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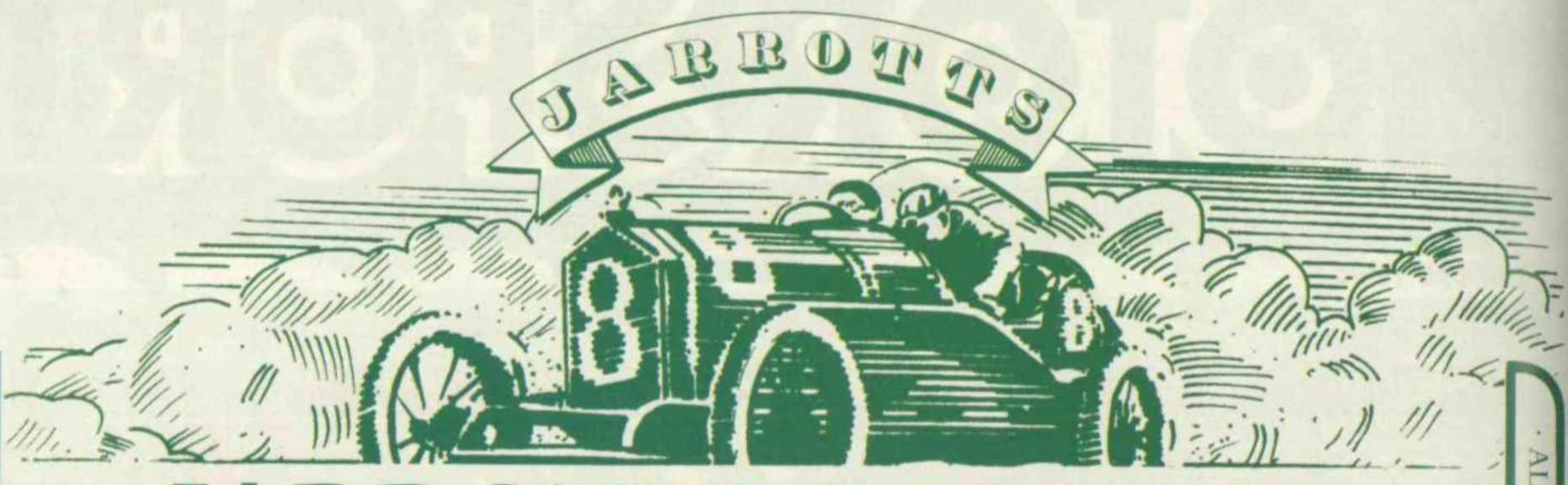
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Schumacher wins in Budapest after Benetton's month of woe

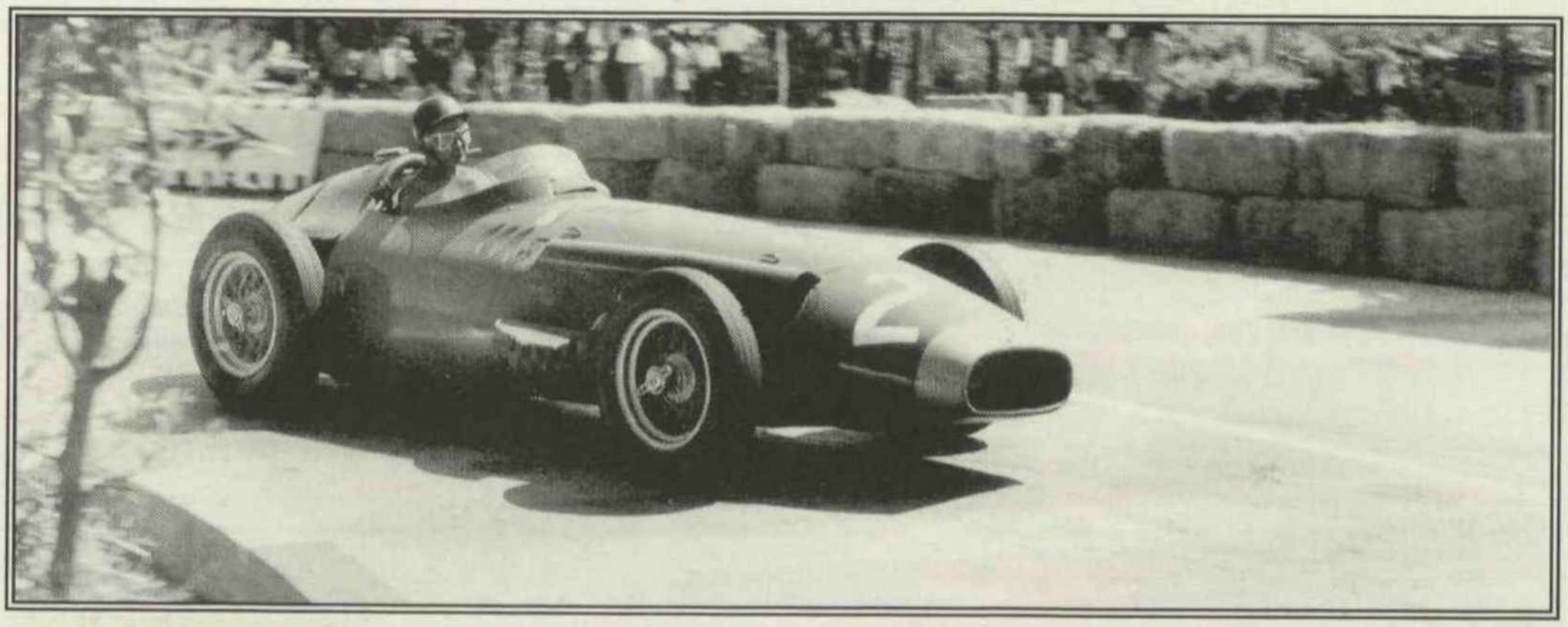
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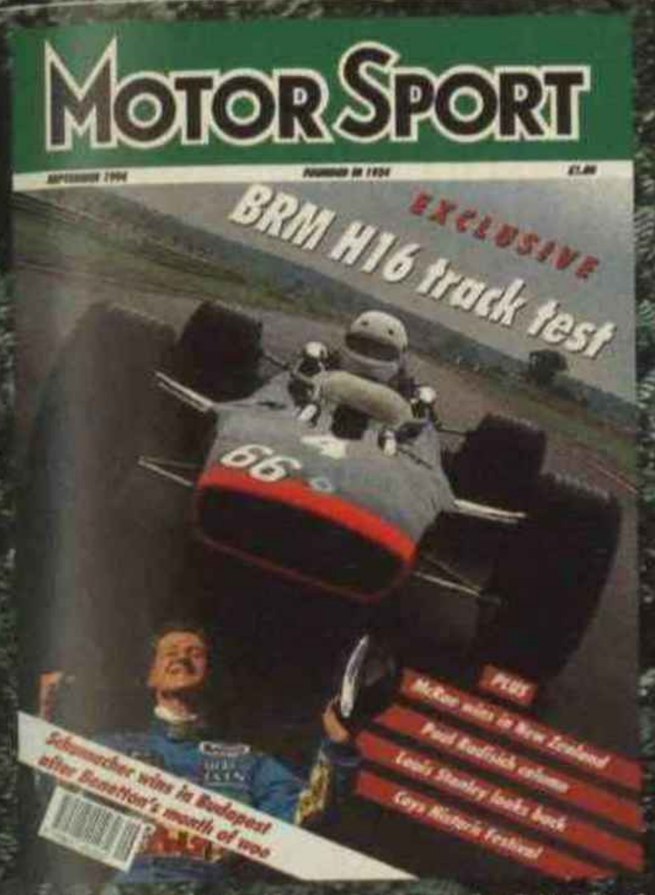
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An exclusive H16 track test is the highlight of this month's BRM focus. Below, Michael Schumacher triumphed in Hungary.

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The Benetton F1 team has dominated the news, for one reason or another.

920 GERMAN GP



For the first time since Jerez 1990, Ferrari wins a Grand Prix. It is not the only eye-catching news of the weekend. . .

930 HUNGARIAN GP
Under pressure from all sides, Benetton gives its critics the perfect riposte as Michael Schumacher scores his first victory since Magny-Cours.

938 EUROPEAN F3000
A three-horse race? The struggle to make F1 team owners take notice is fierce.



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The month in MOTOR SPORT

JULY

18: Co-driver Mark Brickstock succumbs to injuries sustained, the previous day, in a single-venue stage rally at Snetterton.

19: David Brabham escapes unhurt after rolling his Simtek during a Silverstone test.

20: British Rally Championship entrants vote to exclude 'kit cars' from the 1995 series.

22: Michel Ferté/Michel Neugarten (Venturi) win the BPRO four-hour race at Spa. The Frenchmen hold a slender 12s lead over Anders Olofsson/Luciano delle Noce (F40) at the flag.

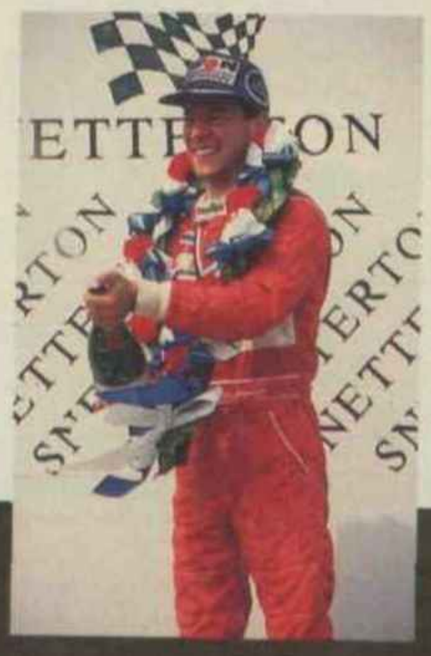
22: Despite its decision to scrap its works rally team, Ford says it will still develop the Escort Cosworth for WRC usage.

24: BMW monopolises the Spa 24 Hours, taking the first eight places. The 318i of Roberto Ravaglia/Thierry Tassin/Alex Burgstaller beats the sister Bigazzi entry of Jo Winkelhock/Marc Duez/Alain Ferté by four laps.

24: Ricardo Rosset takes his first British F3 win, at Snetterton.

24: Andy Evans/Fermin Velez (Ferrari 333SP) win the Laguna Seca IMSA race; Jimmy Spencer takes another NASCAR victory in Talladega.

24: Spectating at the Diepholz DTM race, former WRC star Markku Alén says that he would like to try Class Two touring car racing. Klaus Ludwig and Bernd Schneider win the races for Mercedes, while Jörg Müller wins both F3 supports.



The spectacle nobody wanted, above; the refuelling question is more urgent than Benetton's possible misdemeanours. F3 victory for Ricardo Rosset, left, while Ludwig's DTM performance attracts rally star Markku Alén's notice, below.



24: Giancarlo Fisichella and Luca Riccitelli take Italian F3 wins at Vallelunga; Jean-Philippe Belloc increases his lead in the French series with victory at Paul Ricard, where Yvan Muller heads a BMW 1-2 in the Supertourisme event.

25: Oliver Gavin switches from Omegaland to Nordic for the approaching Hockenheim F3000 race. A series of writs from Omega-land will follow.

26: At an FIA hearing in Paris, Michael Schumacher is excluded from the results of the British GP for having ignored the black flag. He is also suspended for two races, although he later appeals the decision, which will enable him to race at Hocken-heim. The appeal date is set for August 30. Benetton's $25,000 fine, for its part in the incident, is replaced by a $500,000 penalty. Benetton receives a further $100,000 pun-ishment for not revealing its computer source codes to the FIA, an admonishment also handed out to McLaren, who appeal. Damon Hill is cleared of breaking any rules by stopping on the slowing down lap at Silverstone, as he did not come to a com-plete halt. Mika Hakkinen and Rubens Bar-richello receive suspended one-race bans for leaving the circuit without seeing the stewards after their last lap accident. Clerk of the Course Pierre Aumonier is charged with having failed in his duties in several ways, and is suspended for a year.

28: Life becomes tougher still for Benetton.

MATTERS OF MOMENT

One mishap too many

Elsewhere in this issue, you can read of the myriad trials and tribulations that have soured Benetton's month, and there's little doubt that there are many who have little sympathy for the Enstone team. The black flag at Silverstone; the launch control controversy that arose at Hockenheim; the allegations of tampering with refuelling equipment that emerged in the wake of the pit fire in Germany: the case for the prosecution was snowballing on the run up to Budapest, and if any of the allegations are ever satisfactorily proven, then Benetton will fully deserve whatever punishment the FIA deems fit. And in the light of fines totalling $600,000 after the Silverstone incident, one can't exactly imagine the sport's governors adopting a softly, softly approach.

Shortly after this issue was printed, Ben-etton's Silverstone appeal was due to be heard, and we must wait until October, after the European GP at Jerez, to know the penal consequences of the Hockenheim pit fire.

In the meantime, Benetton races on under a cloud. If and when Michael Schumacher should eventually be crowned world champion, there seems little doubt that he will never be able to derive full pleasure from his achievements.

It has been a tragic season in personal terms, and an unsavoury one politically.

Whatever the outcome of the forthcoming hearings and appeals, there is one other major issue that requires the FIA's urgent attention: refuelling itself.

It was introduced to add to the spectacle of motor racing, albeit not in the manner we saw at Hockenheim; it was a minor miracle that nobody was seriously hurt. The nearby photographers and guests at the Paddock Club overhead do not enjoy the protection of fireproof clothing. . .

Refuelling has *not* made the racing any more exciting, and while Hockenheim might have been the first mishap in 300 or so pit stops, it was nonetheless one too many.

We implore the FIA to abolish the prac-tice forthwith. **S A**

An FIA release at Hockenheim concludes with ominous phraseology by Technical Delegate Charlie Whiting: "I am not satsfied that car number 5 (M Schumacher) com-plied with the regulations at all times during the San Marino Grand Prix, and I therefore submit this matter to the World Council for their consideration." The revelation that

Cheap trouble

While Michael Schumacher might seem to have been justly punished for ignoring a black flag at Silverstone, there is a precedent for greater leniency. . .



Back in 1956, 25-year old Bruce Half-ord was fined £16 for not only ignor-ing the black flag, but a red one too.

"It was at the Nürburgring, my second Grand Prix, and my first abroad," remem-bers Bruce. "I was running in fourth place, but I'd lost much of my Maserati's exhaust system which meant that not only was it very noisy but I was also being gassed.

"Fangio came up behind me and perhaps he touched me — maybe I didn't move out of the way quickly enough because that was his way of reminding people that he was close behind — and I spun. The engine died and the marshals pushed me off the track, but some of the spectators got together and got me going again and I continued.

"The officials hung out the black flag because I had received outside assistance and, technically speaking, I should not have been allowed to continue. But I thought 'What the hell? I'm running in fourth place and I'm not going to give up now'. I carried on for a couple more laps and then they hung out the red flag and I ignored that for a couple of laps as well. In those days there was a back straight that ran just behind the pits. They could give you the black flag twice in one lap, so there wasn't much chance of me missing it.

"At the end of the race, when I'd finished fourth, Alan Collinson, then Ferodo's com-petitions manager, came over and asked me how I was feeling. I said that I wasn't feeling too hot, because of the effect of the exhaust fumes, and he told me to play it up a bit, because I was in big trouble. So someone hauled me out of the car and I spent some time recovering, but even so, the officials disqualified me from my fourth place and asked to see me the next day.

"Someone must have driven me out to some Schloss somewhere, because I didn't have a car of my own at the time, and I thought I was going to be in real trouble. Sure enough, I was asked to explain myself, and then the officials met and eventually I was fined the equivalent of 16 pounds.

"But the affair wasn't over yet, because I knew that I would be reported to the RAC and they might take my competitions licence away. So I arranged to have lunch with Dean Delamont of the RAC who told me that I'd been a naughty boy and not to do it again. And that was it!" **B C**



Benetton's computer system included a 'hidden' launch control system creates a storm of intrigue (see pages 924/5).

30: Franck Lagorce retakes the European F3000 series lead, winning from Jules Boullion and Gil de Ferran at Hockenheim. The following day, Takuya Kurosawa and Andrew Gilbert-Scott finish 1-2 at Sugo in the All-Japan Championship.

30: F3000 teams DAMS and Forti are in the throes of preparing F1 programmes. Forti admits it is planning its own car; DAMS is coy about suggestions that Reynard is working on a project on its behalf.

31: The German GP at Hockenheim starts in chaotic fashion, a total of 10 cars retiring as a result of accidents between the start and the first corner. Gerhard Berger scores Ferrari's first win since September 30 1990, leading all the way from pole position. The Ligiers finish second and third. Michael Schumacher posts his first retirement of the year; team-mate Jos Verstappen escapes almost unscathed after his car is enveloped by flame during a refuelling stop. Although several mechanics sustain burns, none suffers serious long-term injuries. Mika Hakkinen receives a one-race ban for his part in the first lap accident. Philippe Alliot is asked to deputise.

31: Lotus says that F3000 racer Massimiliano Papis will assist its test programme.

31: Alain Menu (Renault Laguna) and Steve Soper (BMW) score a BTCC win apiece at Knockhill. Series leader Gabriele Tarquini somersaults out of race one (above), an incident which earns Tim Harvey a sizeable fine. Roberto Ravaglia also gives BMW a victory, in the ITCC at Mugello.

31: Scott Goodyear (right) gives Lola its first IndyCar success of the season, at Michigan. Jacques Villeneuve escapes with bruising from a spectacular accident. The Canadian had been running second at the time.

31: Circuit racing returns to the Isle of Man, with a club meeting at Jurby Airfield.

31: Colin McRae scores his second successive Rally of New Zealand victory. Elsewhere, WRC absentee François Delecour makes a low-key return to rallying in Finland. . .and wins.

31: Malcolm Wilson wins the Ulster Rally.

AUGUST

1: Damon Hill discloses that he had received a death threat during the Hockenheim weekend.

1: Holbay Racing Engines founder John Read perishes in a light 'plane crash, at the age of 60.

4: Emmanuel Collard has his first run in a Williams, at Silverstone.



6: Newspapers carry reports suggesting that Ayrton Senna's fatal accident at Imola was probably caused by a steering fault. Williams points out that no official reason for the tragedy has yet been identified.

7: Martin Hines wins the British Kart GP at Silverstone.

7: Gareth Rees finally scores his maiden F3 victory, winning the prestigious Marlboro Masters at Zandvoort.

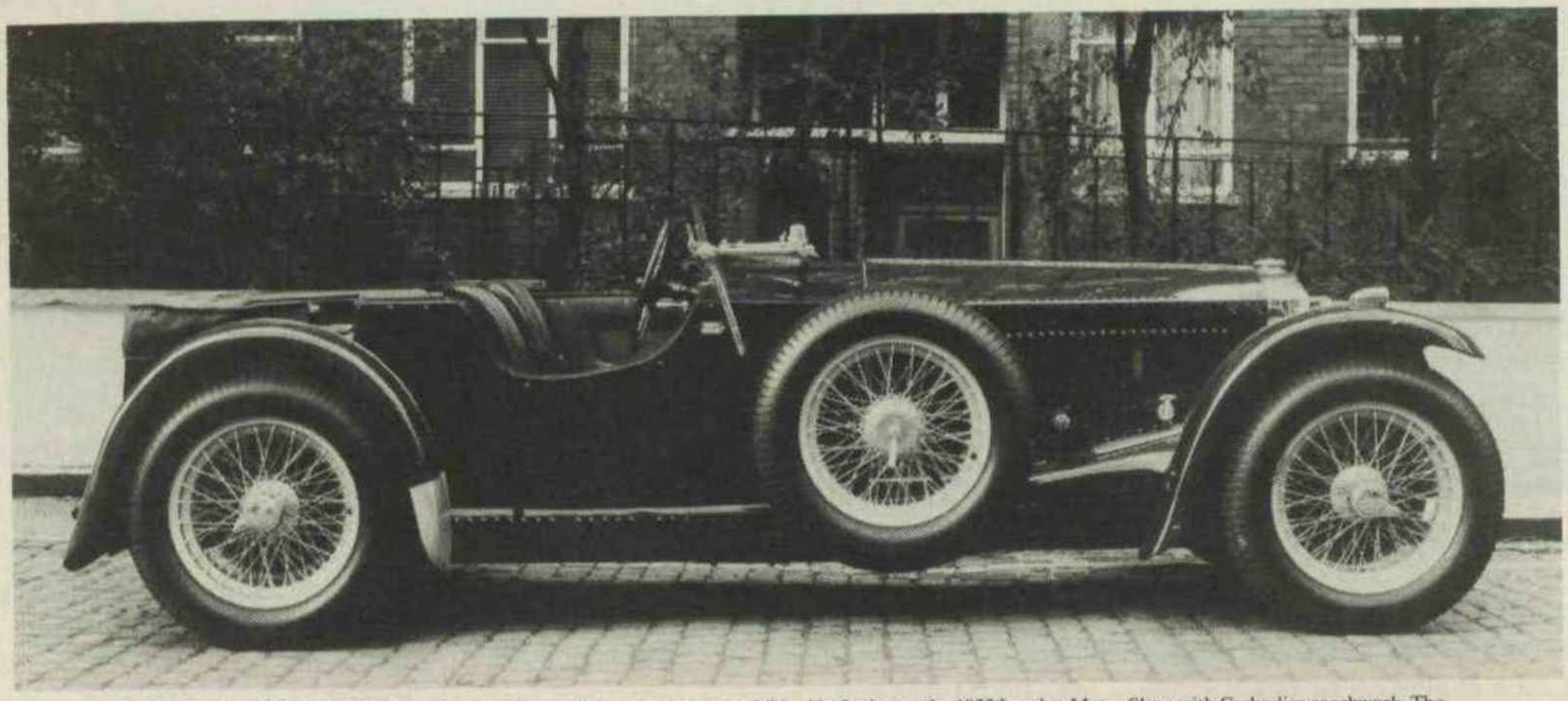
8: Ford decides to replace Miki Biasion with

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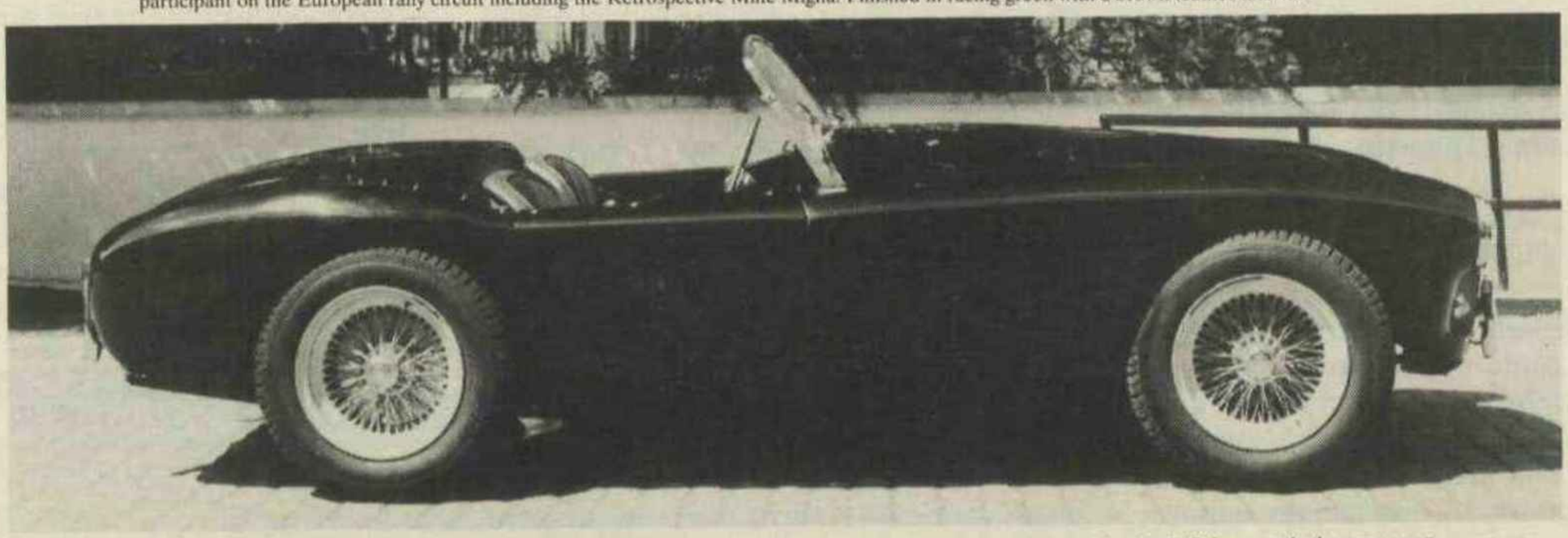
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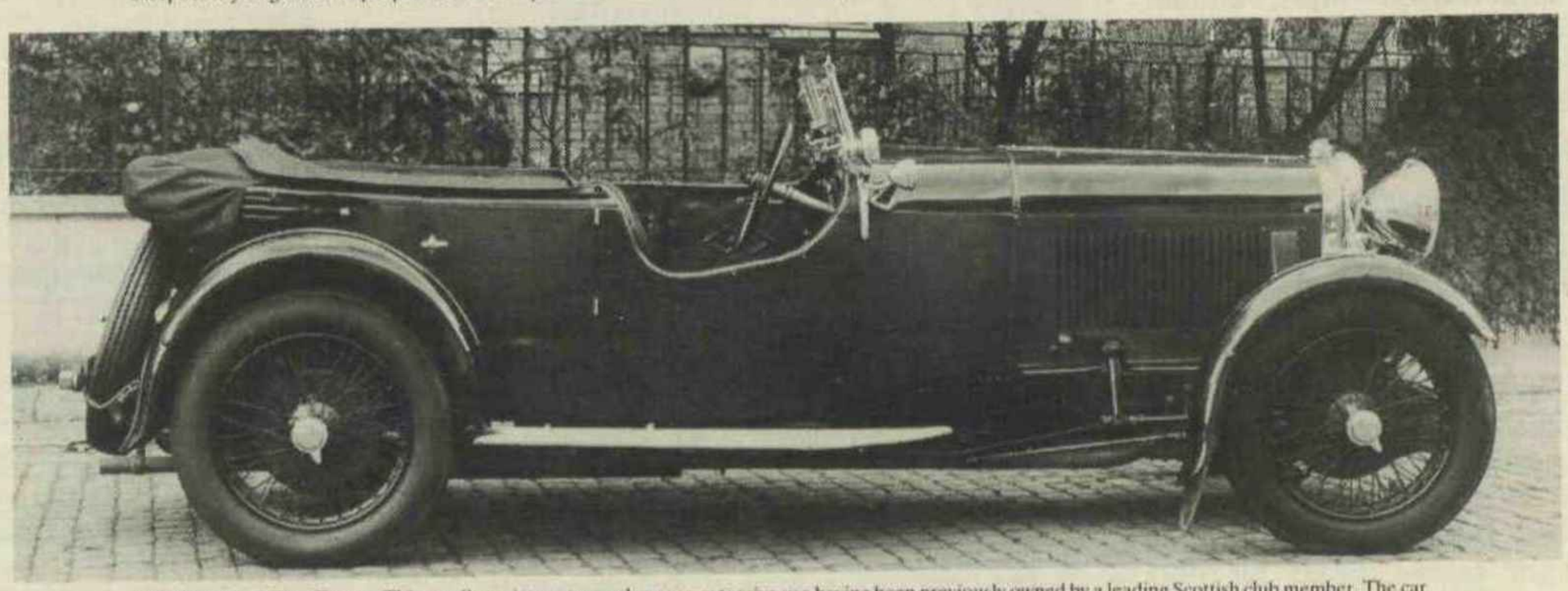
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1959 AC Ace. This late example was delivered new in mid 1959 but was with its second owner from 1961 through to 1990. Subsequently the car was an exceptionally original example prior to the comprehensive restoration that was completed last year. Finished in red with a black leather interior.



1930 Lagonda 2 Litre Tourer. This excellent vintage tourer has seen extensive use having been previously owned by a leading Scottish club member. The car is in excellent driving condition and is offered with many bills substantiating much recent work. Finished in racing green fabric and a red interior.

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1932 Invicta 4½ Litre S Type Tourer by Carbodies
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Gareth Rees (far left) scored the first F3 win of his career at Zandvoort. Nigel Mansell (left) has been subject to more speculation in F1 circles.

Tommi Mäkinen on the 1000 Lakes Rally.

9: Jordan F1 tester Kelvin Burt tries Vortex Motorsport's F3000 Reynard at Silverstone. There appears little likelihood of him racing the car, however.

9: Niki Lauda breaks three ribs in a jet skiing accident, and is saved from drowning by his 13 year-old son Mathias. The Austrian is fit enough to attend the Hungarian GP, however.

10: Benetton's name hits the headlines again, as the FIA issues a statement saying that Intertechnique, supplier of F1 refuelling equipment, had deduced that Benetton had illegally removed a filter from the system prior to the Hockenheim pit fire, and that this was to blame for the inferno. Benetton claims it had permission to do so and, in its response, blames a faulty refuelling valve. Interestingly, Intertechnique supplies teams with revised valves, without explanation, in Budapest. Benetton is summoned to an FIA hearing in October. (For full details, see Hungarian GP report, which begins on page 930.)

10: The fledgling IRL announces its engine regulations. Similar to existing IndyCar engine regs, the main change is a reduction in capacity from 2.65 to 2.2 litres.

12: Weeks of speculation about Williams's engine plans for 1995 are ended by confirmation that the team will use Renault power until at least 1997. Insiders suggest that Damon Hill and David Coulthard will be confirmed as the team's drivers for 1995 shortly, while the tabloid media whips up another frenzy of 'Mansell to return' stories, even though murmurs in the States suggest that he is just as likely to retire.

13: Toyota's new Celica makes its debut on Finland's Mänttä Rally, but Juha Kankkunen finishes second to Tommi Mäkinen's Escort. The Celica won't make its full WRC debut until Sanremo, in all probability.

13: Steve Petch/Peter Croft (Escort Cosworth) win the Kayel Graphics Rally. The event is marred by a chase car controversy which leads to several exclusions.

14: Michael Schumacher gives Benetton something to smile about, winning the Hungarian GP. Jos Verstappen completes the team's successful day by finishing third, behind Damon Hill.

14: Lotus admits that Belgian Philippe Adams may depoutise for Alessandro Zanardi at Spa, Estoril and Jerez.

14: Jo Winkelhock wins the Oulton Park BTCC race. On the supporting programme, James Matthews and Jonny Kane clinch Formula Renault and Formula Ford titles. Results elsewhere also ensure Matthews of the European FR title.

14: Al Unser Jnr takes another IndyCar win at Mid-Ohio. André Ribeiro wins the FIL support race. At Watkins Glen, Mark Martin takes his first NASCAR success of the season.

14: Kenneth Hansen takes another ERC win in Belgium.

15: The on-off-on-off Italian GP is finally declared to be on, thanks to temporary revisions to Monza's second Lesmo.

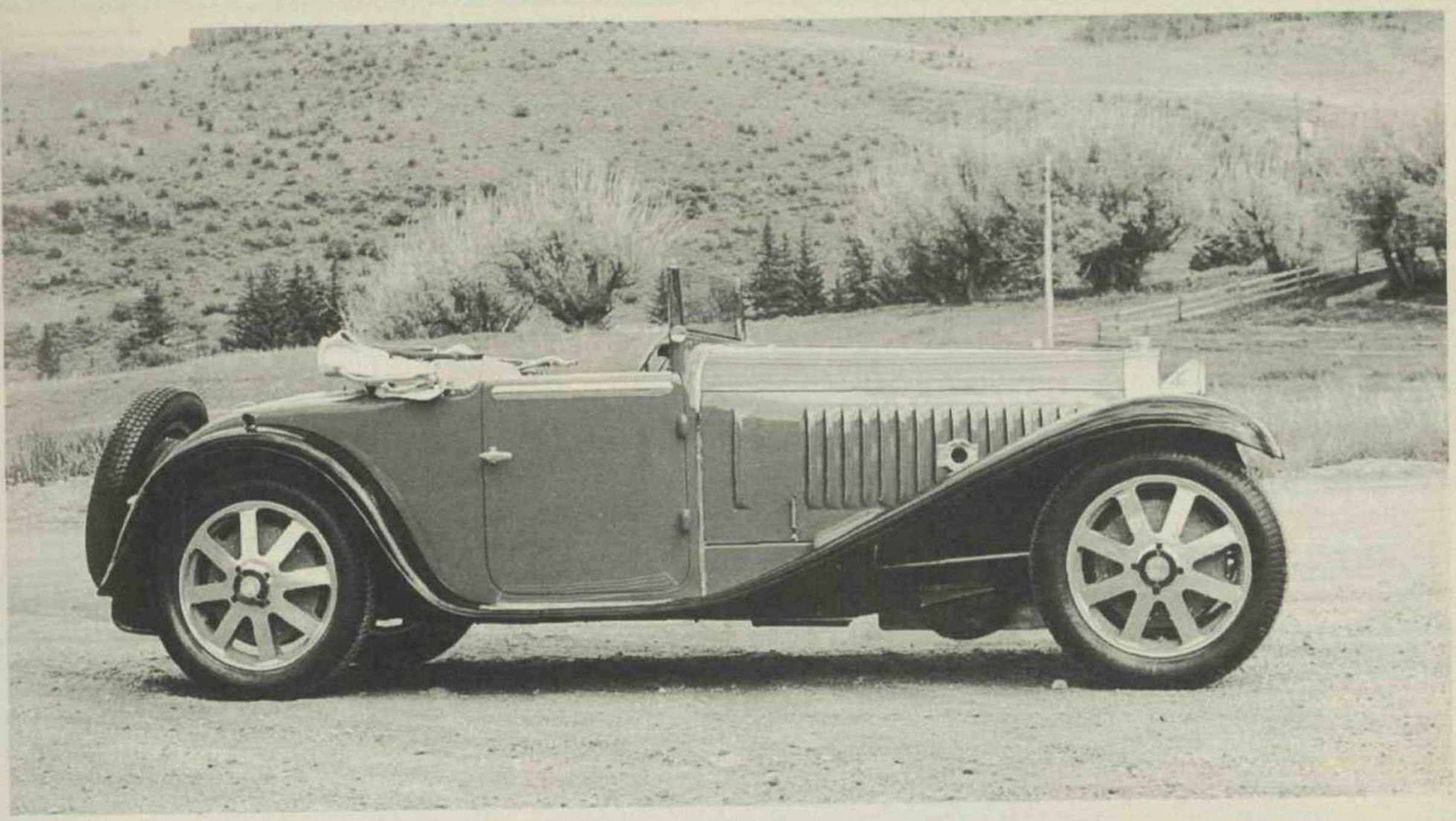
16: Bobby Rahal announces that he won't be using Honda power in IndyCar racing next year.

SEPTEMBER FIXTURES

Date	*Venue*	*Event*	*Type*
Sep 3	Cadwell Park	JCC, MGs, TRs	R
Sep 3	Lydden Hill	FF1600, Sports, Spl Saloons	R
Sep 3	Oulton Park	BRSCC	N
Sep 3/4	**Donington Park**	**HSCC/FIA Historic, F1, Sports**	**INT**
Sep 4	Darlington, USA	NASCAR	INT
Sep 4	Vancouver, Canada	CART, FIL	INT
Sep 4	Cadwell Park	FF1600, Historics, Westfields	R
Sep 4	Lydden Hill	ModSaloons, VWs, 924s, Alfas	R
Sep 10	Richmond, USA	NASCAR	INT
Sep 10	Castle Combe	F/First, Clubmans, saloons, Ferraris	R
Sep 10/11	Silverstone	TOCA, HRSC	N
Sep 10/11	Snetterton	Rover GTi, Vento, TVR, Caterham	N
Sep 10/11	Mondello Park	LMC	R
Sep 11	**Monza, Italy**	**Italian Grand Prix**	**INT**
Sep 11	Elkhart Lake, USA	CART	INT
Sep 11	Thruxton	F3, GTs, GpN, Rover Turbo	INT
Sep 11	Cadwell Park	FF1600, road Saloons, Caterhams	R
Sep 11	Ingliston	SMRC	R
Sep 14/16	Douglas, IoM	Manx International Rally	INT
Sep 17	Silverstone	HSCC, Historic F1, sports	R
Sep 17	Oulton Park	AMOC InterMarque, Porsches	R
Sep 17	Kirkistown	500MRCI	R
Sep 17/18	**Donington Park**	**TOCA, Porsches, HRSC**	**N**
Sep 17/18	Pembrey	750MC	R
Sep 17/18	Wexford	Talbot Hotel Wexford National Rally	N
Sep 18	Dover, USA	NASCAR	INT
Sep 18	Nazareth, USA	CART, FIL	INT
Sep 18	Brands Hatch	F2, F2000, CRX, Minis, BMWs	R
Sep 18	Lydden Hill	FF1600, 500s, sports, saloons	R
Sep 24	Snetterton	MGCC, Midgets, BCV8, TRs	R
Sep 24	Scarborough	Artemis Stages Rally	N
Sep 24/25	Pembrey	S/sports Vaux, ModSaloons	R
Sep 24/25	Mondello Park	MGCC	N
Sep 25	**Estoril, Portugal**	**Portuguese Grand Prix**	**INT**
Sep 25	Martinsville, USA	NASCAR	INT
Sep 25	Knockhill	SMRC	R

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



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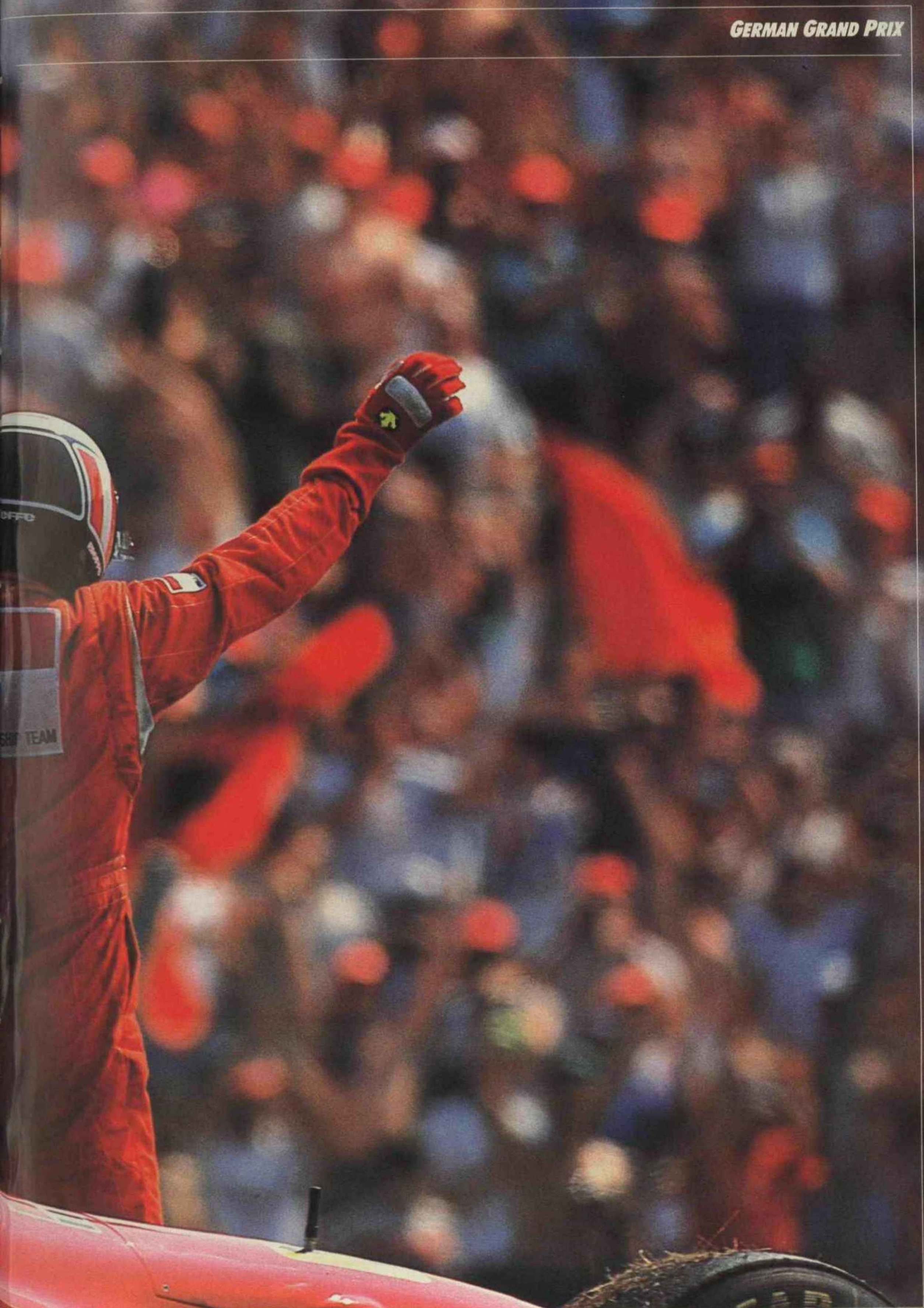
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Seeing Red

On a number of counts F1 plumbed new depths at Hockenheim, but a long overdue victory for Ferrari, courtesy of Gerhard Berger, provided a timely uplift



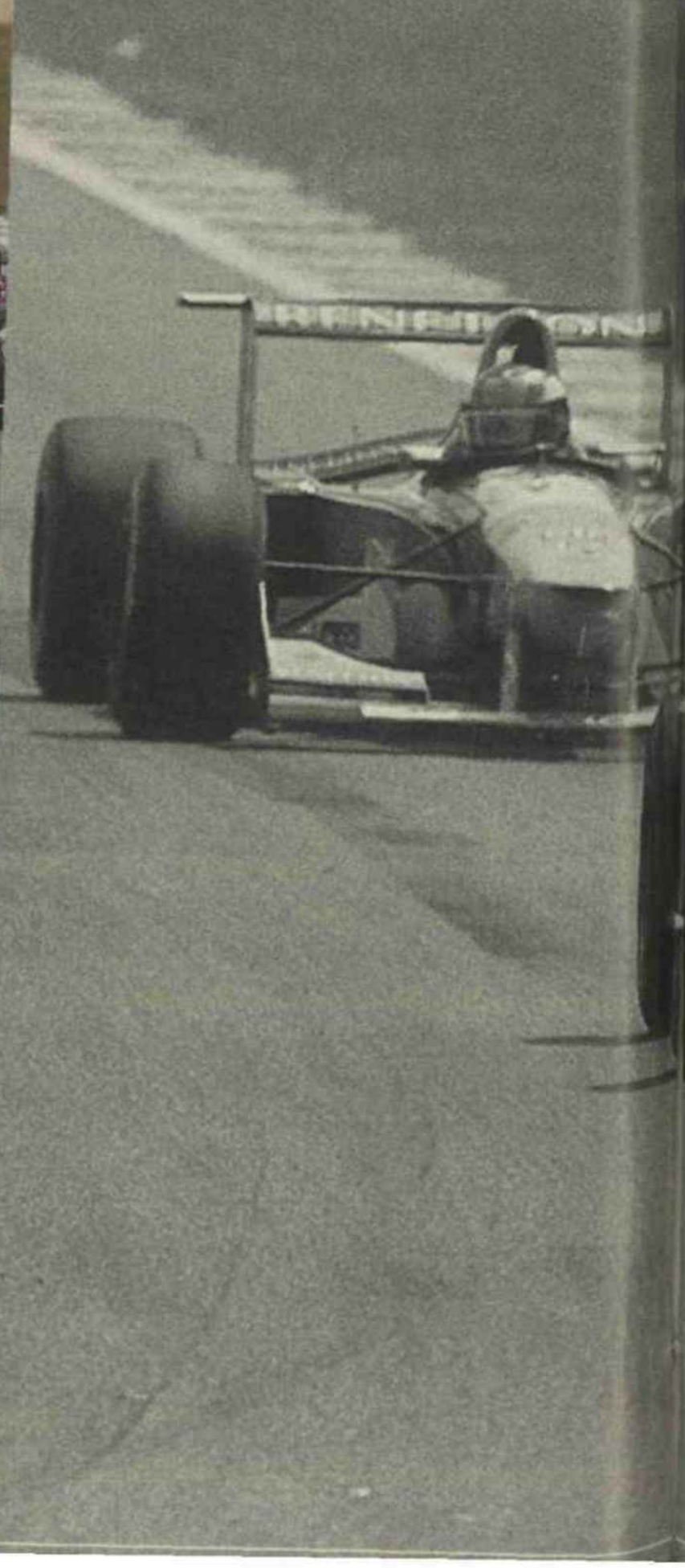
Ferrari Fiasco

An all-Ferrari front row in qualifying, scandalous allegations about the Benetton team, shunts involving 10 cars before the first corner, retirement for Michael Schumacher, a horrible pit lane fire, victory for Gerhard Berger and Ferrari. Oh, and the Ligiers second and third! Even the over-imaginative scriptwriters on Emmerdale Farm couldn't have come up with anything more bizarre than this German GP. . .

Perhaps it was the intense humidity that addled some things about this meeting, for Hockenheim was as oppressed by heat as England has been of late. And Benetton was feeling the same way about the FIA by the time the green lights went on at two o'clock on Sunday afternoon. The previous Tuesday Schumacher had been suspended for two races for ignoring the black flag at Silver-



With dust flying in the background from the initial shunt, Hakkinen moves across on Coulthard. . .





Berger leads Schumacher during the early stages (main shot). Katayama (above) gave further evidence of the extraordinary transformation which has marked his driving this season.

stone, and Benetton had had its fine upped to $500,000, while there were allegations made that its electronic systems in the San Marino GP had breached the rules. The World Motor Sport Council had ultimately 'cleared' Benetton of infringement, but then the FIA had released the full text of the technical report made to the Council (see sidebar), and though it claimed to have done so 'to avoid speculation', it was interpreted by the majority, rightly or wrongly, as a thinly disguised smear campaign.

Schumacher was racing in front of his adoring home fans only after Benetton had lodged an appeal, so all in all it was a weekend of great pressure for the beleaguered World Championship leader. Come race day, however, he was clearly in the mood to turn things around. The hunted once again became the hunter.

Poleman Berger and team-mate Jean Alesi continued their qualifying dominance at the start to lead the field into the first corner, as fifth fastest qualifier Ukyo Katayama made a flyer from the third row, but behind them chaos broke out.

Andrea de Cesaris crashed into the back of Alessandro Zanardi's Lotus, shoving it into the pit wall and one of the Minardis, while his Sauber was thrown across the road to collide with the other Italian car.

At the same time Mika Hakkinen was trying an aggressive passing move on David Coulthard who for once made a slow getaway, the Finn going down the inside by the pit wall and then trying to chop back to take the proper line for the first corner. Meanwhile, Mark Blundell was also close to Coulthard on the other side. When Hakkinen's left rear wheel clipped Coulthard's right front wing, where Mika turned in too soon, the McLaren was pitched across the front of his rivals at very high speed before crunching, for the second time in two days, into the tyre wall. One day Mika will learn that merely ignoring people you think you've overtaken doesn't mean that they aren't still there. . .

Blundell braked hard to avoid the McLaren and was tapped from behind by Barrichello, who simply couldn't avoid him. Irvine was also involved in similar fashion, while Frentzen had to go into the gravel to avoid them all and, though he could limp away, his Sauber was through for the day.

If that wasn't enough, Brundle then nipped back inside Herbert going to the first corner as the fast-starting Lotus driver had to surrender ground won on the Ligiers and the McLaren when Blundell pirouetted, and Johnny couldn't be sure where the Tyrrell's trajectory would take it. When Brundle kept moving resolutely to the outer line even though Herbert was level with his cockpit, the Lotus driver backed off, but it was too late and as Brundle aviated over Herbert's right front wheel. The 109's suspension was damaged and Brundle spun, but it was indicative of the carnage that Martin still came round at the end of the first lap in 14th place. Only Gounon's Simtek was behind him, for 11 cars had come to grief. Minardi,

"Formula One had seen nothing like it since the 1973 British GP"

Sauber, Lotus and Jordan had all lost both of their cars, Tyrrell and McLaren one apiece, and Alesi dropped out almost immediately on his way to the first chicane when his Ferrari's engine went on strike. Both Williamses were in trouble, too, Coulthard pitting with nose damage, and Hill – who had been subjected to an alarming telephoned death threat, should he be leading Schumacher – throwing away his chances with a rash move on Katayama in the third chicane which damaged a steering arm on his FW16B. Thus, at the end of the lap, both of Frank's cars were in the pits for repairs, and though both drivers would fight back magnificently with a flurry of fastest laps, their afternoon was already a lost cause. Formula One had seen nothing like it since the 1973 British GP.

Surprisingly, but to Berger's enormous relief, the race wasn't red flagged. Instead yellows were waved along the pit straight for a while, and as Gerhard came round he was dogged by Schumacher, the German already looking a massive threat. Behind them, there were some real surprises. Katayama was flying in third, with Panis fourth from Verstappen and Bernard, the Ligiers up from 12th and 14th on the grid, the Dutchman from 19th! This indeed was no ordinary race.

Coulthard had been just ahead of the second Benetton before he pulled in, so behind Jos and Eric the order ran Morbidelli,

Fittipaldi, Comas, Beretta, Hill (headed pitward), Brabham, Brundle and Gounon.

Hill, doubtless uttering profanities to himself, was commendably candid. "I missed a golden opportunity today," he admitted. "I touched Katayama trying to pass him. Perhaps if I had been more patient then I could have won this race. What I did is try to pass and then thought it wasn't going to work, and I tried to pull out of it. I had seen him make room for Michael and I thought he was going to do the same for me. I guess it's one of those things when you have someone you are not used to racing against you don't know what they are going to do. At the time I didn't know how competitive Michael and Gerhard were going to be – if I knew then what I know now I would have sat back."

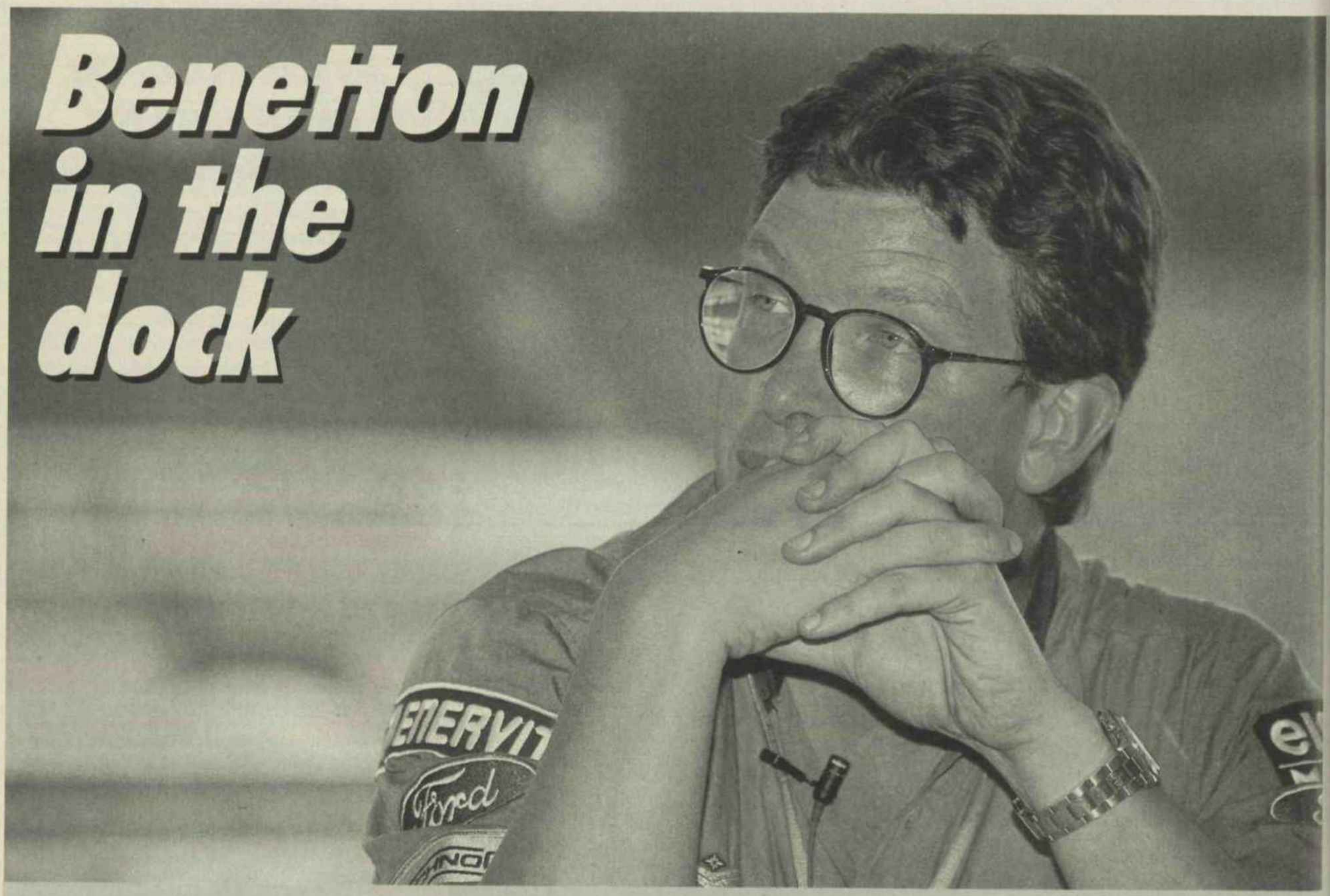
As Berger just led Schumacher into lap two, recriminations were flying. Everyone blamed everybody else, and virtually all of the drivers bar Herbert and Brundle were called up to see the stewards. Zanardi, de Cesaris and Alboreto made the mistake of going home early, thereby earning themselves the same suspended one-race ban spread over the next three GPs that Hakkinen and Barrichello received for similar offences at Silverstone. Hakkinen must have wished he'd been able to miss the meeting with the beaks, because they promptly invoked his suspended ban and told him not to bother taking his driving overalls with him to Hungary, 'for causing an avoidable accident.'

Hill: "I missed a golden opportunity today – if I knew then what I know now I would have sat back"

Peugeot Sport boss Jean-Pierre Jabouille had launched a stupid and ill-informed attack on Martin Brundle in the week before the race, claiming that he'd over-pressured his V10's oil system on the grid at Silverstone by holding its revs at their peak instead of blipping it, whereas anyone who was within earshot knew that Martin was doing precisely that trying to clear a serious misfire. In a piece of Peugeot publicity blurb the Frenchman had criticised Ron Dennis for not letting his protégé Philippe Alliot have a race in a McLaren, but now that the chance had arisen he was doubtless miffed to find it was the 'wrong' driver who was stepping down. *Eh, bien. C'est la vie!*

The first 12 laps were the best of this otherwise dull race, as Schumacher tried everything he could think of to pass the Ferrari. Gerhard, however, is a wily bird and was driving at his very peak all weekend. "The first corner was funny," he said. "I saw all the smoke and stuff, and I hoped they weren't going to stop it. I was happy to see Jean alongside me on the straight because I

Benetton in the dock



Pre-race revelations by the FIA in Hockenheim blew the cloud created by the FIA World Council meeting in Paris, a few days earlier, into a storm of controversy that cast doubt on the credibility of the Benetton team's achievements in the 1994 FIA World Championship.

After imposing a two-race ban on Schumacher and upping Benetton's fine to $500,000 in the wake of the Silverstone black flag incident (MOTOR SPORT last month), the World Motor Sport Council considered a detailed report compiled by FIA Technical Delegate Charlie Whiting that Schumacher's Benetton might have run in the San Marino GP using an illegal launch control system.

The Council eventually decided to impose no penalty after discussing the matter with Liverpool Data Research Associates, the company appointed by the FIA to investi-

thought we could develop a team strategy, but when he went out I was worried to see Schumacher behind. I knew he would be the most dangerous, along with Damon, and I say to myself, 'Oh, oh, he's already here!'

"There was a time when he was almost alongside me," he admitted with a wry grin, "but I managed to discourage him. . ."

"I put the Ferrari under a lot of pressure," said Michael. "I tried very hard to overtake." He did indeed, at one stage nearly going off the road in the second chicane, the one between those insultingly named at the weekend after Jim Clark and Ayrton Senna.

Observers were amazed by the way that the Benetton could not only gobble up the Ferrari under braking, but stay with it on acceleration and down the straights. Initially it seemed only a matter of time before it passed, all in direct contrast to its rather breathless performance in qualifying when he had only managed fourth fastest time. But when Schumacher pitted for fuel after only 12 laps the team's strategy was clear. Start with a very low fuel load, and stop twice. Berger, meanwhile was on for one stop and was thus carrying a greater fuel load.

"I was sure he'd have an early stop," said Gerhard. "But I was still trying everything to keep in front. I was right on the limit. I was finally able to control him until he stopped. I knew if he had two stops it wouldn't be a problem for me, but if he was only going to do one he would make up time on me and I'd then have to do something special in the last five laps."

It transpired that there would be no need for that, for on the very lap that the Ferrari finally headed in for fuel the Benetton went overdue. The engine had been sounding flat on lap 19, and as Berger pitted on lap 20 Schumacher crept in and his car was pushed away.

"I felt sure I could have taken the lead eventually but then I suddenly had a problem," he said. "I've no idea what it was but the engine seemed to lose power." The team suspected an electrical problem had created Michael's first retirement of the season.

By this stage Ukyo Katayama's strong performance in third place had come to nothing. From the fifth lap the throttle had been sticking, and when it happened again a lap later he spun at the third chicane. He kept the engine running and crept back to the pits, but there was nothing that could be done so Tyrrell's hopes were dashed.

At the end of lap 15 came the situation everyone has feared from the start of the season. Verstappen pulled in to refuel his Benetton, and as the hose proved awkward to detach, perhaps because of expansion in the heat, some of the volatile liquid splashed over the car and the crew. For four agonising seconds everyone held their breath, but then the heat of the exhaust inevitably ignited the vapour and in a moment car and personnel were engulfed in an awful orange fireball that reached as high as the overhead Paddock Club balcony. It was precisely the catastrophe that had been anticipated.

Mercifully none of the Benetton mechanics was seriously injured as the fire was extinguished in seconds, and Verstappen managed to extricate himself, but it was a terrifying moment for all concerned. Sixteen people were involved, five of them being treated in hospital and bearing the signs the following day, as great a damnation of the foolhardiness of refuelling as anything could be. One felt not only for them, and

gate such irregularities. The official statement from the FIA said: "According to LDRA the best evidence is that Benetton was not using 'launch control' (an automatic start system) at the 1994 San Marino GP. Had the evidence proved they were, the World Motor Sport Council would have been invited to exclude them from the World Championship. Given the evidence available, such a course of action would obviously have been wrong."

The FIA then took the extraordinary step of releasing the full text of Whiting's report, ostensibly to avoid speculation, though the contents had just the opposite effect. Whiting's report closed with the observation: "In the circumstances, I am not satisfied in accordance of Article 2.6 of the Formula One Technical Regulations that car number 5 (M Schumacher) complied with the Regulations at all times during the San Marino Grand Prix and I therefore submit this matter to the World Council for their consideration."

At the beginning of the 1994 season FIA President Max Mosley promised 'Draconian penalties' on anyone found to transgress the regulations, particularly those banning traction control and auto start systems. And he insisted that the onus was on a team to prove that its cars complied with the rules, not on the FIA to prove that they didn't.

The effect of the publication of the report was predictable, as the F1 paddock was thrown into a turmoil of speculation.

Some believed that the FIA felt Benetton had been cheating but couldn't prove it, and had therefore released the report in order to sully a likely victory in the World Championship. Others saw the report as part of a closing trap, as groundwork laid for possible future action against the team if more evidence were to be compiled.

Some people also pointed out that McLaren. Ferrari and even Williams have redundant electronic systems in their current software, and that this need not necessarily imply that the intention was to use them, simply that purging them was a time-consuming business.

Benetton refuted the allegations strongly, admitting that it had the software but denying that it had been activated for the race, and on Friday Chief Designer Ross Brawn (pictured left) took the hot seat to

"I am not satisfied . . . that car number 5 (M Schumacher) complied with the Regulations at all times"

put forward Benetton's defence of the allegations. Though he presented his case both plausibly and calmly, it was clear that he had little chance of eradicating totally the suspicion surrounding the team's methods.

Benetton's claims that it only used the system in testing were met with derision in the pit lane, as many questioned why one would need it in such circumstances. In its defence, Benetton pointed out that it had tested the system in preparation for 1994, lest the regulations should permit it.

The suggestion that, having created the sort of complex programmes that are required, Benetton technicians would not have known that the system could be switched on in seconds using a laptop computer rather than in a laborious process of recompilation were treated similarly. Aficionados zeroed in on the page in the report that said 10 programme options were visible on screen, but LDRA discovered an option 13 which was not visible but could be called up by those in the know if required, simply by positioning the cursor in the correct place and pressing 'Enter'. Benetton's explanation was that this was to prevent accidental engagement at races.

The most controversy was raised by the team's adamant refusal to make its source code (programmes written in special computer languages, and easier for humans to understand than the more familiar machine codes in which computer instructions are traditionally written) available to the FIA so that LDRA could investigate the system. Benetton was asked to do this on May 1, but it was July 18 before it finally acceded, citing confidentiality and the need to consult with its technical partners, Ford and Cosworth, before doing so. Interestingly, McLaren has used the same line of defence.

Asked whether any telemetry that a company might be provided with by any team could be tampered with, without such tampering being evident, the LRDA's Mike Hennell responded: "Any telemetry could be a simulation. It might not even have come from a car. Telemetry in itself need not be conclusive."

Furthermore, Hennell indicated that it would be hard for any teams to write a special source code capable of destroying parts of the programme in the event of an investigation. "People talk about this sort of technology, and dream up all sorts of models," he said, "but it's a lot harder to do than people think. Also it is very dangerous to have a rogue code wandering about a system on something that travels at 200mph. It could work against the system very easily."

their pain, but for their families and loved ones who had been watching back home on television and who must have endured awful hours before they could be sure all was well. Even that is a relative term, as the victims will testify.

Max and Bernie, it was a bold try, but let's get rid of this stupid system for 1995, before teams start getting too far into the design of cars with 80-litre tanks. You can read elsewhere in this issue how Louis Stanley helped virtually to exorcise the spectre of burning racing cars from F1, and we don't want to see it haunting it once more.

As the horrible drama finally subsided and what little wind there was blew away the chilling cloud of black smoke, Coulthard retired after a strong comeback fight had reaped him the first fastest lap of his career. It began to look as if the race would get down to single figures. The Scot was running 12th, chasing the Simteks, when he pitted for fuel on lap 16, and then the engine stalled as he tried to rejoin. He got going eventually, but an electrical problem had developed and he cruised round after a very slow lap to retire.

Shortly after that Brundle's pushy drive also ended. After the spat with Herbert, Martin had pulled up to sixth place by the time he came in to refuel on lap 12, and he was working his way back through the field, "having a really good race", when the engine suddenly developed a misfire and blew up. Surprising that, for a Peugeot. Usually we're told it's the gearbox that catches fire, or perhaps Jean-Pierre Jabouille's imagination.

With Schumacher's retirement things settled down, and the heart had gone out of the race. All Berger now had to do was be sensible, ease down on the revs and keep awake, while both Panis and Bernard were far enough apart, and devoid of pressure, to be able to do likewise. The two Footwork pilots slogged on in fourth and fifth places, much to the relief of team personnel who needed a good result after earlier disappointments and following recent financial problems, while the two Larrousse drivers were equally pleased in sixth and seventh places, delighted to be reliable again. Beretta, however, was fortunate that he and Hill were lapped, for by the end Damon's blistering recovery drive had brought him within 2.2s.

Both Simteks at one stage seemed almost in with a shout of points, had others faltered, but close to the end each pulled off with uncharacteristic unreliability.

Ferrari's victory was extremely popular with everyone but the dyed-in-the-wool Schumacher fans in the crowd, and while many felt desperately sorry for Alesi that his first victory is still awaited, Berger surely deserved this reward after all the effort he has invested in the team, and the brave and dignified manner in which he has conducted himself in this most difficult season.

"Winning for Ferrari is a special thing, which no other team can do for a driver," he said of his ninth victory, one which again drew Ferrari level with McLaren on 104 Grand Prix wins apiece and was the first for the team since Alain Prost's in Spain four years ago.

"It really makes it fun to drive when you know you have a chance to win. I can laugh now because as you may remember from Silverstone, Hill and Schumacher were joking about making an agreement to let each other win his home race – and I said 'don't forget me at Hockenheim' – and now I have won."

It was a timely breath of fresh air within the sport, that helped offset its other problems.

DJT

STARTING GRID

28 BERGER
Ferrari 412 T1
1m 43.582s (2)
1m 44.416s (1)

0 HILL
Williams FW16
1m 44.026s (1)
1m 44.131s (2)

3 KATAYAMA
Tyrrell 022
1m 44.718s (2)
1m 46.534s (1)

4 BLUNDELL
Tyrrell 022
1m 45.474s (2)
1m 45.814s (1)

30 FRENTZEN
Sauber C13
1m 45.893s (2)
1m 46.488s (1)

14 BARRICHELLO
Jordan 194
1m 45.939s (2)
1m 45.962s (1)

8 BRUNDLE
McLaren MP4/9
1m 46.644s (2)
1m 46.218s (1)

12 HERBERT
Lotus 109
1m 46.630s (2)
1m 48.621s (1)

9 FITTIPALDI
Footwork FA15
1m 47.102s (2)
1m 47.150s (1)

6 VERSTAPPEN
Benetton B194
1m 47.316s (2)
40m 34.496s (1)

11 ZANARDI
Lotus 109
1m 47.425s (2)
1m 47.678s (1)

24 ALBORETO
Minardi M194
1m 48.295s (2)
1m 48.402s (1)

31 BRABHAM
Simtek S941
1m 48.870s (2)
1m 50.685s (1)

27 ALESI
Ferrari 412 T1
1m 44.012s (2)
1m 45.272s (1)

5 SCHUMACHER
Benetton B194
1m 44.268s (2)
1m 44.875s (1)

2 COULTHARD
Williams FW16
1m 45.146s (2)
1m 45.477s (1)

7 HAKKINEN
McLaren MP4/9
1m 45.487s (1)
1m 45.878s (2)

15 IRVINE
Jordan 194
1m 45.911s (1)
1m 45.942s (2)

26 PANIS
Ligier JS39B
1m 46.165s (2)
1m 47.925s (1)

25 BERNARD
Ligier JS39B
1m 46.290s (2)
1m 47.531s (1)

10 MORBIDELLI
Footwork FA15
1m 46.817s (2)
1m 47.814s (1)

29 DE CESARIS
Sauber C13
1m 47.235s (2)
1m 47.745s (1)

23 MARTINI
Minardi M194
1m 47.402s (2)
1m 48.770s (1)

20 COMAS
Larrousse LH94
1m 48.229s (2)
1m 40.770s (1)

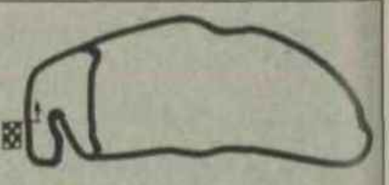
19 BERETTA
Larrousse LH94
1m 48.681s (1)
1m 48.875s (2)

32 GOUNON
Simtek S941
1m 49.204s (2)
1m 50.361s (1)

Did not qualify:
BELMONDO (Pacific PR01) 1m 51.916s/1m 51.122s
GACHOT Pacific PR01) 1m 52.839s/1m 51.292s

FIA FORMULA 1 WORLD CHAMPIONSHIP

GERMAN GRAND PRIX, Hockenheim, July 30
45 laps of 4.235-mile circuit (190.575 miles)



Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	1h 22m 37.272s	1m 47.544s	12
2	Olivier Panis	F	Ligier JS39B-Renault V10	1h 23m 32.051s	1m 49.253s	11
3	Eric Bernard	F	Ligier JS39B-Renault V10	1h 23m 42.314s	1m 49.459s	8
4	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	1h 23m 58.881s	1m 49.982s	13
5	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	1h 24m 07.816s	1m 49.981s	12
6	Erik Comas	F	Larrousse LH94-Ford HB V8	1h 24m 22.717s	1m 50.409s	9
7	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	44 laps	1m 50.466s	12
8	Damon Hill	GB	Williams FW16-Renault V10	44 laps	1m 46.303s	9
Rtd	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	39 laps – engine	1m 52.023s	17
Rtd	David Brabham	AUS	Simtek S941-Ford HB V8	37 laps – clutch	1m 52.364s	18
Rtd	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	20 laps – engine	1m 47.103s	17
Rtd	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	19 laps – engine	1m 48.329	11
Rtd	David Coulthard	GB	Williams FW16-Renault V10	17 laps – electrics	1m 46.211s	11
Rtd	Jos Verstappen	NL	Benetton B194-Ford HB V8	16 laps – pit fire	1m 49.291s	12
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	6 laps – jammed throttle	1m 49.966s	8
Rtd	Mark Blundell	GB	Tyrrell 022-Yamaha V10	0 laps – accident	no time	–
Rtd	Mika Hakkinen	SF	McLaren MP4/9-Peugeot V10	0 laps – accident	no time	–
Rtd	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	0 laps – accident	no time	–
Rtd	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	0 laps – accident	no time	–
Rtd	Rubens Barrichello	BR	Jordan 194-Hart V10	0 laps – accident	no time	–
Rtd	Eddie Irvine	GB	Jordan 194-Hart V10	0 laps – accident	no time	–
Rtd	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	0 laps – accident	no time	–
Rtd	Michele Alboreto	I	Minardi M194-Ford HB V8	0 laps – accident	no time	–
Rtd	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	0 laps – engine	no time	–
Rtd	Andrea de Cesaris	I	Sauber C13-Mercedes V10	0 laps – accident	no time	–
Rtd	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	0 laps – accident	no time	–

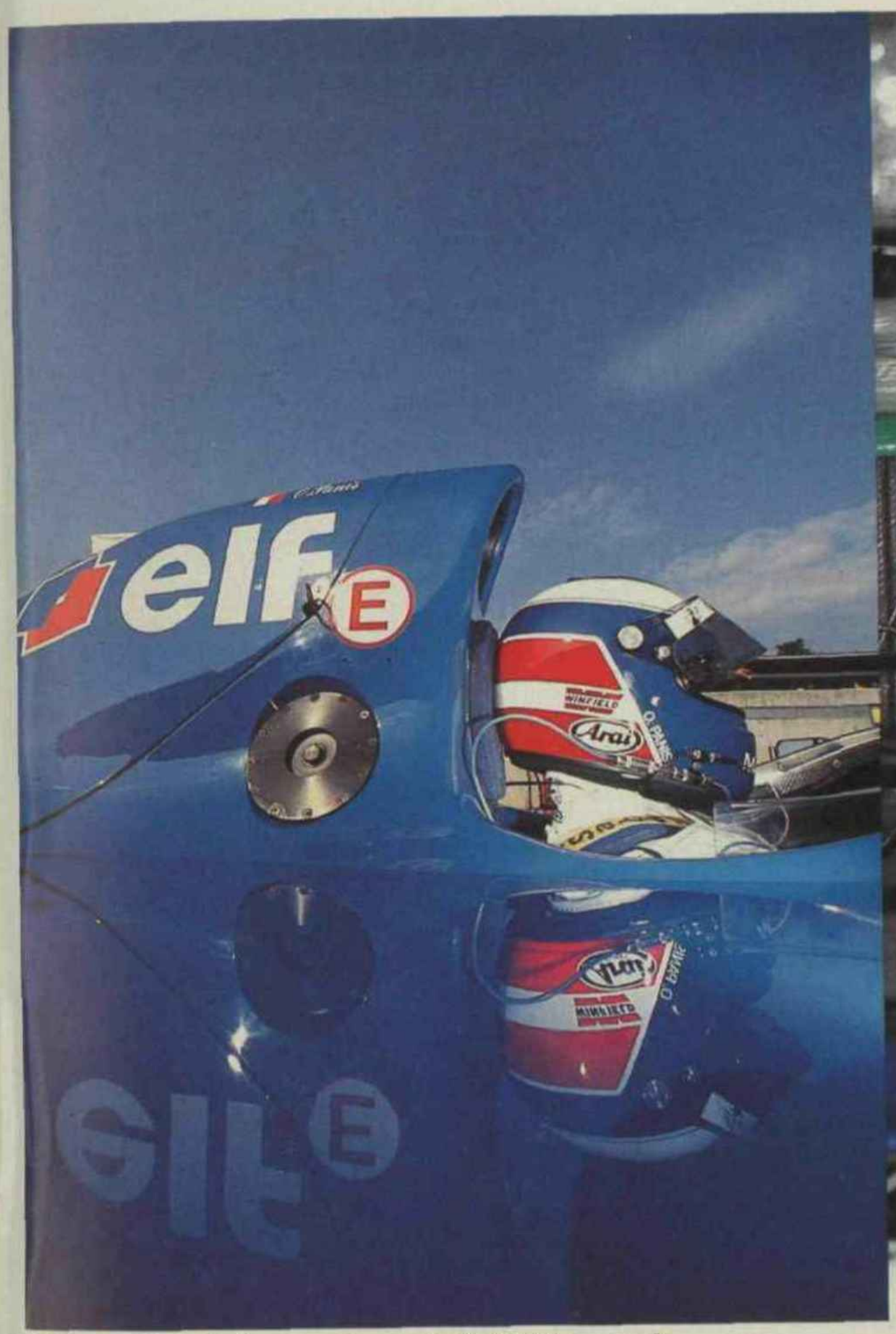
Winner's Average Speed: 138.549 mph Conditions: hot, sunny
Fastest Lap: David Coulthard, 1m 46.211s on lap 11, 143.702 mph

Championship points – Drivers: 1 Schumacher 66; 2 Hill 39; 3 Berger 27; 4 Alesi 17; 5 Barrichello 10; 6 Hakkinen 8; 7 Panis, Larini, Fittipaldi and Brundle 6; 11 Frentzen and Katayama 5; 13 Blundell, Martini, de Cesaris, Coulthard, Bernard and Wendlinger 4; 19 Comas and Morbidelli 2; 21 Alboreto, Lehto and Irvine 1.

Constructors: 1 Benetton Ford 67; 2 Ferrari 52; 3 Williams Renault 43; 4 Jordan Hart and McLaren Peugeot 14; 6 Sauber Mercedes-Benz and Ligier Renault 10; 8 Tyrrell Yamaha 9; 9 Footwork Ford 8; 10 Minardi Ford 5; 11 Larrousse Ford 2.

(Tallies adjusted to take into account Schumacher's Silverstone disqualification.)

© FIA



Olivier Panis excelled once again, eventually finishing second.



Seventh place marked Olivier Beretta's best F1 result to date.



Alesi lost his engine cover during qualifying.



A boost for Arrows: Fittipaldi took fourth.



Frentzen: no luck in his first GP on home soil.



Herbert reflects on a race that was all over for Lotus on lap one.



Damon Hill missed a golden chance to reduce Schumacher's points lead.

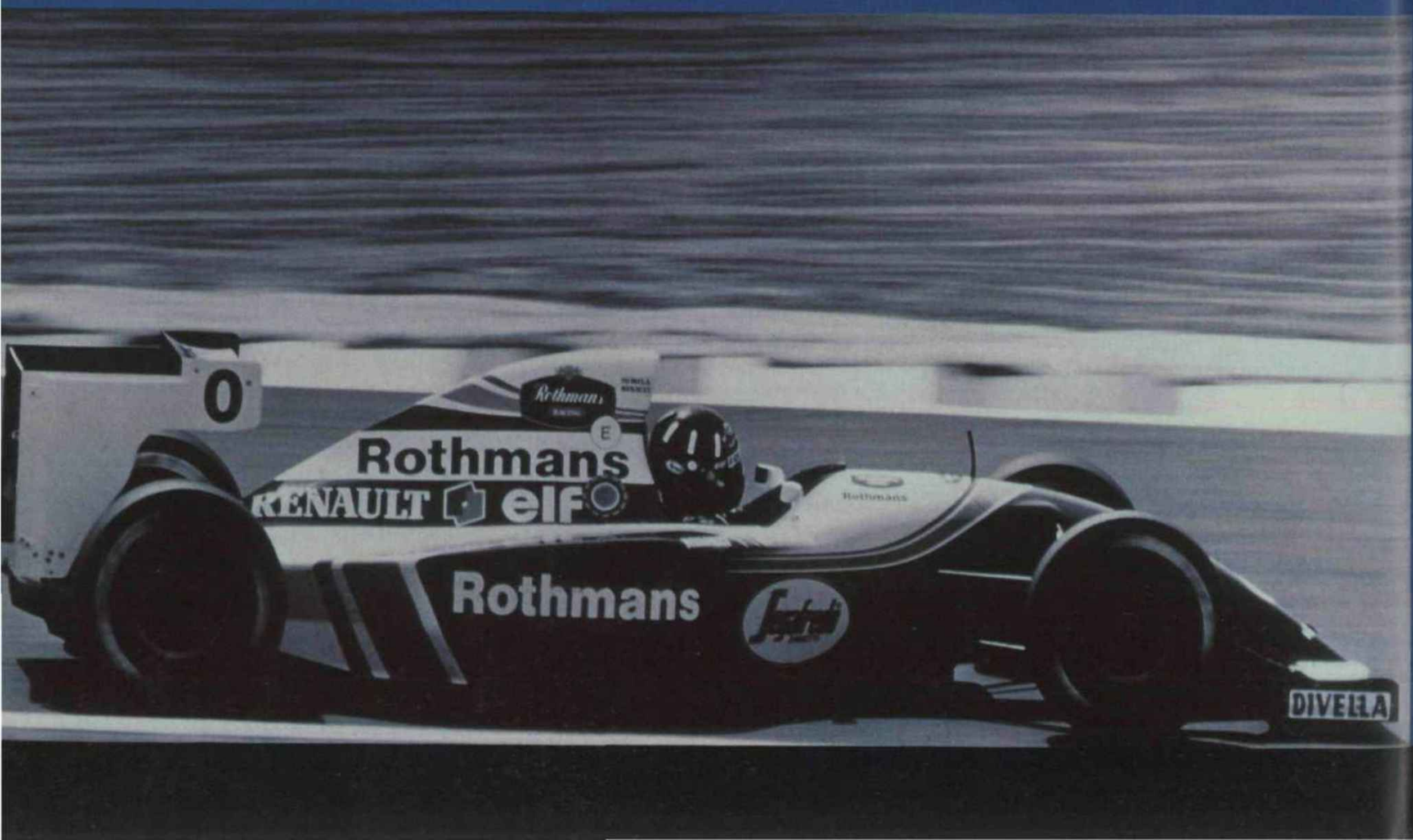
WILLIAMS RENAULT

The fuel that sends Williams Renault past the chequered flag

was developed at Elf's R&D Centre. So too was

POWERED BY ELF

the fuel that stops William passing an Elf Service Station when





WILLIAM'S

his Renault needs topping up. It's the aptly named

RENAULT

Elf Ultimate. A fuel that increases performance, reduces emissions,

POWERED

improves consumption and does wonders for Bill's bills.

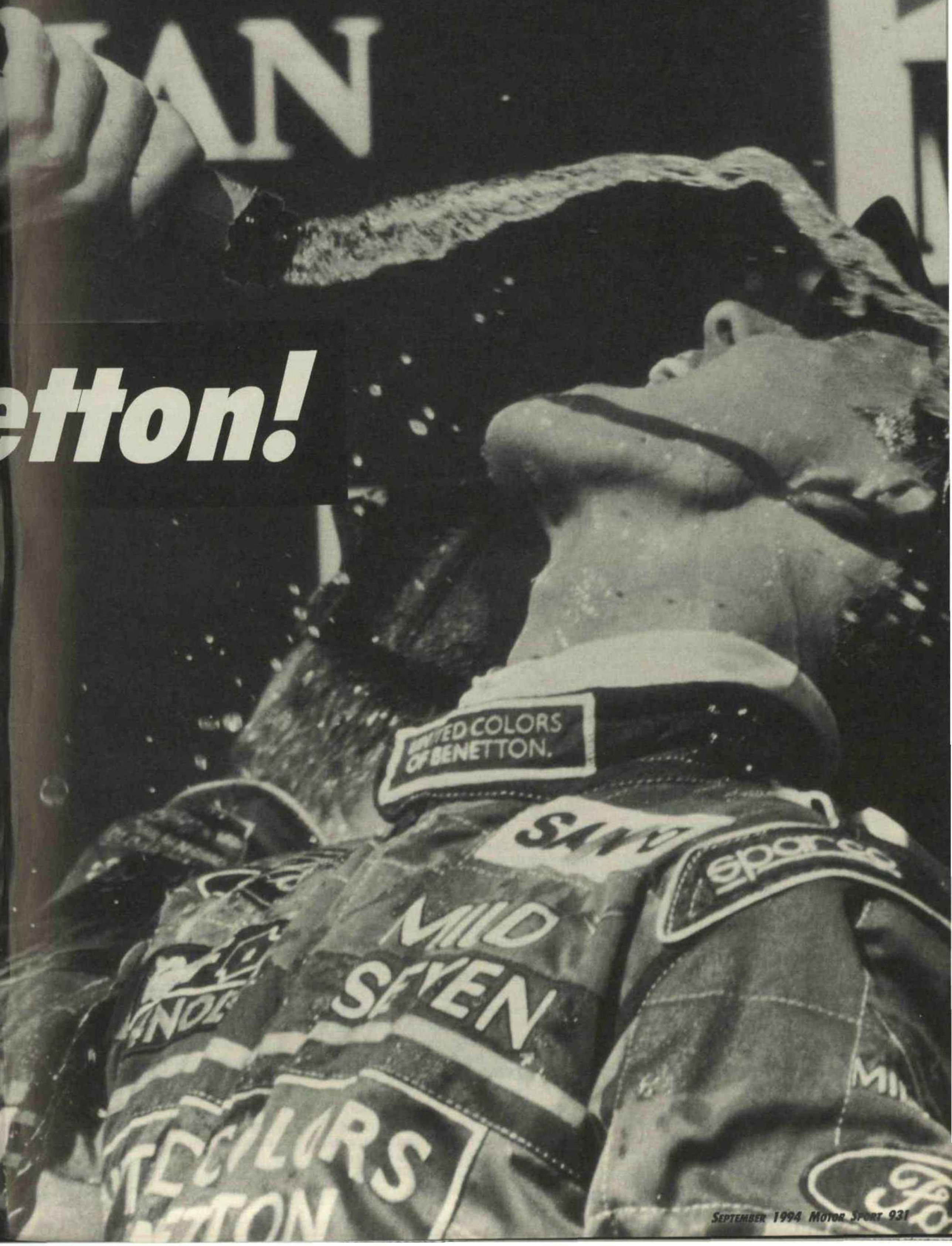
BY ELF

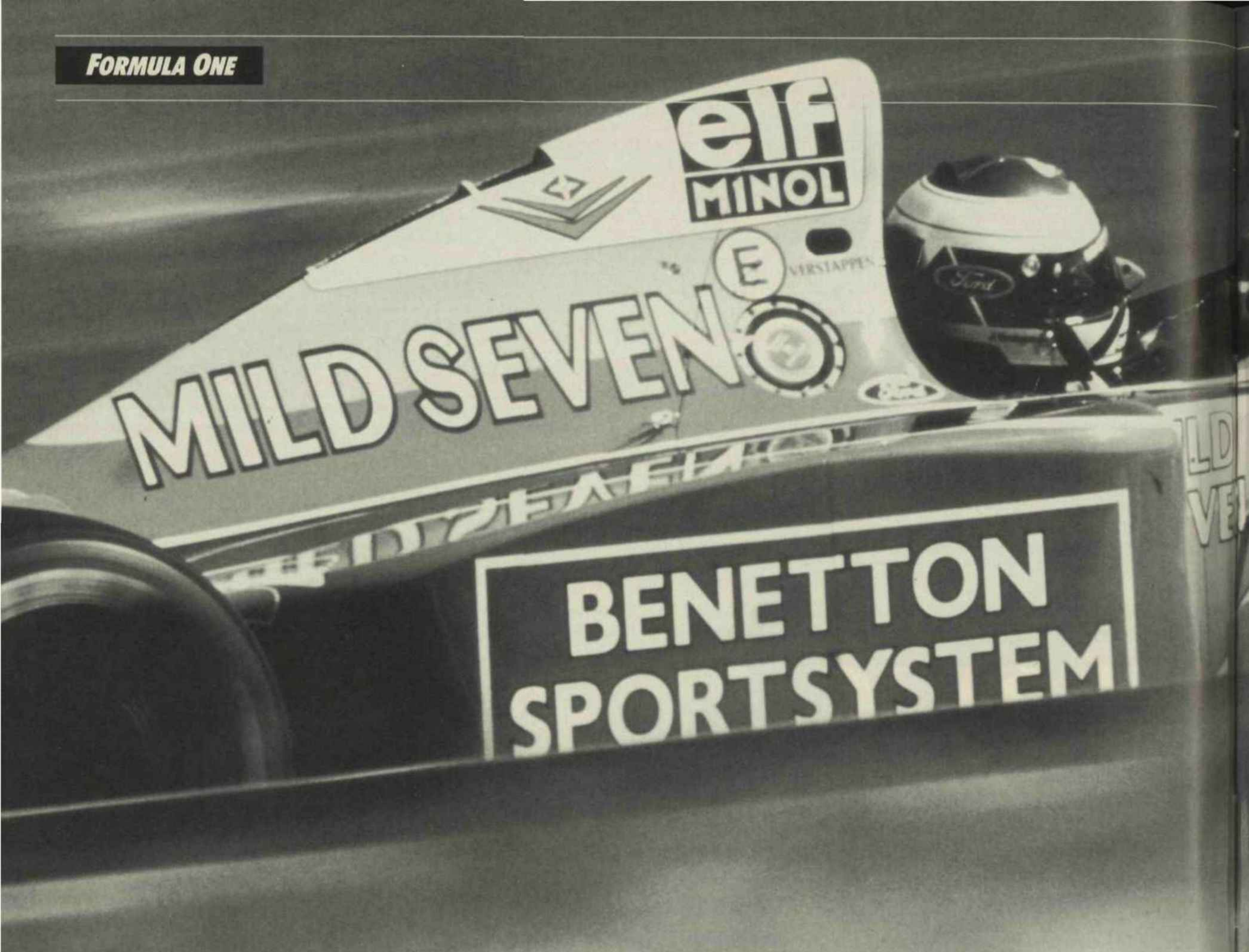
FAMOUS FOR FUELS elf

Forza Ben

After another week of dramatic controversy and accusations over refuelling practice, Benetton gave a pointed response to its critics

...AN ...etton!


UNITED COLORS OF BENETTON.
SAN
MILD
SEVEN
UNITED COLORS
BENETTON



It was, by any account, a beleaguered Benetton team which pulled into the paddock for the Hungarian GP. As if the Silverstone black flag incident, the furore over the 'launch control' software and the Hockenheim fire weren't enough, a fresh row had erupted in the week leading up to this race when the FIA openly accused the team of precipitating that German fireball by illegally removing the filter from its refuelling rig. At one stage it was easier to find a four-leaf clover than it was anyone outside the team who had any view other than that it should immediately be excluded from the World Championship.

As the weekend developed such views mellowed, and though Benetton's defence that it had received verbal permission from FIA Technical Delegate Charlie Whiting looked shaky at times (and was vehemently denied by the FIA and Whiting himself), it was intriguing to note that new fuel valves were provided for use by all of the teams.

According to the FIA removal of the filter, mandated after problems for Lotus and Jordan in testing prior to the first race of the season, had allowed a foreign body to jam the refuelling nozzle, leading to an improper seal and the fire that engulfed Verstappen's car. According to Benetton and AFTA, the company that undertook an independent investigation on the team's behalf, it was a problem with the system itself, designed and supplied to the FIA by the French company Intertechnique.

There was no doubt that Benetton had removed the filter and had thus enjoyed the advantage of a faster fuel flow rate (anything up to 12 per cent, rivals calculated), the question was whether it really had received permission to do so. And the manner in which Intertechnique supplied new valves without explanation of the change did not go unnoticed. General consensus boiled down to an acceptance that Benetton had deliberately sought advantage but did so believing naïvely that it had had the necessary authorisation to do so, but that its action had not actually caused the fire. There was a measure of sympathy in places by the end of the weekend, where before there had only been antagonism, and one leading technical rival said: "I'm sure there should be some sort of penalty for doing this sort of thing, but I think kicking them out altogether would be rather harsh because it's a grey area. It's not as if they were caught using a four-litre engine, something as black and white as that."

If the team was thus racing under a different kind of cloud to that which darkened its sky on Schumacher's home ground at Hockenheim, it wasn't apparent from the way in which he made full use of his chassis' well-known handling attributes to beat the Williams pair of Hill and Coulthard to the pole.

This was the first high-downforce track on which the new breed of semi-stepped bottom F1 cars had run, and where many felt that the nature of the revisions would

Third place gave Jos Verstappen his first F1 points.



really begin to be apparent. We were told that the cars should be less pitch sensitive for a start, but the bumps of the Hungaroring gave the lie to that and in qualifying most seemed to buck and dart around on a knife edge, their tails trying to flick out of line at the slightest provocation. For the drivers they were a tough proposition; both Alesi and Herbert were moved to describe their mounts as 'undriveable', and indeed both struggled to introduce them to corners, let alone get them through them with any consistent speed. But for the spectator the cars were a Godsend. Race cars have always slid or drifted, but with daylight visible beneath them once more and the dread downforce temporarily reduced, you could again see it happening. Without doubt, it's a step in the right direction.

In the end Schumacher took the pole by six tenths from Hill, whose Williams was quick but not quick enough, and didn't care for the little chicanes at the top of the circuit in the way that the Benetton did. But he was better off than the Ferrari drivers. Berger took a sound fourth on the grid but, as he had expected, looked nowhere near as threatening as he had in Germany. Katayama was again an excellent fifth, with Brundle leading McLaren in Mika Hakkinen's enforced absence to take sixth. Alesi, still looking for his first victory, was a devastated 13th.

There was a long hold at the start before the lights even turned red, and when the greens flashed all eyes were on Schumacher and Coulthard, the two renowned quick starters. The action, however, was on rows five and seven. Olivier Panis had impressed with ninth fastest time and as he lit up the rear Goodyears on his Ligier he thrust forward into sixth place. Later Minardi would grumble to the stewards that he had anticipated the lights, but if he had it was by a nano-second and rightly he was allowed to keep the point he earned after yet another polished performance.

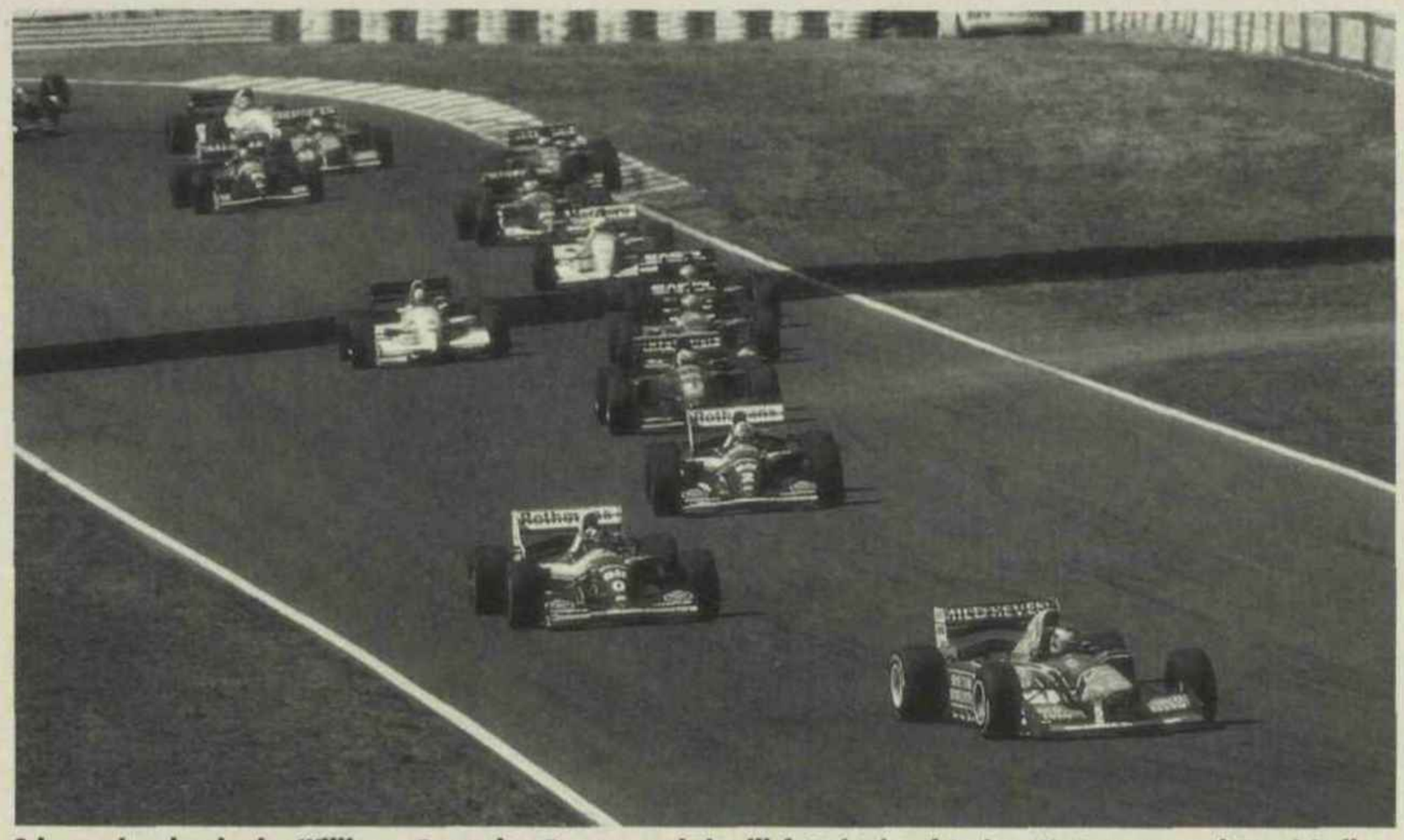
Alesi wasn't going to hang around in 13th place any longer than necessary and was also a man in a big hurry.

At the front Hill edged ahead of Schumacher and Coulthard pushed very hard up to the Benetton's gearbox before having to back off slightly as they arrived at the first corner bottleneck. There Schumacher pushed relentlessly round the outside of Hill just as it seemed that Damon had the lead covered, taking the cleaner section of track and grabbing the initiative on the exit of the corner.

"I had a good start but at one point I had to much wheelspin and I had to back off a little bit and that was the moment Damon passed by in top speed," said Michael. "He came alongside and was even a little in front of me but I knew if I kept him to the inside then he would have to brake early. I did this twice last year with Gerhard and I knew it was possible. I didn't want to take 100 per cent risks because with our race strategy even being second in the first corner would be OK. I just tried it to see how he was going and Damon was very fair."

Coulthard tucked in behind Hill as the two Williams-Renaults trailed the Benetton, but on the run to Turn Two Fate yet again chose to dash Eddie Jordan's hopes.

Katayama had been slow off the line, in direct contrast to his excellent start in Germany, and he got to the second corner right with the Jordan duo. Irvine had got away well and was up to fifth place, but as Barrichello went down the inside and Katayama tried the outside of him going in all three got tangled up and were instant retirements. It was the fourth time in a row that the Ulsterman had outqualified his



Schumacher leads the Williams-Renaults, Berger and the ill-fated trio of Irvine, Katayama and Barrichello shortly after the start.

team-mate, and his third straight failure to complete a lap. It was also the second race in a row that accounted for both Jordans at the start. . .

In the early laps Hill pushed very hard to keep with Schumacher as they led Coulthard, Berger, Brundle, Panis, Alesi, Frentzen, Verstappen, Blundell, Martini, Alliot, de Cesaris, Alboreto, Comas, Morbidelli, Brabham (another to get away well), Bernard, Herbert, Fittipaldi, Gounon and Zanardi at the end of the opening lap.

"Then he started to slip away," said Damon, "and it became apparent that he was going to stop earlier than me."

For a couple of laps he clung to Schumacher as Coulthard quickly dropped away, but by the fifth lap the gap was two seconds and by the 10th it was five. The Benetton's morning warm-up form had been a sound indication of its superiority and nobody was going to get close to it. The real pressure on Schumacher in the early running came from not being sure what Williams's pit stop strategy might be. As it transpired the Didcot team repeated its Magny-Cours ploy by opting for two stops, for each of its cars. All of the other top runners would employ similar tactics bar Ferrari with Berger and Tyrrell with Blundell, who each opted for just one. And Schumacher, who went for three just as Benetton did so successfully in France.

Things worked for Michael and the low fuel load kept the B194 nimble throughout, but whenever Hill left the pits he seemed to get embroiled in traffic. Worst of all was the fierce five-car squabble between Herbert, Fittipaldi, Comas, de Cesaris and Morbidelli for what got as high as 13th place. Between laps 25, when he made his first stop, and 31, when he worked his way clear of this group, Damon lost nearly 20s and any hope of pushing Schumacher to the edge.

Brundle's progress towards third place was the feature of the first half once things had begun to settle into a pattern, the Briton continuing the confident form that had marked his qualifying to begin challenging Berger's fourth place by lap 14. Five laps later he made his first pit call, surrendering places until his immediate rivals eventually followed suit, and by the time Berger made his solitary stop on lap 32 Martin had his sights firmly set again on Coulthard's third position. Alesi by this time had come up to a well deserved fifth after a strong drive, while Verstappen was having his most accomplished showing in sixth as Panis tried to sort out the recovering Gerhard who was now seventh. It was clear that the Ferraris had nothing serious left to offer as both drivers struggled with poor balance and irregular behaviour over bumps, and on lap 38 Berger was lucky to get away with a big moment on the grass on the outside of Turn Two when the 412 T1B proved reluctant to turn in. The McLaren, however, was looking very good and had the legs of the second Williams.

Brundle edged steadily closer to Coulthard and they resumed their fight after their respective second stops on laps 47 and 48, quickly working back to third and fourth places once Alesi and Verstappen had both stopped on lap 51. The gap was down to a hair over half a second on lap 58, but still Coulthard felt he had things under control. But exiting the third gear right-hander at the top of the track the FW16B understeered wide then pivoted round its front wheels as the Goodyears finally gripped. It got away from him and David thus threw away his possible first podium as it backed hard into the wall. He'd also gone off in final qualifying after spinning on Friday, and as he left Hungary the young Scot had plenty to think about.

By that stage the man behind Brundle was Verstappen, for Alesi's run had ended with suspected gearbox failure a lap before the Scot's shunt, and moments later Martini lost ninth place (which would eventually have been seventh) when he slid off on the Frenchman's unflagged oil.

Brundle thus seemed to have his second podium slot of the season under wraps, but in the closing laps his McLaren's water temperature began to rise in the same way that tardy team-mate Philippe Alliot's had earlier. Peugeot was monitoring that carefully when the MP4/9 also began to develop

"It was clear that the Ferraris had nothing serious left to offer as both drivers struggled with irregular balance"

STARTING GRID

5 SCHUMACHER
Benetton B194
1m 18.258s (2)
1m 19.479s (1)

2 COULTHARD
Williams FW16
1m 20.205s (2)
1m 20.395s (1)

3 KATAYAMA
Tyrrell 022
1m 20.232s (2)
1m 21.877s (1)

15 IRVINE
Jordan 194
1m 20.698s (2)
1m 21.406s (2)

26 PANIS
Ligier JS39B
1m 20.929s (2)
1m 23.244s (1)

4 BLUNDELL
Tyrrell 022
1m 20.984s (2)
1m 21.731s (1)

27 ALESI
Ferrari 412 T1
1m 21.206s (2)
1m 21.280s (1)

23 MARTINI
Minardi M194
1m 21.837s (2)
1m 24.440s (1)

29 DE CESARIS
Sauber C13
1m 21.946s (2)
1m 23.573s (1)

10 MORBIDELLI
Footwork FA15
1m 22.311s (1)
1m 30.262s (2)

20 COMAS
Larrousse LH94
1m 22.487s (2)
1m 22.754s (1)

31 BRABHAM
Simtek S941
1m 22.614s (2)
1m 24.181s (1)

19 BERETTA
Larrousse LH94
1m 22.899s (1)
1m 24.645s (2)

0 HILL
Williams FW16
1m 18.824s (2)
1m 19.700s (1)

28 BERGER
Ferrari 412 T1
1m 20.219s (2)
1m 21.009s (1)

8 BRUNDLE
McLaren MP4/9
1m 20.629s (2)
1m 20.819s (1)

30 FRENTZEN
Sauber C13
1m 20.858s (2)
1m 22.268s (1)

14 BARRICHELLO
Jordan 194
1m 20.952s (2)
1m 21.498s (1)

6 VERSTAPPEN
Benetton B194
1m 21.141s (1)
9m 03.939s (2)

7 ALLIOT
McLaren MP4/9
1m 21.498s (2)
1m 22.915s (1)

9 FITTIPALDI
Footwork FA15
1m 21.873s (2)
1m 22.375s (1)

25 BERNARD
Ligier JS39B
1m 22.038s (2)
1m 23.269s (1)

24 ALBORETO
Minardi M194
1m 22.379s (1)
1m 22.379s (2)

11 ZANARDI
Lotus 109
1m 22.513s (2)
1m 23.361s (1)

12 HERBERT
Lotus 109
1m 22.705s (2)
1m 23.306s (1)

32 GOUNON
Simtek S941
1m 24.191s (2)
1m 26.678s (1)

Did not qualify:
GACHOT (Pacific PR01) 1m 26.521s/1m 24.908s
BELMONDO (Pacific PR01) 1m 28.334s/1m 26.275s

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•

an electrical problem. Verstappen, meanwhile, was beginning to close. Having hounded Alesi after their last stops, the Dutchman had Berger thirsting after him for a while but gradually the Austrian began to lose ground, and on the 73rd lap the Ferrari's malfunctioning pneumatic valve system finally packed up for good.

It steadily became clear that Verstappen had a real chance of catching Brundle, and on the 75th tour a by now cruising Schumacher let him unlap himself. "I have to thank him for that," said the delighted Jos afterwards. "That meant I had another lap of racing – and it turned out to be a crucial one."



"It was the second race in a row that accounted for both Jordans at the start"

"I saw Martin in my mirrors," said Schumacher. "I knew Damon had backed off and there was no reason for me to push hard. I know Martin quite well and I just let him pass. Then I thought, 'Where's Jos?' because I knew when they overtook me they would have to do one more lap. When the team told me Jos was about nine seconds behind, I just slowed down. I didn't wish anything to happen to Martin because I like him too much, but I gave the possibility to Jos that if something *did* happen he would pick up this position – and it just worked out."

It was a little payback, too, for Verstappen had shouldered a lot of the set-up work on Saturday morning, that Schumacher was then able to make use of in securing pole position.

Something did indeed happen to Brundle in the closing stages, as the McLaren finally stopped at the top of the circuit on the last lap with dead electrics. An ecstatic Verstappen thus sped by to take not only his first Championship points in his first official race finish, but also his first visit to a podium.

"When I saw him by the side of the track I wasn't sure whether I was third or fourth," he admitted. "When I found out I was third it was a fantastic feeling."

After Hockenheim and all his other misfortunes this year, it was a break he deserved after quite the best performance of his chequered F1 career.

Brundle was bitterly disappointed, for he too had driven extremely well all weekend and desperately needed – and deserved – a good result. "The electrical failure appears to have been caused by a short circuit in the car," said Ron Dennis. "We are obviously disappointed for Martin, who drove a superb race."

As this deadly dull affair dragged to its climax Schumacher was way ahead of Hill, and the final laps were mainly enlivened by the Brundle/Verstappen situation and Panis' dogged chase of Blundell, whose one-stop strategy had really reaped dividends. This fight received added spice when they came up to lap fellow Ligier pilot Eric Bernard, who had been delayed on lap 18 by a lengthy moment on the grass after spinning in the left-hander leading to the top of the circuit. "He was holding me up," admitted Blundell, "but my main problem was that the dampers had gone off. After my fuel stop the ride quality was very poor and the car was porpoising badly under braking. My other problem was that my arms had gone to sleep, because I'm a little bit too wide for the cockpit and there are a lot of corners here."

Panis tried a couple of moves going into Turn Two in the final laps, but just failed to make them stick, and they finally crossed the line a mere 0.168s apart with the Brit claiming an excellent fifth place but t Frenchman nevertheless adding to Hockenheim points tally and continuing impress observers.

Hill was thoughtful afterwards, but qu to scotch suggestions that he'd had a problems with the Williams. "The behaved fantastically and I was really hap with the balance," he affirmed. "I just was able to match the pace. We have ma progress and with the good balance I much happier with the car than for a lo time. But the fact of the matter is that I w a long way behind at the end. . .

"Michael drove a fantastic race, and t was always going to be a strong circuit Benetton. I'm disappointed with the res but we can't take anything away from w Michael and Benetton did this weekend they beat us fair and square."

After the fire in Germany it was a relie Benetton crew who came through their c personal challenges by carrying out perfect fuel stops, and for the team general Hungary had provided the m apposite riposte to its critics after a ne perfect performance from both drivers. T sun had come out again, but with appeal hearing against Schumacher's tw race suspension clouding the immedi post-Spa horizon, there was certainly cause for complacency at Enstone. T greatest challenge lay ahead. D

HUNGARIAN GRAND PRIX, Budapest, August 14
77 laps of 2.465-mile circuit (189.850 miles)

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap
1	Michael Schumacher	D	Benetton B194-Ford Zetec-R V8	1h 48m 00.185s	1m 20.881s
2	Damon Hill	GB	Williams FW16-Renault V10	1h 48m 21.012s	1m 21.520s
3	Jos Verstappen	NL	Benetton B194-Ford HB V8	1h 49m 10.514s	1m 23.021s
4	Martin Brundle	GB	McLaren MP4/9-Peugeot V10	76 laps – alternator	1m 22.739s
5	Mark Blundell	GB	Tyrrell 022-Yamaha V10	76 laps	1m 23.964s
6	Olivier Panis	F	Ligier JS39B-Renault V10	76 laps	1m 23.466s
7	Michele Alboreto	I	Minardi M194-Ford HB V8	75 laps	1m 23.697s
8	Erik Comas	F	Larrousse LH94-Ford HB V8	75 laps	1m 24.012s
9	Olivier Beretta	MC	Larrousse LH94-Ford HB V8	75 laps	1m 24.130s
10	Eric Bernard	F	Ligier JS39B-Renault V10	75 laps	1m 24.442s
11	David Brabham	AUS	Simtek S941-Ford HB V8	74 laps	1m 25.137s
12	Gerhard Berger	A	Ferrari 412 T1-Ferrari V12	72 laps – engine	1m 22.490s
13	Alessandro Zanardi	I	Lotus 109-Mugen Honda V10	72 laps	1m 25.151s
14	Christian Fittipaldi	BR	Footwork FA15-Ford HB V8	69 laps – transmission	1m 23.909s
Rtd	David Coulthard	GB	Williams FW16-Renault V10	59 laps – accident	1m 22.471s
Rtd	Jean Alesi	F	Ferrari 412 T1-Ferrari V12	58 laps – transmission	1m 23.023s
Rtd	Pier-Luigi Martini	I	Minardi M194-Ford HB V8	58 laps – spun off	1m 24.146s
Rtd	Heinz-Harald Frentzen	D	Sauber C13-Mercedes V10	39 laps – transmission	1m 23.509s
Rtd	Johnny Herbert	GB	Lotus 109-Mugen Honda V10	34 laps – electrics	1m 25.850s
Rtd	Andrea de Cesaris	I	Sauber C13-Mercedes V10	30 laps – accident	1m 24.686s
Rtd	Gianni Morbidelli	I	Footwork FA15-Ford HB V8	30 laos – accident	1m 24.704s
Rtd	Philippe Alliot	F	McLaren MP4/9-Peugeot V10	21 laps – water leak	1m 24.609s
Rtd	Jean-Marc Gounon	F	Simtek S941-Ford HB V8	9 laps – handling	1m 26.616s
Rtd	Ukyo Katayama	J	Tyrrell 022-Yamaha V10	0 laps – accident	no time
Rtd	Rubens Barrichello	BR	Jordan 194-Hart V10	0 laps – accident	no time
Rtd	Eddie Irvine	GB	Jordan 194-Hart V10	0 laps – accident	no time

Winner's Average Speed: 105.473 mph Conditions: hot, sunny
Fastest Lap: Michael Schumacher, 1m 20.881s on lap 5, 109.746 mph

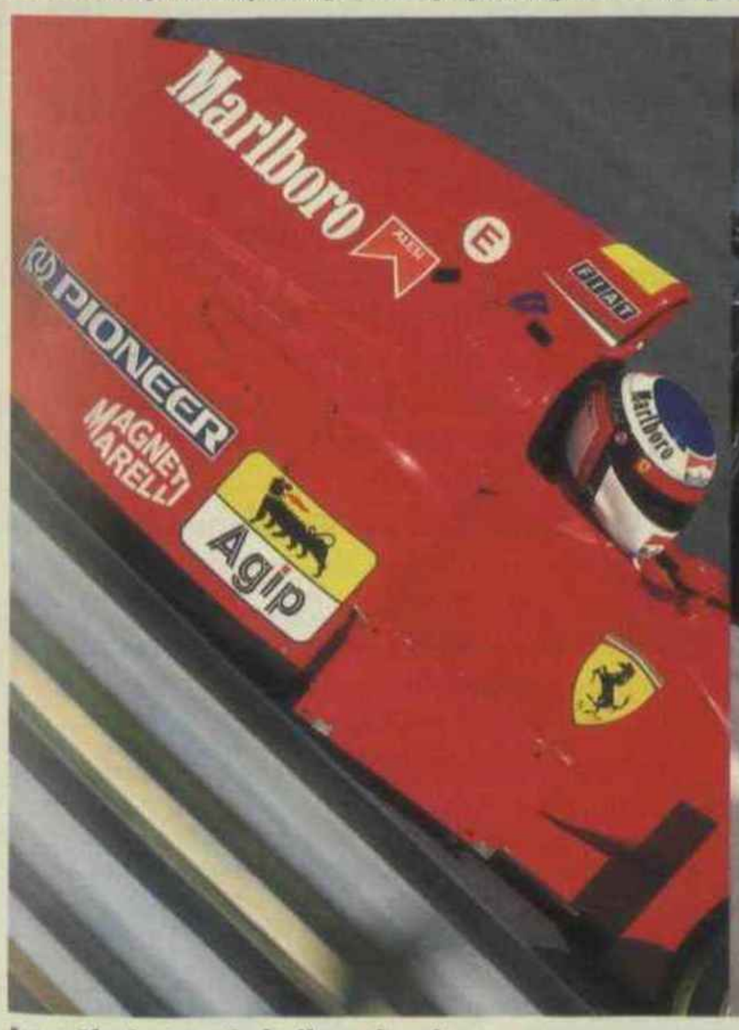
Championship points – Drivers: 1 Schumacher 76; 2 Hill 45; 3 Berger 27; 4 Alesi 19; 5 Barrichello 10; 6 Brundle 9; 7 Hakkinen 8; 8 Pani Larini, Fittipaldi and Blundell 6; 12 Frentzen and Katayama 5; 14 Martini, de Cesaris, Coulthard, Bernard, Verstappen and Wendling 20 Comas and Morbidelli 2; 21 Alboreto, Lehto and Irvine 1.

Constructors: 1 Benetton Ford 81; 2 Ferrari 52; 3 Williams Renault 49; 4 McLaren Peugeot 17; 5 Jordan Hart 14; 6 Tyrrell Yamaha Ligier Renault 11; 8 Sauber Mercedes-Benz 10; 9 Footwork Ford 8; 10 Minardi Ford 5; 11 Larrousse Ford 2.

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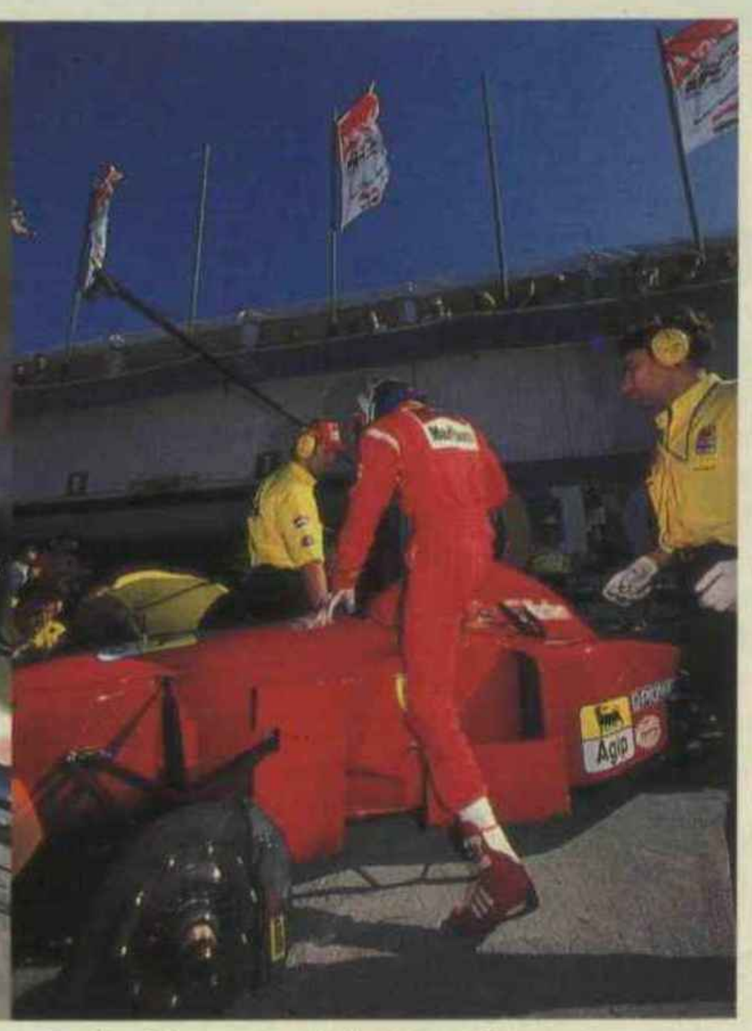
McLaren's pit crew, conspicuously sporting extra fire protection, tend to the unfortunate Brundle.



Jean Alesi struggled all weekend.



Damon Hill: disappointed to be second.



Gerhard Berger posted a late retirement.



Ukyo Katayama: quick in qualifying – again.

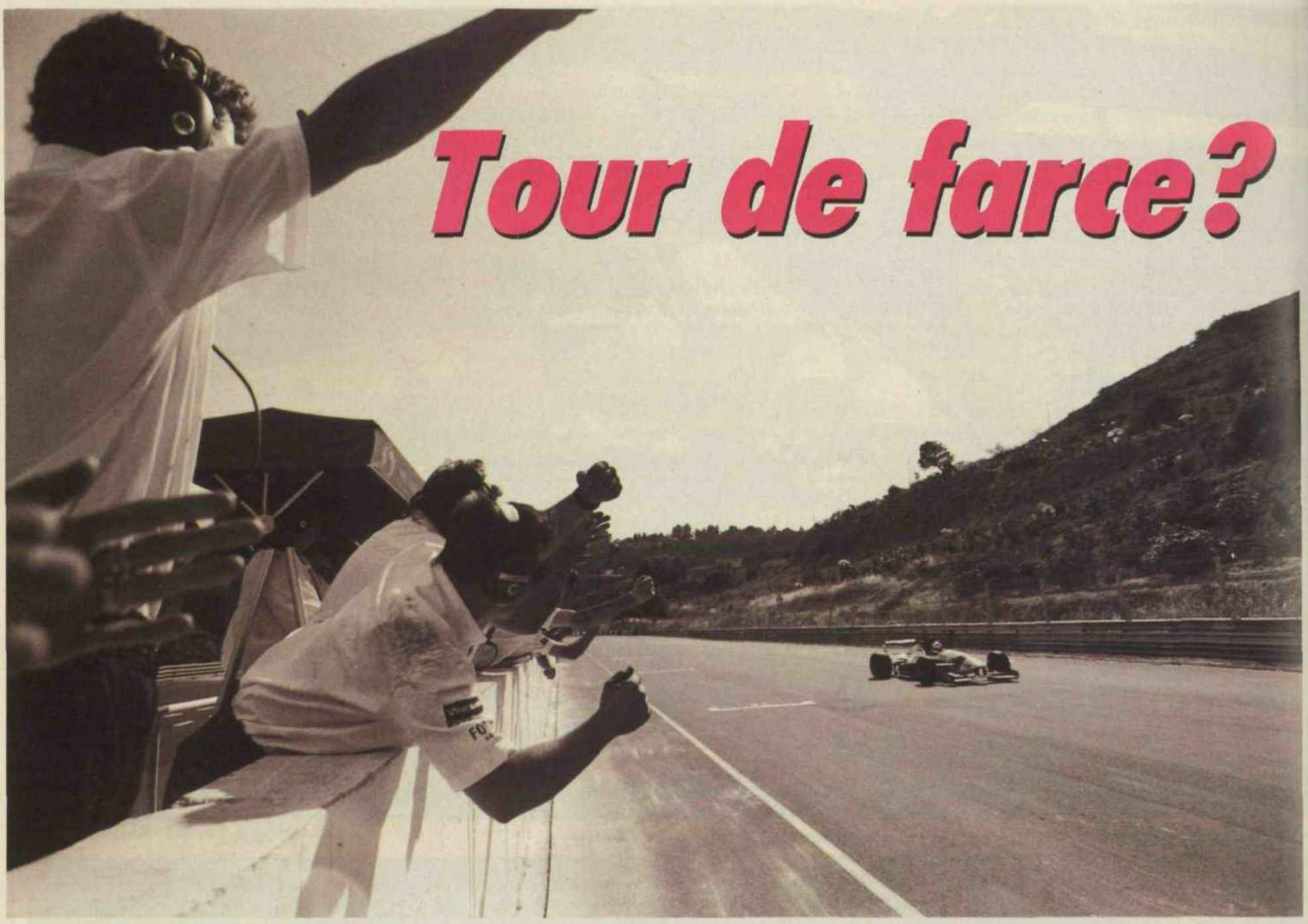


Mark Blundell: one-stop strategy paid off.



Philippe Alliot: Hakkinen's deputy.

Tour de farce?



Watching first qualifying for the German GP, at Hockenheim, whilst waiting for the Formula 3000 paddock to stir into life, a few people winced as Eddie Irvine's Jordan skated off on an oil slick at the first corner. Several other cars had already been caught out, and a tractor was in the process of hauling Jos Verstappen's Benetton clear of the gravel trap.

Irvine ended up perilously close to the tractor; indeed, his nosecone tapped one of its tyres. It was a reminder that, even at Grand Prix circuits, the 'safety' installations can, sometimes, temporarily increase the hazards they are designed to reduce.

And F3000 teams needed no reminding of that. After all, their previous port of call had been Enna-Pergusa. . .

In the past, we have carped continuously about the stupidity of staging international standard motor races at a venue which resembles a wider version of Mallory Park, but without the facilities. It's not the actual getting to and from Sicily, you understand. Everyone enjoys the ambiance of a country in which self-service petrol pumps are regarded as new-fangled. It's just that Enna-Pergusa is barely fit to stage a bicycle race.

This year, the FIA's Safety Delegate Roland Bruynseraede was on hand to witness the shambles for himself. Yes, he admitted, the marshalling could be better. At one point, he assembled chief marshals to explain to them that having the man waving the yellow flag wandering around, even crossing the track, from lap to lap did little for drivers' clarity of thought. One wonders what he would have thought had he seen Jules Boullion flying into the tyre wall at the third chicane on Saturday afternoon. The Frenchman's alternative course of action would have been to run over the two marshals standing in the centre of the track whilst he was on a hot lap.

Bruynseraede did not pass adverse comment, however, on the quickest corner on the track.

Accelerating out of the second chicane, in fourth gear, cars are driven flat all the way to the third, which they approach in excess of 180 mph. During the trip, they negotiate a constant radius, flat-in-fifth corner at around 175-177 mph.

There is no run-off area, save for an inch or two of grass, nor is there scope to modify the circuit. There is a service road on one side, which allows access to private homes, and a lake on the other.

"I don't consider that part of the circuit to be a problem," opined Bruynseraede. "It is not a difficult corner." But if something should break? "Well yes, but something could break anywhere on the circuit and you could have a bad accident."

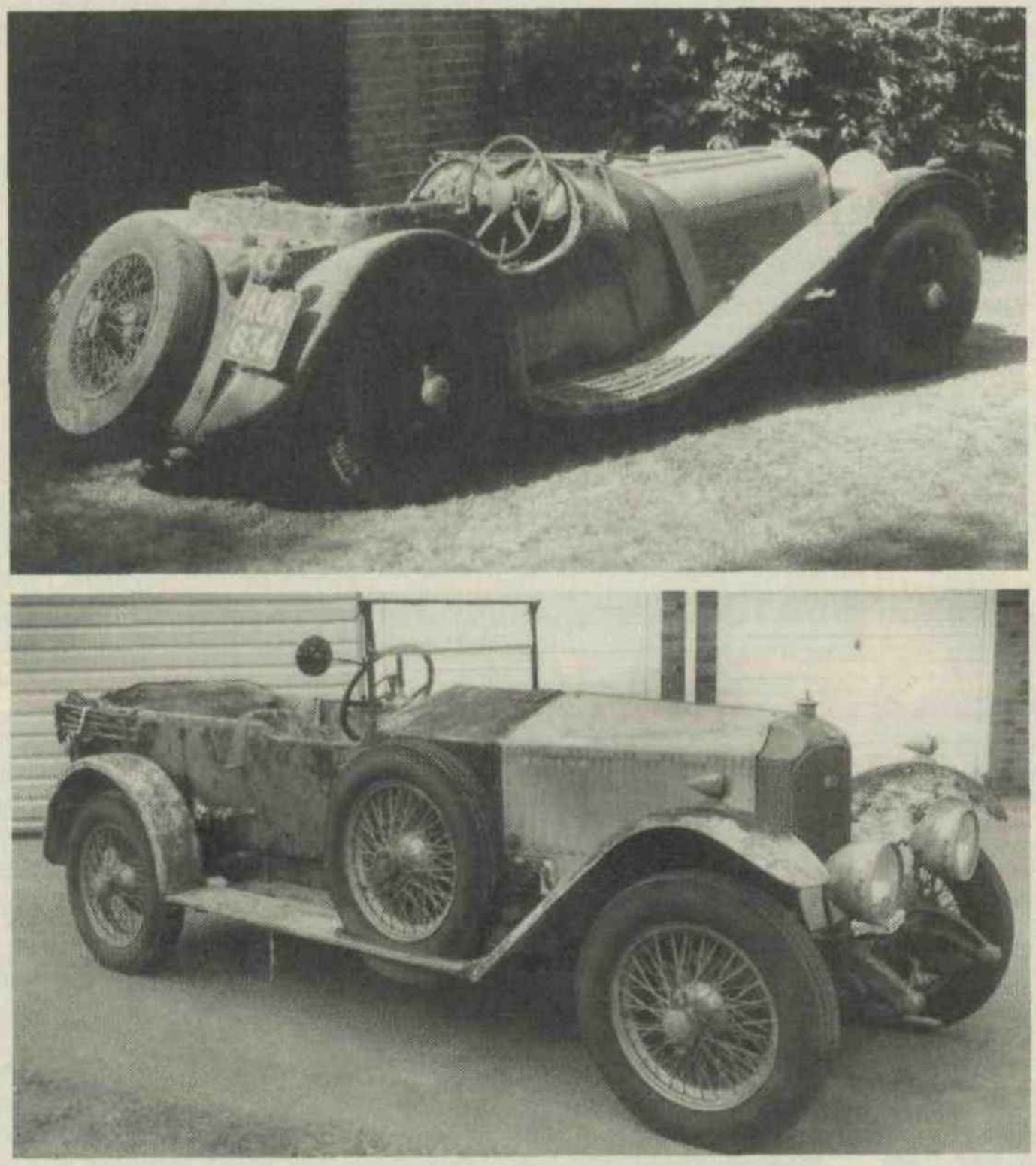
"If something breaks *there*," stressed Massimiliano Papis, "you're dead." When



Above, Gil de Ferran is greeted by PSR as he takes the flag in Sicily. Right, Vincenzo Sospiri, out of luck at Enna, drove brilliantly at Hockenheim.

RAF Museum Hendon, 5th September 1994. A sale of

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A 1937 S.S. 100 in one ownership since 1938 and featured top. Now in need of restoration.
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SOTHEBY'S
FOUNDED 1744

Oliver Gavin had earlier nicknamed it "the wall of death" we hadn't taken him quite so literally. . .

However, if Enna is to be preserved on the F3000 calendar next year, the only recommendation is that one of the guardrails at the third chicane requires realignment. Of all years, this is not one in which to be blasé about safety measures.

Mercifully, the event passed without major distress, if not without drama: nine cars off at the first corner, including three of the top four on the grid? It had all the hallmarks of a classic Enna farce, but the standard of behaviour improved after the restart.

The red flag was very bad news for Vincenzo Sospiri. Firstly, because he was the one driver from the first two rows to escape the shunt; secondly, because he almost T-boned a Fiat Croma that was being reversed across the circuit at the scene of the accident, the red flags having been displayed perilously late.

"The alternative course of action would have been to run over the marshals standing in the track"



Jules Boullion finally came good in Germany



Chaos – the aftermath of the first corner incident which necessitated the red flag at Enna.



Franck Lagorce was in majestic form at Hockenheim; he has now scored points in the past seven races.

Front row qualifiers Gil de Ferran and Franck Lagorce, spinners the first time around, made no mistake later on. De Ferran swiftly towed past his rival to take a lead he was never to lose. He has now won at the two circuits at which he had his worst experiences in 1993: Pau and Enna.

Sospiri dislodged his nose trying to pass Lagorce, and lost a lap in the pits before crashing out on fresh (ie cold) tyres.

The boot was on the other foot at Hockenheim. It was Lagorce's turn to have a race-perfect car, while a fading brake pedal dropped de Ferran to an eventual third. Sospiri, meanwhile, cavorted through the field after a gearbox failure in practice had left him 20th on the grid. His rise to fourth was remarkable.

But he has lost ground to Lagorce and de Ferran, and the present uncertainty about the balance of the calendar means that he doesn't know whether he has three or four events in which to catch up. (Vallelunga has been cancelled once again, and there is nothing more solid than speculation about a replacement.)

Last year, Olivier Panis took the title with 32 points; with at least three races to go, Lagorce and de Ferran already have 28 and 26 respectively. Their consistency is unusual in F3000. Taking 1993 and 1994 together, Lagorce has scored points in each of the last seven events, winning four of them. . .

Panis launched his title charge last season with victory at Hockenheim. His successor as DAMS team leader, Boullion, used the occasion to obtain his best result in a disappointing campaign, second, but one has to say that the form of those ahead of him in the points table stacks the odds heavily against his being able to clamber into the thick of the title contest.

The same goes for everybody south of Papis (fourth in both Enna and the championship table, on 12 points), and even he lacks the consistency of the top three.

Others to have drawn attention to themselves in the past two races include Guillaume Gomez, who took his first pole at Hockenheim. The Frenchman slipped back to sixth early in the race, and was eventually driven off the track by backmarker (as in 7s off the pace) Severino Nardozi. Marc Goossens has driven brilliantly through the field on both occasions, picking up a couple of points in Germany. Hideki Noda was a sterling third in Sicily (Japan's first F3000 podium in the West), and was within three laps of another good finish in Germany when his engine quit. Christian Pescatori continues to work miracles with Durango's '93 Reynard, while Wim Eyckmans scored a point first time out in a '94 chassis.

For all that, and the formula's habitual quirkiness, it is hard to envisage the title going to anyone presently outside the top three.

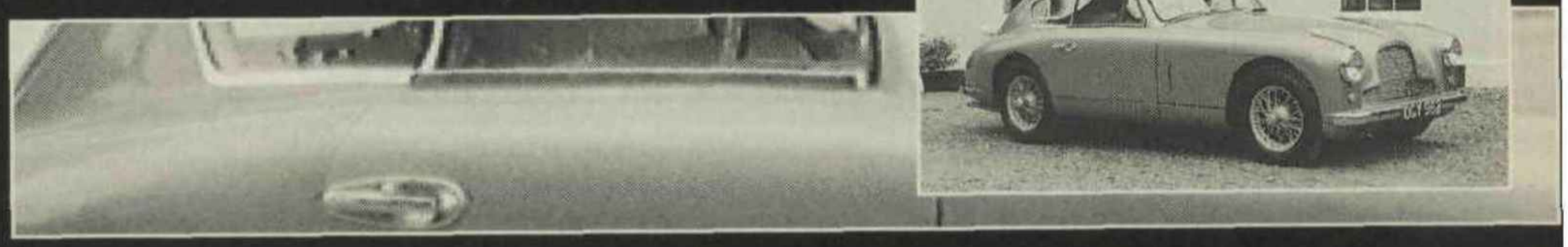
S A

Unrestored and Collectors Motor Cars
at the Beaulieu Autojumble.



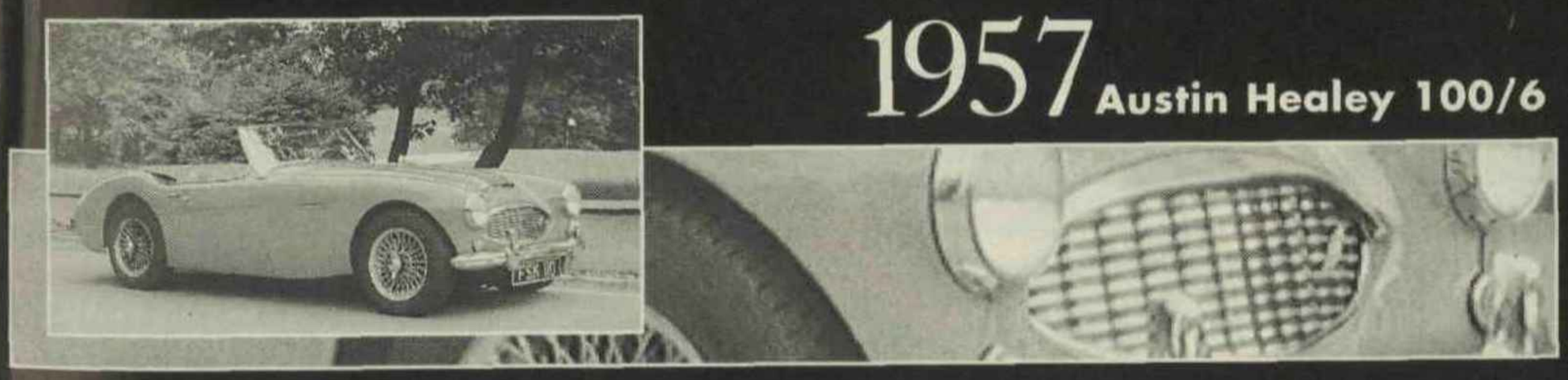
1933 Rolls Royce Phantom II
Continental Four Light Saloon

Coachwork by Park Ward. Estimate: £35,000-45,000



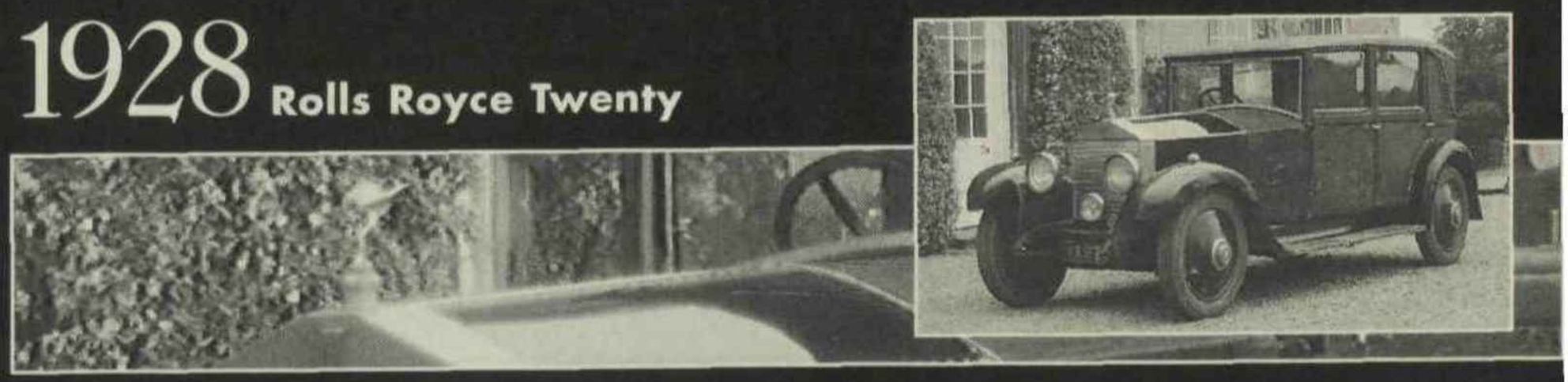
1953 Aston Martin DB2/4

Estimate: £17,000-22,000



1957 Austin Healey 100/6

Estimate: £10,000-15,000



1928 Rolls Royce Twenty

Coachwork by Park Ward (unrestored). Estimate: £10,000-15,000

Auction: Beaulieu, 10 September 1994

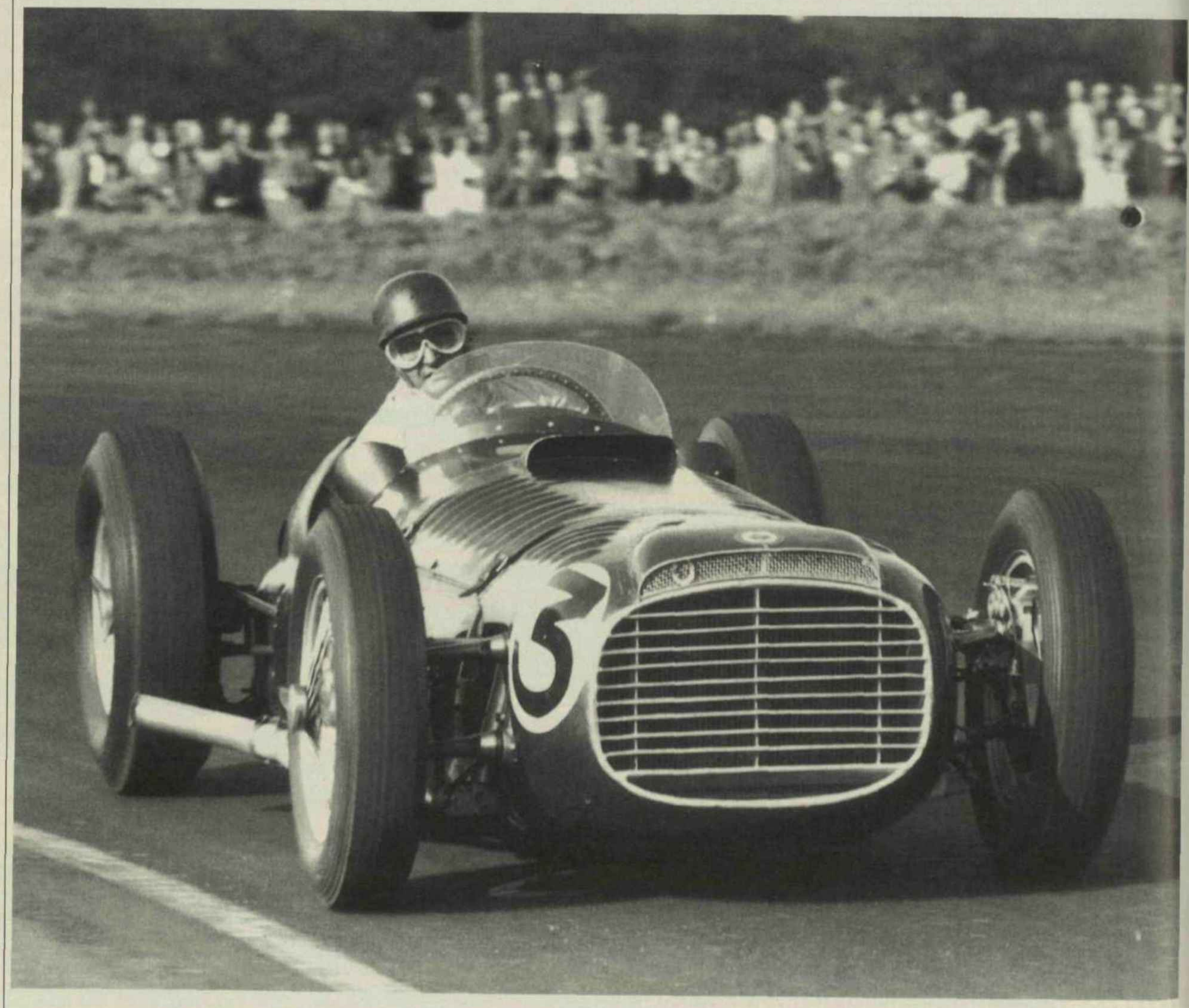
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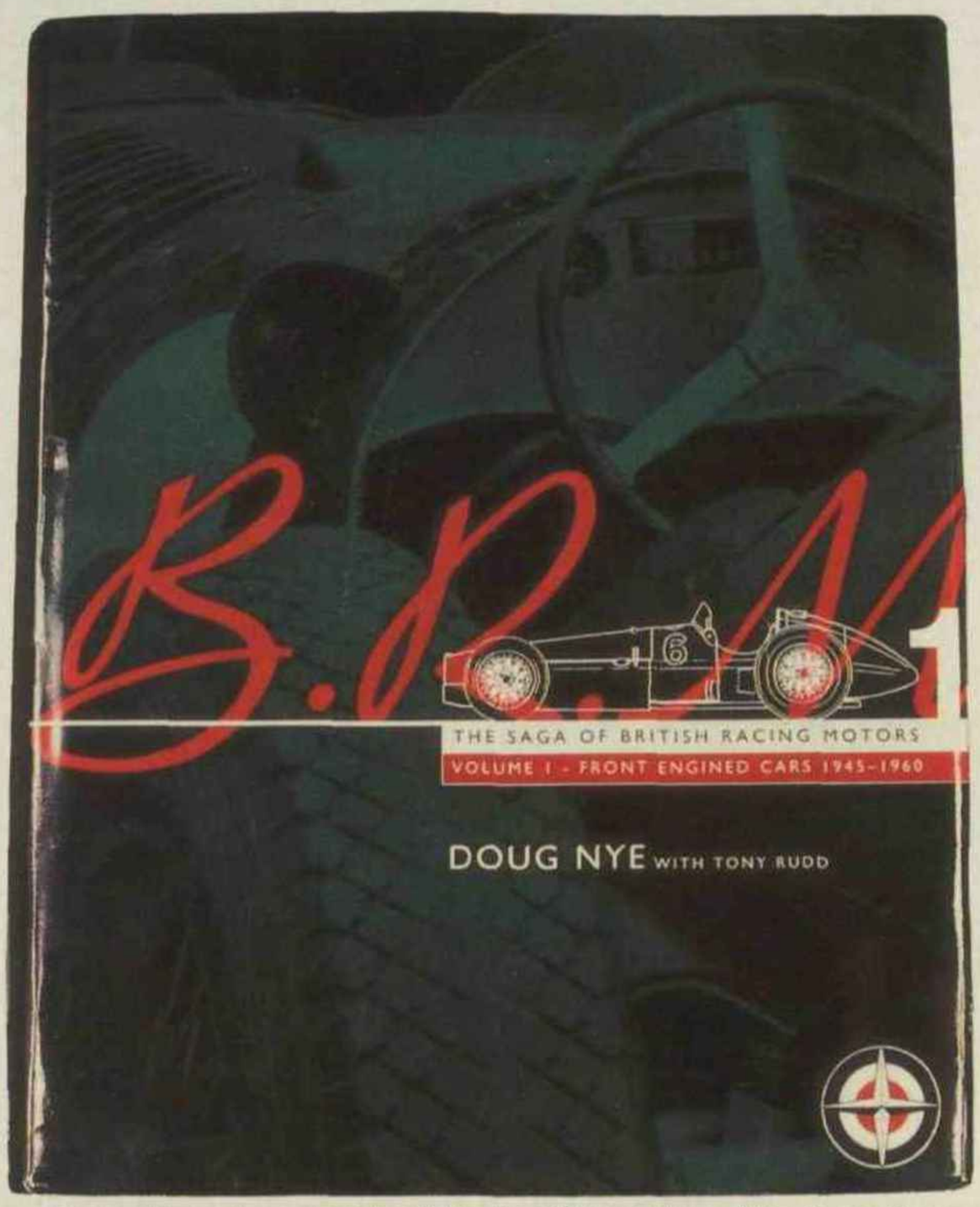
CHRISTIE'S

A book to be remembered



It may be late, but the first volume of Doug Nye's eagerly anticipated BRM tome will have true enthusiasts salivating

by



First and most famous of the BRMs, the V16's problems did not stem from lack of driver skill – left, Fangio at work.

The best things, we are told, are worth waiting for. And here is something that falls precisely into that category.

Doug Nye has been working on his BRM book for years now. Indeed, its gestation seems every bit as long as that of the original V16. In all probability, it's longer.

It is, however, significantly more successful than any of the Bourne products that this first volume encompasses.

BRM - The Saga of British Racing Motors Volume I - Front Engined cars 1945-1960 is a brilliant book. In concept, in execution. In the sheer depth of its research. In every way. Just flicking through its 432 pages once it has finally fallen into your hands, you begin to appreciate just why it has been some 15 years in the making, for this is indeed a massive project.

Nye commences his labour of love by chronicling the career of the father of BRM, Raymond Mays. And immediately he establishes it as a brave book that does not shy away from contentious issues. Precisely as such a work should, it does not pull any punches while nevertheless looking at a colourful character in a benign manner. There will no doubt be many who will feel that Nye has slandered the dead, but he has tackled Mays' predelictions with honesty and in a straightforward, non-prurient manner. If this purports to be the definitive work on the subject – which undoubtedly it always will be – there was no question but that a complete portrait of the man was essential to understanding his character and his relentless desire to further the reputation of Britain in Grand Prix racing. The fact that some of his tastes have been recounted publicly for the first time in no way detracts from the story, nor denigrates his memory. After all, that was the way the man was and he himself made little secret of it.

Likewise Nye delves deeply into designer Peter Berthon's character, we learn more of the mysterious Peter Spear who worked as Sir Alfred Owen's inside man, and of course the numerous drivers of this great period of motorsport also leap from the pages.

Naturally, the great V16 project is covered in Proustian detail over nearly 200 pages, and it is difficult to envisage anything you would be left trying to discover after reading them. The same holds for the birth and racing pains of the Type 25 four cylinder cars and their rear-engined Type 48s which are mentioned briefly towards the end. Quite rightly, publisher John Blunsden decided at an early stage of this book's development that two volumes were essential, and this merely touches on the first rear-engined BRMs where apposite. Volume two concerns those BRMs with the engine behind the driver.

The narrative is cleverly constructed. It charts both the technical and personal stories in chronological detail, but while there will be some for whom the engineering side may exert less appeal, it is still possible to flip over that without losing the gist. And where things are too esoteric for inclusion in the main text, or where it is better that they stand alone, sidebar stories are included throughout. The result works perfectly, and on a personal level I devoured the book in only two sittings despite the usual frenetic workload involved with two publications. I may not have had much sleep, but that's a testimony to the lure of this stellar work.

Nye has succeeded in avoiding a dry formula by blending an authoritative style with technical incisiveness so that the text never becomes bogged down with minutae, and in this he is also helped by former BRM Chief Engineer Tony Rudd. The latter recently penned his own recollections of life at Bourne, *It was Fun - my fifty years of high performance*, and this nicely balances (and sometimes colours) views expressed by his contemporaries. As well as adding even greater detail, this ploy allows one to read the text with complete faith that it is exhaustively accurate.

The Fifties was a glorious period of motor racing, when the likes of Mays and Berthon, together with rival Tony Vandervell, laid the foundation for the domination Britain still enjoys in Formula One, and this book also stands as a reminder of how that success was won. BRM may never have reached quite the reputation for success enjoyed by Vandervell, who quickly came to believe that the original Trust set up to run the project wasn't going to get anywhere and quit to found his own team, but it was capable of some splendid engineering and there was something glorious about its persistence in following its own nose rather than slavishly running with the herd.

The book is profusely illustrated and one can detect that Nye must have been a publisher's nightmare with his absolute obsession for continuous improvement, as he insisted on adding newly discovered facts long after pages had all but been passed. But that makes his work a reader's delight and worthy of the range of cover prices*. He has also done an outstanding job of wading through the politics of the tangled relationships between Mays, Berthon, Spear and Sir Alfred Owen and his Owen Organisation. In masterly style he has been able to pull together a morass of facts into a thoroughly readable whole.

Such effort with tape recorder and word processor was, behind the scenes, dogged by difficulties that would have sapped the determination of one less besotted with his subject, for the author (though he would probably be embarrassed for it to be known) had to cope with taxing health and family problems at times during the critical, final stages. Fortunately he has proved a resilient character.

We are promised Volume 2 by December 1995, and one hopes desperately that it does not suffer the delays inherent in Volume 1. Now that the latter has finally seen the light it is all too apparent what a fantastic job Nye has done and that he has achieved his aim of writing *the* book by which he will be remembered. I want my copy of Volume 2 *now!*

DJT

*** BRM - The Saga of British Racing Motors is available in three specifications, ranging from the lavishly slip-cased editions numbered 1 to 100 at £250, through the part-leatherbound editions numbered 101 to 300, to the standard jacketed version at £59.95. All 2500 are likely to be sold out by Christmas, so be warned.**

Near Myt

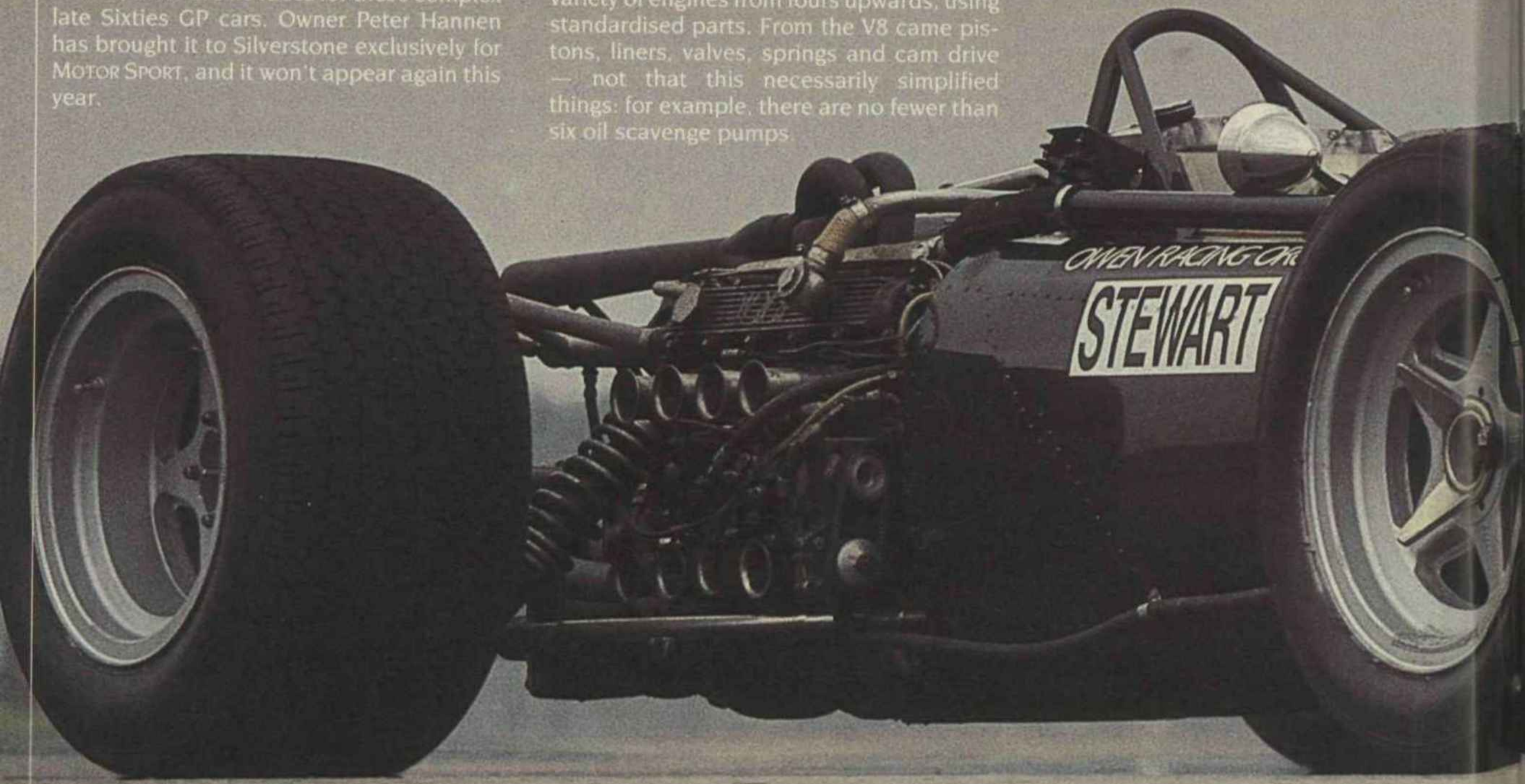
Silverstone in July. Marquees, flags, historic cars and transporters everywhere. But this isn't the Coys meeting; that's still two days away. This is members-only, for the 96 Club, and the selection of road and race machinery is vast. Yet even above the blare of Le Mans Porsches and supercharged Alfas, another rising sound has the watchers standing up on the pit wall. Fluorescent orange noseband, a flash of steel-grey paint, and the diminishing bray of 16 cylinders announce the passage of a near-myth in British motor-racing history — the only running H16 BRM.

It's only once been seen in action since it retired from racing 26 years ago. In June of this year, it made its dramatic public reappearance at the Goodwood hillclimb: but despite the huge spread of historic events, there are no races for these complex late Sixties GP cars. Owner Peter Hannen has brought it to Silverstone exclusively for MOTOR SPORT, and it won't appear again this year.

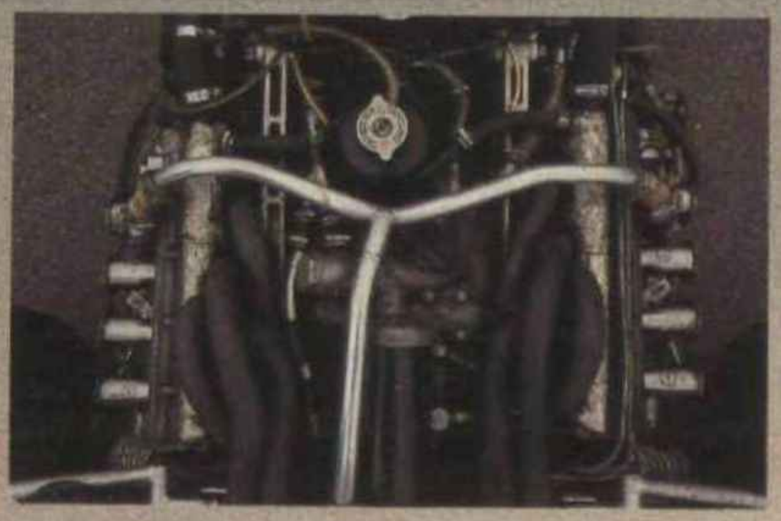
After four years of success in the 1½-litre Grand Prix formula, BRM's chief engineer Tony Rudd favoured two routes to handle the change to three litres for 1966. Bigger bores were out; it had to be more cylinders. The conventional option, a V12, would have been longer, with a high centre of gravity. Instead, by flattening two V8s and stacking one on the other, with cranks geared together, Rudd kept his new engine as short as the old one. Complex, certainly, and a failure in the end; yet it promised immense power, and the press releases claimed the 16-cylinder unit had a lower CG than the V8, as well as being no longer or higher, and only 2in wider. It was stressed to withstand 600hp and 13,500rpm. The theory was to capitalise on BRM's extensive combustion chamber research and spread it over a variety of engines from fours upwards, using standardised parts. From the V8 came pistons, liners, valves, springs and cam drive — not that this necessarily simplified things: for example, there are no fewer than six oil scavenge pumps.

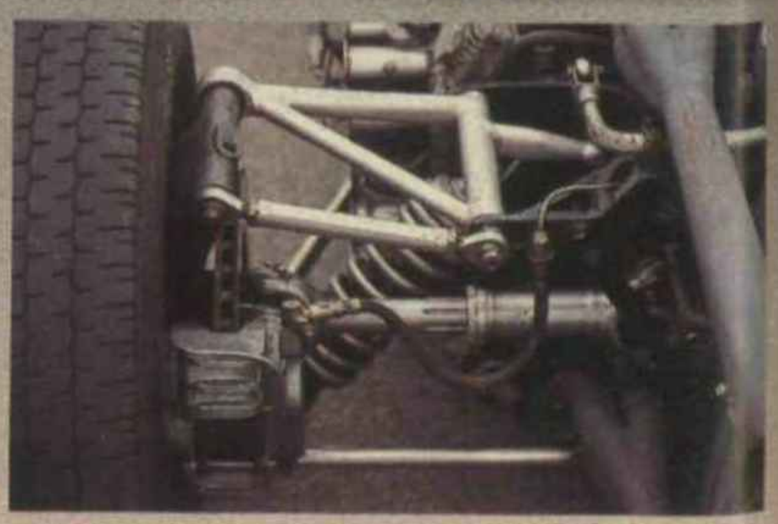
At first it ran effectively as two separate boxer eights firing 90° apart, but after vibration problems, the cranks were redesigned with a pin per cylinder. These two-pin cranks made the engine run smoothly as a pure 16 cylinder, but, being longer, meant angling the half-shafts forward slightly to retain the wheelbase.

Twin Lucas injection units fuelled the beast, mounted low out in the airstream — just where flying stones could get to the drive belts. A cross-shaft with skew gears drove two distributors, but for once BRM went the simple route on plugs — one per pot. Separate water systems serve each side and flow through four pipes in the monocoque, joining at the thick, squat front









radiator which incorporates the oil cooler.

As on the later V8s, the intake tracts were between the cams, which allowed the two flat-8s to snuggle close together, making a hefty fully-stressed block. But the lower crank, from where the drive is taken, was so close to the road that the clutch had to be placed on the end of the six-speed Alec Stokes-designed box. This reduced the wheelbase, but as a result the shafts were too short and stiff to absorb much shock, and at the Nurburgring crownwheels broke regularly on landing after the jumps. And, says Rudd today, "the thing was so diabolically heavy that unlike most racing cars it never spun its wheels to protect the transmission!".

Like all BRMs the car had a left-hand shift; Stokes recalls that there was to be a right-hand lever for reverse, but they settled for a wire with a lavatory-pull attached. "Well, if you had to go for it, you were in the sh*t already!", he says.

With twice the power, the H16 needed almost twice the fuel, which broadened the monocoque over the V8. A selection of mounting bosses gave the option of fitting the block to different chassis, while the original P83 had twin radius arms to the monocoque and reversed wishbones. Later these were dropped in favour of articulated N-links as on Hannen's lightweight P115; thus it was the first race engine to carry all the rear suspension loads. Up front it rides on rocker-arms. In addition, a passage through each side of the block allowed for a drive-shaft and the possibility of 4WD. Tony Rudd again: "We started drawing the engine in 1964, and Graham Hill was still very keen on the idea of 4WD. The holes just stayed there when everyone lost interest".

From the start, BRM was renowned for its high, even excessive quality of engineering. Peter Hannen: "As far as I've experienced it, it's just like driving a Rolls-Royce. I think all BRMs are, because they're so over-built. The quality of the gearbox, the quality of the steering wheel, that huge brass radiator up front, everything was perfectly made for the car".

Perhaps a couple of extracts from a 1966 paper by Rudd and Peter Spear, Rubery Owen's director of research, encapsulate the team's philosophy:

– on car life: "a total life of 10,000 miles is adequate"

– on race engine rebuilds: "1000 mile intervals are preferable"

– on cost: "not of prime importance and always subservient to performance, though the overall budget may at times force a compromise". Imagine telling all that to Colin Chapman.

As we watch Rick Hall and Rob Fowler, whose company prepares it, checking over the low, fat machine after its stint on the circuit, Peter Hannen sounds pleased.

"Goodwood was the very first time I had driven it, yet it made fourth fastest time, which I think displays the quality of the car. It's the most stunning sound — I felt exactly as I did when the film Grand Prix came out and I sat in the cinema being deafened by all those exhaust pipes. It's so evocative — it's not a bark, not a howl, not a scream; you can't mistake it for anything else."

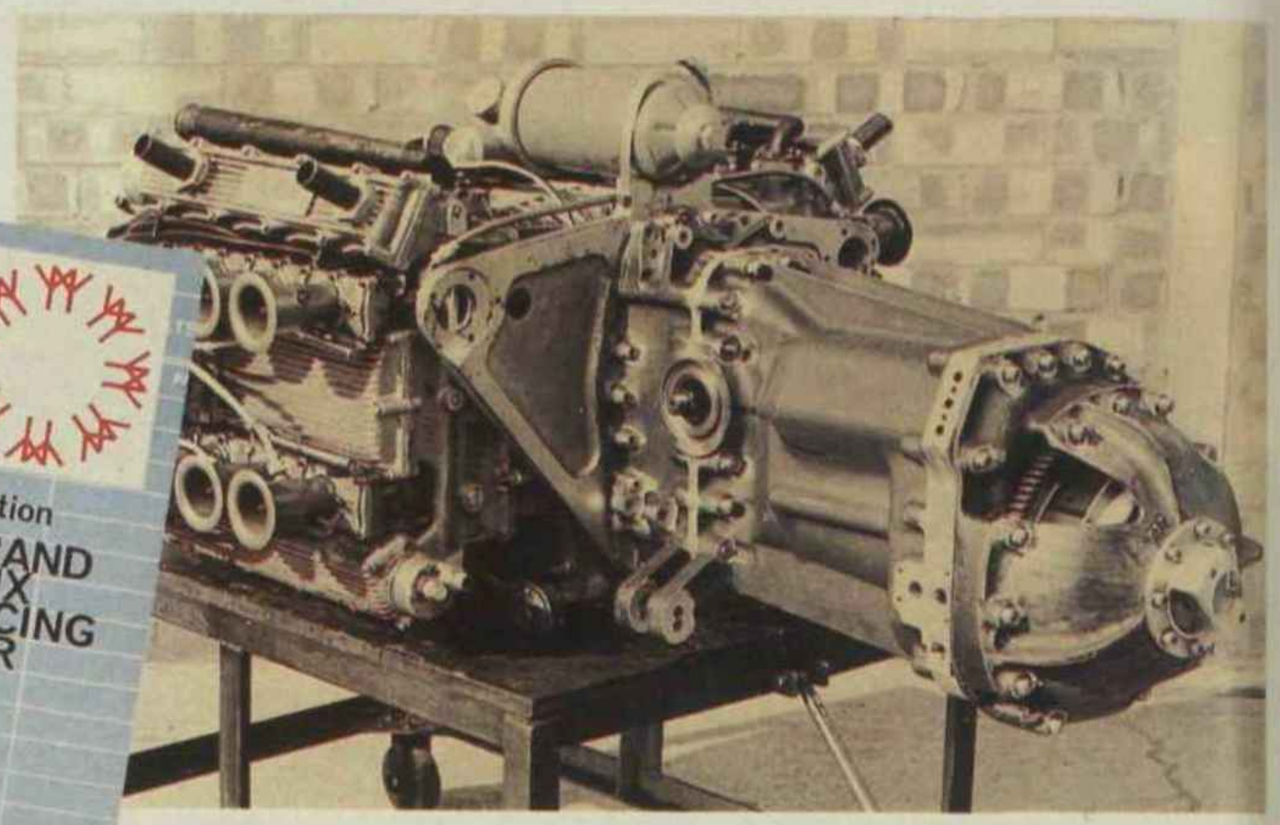


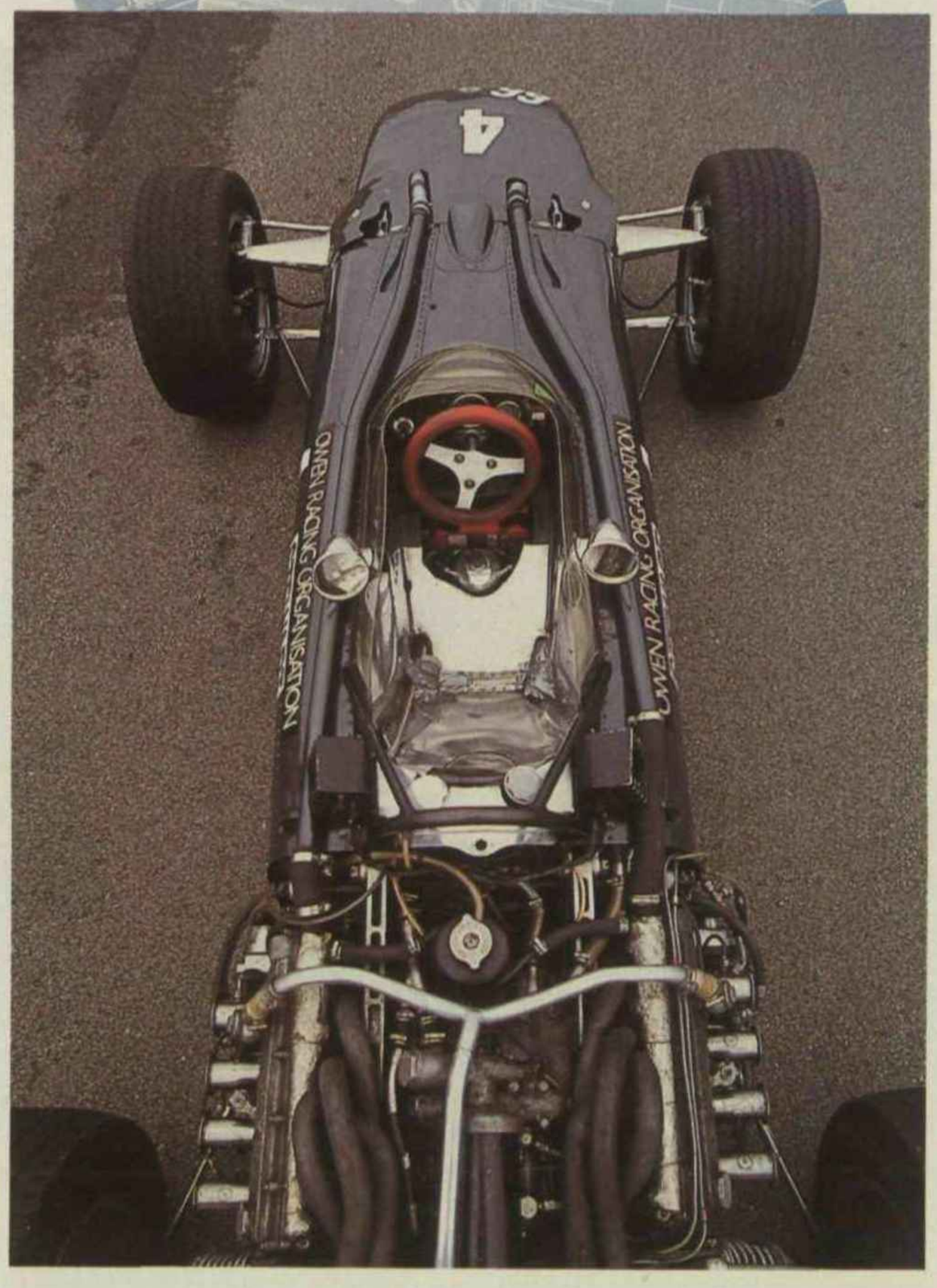


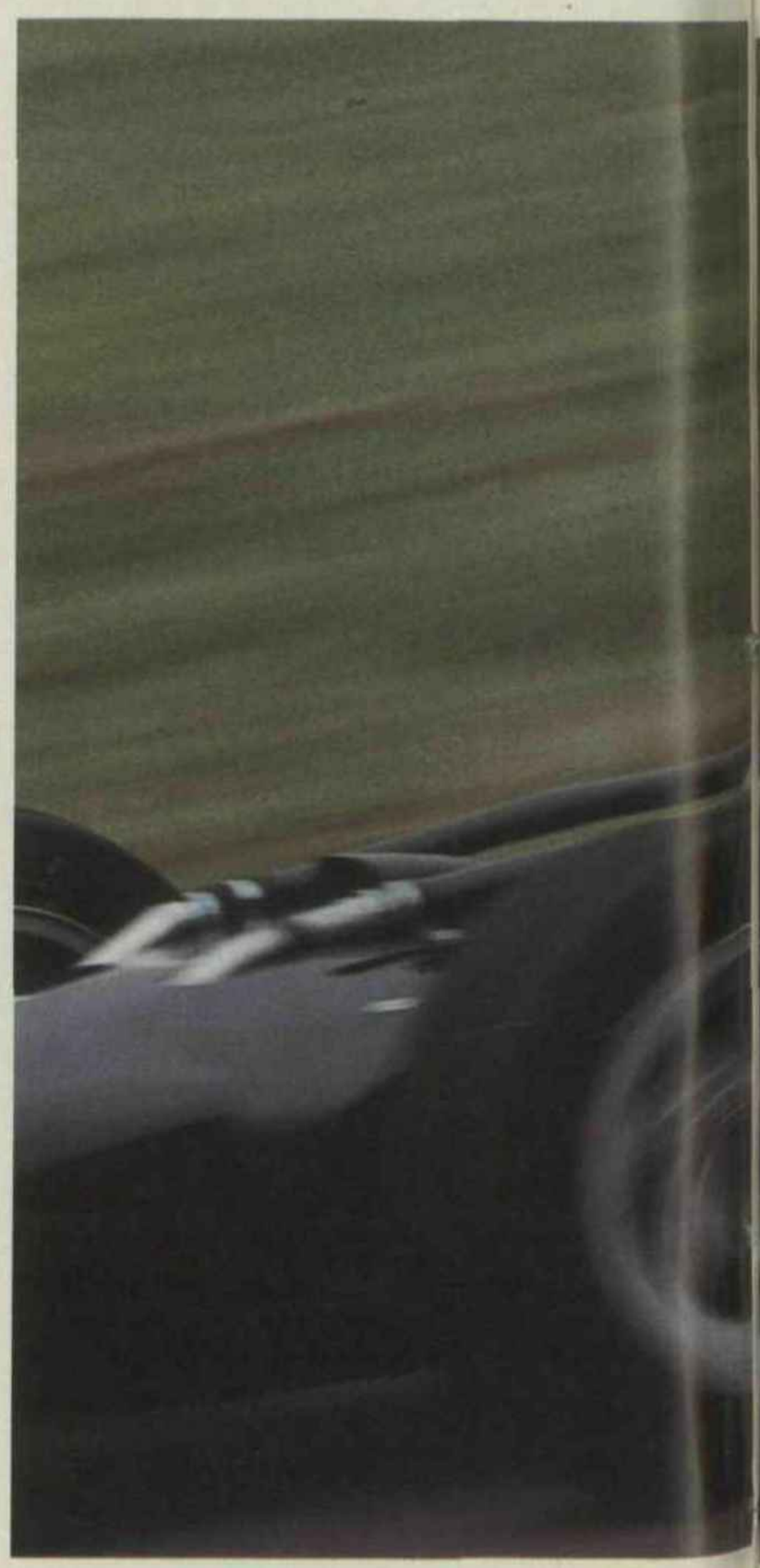












And the handling?

"It feels entirely neutral; all the transitions are smooth; the rear steps out when you want it to but it's so smooth that through the fast corners at Goodwood I hardly lifted off. Of course it's ideal for a hillclimb because of its rear weight bias. It was a wonderfully satisfying feeling powering through the finish. I felt like James Garner; it just needed an Eagle to come alongside and I'd have been away."

"Of course it's running on modern tyres now, which must be stickier; they should make it feel heavy to steer, but I can't say I've felt that. Seems quite OK to me, smooth; of course I'm used to older, cruder machinery — this is almost modern! To me it turns in well, but then I haven't driven its equivalents of the time. Mike Spence isn't with us now; he could put it in context. I expect in a dogfight with a Repco it would feel a bit ponderous. It's not chuckable — but then you know it won't chuck itself anywhere."

Jackie Stewart was not complimentary about it, though.

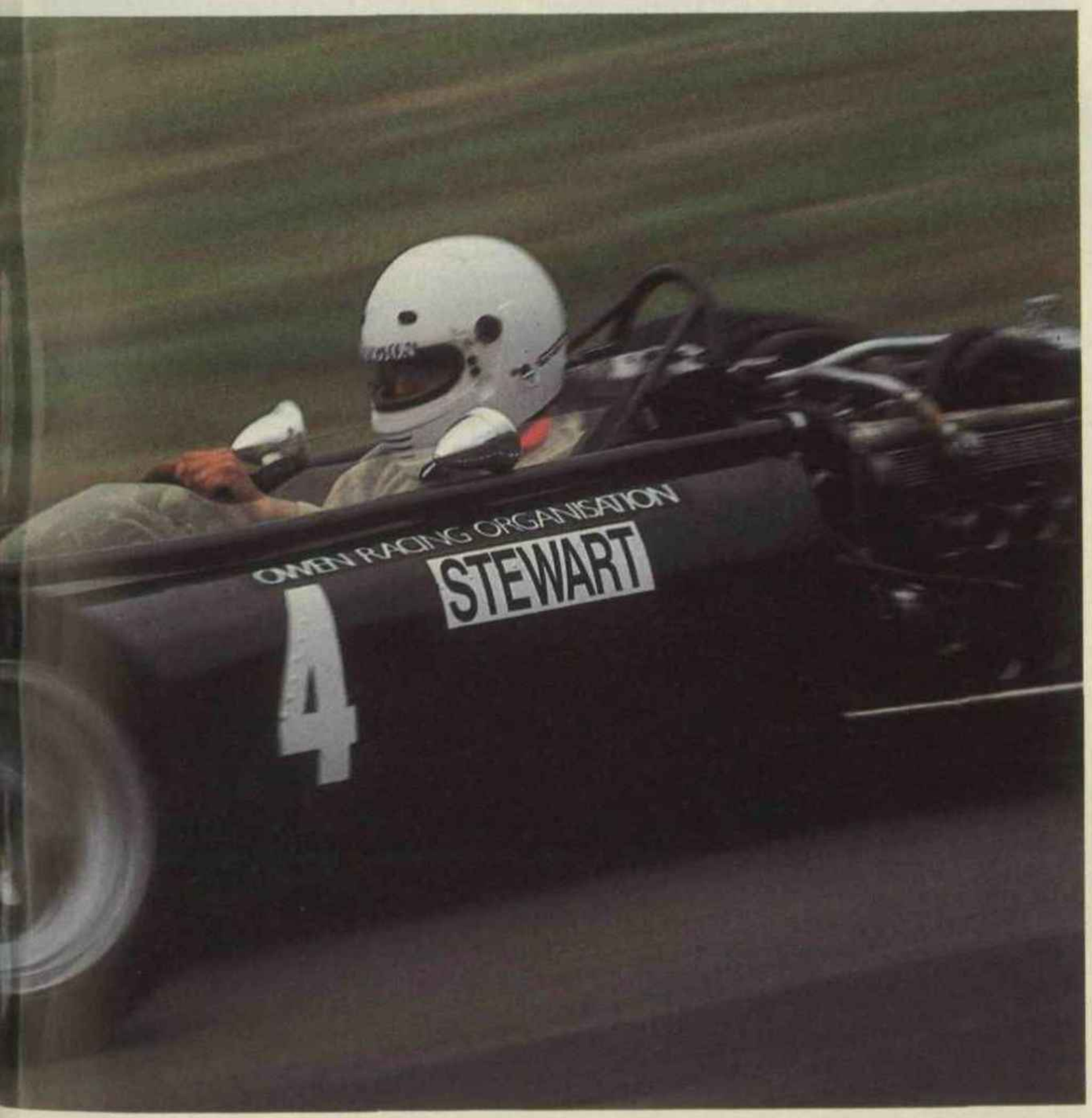
"Stewart says in his book it was a nice car to drive, but everybody gets it to the same level and it won't go any faster. And there's a big difference between driving a car even at nine-and-a-half tenths and driving it at ten-tenths. I would never contradict the real experts, the people who raced these cars. It's probably a very hard car to drive really quickly. It was timed at Rheims at 187mph; I haven't seen that yet."

It was reputed to have a very narrow power band, wasn't it?

"Well, the fact it has the six-speed 'box probably indicates that, but it's got lots of power and doesn't seem too peaky to me, so far anyway. And I've been brave — I've taken it to 10,200rpm."



The hefty power-plant with its out-board clutch, far left. Driver cradled in integral fuel tank, bottom left. Despite minimal attention, lightweight H16 a strong performer today, proving BRM's engineering quality.



What about behind the wheel?

"It's actually comfortable. The cockpit's roomy, and everything is beautifully weighted; the shift is very good. The brakes are very long-travel and unfeeling, rather spongy, but they stop the car. It's very unusual to step out of a racing car after the first drive and say 'it was great, it didn't shake or rattle'. Most GP cars are brutal in their responses, but I see no problems in doing 200 miles — if only the engine would last!"

But while impressed with the quality of the machine, he is not blind to its faults: "It's mesmerisingly over-designed. Put it side-by-side with, say, a Repco, and the V8 lump looks so crude it's laughable. I guess that's why it won the races. Still, the H16 was the first 3-litre Grand Prix engine to have 400bhp. But only in a Lotus chassis was it able to win a GP. The car's finest hour was second place with Jackie Stewart at Spa. By the end they had the H16 running reliably, but by then everyone had overtaken it in other ways technically."

"This car is the P115 lightweight, the only one built — but how they could call this a lightweight is hard to see." He turns to Rob Fowler, himself an ex-BRM engineer: "Why is this a lightweight, Rob?"

"It weighed a pound less."

Fowler is nearly right; despite a magnesium-alloy monocoque, the P115 only pared 120lbs off the overweight P83.

Stewart's Spa race showed that the team eventually forced some reliability into the engine, but Fowler amplifies the drawbacks of its weight and complexity. "It took two men three weeks to rebuild it, it was such a massive job, and I guess they just never got enough engines built." The run came to just six 2-valvers, two 4-valve mag-and-titanium lightweights, and a couple of 4.2-litre Indianapolis specials which Colin Chapman wanted, but which were never used.

Asked why he's putting time and effort into a car he can't at the moment race, Hannen considers.

"It's mesmerisingly over-designed. Put it side-by-side with, say, a Repco, and the V8 lump looks so crude it's laughable"

"It's very evocative of that era with the Eagles and the Hondas and the Cooper-Maseratis, when all the designers were going different routes. It was the return to power. I don't think there was ever such variety again, because by 1969 everyone had a Ford V8. I thought Goodwood was the right place to bring it out, because there's nothing for it apart from demonstrations. But it wouldn't be possible without firms like Hall & Fowler in Bourne — Rick and Rob worked at BRM, and if they get stuck for an answer, they can often go to the chap who made the part originally. There aren't many people who could say 'drag the old H16 out, I think we'll have a run round'." And indeed BRM designer Alec Stokes can still be found at H&F three days a week.

Is a 3-litre race series practicable?

"If it were in my power I'd have a 1959-68 Grand Prix car race at Silverstone next year. We might get five or six new cars — I can think of a couple of Repcos, a couple of BRMs, and it might encourage a Cooper-Maserati and the big Hondas. I'd be there with this thing."

That, however, would mean much work up at Bourne. The car was sold straight from the factory and has been unused since, resting for a while in the Totnes Motor Museum. It has not been disturbed mechanically, and has needed little work to make it run. Rick Hall: "We just had the sump off and had a look up there, cleaned the Castrol R out, freed the throttle slides and one thing

and another. It feels quite tight and torquey, and it's pulling well; you can drop down to 5½-6 and it pulls cleanly, but there's a lot of mechanical noise from the drive gears. It likes to be revved above 7000, then it feels great. Remarkable, considering how little's been done."

It is only recently that suitable tyres have been available again, one of the reasons the car has lain idle. But racing it would be a different story. Fowler again: "We only prepared it for Goodwood and today; you wouldn't race it in anger without pulling it apart. All the wishbones are getting very tender; we were lucky to find a brand-new one up at the Wheatcroft collection. We wouldn't present it like this out of choice, we'd do it more like the V8 over there." He indicates the gleaming BRM P261 of Thomas Bscher sitting nearby, another H&F project. "The H16's just ex-factory. You've got to draw a line."

It may be a while before that line is



The H16 BRM

Would it ever have been massaged into a dominant racing car, if Rubery Owen had made the necessary budget available? Or was it really just another 16-cylinder disaster for BRM that raked open all the old wounds of the infamous V16?

Opinion will always be divided on Tony Rudd's gorgeous looking and sounding, but ultimately woefully unsuccessful, challenger for the new three-litre formula of 1966, the BRM H16.

In concept it had much to recommend it, for Rudd had been attracted by the power and reliability of Napier's H24 Dagger aero engine, and reasoned that a couple of the highly successful BRM V8s, flattened to 180 degrees and mounted one atop the other, could create a very compact powerplant that within a couple of years could be developed from an initial 400bhp to 600 — enough, surely, to dominate the new formula in time?

Such thinking, back in 1965, could not have foreseen the incredible impact of the Cosworth Ford V8, an engine which followed all the precepts of racing design – lightness, strength compactness, simplicity and. . . power. It was many things that the H16 wasn't, and when mated to the Lotus 49 in 1967 it scrawled big, unpleasant words across BRM's wall. Big enough to convince most that after a season and a half without a works victory (and only Clark's slightly fortuitous American GP triumph in 1966 in the Lotus BRM 43) the H16 was a white elephant.

The P75 two-valve engine developed only 280 bhp at 7500 rpm and 395 at 10,250 in 1966, and the best dyno figure ever seen was said to be 420 from the engine Stewart had at Monza in 1967. Worse, the initial units weighed in at 508 lb. When Lotus's H16 arrived in 1966 it weighed as much as the Type 43 chassis and, according to legend, took four men to lift it off the truck.

I loved the cars. The photo that *Autocar* ran in its May 5 1967 report on the BRDC's International Trophy race at Silverstone was what first got me hooked on F1 cars instead of Maserati 151 and Aston Martin 215 sportscars. It was big, it was brutal and, most necessary of all, it was an underdog. A bulbous underdog, true, but an underdog nevertheless. And I rejoiced when JYS manhandled a P83 to second place at Spa, holding it in fifth gear with one hand while whacking it up the climb from Stavelot on full power. And still there were some who thought he was a milk-and-water nancy boy because he quite liked the idea of staying alive while going racing. . .

The P115 was the supposedly lightweight version of the original P83 which had appeared sporadically early in 1966 but was not raced properly until Monza. It appeared first at Zandvoort, where its presence was totally overshadowed by the arrival of the Lotus 49. The P83s were dramatically overweight at 1480 lb (the minimum weight was then 1100). With its magnesium skin the P115 was three inches slimmer and cleaner aerodynamically, and at last the water pipes had gone back beneath the skin where they belonged, having perforce been brought to the top surface of the P83s for South Africa to aid cooling and left there ever since. (When Mike Spence had his one and only race in the singleton P115 in South Africa in 1968 the pipes crept out again and, sadly, stay there to this day!). But though it was lighter at 1360 lb, it was still no waif compared to the Lotus 49 which scaled a mere 1136.

The new car also differed from the old in having a revised rear suspension where the upper radius arm and single top link had been replaced by a sturdy N-shaped upper link which did away with the need for the radius arm altogether. Stewart tried it in practice, but it didn't handle as well as the regular cars and was not deemed raceworthy. Indeed, it was returned to Bourne and did not reappear until the German GP, where Jackie would place it third on the grid. Behind the scenes, however, Stewart's urgent and persistent plea to Sir Alfred for a parallel V12 build programme had virtually sounded the H16's death knell, and after that its development







P115's progress, left to right: Stewart ran third at the 'Ring in 1967 before the cwp broke. In Canada it was throttle slides (Spence behind in a P83); at Monza, engine failu

crossed, because as we stand round the car water is dripping onto the Silverstone concrete. Fowler is frustrated: "That's a 10-minute job, but you can't get at it. It's right in the monocoque, and it can't be extracted from the end." Needless to say, the leak is in one of the integral lower water pipes, not the exposed upper one added for the 1968 South African GP; stopping it may mean dismantling the monocoque. Still, the car is able to top itself up in other ways: according to Rob the lower intakes, only inches from the track, regularly sucked water into the cylinders.

"Stewart's urgent plea for a V12 had virtually sounded the H16's death-knell"

Left: roomy cockpit sports unusual lh gear shift; change is quick, close and clean.

Fowler himself was an apprentice when the V12 was getting under way, but remembers the H16's birthpangs. "It was horrendous. The first one wouldn't run above 6000, it was so far out of balance. There were big counterweights all over the crank. The 2-valve gave about 380bhp. Shell research reckoned there was 550 in there, but the torsional stresses in the back gears were dropping it down. The centre gear is really getting a hammering. But we're still getting some through!"

It was not a popular project, and few at BRM had the faith Rudd had. So why did he push for it? "Some say he'd had a failure with an H16 at Rolls-Royce. We were told that though the concensus was to go to a bigger V8 because the 1½-litre was so successful, Rudd said that wasn't engine development, and they must move on to something different. Shame, really, because it obviously cost them a massive amount of money. Just too many parts, too much of a lump. They built a 4-valve version which never got into a car, and it was all magnesium. Imagine the cost of that! It was a nicer engine, actually, much more compact. It's still on a stand in the Donington museum."

Not a highlight of the record books, then; but perhaps Goodwood saw Rudd vindicated to some extent: the H16 was quicker than all the DFV-engined cars. **G C**

Thanks to:
Rob Fowler, Rick Hall, Peter Hannen, Tony Rudd, Roger Duffield-Harding, Alec Stokes.

suffered as other projects took priority.

After qualifying well, less than two seconds behind second man Hulme but 11s off Clark's pole time, Stewart ran third for a while at the Nurburgring, but like most was embarrassed by the incredible pace of Jacky Ickx's F2 Matra which ran behind only leader Dan Gurney and Hulme before it retired. Sadly, the BRM spent too long in the air despite its weight and the shock loads on landing proved too much for the crownwheel and pinion.

Mosport was a horrible mixture of wet, dry and wet again for the Canadian GP, and there the markedly narrower power band of the H16 in comparison with the new two-valve V12 which was making its debut in Bruce McLaren's M5A made life very difficult. Even JYS needed all his considerable skill to keep the P115 up in fourth place until he succumbed to the almost inevitable and lost it. Dirt got into the throttle slides, and after two fruitless stops he called it a day.

At Monza he ran sixth on the opening lap and moved up a place when Gurney's Eagle dropped out, but almost inevitably the engine failed.

The P115 failed to feature in either the American or Mexican GPs, and after Spence's fruitless outing at Kyalami in 1968 was poisoned by fuel vaporisation, Bourne quietly pensioned off the H16 and enjoyed a brief spell of promise with the new V12s. Although there was only a year's gap from the P83 to the P115, there were some 32 Rubery Owen projects between them, which gives some idea of the conditions under which Rudd and his team were required to function. Small wonder, perhaps, that the H16 never made the grade.

Through 1968 there was talk of racing it again in dramatically revised form, with 64 valves, and Rudd spoke optimistically of 500 bhp and 400 lb weight; his critics suggested quietly that he might have got the figures round the wrong way. . . The man himself admitted that he was appalled by the internal frictional losses of the engines, although he felt that the 64-valver was much better in that respect. In the end, though, it never produced the power that was expected from it; Sir Alfred Owen and the Stanleys dictated a four-valve version of the trusty V12 and the H16 really did fade into ignominy.

In his interesting book *It Was Fun! My 50 years of high performance* (published recently by Patrick Stephens Limited, price £19.99), Tony admitted: "I realised if I had had more courage designing the H16 it would have been much lighter and it would have been ready to race three or four months earlier."

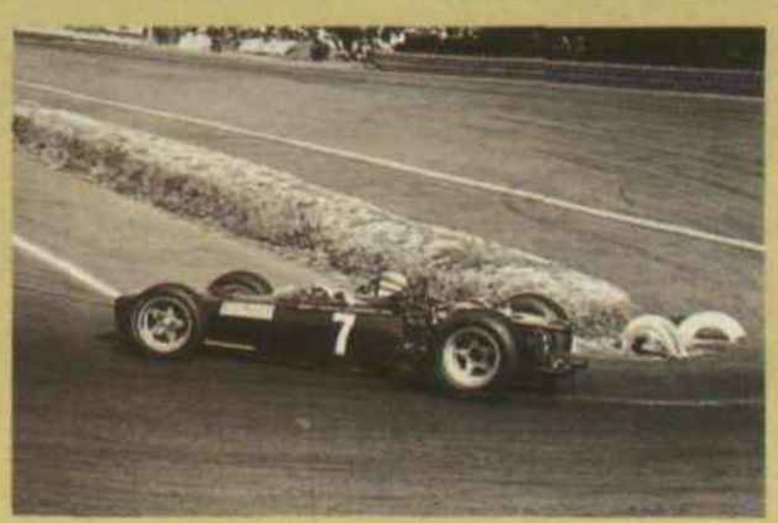
Today, Stewart blanches when you mention the cars. "The P115 was never very good. *None* of the H16s ever handled. Anybody could drive that car. The test of a bad car is that everybody does the same time, whatever the level of driving competence, or even experience. And that was the perfect example. The worst thing about its handling was its pregnant elephant-like behaviour. It was slow, unresponsive, no power, no agility. It was not a nimble motor car. It was very clumsy. Even the lightweight."

At Monza in 1967 the P115's throttle stuck open at 170 mph in the Curva Grande, and though he should never have made it through at that speed, Stewart somehow got round unscathed. "Yeah, I did," he recalls. "But it was one of those situations where when something like that happens everything in your entire psyche goes to survival and you do things that you would never do with a racing car, just to survive. Somebody could say if you did that going through there flat you should be able to do that every time, but you would only get off with it once. It would only have been a stroke of good fortune, the spontaneous action of life dependency. It's like you couldn't hold on to a cliff in normal circumstances if you knew you could just drop down. This was survival."

History may benignly remember the H16 BRM as a magnificent failure that, to its creators, seemed like a good idea at the time, but its leading driver says: "I have no fond memories of the whole H16 dilemma. Tony wanted to prove the concept was right – and Tony was a good man – but it was very clear it wouldn't work, and that's in the end why I left. When the Ford engine arrived we all saw the potential over the H16; it was like a Mini in comparison to a Bentley. . ."

An unsuccessful Bentley at that, that cost BRM dear in the long term, but nevertheless one that looked beautiful, reeked character, and proved an inspiration to a teenaged schoolboy. . . **D J T**







Watkins Glen and Mexico brought no joy for Stewart; Kyalami 1968 was the lightweight's last outing – only to see Mike Spence halted by fuel problems.

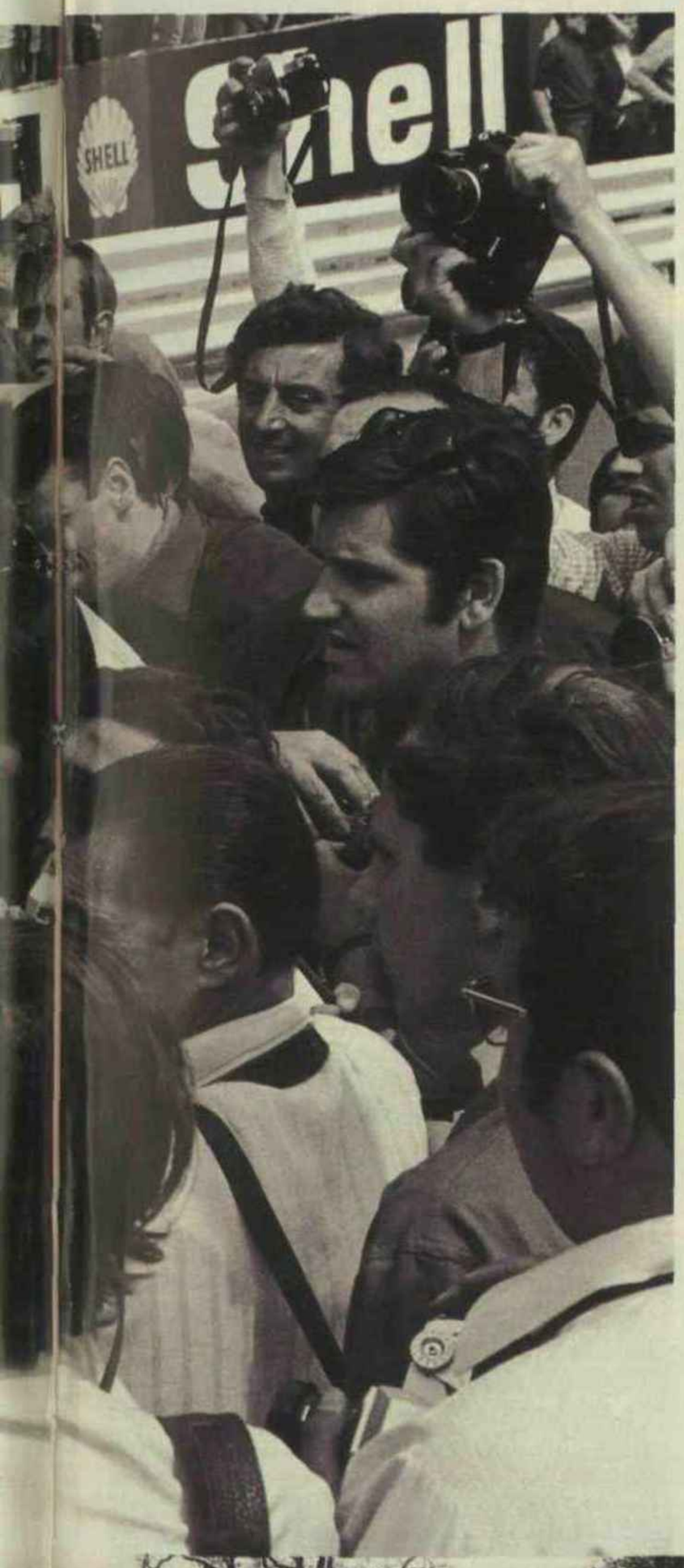
The man who played wit





Hockenheim brought the spectre of fire back to Grand Prix racing. In his first interview for almost two decades, former BRM chief Louis Stanley, who pioneered means of eliminating such risk, recalls the days when safety was a dirty word

th fire



In his heyday on the Grand Prix circuits Louis T Stanley cut an imposing figure. Tall and corpulent, ruddy of face and silver of hair, his blue blazer and old school tie stamped upon him an authority that could outmanoeuvre even the most awkward admissions gateman at any circuit in the world, and his firm but authoritative manner quelled many an argument before it had really begun.

They called him 'Lord Louis', 'Big Lou' 'Lord Trumpington', but those who sniggered behind that broad back rarely dared do so to his face. Stanley had married into the Owen family which at the time still owned BRM. His wife Jean was the sister of Sir Alfred, the Industrial Knight who had rescued the ailing team and whose businesses pumped in so much money to finance it over the years. By the '70s he was joint Managing Director with Jean and, as one of the most outspoken and controversial figures in racing in the '60s and up to the mid '70s, he took on something of a self-styled role of senior statesman.

Graham Hill said of him: "Aim Big Lou, pull the trigger, and duck!", while Jackie Stewart once remarked: "Louis Stanley is an extraordinary man. He has many talents and some failings, not all of which are obvious to him. He writes a very amusing book, takes terrible pictures, and can be diplomatic or not depending on the circumstances."

Over the years Stewart's contribution to progress in safety – quite rightly – has received its due recognition, and that mantle that he had taken over from Jo Bonnier was in turn rather quietly passed to Jean-Marie Balestre as he tackled the problem from the technical side during the '80s. But in truth Stanley, for all that his intransigent views on team management helped to surround him with an almost permanent cloud of controversy, was probably the true father of the safety movement, and almost certainly influenced Bonnier and Stewart to initiate their crusades in the first place. Like Balestre, care is needed to avoid letting a man's perceived public image, with its dogma and occasional pomposity, obscure precisely what he achieved behind the scenes.

Stanley succeeded *Autocar*'s Sports Editor Peter Garnier as Honorary Secretary and Treasurer of the original GPDA, and later emerged as a trustee of the Jim Clark Foundation and the founder of the Jo Siffert Advisory Council. He was also the Director General of the International Grand Prix Medical Service.

This was by any standard a worthy undertaking, and a significant achievement when the mobile hospital unit was finally ready for action. It was a project he created himself, virtually unassisted, in a remarkably short space of time after Stewart's accident at Spa in June 1966. At the Oulton Park Spring Cup in April 1967 Lord Chesham handed over the keys and the Bishop of Chester dedicated the unit.

Its *raison d'être* was to prolong life, to ensure that accident victims could be stabilised immediately prior to receiving intensive medical care within the most apposite hospital facilities in the region. It was to travel from circuit to circuit, with a roster of suitable surgeons ready to offer their services as and when the need arose.

The hospital trailer was hitched to a Ford tractor unit and the whole thing cost more than £50,000 to equip, no small sum in those days. There was a bank of refrigerated blood, a revolutionary X-ray unit which could run off batteries and which had automatic development facilities that obviated the need for a darkroom, the latest equipment for dealing with burns and fractures, a full staff of doctors, surgeons and nurses, full anaesthetic facilities, and gradually there was also a card index of all of the Grand Prix fraternity to match blood types. The facilities existed too to carry out full operations within the unit if the crisis was of sufficient magnitude. Sadly, however, there were times when politics prevented full advantage being taken of the mobile hospital. When Jochen Rindt crashed at Monza in 1970 the ambulance actually stopped by it, before being waved away on a terrible hour-long drive to a hospital in Milan. Along the way Rindt succumbed. Stanley was with him at the time, and at one stage risked having his passport confiscated when he refused pointblank to sign a statement confirming that a professor of medicine had been present during the ordeal. "It was nonsense. It was just me, a nurse and a medical attendant. I'm not saying that the unit could have saved him, because he was beyond that, but he could have passed away there with his wife by his side, with some semblance of dignity. . ."

Louis Stanley today is not the man one might expect to meet if one had merely relied on the written word of yore. Doubtless, however, he has mellowed with the passing of the years, although his appearance has barely changed and the blazer and smart flannels are still an everyday part of his life.

The Stanleys continue to reside at the Old Mill Cottage in Trumpington, Cambridge, an elegant, exciting house bristling with individualistic decor and the accoutrements of a lifetime's exposure to interesting people and situations across the globe. Its gardens are a testament to Jean Stanley's green-hued fingers, and despite the normal climate she succeeds in growing her own oranges and lemons. The Mulberry tree in the copious grounds is a little older than the house and won't see the low side of 300 again. As he guides you hospitably around, Stanley concedes: "It's propped up now, of course, but then at that age I think it's entitled to be, don't you?"



Main picture: The greatest victory? At Spa in 1970 the Stanleys, joint Managing Directors of BRM, are among the throng congratulating the victorious Rodriguez. Stanley had been deputed to monitor conditions at the far side of the track and to call for a halt if it rained there, to avoid a repeat of the 1966 catastrophe. He recalls feeling decidedly uncomfortable when rain spots began to fall when Pedro was in the lead. Left top: At Oulton Park in April 1967 Stanley (right) receives the keys to the International Grand Prix Medical Service trailer (left) from Lord Chesman, watched by the Bishop of Chester. The unit helped to save a dozen lives, and treated all manner of people at race circuits around the world.

We sit on the veranda, the hum of traffic on the main road into Cambridge muted by the 18-foot wall which surrounds the garden. Water plays gently into an ornate pond as the sun starts to set, and as Stanley politely excuses himself momentarily to finish a television interview I watch a wasp behead its afternoon tea and wonder what stories the house could tell of the various motor racing personalities who have passed through its portals over the years.

When Stanley returns, I ask him whether he agrees with the assessment of his role as safety prime mover.

"Well, it would be nice to think I had played a part. Over the years, if the Medical Unit had saved a life, I would have been satisfied, it would have done its job. As it was, I think it saved more than a dozen.

"With the GPDA I was always reluctant to hold press conferences, which may have been wrong. But these were private meetings, so we did not tell the press what had happened during them. We carried on the jobs we had to do without telling them. One or two of them got upset; to them Bonnier was cowardly, Denny Hulme was yellow. That sort of remark was so silly. Of course, none of them made them to Denny's face, otherwise they would have had their own changed. . .

"But there were certain irritations which one ignored. The main thing was to try and make progress. I was put in charge of circuit safety and also had the authority to say no if a circuit didn't come up to scratch. That only happened twice, once with the AvD at Hockenheim, and the same at Le Mans.

"In those days one didn't do things for publicity. I was just so appalled at the safety standards, especially at the medical centres at tracks or at the hospitals. There was no one particular incident that got me started. It was a cumulation, really. And this country was no better. Brands Hatch was poor at the time, and Silverstone too. The attitude was that drivers could take their chance in a shunt.

"At one time I inspected the medical centre and found the outline where bodies had lain on beds that were supposed to be in a sterilised area where somebody might be treated for burns. At Monza, the medical centre was full of beer cans and smoke.

"The standards were appalling. I remember the case of Richard Burton, the Formula Two driver. I had a call early one morning from Lucas to say Burton had had a bad accident in France, there were burns, and they didn't know what to do. So I got through to Geneva, I got an air jet over and we got him to a proper hospital.

"But some of the first aid standards in those days. . ." In particular, Stanley recalls Bob Anderson's fatal accident while testing at Silverstone in August 1967, just prior to the Canadian GP. "There was no proper ambulance. There was no doctor. After half an hour they got someone to release him. The vehicle they put him in was full of mud, there was no bell, no suspension. Both of his lungs had been perforated and he was in agony. Halfway to Northampton he was met by a proper ambulance, but he was too ill to be transferred. Sadly, he died shortly afterwards."

Gradually, despite such accidents and the obvious value of the International Grand Prix Medical Service, the impact of the unit was eroded. There was the need for different medical staffs at each circuit, which affected the smoothness and continuity with which it functioned. Race organisers did not react well, either. They were defensive, and, it must be remembered, the unit arrived at a time when very few really took safety seriously. In those days the usual technique after an accident was to bundle the injured or deceased driver out of view of the spectators, and to continue a race as if nothing had happened. At Rouen in 1968 when Jo Schlesser perished during the French GP, it was a callous two hours before his widow Annie was informed that he had actually succumbed.

Stanley pondered the past, and smiled. "You see, have you ever tried to tell a doctor that you'd be better off being treated by a vet? Because that is tantamount to what you had to tell circuit doctors. One, who shall remain nameless, came to the circuit hospital on one occasion so smelling of drink that I had to ask him to leave. Another man came smoking, and I asked him to get out. This is into a sterile atmosphere for operating. In Monza one time when Jackie Stewart had a burn, the doctor came down, opened up his dispenser, and dropped his forceps and so on in the dust and never bothered to wipe them. I could go on. . .One time in Sicily I asked the doctor about anaesthetising a driver and he said, 'No, we'll wait for the pain to put him out.' Well that's rather primitive."

"He didn't have the courtesy to wait until the end to congratulate the winner. The payment is obscene. It's the tail wagging the dog"

Co-operation was vital to the Medical Unit's success, and vested interests ensured that this cooperation was not always forthcoming. Also, it must be said, Stanley's resolute blend of ruthless determination, disdain for red tape and sheer bombast sometimes militated against its acceptance.

Now, as in his F1 heyday, he retains outspoken views. As the conversation turned to the progress that has been made over the years, exemplified by the speed of intervention of the firefighting services at Berger's Imola accident in 1989 or the medical services for Barrichello and Ratzenberger this year, he remarked: "May I counter that? Look at Senna's accident. You were there in person, I saw it on the screen. The car comes to rest, the driver slumped. It was just on five minutes before medical help arrived. They said there was no question he was dead; they didn't *know* that. *We* did exercises with firefighting and so with medicine; there must only be so many seconds before help arrives. There was no excuse for the delay."

He agrees that the sport had not become complacent about safety, but that perhaps standards had slipped a little without anyone really appreciating it. "And whatever you do in a racing car, it has to be potentially lethal. If you clout a pile of tyres, well. . .you're going to get more than a headache, aren't you?"

In his excellent book *The Chequered Year*, writer Ted Simon remarked: "Grand Prix without Louis Stanley was as unthinkable as Trafalgar Square without the lions." But the lion duly disappeared after gracing the flanks of Mike Wilds' ageing BRM P201B as the Stanley BRM team's logo. Stanley admits that it was difficult to walk away after more than 16 years, and that he missed racing badly at first. "But after we closed Stanley BRM I had so many other interests, really streamlining our industrial works. You can't keep things going on sentiment. The bottom line has to be taken into account, and although they are unpopular people accountants are the people in the end who talk sense.

"And I have seven publishers, so I'm always seven books behind!"

He keeps fully up to date with racing's present-day developments, while expressing distaste for the way that commercialism has changed its face and character.

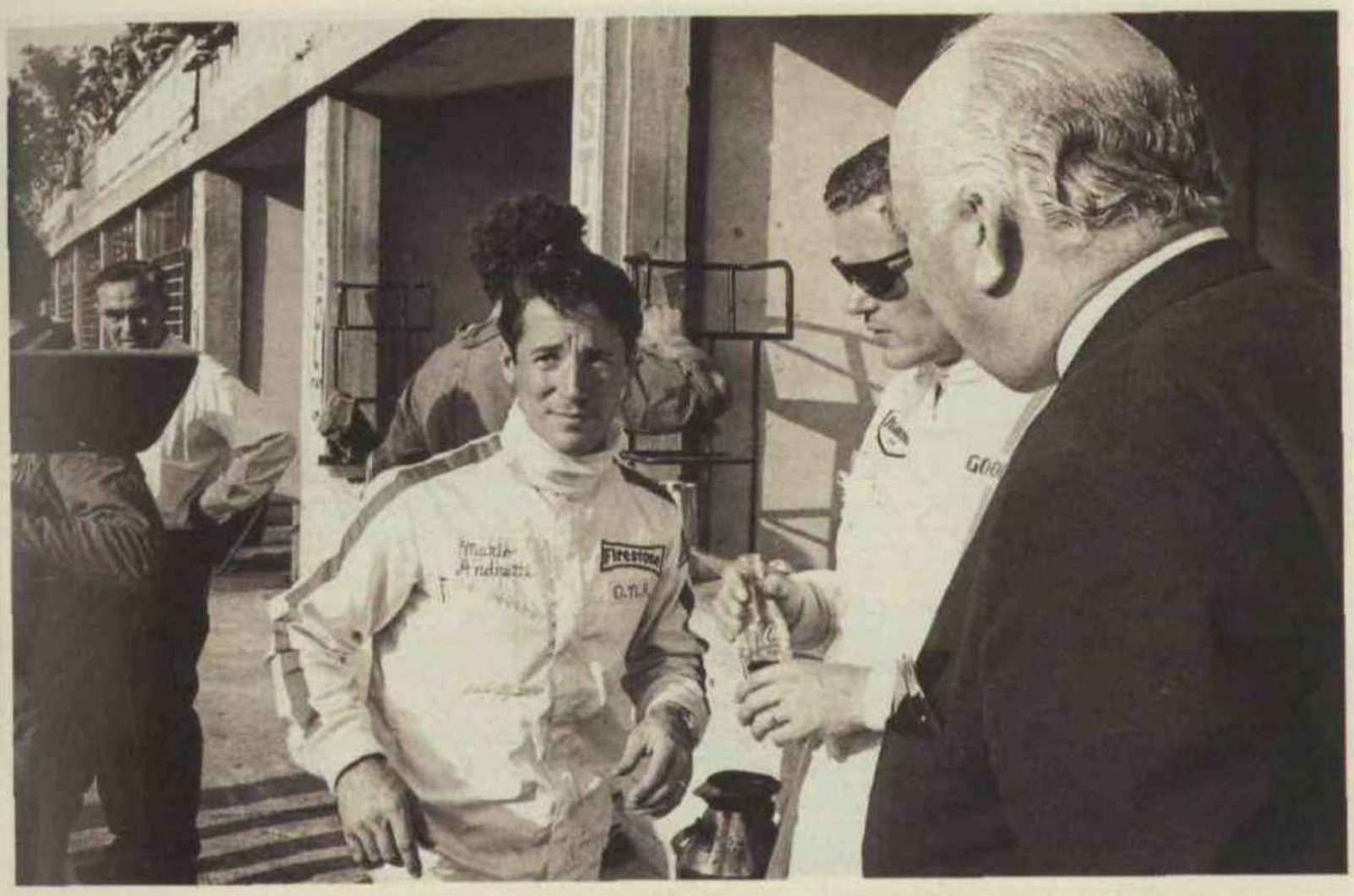
"You see, though, it has ceased to *be* a sport, as we knew it. In the old days – and not too far away – the drivers, team owners, everyone, stayed on after a race and enjoyed it. There was pleasure, instead of getting straight into a helicopter, or hiding in one of these motorhomes or having a press conference or whatever. *That's* not the same.

"Not many of today's drivers have charisma. And the fastest race some of them have is the race to the bank."

He smiles when I mention that the sport could do with a fresh injection of Dan Gurneys and Chris Amons. "Dan was on the 'phone last week and never stopped talking! And he reminded me how at BRM we always insisted that the drivers turned up at the prizegiving and had dinner afterwards.

"I mean, take Mansell. . ." A pause. "What a thing to say! I mean let's *talk* about Mansell. Somebody must love him. He comes back in France, according to the press, for £1M. And he'll get £3M for the last three races. In France there were 72 laps and he did 46 and he was lying, until those two cars shunted each other, a bad fifth. That's more than £21,000 for each of those laps, and he didn't have the courtesy to wait until the end to congratulate the winner. The payment is obscene. It is totally and utterly obscene. It's the tail wagging the dog."

Like many, Stanley now believes that the commercial side of F1 is out of control, but unlike those involved he is all too willing to



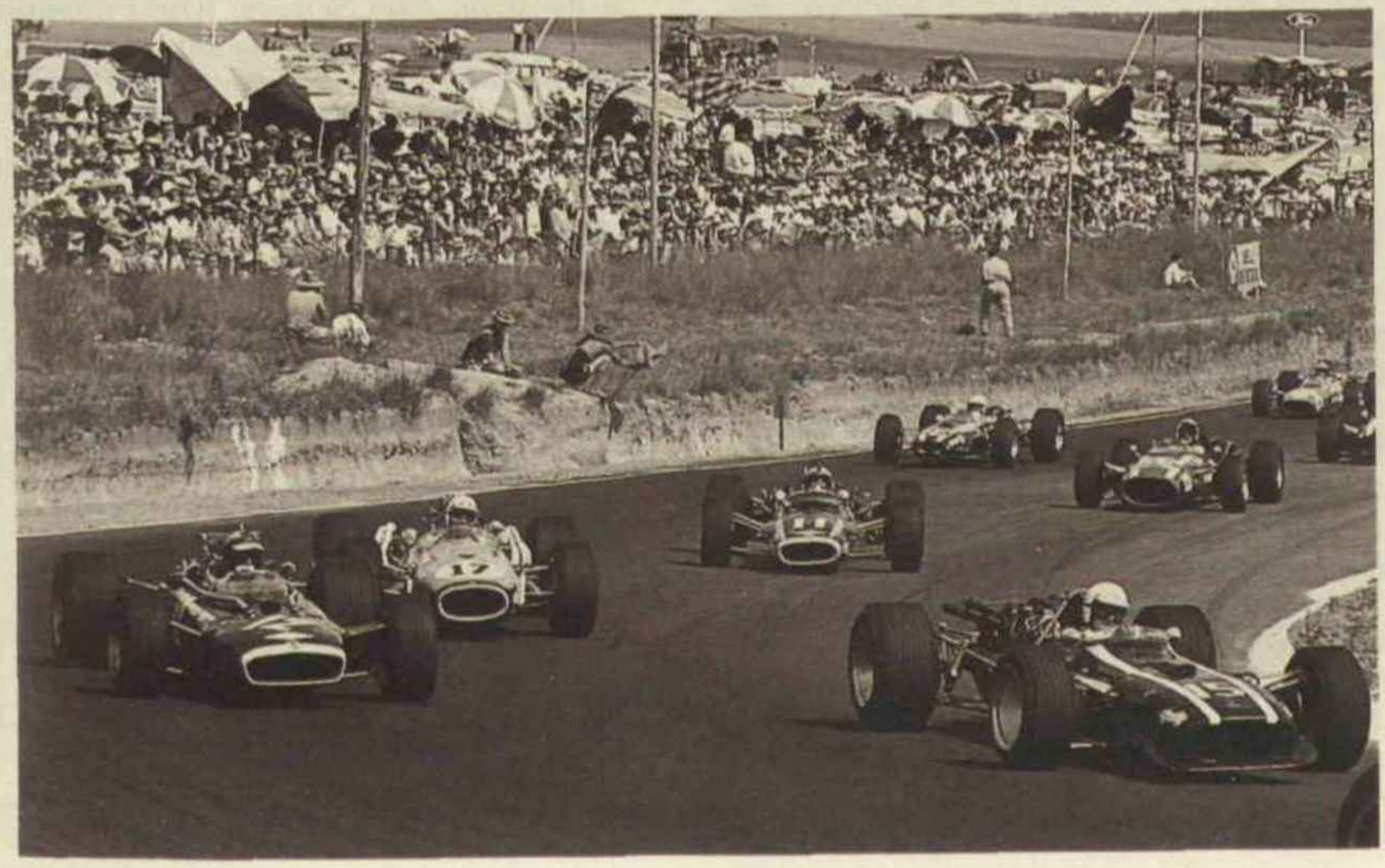




Above: At Monza in September 1968, Stanley confers with Mario Andretti and new BRM signing Bobby Unser before officialdom denied the two Americans a race. On this occasion even Stanley's persuasive powers could not reverse the decision.

Good memories and bad: Peter Gethin's win at Monza in 1971, left above, versus Roger Williamson's final race at Zandvoort in 1973, left below.

Below: The P115's final hurrah came in South Africa in 1968, the only time that Mike Spence (12) raced it. Here the Briton chases Scarfiotti, with Sam Tingle, teammate Pedro Rodriguez (in the new V12 BRM), Bonnier, Love, Redman and Beltoise in pursuit.



blame one of the people he believes started that particular ball rolling: himself. As an indication that old wounds are the deepest, he remains steadfastly opposed to one of the leading sponsors.

"One of my greatest regrets – although if I hadn't done it somebody else would have – was that I introduced Marlboro to the sport. That was the worst thing I have ever done. Now they have gradually developed and monopolised and they've got what they wanted. The driver and the car are just mobile hoardings. But look at all the research and development that is going on now. The technicians are overjoyed at all the money they have to spend. I don't blame the teams. After all Frank Williams, for example, used to be very hard up. He is one of the hardest workers and nicest fellows there has ever been, but at the same time they have produced a monster that is destroying the sport.

"I mean, before they made the modifications for this year, you could take a Williams, set it up on the computer, and if there was no traffic that could go round Silverstone and even conceivably break the lap record, without a driver. It had reached that point. And the driver had reached the stage where all we wanted was a fellow with a strong back and a weak head, and if he'd got a name so much the better. That's a perk.

"And how on earth in a field of, say 30 cars, you've got only six that could possibly win and two that certainly could. . .And the best the rest can hope for is that someone will break down. They have sponsors, but what they think they are doing, I have no idea. They get no mention. They'd be quicker by taxi, and much cheaper! It's so stupid.

"And who's that verbose chap? Murray Walker. He has a thankless task making a dull race sound exciting. The races last year and the year before and the year before; they were the perfect answer to insomnia. You've got a procession.

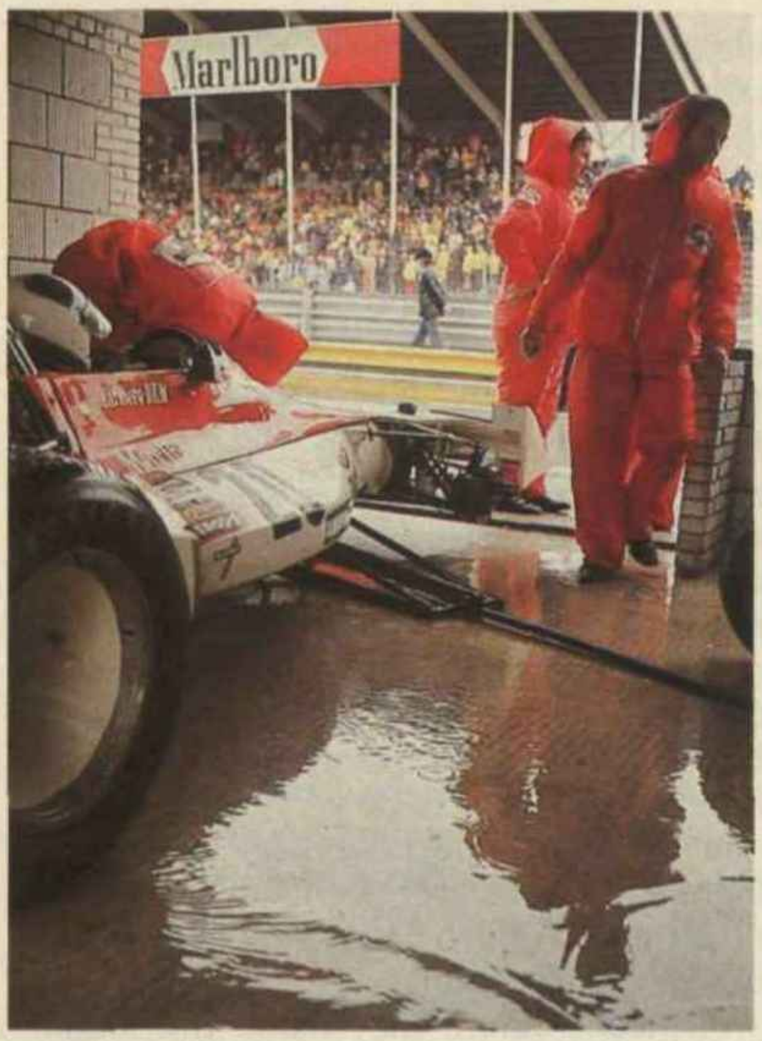
"And then you've got somebody, say, Herbert, doing marvellously well. Lotus doing well. With a bit of luck they'll get a point. They forget to mention that he's nearly six miles behind!

"And with Mansell, all the talk was like it was a second coming. And that, like so often with second comings, was rather an anti-climax. And you look at Mansell and his so-called fans running across the track. . .That's not motor racing!"

Indeed, he has a fairly dim view of today's racers. "If you take their helmets off and make them stand in a crowd, how many would be recognised?" he asks. "Very few. Because you are not dealing with personalities, are you?"

In 1968 Stanley's regular column in the sadly short-lived weekly magazine *Speedworld International* was ever acerbic, and his latest book, *Grand Prix, The Legendary Years** is no different. But what is so terrible about Marlboro, bearing in mind that it backed BRM in only 1972 and '73 before forging its markedly more successful link with McLaren?

"Speaking my mind has not always made





Above, Stanley says he regrets having introduced Marlboro to the sport. Right, Larry Perkins struggled with the Rotary Watches-sponsored P207 in Brazil in 1977, just before the team finally folded. Far right, Mike Wilds wrestles with the Stanley BRM in Argentina, 1975.

me popular. . .But with Marlboro it's quite simple. We came to an agreement on terms, I went over to Geneva, and they tried to alter the contract so I told them where to put it even though it was painful. I came back, they changed their mind and they came to the Dorchester and signed.

"Now, they had their job which was to sell cigarettes, and I wouldn't dream of telling them how to do that. And I don't expect a novice to tell a chief engineer what he should do with his engines or the drivers. I said, 'You can obviously make suggestions and they will be considered, but I will not gatecrash your meetings on sales. . .'"

Looking back on BRM's pre-1970 efforts, while ruminating on the recession that is currently making life so difficult for so many F1 teams, he says: "We spent our own money, that's the difference. Money then was money; a pound was a pound. Over 20 odd years I suppose we spent on the verge of £20M. At least it was spent on a good cause, one that gave pleasure." He reflected a moment and smiled. "And pain, as well. . ."

Another moment of reflection, then: "It's like Surtees when he left to set up his own team. He came to see me and said he had two sponsors, a cigarette firm and a rubber company. What did I think? I said, 'I think it's pathetic,' and he said, 'Why?' 'Because your car's circulating with a fag at one end and a condom at the other. I don't call that progress.'"

In his book *John Surtees, World Champion*, Big John recalled of his unhappy time at BRM in 1969: "That was the story of BRM. We would have a meeting to decide our strategy, then the whole thing would be overturned by a telephone call – usually at about 1.30 in the morning – from Louis Stanley. . ."

The latter admits cheerfully that he never goes to bed before two o'clock in the morning and habitually rises by eight. "I don't think people should spend half of their lives unconscious."

He doubts that BRM's activities on the track had much benefit commercially to the Owen Organisation. "We didn't sell BRMs. But we did make six prototypes in conjunction with Chrysler for a BRM-Chrysler 1600cc road car. It was going to be announced at the 1974 Motor Show but then they struck financial problems. Their MD, Geoffrey Ellison, used to exercise it on the M1 and he'd say how he would wait for a

Louis Stanley: What today's F1 people recall about his heyday

Jackie Stewart

"Louis was a larger than life character who brought a bit of colour, and certainly a different demeanour to Formula One Grand Prix racing. He and his wife Jean: there was clearly a degree of respectability about their manners, about their deportment and their presence, which I think did no harm to motorsport at all. His contribution with regard to his obstinacy and forcefulness over the Grand Prix Medical Unit was something that the sport never gave him credit for, only because the other side of him created an aggressiveness and a rebound factor that did not help him in being fully credited with his immense contribution in that respect. If Professor Watkins has an easier job today, some of that was achieved by Louis Stanley's recognition of the anomaly that the whole thing represented.

"He's always been brutally frank, but I think anyone of mature years who has lived through a period like that is allowed to do that. I rather liked him."

Jackie Oliver

"He was a larger than life character, unique. It was unfortunate that he didn't channel his tremendous talent into the right area. His ability to persuade people to do things was enormous, but his ability to select the right people to do those jobs was minimal. If he'd just concentrated on the commercial side he would have had no problem raising the money."

Andrew Frankl (publisher/photographer)

"The magnificent thing about him was illustrated when Ronnie Peterson ran over a policeman's foot in a traffic jam at Spa in 1970 and was thrown in jail. Louis Stanley went to the Foreign Minister and said, 'One of my boys has been arrested. Unless you have him released I shall have the race cancelled.'

"Ronnie was allowed out for the race, because Louis helped. A lot of others, famous drivers, thought it was Ronnie's own problem and wouldn't.

"He is larger than life, and his mobile hospital was a super idea. He was the sort of character F1 needs today."

Jabby Crombac (journalist)

"He was a man against whom was his pomposity, but on the other hand he was the most kind-hearted person I've ever known. During his period as a regular in Formula One, if anyone was in trouble Louis and his wife Jean would be the first to come and help, sometimes at great expense to themselves.

"This is illustrated by the time when Jo Schlesser was killed at Rouen in the 1968 French Grand Prix. They helped his widow Annie. Jean stayed up all night with her to stop her throwing herself from a window, when all of Annie's friends from Paris had left her."



Bentley or something to overtake, and they couldn't. He would always have people asking, 'What have you got under that bonnet?'"

Though he hasn't been to a Grand Prix since Monza a long time back, he is clearly informed about the current situations and it is interesting that Max Mosley was amongst those prevailed upon to write a foreword to his latest book, in which another contributor makes the point that during fire-fighting tests which were conducted in the wake of Jo Siffert's fiery death in a BRM during the Tribute to Jackie Stewart non-championship race at Brands Hatch in October 1971, Stanley insisted on being in the helicopter that was being used in an experiment to fan away the flames in an attempt to find a new method of fighting fires.

"You see, Siffert should not have died. He died because of the ineffectiveness of Brands Hatch's firefighting. Those aren't my words, but from the coroner's report. All right, you couldn't bring him back, but their extinguishers didn't work, they were empty. It was terrible. A nightmare."

Criticised though he might have been for a lot of things, Stanley's courage in not only standing up for his convictions, but actually seeing them through, drew universal praise in the experiments that followed. Partly because of what he achieved back then, in conjunction with dramatic improvements in car design, fire is now almost a thing of the past at motor races.

"So then I thought that the best way was to get the head man from British Airways, the Home Office expert on it, people like that. There were eight on the committee, and we devised these tests and gave the marshals so many seconds. The driver in a burning car doesn't die from burns he dies from asphyxia. Along with Dennis Poore we devised a plan that wherever a driver crashed a marshal with a proper extinguisher filled with proper extinguishant should be on the spot within five seconds. That was the maximum.

"The next thing was to get the right extinguishant." They ran up against all sorts of clashing commercial interests, in which Stanley's oft-criticised traits came into their own. The best was chosen, not the most commercially viable.

> ***"Your car's circulating with a fag at one end and a condom at the other. I don't call that progress"***

"We developed a fresh backpack that left both hands free, and then trained marshals to fight a fire in tests at Stansted. So we tried the experiment with the helicopter and I went up with the pilot and told him that he had to drop to do the job effectively. When we were airborne I suddenly realised that the higher we went with my weight aboard, the quicker we'd drop! But it worked."

He also tried out the fireproof suits that were being introduced because of the need to get to the seat of a fire in order to put it out. "I was told that I had 48 seconds, then my skin would start to prickle. It's childish really, because I knew I could walk through. But when you are in there you can't see and it is extremely claustrophobic. I must say, after 30 seconds I cheated and came out!

"I remember we used to have GPDA meetings at my suite in the Dorchester and we had all the drivers round one very hot summer day. Graham was trying a new driving suit to see what it felt like, and he kept it on to see how it was. He was like a lobster at the end!"

Stanley is still very active in the Royal Institute of International Affairs, and remains a prolific writer in the Alan Henry/Chris Hilton bracket. His annual *Grand Prix* book reviews were always pithy and pulled no punches. And after *The Legendary Years* he is working on another novel and planning a new book entitled *Defining Genius*, which will include his own photographs and character portraits of past dinner guests such as TS Eliot, Somerset Maugham, Gloria Swanson, Ernest Bevin, Ben Hogan, Merle Oberon, Joan Collins, Ralph Richardson and Harold MacMillan.

You sense that he would be a formidable adversary in an intellectual argument, and his persuasive abilities are well illustrated when you find yourself yielding and accepting the offer of the second cake that you hadn't wanted over afternoon tea. In view of his reputation for pomposity it is a pleasant surprise to be entertained by a charming and self-effacing host. Discussing one of his many golf books, *Golfing With Your Hands*, which was inspired when he put one of his pet theories to the test and played a successful round with a novice for whom he had prescribed a rigid style, he remarked laconically: "It may have helped some to improve their hockey."

He has always had a neat turn of phrase, and this is nicely illustrated in *The Legendary Years* when he says of Tom Wheatcroft: "He belongs to the pool room and the bar room, and looks like a brimming toby jug, though it is obvious no mantelpiece would hold him."

And it was at Tom's request that Stanley accompanied him to the mortuary in Zandvoort to identify the body of Roger Williamson after the 1973 Dutch GP. Stanley's account of that harrowing experience is as powerful a piece of motorsport writing as I have read in a long while, and concludes: 'The mortuary was a simple building with a church-like atmosphere except that instead of an altar, there was a coffin. The attendant gave me a key to unscrew one end and the lid was raised. If ever there was a condemnation of motor racing, it was there. Roger Williamson, in stained flame-resistant suit, had both hands raised before his face as if to fend off the approach of death. The instinctive urge was to take those outstretched hands and help him out. The formalities completed, the lid was screwed back. Roger Williamson was now only a name on the roll of racing victims.

'Back at the Bouwes Hotel everyone was excited over a championship victory, but that night and ever since I can see again the horror on the face of a young man who lay alone as others celebrated.'

Say what you will about Big Lou, and his detractors have said plenty, the man was *there* during one of motorsport's most painful eras. And he paid his dues. **DJT**

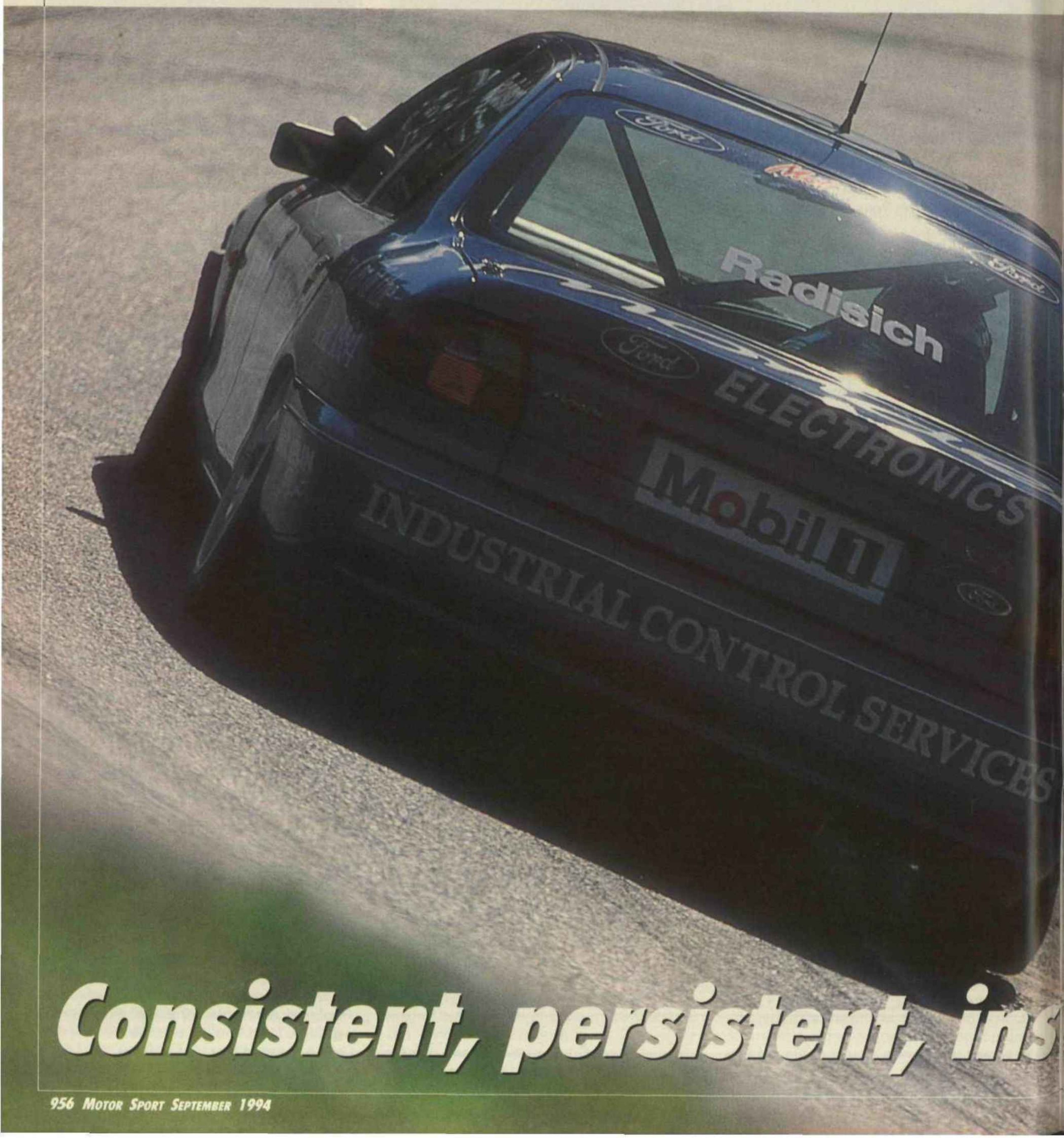
*** *Grand Prix, The Legendary Years – The Personal Memories of Louis Stanley*, is available from book dealers or direct from Queen Anne Press (p&p free) on 0582 715866, price £25.**



Some journalists – no names, no pack drill – seem to think that the British Touring Car Championship is as good as over. It's true that Alfa Romeo stole all the early headlines and that Gabriele Tarquini put together a string of victories at the start of the season, but I'm only 30 points – which can be recouped in the course of a double-header race meeting – behind him.

This championship is so long and tough that it is important to be consistent, especially in the double-headers – these races can really make or break you. Often it's not the fastest car that wins the championship but the most consistent; obviously, it's great to be both, but if I haven't been in a position to win a race I have aimed to score as many points as possible. I've lost count of the second places I've scored, but there have been enough to keep in touch with Gabriele, and I'm sure he's beginning to feel all the pressure.

He's made all the running this season and barely put a foot wrong, so he must be wondering what he has to do to shake me off. His spectacular clash with Tim Harvey at Knockhill meant that he scored no points compared to my 36, and this emphasises just how important the double-headers are. But it's a case of swings and roundabouts



Consistent, persistent, ins

for he scored 48 points at Brands Hatch while I was nerfed out of the first race and the points by Patrick Watts. I feel the championship is coming back to me and I aim to grab it, even though it was disappointing to lose third place when my oil pressure dipped in the most recent event, at Oulton Park. . .particularly as Gabriele had been behind me at the time.

The Knockhill races were really tough. The track is very demanding on a driver, one mistake can ruin your weekend because there's no room to play with. To make matters worse, I felt decidedly under the weather – and not just the Scotch mist that delayed the morning warm-up. I was running a high fever, and my condition was not improved by having Alain Menu and Steve Soper sat right on my bumper for 31 laps. For one moment I thought I had done just enough to hold them off as I crested the line, for what I thought was the final time, fractionally ahead of Alain. I had been feeling a bit giddy for the last few laps, and in my fatigue I had miscounted the laps remaining – we still had one to go and Alain had the inside line for the next corner. . .

Thankfully, there were a couple of hours between the races and I was able to dose up on fluids, sugar and salt. Because of this I felt a little better for the second race, and I was able to grab second place from Alain near the end, while Steve scored his first BTCC win of the year for BMW.

All the races in this championship are tough, and sometimes it all gets a little bit fraught, but it was nice that the lead of both of these races was very cleanly contested – with three cars running so close it could have all ended in tears. It was important that we showed we can race like this after the disaster at the British Grand Prix meeting.

This race is just like any other except that all the manufacturers have a lot of important guests there, and because of this it's extra-nice to do well. What Nissan's guests thought of having three damaged Primeras parked up in front of their hospitality tent is anybody's guess.

There were cars everywhere in the scramble into the first corner. I went straight through the middle of it. I think Alain Menu triggered it off, but I definitely think there were two separate incidents, and that John Cleland and Giampiero Simoni would've touched anyway. These things happen, it's just a shame that it had to be this race.

"All I am sure of is that I can still win this championship"

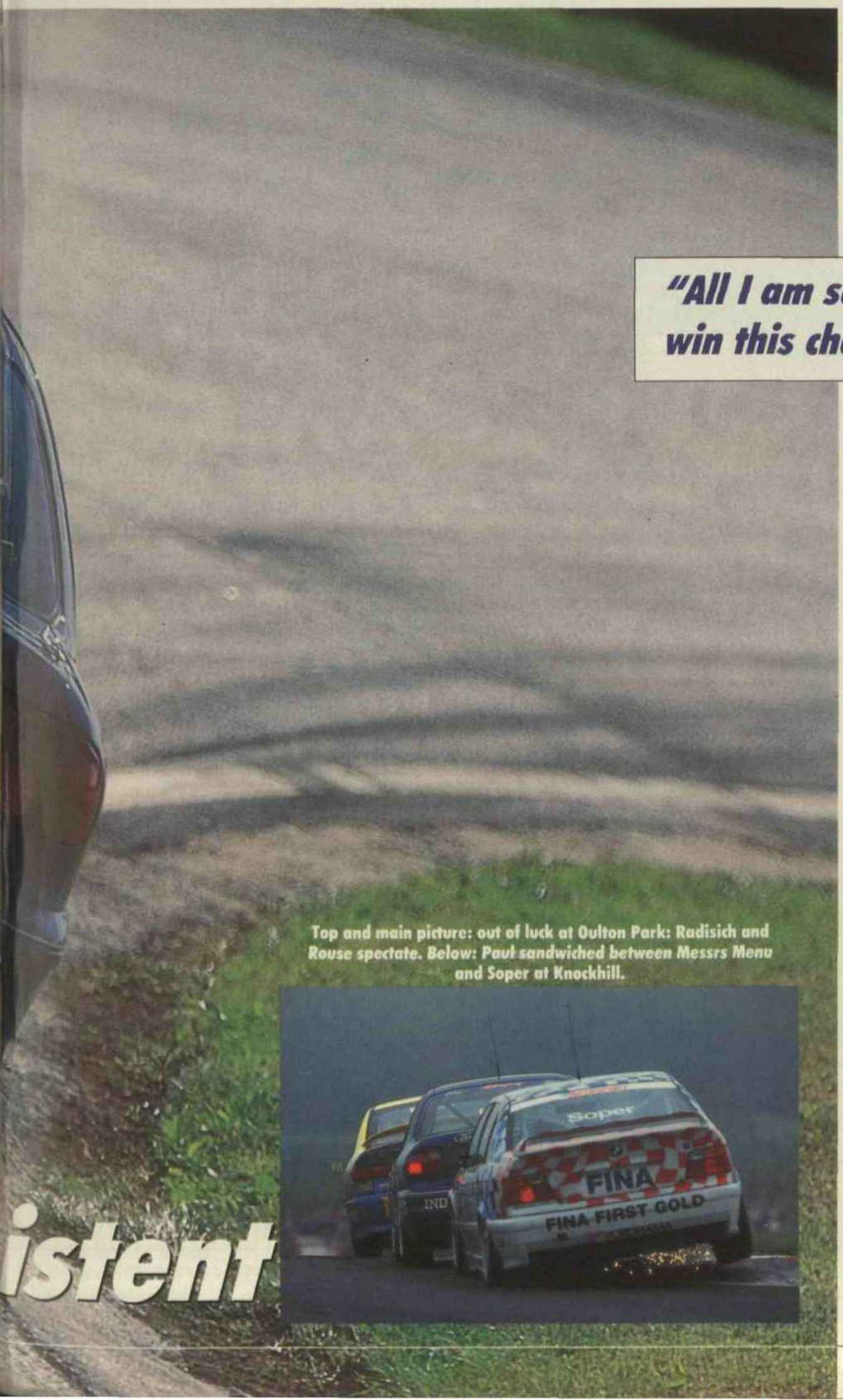
I was third on this occasion behind Jo Winkelhock's BMW and Tarquini. But my Ford Mondeo finished the race feeling stronger than it has done all season. It was a shame that I had started so far back because I think I could've given them a run for their money.

This race was the first occasion that BMW ran with its new wings and reduced weight: 25 kg have been removed from the rear-wheel-drive cars while a similar amount has been added to us and the rest. Maybe the FIA should have gone halfway between this or waited to see how the new aerodynamics affected the car before taking off the weight, but now BMW has got exactly what it wanted and its cars are very competitive. They will be the cats among the pigeons for the rest of the season.

Talking of seasons, the 'silly' one has started. Drivers and teams are already making their plans for next year, and a number of drives will soon be up for grabs. As far as I'm concerned touring cars is where I want to be. I love single-seaters and I'm still hoping for a run in the Benetton, but this is more to satisfy my curiosity than anything else. Touring cars is a formula that is still going forward, and in this respect it's the place to be. When you go out on your warm-up lap you are able to glance around, and it's nice to see the big crowds because you know that this is stabilising our jobs as drivers. Touring cars is my bread and butter.

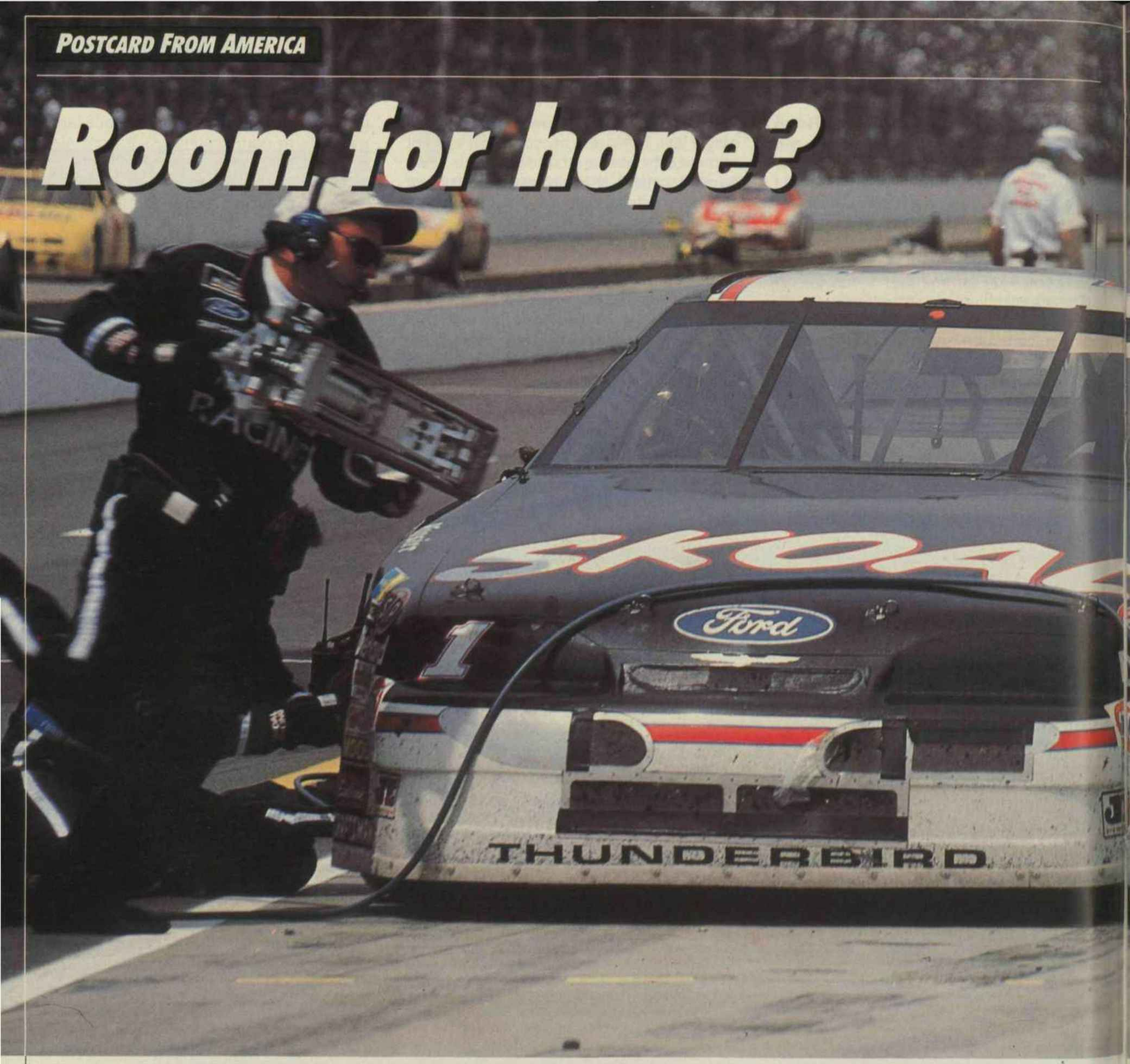
So there are six races remaining – the last three meetings are double-headers – so it's impossible to make any predictions. All I am sure of is that I can still win this championship.

PR



Top and main picture: out of luck at Oulton Park: Radisich and Rouse spectate. Below: Paul sandwiched between Messrs Menu and Soper at Knockhill.

Room for hope?



While NASCAR's arrival at Indianapolis has captured public imagination – and the headlines – IndyCar racing's future has quietly been taking shape

The last five months have not been kind to Tony George and the Indianapolis Motor Speedway. Widely criticised for being a party to the rules that led to the dullest Indy 500 in years, George was quite naturally at the epicentre of the controversy surrounding his proposed new Indy Racing League.

Coming at a time when CART finally seemed to have got its act together, what with the fortuitous interest of former International Sports and Leisure guru Andrew Craig in the presidency and a convergence of events that brought Honda and several strong new teams into the PPG Series while Mercedes, Toyota and Bridgestone loomed on the horizon, the timing of George's power play couldn't have been worse.

What's more, the manner in which the Speedway handled the initial announcement of the new series, coupled with the lack of an orchestrated follow-up, was amateurish in the extreme. And when after three months of silence the Speedway named career bureaucrat Jerome Hauer to head the development of the new series, then announced a Who's Who of American Racing Fossils for the IRL's Board of Governors, it only served to galvanise the hitherto contentious CART team owners.

In the face of such ineptitude, Craig – who didn't even officially take the job as CART president until March 31 – was calm and collected and proved to be a devastating counter puncher.

The conventional wisdom when George announced his intentions to form a series was that the race promoters would be the key to the coming battle. Some, like Phoenix International Raceway's Buddy Jobe and Long Beach's Chris Pook, have had long-running battles with CART. Roger Penske, of course, has had an ambivalent attitude towards his fellow team owners who have seldom missed an opportunity to publicly embarrass him despite (or perhaps because of) the fact that without him CART would long ago have become a memory.

Back in March, it didn't take much imagination to see Tony's series anchored



around Indianapolis, Phoenix, Long Beach and CART-hater Joe Mattioli's Pocono International Raceway. Throw in the two existing Penske tracks (with the California Speedway yet to come), perhaps New Hampshire and – thanks to the Speedway's new alliance with Bill France – a couple of NASCAR tracks like Richmond, Atlanta and Watkins Glen, and you had the makings of an attractive schedule.

But as the Speedway dawdled through April, May and into June in silence, Craig was hard at work stealing Tony's thunder. By mid-June he'd secured long-term contracts with Surfers Paradise, Milwaukee, Detroit, Portland, Cleveland, Toronto, Mid-Ohio, Vancouver, Road America and, here's the key, the two existing Penske tracks at Michigan and Nazareth, with the promise of the California Speedway in the years ahead. With Laguna Seca and New Hampshire all but locked-in as well, Tony was left with the Speedway and a lot of decidedly unattractive possibilities.

So up until last week the media gleefully pounded away at the punching bag George had so thoughtfully provided in the form of a rule-less, schedule-less IRL, whose only employee was a former head of the Indiana state disaster agency.

It was too good to last. First, to the consternation of Tony-bashers, the inaugural NASCAR race at the Indianapolis Speedway, the Brickyard 400 on August 6, proved to be a success of some magnitude. Just what magnitude remains to be seen. From Day One, horror stories had circulated about the sale and distribution of tickets. The Speedway, used to running the world's biggest sporting event on autopilot, was simply overwhelmed at the prospect of putting together the world's second largest racing event. As a result, there was no rhyme or reason to the way ticket requests were filled, with some long-time Indy 500 goers left out in the cold even as tickets by the hundreds were distributed to people and organisations on the very periphery of the sport.

No doubt about it, attendance at practice and qualifying on Thursday was laughably poor. But there were upwards of 85-100,000 in the stands on Friday, even as touts outside the gates talked of selling tickets at or below face value on race day. Whether they gave tickets away or not is hard to say. But on race day the stands were full – if not exactly jammed.

And the race was good, not great – at least to the impartial observer. To George, Hoosiers the world over and NASCAR's true believers, of course, it was the greatest race in the history of the sport, especially given the fact that Indiana's own Jeff Gordon won.

A few days later, George's star took another step in the ascendancy when the engine rules for the IRL were finally announced. Far from some ridiculous iteration of the push rod/stock block rules that had wrecked the Indy 500 that many expected, the IRL rules mandating 2.2-litre V8s with 45 in of boost actually made some sense, given Tony's avowed intention of limiting speeds at Indianapolis and other superspeedways on the still-mythical IRL schedule.

And, in a development that could only be described as stunning in its good sense, the IRL and USAC drove a stake into the heart of the equivalency formula for once and for all. What's more, they revised USAC's earlier decision to reduce the boost on the hated 209 push rods from 55 in to 52 with a further reduction to 48.

Until last week then, the saga of the IRL and CART was developing along the lines of a medieval morality play, such were the shades of grey between good and evil. Now with their sensible engine rules package, George and the IRL have proven they can listen to reason.

So one begins to wonder just how long CART's new-found solidarity will last if the Speedway and IRL bring enough pressure to bear on the marginally-funded teams which, despite all the happy face talk emanating from CART and its team owners, includes more than the traditional low budget teams like Dale Coyne and Euromotorsports. A lot more teams, with names and name drivers, are closer to insolvency than CART would have us believe.

In the short term, the rules should make it easier for the CART solidarity to hold. The biggest potential hazard was the 1995 Indianapolis 500 when Penske would have been forced to choose between his loyalty to CART and his obligation to his sponsors and team to field the equipment with best chance of winning. Even with 52 in of boost that spelled Mercedes Benz 209; at 48 in Penske now has an out that will enable him to run a conventional 2.65-litre Mercedes-badged Ilmor and maintain CART's solidarity.

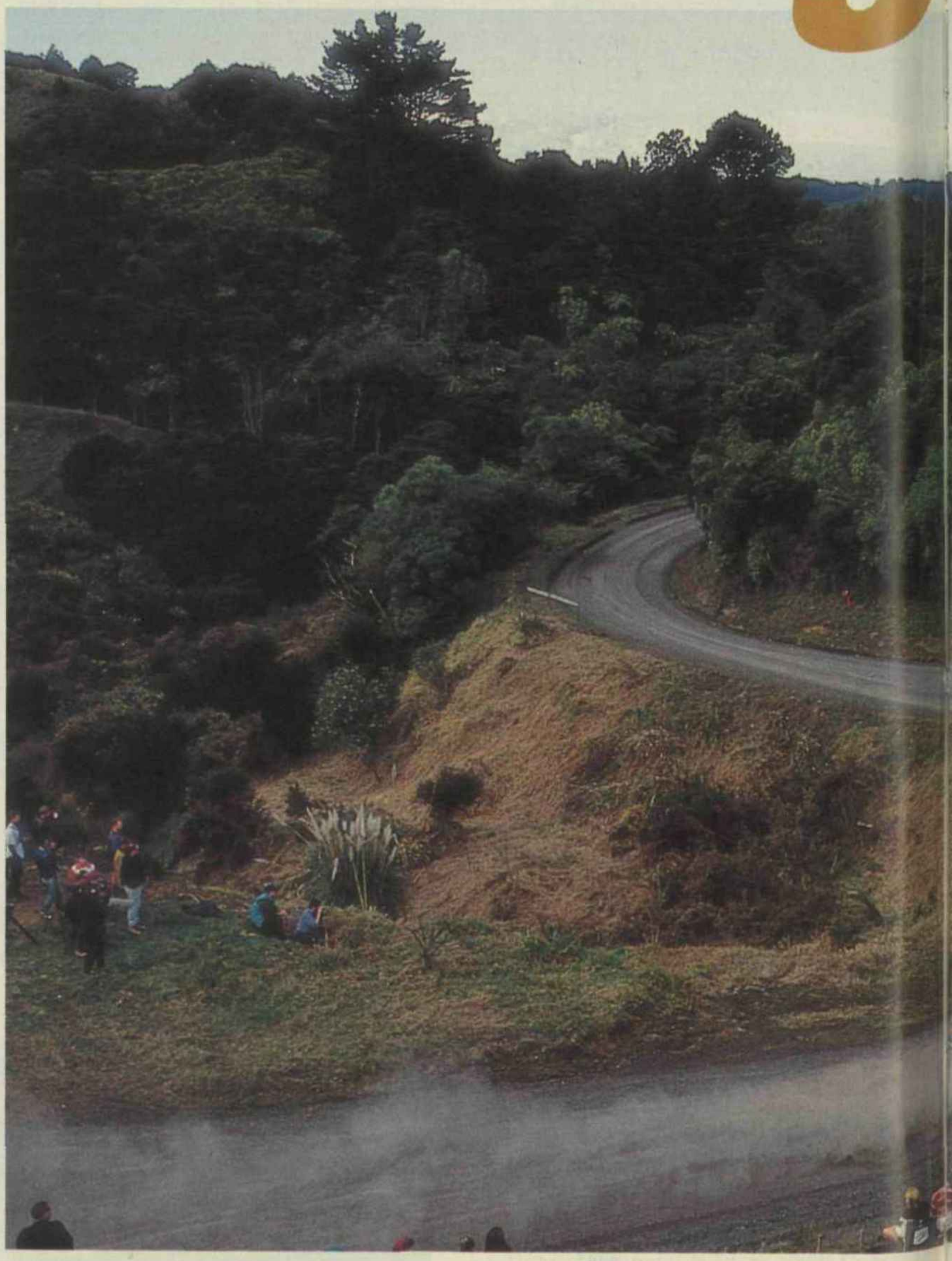
Together with Craig, Hauer and Penske have been perhaps the two voices of reason throughout the process. Is it possible that in the IRL engine rules package we have the beginnings of the makings of a compromise that will both save face for George and bring him *some* of the influence he publicly desires, without handing him the keys, lock stock and barrel, which most observers believe is what he privately craves?

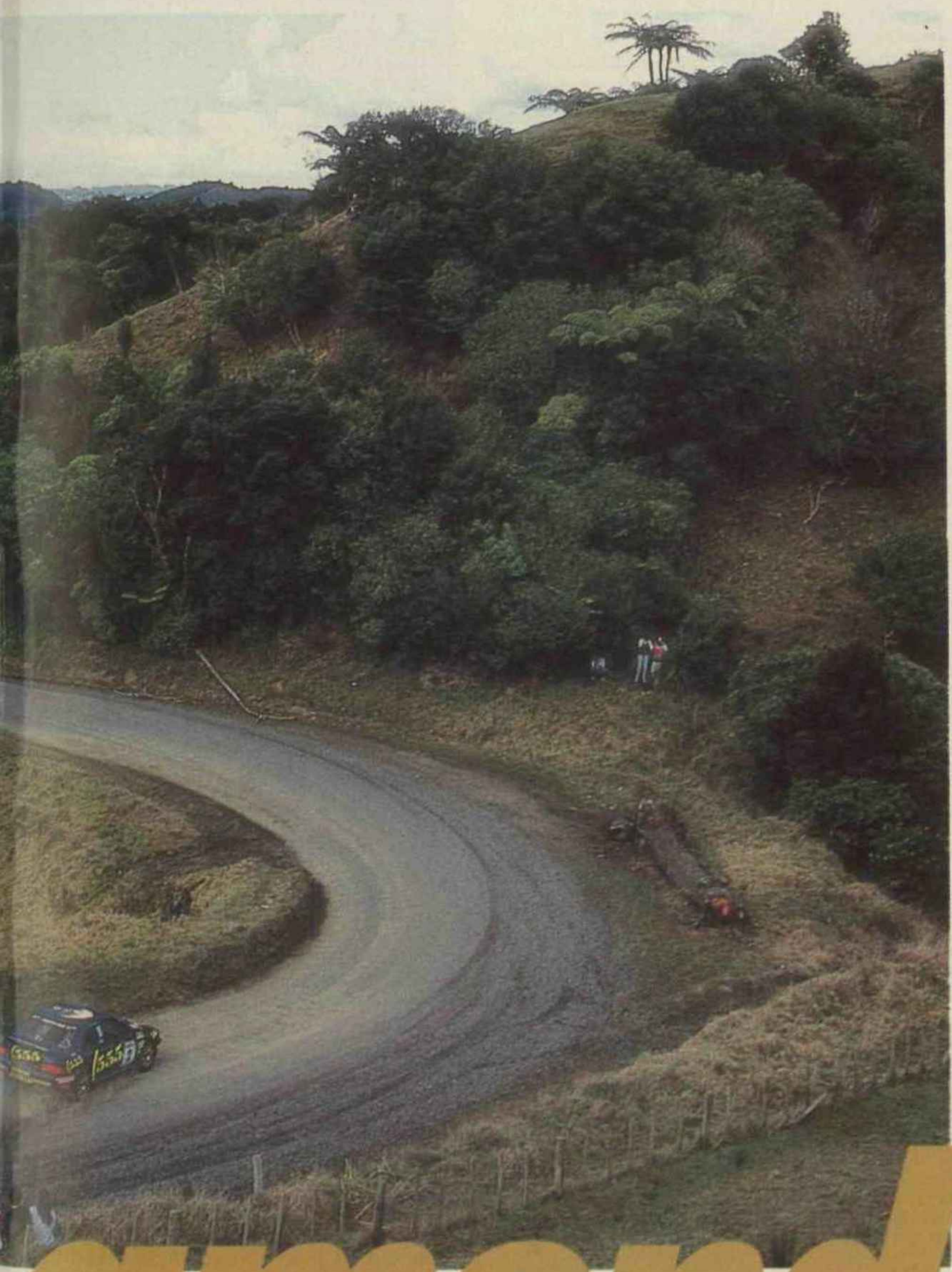
Stay tuned. **D P**



NASCAR's arrival at Indianapolis was welcomed, and victory for Jeff Gordon (car 24 in the above group) made a perfect story for the local press.

Making





amends

Colin McRae had endured a miserable 1994 prior to New Zealand. There had even been talk that his place at Subaru was in jeopardy. But then. . .

After an indifferent year during which his feet have sometimes been given greater credit for intelligence than his brain, a driver has walked away with a World Championship rally victory by the comparatively huge margin of well over two minutes, less than a month after a previous round of the series produced a winning margin of just six seconds.

That Colin McRae is a fine driver cannot be doubted, but his performances this year have led to much criticism. In New Zealand, scene of the seventh round of the series, he confounded his critics by taking a decisive win. Try as they might, none of his rivals could match him as he drove faultlessly, almost effortlessly, to his second successive victory on the event.

"It is only a toy he buy in Hong Kong for his kids!" It was with such a remark, his tongue well into his cheek, that the manager of a European manufacturer's team countered a revelation, during a spot search at a secret passage control during the 1977 New Zealand Rally, that one of his works cars was carrying an item of forbidden equipment, namely a radio transceiver. The powerful hand-held set had been hidden under the driver's seat, and it was not until a New Zealand Post Office listening station had intercepted Italian conversation on an unallocated frequency that the organisers were informed and the passage control set up soon after a late-night restart to facilitate car searches.

When works teams began coming from Europe, which they did in force when the event was granted World Championship status in 1977, some of them thought they could drive coaches and horses through rules devised by people whom they considered were no more than country bumpkins. They had a rude awakening. The organisers were well up to dealing with the cheats, as one present member of the FIA inspectorate will be able to bear witness. In the case of the illicit radio, the 'so-called' explanation was taken with several pinches of salt but the car was allowed to continue after a stern warning to both crew and team. The radios never appeared again and the organising body, then ROANZ of Wellington, established itself in European eyes as a body well capable of dealing with what some of the visitors thought would be easy deceptions.

The rally has since gone from strength to strength, moving away from its Wellington base and abandoning its practice of alternating between North and South Islands to be held annually in the former, with headquarters at Auckland. Nowadays, the rally enjoys an eminent reputation, for its organisational expertise, its friendliness and its use of roads which the visitors enjoy immensely.

This year, the teams which had nominated themselves for points eligibility in the World Championship for Makes, an insidiously unfair system designed, as far as we can see, for no more useful a purpose than to generate revenue, numbered four. Subaru had four crews, Toyota three, whilst Ford and Mitsubishi had two apiece.

The Subaru crews included the team's regulars Carlos Sainz/Luis Moya and Colin McRae/Derek Ringer, joined by 'Possum' Bourne/Tony Sircombe from New Zealand and Britishers Richard Burns/Robert Reid – all were in Imprezas, those of Bourne and Burns being slightly lower spec. Group N Imprezas were driven by Masao Kamioka/Iain Stewart, Mitsuo Maeshima/Kevin Gormley and Brian Watkin/Samantha Haldane. New Zealanders Joe McAndrew/Bob Haldane drove a Group A Legacy.

The three Celica Turbos entered by the Toyota Castrol Team in Cologne were driven by Juha Kankkunen/Nicky Grist, Didier Auriol/Bernard Occelli and, making up the numbers once again on this occasion, Yoshio Fujimoto from Japan, partnered by veteran Swedish co-driver Arne Hertz.

There were just two nominated cars from Ford, Escort RS Cosworths driven by Massimo Biasion/Tiziano Siviero and Ari Vatanen/Fabrizia Pons. Brian Stokes/Jeff Judd drove another Group A Escort Corworth, whilst Group N versions were in the hands of Jesus Puras/Carlos del Barrio from Spain and Kris Rosenberger/Klaus Wendel.

Mitsubishi Ralliart had two Evolution 2 model Lancers for Armin Schwarz/Klaus Wicha and Kenneth Eriksson/Staffan Parmander, whilst Mitsubishi Germany took a slightly older Group N car for Jorge Recalde/Martin Christie. The Australian arm of the make had a Group N version of the older car for Ed Ordynski/Mark Stacey, and two others were driven privately by Michael Lieu/Hakaru Ichino and Kiyoshi Inoue/Yoshimasa Nakahara. Lieu is a Canadian who lives in Hong Kong. Chris Joblin/Craig Vincent drove a Group A version of the car.

This year's event was cut from four days to three, although the route was very little shorter than it was last year. Overall distance was 1127 miles, of which 312 were devoted to the 29 special stages.

The organisers' task was made rather complicated by the silly FIA rule that routes of World Championship rallies should not vary by more than one fifth from one year to the next, a regulation which acts as a hindrance to development. Rallies which go over the same roads year after year tend to become boring, although professional competitors, whose reconnaissance runs are thus made easier, and film makers, whose planning is thus a matter of copying last year's deployment, would very likely disagree.

We wonder whether this is another example of adjustment of the rules to woo more TV companies so that they can then be hit for so-called 'filming rights'?

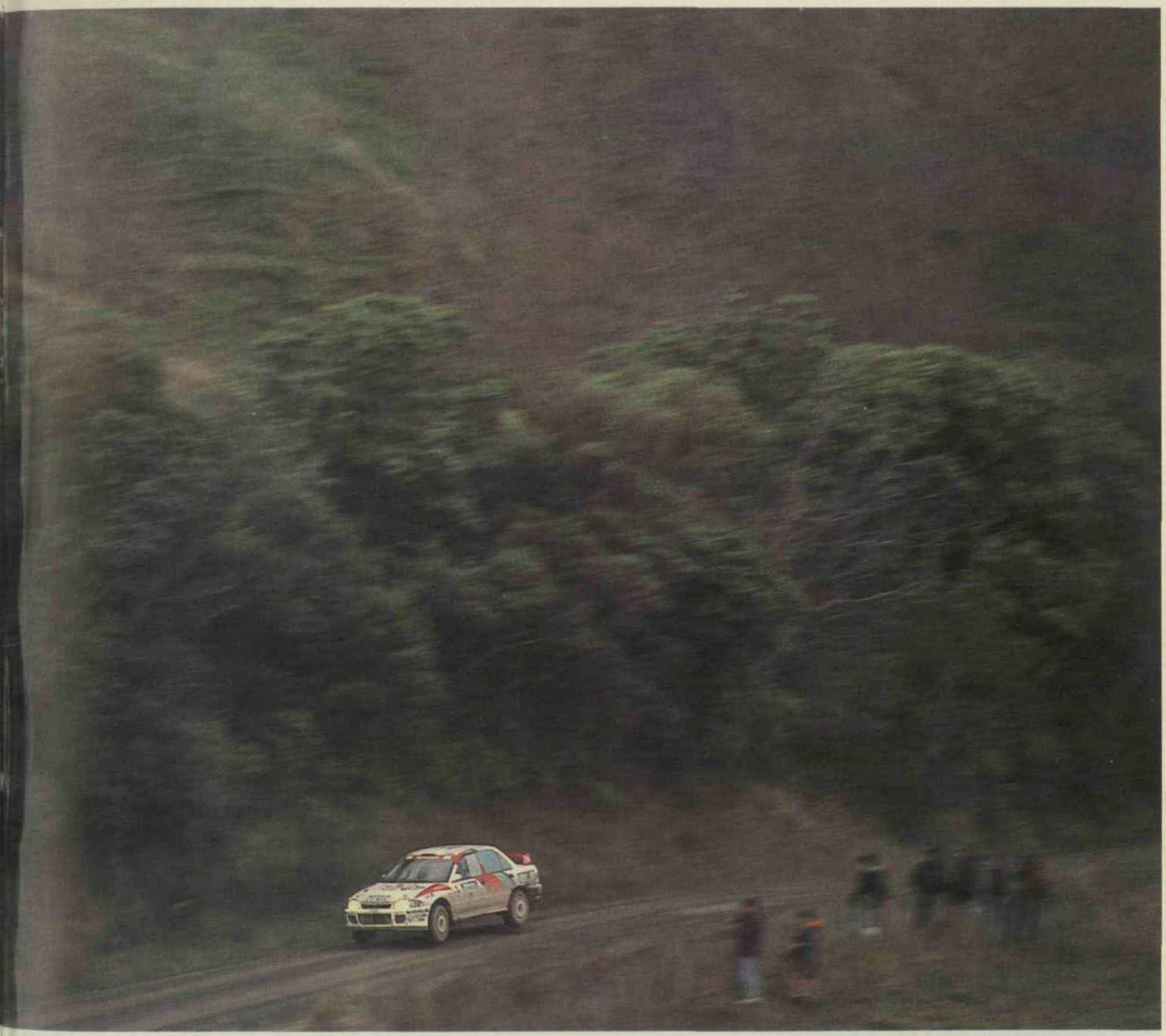
So as not to exceed route changes by more than one fifth, the organisers were obliged to include a long road section from Rotorua, where the two night stops were located, to the Auckland area for the finish. A 100-mile road section is not to anyone's liking, and this prelude to the final day of seven special stages can only be laid at the FIA's dogmatic door. More stages could easily have been included, but this would have contravened the rule.

The rally began at Auckland in the morning of Friday July 29 and finished there on the Sunday afternoon. Both night stops



"His feet have sometimes been given greater credit for intelligence than his brain"

After early differential trouble, Kenneth Eriksson (top right) survived to finish fourth. Juha Kankkunen (right) kept McRae on his toes.



were at Rotorua, celebrated town of volcanic sulphur springs, whilst most of the route lay between Gisborne on the east coast and Manu Bay on the west. On the third day, the final stages were just north of Auckland, in the base of the Northland Peninsula.

There were intermittent rain showers during the first day this year, making many of the loose-surface roads very slippery. July is in the middle of New Zealand's winter, after all. The first stage was a short spectator affair in Totara Park, not far from Auckland's city centre. McRae's one-second advantage here was hardly significant, especially as Kankkunen was fastest on the next two, which gave him the lead. Biasion soon experienced a persistent power loss.

After a short stop of 15 minutes at Manu Bay, the situation changed when Vatanen spun and Sainz retired, McRae setting best time by 14s from Kankkunen and taking the lead. Sainz had experienced some misfiring earlier, but on this stage his engine stopped



completely and it was later said by one of the Subaru engineers that both pistons and valves had been damaged.

On the next stage Bourne spun off the road and went down a steep bank. Unfortunately, there were no spectators about and the New Zealand driver had the misfortune to retire on the first day of his home event. The car was undamaged. Another to go out here was Puras who also went down a bank.

Kankkunen lost a little time when he clipped a fence, but Recalde was not so lucky. After going wide at a bend and putting wheels over the verge, his car became stuck and could not be extricated in time. This handed the Group N lead to Ordynski, who went on to win the class comfortably, letting others set the pace while he maintained a suitable buffer over the tooth and nail battle for second, which ultimately went to Inoue.

Vatanen experienced an unaccountable power loss, but this was put down to trouble in the water injection system. After water loss, the pump failed, presumably as a result of running dry. When this was changed and the turbocharger began running at its normal temperature again, power was restored.

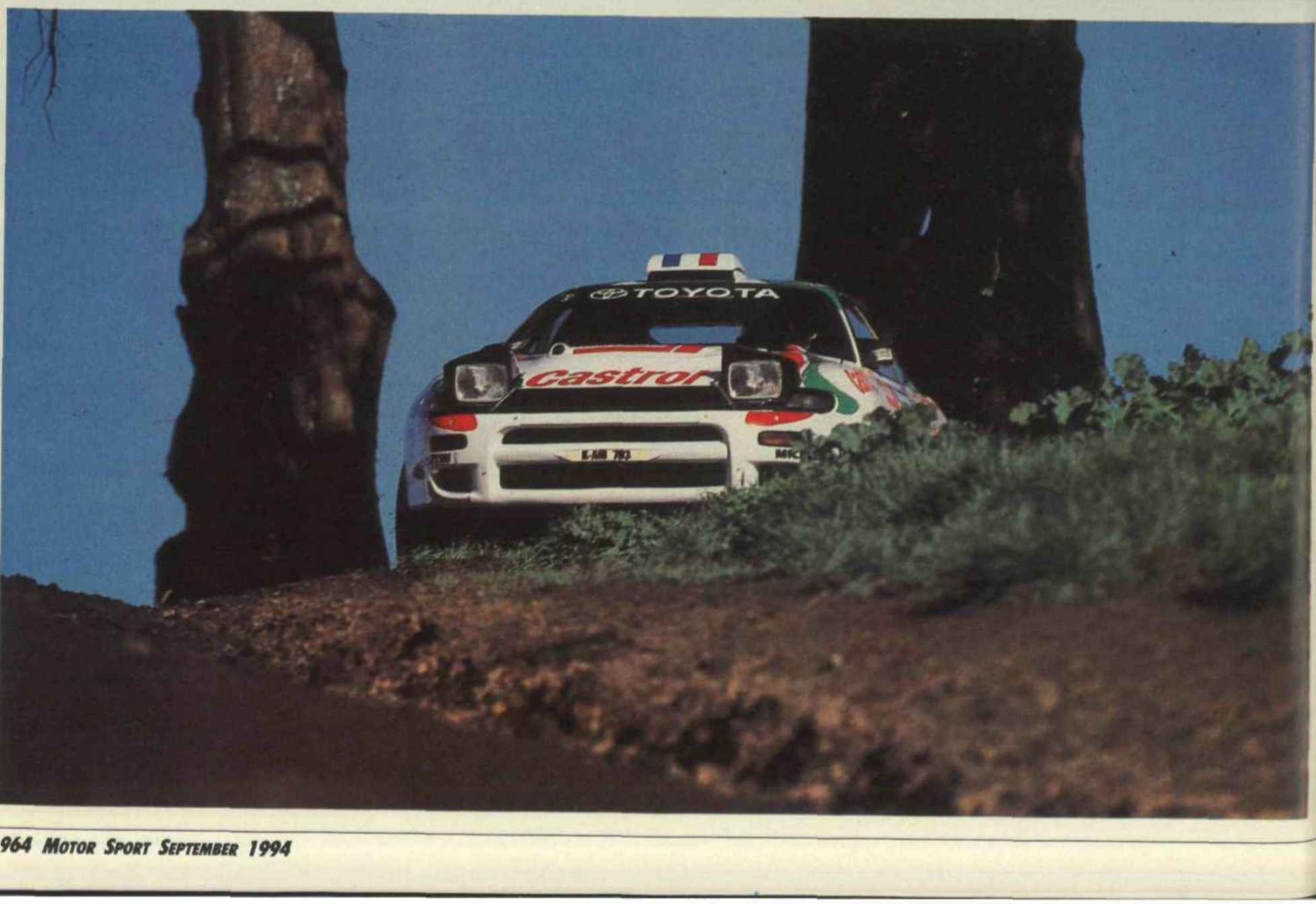
When Eriksson's front differential packed up on the eighth of the day's 11 stages, the Swede had to nurse the car to the end of the leg because that differential is integral with the gearbox, and the unit could not be changed until the end of a leg. When the rally got to the first night stop at Rotorua, the Mitsubishi was given that new gearbox, along with various other parts.

All the works cars had their customary routine replacements, but when Manfred Stohl arrived after having lost much oil via a leaking camshaft cover seal, it was found that the toothed camshaft drive belt had jumped a notch or two and there was just not enough time to have this fixed.

That evening, Subaru reflected at having lost both Bourne and Sainz, but McRae was nevertheless leading, by a margin of 44s from Kankkunen. Auriol was another 7s behind, Vatanen a further 58 and Schwarz another 21. Biasion lay sixth, another 25s back.

Right, Ford's service crew was kept busy fettling Vatanen's Escort in the opening stages. The Finn eventually crashed out. Below, fifth place was enough to elevate Didier Auriol into the series lead.





After the 6.00 start on the Saturday, the rally moved eastwards, heading for the coastal town of Gisborne. Eriksson lost some 10s when he spun on the opening stage, but it was not until the second stage of the day, the notorious 27-miler called Motu Road, that more real changes began to happen.

Biasion's engine, after having been fitted with a new turbocharger the previous evening, suddenly stopped and Ford's Italian driver was out. Another to go, on the following stage, was Burns who got his Subaru's wheels into some loose shale, sending the car into a big rock which destroyed its left rear corner. The car ended up in a creek, out of the rally.

Stokes continued after having a halfshaft break, whilst Vatanen lost some three minutes when he hit a tree. After being driven out of the stage, its front left suspension in a mess and its radiator broken, the car was subjected to the time-honoured rapid straightening process by being roped to another car before both were driven in opposite directions!

By the time the rally reached Gisborne, McRae's progress was the talk of the event. The Scot was already famous among New Zealand fans and his performance this year elevated him to star status. His rivals marvelled at his performance and admitted that they would only have a chance if he made a mistake. But he was keeping well clear of mistakes on this occasion and was able to advance his lead effortlessly. One observer remarked, "How he does it I don't know. His wheel marks show that he's straightening everything, but he's not making even the smallest mistake."

On the first stage after Gisborne, Auriol slid into a ditch and the effort to get the Toyota out destroyed reverse gear. Eventually, spectators heaved the car back to the road, but not until three minutes had been lost. Later, a front differential failure left the French driver with just two-wheel-drive. Even worse, the gearbox had become very noisy indeed with bits of the shattered reverse cog floating about and, despite several oil changes to clear out as much debris as possible, there were fears that the 'box would not last the journey through four more special stages back to Rotorua. But last it did, and there was considerable relief when it was finally repaired, the French driver having dropped from third to sixth.

Schwarz had been spending considerable time trying out different settings on his Mitsubishi, and it must be said here that the team's testing had been carried out in Wales, not New Zealand. It was a long time ago, after a telemetry-equipped helicopter had overflown cars during test session in Kenya, that Mercedes-Benz team manager Erich Waxenberger proudly exclaimed, "Now we can simulate the whole of the Taita Hills in Stuttgart."

He was wrong.

The only way to carry out effective testing is on roads of exactly the same nature as those on which a rally is to be held, and that lesson must now be indelibly written in the Ralliart future projects book.

At the second night stop in Rotorua, McRae's lead over Kankkunen was up to 2m 11s, whilst Schwarz was in third place, 3m 32s in arrears. Vatanen trailed behind Schwarz by only 34s and it was only the prospect of a battle for third place which lent some spice to expectations for the final day. Eriksson, in fifth, was 3m 22s behind Vatanen.

When mechanics fettled Vatanen's car on the Saturday evening they noticed a split in the camshaft drive belt. There was no time to replace this and adjust the valve timing, so the car was put into the closed park and the work left until the morning. As soon as he left the control area, a squad fell on the car and the work was all done with time to spare.

The first Sunday special stage had been cancelled long before the start of the rally and, with just seven stages on the final day there was very little possibility indeed of a change among the top two runners. McRae said that he had eased off, but the Scot was nevertheless putting up respectable times and making quite sure that Kankkunen would be unable to catch up. But he seemed to be taking no risks and his cornering lines were always neat.

On the third stage of the day, immediately after a rerun of the Totara Park spectator stage, Vatanen's bid for third place came to an end when his notes did not properly describe the road after a crest. His car, already bearing the scars of previous encounters, flew off the road, hit a tree stump and rolled. This time, there was no question of fettling the car and carrying on. The damage was beyond that and the Finn and his Italian partner were out.

McAndrew was almost caught out by a tricky bridge, but he was able to carry on to finish in sixth place, the highest placed New Zealander. Stokes carried on to eighth place after breaking a halfshaft, whilst Auriol had a front anti-roll bar break. The car wallowed like a ship at sea, but there was no pressure on the Frenchman from behind. He was in fifth place, nearly eight minutes ahead of McAndrew, and content to score the eight points which gave him a three-point lead over Sainz and Kankkunen in the World Championship. Among the makes, Toyota remains ahead, but now only 13 points ahead of Subaru. Ford is third, followed by Mitsubishi.

At the time of writing, Ford plans to enter four cars in Finland's 1000 Lakes Rally at the end of August (Delecour, Vatanen, Thiry and Mäkinen), but staff at Boreham seem to be unsure of their future due to the company having said that the official works team would not operate as such from the end of this year (see *Diary* last month). **G P**

Rally of New Zealand — July 29-31 1994

1	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 39m 56s
2	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica 4wd, GpA	5h 42m 10s
3	Armin Schwarz / Klaus Wicha (D)	Mitsubishi Lancer Ev2, GpA	5h 45m 27s
4	Kenneth Eriksson / Staffan Parmander (S)	Mitsubishi Lancer Ev2, GpA	5h 49m 38s
5	Didier Auriol / Bernard Occelli (F)	Toyota Celica 4wd, GpA	5h 51m 52s
6	Joe McAndrew / Bob Haldane (NZ)	Ford Escort RS Cosworth, GpA	5h 59m 40s
7	Yoshio Fujimoto (J) / Arne Hertz (S)	Toyota Celica 4wd, GpA	6h 05m 11s
8	Brian Stokes / Jeff Judd (NZ)	Ford Escort RS Cosworth, GpA	6h 06m 05s
9	Ed Ordynski / Mark Stacey (AUS)	Mitsubishi Lancer Ev1, GpN	6h 08m 50s
10	Kiyoshi Inoue / Yoshimasa Nakahara (J)	Mitsubishi Lancer Ev1, GpN	6h 11m 55s

78 starters – 46 finishers

World Rally Championship points after seven of 10 rounds

Drivers – 1 Didier Auriol 75; 2 Carlos Sainz and Juha Kankkunen 72; 4 Armin Schwarz 31; 5 Massimo Biasion 30; 6 Bruno Thiry 22; 7 Colin McRae 21; 8 François Delecour, Ari Vatanen and Ian Duncan 20; 11 Kenneth Eriksson 18; 12 Kenjiro Shinozuka 15 etc

Manufacturers – 1 Toyota 128; 2 Subaru 115; 3 Ford 68; 4 Mitsubishi 41; 5 Renault and Skoda 4

Le Jog

The Land's End to John o'Groats Reliability Trial for historic and classic cars will take place from December 3-7.

An event which turns back the clock as much as it can, it will include regularity sections, night navigation legs, autotests, trials-type stops and restarts, acceleration and braking tests, a top gear slow-running test and a lap time consistency contest on a race circuit.

The whole thing is very informal, although the various tests are expected to be contested closely. The start will be at Land's End at 8.00 on the Saturday and the 1600 mile route northwards will include day and night running, via one night stop at Edinburgh. Finish at John o'Groats will be in the morning of the Tuesday. Main Time Controls and supper/breakfast halts will be at Porlock, Severn Bridge, Machynlleth, Lancaster, Richmond (Yorks), Otterburn, Edinburgh, Dalwhinnie, Fort Augustus and Durness.

Whatever the level of your skill, this is an event which cannot fail to appeal. Those who will be there just for the socialising will be just as welcome as those who intend to be seriously competitive. Entertainment is as high on the list of priorities as competition. Already entered at the time of writing is as impressive a line-up of fine machinery as you will see on any historic event, and there is still plenty of space for many more.

More details from John Brown, The Town House, Leigh, Worcester, WR6 5LA (tel: 0886 833144). **G P**



A question of sport

The Mercedes-Benz C280 Sport is blessed with all the virtues one associates with the Stuttgart marque. But is 'blessed' the right word in this context?

A sterile, almost fossilised approach to design has afflicted Mercedes-Benz for many years, culminating in the drab slabs of the S-class. There are signs of hope for the future: the SLK exhibits genuine visual flair yet is unmistakably a Stuttgart product, and elements of it could be incorporated in the saloons.

In the meantime, we have the C-class, introduced last year, the smallest Mercedes, or at least the smallest in production. Next to its closest rival, the dashing BMW 3-series, it looks rather dull, dour and Teutonic; potential Mercedes buyers may see these qualities as virtues.

Toppling the 3-series from its pedestal was the target Mercedes-Benz set itself, as the latest incarnation of Munich's small-medium saloon has set new standards in everything except accommodation and, in early examples, build quality. Since its introduction, for smoothness, performance, and above all handling, the 3-series has been a lap ahead of the opposition.

We chose the top-end C280 for evaluation. It's powered by the 193 bhp straight six, and it costs £25,100 in 'classic' trim (replace the first four letters with 'ba' and you get the picture). That is £1,350 more than the 325i in Special Equipment form, and it is worth pausing to think about that.

Right, let us continue. Our test car was the 'Sport' version. This takes the price up to £28,240, and the additional equipment consists of a simpler (and more attractive) design of alloy wheel, bichromatic rear lights (wow!), a different seat fabric, colour-coded door mirrors, electric front windows,



C-class ride quality is absolutely first-class.



Most of the luxury cabin items are listed as extras. . .

electric sunroof, leather steering wheel and gear lever, divided and folding rear seat with 'through facility', and a *reduced* choice of external and internal colours; none of this has much to do with *sport* but, as the marketing men say, what's in a word?

Throughout its range, the C-class has a driver's airbag, power-assisted steering, anti-lock brakes, and a dust filter. However, our test car carried a stinging price tag – almost £33,900, and that doesn't include the radio/stereo system, which is 'to customer's choice'. Costliest 'extra' is leather upholstery, at £1713, with automatic transmission in second place, at £1062; other items include electrically adjustable front seats, glass sunroof, retractable rear head restraints, electric rear windows, infra-red remote locking, and metallic paint.

Mercedes claims 0-100km/h (62 mph) in 8.5s, and although that may be a touch pessimistic, there is no doubt that the C280 is slightly off the pace, despite having more power and torque (192 lb ft) at its disposal than most rivals, including the 325i. It seems that this is not the fault of the smooth-changing four-speed automatic gearbox (which allegedly beats the five-speed manual's sprinting ability); the problem is that the car weighs 1490 kg – more than a BMW 525i, let alone its little sister.

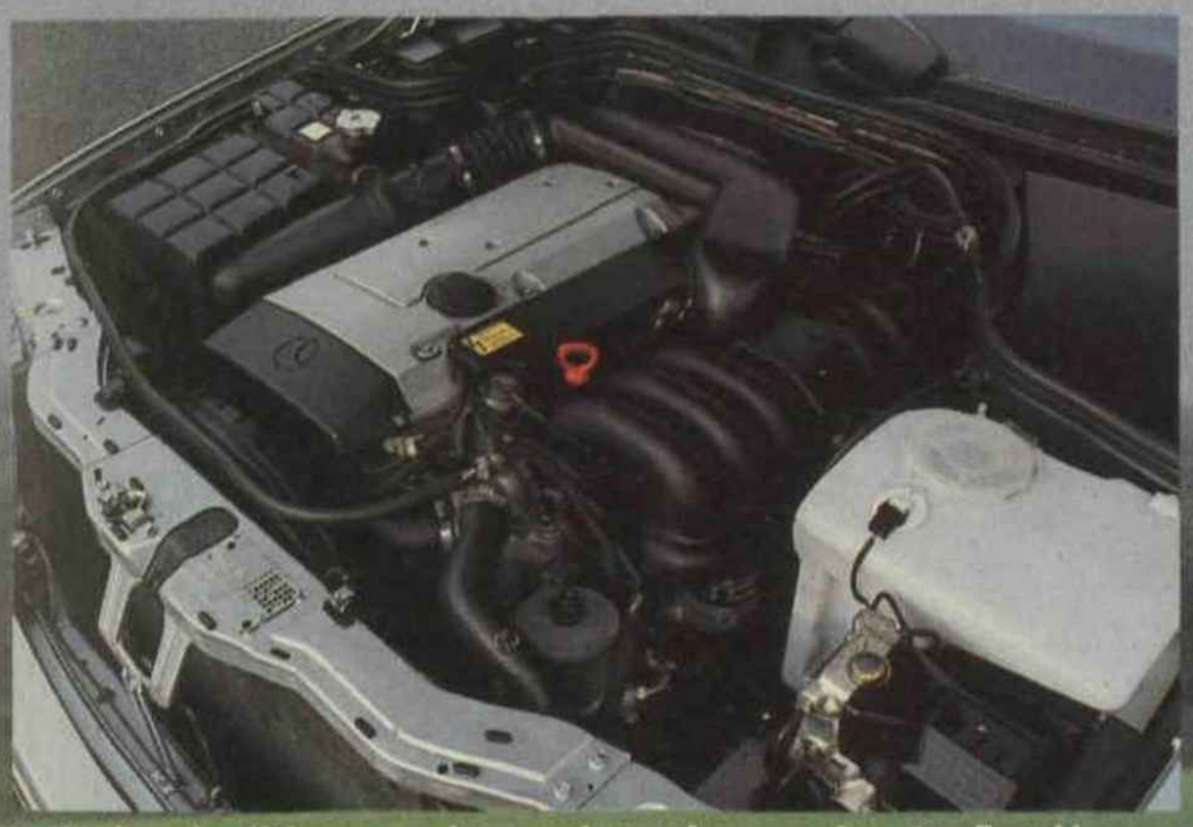
The C280 peaks out at 141 mph, which is around the class norm, but it's below that that it is mildly disappointing. The engine is undoubtedly smooth and refined, but where is the urgency, the excitement?

What's more, to extract all the performance in the mid-range area, you have to stand on the throttle pedal with considerable force to achieve kickdown.

Being overweight also gives the economy figures a knock: use the C280 hard, and it will drop towards 20 from its 'composite' average of 26.8 mpg; furthermore, at 13.6 gallons, the tank is not especially generous.

Though it grips impressively, rolls little and handles predictably, this is not a sports car. It would no doubt be impressive on *autobahns*, but like a lot of Mercs (which are almost all automatics), when you drive them quickly on B-roads, you don't get that invigorating sense of tactile adjustability that is ever-present in modern BMWs. This is not entirely to do with it being automatic, because you can get more of a sense of control in the 7-series (old or new), never mind the 3, even with an auto 'box. What is lacking is a fine sporting edge – the feel you get from an outstanding chassis (the number 325 comes to mind) when the tyres are on the point of losing adhesion. You can go as quickly in this Mercedes as in that BMW; it just doesn't feel as good.

Perhaps the single area in which the C-class really sets a new standard is in its ride quality. When I drove the car in Ireland on the launch last year, I formed the impression that the ride was a shade harsh, which shows how rough the roads are in Galway. For its combination of damping control at speed and absorption of low-speed bumps, the C-class is probably the best you can get in this size of car without going to an active system.



Engine has plentiful power and torque, but performance doesn't reflect this.

The brakes – big discs, ventilated at the front – are powerful and have a very smooth, self-feathering action, but I detected signs of incipient fade, surprising in a Mercedes; perhaps the pads had taken a caning from some previous incumbent.

Anyone with memories of sitting hunched up in the back seat of a Mercedes 190 will be agreeably surprised by the accommodation of the C-class, in which full-sized adults can sit in comfort, which would not be possible in the back seats of some rivals, especially the 3-series. Even so, you can get the same internal space at half the price from any number of manufacturers.

Our test Mercedes's interior looks much nicer than the cloth and wood versions, largely because Mercedes seems to have chosen someone both colour-blind and aesthetically vacuous to choose its cloth and wood; the former looks like a manic depressive's attempt at jollity, and the latter like the paint finish on 1950s tin toys.

Our car, in contrast, looked 'hi-tech' and modern, yet in that appealingly austere style that Mercedes *can* execute so well – it is only when they attempt a younger, more lively image that they fall down. Some of the surfaces cleverly mimic carbon fibre, but this is actually a far cheaper plastic, and why not?

The appearance of the seat leather is very attractive (you have a right to expect the highest grade of cow for this sort of money), but the seats are rock hard in that Teutonic manner that punishes anyone weighing less than 17 stone; they provide insufficient support, especially to the lumbar region. Also, the driving position is oddly offset – the pedals are well to the right, while the steering wheel is not quite centred.

Otherwise, the driving position is good, and the wheel is smaller than the Routemaster wheels Mercedes-Benz traditionally insisted upon. Nevertheless, anyone who has driven any Mercedes built during the last 20 years will find points of recognition. The dials and switchgear look as if a cost accountant told a designer, "These will do – no point spending money replacing them with something more modern." All-round visibility is good in virtually all cars in this class these days.

Under the bonnet, there is that clinical neatness with its implied deterrence to anyone thinking of doing anything more ambitious than top up fluids. The boot has a keyhole, unlike the driver's door – operable only by the 'plip' device. The proportions of the luggage hold are reasonable, but not outstanding – the intrusion from the sidelights could surely have been eliminated in a few hours of designing time. Even the BMW's boot opening, not one of the motor industry's great leaps forward, is no worse than this. A full-sized spare with alloy rim is provided.

You can have air conditioning in this car for an extra £2,347. Ow! In its absence, the basic heating and ventilation system is as good as anything on offer from any manufacturer.



"This car simply will not win over those who believe the 325i to be the star performer in its class"

Verdict

For some, the C280's superior build quality and accommodation, its marginally greater refinement, but above all, its three-pointed star, will be enough to give it the verdict over the BMW, or anything else in this class, despite a substantial price differential. Although Mercedes-Benz may feel that it has achieved, with the usual ruthless efficiency, the objectives it set itself, this car simply will not win over those who believe the 325i to be the star performer in its class: in other words, almost everyone who has driven it.

Something important, probably impossible to explain in Stuttgart, has been missed. The C280 lacks the 325i's panache, a word that has little currency at Mercedes-Benz, or among adherents of its products. And I would not bet on Mercedes-Benz's tradition of beating BMW on residual value in this instance: just check out the price of a used 325i.

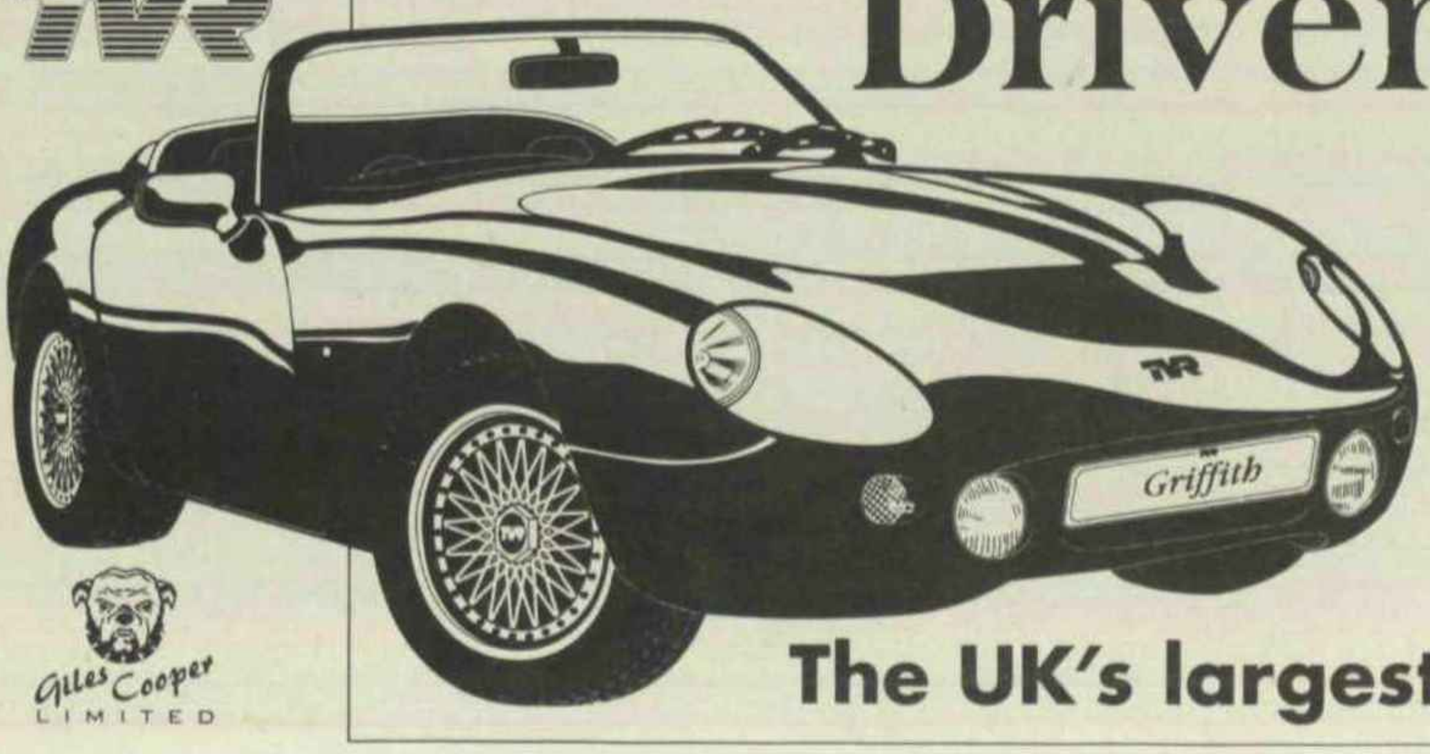
Although this is called the Sport version, drivers who are determined to have a Mercedes and who really want a sporting C-class should either save up for the £38,250 C36 AMG, now available though British dealers, or the 150 bhp, four-cylinder C220; that costs £21,500, and from my initial impressions in Ireland on the launch trip, it offers the best driving experience in the range, probably because it has less of a lump perched over its front axle. Unlike the AMG, which I have not yet driven, it has the option of a manual gearbox. But to impartial observers, it is still not a match for its direct, and rather less costly, BMW rival, the six-cylinder 320. **P D**

ENGINE	
Location	longitudinally front-mounted
Cylinders	six, in-line
Bore × stroke	89.9 × 73.5 mm
Capacity	2799 cc
Compression ratio	10:1
Valve gear	dohc, four valves per cylinder
Power	193 bhp/5500 rpm
Torque	192 lb ft/3750 rpm
Fuel	unleaded, 95 RON
TRANSMISSION	
Type	four-speed automatic, rear-wheel drive
SUSPENSION	
Front	double wishbones, coil springs, anti-roll bar
Rear	five-link, coil springs, anti-roll bar
Wheels	alloy, 6.5J × 15
Tyres	195/65 ZR15
BRAKES	
Front/rear	ventilated discs/discs, ABS
STEERING	
Type	rack and pinion, power assisted
Turns lock to lock	3.4
DIMENSIONS	
Wheelbase	2690 mm
Front/Rear track	1505/1475 mm
Overall length	4485 mm
Overall width	1720 mm
Overall height	1424 mm
Kerb weight	1490 kg
Fuel tank	13.6 gallons
PERFORMANCE	
0-62 mph	8.5s
Maximum speed	141 mph

Figures supplied by Mercedes-Benz GB

FUEL CONSUMPTION	
Average for test	23.5 mpg
Government figures:	
Urban	21.9
56 mph	34.9
75 mph	28.6
LIST PRICE	£28.240

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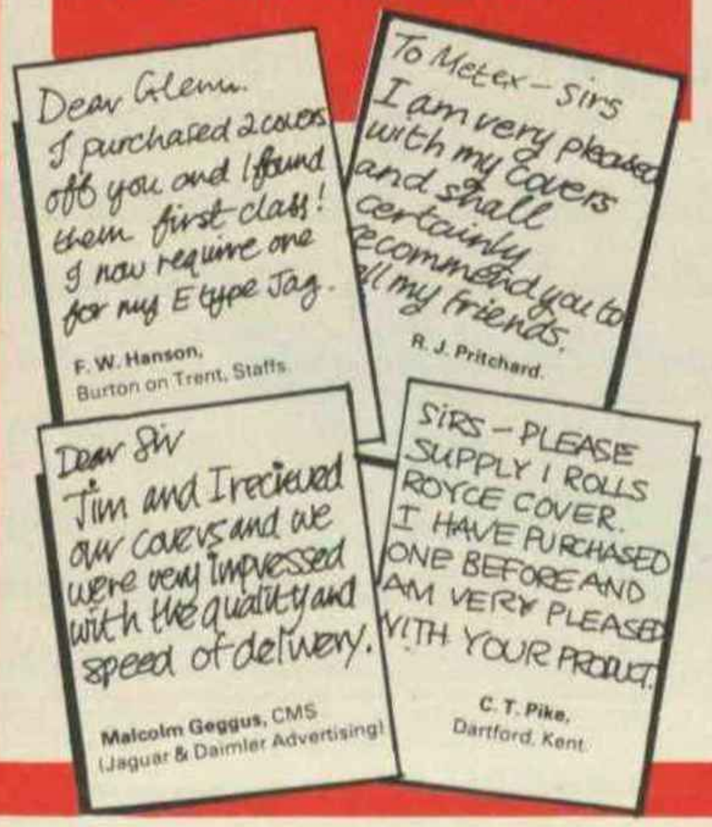
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Chic chasseur

Minimum bulk; maximum interior space; distinctive personality; optimum aerodynamic performance; maximum fuel economy without sacrificing performance: these are all elements of Giugiaro's design objectives for the Fiat Punto, possibly the marque's most important new car since the Uno (of which three models continue on sale in the UK).

However you look at it, the Punto is an impressively distinctive little car; whether it will have quite the same impact as the Uno remains to be seen.

In size, it falls somewhere between Tipo and Uno, but greater attention to detail has endowed the Punto with more interior space than the latter.

Mechanically, Fiat's aim was to improve the driver's lot by flattening torque curves, increasing braking capacity and fine-tuning the handling via revised suspension.

Of the wide range of options, MOTOR SPORT recently tried the five-door TD and the three-door GT.

The blunt rear end may not be to everyone's taste but the attention to styling details (Giugiaro's forté) is a delight. The GT was finished in 'Exploit yellow', a head-turning metallic confection that came straight from a 1970s *Top of the Pops* backdrop. Effectively replacing the discontinued Uno Turbo, it promises to be a leading class contender. With 136 bhp/5750 rpm from its 1.4-litre turbocharged, intercooled four-cylinder motor, Fiat reckons that it will crack 124 mph and sprint from rest to 100 km/h in 7.9s – quicker than a Renault Clio RSi or a Peugeot 106 XSi. More impressive is the 153 lb ft of torque available at just 3000 rpm. The trouble is that there's precious little response south of 2700 rpm, which means that the engine has sharpish on-off characteristics redolent of previous generation turbos. Sensitivity is required if you want to avoid spinning the wheels in the lower gears; however, once you've gained momentum the little GT picks up with satisfying vim at the mere squeeze of the throttle.

To complement the GT's mile-eating potential, power steering with good feedback and ABS are standard items. Mercifully, the centre pedal no longer needs to be buried into the carpet before the calipers have any effect. Gone too is the vague and rubbery gearchange that was one of the Uno's less attractive points; consequently, the Punto GT is more fun to drive quickly than the Uno Turbo.

Body roll is still noticeable but the chassis is endowed with sharp turn-in and decent levels of grip, so understeer is minimal unless you resort to extreme violence in tighter bends.

Fiat has succeeded in obtaining a ride which is pleasantly supple, and the car's overall refinement is generally good. Giugiaro's sound design continues throughout the interior – smooth, contoured lines and uncluttered dials make the facia most accessible, though the trim fabric could be described as 'interesting'. Unfortunately, the driver's seat is still too tall, and lacks support.

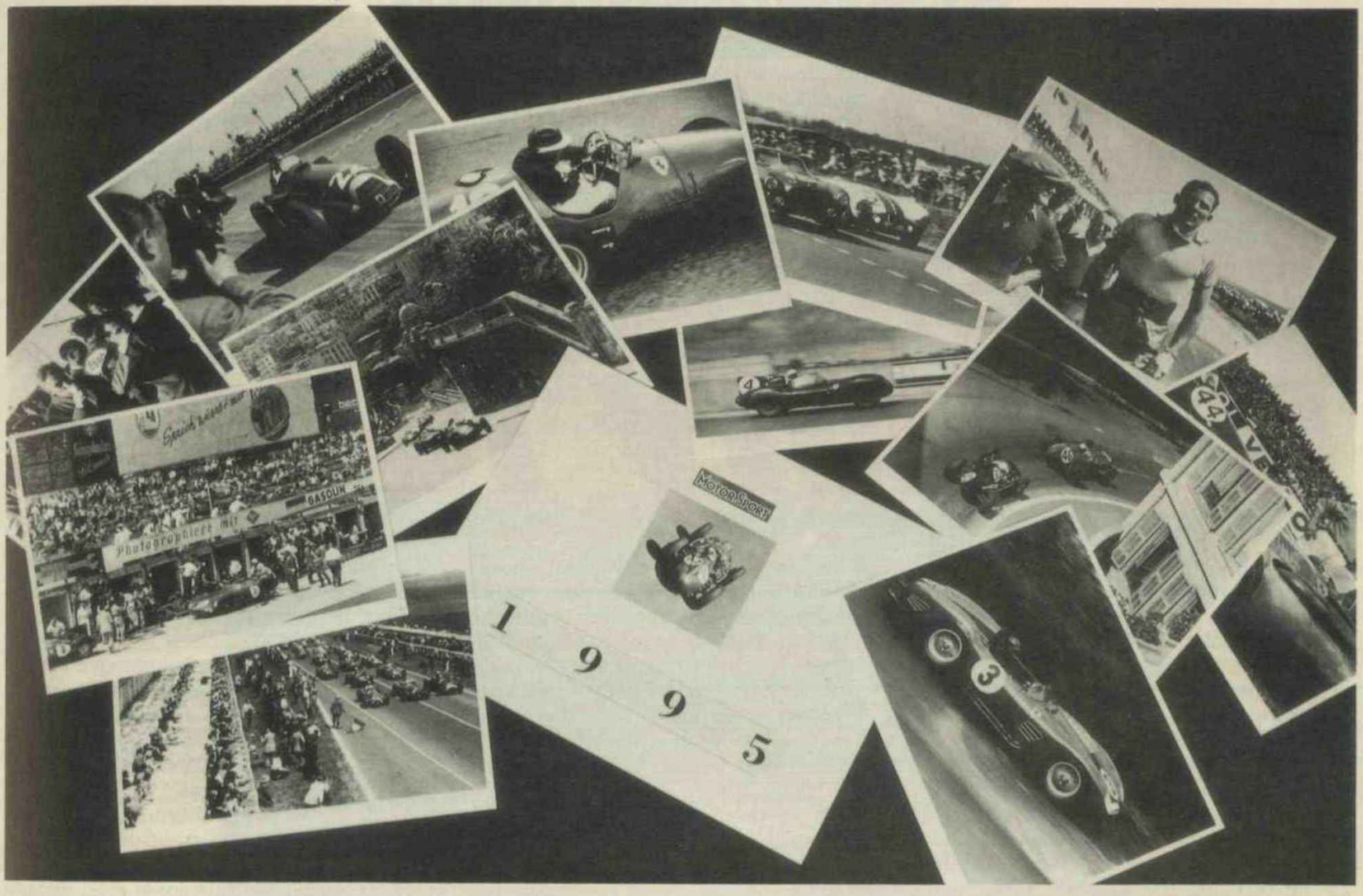
The GT certainly has more pros than cons, being flexible enough to satisfy your mood. It is also priced keenly enough to hold its own in this market sector.

In the case of the 1.7 Turbo Diesel, the story is much the same. Sure, it has more doors, less aggressive suspension and tyres and a lower equipment level, but as an overall package it is equipped to compete with the best in class. Its 72 bhp diesel motor is strong in terms of willingness, weak in terms of aural pollution. **R R B**





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More than just a pretty face

As a rule, tin tops do not make pretty convertibles. Witness, over the last decade, the plethora of hatchback-derived cabriolets that have borne closer resemblance to designer perambulators than automobiles.

How invigorating, then, is the breath of air brought by Peugeot's elegant 306 convertible (MOTOR SPORT, August 1994) and Audi's ruggedly handsome Cabriolet.

Based on the two-door coupé's floorpan, the Audi Cabriolet shares with its saloon cousin many galvanised steel panels as well as the two-litre, four-cylinder power unit tested here (a 2.6 V6 is soon to replace the 2.3 engine). Equipment levels are comprehensive, but not excessive.

Performance wise, the Audi Cabriolet suffers the same handicap as just about every other cabrio. Its massive weight penalty, 3859 lb in this case, is a consequence of the strengthening required to aid torsional rigidity and the number of electrical motors required to actuate the power hood. As a result, and with just 115 bhp, the 2.0E is seriously underpowered. Don't expect more than a piffling 116 mph and don't bother making standing start or mid-range acceleration comparisons. It will lose.

However, certain recognised Audi benefits are carried over to the Cabriolet: unbeatable build quality and finish; neat interior design and sound ergonomics (with the exception of the minor gauges set out of sight at the base of the centre console); and, of course, occupant safety with the Procon-Ten seat-belt tensioning system and roll-over protection built into the front windscreen.

Neatness has become an Audi hallmark, the Cabrio's hood being particularly tidy – one button will lower all four windows simultaneously and one handle manually releases the hood catch before the motors take over to lift, lower and store the roof into its flat-lidded compartment in a matter of 30 seconds or so.

On the move, there are commendably low levels of the dreaded scuttle-shake that that plagues so many cabrios, and, even with windows down at motorway speeds on hot, sunny days, the wind will not take your head off. Obviously, buffeting is less noticeable with the windows raised but in any cabrio this looks silly, and you'd be telling porkies if you claimed that attracting attention wasn't at least part of this Audi's appeal.

Hood up, the Cabrio still looks great, and there's no more than a faint 'whoosh' audible above ambient sounds. On a practical note, boot space has been sacrificed to accommodate the folded hood, though not significantly, and the internal dimensions are similar to the coupé's, thereby accomodating four adults in reasonable comfort.

If you've driven an Audi coupé, the Cabrio will be familiar. The car squats, dives and yaws, has the same rubbery yet notchy gearchange, high clutch action and vague power-steering – though the latter is an improvement over early coupés. Handling isn't compromised too much – the coupé was never quick to turn-in anyway – and, as expected, understeer predominates.

At £19,862 the Audi Cabrio 2.0E may seem expensive, but when compared with the Peugeot 306 Cabriolet at £17,295, it doesn't fare too badly. It is superior in most departments, even if it lacks the Peugeot's performance and handling finesse. If such qualities *are* of importance to you, BMW's 320i convertible is a better driver's car and, with 150 bhp, is again significantly quicker. It costs £23,980 though, so the charismatic Audi looks a positive bargain by comparison. **RRB**

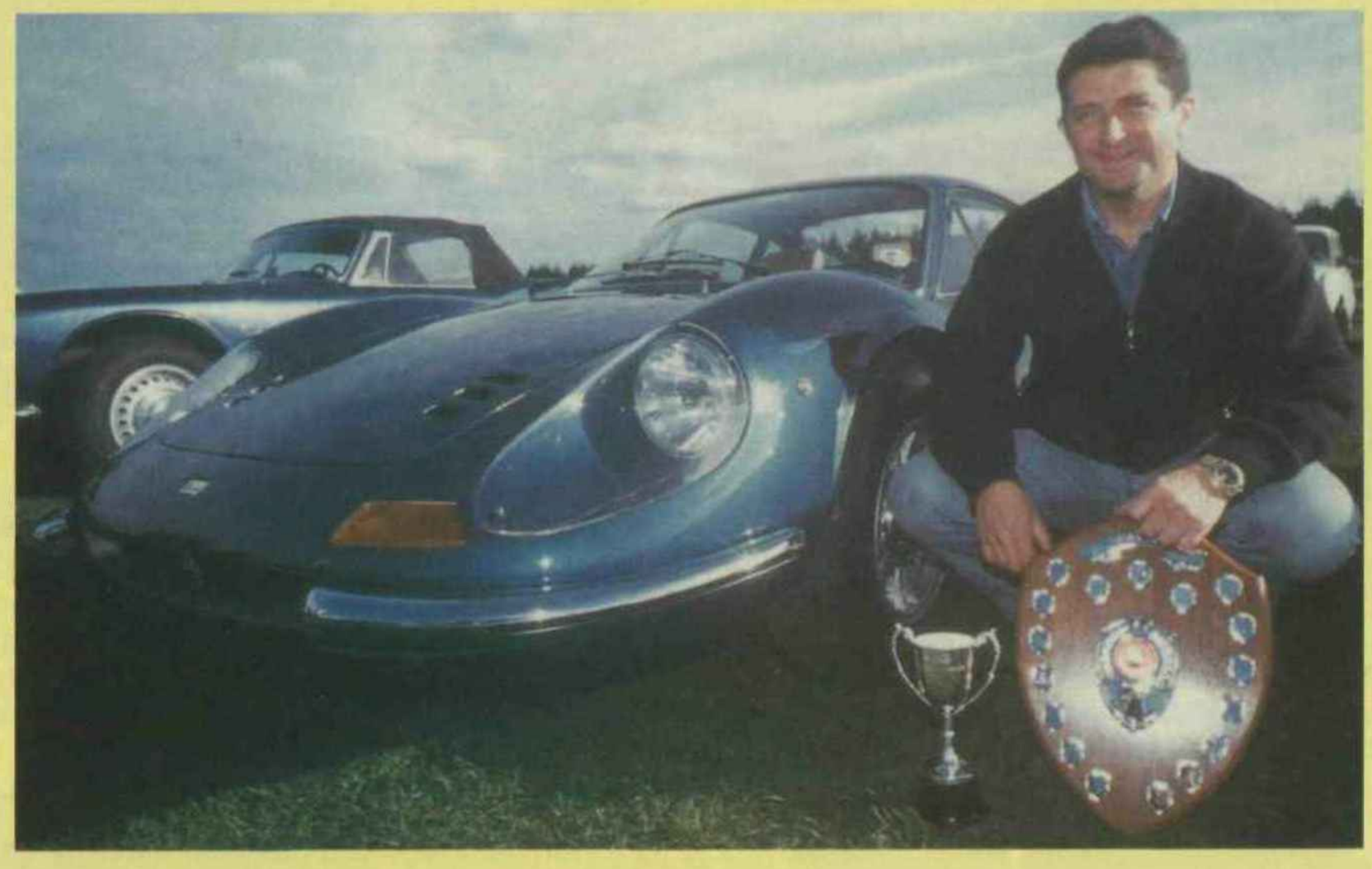


MOTOR SPORT

Concours d'Elegance

Saturday, 17th September 1994

Silverstone Circuit



Nick Cartwright won the "Champion of Champions" Class last year with his Ferrari Dino 246 GT.

We are now inviting readers to enter their much loved cars in our annual classic car Concours d'Elegance meeting, now in its fifth successful year.

Your car will be thoroughly judged by our enthusiastic, knowledgeable team of experts and awarded points according to its condition.

Prizes & Trophies:

Champion of Champions

1st

2nd

&

Most Interesting Car of the Day

If your car was manufactured between 1894 - 1985, you can enter FREE (subject to acceptance).

To register your car, contact John Deverell 071-628 4741 or Fax 071-638 8497 or write to Motor Sport, 'Concours d'Elegance', Bonhill Street, London EC2A 4DA for a booking form.

Pure class



Opposite page, the E-types of Corner/Williams (left) and Pennell/Fitzpatrick. Above, Moss demonstrates Mercedes W196. Montage, below, clockwise from top left: Sytner leads Owen-Jones and Pearson; Rea's 275 LM heads the Shepherd/Knight 365P in the MOTOR SPORT race; Moss and Lola Mk1; Attwood and Piper celebrate; Owen-Jones and Corner lead Harper's winning Vanwall; Ibing's Maserati 300S and Fitzpatrick's Lister; the Hitchins/Griswold Cobra leads the Heard/Morrison B8 and the MacQuillan/Pendlebury Elan; Fangio II and 1957 German GP-winning 250F; Stretton heads Dayton. Photos by John Whiteman and Alan Cox.



















Now in its fifth year, the Silverstone International Historic Festival continues to go from strength to strength. The 1994 version, supported for the second year by Coys, admirably upheld the tradition by attracting the best fields to be seen at any historic event this year. When the British summer broke with a vengeance for part of Sunday, it did little to dilute the sizeable crowd's enjoyment.

As is now well-established, races take the form of two-part events with results determined on aggregate performance, the only exception being the FIA one-hour saloon car race which kicks off Sunday.

German Peter Groh had the honour of taking the first win of the weekend in the Taylor Woodrow Pre-war Sports Car Race, electing to drive single-handed and heading home compatriot Klaus Werner's similar Alfa Romeo 8C by quite some margin. Werner had sustained hopes of mounting a late challenge until the final lap, when battling backmarkers blocked his path on the exit from Luffield 2, causing a long run down the grass before he could regain the tarmac. Simon Draper and Stephen Archer brought the former's Ulster Aston Martin into a lonely third, while a superhuman effort by Soames Langton in Paul Benton's Bentley 4.5 earned fourth.

Part two saw the first three places repeated, but this time Groh's winning margin was more substantial. The two Alfas and the Aston were the only finishers to run the full distance. Langton had decided that the Bentley was not really suited to the new Silverstone (a view expressed by virtually all competitors) and did not start, leaving the Invicta of Jan van Heuten/Flavian Marcais to take fourth from John May's Speed Six.

The leading trio put on a fine high-speed display in the early stages of the Chopard/HGPCA 100-mile Grand Prix Car Race, with Lindsay Owen-Jones (Maserati 250F Piccolo) narrowly heading Nigel Corner (Maserati 250F lightweight) and John Harper (in Vijay Mallya's Vanwall VW10). They were separated by no more than a few lengths until the leader's engine blew at Becketts on the fourth lap, both pursuers having to make phenomenal avoidances on the resulting oil. The Vanwall emerged in front, to cheers from the partisans in the grandstands, but the lead was short-lived. A few more laps after Corner had assumed the lead, the Vanwall trailed in to retire, part of the throttle assembly having failed. This left Corner in command from Burkhard von Schenk's 250F after Gerry Porter (Cooper T43) pulled off and Tomas Bscher (V12 250F) spun onto the Copse gravel. Paul Burdell (Connaught B) overcame Duncan Ricketts (ERA R12B) two laps from home to take third with Peter Hannen having a solitary run to fifth in Dan Margulies' 4CLT Maserati.

Sunday's grid assembled with the track awash. After some delay, Ricketts proved how conditions can be the great leveller, keeping Bill Morris's pre-war ERA ahead of the cream of 1950s Grand Prix cars for a lap. Corner took over for a while before Harper, who had started from the back, challenged successfully for the lead, reeling off the remaining laps with tremendous panache in the treacherous conditions. It was the first for the green teardrop since Moss triumphed at Casablanca in 1958. Corner comfortably took overall honours from von Schenck and, after two fine drives, Ricketts. Hannen found some reliability with the 4CLT to take fourth from Paul Alexander (Cooper Bristol).

Front-row man John Fitzpatrick was pushed off the grid to start the *Classic Cars* Sports Car Race from the pit lane, as Frank Sytner (Bamford D-type) outdragged poleman Peter Hannen (Hartmut Ibing Birdcage Maserati) to head the opening lap. Hannen was soon past, however, and he proceeded to open up a lead with the ex-Camoradi car while Frank was able to keep the other Birdcage of Lindsay Owen-Jones at bay.

Gary Pearson found it hard to keep up the pace with Paul Vestey's Jaguar D-type, rebuilt after its Magny-Cours excursion. Although it wasn't handling quite as it should, Pearson kept fourth until Jeffrey Pattinson (Cooper Monaco) displaced him on the penultimate lap. Towards the end, Hannen's lead vanished with the onset of gearbox problems, allowing Sytner to retake the lead on the final lap. The storming Pattinson, meanwhile, took third from Owen-Jones. Pearson was closely shadowed by John Beasley's Cooper Monaco, while Fitzpatrick had worked David Pennell's Lister up to seventh.

Wet conditions prevailed for Sunday's race, in which Sytner was headed only briefly, partly due to the antics of Fitzpatrick. John collided with Pearson at Stowe on the first lap, both cars spinning. Then he hit Beasley at Priory, spun at Luffield and, finally, collided again with Pearson at Brooklands, pushing the latter into a spin. All of this earned the secretary of the BRDC a black flag stop/go penalty just as he took the lead from Sytner!

A tigering drive from Pearson earned him second place as Fitzpatrick fought back to third at the flag from Owen-Jones, the first four also finishing in this order on aggregate. Fifth overall was Hannen, hampered again by his gearbox, with Peter Austin's Lotus 11 first of the 'small fry' in a fine sixth.

Duncan Dayton was a new name to European racegoers, but the American had brought over his ex-Stacey Lotus 18, encouraged by regular visitor Joel Finn, and he placed it alongside Martin Stretton's Cooper T51 on the front row of the grid for the Innes Ireland Trophy Race (for Pre '65 GP/Tasman cars). Robs Lamplough, winner of the two previous rounds in the FORE series, had damaged his Lotus 33 in Friday's testing and was thus absent. Stretton, having his first race in the Cooper for two years and struggling with a recalcitrant second gear, led the opening lap from Dayton, Steve Griswold (Cooper T53) and Tomas Bscher's BRM P261 before being black-flagged for spilling fuel. A rapid stop saw him drop to fifth, letting Dayton run out the winner from mentor Finn in a similar Lotus 18, Rod Jolley (who made up for a tardy start) and Griswold. Bscher dropped from the leader-board with a spin at Abbey.

Needing to make up 20s on Dayton to take the overall win, Stretton put on a determined display in Sunday's rain, despite continuing gearbox problems. He took the lead from Finn at Copse on lap one and pulled away relentlessly. His success was only sealed on the final lap when Dayton, who was dicing for second with Allan Miles (Cooper T53), fell foul of the conditions and dropped back to third. He retained second in the final standings from Miles, Phil Walker (Lotus 16, the first front-engined car) and Paul Alexander in Rick Hall's Lotus 24. Dayton had the consolation of setting fastest lap in Saturday's race.

For the first time, AC Cobras featured in the Coys of Kensington GT Race and it was Bill Shepherd's which led the field for most of the first lap before Frank Sytner took the Bamford Ferrari 250 GTO to the front as the lightweight E-Types of Barrie Williams and John Fitzpatrick scrapped mightily for third. Shepherd stopped on the second lap to hand over to brother Andy, who promptly spun into the Abbey gravel with water leaking onto a front wheel. 'Whizzo' succeeded in holding Fitzpatrick at bay, and followed leader Sytner into the pits for a changeover after eight laps. Gary Pearson rejoined with the GTO without losing the lead and reeled off the final laps well clear













Clockwise from top left: Peter Groh's Alfa 8C; Corner's 250F and Harper's Vanwall brave the rain; Owen-Jones's 250 GTO, Williams's lightweight E-type and Sytner's 250 GTO await the start; Peter Hannen's Maserati gets the jump on Sytner's D-type; the Attwood/Hyett 917 leads the T70s of Borella/Pearcy and O'Neill/Franklin; FIA historic touring miscellany; Cliff Allison demonstrates the Ferrari 246; the Talbots of Curtis/Morris and Guyatt/Grist sandwich a Riley; Fangio II, Moss and Surtees.

of Nigel Corner in the E-Type as Lindsay Owen-Jones brought his newly-acquired '64-bodied GTO home a close third. Peter Hannen and John Harper put in an excellent performance to bring the earlier 250 GT Ferrari to the finish in fourth ahead of Steves Hitchins and Griswold in the best of the Cobras.

The early laps of Sunday's race formed one of the highlights of the meeting as Hitchins' Cobra led initially lap from the inseparable trio of Sytner, Williams and Owen-Jones. Williams eventually threaded the silver E-Type past the Cobra, allowing him to pull away slightly before both GTOs further relegated the AC.

All three leaders pitted on the same lap, and Corner managed to retain Barrie's hard-earned lead to take the flag from Pearson, Owen-Jones and Stefano Violati in a 250GT which finished the worse for wear after an assault by the Marazzoni/Tonetti E-Type.

Being run for the first time, the MOTOR SPORT Pre '70 Le Mans Car Race attracted a varied field of prototypes and GTs and included one former Le Mans winner in the shape of Richard Attwood, who shared David Piper's Porsche 917K with Ross Hyett. This combination took Saturday's race, although the Lola T70s of Jonathan Baker/John Starkey and David Franklin/Chris O'Neill offered a challenge. Piper's T70, in the hands of MG specialist Colin Pearcy and Italian Mauro Borella had been up to second at one stage, but dropped to fourth, well clear of the Scotti/Goodwin Porsche 906. Piper drove his own Ferrari 365P and indulged in a formation dice with team-mate Chris Rea, who relished his drive in a blood-red 275LM and acquitted himself well, finishing seventh behind the team patron.

On a damp track, Sunday's race was more closely contested with Attwood making a relaxed start allowing Franklin in the O'Neill Lola to take an early lead from the Porsche and Borella's Lola, which indulged in a couple of spins at Brooklands without losing a place. Hyett took over the Porsche on lap six and dropped to third, retaking the lead when Franklin handed the car back to its owner. Storming through the order after an early spin, the Starkey/Baker Lola was making inroads on the leader and by the end of the penultimate lap was on Hyett's tail, emerging ahead under braking for Copse. Despite Baker's success, Attwood/Hyett won overall with Lola T70s packing the next three places in the order Starkey/Baker, O'Neill/Franklin and Borella/Pearcy. Chris Rea improved on his first race performance, taking fifth and winning the 1960-1965 class with a solo drive.

An amazing 52 starters produced the largest field to be seen at Silverstone this year for the FIA Historic Touring Car Race, and it included quality in depth on the driving front with familiar faces such as Sandro Munari (Alfa Giulia Sprint), Rauno Aaltonen/Dieter Quester (BMW 1800TI), Hubert Hahne (Jaguar Mk1), Toine Hezemans (Alfa GTA), Carlo Facetti (Alfa Giulia) and Stirling Moss (sharing one of Leo Voyazides' Ford Falcons with Tony Lanfranchi).

Munari proved to be the star, the former rally ace and Targa Florio winner taking the Alfa into an unassailable lead. He handed over to Maurizio Ambrogetti, who finished over 45s ahead of the Quester/Aaltonen BMW, who held a race-long second place, and Silverstone regulars Paulo Jasson/Giorgio Schon with their Alfa GTA.

Greatest interest centred, in the closing stages, on the battle for the over-2500 cc class which brewed up between the Falcons of Moss/Lanfranchi, Picko Troberg/Bengt Winqvist and Tony Dron/Gordon Bruce. A late charge from Dron allowed him to capitalise when Lanfranchi hit the wall at Club, after the rain had started, and on the final lap Troberg's engine lost all its oil. Tony survived the slick to take the class win and sixth place. **A S D C**



Was this the 1913 Coupe de *l'Auto* Peugeot which Rolls-Royce examined? When and where was it photographed?

Slivers of History

I have received from the archives of the Rolls-Royce EC, through the thoughtful General Secretary, Peter Baines, some fascinating slivers of motor racing history. The story of how Sir Henry Royce investigated one of the 1914 GP Mercedes cars during WW1 when designing the R-R Eagle aero-engine is well known, although with loose ends that may never be tied up. It is also known that Louis Coatalen obtained one of the advanced 1913 Coupe de *L'Auto* Peugeots and copied it closely when designing the Sunbeams for the 1914 IoM TT, with victorious results, a story I scooped for MOTOR SPORT in November 1977. It is less well-known, but confirmed by the R-R Heritage Trust from the correspondence which Royce had with his engineering staff (previously highly secret and known as the "R-R Bible"), that Royce also looked at one of the same victorious Ernest Henry twin-cam 16-valve three-litre Peugeots that had been of so much interest to Coatalen. This presents the perennial problem which usually surrounds team cars, as to which car this was, when and where. . .

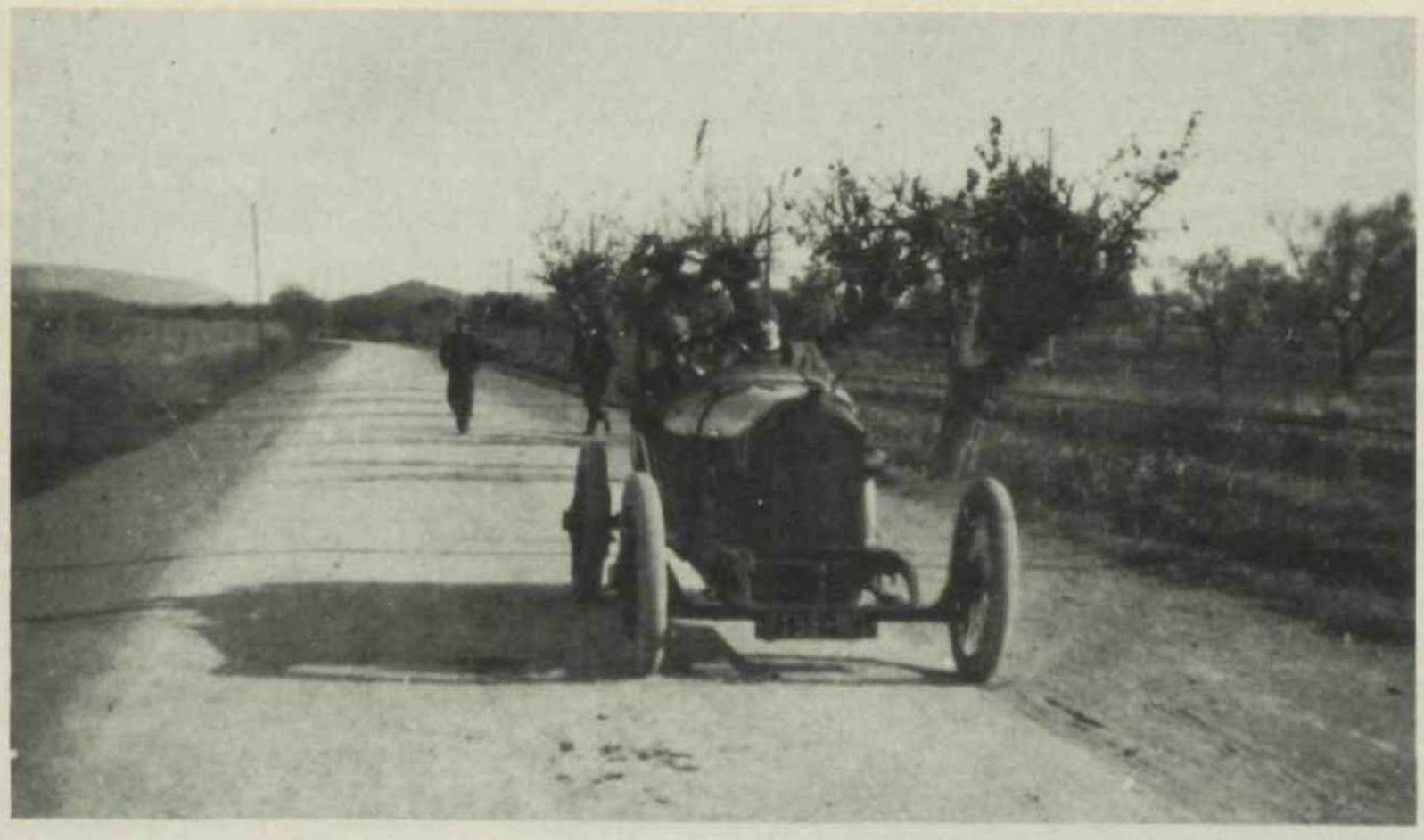
A photograph from the R-R Archives shows a Peugeot with racing number 8, almost certainly the car with which Georges Boillot won the 1913 Coupe de *L'Auto* race after Henry had refined still further his epochal twin-cam. multi-oh-valve engine which had taken the same driver to victory in the 1912 French GP, at 68.4 mph, with the 7.6-litre Peugeot. (Henry followed this and other successes by giving Boillot a 5.6-litre version with which to win the 1913 French GP at 72.2 mph, before the 4½-litre Peugeots were rather dramatically defeated by the single-cam Mercedes at Lyons on the eve of war – all of which, you may say, is history. . .)

The present conundrum relates to Royce and one of the three-litre Henry Peugeots. Some years ago the R-R historian C W Morton identified the driver in the archive picture of the car as Jim Bullamore, Royce's first personal driver, who had been one of six R-R drivers lent for the 1911 Delhi Durbar. His passenger has not been identified but it has been suggested that his cloth cap relates to a Britisher.

The Peugeot was supposed to have been purchased in 1913, for Royce to examine, as he did that 1914 GP Mercedes. The latter was towed from London to Derby, if popular legend is reliable, but the problem with the Peugeot is whether Royce had it brought to the R-R factory or whether he was wintering at Le Canadel (for the sake of his failing health) and received it there. One problem is that the background to the parked Peugeot shows a typically English brick wall, but French-style gratings. Two erudite historians who tackled this were Michael Sedgwick and William Court, and Michael pointed out that such gratings were imported here from France, by Taskers of Andover for instance, so the location could well have been in England, although no-one could pin-point an R-R Derby factory location.

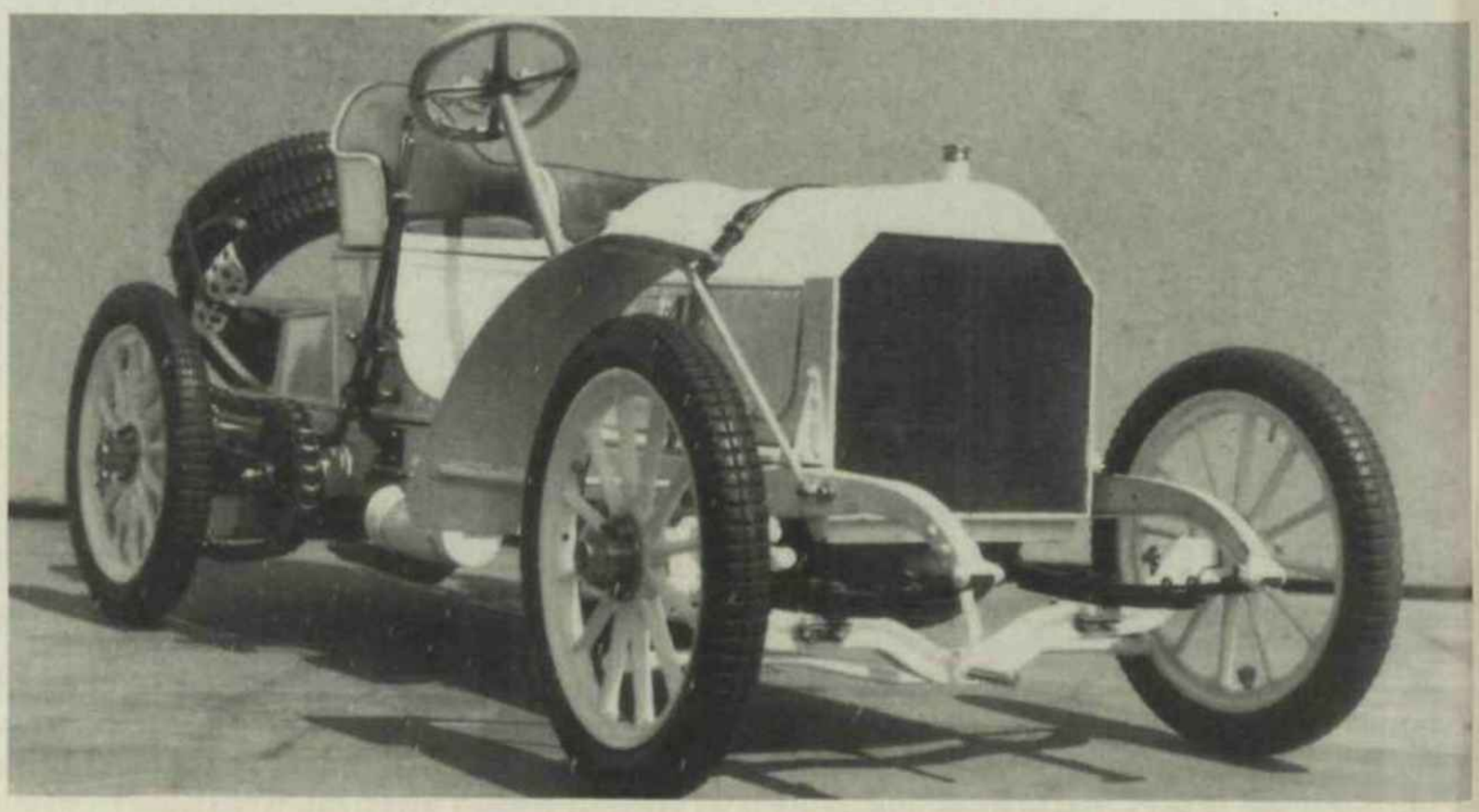
So did Royce send his driver to France to collect the car, and was it driven from the Peugeot racing shop to Le Canadel or to Derby? Another photograph in the R-R files shows a Peugeot on the road, thought to be close to Hyines near Le Canadel (out atlases), but the car is well over the left side of the road, whereas the French drive on the right. . . Also, the front mudguard is not fitted as in the static picture. The car has a number plate reading, as far as can be seen, 1132 W1. But although Royce's villa at Le Canadel was used before WW1, Anthony Bird, another highly-respected R-R historian, says that during the war years Royce worked from St Margaret's Bay in Kent, and consultation of that magnificent book, *Peugeot — sous le signe du lion* by Pierre Dumont, shows that racing Peugeots did have French number plates ending in "W1" (which no one has attributed to R-R), and that the L3 cars raced *sans* a front mudguard. So in my view the car Royce collared seems likely to have been driven to *Derby*. This in the face of a caption on the reverse of the second photograph saying, in Bullamore's own hand, that it is of him at Le Canadel in December 1914 – and he should have known! Whatever, Morton says this 1913 Peugeot was sold off by R-R in October 1914 to Charles Jarrott for £712, presumably on a no-profit basis, after which the winning Coupe de *L'Auto* Peugeot disappeared. Court, going in the face of something I propounded in MOTOR SPORT (and why not?) and reverting to which car Coatalen cribbed, suggested that it was bought by L Geach who raced Sunbeams (he ran a three-litre Peugeot at the 1914 Brooklands Summer Meeting, lapping at 95.05 mph) and then went to America (Duray's was second in the 1914 Indy "500", at over 80 mph).

Coming back to the 1914 GP Mercedes, Lt Col Stubbs (who used to send us pictures of his meticulous car models, notably the 1903 GB Mercedes he built, to help fill war-time issues of MOTOR SPORT) has sent me recently some more slivers of history. The problem of how many team cars are built for a race, and where they go afterwards, is always complicated — as with the aforesaid Peugeots, of which four were built for the 1913 Coupe de *L'Auto* race, and the puzzle of the 1914 TT Humbers etc. The 1914



Left: another RR photo showing a racing Peugeot – on its way to Derby?

Not a real 1903 Gordon Bennett Mercedes, but John Stubbs' meticulous model, below.



Mercedes team which dominated the French GP at Lyons on the eve of war, beating the previously invincible Peugeots is no exception but I have tried to unravel that one, and have no energy to return to it! Except that John Stubbs now offers some extra evidence. He remembers that Lautenschlager's winning car had a box behind the mechanic's seat for sandwiches and a bottle of beer! He also contributes a very interesting point new to me, namely that around 1923, at the time when Count Zborowski was disposing of this Mercedes, it was apparently owned for a while by the brothers Tate, of the Tate & Lyle sugar-refiners, and brought to Line Bros, in Holland Park, because it had an oil leak. What throws all other evidence is that as late as 1963 Ernest Line says the Tates were the first *private* owners and had bought the car from the Mercedes depot in London. This may, of course, imply that Zborowski was regarded by then as a *professional* racing driver by Line, but if not, were two such cars here at that time? Anyway, Ernest Line recalled that the crankcase of the Mercedes was cracked, so he personally dismantled the engine, obtained a new bottom-half crankcase from Germany at a cost of 84-million marks (say £60), than re-assembled the engine, but made no alterations. The Tates took the car to France, he says, and Ernest Line did not see it again until Tony Townshend was restoring it for Philip Mann. So which car was this and how does it slot into the previously published sequences of the history of those 1914 GP Mercedes?

Incidentally, John Stubbs and his wife used to spend hours in soggy cellars trying to save DMG drawings long before the idea of the splendid Stuttgart Museum took root. He was able to obtain accurate dimensions for his model of the GB car, which was started in 1934/35, rebuilt in Germany in 1938/39, followed him all over the Middle East in its box for some 12 years, and finished in 1990, after the non-scale Meccano final-drive chain had been replaced with some 6mm roller-chain from a crashed Fokker's control-run, during the war. . .

Some more slivers, now, about Christian Lautenschlager, who won both the 1908 and 1914 French GPs for Mercedes. He was born in 1877 in Magstadt, and apprenticed, aged 14, to a locksmith in Stuttgart. He married, and in 1899 went to Mercedes as a mechanic, became a tester of finished cars, and first raced for them in 1906. Before the 1908 GP he watched his Mercedes being built and trained hard to keep fit. He did not race after that victory until 1913, teamed with Pilette, Salzer and Elskamp in the GP de France at Le Mans. After his great win at Lyons in 1914 he drove occasionally after the war, until the 1924 Targa Florio; his pre-war win had made him rich enough to build his own house – every Wurttemberger's dream.

In that dramatic 1914 Grand Prix, a little known item – Lautenschlager's tachometer broke, a tricky matter because the engines could easily be over-revved. After using all he had to pass Boillot's 4WB-ed Peugeot along the downhill stretch of the Lyons Course to Givors, in order to out-pace the better-braked Peugeot that gained into the corners, Lautenschlager felt a tiny vibration through the steering wheel which at once warned him that the engine had been run too fast, rather as Stirling Moss recognised a tremor in the V16 BRM engine (Nye's book again) that other drivers didn't – and so he was able to nurse it on to the great 1, 2, 3 Mercedes victory. It is said that after the race Lautenschlager's bleeding and bruised hands had to be bandaged, after a drive lasting more than 7¼ hours, with none of the aids to gearchanging etc provided for today's GP drivers and with rear-wheel brakes operated by lever as well as pedal. Has anyone photographic evidence of this?

W B

Birthday Drive

Growing old hath no fears, they say, but it has for me, sometimes. So hark to Stanley Sedgewick, the popular Patron of the Bentley DC, who, ten days before he was 80, gave himself a personal birthday-present, driving *solo* in his Turbo-R Bentley from his house in Cobham, Surrey, to Dover Hoverport in 70 minutes, then from Calais to the Casino in Monte Carlo in 11h 55m, an average speed of 67.53 mph, or, deducting four stops totalling two hours, a driving average of 81.15 mph, coast-to-coast. He continued to Eze, the day's mileage 900.3. The BDC later gave him a great lunch party at Brooklands. So here is one driver who refuses to age. . . *Warm* congratulations!

W B



Heatwave Prescott

Perfect summer conditions prevailed for the VSCC's Prescott hill-climb on August 7. An entry of nearly 245 (60 over-subscribed) with added jazz band and bicycle races kept a big crowd enthralled from 11am to 5pm. In the paddock Conway checked his plugs by the time-honoured "wet finger" method, Collings changed the sprockets on his 19-litre Mercedes-Maybach, Thomas cleared oil from the Wolseley's undertray (61.03s), this 200-Mile Race Replica on twin SUs, not s/c as published, and Hare ran the 1923 racing Newton (65.14s) which we described in January's issue. John Blake produced a splendid replica of the spidery 1921 200-Mile Race Salmson, said to have its original engine and gearbox (67.23s), and a very interesting car was Miss Hucke's ex-Zborowski Indy Bugatti single-seater (69.26s).

1920s Brooklands was well represented, as the Halford (53.49s) and Benfield's 1924 Alvis (52.98s) ran, as did Neil Murray's ex-Zborowski B&M Special A-M (55.39s), and Bell had the ex-Edwards/Humphrey Cook 1925 A-M (58.27s), which laid a smokescreen. The Edwardians (22 entries) always excite; Ben Collings drove the Zust, with a replacement engine from Australia (65.65s), Brydon his 9.7-litre 1910 CGV with typical low-slung radiator (65.52s), Barry Clarke a 1913 Talbot with very "period" tail (65.53s), and from France came Potheral's Bedelia cyclecar with the maker's ioe vee-twin engine, which, although it never reached the first right-hand corner, earned applause. Mark Walker's 8.3-litre aero-engined Monarch was the winner here — 50.90s. Collings aero-powered monster took 56.67s. The 1908 GP Panhard was second (54.01s), winning the Clutton Trophy, the 1908 GP Itala third (55.73s). But the President's Talbot won on handicap. The 1902 GB Napier ascended in 84.75s. Contrastingly, an immaculate 1939 FWD Citroen roadster took 60.06s. Rare too was J Barker's 1927 Arab (60.84s).

To more serious stuff: FTD was made by Donald Day's ERA R14B (41.38s), from Spollon's R8C (41.73s), and Freddie Giles broke the vintage class record in the AC/GN (42.50s). Best Bugatti: Marshall's 2.3, in 48.56s. **W B**



Top left: Blake's 200-Mile Race replica Salmson on show for the first time. Above: Amongst 22 Edwardians, Brydon drove his 1910 CGV.

Class winners (R = new record):
Sports cars: Class 1: T Rides (Riley), 50.48s; Vintage: M Eyre (A7), 51.10s. **Class 2:** J Mowatt (Morgan), 45.52s; Vintage: S Roberts (Frazer Nash), 48.01s. **Class 3:** G Spollon (Riley), 45.64s; Vintage: C Rogers (Frazer Nash), 48.27s. **Class 4:** J Bronson (Riley), 44.72s, R; Vintage: R Buxton (GN/Ford), 51.60s. **Edwardians:** M Walker (Monarch), 50.90s; Handicap: B Clarke (Talbot).
Racing cars: Class 6: Dr Gray (Hardy spl), 43.82s; Vintage: D Lake (Amilcar-Riley), 47.79s. **Class 7:** D Ricketts (ERA R1B), 42.03s, R; Vintage: R Smith (Frazer Nash), 45.99s; **Class 8:** D Day (ERA R14B), 41.38s, R; Vintage: F Giles (AC/GN), 42.50s,R; **Class 9:** G Smith (FN/Alvis), 41.83s, R; Vintage: J Ghosh (Vauxhall-Villiers), 48.62s. **Class 10:** M Milligan (1953 Connaught), 44.14s.

Rhayader Show



Local project: 1911 BSA tourer.

After holding for many years its popular vintage-car exhibition, the Royal Welsh Agricultural Show has turned its back on this display, rather surprisingly in view of the present interest in old cars and motorcycles. Fortunately, the Rhayader MC held its own exhibition of historic cars and motorcycles in the ample space provided by the Smithfield Market Place in this pleasant Welsh town, just prior to the opening of the Royal Welsh Show. It brought in 51 entries – including 16 'bikes and 22 cars, one of these being a Bond Bug (remember them?).

The most exciting car was a T35 GP Bugatti lent to Seymour Price by Sir John Venables-Llewelyn, But I was pleased to see that a 1911 sleeve-valve BSA tourer which a local garage has been restoring over many years, after its use in Wales as a taxi, was able to take part in the parade round the town, albeit arriving and departing on a trailer.

The Welsh A7 contingent was well represented, by two fast Ulsters, one built for trials, a Wydoor saloon in regular use, a rare 1934 tourer, a bright yellow tourer and WB's "grotty Gould" Ulster. They were overshadowed in stature by a an Austin Hertford saloon.

Other vintage cars included a Morris 8 tourer, Alvis Firefly and T-Ford. These days much later cars join in such carnival parades, so it was not surprising to find Rolls-Royces contrasting with a vast Cadillac Fleetwood wearing wedding ribbons and immaculate Rovers, down to a 2000, present, together with Simon Price's rally Ford Cortina GT, Porsche RS911, Wolseley 4/44, Hillman Hunter and a mysterious JBA built with Ford Cortina parts.

Oldest motorcycle was a JAP-engined New Hudson IIIB from Brecon, ridden by Des James, but seven of the machines were unregistered, reminding me of when I judged the motorcycle class at a Clun show many years ago. I thought three of the entrants equally good, and suggested that, as I had a stop-watch, the prize should go to the one to start-up first. This was greeted by blank looks. "There's no petrol in 'em," I was told. "Well, I have some in a can." No go — it transpired that none of the owners had done more than restore the machines to concours condition, never having run them. . . I gave the prize to a rider of something less pristine, who had ridden to the event. **W B**



Rex Mundy driving a BAC up Creech Hill in the Purbecks during a 1921 trial.

The BAC

Having seen an innocent little BAC light car wrongly described as an Eric-Campbell, both in a pictorial book about Brooklands (not mine!) and in a monthly contemporary, (the Benz it was towing in the Brooklands' Paddock was also wrongly captioned as Hornsted's great 200 hp racing car, whereas it was a smaller Prince Henry Benz) I feel that not much can be known about the BAC and that the time has come to put this right. . .

It surfaced early in 1921, at a time when so many light-cars and cyclecars were battling for sales in a large and difficult market. It took its initials from the firm that was handling it here, the British Automotive Company, with premises in Great Portland Street, dubbed "the street of cars", not far from London's Oxford Circus. The BAC was, in fact, almost identical technically to the Mathis, itself a good little car – I have somewhere a silver rose-bowl presented to B S Marshall after he had won a Brooklands race in one of these Bébé Mathis – but with 65 × 100 mm (1328 cc) engine, at 63¼ mph. The BAC was based on the 10 hp Mathis, and thus its engine was a small-four of 60 × 100 mm (1131 cc), of Edwardian concept, its side valves beneath big valve-caps, one per two valves, into which the sparking-plugs screwed. Lubrication was on the rather unique system whereby oil was circulated not only to the engine, but to the multi-plate clutch and gearbox, by the fly-wheel. A Zenith carburettor on the off-side was gravity-fed from a pancake-like 7-gallon tank, its shape necessitated by the lack of space beneath the short aluminium bonnet, which had to be opened for replenishing. The timing case came to the level of the little fixed-head engine. (Mathis of Strasbourg was making 12 cars a day, so could presumably farm out its chassis).

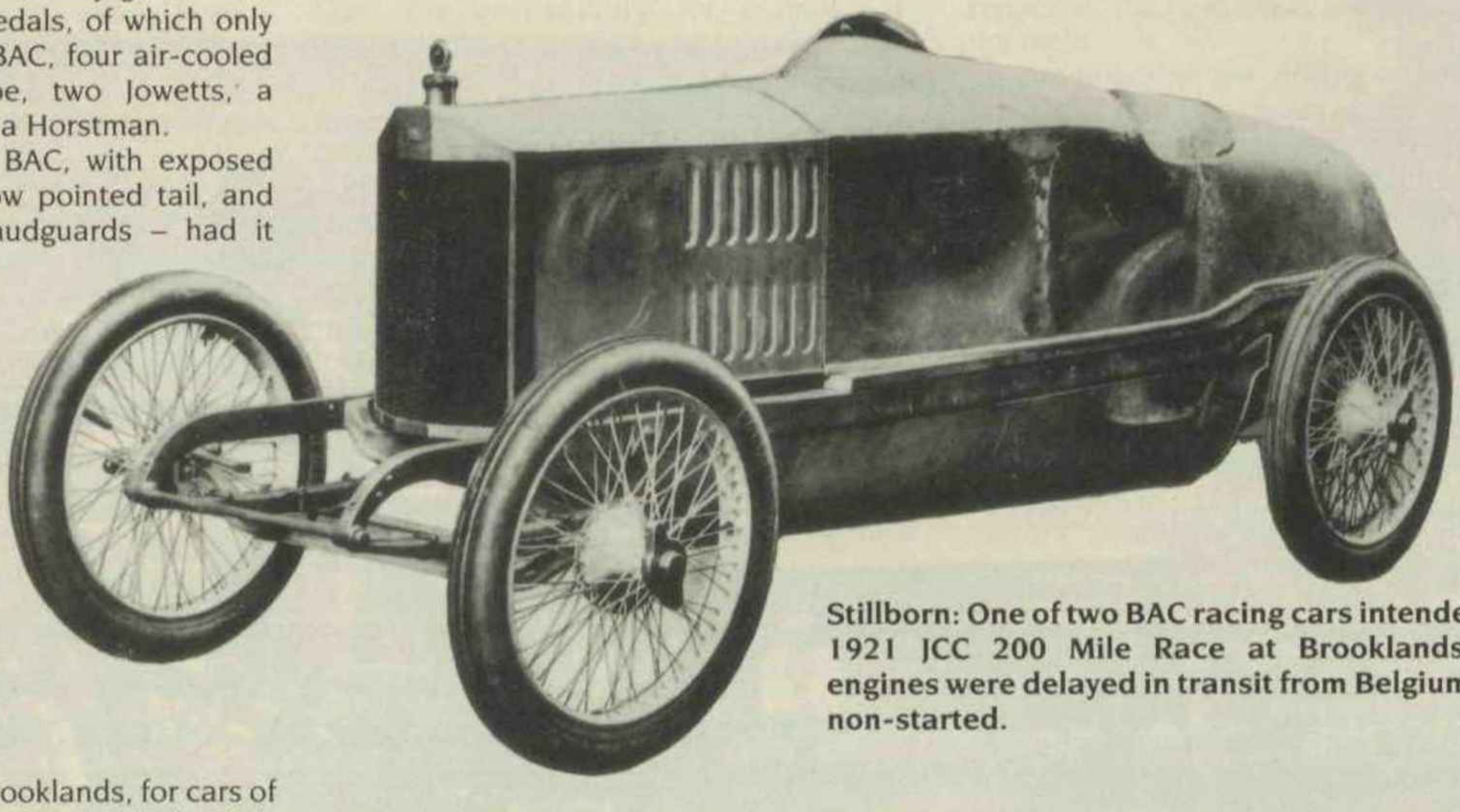
"And then the engines were lost in transit to England!"

Mathis specification was followed in the notable feature of a four-speed and reverse gearbox in unit with the engine and it seems that the body was wider than that on the French chassis. The BAC was distinguished by a slim R-R-like radiator and the spare wheel of the two-seater was carried flat on a shelf at the back, as on a Rhode. Internal-expanding brakes shared the rear drums, being separate for operation by pedal or rh lever. The gear lever was central, and half-elliptic springs endorsed the light-car status of the BAC, a further refinement being seven damping laminations in the front springs, ten in the back springs. When shown at the London Show in the winter of 1921 the price of the Mathis was £362 in chassis form, and the BAC's agents hoped to sell a two-seater for £395. But by then it had a Peters power unit, with a bore of 62 mm, giving a capacity of 1208 cc, and the brake lever was now beside the gearbox, with its ratchet mounted thereon. In time for the Show 2-seater, 4-seater and coupé bodies were available, and £395 bought the last-named, £345 the 2-seater, the chassis selling for £300.

Certainly much had been done to publicise the BAC. For example, a workmanlike sports two-seater body was prepared for the earlier 8 hp model and Rex Mundy, the KLG plug competition rep, was loaned it for trials work. Noted for a healthy-sounding exhaust note, it did well in a Bournemouth trial, finding the chalk-surfaced Creech hill easy, and in the strenuous Scottish Light Car Trials of 1921 Munday, still using a Mathis engine, again did well, the BAC being described as superbly handled, needing no attention apart from dusting, never being seen to steam, and unquestionably registering the best ascent of more than one hill – notably the Inverfarigaig Corkscrew; free plugs forever for that

reporter, I would think! Mundy gained one of the coveted gold medals, of which only ten were won, by the BAC, four air-cooled Rover 8s, a Calthorpe, two Jowetts, a friction-drive GWK and a Horstman.

A very stark sports BAC, with exposed bucket seats, a tiny low pointed tail, and very "French" front mudguards – had it turned up in a recent VSCC Light Car event the body might well have been regarded as a replica, even a fake – and a normal two-seater were entered for the well-supported 1921 JCC London-Manchester run; both these 8.9 hp BACs took gold medals. Such successes apart, when the great 1921 JCC 200 Mile Race at Brooklands, for cars of up to 1½ litres, was announced, the BAC people took quite formidable steps to secure a good result. They secured the services of LG "Cupid" Hornsted, the famous pre-war driver of the 200 hp Benz at Brooklands, as a "works" driver, along with Mundy, and their Mr WG Watson, in collaboration with MH Malaherb at the Peters Engineering Works in Belgium, set about designing a very advanced racing engine. (This link with Hornsted explains why a BAC was used to tow a racing Benz in the Brooklands' Paddock).



Stillborn: One of two BAC racing cars intended for the 1921 JCC 200 Mile Race at Brooklands, whose engines were delayed in transit from Belgium, so they non-started.

The design which Mr Watson worked out was exciting – a proper sixteen-valve, roller-bearing racing power unit. Bore and stroke were 65½×110 mm (1466 cc) and the inclined valves in a detachable head were operated from a base camshaft *via* hollow pushrods and rockers, each rocker actuating two valves: the exhaust rockers were machined from the solid and extensively drilled with lightening holes. (Enfield-Allday were also working on an ingenious 16-valve engine for the race; quite how the BAC valve-gear was contrived, if there was only one camshaft, is not clear to me). Camshaft, big-ends and crankshaft all ran on roller bearings, the disc-web crank being built up and the big-ends having two Hoffman bearings each, fed from the oil scoops. The con-rods were tubular, only ¾ mm thick, with phosphor-bronze small-ends. The cut-away alloy two-ring pistons weighed less than 3½ oz each, with the hollow gudgeon-pin. (They were described as "oval", but this merely meant that they had vertical "flats" in line with the gudgeon-pins.)

The sparking plugs were central in the cramped combustion chambers, the carburettor fed through a two-branch manifold, and the sump had 13 cooling tubes running through it. A cone clutch took the drive to the 4-speed gearbox but otherwise standard chassis were to suffice, but with the brake gear faired over behind the back axle, the rear springs mounted within the side members to improve streamlining, and the frame stiffened by wood inserts in the front dumb-irons, and metal bed-plates and other stiffeners in the side members to obviate dash shake. Aluminium racing bodies were to be fitted, and petrol enough to do the 200 miles non-stop was visualised. The tyre size on the Rudge Whitworth wire wheels was 760×90 – for 200 racing miles! All very exciting, for a small concern. Alas, though, time was running out. The engine drawings, not completed until June 17, were sent by air to Liège, where Peters were to build these advanced power units; the race was on October 22, so three months remained for their construction and installation — and then the engines were lost in transit to England!

Both cars non-started. And come the 1922 "200" – no BACs. Had they been well placed in that first "200", would there have been a production 16-valve sports BAC, I wonder? (We shall never know, and when a Capt Davis entered a 1373 cc, buff-coloured BAC with 73×82 mm engine for a Miss AML Northcott to drive at Brooklands in 1925 the fastest lap it did was a sad 60.37 mph, when the smaller winning Salmson turned in 86.46 mph. . .)

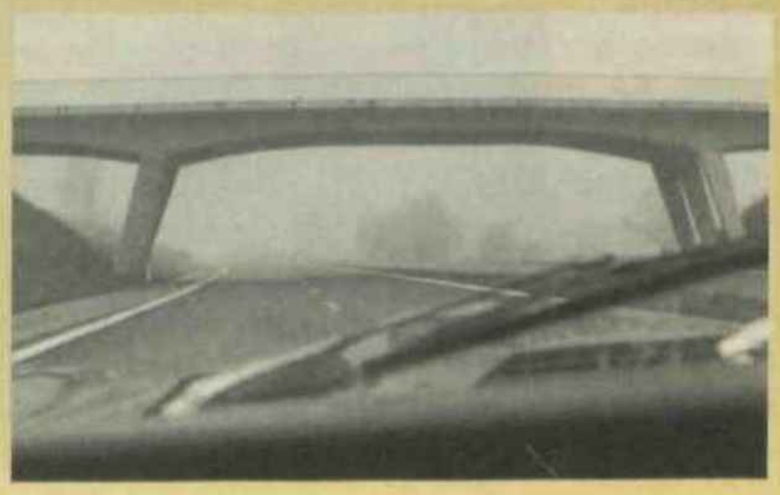
But the race set-back notwithstanding, and following an RAC-observed test at Brooklands when a BAC achieved 34.5 mpg for 27 miles at 27 mph on a 4.6 to 1 axle ratio, the 13 cwt two-seater climbing the Test Hill at 11.87 mph, BAC cars appeared again at the 1922 Show, now with Michelin disc wheels and in spite of a 300 lb return spring, the clutch was described as exceptionally smooth. But come the 1923 Show – no BACs. . . A forgotten make, of which I doubt if a single example has survived. **W B**

V-to-C Miscellany

We hear that the 70th anniversary party of the Sunbeam MCC went off splendidly, with some trials 'bikes on the hills and a re-enactment of the first run of 1924 undertaken by Sunbeams of 1914-1928, from Richmond Park to Ripley. The riders then arrived punctually for the Brackendens' garden party, where some 200 members greeted them and later watched some 70 machines of 1903-1930 depart for a rural run. The Hon Secretary of this long-standing club is B Staple, 18 Chieveley Drive, Tunbridge Wells, Kent TN2 5HQ.

The STD Register's National Weekend at Attingham Park near Shrewsbury last July went off extremely well, with a good balance between Coatalen Sunbeams and Roesch Talbots amongst the 67 cars present. Two of the cars had been at the inaugural rally on the Hog's Back, Guildford in 1950, although not now in the hands of their original owners. The distance prize was won by William Balfour who had driven his 1933 Talbot AV105 Alpine tourer down from Kelso. RM Thackrey's 1930 Talbot 90 with fabric sports-tourer body was adjudged to be the car the Club President would most like to have gone home in. Secretary: John Kearley, Higher Binneford Farm, Yeoford, Crediton, Devon EX17 5EZ.

When I wrote last month about a colleague and I driving an E-type Jaguar over the whole English motorways network in 1962, photographing the differing kinds of bridges as we sped under them, I did not know that around 100 of those bridges are due to be demolished, to permit road widening. Another slice of our motoring past about to expire.





The 1922 14-seater Maxwell charabanc driven by Lord Montagu in early HCVC Brighton Runs.

Heavy Metal

These days the Historic Commercial Vehicle Society is a very significant organisation in the overall vintage vehicle scene and its annual Brighton Run is accommodated at the finish on that seaside town's Madeira Drive, where there is ample parking-space for larger machinery than one sees at the end of the VCC veteran-car run and the Sunbeam MCC's pioneer run for pre-1915 motorcycles. Apart from the now well-established HCVS's Brighton Run which is supported by a fine assembly of trucks, vans, buses, coaches, steam-waggons and fire-engines from a past age, restored to the perfection seen in veteran and vintage cars, these old commercial vehicles are a feature of many other rallies and runs.

So as a change from cars, I thought it might be interesting to recall how it all began. Lord Montagu of Beaulieu organised the first such rally, in 1957, at what was then the Montagu Motor Museum (but is now the all-embracing National Motor Museum) at which proposals for a club for the 'heavier metal' could be discussed. Ever glad to be in at the beginning, I persuaded Trojan Ltd of Croydon to lend me its 1928 RAF tender. Not only did Trojan agree, but it was willing to allow a Mr Frazer, who had been with the company since 1926 and knew these quaint two-stroke devices intimately, to come with me. This wasn't true 'heavy metal', of course, because this little pick-up was like the Trojan light car, except that the supple cantilever back springs were replaced by half-elliptics. But it was fun to putter-putter from the factory to Beaulieu that July, after I had found a six-volt battery, which Trojan hadn't got. Being A7 orientated, that had presented no difficulty, so we were soon on our way, and I became reacquainted with the driving techniques required for these epicyclic two-speed utility cars — like holding the gear-lever firmly to avoid the bands slipping on hills, up which, however, the under-floor engine slogged splendidly.

After lunch at Palace House I was off on the short road run for the 35 entries, glad that the Trojan was easy to control in the crawling congestion simply by easing that gear lever back and forth, to inch along as required (the local police were difficult in those days, and halted all of us for a licence inspection).

Thereafter, a provisional committee was elected to look into the possibilities of a club for these vehicles, headed by Sir Henry Spurrier of Leyland, Lord Montagu, executives from the industry, the editor of *The Commercial Motor* and the Rev Atkinson who had brought along a 1938 Brooke Bond Trojan van. This Beaulieu Rally opened the batting, as it were, For the record, a Traffic Truck won *The Commercial Motor* Cup, a 1928 Model-T Ford van the *Motor Transport* Cup, a 1932 Foden steam-tractor the *Commercial Vehicles* Cup and another Model-T Ford took the Rootes Cup for best vehicle overall. I went home thinking if the club materialised it should perhaps confine the steamers to *waggons*, move the suggested cut-off date to rather earlier than 1945, and ban private cars turned into fake commercials.

It was some time before the HCVC was formed, after good work by many with commercial-vehicle interests at heart, including Prince Marshall (his brother was named Earl; my parents were less sagacious when naming me!), Nick Baldwin and others. Indeed, it was not until 1962 that the first HCVC Brighton Run was held.

It started from the then Museum of British Transport at Clapham and made the Brighton Road *via* Balham, Wimbledon, Sutton and Reigate. Again I managed to witness a first, by getting a seat in the 1909 Type-WP3 12 seater Commer shooting-

brake, owned then by The Swan Revived of Newport Pagnell, though its yellow livery indicated that its original owner had been Lord Lonsdale. This sturdy vehicle, with final drive by side chains enclosed in large casings, served us well. But the vibration from the solid tyres was indescribable, to which was added rattling from the strap-lifted windows. I imagine that His Lordship used the Commer for transporting beaters and loaders on shooting parties and did not expect his guests to ride in it. A big mirror showed such servants if they were correctly dressed before alighting. We five passengers got in through the back door, folding steps being provided, so high was the floor, and we sat on upholstered bench seats, leaving the driver to his task. Which was no easy one on this longish run, the engine being controlled by a hand-throttle, the clutch extremely fierce and the gears selected by an enormous lever with a segmented quadrant. Fortunately the old 'bus took most of the gradients in top, for although the driver coped will with downward gear-shifting, upward changes caused fearful crunches.

But on we went, the Reigate level-crossing jolting us something 'orrid, But it was *fun*. We overtook a Foden steam-waggon early on and later passed the LGOC double-decker bus from the old No 36 route, while a 1927 Leyland Lion single-decker, all its 35 seats occupied, was coming up behind. Soon we were leading, until descending Reigate Hill called for bottom gear and made the brakes burn. Yet, with a pause for refreshments, the journey took only three-and-a-quarter hours. Driving-tests followed. A memorable start for a club which is now recognised worldwide.

To mark the inaugural event in 1962, Lord Montagu received the gift of an ex-Chivers 1919 ex-WD Leyland box-van, meticulously restored. As I left for home, by modern bus, train, taxi and Renault 4, I mused that it was rather a case of "from Comet to Commer", as two days beforehand I had been flown back from a Renault car launch in Spain in the then-new DH Comet airliner.

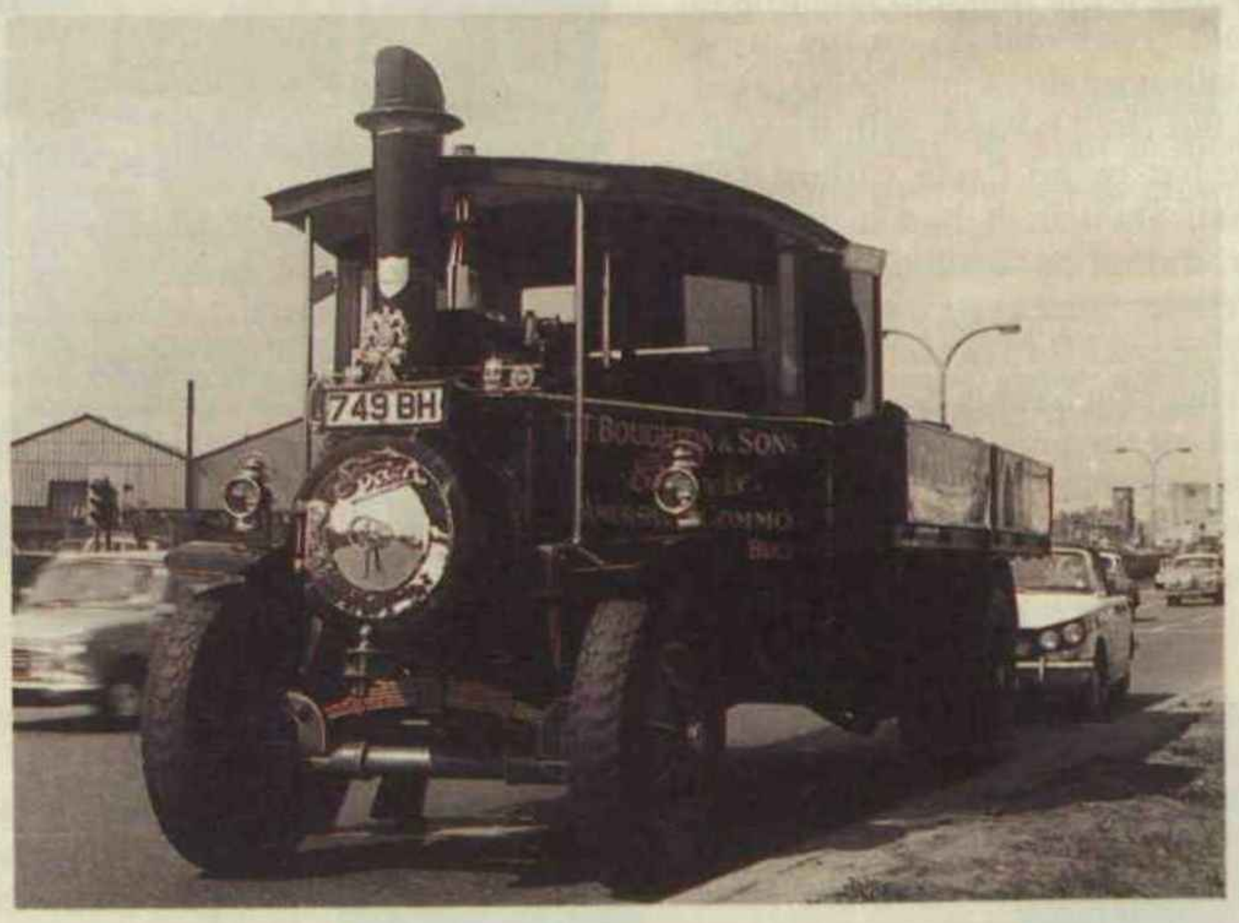
Having enjoyed this jaunt, the following year I made sure I went again. This time I was able to secure a ride in TT Broughton & Sons' well-known 1928 Foden steam-waggon (No 13138) with drop-sided platform body. It was a familiar sight in rallies and was always driven to them, not low-loaded. It had been to one such event in Cornwall, using five cwt of coal for the 160 miles. Quite immaculate, it had nevertheless done real work again at the time of the Suez crisis, when petrol had been rationed. Its driver, Mr H W Hearn, had driven steamers of most makes before joining this firm of winch-makers, and helped them to restore the old Foden. So off I went in a Triumph Vitesse to Amersham to take part in the drive to the start of anothef HCVC 'Brighton'. With Mr Hearn's son acting as stoker and changing gear on a shout from his dad, we made it in about two hours for the 40 miles to Clapham with one stop to 'feel' the big-ends.

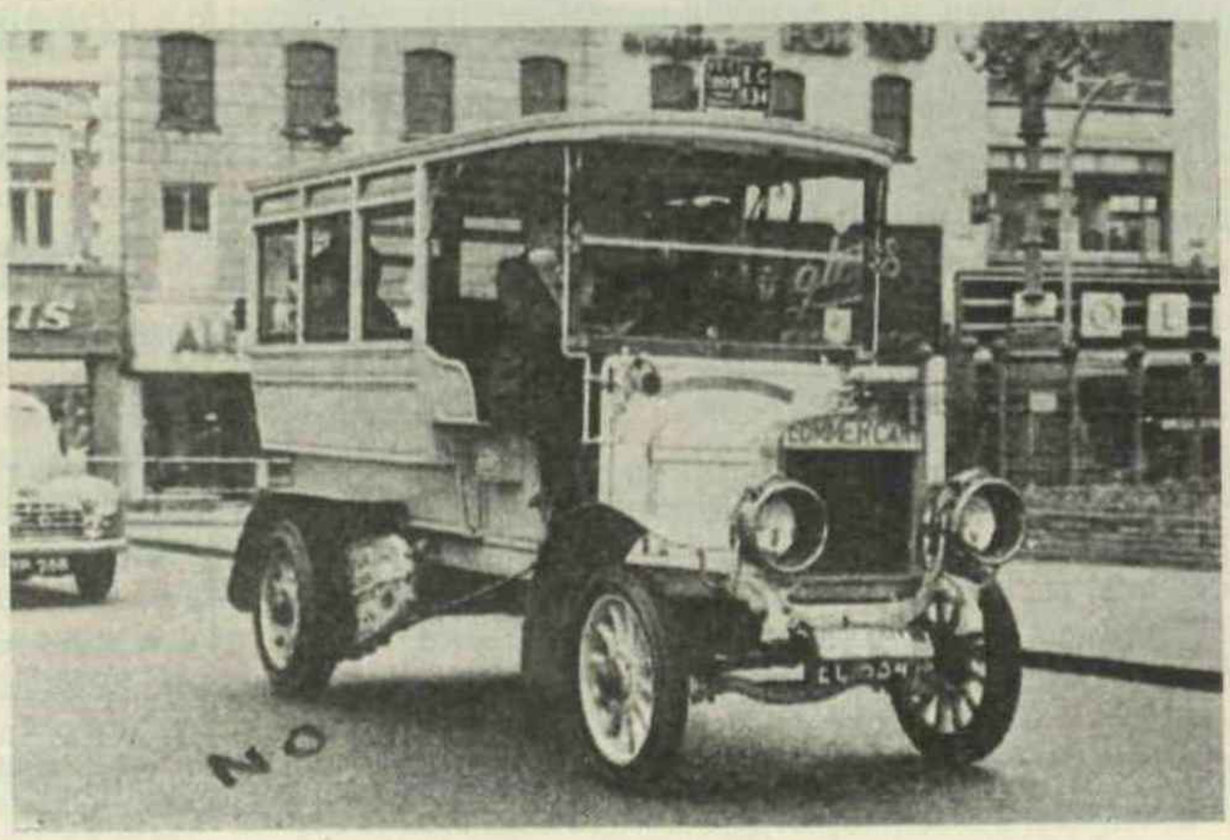
But what a different world from that of cars! The gear-shifting, for example. It involved sliding over a horizontal lever and as the required gears engaged, dropping in the locking-pin. The Foden possessed three forward speeds but middle gear sufficed even for the pull up into Chalfont and for climbing Battersea Rise to Clapham Common. So skilful were the stoker and Mr Hearn in not letting the boiler 'blow off', that steam pressure never varied from 200 lb/sq in. It was a new experience to sit so high that you looked down on other vehicles, with disdain, the flywheel and crankshaft spinning round before one, the noise loud, and much of it coming from the 10 ft driving chain that had been in use for a quarter-of-a-century.

Yet the ride on the pneumatic tyres (twin 40 x 8 Pirelli Carriloads at the back, a Pirelli and a Henley on the front wheels) was comfortable and the brakes, with two pedals, unexpectedly powerful, so that Hearn could stop easily for pedestrians who stepped onto crossings. Policemen lost their dignity in clouds of steam, when they appeared anxious to interrogate us. Thus we progressed, at a steady 20 mph, 10 mph up hills, until our goal was reached, and, after the water-pump gland had been repacked, the Foden was sheeted down for the night.

I had hoped to see refilling with water on the actual run, from rivers or streams. But I was disappointed; there was competition between the Foden and Sentinel fraternity not to require such stops. So Mr Hearn was carrying 100 gallons in the main tank, 120 gallons in an auxiliary. We had a pleasant journey to the seaside, in five minutes over three hours, including a pause at Bolney, four up, as one of the firm's typists had joined us. All Broughton's staff apparently liked their Foden; at the finish the MD himself helped to polish her. We had been the first steamer to arrive on Madeira Drive, and had consumed between 1½-2 cwt of coal. Once again National Benzole, the sponsor, had done us proud — and every sort of commercial had turned out, 89 entered in all — taxis, fire-engines, of which Lord Montagu drove the Rootes' 1913 Commer, even a De Dion road-sweeper.

In 1964 my commercialism came from riding in a 1922 14-seater Maxwell *char-a-banc* driven by Lord Montagu. He had as his other passengers a troupe from the Black & White Ministrel Show. This had its amusing





Above: Broughton's 1928 Foden steam-waggon which WB experienced on the 1963 Run. Below: primitive commercial – the Commer shooting brake taking part in the inaugural HCVC Run.



Julian clearly

Tim Llewellyn collected the Patrick Marsh trophy, left. Half-litre F3 cars mixed with pre-war racers – Majzub's Cooper below left – while Westie Mitchell tests his quartet of AC/GN wheels against Gary Caroline's trio, below right.

Now a well-established feature of the VSCC's Mallory Park meeting, the Williams Trophy for two-seater Grand Prix cars attracted a more varied entry than of late due to a degree of latitude being allowed in adhering to the original entry criteria. As in recent years, however, traditional Bugatti representation was thin on the ground with only five examples taking the start. Favourite was Sir John Venables-Llewelyn in Lord Raglan's Type 51, with Julian Majzub making his first appearance of the year to defend his title in his ex-Campbell Type 35B. The Type 51 led from the flag closely followed by Majzub and Duncan Ricketts in the Majzub Dixon Riley, Llewelyn well in control until a smoke-trail from at half-distance heralded his retirement with a split crankcase. This left Majzub to take a fortuitous victory from Ricketts and Martin Stretton in Terry Cohn's Alfa Monza, who had managed to displace Keith Knight's ERA-Riley. Ivan Dutton was best of the rest in John Marks' Type 51, well ahead of the only other unlapped runner, Australian visitor Max Lane in his similar car brought over for the VSCC Jubilee celebrations.

The Spero and Voiturette Trophies race merited two heats and a final, the first heat falling to Freddie Williams' Lagonda Rapier which worked through from fourth on the opening lap to win from John Macdonald (Rapier) and Edward Bradley (Austin), after fancied runner David Fletcher-Jones failed to make the warm-up lap. The second heat resulted an easy win for Tony Noble with his Austin-MG single-seater Special from Keith Pointing (Riley) and usual front-runner Frank Hernandez (Austin 7 Special). Noble's Special proved to be the class of the field in the final with no-one able to offer any serious opposition, and after a poor start Hernandez eased away from the battling pair of Pointing and Williams to consolidate second place, while Chris Temple followed Williams home in fifth.

Tim Llewellyn mastered Mallory with his ultra-successful 3/8ltr Bentley to take an untroubled win in the Patrick Marsh Trophy for Vintage cars where the main interest centred on the battle between Freddie Giles (Cognac Special) and Spencer Flack (Bentley 8-litre) with Flack holding sway for most of the race except when it mattered most — Giles nipped past at the Esses on the final lap and held the place until the flag. John Baker-Courtenay finished an impressive fourth, giving John Merryfield's Sunbeam Tigress its race debut following its lengthy rebuild, and taking second fastest lap into the bargain.

Sensibly, the pre- and post-war racing cars were combined in the Bob Gerard Trophy race, and included a class for 500cc Formula 3 cars producing a varied field of 25 starters. Early leader was Donald Day in the ex-Gerard ERA R14B holding John Harper in R4D at bay for a couple of laps before taking the lead at Gerards on the third lap, with Duncan Ricketts holding station in third, this time with Bill Morris' ERA R12B. Just as Ricketts had taken Day for second the race was red-flagged when Phil Walker, debuting his Turner-MG, hit the barriers hard on the outside of Devil's Elbow. The driver was thrown clear and was lucky to escape with nothing worse than a sprained finger, and was able to resume his Portugese holiday later in the day! From the restart, Harper was relegated to the back of the grid after stalling and set about working back up through the field. Once again Day led the opening lap but Ricketts took the lead at the Esses on the second lap, maintaining it to the finish to win on aggregate from Day, Mark Gillies (Brooke Special) and Harper. Ian Bentall took post-war honours with his Cooper Bristol in fifth from Ted Dunn (Riley Special). Forsaking his usual heavy metal, Steve Griswold was first 500cc finisher in his immaculate Cooper from the rare Kieft of Rod Delves. Harper had some consolation in claiming fastest lap, some two second clear of the field.

Julian Bronson's fearsome 2.4-litre supercharged Riley was pressed by Bob Gilbert's 4.3 Bentley in taking the first six-lap scratch race, the second falling to David Robinson (1.5 Riley) who triumphed after a race-long battle with Roy Spiers's Alvis. Graham Withington (4.3 Bentley) narrowly pipped John Skeavington (Austin 7) to take the first handicap, Mike Painter (1.0 s/c MG) comfortably won the second from Bruce Riches' Riley, and the final handicap proved to be an Alvis benefit with Barry Cannell heading home Richard Harris and evergreen Frank Lockhart in his faithful Rover Special

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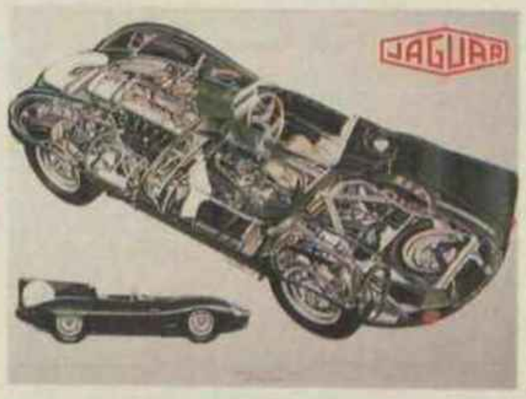
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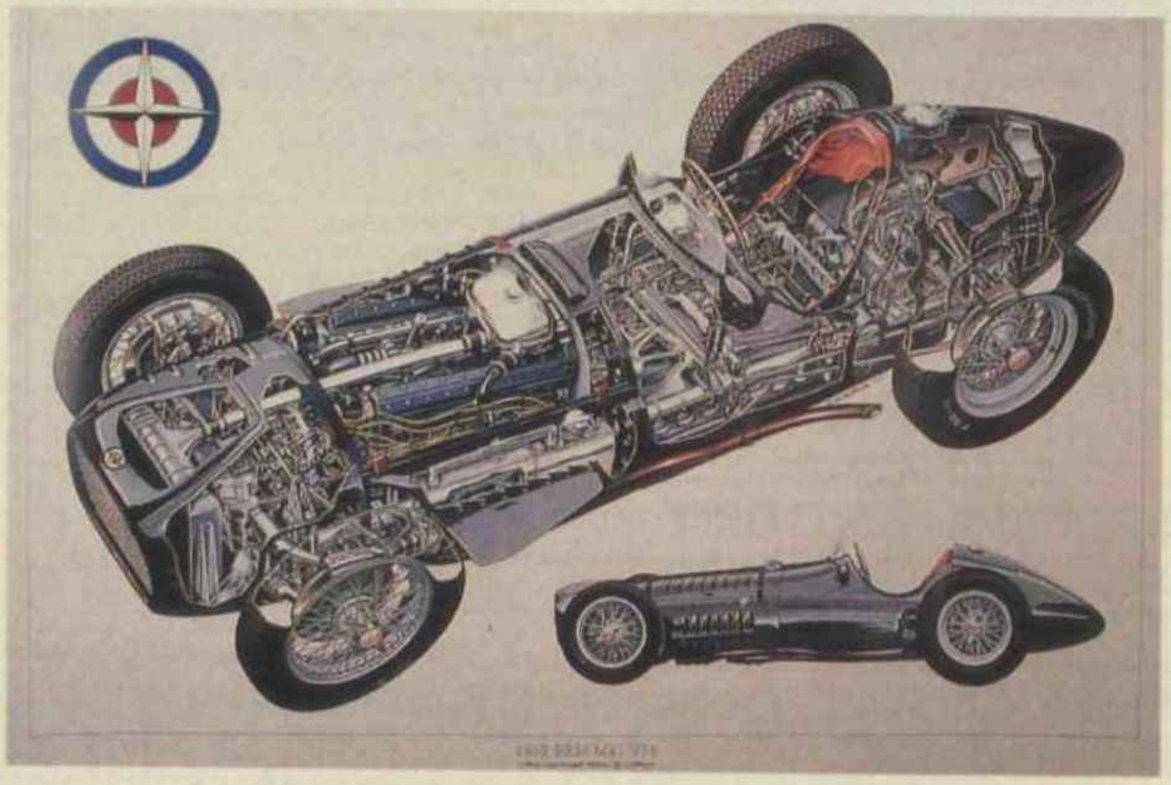
Tony Matthews cutaway prints, from Terrific Stuff.
Retro video specialist Terrific Stuff is branching out. It has just launched a limited edition range of fine art prints featuring Tony Matthews's excellent cutaway drawings. In keeping with Terrific Stuff custom, the first two subjects are of historic interest, featuring the BRM V16, from 1952, and the D-type Jaguar, from 1955.

Signed by the artist, only 250 of each will be available.

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Details from Terrific Stuff, on 081 891 1872. Credit card orders can be made on 0962 856546.





Recent model releases from SMTS include 1/24 scale lightweight Jaguar E-type coupés and roadsters (below). Produced in collaboration with marque specialist Lynx, they retail at £195 apiece ready built, although a bespoke service is available should you desire a particular colour, wheel design or whatever. Individual requirements may add as much as £20 to the cost, although the dextrously gifted can acquire one in kit form for £78. Also available from SMTS, in both road and race trim, is Boss Models' 1/43 scale Dodge Challenger. The 1970 TransAm racer was not a huge success. At one point, the roof was acid-dipped in an effort to pare off weight. Unfortunately, it was left in the tank too long, as a result of which it collapsed onto Sam Posey's head during a qualifying session! The Challenger costs £90 fully built, or £35 in kit form. SMTS can supply further information, on 0424 853353.



Model Aerodrome now has available the first 1/18 scale model of the Ferrari 328 GTS to reach the UK. In die-cast metal with plastic trim, it costs £12.99 (plus £4.00 p&p). From the same source come 1/43 replicas of last year's BTCC winning BMW 318i (below), complete with accurate, and intricate, logos. Steve Soper and Jo Winkelhock versions are both available, according to taste, at £21.99 apiece or £40 a pair. Add £2 p&p in either case. Model Aerodrome can be contacted on 0483 578682.

● Brooklands Books of PO Box 146, Cobham, Surrey publish some all-embracing history books, featuring reprinted road-test reports and other articles from automotive magazines the world over, MOTOR SPORT included of course. Latest subjects include Fiat 500, 600 and 800, Messerschmitt, Porsche 944 and 356, Iso & Bizzarrini and Mini Moke at £11.95 each (postage £1.50). There is also a profile of the Land Rover Discovery at £8.95 (postage £1.00).

● Veloce Publishing PLC has followed its great book on Nuvolari with two more enticing, if different, titles. First, for Alfa Romeo fans, *the* bible – a DIY guide compiled by Pat Braden, who has maintained, repaired and tuned more than 50 if these delectable but complicated cars. In paperback form, with 288 pages and 400 pictures to guide the spanner, it sells for £25 and covers all post-1953 models. Next, a fine tribute to the Citroën DS, in *DS Family Album*, by André and David Sparrow, an all-colour celebration of these individual cars for £12.99.

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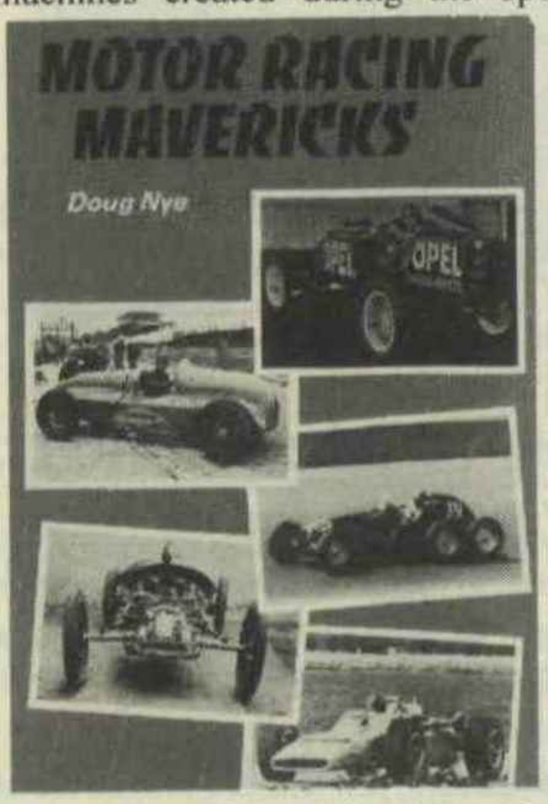
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OF MOTORSPORT BOOKS, there is no end:- so it must seem, at any rate, to anyone aiming to build up a library from scratch and trying to decide which books to choose or reject.

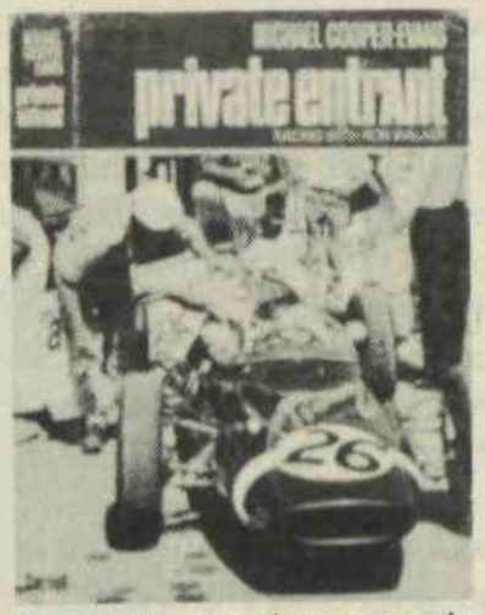
At any give time, there are literally hundreds of different titles available. And this is not to mention the thousands of books in the "out of print" category, some now very hard to find but worth seek out - and waiting for - if one really wishes to create a quality collection.

There are always, of course, those books which are not even intended to last, but which cash in on some headline-making event or driver and which if they do not sell out within months are adjudged failures. Then there are those with such catch-all titles as "100 Years Of Motor Sport", which may appeal to readers with a passing interest in the subject but which by their very nature can do little more than skim its surface. These are all books which can be dismissed, by and large, but there will still be an abundance of titles left which may or may not be worth buying.

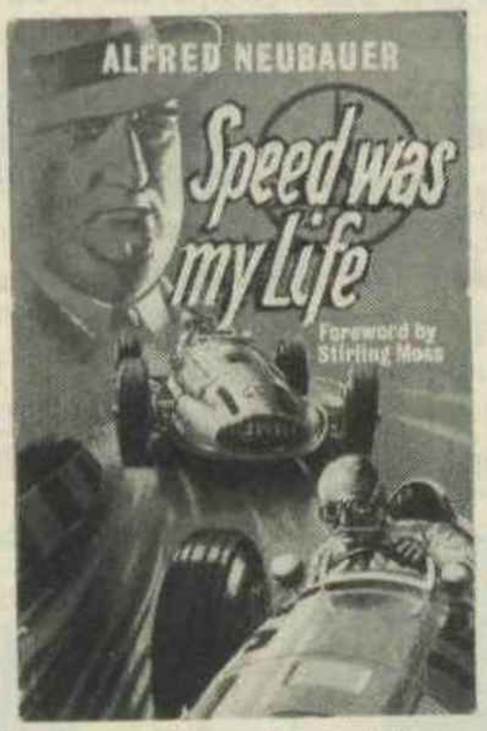
As a general rule, think in terms of authors rather than titles, such as distinguished motor racing historian, Doug Nye. Almost everything written by Nye has been arduously researched -going to primary sources rather than to books written by others - and has been conceived and written to be definitive. The latest additions to Nye's collected **oeuvre** is volume 1 of his exhaustive BRM history, published by Motor Racing Publications. Previous books include **Cooper Cars** (Osprey Publishing), **Theme Lotus** (Motor Racing Publications again) and the two-volume **Autocourse History Of The Grand Prix Car** (Hazleton Publishing). Also worth seeking out is the lesser-known **Motor Racing Mavericks** (B T Batsford) which looks intriguingly at some of the innovative but often forgotten racing machines created during the sport's history.



One author whom Doug Nye himself once referred to unequivocally as "the king" is the American, Karl E. Ludvigsen. Notable among Ludvigsen's output are massive histories of Corvette and Porsche (both published by Automobile Quarterly) and, for motorsport devotees, the unrivalled **Mercedes-Benz Racing Cars**. Published in 1971, this book has been updated since then, but only in German, making the original version hard to find. Publishers were Bond-Parkhurst.

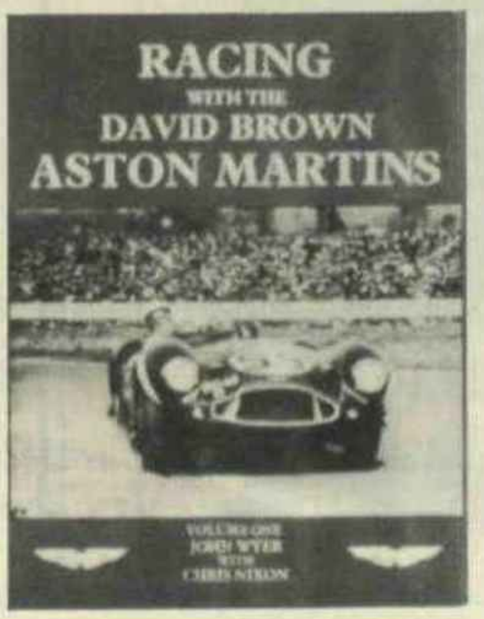


Two authors who are always worth reading, and whose names will of course by familiar to readers of **Motor Sport**, are William Boddy and Denis Jenkinson. both have written a number of books, the former being perhaps best represented by his monumental **History of Brooklands Motor Course 1906-1960** (Grenville Publishing), and the latter by **The Racing Driver** (B T Batsford), an analysis of the competitor's art which has lost little of its validity, and none of its readability, over the



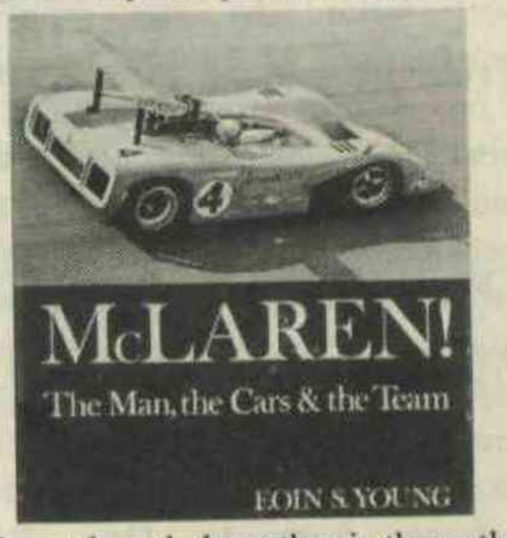
years...Nor can one mention Jenkinson without immediately recalling that other fine writer, Cyril Posthumus, and their collaboration on the excellent **Vanwall: The Story of Tony Vandervell And His Cars**, published by Patrick Stephens in 1975.

David Tremayne and Mike Lawrence are writers who have both proved themselves capable of producing work that will stand the all-important test of time. Tremayne's **Racers Apart** (Motor Racing Publications) celebrates a variety of motorsport heroes who have not always won the big accolades but who have brought immense character and commitment to the sport, while Mike Lawrence has earned consistently laudatory reviews for such books as **The Story Of March** and **The Grand Prix Car 1945-1965** (both published by Aston Publications).



Chris Nixon's fame as a motor racing author rests on a succession of books which, though not large in number, are exhaustively researched and filled with a tremendous "feel" for their subjects. **Racing With The David Brown Aston Martins** (Transport Bookman, two volumes), **Racing The Silver Arrows** (Osprey) and the Mike Hawthorn/Peter Collins biography **Mon Ami Mate** (Transport Bookman) are books of which any historian in the world could be proud and are worth paying any price for... if you can find them.

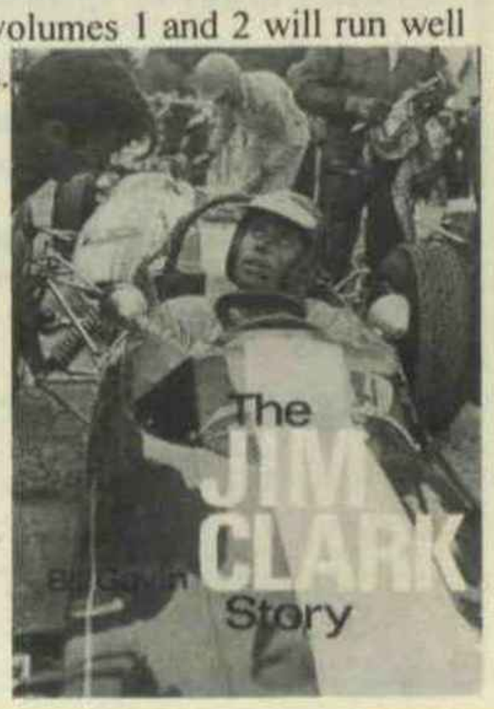
No motor racing library worthy of the name should omit Andrew Whyte's **Jaguar Sports Racing & Works Competition Cars To 1953** and its sequel covering the period from 1954 onward, (winner in 1987 of the coveted Montagu Trophy). Between them, the books total over 1,000 pages, with not a dull paragraph. They are published by Haynes.



A different breed altogether is the author who has achieved an enduring reputation by virtue of just one book. In fact, a number of the best books ever fall into this category, notably David Weguelin's **E.R.A.** history (New Cavendish), Antony Blight's **George Roesch And The Invincible Talbot** (Grenville) and the recently revised and reissued **The Miller Dynasty**, written by Mark L. Dees and published in America by Hippodrome.

William Court's **Power and Glory: The History Of Grand Prix Motor Racing 1906-1951** was first published over 20 years ago. Since then, it has been reissued and a second volume covering the period 1952-1973 has appeared, both published by Patrick Stephens. Running to a total of almost 700 large pages, both books involved years of research and are unlikely to be bettered.

Three books which have not been reissued and perhaps never will be are **The Grand Prix Car Volumes 1 and 2**, by Laurence Pomeroy, and a subsequent volume, by L J K Setright, taking the story from 1954 to 1966. Prices for the hard-to-find volumes 1 and 2 will run well into three figures.



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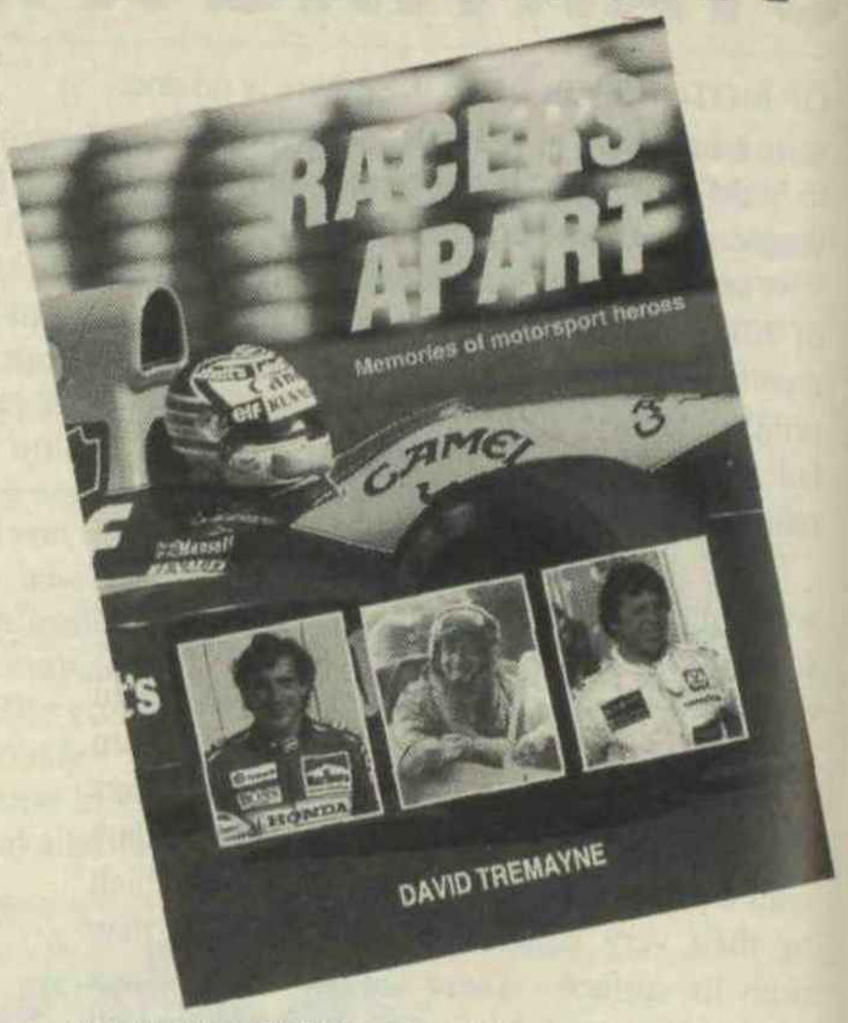
Biographies, as a rule, tend to fall into the headline-related, her-today-gone-tomorrow category mentioned at the start of this article. But there are exceptions, of course, and probably none is more exceptional than Gerald Donaldson's acclaimed 368 page **Gilles Villeneuve**, published by Motor Racing Publications a decade after the driver's death. Stirling Moss' car-by-car autobiography, **My Cars, My Career** (Patrick Stephens) written in collaboration with Doug Nye, is also well worth acquiring, as , as are **Fangio: My Racing Life** (Patrick Stephens), Michael Cooper-Evans' **Rob Walker** (Hazleton Publishing), and Tony Rudd's autobiography, the aptly-named **It Was Fun: My Fifty Years Of High Performance** (Patrick Stephens).

One welcome development during the past two or three years has been the appearance of a series of quality books on American motorsport history by the prolific US publishing company, Motorbooks International. Books on **Scarab** (by Preston Lerner), **Chaparral** (by Richard Falconer with Doug Nye) and **Cunningham** (by Dean Batchelor and Albert R Bochroch) score uniformly high on both words and pictures and cover their subjects in comprehensive style. All three are distributed in Britain by Haynes Publishing.

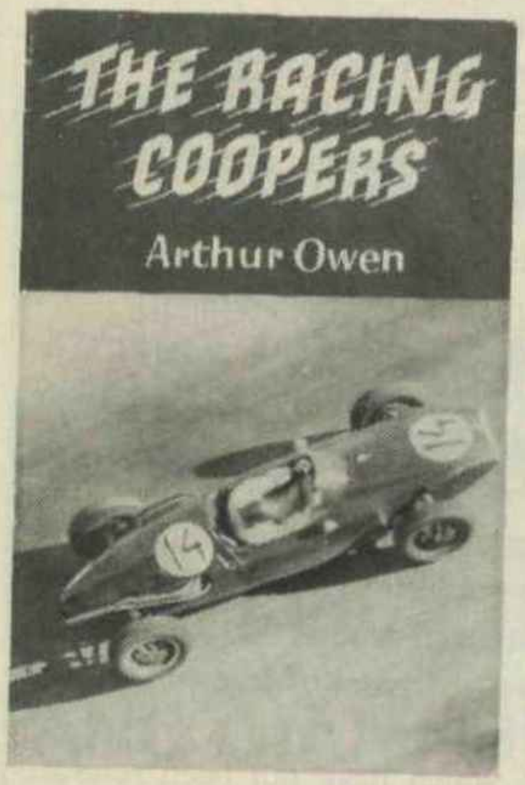
As pure reference works, one would have to recommend Duncan Rabliagiatti's ongoing multi-volume **Formula One Register Factbooks**, each volume containing a multitude of facts and figures and frequently quoting individual chassis numbers. On a more colourful note, the comprehensive **Autocourse** annual (Hazleton Publishing) has for years survived, prospered and improved as would-be rival yearbooks have come and gone. A complete run of **Autocourse** would be exceptionally difficult to put together and would cost a fortune, but it's worthwhile finding as many editions as circumstances and budgetary constraints will permit.

A few general tips. In the search for motor racing books, do not confine yourself to the specialists. Any secondhand bookshop has the capacity to yield up a bargain or two, as the person in charge of such a shop will not be as au fait with prices of such books as will the specialist bookseller and will almost certainly under-value them. Public libraries periodically sell off books for which borrowing demand has dropped, and these too are worth attending. And remember: when a book finishes up in the "remainder" shops at half-price or less, it does not *always* mean that it isn't worth having. The publisher's decision to sell it off cheaply is taken purely on commercial grounds and has nothing to do with the book's intrinsic quality. In the early 1970s, three highly distinguished books, **The Grand Prix Car 1954-1966**, **Power & Glory, Volume 1** and G N Georgano's **The Complete Encyclopaedia Of Motorsport** were sold off in just this way and were available *collectively* for less than ten pounds!

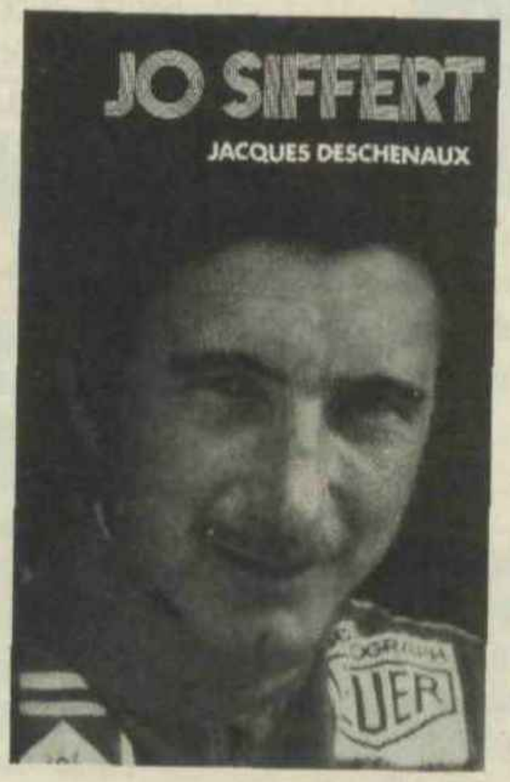
Doubtless anyone really interested in motorsport books will have his or her particular favourites, and will probably be incensed that they have not been mentioned in this article. All one can say to that, apart from pleading limited space, is that any choice of the best books will be a highly subjective process. We do believe, however, that most of these books would gain a place on most people's lists and that, at the very least,. they are worthy of consideration.



RACERS APART by David Tremayne — when you find it, buy it.



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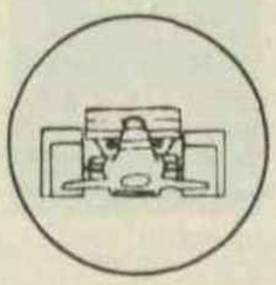
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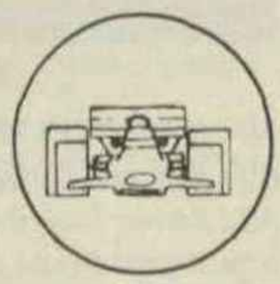
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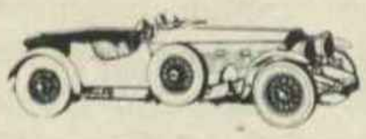
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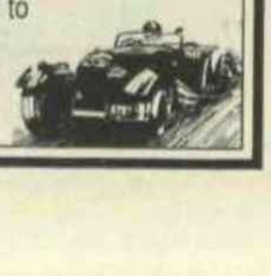


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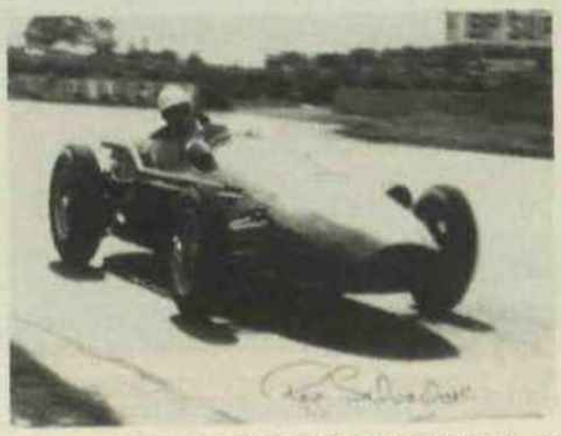
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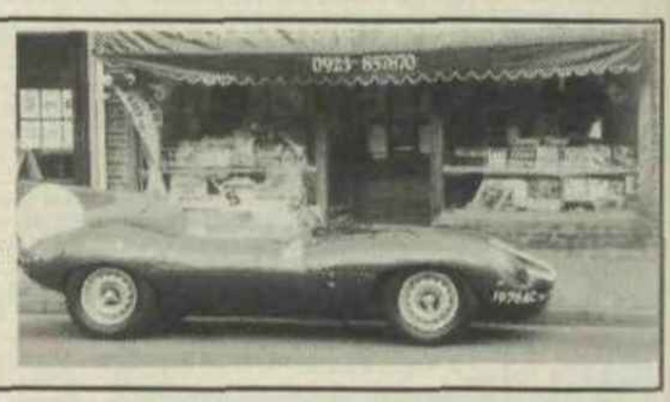
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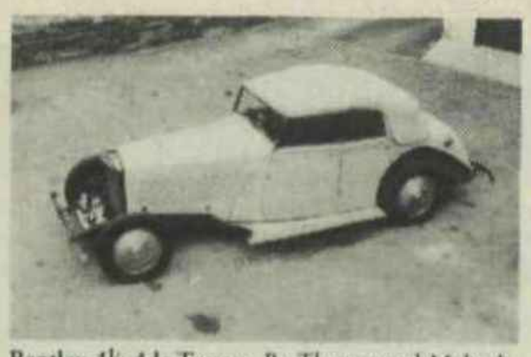
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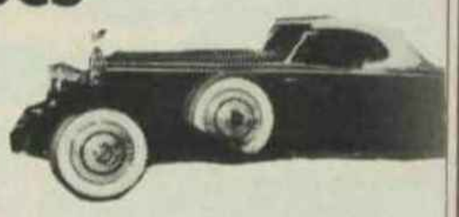
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THIS ARTICLE will deal with the areas that we, at Phantom Motor Cars, have learnt to look out for over the past 30 years when purchasing a used Rolls-Royce or Bentley Motor Car, either for re-sale or on behalf of a client. It is written with knowledge gained from years of experience in correcting all such faults as mentioned and many more. Even now, one never stops learning to understand their complicated design. It is to be used as a reference for motor cars from the Cloud 1 to today's current models. Motor cars produced prior to the Cloud 1 are again a specialist field and all prior models should be dealt with individually. Obviously there is no substitute for having a specialist look at these vehicles and to assess their overall condition and to make any recommendations. Most specialists will, for a sensible fee, carry out inspections which could save a lot financially, and will also give you peace of mind.

Cloud 1s, 2s and 3s along with their Bentley partners, including coach built vehicles, can be covered relatively easily. The first impressions of a prospective purchaser are all important. Without looking under the skin the first thing that will be noticed is the finish and condition of the body and the interior, to include the head lining, carpets, leather hide and of course the woodwork. All of this can be assessed without an in-depth knowledge of the workings of the motor car and are applicable to every Rolls-Royce and Bentley. Once one has viewed these areas and has decided that they are acceptable, and therefore wishes to take a further look, then there are specific details that should receive particular attention.

All the Clouds and S types have a common type of chassis. These do suffer from the dreaded corrosion but usually only in certain places. All the "Standard Steel saloons", suffer in two major areas. Firstly, the chassis below the battery is commonly rusted through, but repair sections are available. Similarly, the N/S body mount at the back of the front wheel arch, which usually collects a vast amount of mud is prone to rot as is the front wing where it meets the front door. The opposite body mount is protected by the heater matrix and so is usually sound. Inner and outer sills can be badly corroded, but only in extreme cases.

On the mechanical side it is important to make sure that the front suspension is not worn. All replacement parts are available but can be very expensive. The braking system is

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usually very reliable and works well when correctly set up. This runs from a gearbox driven servo motor, and so the brakes only work when the vehicle is moving so there can be a short delay in their action when manoeuvring at very slow speeds. It is obviously important to check that the engine and gearbox function correctly with no "hiccups". The change from second to third gear is always slower than the others due to design. Lastly, check all instruments, switches and controls.

Again, all Shadows and later Spirits can be collectively assessed. Cosmetic condition we have already talked about, and all instruments and electrics can be checked for correct operation. These vehicles are much more complicated and so it is far more important to gauge their condition and service history. The hydraulic system is of major importance and only technicians with a true understanding of the operation should carry out maintenance to this system. Thousands of pounds of damage can be done if the incorrect type of brake fluids are used. Can you clearly see the brake fluid levels in the reservoir through the sight glasses? This can be a good indication that the hydraulics have received the correct attention. What are the brake discs like? Are they smooth and "shiny" over their whole surface, and smooth and progressive in their operation? If not, it can prove to be expensive for replacements.

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Rust can be a problem with both Shadows and Spirits. Particularly the front wings where they join the door sills on Shadows and the rear wheel arches on both Shadows and Spirits. Check both these areas carefully.

Shadows and Spirits do not like long periods of inactivity, so low mileage vehicles are not necessarily the best to buy. Regular services are very important and should be carried out every six months regardless of miles covered. One year is too long to "slam" the bonnet and assume that all is well on such complicated motor cars.

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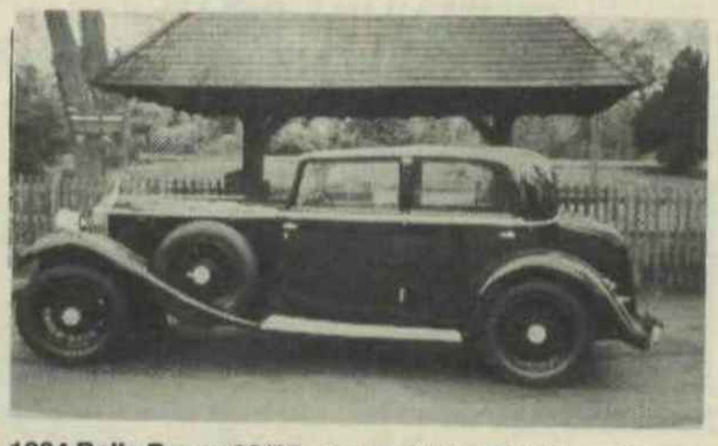
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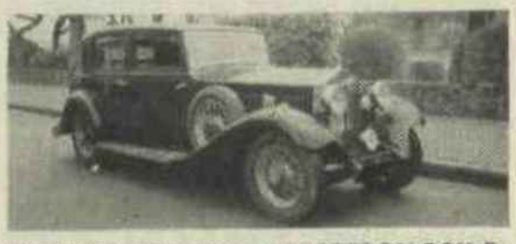
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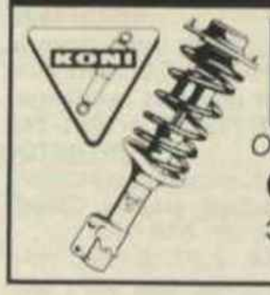
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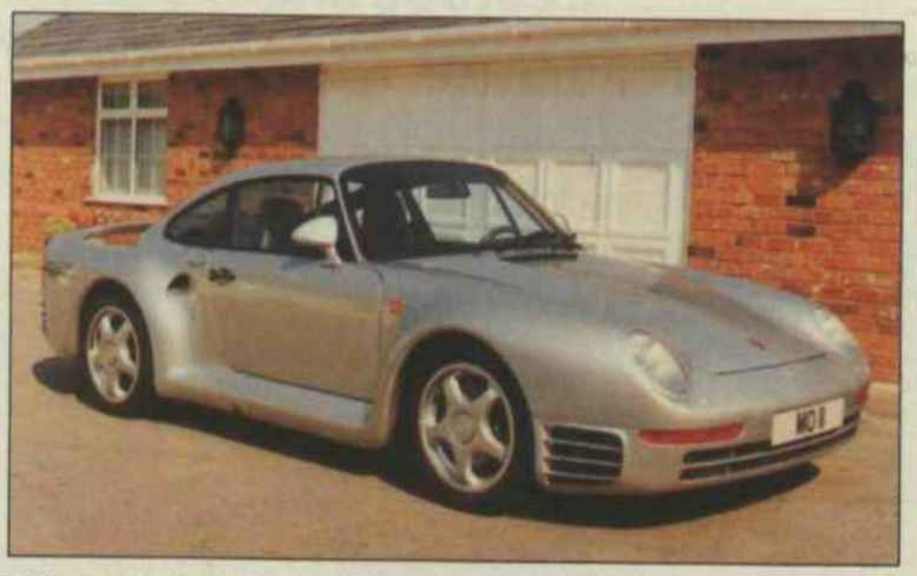
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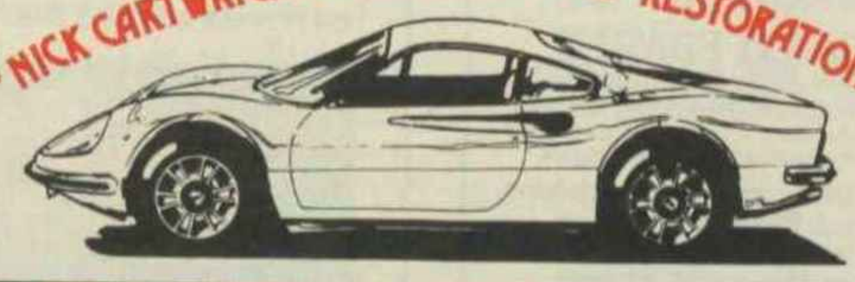


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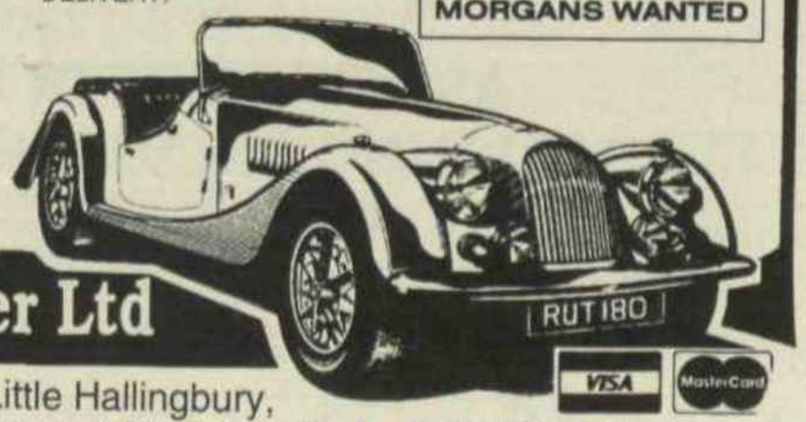
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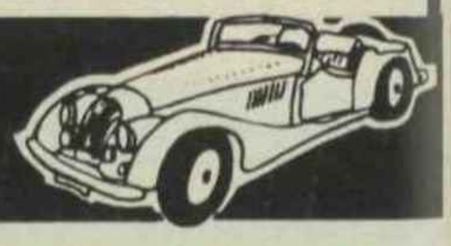
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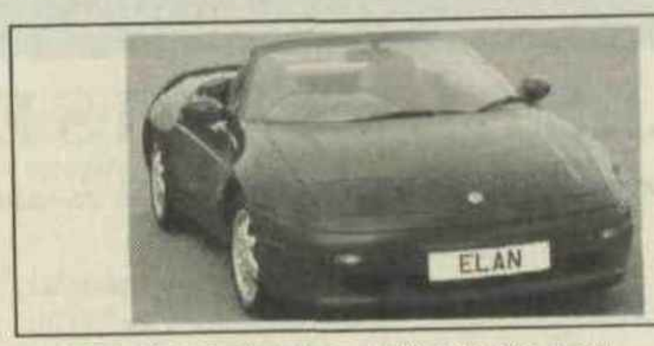
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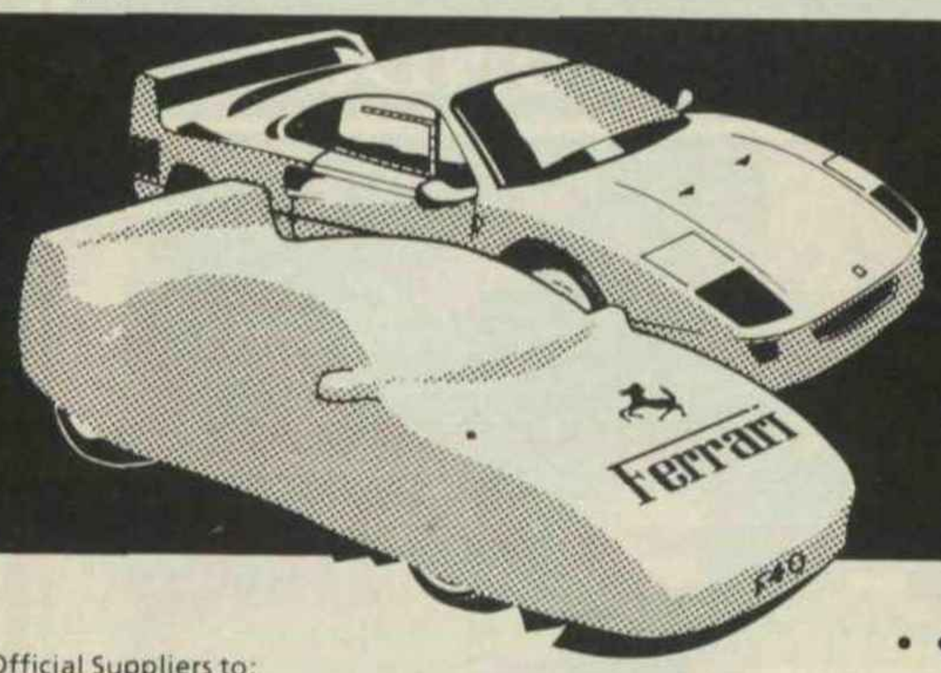
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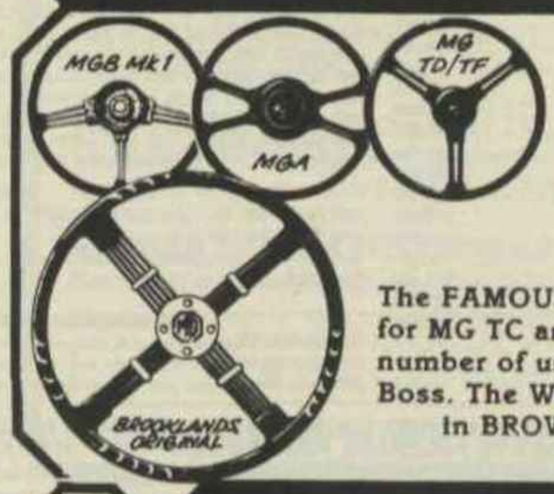
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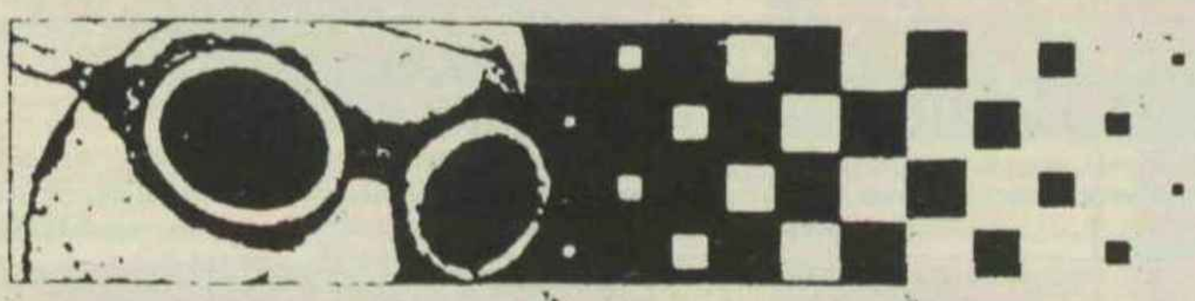
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1987 911 Carrera SE Cabriolet	Red	55,000m
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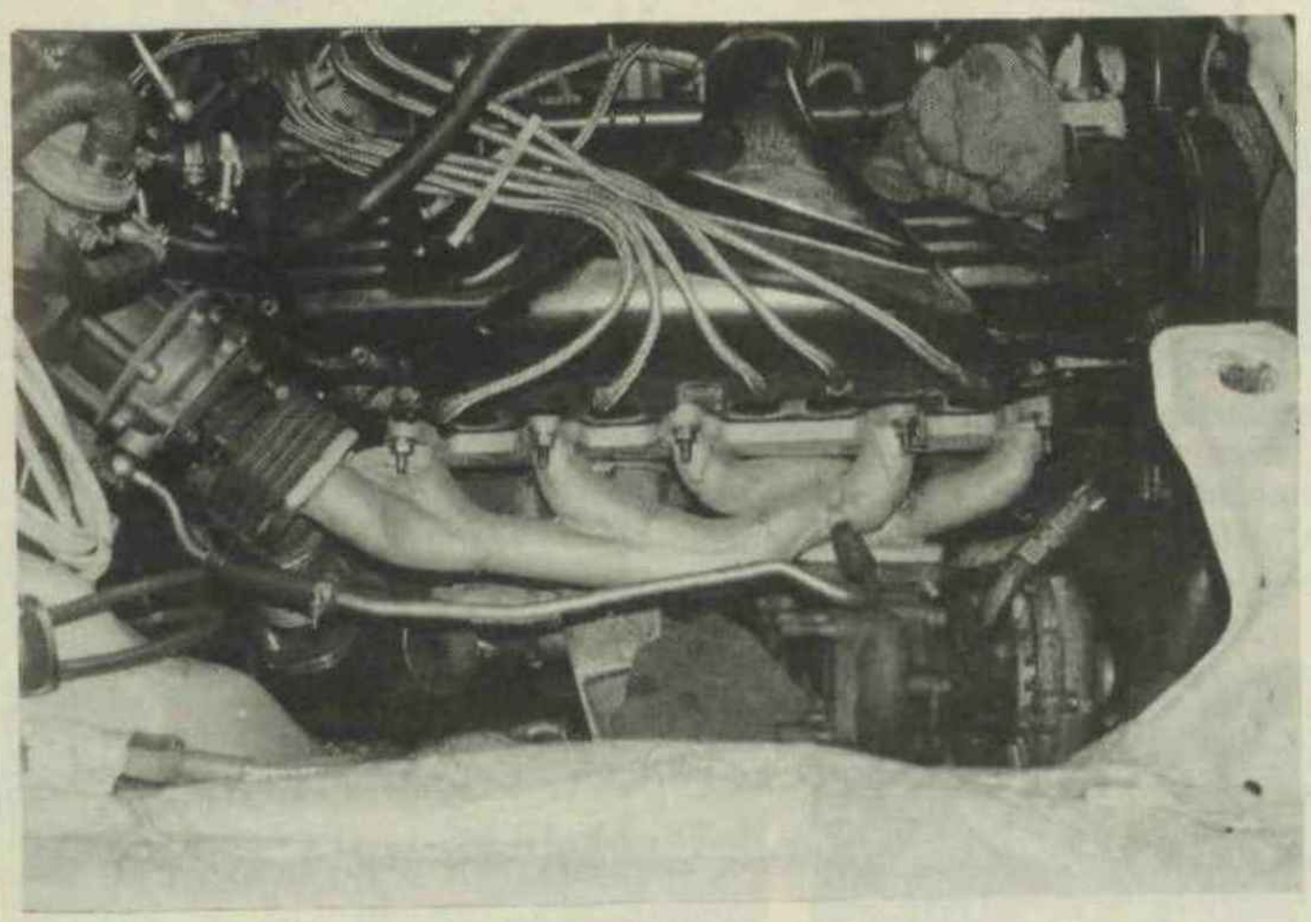
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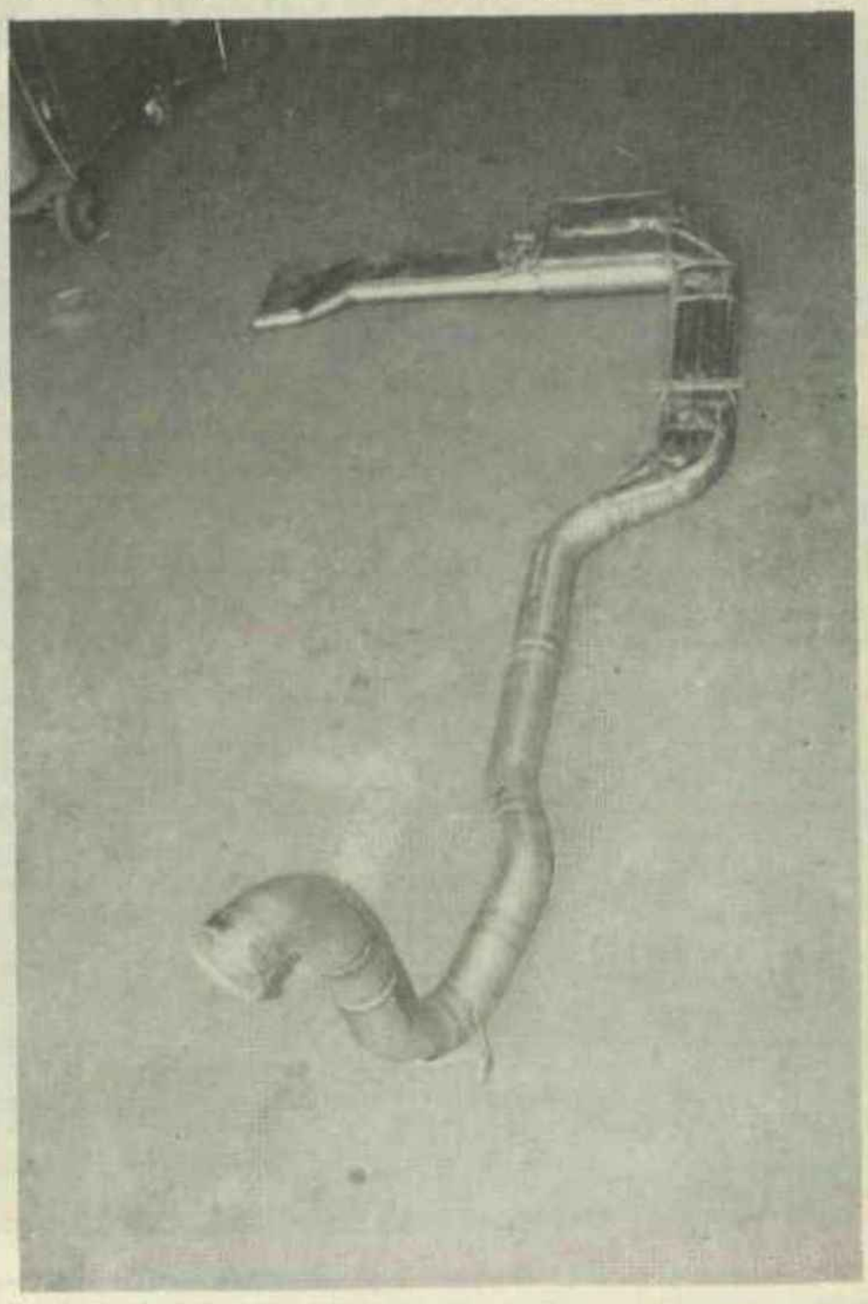
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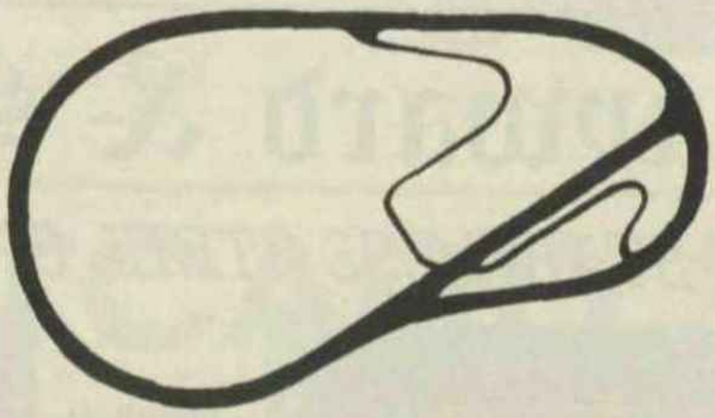








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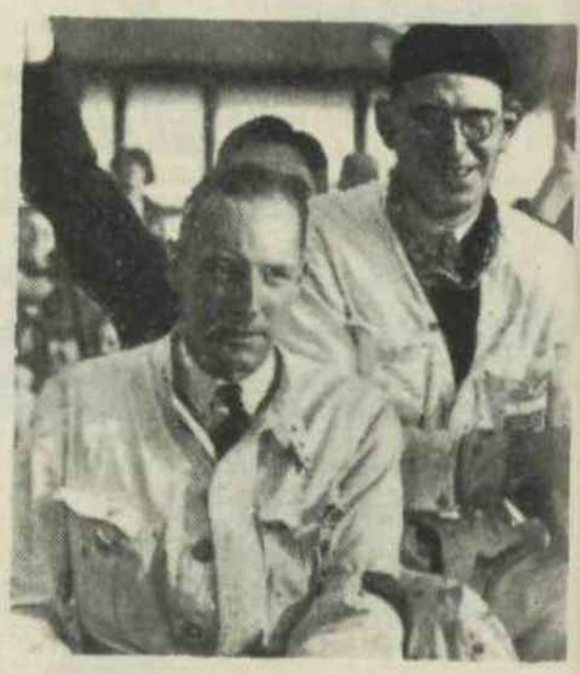


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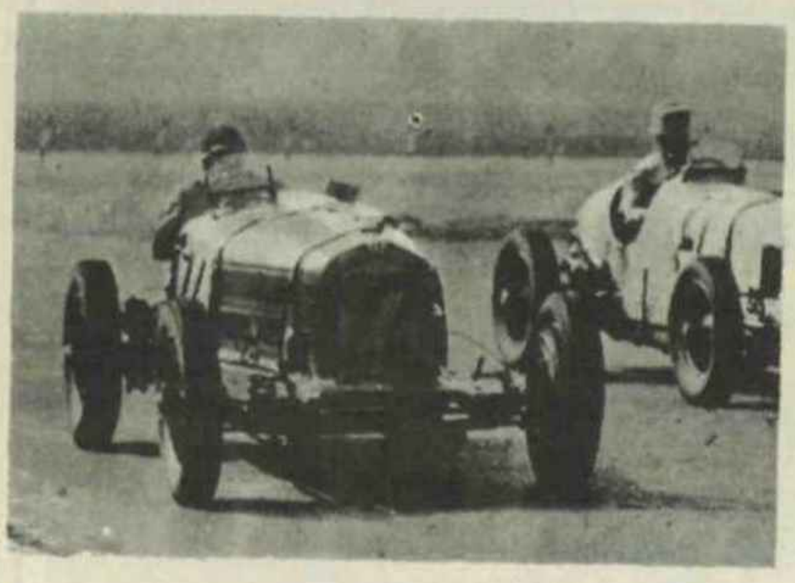
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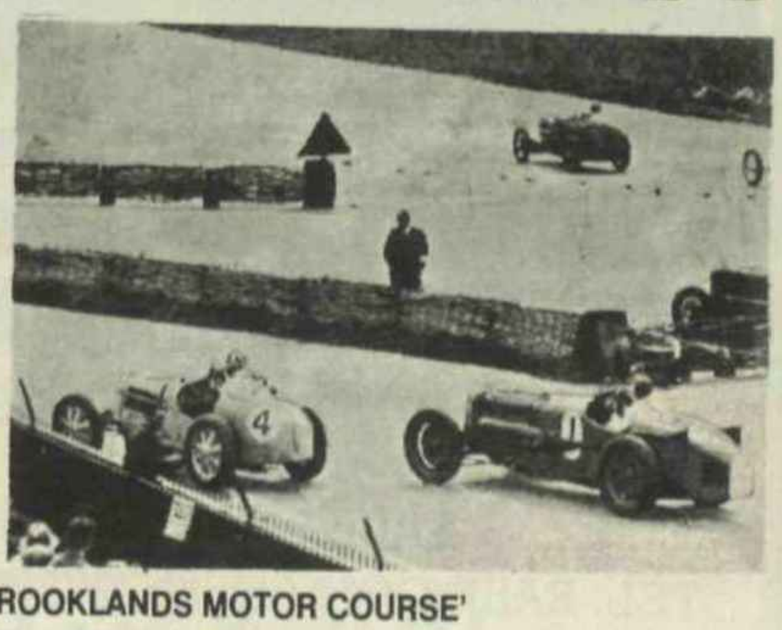












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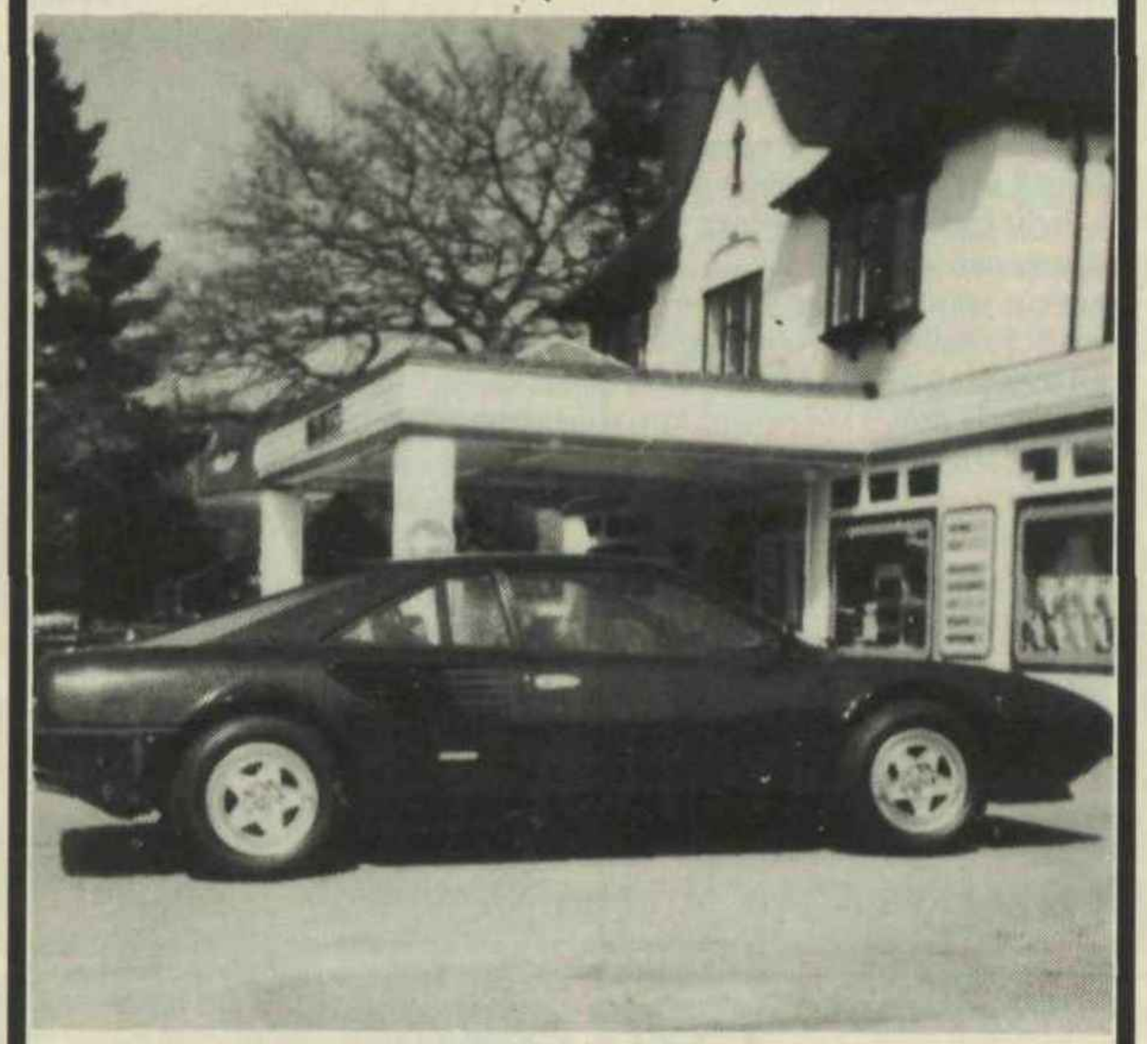
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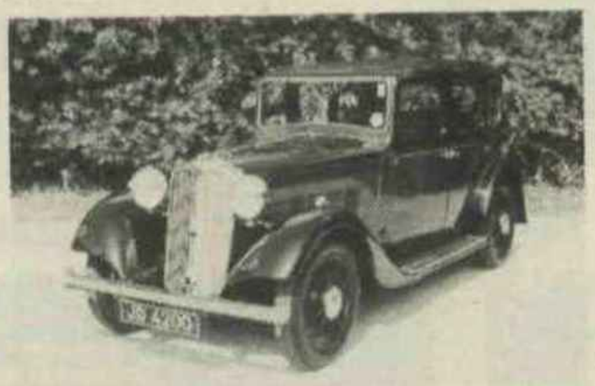
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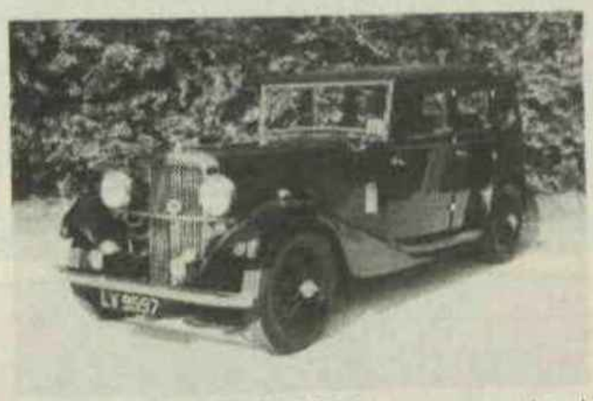
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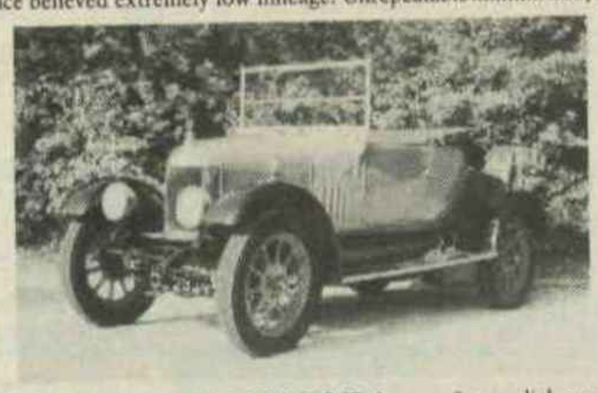
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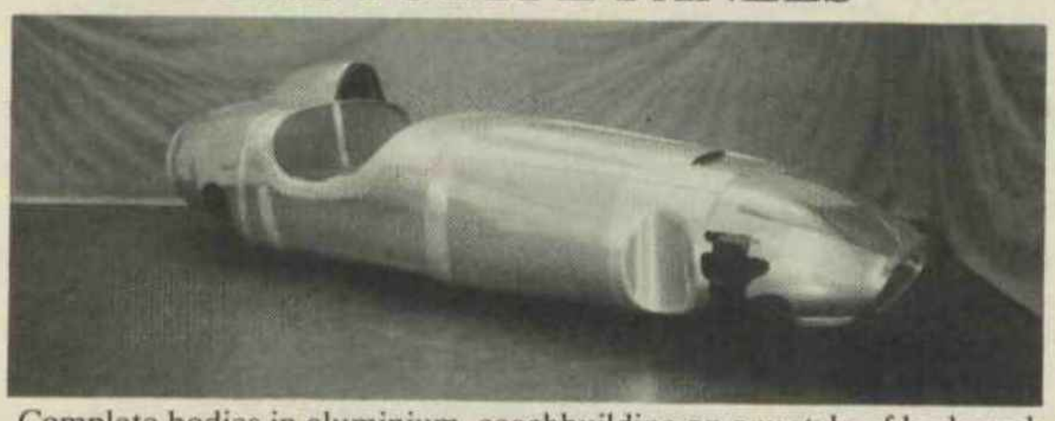
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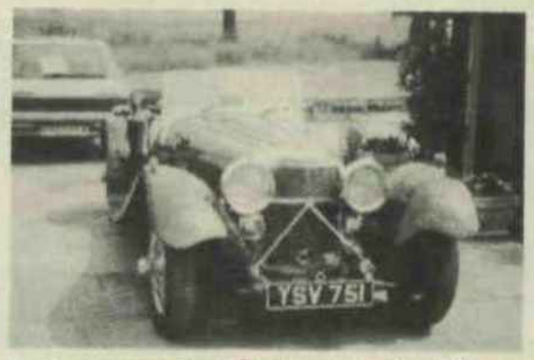
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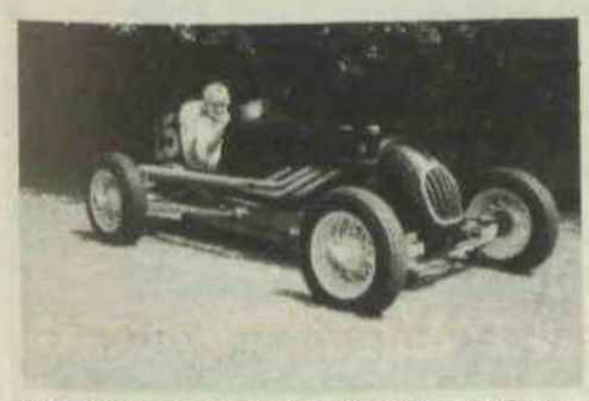
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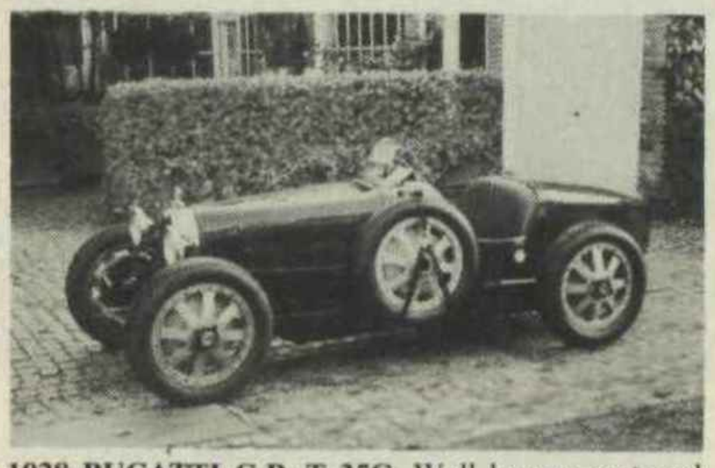
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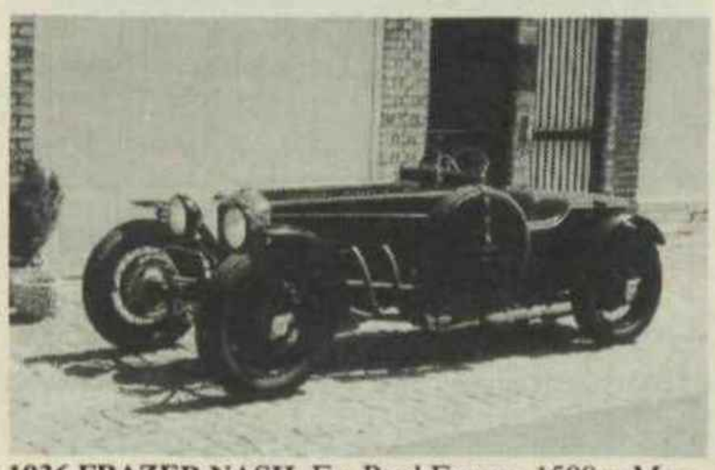
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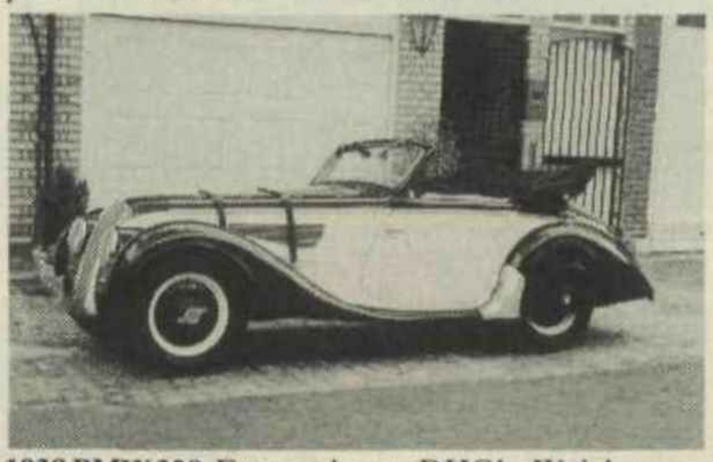
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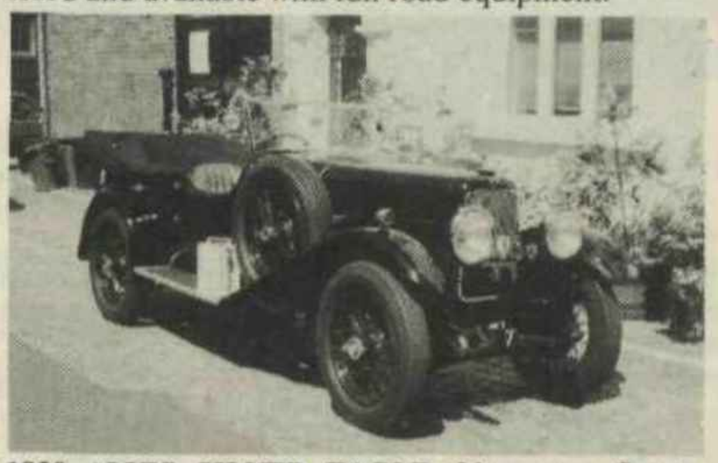
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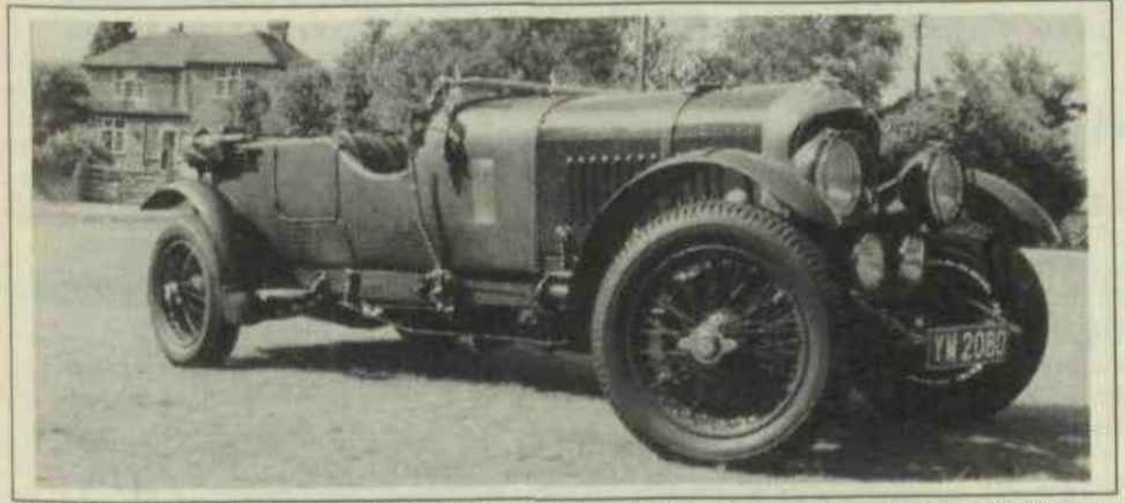
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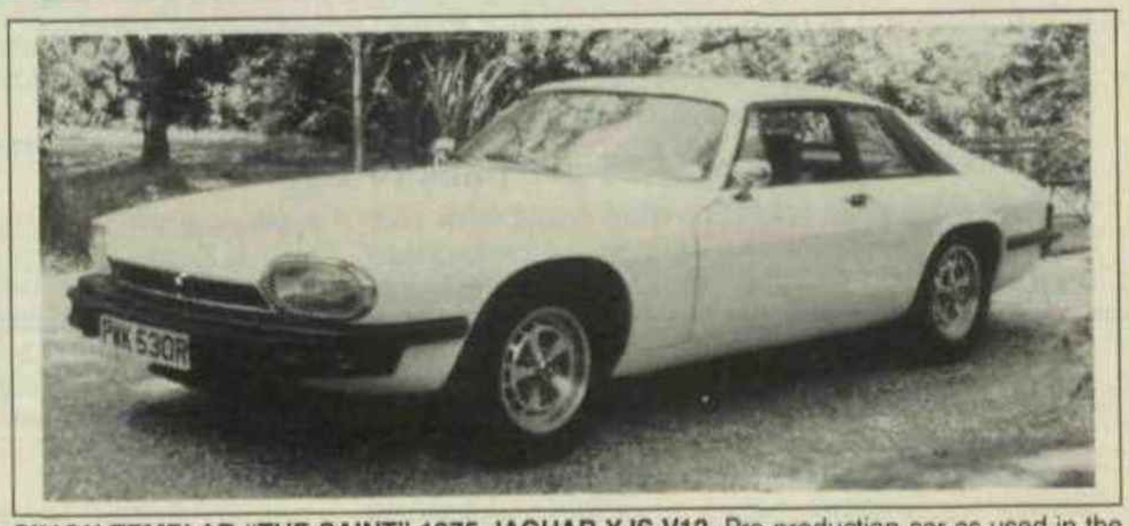
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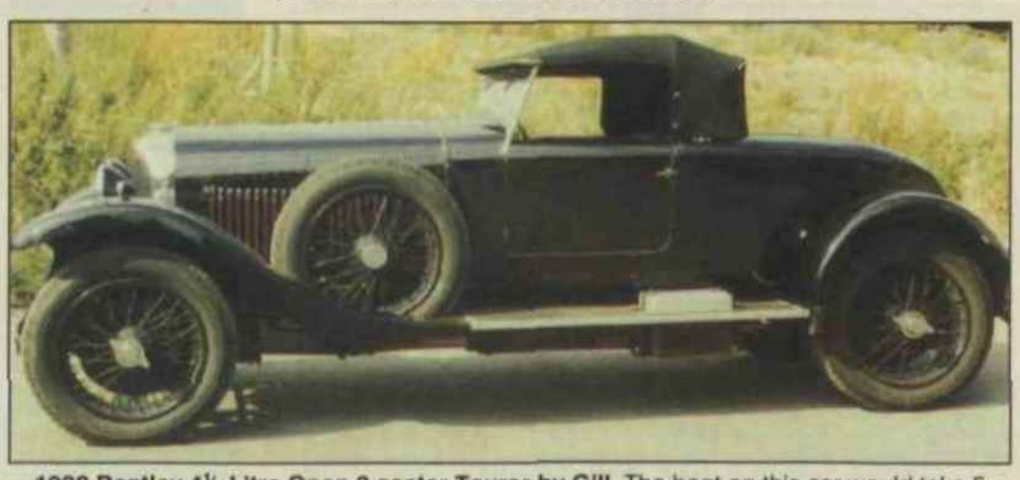
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