operation while Nazi motor-sports boss Adolph Huhnlein looked on.

Von Hanstein drove nearly the entire race, as ordered, relinquishing his seat only 10 miles from the end to his co-driver Walter Bäumer, who would be killed in the war a few months later.

"Near the end, I stopped, got out of my seat and handed the wheel to Bäumer. It was only fair. After all, he had been sat there for nearly 900 miles without complaining. So he drove the car to the flag. I've always been happy about that," von Hanstein recollected, "because as long as the Mille Miglia is remembered, we are both there in the record books."

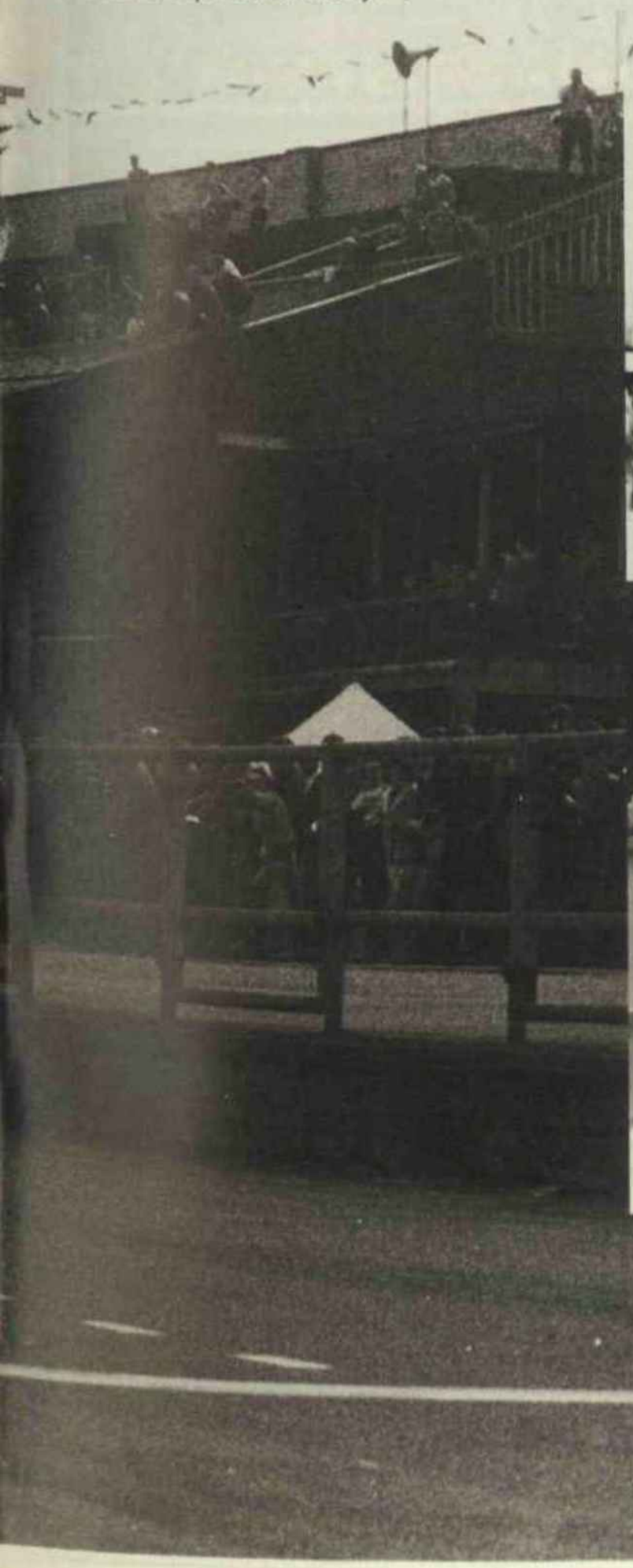
The 1940 race made von Hanstein famous, and after the war he went to work to get racing back on its feet in Germany.

A good friend of Ferdinand Porsche, he joined the emerging Porsche firm in 1951, racing Porsche cars himself and directing its racing and public relations fortunes at the same time.

As Stirling Moss once said, "In those days, Huschke *was* the Porsche team."

Von Hanstein reminisced about that era: "There was no problem combining the roles of both racing driver and director, although that would be impossible today.









Top, von Hanstein (left) with Kling (in glasses) and Dan Gurney in the flat-eight Porsche at Solitude in 1962, the year of Gurney's French GP win. Centre, von Hanstein and Porsche stalwart Edgar Barth. Above, Rouen 1962, with Gurney (black helmet) and Bonnier by the pit wall.

"For instance, I would share my time at the wheel with others – all friends – and if I had some Porsche business work to do while the race was going on, then they would just have to drive longer. It didn't matter. We all worked together.

"Money was always a big problem in those days, and we were always short of it. And you couldn't borrow then like you can now. But with a lot of hard work, Porsche forged ahead and we did well on the race tracks.

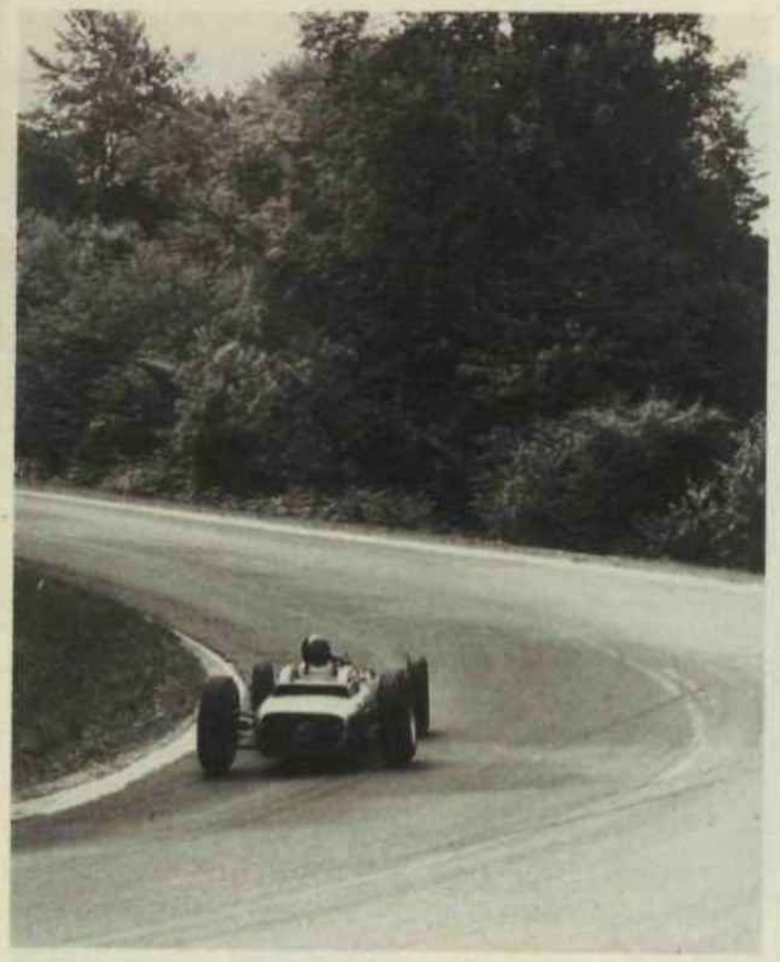
"Where driver contracts were concerned, we did it all by handshakes. Stirling wanted too much money, so I just gave him a car [a Formula Two Porsche]. I told him that he could win or lose with it. He mainly won, of course, as I knew he would, and it was wonderful publicity for Porsche.

"It's hard to say who was the best driver during my 17 years at Porsche, because their talents were so varied. I suppose Moss, because he could drive any type of car. So could Dan [Gurney]. Dan and I are very good friends. He still calls me once a month. He should, too. After all, he pinched my secretary. They've been married a long time now. And by the way, Dan's Formula One win in the French Grand Prix was also the biggest success for me during my time as racing director of Porsche."

At one point during our chat, von Hanstein rose and went to a large book case, returning with a scrapbook.

"Here is another great driver," he said pointing to a photograph of Wolfgang von Trips. "He had a natural talent. I met him when he was a lad of 18 or 19, when he had come to see if I could get a new piston for his Porsche. Only three cylinders were working. That's all he wanted – a piston. I got it for him and he drove that car in the Mille Miglia and won his class. Eventually we became strong friends. He was a nice guy."

Von Trips eventually left Porsche for Ferrari and was killed in the 1961 Italian Grand Prix while leading the drivers' world championship. Von Hanstein spoke at his funeral.





Above left, Gurney en route to victory at Rouen, the highlight of von Hanstein's managerial career. Top, his 1940 Mille Miglia-winning BMW 328 Coupé. Above, von Hanstein demonstrating an open Mille Miglia 328 at Hockenheim in the early 1980s.

"You can't make an all-time best driver list. How can you compare a Nuvolari to a Senna?"

"The drivers were all friends then," he stressed. "I can still see Graham [Hill] and Jo [Bonnier] sitting at a restaurant table and playing some Chinese game. . . Mahjong, I think. They would play by the hour. We were all good friends. We ate together and drank together. You don't see that now."

He also enjoyed talking about his early days with Porsche in the United States, where he and Karl Kling became the first German drivers to race in America since the war.

"We raced in Albany, Georgia, in 1952," von Hanstein said, "a 200-miler. Neither of us finished, but we got a lot of publicity because we drove the cars through the streets before the race. We were establishing Porsche's name in the United States, and then the Mexican Pan-Americana races followed. I led that operation while Kling and Hans Herrmann did the racing.

"My main job in Mexico was getting spare parts to the mechanics along the course, and we used a small plane to do it. That plane was so loaded down with parts I often thought that it would never get off the ground.

"But looking back now, all these things were modest and amusing when compared to operations in today's racing world."

Asked if he had ever compiled a list of the 10 all-time best drivers, von Hanstein quickly retorted, "No, it's not possible. You cannot compare drivers unless you compare them in their own specific era. For instance, Ayrton Senna was the best of this time. Michael Schumacher may become the best of his time. But neither can be the best of all time.

"You can't compare the drivers and races today with those of past era, not even those of 10 years ago. Drivers walk away from accidents that would have been fatal 20 years ago. Earlier, in my time, there were no crash barriers, no sand to sink into, no fire-resistant racing suits, and all that. The races were much longer, and were run on far more dangerous and difficult tracks."

Here von Hanstein paused, and said, "But please let me stress that I'm happy to note that racing is safer. Anyway, you can't make an all-time best driver list. How can you compare a Nuvolari to a Senna? No, the drivers must come from their own era."

A fairly recent achievement that von Hanstein took special pride in involves German drivers Michael Schumacher and Heinz-Harald Frentzen.

"Formula Three has always been strong in England," he reflected, "and in France and Italy too, and I thought it was about time that we jumped and helped our young German drivers.

"I sold the ONS [Germany's ruling motorsports body] on a deal to put down money for two promising young drivers – Schumacher and Frentzen. They could race for one season without paying for anything. The ONS would pick up the tab.

"We didn't know if they would make it to the top or not, but we certainly hoped they would. Hah! They didn't let us down, did they?"

With the interview ended, I was preparing to leave the trophy-filled room when I spied a photo of America's Phil Hill.

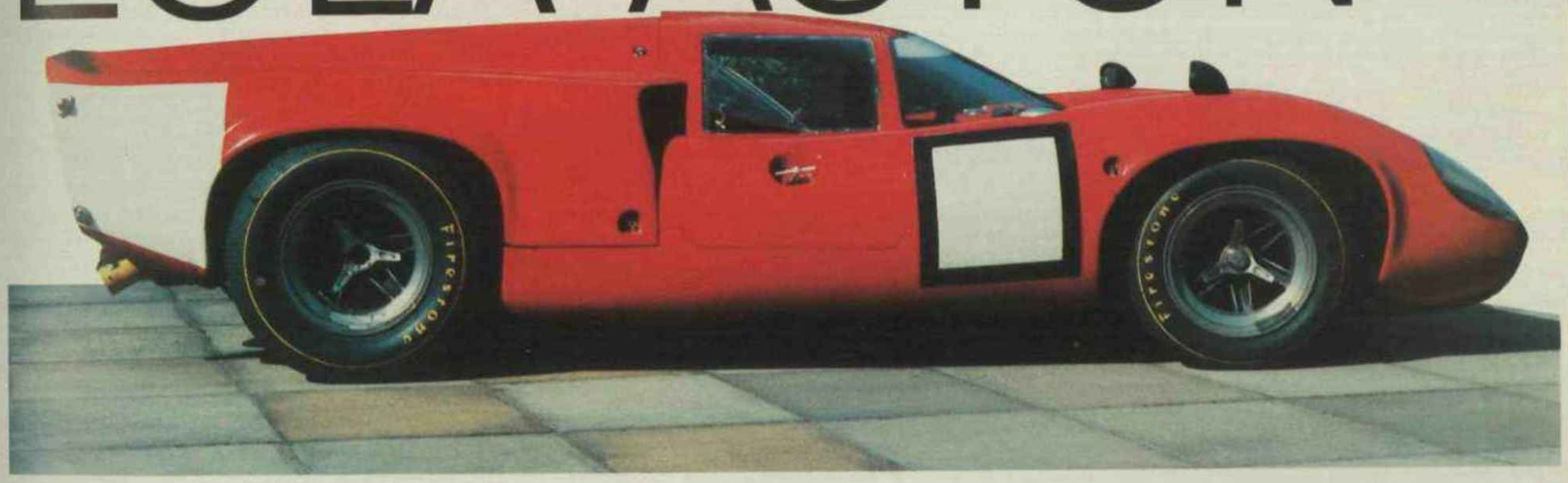
"Did Hill ever drive for you?" I asked.

"I don't think so," von Hanstein replied, "but he may have done. When he stops to see me on a visit he always says he once got 50 marks from me for a race he did. So perhaps his memory is better than mine."

In Germany, it rains often, and that day was no exception. As I prepared to go, von Hanstein, with an open umbrella in hand, insisted on accompanying me to my car, before I waved goodbye with great reluctance, and, unknowingly, for the last time, to this charming, old-world gentleman.

THE OTHER LOLA-ASTON

Rumours of exciting cars lying forgotten in garages are sometimes true, as John Starkey found out.



With the discovery and subsequent sale at auction of the Alfa Romeo Tipo 33 found in an Angolan scrapyard recently, the car world has once more been fascinated to find that a few rare jewels still exist in their original state.

Yet another has recently come to light — Lola T70 Mark III coupé, chassis no SL731/121. This car's claim to fame is that not only is it one of only two Lola-Astons made, but it has also had one of the most illustrious careers of any of the T70s built.

The author discovered this time machine whilst researching material for his book on the Lola T70, published in late 1993. Whilst I was viewing two other T70s which have been in pieces for many years, squirreled away in a shed, I was told that another one, a coupé, lived not 12 miles away! I made contact with the owner, who confirmed that he had owned the car for some 24 years and that it had not been run or moved for some time. Upon asking whether I could view the car, the owner invited me to visit him that afternoon.

Drawing up outside a detached house in a suburban street, I was welcomed inside and given a cup of tea. After chatting for a while, I learned that the car was "ex-Surtees" (aren't they all?) and that the owner had bought the car in 1970. "Oh. yes. I used to follow my family with it when they went on picnics. It always created a great sensation on the roads around here." He then asked if I'd like to see the car. We passed through a connecting doorway from the kitchen into the double car garage where resided a leviathan of an Edwardian Renault, the owner's current passion.

Sure enough, lurking no higher than the top of the wheels of the Renault, was a dark red Lola. I caught my breath when I realised it still had the small lights attached to the bodywork to show the racing numbers during the Le Mans 24-hour race.

Together the owner and I pushed open the outside door of the garage, which had certainly not been opened for some time, and daylight fell upon the T70, showing off its beautiful lines.

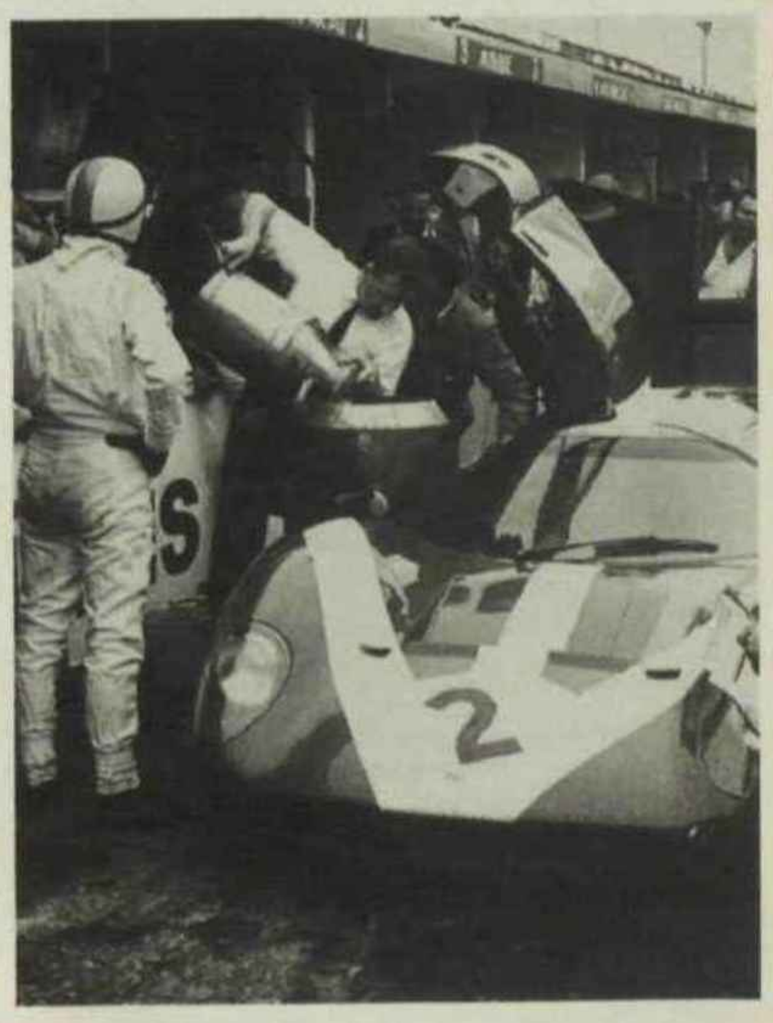
After taking some initial photographs, I opened the gullwing door and looked inside at a cockpit which looked just like the factory photographs from 1967. I peered at the chassis plate and received a shock. There it was — SL73/121! I asked the owner what he knew about the early history of the car, and he said that all he knew was that the previous owner had said it had been one of the Lola-Astons and had been driven by John Surtees at Le Mans. For many years I had been told that this particular Lola-Aston had resided in America, but there was no doubt, even with the Chevrolet engine now installed, that this was the real car. It sported the distinctive chassis modifications which are specific to the Aston Martin-engined T70s.

SL73/101 was the first Lola-Aston built, and was displayed to unanimous public approval at the Racing Car show at Olympia in January 1967. Aston Martin had been looking for a racing test vehicle for its new V8, and Eric Broadley had been approached by Jackie Epstein to build a coupé version of the 1966 Can-Am-winning T70 spyder. After first testing the engine (DP218) in a T70 Spyder, Lola then installed it in its new coupé for Team Surtees to run.

At the Le Mans test days the car was third fastest in the dry and quickest of all in the wet. Worryingly, the engine would not pull over 6000rpm on the Mulsanne straight, but Aston Martin was confident that the Lucas fuel injection shortly to be installed would cure this problem.

May 28 saw SL73/101's competition debut at the Nürburgring 1000km, where John Surtees and David Hobbs put it on the front row of the grid, alongside the Chaparral on pole. Although Surtees stalled the engine at the start, he was up to seventh place by lap seven when a rear wishbone broke going down through the Fuchsrohre. "Big John" wrestled the car to a halt without damage to either himself or car, but the T70 had to be retired on the spot.

Three weeks later came Le Mans. SL73/121 was brand new, and, fitted with a longer tail made of aluminium, was down to be driven by Surtees and Hobbs, whilst the Nürburgring car's crew comprised Peter de Klerk and Chris Irwin.



Top, the "lost" Lola as it emerged from its hibernation — little changed from its race days despite being driven on the road. Above, Hobbs watches 121 being refuelled at Brands for the BOAC 500 in 1967.

Both cars were troubled in practice by overheating, and the Lola mechanics looking after chassis set-up claimed that the injection timing was 180deg out. In addition, John Surtees had done a sponsorship deal contracting the cars to use Marchal spark-plugs, against Aston Martin's advice. The stage was set for a fiasco.

Surtees retired first. Poor 121 was out after just three laps with a burned piston, and 101 went out with a cracked crankshaft damper only thirty





After the Le Mans debâcle, the Aston engines were junked in favour of 5.9-litre Chevrolets — but even then the Team Surtees car only won half a race that year.

minutes later. The cars went back to the factory to be re-engined with Chevrolet pushrod units. 101 was sold to Max Wilson, a privateer who had little luck with the car before selling her to Jo Bonnier, who went on to have a very successful 1969 season with her, and became Lola's European agent. After numerous vicissitudes, the car is today in the hands of a very enthusiastic owner who races her as much as possible in historic events.

Meanwhile 121 had stayed with Team Surtees, and one week after Le Mans had taken part in the Reims 12-hr race, an event starting at midnight and utilising three public road straights to boast very fast lap times indeed.

Surtees took the first stint, and right from the off the four Lola T70s left the rest of the field for dead. Paul Hawkins led, driving Jackie Epstein's SL73/112 and averaging 149mph — in the dark with full tanks. This was faster than the F1 record held by Bandini, and as the circuit was closed shortly afterwards will stand as an all-time record. On the straight Paul was seeing over 190mph, and it is possible that Surtees, following in Hawkin's slipstream, over-revved the 5.9 Chevrolet, as Epstein had had a special high top gear cut for the event. Whatever, after three hours, SL73/121 retired with a broken crank.

Back in Britain, Surtees and Hobbs drove 121 again on July 30 in the BOAC 500 at Brands Hatch. The car took the lap record, but retired with fuel pressure problems. The Team Surtees T70 entered one more race, this time at Croft in a two-heat race with Hobbs driving solo. In the first

Above, 121 at the Le Mans test weekend in '67; note different tail to later form at Brands BOAC 500 (main pic and bottom left).

heat the crown wheel and pinion stripped, putting Hobbs out, but after frantic work in the pits the big Lola started Heat Two from the back of the grid. In pouring rain David Hobbs overhauled everyone else, including Denny Hulme who had won the first heat in Sid Taylor's white and green T70 coupé, SL73/102, and went on to win.

The car was now given back to the factory from where Jackie Epstein purchased her during the winter of 1968. The factory had homologated SL73/101 in Group IV with a five-litre (305cu in) motor fitted, and Epstein wasted no time in entering 121 for the BOAC 500 race at Brands Hatch, where together with co-driver Ed Nelson he struggled through to the finish after the fuel bag split. At Spa in May for the 1000km, Epstein was out when a head gasket failed, but after having had an Alan Smith roller-cam engine fitted, the car was fourth in class at the Norisring.

Jackie got to drive the car again on July 27 for the Martini Trophy at Silverstone, but he was T-boned by Ron Fry's GT40 and the car had go back to the factory for tub repairs. It also collected a set of dark purple body panels left after a customer had failed to collect them.

David Hobbs had the chance to drive 121 again at Brands Hatch on September 2. This was for the Guards Trophy, and Hobbs, despite a seized wheelnut and with the wrong tyres fitted, managed this time to finish, albeit in 21st place.

Epstein and Nelson entered Le Mans in September, where, with nothing to do on the morning of the race, Jackie's mechanics fashioned a huge imitation clockwork key and fixed it to the roof. As 4pm approached, the mechanics grabbed the key and pretended to wind up the Lola, much to the crowd's amusement. They lasted longer in the race than any of the other Lolas entered, retiring in the seventeenth hour when the gearbox failed.

After this, Jackie Epstein took the car to South Africa for the Springbok series where he shared the car with David Charlton. In four races, all held in glorious sunshine, they recorded a win, one second, a seventh and a 21st

On his return to England, Jackie Epstein sold the car to Brian Bolton, who in turn sold it one year later to the present owner, having never raced it. The present owner registered the car for the road and used it occasionally until 1975, when he laid it up. In November 1995 I sold the car on behalf of its owner to a French collector who is so delighted with it that he is having the car restored tastefully to its Aston Martin-engined configuration. When the car is complete, the new owner intends to race her in a new series for this type of car which starts in May 1996.

We all dream of finding a 'Bugatti in a Barn', but although I like Bugattis I doubt that any one of them could have given me the sense of excitement I felt as that garage door was rolled back to show this particular Lola. With its history of twice taking part in the classic Le Mans 24-hours, and of being raced by such names as John Surtees and David Hobbs, and its condition, still more or less as last raced in early 1969, this must be rated as one of the last great finds in the historic racing world.



BUDGET BERGSTORMER

It's not always the size of your wallet that brings results. Laurence Meredith falls for a £300 success story.

The good people responsible for the conception and delivery of Alfa Romeo's Giulia coupé probably wouldn't have had too many philosophical quarrels with Aristotle, who once noted that there are some jobs in which it is impossible for a man to be virtuous.

In creating the Sprint version featured here, the Milanese designers, draughtsmen and engineers surely created an all-time great — a thing of stunning proportions, of almost unimaginable joy — yet it remains one of the classic car world's best kept secrets.

Red, of course, but ripe for restoration, Reg Barker from Shrewsbury, paid just £300 (yes, really) for his 1964 car two years ago, rebuilt it over the course of last winter, and for his efforts, was rewarded with a class win in the 1995 Paul Matty Historic Hillclimb Championship. Which is quite something for someone who had never even seen a MIG-welder much before his 50th birthday.

As this was intended as a road/race car, much of the Alfa's 'road' equipment was discarded; the standard seats, interior panels, suspension *et al* were well past their best anyway. With the car stripped to a bare shell — the only way to tackle an Alfa rebuild — the laborious but meticulous resurrection took shape over a period of a few months.

A spare 2-litre engine was acquired for the appropriate sum of £50 (any more would have been considered expensive with a three-hundred-quid car), and rebuilt while the bodyshell was being welded — and welded, and welded. This Alfa was as rusty as. . . well, all unrestored 30-year-old Alfas. Autodelta 'stage two' camshafts, a brace of 45 Webers, high-compression pistons and a 'freeflow' exhaust were bolted to the old engine.

The cylinder head was cleaned up, polished and ported, and the flywheel was shaved for lightness, but bolt-on, go-faster goodies, essential as they are for competition work, aren't really worth a jot without the major moving parts — crankshaft, pistons, con-rods, clutch — being perfectly balanced. And they were, to the nth degree.

The standard gearbox was linked to a lower-than-standard rear axle, a Rhoddy Harvey-Bailey suspension kit was fitted, which included stiffer, lower springs, Bilstein gas-filled shock absorbers and a sturdy anti-roll bar, and with a few odds and ends that Reg had collected on the way — fibre-glass doors and bonnet, perspex side windows, alloy wheels, a rollcage and a couple of lightweight bucket seats — the whole ensemble was screwed together, sent to the local paintshop for a lick of 'rich racing rosso' and thence to a rolling road, where it was discovered that a fairly wholesome 125bhp was present, in no uncertain terms at the rear wheels, straight out of the box.

Up to a point, this all appears to be straightforward and simple. The reality, of course, is somewhat different. The long, often painful road to restoration is an almost never-ending one, but the reward at the end in this case, is one of the most exciting objects of useable automotive fine art anyone could ever want.

From any angle — every angle — this pretty little car is enticing, seductive, swooping and thoroughly intoxicating, the voluptuous body a piece of carefully sculpted mid-60s penmanship that is so good that, rather than ageing gracefully, just gets better and better looking. And it goes every bit as well as its purposeful countenance suggests too.

DRIVING IMPRESSIONS

Unhappily, a spell behind the wheel convinced me that I should have 'contented myself with drooling from the outside. It's simply that this Alfa is everything and more that a really good car should be. After a couple of minutes booting the little imp from one hideously sharp bend to the next, it becomes the car that you just have to own. . . if it weren't for the mortgage, wife, kids, dog and Kenneth Clarke. I jest, of course, Mr Chancellor.

A fortiori, after a couple of hours, you just 'tune in' to its every whim and feel as though you do own it. It's just so easy and predictable — like putty in your hands. Never mind that the rollcage hinders a dignified passage into the hip-numbing seat; forget that without carpeting the engine noise inside the cabin is ear-shattering and that creature comforts are non-existent: just turn the ignition key and get on with it. Gently at first to warm up the engine and transmission oil. And then? Hit the throttle pedal as hard as a size 10 can.

Jeeesus Chrrrist. . . snatch second — quick — and third, fourth and fifth; it's a neck-jerking, pedal-dancing dash to the tachometer red-line in every cog, the stubby exhaust tailpipe barking, rasping hard as the throttle opens gaping wide after each flick of the shifter. The hedgerows become a prickly, leafless blur in the bleak, mid-winter sunshine. Post the lever down two cogs to third, the exhaust note whooping and screaming as the revs rise instantly and die just as quickly before the power comes in again.

Grip the small steering wheel gently, turn in close to the right-hand apex and floor the throttle pedal, out comes the rear end, hold it on the throttle, gently feed in a touch of opposite lock and quickly straightening it all out, away she flies, like a radio-controlled bomb detonation. Except with the Alfa there's no fall-out — just hot, snappy kindling power. And it's glorious.

The classic four-cylinder twin-cam remains as smooth and jewel-like as it once was in standard configuration but now, it's really alive. Yet it is still tractable and passably docile at low speeds. There are certainly none of the temperamental ups and downs normally associated with high-lift camshafts. Surprisingly, there's also ample pulling power across the range, but an impressive quantity of torque at low revs to make for the all-important hop, skip and jump away from the line at hillclimb venues.

As the suspension is also honed for the smooth tarmac of Shelsley and Prescott, the car feels, although actually isn't, vulnerable on the pothole-punctuated roads of Shropshire, but there's an underlying suppleness, and the crashing and banging that might be expected as the wheels jump from one nasty cavity to the next is never so bad that your muscles tighten in sympathy at the punishment suffered by the underside mechanicals.

At high and low speeds, this Alfa makes for a delightfully uncivilised road car. Aristotle would have approved. There's an almost insufferable cold draught from goodness knows where that enters both trouser legs, conversation with your passenger borders on pointless and, as the perspex windows don't open — apart from the small sliding panel — there's not a lot to be had in the way of eye-level ventilation.

"It's a neck- jerking, pedal-dancing dash to the tachometer red-line in every cog"



All of that, however, is quickly forgotten. Merely changing up and down through the gearbox, even when it is totally unnecessary, is so smooth and fast through the gate that draughty trouser legs don't matter. And the firm competition clutch is, without any shadow of doubt, the best I've had the pleasure of kicking. It's not quite an 'in or out' affair but is a correct compromise between what is, and what is not acceptable, for those occasions when the family Ecobox won't start and J Sainsbury Ltd beckons.

The only part of the car that really shows its age is the steering, which is not as precise or direct as it could be, but I suspect that the heaviness encountered, particularly in low speed corners, has more to do with the Avon rubber than the layout of the steering geometry. These tyres give phenomenal grip, as can be expected, but the drag they create when lateral forces are applied would certainly decrease if they were replaced by narrower boots.

Whatever, the chuckability factor of this marauding missile with the current rubberwear is laughably high. Feather the throttle through a corner and it's as dull as an Inter-City 125, but get into the spirit of the thing and you just throw it. Impossible to go wrong.

As this Alfa, like all Alfas, is about going forwards, and usually at a respectable rate of knots, stopping is largely irrelevant, particularly in the heat of up-hill competition; but when the brake pads need to be lit up, the bite and rate of deceleration is unequivocal — and always without leaving a brace of expensive black rubber lines on the road. Incidentally, the brake lights and indicators don't actually work on this car, which illustrates that despite all the various modifications, it is still a genuine Alfa Romeo with all the usual electrical hallmarks. . .





No bumpers and squat stance on chubby tyres add purpose to Giulia's shapely form. Two-litre transplant features Autodelta cams and two brace of Webers; competition clutch and low diff make most of standard gearbox.

My fun over, the only unpleasant thing about Reg Barker's Giulia Sprint proved to be switching the engine off. It was so disappointing because, when a mechanical device works as perfectly as this 2-litre power unit so obviously does, the desire to use it, which, after all, is what it was intended for, quickly becomes seriously addictive. But all good things have to come to end, regrettably.

So what compares with it for proper motoring fun — real driving pleasure? Renault's Alpine A110 comes close, and so does the BMW 2002 Tii, but neither — even as completely useless wrecks —can be found for the cost of a sound, restorable Giulia Sprint. Which is why I reiterate this classic Alfa has been, and continues to be, a very well kept secret indeed. But for how much longer?

The 1996 RJB Mining
Historic Sports Racing Car Championship

HISTORIC SPORTS CAR CLUB

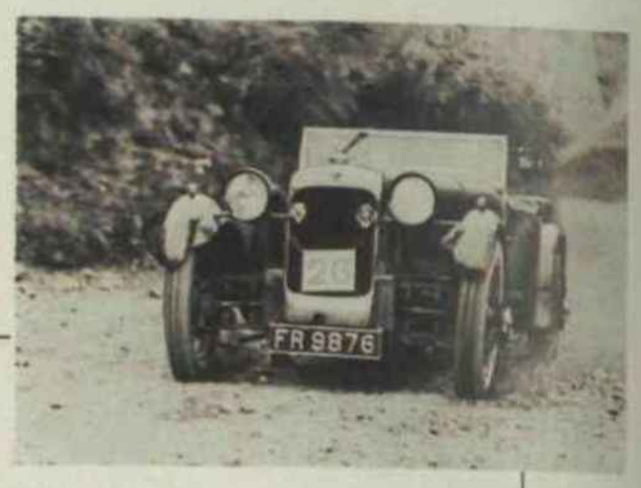
Championship Dates:

May 6	Brands Hatch	(AMOC)
June 1-2	Donington Park	(HSCC)
June 15	Silverstone	(HSCC)
July 13	Oulton Park	(HSCC)
July 27/28	Croix en Ternois	(HSCC)
Sept 1	Donington Park	(HSCC)
Oct 5/6	Snetterton	(HSCC)

Information

The RJB Mining Historic Sports Racing Car Championship is open to a variety of sports racing and GT cars built prior to 31.12.80 and divided into the following classes: Class A – 2-Litre Group 6 cars with wings built prior to 31.12.80. Class B – 2-Litre Group 6 cars without wings. Class C – GT and Sports Racing cars 1601–2000cc built prior to 31.12.80. Class D – GT and Sports Racing cars 1301–1600cc and Sports 2000 cars. Class E – Sports Racing cars over 2 Litres built prior to 31.12.78

For further details contact: SILVERSTONE CIRCUIT, SILVERSTONE, Nr TOWESTER, NORTHANTS NN12 8TN.
TEL (01327) 858400. FAX (01327) 858500.



The WASA's 1930 Land's End trial, with Miss Wichman's FWD Alvis just failing to defeat Beggars' Roost.

WHAT WASA WAS

The age-old question of whether women drive as well as men is too puerile to warrant discussion, especially in the age of universal motoring. But it came up in the 1920s, when fewer of the female sex were to be seen behind the steering wheel and, although there had been notably skilled lady racing drivers around from the very early days, the Brooklands' authorities, with a distant exception, were not yet ready to permit the gentler sex to pit itself against male racing drivers.

So around 1926 knee-length skirts (the mini came much later) began to rustle, if that is possible, and bobbed heads began to get together to see what could be done. One girl told proudly of how her sister, after only 2½ hours driving tuition, had driven alone in a Citroën saloon from Hampshire to Edinburgh in a day — no fast dual-carriageways or M-ways, just the narrow "Great North Road" — and the famous tennis star Senorita de Alvarez had by 1927 taken delivery of an open 3-litre Bentley (YM 6466). Before that, in 1924 in fact, Sir (later Lord) Herbert Austin's daughter, Mrs Arthur Waite, had made a winter run from Birmingham to Exeter and back, accompanied by a 71-year-old lady, in an Austin 7 Chummy, averaging some 20mph for the 310 miles over bad roads. But it was not so much that the less professional lady motorists wanted to prove their abilities as that they craved the fun of trials driving without having to compete against more experienced male counterparts.

They were given their chance when the Wood Green & District MC ran a trial for them in January 1927. It started from the Alexandra Palace, the drivers going down Colney Hatch Lane, then skirting Barnet by using Totteridge Lane and so *via* Elstree, Watford and King's Langley to Tring, where, after these four miles a secret check was situated, the route having to be covered to a correct time schedule if marks were not to be lost. The girls had lined up such cars as a Clyno, a Renault, a Windsor, a Charron-Laycock, a Morris-Cowley, and an Austin Twelve, while Miss Roper remained staunch to her favourite, the AC. Two more of these were competing, as was the inevitable Austin 7. One lady used an Oldsmobile, perhaps easier to drive than a light-car, and her sister seems to have had the same idea, as she came in an Overland.

Observed sections were included. Two miles from Tring, Waterworks Hill had to be climbed non-stop. The experienced Miss Roper was best here, the only failures Miss Corbett's AC and the Clyno. Whiteleaf was a more difficult test, with a restart on the 1-in-6 section. Miss Walker's Singer just managed this timed bit with furious wheelspin, but the furiously boiling Charron-Laycock failed and proved difficult to push up. Miss Weekes's AC and the A7 were slow but sure, Miss Ingram very good in the Morris, "using her spark control intelligently" it was said, when her engine spat back. Most of the girls did well, before facing a downhill brake-test on Kop Hill. This gradient, scene of so much speed activity previously, is still a quiet road, but not one on which to stage such a test today! Especially as many cars, even those with FWB, failed to stop in the stipulated ten yards after a 40 yards coast in neutral. Even ACs (including Miss Roper's), the Singer, Morris, the Charron-Laycock, another A7 and the Oldsmobile, ran on downwards. . .

The girls then had an hour for lunch at the *Buckingham Arms* in Princes Risborough, before tackling the course in the reverse direction. Kop now had to be climbed at a stipulated slow speed, with marks lost for going too slowly. The more thoughtful drivers crawled up the easier grades so as to open out for the steep bit. Miss Roper was good at this. . . The climb had to take 7½ minutes for top marks. The Overland, Miss Milne's Austin 12, and the A7s of the Misses Randall and Macintosh managed splendidly. Two girls were cigarette smoking (but Women's Lib was in the future and this trial had little to do with it). One was the Clyno girl, who failed and baulked the Renault, causing Miss Gilbert to take to the bank to try to get past. She then restarted well, only to stop before the top of Kop. Another Clyno was among the successful here. During the rest of the trial the Renault and an A7 had punctures and secret checks caught out many. The results showed that the ladies, on their first all-female trial, had earned three bronze, three silver and four gold medals, the last named won by the Austin 12, the two A7s and the Oldsmobile.

Then the Women's Automobile and Sports Association was formed — WASA — and for its first competitive event, decided in 1929 on a full 300-mile night-section Exeter trial on MCC lines, although using an earlier route, with only Peak hill, Salcombe and White Sheet as observed sections, and finishing at Basingstoke. There were 38 starters, nine cars having failed to turn out for the start from the bleak Slough Trading Estate, the October night fine and star-lit. There the girls assembled, in flying helmets, berets and cloche hats, mainly in open cars, including Miss Bancroft's 2-litre Lagonda (PG 3033), the hoods of which remained down when rain later intruded. It was not an absolutely female event, because men navigated in some of the cars and a few took over for the dreary main road haul back to the finish. But 17 cars had all-girl crews. A few were pretty experienced, like racing drivers Miss McOstritch (Alvis) and Miss Naismith (Ballot), Mrs Montague-Johnson (Riley 9) had Monte Carlo rallies behind her, and the aristocracy was represented by the Lady Iris Capell (Alvis), while Kitty



One of the more sporting cars on the first WASA event was Miss Bancroft's 2-litre Lagonda.



The Naismith sisters in a rather stagey pose for the cameras before the first WASA trial. The car is a Standard.

Brunell (Talbot), young daughter of the famous photographer, who was to marry racing driver Kenneth Hutchison, had virtually grown-up with cars and competition work. Victoria Worsley, who also raced at the Track, was there, with her MG Midget.

Peak hill, with luck an easy climb for ordinary drivers, defeated the Renault, a Morris-Cowley and a big Daimler, the last baulking a Chrysler. One onlooker was a trifle lukewarm with praise, remarking that while no-one with a knowledge of driving could have told that this was a women's event, that was not to imply that the standard set in, say, an MCC run was necessarily a standard by which to judge. . . But Miss Gate's Essex was fast, and Mrs C F Dobson, navigated by an experienced husband in her MG Midget, eventually gained a "gold", after a protest, to set with Mr Dobson's collection.

On Salcombe the MG Midgets all went up well, as did Miss Roper's AC, a Morris Minor and an accelerative Austin 7. But again the Renault, the Daimler and the other Morris-Cowley failed, and Paddy Naismith's Ballot almost blocked the hill when it, too, stopped, but Mrs Muriel Stanton's Sunbeam powered past it in spite of a mild mis-fire. Two dogs rode in Miss McOstrich's Alvis. Came the re-start on White Sheet, which a few of the adventurous ladies decided to ignore. Higher up three stopped. But good performances were made by Miss Roper's AC, Miss Johnson in a Hillman, the Essex and a Talbot. Incidentally, daughters seem to have been persuaded to take part, like Miss Montague-Johnson and Miss Vaughan in a Standard. The aforesaid cynic observed that ". . .in general the standard of handling the cars was quite reasonably good." But Sammy Davis was kinder, reporting it as "a really fine show". That was about it, except that Mrs Dobson's MG had developed a useless clutch and near Dorchester on the run back Mrs Dinsdale had to change a front wheel on her Singer. But all who started finished. Apart from 14 gold medals, 19 silver medals and a bronze for the Ballot, Miss Vaughan (Standard) won the William Morris Trophy, Miss Brunell (Talbot) the Lord Ducie Cup and Mrs Clarke (Chrysler) both the WASA Cup and Novices' Award.

So that was what WASA was. It grew in strength, and a Land's End trial was held in 1930, also combined events at Montlhéry track in France and at Brooklands. But it got a bit over-ambitious in wanting to have scouts on the road, like the AA and RAC, an idea which Sammy Davis dismissed as "just plain *loupy*". It chose May for the "Land's End", and the girls had to tackle all the famous MCC hills, except Bluehills Mine. Twenty-five drivers proved game, and they set off from Slough through a dry night for a post-dawn breakfast at Taunton. The dreaded Porlock was rendered more difficult by including a re-start test, ten yards to be covered in not less than eight seconds, defeating only an Austin 7 with stalled engine and a too-pedestrian Morris-Cowley. So up they went, watched by a few enthusiasts, a sleepy AA man and a policeman, who saw the A7 and a Chrysler fail further up the mile-long grind. A Singer Junior, No 13, could not even get away due to clutch failure, but Mrs Wisdom coped well with her high-geared Frazer Nash, and a Wolseley Hornet in its first trial went nicely. Other sports-cars were Miss Schedler's MG Midget (TM 5050) and Miss Witchman's FWD Alvis (FR 9876) which, with six others, failed the optional climb of Beggars Roost. But all the girls had a stab at it, rather than forfeit a chance of a premier award. The Chrysler then overturned on a straight road towards Launceston, but no-one was hurt.

Ruses Mill saw, among other good ascents, Mrs Scudamore's red Triumph with crisp exhaust note do very well, as did the Hornet, Miss Schedler's MG Midget found the climb easy, and Kitty Brunell was untroubled, in a Bianchi. Elsie Wisdom had trouble with the 'Nash, too high-geared and with too little lock, but Miss Watson managed wonderfully well in a 3-litre Sunbeam with its hampering long wheelbase. Aged 10/15 Fiat and Austin 12 completed the good showing, but a Standard Nine baulked its fellow. Tea at the "Indian Queen" after Bodmin Moor must have revived the girls, and 25 clocked in at the finish, Miss Roper (AC) very late, with engine trouble.

Suffice it to say that the Association became increasingly popular and respected. By 1935, for example, it continued to run the "Exeter" trial and also held speed-trials at Howards Park with other clubs, so male drivers were invited, in which the fastest lady was Miss McOstrich in a s/c Frazer Nash. Lady Guinness presented the awards. In the "Exeter", which counted for the Wakefield Trophy, a new WASA competitor was Stirling Moss's mother in her 1½-litre Singer; she failed on the Grabhurst hairpin but made f t d in the re-start test on Porlock's first corner. On the whole the drivers did very well, but the Wakefield Trophy holder, Miss Richardson, stopped at the top corner, and former holder Mrs Montagu Johnson in her new Fiat Balilla also did so in a rutted bottom corner. Miss Dobson (Rover) and Miss Walker (Riley Imp) were excellent up Tarn Steps, and Barbara Marshall was airing her old Anzani-GN.

A sign that the ladies were now supremely confident was the inviting of other clubs and therefore men rivals, to a tough Welsh trial in Wales that year, starting and finishing at Llandrindod Wells in which Miss Watson (MG Magnette) and Mrs Moss in the Singer went well. In the summer of 1935 a Jubilee Gala was held at the Hurlingham Club, in aid of King George's Jubilee Trust. WASA had also formed teams for the Inter-Club Race Meetings at Brooklands; that for 1932, for example, consisting of Miss Hedges (Talbot), Miss Schwedler (Alvis), and Miss Allan (s/c Lagonda), with Miss Auterac (Standard) in reserve.

So the activities continued, but the WASA eventually faded out. More recently, since WW2, another Ladies' MC was formed, but I have heard very little of it. **W B**

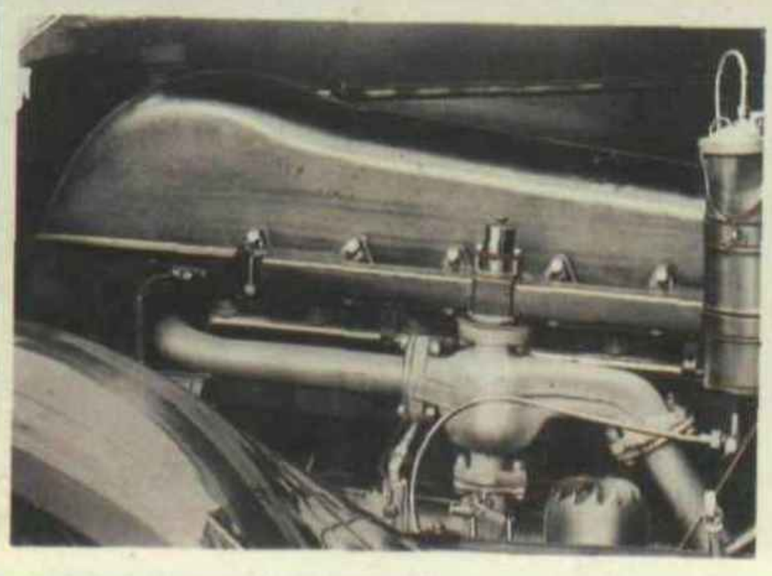
FORGOTTEN MAKES



As part of a series of publicity schemes, "Cannonball" Baker broke the Pike's Peak record in this one-off 4WD Franklin.

THE FRANKLIN

Warming to his theme, WB considers another car without coolant



The air-cooled car to which I referred last month but did not name was the American Franklin, the most successful exploitation of the air-cooled engine ever, surely? (Pre-Volkswagen if you insist, but VW soon took to the water, post-Beetle). Quite why is difficult to answer, though I suppose the cost of fan and ducting was found to be less costly than water plumbing and a coolant radiator — especially with separate cylinders. Anyway, that is how the Franklin was, in both four-cylinder and six-cylinder form, all its long production life. Indeed, this was just one of the unconventional aspects of this remarkable car. For year after year it retained a wooden chassis and full-elliptic springs. That, and a few advanced innovations along the way, and it deserves to be called remarkable.

The company constructing the Franklin was situated in Syracuse, New York and was known as the H H Franklin manufacturing Company, from its motor-car beginnings in 1901 up to 1917. Prior to that H H Franklin had made castings for industry. He acquired a taste for the simple air-cooled engine from the prototype cars of a New York firm which had been designed by John Wilkinson, using transverse 1.7-litre four-cylinder power-units of advanced concept for those times, as they had float carburettors and overhead mechanically-operated valves, although their two-speed planetary transmission was less of a novelty on an inexpensive American auto at the turn of the century. Note, however, that they also had wooden chassis frames and full-elliptic road springing. Franklin was happy to continue with these unusual items for most of his cars' production life.

He got things moving, saleswise, by 1902, when thirteen Franklins were built, and love of wood prevailing, their wire spoked wheels were soon replaced by artillery wooden ones. Production was up to 184 the following year, 1903, — such figures are comparatively easy to obtain for

American makes — but design was by no means stagnant. Engines took on a conventional in-line mounting, a sliding-pinion three-speed gearbox took over from the epicyclic kind, and a rounded bonnet was adopted, as on not only the great Delaunay-Bellevilles but for quite a number of other Edwardian motor-cars. But Franklin refused to be wooed with water jacketing. He did stop using a push-on hand brake lever after 1906 but this was nothing unusual in the early days, — it enabled a desperate driver to *lean* on it in an emergency — although associated here mainly with Daimlers, which continued the practice for many years.

Franklin knew that demonstrations must be set up to prove that air-cooling held no terrors. In later years these were very convincing and quite frequent, but as early as 1904 a Franklin set a record time for the journey from San Francisco to New York. For one year the transverse and more conventionally-engined Franklins were made side-by-side, and the little 12hp model had something of the look of a De Dion Bouton *voiturette* about it. The cars had shaft drive, and as early as 1906 the Model-H six-cylinder Franklin had been announced, with seven-bearing crankshaft, which was continued for all subsequent Franklin Sixes. Style and luxury were on the way. . . And while one does not associate the make with racing, a straight-eight racing car was apparently intended for the 1905 Vanderbilt Cup race. It failed to made an impression in the eliminating trials, but one can see that with separate cylinder construction an "eight" could well follow the production Six. The Franklin engineers were certainly ambitious. They had introduced automatic ignition advance-and-retard by 1907 and followed this with gear-drive of the fan that cooled the unusual engine.

Further changes were incorporated in the 1912 cars, a Renault-type "coal-scuttle" bonnet replacing the rounded one, which enabled a flywheel-incorporated fan to suck air over the "pots". By that time full pressure lubrication was part of the specification. The small Franklin was the Model-G, rated at 18hp, and it was the only one to have a quadrant gear-change; its engine capacity was 2.3 litres. So there had been a move away from purely small cars, and the top model was the 38.4hp six-cylinder. This was the mode followed in 1914, only a six-cylinder engine being available, used for the "6/30" Franklin. More advances were in the offing, by 1917, when the company changed its name to the Franklin Automobile Company. These left-hand drive cars now came with an electrically-controlled carburettor choke.

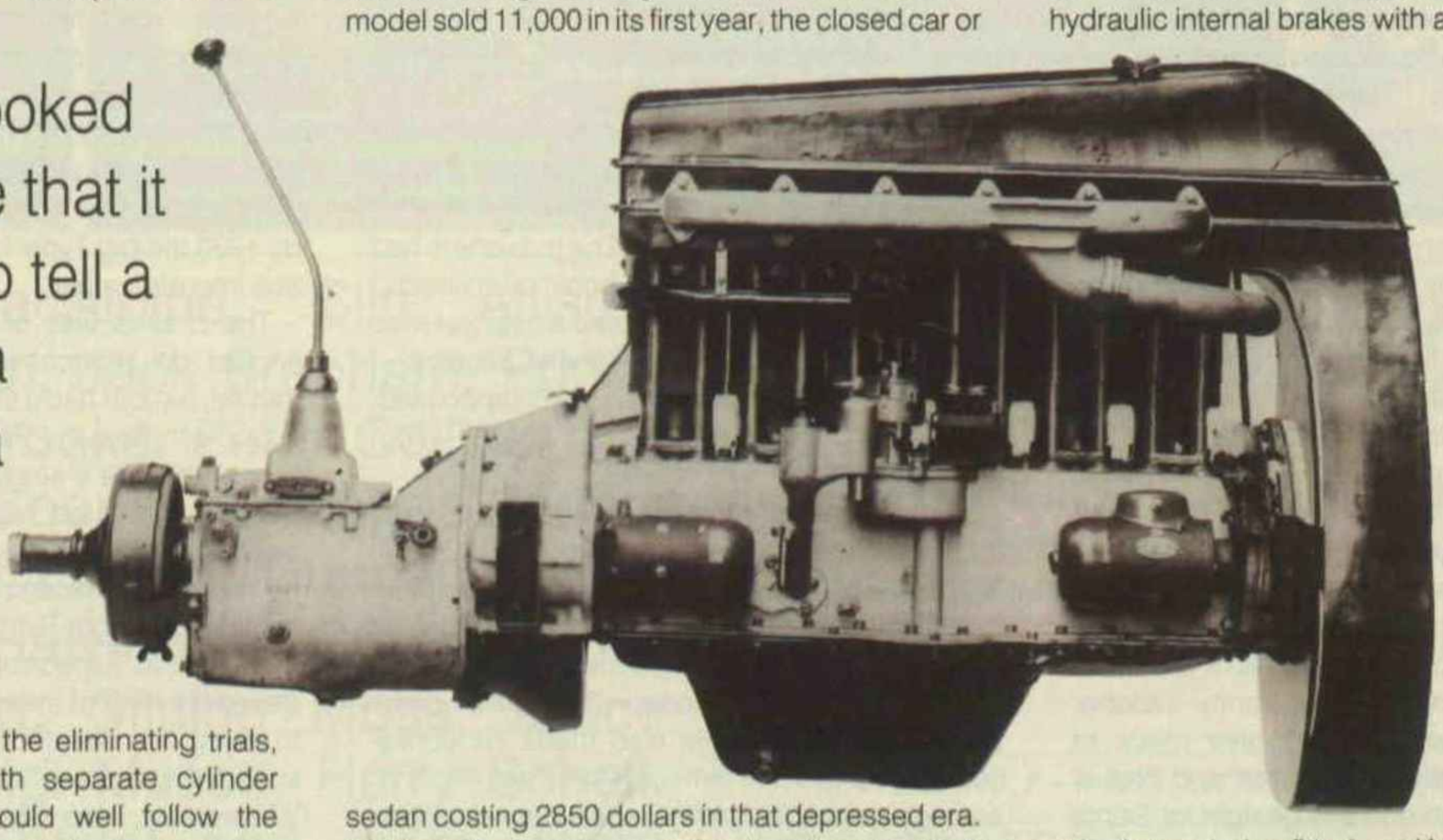
The war over, sales resumed a satisfactory level, 8648 Franklins being sold in 1920, when the price of the six had been reduced by fifty dollars to a round 2000 dollars. To allay any misgivings prospective customers might have had about air-cooling of such a large-engine, one of these cars had been successfully driven from Walla Walla to San Francisco *in bottom gear*. For the 1923 season a redesign had been thought desirable. It took the form of giving the car a Fiat-like dummy radiator, incorporating the turbine-style air blower, a single-plate clutch, a unit gearbox and, for some odd reason, the electrics were changed from twelve to six volts. One Franklin claim had been that the full-elliptic suspension enhanced tyre life, with mileages of up to 20,000 per cover obtainable, and to emphasise this the company refused to fit detachable rims, commonplace then on most American automobiles. The revised cars were not perhaps particularly handsome, looking like the bulk of other lower-priced American sedans, except for the slightly different "radiator" shape, at a period when all the rest looked so much alike that it was difficult to tell a Dodge from a Durant from a Chevrolet. . . That was to change. In any case, the new Franklin model sold 11,000 in its first year, the closed car or sedan costing 2850 dollars in that depressed era. Incidentally, America went for closed-car comfort earlier than had European manufacturers, and Franklin had made mostly sedans from 1913.

In spite of a former Vice-President leaving to form his own business making the Holmes air-cooled automobiles in Ohio, and later, when the final refining of the Franklin appalled him, the resignation of John Wilkinson (who had introduced H H F to air cooling all those years ago), the Franklin Company thrived. This later change, in 1925, to the 3.8-litre six included a dummy radiator with vertical ribs that completely disguised the cooling method, as the aperture for the fan had gone. The cars now *looked* entirely conventional, and in 1929 production rose to a record 14,432 and custom bodies from good established coach-builders became available. But the wooden chassis and full-elliptic springs remained. It is difficult to know why. Could a simple wooden frame have been more cost-effective than making a steel chassis shaped with dumb-irons, and the excessive springing intended to save the wood structure from shock? I await comment. In the early days a wooden chassis was thought to contribute to better riding, being supple, but this could hardly apply by 1925. Whatever, the cars were successful and well-liked by those who acquired them. I do not know how many were sold here but the make was handled, not by a concessionaire, but by the Franklin Motor Car Company Ltd which had premises in Chilworth Street, Paddington, not far from the then-GWR railway station, and which exhibited at the London Olympia Motor Show, where in 1927 the chassis was offered for £650 and the saloon for £885.

There were more improvements, for 1928, the engine size increased to 82.5 x 120.7mm (3871cc), with larger valves, gas speed increased through the tulip inlet ones, changed inlet and exhaust manifolding, stronger push-rods and valve-gear parts and the oil-pipe runs tidied up. The seven-bearing crankshaft that gave notably smooth running now had balance weights fitted to it and the frontal air-fan was of light weight. An air cleaner had been added to the air circulation system, air being forced through the crankcase as well as over the cylinders. The chassis too, was improved on European lines, four-wheel hydraulic internal brakes with aluminium shoes in 14in drums, being fitted, and brake fluid stored in a chassis tank. Two chassis lengths were now available, the shorter one still of wood, the longer wheelbase one strengthened with steel inserts. The short sedan cost that £885, a fine long-wheelbase 8-seater sedan £965, a limousine £1,025. An exciting new model called the "Airman" ushered in these 66 improvements.

Good publicity also accrued when the motoring magazines were provided with test cars: A leading British weekly took a Franklin from Coventry to the then-dreaded Bwlch-y-Groes, up which many water-cooled cars would boil furiously. But the Franklin refused to overheat and even after a number of ascents the cylinders ran so cool a hand could be laid on them. Later *The Autocar* had a saloon with the smaller 3258cc engine for a full test; it weighed just over 28¼cwt

"All the rest looked so much alike that it was difficult to tell a Dodge from a Durant from a Chevrolet. . ."



A Franklin Six *exposed*, illustrating the frontal fan and air shroud to the *individual* cylinders.

empty, had gear ratios of 17.1, 8.2 and 4.73 to 1, and used the 9ft 11in wheelbase. It gave 20 to 23mpg and the engine smoothness was remarked upon, there being only the slightest tremor at 10 to 15mph and none above that pace. Top speed was only about 53mph, which was excused by the excellent performance in the range where it counted, in traffic, and for reasonable average speeds on country roads. Moreover, the engine surprised by being "inaudible, with no trace that it is running, apart from a mild exhaust mutter".

Light steering, with a taxi-lock was praised, and it was said that the engine would pull away from 3mph in top gear, just as well unless you cared for a "European whine" from the indirect gears. This lhd car had rear brakes only, which pulled it up in 50ft from 25mph but with much deviation from straight ahead, and cold starting was not prompt. (The later improvements were perhaps a little overdue!) The Franklin's dash was in the American idiom, plebian to European and British taste, but sensible. A tiny H-gate contained the lamps-switches, strangler, ignition-switch, primer, and the lights' dimmer. The side lamps were separate from the parking lamp, with their own little switch. A matching panel held the ignition advance-and-retard lever and there was a throttle lever on the hub of the four-spoke steering wheel. The gear lever was the typically long, willowy USA gear-stick, placed centrally, as was the accelerator, with a rh brake lever. You started the smooth engine, that ran warm but didn't overcook itself, with a foot button. It took the tester up Newlands Corner hill from Ripley at never under 20mph, in top cog.

One Englishman who enjoyed his Franklin was the novelist and writer Gilbert Frankau. He bought a used Franklin, a make of which he had scarcely heard, as a replacement for his Armstrong Siddeley limousine. A 30hp black and red sports-coupé, presumably an "Airman", it was delivered by a Mr A H Clarke, perhaps from Franklin Motors, and what clinched the deal were the Reg letters GF. The very first time Frankau drove the car it "spat at me like a wildcat and developed a shimmy in her full elliptic springing that made her solid steering column feel like india-rubber and nearly hurled me off the Colnbrook by-pass". But the misfire was traced to loose wires in the Delco coil-ignition system and "an unscrewed king-pin" caused the other disaster. Frankau took his new possession to the Continent and with it open and without goggles, on ". . . that sunny October morning drove down the long grey roads of France". Mid-way between Avignon and Frejus, he tells us, ". . . where one swings right for Sainte Maxime and Beauvallon, the road switchbacks. Down one of those switchbacks Frankie's (the car had obviously to be named "Frankie"!) slightly optimistic speedometer touched 90mph."

It was in his Franklin that Gilbert Frankau, wanting to get the atmosphere of motor-racing for his novel "Christopher Strong", drove down to Brooklands, where Sammy Davis took him for some fast laps of the Mountain circuit in the sports-racing 4½-litre Invicta. Frankau thought it dangerous, or pretended to. But when the novelist went down to the Track a day or so later, it was to see Davis lose the Invicta in the rain during a Mountain race at the 1931 Easter Meeting and slide uncontrollably down the banking into a telegraph pole, breaking his thigh. . . (I know all this because when the MOTOR SPORT offices were in City Road there was a used bookshop not far away, in which I used to browse. There I picked up Frankau's autobiography, *Self Portrait*, and began to look through it. The publishers had listed the personalities the book contained. I glanced at it and my heart missed a beat as I read "S C H Davis" and then "Sir Dehane Segrave". I had to have the thing, and was not disappointed, although at the time I thought the 2/- (20p) charged for it was a bit steep. . .



Despite its 4.4-litre capacity, the 1929 Type 135 only offered a meagre 64mph.

"Old man Franklin continued with his theme that 'Water freezes at about 30deg, and boils at 112deg'."

To maintain their reputation for good long-lived cars, Franklin signed a contract in July 1928 with "Cannon Ball" Baker, who undertook to think up runs that would endorse their integrity. He beat, it seems, many long-distance trains, and drove a Franklin from coast-to-coast in 69hr 31min, never stopping its engine. He also made six consecutive ascents of the famous Pikes Peak hill, at an average speed of 34.4mph, again with the engine running non-stop, and with a special 4WD Franklin broke the highly coveted record for this hill. There were also many other high-speed runs. To add to this, it was the time of the world-acclaimed Lindbergh solo Atlantic crossing in his Ryan monoplane (never, however, forget that Britain did the crossing long before that, with an R-R-engined Vickers Vimy biplane, but with pilot and navigator, under very dicey conditions). "Lindy" ran a Franklin "Airman" as did other aviators like Amelia Earhart, Donald Douglas, Frank Hawkes, and Glenn Curtis. A lot of aluminium, including for the pistons from an early date, went into the Franklin, the "Simplify and Add Lightness" theory, and the Pikes Peak engine was subsequently flown in a Waco biplane. In New York a Rockefeller ordered a Franklin. . .

The earlier design development had been in the hands of J Frank de Causse, but after his death in 1928 the new cars were the work of Ray Dietrich. Franklin did not rest on its laurels. By 1929 the demonstrations had come to England, when a car was RAC-observed to run from London to Glasgow in bottom gear, involving the engine in a 40hr non-stop stint, lubricated by Castrol oil. At Olympia there was a concessionaire at last – Regent Motors, with Mr Cameron Tetley in charge – who showed the new 4.4-litre Type 135, and the small Type 130 was also available. The later models had used a smaller fan to cool the copper-finned cylinders, absorbing 50% less power, which had increased from 65 to 95bhp at 3200rpm, so that maximum speed rose to 80mph, although *The Autocar* got only 64mph from the 4.4-litre 1929 35cwt £820 saloon. By 1930 the big Type 147 was a modern-looking and impressive car.

The chassis was of steel after 1927 but this implied no shortcomings in the former wood frames; rumour had it that it was now too costly to import ash from the Pacific North-West and wait five years while it seasoned. Otherwise old man Franklin continued with his theme that "Water freezes at about 30deg, and boils at 112deg", and he sponsored Chicago's National Air Races. So it continued. Comdr Byrd used Franklin engines for his Antarctic Expedition, and in the heat of the desert the King of the Hedjaz found Franklin cars to serve him satisfactorily. Ambition led to the supercharged "Airman" and even to a 6.8-litre V12 version, also blown in both senses, commanding a tax here of £57. L C Rawlence, the OM people, took these on. But I wonder how many they sold, or even imported? That was in 1934, but by then you could no longer visit the London Show and order a Franklin.

In America sales had been falling, from 6036 in 1930 to 2851 in 1931, 1905 in 1932 and, with the Wall Street Crash, to 1011 in 1933 and a mere 360 in the first months of 1934. The golden years were well and truly over. But those who now seek out old cars may be inspired by the fact that it was estimated from registrations in 1929 that 75% of all Franklins built since 1902 were then still in use and it was thought that many more must still exist in hiding. And in 1963 a Type 147 sedan was discovered in New Jersey, somewhat tired after 133,000 miles; it was restored and was going splendidly in 1977, after a further 7000 miles. **W B**

FOUR WHEEL DRIFT



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AIR MYSTERY

A MILD



The Lincock's rakish looks were heightened by fitting helmets over the cylinders for the Kings Cup race of 1928.

Having got over a phobia I had as a boy, that if I took too great an interest in aeroplanes this might detract from my enthusiasm for cars (earlier I had dreaded becoming a teenager, in the belief that then all I would require from life would be playing football, which proved far from the case), I pursued both interests without anxiety and contributed to motoring and aviation journals. Thus, sometime just before the outbreak of WW2, I was anxious to discover how many, and what kind, of aeroplanes were on the Civil Register.

To ascertain this I paid a visit to either the Air Ministry or the Civil Air Board, where the records were placed at my disposal without any problems — save one. I was happily going through the lists presented to me, excited to see how many WW1 fighters were still being flown, such as Bristol Fighters and SE5s, to count up the surviving Avro 504s and to see if any of the "motor-gliders" built for the Lympne Light Aeroplane Contests of 1923/24 were still in use, when I spotted an entry for a Blackburn Lincock.

Ah, I thought, so a later RAF fighter has passed into private-owner hands. But before I could make notes about it the official who had produced the list came up and asked me to ignore that entry, placing a sheet of paper over it, without any explanation. This has puzzled me ever since. . .

The Lincock was built in 1928 by the Blackburn Company of Brough to give their designers a chance to produce a high-performance biplane in the light fighter category that was not encumbered by all the wind-drag equipment such as bomb-racks, armament, and other protruberances called for in Government contracts. What emerged was an exciting little aeroplane from the drawing board of their Major F A Bumpus, aided by his chief assistant, G E Perry. They used the then-conventional wood and fabric structure, of very low drag, with a well-contrived C of G,

powered with a 240hp Armstrong Siddeley Lynx seven-cylinder air-cooled radial engine driving a two-bladed wooden propeller. Four ailerons provided a high degree of roll and the tail plane was adjustable in flight for incidence variation.

Officially called the Blackburn F2, this interesting aeroplane was known as the Blackburn Lincock and registered G-EBVO. After its performance trials at Martlesham Heath, the Lincock was flown back to Brough by Sqn Ldr Jack Noakes, where at a press preview of the Blackburn Ripon II, G E Lowdell and A M Blake used it to give a most impressive display of aerobatics. The Lincock was to become famous in this field. In July 1928 Noakes flew the Lincock in the two-day King's Cup Race, entered by Robert Blackburn, and finished 10th at the Brooklands final control, having averaged 145.32mph. The Lincock's rakish appearance had been increased for the race with the fitting of helmets over the engine cylinders to improve the already good streamlining, but these caused overheating.

During 1929, at three displays, the upward rolls which Lowdell performed with the Lincock caused a sensation for those who appreciated these things, as they were a "first" in the aerobatic repertoire. For the 1930 season the plain silver finish was changed to that of black and yellow fuselage bands and the Lincock continued to excel in the display areas, flown by Blake at Stoke-on-Trent, Whitchurch and Woodley, after which it was resprayed silver and displayed with hastily painted RAF roundels in the New Types Park at the Hendon Air Display, a substitute for an all-metal Lincock which had been damaged during the previous week.

After that static indignity the Lincock was taken out to Chicago by Flt Lt Atcherley, and on its return it continued to impress at flying displays in 1931 until its C of A expired and it was dismantled, shortly after it had been flown in a display at Blackpool. The Canadian Government then showed an interest in the Lincock but insisted on metal versions to survive the climate there, and a Lincock II was built, with a 255hp geared Lynx engine and metal airscrew. Too late to go to Chicago, it was faked up with oversize wheels, a temporary prop, and no pitot-head, for exhibition at the 1929 Olympia Aero — similar ploys have been used at motor shows!

As G-AALH, the Blackburn F2A or Lincock II was completed and shipped out to Toronto where it was very successfully demonstrated (those rolls!) and reported on. But after it seemed as if it might be built in Canada, the Air Force there refused it, as had the RAF, on the grounds that it was not a first-line fighter and that there was no call for a transition between normal trainers and fighters at that time. However, Atcherley (who became Air Marshal Sir Richard Atcherley in later days) was invited to take part in the 1930 Chicago International Air Meeting, and for this purpose Robert Blackburn sold him G-EBVO for 10/- (50p) as serving officers were required to fly only their own machines, not manufacturers' demonstrators. Against foreign opposition from such aeroplanes as Dewoitine D27, Breda 18 and Junkers Junior, the Lincock and its skilled pilot gave displays which brought the crowds to their feet as he performed the "falling leaf" and other "impossible" manoeuvres.

In view of the interest shown, Blackburn built five more metal Lincocks with 270hp Lynx Major engines, but as two of these went to China and two to Japan for their respective Governments they hardly affect this story. The fifth (G-ABFK) was kept as a demonstrator by Blackburn. In 1933 Sir Alan Cobham acquired Lincock II and the demonstration Lincock III for use in his National Aviation Day Displays, after which G-ABFK found a home at Brooklands with the Collage of Aeronautical Engineering, where its engine bay was extended to fit a 270hp Alfa Romeo radial engine.

All the latter development took place about the time when I was listing the private-owner aeroplanes still on the Civil Register and was told that the Blackburn Lincock was "out of bounds" to me. Was Sir Alan planning some secret weapon for the RAF or had the College something sinister up its sleeve? Probably we shall never know. . . But what a very nice aeroplane the Lincock would have been for some enthusiastic and experienced private pilot.

W B

vscc HEREFORDSHIRE TRIAL

The VSCC started its 1996 trials season with the Herefordshire Trial on February 17. A good start, the weather not too cold and the gales subsiding beforehand, for the 104 entries. Hamish Moffatt had been out fixing the "sections", with enough hills to delete any whose condition on the day made them inadvisable. This left a dozen good but comparatively easy ones, reported as enjoyable. "Royal Bounty", for instance, was in pleasant rolling parkland and there was a stop-and-restart on muddy but short "Deans Place", where hounds were baying in a distant forest. The route had to be nominally completed in four hours, leaving plenty of time for those contemplating long hauls home. Moreover, one pub was offering a one-third discount for those in 50-year-old cars and another third off for drivers over 50 years old... (So support the *Wheatsheaf* at Fromes Hill; *The Verzons* with its spacious car parks and bars was, as usual, the start and finish point).

Some had problems. Early on, Boyd's A7 Special ran a big-end, and Bond's Morris-Cowley apparently incurred radiator damage as a guard was being fitted. Keith Hill had had a pinion-bearing fail on his Crouch-Helix the day before but was able to locate a 24-hour service for the supply of replacements, so a little night toil had it running again. Seymour Price had the n/s rear wheel spokes break up just after he had cleared "Royal Bounty"; he went on to clean all but "Herbert's Hump". Another who achieved this was Mrs Wellock, in her husband's 1932 A7 Special with track-rod ahead of the front axle, all the more notable as this was her first trial and they drove the car up from Ilminster and back. A few others did equally well, and 18 cleared every section.

Ben Collings and a full crew in the Mercedes-Maybach had adventures when the n/s chain came off and wrapped itself round the brake drum, bending the substantial torque-rod. Miraculously, out of nowhere came the owner of a workshop with an electric forge, so repairs were effected, a puncture repaired at the vintage garage at Much Marcle, and they thundered on to the finish. Comic relief was provided by a FIAT with its make in large letters on its radiator, a racing body etc, which was soon boiling and had such severe clutch-slip that it scarcely got to the start of "Royal Bounty", where it soon stopped. Another unusual-looking car was Burnett's 1929 modified AJS, Barry Clarke had his Austin-GN, Dr Gray had entered the Austin-JAP, and the 1923 Bugattis of Jackson and Hudson made a contrast to Parkin's 1927 Trojan. David Marsh had four sturdy "bouncers" in his 30-98, Gray's A7 Nippy lived up to its name, Ainscough's Frazer Nash sported an L-plate on its "African's Belly" and a golf umbrella across its radiator, and I could not identify the body on Fort's A7. Of the six Fords, Miss Jones's had a two-seater-and-dickey body, Hamilton-Gould's a rad-muff at the ready and another Ford a bolster tank amidships. So a good, if not too demanding trial, from which some vintage cars departed on trailers but Edwardians like the Overland and screenless Buick were driven away.

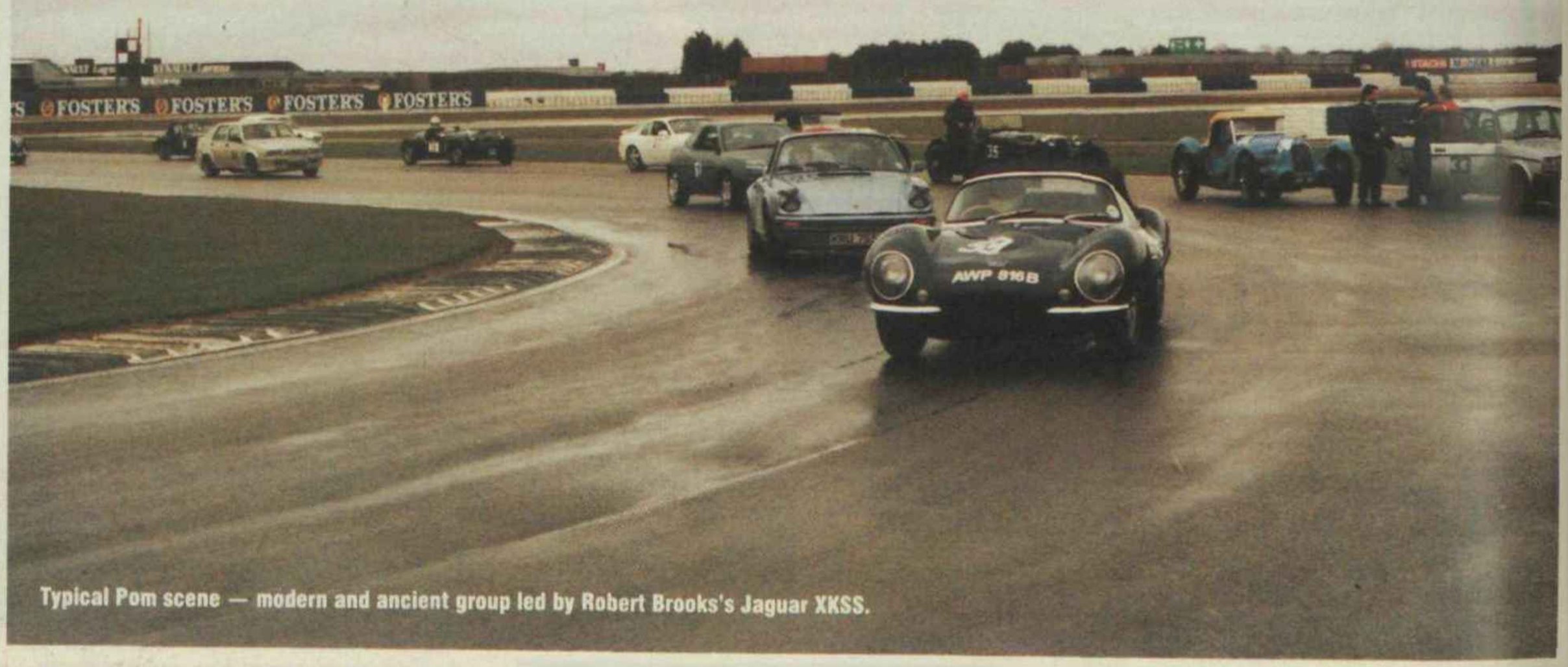
Almost at the end we encountered Threlfall's Ford taking on water from a stream, the gasket for its ribbed aluminium head having blown. Alas, very early on Ian Williamson's "Cream Cracker" MG had returned to *The Verzons* on a transporter, after a malfunction. **W B**



Top: Barry Clarke lowers the tyre pressures on the GN-Austin before the next section. Above, a Fiat Special based on a 1927 Type 509. Inset, another "new boy" was Burnett's AJS.

Results:- First-Class Awards: J Miller (A7), P Longhurst (Riley), N Plevan (A7), T Gosling (A7), Rachel Basham (A7), Dr Gray (A7-JAP), D Rolfe (MG-Riley), B Clarke (GN-A7), J Flann (A7), H Stringer (A7), R Low (A7), B Faulker (Riley), T Rides (Riley), D Ellison (Riley), R Harcourt-Smith (Alvis), D Bond (Morris), J Diffey (30-98), W Urry (Riley). **Second-Class Awards:** I Davidson (MG), Sally Collings (Bentley), S Baxter (Chrysler), D Knight (Ford), E Goldsmith (Lea-Francis), P Cassidy (Riley), Annabel Jones (Ford), P Tebbett (Riley). **Third-Class Awards:** D Marchant (A7), T Pipkin (A7), J Baxter (A7), S Price (A7), Anne Wellock (A7), T Jones (30-98), D Marsh (30-98), I Gough (Riley). Of these, 28 were pre-1931 cars. Finished with zero points: R Rowland (Fiat), D Holden (20-98). Retired: D Boyd (A7), I Williamson (MG), T Squires (A7), R Rouse (A7), D Saxl (Riley), D Davies (Alvis), Non-starters: D Pearce (MG), P Evans (A7).

VSCC POMEROY MEMORIAL TROPHY



Typical Pom scene — modern and ancient group led by Robert Brooks's Jaguar XKSS.

Some 77 entrants amassed at Silverstone for "The Pom" on February 24, in cars ranging from R Barnett's 1911 7-litre Knox to G Moore's 1993 5.7-litre Chevrolet. The object of the event, nominally, was to discover, by various ingenious driving tests, the best all-round touring car. In reality the idea was to do something interesting with Silverstone's excellent track at a time of year when to run a race meeting upon it would invite hostile meteorological activity.

The day started with getting the cars, wearing

A ROSENGART MUSEUM

Ian Williamson tells us that last year, after some research, he found a little-known museum in Germany devoted entirely to Rosengart cars and products. It is generally known that the Rosengart was the French version of the Austin 7. But it goes far further than that, with many larger vehicles following the original theme, which was so closely that of the A7 but with half-elliptic back suspension.

Over 25 years the owner of this Museum, Mr Banks, has collected all the personal belongings of M Rosengart from Paris and to this has added some 20 more Rosengarts, all restored to immaculate order. It would seem that those going to the Nürburgring this year might like to know of this one-make Museum, as it is situated only about 35 miles north-east of the circuit at Kerpen, the home incidentally of Michael Schumacher and Wolfgang von Trips. The 750 MC and other A7 organisations might also like to introduce their members to this home of the French A7. A visit might be combined with one to the excellent von Trips Museum.

The Rosengart Museum issues a very interesting catalogue of its exhibits and the history of Rosengart, founded in 1903. From it one sees that Rosengart in Paris made lamps and components as well as cars. Lucian Rosengart (1881-1976) is seen being towed on a sledge behind a Citröen Kegresse and the catalogue has views of the large factory as it was in 1923. Rosengart had also an address in London's Oxford Street. Lucien Rosengart went to the USA and had good associations with Peugeot at the time of the 7/12hp and 7/17hp Peugeot Quads. He made motorised bicycles and the 5cv cars were publicised by Madam Jeanne taking a saloon through the 1931 Monte Carlo Rally and the remarkable M Lecot undertaking a 100,000km endurance run in 1930, followed by others with a Rosengart 6. The later Rosengarts were sophisticated cars which continued into the 1950s. Commercial vehicles were also made, including an aerodynamic van, and the Museum contains some sports and racing versions. In later times outboard boat-engines were produced.

The Rosengart Museum is normally open on Saturdays and Sundays but anyone contemplating a visit should, before turning up, contact Josef Kings, who speaks English, on 0049 21-8373-15; fax, 0049 21-838 1946. **W B**





Over 20 cars are on display, including this sports-racer, above right.

current tax-discs, to the track on their own wheels. To bring a competing car on a trailer involved instant excommunication. The scrutineering was exemplary and commendably brief — an example which could with advantage be followed at the Coys Historic Festival on 3rd-4th August next. The first of five tests was under way by 9.30am — the "Steering Test", a high speed wiggle-woggle amongst some cones. That was followed by a braking test at which Painter's 1992 Lancia excelled and the Knox did the best of the rather thinly-populated two-wheel-braked group. There was a standing-start acceleration test on which Baxter's chain-driven Frazer Nash, Richard's 1955 Vanguard-engined Morgan, and Di Threlfall's 3-litre 911 Porsche seemed to be the cars in front. After a pause whilst the timing gear was removed to a safe haven, and the drivers took on some late breakfasts or early lunches, there was a pair of high-speed reliability trials, during which, if they were to keep up to their schedules, drivers were expected to achieve feats of friction-control on the streaming-wet track which would have brought Torville and Dean full marks.

Many of the drivers seemed to be only human, however, and were unable to fulfil their allotted lapping tasks. Chloe Mason in her 1935 Ulster Aston Martin put in the required 21 laps, as did most of the Meadows-powered Frazer Nashes. Anthony Pilkington in his Bristol-powered High-Speed F-N also did his necessary lapping, but many competitors quite wisely decided to chicken out of the High Speed Trial for the day when the red flags went out at about half-time so that the various cars which had become impaled upon the scenery could be removed. The same flags and some pretty red lights were needed about ten minutes after the lappery had resumed, for the same reason.

When all the sums had been done it seemed that the chain-drive Frazer Nashes had done rather well; indeed three of the first four places in the overall classification were occupied by the things. James Baxter had won the Pomeroy Trophy in his 1928 car, Alex Boswell was second with the Densham Trophy, Steven Roberts was third in a TT Replica F-N, and Phil Champion was fourth overall in another powered-by-Meadows chain-driven device. Raymond Barnett won the Edwardian Pom trophy with the Knox. Archie Frazer Nash will have been delighted by the results — if the news has reached his part of Valhalla yet. **TJT**



If the hood fits, or even if it quite clearly doesn't, as on Sam Stretton's Westfield, it has to be worn for the first two tests at the Pom.



Paul Stafford's well exercised AC-Bristol finished the day in fifth spot, behind all those whirring oily chain-driven anomalies.

OBITUARIES

Nancy Mitchell

We are saddened to learn of the death of Nancy Mitchell, after a short illness, aged 81. Having married early, Mrs Mitchell had time and the wealth with which to indulge in her hobby of competition motoring. She had an HRG, which she ran in the 1948 Rallye des Alpes and in many other events. Tall, rather serious and perhaps a little aloof, Nancy moved unintentionally from amateur to professional status when she began to perform well in works cars. Women rally drivers were well represented by then, but Nancy could well hold her own. Partnered by Joan Johns she took a Ford Zephyr through the 1953 Monte Carlo Rally and went on to drive in the BMC works Minis, to such successes that by 1956/57 she was the Womens' European Rally Championship. In spite of such of achievements Nancy Mitchell was quite happy taking part in small club events, and long after she had more or less given up professional drives she would turn out to help with such happenings. Her husband Douglas was to a lesser extent also a rally enthusiast. Of many outstanding successes by this calm, very accomplished lady driver one remembers her *Coupe des Dames* in the very tough Liège-Rome-Liège rally of 1957. She was equally adept in works MG Magnettes, MG-As, 1.5 Rileys and the big Austin-Healeys.

On the fun side, it is recorded that when the Mitchell's eldest daughter took part in a Hants & Berks MC trial, her mother being a Vice-President of that club, she beat both her parents, with the Ford Ten they used for shopping. . . Nancy Mitchell left four grand-children and eight great-grand-children, to whom our sincere condolences. **WB**

V-to-C MISCELLANY

The Riley Register has announced the date of its Centenary Rally as June 29/30, at Coombe Abbey near Coventry.

The ex-John Horsfall Aston Martin was, we hear, snatched just in time from foreign bidders and will stay in this country. Meanwhile two rare Steyrs are being fettled here.

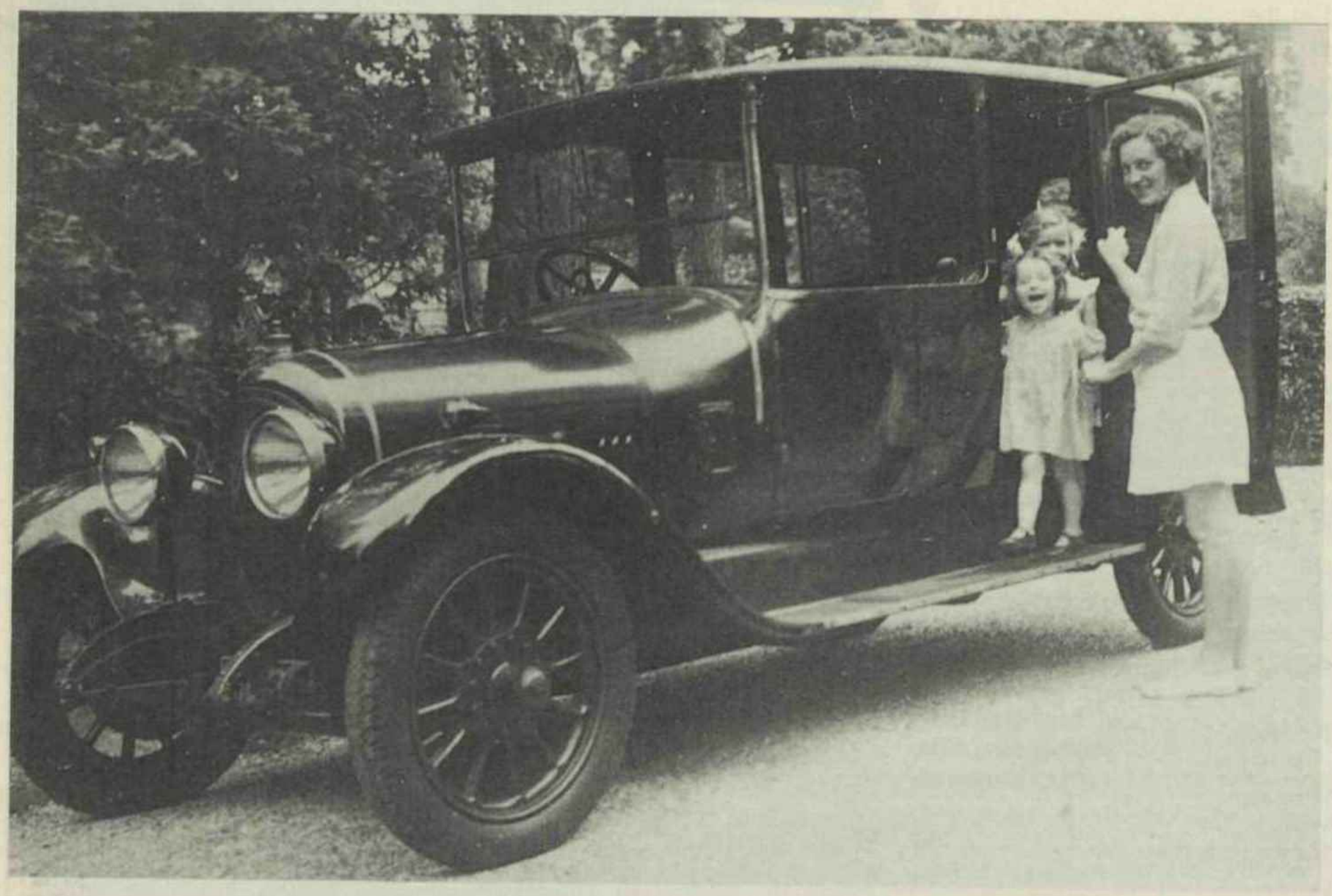
The Welsh Rally Retrospective, based on the Royal Welsh Showground at Builth Wells, will take place on April 21/21, with an night section. It embraces the Safety Devices Historic Rally Challenge, Welsh Championship, SW Historic Championship and The Mini Cooper Register, with good viewing facilities. Details from Ian and Heather Davis on 01591 620303. The organisers are Clwb Modur Cymru Cyf.

Those who like to fill up their diaries early may care to note that the Bullnose Morris Club, which has over 600 members, holds its Robin Hood Rally in Sherwood Forest on May 10/12, and that Jim Boulton intends to have another rally for vehicles made in the Black Country, at the Museum of that name, on September 15. Ken Revis, MBE, is the Morris Club's President.

The 40th anniversary of the Tour de Corse will be recognised by the HRCR's Corse Retro 40 on May 3/6 with a 1000-mile itinerary, and classes for pre-1976 and 1977 cars. Many classes and a pre-1949 section are included, and there is no need for a competition licence. The organiser is John Brown, the entry fee £1,450, inclusive of hotel expenses. Oldest car so far is a 3-litre Bentley. Ring 01886 833505 for details.

A reader who has recently bought a 1909 Brush runabout, Reg No DS 9145, would appreciate any information about the history of this car and data about the Brush in general.

ONE'S FIRST



WB's family on a picnic in the Delaunay during the Fifties.

It is said that a woman never forgets her first baby, or a man his first car, both usually with respect. I have told before how my first car, a £5 ABC, packed much incident into its brief three days with me, before, *en route* for Prescott, a rod came out and smoking-hot big-end rollers ran away down Stokenchurch Hill.

Another car I remember because it was recently sold at auction is my 1926 R4B Delaunay-Belleville. Old car ownership is enhanced if you know the story behind one's purchase. In this case I was driving to the office, using a short cut in Chelsea, when I spotted a man up a step-ladder in an undertakers, dusting a Rolls-Royce hearse with a feather brush. I went in and inquired about the rare landaulette beside him. He descended slowly, saying "How did you know what it is?". I arranged to purchase what was a marvelously original car in 100% condition, having ascertained that it had never actually followed a hearse but was the Guv'nor's car for conferences with clients. (My name and superstition, you see. . .) The undertaker signed the receipt with a quill-pen. For £35 I think. . .

That was in 1952. I set off to get insurance. The Broker turned up a book, then said there was no such car. "There is", I told him, "it's outside". That negotiated, I set off along the Great West Road. Stopping to check the radiator via its ingenious D-B press-down cap, a police-car stopped as well. I had no licence yet but after looking at the oh-camshaft engine they went off, without asking a difficult question. . . I got much fun from that car. It was ponderous and heavy to drive, but reliable, once the coil-cum-magneto ignition had been sorted and a new Autovac fitted, from a later D-B. In the honoured company of John Bolster's 1911 Rolls-Royce and Sir John Briscoe's Coupe de *L'Auto* Delage it followed the last tram out of London, getting left behind. I went to the MOTOR SPORT offices from Hampshire in it, leaving it parked without harm in a side street.

When Sam Clutton had his horrific on-fire accident in the 10½-litre Delage at VSCC Silverstone he skillfully steered with his feet and avoided a left turn, or he would probably have demolished the D-B which I had parked there.

The D-B's interior was all soft leather, fine woodwork, companions, cut-glass roof lamp and clever occasional seats. But up-front I had no weather protection. So my wife and the children enjoyed journeys more than I sometimes did. . . But I was taken aback when, waiting for a daughter at the then-peaceful Fleet Station, a bowler-hatted gentleman with briefcase rushed therefrom, asked if I knew a local hotel and got in. I drove him to his destination and the surprise was then his as I refused a fare, telling him it was a private car. But that, and the fact that when garaged in a local coachouse some builders assumed it had been abandoned, so removed its roof lamp for an ash-tray and stole the mahogany companions, took away some of the glamour.

A customer was quickly found — a young Sandhurst Cadet who, unable to afford a Bentley, saw the D-B with its ohc and double-ignition as the next best thing. Also, he said, it would be useful for snogging in, after dances. . . (I am glad to say he went on to faster things, racing his 2-litre Lagonda at VSCC Silverstone before flying Army and civilian helicopters.) The accompanying picture, taken with my vest-pocket Kodak, was taken when I took the family for a picnic on the infrequently-used Watlington Station (now probably abolished?) after a visit to a row-boat Thames ferry and other delights. Happy days! Every vintage car surely has a story?

Years later I saw the car in Guy Griffiths's museum in Chipping Camden. It was sold recently by Brooks for an estimated £15,000. I am glad it still exists.

THE SCOTT REPORT

Whether you follow politics or prefer motor racing, it has been almost impossible not to have been embroiled in how the Government has reacted to Sir Richard Scott's investigation into British arms sold to Iran. Unless, of course, you do not have a TV set and dispense with newspapers. . .

Quite by co-incidence WB was casting an eye over back numbers of *The Aeroplane* the day after the Commons Vote and found the following, by its then-editor, the great C G Grey.

He was commenting on a 1935 Royal Commission on Trading in Arms, not for selling to foreign powers but for our own Air Force, by a Dr Addison, who he said "talked more arrant nonsense than even the average politician, the one saving grace being that it is not likely to have any effect." Grey continued: "A Royal Commission is an ingenious invention, the function of which is to collect all the evidence which people who object to any phase of our national life wish to get off their chests. After the evidence has been collected and the expensive report has been issued, the matter is dropped. At intervals advocates of the desired reform get up in the House of Commons and ask questions about when effect is to be given to the findings of the Commission, and the Ministers concerned invariably say that the matter is having the consideration of the Cabinet. Then someone comes out with what looks like revolutionary legislation — not because the Commission recommended it but because some smart politician discovered it and thought he could make capital out of it — just as modern dance songs are dug out of forgotten works by master-musicians, and the smartest modern jokes are dug out of the late-lamented *Pink 'Un* and dressed up to date. . ." Thus dear old CGG, back in 1935. Nothing really new, you see. **W B**

Forthcoming Events

24TH MARCH

LOTUS DRIVERS CLUB Spring Meeting, Donington Park. Details: 01283 761972 or 0121 7455017.

APRIL

5TH-8TH APRIL

AA CIRCUIT OF IRELAND HISTORIC

13TH APRIL

VSCC RACEDAY, Silverstone Circuit.

13TH-14TH APRIL

LOTUS EXHIBITION, Donington Park, Castle Donington, nr. Derby.

14TH APRIL

MG CAR CLUB 'SPRING EVENT'. Details: Rob Cull (01527) 401215.
CLASSIC & HISTORIC MOTOR CLUB 'The Magical Mystery Tour'. Details: (01749) 675973.

17TH APRIL

H&H CLASSIC CAR AUCTION. Details: (0161) 7470561.

20TH APRIL

SANDOWN INTERNATIONAL COLLECTORS CAR AUCTIONS. A selection of important pre & post war collections, details from Motor Exhibitions (01954) 232332.
MID KENT TOY COLLECTORS FAIR. 9am-4pm. Tel: (01622) 602258.
SNOWDONIA CLASSIC VEHICLE RALLY. Details: (0800) 834820.

21ST APRIL

AC OWNERS CLUB AUTOTEST MEETING, Haynes, Sparkford.



27TH-28TH APRIL

OLD TIMER MAGAZINE. Dream Car International Classic Car Show, Mechelen Zuid, E19, between Brussels & Antwerp, Belgium.

28TH APRIL

CLASSIC & HISTORIC MOTOR CLUB. Tour of Dean.

29TH APRIL

MG CR CLUB, AGM. Forest Inn, Lickey End, Bromsgrove.

30TH APRIL

COYS AUCTION, of Important, Veteran, Vintage & Collector motor cars. Further details from Vanessa Finburgh (0171) 584 7444.

MAY

4TH MAY

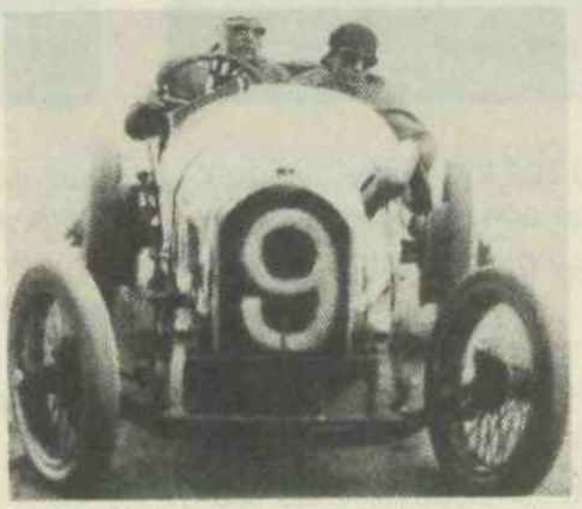
CLASSIC & SPORTS CAR SHOW, NEC, Birmingham.

8TH MAY

BROOKS AUCTION, Sale of Important Collectors Motor Cars, Art & Automobilia. Details: (0171) 228 8000.

11TH MAY

BEAULIEU. Christies Auction of Important Collectors Motor Cars. Details: Malcolm Welford (0171 389 2138).



12TH MAY

BEAULIEU. Spring Classic Autojumble. Details: (01590) 612888.
ROADSTER CLUB, DERBYSHIRE. Road Run, Triumph Roadster Club. Details: Brian Jones (01283) 813796.

16TH MAY

CHRISTIES AUCTION. Sale of Collector's Motor Cars. Details: Malcolm Welford (0171) 389 2138.

18TH-19TH MAY

LOTUS DRIVERS WANTED. The Lotus Drivers Club invites drivers of any Lotus, classic or modern, to join a Land's End to John O'Groats Charity Relay Run on 18th and 19th May. Drive one or more 30-40 mile stages in your area in company with other Lotus owners. For details contact Kim Eaton, (01530) 834421 (day) or fax (01530) 812324.

25TH-27TH MAY

ENFIELD PAGEANT MOTORING & COLLECTORS BAZAAR.

27TH MAY

BROOKLANDS ACTION DAY at Millbrook Fusion at Millbrook Proving Ground. VIP guest package £100 per person + VAT, Classic & Sportscar picnic area from £25 per car. Full details and booking form from: PO Box 35, nr Ampthill, Beds. MK45 2JN. Tel: (01525) 841610.

JUNE

2ND JUNE

THE GREAT BRITISH PICNIC. The Shuttleworth Collection, Old Warden Aerodrome. Details: (01767) 627398.

5TH JUNE

H&H CLASSIC CAR AUCTION, Pavilion Gardens, Buxton, Derbyshire. Details: (0161) 747 0561.
SOTHEBY'S AUCTION, RREC Annual Rally, Althorpe, Northants. Details: Martin Chisholm (0171) 314 4469.



9TH JUNE

E-TYPE JAGUAR DAY (JDC), Prescott Hill, Gotherington, Cheltenham, Gloucestershire. The day includes untimed runs on the hill and Concours. Full lunch will be served in the Restaurant from 12.30hrs-13.30hrs. Lunch ticket and information please contact: Petronel Payne (01962) 777321.

LONDON TO BRIGHTON CLASSIC CAR RUN. Greenwood Exhibitions. Details: (01296) 631181.

BRISTOL TO BOURNEMOUTH VINTAGE VEHICLE RUN. Entries are now open for the 1996 Run which will take place on 9th June. All pre 1940 cars, motorcycles and light commercials are eligible. Contact: Alan Davidson, 63 Abbots Way, Yeovil, Somerset, BA21 3HX. Tel: 01935 25597.
MARK I & II DAY. Prescott Hill, Gotherington, Cheltenham, Gloucestershire. Lunches (if still available) by ticket. Contact: Petronel Payne, tel: 01962 777321, fax: 01962 777321.

15TH JUNE

LOTUS DRIVERS CLUB. Le Mans get together.



MOTOR SPORT CONCOURS d'ELEGANCE Meeting and Car Club Festival, Silverstone Circuit, Northants. Details: Tara Wood or John Deverell (0171) 290 8000 for details.
HISTORIC SPORTS CAR CLUB 30th Anniversary, Historic Single Seaters, GTs & Saloons. Tel: (01327) 858400.
CHRISTIES AUCTION NEW YORK. Exceptional motor cars, Lyndhurst Hse., Tarrytown. Details: Malcolm Welford (0171) 389 2138.

22ND JUNE

THE MID KENT TOY COLLECTORS FAIR, 9am-4pm. Details: (01622) 602258.

22ND-23RD JUNE

THE FIAT NATIONAL WEEKEND, at the Riverside Hotel, Chesford Bridge, Kenilworth, Warwickshire. Full details of the weekend with booking form available from the Club Secretary, 6 Berryfields, Stownall, Staffs, WS9 9EJ. Tel: (01543) 371348.

22RD JUNE

SINGER OWNERS CLUB, Singer National Day Rally, Harewood House, Leeds. Details: J. Borchard (0181) 950 4153).

26TH JUNE-11TH JULY

1961-1066 E-TYPE JAGUAR CHAMPAGNE NICOLAS FEUILLATTE TOUR DE FRANCE to celebrate the 35th Anniversary of the launch of the E-Type Jaguar in Geneva. En route for Geneva stops will be made at Mulsanne, Angers, Château La Sayette, Angoulême, Château Gamage, Bordeaux, Albi and Davézieux/Annonay. Following the weekend in Geneva we will be guests of Champagne Nicolas Feuillatte on July 10th with a soirée in their Salle Panoramique as the grand finale. For information regarding vacancies contact (as soon as possible please): Petronel Payne, tel/fax: +44 (0) 777321.

29TH-30TH JUNE

RILEY CENTENARY RALLY. 100 years of Riley Transport. Details: (01788) 814699.
SANDOWN INTERNATIONAL COLLECTORS CAR FAIR. Britain's premier classic car event. 100's of cars for sale, automobilia, autojumble, motor exhibitions. (01954) 232332 for details.

JULY

6TH JULY

STOCKPORT MOTOR CLUB STAGES, Ty-Croes, Anglesey. Two days of rallying by the sea. Details: J. Russell (01625) 850824.
TRIUMPH ROADSTER CLUB, 50th Anniversary Celebration Road Run & Annual Rally. Details: Stuart Holmes (01628) 22860.
AUTO WINDSCREENS, Century of Motoring Historic Festival, NEC Birmingham. Details: John Cole (01734) 734899.
Last year's very successful **HAMBLETON CLASSIC CUP** is to be run this year on 6th July. The event is organised by Stockton and District Motor Club and sponsored by 'Q Audio', from York. The route of approx. 110 miles will take in the famous Caydale Mill Ford and many other challenging Yorkshire roads. Breckonbrough School, Wellburn Hall School and the famous Castle Howard will be used as test venues again, as well as some new ones. In order to accommodate less agile cars, the organisers have again included the popular test regularity version where crews can opt to match times on similar tests throughout the day, or if they prefer it, do each test against the clock. Last year many standard cars took part, as well as some beautiful vintage machinery. The navigation is simple and the event is ideal for novices. Regulations will be available in April from: Mr Ned Brook, 38 Addison Road, Great Ayton, Middlesbrough, Cleveland, TS9 6AW. Tel: (01642) 722791.

6TH-7TH JULY

ASTON MARTIN OWNERS CLUB, Brands Hatch, Sports Car Spectacular Weekend. Details: Richard Culverhouse (01353) 777353.

18TH-22ND JULY

MOG 96, Himley Park, nr Dudley. Details: (01384) 457494.

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CHAPMAN'S MINCER

Such was the march of engineering progress during the 1960s that the Mkl Lotus Cortina, of which some 3300 examples were built between 1963 and 1966, proved to be faster around twisty circuits like Oulton Park than the Grand Prix machinery of the previous decade.

Inspired by the success of BMC's tuned Cooper version of the Mini and originally built by Lotus (and later at Dagenham by Ford), here was a two-door 'cooking' saloon which, having been extensively modified by Colin Chapman, changed the face of saloon car racing virtually overnight.

And anyone who witnessed the wheel-waving, Jag-thrashing, Mustang-mincing antics of Clark, Whitmore, Elford and the rest in these cars will be hard-pushed to forget them. What you got back in 1963 for your £1100 3s 1d was a full four-seater saloon, which could clock 0-60mph in around 10sec, and bang on all the way up to 110mph courtesy of the 1600 Lotus-Ford twin-cam. Breathing through a brace of throaty Webers, this unit, a bored-out version of the one fitted to the Elan, had a compression ratio of 9.5:1 and pushed out a healthy 105bhp in standard form — up to 145bhp for special racing versions.

Having been transported from Dagenham to Cheshunt, the bodyshells, which were only available in white with the famous green flash, were fitted with alloy doors and lids. And the suspension was radically altered; the ride height was lowered, there were special springs at the front, a thicker anti-roll bar and forged steering arms and, at the rear, the standard leaf-spring set-up was 'binned' — a big mistake as it turned out — in favour of coil-and-damper units with axle location by trailing arms and an A-bracket.

In addition there were 5½J wheels, servo-assisted brakes — discs at the front and large 9in drums at the rear — and an 8in diameter clutch to replace the standard 7¼in unit. The 12-volt battery was relocated from its normal under-bonnet positions to the boot, which slightly improved weight distribution, and light alloy was used instead of cast iron for the clutch housing, rear housing of the gearbox and the differential casing. You could also choose from four final-drive ratios.

Other distinguishing features included a black-painted radiator grille, quarter bumpers in place of the standard full-width items, Lotus badges on the grille, tail and rear wings, a wood-rimmed steering wheel, special 'sports' seats, wooden gear knob and a fully-instrumented dashboard.

It was motor racing, of course, that showed the original cars' shortcomings, revealing a surprising tendency for the rear suspension to 'walk', caused by the A-bracket straining the differential casing to such an extent that oil leaks became inevitable. So in September 1965 the original cart springs were reinstated and the close-ratio gearbox, which proved to be something of a pain in everyday road use, was replaced by the standard Ford 'box.

Most of the early cars were converted back to leaf-spring rear suspension, and Ford also replaced the original alloy body panels with steel ones. Then, in April 1966, the MkII version was announced. A more luxurious car, the MkII was just about as fast as its predecessor, despite being heavier, and was available in a greater variety of body colours. The later car may have lacked the charisma of the Mkl, but with the benefit of radial tyres as standard, handled and held the road a deal more comfortably and safely.

Today, the Mkl is more highly prized than the MkII, mainly because of the former's illustrious motor racing history, but there are potential pitfalls in both buying and running one. Genuine Lotus-built Lotus Cortinas, as opposed to the Ford-made Cortina Lotuses are very rare: few were built and even fewer survive. Many were damaged in competition and road accidents — Dr Farina died in one *en route* to the 1966 French Grand Prix — and some were badly repaired.

Many have been rebuilt with parts 'robbed' from scrapyard wrecks, several have been fitted with non-original reproduction parts (if that matters), and then there are the 'fakes' that have been constructed froma cocktail of parts around a standard Cortina bodyshell.

For anyone wanting to discover the delights of driving a Lotus Cortina — and there are many — none of these things really matter at all, but originality, or lack of it, must be reflected in the asking price. Faking a 'genuine' Lotus Cortina is as easy as faking any other kind of car when there's a lot of money to be made, and there's no shortage of unscrupulous 'fakers' out there waiting to make lots of lolly.

WHAT TO LOOK OUT FOR

Body/chassis:

Even the last of the Mkls are now 30 years old and inevitably rust has taken a heavy toll. Check particularly the inner wings, sills, top of the suspension turrets and rear spring-hanger legs. Also check for accident damage, whether repaired properly or not. One clue to a genuine Lotus Cortina is the floor 'bulge' that clears the differential, but all good fakes have had these welded in so don't take anything for granted.

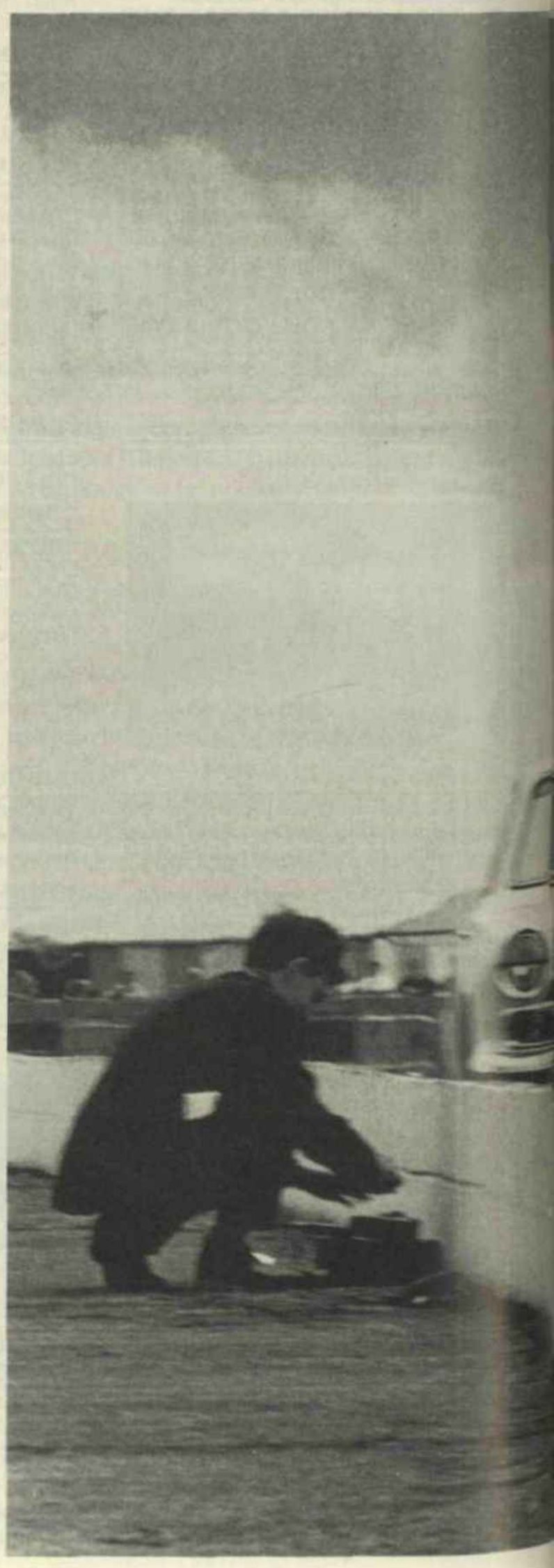
Replacement body panels are becoming scarcer and prices are rising, in some cases to surprisingly high levels. It's also worth noting that some enthusiasts will not sell some of the rarer parts — they will only swap them for other rare bits and pieces.

Engine:

One of the classic power units of all time, but prone to leaking and consuming oil. Also fussy in heavy traffic, frequently oiling its sparking plugs. Generally good for high mileages if maintained properly, but complete overhauls are time-consuming and generally expensive. If a vendor claims performance rating in excess of 165bhp, congratulations, you've probably met a man from Mars.

Electrics:

No particular problems but it's as well to check that the major components — starter motor,









windscreen wiper motor, battery and the rest — have been renewed on cars that purport to have been fully restored.

Steering:
High-ratio recirculating ball system is reliable, long-lived and should feel precise. Sloppiness indicates that work is inevitable.

Brakes:
The discs/drum system is servo-assisted and powerful with good 'bite'. No particular problems. Standard Cortina rear drums changed for 9in items. Check discs for usual cracks, wear and warping.

Wheels & Tyres
600 section crossplies were standard rubber but most cars sensibly running on radials today. Standard wheels were 5½J and made of steel. Alloys were more often seen on rally rather than circuit cars.

LOTUS CORTINA REGISTER
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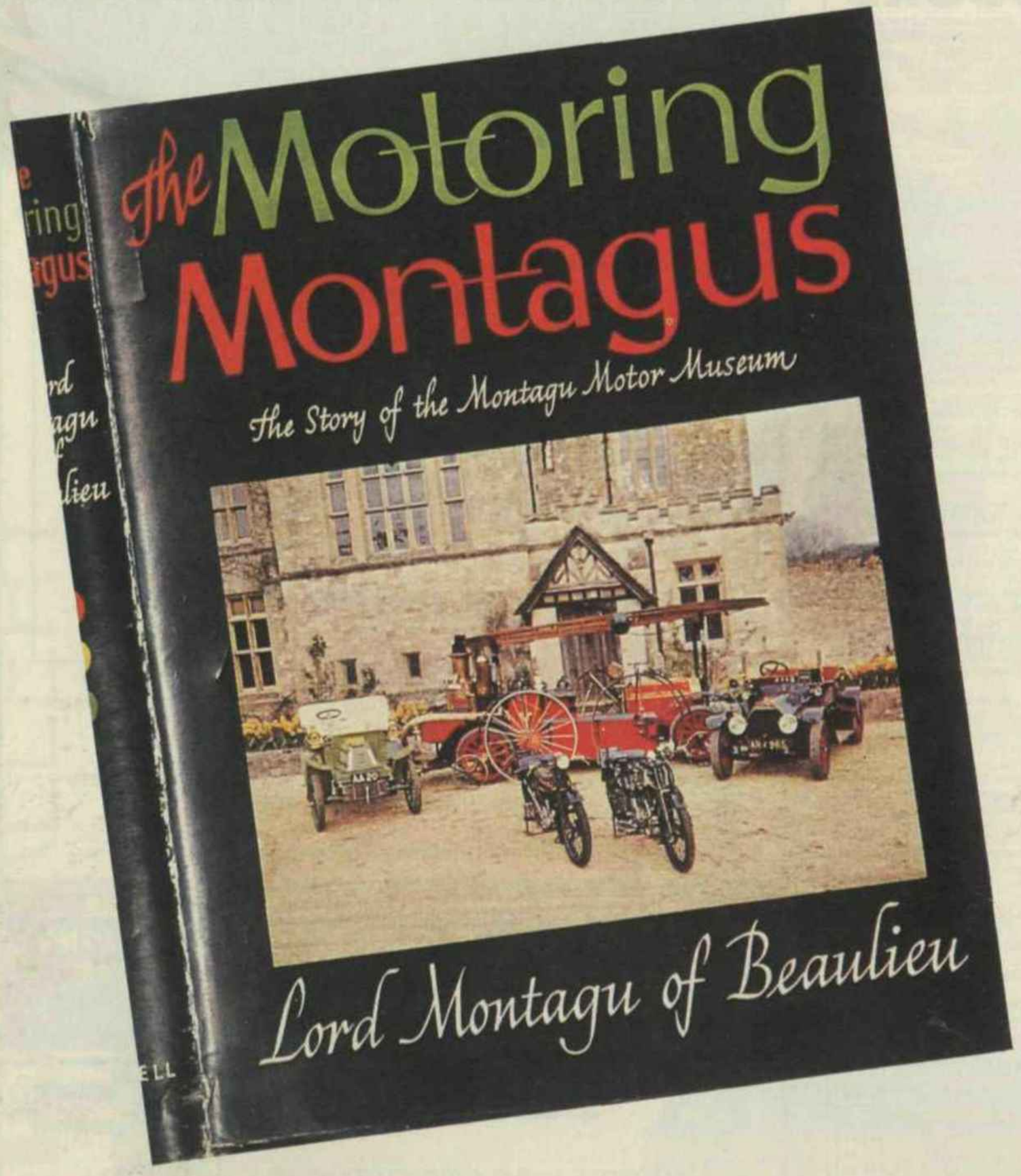
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Author: Lord Montagu
Publisher: Cassell.

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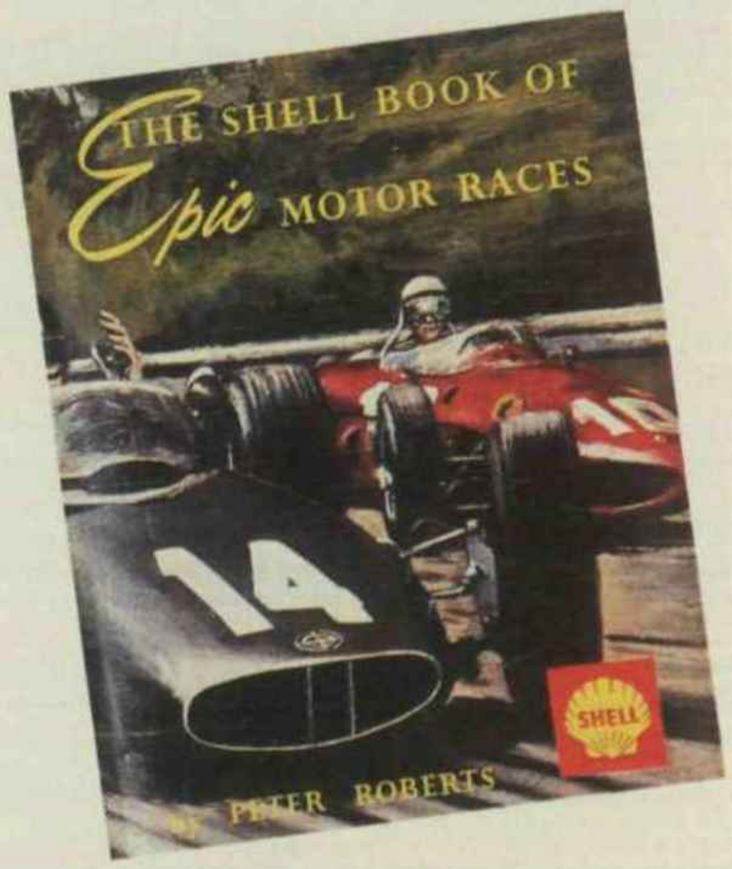


V8

Author: Michael Frostick
Publisher: Dalton Watson Ltd

Written by the late Michael Frostick, this was part of the Beaulieu Books series. The book will be of great interest to anybody addicted to the unmistakeable rumble of a V8 engine, and covers road and race cars from the early days of 1913 up to Mario Andretti's 1978 world championship winning Lotus Formula One racing car.

Price Guide: £15-£20



THE SHELL BOOK OF EPIC MOTOR RACES

Author: Peter Roberts
Publisher: Kaye and Vane
First Published: 1963

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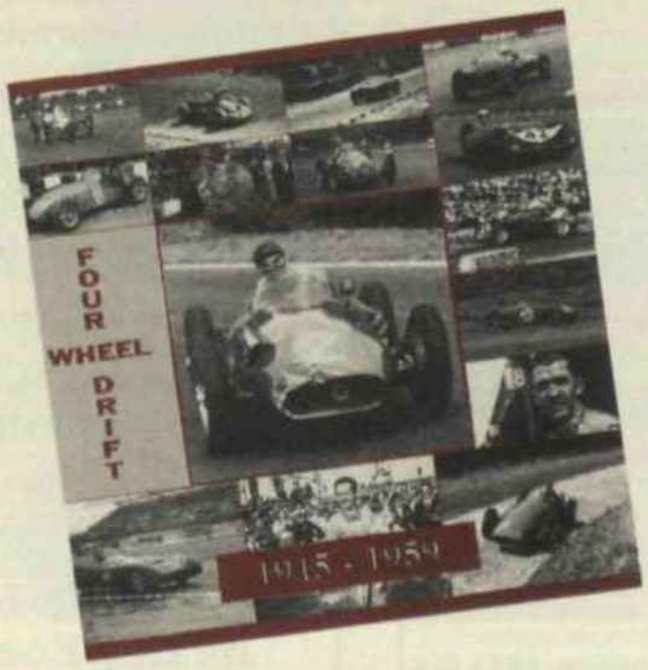
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Author: Mike Lawrence
Publisher: Grenville

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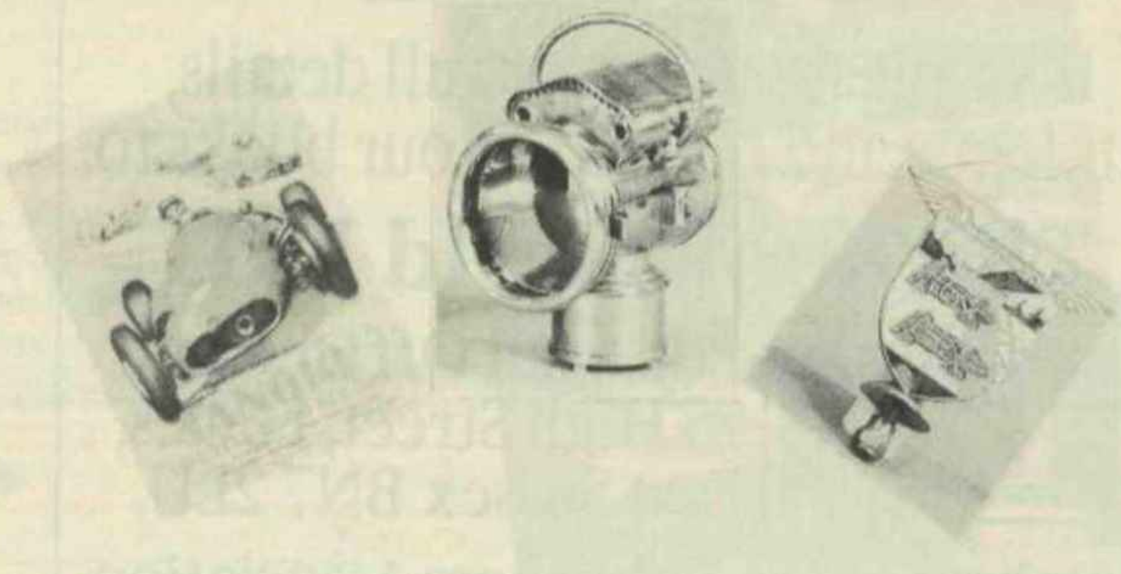
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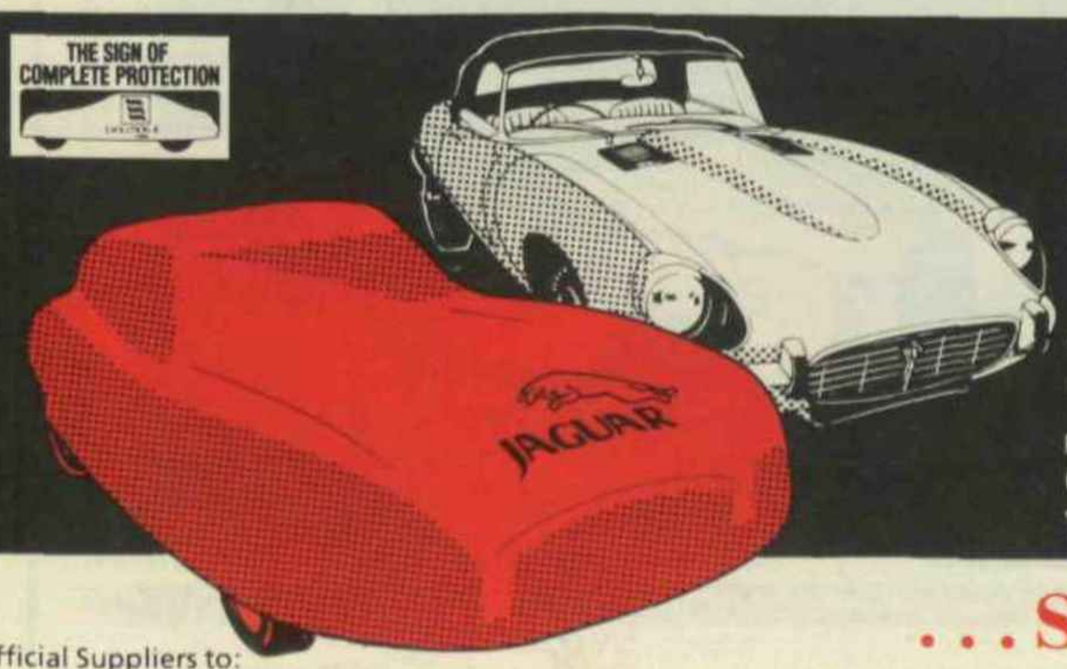
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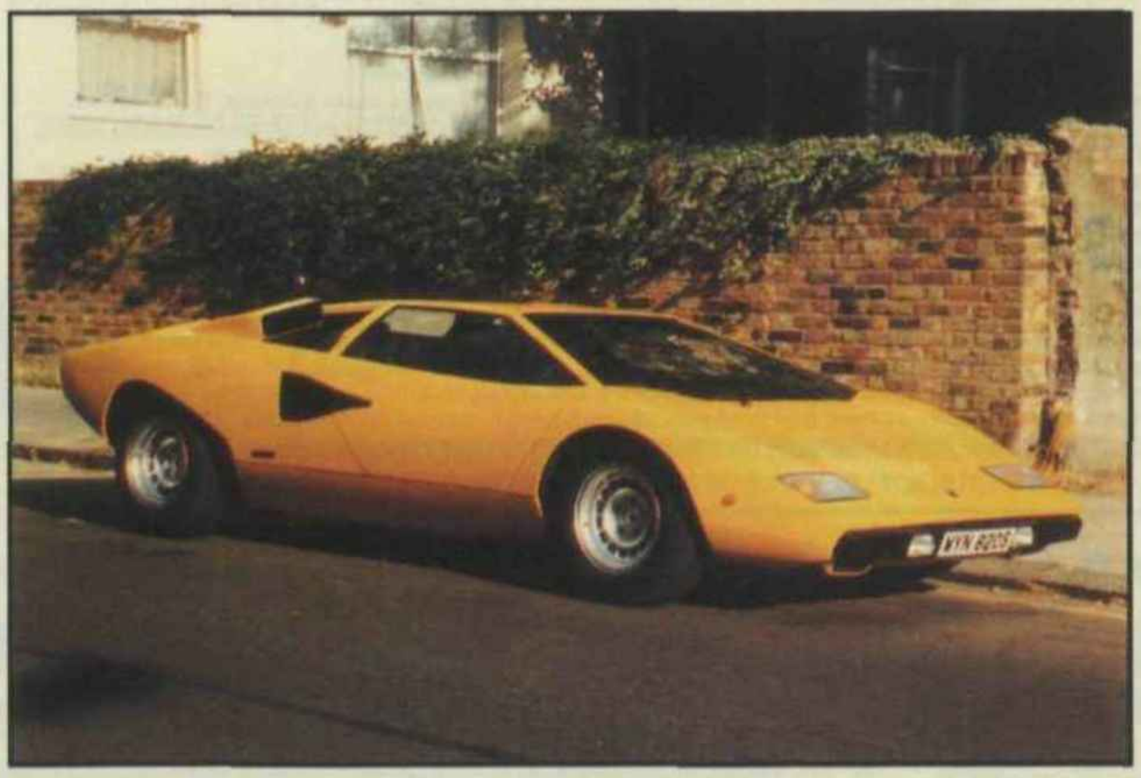
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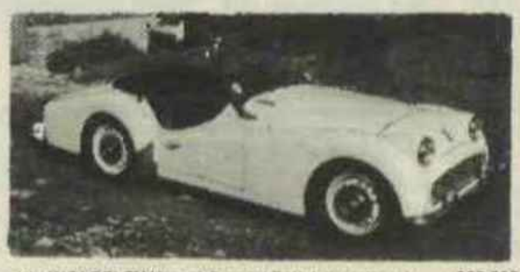
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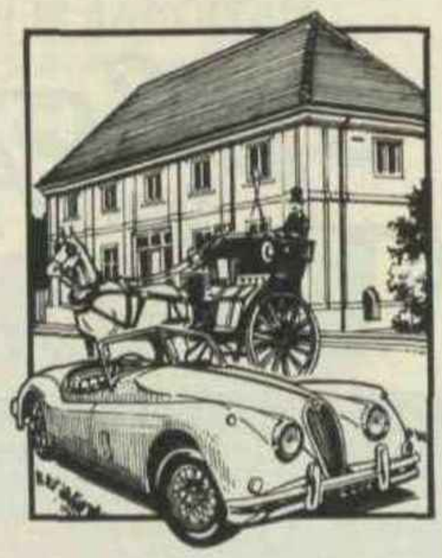
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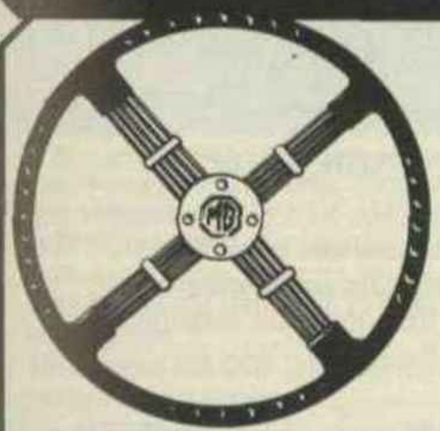
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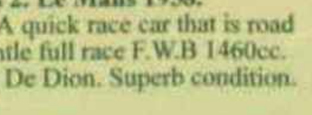
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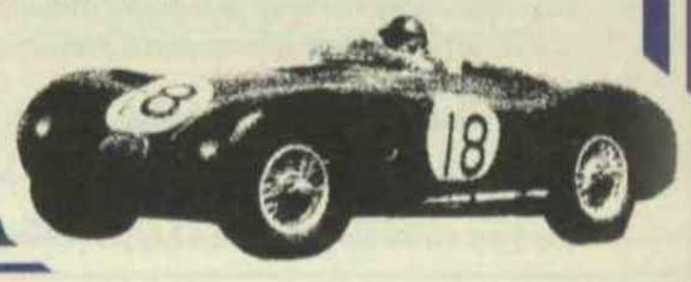
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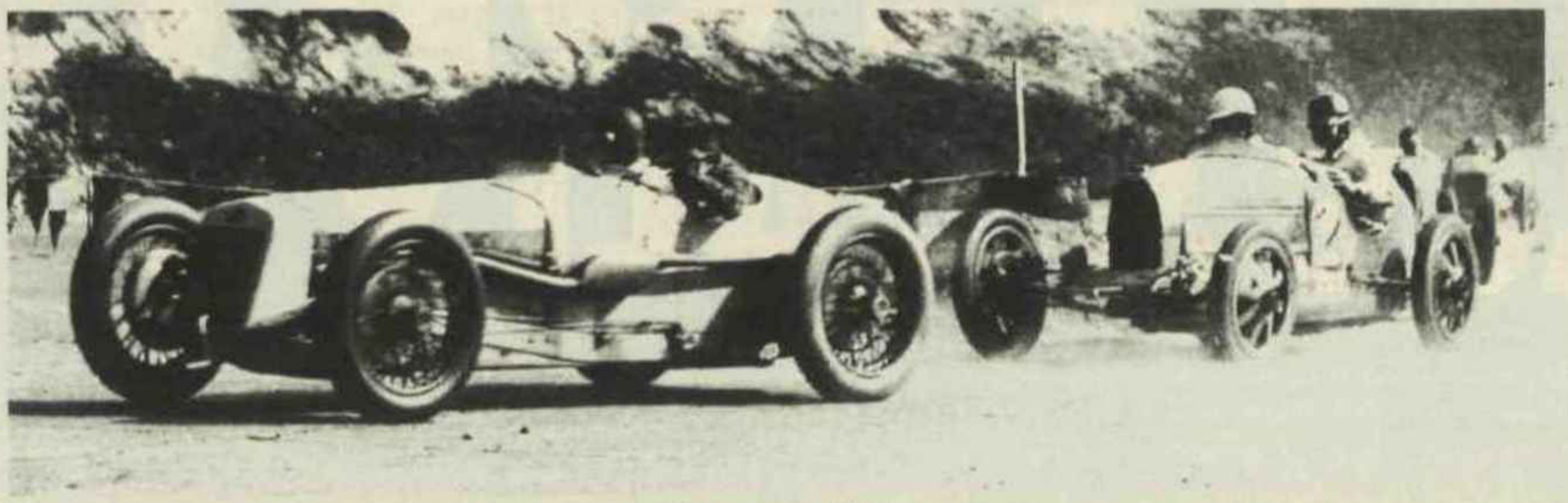
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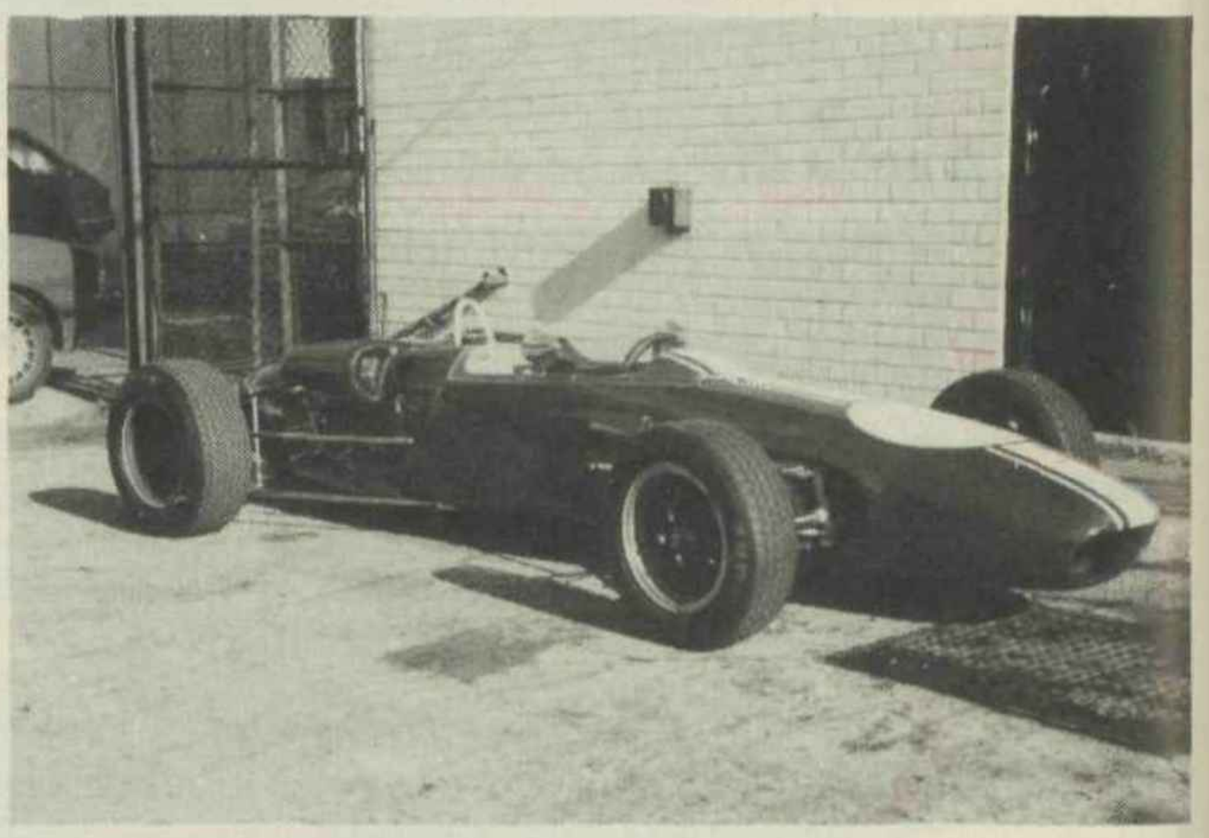
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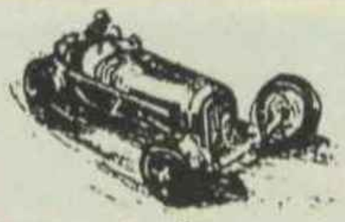
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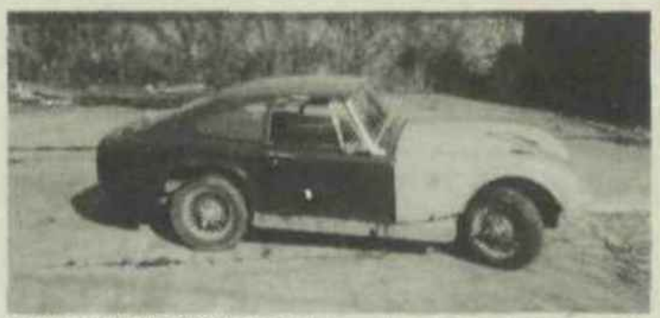
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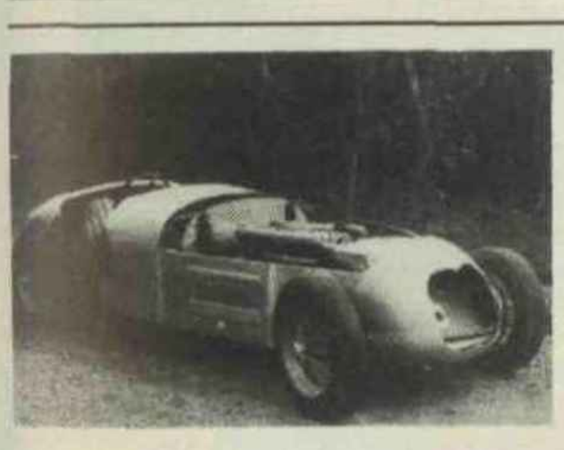
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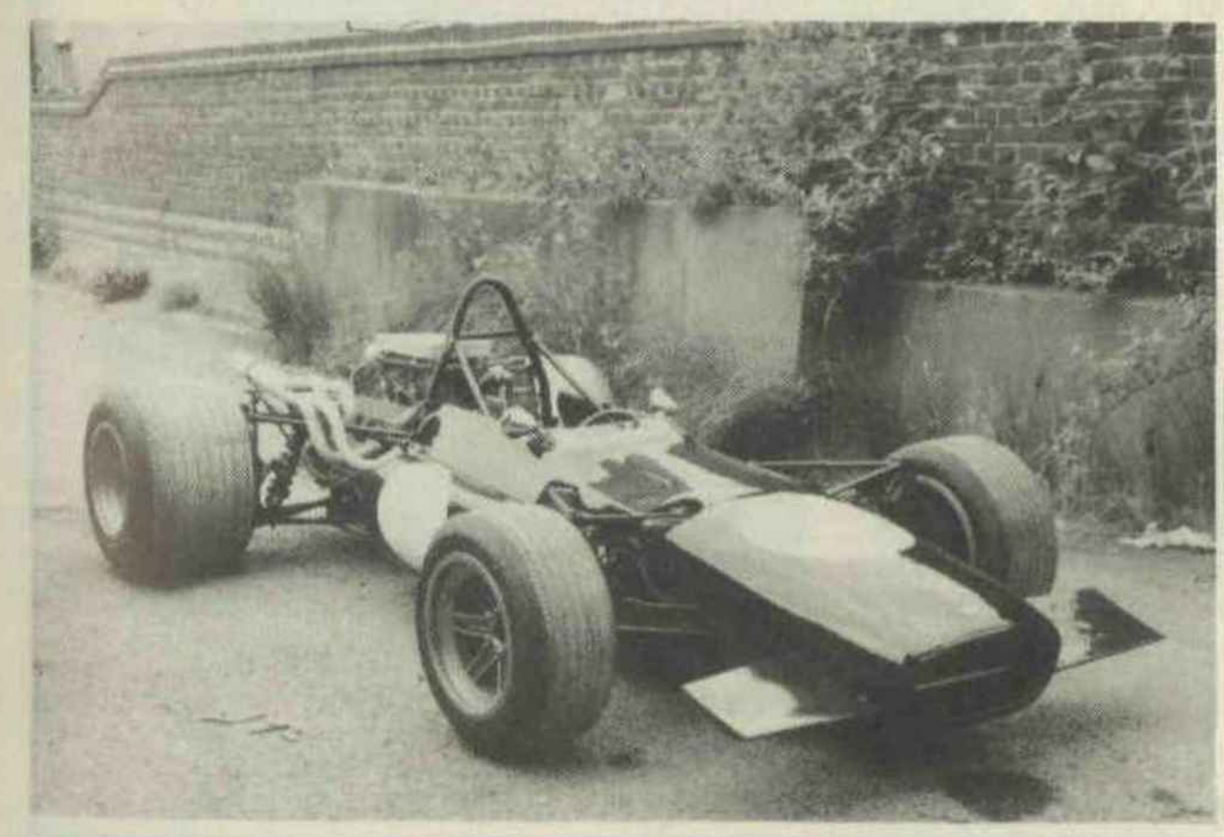
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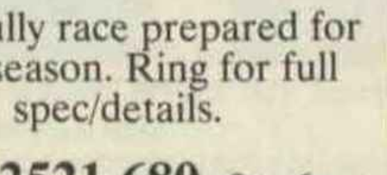
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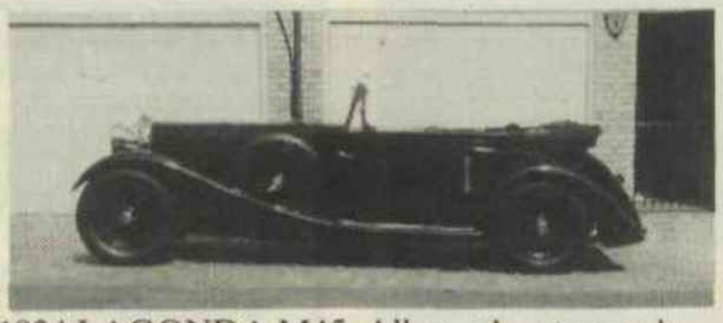
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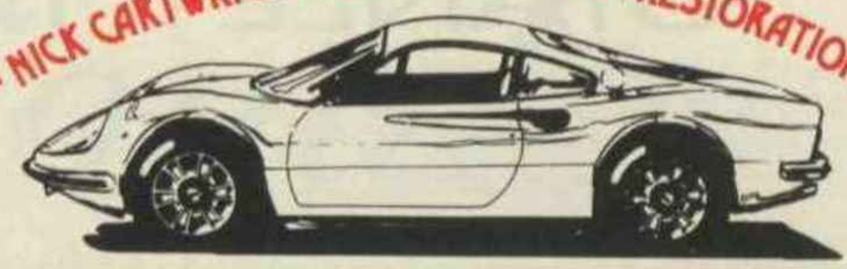
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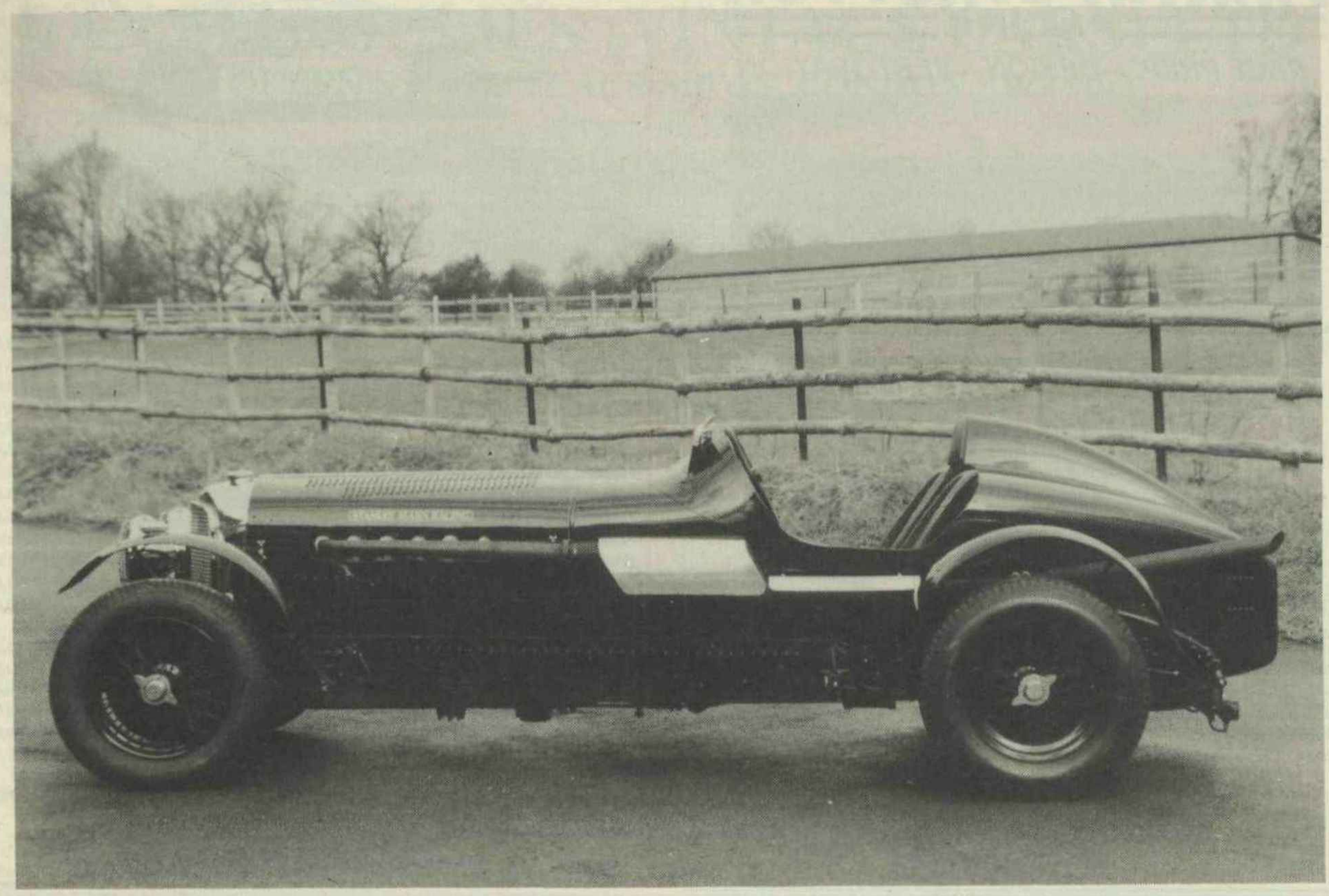
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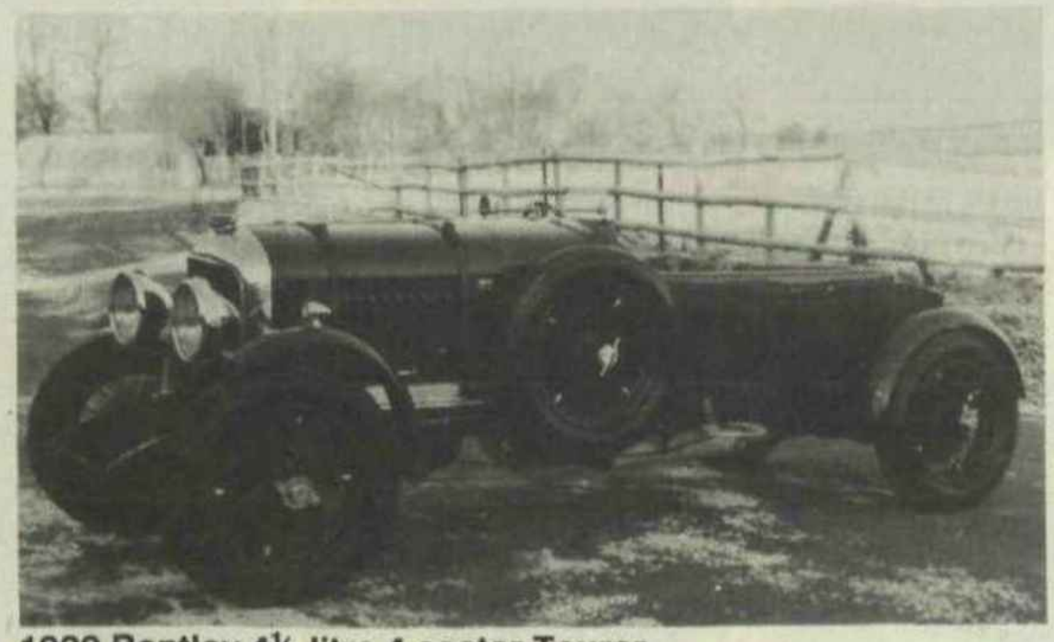
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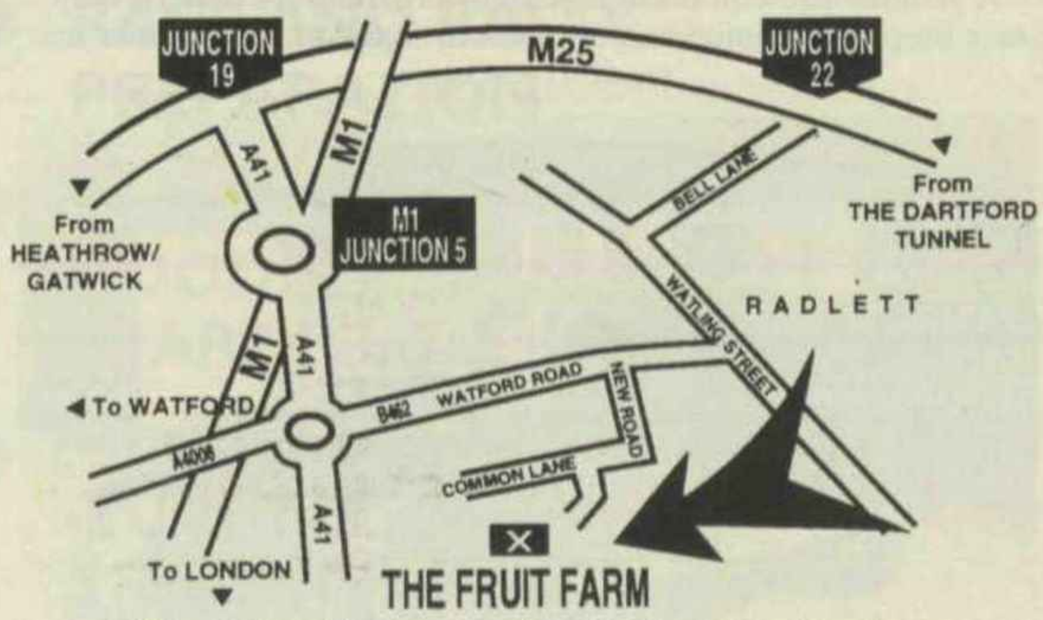
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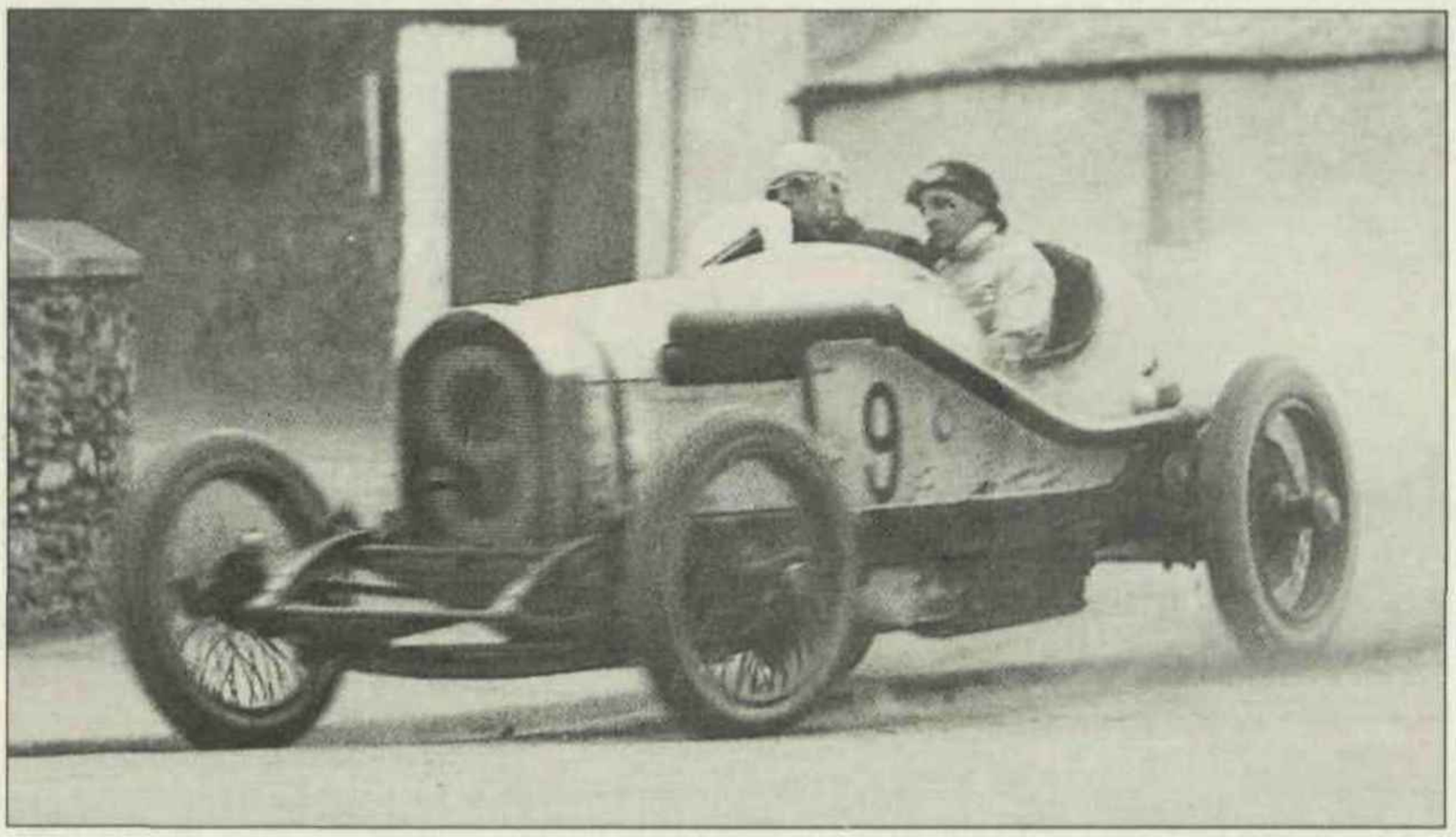
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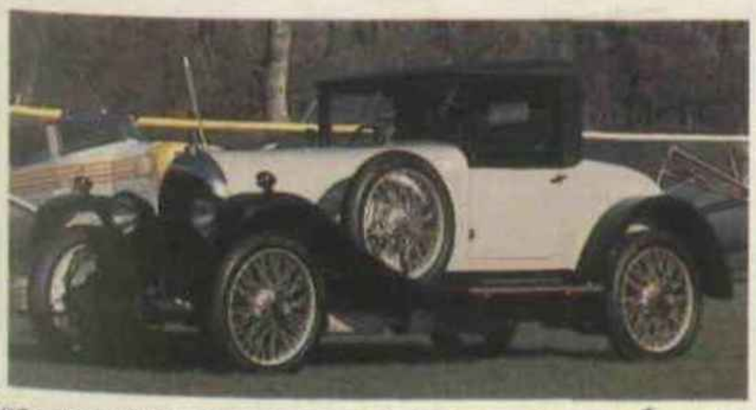
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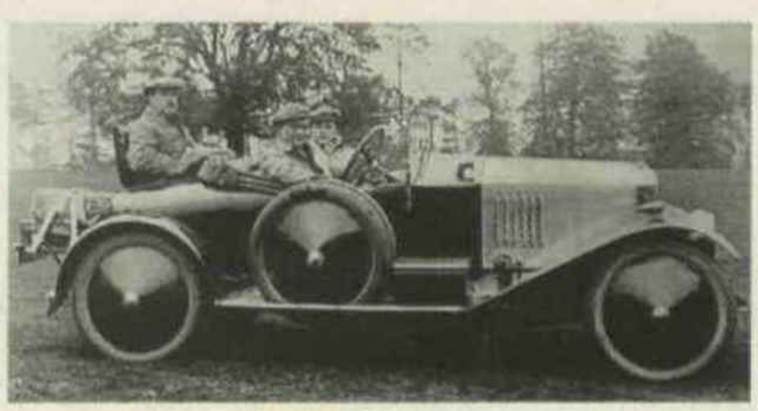
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1929 Bentley 6½ Touring Limousine by Barker
1930 Bentley Speed Six Tourer by J Gurney Nutting
1930 Bentley 4½ Litre Supercharged Tourer, one of the original 50 cars.
1934 Bentley 3½ Litre DHC by Park Ward
1937 Bentley 4¼ MR "Malcolm Campbell" design cut-away door tourer *by Vanden Plas*
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1956 Bentley S1 Continental Fastback by HJ Mulliner
1926 Bugatti Type 37A Grand Prix
1935 Bugatti Type 57 Stelvio Drophead Coupé
1935 Bugatti Type 57 Ventoux
1967 Ferrari 275 GTB/4
1954 Fraser-Nash Targa Florio MkII
1963 Jaguar E-Type Competition Lightweight – Le Mans winner 1963
1968 Lamborgini Muira S
1936 Lagonda LG45 DHC
1937 Lagonda LG45 Tourer
1938 Lagonda V12 Rapide, one of 12 cars built
1934 MG N Type Supercharged, full FIA papers
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1959 Maserati Tipo 61 Birdcage
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1920 Rolls-Royce Silver Ghost Fully Calapsable Salamanca
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