MOTOR SPORT

AUGUST 1996

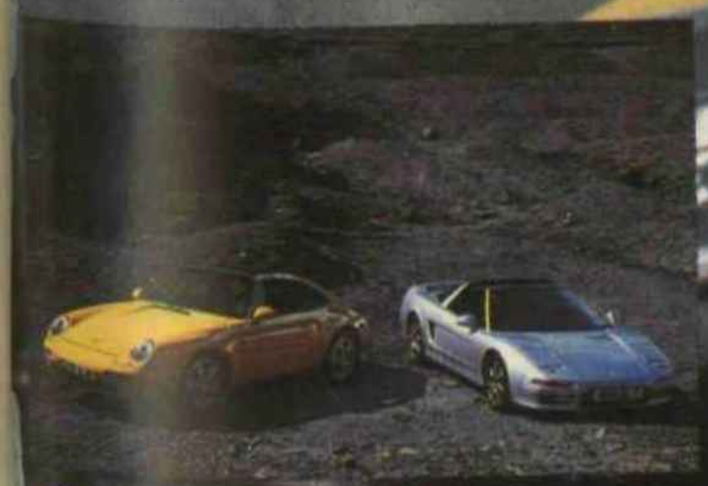
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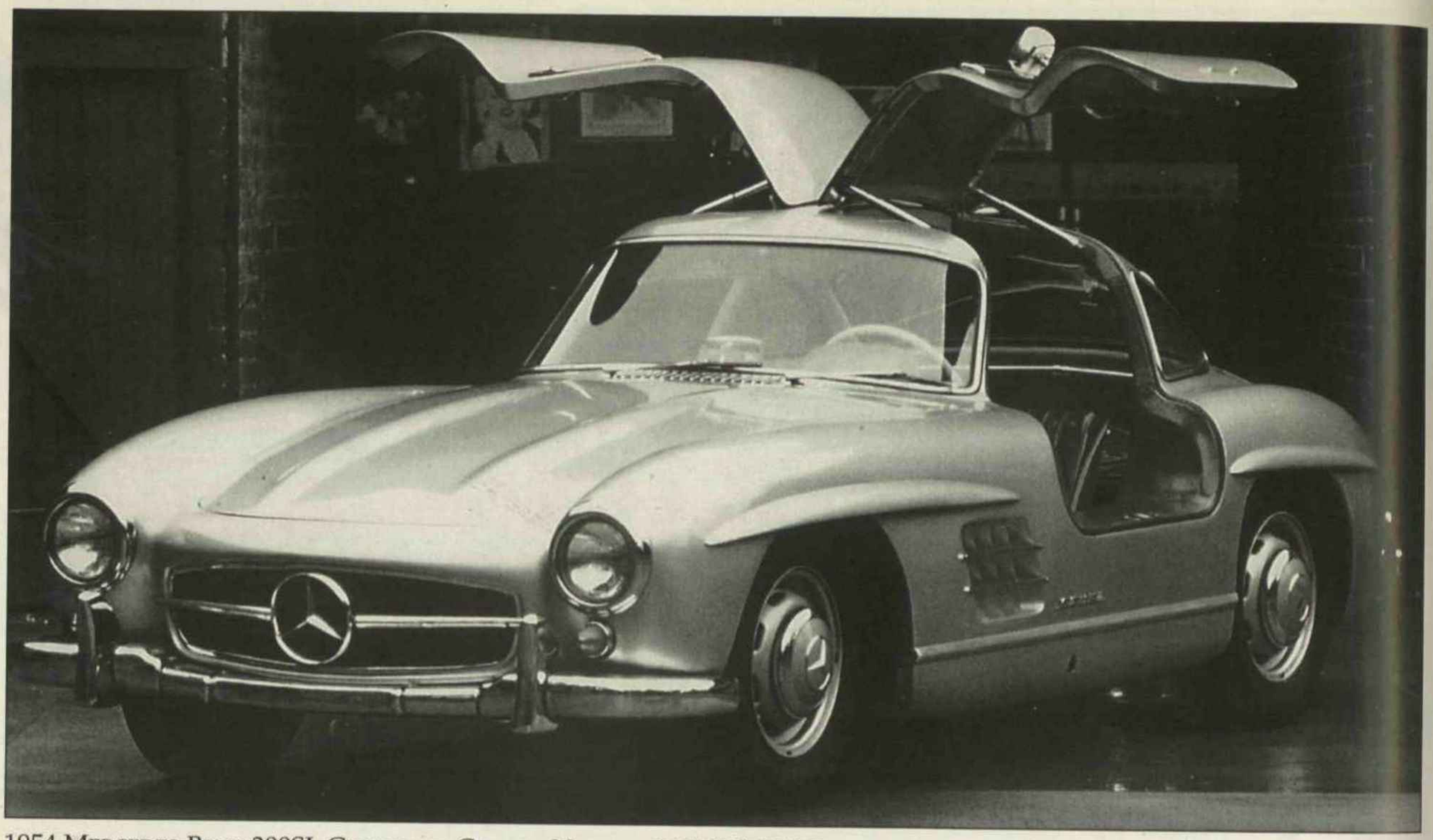
A Honda- instead of a Porsche?

Jim Clark: how it all started

The changing face of Damon Hill

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ALSO: European Rally Championship in crisis ★ John Cleland
Caterham Super Seven ★ Goodwood Festival of Speed
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1954 Mercedes-Benz 300SL Gullwing, Chassis Number 1980405500853, one of the many fine entries included in this sale

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AT

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Following The Success Of Coys Chiswick House And Silverstone Sales Earlier This Summer, We Are Pleased To Announce Our Appointment To Conduct A Sale Of Important Historic Motor Cars, Motor Cycles And Related Automobilia At The Midland Motor Museum On Thursday 5th September.

This Auction Will Include A Significant Number Of Unique Vehicles, Motor Cycles And Related Automobilia Directly From The Museum's Collection, Offered For Sale For The First Time In Many Years.

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Front cover: Four championships in hand, one looming – the Régie decides it has nothing more to prove, and at a stroke upturns the F1 cart.

MOTOR SPORT

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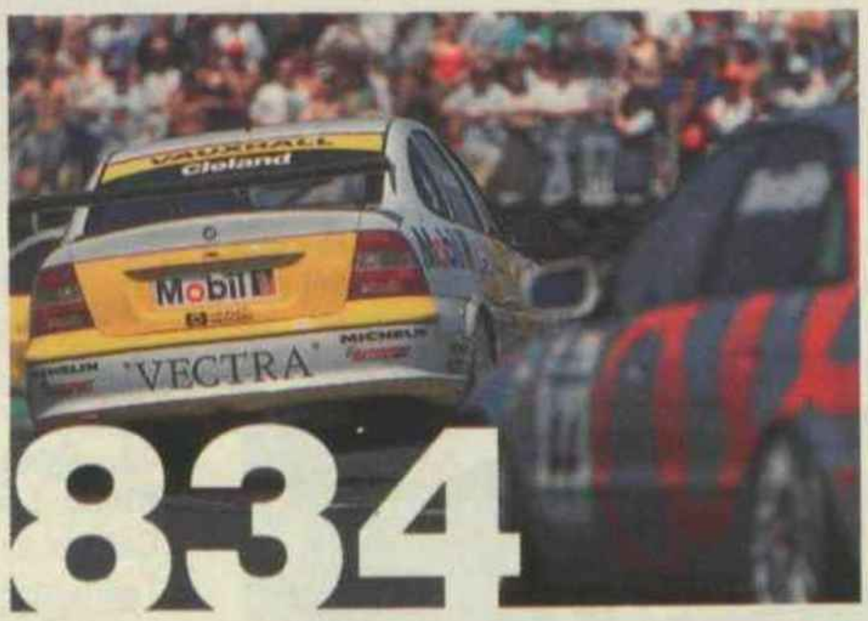
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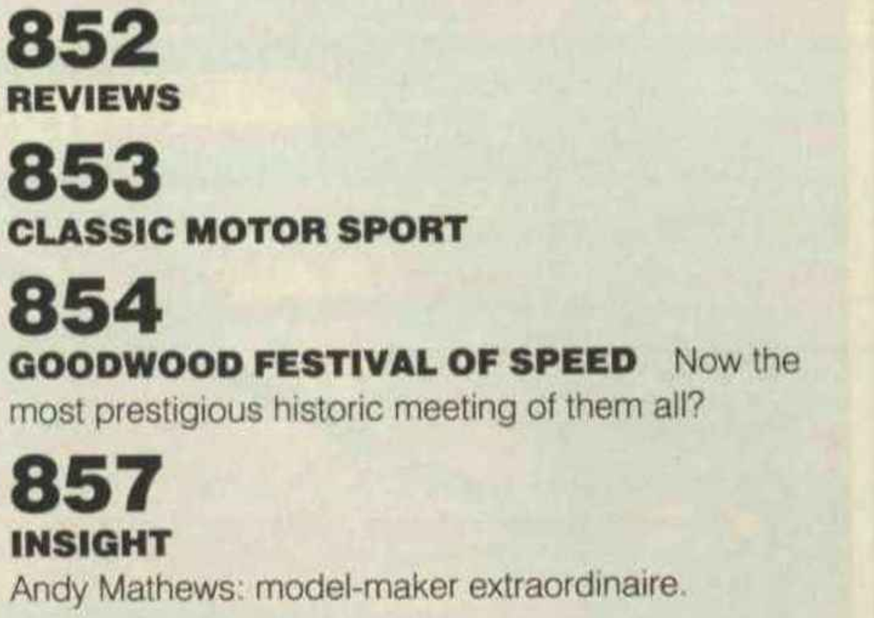
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AUGUST 1996

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Next issue out AUGUST 23

DIARY

THE MONTH IN MOTOR SPORT



JUNE

19 **Three weeks** after his enormous **accident** at Oulton Park, **Kelvin Burt** returns to the cockpit of a BTCC Volvo 850 at Pembrey.



20 **Renault Sport** confirms mounting speculation by announcing its intention to **withdraw from Formula One** *at the end of the* 1997 season. The Viry-Chatillon concern feels that it has nothing left to prove at Grand Prix level; rumours link it with possible Indycar and larger rally programmes. The *Régie*'s BTCC and F3 programmes are *unaffected, but its decision* leaves **Williams** and **Benetton** searching for new powerplants.



20 *Ill-feeling dogs the merger between* **Tom Walkinshaw Racing** and **Arrows** (above), culminating in a row over the planned **relocation** to TWR's Leafield base and a subsequent **lock-out** at Arrows' Milton Keynes factory. Meanwhile, **Goodyear** discloses that it will **restrict** Arrows' supply of testing tyres after **Jos Verstappen's** exploratory foray at Silverstone on **Bridgestone** rubber.

21 The **FIA Rallies Commission** reveals that it intends to **shorten World Championship events**.

23 **Opel** continues its **ITC** momentum, as **Klaus Ludwig** (below) rockets his Zakspeed Calibra to a brace of victories at the Norisring. Team-mate **Uwe Alzen** shadows *him home* in both races, while fellow Opel man **Manuel Reuter** continues to lead the championship. Mercedes' disastrous weekend culminates in a *massive shunt for* **Jan Magnussen** in race *one*. The impact registers a trifling **36G** . . .



STARK **REMINDERS**

It has been a bleak month for motorsport. While the British Grand Prix occupied most of the headlines in the middle of July, the small print made for harrowing reading.

In Canada, popular American Jeff Krosnoff died after a violent accident towards the end of the Toronto Indycar race; a marshal also perished in the incident. In Austria, two race officials were injured, one critically, when a Formula Opel car ran out of control. In France, an appalling accident at the Alençon-Essay Inter-Nations Cup rallycross left five spectators dead, and over 20 injured.

Every so often, we are reminded that the notice on the back of admission tickets means what it says: motor racing is dangerous.

As this is written, there has been no hysterical reaction from the national media. However, just because these incidents occurred in events which are relatively low-profile in the UK does not mean we should ignore their possible implications.

As far as safety is concerned, huge strides forward have been made in recent years, particularly in the wake of the Ratzenberger and Senna tragedies at Imola in 1994.

That none of the victims in this latest series of incidents should be a global star of Ayrton Senna's magnitude does not lessen the imperative need for thorough investigation.

All forms of motorsport can be made safer, but it will never be possible to legislate against every eventuality.

Just occasionally, it takes the worst to happen before the sport is shaken from its complacency. This is not, however, a time for hysteria, but rather for calm reflection. The authorities can not alter what has happened; they can, however, be seen to take steps to ensure that there is less chance of it recurring. **S A**



23 **Kurt Mollekens** ends his British F3 drought with a lights-to-flag victory at **Donington**. Argentinian **Brian Smith** causes a major sensation by putting his **TOM'S 036** *on pole, breaking* **Dallara's three-year monopoly**, but stalls on the startline.

23 **Alessandro Zanardi** is another duck-breaker, taking his first **Indycar** victory at Portland ahead of **Gil de Ferran** and **Christian Fittipaldi** after his Ganassi team adopts a bold tyre strategy. Team-mate and series leader **Jimmy Vasser** struggles home **13th**.

23 **Jonathan Palmer** returns to the cockpit of a **Williams FW07B** at the **Goodwood Festival of Speed** and comes away with FTD. **Eddie Irvine's** bid in a 1995 Ferrari is scuppered by driveshaft *failure, but the reunion of* **Froilan Gonzalez** and a **BRM V16** captures much of the attention.

24 **Opel** boss Wolfgang-Peter Flohr discloses that **Nigel Mansell** will drive one of its Calibras at Silverstone's round of the ITC. Both **Alain Prost** and **Emerson Fittipaldi** are being lined up to drive for Mercedes, meanwhile, in Magny-Cours and Rio respectively.

24 After several months of delay, **Ford** finally confirms its Super Touring deal with **Reynard**. The Bicester marque has **global responsibility** for the Mondeo's development.

24 **Mika Hakkinen's** name is linked to a deal with **Benetton** for 1997. Likewise Indycar frontrunner **Gil de Ferran's** with the nascent **Stewart Grand Prix** set-up.

24 **Tyrrell and Yamaha** move to deny rumours *that the latter will terminate its F1 involvement at* the season's end.

24 **Colin McRae** is revealed to be lining up a test in a **Jordan** F1 car.

24 In spite of **Subaru's** impending **withdrawal**, **Mitsubishi** says it has no intention of quitting the **Asia-Pacific Rally Championship**.

27 **Tom Walkinshaw's** take-over of Arrows is *confirmed, despite the previous week's* **glitch**.



27 Rumour suggests that **Heinz-Harald Frentzen** (left) is to take over **Jacques Villeneuve's** Williams-Renault seat for 1997.

28 **Peugeot** confirms it will **supply Jordan exclusively** with its V10 engine in 1997, despite rumours to the contrary.

29 Further rumour abounds that **Honda** is set *to shake-up its European Super Touring plans in* 1997. Both **Derek Warwick** and **Alain Menu** are linked with its long-term programme.

29 The 1997 **BTCC calendar** features the **shock inclusion** of a round at the recently-resurrected **Croft** circuit.

29 **Volvo** confirms that it will continue its BTCC programme with **TWR** in 1997.

30 **Damon Hill** scores his sixth win of the year in the French GP, heading home Williams teammate **Jacques Villeneuve** for the second race in succession. Villeneuve escapes unscathed from a **big qualifying crash**, and finishes well ahead of the closely matched Benetton pairing of **Jean Alesi** and **Gerhard Berger** in a Renault-powered 1-2-3-4.



30 More success comes Renault's way in the form of Alain Menu's **BTCC double** at Brands Hatch (above).

30 **Gil de Ferran** exorcises his Cleveland IndyCar ghost by taking a **stunning win** at the Burke Lakefront Airport circuit, despite intense pressure from **Alessandro Zanardi**.

30 The spate of Super Touring accidents continues as **Warren Hughes** is knocked out in a **huge shunt** in the German series at the Sachsenring in his Ford Mondeo.

JULY

1 Nigel Mansell announces that he will **not** contest the **Silverstone ITC race** with Opel after all. A statement from Mansell states that **no dialogue** had taken place between the two parties; **Opel** sources do not concur . . .

1 Lada commissions MotorSport Developments to design and build two prototype **Group A rally cars**.



1 Finnish rally legend **Markku Alén** (left) is recalled to Subaru's world rally team, three years after he destroyed a new Impreza on its first event . . .

1 Harri Rovanperä is announced as Ford's replacement for fellow Finn **Jarmo Kytölehto** for the remaining rounds of the British Rally Championship, as the latter has **run out of funds**.

4 Rumours suggest that **Michael Schumacher** is ready to extend his **contract with Ferrari** until 1998.

6 Tommi Mäkinen extends his **World Rally Championship lead** with an easy win in Argentina. The Finn's advantage is strengthened further by the retirement of **Colin McRae**, who **rolls** after six stages. Anger at organisational difficulties which blight the event brings forth calls for **full-time rally officials**.

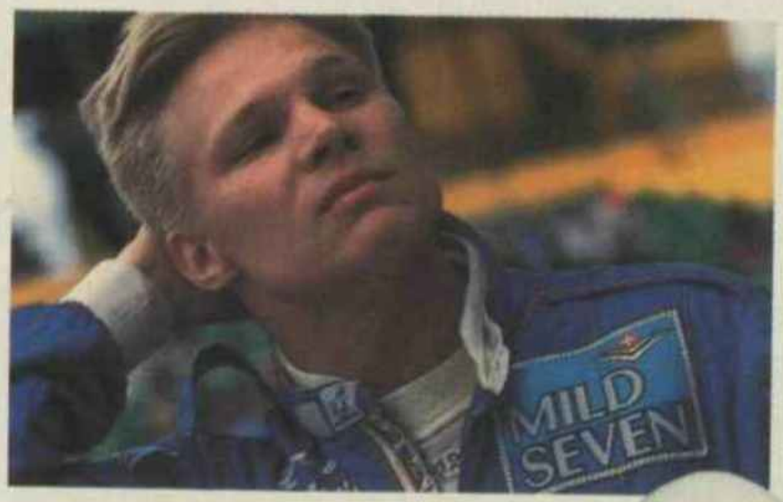
7 FOCA supremo **Bernie Ecclestone** and his wife are **attacked** outside their London home. The two thieves make off with a ring valued at £600,000, and the Ecclestones are released from hospital after receiving treatment for **shock and bruising**.

7 Mercedes bounces back at the **Diepholz** rounds of the **ITC**. **Bernd Schneider wins** both races, with **Dario Franchitti** providing support in second.

8 Andy Wallace signs to drive Lotus Racing's lead **Esprit V8** at the **Anderstorp BPR Global GT Cup** race – but hastily **un-signs** when it emerges that his original car, the Harrods-backed, Dave Price-prepared McLaren, will go after all.

9 An eleventh-hour monetary dispute over **TV rights** threatens the **BTCC support races** at the British GP. Eventually **Bernie Ecclestone** and TOCA boss **Alan Gow** thrash out an agreement which will see the double-header go ahead, but it seems like that touring cars **will not feature on the GP bill** next year.

13 Tyrrell announces its intention to take up an option on **Mika Salo's** services in 1997. **Ferrari** intimates similar plans for **Eddie Irvine**, while **Ricardo Rosset** has his **12-race Arrows deal extended** until the season's end.



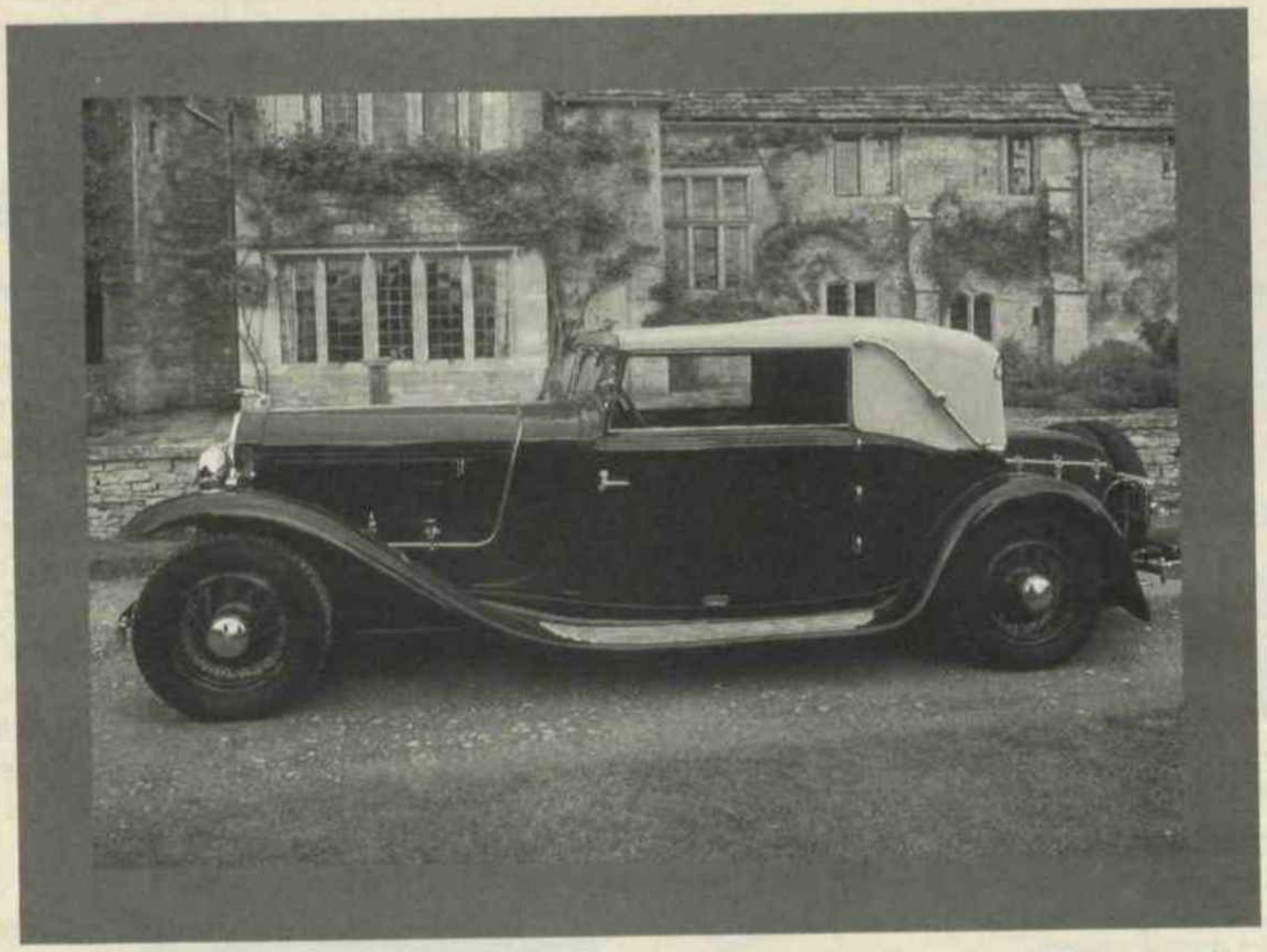
13 Korea's GP hopes take a step nearer to fruition. A **government-backed group** reveals it has agreed with **FOCA** to stage a race in **1998**, at a track designed with input from Tyrrell's Harvey Postlethwaite in the Chollabuk-do region.

13 Forti's financial difficulties mean that both **Luca Badoer** and **Andrea Montermini** are restricted to a **handful of laps** in Silverstone qualifying, their engines in dire need of rebuilds. Predictably, neither makes the 107% cut.

13 BMW's Roberto Ravaglia takes his maiden BTCC victory in the first double-header support race, while **Darren Manning** manages a similar **British F3** fate shortly afterwards.

14 As expected, a **Williams-Renault** wins the British GP, but it is **Jacques Villeneuve** who takes the honours as **Damon Hill** spins out of fourth when a **loose wheel nut** manifests itself. **Gerhard Berger** and **Mika Hakkinen** join Villeneuve on the podium – but the Canadian's celebrations are postponed when **Benetton lodges a protest** concerning the Williams' front wing endplates. Three hours later, this is **thrown out** – but not before harsh words have been spoken, or **Ferrari's role** in the controversy called into question.





1931 Lancia Dilambda Castagna Cabriolet to be sold at Ascot, 2 August 1996

Summer Vintage

2 August 1996, Ascot Racecourse, Berkshire

A sale *of* Fine Veteran, Edwardian, Vintage, Post Vintage Thoroughbred *and* Collectors Motor Cars *and* Automobilia.

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1929 Alvis Front Wheel Drive Sports
1931 Lancia Dilambda Castagna Cabriolet
1932 Pierce Arrow Sedan
1939 Salmson S4 Coupe
1939 Chevrolet Master 85 Sedan Coupe
1948 Bentley Mk VI Special Tourer
1950 Jaguar Mk V Saloon
1950 Daimler DB18 Barker Drophead Special Sports
1952 Jowett Javelin
1954 Bentley R-Type Continental
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1961 Aston Martin DB4
1963 Jaguar 3.8 Saloon
1965 Aston Martin DB5 Sports Coupe
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14 David Leslie (above) gives Honda its first BTCC victory in the following touring car race, but second-placed **Frank Biela** further extends his championship lead.

14 A Ferrari F40 breaks McLaren's season-long dominance of the BPR series at **Anderstorp**, courtesy of Ennea Igol team owner **Luciano della Noce/Anders Olofsson**.

14 Round 11 of the IndyCar World Series, at **Toronto**, is halted by a **tragic accident** in which both **Jeff Krosnoff** (right) and a marshal, Gary Avrin, lose their lives. It occurs when Krosnoff's Arciero/Wells Reynard rears up over the back of Stefan Johansson's car at the end of the 180 mph Lakeshore Boulevard straight and hits a marshals' post on its way into the fence. **Adrian Fernandez'** well-merited **first Indycar victory** is sadly overshadowed.

14 It proves a wholly tragic weekend for motorsport. **Five spectators die** in a **rallycross accident** in France, while the **Clerk of the Course** is seriously injured in a **freak Formula Opel shunt** at the Salzburgring.

15 Young Brazilian **Tarso Marques** is the latest addition to **TWR's Bridgestone evaluation** programme, although the team insists that it has no hidden agenda for the Minardi pilot.



OBITUARY

WALTER HASSAN OBE

Wally Hassan, who died in July aged 91, was one of the significant figures in the histories of Bentley and Jaguar, and British motor racing over many decades. He started out at Bentley in 1920, and made a name with Brooklands specials such as the Barnato-Hassan and Pacey-Hassan, then working on John Cobb's Land Speed Record Railton and the ERA project.

Joining SS/Jaguar in 1938, he worked with Sir William Lyons on the immortal XK engine which powered Jaguars for over 40 years, and was directly involved with the five Le Mans victories in the 1950s. There was Grand Prix success too; he re-engineered the Coventry-Climax pump engine into a World Championship winner in Cooper chassis. The V12 engine which made the XJ12 arguably the best saloon in the world was his last technical achievement, as Chief Engineer, Power Units, before he retired from Jaguar in 1972.

15 Ford reveals plans to debut its **new World Rally Car** version of the **Escort Cosworth** on the **1997 Monte Carlo Rally**.

15 To the surprise of many, **Renault** announces that **Alain Oreille** will replace **Serge Jordan** in its Mégane Maxi kit car on the **Ulster Rally**.

15 Alister McRae is linked to a possible drive in a **Peugeot 306 Maxi** on the RAC Rally.

AUGUST **FIXTURES**

Date	*Venue*	*Event*	*Type*
Aug 1-3	Belfast	Ulster International Rally	INT
Aug 2-4	Silverstone (Hist)	Coys Historic Festival	INT
Aug 3	Indianapolis, USA	NASCAR	N
Aug 3/4	Croft	TVRs, ARP F3, FF1600, R5TS	N
Aug 3/4	Donington Park	British F2, F First, Ferraris, Alfas	N
Aug 4	Aida, Japan	ITC	INT
Aug 4	Zandvoort	Marlboro Masters F3	INT
Aug 4	Cadwell Park	750MC, F4, F Vee, Kits	R
Aug 4	Lydden Hill	BRSCC Super Coupé	R
Aug 4	Pembrey	F2000, saloons, historics	R
Aug 10	Castle Combe	FF1600, MonoKent	R
Aug 10	Silverstone (Nat)	Bentley Drivers Club	R
Aug 10/11	Oulton Park (Fosters)	TOCA	N
Aug 10/11	Snetterton	British F3, Saloons, Caterhams	N
Aug 11	**Hungaroring**	**Hungarian Grand Prix**	**INT**
Aug 11	Mid-Ohio	IndyCar World Series	INT
Aug 11	Watkins Glen, USA	NASCAR	N
Aug 11	Silverstone (Nat)	Brooklands 500km Raceday	R
Aug 11	Brands Hatch	F2000, Ginettas, Minis	N
Aug 11	Knockhill	Metros, Kits, Historics	R
Aug 11	Mallory Park	FF1600, ProSport 3000, Eurocars	N
Aug 17	Oulton Park	Historics	R
Aug 17/18	Phoenix Park	Historic F1, Opels, Fiats, Historics	R
Aug 18	Silverstone	F3000, ITC, Rovers	INT
Aug 18	Road America, USA	IndyCar World Series	INT
Aug 18	Brooklyn, USA	NASCAR	N
Aug 18	Cadwell Park	TVRs, VR6s, F First	N
Aug 18	Mallory Park	AMOC, Ferraris, InterMarque	R
Aug 18	Snetterton	750MC, F4, F1300, Kits, Caterhams	R
Aug 24-26	Jyväskylä	1000 Lakes Rally	INT
Aug 24-26	Croft	Saloons, Sports, Libre	R
Aug 24	Spa-Francorchamps	F3000	INT
Aug 24	Bristol, USA	NASCAR	N
Aug 24	Lydden Hill	FF1600, Sports, Special GTs	R
Aug 25/26	Brands Hatch	British F2, Rovers, R5TS	N
Aug 25	**Spa-Francorchamps**	**Belgian Grand Prix**	**INT**
Aug 25	Suzuka, Japan	Global GT	INT
Aug 25	Mosport, USA	IMSA	N
Aug 26	Thruxton	TOCA	N
Aug 26	Castle Combe	TVRs, Porsches, ProSport 3000	N
Aug 26	Mallory Park	MonoKent, Ginettas, Eurocars	N
Aug 26	Oulton Park	Vintage SCC	R
Aug 26	Thruxton	TOCA	N
Aug 31	Kirkistown	500 MRCI: FF1600, Metros, Fiats, Libre	R

TOCA meetings include BTCC, F Vauxhall , F Renault, F Vauxhall Jr, Renault Spiders, Fiestas and Historic Saloons.

NEXT MONTH IN MOTOR SPORT

Two wins in 1995 didn't help restore Johnny Herbert's reputation, but his midfield performances this year have suddenly made him fashionable. Discuss.

Don't miss our special Ferrari advertising supplement, chronicling over 50 of the finest cars ever to carry the Prancing Horse emblem.

Full facts and figures from the latest World Championship Grands Prix, and the battle of the road-going minnows. The Fiat Cinquecento Abarth is the Mini Cooper of the 1990s, but is it truly better than the original?

Plus, we look back at some of the great cars which benefited from the engineering expertise of the late Walter Hassan.

September's MOTOR SPORT goes on sale on August 23.

Contents subject to change

Super Resin Polish

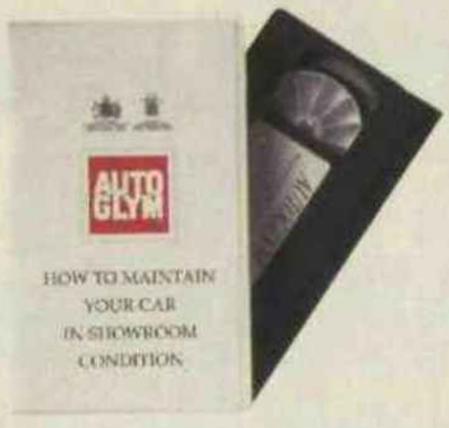
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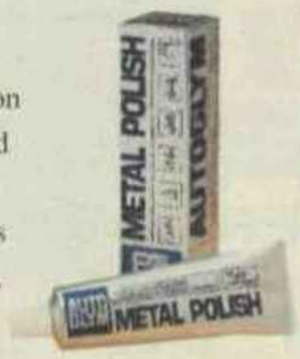


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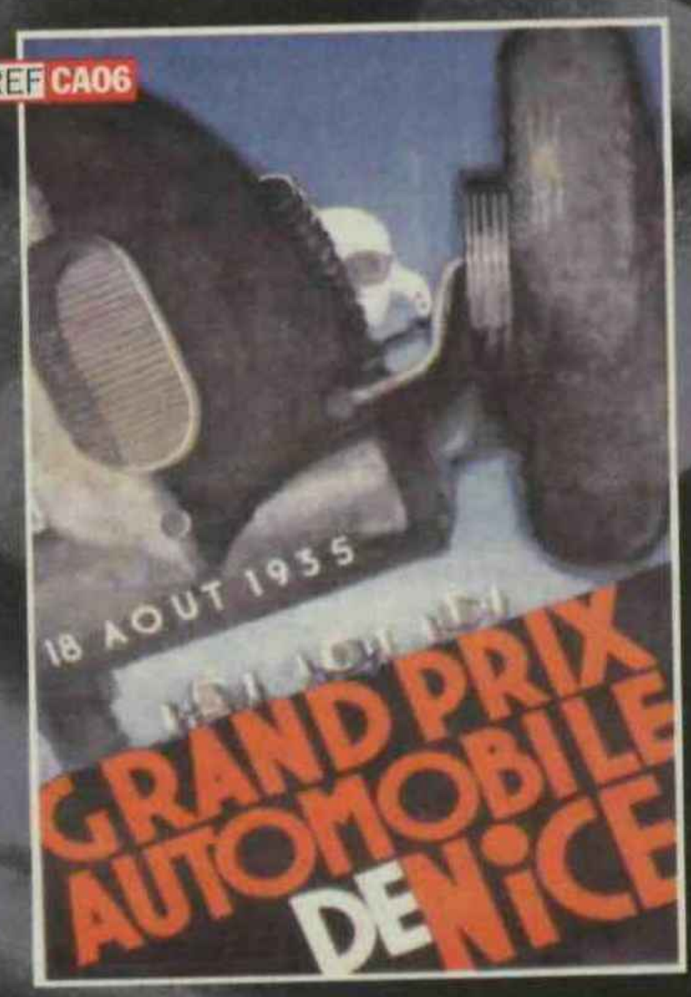
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FOOD GLORIOUS FOOD . . .



. . . and the engines weren't bad either. In the light of its decision to withdraw from Formula One, Timothy Collings considers the reign of Renault

Inside the motorhome, food was being eaten. Not just any food. Exquisite stuff, well planned, delicious and French. Yes, the sort of cuisine that starts and ends with an 'Oh!' Or an 'haute', depending on how you feel. There are two of these motorhomes, one providing sit-down service alongside the Williams' base and one doing a cafeteria job for Benetton. And round the corner, of course, is Elf, a traditional watering hole of excellence in every respect for the lounge lizards and gourmets of the Formula One paddock. And it *is* a tough choice. Where to go?

RENAULT'S **WINNERS**



Since Renault embarked on its F1 adventure in July 1977, it has powered a total of 13 drivers to Grand Prix success

1 **Jean-Pierre Jabouille takes win number one: Renault RS11 V6 turbo, Dijon-Prenois, July 1 1979.**



Renault last raced in Formula One as an individual entity in 1985, when Patrick Tambay and Derek Warwick (pictured) had little joy with the RE60.

For several years now, the most difficult pre-race decisions in the Sunday morning build-up to a European Grand Prix have been where to eat, when and with whom. Since returning to Formula One in 1989, Renault has set new standards in everything it has done from designing and engineering to racing and creating, and from inspired public relations crusades and pioneering advertising to disciplined teamwork and meticulous attention to detail. Just look in the record books and you can see the results in a succession of victories, pole positions, fastest laps, drivers' and constructors' titles.

Yes, when the Régie leaves at the end of next year, it will be missed. But nowhere more so than in the paddock, every race, every other weekend, right through the European summer season.

And, yes, Renault is definitely going. Forget all the rumours about Renault going away, transforming into a privately-owned company (it happened on Tuesday, July 2, two days after their clean sweep at Magny-Cours in the French Grand Prix) and returning, with the right excuses, to resume where it left off. No, this lady is not for u-turning as Patrick Faure, the president of Renault Sport, made unmistakably plain when he talked inside the Benetton version of restaurant Renault only an hour before that historic result was claimed. And, *non*, there is no chance of the venerable V10's returning to the market via the Bourges-based Mécachrome label.

"We didn't come to Formula One to sell engines, but to win races which we hope to do until the end of 1997," says Faure. "Then the remaining engines will go to the museum . . . When we stop, we will keep the engines. We have no intention of doing any deals with anyone. It will all stop at the end of 1997 and there will be no Renault presence in Formula One after that."

Poor Monsieur Faure. An Anglophile, whose energy and leadership has given Christian Contzen and Bernard Dudot the time and space to design and deliver one of the greatest series of engines in the history of Grand Prix racing, he had the look of a tired man, worn down by weeks of hard dealing, talking and backtracking and, finally, disappointment in discovering that an immovable corporate decision was set to halt the unstoppable rush of Renault's reign at the top.

"We are a big company," he intoned. "When we say we go out, we go out. We said we were coming back to win the championship, we have won it four times, maybe five or six by the end . . ."

2 **René Arnoux takes his first F1 success: Renault RE21 V6 turbo, Interlagos, January 27 1980.**



3 **The Régie gave Alain Prost his maiden GP victory: Renault RE30 V6 turbo, Dijon-Prenois, July 5 1981.**



4 **First of 41: Ayrton Senna, Lotus 97T-Renault V6 turbo, a very wet Estoril, April 21 1985.**



"With Renault, there is no such thing as 99.9 per cent. It is always 100 per cent. I have zero cause for complaint in any area."

Frank Williams





Faure's talk of ambitions and objectives is synonymous with the Renault philosophy. A glance through the cuttings file proves it. Every quote from Dudot has the word objective in one of its opening sentences. From 1989 onwards, they were achieved, relentlessly, happily and with a shower of champagne that created a new era to follow the less-effusive, much more sober and inscrutable time when Honda ruled the roost.

"I think what we have done is to achieve one or two things that we are all proud of," said Faure. "First of all, we have always managed to achieve what we said we would do and that is not easy in Formula One. In eight years, we always did what we intended. The second point is that we won with a lot of different people, with two teams, many champions, with Nigel (Mansell), Alain (Prost), Michael (Schumacher) and, we hope, with Damon (Hill) this year. Our only regret is not to have won a championship with Ayrton (Senna). This will probably remain as the only bad memory of this period for us. But we hope that there will be, in the history of Formula One, a Renault era as there was a Honda era. This is something we can be very proud of, I think."

But (and this question had to be pursued), but . . . what if the new board of directors, created by the newly-privatised Renault, should want to overturn the old board's decision and resume racing? Would not this great era of Renault be allowed to continue while it is at its peak? With a verbal sidestep which any politician would have appreciated, Faure answered carefully. "Normally, the chairman develops and delivers the policy and it is then approved by the board . . . Normally, the board is not involved in these kind of decisions."

In other words, the newly-constituted company, in which the French state continues to hold 46 per cent of the equity, could change direction after it has restructured itself, studied all its options, installed a new board and introduced any new regulations it requires. In other words, the chairman of Renault, Louis Schweitzer, could find his policy is reversed – a prospect that Faure could not contemplate nor even comment on, but which any discerning investigator of the facts cannot ignore – if it is found that Formula One is, overall, worth all the effort and cost. The logistics, the embarrassment of a reversal of their decision and the pressure to cut costs following the poor sales of the recently-launched Mégane, however, make this unlikely. It is not *au revoir*, but *adieu* to Renault for now.

And, so, we are left with 18 months in which to enjoy Renault's racing, *restauration* and records. Their heritage is already here, a tangible presence in Formula One. It has prompted Peugeot into the competition, raised the game for everyone and left a trail scattered with memories and a future filled with possibilities.

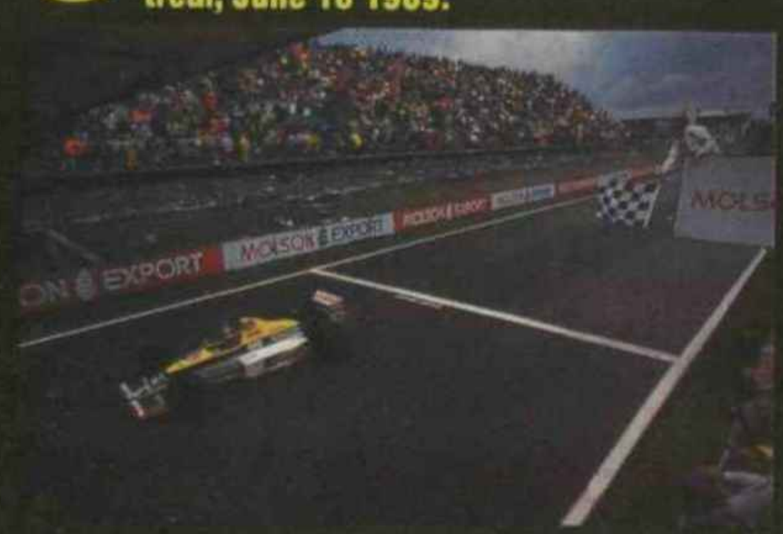
In the beginning, Renault's presence was a stubby, box-shaped yellow vehicle which made people smile in 1977 when Jean-Pierre Jabouille qualified 11th at Silverstone with the RS01 and then retired, on lap 11, with turbo failure. It was a testing first season for Renault, with its own car, and though qualifying performances improved, there were no race finishes.

The first of these came at Monaco the following May when Jabouille was 10th; the first points came another six months later still at the USA East Grand Prix, at Watkins Glen, where Jabouille finished fourth on October 1 1978. The dogged Jean-Pierre recorded Renault's first pole on March 3 1979, at Kyalami, but his South African Grand Prix ended after 48 laps with a broken valve-spring. If any of Renault's pioneers

5 **Elio de Angelis scores a somewhat fortuitous victory: Lotus 97T-Renault V6 turbo, Imola, May 5 1985.**



6 **First post-turbo success: Thierry Boutsen, Williams FW12C-Renault 3.5 V10, Montreal, June 18 1989.**



7 **Joy at home for Riccardo Patrese, Williams FW13B-Renault 3.5 V10, Imola, May 13 1990.**





D-Day, Silverstone, July 16 1977 (far left, above): Jabouille and the RS01. V-Day, two years later (far left, below). Boutsen and Patrese scored a 1-2 in Canada, 1989 (below left). Prost came close to the title in '83 (right). Ayrton Senna leads the field in the memorably soggy 1985 Portuguese GP (main shot).

deserved a medal for perseverance, he did.

His reward came, on July 1, at the French Grand Prix at Dijon where Renault filled the front row of the grid, Jabouille lining up on pole with René Arnoux alongside. They looked like bees and they learned to sting like them too, but it was clear that while Renault's engines were powerful, reliable and envied, their chassis, management and general team showings were less impressive.

So, what next? Enter one Alain Prost. Result? In 1982, at the French Grand Prix at Le Castellet, Arnoux came first and Prost second in Renault's first one-two. Result? In 1983, Prost almost won the title, only losing out by the narrowest of margins, two points, in contentious circumstances, to Nelson Piquet, Brabham and BMW. Prost, unaccountably, was blamed by many for the disappointment and promptly left for McLaren.

It was the beginning of the end, or the end of the beginning. Lotus, powered by Renault, then rose and outshone the factory team from the Régie and after the Australian Grand Prix of 1985, Renault withdrew and a lesson was heeded. And heeded well.

In late September 1986, Renault announced it would be suspending all its Formula One activities and therefore no longer supplying Ligier, Lotus or Tyrrell with engines. Less than two years later, however, in June 1988, a return as partner with Williams was announced for 1989 and a magnificent era of Anglo-French success was launched at the outset of the post-turbo, 3.5-litre formula.

This time, too, Renault knew precisely what it was doing, what its objectives were and how it would achieve them. From the start, it was a programme pursued with such unrelenting commitment that it soon became apparent that the whole game was being pulled up in every respect. Just to compete, everyone else had to

8 First of many: Nigel Mansell, Williams FW14-Renault 3.5 V10, Magny-Cours, July 7 1991.



9 First at last: Damon Hill, Williams FW15C-Renault 3.5 V10, Hungaroring, August 15 1993.



10 Champion start: Michael Schumacher, Benetton B195-Renault 3.0 V10, Interlagos, March 26 1995.





work harder than ever before if they were to have any chance of matching the standard-setting V10 from Paris.

"The Renault RS1 was an 'all-round' engine in so much that at the time of its design, we did not know

"I think that there were people who wouldn't come in because they thought Renault had such a start on them that it would be difficult to take them on . . . "

Bernie Ecclestone

which team – and, therefore, which chassis – it would power," explained Dudot. "As a consequence, we based ourselves on the general view that a modern F1 engine must form an integral part of a Formula One car's chassis. We consulted a number of chassis engineers about what they thought to be the best type of power unit for F1 – V8, V10, V12. In each case, we also indicated what we thought to be the approximate sizes of the engines in question, as well as their anticipated performance and fuel consumption. Their choice was a V10 with a small-angled vee. It wasn't the easiest option for us to produce, but we had the advantage of being able to take our time because Renault had suspended its direct involvement in Formula One at the time."

That RS1 was to be the father of the quintessential configuration of Formula One engines for the 1990s, spawning phenomenal success and imitators in generous measures. None enjoyed it so much as Frank Williams. Once 'at war' with the French, during an earlier period of his career, he now embraced them so warmly that together they became the most envied couple in the paddock. Each had the ability to bring out the best in the other and their partnership became as enduringly successful as any double act.

"Renault has made a great contribution to our success and to Formula One in the past eight years," said Williams, on the night he and his French partners celebrated at Magny-Cours.





Nerve centre (above): Contzen stands at the rear; Dudot is to his left, wearing a headset. Champions: Mansell (1992, right); Schumacher (1995, below left). Champion-elect? Hill (1996, below right).





"When we first went into partnership with Renault we did not sit down and think about specific targets, championships or whatever, but about doing our best and aiming to win. What we have achieved has been magnificent and I am happy to say it is a superb part of our team – a very focused and talented group of people. It is also appropriate to say Renault has been absolutely correct in the way it has dealt with supplying the two top teams. It has bent over backwards to be totally impartial and fair in its dealings with both Williams and Benetton. With Renault, there is no such thing as 99.9 per cent. It is always 100 per cent. I have zero cause for complaint in any area."

That Renault could introduce a new evolution of its V10 at Magny-Cours and demonstrate its performance with such fabulous results was not lost on anyone present. "It just proved again that they always produce a wonderful piece of kit," said Williams. "Reliable, powerful and desirable, it performed superbly. As always. It reminded me too of how much we are going to miss it. Our victory in France was the 50th for the Williams-Renault partnership."

Ah, statistics. Can anyone beat their arguments?

"Well, we obviously don't want to lose Renault, but I suppose these things come to an end," said Bernie Ecclestone, Formula One's ringmaster and a vice-president of the FIA. "They have obviously decided they got good mileage out of F1 and I think that maybe, in a lot of ways, there were people out there who wouldn't come in because they thought Renault had such a start on them that it would be difficult to take them on . . . "

Ecclestone was obviously referring to results on the track where Renault has reigned supreme for so long, but he might also have been thinking of the paddock and those lazy Sunday lunches, the tastes of Burgundy, Provence and the Loire . . . that era, now drawing towards its close, that will forever be recalled for Renault's *restauration* and racing excellence.

11 **Picking up the pieces: Johnny Herbert, Benetton B195-Renault 3.0 V10, Silverstone, July 16 1995.**



12 **Not before time: David Coulthard, Williams FW17-Renault 3.0 V10, Estoril, September 24 1995.**



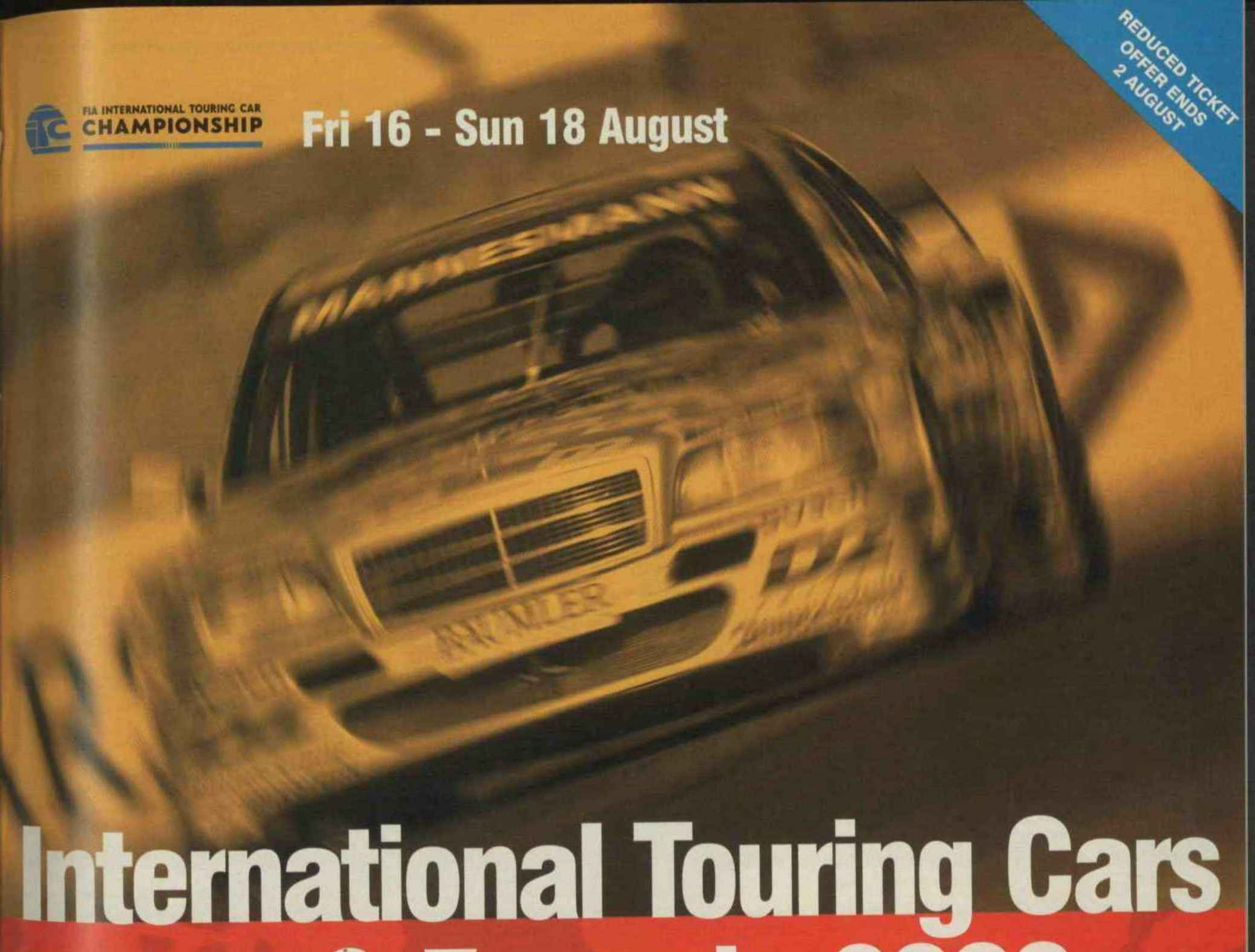
13 **Last in the line: Jacques Villeneuve, Williams FW18-Renault 3.0 V10, the Nürburgring, April 28 1996.**



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The French GP was about getting the breaks, be they of the lucky or commercial variety, as Mark Skewis explains

GETTING THE BREAKS



Had the French Grand Prix been televised by ITV, as will be the case next year, it would have been tempting to have made the tea during the race and sat down to watch the adverts!

It was not a classic race by any stretch of the imagination.

But it *is* likely to prove a significant one, for Damon Hill's sixth win from nine GPs firmly quashed Michael Schumacher's hopes of a French Renaissance for his championship bid. In spite of capturing pole position, the German remained pessimistic about his chances of winning the race. But even he expected to get as far as the grid – a feat which proved beyond him when his engine blew on the parade lap.

The disaster led to a shrug of resignation from the driver, and an offer of resignation from the team principal, who admitted, "This had been the blackest weekend of my motorsport career." The offer was not accepted by Ferrari President Luca di Montezemolo.

Todt's position may not be that secure, but most of the top placings at Magny-Cours were – arguably even before the race got underway. Jacques Villeneuve's heavy crash in qualifying ensured that although he hoisted his Williams to second place, he started too far down the grid (sixth) to ever look like reining in the sister Williams. By contrast, Gerhard Berger was close enough to challenge team-mate Jean Alesi for the final spot on the podium, but the speculation surrounding his continued tenure of a seat at Benetton persuaded him that risking both cars ending in the gravel might not be the most diplomatic option on offer.

Mika Hakkinen had, for a long time, looked capable of splitting the Benettons, but once his McLaren had lost first and second gears he concentrated instead on just making the flag.

With Magny-Cours signalling the onset of the Silly Season, there was far more action off the circuit than there was on it. In the wake of Renault's decision to turn its back on Formula One, Frank Williams found himself linked with every engine in the sport, and quite a few that aren't. Meanwhile, Andrew Chowns, the man who has without doubt staged the most sensational transfer coup of the season – even Ferrari didn't have to fork out £70 million – walked the paddock in near anonymity. He is the Controller of ITV's Legal and Business Affairs.

The driving force behind ITV's capture of the deal to televise F1 in Britain, he admits his own experience of the sport has hitherto been confined to watching it on the box. "I wouldn't say I was a mad fan," he confesses. "In fact, I don't think you could be a fan to do my job because you would end up paying far too much for anything you wanted to buy! You have to have a certain amount of detachment in order to do it. I do like sport – my favourite is rugby – but having said that, once you've done the deal and it is out of the way, you also *have* to get interested in it."



Andrew Chowns, architect of ITV's coup, (above with Bernie Ecclestone) says Murray is the Peter O'Sullivan of motor-racing

"Had the BBC not had this hammer blow of losing a competition they didn't even know existed, I'm confident they would have been doing a lot more."

Murray Walker

The deal came out of the blue – so much so that not even the BBC knew until it was announced – but what prompted Chowns to swoop?

"It was something with a negative side and a positive side," he says. "The negative side was that Formula One was doing so well on the BBC2, and hurting us. The other side of the coin was that if it is doing us damage on BBC2, if we had it we could *really* do some damage."

With the F1 deal safely in its pocket, ITV is now considering how to cover it. There is, opines Chowns, plenty of scope for improvement: "We think that there's a lot more that can be done. I get the feeling that the BBC do the race, and a highlights show – which is basically a repeat – but there's not really that much more in terms of feature material, not much projection of the leading drivers as stars, or conveying the sheer excitement of it.

"LWT did a show not so long ago called 'The Best of Enemies', just before Nigel Benn fought Chris Eubank. It was a head-to-head, fairly light-hearted, asking them questions about their rivalry. I'm not saying that is what we'd do with F1, but we'd like to do more than watch the cars going round a track and then pack up and go home. I don't know whether it's a lack of ambition on the BBC's part, or just difficult to do. We'll find out, I guess!"

"In defence of the BBC, I would say that it genuinely was their intention to do a hell of a lot more this year," points out Murray Walker, for many people *the* voice of F1. "There was going to be a magazine programme, the qualifying has been covered every race, and that hadn't been done before, in addition to live coverage of all the races. And had the BBC not had this hammer blow of losing a competition they didn't even know existed, I'm confident they would have been doing a lot more.

"I equally have little doubt that Independent will make a jolly good fist of it. They spent a gigantic amount of money on getting the series. Having made that sort of investment, they have to exploit it by doing a good job. I would hope that Grand Prix coverage will be even better next season than it has been in the past."

But will Murray be involved? "I have made no secret of my ambition to carry on," he laughs. "I think ITV will take one of two approaches: they will either go for fresh faces, and shake up things, or they will try to keep continuity. I hope it's the latter – after all, there will inevitably be a backlash when viewers find themselves faced with adverts in a Grand Prix for the first time, and ITV might need all the friends it can get..."

Chowns was genuinely shocked by the outpouring of affection for Murray when the ITV deal was made public. "I was amazed," he admits with a smile of incredulity. "It wasn't about Formula One or ITV, it was all about Murray. He seems to represent motor racing in a way that is probably currently matched only by Peter O'Sullivan in horse racing."

He is bracing himself for the outrage at the intrusion of commercial breaks, but is adamant that there is no alternative. "Some people will be upset about it, there's no point in pretending otherwise," he accepts. "But they will very quickly get used to it, and we will do our best to make sure that it is not intrusive. We are a commercial station. We don't charge a licence fee. I think if people want it for free, commercial breaks are a small price to pay."

FRENCH GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Magny-Cours, 30 June 1996

72 laps of 2.654 mile circuit (191.088 miles)

FLASHBACK: 1995



1 Michael Schumacher (Benetton-Renault) + 1h 38m 28.429s
2 Damon Hill (Williams-Renault) + 31.309s
3 David Coulthard (Williams-Renault) + 62.826s
4 Martin Brundle (Ligier-Mugen Honda) + 63.293s
5 Jean Alesi (Ferrari) + 77.869s
6 Rubens Barrichello (Jordan-Peugeot) + 1 lap

Winner's average speed: 115.79 mph
Pole:
Hill 1m 17.225s
Fastest lap:
Schumacher 1m 20.218s (118.013 mph)
Lap record (1992):
Nigel Mansell 1m 17.07s (123.35mph)

STARTING GRID

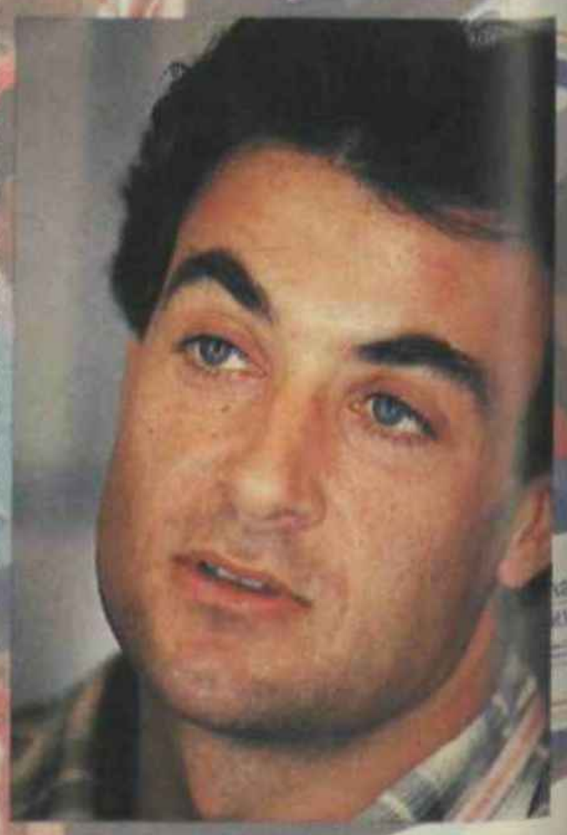
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3 ALESI 1m 16.310s
7 HAKKINEN 1m 16.634s
8 COULTHARD 1m 17.007s
9 PANIS 1m 17.390s
10 DINIZ 1m 17.676s
19 SALO 1m 18.021s
17 VERSTAPPEN 1m 18.324s
21 FISICHELLA 1m 18.604s
16 ROSSET 1m 19.242s
23 MONTERMINI 1m 20.647s
5 HILL 1m 16.058s
4 BERGER 1m 16.592s
6 VILLENEUVE 1m 16.905s
12 BRUNDLE 1m 17.187s
11 BARRICHELLO 1m 17.665s
15 FRENTZEN 1m 17.739s
18 KATAYAMA 1m 18.242s
14 HERBERT 1m 18.556s
20 LAMY 1m 19.210s
22 BADOER 1m 20.562s
2 IRVINE 1m 17.443s*

* time disallowed for technical infringement

LAP CHART

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FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 118.180 mph
Conditions Overcast but dry
Fastest lap Jacques Villeneuve, 1m 18.610s on lap 48, 120.944 mph

Round 9

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 36m 28.765s	1m 18.938s	57
2	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+8.127s	1m 18.610s	48
3	Jean Alesi	F	Benetton B196-Renault V10	+46.442s	1m 19.378s	27
4	Gerhard Berger	A	Benetton B196-Renault V10	+46.859s	1m 19.206s	48
5	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	+62.774s	1m 19.632s	59
6	David Coulthard	GB	McLaren MP4/11-Mercedes V10	+1 lap	1m 19.968s	27
7	Olivier Panis	F	Ligier JS43-Mugen Honda V10	+1 lap	1m 18.712s	38
8	Martin Brundle	GB	Jordan 196-Peugeot V10	+1 lap	1m 20.414s	51
9	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+1 lap	1m 20.134s	48
10	Mika Salo	SF	Tyrrell 024-Yamaha V10	+2 laps	1m 20.710s	48
EX	Johnny Herbert	GB	Sauber C15-Ford V10	+2 laps	1m 21.262s	38
11	Ricardo Rosset	BR	Footwork FA17-Hart V8	+3 laps	1m 22.095s	18
12	Pedro Lamy	P	Minardi M195B-Ford V8	+3 laps	1m 22.842s	7
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	56 laps – stuck throttle	1m 21.273s	29
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	33 laps – engine	1m 20.969s	27
Rtd	Luca Badoer	I	Forti FG03-Ford V8	29 laps – engine mileage	1m 22.258s	9
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	28 laps – engine	1m 20.997s	7
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	10 laps – steering arm	1m 21.461s	9
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	5 laps – gearbox	1m 21.842s	4
Rtd	Giancarlo Fisichella	I	Minardi M195B-Ford V8	2 laps – fuel pump	1m 23.448s	2
Rtd	Andrea Montermini	I	Forti FG03-Ford V8	2 laps – engine mileage	1m 24.818s	2
Rtd	Michael Schumacher	D	Ferrari F310-Ferrari V10	0 laps – engine	no time	

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CHAMPIONSHIP POINTS

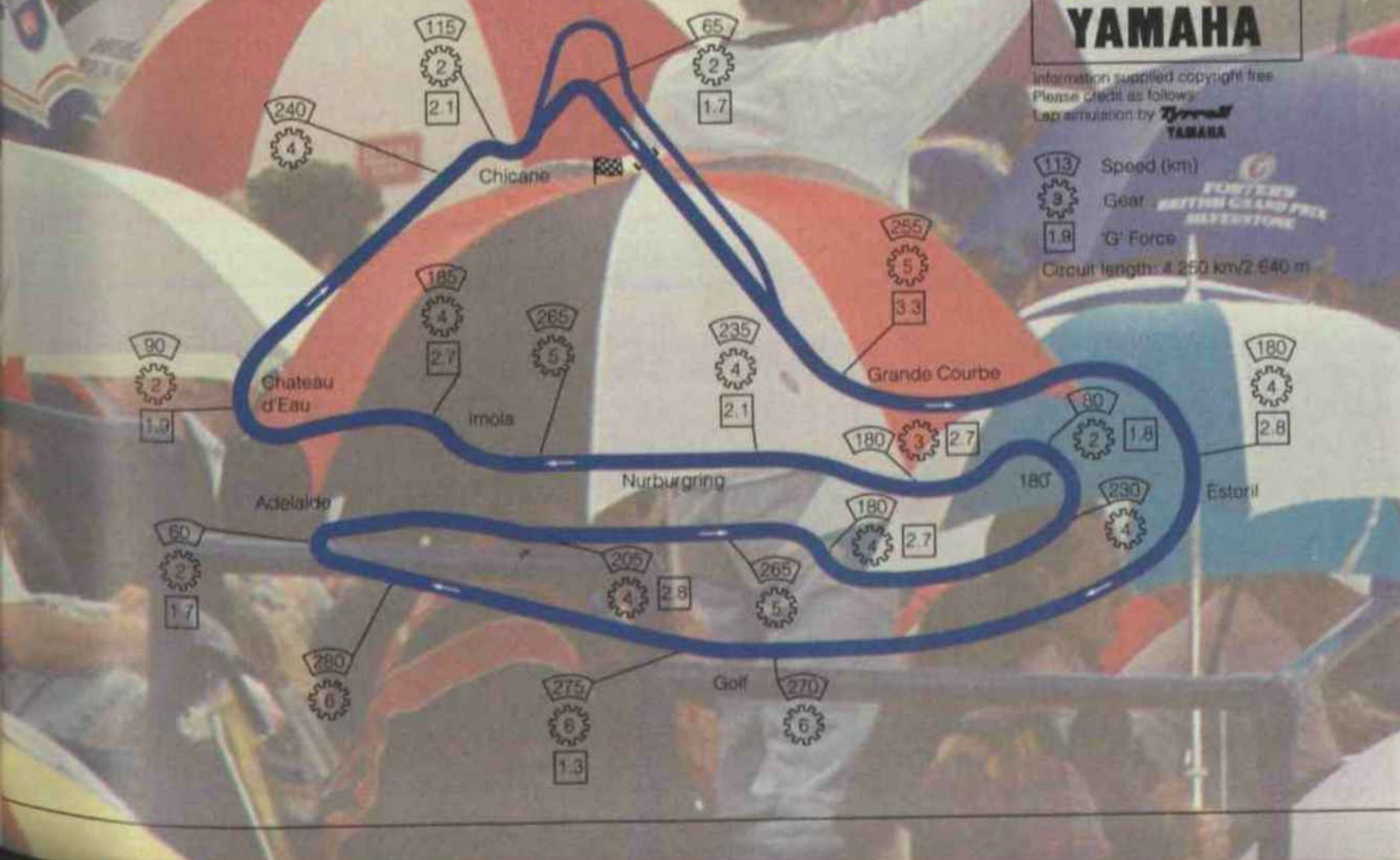
DRIVERS

1	Hill	63
2	Villeneuve	38
3	Schumacher	26
4	Alesi	25
5	Coulthard	14
6	Hakkinen	12
7	Panis	11
8	Berger	10
9	Irvine	9
10	Barrichello	7
11	Frentzen	6
12	Salo	5
13	Herbert	4
14	Brundle	2
15	Verstappen	1
15	Diniz	1

CONSTRUCTORS

1	Williams-Renault	101
2	Ferrari	35
2	Benetton-Renault	35
4	McLaren-Mercedes	26
5	Ligier-Mugen Honda	12
6	Sauber-Ford	10
7	Jordan-Peugeot	9
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT





THE RACE IN BRIEF

Schumacher is fortunate not to start from the back of the grid, after team-mate **Irvine** has his **qualifying times erased** for running illegally high turning vanes. **The German** then suffers the ignominy of engine failure on the **warm-up lap**. A faulty batch of pistons later takes the rap.

By the end of the first lap **Hill** is already **1.5 seconds up** on Alesi, Hakkinen, Villeneuve, Berger, Brundle and Coulthard. **Irvine** is up to 16th already, but has gained only one further position when he **retires with a broken gearbox** after **five laps**.

By **lap 18 Hill holds a nine-second lead**. The order behind him is static, with Coulthard hounding Brundle for sixth. Behind them **Diniz**, who is driving the **race of his life**, frustrates Barrichello and Panis. The latter is the first frontrunner to pit, and the move succeeds in promoting him ahead of the sister Ligier, which eventually retires with a pneumatic valve problem.

Brundle pits on **lap 23**, taking off rear gurney to dial out understeer, and **loses sixth to Coulthard** when the McLaren gets out first from its own stop, on **lap 25**.

Villeneuve likewise **gets ahead of Berger** at his stop, moving **into third** by **lap 31**. He is also responsible for the **only genuine on-track overtaking manoeuvre** in the top six all day when, on **lap 37**, he gets **past Alesi** for second.

The sister Benetton is also on the move, five tours later, but **Berger** only **demotes Hakkinen** when the Finn **loses first and second gears**. Thereafter, Mika is distinctly unhappy at the first-gear hairpin...

With the Jordans having dropped back, **Coulthard's point** is **threatened** only by **Panis** who – undeterred by **contact** between the two cars – overtakes on lap 52. He knows sixth is still beyond him, though, for he has been forced onto a **three-stop strategy** after a **refuelling hitch** earlier in the race. Everyone other finisher runs a two-stop strategy.

Hill completes his second and **final stop on lap 53**, emerging with **nine seconds in hand over Villeneuve**. Behind the Williams duo, **Berger's Benetton** is **all over Alesi**. Mindful of the speculation surrounding his future, though, the Austrian opts not to attempt a **risky** overtaking manoeuvre.

Frentzen exits with a **jammed throttle** on **lap 57**. **Herbert** makes the finish, but Sauber's miserable weekend concludes when his car is **excluded** for a repeat of Ferrari's practice offence, **illegal turning vanes**.

Hill takes the flag for his sixth win of the season. **Villeneuve** is well clear of **both Benettons and McLarens**. Coulthard, like Panis and the brace of Jordans, finishes one lap down. **Salo**, who limps home with **failing oil pressure**, ends a further lap adrift.

STAND AND DELIV

Damon Hill said that he was going to modify his approach to work this year. Simon Arron studied the evidence at the British Grand Prix

Ferrari President Luca di Montezemolo is asked whether he would be interested in Damon Hill's services in 1997, should he have a vacancy (he probably won't) and should Hill not stay at Williams (he probably will).

The Italian smiles at the hypothesis. "Look, I have a very good opinion of Damon Hill, both as a driver and as a person. But having Schumacher in the team . . . I think that there is no possibility for us even to think of Damon Hill in a Ferrari next year.

"It's not only a question of Michael. We wouldn't think it was a good idea to have two number one drivers in the team."

Plain enough. A Hill/Schumacher partnership would not be in the common interest. That much is confirmed when the latter is told that his sparring partner is seeking a £12 million deal next season. "Lira?" he queries, mischievously.

There are signs, nevertheless, that the hitherto overt enmity between the pair is thawing. At Silverstone, Schumacher walks slightly late into a press conference, to be greeted with genuine cordiality by a man who can not, for the moment, be considered his arch-rival, such is the present disparity between the Prancing (Limping?) Horse and Williams.

To their mutual amusement, they even manage to share a couple of jokes.

It is all a far cry from one year ago.

Cast your minds back to the tawdry aftermath of the 1995 British Grand Prix. Damon Hill's pursuit of Michael Schumacher has ended in an unsuccessful lunge for the lead at Priory.

Some 10 minutes after trudging away from the gravel trap in which both he and his German opponent have concluded their afternoon's work, Hill sits at the top of a small set of stairs behind one of Williams' fleet of trucks. Dwarfed by a shuffling pack of journalists and TV cameramen, he runs his fingers through sticky hair, looks sternly at the floor, raises his head and presents the case for the defence . . .

"It was just a racing accident," he explains. "I thought I saw an opportunity that I could take advantage of."

The phraseology is well structured. The words make sense; all they lack is the 120 per cent conviction with which Schumacher delivers an explanation of his own perceived innocence. The German even manages to compare the incident to the pair's collision in Adelaide, at the end of 1994. *And* he makes it sound plausible.

This is an astounding triumph for self-confidence which raises a few eyebrows, as well as Damon's hackles . . .

By the end of that year, a body language analyst highlights the difference between the two embittered adversaries. It is said that Damon's gentler, more measured tones emit an impression of self-doubt; that by choosing to sit down, he appears somehow vulnerable. That by directing his speech 'up' to the media, he lacks the air of authority which had accompanied Schumacher's vertical stance.

Plausible theory, or fashionable supposition from a social guru with an improbable vocation?

In the wake of Hill's failure to win the 1996 British Grand Prix, perhaps some of it does make sense.

For the first two days of this year's meeting, Damon Hill is utterly dominant. Under pressure, yes, but in control for all that.

There is no great secret. As at any circuit, even a layman has to do no more than watch the Williams on the circuit.

It looks patently superior.

Where a hot lap in a Ferrari, or indeed anything else, requires a degree of tolerance and supernatural reflexes on the part of its driver, each of Hill's laps is fast and tidy, a blend of utter commitment and fingertip control. Only rarely do you see the driver applying any form of corrective lock.

Hill's apparent grip on the event lasts until a fraction of a second after the last of the five red starting lights is extinguished, the instant at which the majority of the 90,000 crowd holds its breath in anticipation of something which never actually happens.

> "I don't even recall last year. I've got something of a short memory . . ."

For the first time since 1992, when he trailed around at the back of the field in a dog-eared Brabham, Damon Hill does not lead a single lap of the British Grand Prix.

It is Jacques Villeneuve's race, fair and square. Earlier, he had come close to thwarting Hill's bid for a third consecutive Silverstone pole, a marginal failure which led the habitually calm Canadian to have a minor loss of temper – in private – on Saturday afternoon.

Hill is not in the slightest surprised by the threat his team-mate has posed, but he speaks not with trepidation, simply admiration.

"Jacques is very impressive. He's put down his marker, and I'm going to have to work very hard to beat him. The way things are going, I feel very confident, but Jacques is a very serious threat, and he's getting better all the time."

This is a mellower, more relaxed Hill, and not just because he has use of his original love, a motorbike, with which to avoid the traffic jams. This is a man entirely aware of the opposition from the neighbouring garage, but not so much so that it is going to divert his own preparations.

The contrast with the haunted figure of one year previously is marked.

"I don't even recall last year," he jests, confident in his own situation. "I've got something of a short memory . . . "

This time, the World Championship leader does not need to attempt to convince his audience of his righteousness in the wake of his retirement. As soon as his trip into the Copse gravel has ended, the result of a wheel nut which had worked loose, Hill emerges with a momentary look of frustration, then a smile and a cheery wave for the crowd.

As yet, he does not command the occasionally rabid following which his immediate predecessor, Nigel Mansell, was so eager to encourage. But he does appreciate the crowd's enthusiasm.

"It's great having the support. I recognise a few of them. I think some of them even turn up for testing. (He even names one particular flag-bearer, and persuaded the occupants of the press room to turn and give him a wave during the post-qualifying briefing, a human touch which is not altogether common in sportsmen operating at Hill's level.) I'm just enjoying the weekend with them. I've had a tremendous reception. Everyone has been supportive, and I'm very grateful for that."

He remains modest, too, being a rare combin-

ER



Damon in demand at Silverstone (left); the crowd was to be disappointed.

ation of a focused family man who happens to spend his weekends as one of the world's most widely recognised sportsmen. When pressed by an Italian journalist on how he feels to be Britain's number one hero of the moment, he simply smiles and puts the suggestion in context.

"Britain generally is doing very well in sport at the moment. Nick Faldo is at Silverstone today. He's won the Masters three times, so he's not too bad as a golfer. The English football team has shown the world that it's back on form.

"Me? I'm just doing well in my own particular field, and I'm enjoying it."

From the tone of his voice, it sounds like it, too.

With the applause fading as he disappears from public view on his return journey from Copse, his body language tells its own story.

It hasn't been his fault; he knows it. In his own mind, despite the fluffed start and the fact that his team-mate was well ahead, he had still been in a potentially winning situation.

The world title is not his just yet, but despite this latest setback he remains clear favourite.

After striding back, he marches down the steps of the truck, and orchestrates the media so that he can stand, comfortably, amongst them. His speech bears the same resonant note of confidence that Schumacher's had 12 months earlier.

Yes he is disappointed. But he is also realistic. "It's the hard truth of motor racing," he surmises. "Nothing can be taken for granted. You can never predict what's going to happen. I'm just going to have to press on."

There's nothing florid. It's straightforward. To the point. Authoritative.

As he had promised to be last winter, Damon Hill 1996 is a different animal.

"I don't think it comes from any one thing," he assesses. "It's a question of being more familiar with the territory. I know I've been through all of the things that accompany F1 before, but I'm really only just getting used to them.

"I just had things so much better planned at the start of the season. I'm happy driving racing cars; it's the additional stuff which makes it hard work. You can't do F1 without that extra baggage, but I'm coping better now.

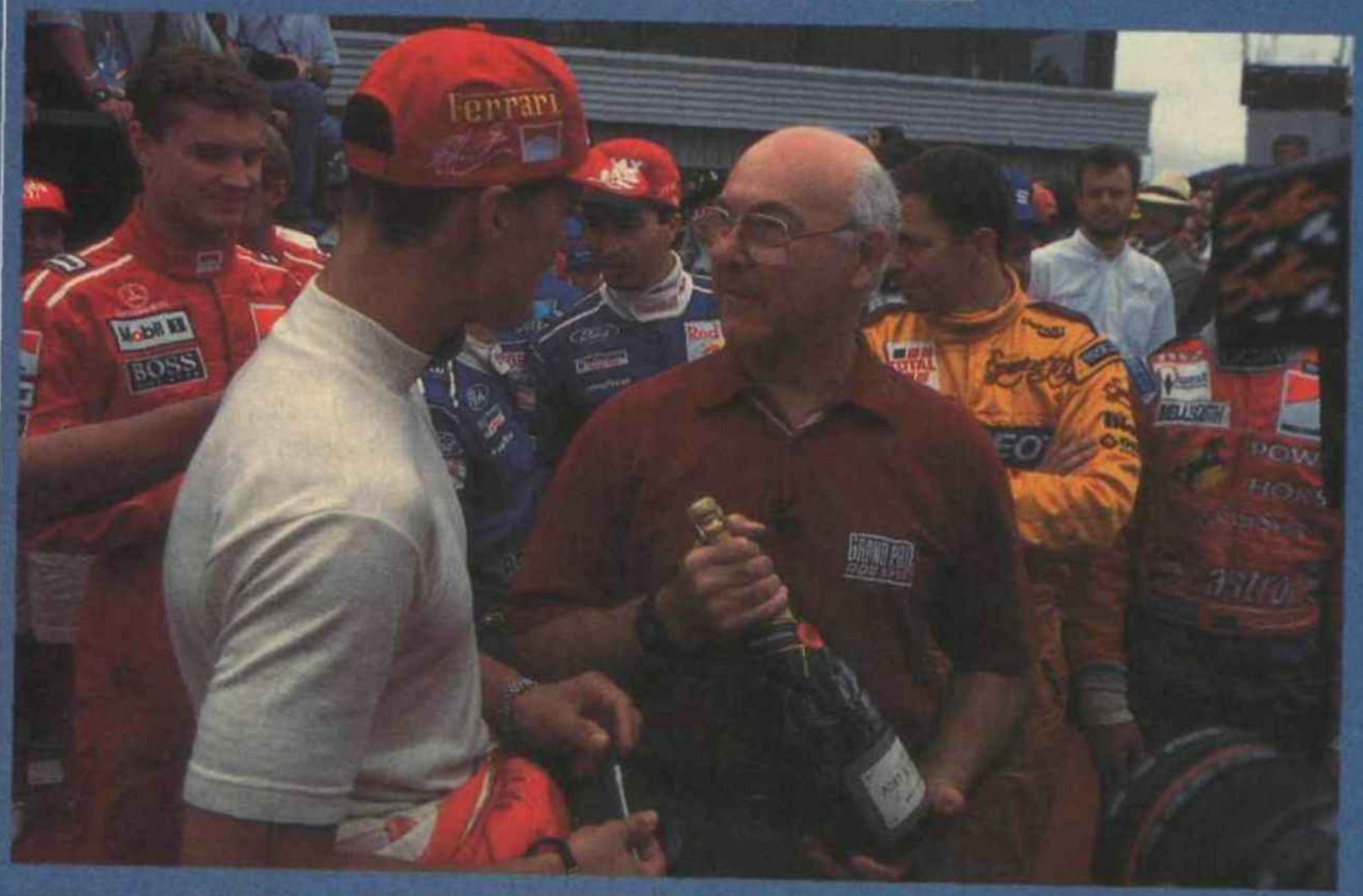
"I'm happier, too. I don't think things are hanging in the balance so much. I feel my performances are being recognised, and that makes me feel more at ease."

The question is, if it *had* been his fault this year, would we have known it?

Probably not.



SILVERSTONE



Jordan's post-race party was far more entertaining than the race itself. Above left, Johnny Herbert, EJ himself and Martin Brundle perform. 'Go Johnny Go', of course. Never mind the drivers, Murray Walker, left, was the real celebrity.





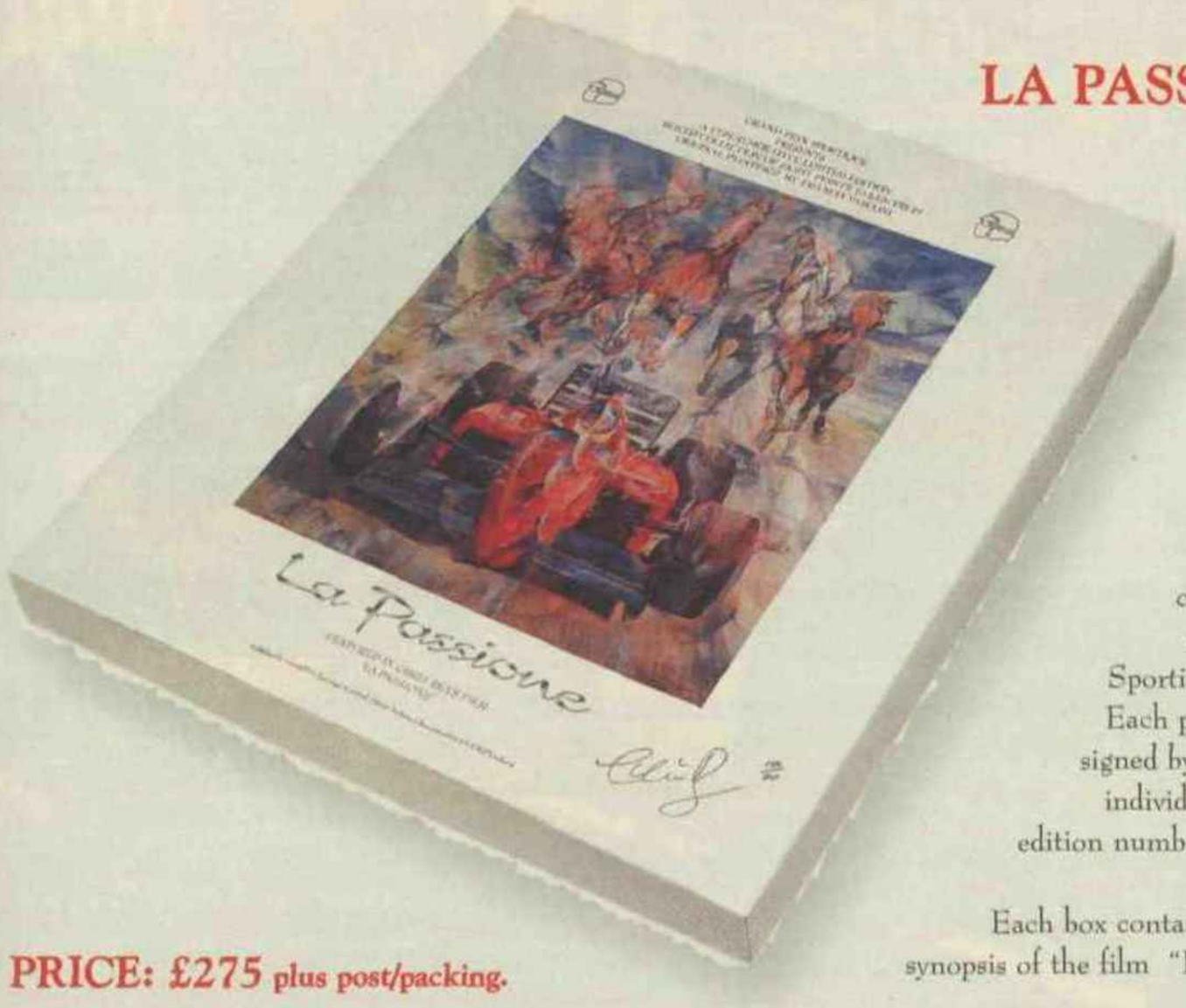
The French celebrated Bastille Day, above, while John Cleland and Will Hoy produced some fireworks of their own, right, on the circuit.

SCENES





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Model behaviour: Ferrari's hierarchy turned up in a show of support, top. Damon Hill, above, found that politicians talk a lot of Blair, Blair. While John Bintcliffe's Audi took a trip in the gravel, left, Honda visited the top step of the BTCC podium for the first time, below.



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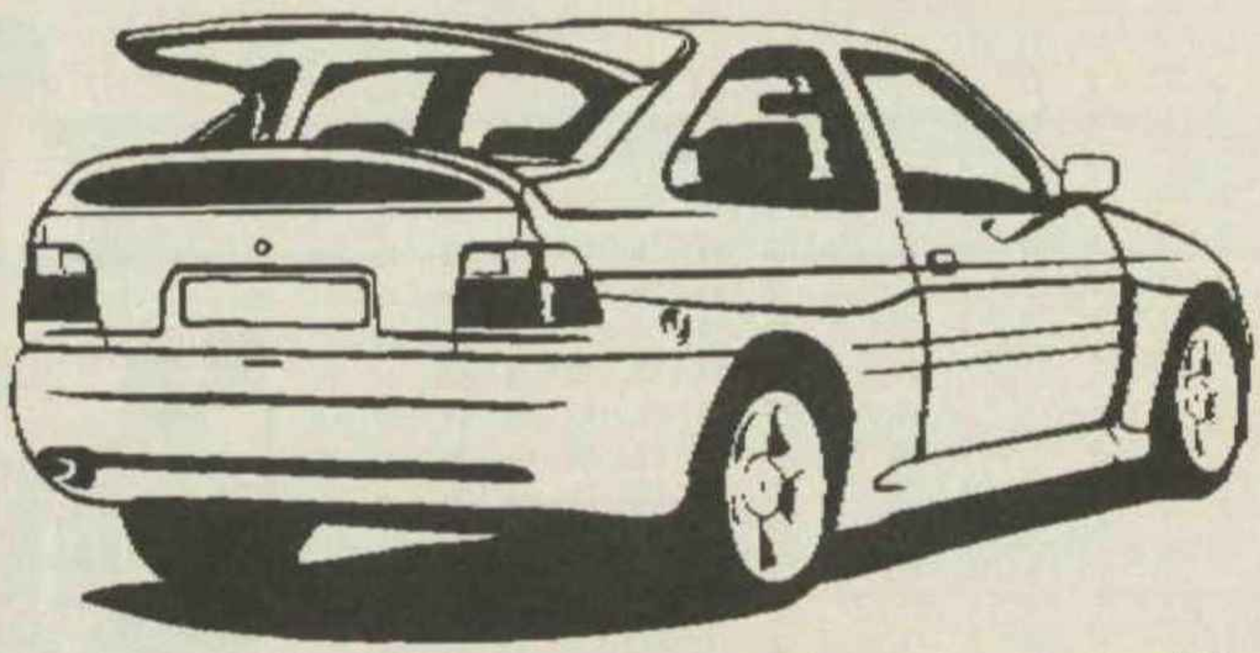
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FORMULA 1 WORLD CHAMPIONSHIP

Silverstone, 14 July 1996

61 laps of 3.152 mile circuit (192.272 miles)

FLASHBACK: 1995



1 Johnny Herbert (Benetton-Renault)	+ 1h 34m 35.093s
2 Jean Alesi (Ferrari)	+ 16.497s
3 David Coulthard (Williams-Renault)	+ 23.888s
4 Olivier Panis (Ligier-Mugen Honda)	+ 1m 33.168s
5 Mark Blundell (McLaren-Mercedes)	+ 1m 48.172s
6 Heinz-Harald Frentzen (Sauber-Ford)	+ 1 lap
Winner's average speed:	121.591 mph
Pole: Hill	1m 28.124s
Fastest lap: Hill	1m 29.752s (126.02 mph)
Lap record (1994): Hill	1m 27.10s (129.875 mph)

STARTING GRID

5 HILL 1m 26.875s

6 VILLENEUVE 1m 27.070s

1 SCHUMACHER 1m 27.707s

7 HAKKINEN 1m 27.856s

3 ALESI 1m 28.307s

11 BARRICHELLO 1m 28.409s

4 BERGER 1m 28.653s

12 BRUNDLE 1m 28.946s

8 COULTHARD 1m 28.966s

2 IRVINE 1m 29.186s

15 FRENTZEN 1m 29.591s

18 KATAYAMA 1m 29.913s

14 HERBERT 1m 29.947s

19 SALO 1m 29.949s

17 VERSTAPPEN 1m 30.102s

9 PANIS 1m 30.167s

10 DINIZ 1m 31.076s

21 FISICHELLA 1m 31.365s

20 LAMY 1m 31.454s

16 ROSSET 1m 30.529s*

* time disallowed for failing to stop for scrutineering check

DID NOT QUALIFY (107% RULE)

23 MONTERMINI 1m 35.206s

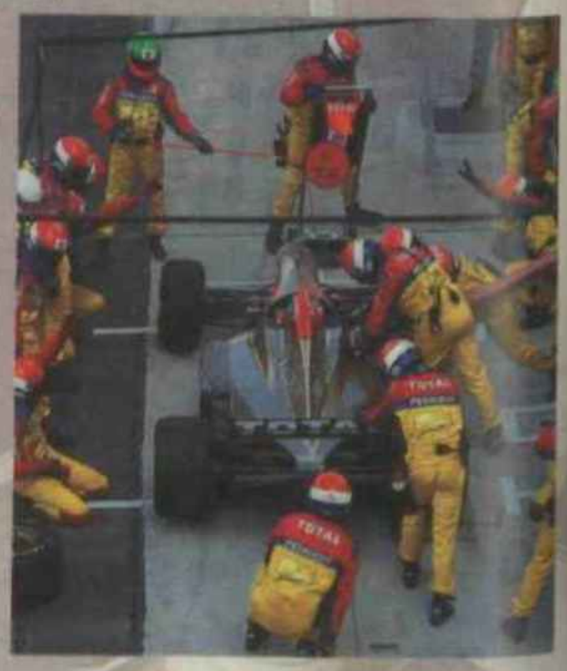
22 BADOER 1m 35.304s

LAP CHART

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61	6	4	7	11	8															











FIA Formula One World Championship

Round 10

Winner Jacques Villeneuve
Winner's average speed 124.016 mph
Conditions Very humid
Fastest lap Jacques Villeneuve, 1m 29.288s on lap 21, 127.074 mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Jacques Villeneuve	CDN	Williams FW18-Renault V10	1h 33m 00.874s	1m 29.288s	21
2	Gerhard Berger	A	Benetton B196-Renault V10	+19.026s	1m 29.984s	56
3	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	+50.830s	1m 30.531s	42
4	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+1m 06.716s	1m 30.671s	21
5	David Coulthard	GB	McLaren MP4/11-Mercedes V10	+1m 22.507s	1m 31.282s	49
6	Martin Brundle	GB	Jordan 196-Peugeot V10	+1 lap	1m 30.552s	33
7	Mika Salo	SF	Tyrrell 024-Yamaha V10	+1 lap	1m 31.765s	57
8	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	+1 lap	1m 32.662	54
9	Johnny Herbert	GB	Sauber C15-Ford V10	+1 lap	1m 32.213s	55
10	Jos Verstappen	NL	Footwork FA17-Hart V8	+1 lap	1m 32.080s	55
11	Giancarlo Fisichella	I	Minardi M195B-Ford V8	+2 laps	1m 33.707s	30
Rtd	Jean Alesi	F	Benetton B196-Renault V10	44 laps – brakes	1m 30.553s	3
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	40 laps – handling	1m 32.188s	18
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	38 laps – engine	1m 32.508s	4
Rtd	Damon Hill	GB	Williams FW18-Renault V10	26 laps – loose wheel nut/spin	1m 30.264s	3
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	21 laps – gearbox	1m 34.372s	5
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	13 laps – electrics	1m 33.382s	12
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	12 laps – engine	1m 32.699s	10
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	5 laps – differential bearing	1m 31.490s	4
Rtd	Michael Schumacher	D	Ferrari F310-Ferrari V10	2 laps – hydraulic system	1m 30.944s	2
DNQ	Andrea Montermini	I	Forti FG03-Ford V8			
DNQ	Luca Badoer	I	Forti FG03-Ford V8			

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CHAMPIONSHIP POINTS

DRIVERS

1	Hill	63
2	Villeneuve	48
3	Schumacher	26
4	Alesi	25
5	Coulthard	16
5	Berger	16
5	Hakkinen	16
8	Panis	11
9	Barrichello	10
10	Irvine	9
11	Frentzen	6
12	Salo	5
13	Herbert	4
14	Brundle	3
15	Verstappen	1
15	Diniz	1

CONSTRUCTORS

1	Williams-Renault	111
2	Benetton-Renault	41
3	Ferrari	35
4	McLaren-Mercedes	32
5	Jordan-Peugeot	13
6	Ligier-Mugen Honda	12
7	Sauber-Ford	10
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT

British Grand Prix - 14th July 1996
Lap of Silverstone Circuit with Tyrrell Yamaha 024 (Computer Simulation)



Tyrrell YAMAHA

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Please credit as follows:
Lap simulation by Tyrrell YAMAHA

113 Speed (km)
3 Gear
1.9 G' Force
Circuit length: 5.057km/3.142m

THE RACE IN BRIEF



Hill makes a **slow start**. Which is unfortunate given that **Villeneuve**, **Alesi** and **Hakkinen execute good ones**. To complete the home driver's misery, **Schumacher** also **dives through** entering the first corner. Eight seconds into the race, **Hill lies fifth**.

Villeneuve, running a slightly **lighter fuel load** than the sister Williams, escapes at **one second per lap**. Hill remains bottled up behind **Schumacher** until the German **retires after three laps** with his car stuck in sixth gear.



Irvine registers the race's second retirement, and **adds to Ferrari's strife** when his differential bearing fails after five laps. It is the furthest he has gone in three successive races at Silverstone...

The **leader** makes the first of **two refuelling stops** on **lap 23**, by which stage he has **22 seconds in hand** over Alesi's Benetton. Villeneuve resumes in fourth, and has a good view when **Hill's car plunges into the gravel** trap at the start of **lap 27**. A **loosening wheel nut** is later confirmed as the cause of his demise.

The incident promotes Barrichello's Jordan to fifth. **Brundle's hopes** of **overhauling Coulthard's McLaren for sixth** fade when he makes an unscheduled stop on **lap 28** after detecting a **puncture**.

Villeneuve retakes the lead on **lap 31**, when Alesi pits. Benetton's **one-stop strategy** gives it the edge over **Hakkinen's McLaren**, which has tracked **Alesi** throughout the first half of the race. It is of little consolation to the Frenchman, though. His **brakes** are **overheating** and he succumbs to team-mate **Berger's challenge for second** on **lap 44**, shortly before retiring. Berger also experiences problems, but has enough of a gap over Hakkinen to **ease off**.

Villeneuve's problems only start when he takes the flag – and **Benetton protests his front wing** endplates. The case is **rejected**, and the Canadian's second F1 **win is confirmed** three hours after the race. **Hill** goes home with his **championship lead cut** to 15 points.

Berger and **Hakkinen** join Villeneuve on the **podium**, with the Jordans sandwiching Coulthard. Salo's one-stop strategy helps him to seventh, ahead of the Saubers, which have battled throughout.

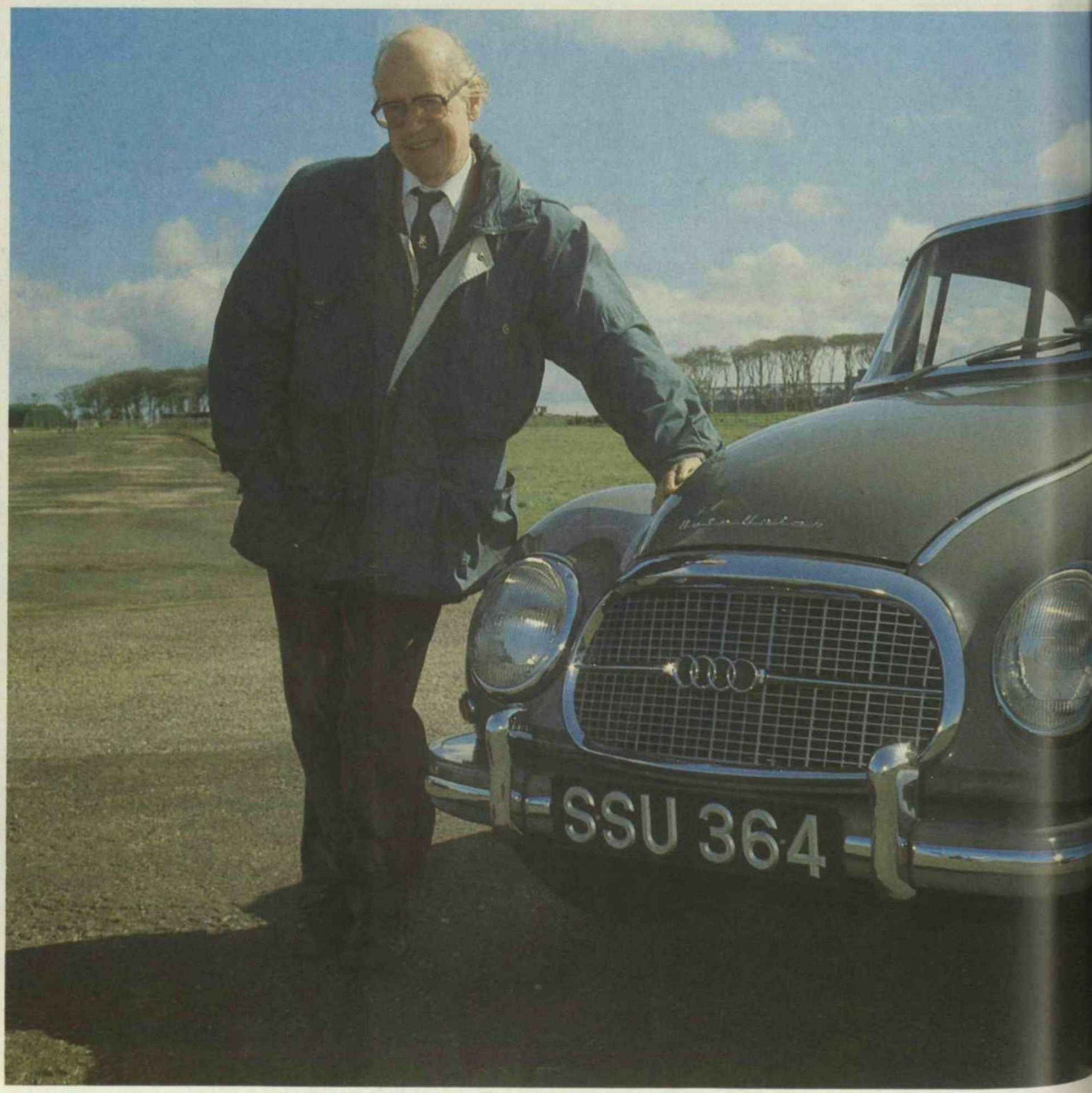
Standing on a piece of dull Aberdeenshire countryside, shivering against the wind as it blasts off the North Sea, you might not at first realise that there was anything of particular motorsport significance going on, or that the ghost of one of the most remarkable careers in racing history was whispering around you.

More fool you, then. This is Crimond airfield, just beside the village of Crimond and about halfway between Fraserburgh and Peterhead. It's on what used to be known as the ice cream road, in the days when you bought an ice cream in one town and bet your friends that it wouldn't have started melting by the time you drove into the other. A feat requiring a very high average speed, this, which is why the Fraserburgh-Peterhead road is now the most Gatso-intensive in Scotland.

Hard driving at Crimond is confined nowadays to the stock car track which takes up about five square feet of airfield ground. 40 years ago an enthusiastic driver or rider had more room to play with, since the perimeter roads were used as the basis of a two-mile circuit on which Aberdeen and District Motor Club regularly held combined race meetings for cars and bikes.

These events are largely forgotten now, but one of them occupies an important place in the sport's history, because it was at Crimond, on June 16 1956, that future World Champion Jim Clark competed in his first ever circuit race.

Although only 20, he was already making a name for himself in club-level rallies, autotests and sprints at home in the Borders. One of his closest friends on the competition scene was a fellow farmer, Ian Scott Watson, whose unusual



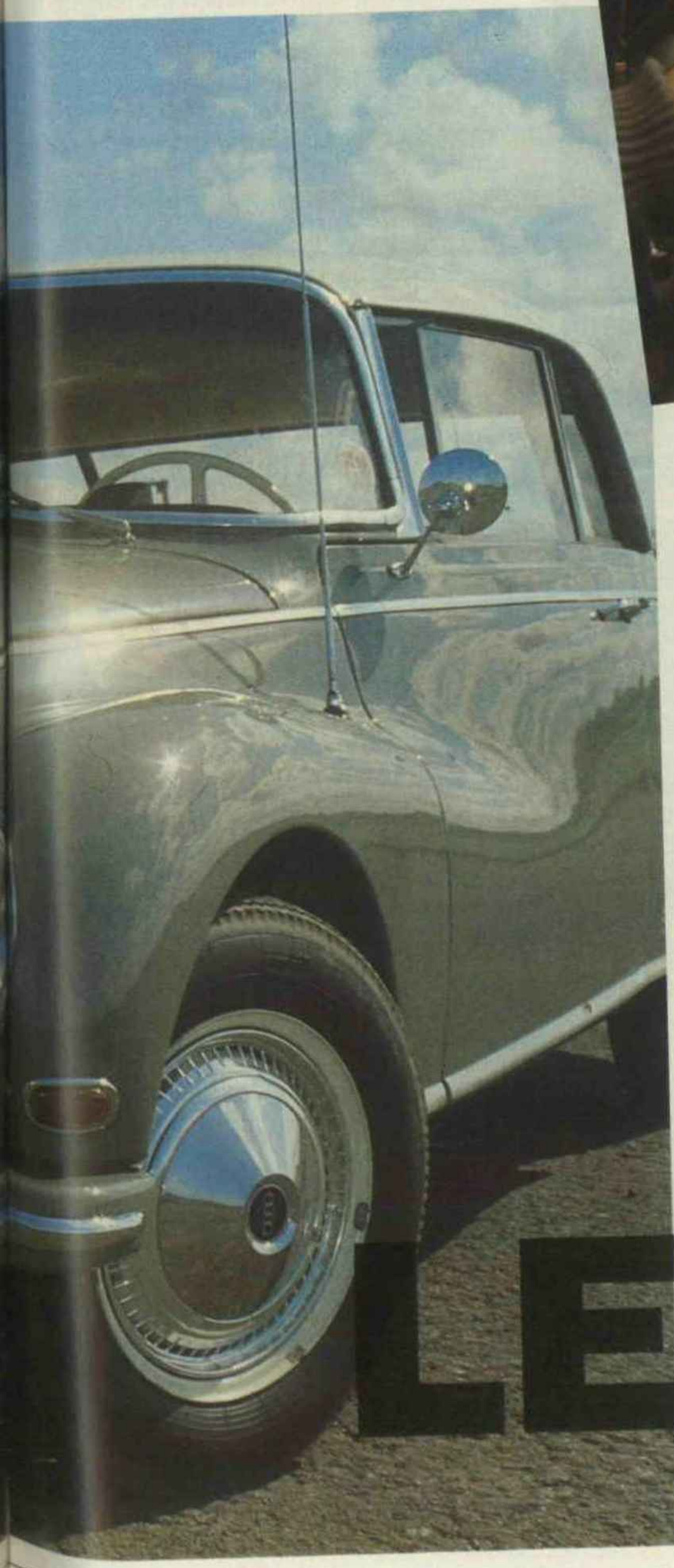


BIRTH OF A LEGEND

It is 40 summers since Jim Clark was coaxed into making his racing debut at Crimond. David Finlay revisited the site with Ian Scott Watson, the man who did the coaxing . . .

tle DKW Sonderklasse he shared in speed events. This 800cc, three-cylinder, two-stroke saloon had originally appealed to Scott Watson because it featured what at the time was the very are facility of front-wheel drive, and the version an owned in 1956 was his second in what was to become a series of five.

As well as sprinting the car, and navigating for Scott Watson on a number of rallies (not very successfully, because he was no expert on the maps and could be reduced to a quaking mass of nerves whenever Ian had to make up time after a





Clark will forever be associated with Lotuses, but his debut was in a humbler machine, a DKW similar to that Ian Scott Watson poses with, right.

wrong slot), Clark also prepared the DKW at race meetings. Admittedly this amounted to little more than removing the spare wheel and applying numbers to the doors, but Scott Watson was sufficiently grateful to suggest that he take part in the event at Crimond.

This suggestion came about through a combination of chance and subterfuge. Ian would never have considered it for a meeting at Charterhall, since that was too close to home; Clark's parents, who hated the idea of their son taking up circuit racing, would have heard about it immediately and made their feelings very clear. And in normal circumstances Crimond was too far away – about four hours' drive to the north – to think about visiting.

The abnormal circumstance regarding Crimond, though, was that the secretary of the meetings held there was one Noreen Garvie, a cousin of Clark's, who was keen to see her relative and his friend at one of her events. Ian agreed to enter the handicap race, and since there was no chance – how could there be? – of Clark's parents finding out, he quietly persuaded Jim to go out in the sports car event.

As far as results were concerned it wasn't an auspicious day for either of them. Clark, up against Lotus Elevens and the like in a heavy, underpowered saloon car, finished well down. Scott Watson, who was rather shaken to see that in practice Clark was nearly three seconds quicker than him within five laps of leaving the pits, found that the organisers had also taken this fact on board and promptly handicapped him to smithereens.

June 16 didn't get much better after that, either. It turned out that Clark wasn't the only relation Noreen Garvie had attracted to Crimond. A number of other cousins were there, too, and of course they were very excited about seeing one of their clan out on the circuit. News of Clark's exploits got back to the family home faster than the DKW did, and a reception committee was waiting for the travellers on their return. "In perfect fairness it really was a very good-natured grilling," Ian said years later, "but I do remember taking the blame and apologising profusely."

Not much of a day, then, but look what it led to. 'Who was the world's greatest racing driver?' is a pretty fatuous question, but any attempt to answer it invariably involves mention of Clark's name. It was the Crimond meeting that started the ball rolling – Clark's parents could hardly object to his starting racing when he had already done so, which removed the principal obstacle to his early career.

He still needed an opportunity, though, and that was provided by Ian. Clark's performance in practice was enough to convince him that he needn't take competition driving too seriously in future, and although he was an enthusiastic racer for several years afterwards his main efforts were

"Scott Watson was rather shaken to see that Clark was nearly three seconds quicker than him within five laps of leaving the pits"

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As this Crystal Palace moment shows, Clark drove everything with the same commitment, a fact recognised early by Scott Watson, below.

"News of Clark's exploits got back to the family home faster than the DKW did, and a reception committee was waiting . . . "

concentrated on helping Clark, first by continuing to lend him cars and later by acting as team manager for Jock McBain's Border Reivers team, which was re-formed in 1958 largely as a way of pushing Clark on to greater things.

And now, with all that in mind, here we are at Crimond, celebrating in a small way that immensely significant race meeting of 40 summers ago. There are five of us present, trying to work out the old circuit layout through a maze of radio masts and wishing the wind would die down.

Apart from self and photographer, our party includes David Ross, motoring correspondent of the *Aberdeen Evening Express*, who has been very helpful in providing archive material, and his friend David Simon. These two visited Crimond as schoolboys, but there is an extra signficance to Simon's presence, since he is an authority on the DKW Sonderklasse and has very kindly brought his own version along.

Well, not exactly. In fact his car is a 1961 Auto-Union 1000, but apart from a slightly enlarged engine it's in effect a wide-bodied Sonderklasse with a different badge on the nose. The car Clark and Scott Watson raced at Crimond was the earlier, narrow-bodied model, but Simon reckons there are none of these left in this country, and in any case all Scott Watson's later Deeks were wide-bodied ones. As a hark back to those days, the Auto-Union is more than good enough, and we're delighted to have it here.

The closest relative to DKW on the British market is Audi, which has kindly supplied an A4 for the day. There's a nice tie-in there, too, because the A4 is of course the model with which Audi is currently doing a pretty good job of trying to win the BTCC, which Clark himself won in 1964, in between his two World Championships.

With due respect to those mentioned so far, the most important of the five people here is without doubt Ian Scott Watson himself. He has taken time out from his occupation of designing timber frame houses to make this trip, and at first he finds it difficult to relate this featureless ground to the old race circuit. But one look along the main straight, which rises evocatively beyond the pits before disappearing over the horizon, and it all comes back.

A ride in the Auto-Union has a similar effect. This is my first time in such a car, and to me the smooth, high-pitched scream of the engine, like the warning cry of a sewing machine protecting its young, is a new and amazing experience. To Ian it recalls the days when he would wind a similar engine beyond what should have been its bursting point down the long straights of Crimond and Charterhall, before hurling it into the next corner and revelling in the fact that the damn thing simply refused to let go.

It's a pleasant day out, all the more so for being distinctly low-key and informal. Any magic there might be is hidden in the background for now, especially when the immobiliser on the car Ross is testing decides to stay on permanently, and we rather guiltily leave him there waiting for the rescue services to arrive.

Ian takes the wheel for the first part of the drive south, and he is soon flinging the A4 over rally roads he remembers from the 1950s. "A worthy successor to the Deek," he says cheerfully when asked about the Audi, "but not as much fun!"

You'll gather from this that he is still an enthusiast. He is also one of the most pleasant and down to earth people I know. For that reason it comes as a small shock every time someone refers to him – and it happens a lot – as one of their motorsport heroes. In terms of stature within the sport he has been compared in print to Enzo Ferrari. Sitting with Ian and chatting about classical music, or the current state of Scottish motorsport, or places to eat in the Borders, you just don't get the feeling of awe that I imagine people across the world must expect there to be. Which is why these chats are so enjoyable.

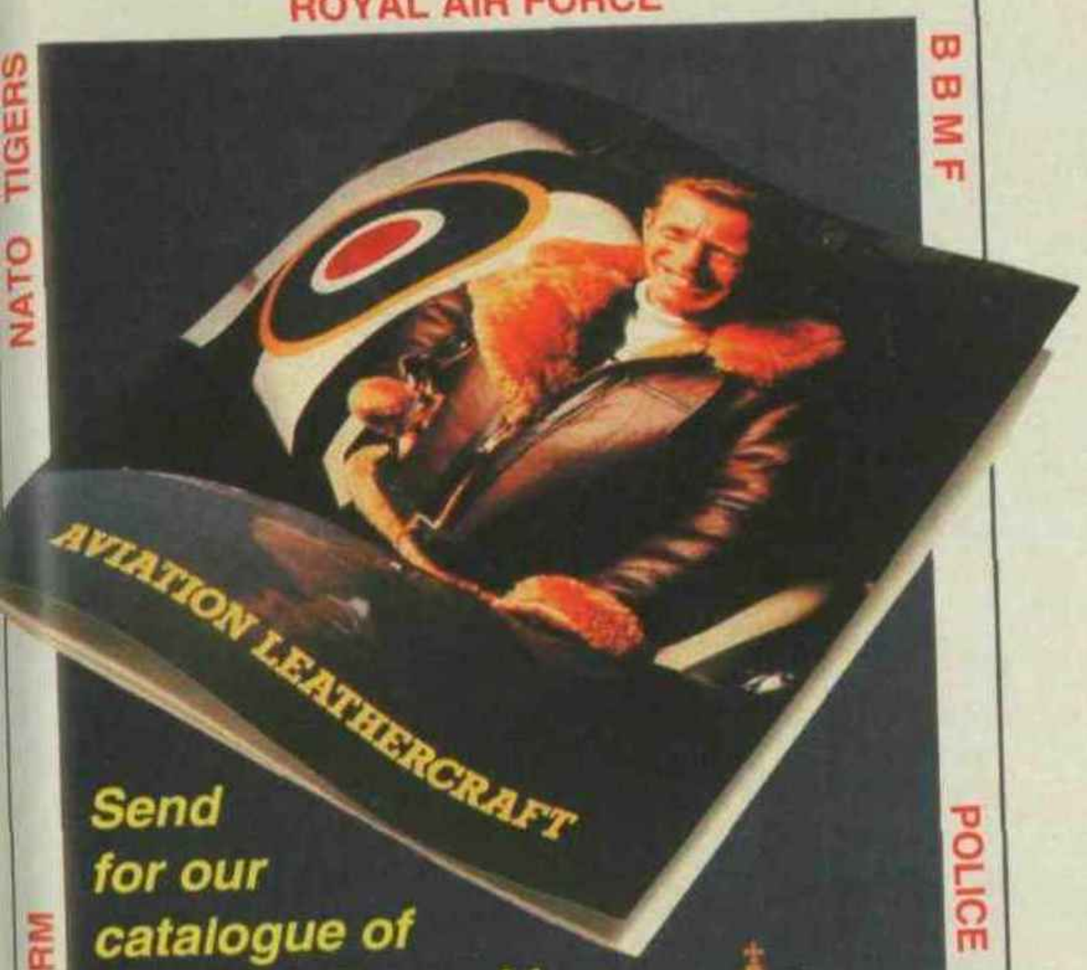
But when you think about Crimond, and his willingness to let a friend race his road car, and the work he put into helping that friend progress as a driver, and the dominance that friend was later to achieve, the enormity of what Scott Watson did soon becomes apparent. Clark's career was astonishing. To have stood, 40 years later, on the track where it started, alongside the man who started it, makes me feel both proud and humble.

A post script. As we drive through Crimond on the way home we pass an old church. Many years ago the organist of that church wrote a tune, named after the village, around the words of Psalm 23, The Lord's My Shepherd. At the memorial service after Clark's death in 1968, the final hymn . . . and don't get me wrong, this probably doesn't mean anything, it's a common enough hymn at memorials . . . but the final hymn was The Lord's My Shepherd. To the tune Crimond.

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V

John Cleland is not in a position to retain his BTCC crown with the new Vauxhall touring car. Paul Fearnley finds out why

"I can get more publicity than any other driver in the BTCC – I think there's life in the old dog yet."

John Cleland

VECTRA ACCOUNT

This time last year John Cleland had just completed a run of four consecutive victories that were to be the cornerstone of his second British Touring Car title. This was to be the apogee of his memorable six-season partnership with the Vauxhall Cavalier, for 1996 was to be the dawn of a brave new world with 'The car for the next millennium', the Vectra.

Nobody close to this ultra-competitive championship expected this new car to win first time out, but there was no reason to suspect that its birth would be such a protracted, painful affair.

It has won, but only in exceptional circumstances that saw James Thompson leap from fifth to first in just one memorable lap at Snetterton, but a truly meritorious victory looks as unlikely as it did when the car was comfortably outpaced by the Cavalier in back-to-back tests in France last winter.

Yet all the right ingredients are there: Ray Mallock began a revolution within two-litre touring car racing with a handful of people working out of a cowshed. In the space of three short years he has won the works Vauxhall BTCC contract, been awarded the centralised build of GM's worldwide Super Touring Vectra programme, moved into a huge new facility and surrounded himself with a wealth of CAD/CAM design talent. And the car they were to work with was – on paper and computer screen – easily the Cavalier's superior, thanks to its improved suspension geometry, more slippery shape, bigger footprint, stiffer bodyshell and a bigger engine bay so vital for the repackaging of the motor behind the driveline that is *en vogue* in the BTCC.

But so far the ingredients have yet to blend.

Cleland is the most outspoken of the BTCC drivers, but when it is put to him that the team has yet to recover from the hectic winter construction of 15 cars, he bites his lip.

"I know that the team is working bloody hard to put things right," counters the Scot.

Yet the recent building of two brand new shells in an effort to improve the Vectra's BTCC fortunes is a tacit admission that some corners were cut during the winter. And even these shells have left the drivers tossing a coin in a scramble to race the older, softer T-car!

If Cleland won't say it, I will: Vauxhall Sport does not look as cohesive on race weekends as it did last season. Now that the war has turned against it, there appear to be a few more chiefs than is preferable. Chiefs who preside over rival camps within.

That its drivers have differing viewpoints should not come as a surprise: one is massively fast youngster who, although still careful not to rock the boat too much, is gradually increasing his influence within the team; the other is at the top of his tree having mastered his saloon car craft over a couple of decades, a man who feels that his hard-earned title is slipping away from him. So how does this effect John Cleland, racing driver?

"I am not demotivated by this at all," he assures one and all. "I am even more motivated than ever to win races because there has never been a touring car season gone by that I haven't won a race, and I'm not about to create a precedent here. My only problem is I really can't see us winning races at the moment.

"With the Cavalier I could always be certain that you could roll it out of the back of the truck, pour some fuel in it and in a handful of laps you would be running right at the top of the page in testing times and this would relate to the results."

The Cavalier is never far from his thoughts. For Cleland, his current situation is doubly frustrating in that he reckons, on the latest Michelin rubber and with some winter fettling, the old warhorse would have remained competitive into '96. He rails, however, against the suggestion that he drove the one model for far too long.

"I think that's bullshit. If think that if I climbed out of the Cavalier and into a Ford Mondeo the same day as I climbed into my Vectra, I would have said that the Mondeo was not right, too. If I'd climbed into a Renault or a Volvo, I would have given an objective view of that car; I can jump from a front- to a rear-wheel drive car, left- to right-hand drive – I am a professional driver. And that's just what I've done. As far as I'm concerned, I've effectively changed teams. It's the same badge but that's it – it's an all-new car."

An all-new car that too much was expected of too soon?

Cleland: "Yeah. I think what happened was that the expectations were greater than the actual reality of it. The trouble was that Ray took a Cavalier that had won races every year since its inception. He then made it better, made it the most competitive car that you could have in touring cars (it won championships worldwide) and because of that I think the expectation was, 'Well, he's got the new Vectra – it's low-slung, it's aerodynamically better . . . ' It's all of those things and, therefore, with Ray Mallock's expertise, his aerodynamicists and engineers, it was supposed to be a winner the day it rolled out of the back of the transporter. That was the problem – everybody expected too much of it. Even the team."

But after its success of '95 it had reason to be confident, while complacency is not an accusation I would level at this outfit. Rather it is still finding its feet after an enormous transition; out of a race team has sprouted a major commercial concern that has perhaps momentarily lost sight of its roots. It will flourish again, but 43-year-old Cleland is impatient for success. His contract runs out at the end of the year . . . may we think the unthinkable?

"For us to come away from a test having been 15th fastest [on the Silverstone GP circuit] is a serious worry. I'm sorry, but that's not what I really race for," the Galashiels-based driver admits. "It's nothing the team is doing wrong, it's just that we've got something at the moment that we haven't figured out yet.

"I want to win races, there's no argument about that. You look at my record over the years and I think they speak for themselves. Look at Peter Brock in Australia, he's 53 years old and he's just signed a five-year contract; Klaus Ludwig's just won two ITC races for Opel and he's older then me. I can get more publicity than any other driver in the BTCC – I think there's life in the old dog yet."

And the Vectra?

"It will improve. I just don't when."

But will he still be driving it when it does?













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David Phillips delves into an Indycar title chase which has seen the runaway leader stall and a plethora of rivals make up ground in recent weeks

Vas

Just two months ago, these pages all but crowned Jimmy Vasser as 1996 PPG IndyCar World Series Champion – and that was before he won the US 500 to make it four victories from the season's first six races.

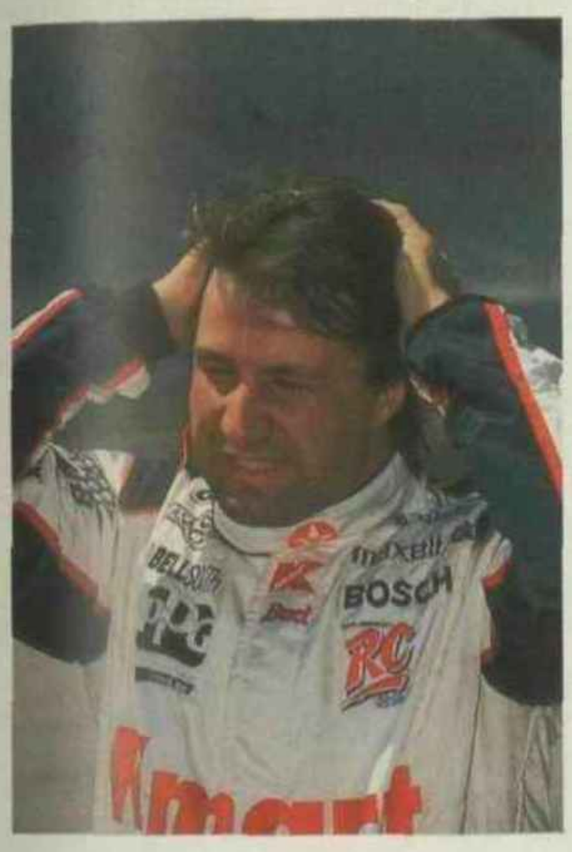
Much has happened since then, little of it good for Vasser's hopes of becoming the first man to win the PPG title in the same year as his maiden Indycar success. Michael Andretti has scored two fortunate victories; Al Unser Jnr has collected points relentlessly, despite a brewing internecine spat with Penske team-mate Paul Tracy; Gil de Ferran's run of bad luck came to an end in time for him to make three straight appearances on the podium; and Christian Fittipaldi emerged as a dark horse with superb drives at Detroit and Portland.

In the meantime, Vasser has accumulated just a sprinkling of points. A mediocre 10th at Milwaukee, he then smacked the wall in practice at Detroit – and at times it seemed the spells of dizziness he subsequently suffered were spreading to the Target/Ganassi camp as a whole. Despite irrefutable evidence that Firestone's rain tyres were hopelessly uncompetitive, the team ran wet settings in a Detroit race that began on a damp but drying surface. Vasser's reward was a lowly 12th.

Rain made a cameo re-appearance in Portland and, with a top five finish there for the taking, the


Gil de Ferran

series leader spun his way out of the points. At Cleveland, the team unaccountably failed to call him in from second for a pit stop during an early



full-course yellow. Out of sequence with the rest, Vasser collected a couple of marker cones while trying to pass Tracy, made an extra stop and finished a disbelieving 10th.

After the tragic Toronto race (see *Diary*), which claimed the life of Jeff Krosnoff, Vasser's lead of 34 points over Unser had dwindled to just eight.

Ironically, 'Little Al' began his surge when he battled an unbalanced Penske-Mercedes to eighth in the Michigan race, salvaging five points on a day when he really had no business finishing in the top 10. He dominated at Milwaukee until a curious convergence of factors left him a sitting duck for Andretti on a late restart. IndyCar's new rules call for cars on the lead lap to line-up directly astern of the leader while lapped traffic stays to the inside. Thus Andretti leap-frogged a gaggle of backmarkers and took up position on the

ser lean?

Penske's gearbox. In addition, his quarry was on Goodyear's primary tyres, a move that had enabled him to outrun Andretti – on the Akron company's softer wares – over the course of 60-odd laps between stops. But restarts were another matter, and Andretti used his extra grip to pass Unser en route to his second win of the year.

Although the Penskes have been off the pace ever since, Unser fought tooth-and-nail for a brace of fourths at Portland and Cleveland, overcoming an ill-advised mid-race switch to wets in the former and latterly soldiering home in a car by no means happy on the bumps of the Burke Lakefront Airport circuit.

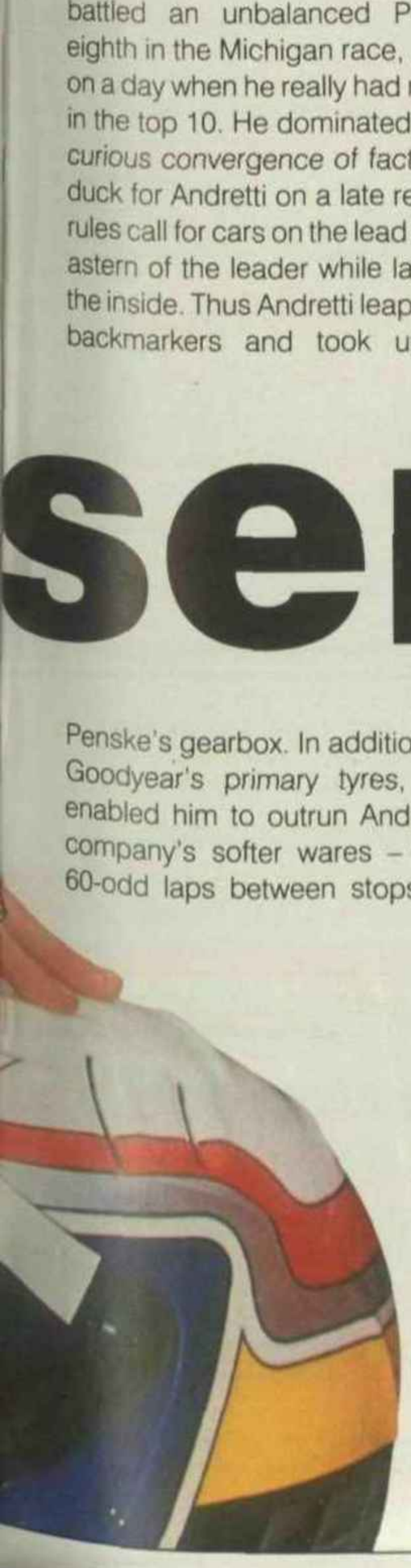
Detroit was another matter. There an uncharacteristically impatient Unser stuffed his car into the tyre wall trying to pass Tracy, and later publicly criticised the Canadian for racing a team-mate with a faster car unnecessarily hard.

While Roger Penske's men feuded, the Newman/Haas camp got along famously – even as Andretti scored his third win in four races at his team-mate's expense. Just as in Milwaukee, the Pennsylvanian benefited from a late full-course yellow to close on Fittipaldi, then capitalised on the latter's slight fumble at the restart to take victory.

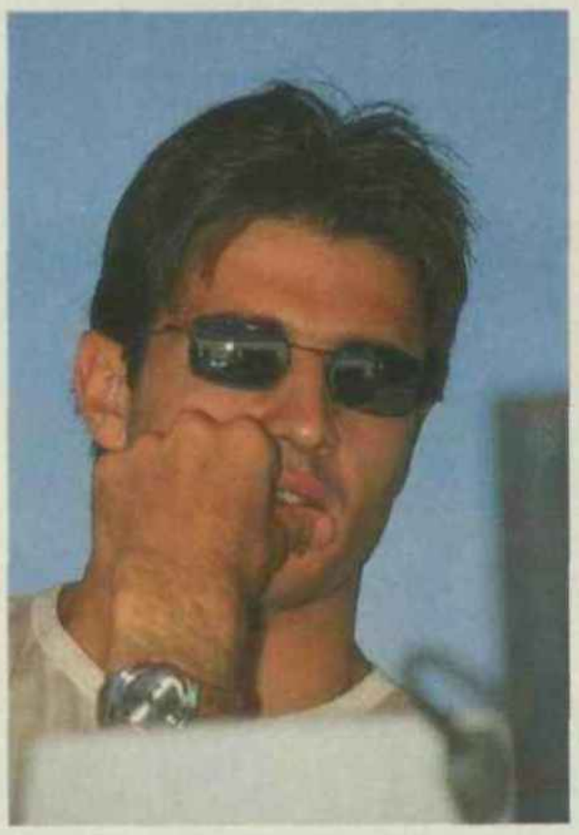
> "An impatient Unser stuffed his car into the tyre wall trying to pass Tracy, and later publicly criticised the Canadian."

But the wheel of fortune turned against Andretti in Oregon: he went nearly two laps down effecting repairs to a loose electrical connection, then lost any hope of a good finish when differing rule interpretations by Newman/Haas and IndyCar saw him denied access to the pits during a full-course yellow. And at Cleveland he was battling his way up from 13th on the grid after blowing his engine in qualifying when the differential broke.

June saw de Ferran re-emerge as a force after a quiet spell on the ovals. Third at Detroit despite a mid-race spin (caused by a sudden, and tardy, de-activation of the pit lane speed limiter on a wet race track), he was second at Portland after another spin, this one resulting from taking to a damp track on unscrubbed slicks. Then came a sweet victory at Cleveland, exploiting a two-stop fuel strategy to perfection and atoning for last year's disaster when he tripped over a lapped



Jimmy Vasser (left): still holding on but increasingly under pressure from the likes of Gil de Ferran (above left), Michael Andretti (above) and Christian Fittipaldi (above right).



Scott Pruett with victory in sight.

Like Unser, Fittipaldi has yet to win taste victory, but not for want of effort. He drove a storming race at Detroit in difficult conditions and deserved the win, yet accepted second with good humour and grace. In Portland he brought his marginally competitive Lola-Ford to the front through a combination of brilliant driving and tactical nous – staying out in the rain on "hot" slicks as long as possible.

June was far from a total disaster for the Target/Ganassi outfit, as Alex Zanardi never put a wheel wrong in a dominant victory on the West Coast, then lost to de Ferran by the slimmest of margins on the "North Coast". Barring a superhuman streak of late-season successes, however, the former Jordan and Lotus pilot must be content with a spoiler's role for the remainder of his campaign – supporting Vasser and taking points from his rivals whenever possible.

At this stage, it's anybody's championship. The two most experienced drivers with the two best teams are saddled with flawed machinery. Vasser and Ganassi are showing signs of cracking under the pressure, and while de Ferran shows no sign of cracking Hall Racing has yet to prove it can consistently field a winning car. Like Andretti and Unser, Fittipaldi has the team but perhaps not the equipment.

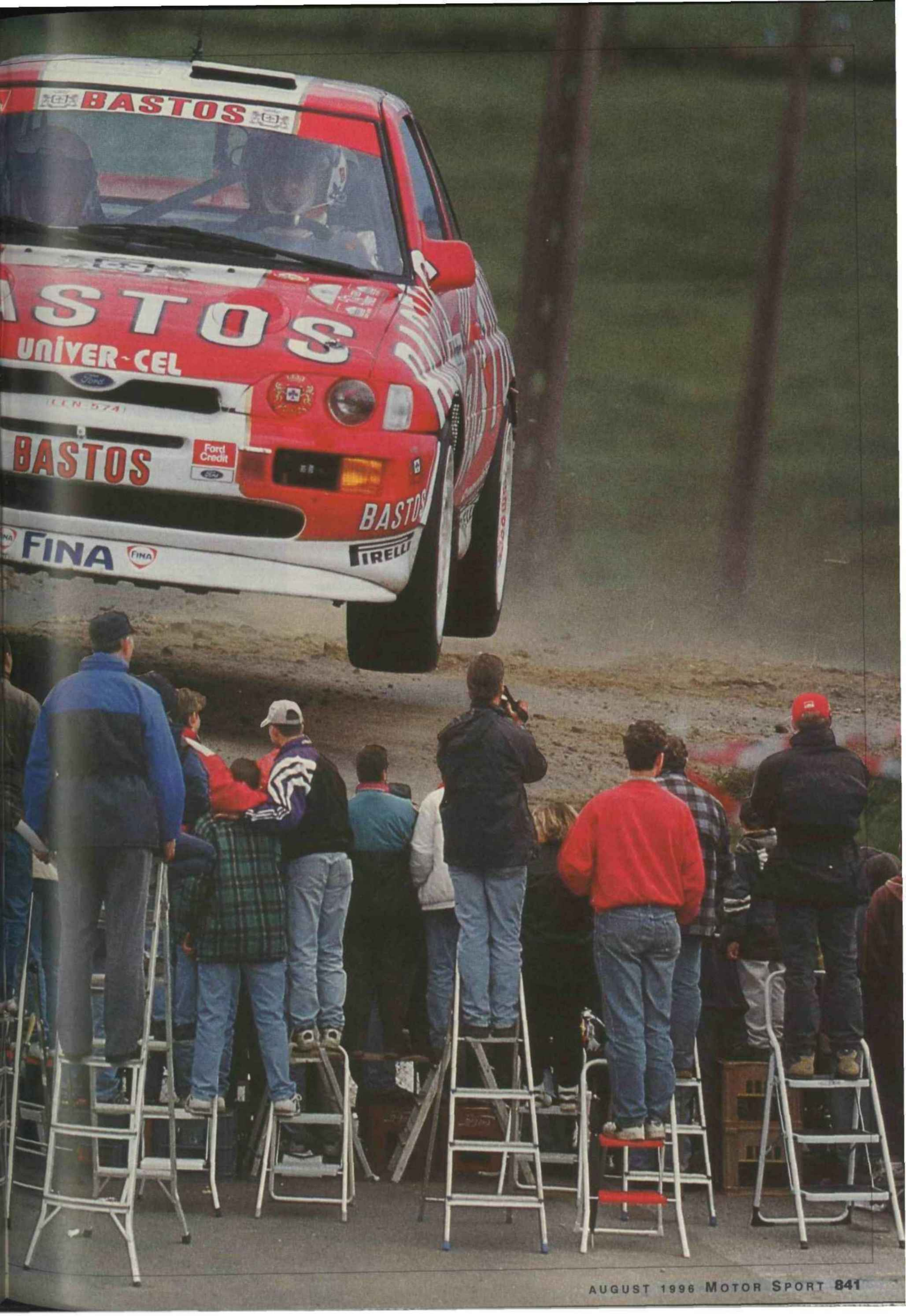
The calendar seems to favour Vasser and de Ferran. Their mutual Achilles' heel thus far has been mile ovals, of which there are precisely none left, while the Honda engine should shine once more on power tracks such as Michigan and Road America. In contrast, the Penske is not at its best on road and street circuits, while reliability glitches continue to plague the Ford-Cosworth motor.

The joker in the pack could be tyres. If Firestone comes up with a trump card, as it did at Surfers Paradise, the opposition – Unser, Andretti, de Ferran and Fittipaldi – will be fighting for the crumbs. But if Goodyear steals a march on the 'Stones, or if there are a few more rainy weekends, Vasser is in trouble.

Stay tuned . . .

SHAM 96

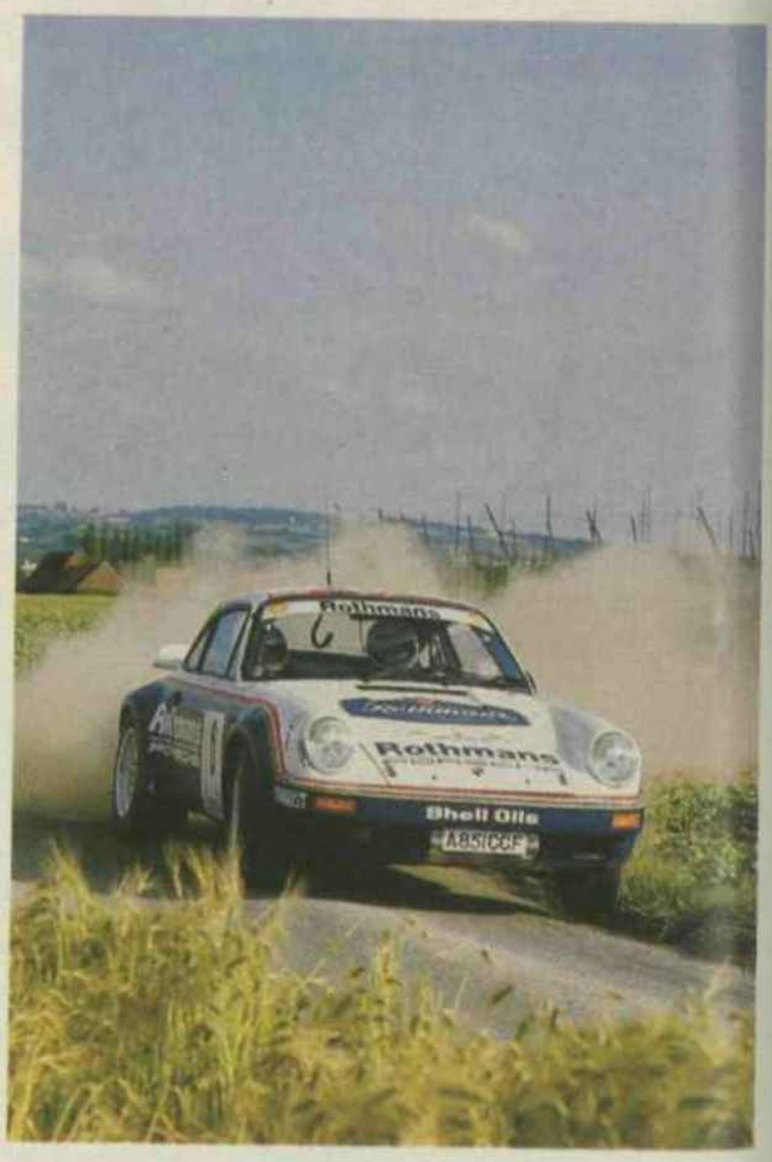
The European Rally Championship should be a stepping stone. David Williams explains why it isn't, not by a long chalk . . .


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Even Patrick Snijers and Bastos (previous page) are losing interest in the European series. Ieper (above) remains a sponsors' paradise – and the setting for epic drives such as Freddy Loix's this year (top right) and Henri Toivonen's in 1984.

Take a good look round the Bastos motorhome as you clutch your free drink and you will observe a sign saying that no more than 35 people may stand on the fold-out terrace. It is by no means untypical. Walk north for a few yards and you will find a similarly proportioned trailer (it needs a lorry to tow it) owned by Belga and Renault Belgium. Head the other way and the weary journalist can slurp a bit more hospitality in the Belgacom marquee. The other side of the Gothic town hall, in the square in the middle of Ieper, there is yet more junketing, all of it dwarfed by the two-storey "Marlboro village" opposite the start ramp. Get inside that and you can afford to look down on the smaller predators in the corporate hospitality war centred on the 24 Hours of Ieper.

On this evidence, there isn't much wrong with the European Rally Championship. Ieper regularly attracts a strong entry, name drivers battling it out in works and semi-works cars, along with healthy television and media coverage and up to 200,000 spectators. In an area not noted for tourism, the rally is a powerful attraction and a commercial force to be reckoned with. With some reason, it styles itself "the European Community Rally". Yet the AC Targa Florio's creation is an anomaly. Its European Championship status is greatly prized by the organisers, but practically incidental. It is not so much first among equals (there are 10 other rallies holding the maximum co-efficient, 20), but a law unto itself.

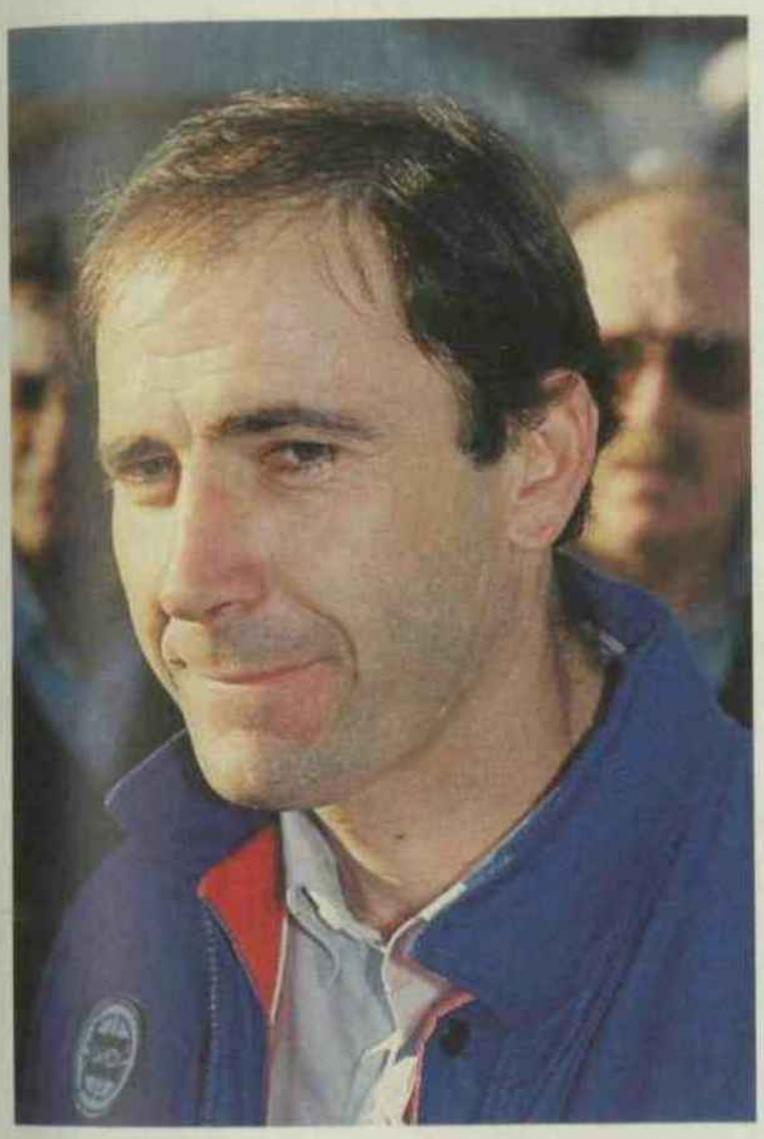
In theory, the European Championship ought to be the most prestigious award the sport can offer, aside from the World Championship. Worldwide, the dominance of European drivers and expertise is unshaken, even if many of the cars and much of the funding now comes from Japan.

"Driving skill or a car's performance are only incidental."

In practice, the European series has passed the stage of being a standing joke; it has withered into something to be pitied. To equate the European champion with the Asia-Pacific champion would be a gross insult to the latter, Kenneth Eriksson. Since Lancia ceased to offer any kind of support at the end of 1991 (when Piero Liatti was champion), the slide into obscurity has accelerated. The European series has now reached the point where it manages the difficult feat of combining enormous bulk (it is scheduled to have 54 rounds this year), while being practically invisible.

The seeds of decay were sown long ago, when the World Championship was young. The trouble started when the co-efficient system was introduced in the mid-1970s. Its advocates would argue that it was a means of distinguishing between the best rallies and the newcomers, which had still to prove their worth. Instead, the four levels in the pecking order have made it possible to add rallies at will, to the point where it has doubled in size in the past 20 years, while complicating the scoring system in such a way as to guarantee that the general public will not understand – in the unlikely event that it is interested. This iniquitous procedure has never taken any account of the quality of the entry. In 1978, for example, Tony Pond scored precisely 20 points for winning the co-efficient-one Manx Rally, against opponents who included Hannu Mikkola, Pentti Airikkala and Jim McRae. In the same month, it was possible for a modestly talented privateer to cruise around southern France for a week in a Gp 3 Porsche 911 and pick up more points for coming sixth on the Tour de France, which was co-efficient four.

When the system was revised in 1988, replacing one to four with two, five, 10 and 20, it only exacerbated the problem, without guaranteeing that those drivers interested in the title (a pretty select bunch, it must be said) took part in the co-efficient 20 rallies. This year, for instance, the likes of Kurt Göttlicher (an Austrian who drives a Gp A Escort Cosworth) and Kzryzstof Holowczyc (a Pole with a Celica) chose to tackle the co-efficient-10 Hebros Rally in Bulgaria, because it was an easier way of scoring points than taking on much better drivers at Ieper, such as Freddy







Twenty years ago, the European Championship could be exploited by the likes of Antonio Zanini and Seat (above). Now, drivers like Yves Loubet in his prime (far left) and Snijers (left) could walk away with it.

Loix, Armin Schwarz, Patrick Snijers and Bernard Munster. It is easy to mock the current champion, Enrico Bertone, but at least he didn't duck a fight, even if he did crash his hired Escort Cosworth on the third stage.

With co-efficients came clashes. On occasion, there have been up to four European Championship rallies overlapping. This would have mattered if any manufacturer or driver had regularly exploited the series, but in the last 20 years, the only truly world-class drivers to have won it are Walter Röhrl and Miki Biasion, with four world titles and 31 World Championship rally victories between them. To date, the only other European Champion to have won a World Championship rally since 1975 is Bernard Darniche.

It would be wrong to say that its swollen size and co-efficients have not been useful. They have been used to create and prop up an edifice as rotten as an 18th-century parliament. The Bulgarians may not have a Grand Prix, but their goodwill can be secured with a co-efficient 10 and a co-efficient 20 rally (the Hebros and the Zlatni Piassatzi, or Golden Sands, respectively). Driving skill or a car's performance are only incidental to the European Championship. Its real purpose is as a system of patronage, in which the power of the FIA and the vanity of rally organisers, bickering over worthless co-efficients, has long since pushed competitors, the people who ought to matter, to the bottom of the list.

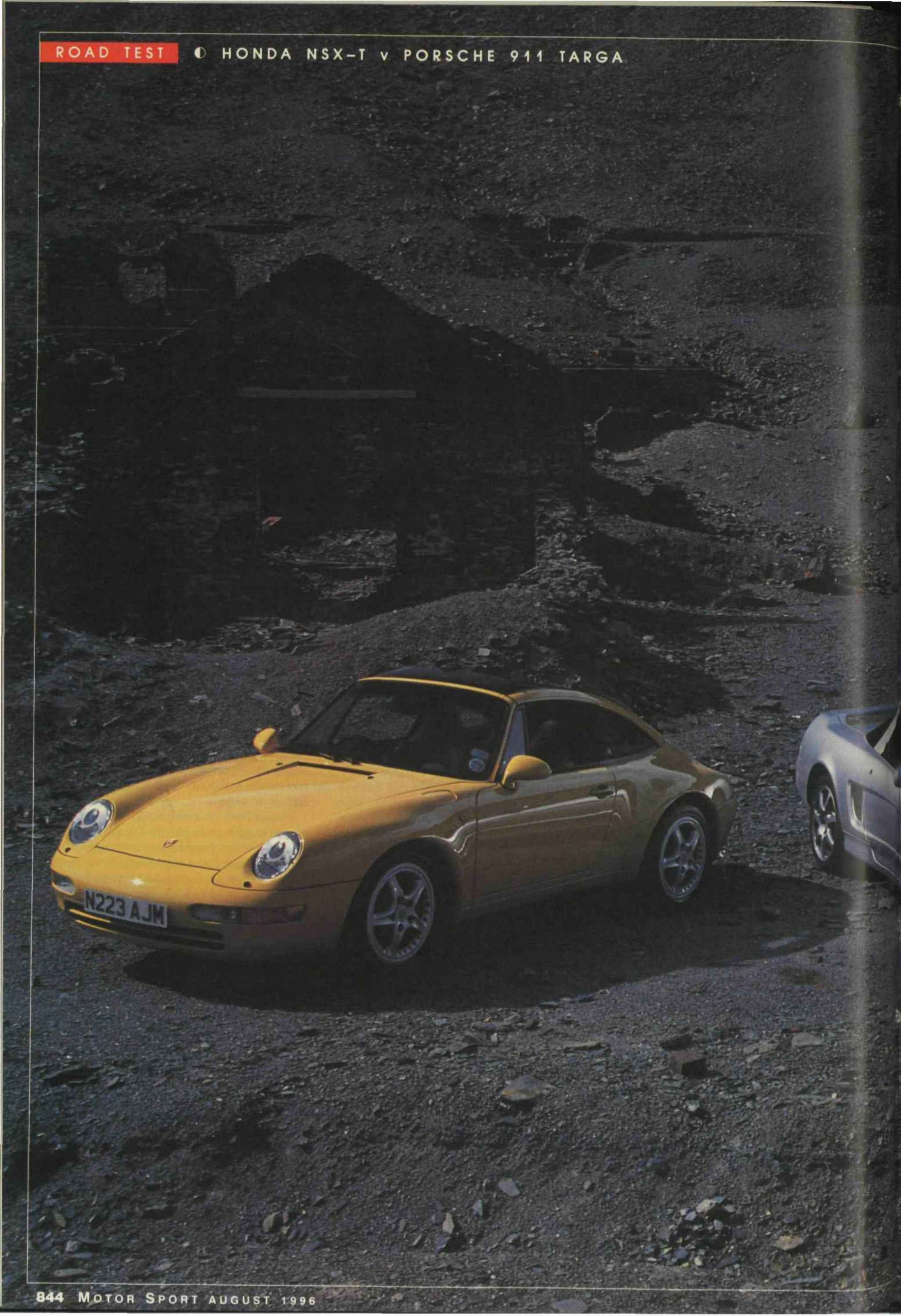
Further damage has been done in the last five years, not merely by the loss of Lancia's support, but by the growing divergence of the World Championship from national series'. As strenuous efforts have been made to increase the promotability of the World Championship, the main combatants have lost all trace of interest in any other theatre aside from the Far East. In response, national governing bodies have increasingly turned to two-wheel drive, notably in Britain, France and Spain. As anything goes in the European Championship, it has been marginalised still further. Whereas the likes of Darniche could launch a European title bid as an offshoot to a successful domestic programme in a Stratos, it is much more likely now that the European adventurer will need a different type of car – although, given its current state, it is conceivable that a well-driven Formula Two car could grab the title.

The European Championship is entirely devoid of focus and gets no promotion aside from what individual rallies can muster. There is little communication between the organisers and even the AC Targa Florio has quietly shelved the Trident Challenge, in which competitors could score points from Antibes and Costa Brava (then a European Championship rally) as well as Ieper.

Yet the title is not quite dead. After years of indifference, there was a hint of optimism in the air at Ieper – even suggestions that a well-organised European Championship could challenge the world series. This is not entirely fanciful. In theory, the title of European Champion should carry some weight in any sport and it clings to a shred of dignity in southern Europe, particularly in Italy, which has provided 12 of the last 20 title holders. As a rule, organisational standards are higher than in other regional championships (although the writer has met cars driving towards him on stages in Belgium, on the Circuit des Ardennes) and driving standards are far higher taking the entry as a whole.

Those assets can be exploited, but it requires a degree of ruthlessness on the FIA's part. It would have to slim the championship down to less than a dozen rounds and turn it into a worthwhile stepping stone for younger drivers; it's quite an event if the European title holder is under 30. Attracting youth almost certainly involves turning it over to F2 cars. At present, World Rally Cars will be allowed, but with smaller, 32-millimetre turbo restrictors that will make them slower than four-wheel-drive Group A cars, and potentially slower than two-wheel-drive machinery under certain circumstances. The range of machinery allowed at the moment bewilders the enthusiast, never mind the outside world and suitable four-wheel-drive road cars will become very scarce indeed by the end of the century, by which time Mitsubishi may be producing the only worthwhile vehicle.

Whether such changes occur is another matter. There is talk of running the series on a league basis, in which competitors score points in their own countries, then go forward to a final. It smacks of a compromise in which no one is upset, no votes are lost in Paris and the competitor retains subsidiary importance. Nevertheless, discussions are at an early stage and it would be churlish to be cynical. Where there's life, there's hope.


N223 AJM

IT TAKES TWO TO TARGA

PHOTOGRAPHY: STEVE BURKE

Both Porsche and Honda have recently released Targa versions of their rival 911 and NSX models. Which to choose? Mark Hughes was the man in the middle

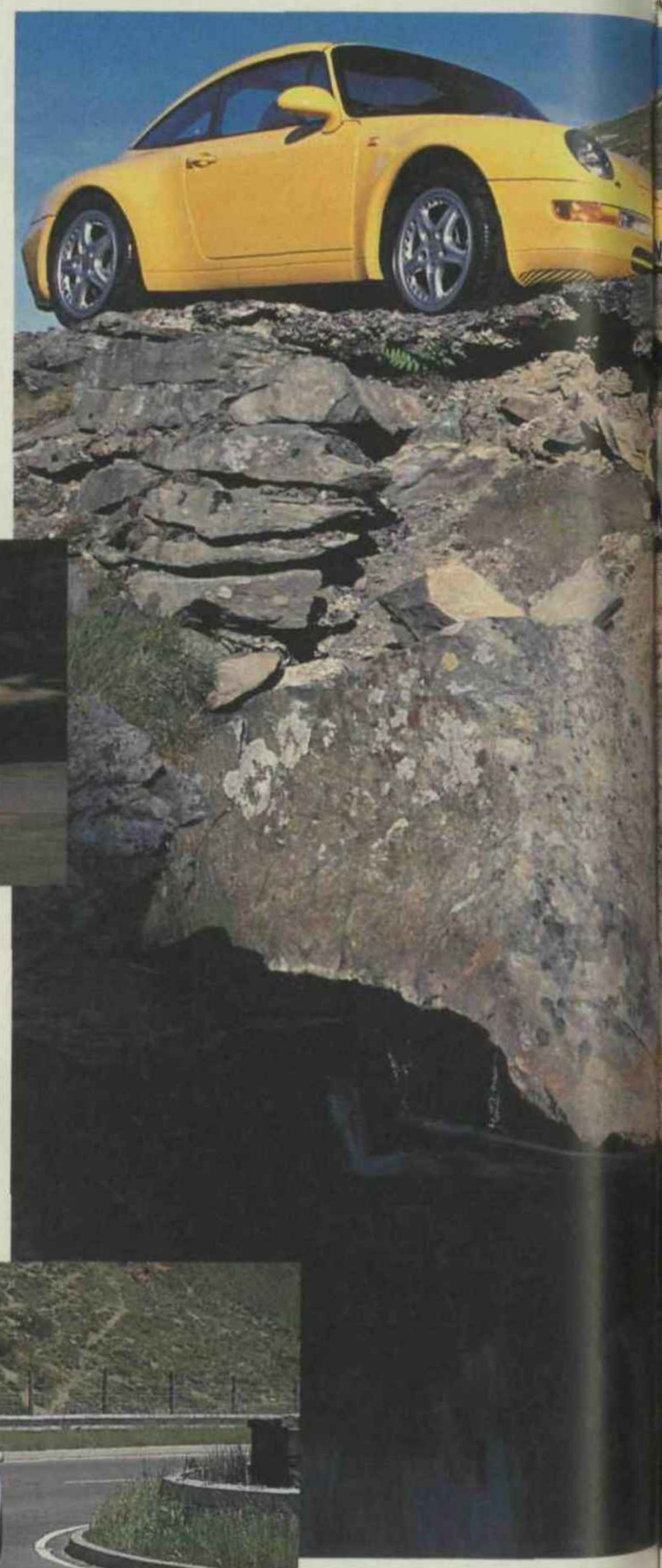
What a choice, eh? If only all dilemmas in life had such implications if you chose the wrong way. But there are those who would say, 'What is there to think about? A Honda or a Porsche?'

Staffman Paul Fearnley found just such a person at a service station when he took the NSX out for the day. "What's that then? A *Honda*? Don't see many of them. You could've bought a Ferrari."

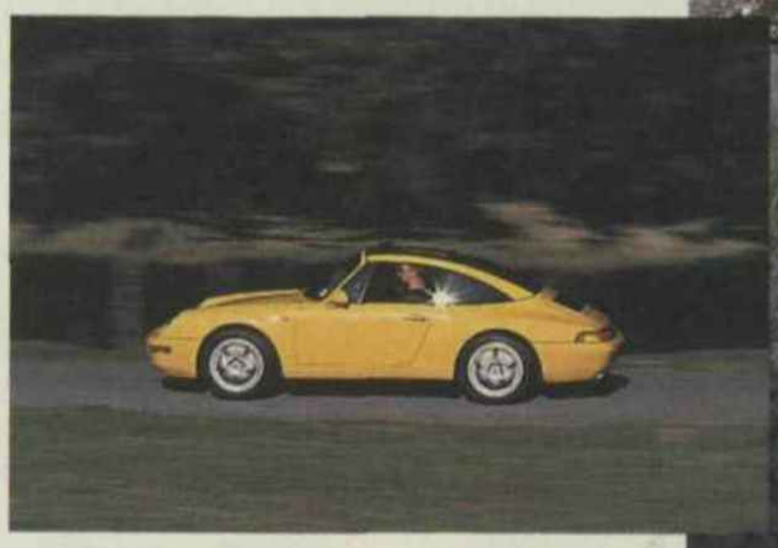
Which sort of sums up the NSX's problem. If you're spending over £72,000 on a supercar, why buy one with a badge more normally associated with retired couples in Civics? And no, you don't see many NSXs around, perhaps for that very reason. Honda UK sold just 55 of them last year.

Contrast that with Porsche GB, which moved around 10 times as many 911s in the same period. Cachet counts for an awful lot in this rarefied atmosphere.

But you can look at it another way. Some might ask, 'Why buy a 34-year-old design, with the engine in the wrong place and an ancestral line that can be traced back fairly easily to the VW Beetle?' Instead, you can have the supercar which Senna helped develop. A supercar with a technical spec that, on paper, makes the Porsche look compromised: mid-engined, all-wishbone suspension, aluminium construction (even the suspension) and VTEC variable lift and timing for its quad cam V6. Looked at in that light, the NSX T's £8,000 premium (12.5 per cent) over the 911 Targa looks perfectly reasonable.



Latest 911 Targa (below) retains Coupé's classic outline. Honda NSX-T needs wide roads and good visibility to extract its huge potential (bottom).



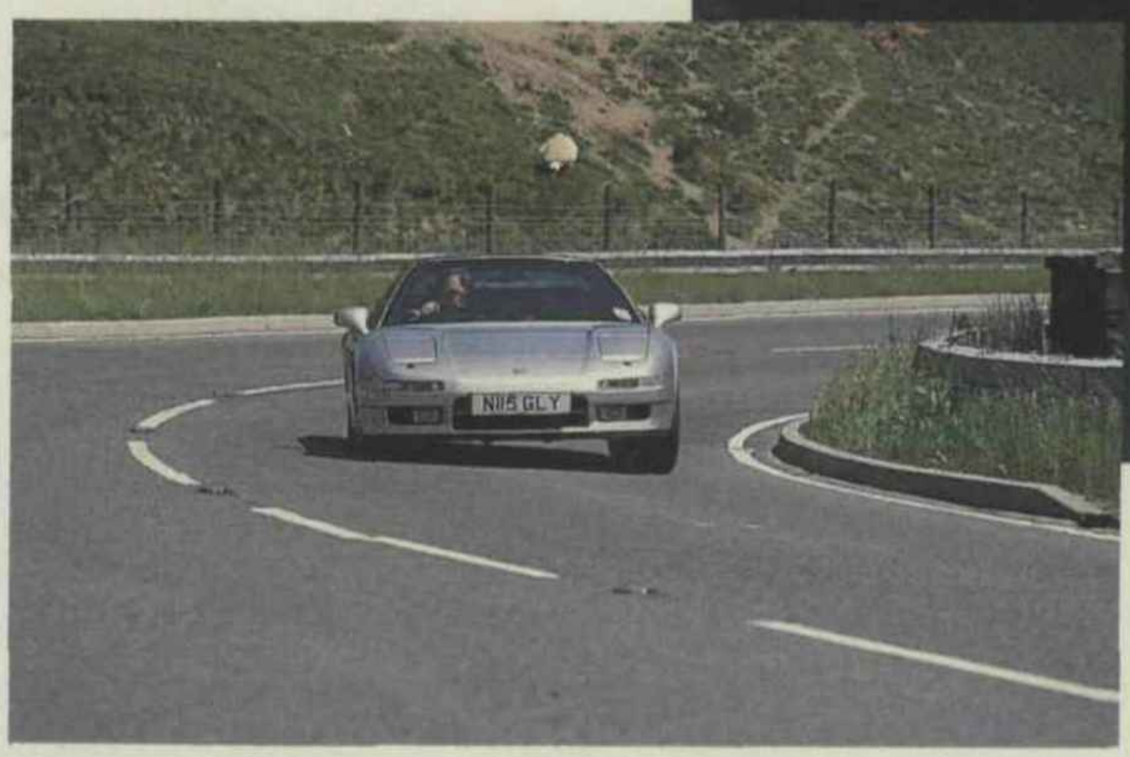
"If you're spending over £72,000 on a supercar, why buy one with a badge more normally associated with retired couples in Civics?"

The Targa-ising of the NSX has been achieved without disrupting its looks. With its roof section in place you'd be hard-pushed to tell it from the standard machine. The removable panel is a simple pull-out affair with catches on either side; once removed it stows snugly into its own section between the lift-up rear glass and the engine cover beneath. Like most Targas it gives some of that open-air feeling, but not the whole deal; even with the side windows down and your hair blowing about you're still aware of the built-up bodywork behind you and the sharply raked windscreen which almost curves over your head.

But that's more than you get in the Porsche. Previous generation 911 Targas had a completely different roof and side window look to the Coupé, but the latest generation attempts to combine the classic Coupé profile with that open top feel. It does still look slightly different to the Coupé, but you need to be looking closely to notice its slimmer pillars, this if anything making it even more attractive.

Inside, instead of the pull-out roof of the NSX (or indeed previous generation 911 Targa) there is an electrically-operated sliding glass panel. Which means of course you can still see the sky through the roof even when it's a hardtop and that you don't have to worry about stopping to take the section out because it simply slides itself back over the rear screen (making the view through the mirror slightly foggy). But, and it's a big but, this has the effect of not making it feel like a Targa at all, more a Coupé with a glorified sunroof because you still have the conventional door pillars and behind you the rear side windows are still firmly in place.

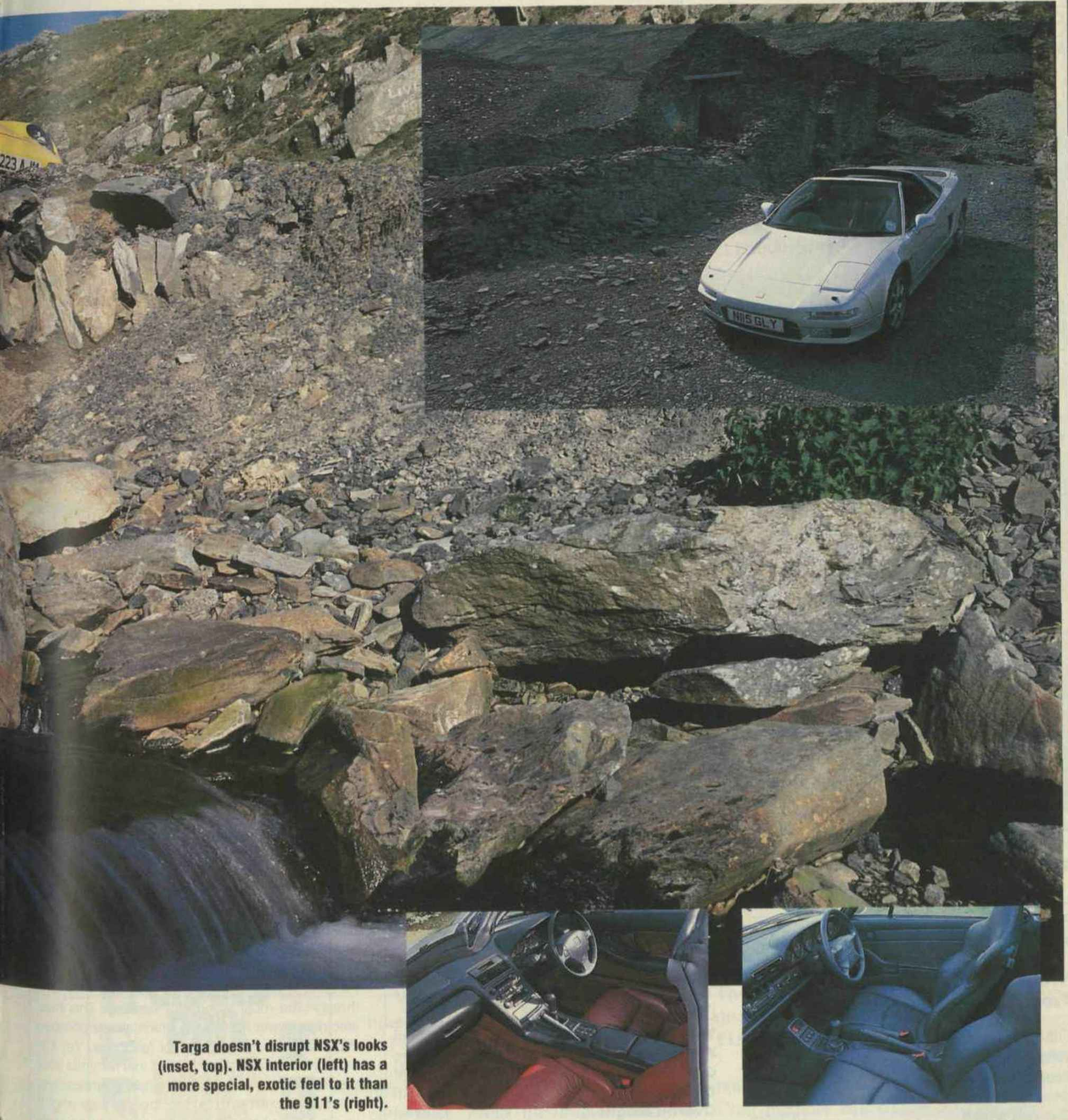
In this respect – and quite against what most people's perceptions of the marques are – the Honda feels a bit more special, more like a genuine supercar. Not only is the fresh air sensation more vivid, but it's cosier and somehow more exotic to be sitting with your back to the rear bulkhead rather than having a couple of rear seats behind you.



But then that tends to rule out the NSX as an only car. Practicality in such matters is where the Porsche really scores. The rear seats are no good for an adult over any significant distance, but they are at least there and you could squeeze a couple of small kids therein. But the NSX's boot area behind the engine is usefully deep and pretty much a match in capacity for the 911's frontal luggage area. There is no room for luggage in the front of the NSX, incidentally, this being full of the spare, ABS and air conditioning pipework.

The whole tenor of the 911 though, for all its supercar performance, is that it's perfectly appropriate for mundane everyday tasks. This perception comes entirely from the 911's proportions; it's sufficiently upright that you get pretty much the same view of traffic as everyone else and sufficiently narrow that it's not an embarrassment through town or narrow lanes.

The NSX carries much more drama. Which is great for making an impression but a pain on anything other than traffic-free, fast, open roads. Visibility is excellent for a mid-engined car but some overtaking moves which are on in the Porsche are not in the Honda because either its lowness compromises visibility or its width means there simply



Targa doesn't disrupt NSX's looks (inset, top). NSX interior (left) has a more special, exotic feel to it than the 911's (right).

isn't room.

Yet if you were graduating to these cars from a normal machine, chances are you'd initially feel more at home in the Honda, despite its more extreme layout. The Porsche, you see, still has that Beetle-like driving position with the offset pedals sprouting from the floor; still has that sudden, almost vicious, clutch movement; a gearchange which feels a bit stiff and rubbery on initial acquaintance; and that flat-six engine which builds and loses revs in the blink of an eyé, making it difficult for 911 novices not to stall regularly.

The only way in which the Honda's controls do not feel utterly conventional is in their superb slickness.

Such slickness is matched by an impeccable build quality that even those who've most grudgingly parted with their £70,000+ would struggle to fault. Fit and finish is perfect, almost too perfect. Unusually, not an accusation which could be levelled at the Porsche if our test car was a fair example. We've never encountered a Porsche with so many irritating little faults: the internal fuel filler release didn't work; the leather seat backs were not properly attached to their carbonfibre shells; the sliding roof's rear seal was damaged.

Such imperfection, whilst not typical of the 911, is mirrored on the road. For though the Targa has a slightly softer, more friendly feel than the Coupé, it's still very much a 911 in its capacity both to thrill and to frighten. The thrill is there in the crisp response and big performance of the latest version of the air-cooled flat-six, now 3.6 litres and with Varioram variable intake. It's there too in how staggeringly well it puts this power down with its rearward-bias weight distribution. And it's there in how stunningly effective its brakes are.

Which is good, because the last thing you want to be doing is entering a bend too fast. The latest multi-link rear suspension has given the 911 a sight more predictability than in the old days and bags of grip too, but let that rear end build up too much momentum and the laws of physics still apply. You'd need to be doing racetrack speeds for this to occur, yet it's always in the back of your mind. But usually you just revel in the sensation and feel of it all, the way the wheel writhes in your hands as though the whole car is caressing the contours of

SPECIFICATION

HONDA NSX-T

ENGINE



Location	mid-mounted
Cylinders	V6
Bore x stroke	90 x 78mm
Capacity	2977cc
Compression ratio	10.2:1
Valve gear	dohc-per-bank, 24 valve, VTEC variable valve timing and lift
Power	274bhp/7300rpm
Torque	209 lb ft/5400rpm

TRANSMISSION

Type	five-speed manual, rear-wheel drive through torque sensitive limited slip differential, traction control

SUSPENSION

Front	double wishbones, coil springs, anti-roll bar
Rear	double wishbones, coil springs, anti-roll bar



Wheels	front 7J x 16" rear 8.5J x 17"
Tyres	front 214/45 ZR16 rear 245/40 ZR17

BRAKES

Front/Rear	ventilated discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2530mm
Front/Rear track	1510/1530mm
Overall length	4430mm
Overall width	1810mm
Overall height	1170mm
Kerb weight	1429kg
Fuel tank	70 litres

PERFORMANCE

0-60 mph	5.7secs
Maximum speed	168 mph

FUEL CONSUMPTION

Urban:	20.5 mpg
Constant 56mph:	21.2 mpg
Constant 75mph:	30.4 mpg

LIST PRICE £72,335

INSURANCE GROUP 20

PORSCHE 911 TARGA

ENGINE



Location	rear-mounted, air-cooled
Cylinders	horizontally-opposed six cylinder
Bore x stroke	100 x 76.4mm
Capacity	3600cc
Compression ratio	11.3:1
Valve gear	sohc per bank, 12 valve. Varioram variable inlet
Power	285bhp/6100rpm
Torque	251 lb ft/5250rpm

TRANSMISSION

Type	six-speed manual, rear-wheel drive

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Multi-link, coil springs, anti-roll bar



Wheels	front 7J x 16" rear 9J x 16"
Tyres	front 205/55 ZR16 rear 245/45 ZR16

BRAKES

Front/Rear	ventilated discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2272mm
Front/Rear track	1405/1444mm
Overall length	4245mm
Overall width	1735mm
Overall height	1300mm
Kerb weight	1400kg
Fuel tank	74.5 litres

PERFORMANCE

0-60 mph	5.1 secs
Maximum speed	171 mph

FUEL CONSUMPTION

Urban:	16.9 mpg
Constant 56mph:	37.2 mpg
Constant 75mph:	30.4 mpg

LIST PRICE £64,250

INSURANCE GROUP 20

the road, the way that the initially fierce-feeling clutch is actually weighted perfectly for seamless full-speed upchanges, the speed of that six-ratio 'box.

Yes, the 911's driver appeal is as strong as ever and, driven properly through bends with sufficient visibility, its handling can be beautifully satisfying with a shallow understeer on entry balanced out perfectly as the power is applied to give just a hint of easy power oversteer. Just don't let it build up, don't back off suddenly near the grip limits and don't brake too hard on that wet downhill approach.

Unlike the more extreme Carrera RS, the Targa rides quite softly and there is virtually none of the tramlining or nervousness on the straight.

Yet it always feels a more nervy car than the NSX. The thrill of the NSX is less adrenalin tinged but it begins with a soundtrack that will make your neck hairs stand on end. Even the 911's bark sounds ordinary in comparison to something which sounds for all the world like an F1 car with a silencer. It's a shriller, more metallic sound than the 911 and changes deliciously when the VTEC makes the valves push deeper at around 5500 - 6000rpm. But it never feels quite as fast as the 911 and nor is its five-speed gearbox as quick as the Porsche's.

"We've never encountered a Porsche with so many irritating little faults"

It puts its power down almost as well – it has a torque-sensing limited slip diff as well as traction control with a button so well hidden that you'd need to be really determined to switch it off – and sheds its speed almost as dramatically. But it does all of this in a more secure-feeling, more friendly way than the Porsche without compromising its all-out ability for the skilled driver.

In fact its grip limits are even higher than the Porsche's and are relayed to you faithfully through the most wonderful steering. This has electrical power assistance which allows competition car reflexes but bags of feedback. Yet it's channelled feedback of the sort that reminds you that much of the Porsche's writhing antics are surplus to requirements, fun though they might be for a short time. The handling too has a much more flowing, less aggressive feel than the Porsche and remains predictable over a wider range of circumstances. Its ride, while slightly firmer than the Porsche's, stays composed over the sort of awkward surfaces that can have the Porsche skittering uncomfortably.

This depth is what makes the NSX a more convincing machine than its rival. It shows that thrills needn't be at the expense of friendliness, ability needn't be at the expense of accessibility. In a few respects the Porsche is handier, it's significantly cheaper and it has that badge. But, personally, I wouldn't be too bothered what some geezer in a service station thinks about it all. I'd take the Honda and care less than zero whether anyone knew what it was.



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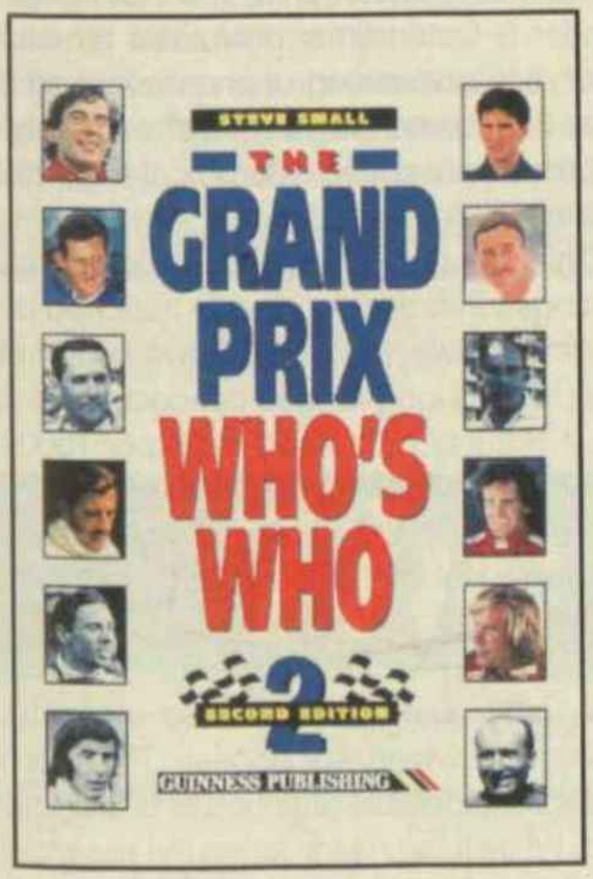
MIDNIGHT

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Subtle changes to the Caterham Seven have not altered its appeal. Simon Arron has finally been persuaded to disembark LIGHT,

For two minutes, my mother genuinely believed she'd won the National Lottery. With good cause. The six numbers on her ticket were a perfect match for those on the adjacent scrap of paper. However . . .

The latest Super Seven, for instance, features wholly new suspension. Over the years, the increasing proliferation of racing Caterhams has led to ever firmer set-ups being deployed. After all, the sales pitch for most road-going Sevens drops hints about their eligibility for one racing series or another.

Inevitably, ride quality remained OK for a hardy few, but was not deemed to be to the common taste. Hence the adoption of a de Dion rear end, amongst other things. Damping control has now been improved substantially and this, together with variable rate rear springing, means that it no longer feels as though you've driven off the White Cliffs of Dover every time you encounter a pot hole (around once every 25 seconds in London SE1). A smaller roll-bar than hitherto is fitted at the front, and there is none at all at the rear, although the mounting points remain should you wish to over-rule the factory.

The suspension geometry, a hangover from the days when the words 'Super' and 'Seven' were prefixed by the word 'Lotus', has also been revised comprehensively. This has provided greater camber compensation when cornering, increased traction and other subtle benefits.

Overall, the Caterham feels a little better in every department. And bearing in mind the strengths of the original, that has taken some doing: spawned in 1957; a paragon of handling sophistication almost 40 years later. Sure, ride comfort is still closer to that of a kart than a Bentley Continental, but it is an improvement, even though the occupant(s) – there's no room for a passenger if you carry so much as a briefcase – are still prone to the occasional jolt from low-speed surface changes.

Essentially, the handling reflects what a Caterham has always been: a four-wheeled glove, a masterpiece of dexterity and fingertip control.





In her excitement at having correctly chosen the first four numbers, she had inadvertently copied the remaining two from her ticket, rather than those thrown up by the computer, onto said piece of paper.

Hardly surprising that they should tally.

In the time which passed before the error was spotted, she had already promised to buy me a new house. Not wishing to appear wholly ungrateful, it seemed churlish to point out that I didn't want a house. I already had one of those.

What I *really* would have liked was a Caterham.

And 'would' was the operative word, because for all the government's recent talk of economic recovery, the resultant £41 wasn't going to buy either of them . . .

The Caterham. An affair of the heart. Hard to rationalise. Its utter rudimentariness makes it stand out in the anonymous '90s, where a horribly high percentage of cars aren't so much designed as cloned. The Super Seven is not practical. It's not always terribly comfortable.

But no way is it dull.

During the photographic shoot, around the environs of Greenwich Park, a succession of passers-by paused, took a second look, then ambled over and inquired, 'That's old. What is it?'

By 'old' they mean 'old-fashioned'. Or perhaps 'distinctive'.

For all that, however, Caterham is making concessions to the approaching millennium.

The other benefits of ownership are equally unchanged. A 1.6 K-Series engine may sound pretty humdrum wearing a set of Rover clothes. Under a Caterham's minimalist structure, however, it is possessed of an intoxicating induction roar that demands you play constantly with the (optional) six-speed gearbox of Caterham's own manufacture.

This is simply superb, allowing ultra-quick changes through the closely-matched ratios. The engine is always fizzing, always aurally attractive. This is not a long-legged concoction. In top, you'll be a fistful of mph short of 20 per 1000 rpm, but who cares? The sound is fantastic, and you won't tire of it. In many cars, a decent stereo system provides isolated rescue from terminal tedium; in a Caterham, any such frippery is utterly superfluous.

It isn't just the dynamic aspects of the Caterham which so appeal. The marque now pays considerable attention to fit and finish detail, too. While it hasn't forgotten the essential pizzazz of its product, it does appreciate that the art of compromise *can* be taken too far.

You no longer need to remove your knuckle skin to refit the hood, for instance, thanks to a simple sliding ribbon arrangement. The top is also 100 percent waterproof in heavy rain. There is an intermittent wiper setting; it's not obvious, but it exists. And an efficient front screen demister. A Rover immobiliser is standard issue. The

FANTASTIC

handbrake is now mounted centrally, where you can see it (a former colleague once recorded semi-respectable 0-60 mph acceleration times in a Caterham at Millbrook Proving Ground . . . with the portside handbrake still engaged). You can still graze your hand on the base of the dash panel as you insert the (Hillman Hunter) key into the concealed ignition slot, but in most practical respects this is just like a 'normal' car.

And for all its performance (ignore its aerodynamically restricted 108 mph top speed, it's the sub-7sec 0-60 time, a sackful of torque and telepathic handling which count), its light weight contributes to remarkable economy: we returned 30.8 mpg.

This is a by-product of the same kind of attention to detail which makes the cabin so user-friendly. In its bid to keep weight down, Caterham has produced a hood mechanism which weighs only a couple of pounds of the 1146 grand total.

Prices now start at around £8600 for the most basic kit, rising to £21,400 for a fully-built, 165 bhp, Vauxhall-engined missile. The more modest K-Series tested here costs £14,690 in Airfix form, or £17,850 if you wouldn't recognise a torque wrench if it landed on your foot. In addition to options such as the six-speed 'box (£1351), there is also a 'Supersport' engine upgrade available, which adds 25 bhp to the standard product's 115 for just under £1000.

Choices, choices . . .

It's easy to become blinded by superlatives. It's also excusable. There are those who regard Caterhams as a 'summer' car, a whimsical indulgence.

I regard them as an irresistible enticement to get on the road 365 days a year, whatever the weather.







K-Series engine sparkles when unshackled from Rover cage; cockpit luxuries drag Seven into – well, the Seventies; hood and screens now all-weather success.

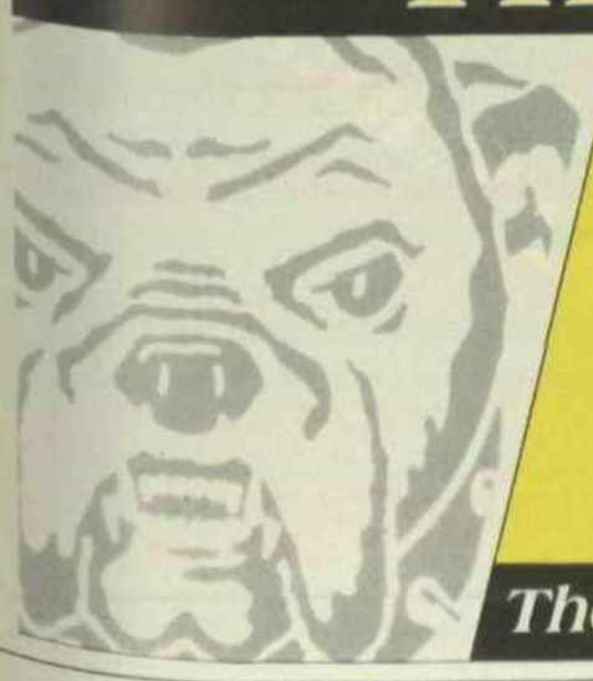
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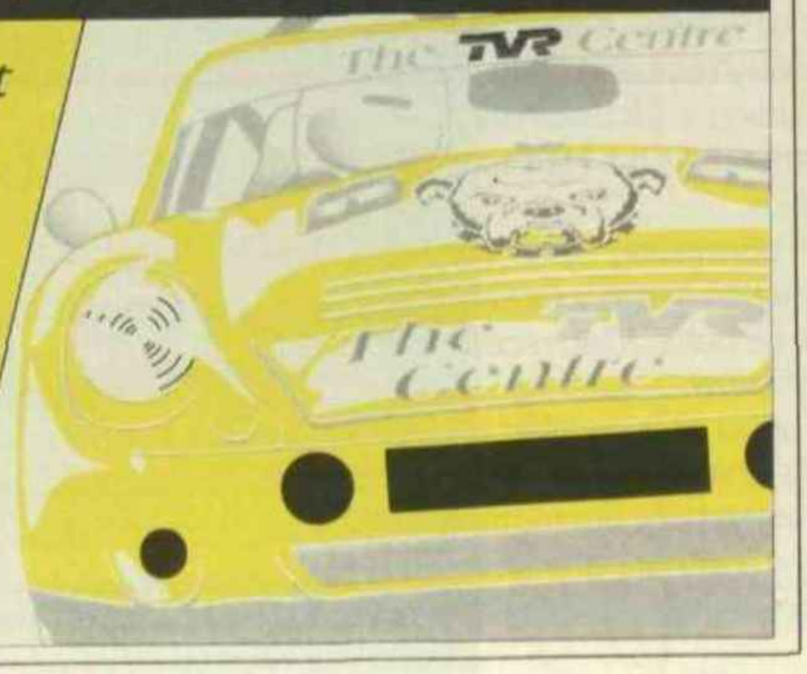
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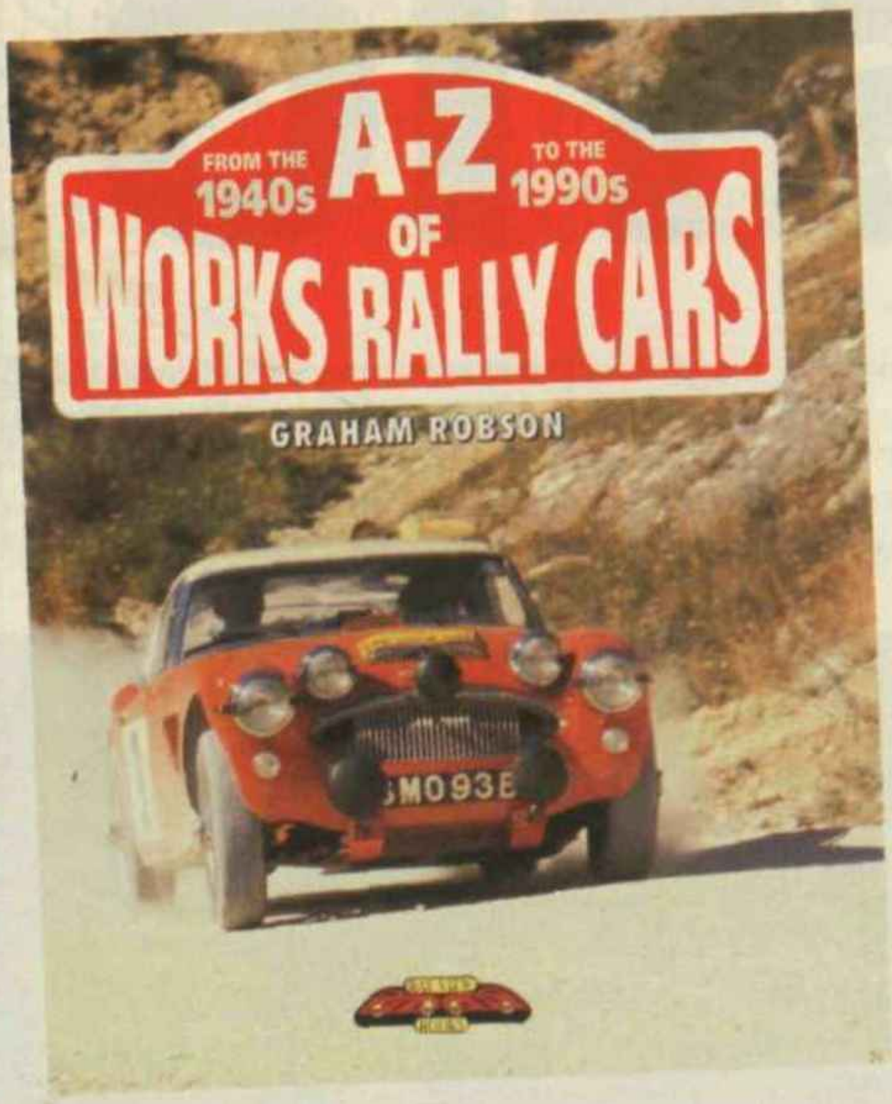
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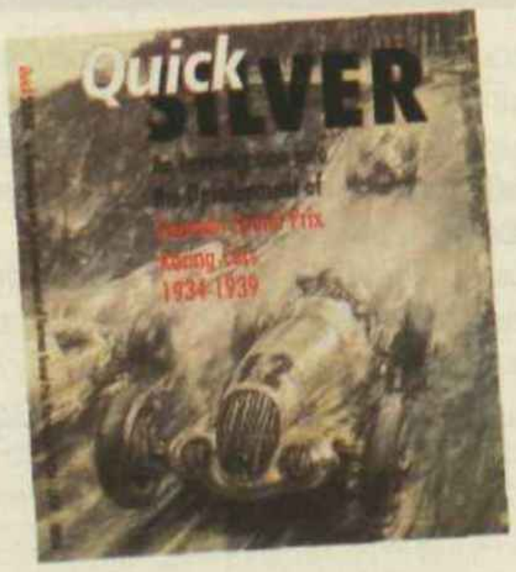
A-Z of Works Rally Cars, by Graham Robson. Bayview Books, £19.95.
Covering the 1940s to the 1990s, this well-illustrated alphabetical compilation makes a useful quick reference. Robson claims his biggest problem was establishing which "private" entries were actually clandestine works efforts, and stretches to include, for example, Mike Couper's Monte Carlo Bentleys. This means the total is so extensive, including oddities like one-off events for Dodge, Denzel and Hino, that the entries are frustratingly short. But the driver index, championship listings and homologation rules (in which Robson mentions "wholesale cheating by manufacturers") are useful. **G C**

Davidstow — A History of Cornwall's F1 Race Circuit, by Peter J Tutthill. West Country Motor Books, £9.95.

Those who like me were ignorant of Cornwall's Formula One connections have no further excuse with the publication of this soft-back, describing the six meetings at Davidstow between 1952 and 1955. Boasting the first ever F1 wins for Lotus and Connaught, the airfield track also saw the only bridge collapse at a British circuit, and appears to have featured even worse weather than Knockhill.

Every race and entry is listed, including such fascinating motoring footnotes as the Halseylec, the Sphinx, and a Cooper-Connaught with convincing *Disco Volante* body, while Ken Tyrrell's foreword recalls that he holds a lap record from Davidstow.

Tutthill cites weather and isolation from "the mainland" in apologising for some poor photographs, and some really are grim; but history is history. . . **G C**

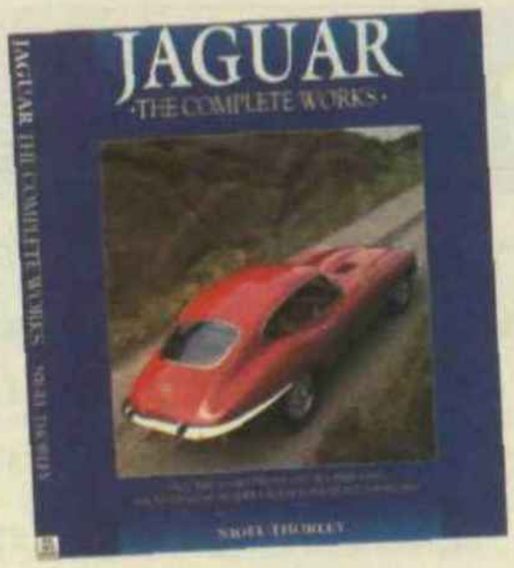


QuickSilver — An Investigation into the Development of German Grand Prix Racing Cars, 1934-1939, by Cameron Earl. HMSO, £40.
HMSO has republished the fascinating investigation by the late Cameron Earl into the German racing cars of 1924 to 1939, issued by this Government office back in 1948. The text is unchanged and still very informative. When first available very little was known about the author, but all is revealed in Karl Ludvigsen's long introduction, to Earl's credit as the engineer who persuaded BIOS to let him loose interviewing the Mercedes and Auto-Union engineers after the war and whose detailed and well contrived report was the first to be published. Similar reprints about the VW and the Tatra Type 87 are in the HMSO pipeline. (See also *Boddy Language*, p872.) **W B**

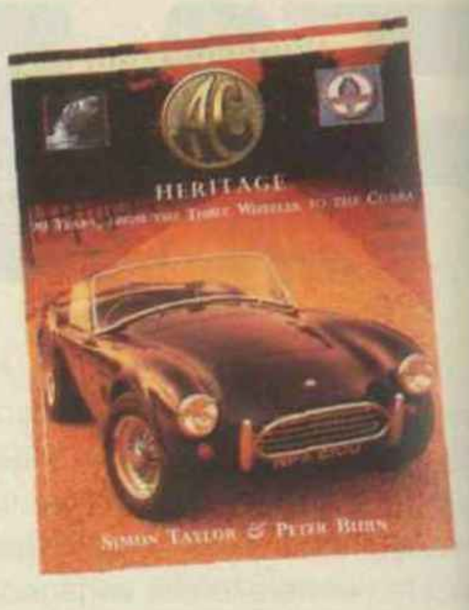
Modifying And Tuning Fiat/Lancia Twin-Cam Engines, by Guy Croft. MRP, £39.50.
Two more for the power seekers. MRP have come out with this big 256-page, 700 illustration work, to aid those working on these cars in their workshops, a wealth of information, with laminated printed colour covers for protection under toil conditions. Veloce have a soft-cover, slightly smaller book for MG and Austin Healey speed merchants, namely **How To Power Tune Midget & Sprite For Road & Track**. It is by Daniel Stapleton and sells for £14.99, for 144 pages, over 250 pictures and again much useful data. **W B**

The Lotus Formula Juniors, 1960-1963, by Paul Robinshaw and Jeremy Bouckley. RB Publications, Sutton Coldfield, £11.95.
This landscape soft-cover history is very nicely done, with masses of good pictures, some full-page, race results, specifications, reproductions of programmes and other material, etc. Handy for historians who file everything of use. **W B**

Jaguar – The Complete Works, by Nigel Thorley. Bay View Books, £19.95.
I nearly fell into the jaded reviewer's trap of saying "nothing new here"; while broadly true, that perhaps shouldn't be such a damning comment. If you haven't got a Jaguar book, this is a good overall run-through, nicely presented, with tabular summaries for each model and well-chosen pictures from

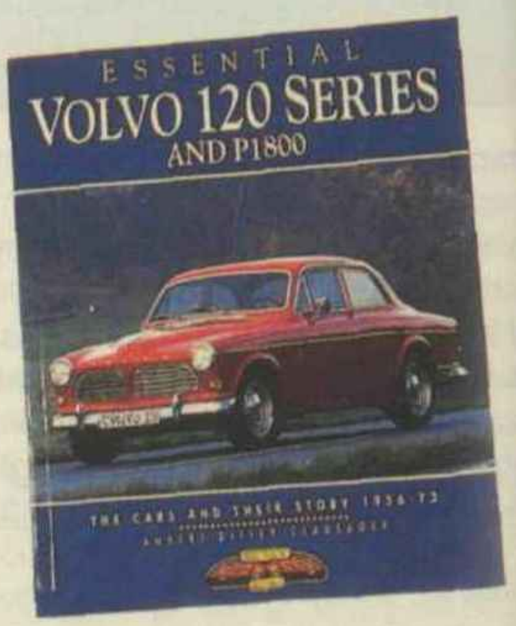


Swallow sidecar to supercharged XJR. And in fact there are some novelties in the "oddities" chapter, including the only Mkl XJ Coupé and the long-wheelbase XJS. **G C**



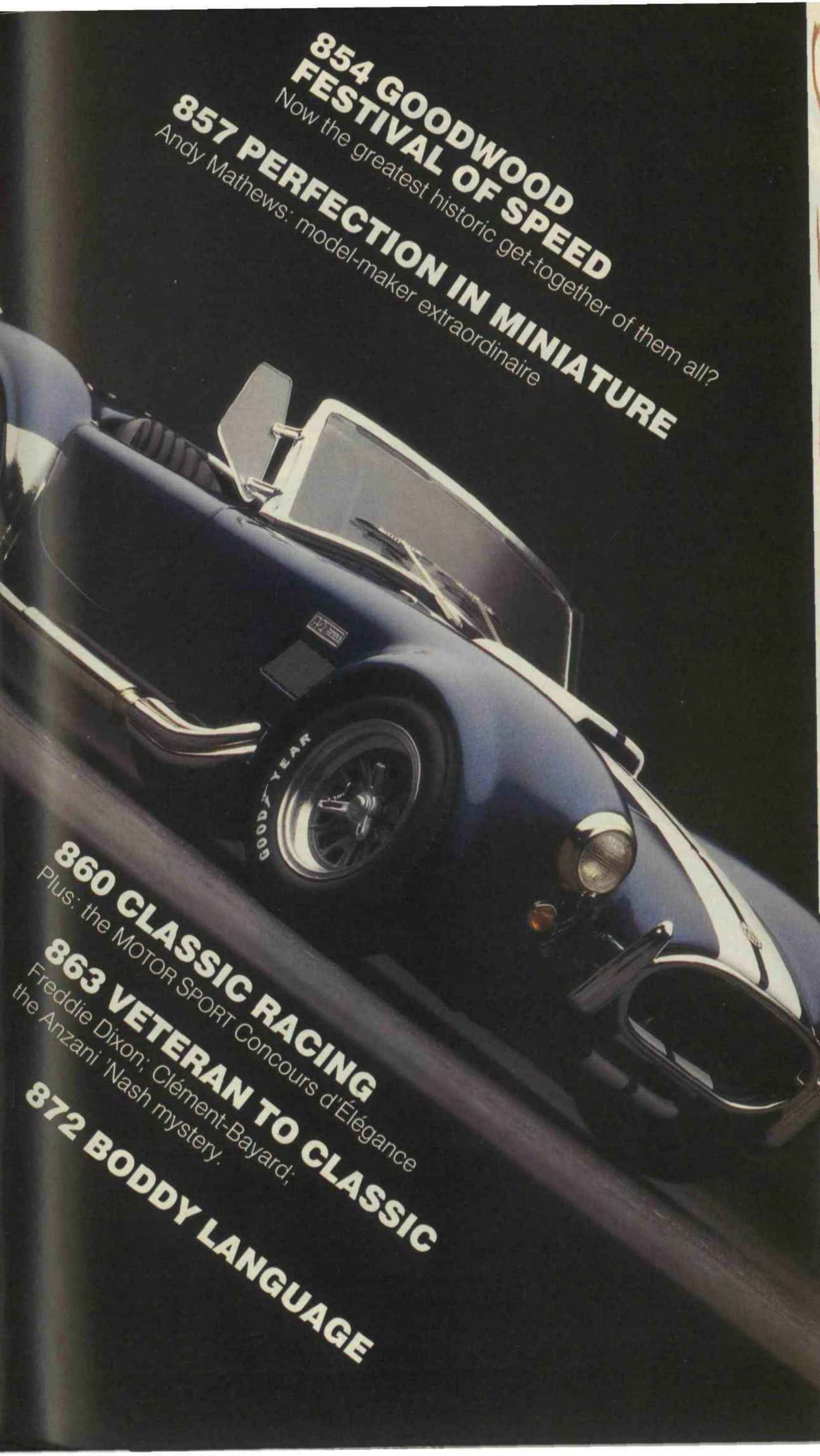
AC Heritage, by Simon Taylor. Osprey, £12.99.
Condensed text and lavishly spread pictures with detailed captions characterise this 128-page soft-back. Taylor is an Ace-owner, and thus writes with insight, while Peter Burn's fine pictures are specially commissioned to cover all models up to the 3000ME. What's particularly useful is that nearly-but-not-quite similar models are pictured together to illustrate small differences, while the historical photos, all the way back to the AutoCarrier, are well reproduced. **G C**

●If you are a BMW fan, **Brooklands Books** have gone over to a hardback 124-page compact book all about the 2002 saloon in all versions. The authors are James Taylor and Mike Macartney and the price is £16.95. **W B**



●**Bayview Books** proliferate in our reviews in-tray; the latest pair are part of the **Essential** series, on **Volvo 120/P1800** and **VW Beetle Cabriolet**. Anders Ditlev Clausager brings back Volvo memories for me, as I learned to drive on 122 station-wagons (at the time Volvos were so rare owners flashed lights on meeting), and his book is replete with the many variants of the classic Sixties Volvo. Keith Seume's one-model VW brief, while sounding restrictive, turns out to have plenty to say, too, and both are generously and crisply illustrated, with thorough technical appendices. At only 80 pages, these *Essentials* are concise, but good value. **G C**

MOTOR SPORT



854 GOODWOOD FESTIVAL OF SPEED
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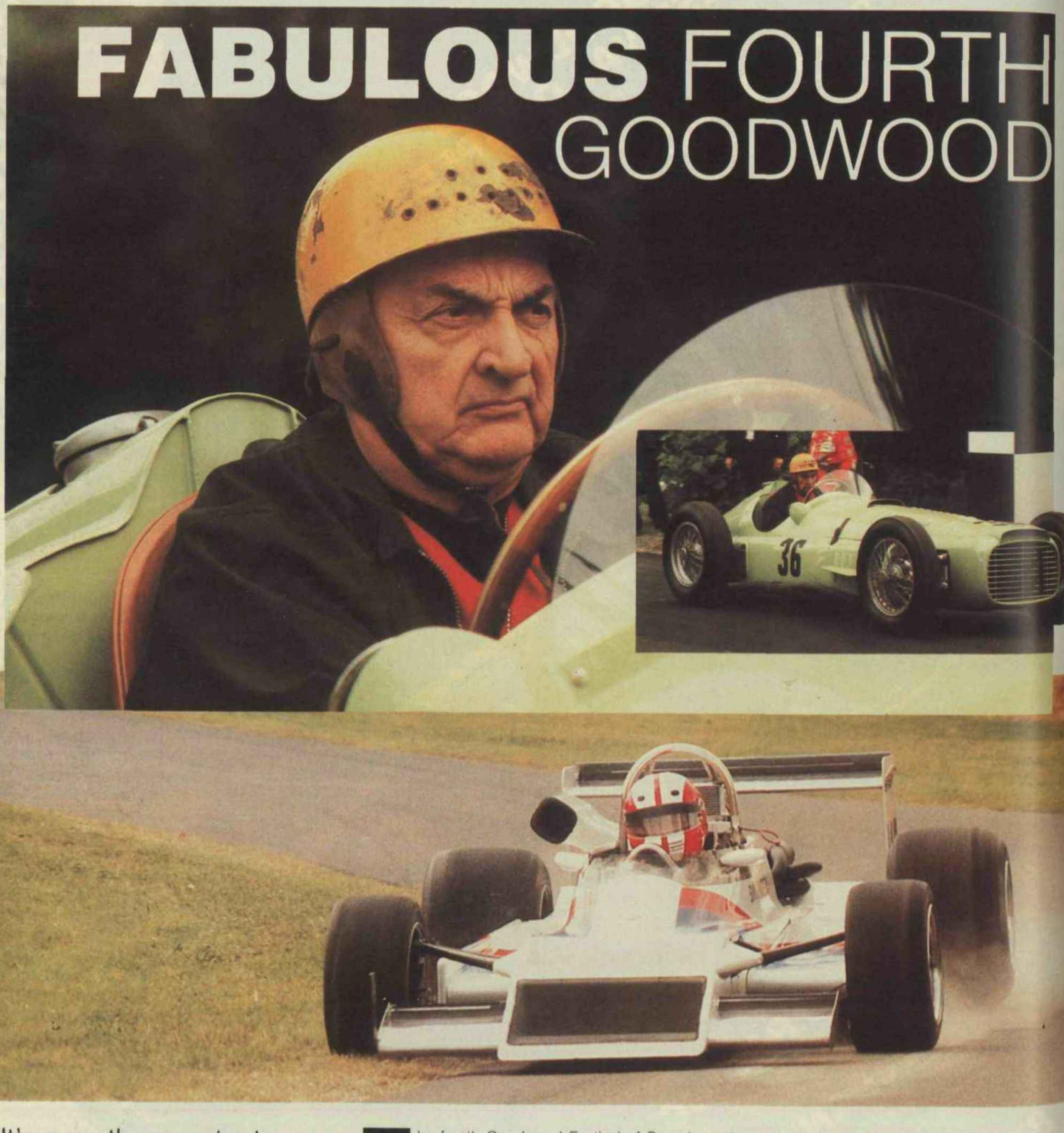
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872 BODDY LANGUAGE

FABULOUS FOURTH GOODWOOD



It's now the greatest historic meeting of all, says Alan Cox — but can Lord March's team keep it up?

The fourth Goodwood Festival of Speed proved to be yet another outstanding success for both competitors and the public, with Lord March and his small team expanding on the format established in previous years to such effect that the official paying attendance was quoted as 86,000 over the three days of June 21-23, with ingredients guaranteed to excite every motoring enthusiasm.

For many, the highlight was the appearance of 'The Pampas Bull', Froilan Gonzalez, who travelled from the Argentine with his son Julio in order to demonstrate Tom Wheatcroft's Mk1 V16 BRM. Donning one of his old cork helmets, complete with ventilation holes drilled in its front, this sprightly 74-year-old looked a study in concentration, nodding sympathetically as he warmed up the engine; after gently racing up the hill to the delight of the crowd, he seemed genuinely surprised as enthusiasts pressed forward to seek his autograph.

Once again, the American contingent brought a peerless collection, many of which had never been seen before on these shores. Howard Winship drove Buck Boudeman's futuristic coupé-bodied 1917 Miller 'Golden Submarine' built for showman/driver Barney Oldfield, while Boudeman himself gave spirited displays with his 'Blue Crown Special'. One of Lou Moore's team which won at Indianapolis from 1947 to 1949, this was the last FWD car to win the '500' and had not run since the 1950s — a real gem. The Cunningham C5R which finished third at Le Mans in 1953 was entrusted to Monterey organiser, Steve

Earle, and following their Sarthe reunion the previous weekend, the Mk II Fords which finished 1-2-3 in 1966 were also present.

As has become the custom, a choice selection of cars, some for static display, were sent by the Mercedes and Porsche museums, joined this year by a number of representatives from the 'BMW Mobile Tradition' collection, including the unraced 1939 BMW 328 with streamlined body, as well as the Len Terry-designed Dornier F2 car with amazing Apfelbeck cylinder head, entrusted to Steve Soper, and an ex-Manfred Winkelhock 320 Group 5 car shared by brother Jo, and Marc Surer. Stirling Moss was reunited with his Formula 2 Porsche 718 from 1960 and Derek Bell handled the ex-Gurney 1962 French GP-winning flat-8 Type 804, although it struggled to fire on all eight cylinders.

Lord March's mount for the weekend was a Porsche Museum 908/3 in the class for Targa Florio cars, although he only managed to find time for one run on Sunday, but he also took a turn to passenger Phillip Moch's Kawasaki combination in the sidecar class.

A magnificent achievement was to assemble all six Longnose Jaguar D-Types; apart from those regularly seen in historic racing, Ralph Lauren's and Miles Collier's ex-Cunningham versions came from the USA while Simon Taylor took a turn in the ex-Hamilton example retained by Jaguar-Daimler Heritage. Paul Frère returned to the cockpit of John Coombs' ex-ENB D-Type, in which he had finished fourth at Le Mans in 1957



and Michael Nairn demonstrated the rarely-seen 1956 winner of Flockhart/Sanderson.

The three Ford Mk IIs formed a small part of an exemplary gathering of 'Le Mans Legends' which also included the 1968/69-winning Gulf GT40 of Bob Walton and a squad of three-litre V12 Matras, a pair coming from Matra Sports' own collection and one from David Piper, who also brought two Ford F3Ls, one being his recreation of the one lost in Chris Irwin's Nürburgring accident, to join Richard Thwaites' version which the owner shared with Australian saloon superstar Frank Gardner, who probably drove as many racing and development miles in the F3L in its heyday as anyone. It was 23 years since Frank had spent any time in the old country and he was relishing his visit, offering finely honed responses to questions which reduced his audience to fits of laughter. He was also reunited with his 1968 Alan Mann *Escort Twin-Cam which has been beautifully* restored by Ken Shipley.

Another superb restoration was the Championship-winning Brabham-Repco BT19, looking very '1966', owned by the successor to the Repco company and driven by Sir Jack himself, while 1961 Champion Phil Hill shook down an ex-Amon Ferrari 312, complete with its spaghetti exhausts, and also practised Dave Gilmour's sharknose Dino 196SP sportscar. Another Amon car was the 1972 Matra MS120D whose wail was eagerly anticipated by those who remembered, or who had simply read about it.

Although a large number of entrants chose to run in the demonstration category, amongst *those who opted to be timed there was no want of* trying. GP driver-turned TV commentator Jonathan Palmer has become something of a Goodwood specialist and this year Frank Williams placed at his disposal an ex-Alan Jones FW07B which proved to be an even better bet than last year's six-wheeler. After only one practice run, he produced a superb display over the narrow and daunting course, his first run of 45.37sec being pipped by 45sec dead on his second to claim a new hill record, 1.06sec quicker than last year. Marc Surer took up where he left off two years ago with his F2-Championship-winning

Gonzalez and BRM reunited, opposite; Surer used the grass to thrill the crowd, collaring second-fastest time in his March-BMW, while Eddie Irvine relied on Goodyear's best to make an impact. Le Mans Legends, below, made astounding line-up, with Matras, Porsche 917 and Ford F3Ls – plural!



March-BMW 792 and bettered his previous best of 49.28sec by stopping the clock at 48.77sec to claim second-FTD.

Impressed though the crowds were by these runs, the biggest cheers were reserved for whenever the works 1995 Ferrari 412T2 V12 of Eddie Irvine appeared. Probably thinking of other things he could have found to occupy a free weekend and foregoing the opportunity to vie for FTD, Eddie contented himself, on an unfamiliar track in an unfamiliar car, by playing to the gallery and wowing the appreciative multitude with a series of electrifying starts and sprints which shrouded the Ferrari in tyre-smoke all the way up the hill. This was the first ever works Ferrari hillclimb entry, and it gave spectators what may be the last opportunity to savour the sheer thrill of a works V12 Ferrari on song. All this effort took its toll, for the Irishman was limited to a single run on Sunday as a drive-shaft failed when he spun the car round to line up for his final run — but it is rumoured that the entire Ferrari équipe have put their names down for next year!

A contender with the GP and F2 drivers for driver of the day would have to be Michéle Mouton who muscled her David Sutton Audi Quattro S1 up the hill to third FTD, pipping the early pacesetter in the World Rally Champions class, Gwyndaf Evans with the Escort Cosworth, and finishing well clear of Stig Blomqvist's RS200.

John Surtees assembled an MV Agusta tribute of superb quality, including four bikes from his own collection, and gathered together an illustrious roll-call of riders including Tommy Robb, Phil Read, Stuart Graham and, as a last-minute surprise, Giacomo Agostini, who probably turned as many heads as any of the four-wheel brigade.

Off-track, the Ford Rally Stage was well supported all weekend and the Mulberry Challenge Trophy to determine the finest sporting car fell to David Vine's 1937 BMW 328. The Cartier 'Style et Luxe', which is much more than a Concours, drew an array of fifty of the finest pre-1940 carriages and automobiles with the overall award going to the Dutch National Motor Museum's 1932 Bugatti T50T *profilée*, while a special Judge's award for the 'Most Voluptuous Car of the Event' was made to the Figoni et Falaschi-bodied 1937 Delahaye 135M drophead coupé of William Connor II.









Forming a centrepiece in front of Goodwood House, Richard Noble's Thrust SSC made its public debut prior to leaving for Jordan, where its first tests are to be undertaken before Andy Green attempts to take the Land Speed Record supersonic in Nevada in September.

In only four years, Lord March and his team have created the greatest historic car event in the world; it now becomes difficult to envisage how the inexorable roll can continue without some risk of losing its focus which, up to now, has proved so appealing, and without alienating the hardcore enthusiast, so the plans for next year's Festival are eagerly awaited.



From top: Buck Boudeman in Blue Crown Spl, last FWD Indy winner; Colin Crabbe and Ferrari 250 TRC; Moss in Mercedes W196 (a streamliner came too); Cartier class-winner, John Mozart's Alfa Romeo 2900B; John Surtees makes eyes water with dope-fuelled W125; Phil Hill and ex-Amon Ferrari 312.



SMALL-SCALE PRODUCTION

For the cost of a small saloon you could own a tiny racing car, as Gordon Cruickshank found out.

Remember the moment in Bill Forsyth's film *Local Hero* when the fishermen tell a visitor that they can't afford to eat any of the lobsters they catch by the dozen? That's the paradox of the fantastically detailed racing car models built by Andy Mathews of Philadelphia: he swears he can't afford to keep one.

How can this be when he sells them at anything up to US$15,000 each? "Too many man-hours," he answers wryly; and he may be right. For example, in 1/12th scale the tiny coil springs for the exhaust clamps are less than 1mm in diameter; he winds them himself. A Lotus 49 gearknob measures about 4mm; Andy turns them from wood, drills them for the lever, and machines a rebate to take a photo-reduced badge under perspex. Hour for hour, he thinks he'd be better off as a clerk; but no clerk could raise the admiration his regular clients have for these tiny mechanical jewels.

Now 37, he's a late convert to motor racing; he was a marketing director when he accidently caught the last Long Beach Grand Prix while there on business, and was smitten. At first he indulged the new interest with some high-quality Japanese kits, gradually adding more and more detail to each new project, until now the scratch-built elements have completely supplanted anything that comes in a box, and the hobby has become a demanding, self-fuelling occupation. Most of his projects, built in runs of 10 or 12, are now pre-sold, though he chooses his subjects and doesn't take one-off commissions.

His preference is European Grand Prix machinery, but he runs a parallel line in American greats, such as resin-bodied 1/24th GT40 and Cobra at a measly $1495. Not that there are many short-cuts in the smaller scale: the Cobra's air-filter contains a paper element, the knock-offs boast retaining wires, and the 5p-sized steering wheel comprises eight pieces of cherry wood, fixed to nickel-silver rim and spokes with minute brass pins.

But it's the 1/12th scale stuff which absorbs so much time. Andy showed me a McLaren MP4/6 before he despatched it to one of his regular



It's hard to find any clues to the fact that this Ferrari 312 T4 is only about 14in long.

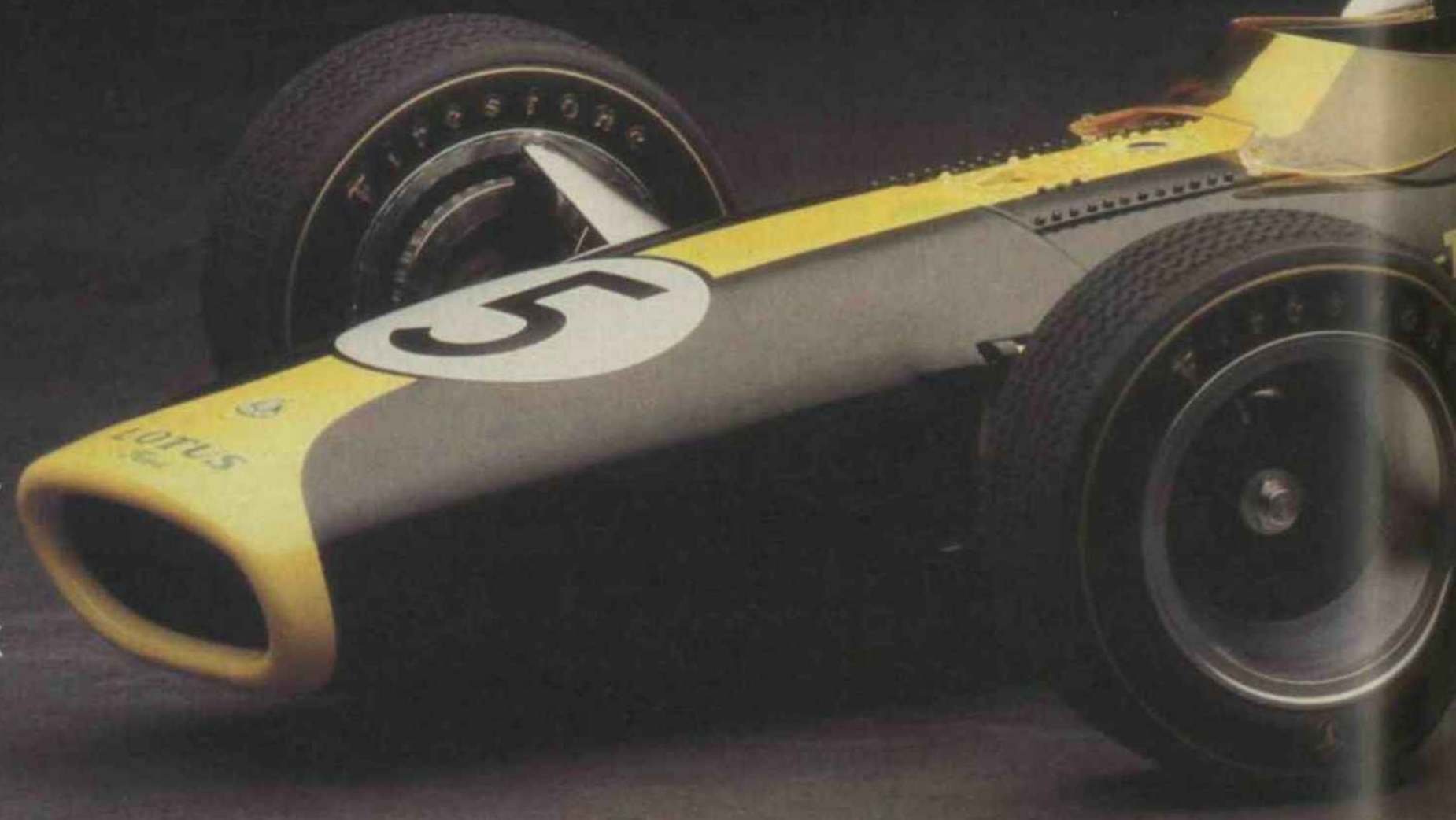
"The hobby has become a demanding, self-fuelling occupation."

Photographs: Michael Furman





Large-scale Lotus, left, allows most detail, but 1/24 GT40s and Cobra still boast individually assembled parts – even tiny pair of sunglasses on Shelby seat.



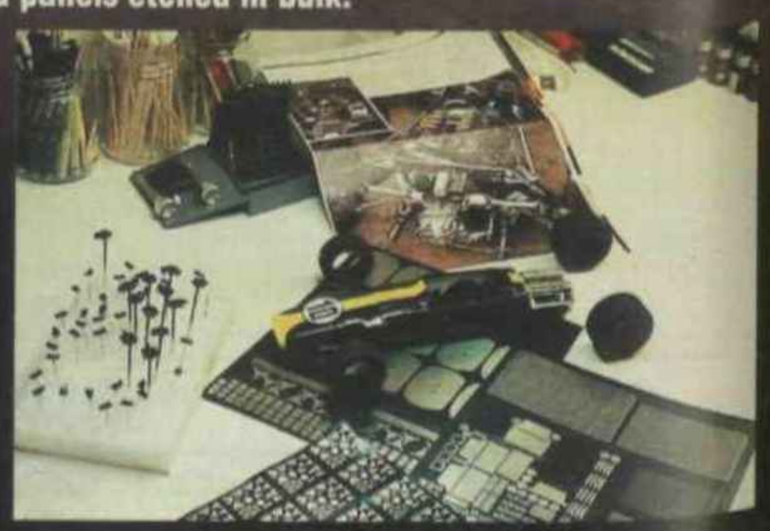
"The Lotus run meant making and inserting 4000 body rivets; assembling 24 cam-covers took a solid week.

customers, and I could easily see how it could give the same pleasure as a fine painting to hang on the wall. Much of the componentry is individually machined; some is photo-etched to scale thickness; certain items are cast by a specialist from wooden patterns Andy machines himself, and that goes for tyres too, cast in soft resin. His materials cupboard includes pewter, brass, aluminium, stainless steel, mag alloy, resin, nylon, wood, leather and rubber, while body panels are sprayed in batches with laquers and urethane paints. Specialised elements, such as wiring and the tiny braided hydraulic pipes, he has custom-made in 1000ft lengths, while "carbon-fibre"

36,000 parts went into Lotus 49 "production run" (below and main pic); suspension bolted together, parts and panels etched in bulk.







parts are moulded from impregnated fine cloth. Even the tiny labels on coils and oil-filters are accurate photographic reductions, drawing on the extensive photo-research Mathews does on each car.

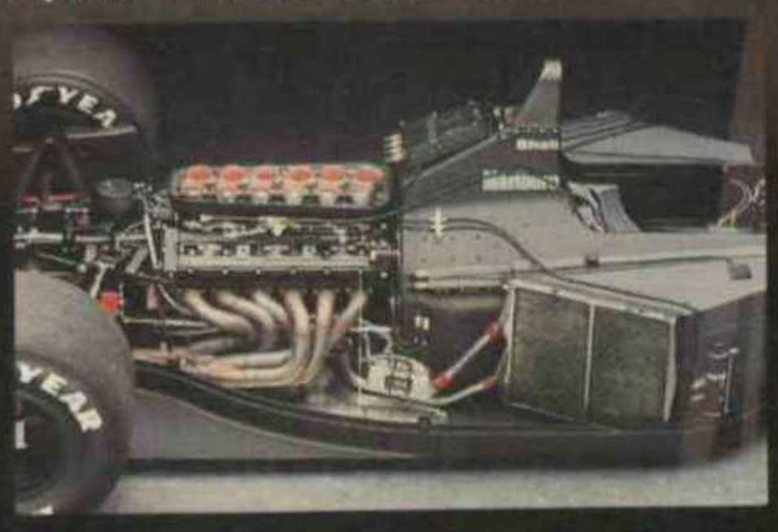
He has just finished his most intensive project, 12 examples of Jim Clark's Lotus 49 in 1967 Dutch GP form. He computes the run meant 36,000 hand-made parts, primarily of metal, and several thousand hours work spread over three years. All four corners are height-adjustable, as are the roll-bars, so the car can be made to sit perfectly, and the total effect, particularly in photographs, is eerily convincing. You might still bag one at $9500; but from now on, says their creator, common sense suggests that he build fewer and charge more. Indeed, the current run (Williams FW14B) is down to nine.

What's hard to conceive is the slog of the "mass production". The Lotus run meant *making* and inserting 4000 body rivets; assembling 24 cam-covers (97 parts on each right-hand one, 89 on the left) took a solid week. This seems less like a relaxing hobby than a gruelling commitment, and at only one or two new subjects a year, Andy's future list (Tyrrell 002 and a 1/8 all-metal Cosworth engine for '97, possibly a Ferrari 312B and McLaren M23 after that) may soon inspire its own options trading market, as the full-size Ferrari F40 and Jaguar XJ220 did in the heady boom years. **G C**

[Andy Mathews's business is called 'Exotics in Scale'; fax number (USA) 001 610 664 1028.]

McLaren MP4/6 is one of Mathews' "younger" 1/12th subjects; even braided hoses and radial brake-disc drillings reproduced.







BERRIDGE RAMS IT HOME!

Bob Berridge scored a dominant win in his RAM 01 in the third round of the FIA Cup for Thoroughbred Grand Prix Cars on June 9 at Anderstorp, Sweden, in front of a very enthusiastic 14,000-strong crowd who really appreciated seeing F1 cars racing at the circuit for the first time since 1979. His overheating problems now cured, Bob's only hitch on the way to pole position and a dominant lights-to-flag victory was a failed clutch after first qualifying. Mike Wrigley (Shadow DN9) and Steve Hitchins (Lotus 78) engaged in a titanic scrap for second place in the sweltering 30-degree heat, which seemed to have been decided in Hitchins' favour until he was sidelined by engine failure a few laps from home.

Michael Schryver (Lotus 72) therefore mounted the podium for the second race in a row and another Class A victory stretched his Championship lead still further. Jan Landgaard, the only Swede in the race, drove extremely well in the unique Chevron B41, now resplendent in its correct Durex livery. He wrested a Class B lead from Andrew Wareing (Williams FW06) in a daring move at the first corner, only to have a seemingly certain class win snatched away from him when he was the innocent victim in a contretemps between Errmanno Ronchi's Brabham and Steve Pontin-Warltier's chasing Arrows A5. Ronchi and Lundgaard were both stranded in the gravel, whilst the Arrows escaped to finish fourth overall. Wareing and Graham North (Lotus 92) made up the top six, with a disappointed Joaquin Folch (Lotus 87) behind. Folch had run extremely strongly in the early stages but was delayed by a pitstop to change a punctured tyre.



Photographs: Michael Schryver

Eventual winner Bob Berridge (RAM 01) leads Mike Wrigley (Shadow DN9) and Joaquin Folch (Lotus T87B). Inset, Reine Wisell, former Lotus GP driver, reunited with the car he first raced back in 1970.

TWO IN A ROW



Stretton noses past Berridge – but not for long. On the podium Stretton (left) and Farmer (right) see Berridge take the prize.

Bob Berridge made it two in a row when he scored victory in the fourth round of the MOTOR SPORT-supported FIA Cup for Thoroughbred Grand Prix Cars at Nürburgring on June 23.

However, in contrast to his dominant victory at Anderstorp two weeks before, the Geordie driver had to work very hard for this one with Martin Stretton (Tyrell 005) and Geoff Farmer (Tyrell 012) in very close attendance throughout the race — a mere 0.8sec covered the three cars at the end of 12 hard-fought laps.

Practice was a lottery, with both sessions affected to some degree by the showery weather which prevailed all weekend. Farmer timed it just right to go out on slicks and snatch pole with an impressive 1min 37sec lap. Berridge was just over 0.5sec adrift, and third place man, Stretton, was a further 0.29sec behind. The impressive Joaquin Folch lined up fourth, just 0.03sec behind Stretton, and German Erik Rostek made an impressive season debut in fifth place aboard his ex-Daly March 811.

When the lights turned green, Berridge almost immediately snatched the lead from Farmer as the Tyrrell pilot fumbled the change from first to second. Stretton also scrabbled past on the run down to the first corner and slotted in behind Berridge. Farmer soon recovered the ground he had lost and the three front-runners very quickly edged away from the rest of the field in an impressive high speed train.

Folch (Classic Team Lotus T87B) pulled away from Ermano Ronchi (Brabham BT49) and championship points leader Michael Schryver was quickly up to sixth place in the Lotus 72. Rostek was a very disappointed early retirement when the March's gearbox failed.



Photographs: Klaus D Neunzig

At the front, Berridge was never allowed to relax. Time and again Stretton used the superior straight-line speed of the Tyrrell to pull alongside the newer car on the main straight, only for Berridge to redress the situation by dint of his superior braking power into the Castrol Chicane. At the end of 12 hard-fought and exciting laps, the three protagonists slammed across the line with Berridge just 0.4sec ahead of Stretton, who at least had the satisfaction of taking the fastest lap at 1min 35.77sec, a full 2sec quicker than his best practice lap. After the race it transpired that Stretton had been planning to pull off at the end of the first lap due to a severe vibration emanating from the Tyrrell's gearbox. Stretton said "It was so bad that my vision was blurring going down the straights, but I wasn't going to pull out when I was in second place, was I?" Farmer was a delighted third having regained some of last season's form. Folch was a distant fourth, 17 seconds behind Farmer with Ronchi a further 5sec adrift in fifth place. Schryver came home sixth having survived a lurid slide out of the final corner which saw the Lotus slither to within a foot of the wall before he gathered it all up.

Berridge now leads Class C; a dearth of starters in Class B means that Schryver's previously comfortable overall points lead has been eroded. Next stop — Donington Park. Can Berridge make it three in a row?



40 Years On

Alan Cox outlines VSCC action at Mallory

Although Mallory Park is currently celebrating its 40th anniversary year, the VSCC meeting at the end of June was a low-key affair with only two named races, the main one, appropriately, being for the Bob Gerard Trophy, which attracted seven Cooper Bristols, amongst which Graham Burrows handled his ex-Gerard example. Having fitted a new crank to replace the one broken at Donington, Duncan Ricketts held an early advantage with Sally Marsh's ERA R1B but was soon under intense pressure from Sir John Venables-Llewelyn with the Felton P3 Alfa; once past at half-distance, the Alfa was able to pull away to a fairly comfortable win. Burrows worked the Cooper ahead of Ted Dunn's Riley Falcon Special to claim third, while Peter Mann (ERA R4A) held Tony Noble (Cooper Bristol) at bay for fifth.

The Patrick Marsh Trophy for Vintage cars looked to be another victory for Mark Walker (Parker-GN) who led for 10 of the 12 laps, shadowed closely by a determined Ben Collings (Bentley 3/8), but when the feed-pipe to the oil pressure gauge came adrift Collings was ideally placed to capitalise and take a deserved win, some ten seconds clear of John Baker-Courtenay with the neatly-conducted Sunbeam Tigress. Gary Caroline (Morgan Super Aero) finally came out on top of the scrap with Spencer Flack's 8-litre Bentley for third, with early challenger Robin Baker (Hispano-Delage) falling back to fifth.

The race for pre-1941 Road-going Sports Cars gave Julian Bronson the opportunity to take a flag-to-flag win, entertaining the crowd with much opposite-lock, while Marc Hevia (Alvis 'Brutus') staved off the early attentions of Ian Bentall (Bentley) to take second. Behind the Bentleys of Stephen Bulling and Tim Llewellyn, Chris Drake (Maserati 8CM) won the best dice of the day with Irvine Laidlaw (Alfa Monza) to take sixth.

The '50s Sports Car Race only attracted nine starters, only two of these having engines larger than two litres. Hence it developed into a Lotus benefit with Ron Gammons' polished aluminium XI heading Jim Woodley's XVII, which set fastest lap before spinning backwards into the bank on Stebbe Straight. George Edney's IX took up pursuit of Gammons and crossed the line second, only to have been adjudged to have jumped the start, thus elevating John Gray (Lotus XI) into the runner-up spot.

The well supported 500cc F3 and Formula Junior cars race was dominated by Tony Steele's FJ Lola, but 500cc stalwart John Turner (Cooper-JAP) proved to be the best of the F3 contingent, having a lonely race in second with David Stevenson (Cooper-Norton) inheriting third after Julian Majzub retired his Cooper-Norton when the engine tightened. Rodney Delves (Keift) hounded Stevenson to the line to take fourth.

Marc Hevia (Alvis) made his trip from the Charente worthwhile by winning the opening short Scratch race from another Alvis of James Broomfield, while James Diffey was entrusted with the Bronson Riley to take the final Scratch race from Spencer Flack (Bentley) and Stuart Harper (Morgan). John Brydon took the first Handicap with his interesting Simplex-powered CGV from Doug Bukin's Austin 7 Special in a race well peppered with Edwardians. The remaining Handicaps went to Cecil Schumacher (Talbot) from Piers Leigh's Rapier and Tye Pountney (Riley), and Keith Poynter (Lea-Francis) comfortably clear of that man Schumacher again!



Tom Walker is now-running the 1908 GP Panhard on wires instead of the previous artillery spokes, top; Burrows' ex-Gerard car (no.8) tested the other Cooper-Bristols in the Gerard Trophy, right.



NEW FOR OLD





Confirming his series lead, Rob Hall scored twice in the hectic F2/F1 field. Inset, a spread of Lotuses in the MOTOR SPORT Concours; top left, unusual Monteverdi 375S.

David McKinney reports on the HSCC's 30-year celebration meeting and MOTOR SPORT Trophy

Rob Hall moved into the joint lead of the European Historic Formula 2 Championship when he took his March 712 to two dominant victories on the new International Circuit at Silverstone on June 15, helped by the retirements of his two closest rivals, John Harper through engine trouble in his matching March, and former champion Fredy Kumschick (Lotus 69) who tangled with fellow Lotus driver Eberhard Metke while disputing second. This allowed defending champion Bob Juggins to place second in his improving Lola T240, with Gary Pearson taking a fine second in John Beasley's carb-fed Tecno. Of the Historic Formula Racing Car contenders, Steve Hartley's F1 Ensign N179 actually finished second on the road, with Mike Whatley (F5000 Surtees TS8) fourth.

Harper took over a spare March for the second race, for the MOTOR SPORT Trophy, and repeated his Donington duel with Hall, who was hampered by an overheating engine. At the end there was just half a second between the two Marches. Kumschick joined the field with two new corners and a replacement wing on his Lotus, and held off the close attentions of Juggins until the last two bends, when the Lola went ahead to snatch third place by 0.1sec. Pearson was a distant fifth.

Mike Wilds added yet another victory in the RJB Mining Sportscar championship to his tally with the Chevron B31/36 of race sponsor Richard Budge when he led an out-of-retirement Sean Walker (Toj SC205) over the line. Helen Bashford, who had held second until slowing with a blown head-gasket towards the end, kept her Chevron 19 ahead of Steve Arnold's 19 to claim third, with Jeff Wilson's Osella PA7 right behind. Jona Qvarnstrom had been in the thick of the battle for second until the engine of his Chevron B19 slipped its cam-belt.

In other events at the Reliance Security Raceday, promoted in conjunction with MOTOR SPORT to mark the HSCC's 30th anniversary, Rob Moores pipped Keith Norman right at the end of the Oregon Timberframe Homes Classic F3 race, both driving Chevron B38s, Historic F1 stalwart Geoff Farmer dominated the Classic Racing Cars event at the wheel of Roger Swanton's Brabham BT18B, Whatley in his Crossle 20F was a comfortable winner of the Chris Alford Historic FF1600 race, David Methley (Marcos GT) won the Richardson Hosken Classic Sportscar race after a battle with David Bennett's similar car, the E-type Jaguars of Nick Randall and Harvey Cook crossed the line virtually side-by-side at the end of the Motorcare Services Road Sports race, and Nevil Smith (Lotus-Cortina) took the Historic Racing Saloons event.

A static display of Lotus XIs marked the 40th anniversary of the model's Le Mans debut, with former drivers Keith Hall, Les Leston, Peter Jopp (1956 LM class-winner) and Tom Barnard in attendance. They paraded in the lunch-break, together with entrants in the MOTOR SPORT *Concours d'Elegance*, which attracted more entries than ever.

Mark Anderson (Bentley 3-litre) was placed first in the Concours class, with Michael Birtwhistle's SII E-type second, while the Masters' class went to Barbara Morris, who became Champion of Champions for her magnificent Volvo P1800S. Sue Bagshawe (GT6) collected the Triumph Six Club trophy, and Alan Sanderson the Roadster Club prize, while the judges' special award for most interesting car went to Alexander Fyshe for his rare Monteverdi 375S.

WORLD RALLY WORLD SERIES

Each year the International Federation for Old Vehicles put its "World Rally" stamp on a big event held somewhere in the old-car world, and this year it was Britain's turn to host the big one once again — as she had in 1963 in Sussex and in 1976 in Yorkshire. The Federation of British Historic Vehicle Clubs was responsible for the organisation, by means of a team chaired by Lord Montagu. The event was sponsored by the Rover Group, with Frank Turner as its front-man, which made available for overseas entrants a large number of slots in its shipping service to and from South Africa, Australia, North America, and Continental Europe. The result was that after a rather slow start entries came flooding in during the winter of 1995-96, and the entry of over 300 cars (and three motor-bikes) was eclectic in style and composition and all of superb quality. It ranged from an 1896 Wolseley Tricycle via P Lumsden's 1925 Stanley Steamer to Australian W Griffith's 1973 Aston Martin V8.



A pause and a pose in front of Nostell Priory.

The route was designed by Jim Porter (route-guru of the RAC "Classic" runs) and started in Edinburgh on 14th June. It went as far north as Lochearnhead, and fetched up at Rover's Gaydon base, via Windermere, York, and Nottingham. The show ended with driving tests and a concours there on June 22. The weather was excellent, none of the 1000-odd participants misbehaved, and the event was thus largely spared the attentions of the tabloid press, which was concerned with a late-running football match at the time. **TJT**

THAT GREAT LITTLE MAN FREDDIE DIXON



Having recalled recently the careers of some well-known British racing drivers, the time is overdue to include Freddie Dixon. Born in 1892, Frederick William Dixon had already deservedly achieved fame in the motorcycle racing field, before he turned to car racing. Starting in 1909, he had won two TT races, established records innumerable, ridden with great distinction at Brooklands, where he was the first to lap at over 100mph with a sidecar outfit and had gained a Gold Star by 1923 by lapping at over "the ton", besides doing outstanding things in a number of Continental and Irish races. These successes involved Cleveland Precision, Indian (as a works rider), Douglas, eight-valve Harley Davidson, Brough Superior and HRD motorcycles.

Freddie evolved ideas of his own to help with these achievements, such as footboards instead of footrests, to enable him to spread his weight about, slide instead of butterfly throttles, and most impressive of all, his famous banking sidecars. Dixon's name was a household one, but after marrying in 1926 he gave up motorcycle racing in 1928. He had served during the war in the RASC and now concentrated on his garage business; the couple lived in Middlesborough and had a daughter. (Later Dixon moved to Reigate.) He had had more than his share of nasty racing spills, but I very much doubt if this was what made this very tough little man give up racing. Remember Arpajon? Freddie had done 130.6mph along that narrow, tree-lined road on the 998cc Brough Superior-JAP in 1926 (only 15.5mph slower than FIAT's 1924 LSR there), but the French timing-gear failed to record it.

By 1932 Dixon was back in the game, but on four wheels, having been to see the 1930 TT in Daybell's 30/98. Whether this was a concession to matrimony or because he couldn't resist the temptation to see how well he could tune cars, or maybe he realised that there was money beginning to be had from motor racing, I do not know. But return the tough Freddie did, still with his wild outlook at parties and disrespect for stuffy procedures, yet as meticulous as ever when

preparing his cars. Indeed, Dixon was one of the most painstaking over this aspect of motor racing. He decided on a Riley for his fresh debut, aware no doubt of how well they went and being used to hemi-head engines from his motorcycling days. . . Anyway, he was a Riley agent.

But he did not give himself much time, after deciding to drive in the 1932 Ulster TT. He hastened down to London to see if the equally mercurial Victor Gillow would sell one of his Riley Nines, Gillow having turned to the ohv Brooklands model Nine after racing and overturning a well-streamlined 1½-litre Riley at Brooklands. After some haggling (I wish I had been there!) Dixon got his car. Knowing that the Riley company had entered teams for the first three TTs, he had confronted Victor Riley, and although failing to get one of the very lightweight works cars, as all were entered for the 1932 TT, he did later get a spare engine out of Percy Riley — eight had been readied before the race. Prior to this Dixon had tried to get a car from other makers. No go! Hoping for a FWD Alvis, he went to that company, only to be told he could *buy* a car (I wish I could have heard *that* argument!). . .

Next day Dixon returned to Holland Park, paid Gillow's price, and on the day entries closed, signed on for the TT. He left his engine alone but worked his magic on the Riley's steering and braking. The spring steering wheel was replaced with a standard one, heavier steering-arms were substituted, and the suspension stiffened up to obviate side float on the front axle. Castor action could then be minimised. Thinner brake cables allowed these to follow their 11 pulleys, braking was adjusted to a 75/25 front/rear ratio and the brake shoes were stiffened. The chassis was then drastically lightened and stiffened. The twin six-volt batteries were scrapped and the smallest available 12-volt one used instead, and 20lb was saved by strapping down the fuel tank and scrapping its heavy bracket. Duralumin hoops stiffened the body, which was bolted to the chassis to aid rigidity.

For all this Dixon was able to use the workshop he had equipped when planning to produce a multi-cylinder motorcycle, a project abandoned during the slump; an ex-Naval draughtsman, Len Ainsley, had joined him and now toiled willingly on the Riley and became Freddie's riding-mechanic. A new long-tailed duralumin body, to TT regulations, was made, and the works engine was run-in on Dixon's H & F bench. The regulation spare wheel went behind the seats on the wider works Rileys but there was no space on Freddie's. The solution? To read the RAC's rules and find that any size wheel and deflated tyre complied! The front tyres were of motorcycle size anyway. . . A hand-throttle was mounted behind the gear lever to facilitate gear-changing. Other minor mods were made, the TT engine stripped down and reassembled (it gave 10mph more than the 1931 power-unit), and the black Riley was ready to be driven through the night to Stranraer.

Dixon liked the Ulster course, but the evening before the TT a blown head gasket involved tedious all-night work. However, he was leading the race on handicap, until overtaken by Gillow's Riley. Freddie opened up and passed, but came into Quarry Corner far too fast — the car leapt off the road into a rhubarb patch. Ainsley was mildly hurt. Only Dixon's pride suffered, and when the roads were reopened the car was driven back to Jimmy's garage in Belfast. His excuse was tiredness and confusion over a pit-signal. In mid-flight he was alert enough to switch off the ignition. So no result. But it may not be generally known that Lady Houston (who bought us the Supermarine racing seaplanes which secured for Britain the Schneider Cup outright) gave Dixon a £50 cheque for his effort — some £500 in today's currency.

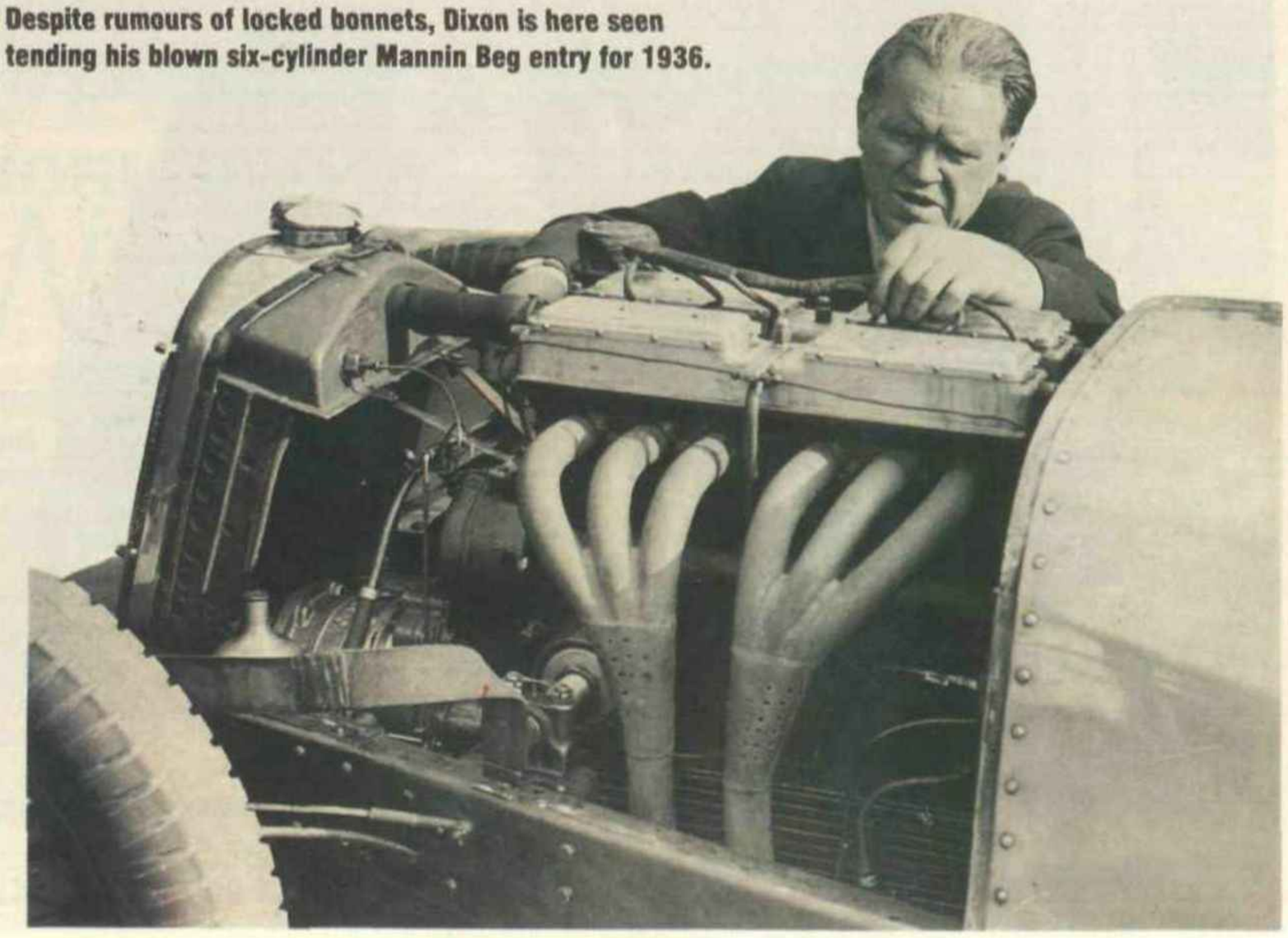
> "Dixon climbed into the narrow cockpit and drove virtually non-stop the 250 miles or so from Middlesborough to Brooklands!"

Dixon's next plan was to build a Riley suitable for racing at Brooklands, where he had achieved so many of his great successes at BMCRC meetings. The result was the "Red Mongrel" single-seater, crammed with Dixon ingenuity. The chassis had straight cut down Arrol Aster side members, retaining a wheelbase of 8ft but being very narrow, like the forepart of a normal Riley 9, with the 4ft front track but with Woodhead quarter-elliptic back springs and a 3ft crab-tracked back axle with no differential. Only two main front and rear cross members, plus the engine mountings, braced the frame. The body was 22in wide. A 30-gallon fuel tank was secured in the tail with steel straps. There were brakes on the front wheels only. The radiator was inclined and sealed, so that it could be completely cowled apart from a bottom duct of 22x1¼in, equal to the area of the holes in the radiator. This was but one Dixon ingenuity. To another TT engine from the Riley works he fitted four SU carburettors with detail mods to ensure efficient functioning. With a c r of 11:1 the engine gave 68bhp at 6000rpm, which Dixon intended to maintain throughout the 1932 BRDC 500 Mile Race for which he and Ainsley had 32 days and nights to prepare!

Other small but effective changes were made to the carburation and valves, and clips were used to restrain the vertical BTH magneto, for quick removal during a race, although this was never needed. The cockpit was so cramped that Freddie sat on saddle-springs and steered with a one-spoke wheel cut down to one-third circumference — which upset the Brooklands Scrutineers. . . The steering column was horizontal. The sump was kept replenished by a bird-fountain-type feed from a three-gallon cockpit tank. Dixon used his old Essex coach to rush to Coventry for bits and pieces. When "Red Mongrel" was completed there was little time to spare. So Dixon, having fitted rudimentary mudguards, side lamps, a horn and silencer of sorts, and number-plates, climbed into the narrow cockpit and drove virtually non-stop the 250 miles or so from Middlesborough to Brooklands! I wonder what was his average speed?

Success eluded Dixon in this first race, "Red Mongrel" soon trying to lose its long tail over the Brooklands' bumps. This was removed, but when the tank began to leak, Freddie opted for out, seeking somewhere at which he could top-up with another kind of fluid. In his shed at the Track amends were anticipated by attacking International Class-G records. The c r was raised to 13.5:1 using magnesium-alloy pistons. In this guise, in heavy rain, the car broke the 50km and 50-mile records, at 109.18 and 110.37mph. Conditions got much worse but Dixon kept going until the hour record fell, at 111.09mph, and the 200km figure had been raised to 110.67mph before he came in. "Ebby" then measured the engine, noting its secrets which Freddie used to conceal by shrouding what was beneath his cars' bonnets, even bonnet-locks being mentioned, while he was quite capable of quickly dispersing an

Despite rumours of locked bonnets, Dixon is here seen tending his blown six-cylinder Mannin Beg entry for 1936.







Even an ERA looks tall beside Dixon's Riley, as the 1935 Mannin Beg gets underway, top. Left, victory in sight in the 1935 British Empire Trophy at Brooklands. Below,scrutineer Ian McConnell, in beret, looks rather cynically at "Red Mongrel", which Dixon has just driven to Brooklands.



inquisitive crowd — but now there was no option!

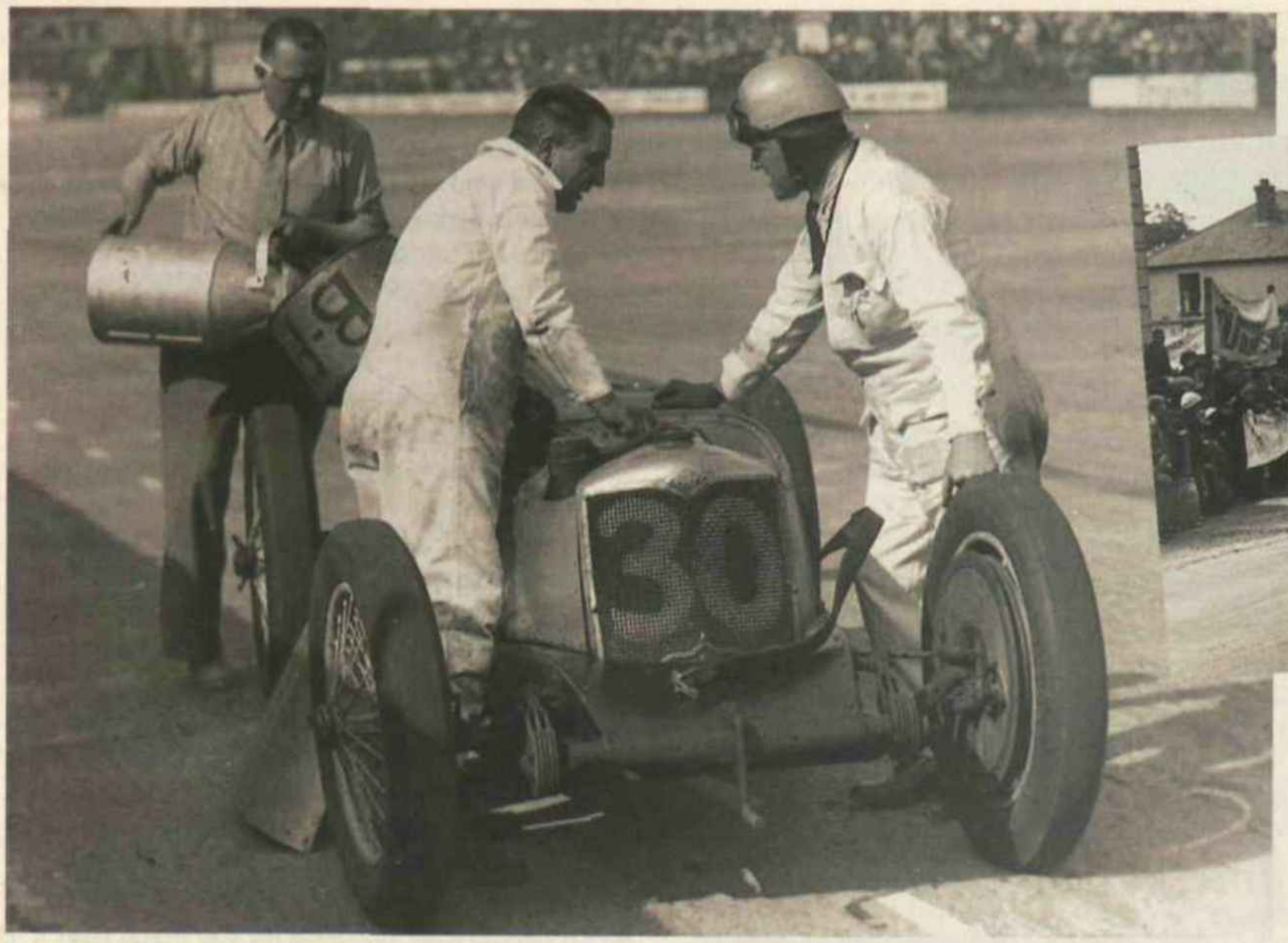
This being the case, back home Dixon's 1932/33 winter was spent getting more power from "Red Mongrel", which had given 14mpg on the record run. Dixon lacked a cam-grinder and eschewed getting new camshafts made outside his workshop, which other Riley exponents might hear about! So he and Len used a horizontal miller, finishing off with a special attachment on the grinder, then hand-honed the cams. Much bench-testing with soft cams was carried out first, against different carburettor and ignition settings. Night running brought noise complaints from neighbours; Freddie told them they should have been asleep anyway! Eventually the Riley Nine engine was giving a reliable 77bhp at 6000rpm. By then the engine was very sensitive to mixture strength and other settings, and it had to be carefully assembled, but the Brooklands regulation silencer did not much affect power output. Nor was "extractor advantage" tried, at this stage.

The "Red Mongrel" was entered for the 1933 JCC International Trophy race, and in view of the handicap chicanes and corners Dixon had to open out the cockpit at the expense of streamlining, modify the steering, and fit rear brakes. At around half-distance the head gasket blew and was changed, and although some 118mph was possible, a gudgeon-pin broke and wrecked a piston. A slight variation in mixture distribution was found, cured by using a float chamber per carburettor instead of one per two carburettors, which Dixon then applied to all his engines, four- or six-cylinder. (Another reason for a locked bonnet?). Some races at Donington Park followed with the TT Riley, but Freddie had set his heart on the Gold Star race at the 1933 BARC Whitsun Meeting. The single-seater was doing some 120mph along the Railway Straight but the gear lever jumped into neutral and the engine objected in a truly big way. Best lap, however, had been at 111.92mph. Before that Dixon had tried a Mountain handicap and had won a sprint race at earlier meetings at Weybridge. He had also beaten Rayson's Riley at the first Donington Park meeting. Back at Brooklands there was a second place in a short handicap (lap speed, 113.19mph) and a third in a Mountain race in his TT Riley II, which later won the Woking Senior Mountain Handicap easily from Straight's more heavily handicapped lap-record MG. Miss Rita Don followed this by coming home first in the Women's Mountain race in Freddie's Riley II, aided, it was said, by Dixon opening the hand-throttle when she was about to brake for the corners!

In readiness for the 1933 "500", solid clutch plates and a needle-roller universal joint to Percy Riley's specification were fitted and the usual thorough Dixon preparation carried out. Before that Dixon had won the IoM Mannin Beg road race with the TT Riley, at 54.41mph. from a couple of MGs, in spite of a long stop to fix the gearbox. "Red Mongrel" then led the "500" until Dixon had to lift-off for the sad fatal accident to Watson, whose MG had overturned at the Fork. The Riley oiled its plugs as a result; instead of stopping Dixon reduced mixture strength, hoping to clear the oil. This blew a gasket. That was changed in about 20 minutes but the weak mixture had holed a piston, and the Riley retired while still in the lead.

So much for Dixon's first two years as a car driver. He could be a difficult man, once pretending to mistake Col Lindsay Lloyd, the Brooklands' Clerk-of-the-Course, for a gamekeeper, and it was a long time before the persuasive Earl Howe could get Freddie to have a friendly drink with him. More amusingly, when brought before the BARC Stewards for driving his very fast and difficult two-litre Riley so high on the banking that he baulked a faster car, he is said to have retorted that his mechanic was still with the car, there was some fuel left in it, so which of the aged gentlemen would go out and show him how to drive the car properly? "Red Mongrel" had no handbrake and when Dixon asked if his man could have a chock-on-a-stick to stop the car rolling backwards at a Fork start, this was summararily refused. One wonders why?! But the darker aspects of Dixon's life have no place in a report on his outstanding motor racing career. . .

By using a throttle-stop on the accelerator Dixon claimed to fox handicapper "Ebby". Certainly at the Easter 1934 BARC races he won a "Lightning Short", again lapping at 113.19mph, and was docked 10sec in his next race, but won again, doing the fastest race-lap (115.82mph). Finally, with 15 additional seconds imposed for his last race that day, he finished second, lapping only slightly slower. That was about the swan-song for "Red Mongrel", Dixon having acquired from Riley's two 1½-litre six-cylinder cars on which to work his





Unhurried pitstop for Dixon during 1935 International Trophy at Brooklands, left; below, three wheels off the banking in the BRDC 500 the same year. Above, Dixon's four-wheel career began in the 1932 TT, but ended in a field.



magic. Incidentally, with so many Riley Specials in the VSCC, I am surprised that no-one has made a "Red Mongrel" replica. . .

With the TT Riley in the 1933 TT Dixon would have been fourth overall but his exhaust system caused disqualification; Lord Nuffield made up the £200 he lost, say £2000 today, even though Dixon would have beaten an MG.

I have dealt in some detail with Dixon's opening exploits in car racing, to indicate how ingenious and meticulous was his preparation; this leaves little space in which to describe his continuing career. However. . . His first big event in the new aluminium-bodied Six was the 1934 BE Trophy race at Brooklands, in which he led Straight's Maserati for well past half-distance, when the oil-pressure dropped and he retired. Freddie blamed surge in a plunger-type pump on the sharp artificial corners. He had no better luck in the IoM, scene of his old motorcycle victories. In the Mannin Beg race with his team, the cars were difficult on the corners of the "Round-the-Houses" course, Freddie spinning twice in practice, perhaps due to the light weight of his Riley. But in the race he was ahead of five MG Magnettes after 40 laps, 2min 24sec in front of Norman Black, the eventual winner. However Dixon had a spare fuel tank, to obviate a pit-stop, but it sprang a leak and he was dry. Less so, however, at the party afterwards to celebrate the Hon Brian Lewis's win in the Mannin Moar race in the 2.6 Alfa Romeo (to which Dixon's 1808cc Riley had kept miraculously close until the Riley's bearings gave out) where Freddie sang "As wild as a prairie flower". . . He had just bought the disappointing 48-litre Sunbeam "Silver Bullet" LSR car, in, it is said, a hazy moment. As with Kaye Don, it defeated him and he sold it to Jack Field.

Amends for the aforesaid retirements came in the 1934 BRDC "500" which Dixon won convincingly in the two-litre Riley at 104.80mph, gaining his BARC 120mph badge *en route*. He also entered a team of sports racing Rileys for the Ulster TT, in competition with the works, driving a 1458cc car, but failed to start, as did Cyril Paul. Pat Fairfield in the Riley Nine was third in class, with wild Charles Brackenbury as Dixon's reserve driver. At the Track Dixon lent his two-litre Riley to Elsie "Bill" Wisdom who, new to the car, lifted the Ladies' lap-record to 126.73mph in spite of a front tyre flying off during practice, Freddie in his motorcycle crash-hat, Mrs Wisdom wearing a black linen helmet. Freddie scored two seconds and two thirds in Mountain races with the TT Nine that year, and he was awarded the BRDC Track Gold Star. In a different context, with partner Cyril Paul, the little man and his Riley were third at Le Mans in 1934 in a 1.5 Riley behind the winning Alfa Romeo and a French Riley; they retired in 1935.

Dixon continued in the ascendant in 1935, winning the BE Trophy race and the prestigious TT outright in a sports Riley partnered by Wal Handley. He was also second to Fontes' Alfa Romeo in that year's International Trophy. In 1936 he scored a "double", in the TT and the "500", his Rileys winning both of these great races, and his two-litre Riley was was now so quick that it brought Dixon his 130mph Brooklands badge. This time his co-drivers were Charlie Dodson and Charlie Martin. That there was no animosity between Victor Riley and Dixon was shown when the former gave Dixon a celebratory lunch.

In 1935 Dixon had won a 10-lapper at Donington, where he and Cyril Paul used the 1.5 and 1.8 multi-carburettor Rileys, and he ran at Southport, and at Shelsley Walsh with twin rear wheels, but was scarcely ever now at Brooklands, although he was third in a 1935 Mountain handicap. (Mrs Wisdom and Fay Taylor in 1.9 and 1.8 Rileys started together in one such race, both lapping at 70.20mph.) Dixon had however earned the respect of Etonian John Cobb, who included him in his bid for World records at Montlhéry with the Napier-Railton, and the Dixon Rileys were raced in South Africa by Cyril Paul and Fay Taylor, gaining further acclaim. After which the supercharged ERAs usurped things.

The determined little Yorkshireman then talked of having a crack at the LSR, in a 4WD car to be named "The Dart", with a backbone chassis and swash-plate engine, but nothing more was heard of the project. Instead, Freddie helped Major Tony Rolt with his ERA and although, like W O Bentley, Dixon did not see the need for supercharging, the results were successful.

The above does not claim to be a full account of all that Dixon achieved, but I hope it shows that this racing-driver/tuning-ace ranked with the best of the British competitors of his time. He died in 1956 aged 64, after an exciting and worthwhile career. Long may we remember him. **W B**

BROOKLANDS REUNION



Tom Delaney, Britain's oldest racing driver, with his 1928 TT-winning Lea-Francis and Mrs Valerie Don, wife of Kaye Don who drove the car to its Ulster victory.

The Brooklands Society held its 29th annual Reunion at what is left of the old Motor Course on June 20, with the usual runs up the Test Hill and round the third of the Members' banking which remains, enlivened by a Cavalcade and a jazz band. If far fewer pre-war Brooklands personalities can be met at the Reunion now and not many of the true Brooklands racing cars were at this year's event, it nevertheless shows the determination of the Society to actively maintain interest in this most historic of motor racing venues.

The Guest-of-Honour was 94-year-old Clive Windsor-Richards who was so successful in the old days racing 30-98 Vauxhalls and very fast Rileys, and record-breaking with the diminutive Gush Special etc. Tom Delaney was there with his two Hyper Lea-Francis, both of which were raced at the Track, and in his 1928 TT-winning car he took Mrs Valerie Kaye Don for a drive round, her husband having driven the actual car to that Ulster victory. The second car raced pre-war by Esplen was brought by Tom's son. Other celebrities present who actually raced at Brooklands were Charlie Martin and Powys-Lybbe, Ian Connell, Stanley Sedgwick, Guy Griffiths, Peter Hull, Rivers Fletcher etc, all of whom know what Brooklands was really all about. The wife and daughter of Cyril Watkinson were present, as were Doug Earl, Graham Bradshaw, Dudley Gahagan and others with strong Track or Society connections, including John Holmes who had driven up from Exeter, and Ian, son of Charles Brackenbury. Among aviation celebrities was Diana Barnato-Walker who had driven from Horne in her Fiat Uno.

Many genuine Brooklands' racing cars which would have graced the gathering were absent but 15 cars and three motorcycle with claims to such an association were entered, backed up by the entry of 49 pre-war cars and eleven motorcycles of more ordinary demeanour. The racing cars comprised a 200-Mile Race Salmson, Akela GN, two Amilcar Sixes, the Lones' 100mph Morgan three-wheeler, a T37 Bugatti, ERA R7B and the two Hyper Lea-Francis. The Dench Trophy for the best pre-1920 vehicle was won by J Bowyer's 1919/20 Phoenix. The expensive programme was mostly reprints from old BARC Year Books and a diary extract stopped just as the diarist was about to visit the Track. But a jolly good day; if you missed it the BS/VSCC Runway Sprint is due on October 6. The Society's Secretary is Len Battyll, Cleve Cottage, Cobham Way, E Horsley, Surrey KT24 5BH. **W B**

THAT ANZANI 'NASH

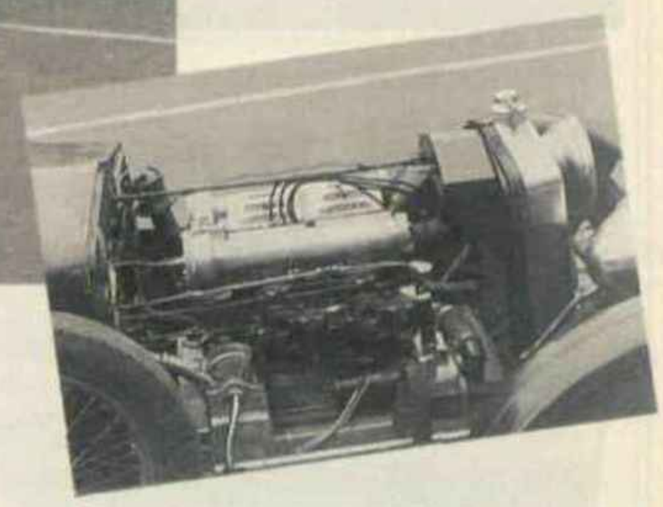
Towards the end of the article on the Eldridge Special racing cars, in the May issue of MOTOR SPORT, I referred to a Frazer Nash which I had ridden in during the war and which I thought had a twin-cam Anzani engine. Such engines were rare, apart from the R1-type in the Squire sports cars, Eldridge having designed his own "double-wipe" heads for installation on side-valve Anzani cylinder blocks.

Joseph Lowrey, who was at Farnborough during the war, as I was, serving the war effort at the RAE, and also knew this Frazer Nash with its unusual engine, has kindly sent me photographs he took of it at that time. This confirms that the car, owned then by a very enthusiastic girl driver who worked on her car herself, did indeed have a twin-cam Anzani power unit. For on the inside of the o/s cam-cover is inscribed "ANZANI" — the word broken where the holding-down screws went into the cam-cover, followed by "Engineering Co Ltd". Presumably the inside of the n/s cam-box was likewise inscribed. So no doubt about the engine's origin. . . There are two rather small carburettors on the o/s, what appears to be coil-conversion ignition and a mysterious hose across the front, the purpose of which is not clear to me.

From another of Lowrey's photographs we now know that the reg no of this Frazer Nash was CML 208. It has escaped the Frazer Nash archives and is not referred to in Denis Jenkinson's book *From Chain Drive To Turbocharger*, but it was registered at a time when AFN Ltd were running down production of the chain-drive 'Nashes and turning to Frazer Nash-BMWs. For example, CMH 500 was Fane's twin-Centric-supercharged Gough-engined Shelsley Frazer Nash, supplied to him in April 1935, but CMK 746 was Lord Essex's Frazer Nash-BMW type 325/40. CML 208 had a neat but non-standard two-seater body and separate switches for all its electrics, as I remember.



Joseph Lowrey's photographs confirm WB's wartime memories of a twin-cam Anzani 'Nash, clearly identified on the cam covers.



From January 1934 AFN Ltd had taken over the Anzani Engineering Company. The design of the type R1 twin-cam engine was sold to Adrian Squire for his Squire sportscar venture but one wonders whether the experimental 1½-litre four-cylinder twin-cam Anzani engine which Anzani's designer T D Ross had produced just before the take-over, might be that put into CML 208. However, this theory is destroyed because Jenkinson tells us that although this engine was offered up to a Frazer Nash chassis the ploy was abandoned in favour of installation of a Meadows engine. There was also an R1 Anzani power unit put into an Ulster 100 Frazer Nash for the 1936 Motor Show. But CML 208 does not look anything like an Ulster 100 'Nash. . . And, of course, the R1 Anzani was a supercharged engine. One of he aforesaid Anzani power units could have been acquired from AFN Ltd and installed in an early Frazer Nash, but by whom, and when? The situation is complicated because we know that at the time when I made acquaintance with this Anzani-engined Frazer Nash a 1927 Type 37 Bugatti had been given an engine of this kind — could FN have had two such experimental engines to dispose off? Over to expert Anzani advocates.

Finally, just to add a bit of confusion the Alvis OC Registrar has sent me a note about an Eldridge 14hp racing two-seater which was registered TE 7667, engine and chassis numbers 101, on May 6, 1929, and the last known owner of which was a Mr E West, living in Cambridge. Was this also an Anzani-engined car or was it the Eldridge Special converted into a sports car referred to in my former article? **W B**

FORGOTTEN MAKES



THE CLÉMENT-BA

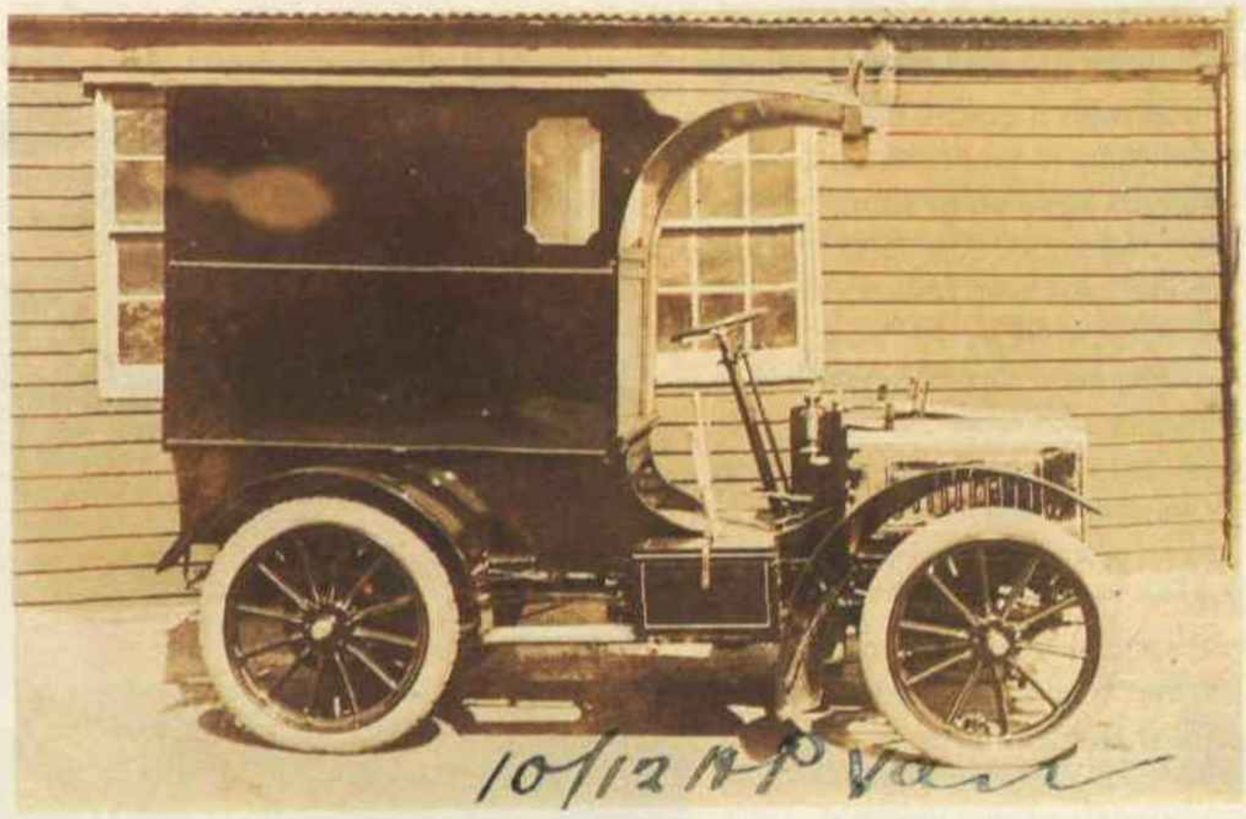


Who can fail to wish to know more about this great pioneer French *marque* after this evocative description of the passage of one of these cars in the 1908 French Grand Prix at Dieppe, from the pen of Gerald Rose, the earliest of accurate motor racing historians, who was there at the time — "The man who never saw — and heard — the tremendous rush and roar of one of the Clément-Bayards coming down the straight at 100mph, the driver crouching under the wheel and the mechanic's head just visible above the high scuttle, has missed something which modern racing cars and conditions (Rose was writing this in 1949) can never again give him, in the years to come".

The person behind the Company making at first bicycles, later cars and aircraft, was Adolphe Clément. Born at Pierrefonds in the Oise district of France, in 1894 he set himself up in Charleville in Paris with his first bicycle factory, "La Macerienne", as he named it. At first he made only components, then followed with Clément bicycles. The motor cars came in 1899, financed by the considerable fortune Clément had amassed from his bicycle business and his acquision of the exclusive rights to Dunlop pneumatic tyres in France. However, his original venture in the automobile field had been to obtain an interest in the Gladiator concern, so that these cars became known as Clément-Gladiators.

This formed a development away from the first Gladiator motor-tricycles and quads from before the turn of the century, to a Clément rear-engined voiturette using 2½hp De Dion Bouton power and the Clément-Panhard, the work of Comdr Kerbs of Panhard-Levassor, a rather crude car driven by a primitive 3½hp engine at the back. There was no reverse gear on the early versions and a centrally-pivoted front axle was used. One such Clément-Panhard appeared in the first "Old Crocks" Run to Brighton in 1927, before this event became dignified and world-renowned. Adolphe





Clément displayed his business acumen by selling licences to build these vehicles, which the parent company had ignored, to Stirlings of Edinburgh, who put them about as Stirling-Panhards, overbodying them with coupé coachwork. Clément also managed to import some Columbia electric vehicles from America. He was also a director of the Panhard-Levassor Company.

Much better cars followed, with the engines conventionally before the occupants, these Clément having been designed by Maurius Barbarou. He used 7hp single-cylinder and 12hp twin-cylinder power-units. The link with the talented designer Barbarou had come when Clément had him driving one of two 12hp Clément in the great 1901 Paris-Bordeaux race. Clément, if not in quite at the start, was among the legendary drivers who competed in these epic early town-to-town races.

In the 1903 Paris-Berlin, a little matter of 687 arduous miles, Clément competed with a 40hp Panhard and came home 20th, at 31.3mph, compared to the winner's pace of 44.1mph achieved by the flying Gabriel on the 60hp Mors.

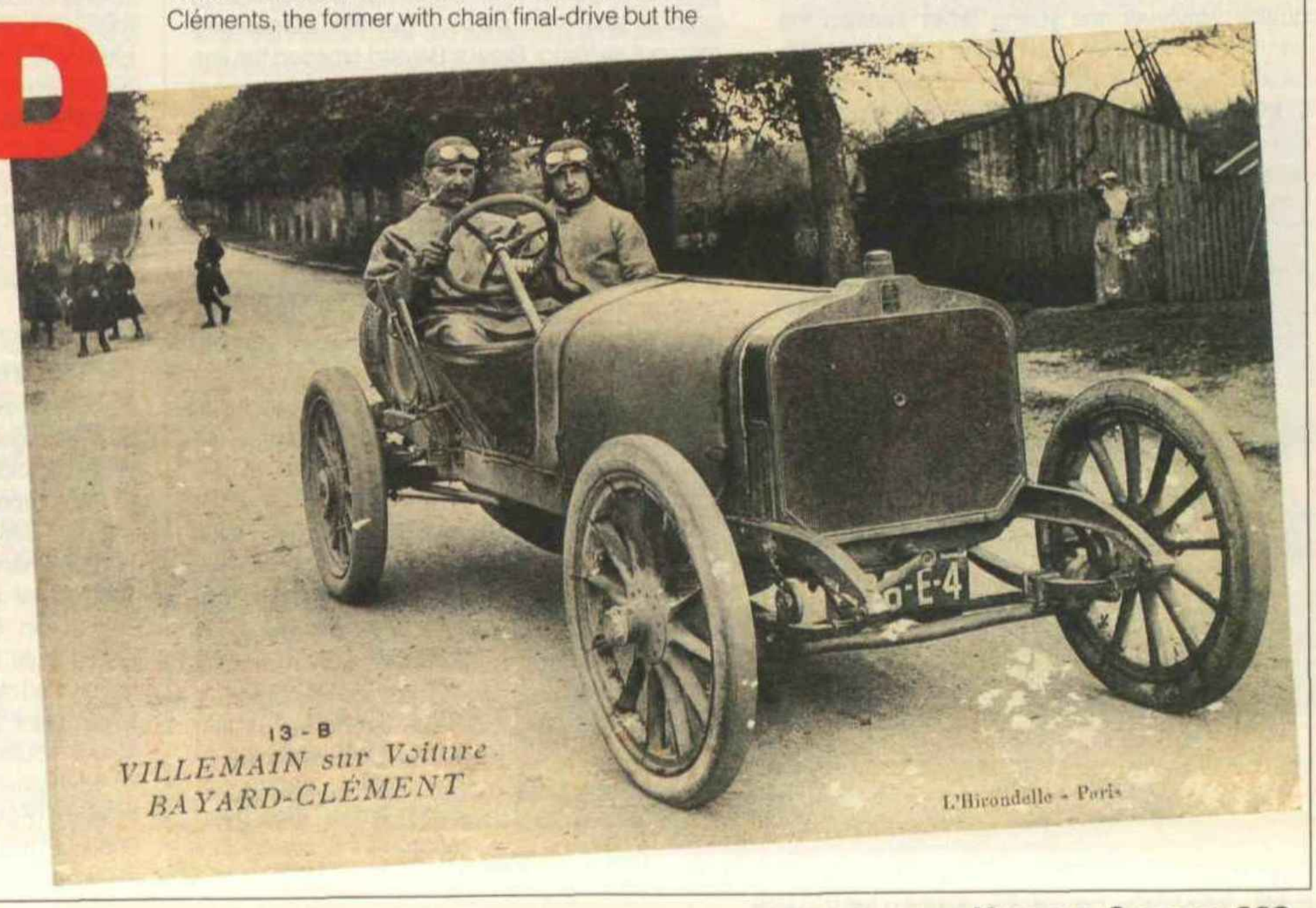
By 1903 Clément had opened a second factory, at Levallois-Perret, by the Seine in Paris, where Gladiators were made alongside Clément, the former with chain final-drive but the latter having shaft-drive. However, by October of that year he divorced himself from the Clément-Gladiator ties and began to produce Clément-Bayards, calling himself by that name, having adopted the second part from the brave soldier who had saved the town against the advance of the Duc de Nassau on Mezieres in 1521, a stature of whom stood close to the "La Macerienne" factory, permission to make this move having been obtained from Consul d'Rtat. (This addition to Clément's name may have been convenient commercially but it did result in his cars becoming known as Clément-Bayard, Bayard-Clément or just Bayard). Meanwhile, his 9, 12 and 16hp cars had been modernised, with mechanically-operated inlet valves, the last two being four-cylinder models. Eventually, a third factory was opened at Tulle, in the Dordogne.

The original factory is still intact, as some recent photographs kindly sent to us by Mr R Stallard prove. Although part of the building appeared to be unoccupied when these pictures were taken last May, some of the factory, rather appropriately, was in use as a bicycle outlet. . .

It is remarkable how, over the years up to the outbreak of war in 1914, the pattern of the model-range at the Clément-Bayard factories was similar to that of many other companies, ranging from

YARD

A veteran and an Edwardian Clément-Bayard side-by-side at an event in England, top. A door at the C-B factory "La Macerienne", which still stands, left. Clement made commercials such as this 1904 12hp van, top right; one of the great racing Clements which so impressed Gerald Rose, right.



a small twin-cylinder light-car to very large cars such as 35/45 and 50/60hp chassis and even a venture into a model with a Knight sleeve-valve power-unit. The similarity is emphasised by six-cylinder cars of various sizes up to 30hp, but the chain-drive monsters had gone after 1911 and the trend towards smaller cars was revived when a 7hp two-cylinder Clément-Bayard was introduced in 1912. Complication was increased when the British Automobile Commercial Syndicate under D M Weigel sold these cars here, and Gladiator-built Cléments were imported by E H Lancaster until 1908, after which the latter were manufactured in Coventry. . .

The dashboard radiator had become normal for most Bayards, the "coal scuttle" bonnet more stylish than that of a Renault for example, at a period when quite a number of makers used these dust-proof engine-covers. All the small Bayards made up to 1915 could be so recognised.

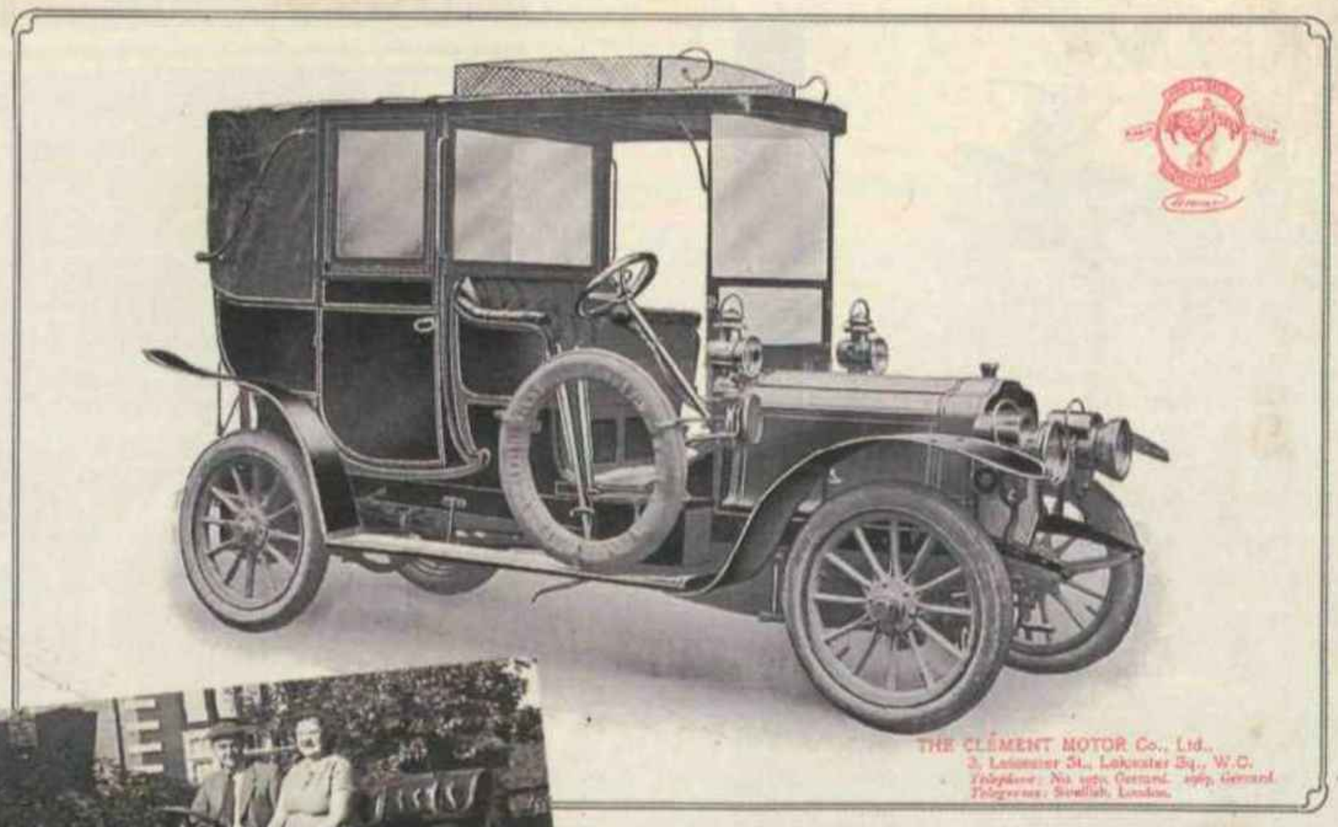
While all this production activity was going on, racing was not neglected. Clément cars were entered for most of more important continental events, in the hands of Barbaroux, Tart, Dompter, Weigel, Comiet, Vonlatum, Fournier, Rasson, Dernier, Stoppani, Hanriot, de Bosch etc. They were not particularly successful, although Vonlatum was second in the Voiturette class in the 1902 *Circuit Des Ardennes,* behind a Corre.

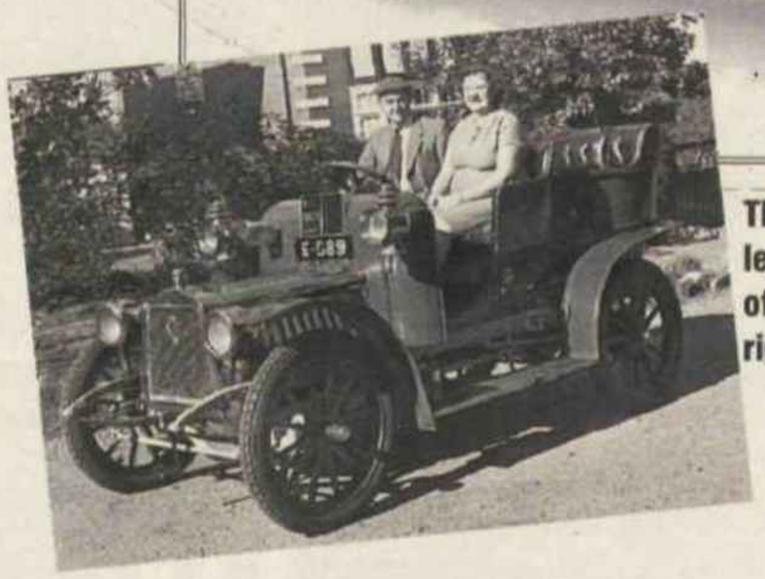
As for those exciting cars which thrilled Gerald Rose, for the 1904 Gordon Bennett race Clément-

"...a memorable sight at full speed, and the estimated 100mph was no exaggeration."

Bayard produced 80 and 100hp racing monsters, the smaller cars with 11.3-litre engines and shaft drive and the more primitive 16.2-litre cars with chain drive. Adolphe's 19-year-old son Albert was to drive one of the newer cars; later he won the *voiturette* Circuit des Ardennes with an 18hp C-B. But the G-B cars were overweight and did not qualify. However, the young driver justified the confidence his father had placed in him when he took an 80hp C-B to America for the Vanderbilt Cup race that October and finished second to the winning 90hp Panhard, at 51.9mph for the 284½ miles.

For the 1905 Gordon Bennett Cup contest C-B put in T-head 12.8-litre cars developing 120bhp at 1200rpm but again they failed to get as far as the race itself. The youthful Clément, Villemain and de la Touleubre were entered with the 120hp C-Bs for the 1906 French GP and Albert was third, behind Szisz's victorious Renault and a 16.2-litre FIAT, but a damaged gearbox and damaged wheels retired the others. The 120hp cars were also entered for the 1907 GP but the fine result of 1906 was not repeated; Garcet and Shepard were eighth and ninth, but Alezy lasted for only four of the ten laps.





The 14-18 model lent itself equally to a light four-seater, left, and this taxi-like Landaulette, above. The intervention of the Earl of Shrewsbury and Talbot began a run of Talbots right down to fairly recent times, bottom.

The big Bayards that made a lasting impression on Gerald Rose in the 1908 GP were undoubtedly a memorable sight at full speed, and the estimated 100mph was no exaggeration. There was a timed kilometre on the Dieppe course and apparently about 20 of the 48 cars so timed did over "the ton", in spite of a race distance of 477½ miles over dusty, tar-melted roads and the high rate of tyre wear. It was a bad day for the French, who dismally witnessed the German domination, Mercedes first, Benz in second and third places. But the *Marseillaise* rang out as Victor Rigal's Bayard crossed the line fourth, although he was 54m 52.8ses behind Lautenschlager, having changed 19 tyres; he had averaged 63.6mph to the Mercedes's 69.05mph. Such was motor racing, in those heroic days. . . Gabriel's C-B was 12th, Hautvast went out with a damaged wheel at half distance.

In spite of these race performances the company produced no fine sportscars. In fact, post-war Bayards were small cars and it was these that had been in vogue before that, even if the old 30hp Six was continued up to 1914. Frenchmen must have appreciated the solid worth of these little Bayards, which were more individual than a Renault. One motoring writer who had owned a 12hp Bayard in 1904 and, in the language of the motor papers of those times, "had been afforded the opportunity of giving a 1913 12hp four-seater a 100-mile trial trip", found it flexible and responsive, not withstanding the long, unheated, small-bore inlet manifold of its monobloc 75x130mm (2297cc) engine. The price was £350 with full equipment and it was judged "as good as its famous predecessor". If you know the road from Haywards Heath, Balcombe, Worth and Henley today it may amuse you to know that only twice in 1913 did this bring the Bayard off its 4-to-1 top gear; it managed Reigate Hill in that gear until 100 yards from the summit of this "stone tramway". . .

The cars were now sold here from Great Portland Street — where else? — and at the 1919 London Show a new 17.9hp 2.6-litre model was shown, along with the older 8hp four. The new car was light, built on American lines, so a good performance was forecast, as the 85x115mm engine gave 22bhp at only 1600rpm, for a weight of about 1980lb. But it was expensive, a four-seater tourer being listed at £725. A transverse single spring was used at the rear, shackled below the axle, copying T-Ford and Overland suspension, and the foot-operated transmission brake was hidden within the gearbox casing, which suggests nightmares of overheating on British hill roads. . . This new model was called a 12/24 and like all post-war Bayards had a frontal radiator. The three-bearing engine had full pressure lubrication from a piston pump, aluminium pistons, and Delco coil ignition. An anti-theft device, unusual on French cars then, was a feature, the secret of which was wisely not disclosed.

However, Lord Shrewsbury and Talbot had financed the BAC syndicate which had built fine premises at Ladbrooke in London and from importing French-built Clément-Talbots the London Talbots emerged and the link with Clément-Bayard ended. Adolphe Clément had turned his attention to airships from 1908 and then to aeroplanes. *Clément-Bayard II* was the first airship to cross the English Channel, in 1910, and in 1913 the Clément *"l'Adjudtant Vincenot"* put the duration record to 34hr 20min. Clément captained his dirigibles, but retired from the company in 1914. His Mezières factory had closed and in 1922 Citröen took over the larger plant at Levallois-Perret. The London-built Talbot flourished, and although Lord Montagu could justifiably call it a "Lost Cause", it is by no means a "Forgotten Make". So there is no reason to continue this account any further. **W B**



STD NATIONAL RALLY



Ingestre Hall was an appropriate backdrop for the biggest-ever STD meet, including KLG's TT car.

The Sunbeam-Talbot-Darracq Register really went to town with its big three-day rally, the biggest assembly of its kind of cars ever. The main event was an assembly on June 6 on the lawns of Ingestre Hall, home of the Earl of Shrewsbury & Talbot, who introduced Talbot cars to this country. They included Shirley Clark's ex-works 1913 racing car, driven by Malcolm Campbell, Albert Ward's rare and very genuine 6CT tourer of the same age, and Jim Boland's 1904 12/14 Talbot, but the star of the occasion must be Sear's 1903 Clement-Talbot.



There was a link with two 1922 Talbot-Darracqs, an 8hp two-seater and George Edwards's DV 18/36hp saloon, both sole survivors of their kind apparently, and the evolution from 10/23s to Roesch 14/45 was nicely played in by an engine of the latter type on a show stand. Talbots ran down to a 1956 Lago T14Ls from Brittany. The competition team cars, PL2, PL3 and PL4, original and less so, were grouped together, with the Club's Talbot AS70 ambulance in attendance.

Naturally Sunbeams of every type predominated, so many that one was overwhelmed, especially as I had to leave early *en route* for VSCC Shelsley Walsh. The Wolverhampton make was fully represented, from two 1904/5 12/14s to Basil Wilding's Dawn. The Wignell family had brought three, including their twin-cam three-litre. It was a nice gesture to have the older cars on the Hall's carriage drive, as they must have been in the days when the Earl of Shrewsbury was in residence and Percy Lambert did the first 100 miles in the hour at Brooklands for him. Among them was a 1922 straight-eight TT Sunbeam, "No 1", KLG's car, very smart and shiny, as it surely never quite was when it emerged from the Wolverhampton experimental shop. (A plaque was unveiled there on the Sunday). **W B**

OBITUARIES

R T HORTON

We are sorry to learn belatedly of the death of R T Horton, in Shrewsbury, aged 89. Ronald Tombs Horton was well known in motor racing circles, staring with a 1912 Morgan but going on to more serious racing with a faster Morgan three-wheeler, Amilcar and Riley cars. He owned the Avon-JAP for a time and built a Horton Special that won its class at Shelsley Walsh. Ronnie Horton then turned to MGs, being in Major "Goldie" Gardner's team with a C-type Midget, for which he then had a single-seater body made. With it he won the BRDC 1933 500 Mile Race at Brooklands, with Jack Bartlett, and was awarded the BRDC Gold Star. He drove MG Magnettes abroad, one prize handed to him by Hitler, and he competed in an Alpine Trial with a Triumph Southern Cross. Finally, with a single-seater MG Magnette he went very fast at Brooklands, netting both 750cc and 1100cc lap-records in the 1930s.

The full story was told in MOTOR SPORT after WB interviewed this modest and humorous amateur driver some years ago. He left a fortune of over £3 million, derived from the Warwick Hotel chain. Our deepest condolences on his death to his son Michael, daughter Wendy, and to his six grandchildren. Michael has dedicated a bar, Brindley Place, Birmingham, to his father's racing activities.

W B

D P M Hall

Derek Hall will be sadly missed in VSCC, MAC, and motoring circles generally. He became interested in cars when sharing digs with Hugh Conway and Alan Whiddington while training to be an estate agent, and he owned Frazer Nash BMK 104 for many years. A Major during the war, he was evacuated from Dunkirk after walking 110 miles to the beachhead. He then joined his father's estate agency business and motoring became his hobby. He won with Ian Connell an Alpine Cup with a Singer in 1934 and had a go in the Limerick GP, after which his family would jokingly claim him to be a Grand Prix driver. . . He became Captain of the FN Section of the VSCC for a term, and covered 210,958 road miles in his "Chain Gang" Frazer Nash. For business use an Alvis sufficed. He sailed his 12-ton gaff-rigged cutter "Esterel" until, at 70, he retired to a property near Evesham in which the family had lived for generations. Our sympathy to his second wife, Rosemary and his two sons. **W B**

V-to-C MISCELLANY

In 1903 the Hon Charles Rolls, driving an 80hp Mors, won the Ballyfinnane hill-climb in County Kerry, taking home a silver cup. Ninety years later a retired Police Chief did some research and was able to locate the 1200-yard venue for this event, a steep narrow road almost unchanged since it was used for the 1903 climb. He was able to hold a small commemoration gathering there, when a plaque was unveiled at the roadside. It is hoped that perhaps a more ambitious assembly might be staged there next year, for drivers of appropriate cars, up to the Edwardian period. It is thought that the cup presented to C S Rolls may still exist. The original event marked the end of the Irish Automobile Fortnight. A Humber having broken down, Rolls contested the final with Sir A Macdonald's Daimler, the Mors winning with a climb in 1min 1.8sec.

The Lea-Francis OC held its annual rally on June 1/2, at Coventry and then at the usual Stanford Park Hall venue. It marked the 50th anniversary of the Lea-Francis 14hp saloon, the first batch of which was shipped to Copenhagen in January 1946. That evening Barrie Price gave a talk in the bar of the Chance Hotel, Coventry, which he recalled as a meeting place for motor industry shop and works managers in former times. The Sunday assembly had the expected fine attendance of Lea-Francis products of all kinds. A 1933 P-type 14/40 was out for the first time in 30 years, and Hypers came from as far away as Bognor and Wimbourne. Alan Lupton won the treasure hunt, the *Concours d'Elegance* went to a 1931 Ace of Spades, and the Gymkhana was won by a 1929 12/40 — well, by its driver. The



1928 Hyper and 1951 saloon on the LeaF run.

L T Delaney Trophy for best annual performance was awarded to John Warden (1928 Hyper) and there was even time to visit some of the former Coventry factory sites, not withstanding that the 1896-to-1937 Lower Ford Street works has been demolished.

Correction: Donald Parker did not spin his R-R Bentley at Loton Park; it non-started, having broken down *en route*.

THE HMSO AND MOTOR RACING



Cameron Earl's investigation into pre-war German racing dominance was the most detailed ever.

I remember what a surprise it was, back in 1948, when I received an unbound, gestetnered publication with the title of *Investigation into the Development of German Grand Prix Racing Cars between 1934 and 1939 (Including a description of the Mercedes World's Land Speed Record Contender)* by Cameron C Earl. The other day I came upon this publication among a pile of other historic bits and pieces.

The reason that it was quite a shock, albeit a pleasant one, to receive this document at the time was because one did not associate such things as racing cars with civil servants or government departments. Yet here it was, published for anyone to acquire from HMSO for 25/- (125p) The surprise was cemented further because none of us knew who Cameron C Earl was, or how he had been able to secure the intimate technical information which these rather crudely-produced 141 pages revealed. I wrote in MOTOR SPORT at the time: "That a Government Department should issue a publication dealing with racing cars is pretty staggering; the report is truly absorbing and brings to light many hitherto unrevealed aspects of this great period of motor-racing history".

The German domination of GP racing over those years had been devastating, and although efforts had been made to describe the successful Mercedes-Benz and Auto-Union cars that had shaken us by their sheer speed and power, neither company was keen to open their racing departments to journalists. Nor was it clear where the finance that motivated them came from, although Hitler and the Nazi Party were known to regard domination of GP racing as part of the overall German military plan. I knew, from having been at Donington Park for both the 1937 and 1938 GPs, how far-reaching and impressive this was. Auto-Union won both races, and it seemed to me that the British cars should have had a sort of cycle-path provided for them, as their drivers eyes were mostly on their mirrors as they sought to keep out off the way of the flying German cars! It was an exercise of near-military efficiency by Mercedes-Benz. They brought a cavalcade of trucks to each circuit and Neubauer controlled *every detail* — why, when, after lunch at Donington Hall Dick Seaman remarked that he had forgotten his goggles and was about to fetch them, Neubauer said sternly "No, no, ze Seaman stays here, his mechanic will go for his goggles"...

So this unexpected revelation from HMSO was exciting, to put it mildly. Now, after 48 years, it has been reissued in book form, again by HMSO, at £40, titled *QuickSilver*. Earl's findings and illustrations are unchanged, even to the print method, and because they were already known to me it is Karl Ludvigsen's 11-page Introduction which I find so fascinating. From it we learn that Earl was *not* a civil servant, but a keen engineer who, remarkably, got permission to go to Germany to investigate motor-racing secrets for the British Government. I had forgotten, if I ever knew, that he worked for Bob Gerard when that driver was racing ERA R14B to good effect, and that it was in this car, driving it late one evening in 1952 at MIRA's Lindley airfield, where Gerard tested on the peri-roads, that Earl crashed and was fatally injured. The inventive Cameron Earl had been backed by Bob in experiments which included an infinitely-variable hydrostatic transmission system. There was a suggestion that this was on R14B when it crashed. But as Gerard was due to race it at Boreham five days after the accident and no mention was ever made of this mod, I think this is unlikely. R14B was bought in 1955 by James Stewart but Bob never raced it again; Earl's girlfriend moved away from Leicestershire and Joan Gerard suffered a serious nervous breakdown, after his death. R14B is now owned by Donald Day.

Back to the book; although much has been revealed since about the German GP cars, as Ludvigsen says there is much in *QuickSilver* that is worth study, for example Earl's sparkling passages about each team discussing their rivals, the front-v-rear engine controversy, and whether Auto-Union's three-litre V12 engine was more powerful than Mercedes's. The original offering of 750 copies sold out in ten days. I advise all serious researchers therefore to order the new edition without delay.

WHAT ABOUT DAMON?

Amid a surfeit of Euro-96 and tennis, the *Daily Mail* recently devoted its *Saturday Essay* to sport. Indeed, Alan Massie tried to convince us that this now transcends the redemptive powers of religion, politics and art. He quotes Shearer, Gascoigne, McManaman, Kluivert, Cantona and McCoist as subjects for conversation in pubs. Have you never heard of Damon Hill, Mr Massie?

MURRAY WALKER, OBE

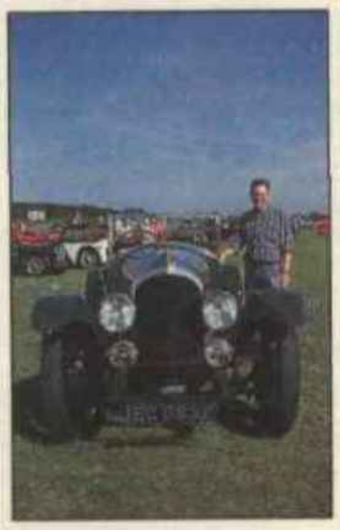
So congratulations are in order, I think? Murray may sometimes drop clangers in what is a very exacting profession. But he has outlasted many would-be substitutes, is willing to laugh at his mistakes, and when ITV takes over GP on TV next year I guess we will all think back to the days of good, genuine old Murray... **W B**

Forthcoming Events

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Special Award
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Triumph Sport Six Club
1st Susan Bagshaw Triumph GT6

Triumph Roadstar Club
1st Alan Sanderson

A big thankyou to all our judges and participants who helped make this years meeting a big success. Roll on 1997!

JULY

29th JULY

RYTON FUN RUN AND ROOTES DAY: Peugeot's Ryton Plant, Ryton, Coventry. Details: send SAE to Gerald Bostock, 17 Fennel Drive, The Follows, Stafford ST17 4UN.

AUGUST

2ND–4TH AUGUST

COYS INTERNATIONAL HISTORIC FESTIVAL. Silverstone, Northants. Details: 01327 857271.

3RD–4TH AUGUST

22nd EUROPEAN HISTORIC GRAND PRIX AT ZOLDER. This event includes a "Fast Parade Lap" (probably 3 or 4) of the Zolder circuit on Saturday lunchtime for 1,500 BF, which includes Sunday attendance passes too, and on Sunday a Parade at lunchtime which boasts among others the presence of the pre-war Mercedes W154 which was the victor in the 1939 Belgian Grand Prix in the hands of Hermann Lang. This is the first time the car has returned to Belgium since then. Races included on the programme for the weekend are FIA European Challenge for Historic Touring Cars. FIA Cup for Historic GT Cars, Triumph – MG Challenge and other classic club races. Information about this exciting weekend from Miss Martine Janssens, +32 11 25 05 69, or fax +32 11 25 21 44.

LOSELEY PARK CLASSIC CAR AND COUNTRY SHOW: Guildford, Surrey. Details 01372 842204.
FORD 100 YEARS: Southern Counties Vintage Show, Lingfield, Surrey. Details. 01959 522702.
SUNBEAM RAPIER OWNERS' CLUB NATIONAL RALLY: Woburn Abbey, Bedfordshire. Details: 01993 878841.
STAG OWNERS' CLUB NATIONAL DAY: Billing Aquadrome, Northants. Details 01449 720872.

4TH AUGUST

FORD FAIR '96: Cornbury Park, near Charlbury, Oxfordshire. Europe's biggest all-Ford show. Details: 01452 307181.
JAGUAR ENTHUSIASTS' CLUB THAMESIDE REGIONAL DAY. Blake Hall Gardens, near Ongar, Essex. Details: 0171 476 1356.
MGCC MIDGET COMPETITION GROUP 20TH BIRTHDAY EVENT. Donington Park, Leicetershire. Details: 01702
RIDGEWAY CLASSIC: Road run starting in Ivanhoe, Bucks and finishing Near Avebury, Wiltshire. Details: 01296 651283.
TRIUMPH SPORTS SIX CLUB 14TH NATIONAL SUNSHINE RALLY: Stanford Hall, near Lutterworth, Leics. Details: 01858 464440.
UPPER LAMBOURNE CAR KHANA. You are invited to take any classic, vintage or military vehicle along to the above event, details from Bruce Steggles on 01488 71141.

YORKSHIRE CLASSIC EVENT: Great Yorkshire Showground. Harrogate. Details: 0113 2854057.
HARROGATE MG '96: Ripley Castle, near Harrogate, Yorks. details: 01423 868641.
DEVON CLASSIC TOUR: Organised by the Exeter Motor Club, North Devon Motor Club and Plymouth Motor Club. Details: 01626 779185/01392 432571.

10TH AUGUST

HSCC RACE MEETING: Castle Combe, Wiltshire. Details: 01327 858400.
BENTLEY DRIVERS' CLUB RACE MEETING. Silverstone, Northants. Details: 01844 208923.
COAST TO COAST CLASSIC TOUR. organised by the Lancashire Automobile Club, this tour runs from Blackpool to Scarborough. Details: 01254 201455/ 01282 771563.
AC RACE at Bentley Drivers' Club Silverstone Meeting.

10TH–11TH AUGUST

Yeovil Festival of Transport: Yeovil Festival of Transport: Yeovil Showground, Barwick Park, Yeovil, Somerset. Details: Jon Legge: Tel 01935 22319.

11TH AUGUST

6TH TRENTHAM TRANSPORT FESTIVAL: Trentham Gardens, Stoke, Staffs. Details: 0121 502 3713.
RALLY OF THE GIANTS: Knebworth, Herts. Classic American car gathering. Details: 01277 372735.
RUSHTONS FIFTH ANNUAL CLASSIC CAR SHOW. Willen Lake, Milton Keynes. Details: 01525 405563.
NORTH OF ENGLAND ROLLS-ROYCE ENTHUSIASTS' CLUB RALLY: Harewood House, Leeds. Details: 01327 811489.
HILLMAN OWNERS' CLUB INTERNATIONAL RALLY. Cotswold Wildlife Park, Burford, near Oxford. Details: 01322 664455.
RYE CLASSIC CAR SHOW & AUTOJUMBLE: 10am on Sunday 11th August at Salt's Farm, on the A259 coast road onemile East of Rye, Sussex. Club and private exhibitors, spares and automobilia – for further details, please contact Julie Diplock on 01424 814782.
RUSHTON'S 5TH ANNUAL CLASSIC CAR SHOW at Willen Lake, Milton Keynes. Contact Steve Woodward 01525 405563.

17TH–18TH AUGUST

THE BOLTON CLASSIC CAR SHOW at Leverhulme Park, Bolton. Contact Dave Faulkner, 01457 878889.

18TH AUGUST.

GIANT MIDLANDS INFORMAL CLASSIC CAR AND MOTORCYCLE SHOW: including autojumble and auction at Newark Showground. Details: 01629 534888.
HISTORIC SPECIALS DAY: Ashley is this year's honoured marque at Cotswold Wildlife Park, Burford, Oxford. Details: 01258 881051.
CLASSIC TRIUMPH CAR SHOW: Shelford Rugby Club.
The Bard's Run: Warwickshire. Details: 01684 274276.
AMOC RACE MEETING. Mallory Park, Leics. Details: 01353 777353.
SHOWGROUND CLASSICS' DONCASTER SHOW: Clubs and individually-owned classics welcome to concours or just display. Details: 01234 325543.
VINTAGE TRANSPORT DAY: Organised by the Transport Trust in association with the Shuttleworth Collection of Vintage Aeroplanes, the vSCC and Scania at the Old Warden Aerodrome, just off the A1 at Biggleswade in Bedfordshire. Details: 0171 928 6464.

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DARLINGTON CLASSIC & CUSTOM VEHICLE SHOW. Contact Kay Crossling, 315 Geneva Road, Darlington, Co. Durham, DL1 4HH.

24TH AUGUST

GROUP B CAR CLUB INTERNATIONAL TEST DAY AND 10TH ANNIVERSARY OF GROUP B BAN: Castle Combe Circuit, near Chippenham, Wiltshire. Details: 01543 271746/0161 969 4556.

24TH–25TH AUGUST

CLASSIC CAR AND TRANSPORT EXTRAVAGANZA: Chilham Castle Gardens, near Canterbury, Kent. Details: 0121 502 3713.
CRICH TRANSPORT GATHERING. Bank Holiday Sunday and Monday sees another gathering of historic transport vehicles at this well-known Tram Museum in the Midlands. The rally is free to enter and camping is available. The Museum is well worth a visit, especially with children, for rides on trams etc. Contact Andy Cooper on 01773 852565 for details.
DISCOVERY CLASSIC: Dundee. Details 01573 225737.

24TH – 26TH AUGUST

HEALEY INTERNATIONAL SPORTS-CAR WEEKEND: Royal Agricultural College, Cirencester. For all makes of sports car. Details: 01869 277618.

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Forthcoming Events

25TH AUGUST

THE AUSTIN SEVEN AND LAGONDA. Sunday Funday. This year for the twelfth time we shall be running our informal get together for prewar cars from eleven o'clock onwards in the field opposite the Seven Stars pum in Newark Lane, Ripley, near Guildford. Newark Lane is the B367 road running from the centre of Ripley towards Pyrford MR 186 040 570. All interesting cars and motorcycles are welcome, no pre-entry is needed and we will be organising some simple and light-hearted tests of skill and ingenuity in the field after lunch. The idea is to enjoy a pleasant day among like minded enthusiasts whilst again collecting over £1000 for deserving charities. Refreshments are available in the pub, though it can get rather busy, but mine hosts Rod and Sue Dean will be open all afternoon. Their beer is well kept and kept and the food excellent. If you are not driving please help to marshal for an hour or so, before you doze off in the sun! Do not forget, it is all for a good cause andyou will have even more fun if you get involved! Jope to see you all on Sunday August 25th: any doubts phone John Oliver on 01932 346359 or Nigel Coulter on 01483 768180!

25TH–26TH AUGUST

BREAMORE HOUSE CLASSIC CAR SHOW: Breamore, near Fordingbridge, Hants. Details: 01296 631181.

KNEBWORTH '96 CLASSIC CAR SHOW: Knebworth Park, Stevenage, Herts. 13,000 visitors and 2000 classic cars in 1995. Details: 01296 631181.

THE CRICH TRANSPORT GATHERING. 1996 at The NationalTramway Museum, Crich, Matlock, Derbyshire. Free entry. Contact Andy Cooper 01773 852565.

26TH AUGUST:

NOTTINGHAMSHIRE CLASSIC EVENT: Thoresby Park, near Ollerton, Notts. Details: 0113 285 4057.

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SUPERCAR TEST DAY: Goodwood Motor Racing Circuit, near Chichester, Sussex. Details: 01444 455100.

VSCC RACE MEETING. Oulton Park, Cheshire. Details: 01635 44411.

GRAHAM HILL TROPHY SPRINT AND CONCOURS. Curborough, near Lichfield, Staffs. Organised by the Own Motoring Club and opento all makes andmodels up to the present day. Details: Tony Matthews: Tel 01905 23231 day, 01905 640137 evenings.

SHOWGROUND CLASSICS' NORTH MANCHESTER SHOW: At Heaton Park, Manchester, where clubs and individually owned classics welcome to concours or just display. Details 01234 325543.

WOKING CLASSIC CAR RALLY: No muddy fields for this one! Cars will be displayed in the pedestrionised town centre of Woking, Surrey. Details: 01483 729922.

27TH AUGUST–3RD SEPTEMBER

FOBELLO '96: Tour to Italy for the 75th birthday celebrations of the Lancia Lambda. Details: 01962 772427.

29–31 AUGUST

CLUB LOTUS 40TH ANNIVERSARY RALLY: Six start points on this run to the Lotus factory. Details: 01362 691144.

30TH AUGUST

DAIMLER AND LANCHESTER OWNERS' CUB CONFERENCE: At Jaguar Cars Ltd, Browns Lane, Coventry followed by the annual dinner at Chesford Grange, Kenilworth. Details: 01582 422200.

SEPTEMBER

5TH-8TH SEPTEMBER

ACOC INTERNATIONAL, Ireland. 01235 522561.

ACOC'S 19th INTERNATIONAL WEEKEND. There may still be time to enter. Contact Brian Gilbart-Smith, The Coach House, Borlases, Waltham St Lawrence, Berkshire RG10 0HE. Telephone 01734 343479.

6TH–8TH SEPTEMBER

THE BRUNEL RUN '96. Bristol MG Owners Club, Woodhouse Park. The Bristol Area MG Owners Club are to organise another Brunel Run. The format for the weekend includes a scenic run on Saturday, a barbecue and live entertainment in the marquee. Sunday is fun and games day with various games, positional driving test, walking treasure hunt and self judge competition. The cost for the weekend will be £7.00 to include Saturday camping, entertainment, rally plaque, a certificate for the first 50 entrants and entry to all the competitions, you just need to supply your own meat etc. for the barbecue, salads and rolls will be provided. For further information & booking details please telephone Trevor Scantlebury on 0117 970 1245.

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7TH-8TH SEPTEMBER

SIX HOURS OF SPA-FRANCORCHAMPS. The Six-Hours Endurance Race of Spa-Francorchamps – won by a British Team last year – will be hosted for the fourth time this year at the famous Ardennes Circuit on September 7th & 8th. The Endurance Race, for pre 1966 Touring and GT Cars, presents a unique opportunity for Teams to experience the atmosphere of 60s motorsport at its very best. The weekend is scheduled to be action packed with many other exciting support races for historic cars. If you are not able to take part in the racing, why not spectate and enjoy a weekend away, there are some lovely hotels in this area and camping is available at the circuit. Also, a special car park will be provided if you bring your classic car. Interested? For further information, contact Jane Bourne, telephone 01767 677031.

8TH SEPTEMBER

COPENHAGEN CLASSIC CAR CUP (CCCC). (Training Saturday 7th). This event is the culmination of events during 1996 celebrating the European City of Culture '96 in Copenhagen. There will be a "Street Race" (National EU Licence required, hay bales provided at edge of canals!!) and more relaxed "Presentation Runs", offering the public the chance to see as many different and unusual cars as possible. Discounts on ferries have been arranged, so contact +45 42 80 37 00 or fax +45 42 80 26 21 for details and entry forms.

CLASSIC CAR RALLY in aid of the Anthony Nolan Trust, a touring event with four starting points in the Midlands and finishing at the National Tramway Museum at Crich, Derbyshire. Contact 01405 815466.

14th & 15TH SEPTEMBER

OXFORD RALLY. To celebrate the 70th Anniversary of the introduction of the Flatnose Morris and take part in the Saturday Run to Broughton Castle, and the Autojumble and Static Display on Sunday, entry form and information from: Chas J. Moody, 14 Holland Road, Hurst Green, Oxted, Surrey RH9 9AU. Telephone: 01883 715215. Closing date: 18th August 1996.

14TH–22ND SEPTEMBER

THE MERLIN EURO CLASSIC by Merlin Promotions. A Run to the Alsace region of France, in association with Stena Line. Including a visit to the French National Motor Museum (formerly known as the Schlumpf Collection). Contact Keith McGee on 01935 74630.

Remember, Classic Motor Sport's popular Forthcoming Events section offers an ideal opportunity to generate advance publicity for races, rallies, autojumbles and all other motoring-related events. Provided free of charge, all we need is to be kept in touch with your own club's events agenda, which should be forwarded to Tara Wood, Motor Sport, PO Box 35, Bonhill Street, London EC2A 4DA. We will do the rest.

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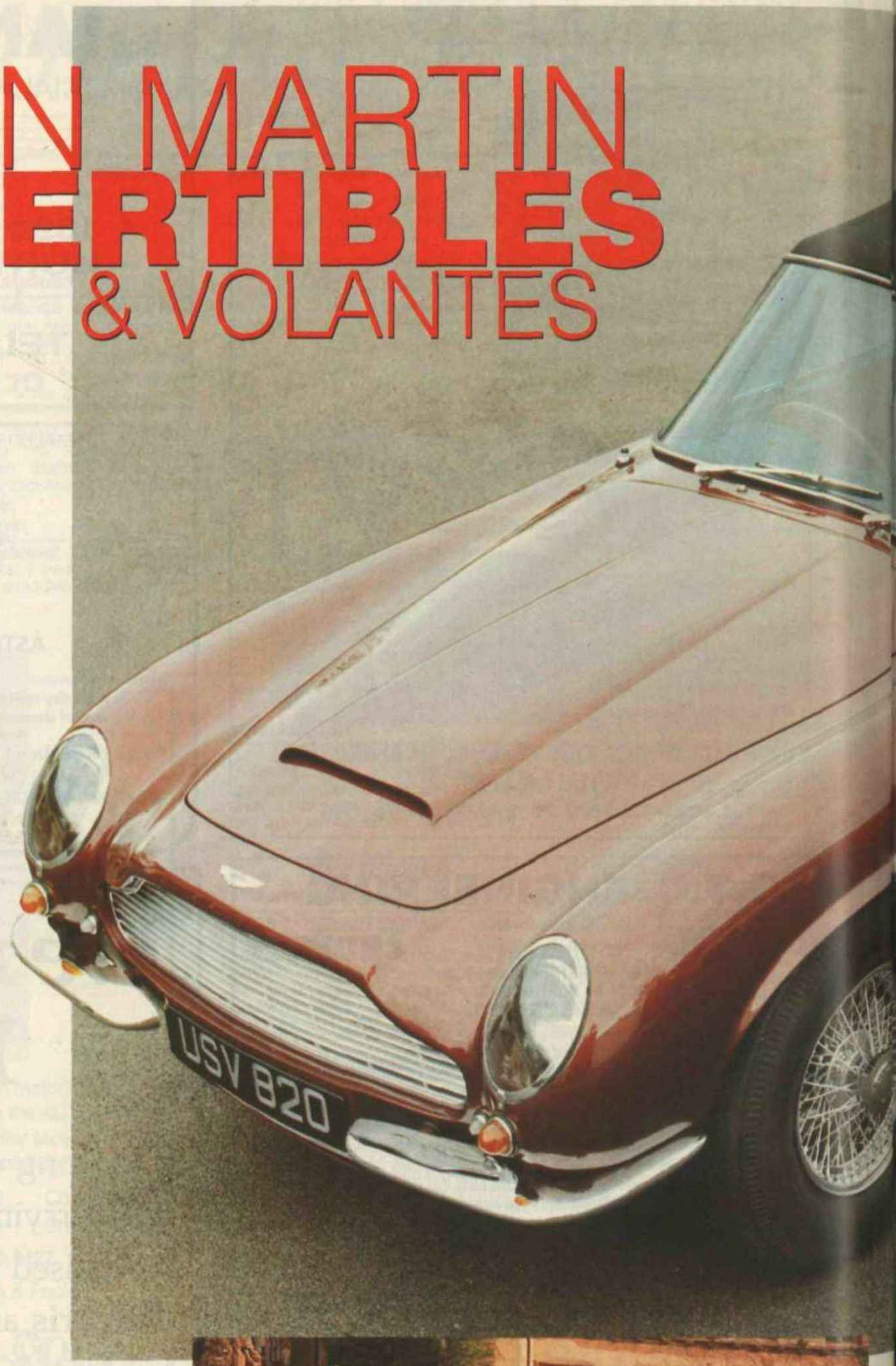
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Laurence Meredith

The 1960s heralded a new era for Aston Martin as David Brown waved goodbye to the comparatively stolid cars of the 1950s, and ushered in a fresh generation of Touring-bodied, sporting sybarites which were fast, elegant, upper-crust and, above all, despite wearing an Italian suit, quintessentially English.

From the DB4 to the mighty V8 of the 1970s, these potent machines remain highly coveted and collectable, but none more so than the drophead coupé versions, or Volantes, as they were known from the DB6 onwards. Just 70 examples of the DB4 drophead coupé were built between 1961 and 1965, and unlike many exotic contemporaries they were full four-seaters.

Fitted with the standard 3670cc DOHC straight-six 240bhp engine, the DB4 was good for 145mph-plus performance. Overdrive was a desirable extra-cost option, and automatic gearboxes and the more powerful Vantage engine also became available before production ended. The original, and some say the best, the DB4 is at a premium today but still represents outstanding value.

A similar styling package but with attractive faired-in headlamps, the DB5 convertible was launched in 1964 with a 'bored out' 3995cc engine developing a healthy 282bhp, or a whacking 314bhp in Vantage form. Automatic transmission was also an option before the end of production in 1965, but the five-speed manual is preferable for getting the best from the marvellous, tail-happy chassis.

The much heavier but beautiful DB6 Volante arrived in 1967 with the same four-litre engine, but a more luxurious package which included air-conditioning as an extra-cost option. HRH the Prince of Wales owns one of these fine cars, which speaks volumes about the kind of car this DB is. Production lasted until 1971, and Newport Pagnell didn't get around to a Volante version of the big V8 (née DBS) for a further seven years.

Elephantine body proportions and a 5340cc engine capable of hauling the beast up to 170mph are impressive, as are the electrically-operated hood and opulent interior. Fuel consumption is wicked, power delivery is memorable to say the least and restoration costs can be exorbitant. So what? This is British craftsmanship and engineering at their best and the best never has been cheap.

Model choice comes down to personal preference but, for our money, the lean and lithe elegance of the DB4 and DB5 is difficult to beat. But expect to pay handsomely for a really good 'un.



Left: DB6 MKII, differs from MKI with flared wheel arches. Bottom: (from left to right) DB4 Convertible, DB6 MKI Volante, V8 Volante. Below: DB5 Convertible.







André Bloom

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This fantastic example has lived on the Isle of Man for all of its life. Its present owner, as well as its previous original owner, religiously made the pilgrimage back to the Aston Martin factory in Newport Pagnell for all of its servicing and maintenance from the day it was born. Believe me a superbly preserved Injection V8 is a treasure indeed, (despite what ignorance you might have read), and is as rare a find as hen's teeth. It grieves both the owner and ourselves to part with this vehicle. Irreplaceable at any price, offered reluctantly for sale at £29,500.



It has been more than four years since we last had an Oscar V8 good enough to offer to you, so it is obviously with mixed emotions that we offer this example for sale today. Impeccable service history, beautiful condition throughout and an absolutely delightful drive. The metallic Burgundy coachwork makes a refreshing change from the all too common Blue examples, yet remains just as discreet and tasteful. The Magnolia leather creates a light, airy aura to the interior and the Burgundy piping helps subdue any brashness that acres of Magnolia leather can sometimes convey. Truly this is a Gentleman's Grand Touring express. First come, first served at £29,750.



I have all too often heard it said that a V8 Vantage MUST be manual. To some extent I have to agree, but to the Gentleman who intends to use his V8 Vantage every day, in the sort of traffic conditions that exist on most of our roads most of the time these days, it is the thinking man who chooses to drive an automatic version. Regrettably, because of popular demand for manuals, very few V8 Vantages left Newport Pagnell in automatic form. A very civilised way to drive one of these brutishly powerful machines, eliminating the chore of a heavy clutch in traffic, negating the need for leg muscles the size of a prize marrow. Affordable, and more to the point practical and useable, at £56,000.



The marriage of the graceful V8 Volante to the aggressively styled and awesomely powerful V8 Vantage fixed head coupé gave birth to the ultimate golden child, the V8 Vantage Volante. Just over 200 of these, the World's fastest, most powerful and most desirable convertible, were handbuilt for the World's most fortunate few. Their collapse in value from £400,000 to their current value of around £100,000, has given the discerning few an opportunity that cannot last forever. We can offer you today a choice of two. One, an automatic example that has seen some use, and one, a five speed manual version, that has not. Priced at £85,000 & £150,000 respectively.



For those wishing to drive the lastest Volante creation from Newport Pagnell, there is the Virage Volante costing £148,000. For those harking after that little extra by way of aggressive aesthetics, there is the option of spending an additional £16,000 for the 6.3 body styling. For those wishing to acquire the latter and make a capital saving of over £64,000 we offer a 1994, 3,500 mile full factory service history, 4 speed automatic example. Finished in stunning Suffolk Red with Magnolia leather piped Red with Black hood. Every desirable extra including sports pack. Summer use only, at the hands of its one and only proud and fanatical keeper. £99,750.

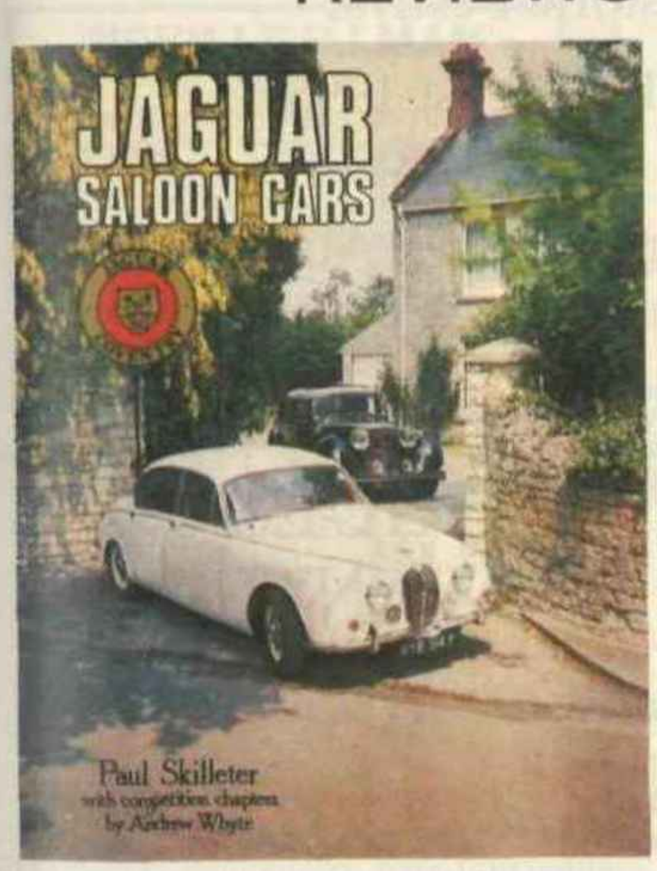
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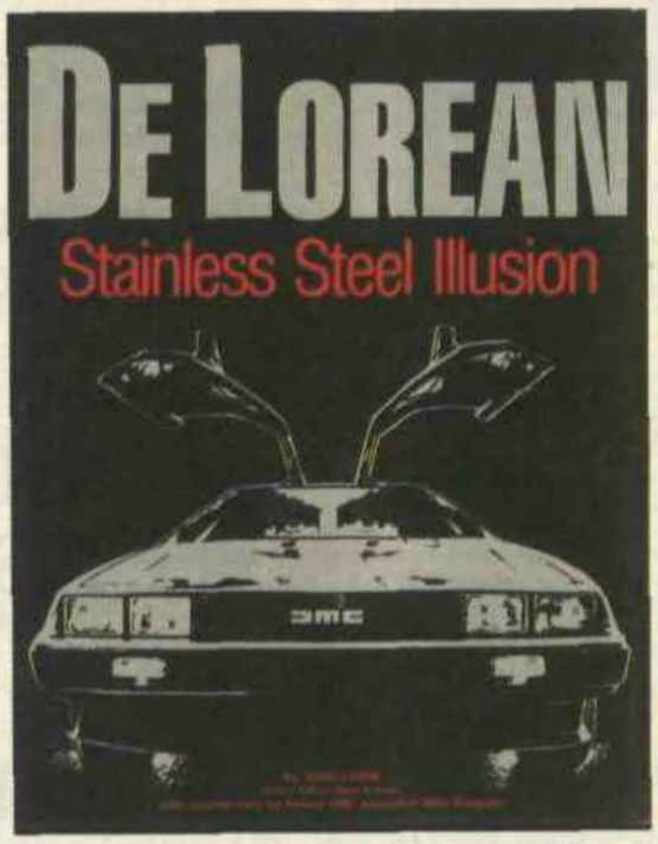
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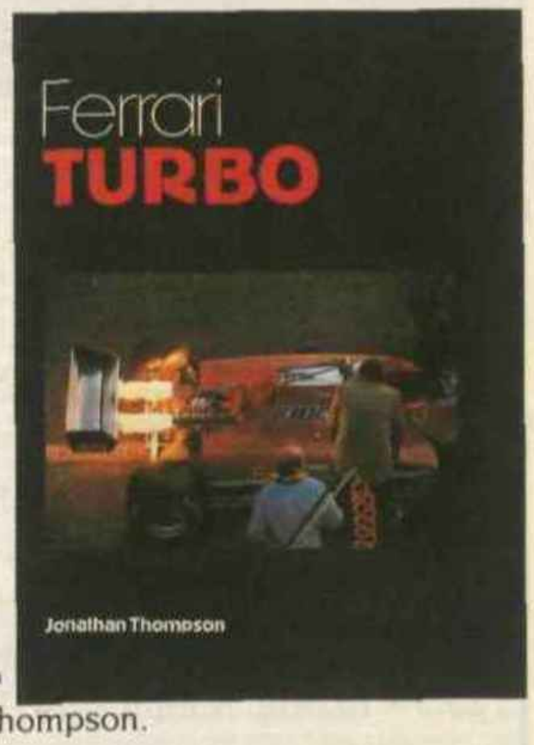
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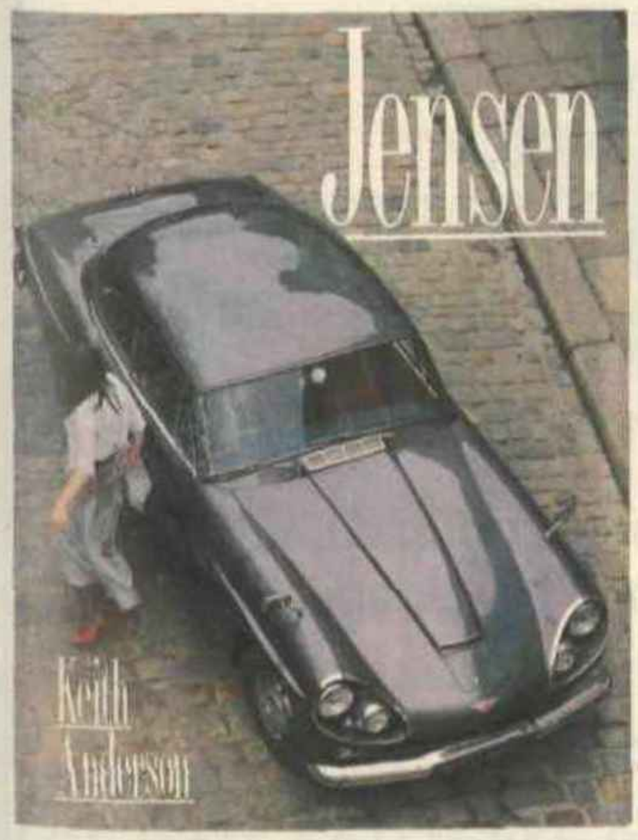
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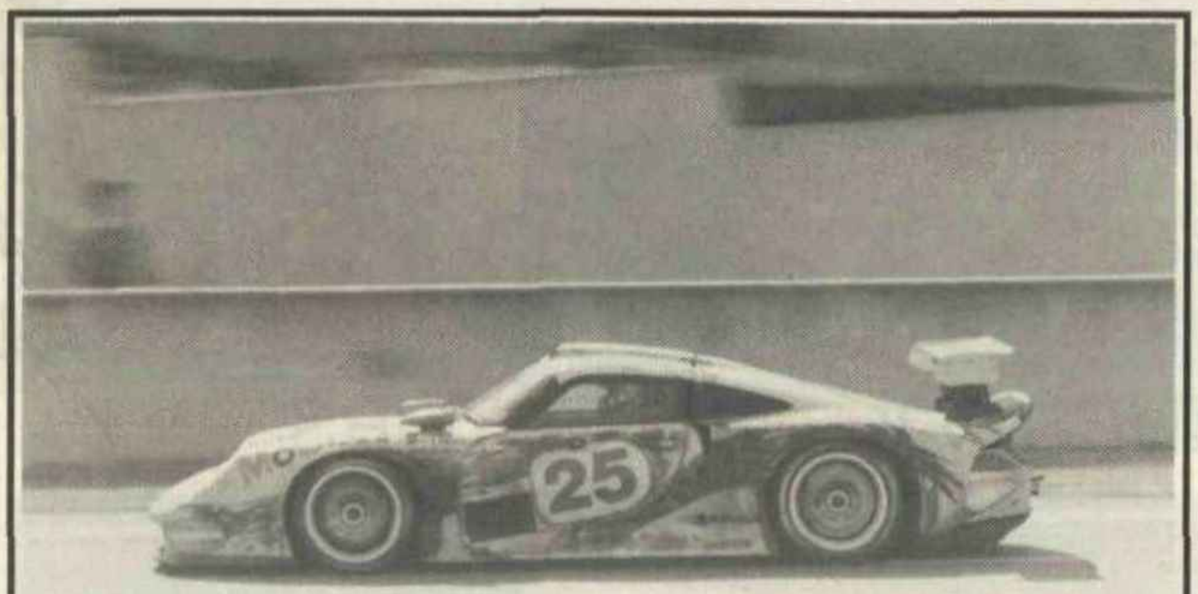
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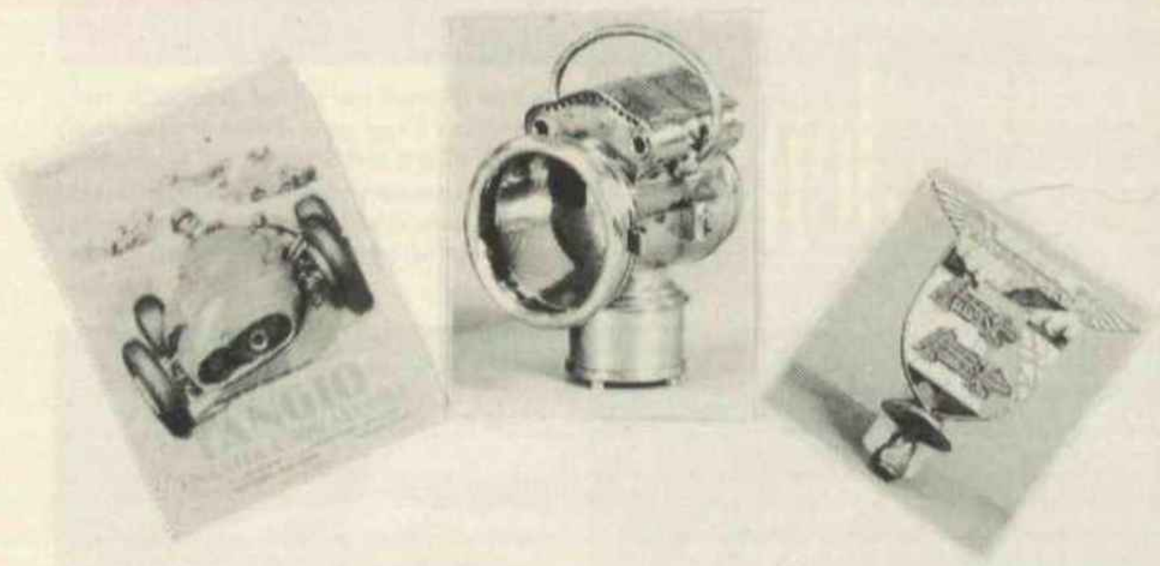
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A-Z of CLASSIC SPORTING CARS 1950-1975

Laurence Meredith
PART TWO



Jensen 541 1954-1963

Glass-fibre body, 4-litre straight-six engine but styling is an acquired taste. 541 introduced 1957 with rack-and-pinion steering and disc brakes. More power from the same engine but replaced by 541S version with auto transmission in 1961. Bigger and heavier, the S didn't catch on either. Less than 600 examples produced from start of production. Not an earth-shattering design but an interesting one, which deserves consideration if you find one at the right price.

Jensen CV8 1962-1966

Revised styling with quad headlamp layout; glassfibre retained for body. American Chrysler 5.9-litre V8 up front. 1964 Mk2 fitted with 6.3-litre lump, which propelled the beast up to 145mph. 1965 Mk3 got dual-circuit brakes and revised quad headlamps. Mechanically and bodily durable, handling reasonable, fuel consumption heavy but affordable if you keep the annual mileage down.

Jensen FF/Interceptor 1967-1976

One of the exciting new designs at the 1967 Motor Show, the FF (Ferguson Formula 4WD) and its 2WD sister the Interceptor were ahead of their time. Flip-up glass hatchback was unique, novel and practical feature. FF Dropped in 1971 after 320 cars made, but Interceptor soldiered on and was joined by attractive drophead in 1974. Smooth auto gearboxes, torquey 6.3-litre Chrysler engines (7.2-litre in drophead) and power everything, but bodies are rust-prone. Specialist companies offer quality rebuilds at a price. Tempting but expensive running costs.



Lagonda Rapide 1961-1964

Large attractive 4-door saloon styled by Touring with alloy lids and doors, and 4-litre straight-six Aston engine. Quad headlamps not to everyone's taste but a competent cruiser good for 120mph-plus. Disc brakes with De Dion rear suspension layout inspire confidence but don't expect opposite lock and power slides on country roads; this is a big, heavy car. A Grand-Tourer, and very exclusive — just 54 made. The last great Lag?

Lamborghini 350GT 1964-1967

Beautiful and undervalued Ferrari alternative, with Bizzarrini-designed quad-cam V12 and independent rear suspension. Top speed in the region of 145mph, plus first-class handling to see you remain safely between the hedgerows. Cabin well appointed, reasonable size boot for touring but only enough room inside for two. Not many about, but something to write home about if you can find one.

Lamborghini 400GT 1966-1968

Revised 2+2 body with 3.9-litre V12 four-cam in the pointed end. Like the 275GTB Ferrari, there were six Webers forever thirsting for another squirt of 5-star but, with 150mph on tap it wasn't quite as quick as Enzo's classic. Like its predecessor, running costs are far from cheap and restoration costs are eye-watering.



Lamborghini Miura 1966-1971

Sixties dream car with transverse 3.9-litre four-cam V12 set amidships. Stunningly beautiful Bertone styling with pop-up headlamps, and raw power all the way to 170mph. Engine, transmission and diff is one ally casting and highly complex. Exceptionally strong monocoque with alloy bonnet and bootlid; Lambo was the first manufacturer to paint external trim black instead of chromium plating. Superseded by more powerful S in 1969 and SV with wider track and big wheel arches in 1971. Highly desirable: prices now at an all-time low.

Lamborghini Espada 1969-1978

Attractive four-seater with front-mounted quad-cam V12 with 150mph performance and high trim level. DSJ reported on one for MOTOR SPORT when they were new and noted that small spots of rust were visible in the paintwork — in a new car! Survival rate is surprisingly good from 1200 made, but expect big restoration costs.

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Lamborghini Urraco 1970-1979
The affordable 'baby' Lambo with 2.5, 3.0 or 2-litre V8 engines and 2+2-seater coupé body with retractable headlamps. A commendable effort by Bertone on the styling front: performance a little disappointing but good entertainment value if you enjoy baiting Dinos. Excellent road-holding, flat cornering ability and agile, but usual Lambo restoration costs. Be prepared for irritating questions from teenagers.

Lamborghini Countach 1974-1982
Pronounced 'Koontash', angular brash styling again by Bertone with 3.9-litre V12 mounted north-south amidships. A two-seater that should have achieved great things at Le Mans and elsewhere, but despite 180mph and endless tuning possibilities, most owners were reluctant, which is a pity. Like the Miura, prices have tumbled, so great value. But be careful. An enterprising New Zealander once made a near perfect fake out of old Morris Marinas. What next? Daytonas from old Allegros?



Lancia Aurelia B20/2500GT 1953-1958
Elegant, bold coupé with gorgeous 2.5-litre V6 and 112mph. Crisp steering, good gear change, a well-behaved chassis and inspiring exhaust note all conspire against sensible, economic motoring. You need to be an enthusiast to own one; rust is the principal enemy and you'll tear your hair out trying to find replacement body panels. A great car. Best of luck.

Lancia Aurelia B24 1955-1958
Available as a spider with odd-looking wrap-around windscreen and convertible — both two-seaters with 118bhp 2.5-litre V6. Well proportioned Pininfarina design, but arguably not as pretty as contemporary Alfas. Predictable handling, comfortable cabin, draught-free hood; one of the better post-war Lancias. Rare in Britain.

Lancia Flaminia GT 1959-1967
Poor man's Maserati, but a good looking one with 2.5-litre V6, or 2.8 from 1963. Available as a coupé or cabriolet, both well proportioned but the overall appearance is compromised by plain steel wheels and trims. For traditionalists there's still rear-wheel drive, though not for much longer.



Lancia Flavia Coupé 1962-1968
A regular production car with coupé styling by Pininfarina, but, sadly, few left in Britain. Four-cylinder 'boxer' engines in 1.5 and 1.8-litre guises reduced centre of gravity, giving excellent road-holding and addictive exhaust note up through the gearbox. A front-driver and one that understeers, but don't let that put you off — a good example will give you thousands of miles of motoring pleasure.



Lancia Flavia Coupé 1969-1973
Stereotypical '70s middle-class conveyance with convincing coupé body without the chromium clutter of its fashionable contemporaries from Munich. Restricted rear headroom, but it wouldn't be a good Italian coupé otherwise. Ultimate development of flat-four engine pushed out to two litres and, from 1971, a five-speed gearbox came as standard. Usual rust and restoration problems.

Lancia Fulvia Coupé 1965-1976
Various models include 1200, 1300 and 1600 V4 engines, all driving the front wheels. The best looking and most agile post-war Lancia. Successful in international rallying — Pat Moss inverted one on the 1968 RAC Rally — and special road cars reflect this: alloy lids and doors on 130bhp 1.6-litre HF model. All-round disc brakes, some with five-speed gearboxes and attractive alloy wheels. A driver's car and still cheap. Zagato-bodied versions also desirable but are generally double the price, and styling is not everyone's pint of Bass.



Lancia Stratos 1973-1975
Mid-engined plastic-bodied Dino Ferrari built for rallying, at which it excelled. Genuine ones can be distinguished from replicas by appalling build quality and laughable panel fit. But ignore the ingress of rainwater, the 2.4-litre V6 provides 'go' in a chassis that will bring out the best in you. Fewer than 500 made — superb as a road, race, rally or hillclimb car.

Lotus VI 1953-1956
Simple and basic but effective clubman's racer — Chapman's first step on the road to 'super stardom'. Spaceframe chassis with alloy body, four-speed gearbox and a choice of 1172cc, 1250cc and 1508cc engines courtesy of Ford/MG. Excellent power/weight ratio and easy to shine on a circuit without much skill. Not as good or as desirable as a Seven but historically important.

Lotus Seven (Super Seven and S4) 1961-1972
Revised bodywork prettier than the VI. Spec down to owner's choice — a bewildering variety of engines were made to fit depending on use. The 1172cc Ford was good for 80mph if the wind didn't knock your helmet off. Coil spring suspension, neutral handling with tail-happiness at will. As much fun as a motorbike, but be careful

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because no-one will see you coming. Super Seven introduced in 1961 with bigger Ford engines and more performance; dropped in favour of unloved rebodied S4 version in 1970.

Lotus Elite 1958-1963

Much coverted stying sculpture in glass fibre. Architypical clubmans racer with first class road manners but some reliability and build quality problems. Delightful Coventry Climax OHC 1.2 litre 4-cylinder is still exciting today if kept in good tune. Fewer than 1000 built so survivors are relatively expensive. Join the Lotus Club and enjoy endless debates over the real Les Leston car,DADIO.

Lotus Elan 1962-1973

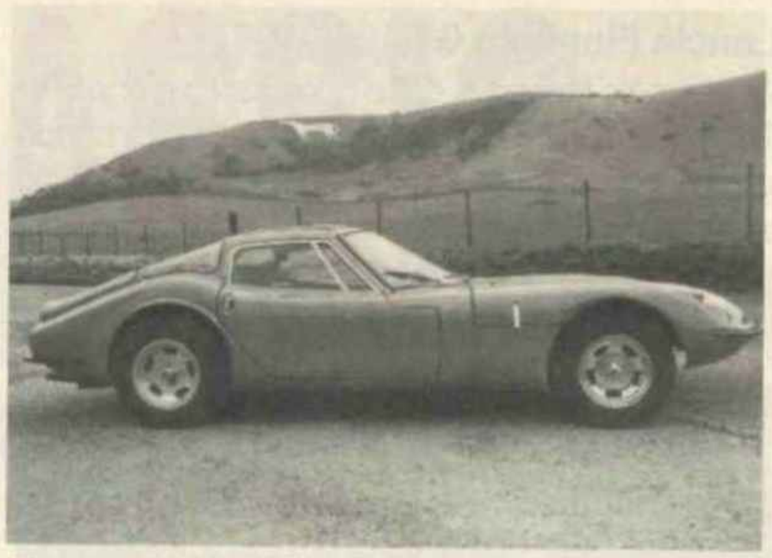
A real sports car with backbone chassis, all-round independent suspension, disc brakes and lively 1600 engine. Pretty glass-fibre body. S1 until 1964, S2 with veneer dashboard and better brakes, and S3 from 1966 with revised final-drive ratio and close-ratio gearbox. S4 from 1968 with wider arches and fatter tyres the most desirable. Sprint model from 1971-1973 with big-valve head and 126bhp. Take your pick, they're all wonderful handlers, collectable and plentiful.

Lotus Elan +2 1967-1974

Much under-rated, good looking Elan for grown-ups with carrycots. The same 1600 engine up front, better trimmed +2S 1969 — 1970 and a Sprint version from 1971 with 126bhp. Bigger than regular Elan, the road holding is near perfect — a beefier feel but crisp and precise with rewarding responses. As with all Elans, chassis frame can rot badly and there are the usual electrical problems associated with glass-bodied cars. In both guises, the Elan represents Chapman at his best.

Europa 1966-1975

A mid-engined 'breadvan' in the nicest possible sense, there was nothing like the glass-fibre bodied Europa in the '60s. Renault's 16 saloon provided 1.6 litre in-line 4-cylinder power unit and gearbox, which made it pick up its feet, tut the twin-cam Lotus engine installed from 1971 made the little car go like stink all the way to 120mph. Superlative handling, good fuel economy, nothing comes close on a twisty road.



Marcos GT 1959-1972

Jean Marsh's earliest cars were...ugly. But later Dennis Adams design was not. Early cars utilise marine ply monocoque held together with Aerolite glue; bodies are glass-fibre. Bewildering number of engines include 114bhp Volvo 1800, 85bhp 1500 Cortina GT engine from 1966 and tuned 120bph 1650cc Ford unit. The crossflow Ford 1600 was offered from mid-1968 and the 136bhp V6 Zodiac 3-litre from early 1969. 5½J alloys and 175 tyres were fitted to cope with the extra power. Wooden chassis replaced by steel spaceframe from late '69 and the 1600 were replaced by 103bhp Ford 2-litre V4. Volvo 3-litre joined line-up for 1971 — good for 125mph and 6-cylinder Triumph 2.5-litre that went into the 4-seater Mantis also fitted, but the company went into receivership in 1972 after 1000 cars had been built. A pity.



Maserati 3500GT 1958-1964

Attractive coupe and spider versions with 3.5-litre straight-6 and tubular chassis. A competent Grand Tourer with civilised road manners and good equipment including all-round disc brakes, 5-speed gearbox and automatic on later cars. Not a Ferrari but not intended to be either. An acquired taste but, like Guinness, once you've got it you'll want a lot more!

Maserati Mistral 1964-1970

A choice of 3.7 or 4-litre straight-6 fuel-injected engines. Stunning coupe styling from Frua with single headlamps being more readily accepted by loyal Maserati clientele than previous quad-layout Sebring. Top speed close on 150mph and healthy mid-range 'grunt' — a car worthy of its name but as usual with Italian exotica, restoration costs.

Maserati Ghibli 1967-1973

Under-rated, undervalued, under-produced 'supercar' with 2-seater coupé and spider bodies, 4.7 or 4.9-litre 4-cam V8 engines, and still enough power today to blow both your mind and the cobwebs in your wallet away. Cartsprung rear is crude but tried, tested and proven, and, on the Riviera Autostrada you only need the muscles in your right foot and not those in your wrists. Ghia styling with retractable headlamps still inspires. Manuals still better than autos.

Maserati Bora 1971-1978

Handsome mid-engined two-seater brute with Ghibli's 4.7-litre or 4.9-litre 4-cam V8, but allround independent suspension brings the Bora up to date. Stunning body includes 'flying buttresse-s'over rear wings, which work well, and beautiful cast-alloy wheels. Again, much under valued 'supercar' well capable of holding its own with the best, and close on 170mph maximum speed for club days out on the race track.

Maserati Merak 1972-1983

Similar styling to Bora — again with 'flying buttresses' — but with 3-litre V6 quad-cam and Citroen 5-speed gearbox. Faster than a Dino 246 (155mph) much cheaper to buy and just as much fun on the road or track. As a product of the 1970s, it's got most of the electrical toys, which are useful when they work properly. Highly desirable but still a largely 'undiscovered' classic Maserati.

Mercedes-Benz 300SL Coupe 1954-1957

Definitive 'supercar' of the 1950s. 1400 made, 29 alloy-bodied cars, one in fibre-glass — all were left-hand drive (approx two converted to rhd privately). 3-litre straight-6 — the world's first production petrol engine with direct fuel-injection — and 155 mph with high axle ration. Swing-axle rear suspension proved tricky for some, but Stirling Moss and the car's designer,

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Rudi Uhlenhaut, never experience handling problems. A complex tubular space frame chassis is not for DIY restoration. Beautifully engineered throughout, the 'Gullwing' remains one of the world's truly great cars, but is definitely not for the impecunious. Be careful not to invert one — you won't escape easily.



Mercedes 190SL 1955-1963

The 'baby' Merc sports car with Gullwing looks but, without the performance, complexity or running costs. A two-seater with conventionally hinged alloy doors (and lids) and soft or hardtop. 4-cylinder 1.9-litre engine gives genuine 'ton' — plus performance, but the twin Solex carbs are notoriously difficult to keep in tune; some owners have give up and switched to Webers. Alfin brake drums and excellent handling from robust chassis. A comfortable cruiser rather than an out-and-out sports machine.

Mercedes 300SL Roadster 1957-1963

Drophead version of the Gullwing with conventional doors and revised spaceframe chassis. Coupe's 3-litre 6-cylinder engine retained but the more satisfactory low-pivot swing-axle system adopted to answer on-the-limit-vagaries of high pivot system. Weight penalty for chassis revisions and 'ragtop' aerodynamics reduce top speed to 130mph, but a more civilised road car than the Gullwing all round. Hardtop available but now difficult to locate; disc brakes from 1961.

Mercedes 230SL/250SL/280SL 'Pagodas' 1963-1971

Truly elegant second generation SLs start with 2.3-litre fuel-injected straight-6, 2.5-litre 7-bearing engine from 1966 — the rarest model — and 2.8-litre from 1967; 115-120mph top speed. Choice of hardtop of convertible and auto transmission or 4-speed manual (optional 5-speed on 280SL). Superlative roadholding with low-pivot swing-axles and standard Continental radials. Late cars are best equipped and most powerful but are also heavier. Quality engineering and excellent spares back-up and restoration specialist but, such is legendary reliability that you won't need either very often. 230SL is the purist's choice but 280SL makes more sense.

Mercedes-Benz 350/450SL 350/450SLC 1971-1980

Third generation SLs with a choice of 3.5- or 4.5-litre V8 engines and short- or long-wheelbase bodies. Angular styling but retaining Merc elegance; built with American safety and emissions legislation in mind. Bigger engines than second generation SLs but, because of power-sapping emissions equipment, not a great deal more in the way of useable performance. Revised rear suspension gives better roadholding, there's



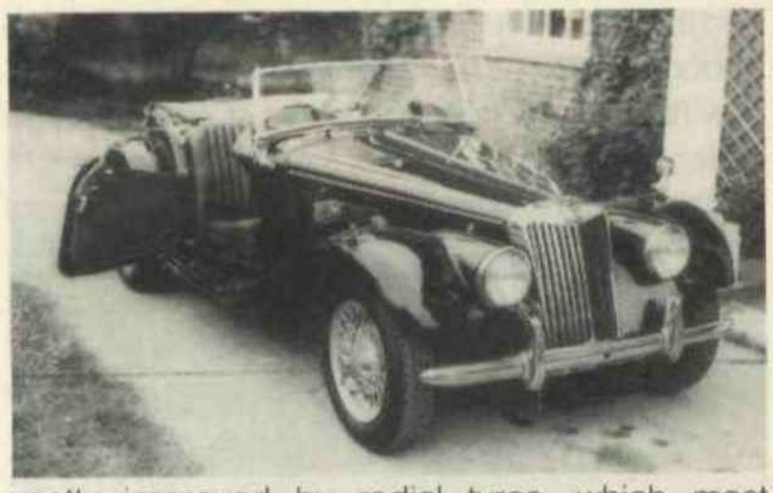
more comfort in the cabin and the usual Merc build quality. A luxury Grand Tourer that brought sanity to the 1970s. And there are some real bargains about.

MG TD 1950–1953

For purists this was the last 'proper' MG because of the detached headlamps, but it's not in the styling league of its predecessor. The 1250cc in-line four gives ample acceleration, but low gearing means that motorways are virtually out of the question. Find a deserted Highland road though, and you'll have the time of your life. Good handling with coil-sprung front suspension, reasonable fuel consumption and a beautiful dashboard, if that's important. It could only have happened in Britain during the 1950s.

MG TF 1953–1954

Restyled TD with wire wheels instead of discs, but the same 1250cc engine until 1954 when the 63 bhp 1500cc unit arrived. A driver's car by any standards, and a pretty one too, but a vintage hangover just the same. Crisp handling that is



vastly improved by radial tyres, which most appear to have these days. A serious Morgan alternative; which badge and grille do you prefer?

MGA 1955–1962

Traditional MG qualities with cosy up-to-date two-seater body at last. Attractive, honest sports car that looks well with standard disc wheels or optional wires. The BMC 1500 in-line four develops a healthy 72bhp — 1600 with 80bhp from 1959 and late models have 1622cc 86bhp engine. The twin-cam, of which there were just over 2000 made between 1958–60, develops 108bhp, but reliability problems are not unknown.



Disc brakes fitted to 'twinks' and later pushrod cars. Many now rusted out, but restoration is not difficult for devotees. A minor classic with competition history.

MGB 1962–1971

Bread-and-butter sporting two-seater with a bigger following than ever. Joined by the GT coupé in 1965 fitted with the same four-cylinder 1.8-litre engine. MkII version launched 1967 with revised rear axle, optional auto 'box and synchro on bottom for manuals. Good for 105mph in standard form but the engine is easily tuneable for much more. A good old slogger with predictable handling, disc brakes up front and reasonable fuel economy. Principal enemy is rust but all new parts are available including complete

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bodyshells. 'Big bumper' models continued throughout the '70s — only you can decide if they're worth the effort. Excellent clubs campaign tirelessly for all models.



MGC 1967–1969

Roadster and coupé version share the same bodyshell as the B except for the bonnet 'power bulge', which conceals the 3-litre straight-six Austin saloon engine. Unloved when new for its much criticised nose-heavy handling, but with a top speed of 120mph it was appreciably faster than its four-pot sister. Needs the delicate touch to be fully understood. Learn to drive one and you'll get a lot of performance for your money. There's the usual body rot, of course.



MGB GTV8 1973–1976

Now much coveted by enthusiasts, the extra power of the all-alloy pushrod Rover 3.5 litre V8 which, incidentally, is lighter than the 1.8-litre 'iron' motor in the standard B, gives tremendous straight-line power all the way to 130mph. Handling as predictable as ever and rewarding on the limit. Attractive alloy wheels 'lifted' a sound but ageing design. Launched during the 1973 oil crisis, just 2,500 examples were made before BL killed it off. The poor man's V12 E-Type, the passage of 20 years has increased affection for these cars, and rightly so.

Mini Cooper 1963–1971

Diminutive 997cc twin carb engines with 55bhp on tap (the same as the current Cinquecento). Joined by Cooper S in 1963 with 1071cc, 970cc and 1275cc engines. Astonishing rally and race history — amazing handling and 100mph-plus performance with the 1275. Excellent spares situation and the bits are cheap. Absolutely marvellous if you can stand the quirky driving position, dreadful gear change and considerable cabin noise. And beware of 'rogue' cars; it's very easy to fake a Cooper. Writing a bogus history takes less time than bolting on a set of Minilites and a set of spotlamps.

Morgan

Myriad enigma variations from Malvern, the lovable cars from Pickersleigh Road soldier on, despite predictions to the contrary by Sir John Harvey-Jones. Since 1950 engines have included Standard Vanguard 2-litre, and a number of four-cylinder units from Ford, Triumph and Fiat. The 161bhp Rover V8-engined Plus 8 model arrived in 1968 and offered 125–130mph performance. But the same basic 'vintage' chassis, ash frame and a choice of steel or alloy two-seater (or 2+2) bodies has remained almost unchanged throughout. An enduring classic loved by all until it comes to 'spot the rot' time.

Peerless GT 1957–1960

Durable glass-fibre 2+2 body clothing tubular frame chassis and 2-litre four-cylinder TR2 engine and gearbox. Low volume production— between 3–400 in all — but a surprising number have survived. Excellent roadability and handling, 100mph-plus top speed and the distinction of minor Le Mans history. Evolved into the Warwick GT with revised styling and Rover/Buick engine from 1961. The project was finally laid to rest in 1962. Cheap to buy, easy to restore.



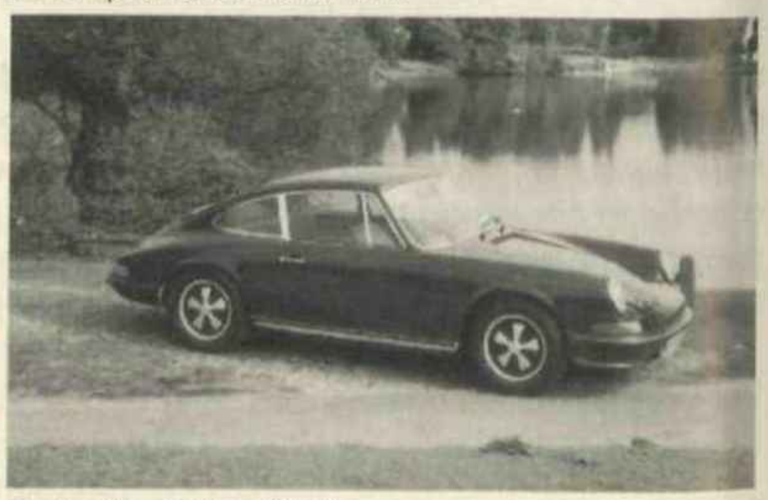
Peugeot 504 1970–1983

Handsome 2+2 Pininfarina coupé and cabriolet with 1.8-litre or 2-litre 4-cylinder engines from 'cooking' saloons. The 2.7-litre V6 was fitted from 1974 and offered 125mph top speed. All to a high spec with safe handling and auto 'box as a cost option. A comfortable, dependable long-distance tourer, but rare in Britain and body rot is a problem. The V6 is the 'sensible shoes' alternative to to the Citroen SM.



Porsche 356 1950–1965

Misunderstood Beetle-inspired sporting two-seater coupé or cabriolet body with rear-mounted 1100, 1300 and 1590 engines, some with roller-bearing crankshafts. All synchromesh gearboxes from 1952. One-piece windscreen on 356A from 1955 and complex 1500 4-cam Carrera. 1600 engines from 1957, restyled 356B introduced 1959 and 356C introduced in 1963 with all-round disc brakes, by which time, the Carrera had grown through 1600 to 2 litres with 130mph top speed. Desirable but basic Speedster debuted in 1954 but most exported to US. All models great to drive once you know how. Carrera engines incomprehensible for DIY.



Porsche 911 1965>

Butzi Porsche's air-cooled rear-engined flat-six designed around a boot big enough to accept a set of golf clubs. 2-litre engines to start but 2.2-litres and fuel injection from 1968. Avoid earliest cars with troublesome Solex carbs. Targa top and semi-auto Sportomatic arrived in 1967. Engine enlarged to 2.7 litres in 1972 and 3.0 litres in Carrera the following year. Lightweight 2.7-litre Carrera is the most sought after. All 911s have durable engines and gearboxes but, if they do go

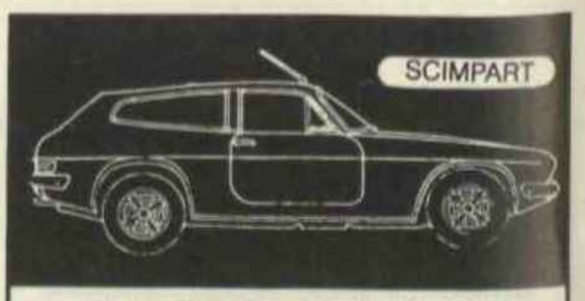
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bang, overhauls are far from cheap. The best all-round sports car?

Porsche 912 1965–1969

For Porsche owners who don't want to stretch to a 911, there's the same body and mechanical package except for the 4-cylinder 1600 engine. Not in the same performance league as the 6-cylinder car but not to be underestimated all the same. Five-speed gearboxes and dual-circuit brakes desirable on later cars. Comparatively rare in Britain, rhd was available, but unrestored examples are usually tired.

Reliant Scimitar GTE 1968–1975

Clever sporting four-seater hatchback raised eyebrows back in 1968, and still looks



well today, even if the Ford 3-litre V6 feels harsh by modern standards. Non-rot fibre-glass body is long-lived and the mechanical bits are as durable as any 120-mph performance, good torque spread and excellent roadholding. Prices vary enormously according to condition. First rate spares back-up and strong national club.

Renault Alpine A110 1966–1977

Jean Redèle's beautiful rear-engined, fibre-glass bodied two-seater coupé became the car to beat in international rallying, especially after the light-alloy 1565cc Renault 16 engine and gearbox was fitted. Developing 138bhp, it's a tail-happy flyer with unrivalled ability to change direction quickly. With its tubular frame chassis and 'paper thin' body, this ultra-lightweight missile made a fabulous road car and still does. Nine different engines ranging from 1300–1951cc, but usual production units were 1300 and 1600. Also made in Spain, Brazil and Bulgaria as well as Dieppe. A truly great sports car.



Triumph TR3 1955-57/**TR3A** 1957-62/**TR3B** 1962

Origonally developed in '53 as the TR2 and aimed at the American market, the TR3 featured shorter doors than its predecessor, and had 95-100bhp on tap. In '56 front discs were introduced, a novelty at that time, plus an optional triple overdrive and rear seats. The TR3A differed in grille styling and featured door handles, with the option of a 2138cc engine from '59 where previously was 1991cc was standard. The TR3B was made for America only in '62 and carried the all synchro box used in the TR4. Now high sought after.

Triumph TR5 1967-1968

The TR5 PI represented an important landmark as the first British production car to have fuel injection for the UK market. The 2498cc six-cylinder engine pushed out a maximum 150bhp at 5500rpm and gave a top speed of 125mph. A US model, the TR250, fitted with Stromberg carburettors, managed 104bhp and a maximum 107mph. The bodywork is as for the TR4A, but larger brakes and an uprated rear suspension helped to control the greater performance. If you come across a TR5 with racing stripes on the bonnet check to see if it is in fact the TR250 with Stomberg s as values for the US model are much lower. When purchasing, watch out for rust in the chassis and check the engine running, as the fuel injection system can give trouble. Like the TR3s the TR5 is a much sought after model though the ride can be rather harsh!



TVR 1958 >

Fibre glass bodied two-seaters with same basic styling throughout and mind-boggling engine variants from usual four-cylinder Ford, Coventry-Climax and MG units in the Granturas, and the Ford 4.7-litre V8 in the Griffith from 1963. The V6 3-litre arrived with the Tasmin in 1969 and the Triumph 2.5-litre straight-6 in the 2500 from 1971. Spec varies from one model to another. V8s not for wimps. Parts supply good, fun factor high, the later the better for improved build quality.

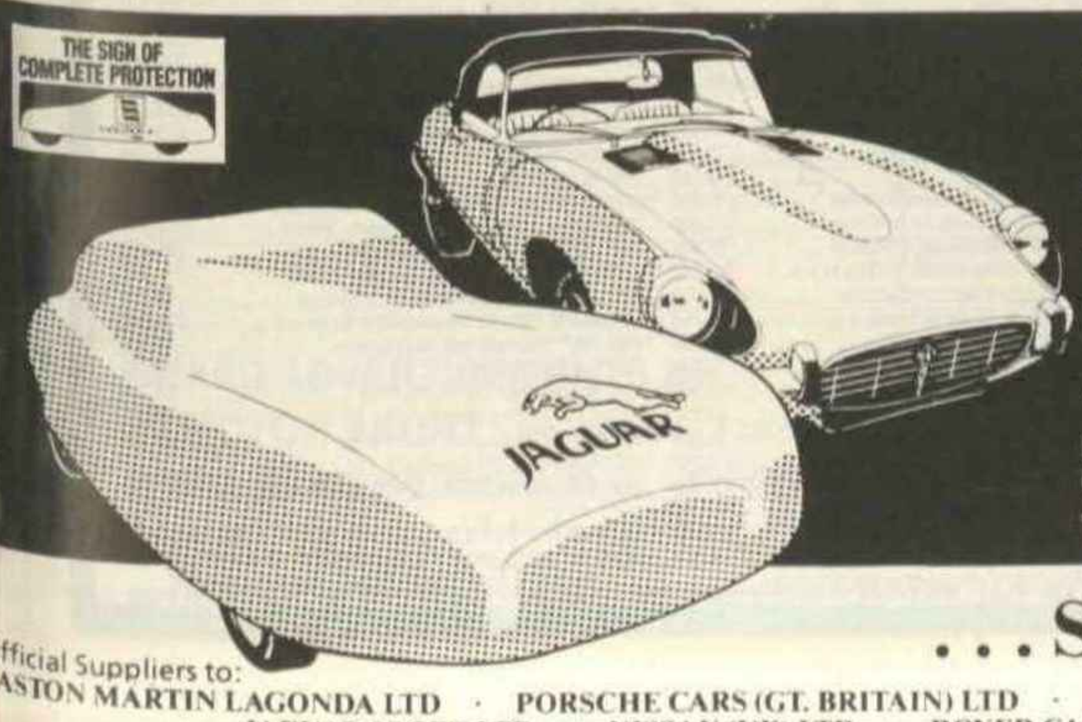
VW-Porsche 914 1969–1973

Karmann-built replacement for the VW Type 3 Karmann-Ghia with 'push-me, pull-you' two-seater Targa body. VW four-cylinder 80bhp engine in 914/4 but 2-litre six-cylinder 110bhp engine in 914/6 version. Engine mounted amidships, so excellent handling, but servicing is difficult in restricted engine bay. Cabin is basic and complex bodies can rot.

Volvo PV544 1959–1965

Oddball styling and a large car for the 1600 engine — enlarged to 1800 in 1962 — to drag around, but a decent turn of speed nevertheless. A predictable understeerer which is very 'chuckable', several were brought to Britain privately in the absence of official imports. Successful competition history and still notching up points in historic rallying today.

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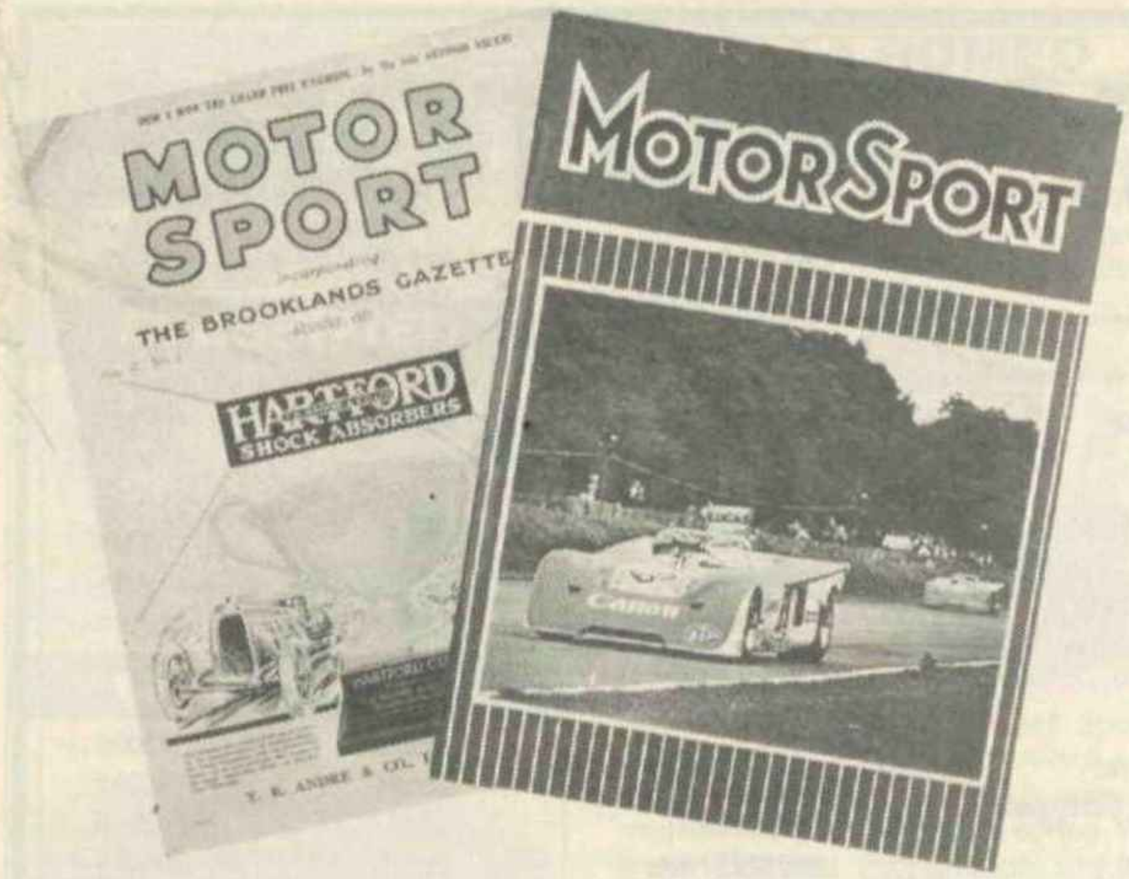
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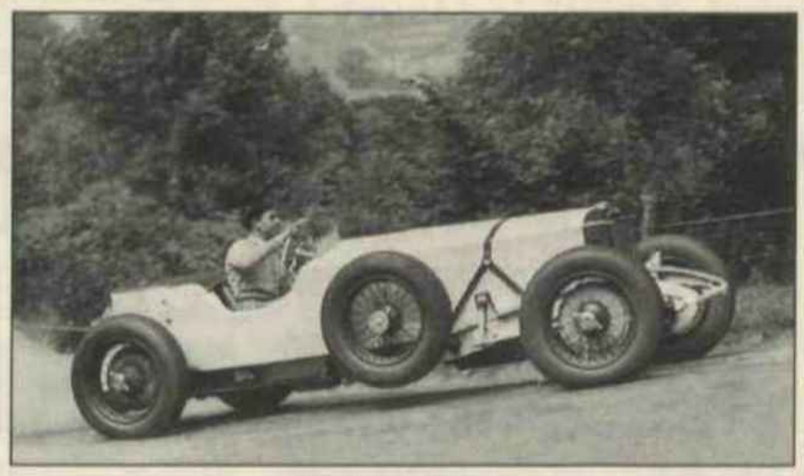
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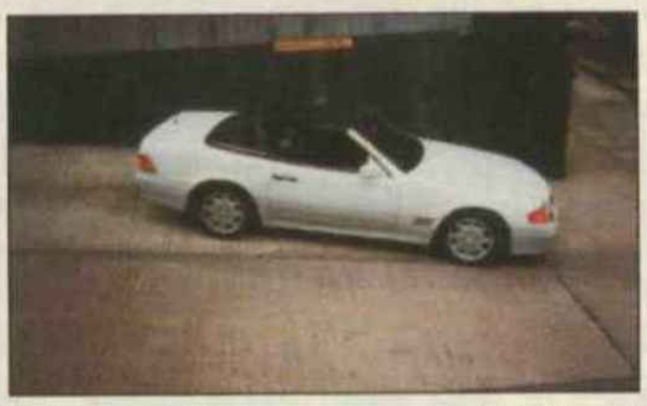
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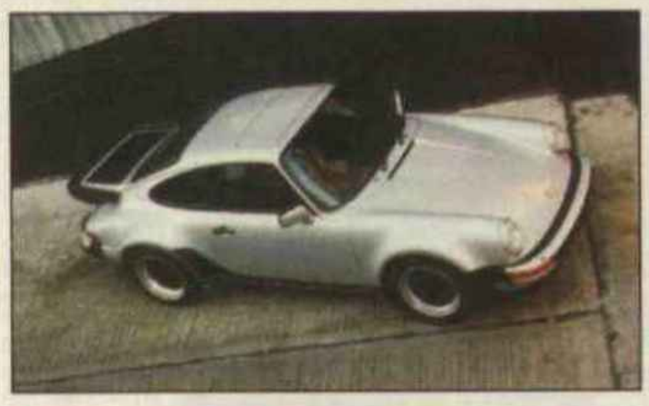
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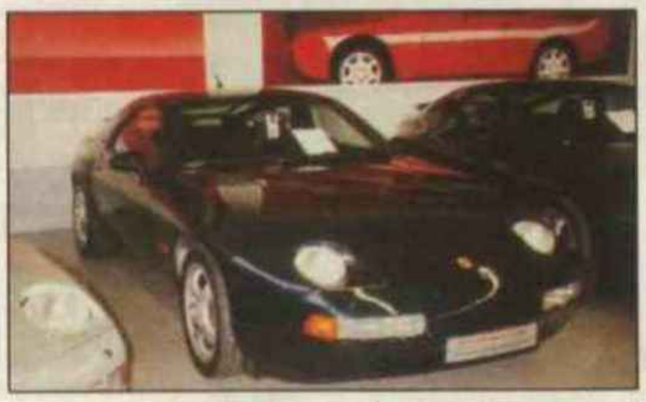




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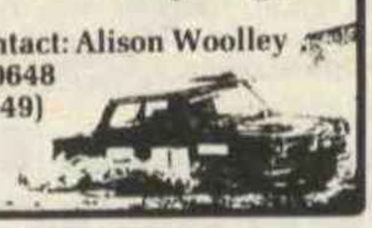
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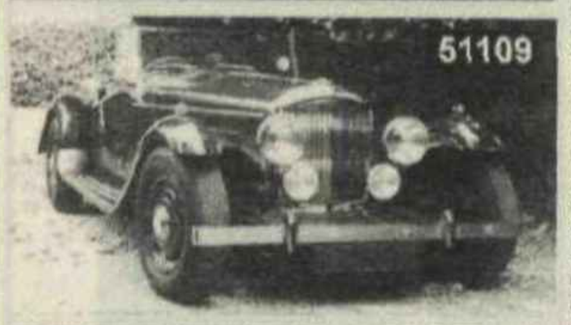
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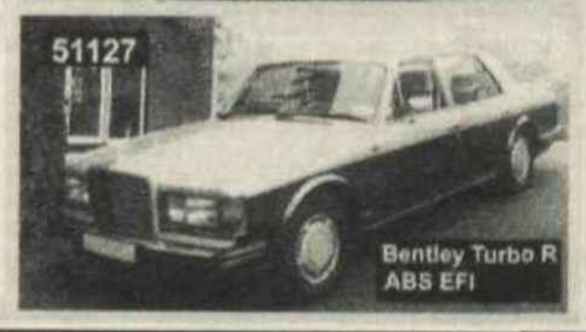
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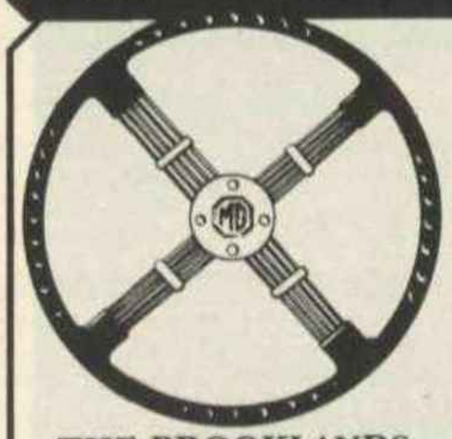
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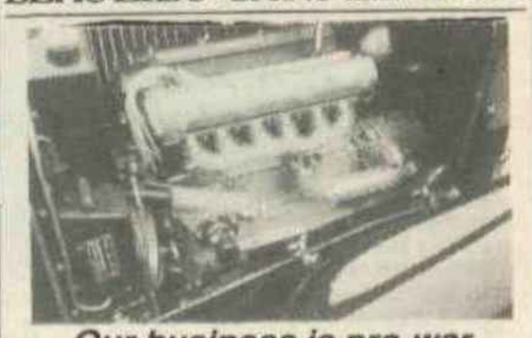


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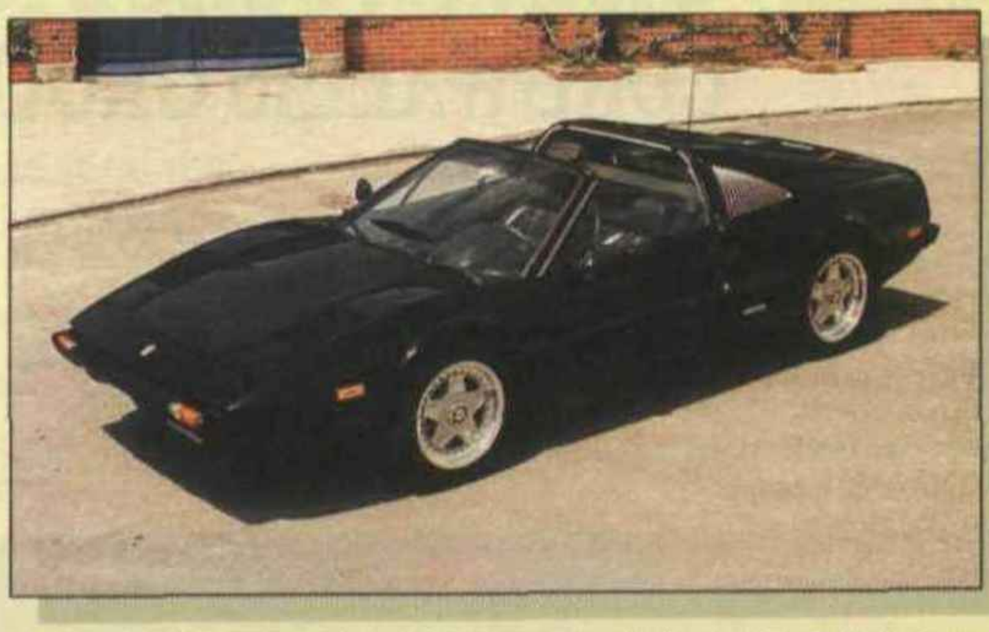
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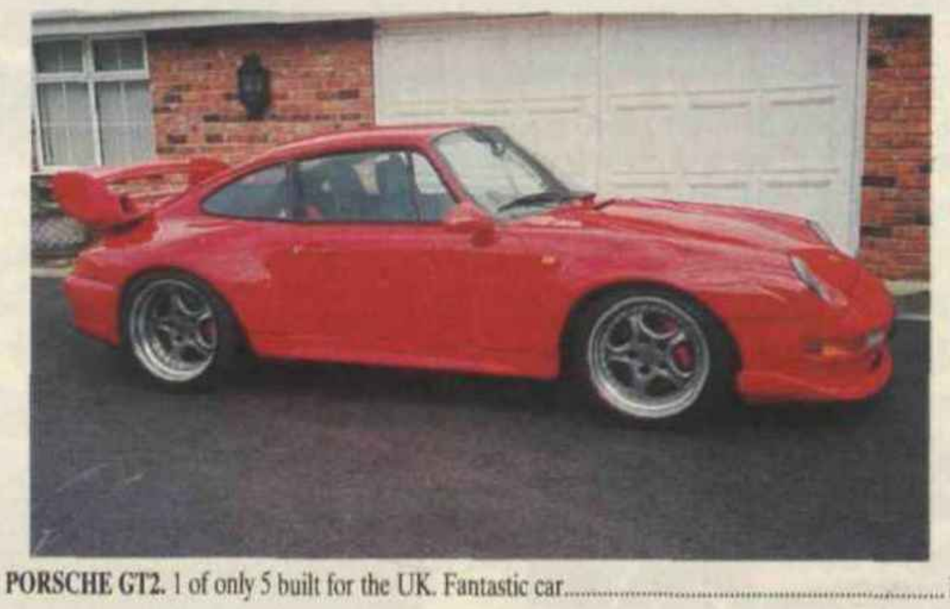
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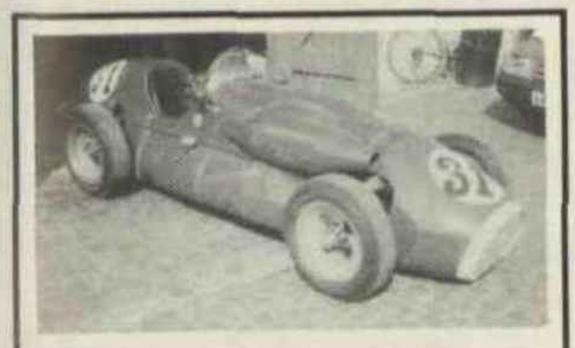
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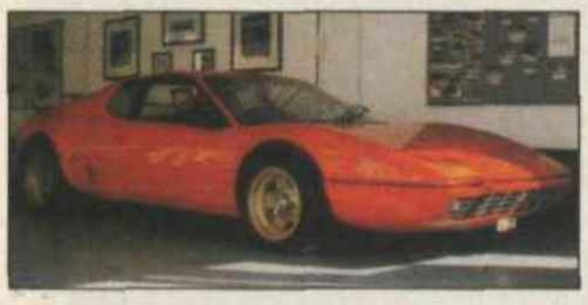
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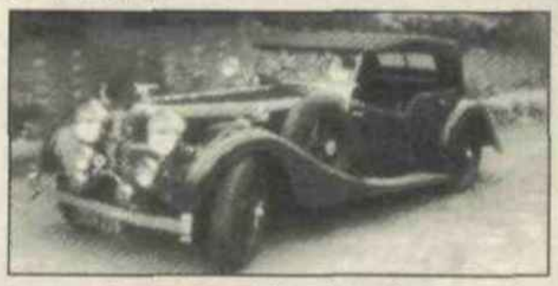
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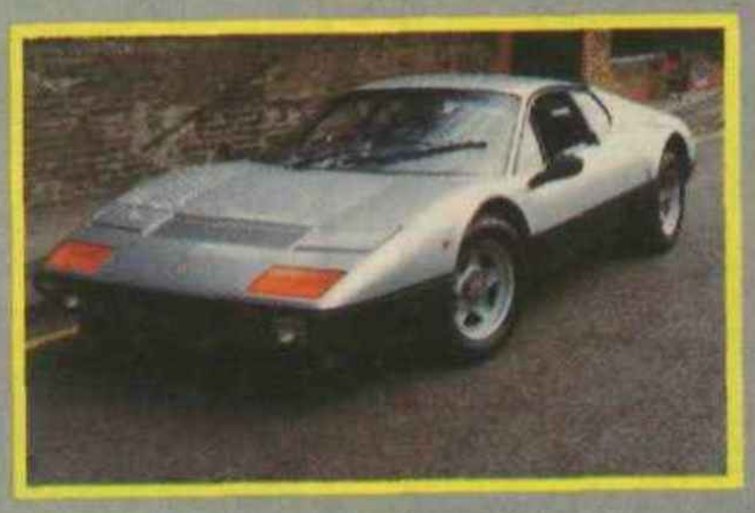
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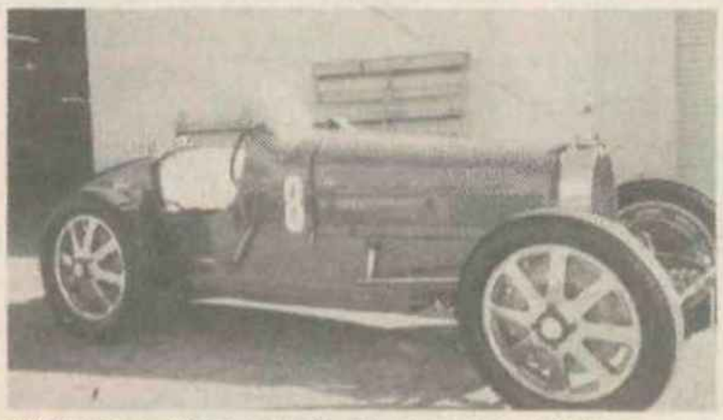
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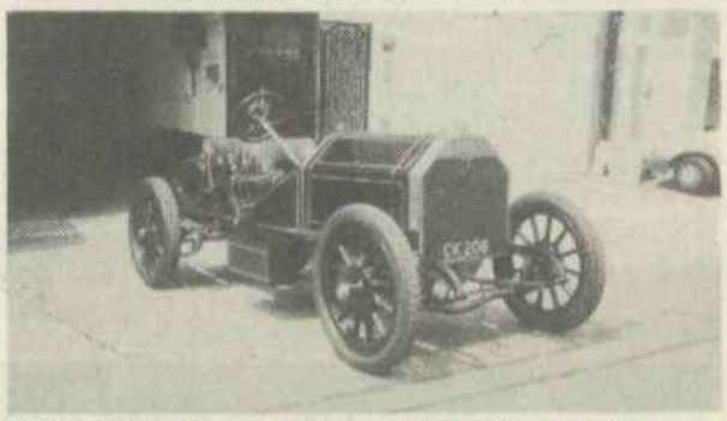
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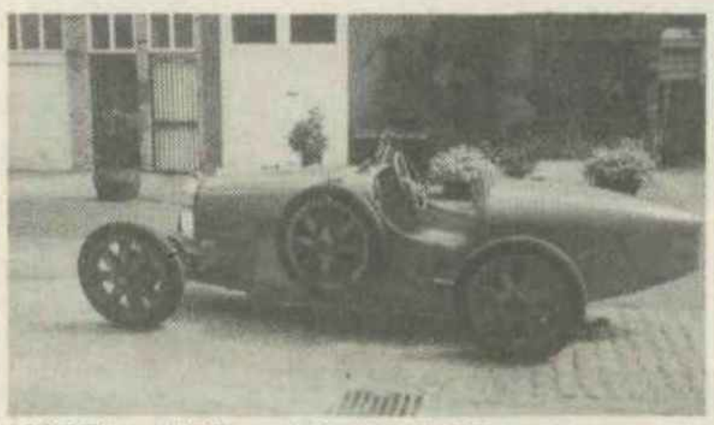
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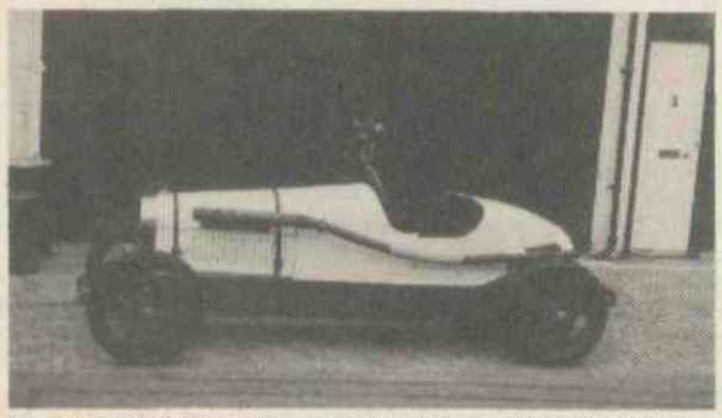
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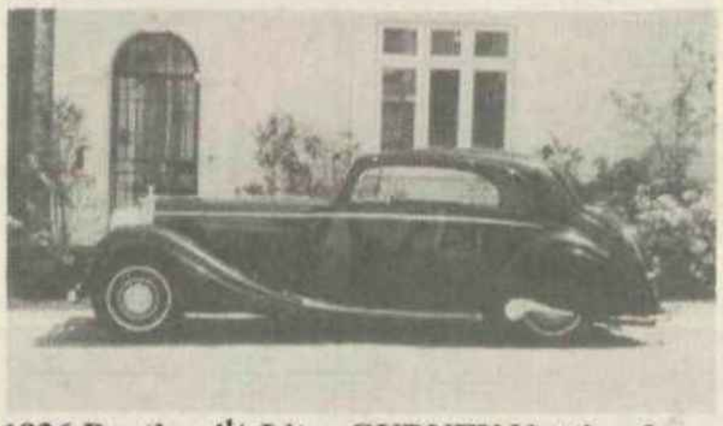
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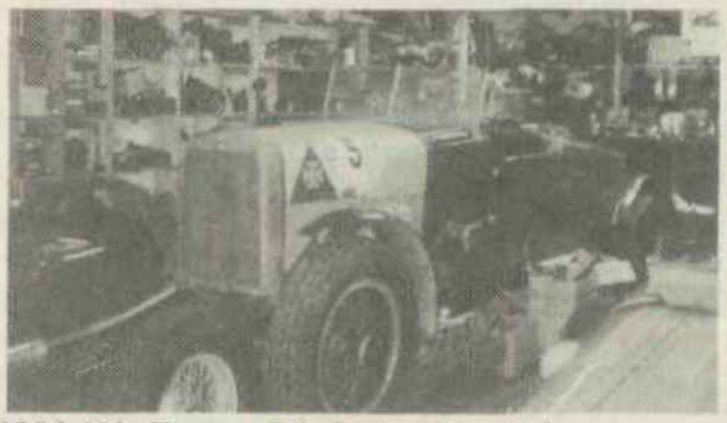
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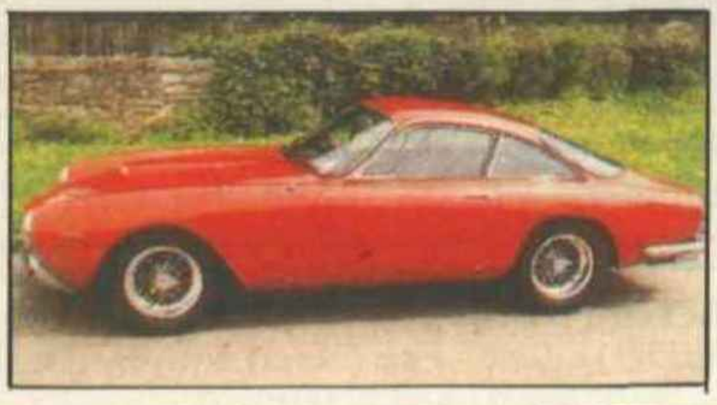
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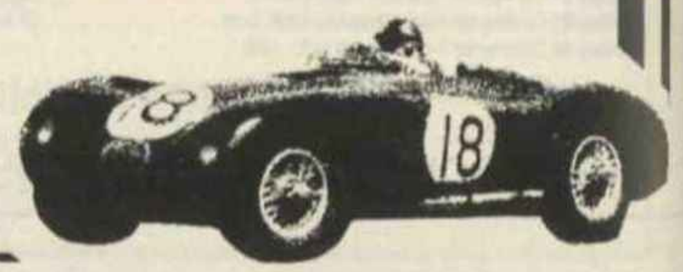


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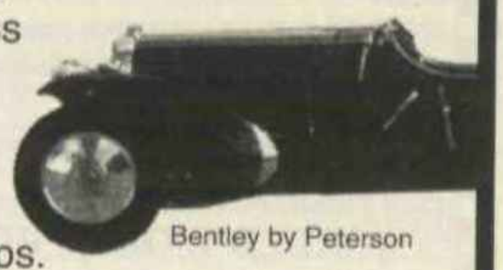
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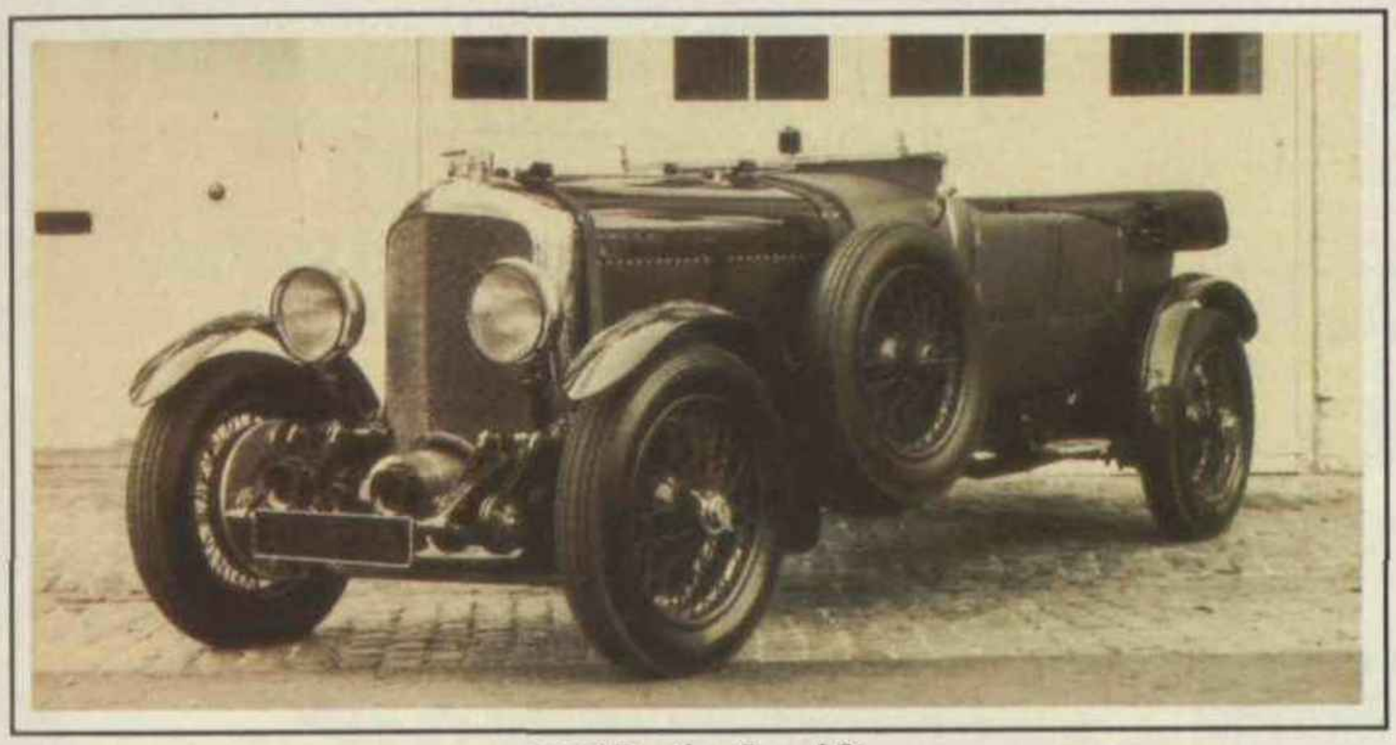
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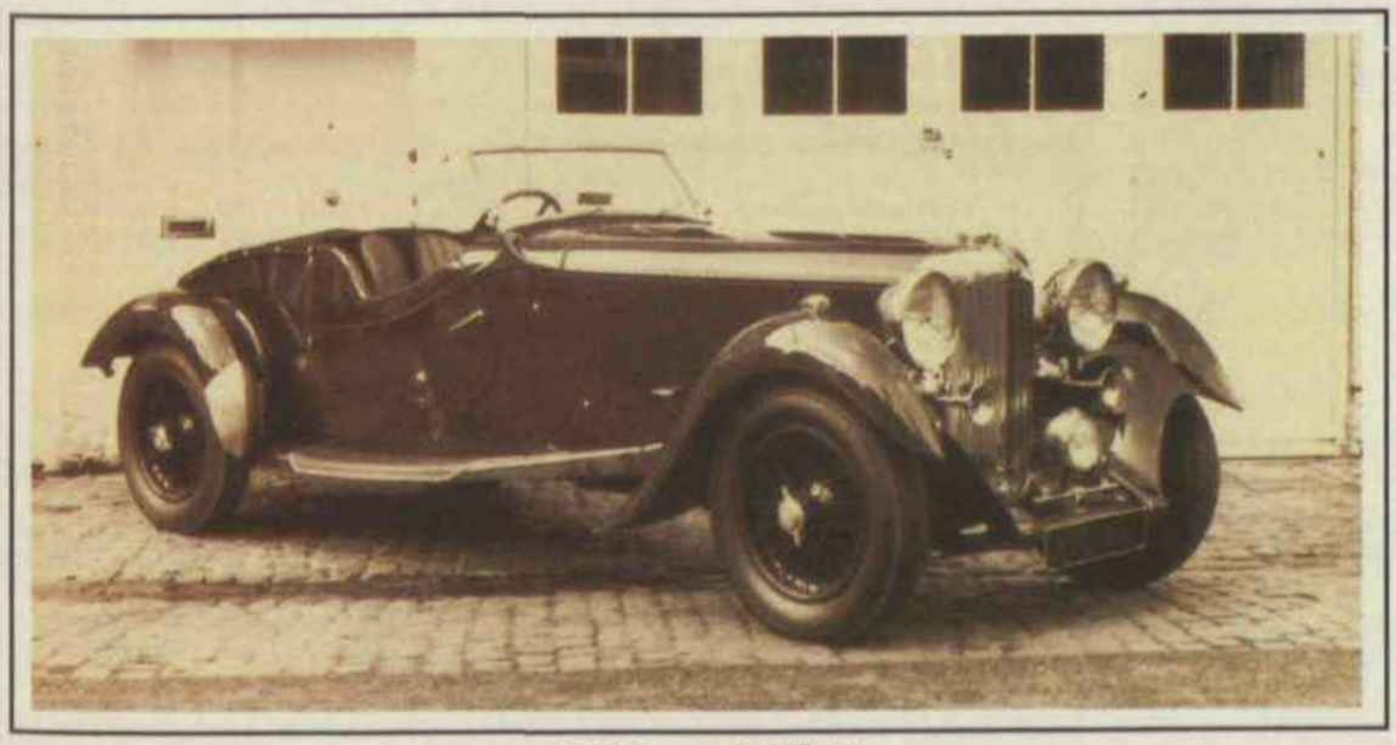
1930 Bentley Speed Six

This original matching numbers Speed Six has only covered 75,000 miles from new and formed part of the famous Klein Collection in the USA for many years. The car has recentlyundergone a complete restoration here in the UK and is in excellent condition throughout. The Vanden Plas fabric Le Mans Team car style coachwork is finished in British Racing Green with matching leather to the interior.



1958 Ferrari 250 GT Tour de France

This car is one of the most genuine competition Berlinettas to ever be offered for sale. The car is still fitted with its original Scaglietti built bodywork which is finished in Ferrari red with a matching original interior. The engine was uprated in 1960 with lighter con rods, pistons and a magnesium TR sump. The car has contemporary European racing history.



1936 Lagonda LG 45

A superb example of an LG 45 fitted with new Rapide style coachwork, the detail of which is correct in all respects. The car has successfully completed events such as the Mille Miglia and has done less than 6,000 miles since restoration in 1989. Finished in red with contrasting burgundy leather to the interior, the car is in superb order throughout!

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1929/33 Alfa Romeo 6C 1900 "Mini Monza"

1933 Alfa Romeo 8C 2300 Drophead Coupé

1952 Allard J2X

1950 Aston Martin DB2 Prototype

1927 Bentley 4½ Litre Short Chassis Vanden Plas Tourer

1928 Bentley 4½ Litre Vanden Plas Style Long Wing Tourer

1930 Bentley 4½ Litre Supercharged Birkin Le Mans Style Replica

1930 Bentley Speed Six Le Mans Style Tourer

1938 Bentley 4¼ Litre MR Overdrive Fixed Head Coupé by James Young

1939 Bentley 4¼ Litre MR Overdrive Razor Edge Saloon by Mann Egerton

1955 Bentley R Type Continental Fastback

1933 Bugatti Type 57 Galibier Pillarless Saloon

1952 Cooper Bristol Single Seater

1937 Delahaye 135 S Le Mans

1957 Ferrari 500 TRC

1958 Ferrari 250 GT Tour de France

1960 Ferrari 250 GT Short Wheelbase

1930 Frazer Nash Super Sports

1924 Hispano-Suiza H6B "Dubonnet Tulipwood" Replica

1925 Isotta Fraschini Type 8A Open Tourer

1953 Jaguar C Type

1960 Jaguar XK150 3.8 Litre SE Coupe

1937 Lagonda LG 45 Fox & Nicholl Team Car Replica

1937 Lagonda LG 45 Rapide Replica

1956 Lotus Eleven Le Mans Works Team Car

1926 Maserati Type 26 Grand Prix

1912 Rolls-Royce Silver Ghost London-To-Edinburgh Tourer

1931 Rolls-Royce Phantom II Sedanca de Ville by Thrupp & Maberly

1934 Rolls-Royce Phantom II Continental Three Position Drophead Coupe

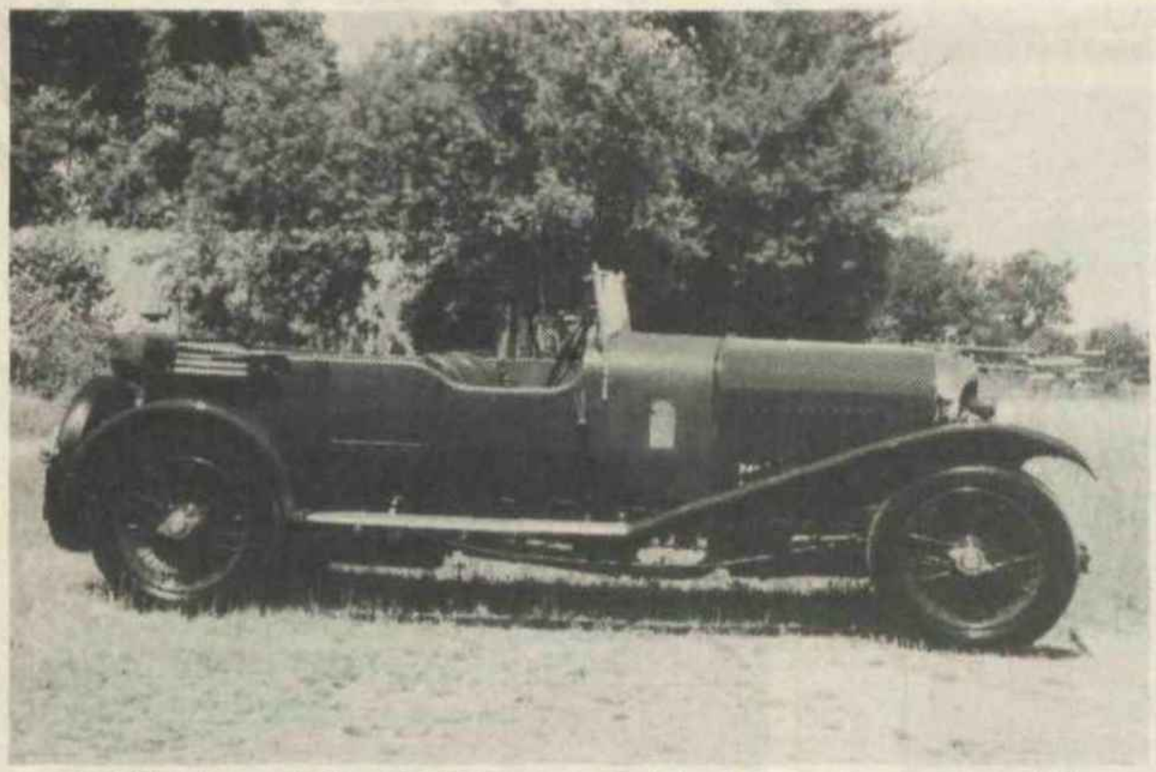
1954 Rolls-Royce Silver Dawn

1927 Vauxhall 30-98 OE Velox Tourer

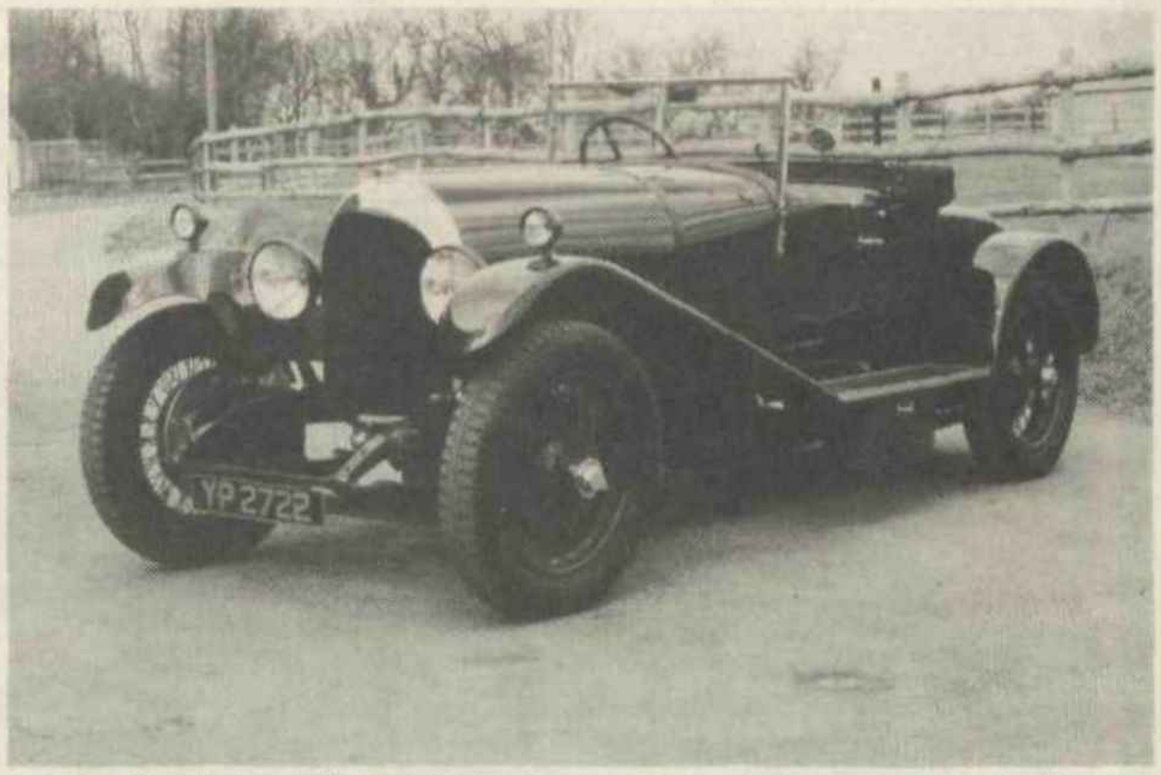
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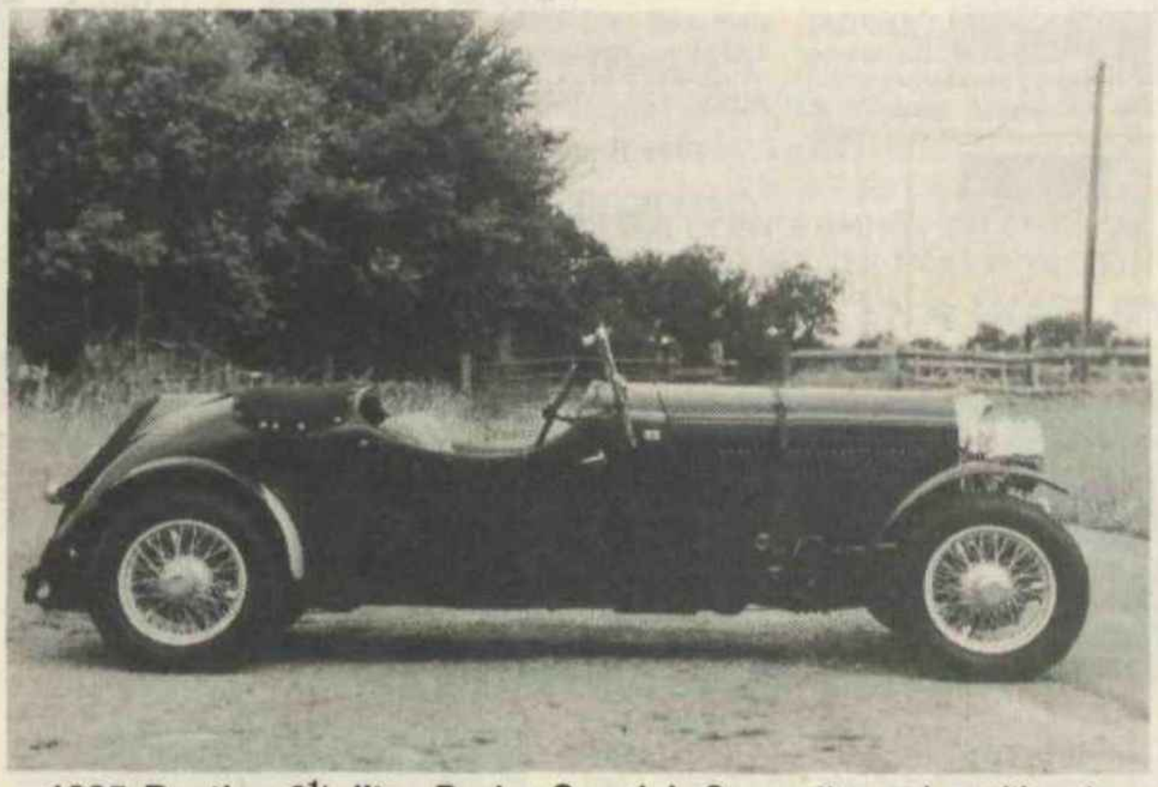
STANLEY MANN RACING



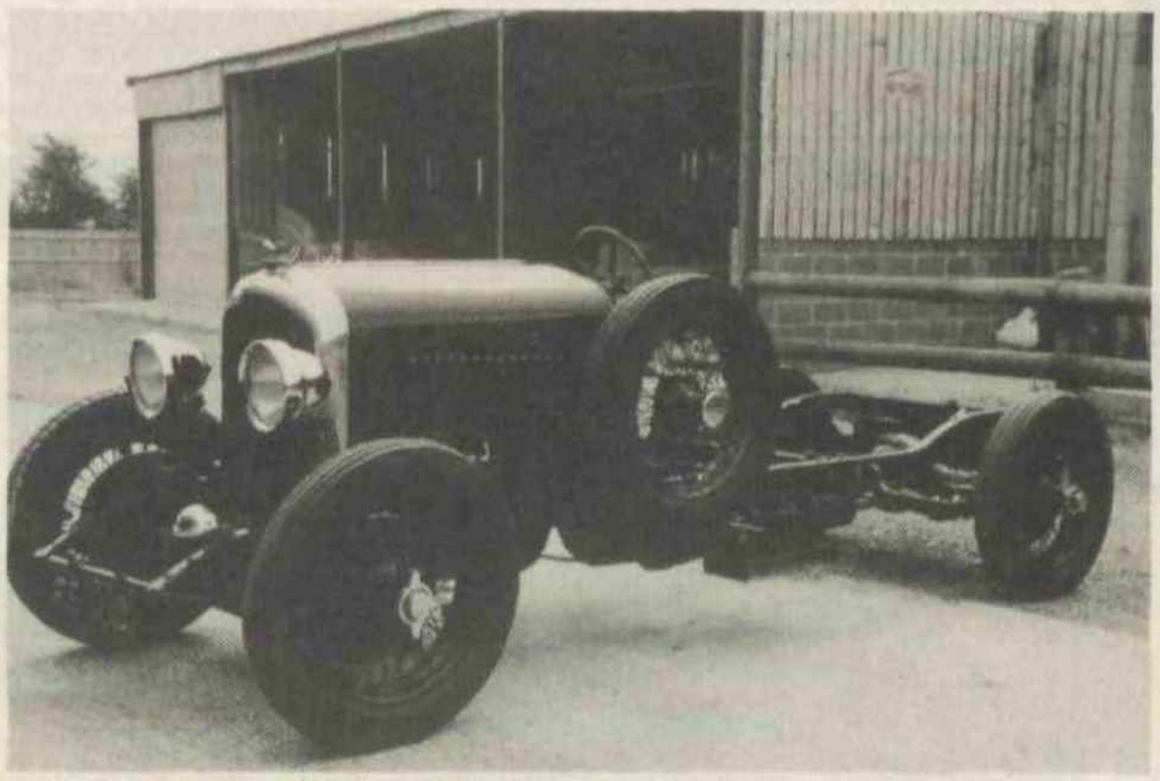
1930 Bentley 4½ litre VdP Tourer. Original. Superb car. Everything as it left the factory 66 years ago. Handsome and unspoilt. So when the salesman said to the first owner "Last you for years", he wasn't kidding.



1926 Bentley 3/4½ litre VdP. Supreme touring car. Loads of grunt. Smooth as butter. True classic Bentley.



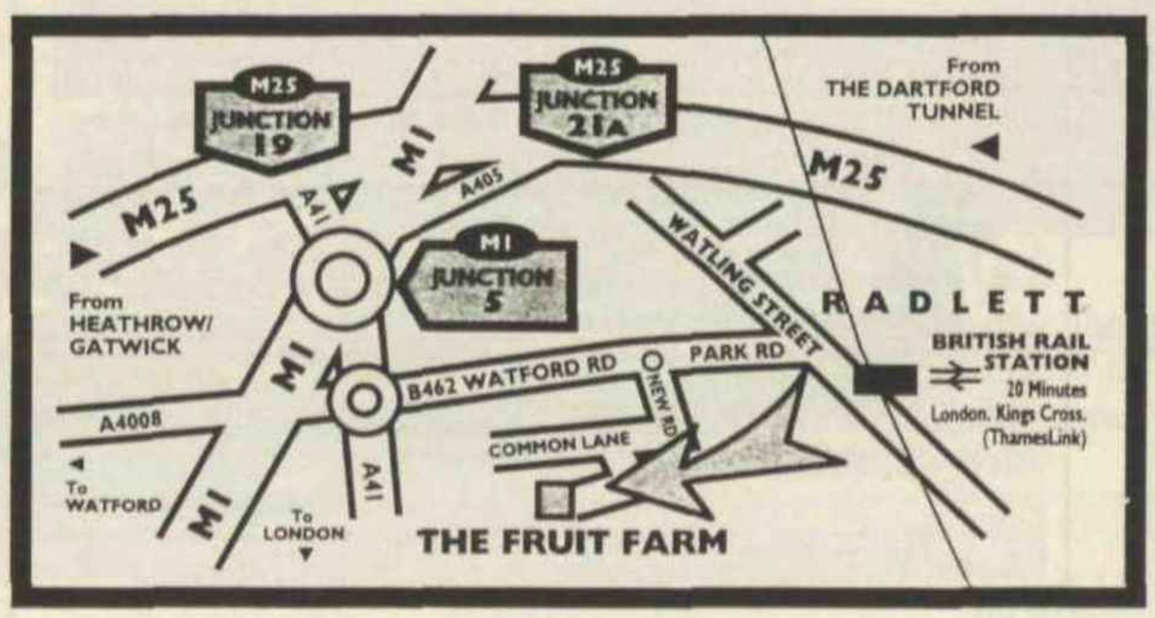
1935 Bentley 3½ litre Derby Special. So pretty and exciting to drive, I couldn't resist. Very classy.



1927 Bentley 4½ litre Rolling Chassis. Complete. Low mileage. Suit 'D.I.Y.' chap. Will provide a photo of a finished Bentley so you can say to the wife that classic Blue Peter line "Here's one I did earlier".



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1938 Lagonda V12 Short Chassis Drophead Coupé. An immaculate restored motorcar, having come recently from the Blackhawk Collection in the USA. This sought after and rare touring car is known to be a low mileage example having spent most of its life in established collections.



1953 Bentley R Type Continental Fastback by H.J. Mulliner. Delivered new to it's first owner in France this car remained in his hands for some 20 years. It has only had some three owners since and the car's history is completely known. The car is equipped with a 4.9 litre engine and manual gearbox and is very rare as it has an original factory sliding sunroof. An exceptional car in first class order throughout.

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1952 Allard J2
1955 Aston Martin DB3S Coupe
1955 Aston Martin DB3S
1966 Aston Martin DB6 Short Chassis Volante, Left Hand Drive
1922 Bentley 3 Litre Speed Model Tourer by Cadogan
1930 Bentley Speed Six Open Tourer by Corsica
1934 Bentley 3½ Litre DHC by Park Ward
1935 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1935 Bentley 3½ Litre Sedanca Coupé by Freestone & Webb
1937 Bentley 4¼ Litre H.R. Owen Sedanca Coupé by J Gurney Nutting
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1926 Bugatti Type 37A Grand Prix
1935 Bugatti Type 57 Stelvio Drophead Coupé
1935 Bugatti Type 57C Supercharged Stelvio Drophead Coupé
1963 Jaguar E-Type Competition Lightweight
1965 Lamborgini 350 GT
1967 Lamborgini 400 GT
1968 Lamborgini Muira S
1933 Lagonda M45 T7 Tourer
1936 Lagonda LG45 DHC
1938 Lagonda V12 Short Chassis DHC
1936 Maserati 6CM
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1920 Rolls-Royce 40/50 Silver Ghost, Brestor Phaeton
1927 Rolls-Royce Phantom I Playboy Roadster
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

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