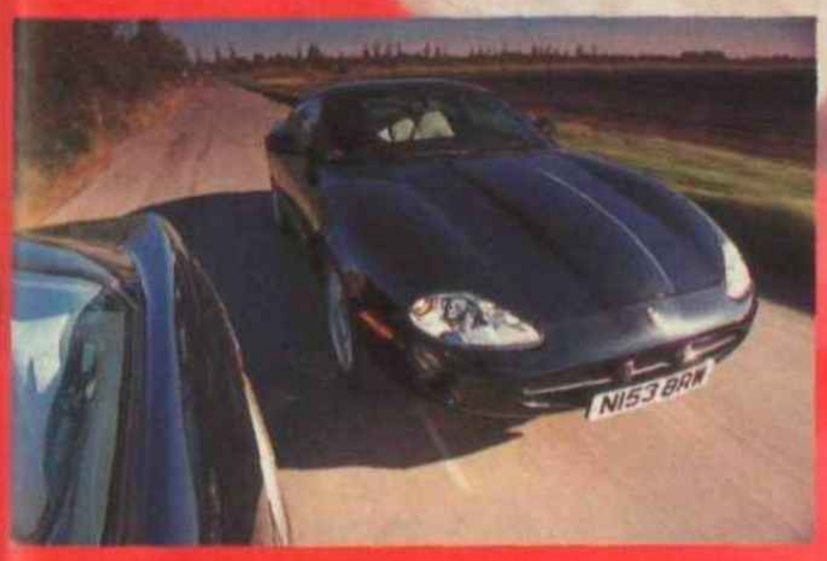
MOTOR SPORT

DECEMBER 1996 FOUNDED IN 1924 £2.20

Amon

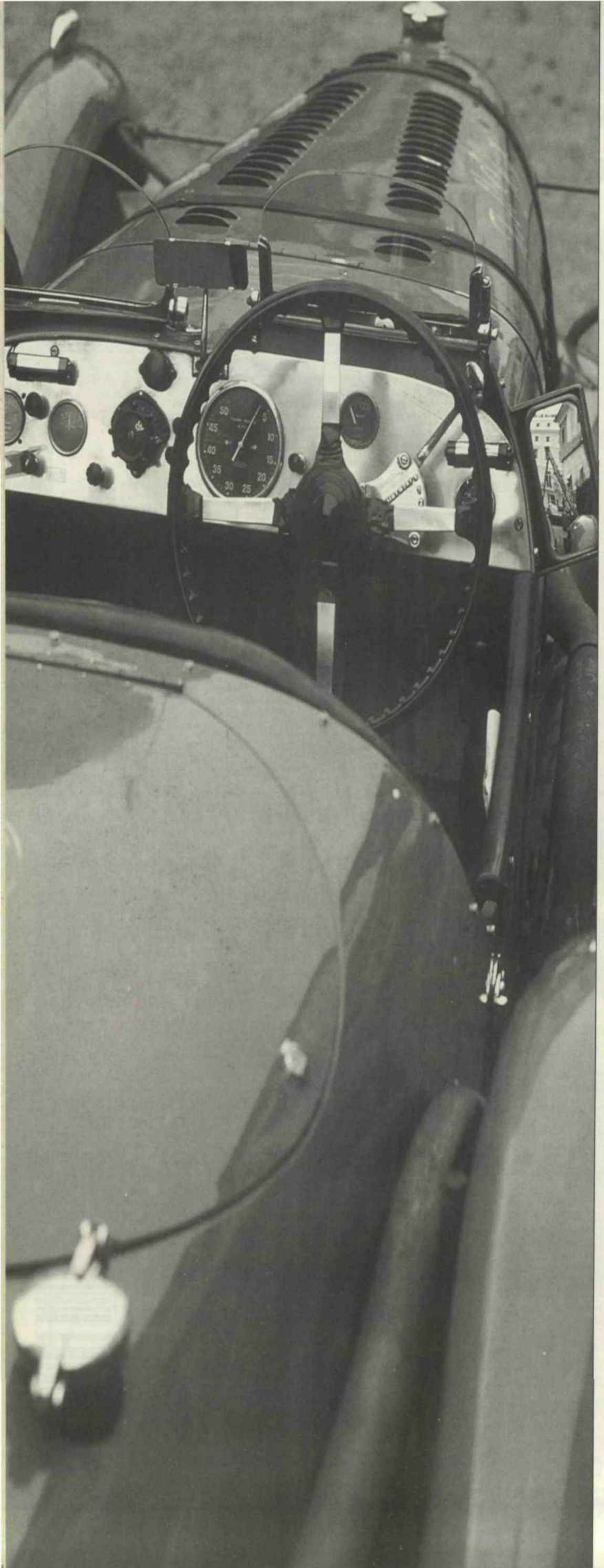
Bad luck or bad judgment?



Jaguar XK8 v BMW 840

Why Lola is back in F1 ★ Classic Rally Alpine ★ GT racing's cloudy future

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London 1997

25th February

After a highly successful year of important sales in 1996, Coys are pleased to announce a sale of British and Continental Touring Cars to open our 1997 calendar of auctions.

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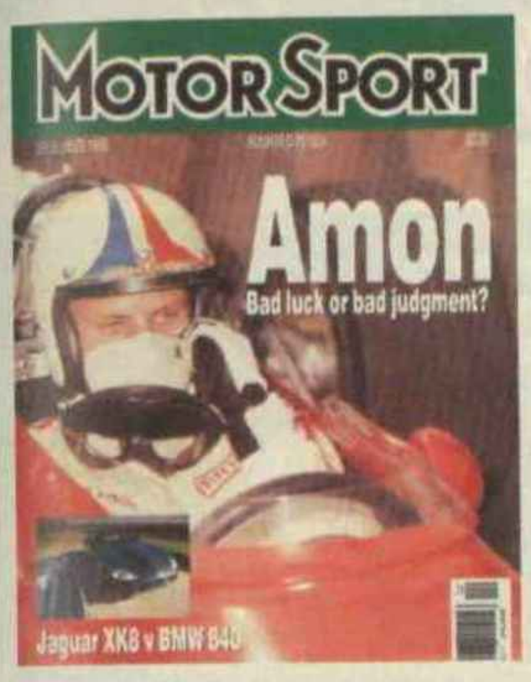
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Chris Amon: World Champion who never had the chance, or over-optimist who peaked too soon?

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RETROSPECTIVE: CHRIS AMON It's 20 years since this popular New Zealander walked away from Grand Prix racing, with no wins to his credit despite countless near misses.



LOLA RETURNS TO F1 After a catalogue of customer deals, the Huntingdon manufacturer returns to Formula One on its own terms in 1996. What lies in the past? What does the future hold?

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POSTCARD FROM AMERICA The American Grand Prix. Or rather, the lack of one.



SPORTS CAR RACING The BPR GT series stands at a vital crossroads. Will it flourish or, like its Group C antecedent, wither and die?



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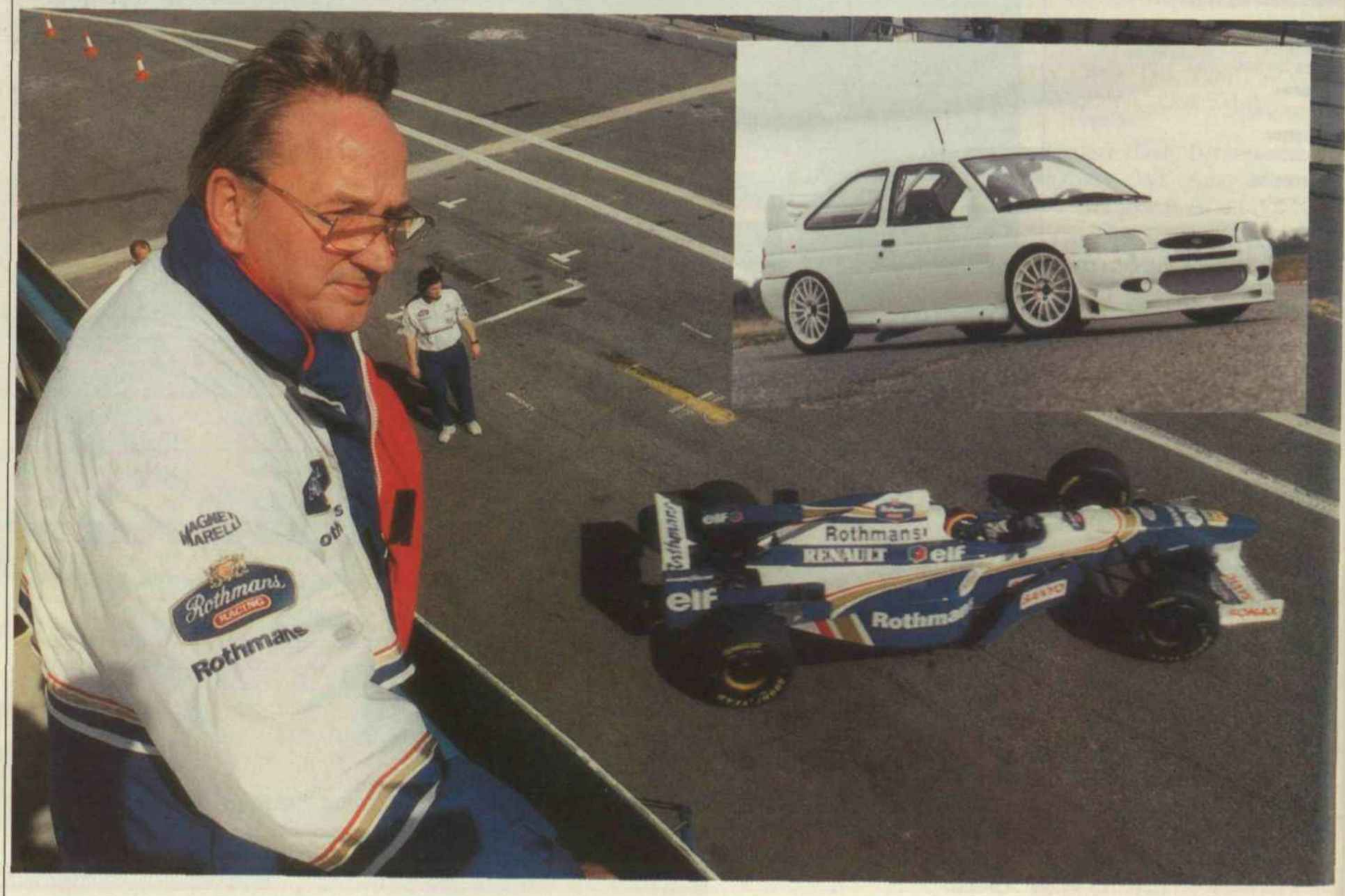
DIARY

THE MONTH IN MOTOR SPORT

Damon Hill gets to grips with Bridgestone tyres on a Ligier JS41 at Suzuka (below), while Heinz-Harald Frentzen acclimatises to Hill's old perch at Estoril (bottom), overseen by his father. Right inset, future Stewart team-mates Rubens Barrichello and Jan Magnussen shake hands. Lower inset, Ford's new World Rally Car.







YOUNG, FREE AND STIFLED

This month, we reflect on the career of Chris Amon, a man habitually recalled as one of motor racing's natural greats, even though not one of his 96 World Championship Grand Prix starts yielded a victory.

At a time when Formula One drives are ever harder to come by, it is remarkable to recall that Amon got his first World Championship opportunity when he was still a teenager. It happened because he was perceived to be talented; today, it would more likely have happened if he was perceived to be wealthy, or a dead-cert mine of publicity . . .

Perhaps Amon *was* dragged into Formula One too soon, but at least the openings were there.

As a New Year dawns, is modern Formula One really showing signs of recessions from the dull conservatism which marked the 1980s and much of the early '90s?

Stewart GP is giving Jan Magnussen his chance; Jordan is looking to Ralf Schumacher, Ligier to Shinji Nakano; Giancarlo Fisichella will likely drive something after a frustrating part-season with Minardi.

The truth, however, is that commercial convenience continues to hold sway. There is still no room in Formula One, it seems, for reigning F3000 champions, the very men who emerge from the FIA's self-appointed training ground.

Formula One requires a healthy blend of youth and experience, and at the moment the balance simply isn't right.

We will never again enter an era where youngsters can drift into Formula One as easily as Amon once did, but it would be nice to think that the FIA could devise a means of giving them a helping hand.

The oft-discussed concept of teams entering third cars at selected Grands Prix might open a few doors, so long as it isn't at the expense of smaller outfits' qualification prospects. Imagine the British F3 series leader being allocated a Williams at Silverstone, or their Italian counterpart getting a Benetton to use at Monza.

It would add interest and, yes, a little expense, but it offers commercial possibilities, and it requires some thought. **S A**

MOTOR SPORT's new home

As part of the process of amalgamation with Haymarket, MOTOR SPORT is moving to new offices within the group, after 31 years in Bonhill Street. (And for the 30 years before that, the offices were only yards away in City Road.)

Simon Arron and Mark Skewis, who have managed the title for the past couple of years, will remain at Bonhill Street, to concentrate on developing *Motoring News*, MOTOR SPORT's weekly sister. Gordon Cruickshank, MS's deputy editor, and John Deverell, advertising manager, will transfer to Teddington, to work with a new editorial team.

With effect from mid-November, all letters, editorial enquiries and advertising matters should be addressed to:

Motor Sport Magazine, Teesdale Publishing, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Tel: 0181 943 5000.

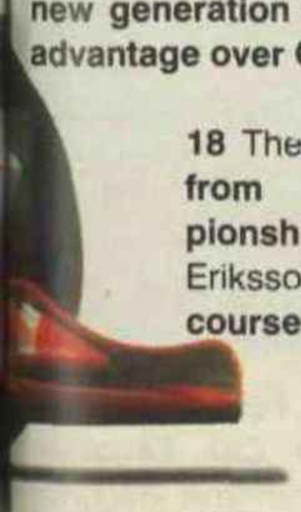
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OCTOBER

17 The **FIA bans four-wheel drive from super touring** from 1998 onwards, citing that it is **"impossible to reach a satisfactory equivalence"** between two- and four-wheel drive. **Audi** responds by saying, "We are **not happy** with the decision."

17 Arrows' **Ricardo Rosset** sets a time **four seconds quicker than his qualifying time for the Japanese GP** during testing at Suzuka with **new Bridgestone tyres**.

18 World Rally Cars participating in regional championships events will be allowed to use **34mm air restrictors**. The move means that the **new generation** of rally cars should have an **advantage over GpA and kit car machinery**.



18 The **Malaysian Rally** is **ejected from the Asia-Pacific Championship**. The '96 event saw Kenneth Eriksson **crash head-on into a course car**.

18 The **FIA** announces a **14-round World Rally Championship calendar** for '97.

19 Ford unveils a new **Formula Ford World Series** for '97, culminating in a **'World Final' at Brands Hatch**. The **winner of the final** will receive **tests in a Stewart F1, F3 and Ford touring car**, plus a **£20,000 cash bonus**.

20 Ralph Schumacher wins the **Formula Nippon title** at Fuji, despite **spinning off after three laps**.



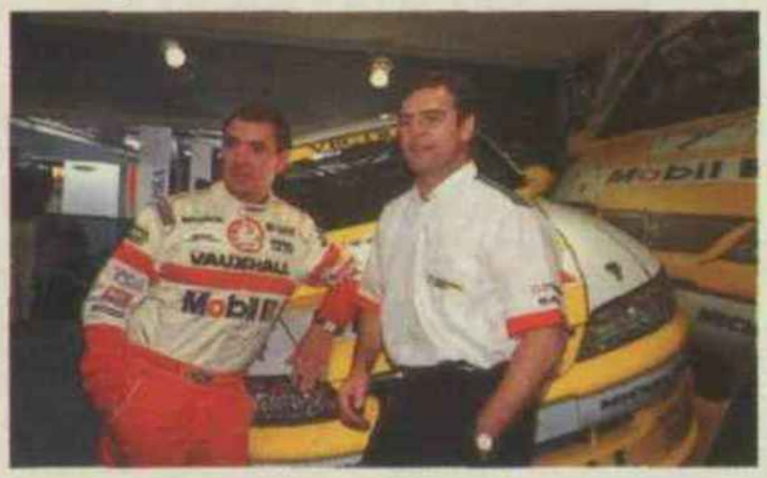
20 Australian **Mark Webber** (above) wins the **Formula Ford Festival** at Brands Hatch in his **works Van Diemen**. He finishes ahead of Brit **Tommy Field** and Dutchman **Michael Vergers**, who started his semi-final from the **back of the grid**. Local man **Mark Marchant** wins the **Kent-powered section** in a **Jamun**.

21 Ford announces a **new rally championship for its Ka model**. The series will follow most **Mintex National** rounds.

21 The **FIA** states that the use of aircraft-style **black box accident data recorders** will be **mandatory** next season. The equipment will be supplied **free of charge** to the teams.

23 Blackpool-based sports car manufacturer **TVR** announces that it will enter a **V12-powered GT1 car** *in the* **Global GT Series** *in* '97.

23 Heinz-Harald Frentzen conducts his **first F1 test for Williams** at Estoril. Frentzen makes a ***sound start*** *to his testing programme*, although he does endure **one spin**.



25 Former F1 star **Derek Warwick** (above, right) signs for **Vauxhall's BTCC attack** in '97, in effect driving for his own team, **Triple Eight Engineering**.

25 Talks between the **FIA** and the **BPR Organisation** end in deadlock over **TV rights**.

25 Alister McRae tests the **VW Golf kit car** in Donegal. The first stages of development for the SBG-built car go well and a **gravel test is planned** prior to the RAC.

25 Former F1 World Champion **Michael Schumacher** confirms his participation in the **Paris-Bercy Elf Masters kart event**.

25 Ari Vatanen/Christian Tiber win the Hong Kong-Beijing Rally, finishing less than a minute ahead of Mitsubishi team-mates **Richard Burns/Robert Reid**. Subaru's challenge falters, as both **Kenneth Eriksson** and **Piero Liatti** crash out. Mitsubishi introduces **team orders** during the final leg to secure a **1-2-3**.

26 David Coulthard (below) enters **legal action** against his management group **IMG**. Coulthard's writ alleges that IMG **took advantage of him** during his F3000 season in '92.





27 Manuel Reuter (above) wins the **International Touring Car Championship** at Interlagos in Brazil. The races are won by Alfa's **Alessandro Nannini** and **Nicola Larini**, although local F3 racer **Max Wilson** stars by **leading the second race** in his first ever ITC event.

28 Rubens Barrichello confirms his move to **Stewart Grand Prix** for '97.

28 Prodrive confirms that it will enter **Colin McRae** in next year's **China Rally**, the replacement for the **Hong Kong-Beijing** event.

28 F1 star **Martin Brundle** announces his intention to contest the **RAC Rally** in a Ford Escort Cosworth. Brundle has **never taken part in a major rally before**, although he has **tested** works Lancias and Subarus.

29 BMW confirms that it is to **pull out of the BTCC**. Former series winning team **Schnitzer** will instead concentrate on the Munich firm's **GT programme** with the **McLaren F1**.

29 Tom Davis scoops the valuable **Elf 'Fast-rack' prize** of a year at the French **'La Filière' motorsport university**.

29 Manx International Rally winner and European Champion **Armin Schwarz** (below, left) signs a deal with **Ford** that makes him Carlos Sainz's team-mate for the '97 season. The German brings **sizeable sponsorship** from a mobile telephone company, enabling him to **oust Bruno Thiry** from the Repsol-backed camp.



31 Brands Hatch Leisure reveals that its shares will be floated at 157p, giving the group a **value of £34.3m on the stock market**. BHL forecasts **pre-tax profits of £2.5m** this year.

NOVEMBER

1 Ken Tyrrell announces an **alliance** with former driver **Satoru Nakajima**, which will bring both **sponsorship** (in the form of long-time Nakajima ally PIAA) and a **new test driver**, Toranosake Takagi.



2 Subaru launches its **new rally car**, the Impreza 555 WRC 97, at a **glitzy bash** in Spain, above. The first device designed to comply with the **FIA's new World Rally Car** rules, the WRC 97 is **wider** than its predecessor and features **heavily revised aerodynamics**.

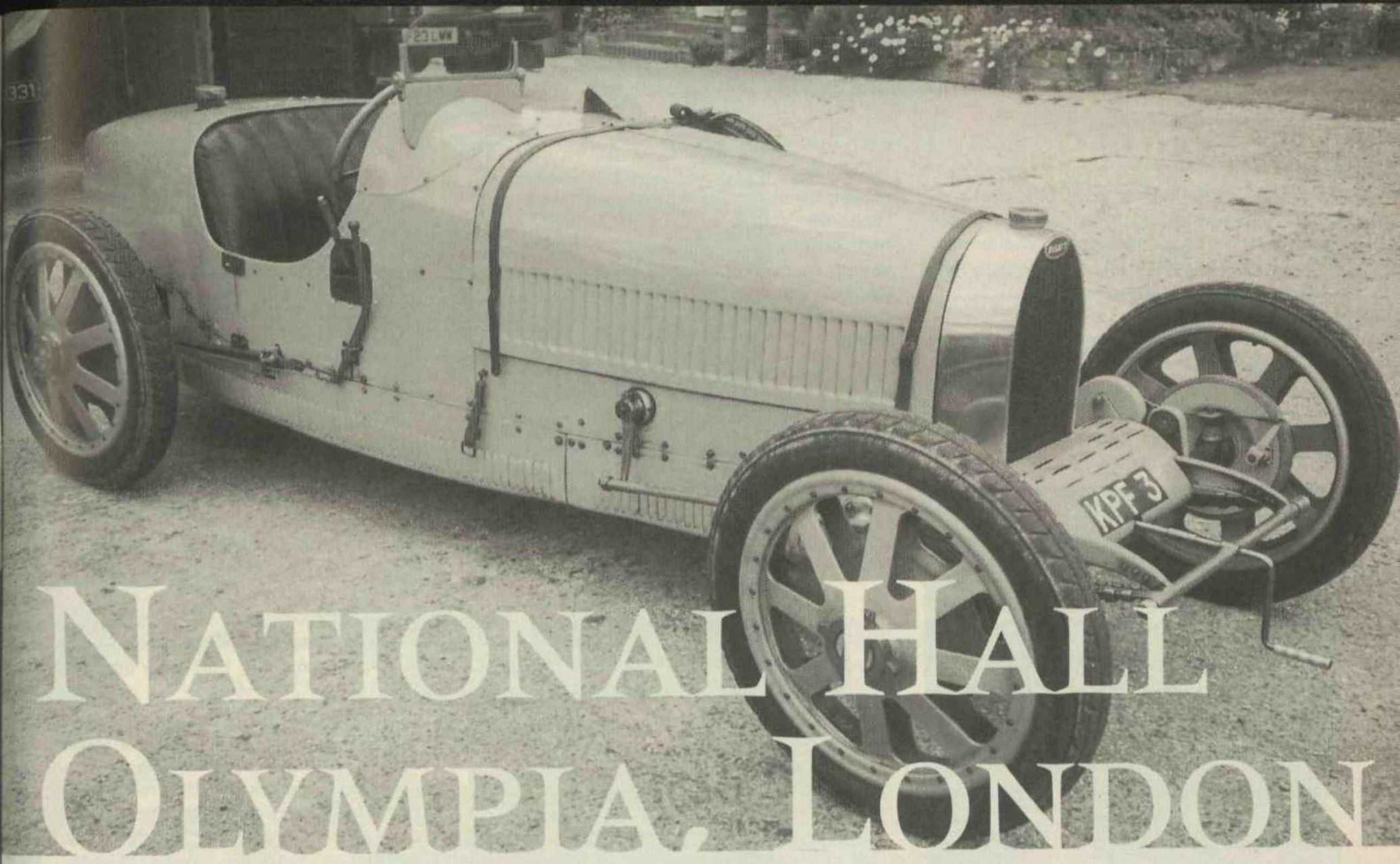
3 Not to be outdone by Subaru, **Ford** reveals a mock-up of its **World Rally Car Escort**. Although it is based heavily on the Escort Cosworth, the new machine gives the blue oval the opportunity to make **several major revisions**.

3 Alain Menu, below, dominates the revived **Tourist Trophy** at Donington Park. The Renault Laguna driver secures pole position, sets fastest lap and beats Kelvin Burt by three seconds over the 80 laps. **Germany** wins the **Formula Opel Nations Cup** at the same meeting.

3 It is announced that the **PPG Indy Car World Series** will visit **Japan** in 1998, as part of a **three-year deal** with the **Honda-built facility** at Motegi.

3 The **Porsche GT1** of **Emmanuel Collard/Ralf Kelleners** wins the Global Endurance race at **Zhuhai in China**, but **Ferrari** claims **maximum points** thanks to **Eric Bernard/Jean-Marc Gounon/Paul Belmondo's** second place.





National Hall Olympia, London

A Sale *of* Highly Important Collectors Motor Cars, Automobilia *and* Motoring Art

December 2

Brooks end-of-season sale is the highlight of the year with last year's event seeing some £3 million worth of important motor cars sold. Brooks' traditional pre-Christmas sale is recognised as the most important marking the end of the year and this year's promises to be no exception. The '96 sale will take place in the splendid surroundings of the National Hall, Olympia and will include this 1925 Bugatti Type 35, formerly in the Charles Moore collection. Also to be offered is the Dr Finlay collection of cars as used in the famous Scottish Television series.

1955 AC Aceca
1923 AC Tourer
1931 Alvis 12/50
1921 Angus Sanderson 14.3 DeLuxe Tourer
1965 ASA Spyder 1000GT SU
1963 Aston Martin DB4 Series III Saloon
1979 Aston Martin V8 Volante
1964 Austin Healey 3000 MKIII
1921 Austro Daimler Boat-Tailed Tourer
1925 Bayliss-Thomas 11/22hp Tourer
1934 Bedford YBC Van
1925 Bugatti Type 35, ex-Charles Moore
BOC Bugatti Type 51 Replica
1958 type BRM Type 25
1925 Chevrolet Torpedo
1974 Citroen Maserati
1937 Daimler Light 20 Drophead Coupé
1903 Darracq Rear Entrance Tonneau
1901 De Dion Tonneau
1926 Delaunay Belleville
1969 Ferrari 365GT 2+2
1969 Ferrari 365 GTC
1980 Ferrari 512 Boxer
1913 Fiat Tipo 56 Open Drive Limousine
1952 Healey Tickford Saloon
1929 Isotta-Fraschini Tipo 8A Sedanca de Ville
1938 3½ litre Jaguar SS 100
1973 Jaguar E-Type V12 Roadster Automatic
1959 Jaguar XK150 Roadster, ex-Tony Vandervell
1991 Lamborghini LM129
1953 Lagonda 3-litre Drophead Coupé
1934 Lagonda M45R Team Car
1934 Lagonda M45T7 Tourer
1938 Lagonda V12 Drophead Coupé
1953 Lancia Aurelia B20 GT
1919 London Omnibus
1959 Lotus Elite SI
1955 Maserati 250 F Grand Prix Single-Seater
1967 Mercedes-Benz 250SL
1966 Mercedes-Benz 250SE Coupé
1955 Mercedes-Benz 300SL Gullwing
1956 Mercedes-Benz 300SL Gullwing
1981 Mercedes-Benz Berline AMG
1935 MG PB Ex-Betty Haig
1934 MG NA Tourer
1938 MG SA Tourer
1939 MG VA Drophead Coupé
1948 MG TC
1913 Peugeot Bebe
1929 Pierce-Arrow Club Coupé
1929 Pierce-Arrow four-light sedan
1934 Sunbeam 20h.p. Saloon
1956 Talbot-Maserati Sports Racing Two-Seater
1971 1.6-litre Tecno-Ford F2
1935 Triumph Gloria Six Tourer
1926 Vauxhall 20/60 Tourer
1991 Wingfield D-Type Replica

Dr. Finlay Collection
1947 Austin 8 (Dr. Finlay)
1938 Austin 10 (Nurse Brenda)
1936 Morris 10 (Dr. Cameron)
1946 Rover 10 (Janet Livingstone)
1937 Rover 12 (Village Car)
1947 Ford Prefect (Dr. Napier)

For further information concerning this or any other Brooks sale, or any aspect of entering a car for auction please call Malcolm Barber, James Knight, Stewart Skilbeck or Michael Worthington-Williams on 0171 228 8000. Catalogues will be available price £20 UK/£25 overseas. Please call 0171 228 8000. Credit cards are accepted. For the 1997 sales calendar and subscription form please contact Rachel Basham on 0171 228 8000.

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BROOKS
SPECIALIST AUCTIONEERS AND VALUERS

4 Lola, still aiming to enter F1 in 1997, announces a **major sponsorship package with MasterCard**. Said to be worth over **40 million dollars**, the deal is another **vital breakthrough** for the team, which is expected to announce **Tom Kristensen** as a driver.

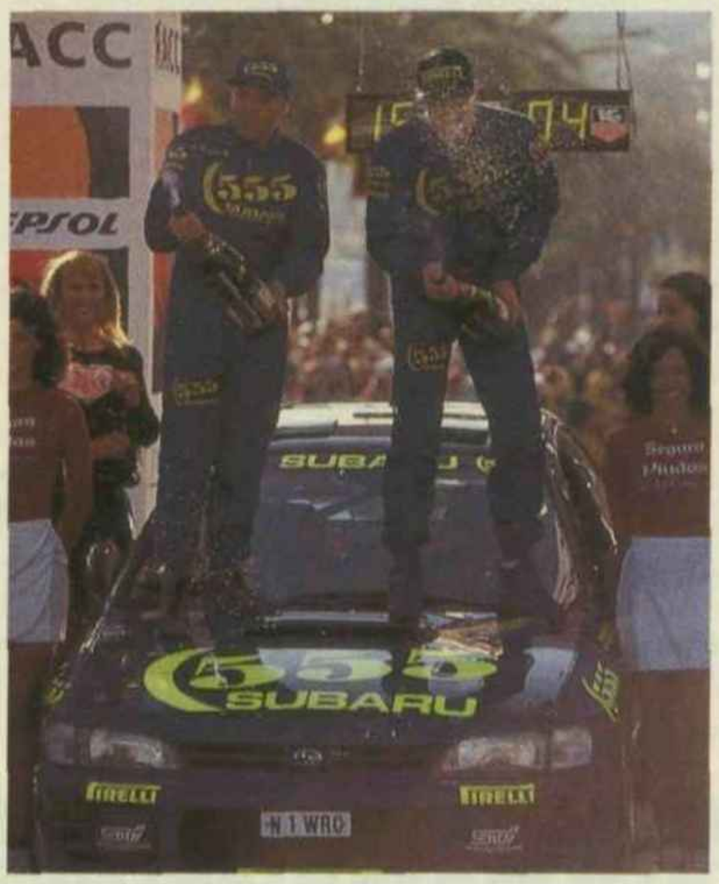
4 Nissan reveals that it is **working with TWR** to build a **GT supercar for the 1997 Le Mans 24 Hours**. The Japanese manufacturer's machine will use a **twin-turbo, 3.5-litre V8 engine** and be available for both road and competition use. A **Skyline GT2** programme is also rumoured.



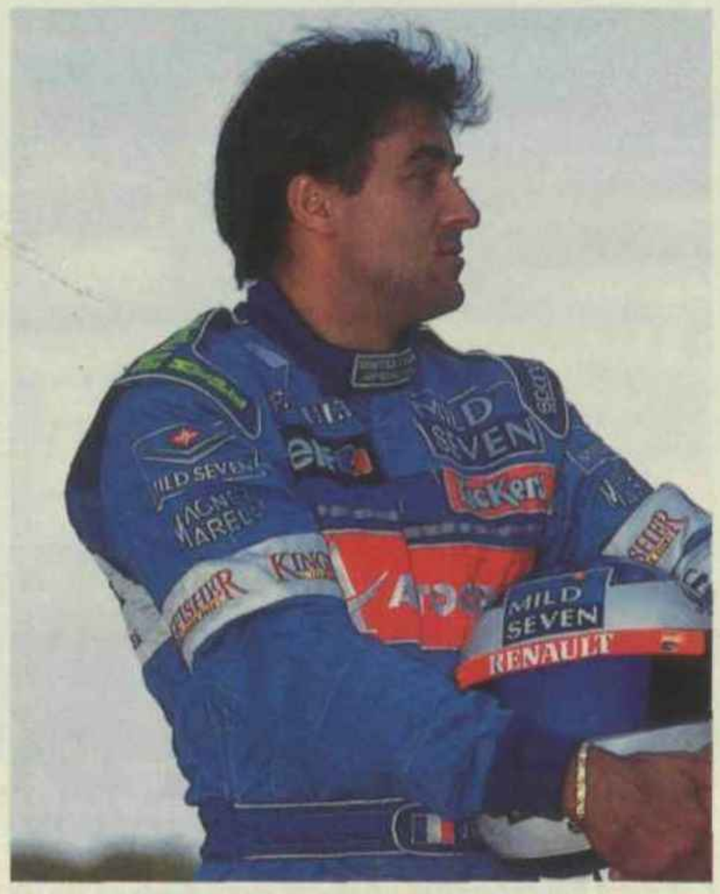
5 Jean-Christophe Boullion, above, impresses in his first F1 run with **Jordan**, but **crashes on the final day** at Estoril and **suffers bruised knees**.

5 Formula Renault Sport Champion **David Cook** tests a **Williams-Renault FW18** at Silverstone as part of his series prize. Spider Cup winner **Jason Plato** also enjoys a run in a **Williams-run Laguna** super tourer.

5 ITC racer **Alexander Wurz** has his **first test** in a **Benetton F1 car** at Estoril.



6 The final round of the World Rally Championship, the **Catalonia Rally**, is won by **Colin McRae/Derek Ringer**, above, ahead of Subaru team-mates **Piero Liatti/Fabrizia Pons**. A thrilling tussle ensues when **Prodrive's David Richards** decides – unlike last year – **against team orders**, and the Scot wins through by just **seven seconds**. **Bruno Thiry/Stéphane Prevot** are third, while Ford team-mates **Carlos Sainz/Luis Moya roll out** on the **very first stage**.



6 Disenchanted Benetton star **Jean Alesi** (above) reportedly has a **crisis meeting** with his employers **over his future with the team**. Alesi is **tipped to leave the Enstone outfit** and join Ralf Schumacher at **Jordan**.

7 Colin McRae shakes down **Subaru's new World Rally Car** in Catalonia and **declares the machine "an improvement"** over his regular Gp A version.



7 Jörg Müller (above) is **confirmed as the F3000 Champion** after a **court hearing** in Pa
Rival Kenny Bräck's protest is thrown
although his team, **Super Nova**, has its
reduced to $20,000 for not bringing Bräc
when he was **shown the black flag** at Ho
enheim.

9 Mercedes motorsport chief **Norbert Ha**
hints that the marque will **embark on a su**
touring programme in 1997, after the **dem**
of the ITC.

10 Opel adds the **ITC manufacturers' crow**
Manuel Reuter's drivers' title in the final ro
of the series at Suzuka. **Dario Franchitti** w
the first race in Japan, but **crashes out** of
second, which is won by '95 champion **Be**
Schneider.

11 Sauber announces a **huge coup** by c
cluding a deal with **Ferrari** to run the Maran
concern's **V10 engines** in 1997. The engi
will be badged as **'Sauber Petronas V10s**
deference to the Swiss outfit's **Malaysian sp**
sor. Ferrari then says the deal is off, beca
the announcement was premature.

11 Minardi confirms that it will **utilise**
engines in '97.

13 Damon Hill tests a **Bridgestone-shod T**
Arrows F1 car for the **first time** at Suzuka.



Sauber mechanics fettling a Ford V10. Will it be a Ferrari in '97?

DECEMBER FIXTURES

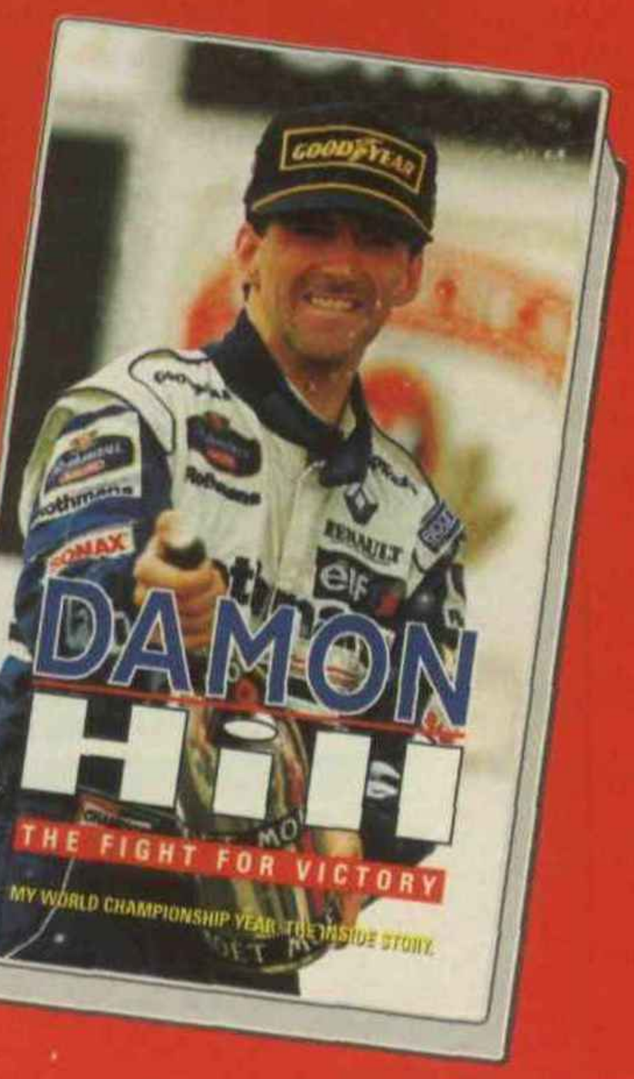
Date	*Venue*	*Event*	*Type*
Dec 1	Kyalami, S A	Touring Cars	INT
Dec 7	Killarney, S A	Touring Cars	INT
Dec 7-10	Land's End	LE JOG	N
Dec 28	Eppynt	Coronation Historic Rally	N
Dec 29	Tavistock	MGCC Cream Cracker Trial	F
Dec 30-31	Ilfracombe	Ilfracombe Historic Rally	F

MY WORLD CHAMPIONSHIP YEAR. THE INSIDE STORY ON VIDEO.

The determination of one man to achieve his dream is captured here on video in Damon Hill's personal account of his road to victory in the 1996 Formula I World Championship. The races, the sweetest victories, his departure from the William's team, the set backs at Monza and Estoril, his World Championship victory at Suzuka, tactics, life with his family and even what goes through his mind as the lights go out above the grid...

DAMON Hill

THE FIGHT FOR VICTORY



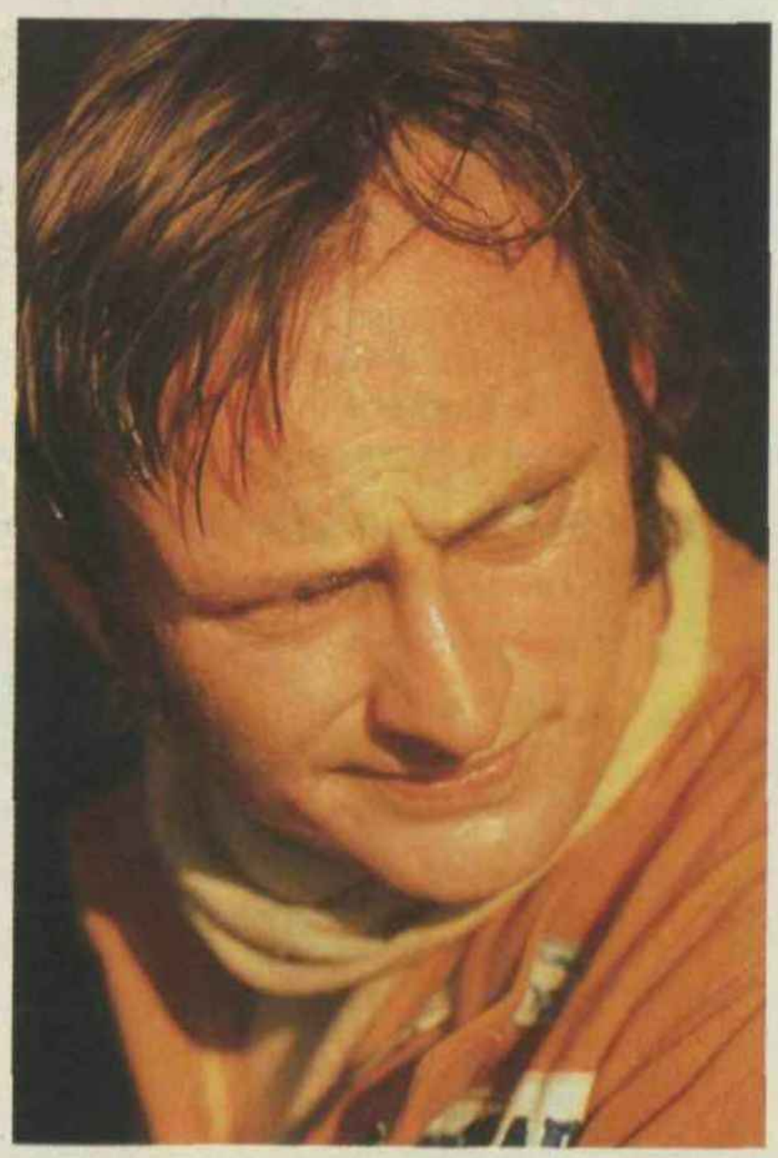
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Unlucky STAR?

No-one doubted his skills; but was it ill-luck or bad judgement which kept him from a win? 20 years after his last race, Chris Amon speaks candidly to Mark Hughes



Chris Amon was dominant in the 1972 French Grand Prix, yet he only finished a gallant third, albeit with a stupefying lap record to his name, collected during a recovery drive after a puncture. This race was a turning-point in his mental approach, admits the New Zealander.




Marl
GOODYEAR
Shell
MATRA
Shell
9
9



Spanish Grand Prix of 1969 was a typical Amon performance: a 40sec lead in the Ferrari before retirement.

The French Grand Prix 1972 was a neat paradigm of Chris Amon's F1 career, encapsulating both his sublime talent and appalling luck. Clermont-Ferrand was the venue: a sinewy, hilly circuit, five miles of fast bends and blind apices cut through sheer cliff face. In qualifying Amon was in stunning form, debuting the new MS120D Matra on pole for the team's home race by almost a second. Stewart and Fittipaldi, the two drivers fighting out the world title that year, were respectively 1.6sec and 4.7sec slower.

This time, surely, Amon was finally going to win a Grand Prix? Although only 28 years old, it was nine years since he'd made his debut as the then youngest-ever Grand Prix driver, and for much of that time he'd been recognised as one of the absolute best. Jochen Rindt used to say he feared only two drivers — Stewart and Amon. Yet his three seasons at Ferrari had yielded only an agonising series of near misses, ignominious retirements wrested from the jaws of majestic triumph time without number. But today, as Amon jumped into an immediate lead and effortlessly pulled away from Hulme, Stewart and Ickx with that beautiful flowing car control of his, he had a feeling: "Just every now and again you get a little feeling that perhaps there's nobody out there who can do it quite as well as you today. That was one of those days."

Indeed it was. Approaching half distance, Stewart had got past Hulme for second but there was absolutely nothing he could do about the flying Matra. Time for Amon's malevolent jinx to intervene yet again. At the end of the 18th lap Stewart's Tyrrell flashed by in the lead as Amon limped his car to the pits, left front tyre punctured from one of the many loose stones littering the track. But even the pit stop, from which he rejoined down in eighth place, did not interrupt his flow: "I desperately wanted to win. On top of all the previous frustrations, there was the impetus to perform well as the French car in the French Grand Prix; I wanted to do my best for them. And it was such a wonderful circuit." That, and probably the sheer anger of being so robbed, saw him perform a quite stupendous recovery drive, fighting through to third, making the passing of such as Peterson and Cevert look like mere blips in his progress; had the race lasted another lap he would almost certainly have passed Fittipaldi for second. He shattered the lap record by 7secs. It was a performance that lit up the entire crowd and post-race saw him receive a rapturous, hero's reception.



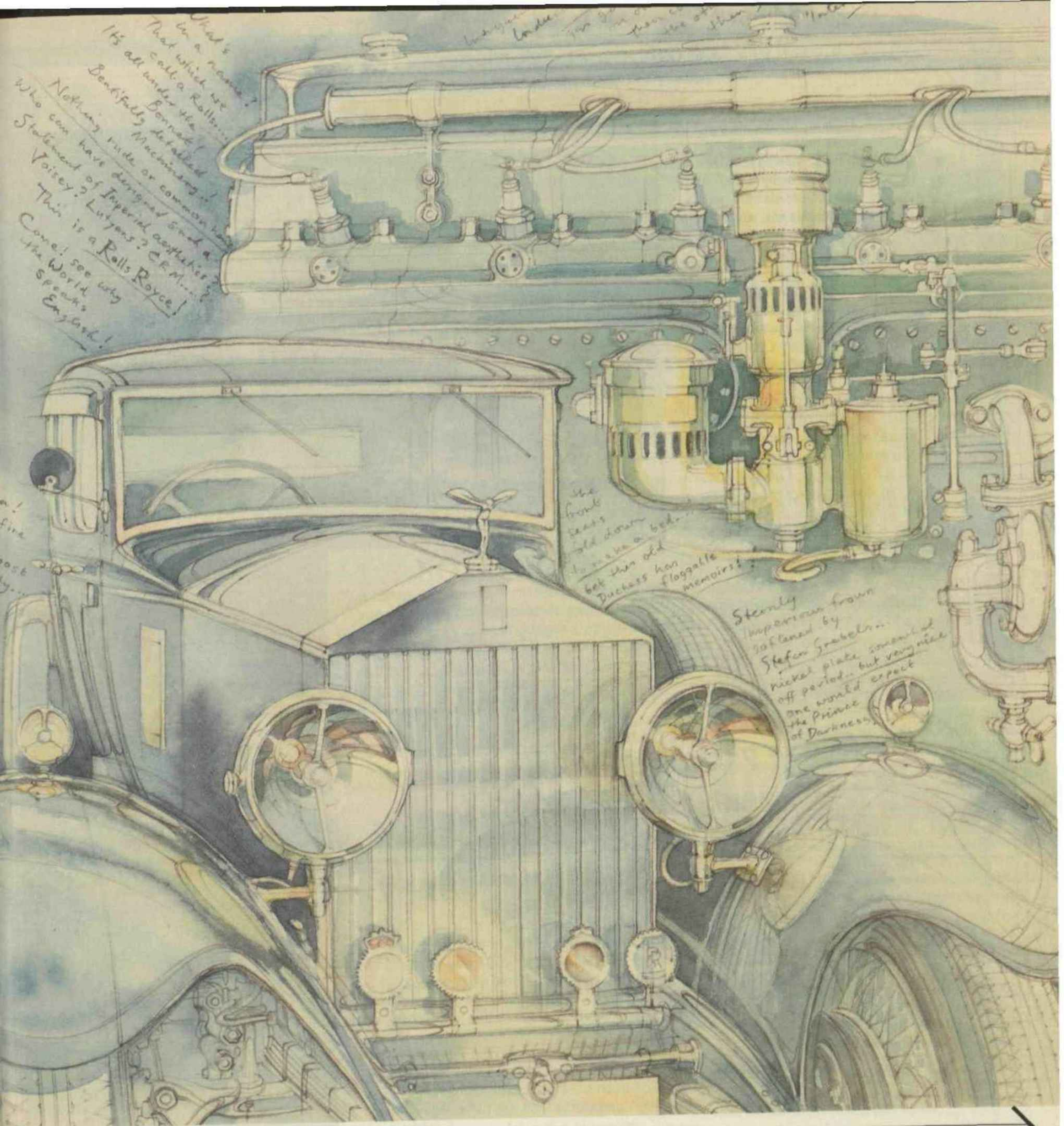
"Subconsciously I thought, 'if it's not going to work this day, it's never going to work'. I was never quite 100 per cent after that."

"From that day on," Chris now maintains, "I started to lose interest. It was probably a turning point in my career. Subconsciously I thought, 'if it's not going to work this day, it's never going to work'." He pauses, as if considering whether he should be revealing this, then adds: "Yeah, I'm pretty sure that's what happened. I never again felt that I really dug down deep, I was never quite 100 per cent after that."

Such startling words add to the enigma of Chris Amon. There was bad luck, sure. But there are those who say there was more to it than just ill-fortune. Jackie Stewart — his nemesis in many ways, a man of arguably no greater driving talent than Amon but who became the most successful driver there had ever been during a time in which Amon failed to notch up one lousy win — habitually cites Amon as a shining example of how to squander a talent through disorganisation and bad decisions. Talking to Amon now, 19 years retired back to his native New Zealand, provides further insight than just those polarised views.

When considering the Amon story, there are two factors whose influence simply cannot be overstated: the absurdly young age at which he made it into F1, and the fact that his native country lies at the opposite side of the planet to where most of the F1 activity takes place.

"I did my first race at 16. Then I used to do hillclimbs with a converted midget racer. It was quite quick up a hill if the wheels and things stayed on, which they frequently didn't." It was a



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From top clockwise: Amon 1968; talking with March's Robin Herd; winning the International Trophy in unloved March 701; his other non-championship win, Argentina 1971; leading Italian GP 1971, Matra MS 120B.

debut born of a farming father comfortably enough off to indulge his son's whim: "The old man was really a horse man, never very keen on cars. Against his better judgement, really, he helped finance me. But the point is, we weren't really talking a lot of money back then." By 1961, at age 17, Amon was racing a Maserati 250F which had cost Dad all of £800. "It wasn't that difficult either to get your fuel and tyres for free. Then after the 250F season I got a call from David Mackay who was selling a wrecked 2.5 F1 Cooper. I bought it, we rebuilt it and he ran it and got sponsorship. So from year two the days of having to pay stopped."

The trigger that shot the teenage prodigy to international prominence was a series of races that later developed into the Tasman Series — Europe's top racers and teams came across to Australia and New Zealand for a pleasant alternative to an off-season winter at home. It gave local talent like Amon an incredibly good opportunity to get noticed and by-pass the struggle of racing's lower ranks.

In '61 he caught the eye of F1 team owner Reg Parnell who reportedly commented that he'd never seen anyone drive a 250F like that since Fangio. Parnell returned at the end of '62 with an offer beyond the hope of any teenager: "He said would you be interested in coming out to Europe? Obviously, I was more than interested. I got a call about 10 days before Easter Monday Goodwood (a non-championship F1 race) saying, 'get on a plane and get over here'. So I got on this piston-engined thing out of Auckland and when I got to Fiji I saw my first Boeing 707!"

"Reg Parnell reportedly commented that he'd never seen anyone drive a 250F like that since Fangio"

Thus did the 19-year-old country boy leave his native land. He would not be back, other than on brief winter visits, for 14 years, a rather different figure to that bright-eyed kid. He arrived in England on Good Friday, had a seat fitting that night, qualified on Saturday, raced to fifth place on Sunday. His mainstream F1 career had started a mere three years after first climbing into a race car. It had come incredibly easily; there was little step-by-step struggle to reach a seemingly impossible goal. It's difficult to avoid thinking that this had a negative bearing later on. Leaving friends and family at the other side of the globe at just 19 clearly took its toll too.



Running with Parnell's privateer outfit, Amon had some reasonable results in '63, "although I always felt that I would have been much more competitive far earlier if F1 had still been for 2.5-litre cars. The 1.5 cars in F1 at the time felt very slow and required a very different technique to what I'd been driving at home." For '64, though, things took a downward turn when Parnell died suddenly. Reg's son Tim took over, but the plan to run their ex-works Lotus 25s with factory Climax engines fell through and some tired old BRM engines were







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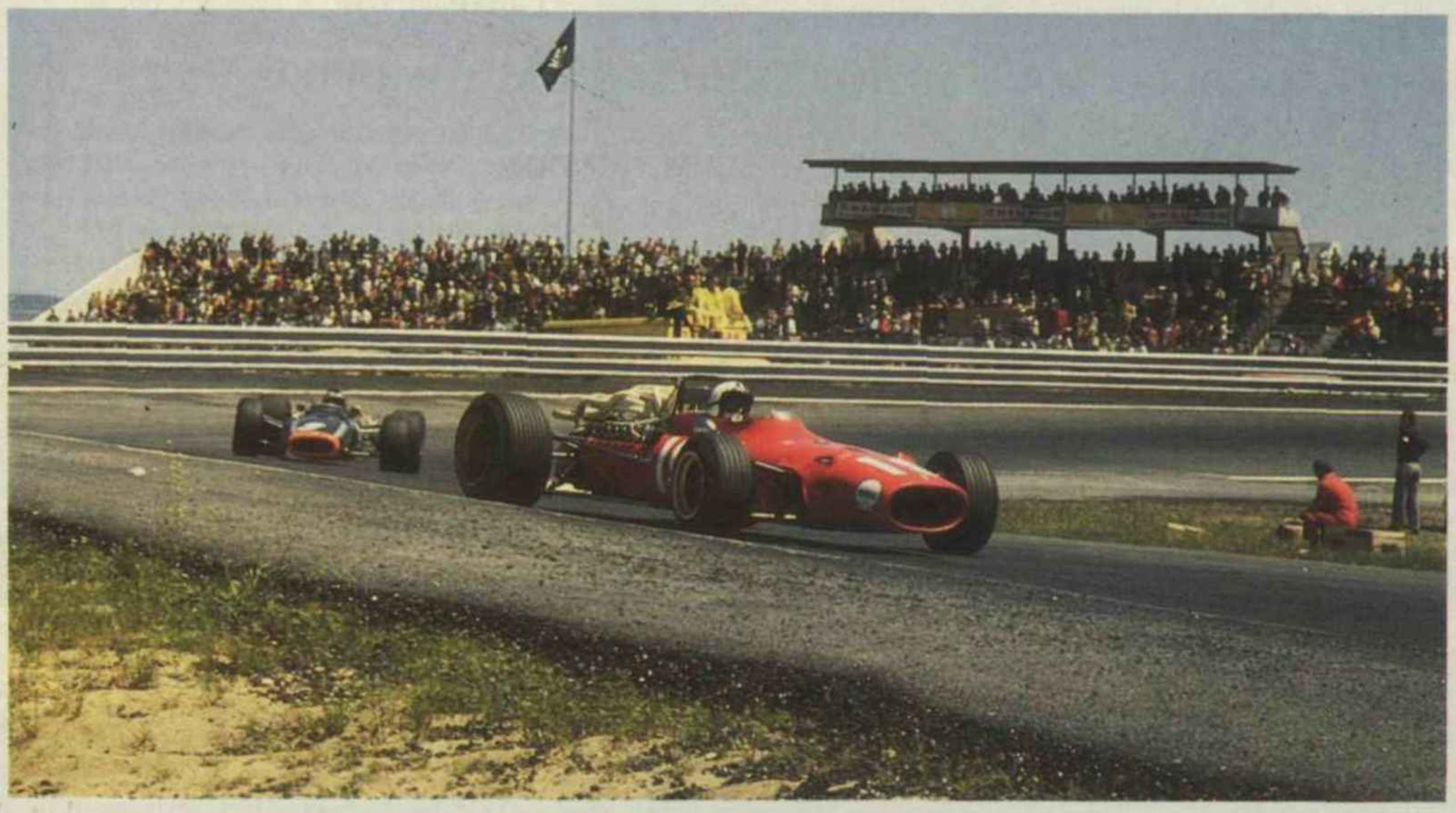
used instead. It wasn't a package that gave Amon much to play with on the circuit, but in the company of team-mates Mike Hailwood and Peter Revson he had a whale of a time away from it. The team disbanded at the end of the year.

"It's funny how one thing leads to another, though," says Amon of his move to McLaren. "Because I was unemployed in F1 in '65, Bruce McLaren asked me to join his fledgling outfit, which led onto other things." It led onto winning Le Mans for Ford with fellow Kiwi McLaren in 1966,



The Tecno period in 1973 proved a disapointment. Right this Le Mans win with fellow country-man Bruce McLaren was a highlight.





and it led to much success in the Can-Am sports car series, big overpowered monsters right up Amon's street. But perhaps more significantly, it led to 15,000 miles of testing for Firestone. "Tyre testing was McLaren's main source of income at that time and as Bruce got busier and busier elsewhere, so I got more and more time in the car."

His sports car successes for McLaren got him noticed by Ferrari, and his extensive test mileage saw that he was able to make spectacular use of Maranello's facilities when he went there in '67. Again, like the original F1 opportunity and the McLaren deal, the Ferrari offer came out of the blue with no chasing or hustling on Amon's part, activities that would have been quite alien for one of such casual, laid-back manner.

Once there, Amon quickly formed a rapport with engineer Mauro Forghieri, who came to consider Amon as not only the finest tester he would ever work with but a driver the equal of Jim Clark. Together they honed the '67 Ferrari into a competitive machine, lacking in power but with fine handling, good enough to take Amon to fourth in the World Championship. With the 48-valve engine it was even more competitive in '68, though still short of power. Nonetheless, Amon and the '68 Ferrari were the fastest combination around, on the front row eight times from 12 races. With just average luck, he would have been '68 world champion. Instead there was just a heartbreaking series of retirements which were no fault of his own, often after displaying complete mastery of



Above: the Spanish GP in '68 was one of many he led before being thwarted by a car failure. Amon's career was to end after failing to start the 1976 Canadian GP, when his Wolf was T-boned in practice.

the game. In Spain, for example, he wasn't just leading the field when retirement came, he was obliterating it. This is where the bad luck tag really took hold. "But some of that bad luck stuff is not necessarily luck," says Amon. "With Ferrari — and later with Matra too — you had just one car or two cars developing that componentry. Everyone else was running kit cars with DFV engines and Hewland 'boxes, so they had 20 or so cars pushing the development along. So I think that influenced the luck side of it."

For the off-season he got Ferrari to contest the Tasman Series, which not only got him back home but saw him beat Rindt fair and square to take the Tasman championship. Not the world title, but as it turned out, it would have to do. The '69 Ferrari became ever less competitive as the year went on (though in the early season there were still glimpses of magic as he built up a 40sec lead in Spain before retirement) and the team's effort petered out even before the season was finished.

For Amon the Ferrari days were over. He left, agonisingly, just before they came good. It was an example of the sort of bad judgment Stewart refers to. What followed, says Amon, "was the most unpleasant and frustrating year of all," with the new March Racing outfit. Promised all sorts of things which weren't delivered, he endured a year that had "more politics by a factor of about 10 than in my whole time at Ferrari." The highlight was the all-time lap record of the old Spa at 152mph on his way to second place behind the untypically powerful and reliable BRM of Pedro Rodriguez.

Amon's post-Ferrari career — though distinguished by two non-championship F1 wins in 1970 and 1971 — seems characterised by jumping from one bad situation to another, to whatever



ship happened to come along, with no clear strategy. It was an approach that had always worked for him before. Now it had ceased to. The Matra days (1971-72) were a virtual repeat of Ferrari: nice chassis, no power, poor reliability. Two disastrous seasons, first with Tecno, then attempting to build his own car, followed, and by now retirement back to New Zealand was increasingly on his mind. Yet why during this period did he spurn an offer to return to Ferrari in favour of Tecno? Amon says it would have upset a sponsor. Then why did he go ahead with his own car rather than accept the offer of a Brabham drive in '74? Amon explains that it was out of loyalty to the designer of his car. Not the decisions of a typically career-minded racing driver.

Another fling with a low-budget team, Ensign, in '75 and '76 seemed destined to have a similar ending to the others, yet it was to give Amon the chance to remind the F1 world one last time of all that wasted talent. He took the little team to the heady heights of third on the grid in Sweden '76, but when the steering came adrift in the race, causing his second major accident in the car, it probably put a seal on things. He left the team after Niki Lauda's Nürburgring accident.

Then the man who'd said yes to Tecno and yes to Ensign turned down offers for 1977 to race with McLaren and Wolf, both absolute top drives at the time. "By then I wanted out, I was very much into coming back to New Zealand. One of the most difficult things for me was always just how far away it was. I'm sure if I'd been born in Europe I would've carried on for several more years. I think in any sport, people don't lose their ability, they lose their motivation, and in my case that was probably brought on by the way of life, the travelling, the hotels. Suddenly you start yearning for a stable environment. You might be telling yourself that you still want to do it, but subconsciously you're winding down."

Those words hold the probable explanation for the low-rent drives he took once the commiserations died down from that day in France '72. For the teenage boy who'd been whisked on a whirlwind away from home, they were the career self-destruct buttons which finally gave him his return ticket back across the Pacific.

They were the decisions that have enabled him to say, from the comfort of his dairy farm in his homeland: "Yeah, I still look back on it all with a bit of frustration, but in a very soft way now, tinged with a lot of fondness. You know, people say I was unlucky; I'm actually lucky that I'm still here. As the years go by you tend to think more and more of the ones who are not here."

"I've got a lot to be thankful for."

WHAT LOLA WANTS,



Lola's best modern era Formula One result was Aguri Suzuki's third place in the 1990 Japanese Grand Prix. Thirty-six years after entering Formula One with funding from the Bowmaker finance house, Eric Broadley (right) has signed a deal with MasterCard. The latter is represented by its Vice President Global Promotions/ Sponsorship, Mava Heffler.

LOLA HAS HAD TO HOLD ON FOR

Paul Fearnley asks Eric Broadley about his patient wait to enter Formula One on his own terms



Formula One is big business. To compete at motorsport's highest level requires a huge financial undertaking. Lola Cars has invested wisely over the past 38 years, salting away the funds generated with a view to eventually moving into its dream racing home, but the escalating costs of the category in recent times have kept it just out of the Huntingdon company's reach. It has overstretched itself on a number of occasions, but is now confident it has the portfolio to succeed.

In 1997, a ground-breaking sponsorship deal with MasterCard will enable Lola to enter Formula One on its own terms, according to its founder Eric Broadley. His company has survived and prospered thanks to acute pecuniary acumen as well as engineering expertise. Lola might not register as easily with the man-on-the-street as, say, Williams or Benetton, yet it has a formidable record of success in a daunting range of formulae, including Indycars, sports and GT cars, CanAm, Group 7, F5000, F3000, Formula Two and Formula Ford. It has proved that Formula One is not the be-all-and-end-all. This is lucky, because, in F1 terms, Lola is distinctly in the red. Broadley insists that he has not taken leave of his senses to enter a formula which has left him with a few bruises over the years.

"There are very good business reasons for doing it," he stresses. "Due to the efforts of Bernie Ecclestone, Formula One — along with Indycars — is the most stable formula in motor racing. It's also the strongest formula, and we need to be in it.

"The whole thing is about exposure. Sponsors are in it for commercial reasons. It's very expensive to get into Formula One, and it's difficult to find sponsorship if you are not in — it's very Catch 22. You need big finance, because you can never do enough development or testing. We have been working hard for the past three years to make this happen — now we're ready. There is a deep-seated ambition to be successful in Formula One, but it's not the main driving force behind the decision."

The marque's relationship with Formula One has been stand-offish, Lola happy to share hide behind or share the limelight with Bowmaker, Honda, Embassy Hill, Haas and Beatrice, and Larrousse. But none of these proved satisfactory. Lessons have been learned.

"It's not just about marketing and finance," says Broadley. "The actual engineering control of it is vitally important — it's impossible to compete in F1 without it. We discovered that over the years. We have tried to get back into Formula One in various ways, but it has all gone horribly wrong."

The fiasco with the Ferrari-engined BMS Scuderia-Italia cars in 1993 was the last straw for Broadley: "We stated that we would never do it like that again. We promised ourselves that we would only do it with our own teams. So that's what we are doing."

According to Broadley, his concern is now big enough to take on such a big in-house project — which will eventually include the engine — without it encroaching upon its Indycar arm.

"The reason we are going is because the operation has built up to the point where we have a lot of good people and our facilities are improving. There is a basic difference between a manufacturing, commercial operation and Formula One, which is dependent on sponsors. We have been involved in Indycars and Group C and things of that sort, and they are pretty demanding projects."

They are, but F1 still represents a big step. Broadley, however, is confident of the project's feasibility and eventual success: "What we have now is a group of people capable of doing well at any project that you care to put in front of them, so we are tackling it slightly differently. We don't feel that we need a 'name' designer to head the project; we've sort gone off that idea, because what you get then is one guy's ideas — very often fixed ideas — which is not what you want these days. You need a group of specialists, and that the way we are tackling F1."

Plenty of 'name' designers have emerged from Lola portals, however; not so fresh perhaps, but stuffed full of ideas and knowledge fuelled by the company's varied and renowned fast turnover approach to the sport. Does it niggle Broadley that the likes of Patrick Head, John Barnard and Tony Southgate went elsewhere to make their names?

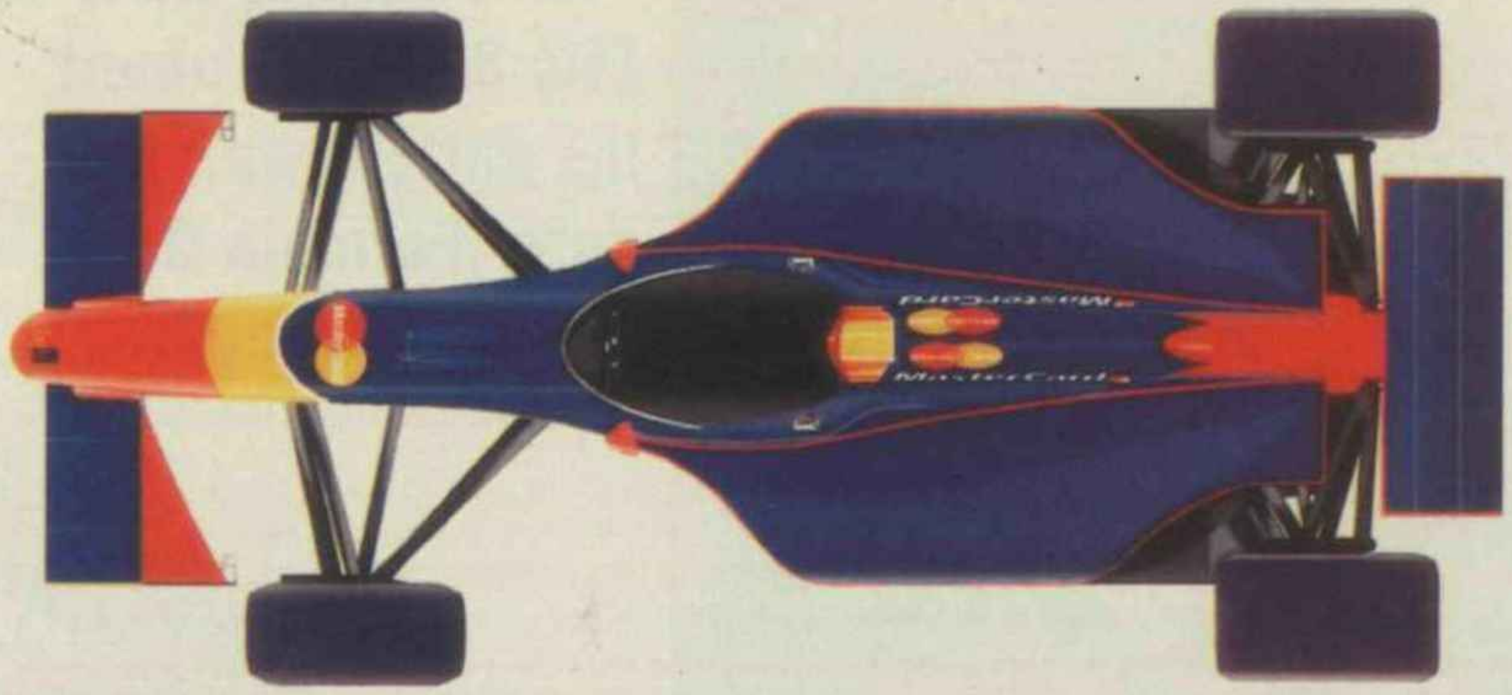
"I wouldn't say so because all those people have had tremendous talent of their own. In a way, were privileged to have them for a while." Had he been more involved in F1 at the time, perhaps he might have kept them. . .

"I think what happened in the mid-'60s was that we had to make a decision on the direction to take the company. When we first went into the business, we did very well in the 1100s and things like that. But the whole problem with racing and producing racing cars is that they can be good for a while and then fade away. The markets are all very limited, so we had to tackle a lot of markets."

Formula One history tends to be seen in the light of its current high-powered image. Yet it has not always been so flush. CanAm success in the late-'60s and early '70s was far more lucrative than the GP circus. For a long time F1 simply did not fit Lola's bill. It does now, and MasterCard intends to foot it.



This is the car that will put Lola back on track in F1, hopes the Huntingdon concern.



Lola's Formula One heritage



John Surtees put the Lola Mk4 on pole for its first GP, the Dutch in 1962. He eventually retired with suspension failure. Here he shares the track with Trevor Taylor's Lotus (5) and the Ferrari of World Champion, Phil Hill.

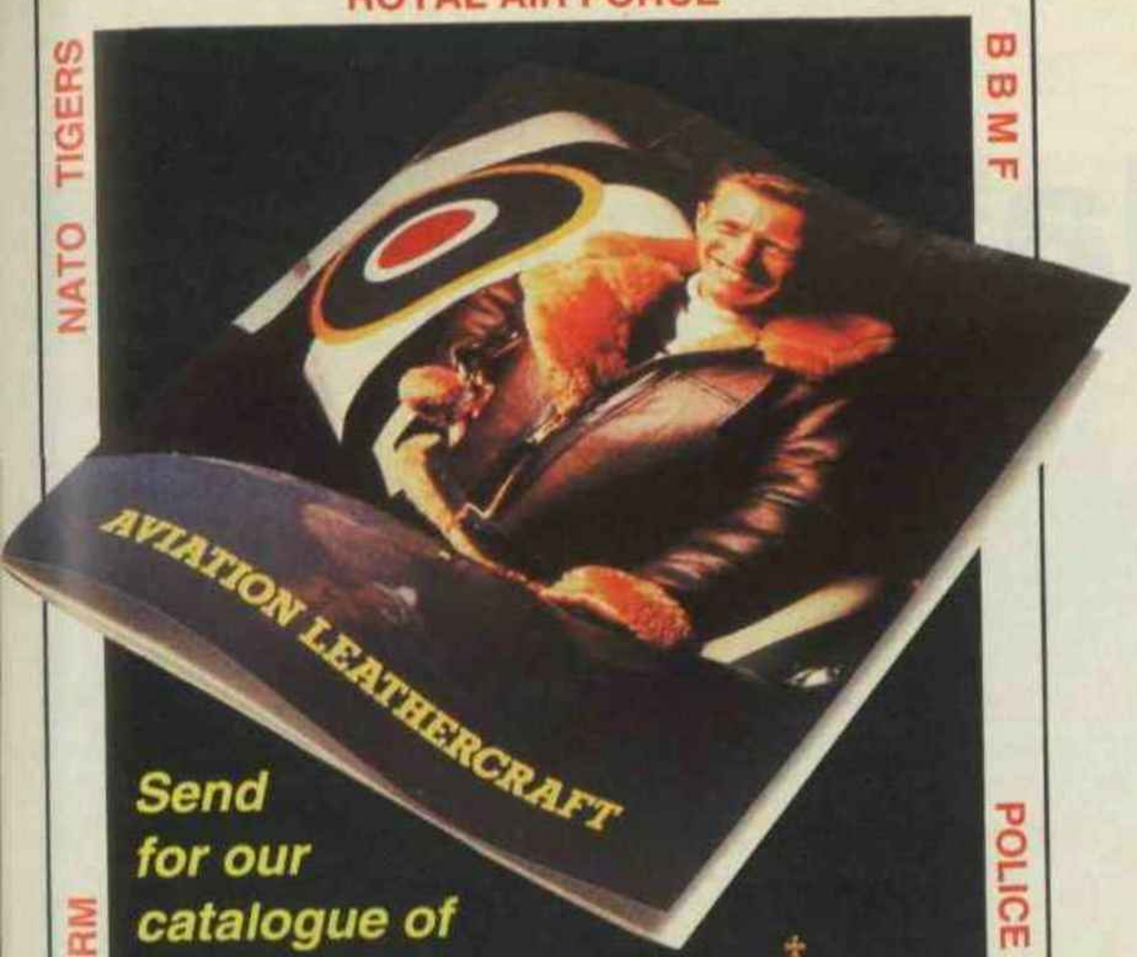
1962: Eric Broadley is persuaded by Reg Parnell to build a Formula One car for the Bowmaker Racing team. Designated the Mk 4, this secures pole position for its first World Championship encounter, the Dutch GP at Zandvoort, in the hands of John Surtees. This tally has still to be added to in 244 attempts! Surtees retires on this occasion, but the car proves a consistent front-runner, taking the ex-bike ace to second places in the British and German GPs. Surtees also wins the non-championship 1000 Guineas race at Mallory Park, the only Formula One victory for Lola. The team's other driver is Roy Salvadori, who fails to record a finish in a morale-sapping season. Both Surtees and Lola finish fourth in the respective drivers' and manufacturers' championship. This remains Lola's most successful F1 foray.

1963: Surtees leaves to join Ferrari and the project loses momentum. Reg Parnell Racing runs updated Mk4As for Chris Amon, Masten Gregory, Maurice Trintignant, Lucien Bianchi and Mike Hailwood. Amon is the most successful of these, finishing seventh in the French and British GPs. Both John Campbell-Jones (Tim Parnell Racing) and Bob Anderson (DW Racing Enterprises) have a handful of GP outings between them in the '62-spec car.

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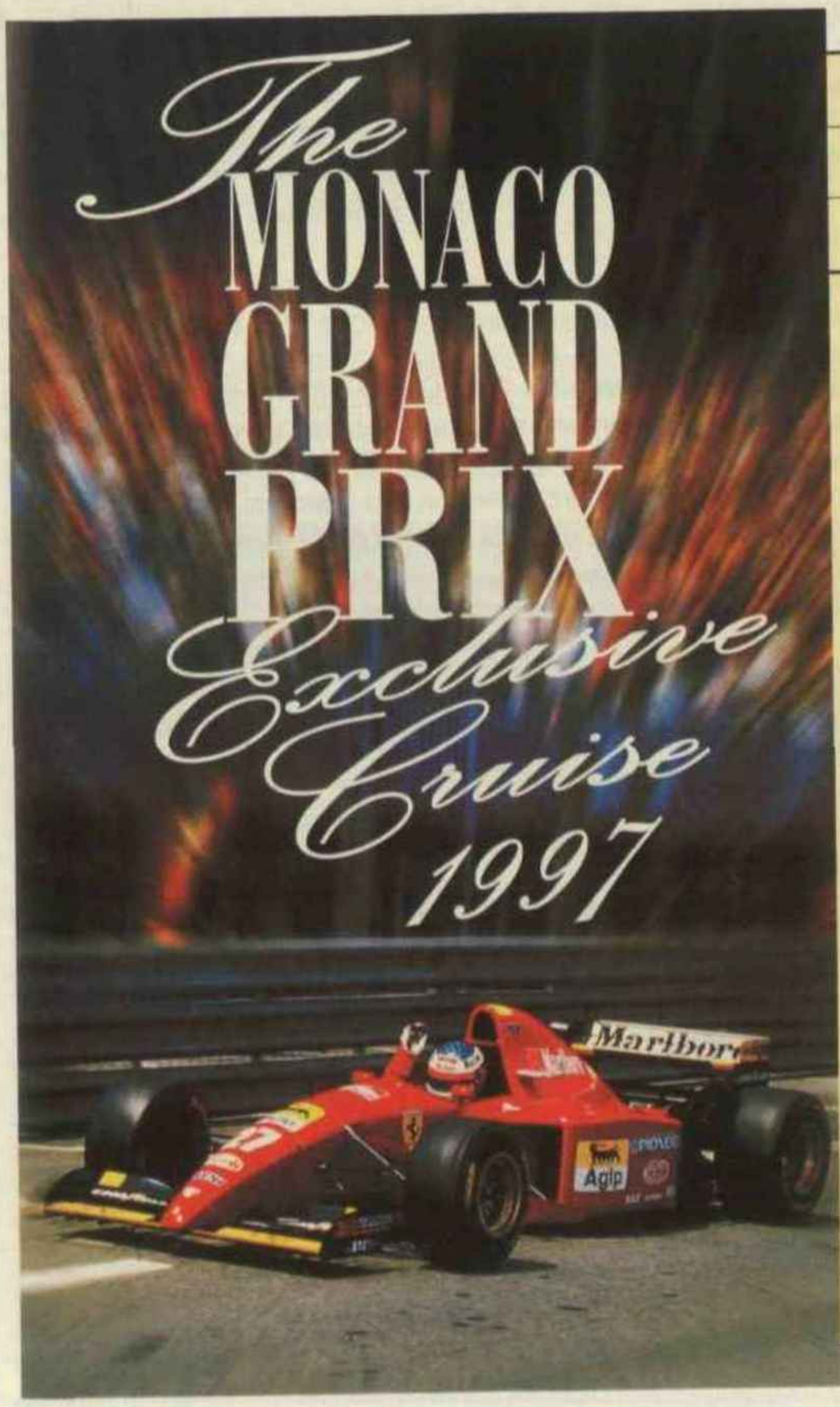
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A Honda in Lola's clothing

A Lola *has* won a Grand Prix. In 1967, John Surtees proved victorious in a memorable Italian Grand Prix at Monza. This was his debut of the Honda RA300, but the fact that this machine was labelled as the 'Hondola' or 'Lolanda' at the time sheds some light on the matter.

Surtees had begun the season in the ill-handling overweight RA273, and by the middle of the year he had persuaded the Japanese manufacturer to enlist the help of Broadley on a new design. This car was built in just six weeks at a Slough workshop, ran on Firestones sourced from Brentford and used BP fuel. It also owed a lot to the influence of the Lola T90 (especially in its suspension) that had taken Graham Hill to victory in the previous year's Indy 500 under the guise of the Red Ball Special.

After a few brief shakedown laps at Goodwood, the RA300 was taken to Italy, where little was expected of it. Once its front anti-roll bar mountings had been beefed up, Surtees qualified it ninth, 1.8sec shy of the pole-sitting Lotus of Jim Clark.

The Scot was to dominate the early stages of the race until he lost a lap with a rear puncture. Emerging from the pits, he soon caught up with the leading bunch, albeit a lap down, and dragged his team-mate Graham Hill into a huge lead.

Surtees, meanwhile, had fended off the advances of Chris Amon's Ferrari, which retired with broken suspension, and was steadily closing the gap to Jack Brabham's second-placed Brabham.

Such was the pace of Clark and Hill, however, that the latter looked set to lap Surtees and Brabham on his way to victory and a Lotus one-two, when Hill's Cosworth DFV blew up with just nine laps remaining.



John Surtees holds off Jack Brabham to give the 'Hondola' a remarkable debut victory.

Incredibly, Clark now became the favourite to win, unlapping himself as he drafted by both Surtees and Brabham to take the lead. Craftily, however, Surtees used the flying Lotus to tow him up to Brabham with a view to taking second place.

But this became a battle for the lead when Clark stopped on the last lap, supposedly out of petrol. Surtees took the lead as both he and Brabham were forced to swerve around the slowing Clark, and so Brabham had to plan a move at the final Parabolica corner. Unfortunately for him, the inside line of this was covered in cement dust in an effort to soak up Hill's oil. Surtees showed him the inside and the Aussie went for it, only to lock up and slide wide on the dust. Surtees tucked back inside the Brabham and had just enough speed to hold it off to the line.

After the race, the Lotus mechanics went to salvage Clark's car. It fired up first time. Its fuel tank still had three gallons in it!

Lola's Formula One heritage



Graham Hill's Lola T370 failed to qualify for the 1975 Monaco Grand Prix.

1974: Graham Hill commissions the T370 for his fledgling Embassy-backed team. Looking very F5000, this proves a disappointment. It collects just a single constructors' championship point when Hill finishes a lapped sixth in the Swedish GP at Anderstorp. This occasion also provides his team-mate Guy Edwards with his best result of the year, seventh.

1975: Hill and Rolf Stommelen begin the year with the T370, but this soon metamorphoses into the Andy Smallman-penned Hill GH1 — an almost complete revamp of the 370. This shows much promise, but it is to prove a tragic season. Rolf Stommelen crashes heavily while leading on the car's debut at the Spanish GP at Montjuich Park. The German is badly injured and five spectators are killed. Tony Brise makes his debut in this race and proves a revelation during the year with several mature drives, including a sixth place in the Swedish GP. But it is Alan Jones who scores the best result for the car with a fifth place in the German GP at the Nurburgring. Then the team is devastated by the plane crash in November that claims the lives of Hill, Brise and Smallman.

1985: Lola re-enters the fray with the big-budget, Beatrice-backed FORCE equipe and Ford. Run by Carl Haas, its Hart Turbo-powered THL1 is the work of Neil Oatley, John Baldwin and Ross Brawn, and makes its debut with Alan Jones at the wheel in the Italian GP. The Australian fails to record a finish in four attempts, including missing the start of the South African race because of illness.

"Ralph Bellamy's THL 2 is stunning but ultimately proves a disappointment"

1986: Ralph Bellamy's THL2 is stunning but ultimately proves a disappointment. Beatrice pulls out, Ford's super-compact turbocharged V6 is late, and when it does finally arrive for the San Marino Grand Prix (round three) proves out of the



ballpark in terms of power. The chassis is considered to be one of the best, although perhaps lacking slightly in terms of downforce, but reliability is poor. The highlight of the season is fourth and fifth places for Jones and Patrick Tambay in the Austrian GP at the Osterreichring. Jones also scores a point in the following Italian GP.

1987: Lola joins forces with Guy Larrousse. Chris Murphy designs the LC87, which proves to be perhaps the fastest, if not the most reliable 3.5-litre car of the season. The quick but accident prone Philippe Alliot scores three sixth places — in Germany, Spain and Mexico.

1988: The LC88 is swamped as the likes of Williams and Benetton go the non-turbo route. Yannick Dalmas scores a brace of seventh places — in Monaco and Detroit — but the season is best remembered for Alliot's huge shunt during qualifying for the Mexican GP.

1989: Larrousse secures the Lamborghini V12 engine; Gerard Ducarouge's LC89 is widely praised; the team's professionalism is noted by the paddock, yet between them, Dalmas, Alliot, Eric Bernard and Michele Alboreto can garner only a single point — Alliot is sixth in the Spanish GP. The season is not helped by the jailing of Larrousse's partner Didier Calmels for the shooting of his wife!

Above: The Haas-run THL 2 looked the part, but it was the cause of much frustration of a returning Alan Jones. Below: Philippe Alliot in the effective LC 87. Above right: Suzuki joins Benetton pairing Nelson Piquet and Roberto Moreno on the 1990 Japanese GP podium. Below right: Michele Alboreto in the unloved BMS Scuderia Italia-Ferrari.





1990: Murphy's 90 has increased downforce, its Lamborghini engine is lighter and more powerful, and Lola has its second best Formula One season to date. It claims 11 points and finishes sixth in the Constructors' World Championship. Eric Bernard and Aguri Suzuki are impressive. The Frenchman finishes fourth in Monaco and sixth in the British and Hungarian GPs, but his Japanese team-mate tops with a third in front of his home fans at Suzuki. The team, however, is already in trouble by this stage: bitter rival Ligier

"The season is not helped by the jailing of Larrousse's partner Didier Calmels for the shooting of his wife!"

out-manoeuvres it to secure Lamborghini power for '91 and support from ESPO is wavering at a critical time. Murphy, meanwhile, leaves to join Leyton House.

1991: The Ford-powered L91 collects just two *points in a season surrounded by controversy*. Larrousse fights a running battle with the FIA over an administrative matter: his car are entered under the Larrouse-ESPO banner, yet they are clearly the work of Broadley and Lola. This is a storm in a teacup, as Bernard (sixth in Mexico) and Suzuki (sixth in Phoenix) struggle all season. Larrousse, meanwhile, is in dire financial difficulties and splits with Lola at the end of the season.

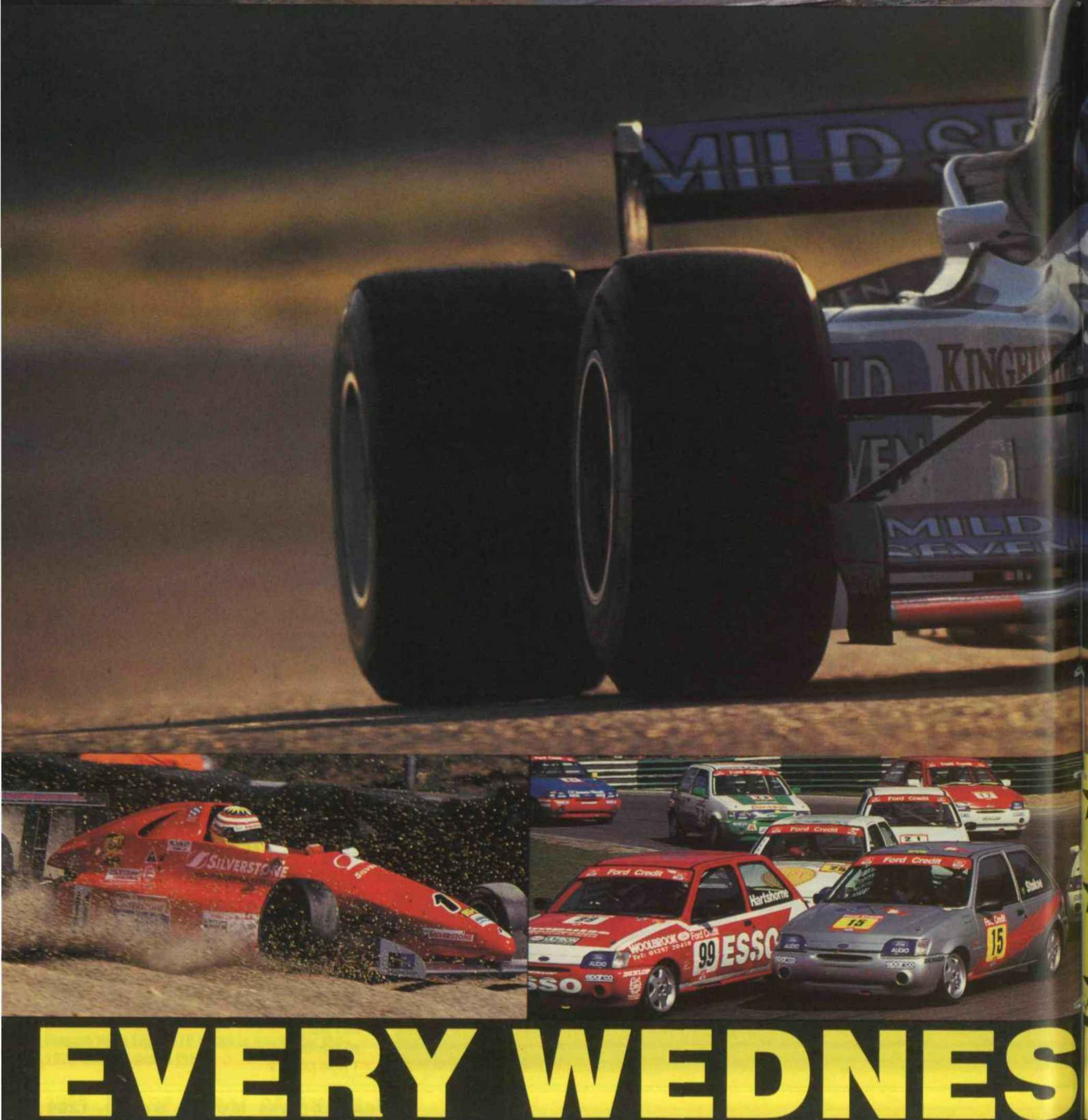


1993: Lola builds the T93/30 for BMS Scuderia Italia. This is to run with the previous year's V12 Ferrari unit, but the project proves a disaster. Alboreto and Luca Badoer are the unfortunate drivers as the season ends with both sides involved blaming each other.

Lola in Formula One
149 Grands Prix
245 Starts
45 points
1 pole position

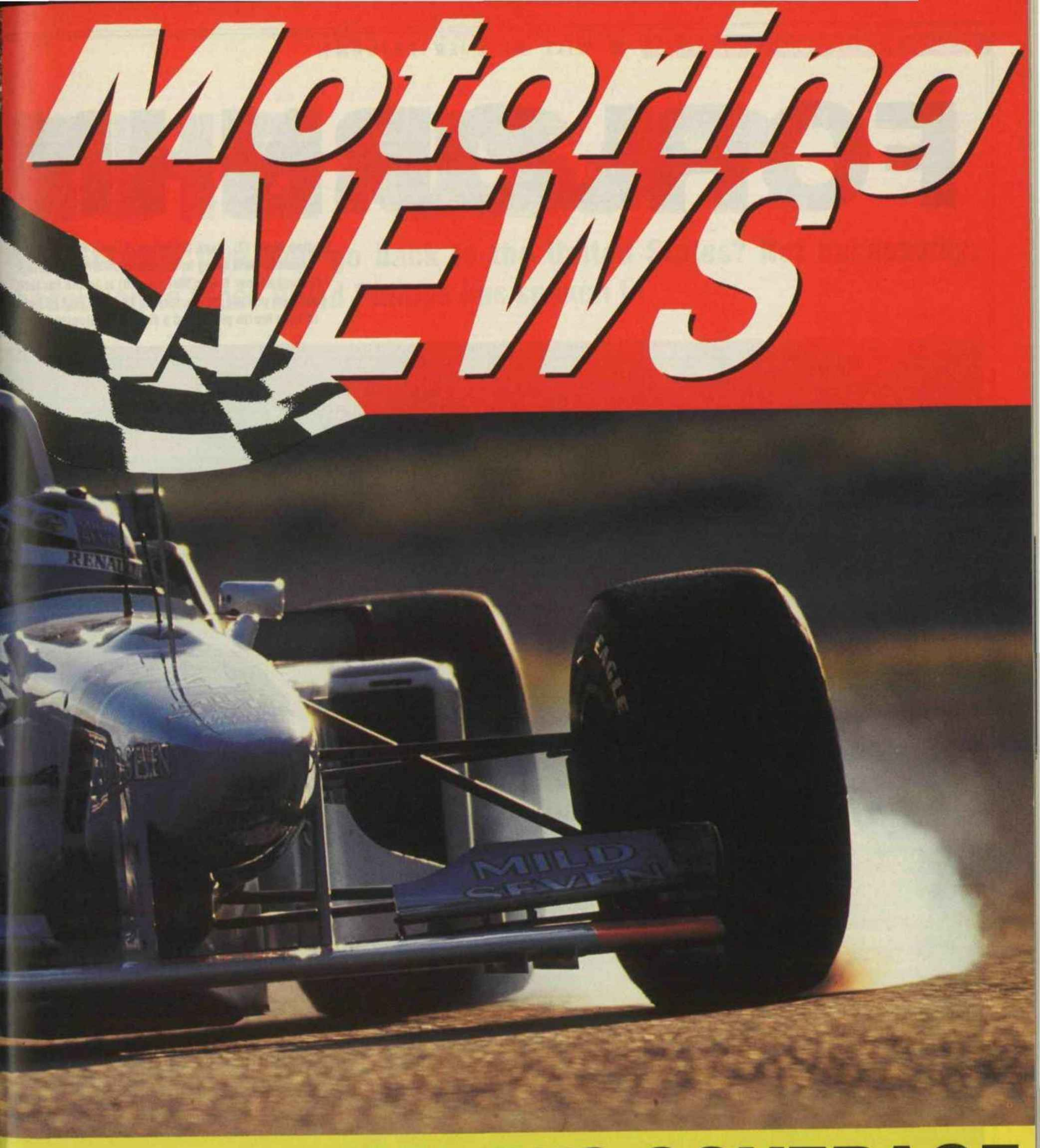






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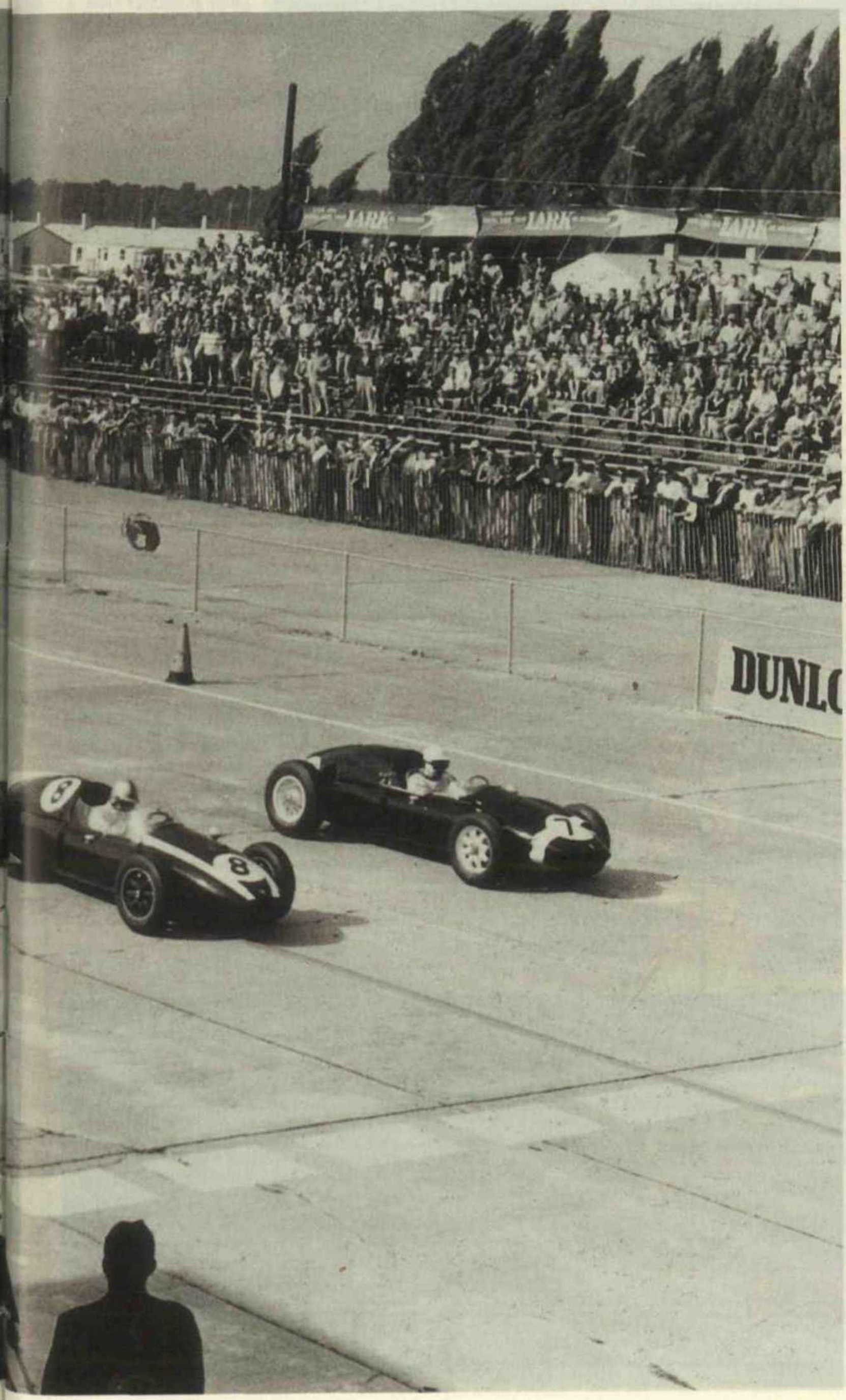
FORLORN IN

Stirling Moss (7), Jack Brabham (8) and Harry Schell lead the field away in the 1959 US GP at Sebring. Eventual winner Bruce McLaren (9) is to the far left; Brabham pushed his car across the line, out of fuel, to take fourth place and a first championship title.



THE USA?

Will Formula One ever go back to the United States? Not necessarily, according to those David Phillips has spoken to



One afternoon in March 1991, Ayrton Senna swept past the chequered flag at the corner of Jefferson and Third Avenues in Phoenix, Arizona to become the first driver in history to win five US Grands Prix. As it now stands, Senna may also have the distinction of being the *last* driver to win a US Grand Prix.

The Brazilian's final American victory came in front of less than 20,000 spectators. To nobody's surprise, a 1992 US Grand Prix never materialised, nor has there since been a serious attempt to stage a Formula One race in the country. What's more, a combination of factors, including the popularity of domestic racing series such as NASCAR's Winston Cup and the PPG Indy Car World Series, a dearth of suitable venues for a Formula One race and FOCA's financial demands make another United States Grand Prix a remote possibility . . . at best.

Ironically, a race that once served as the pot of gold at the end of the Formula One rainbow has vanished for financial reasons. In the 1960s the United States Grand Prix at Watkins Glen offered the biggest purse of any race on the Formula One calendar, with $100,000 going to the winner. It also attracted as many as 125,000 fans to rural New York each October to brave weather conditions ranging from Indian Summer to (more often) Inuit Winter. The lack of nearby amenities, coupled with Formula One's demands for improvements in the circuit itself, led to the cancellation of the 1981 race and the subsequent bankruptcy of the Watkins Glen Grand Prix Corporation.

It was but the first of many blows to Formula One's American fan base.

"The crowd at Watkins Glen was special. It was like Sebring in that the weekend was part rock and roll festival and part race. There was also a family tradition where fathers brought their sons, and those sons grew up and brought their sons to the race. Once there's a hiatus to that tradition you can't restart it," says Roger Bailey, a regular at Watkins Glen in the '60s and '70s with various Formula One teams and who, as president of the Indy Lights series, knows about the difficulties of developing a fan base in the American market.

By the time of the demise of "the Glen" there was a US Grand Prix West in Long Beach. Two years later, the US Grand Prix East was reborn on the streets of Detroit. Those races were to have limited life spans as Formula One events.

The PPG Indy Car World Series was growing exponentially and, before long, CART began talking with with Long Beach promoter Chris Pook about replacing Formula One at a substantial reduction in cost. Pook accepted the CART deal for 1982; seven years later the Detroit Renaissance Committee made a similar bargain.

"It wasn't that the quality of the product was not good – the product was excellent," says Pook. "It



The Ferraris of Gilles Villeneuve (left) and Jody Scheckter head Patrick Depailler's Ligier et al, Long Beach 1979.

was just financial. At that particular time you couldn't charge the sort of admission prices that were needed to make the pro forma work. You couldn't get the sponsorship level up to the point, at that time, where it would make sense."

Other events came and went with the wind. A convoluted circuit in the parking lot of Caesar's Palace in Las Vegas decided the 1982 World Drivers' Championship, then switched to CART before folding. Dallas hosted a race in 1984 that saw Keke Rosberg win and Nigel Mansell collapse from heat exhaustion as he pushed his Lotus to the finish line. Before a second Dallas GP could be staged, promoter Don Walker was jailed for a host of financial irregularities.

"Dallas had the potential for being a tremendous event," says Pook. "It's just unfortunate that Walker couldn't abide by the rules, which resulted in his taking a vacation in the Big House and of course the event went away. So I think it would be very unfair to Formula One to put a rap on them for Dallas.

"Caesar's Palace was in principle a good concept. It's just that the American public who go to watch motor races don't gamble. Phoenix was a very sad set of circumstances. There was never a chance."

From 1989 through 1991 the city of Phoenix spent millions to bring Formula One to the South-West, but the event was ineptly promoted, there were few general admission tickets and prices for the limited number of seats were astronomical.

"It was not so much the poor attendance, rather the inability to put more than 20,000 seats in a position where people could see, and then only a small part of the race," says Ecclestone.

But even a savvy promoter had his hands full with a US Formula One race in 1991. The rise of the PPG Indy Car World Series – with national household names such as Mario and Michael Andretti, Al Unser Jnr, Rick Mears, Danny Sullivan and Bobby Rahal – had given America a high profile, open-wheel formula indistinguishable from Formula One to all but the most knowledgeable spectators. Meanwhile, NASCAR was packing in fans by the hundred thousand to watch its Winston Cup series.

"The following for Formula One in the United States is shrinking by the year," says Ralph Sanchez, promoter of the Miami Grand Prix street race from 1984 to 1994 and who, in 1995, opened the showcase Homestead Motorsports Complex 40 miles south of Miami. "As time goes by it's getting less and less and less and less. That has to do with, number one the success that NASCAR has had and, number two, the success that IndyCar has had."

The television ratings speak of the challenge facing Formula One in the USA. The Nielson ratings for NASCAR events averaged around a 3.5 (with each rating point representing 100,000

"Even a savvy promoter had his hands full with a US Formula One race in 1991"



Course attendants rush to the aid of the collapsed Nigel Mansell, Dallas 1984.

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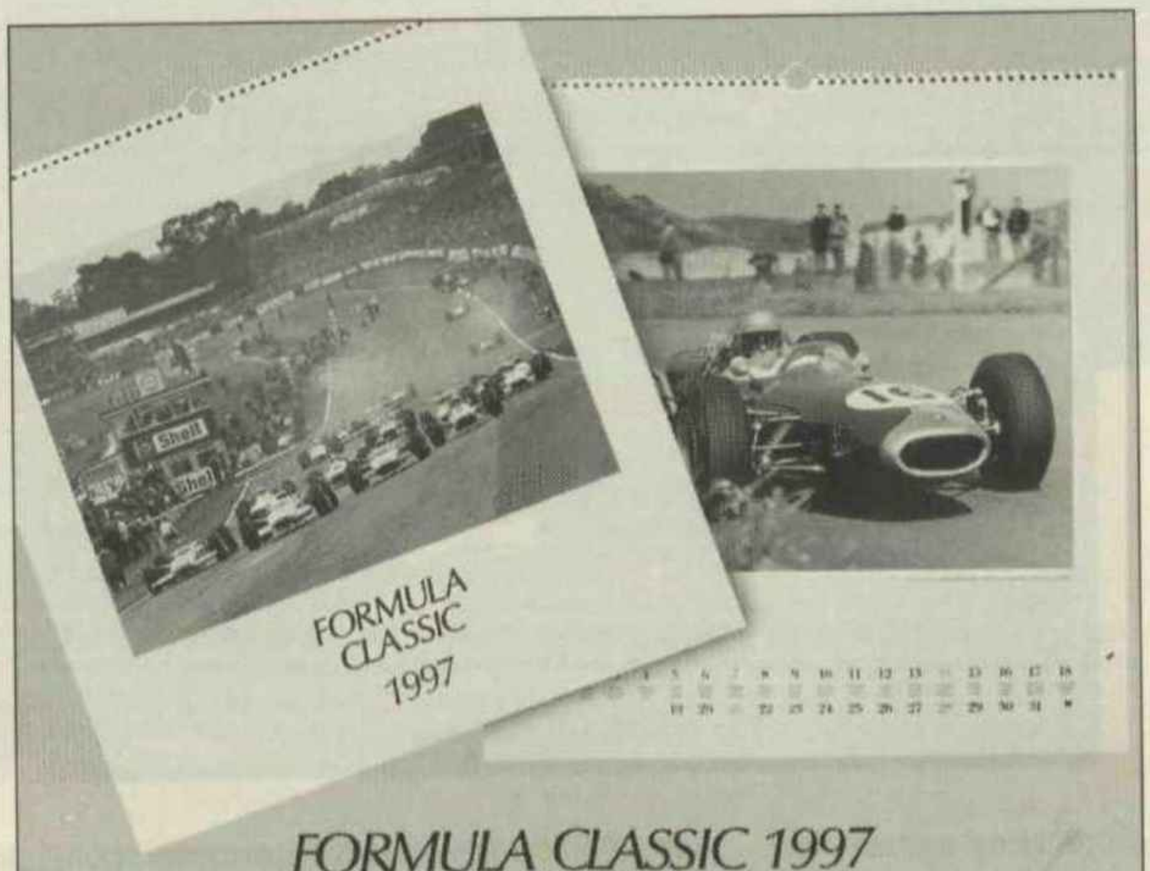


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watching households) in 1996 as compared to the 2.0 usually scored by IndyCar races. By contrast, Formula One's average rating of 0.2 is barely significant, statistically speaking. And to put racing in perspective, the recent World Series baseball championship between the New York and Atlanta teams was history's third lowest rated – and still averaged a score of 16.4.

Formula One faces particularly tough scheduling on television owing to the time difference between Europe and the USA. In 1996, 11 of the 16 events in 1996 were telecast live to the United States in the wee hours of Sunday morning.

As Ecclestone notes, the time difference, "Is completely out of my control. For a race to be live on the East Coast it would have to be broadcast at 9 am on a Sunday morning when, I have been told, programming is geared to religious matters (not on the sports channels ESPN and ESPN2 – DP); when shown on the West Coast it is obviously 6am – most unsociable. Coupled with this is the very simple fact that, in most cases, the domestic series sponsors buy programme time together with the event which makes it attractive for a broadcaster. In general, sponsors of Formula One teams have no interest in this as their markets are not US oriented and they are perfectly happy with the world wide audience which Formula One achieves."

Barring a fundamental reversal in the laws of physics, the barriers to penetrating the US television market for Formula One are not likely to change. But there's more than poor television ratings and competition from NASCAR, IndyCar and the New York Yankees standing between Formula One and a race in the United States.

"There's more than poor television ratings and competition from NASCAR, IndyCar and the New york Yankees standing between Formula One and a race in the United States."

First, there is widespread agreement that there are few suitable sites for a Formula One race.

"The safety side is not up to the same standards as Formula One," says Mark Blundell, who knows first hand about the circuits in the United States after competing in the 1996 IndyCar season. "But the biggest problem is that the rest of the facilities are not up to scratch. Laguna Seca and Homestead are the only ones which would be user-friendly to Formula One; they're more geared up on the media end which, in Formula One, is huge."

In citing the fact that Phoenix was a makeshift circuit, Ecclestone vows not to return to the United States until a proper permanent facility is in place.

"The Phoenix circuit was not designed as a race circuit, but the choice of layout was limited and this is the reason we will return to America when we have a purpose-built facility of the same standard enjoyed in the rest of the world," he says.

There is one purpose-built circuit in the United States that already meets Formula One standards: the 2.21-mile road circuit in the infield at Homestead, a circuit Sanchez proudly notes is "the only race track in the United States that meets all the Formula One requirements – including the garages."

Although it will never be confused with the Nordschleife or Spa in the annals of classic motor racing venues, Homestead features a challenging blend of infield corners linked to the front and back straights of the 1.5-mile oval.

"The amenities are bang up-to-date," says Blundell. "The best possible. The circuit's a little fresh yet; it maybe doesn't have a great deal of character from the spectator's standpoint, but it's a case of it not having been lived in."

Ecclestone dismisses Homestead for its design and on financial grounds.

"Homestead . . . was never designed for Formula One and anyway the promoter is not prepared to pay the going rate for a Formula One event," he says. "I am not criticising him for this, as he is endeavouring to make the venue commercially successful."

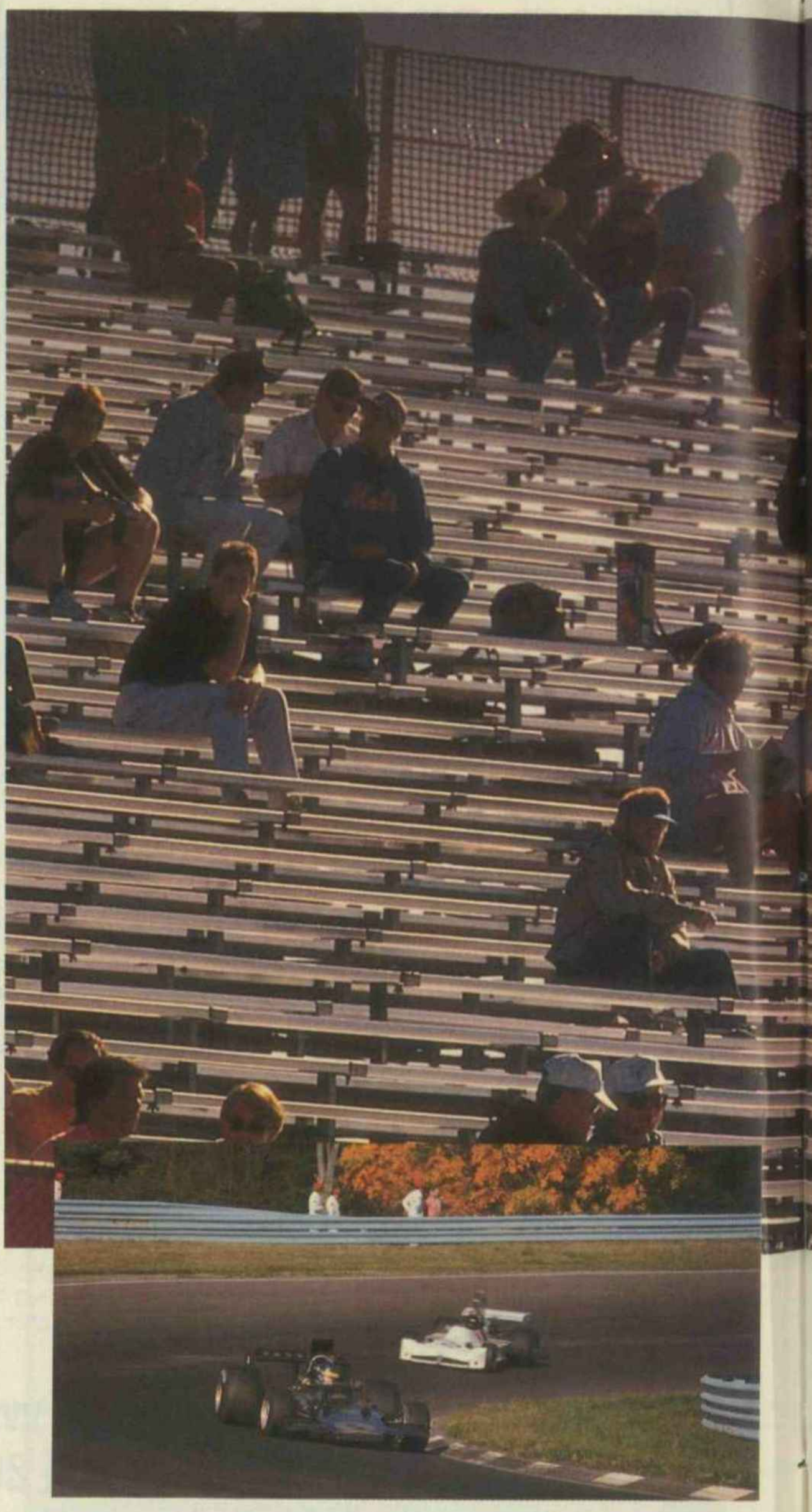
And therein lies the perhaps the ultimate rub for Formula One in the United States. Given the dwindling fan base, the need for world class facilities and the hard bargain driven by Ecclestone, established promoters believe it's not economically feasible to stage an F1 Grand Prix.

"Bernie and I discussed Formula One in Miami for a number of years," says Sanchez. "Unfortunately, Don Walker from Dallas offered him six million dollars in cash so he decided to go over there rather than risk money in Miami.

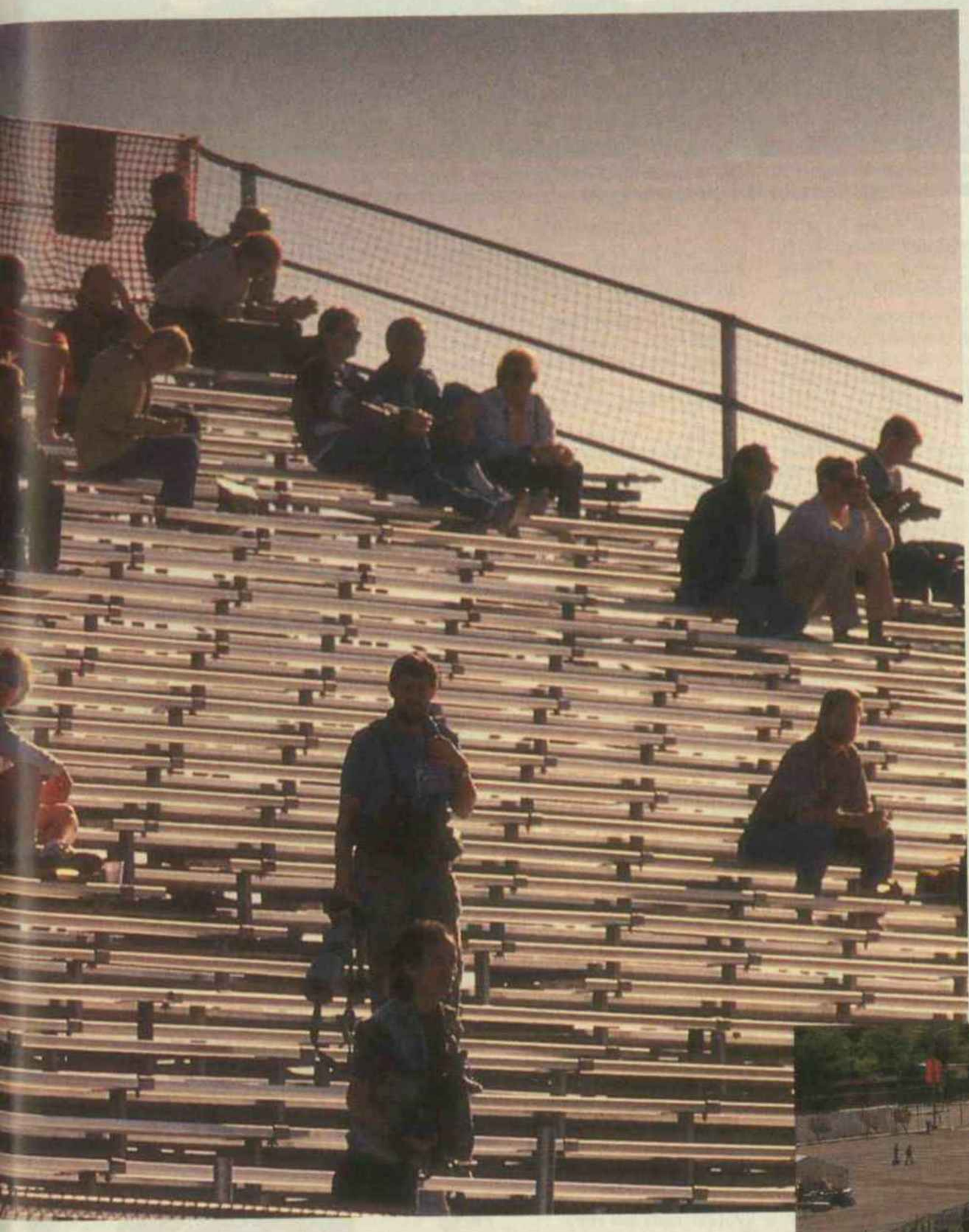
"What happens is, if you're trying to find the best deal out there, you're always putting A against B. [Ecclestone] has sort of priced himself out of the market. Right now I don't think any reasonable businessman would pay what he's asking."

Indeed, Pook suggests it will take a partnership with the government to make another US Grand Prix financially viable.

"It's going to take substantial funding. Someone's going to have to step to the plate to help

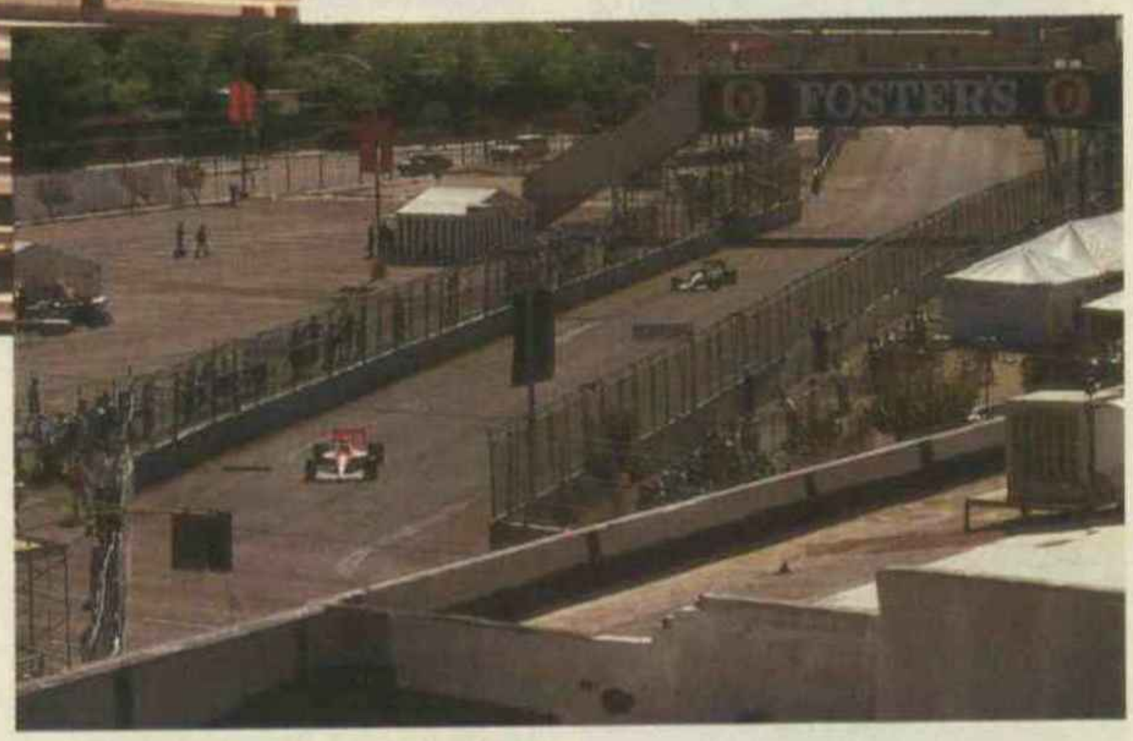


"Formula One drivers, welcome to Phoenix. Appearing in the audience today are, in row five. . ." The last attempt to stage an F1 race in the states was not a big hit with the public (right). Below, *the* classic American venue: Ronnie Peterson's Lotus leads James Hunt's March, Watkins Glen 1973.





Viva Las Vegas. . .for a bit. Keke Rosberg heads for fifth place and the world title within the confines of a car park (above). Will there ever be another? Ayrton Senna triumphs in the most recent US GP. . .almost six years ago (below).



make it work," he says. "If it's a city or an area that is prepared to put some money into it to help underwrite it a little bit, that will be necessary. I think it's going to take a certain amount of compromise by Bernard on the area of maybe the sponsorship or the fees. But it's going to take a combination of things to make it work."

The most recent effort to stage a Formula One race featured the city of Las Vegas (again), this time with Tommy Baker – a man little known in US racing circles – failing to persuade the city to hold a street race around the Convention Center (sic). In September, Baker was rebuffed by city officials for, among other things, failing to address their questions concerning his claims that the circuit and grandstands could be set up with minimal disruption to normal traffic patterns.

Meanwhile, just outside town Richie Clyne was opening his vast new Las Vegas Motor Speedway – with seating for 107,000, a 1.5-mile oval and 1.5- and 2.5-mile road courses built to FIA specifications. As with Homestead, there has been no meaningful contact between the Las Vegas Motor Speedway and FOCA.

The view from the United States is that it's people like Clyne, Sanchez and Pook (who is in the process of building the new Gateway International Raceway near St Louis) that Ecclestone needs to be dealing with rather than the Tommy Bakers of the world if he is to re-establish Formula One in the USA.

Sanchez, for one, is not holding his breath.

"I wrote a letter a year or so ago to Bernie and gave him my points," he says. "He probably didn't like it. But I said the only way that you're gonna make Formula One be something again in the United States is by coming and not being like a nomad, where you are two years in one place and two more years in another place, and then you go away for two or three years and come back again to a different city. That does not work.

"That does not help Formula One races in this country to become a fixture. You need to develop a following. You've got to have tradition. So whether you come to Miami or whether you go somewhere else, you better make sure you have a long-term contract and make it a fixture, an annual situation, because otherwise you're wasting your time.

"My feeling is that Bernie is not interested in coming back to the States. That's my personal feeling. I think that he's getting very lucrative offers from the Far East – Malaysia, Korea and so on – and he knows that coming to the United States is not going to be as simple as that; where they're just gonna throw dollars at you.

"So I don't see any possibilities of a Formula One race in the United States in the near future."

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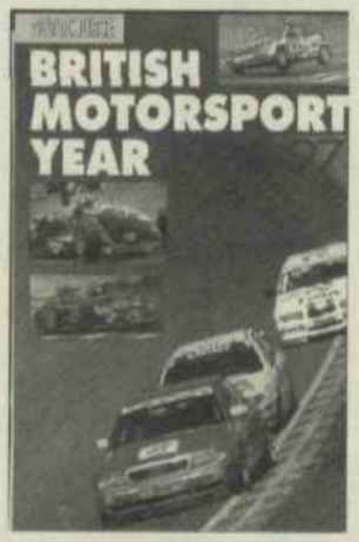
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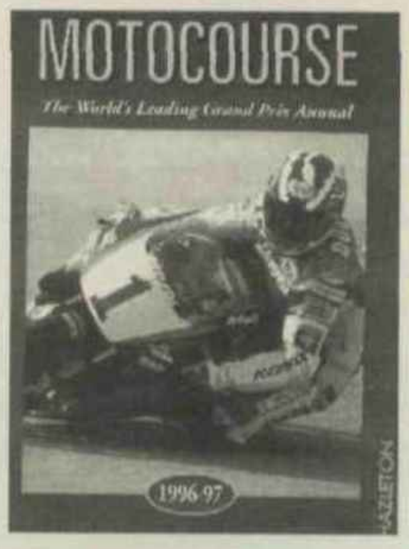
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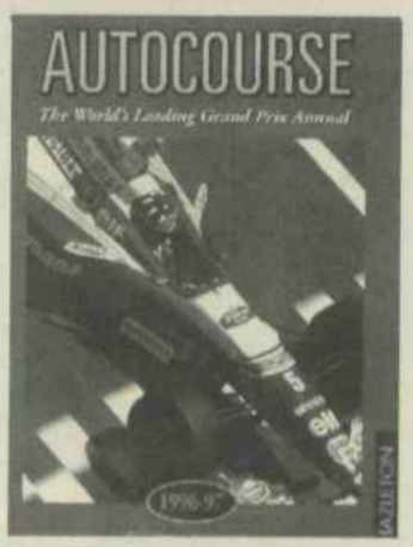
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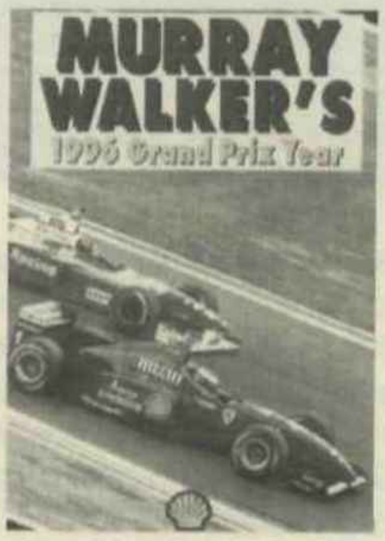
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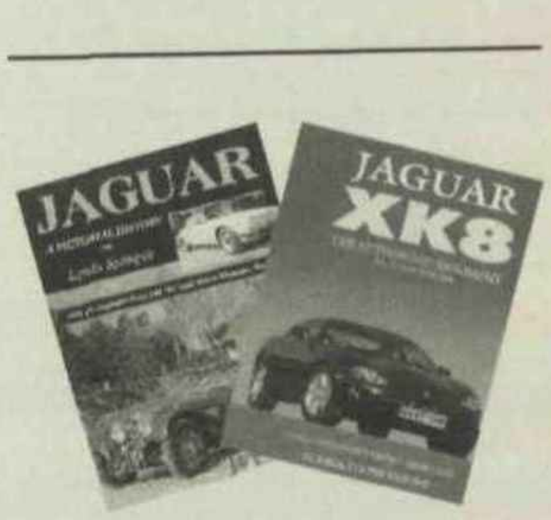
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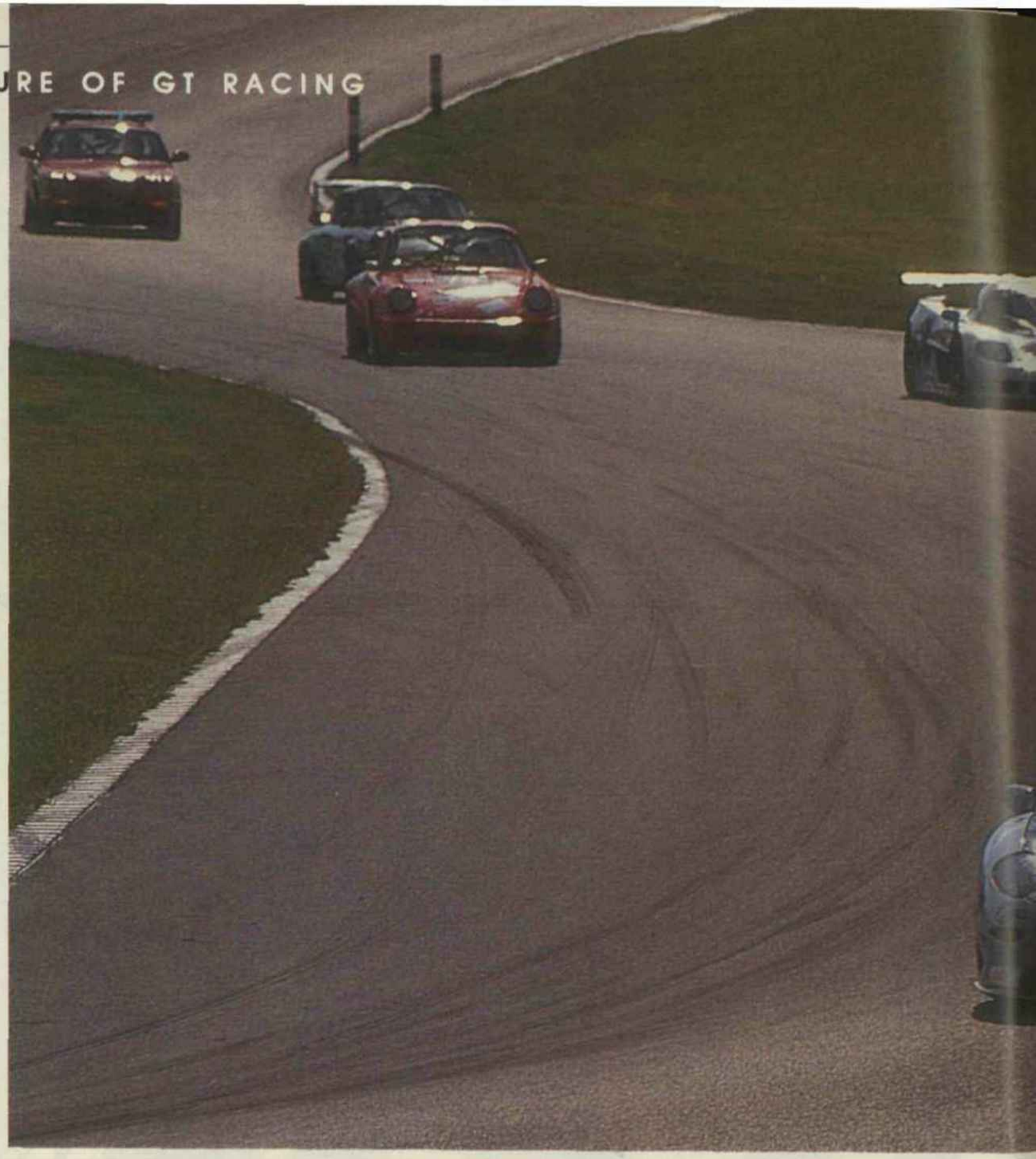
HOCKEY



GT racing has developed to the point of controversy. Michael Cotton explains why the Porsche v McLaren battle goes deeper than the racetrack

Sledgehammer in nut-squashing drama? The works Porsche GT1 on its way to a comfortable victory at Brands Hatch. Inset, the vanquished McLarens and lesser Porsches in action at Silverstone.

THE FUTURE OF GT RACING



In addition to its growth worldwide, GT racing has also started to flourish in the UK (right). Below, silhouette of contention.

On the eve of its third anniversary, contemporary Grand Touring racing stands at a crossroads. Will it follow the usual path of progress and become more professional, ever more expensive and, ultimately, like Group C? Or will it remain a sport for wealthy amateurs?

FIA president Max Mosley touched on this point at a meeting of constructors and teams in Paris recently, when he made it clear that his vision of GT racing is of a series in which costs are very strictly controlled, and that no scope is given to the big money teams to enter a series and blow lesser budgets out of the water.

In a way he is already too late. Porsche's bi-turbo was the big fish in the pond in 1994, and you could have bought that, or a decent replica, for £200,000. It was surpassed in 1995 by the £680,000 McLaren F1 GTR, and this year you'd have needed a budget of £2.5 million to run a two-car team with a bit of style.

Anyone who wants to win GT endurance races in 1997 will need to be up before dawn with a '97 model McLaren F1 or Porsche GT1, brilliant drivers and a gross budget (including the purchase of two cars and spares) exceeding £4 million.

Even Ray Bellm, who has won 10 of the 22 BPR GT races held in the past two seasons, doubts that he'll be able to beat Steve Soper and JJ Lehto in their Schnitzer McLaren BMW, unless by a big stroke of luck.

But still, before we get carried away let us remember that Alfa Romeo entered the British Touring Car Championship in 1994 with a reputed £5 million budget just for a score of 30-minute sprints. They were all in Britain and involved no more public track time than any two BPR Global Endurance GT Cup events.

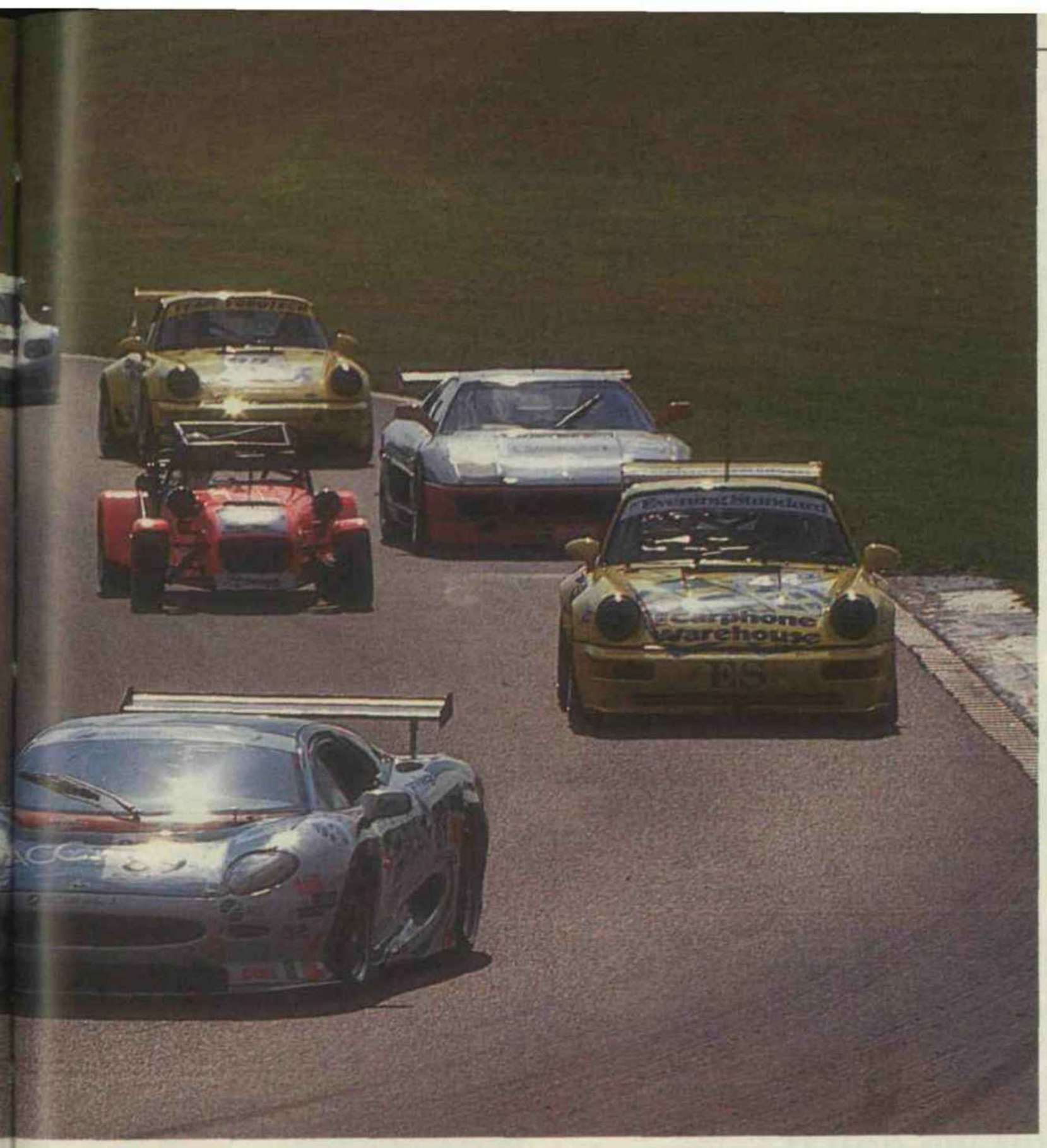
Despite being limited to 8500 rpm the two-litre Super Touring engines last no more than one race weekend and cost £60,000 to rebuild, so Team Schnitzer will be pleasantly surprised to be told that a six-litre BMW V12 could last a whole season, including Le Mans!

Privateer Jean-Luc Maury-Laribière took BMW at its word last year, and indeed only removed the engine from his McLaren at Zhuhai when the ignition sensors wore out.

A team such as Schnitzer will install fresh engines for each of the dozen BPR rounds, simply because operating at the top level you can't afford to take any chances. Even so, its engine budget will almost certainly be lower in GT racing than it was in any one national Super Touring championship (assuming, of course, that it receives any bills from BMW!).

Porsche rates its GT1's 3.2-litre flat-six at 30 hours, the duration of Le Mans plus six hours of





qualifying on Thursday evening, or the equivalent of three BPR rounds including free practice and qualifying.

Costs have not yet gone stratospheric in GT racing partly because the Porsches and McLarens are designed to be rugged and durable, round-the-clock machines, and partly because the level of competition between two manufacturers is not as intense as it tends to be between 10.



If it is true that Renault UK owns a stock of 60 race prepared two-litre race engines for the BTCC programme, Schnitzer will manage very well with a stock of six BMW V12s for its two McLarens.

Even so, competitors in the BPR series are very concerned about the costs, and will say that comparisons with the BTCC are spurious. Those 10 manufacturers and importers can spend what they like; private teams (and how many are there in Super Touring?) are limited absolutely by their ability to raise sponsorship.

Thomas Bscher, the 1995 BPR champion, was a partner in the Sal Opperman bank in Cologne. It handles BMW's corporate account and Dr Bscher is reputed to be the fourth richest man in Germany.

"But Thomas tells me that he can't afford to do the BPR next year without sponsorship," says entrant David Price with a grim laugh. "Blimey, if he can't what hope is there for the rest of them?"

Ray Bellm tells the same story. "I said two years ago that the BPR series would get more professional and more expensive, and that the wealthy amateurs would be squeezed out. Well, fortunately I have won the championship, but I couldn't afford it any more without substantial sponsorship."

No surprise, then, that Bscher and Bellm may get together in a two-car GTC Motorsport team in 1997. Maybe! The two rivals, who hold each other in healthy disrespect, may perforce become mutually dependent team-mates, the last of the wealthy amateurs in a global level sport.

Major sponsors are surprisingly few. Gulf, Igol, Elf, Fina, Mobil, Shell, Castrol and Liqui Moly are traditional oil company supporters of endurance racing. Michelin, Goodyear, Pirelli and Dunlop, thank goodness, support the teams very open-handedly.

West and Marlboro represent the tobacco companies and the remainder of the major sponsorships comprised companies such as Harrods, Pilot (Japanese pens), Computacentre, Lease Plan (Dutch car hire), and component suppliers such as Magnetti Marelli, Bosch, AP, Brembo, Carbon Industrie and so on.

Few of these would contribute to sponsorship of a Formula One team unless by a separate, performance-related decision such as that made recently by the Reemtsma tobacco company, owner of the West brand.

GT racing is expensive, certainly, and the costs are rising fast. But so long as the smaller professional teams such as those of Cor Euser (Marcos International), Fabian and Michael Roock, Jacques Leconte (Larbre) and Manfred Freisinger can continue, we have a series.

The BPR organisation is diligent in arranging advantageous terms for travel outside Europe, for instance to Suzuka, Zhuhai and Brazil.

It costs the teams little more to go to China than to Monza, providing the sponsorship stretches that far, and pound for pound it's likely that Ray Bellm would rather race his McLaren at Suzuka, and win, than his BMW 318i at Knockhill and finish last.

BPR founders Jürgen Barth, Philip Peter and Stéphane Ratel have tried to address the matter of cost by imposing a limit of $1 million on a car (£625,000) or $1.5 million on the total package including spare parts (this, apparently, was more than Mr Mosley had in mind, but Mr Ecclestone conceded that they were working in the right direction).

"It costs the teams little more to go to China than to Monza"

At this point we arrive at a great imponderable, the intentions of the FIA top brass concerning television rights. BPR has completed two years of a three-year contract with Eurosport to screen all the rounds, and this is regarded by the teams as a vital component in sponsorship talks. "No television, not much sponsorship," would sum up this argument.

Mosley and Ecclestone made it clear to the BPR partners in October that they would not continue to concede the FIA's statutory rights to own, or dispose the television rights. Only now will this issue be resolved, and it is crucial to the future and well-being of the BPR's Global Endurance GT Cup series.

The crux of Mr Ecclestone's thesis is that you don't give television away. Networks must come and negotiate, and expect to pay the FIA for the privilege of screening international events.

Stéphane Ratel, who negotiates the BPR's television outlets, insists that there is no money to be made. "This is not a fight about money," he says. "It is an equation between the cost of







Will the BPR series go the way of Group C? Busy at Monza in 1983 (above), but fickly supported by 1992 (above left). At Monza in '92 this Toyota was the only healthy finisher (top).

production and what you get. In fact it is a sure way to lose money, but we call it an investment."

BPR pays independent companies between £30,000 and £100,000 per event to produce the edited film which is then given to Eurosport, and any other channel that's interested. The partners are adamant that the Global Endurance series is not viable without television and, while they are prepared to negotiate, they won't give away what they regard as their rights.

With huge involvement from BMW and Porsche, the GT series will surely not sink below the waves. If BPR can't agree with the FIA, the rights to organise the championship might be delegated elsewhere.

I would not be optimistic, in that case, that the Global Endurance GT series has a good future, because Messrs Barth, Peter and Ratel created the championship, built it up and sought new circuits, new promoters, new sponsors, new teams, new everything.

No one can stand still in motor racing. Not the organisers, not the circuit owners, not the manufacturers, and that is why the GT Cup series will necessarily get faster, more professional and more expensive . . . "until it goes the same way as Group C" as David Price is wont to say.

That started out in 1982 as a motley collection of private chassis from March, Lola, Porsche, Aston Martin Nimrod; even Kremer and Joest made their own.

It became a "Porsche Supercup" with lots of teams running near identical 956 and 962 chassis, then attracted Jaguar and Mercedes, Toyota, Nissan and Mazda, and finally it fell into the clutches of Ecclestone and Mosley who turned Group C into a high-tech, unaffordable form of two-seater Grand Prix racing which died in 1992.

Without the latter development, the 3.5-litre formula, Group C racing could have continued to evolve, though I suspect that the engines would by now be controlled by air, as the GT cars are today, and not by fuel consumption.

The second greatest danger facing GT racing is the "racing special". The Porsche GT1, a latterday 962 though based on a 911's steel monocoque centre-section, created an uproar.

"It is a sure way to lose money, but we call it an investment."

It is undeniably a racing car homologated for road use, as the 1994 Le Mans-winning Dauer 962 LM Porsche was before, and those who care about the heritage of GT racing are very concerned about this. But what am I saying? Would Porsche AG not care more than any about the heritage, and would not Jürgen Barth be the first to say so?

Porsche's management firmly believes that the company belongs at the forefront in GT racing, with cars derived from the production line. If they are not, if a company like McLaren comes along and borrows the crown, it is an aberration which must be put right. Unfortunately Porsche AG may have cut a couple of corners along the way, but it reckons that history will put them in a good light.

The GT1 needed to be homologated for the highways (as it was) and, for the BPR, it also needed to be on sale to the public. "We are taking orders," said Barth at Brands Hatch in September, a full 12 months before the first road-going GT1 was due to be delivered. "If I order a Morgan it will take six years for them to make it. The Porsche will take only one year."

There is a flaw in that argument, in that Barth could have bought a pre-owned Morgan any day of his choosing, but in his situation he had to clutch at any straw going by.

The BPR had already refused to admit the Harrier, the Ascari, the SARD MC8R and the Toyota Supra 2.1 turbo on the grounds that they are not (in their opinion) proper production road cars. So what will they make of the Panoz, the front-engined, Ford V8 powered American car built by Reynard?

The mention of Reynard sends shivers down BPR's collective spines, and there will be resistance even to such respected teams as David Price Racing and DAMS. Ironically, though, Price suspects that the 16-valve Ford V8 will not be a match for the 48-valve BMW engine and is preparing for a learning curve.

Lindsay Owen-Jones, the exemplary Englishman who rose to head the L'Oréal cosmetics group in Paris, has many supporters when he refers to the Porsche GT1 controversy.

"If this series collapses it will be the fault of one car, the Porsche GT1," he says trenchantly. "Jürgen (Barth) tries to make out that it is McLaren owners versus Porsche owners, but it is not.

"It is an argument between one type of car, the GT, and another concept, a racing car. All the kids in the world recognise a Porsche, or a Ferrari or a McLaren.

"But if, next year, you have a Reynard that is built to win races and nobody knows what it is, you've got prototype racing and you've destroyed the concept of GT. You'll have Group C again, and everything that BPR stood for is gone."

There was a void when Group C died in 1992, and within 18 months Barth, Peter and Ratel showed the world, and proved, that production-based Grand Touring cars from the world's great manufacturers were viable, attractive competitors (as, if I may modestly remind MOTOR SPORT readers, I predicted in January 1989 in reaction to the FIA's proposed 3.5_litre formula).

With goodwill from the FIA, and with strict control by the BPR, the Global Endurance GT Cup series should continue to mature and flourish. It is true that the wealthy amateur may no longer be able to win endurance races, but some decades have gone by since a less than totally professional team ever won a Grand Prix.

The Ray Bellms and Thomas Bschers of this world will continue to compete at a very high level and may scoop the odd victory, but as the world moves on there is no denying that Bellm's prediction was prescient.

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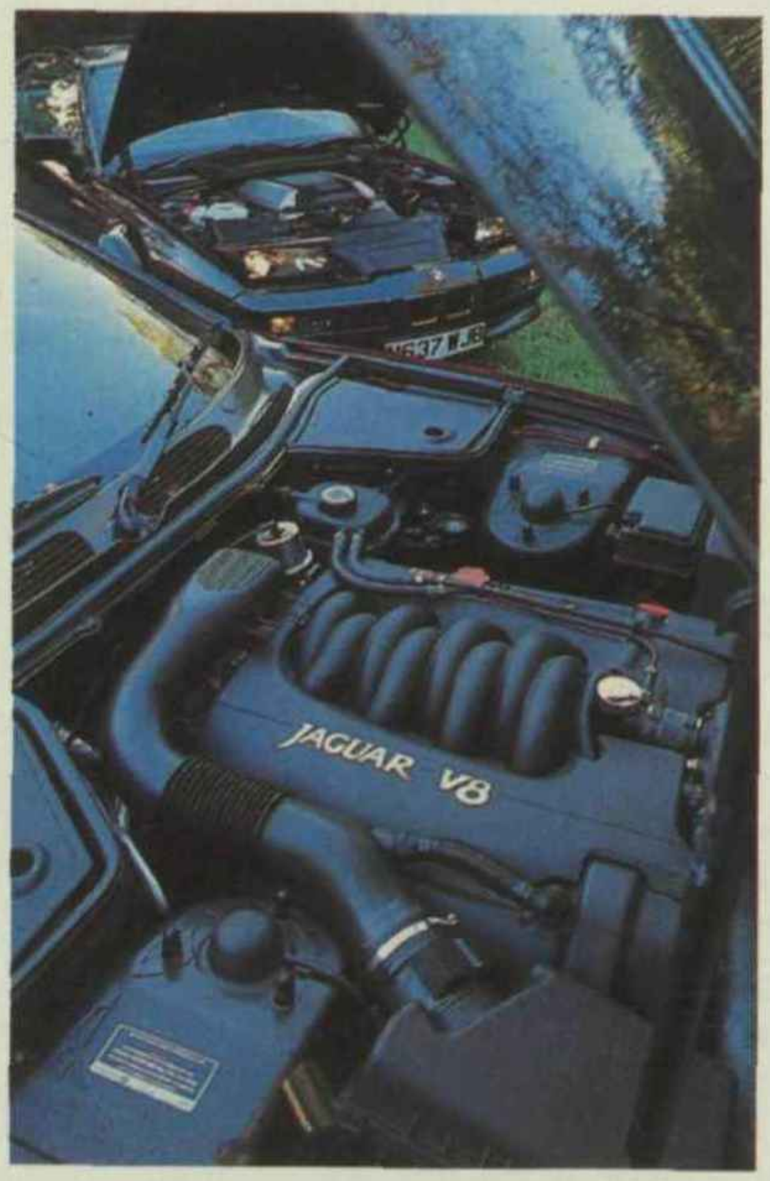


Mark Hughes pits Jaguar's caring coupé for the '90s against a broad-chested bruiser from Munich

Coventry

When Jaguar produces a new car, particularly a sportscar, expectations are almost unfeasibly high. Not only is it hoped that it will continue a lineage of feline beauty that encompasses the exquisite XK120, C, D and E-Types but it's expected to be a machine of the highest calibre, capable of humbling its traditional rivals, BMW and Mercedes. In today's world that means more than merely being a better drive; it must at least match their solidity, provide just as convincing a blend of all-round ability too, all within a package which maintains Jaguar's traditional price advantage. A tall order for Jaguar's first sports/GT car in 21 years, the XK8, a car which, in coupé form, finds its closest adversary in BMW's recently-revised 840Ci.

The verdict is still out on whether the XK8 is ultimately a beautiful car, but in the flesh it certainly has presence. Its low build, high window line and multi-planed animal curves which could only be Jaguar create a drama that is largely absent in the aggressive, yet more ordinary-looking BMW. Where the subtle curves of the Jag flow gently, the BMW sits strident and harsh, mean as hell, the very epitome of late-80s up-front brash. There's nothing subliminal about those extravagantly flared wheel arches, its muscle-man stance relieved only through the delicacy lent by its pillarless side windows. But it's a more upright car than the Jaguar, more obviously saloon-derived and as such creates nothing like the attention.

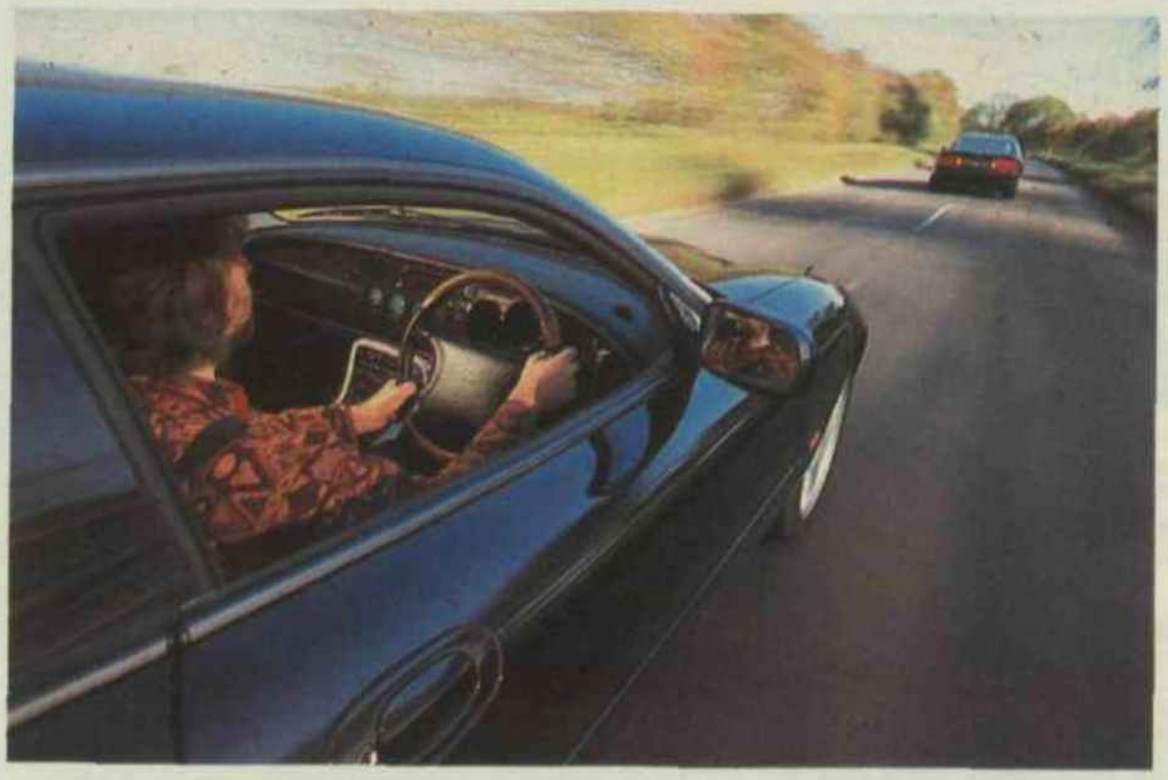




"Where the subtle curves of the Jag flow gently, the BMW sits strident and harsh, mean as hell, the very epitome of late-80s up-front brash"

These themes are repeated inside. The BMW interior is visually dominated by a big, wide, centre console, its sweep mimicked by those of the door armrests, creating a cool, geometrical environment in contrast to the more abstract, cosier curves of the XK8's dash. This friendlier feel is massaged home in the Jag by softer texturing and colours (particularly so with the Sport interior of our test car rather than the more ostentatious wood and leather Classic pack). But while it may be more seductive, the quality of materials is still not as uniformly high. The plastic trim surrounding the gearlever was coming adrift in our car, and some of the minor controls are very clearly Ford and Mazda-sourced.

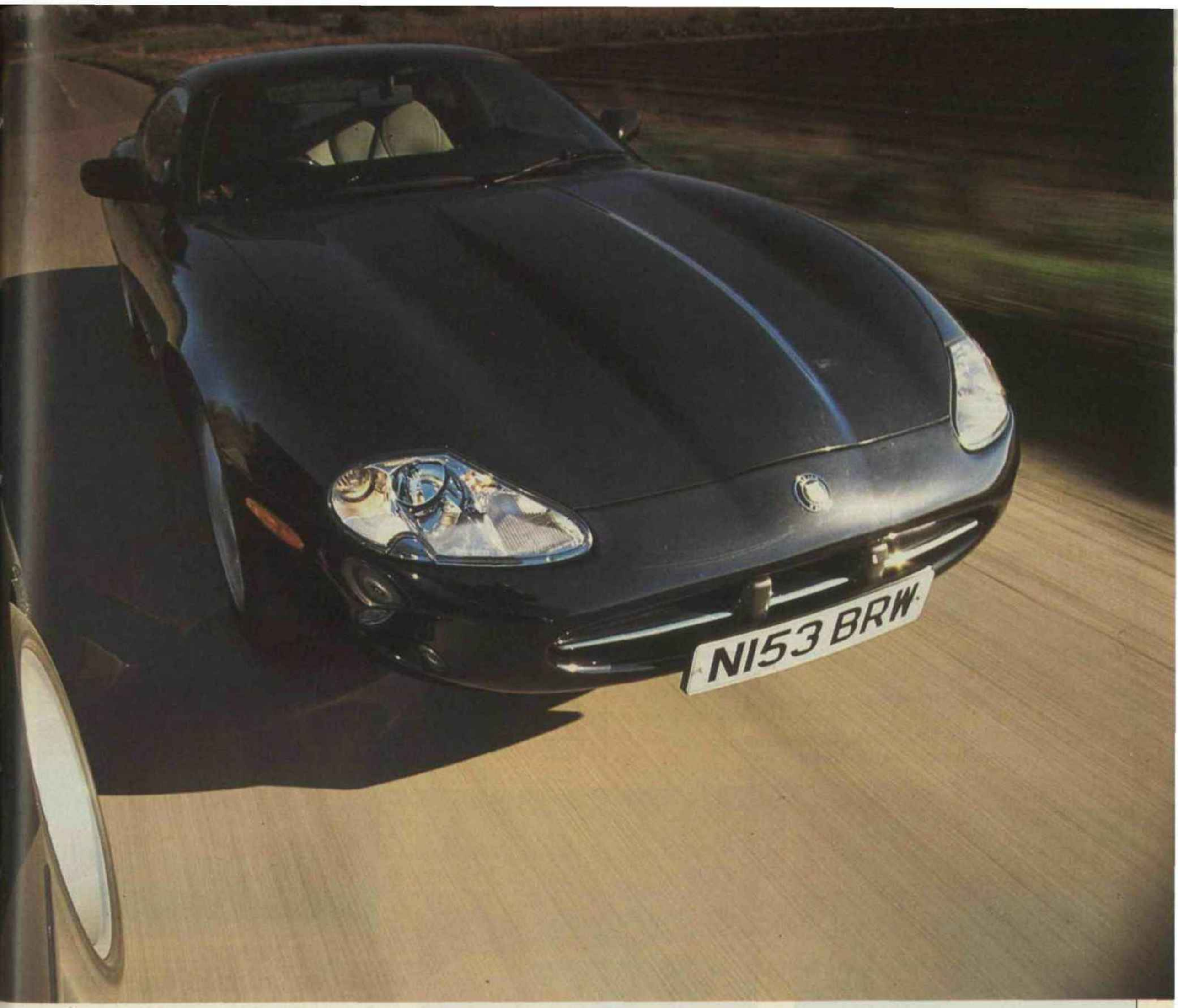
The cosy environment inside the Jaguar is partly created by the traditional Jaguar way in which you sink down into the XK8, below the level of the high sills. This contrives to add to its exotic feel, in contrast to the more upright Teuton. It also helps give better headroom than the low roofline might suggest. But the confines inside are definitely much more restricted than in the practical BM. The 8-series gives a more commanding view, gives you much more shoulder room, more leg and headroom too. The back seats of the Jag are a joke, those of the BM restricted but feasible. The XK8 isn't cramped up front, and its seats are comfortable and super-supportive, but fat cats are rather better catered for in the BMW, a point driven home by the wider proportions of the seat squabs.



Clockwise: Fluid, free-revving and flexible, Jaguar's V8 is a triumph. . . BM's square haunches contrast with Jag's soft muzzle; wood and leather available from Coventry, but not compulsory; BM offers no interior choices, just flawless ergonomics in cool geometric setting; XK8 cockpit less roomy but ultimately cosier and more relaxing.

Both cars boast boots capable of holding two sets of golf clubs, a fact which is more illuminating about the target clientèle than anything else. Despite the sporting billing of these cars, they are a long way from the E-Type to which many of the XK8's styling cues refer. Altogether more refined and practical, bigger, softer and heavier, they target a more mature market. As driving machines they will deeply impress, rather than thrill.

Against such a backdrop it's little surprise to find that a manual gearbox is not even an option for the XK8, and that the six-speed manual offered on the 840 is usually passed by in favour of the auto (incorporating Tiptronic semi-auto facility) of our test car. Each of these five-speed transmissions is







mated to cutting-edge alloy V8, quad-cam, 32-valve engines. That in the Jaguar is an all-new 4-litre design, a capacity from which the 840 engine has just been increased, now standing at 4.4. Although each gives similar power and torque, the greater bulk of the BMW gives the Jaguar a decisive power-to-weight advantage.

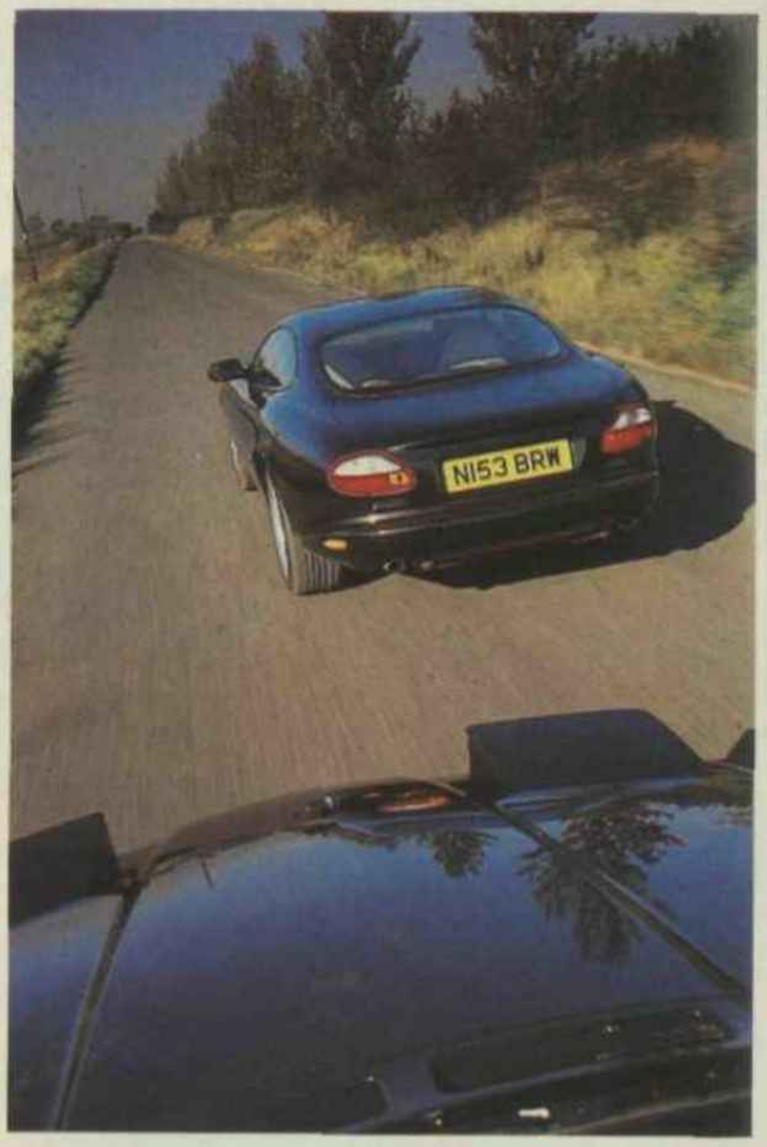
And yet. . . Squirt each around town and you'd swear the BM was quicker. This comes courtesy of a fatter torque curve with a lower peak, as that extra 400cc comes to your aid, and a torque converter wound rather tighter giving instant, punchy response rather than the progressive smoothness of the Jaguar's. It's only out on the open road, where you can give the Jag V8 its head, that its greater pace becomes apparent. It stays strong a long way further up its rev band than the BM unit and it has a beautiful fluidity of response. It revs free and it revs hard in a way that no Jaguar production engine ever has, yet at a cruise retains an impeccable, unflustered

refinement that fully lives up to the marque's reputation.

The 840's motor can match neither the free-revving sweetness, nor the high speed silence of the Jaguar's, but is by any normal standards a great combination of punch and refinement. Under acceleration both engines feature evocative, hard-edged V8 sounds, though it's easier to play tunes with that of the BMW courtesy of its Tiptronic change facility. This has recently had its software revised, and now gives quite superbly pin-sharp changes the instant you move the lever either up or down. Once you tire of this the lever can be moved back across to the right for auto mode (with adaptive electronics) where its changes are smooth and seamless.

Not quite as seamless as the XK8's, though. This new transmission, developed in conjunction with ZF, is quite the best combination of response and smoothness throughout the range of change parameters we've ever encountered. Up, down, part-throttle or full, many of the changes are detectable only by the engine note. It's almost enough to forgive it the lack of semi-auto mode — but not quite.

Both transmissions work through traction control systems which are barely needed in the dry, such are the width of the tyres and efficiency of their suspensions. Switch them off and the natural understeer of both (more pronounced in the BM) can be countered by power through slow corners, but these are not the sort of antics appropriate to these cars. Rather they are best enjoyed on fast, flowing A and B roads where their rhythm is not disturbed through big directional changes and their high speed poise can best be appreciated. The Jaguar's steering is more informative than the BMW's and its body roll more tightly checked; it feels generally more compact, giving more confidence about pressing on. The 840 has no vices up its sleeve, but it never actively encourages you to push.



"It has retained traditional Jaguar values amid an up-to-the-minute package"

The Jaguar came equipped with the optional CATS (Computerised Active Technology Suspension) adaptive damping set-up, the BMW with the firmer of two available suspension packs. The CATS package gives the XK8 a ride which, at low speed, is a little more jiggly than usual for a Jag but which is still more compliant than the BMW's. Yet at high speed it gives firmer control of the body than the BM.

So the XK8 not only out-performs and out-handles its rival, but out-rides it too. All at a price saving of over £8,000 (though admittedly some of this is taken up by the BM's longer list of standard equipment). Against this the BMW can offer only its formidable build quality which, visually at least, still betters that of the Jaguar, and its roomier interior. Even judged solely on these tangible, objective measures, the XK8 has the measure of the 840. And that's before you even begin to take into account details like how wonderfully progressive its brake pedal action is, how much more special it feels to be sitting low in its cockpit, the sheer sensuality of the car. That it has retained such traditional Jaguar values amid an up-to-the-minute package which more than accounts for the opposition is great news.

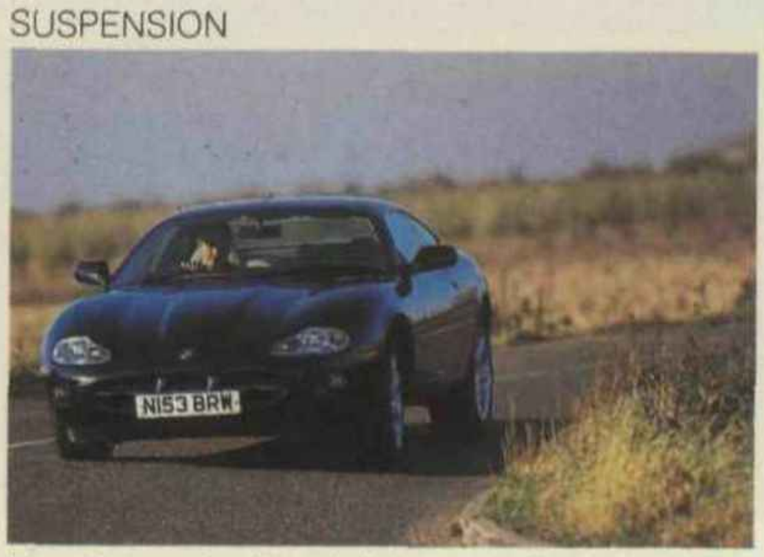
SPECIFICATION

BMW 840Ci	
ENGINE	
Location	Longitudinal, front-mounted
Cylinders	90 deg V8
Bore x stroke	82.7mm x 92.0mm
Capacity	4398cc, c r: 10:1
Valve gear	dohc per bank four valves per cylinder
Power	286bhp at 5700rpm
Torque	310lb-ft at 3900rpm
TRANSMISSION	
Type	six-speed manual or five-speed adaptive automatic with Tiptronic semi-auto mode, driving rear wheels. Traction control.
SUSPENSION	



Front	MacPherson struts, coils, anti-roll bar
Rear	multi-link, coils, anti-roll bar.
BRAKES	
Front/rear	ventilated discs, ABS.
STEERING	
Type	power-assisted recirculating ball.
DIMENSIONS	
Wheelbase	2684mm
Length	4780mm
Width	1855mm
Height	1340mm
Kerb weight	1855kg
PERFORMANCE	
0-60mph (auto)	7.1sec
Maximum speed	155mph
FUEL CONSUMPTION	
Government figures (mpg):	
Urban	13.5
Extra-urban	29.1
Combined	20.6
LIST PRICE	£56,850
INSURANCE GROUP	20

JAGUAR XK8 Coupé	
ENGINE	
Location	longitudinal, front-mounted
Cylinders	90 deg V8
Bore x stroke	86.0mm x 86.0mm
Capacity	3996cc, c r: 10.75:1
Valve gear	dohc per bank four valves per cylinder
Power	290bhp at 6100rpm
Torque	290lb-ft at 4250rpm
TRANSMISSION	
Type	five-speed automatic, driving rear wheels, traction control.
SUSPENSION	



Front	double wishbones, coils, anti-roll bar
Rear	wishbones with driveshafts as upper links, coils, anti roll bar. Option of CATS adaptive damping.
BRAKES	
Front/rear	ventilated discs, ABS.
STEERING	
Type	power-assisted rack and pinion.
DIMENSIONS	
Wheelbase	2588mm
Length	4760mm
Width	1829mm
Height	1306mm
Kerb weight	1649kg
PERFORMANCE	
0-60mph	6.6sec
Maximum speed	156mph
FUEL CONSUMPTION	
Government figures (mpg)	
Urban	15.7mpg
Extra-urban	31.0mpg
Combined	23.0mpg
LIST PRICE	£47,950
INSURANCE GROUP	20



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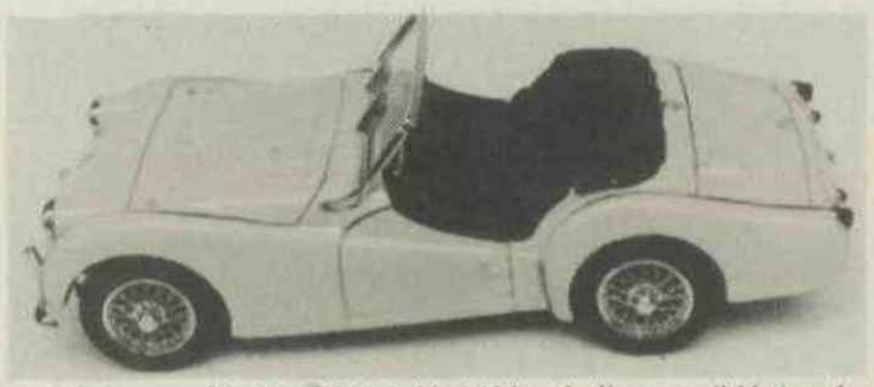
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VOLVO V40

Race victories in the British Touring Car Championship and the thick-set aggression of the 850R, a Volvo on steroids, have done much to enhance the image of the once reputedly staid Swedish manufacturer. With the new V40/S40 (the prefixes indicate 'versatility' or 'saloon'), Volvo's traditional thoughtful qualities remain and, indeed, have been cultivated (twin brake light bulbs, more lateral protection than you can wave an impact bar at, rear seats which, optionally, can be transformed into booster cushions for children – all simple, all quite brilliant).

But can anything which shares a platform with the inappropriately named Mitsubishi Carisma reinforce the '90s adage that Volvos are fun?

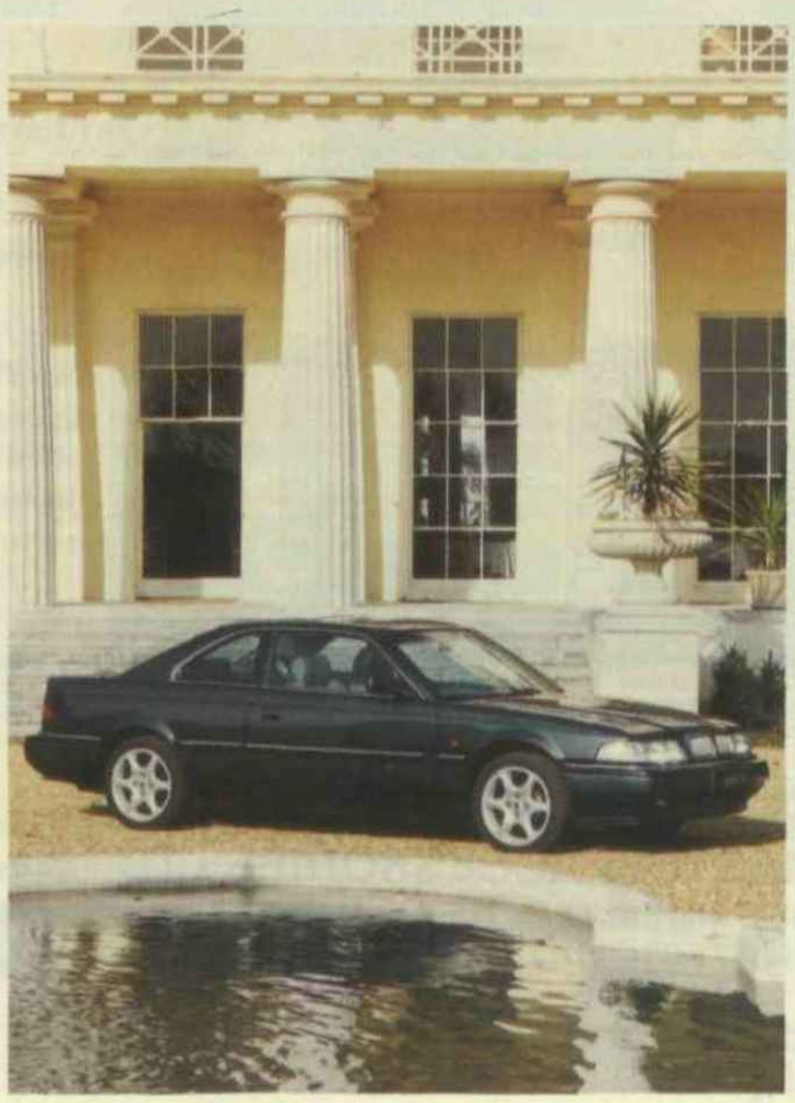
Not really, no.

The V40 is not a bad car. Its appearance is far tidier than that of the anonymous Mitsubishi equivalent, which is virtually indistinguishable from countless other mid-size saloons. It looks squat and purposeful, and with the £800 'handling' pack (to be specified if you know what's good for you), the 2.0-litre variant (140 bhp, 130 mph if you're prepared to put up with the harshness of the upper range) is a capable, pleasantly-mannered Mondeo alternative. Best in class? Probably not, although the basic price of £15,200 is competitive. Most interesting in class? Possibly, and certainly far more interesting than anything related to a Mitsubishi C isma has a right to be.

The V40 does little to advance Volvo's presently trendy reputatio but it is awash with the company traditional virtues and it is a huge advance on the departed, mushy and angular 400-series.

One question remains: why do the aforementioned 'handling' pa include a pair of front fog lights?





ROVER 800 TURBO COUPÉ

Think of Rover coupés past. Think of the P5, not dissimilar to a Routemast which has crunched through a low bridge parapet, and much treasured banger drivers in the 1970s. Think of the Vitesse, favoured by Slick 50 road saloon racers, police forces everywhere and, subsequently, villains in TV c series. Power, brutality and precious little in common with the marque's contemporary coupé.

The turbo is cheaper than the flagship V6 automatic, and comes with the familiar 200 bhp four-cylinder turbo that powers several other Rovers, inclu ing the 800 Vitesse. It endows the coupé with instant, raw power that is at odds with its svelte profile.

Despite its size (it is a lot bigger than it feels from within), this is a taut, responsive car whose agility belies its dimensions. Even on a greasy surfac the front end remains well controlled thanks to deployment of a limited slip diff. The steering is a little lifeless, but once you become accustomed to its limited powers of communication, the car is easy to place accurately with commitment and confidence.

A hooligan in a designer suit, this is a top hat with a sting its tail.

For all the subtle elegance of the voluminous exterior, BMW's patronage h not yet rubbed off on Rover's interior design department. For all the acres o recycled cow, the cabin switchgear is simply frightful. It looks cheap, and feels it.

BMW's cheapest car, the 316 Compact, offers the same tactile pleasures a 7-Series. The Rover coupé has cockpit ancillaries of a quality you'd be disappointed to find in a Mini.

For all that, the car's dynamics match its looks: a class act.



1997 ROVER MINI

Rover's beloved Mini will be around to celebrate its 40th birthday in August 1999, and that's official.

Even more remarkably, the A-series engine will pass its 50th anniversary in 1998, now with multi-point injection, electronic management and the elimination of the distributor that used to succumb to water at the most inconvenient times.

Perhaps the most significant of many changes seen on the 1997 model Mini is the installation of the radiator at the front, a slimline design with an electric fan shoe-horned in behind the grille.

Cooling, always marginal in the more powerful versions, is improved, power is released and the commotion quelled in the engine department.

The final evolution of the Mini was required by EC law in several areas. Noise levels had to be reduced significantly to a maximum of 74 dB(A), effectively halving the output.

The final drive has been raised to 2.76 (16 per cent higher, saving 550 rpm at 70 mph in top gear), and the Mini now has a driver's air bag, side intrusion beams and seat belt pre-tensioners, items that would have been rather alien to Sir Alec Issigonis in 1959.

There is one specification only for the 1275 cc engine, developing 63 bhp. Seemingly puny in output, the 1997 spec A-series makes the Mini feel quite lively, better than the 0-60 mph time of 12.2s would suggest. This is down to the excellent torque figure of 70 lb ft at 3000 rpm, and to the Mini's still feathery 715 kg kerb weight.

Both the Mini and the Cooper cost £8995 'on the road'. Proving that some things in life really are 'free' – the Cooper's specification includes Minilite-style alloy wheels, characteristic bonnet stripes, spot lamps and a white roof.

The Sport pack costs £795 and includes such things as Koni dampers, 13-inch diameter 6J alloy wheels, body spats, a quartet of front auxiliary lamps, big-bore silencer and extra gauges for oil temperature and battery condition.

But be warned – the Sport pack increases the Mini's frontal area, blunts the 0-60 mph time by 0.6s and knocks a whopping six mph off the top speed, lowering it to just 84 mph. The good news, perhaps, is that you might just get away with flat-out traversal of Britain's motorways.

• If you want more performance from your Mini, John Cooper's garage in Worthing (01903 504455) has a complete catalogue of tuning and personal accessories and can tweak the A-series by stages to 74,77, 80, 85 and, ultimately, 108 bhp.

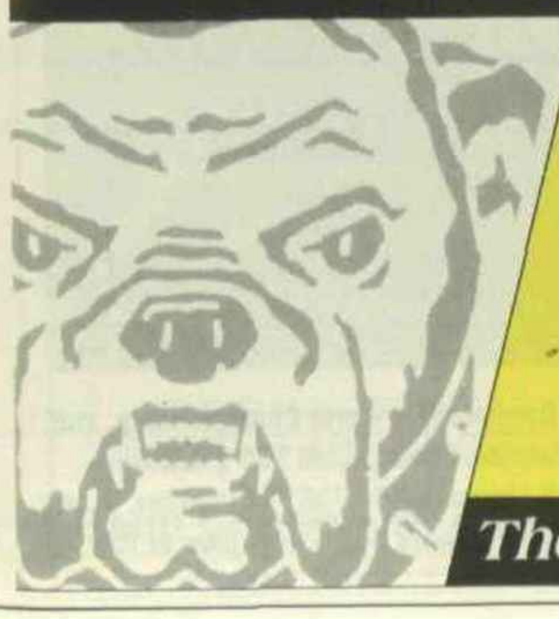
Sump guards, extra lamps, supplementary fuel tanks, seat runner extenders and all the traditional Mini 'goodies' are available, plus decadent items like air conditioning and walnut dashboards.

At the millennium the Mini will be replaced by an entirely new model powered by an engine built in South America and shared with a small Chrysler.

It may well surpass the Mini's five million-plus production figure, in time, but it will have to be an amazing car to inspire literally thousands of clubs – there are currently no fewer than 160 Mini clubs in Britain, and 400 in the Mini's largest market, Japan!

M L C

The TVR Centre

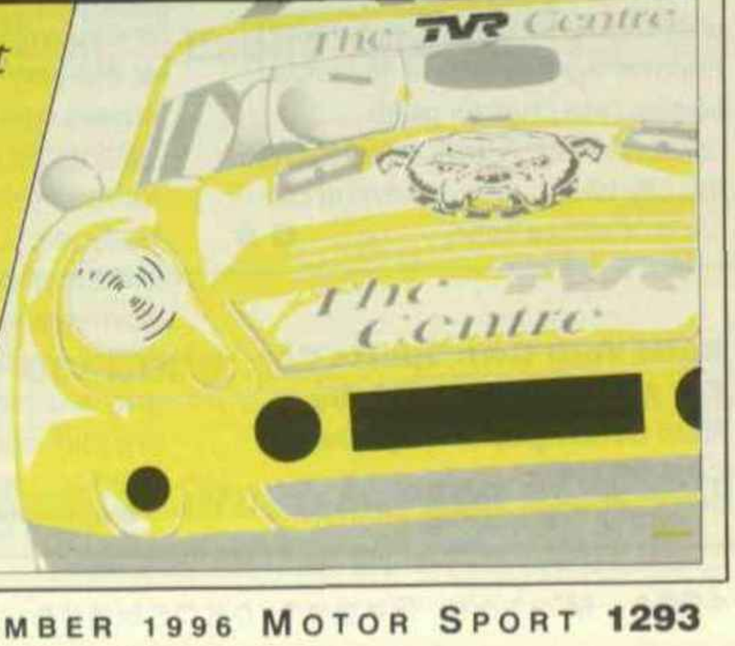


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Anatomy of Speed, by Terry Jackson. Apple, £12.99.
A near miss, this one. It aims to detail the hardware in both F1 and Indycar, and clearly sets out similarities and differences, also looking at NASCAR (and don't those machines look crude in comparison). Some fine cut-away drawings augment many photo details, and the layout is attractive to read.

But it is weak on technical facts: dampers are wrongly explained, Lotus is credited with the rear-engined revolution, active and adaptive suspensions are confused, a Williams on the kerb is described as "miscalculation", a slipstreaming car doesn't use fewer revs, a wing-mounting "lesson" is diametrically incorrect, the Lotus 88 is described as unbeatable though it never raced, and the significance of its revolutionary twin chassis goes unmentioned. A low-priced intro to the oily bits, but have several pinches of salt to hand. **G C**

Build Your Own Sports Car For As Little As £250, by Ron Champion. Haynes, £14.99.
It is fitting that Haynes should publish this book, because John Haynes wrote a book about how he built his own such car, which led on to the present publishing collossus at Yeovil. Young enthusiasts will find the idea of making their own Caterham Seven or Lotus lookalike from odd bits and pieces irresistable. The book is by the motor engineering teacher at Oundle, the book goes step-by-step through the build process, and we are told that senior pupils at the famous public school have now built many of their own sports cars under Champion's tutelage.

Fine, and the headmaster must be tolerant or optimistic, as sooner or later the boys will surely indulge in races between their low-cost motor cars. However, using common-sense and following Champion's instructions they may end up with desirable sportscars at this very modest cost. The book covers it all — skills and tools, getting the cars legally accepted for road driving, trimming the body, etc. Unless bad welding produces problems, I suppose it is worth having a go at making the space-frame, i f s, Ford Escort-engined car, which will take, we are told, some 450 to 900 hours to build and should give 50mpg with a 948cc engine, and 130mph if you install a twin-cam 2-litre Fiat power-unit.

Well, enthusiasm is irrepressible and better to first read this book then mess about uninstructed. Do let me know when the first Oundle GP is to take place. **W B**

British Rally Drivers — their Cars and Awards, by Donald Crowbourne. Smith Settle Ltd, Otley, £45.00
This very heavy, nicely presented book must have be a monumental research task for Mr Crowbourne and his wife, who embarked on it after tracing the rally history of their Alvis Firefly; when I was consulted about it I was staggered at the thought of the work involved. The book covers not only Monte Carlo and RAC, but also pre-war Bournmouth, Brighton, Welsh and Blackpool events, with lists of entrants, drivers, cars, numbers, and body styles, backed up by regs, routes, schedules and so on. This mass of statistics is interspersed with rally memorabilia and pictures, some in colour and some newly published.

Essentially a reference work, I suspect it will be consulted rather than read; indeed the only text is 19 pages describing Major Douglas-Morris' experiences in Monte Carlo and RAC Rallies. So a formidable look-back, of limited appeal maybe but useful. I came upon some surprises, like S F Edge in an Armstrong-Siddeley in the 1931 RAC Rally, which makes me hope that this painstaking researcher will try a book on the MCC trials, in which so many odd car-and-driver combinations would be encountered. **W B**

Ferrari — the Battle for Revival, by Alan Henry. Patrick Stephens, £14.99.
Ferrari is coming back strongly in F1, applauded by many Grand Prix followers. Alan Henry, who covers F1 racing for *Autocar* and *The Guardian*, has built up a reputation of writing from the inside, after seeing the action at close range and being friends with the top drivers. He is the writer to tell us how the Maranello *marque* has been fighting for survival and is, hopefully, returning its driver to the podium. The Foreword is by Alan's friend Niki Lauda, who advised Ferrari at this difficult time. So, 175 pages and pictures, essential stimulation for all Ferrari fans. **W B**

●The more studious researchers of motoring history should know that Graham Robson has embarked on the colossal task of recording data about all British-built and officially imported cars in the UK since 1945. The first volume, covering the period 1945-1970, is now available from Motor Racing Publications of Croydon for £19.95, and a second volume, to 1997, is due in January. Heavy going — but researchers survive that. **W B**

●Gosh, another book on the VW Beetle, the car that will never die. This one is a colour offering from Andrea and David Sparrow, by Veloce. It offers original colour pictures of the Beetle and its close relatives, for just £12.99. **W B**

●The largest of those small but very comprehensive one-make books in the **Shire Album** series is about **The Morgans**, by Ken Hill. Wonderful value, at £2.25. **W B**

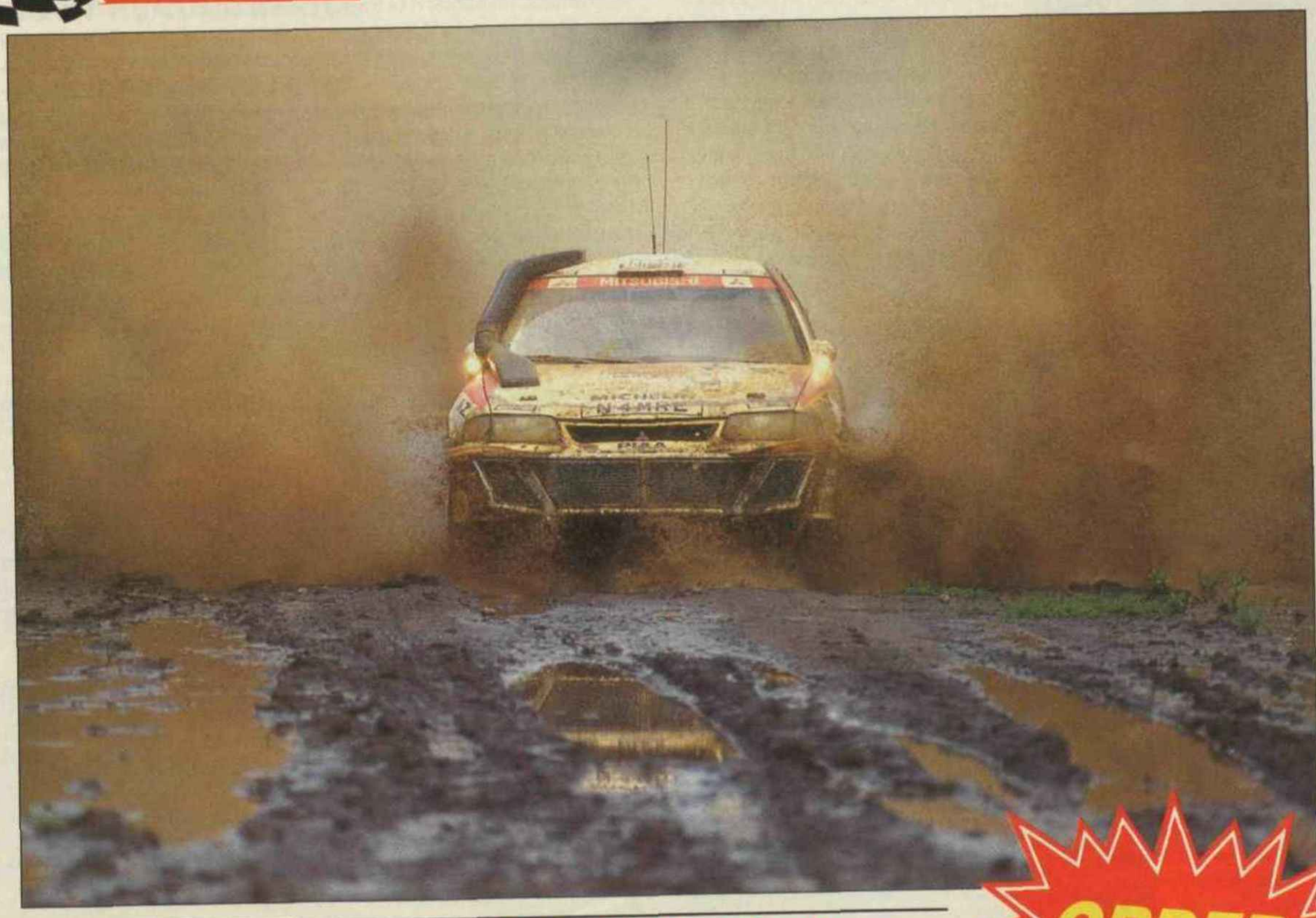


Michael Turner's latest painting celebrates Damon Hill's World Championship, and shows the first of Hill's eight victories, at Adelaide. Prints, sized 530 x 430mm, cost £25 each including P&P. Ring Studio 88 Ltd on 01494 785193 to order, or to request a brochure detailing motoring and aviation work by Turners *père et fils*.

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F1 Antics



Moss – another contender for the title "best-ever all-round driver."

Sir,
One has to laugh at the antics of today's Formula One team owners. Damon Hill becomes Champion, and out of the team he goes! Not the first time it's happened at Williams, and for sure not the last. Unthinkable treatment for pre-war aces — can you imagine Mercedes-Benz treating Caracciola in this way, or Auto-Union booting out Rosemeyer? Colin Chapman saying goodbye to Clark?

In those days owners looked after their drivers and acknowledged the efforts the drivers made. This made for loyalty on both sides, for the good of the sport. No doubt if Villeneuve wins next year he will be out!

Switching to Neill Monaghan's letter (October) praising Jacky Ickx, there is one driver head and shoulders above all the rest, even Fangio, as 'the world's best-ever all-round racing driver'. Who? Stirling Moss, of course — the best driver never to have won the championship. But the best all-round driver the world has ever seen.

Imagine how he and Rob Walker would be on top today. Good clean sportmanship, way ahead of the rest.

Tony Baxter,
Arkley, Herts.

Thanks, Frank

Sir,
We should thank Frank Williams for keeping F1 alive by eschewing conformity and complacency. History shows that Damon is not the first driver he has groomed for stardom and then released to enbable a higher challenge to be pursued. Damon will give his new team a lift, and with his experience of test driving and his skill at setting up a car will achieve more for them that Schumacher has achieved with Ferrari. Emergent talent steps into Damon's shoes. The only regret of the fans — and perhaps the sponsors — is that his replacement is not British.

N M Broadgate,
Helmshore, Lancs.

Great Auclum

Sir,
Earlier this year MOTOR SPORT published my letter asking for information about the Great Auclum speed-trial/hill-climb near Reading. I had an excellent response, and I would like to thank everyone for their valuable help.

When I started my research I thought I would have difficulty gathering information on the earlier meetings, so in my letter I asked about the period from 1947 to 1958. However, the response I got was so good that I now have a scarcity of information about later meetings.

Could I therefore prevail on you to publish this appeal for results, photographs and memorabilia relating to the meetings which took place between 1962 and 1972. I would also like to hear from anyone who has thoughts or memories about Great Auclum.

Finally, may I offer my congratulations to the editorial staff of MOTOR SPORT for continuing to cater for the enthusiast by producing a magazine which successfully blends contemporary and historical topics, making it one of our sport's finest institutions.

Stephen Lovegrove,
41 Pinewood Ave,
Crowthorne, Berks RG45 6RR.

Late Entry

Sir,
Your article "Stranger than Fiction" in the October edition refers to a bogus entry in the 1995 Brighton Run. This prompts me to pose the question as to what was the latest car ever to be given an official entry to the Run. I would stake a claim for my father's entry in 1938.

In that year my father, Harold White, bought an old Humber which he found in a garage in Warlingham, Surrey, for £12/10/-. The car was unregistered, but bore a card saying it had been dated as a veteran of 1904. Accordingly he entered it for the Brighton run of that year, the entry being accepted by the RAC. My father was accompanied on the run by my grandfather, and still has a Klemantaski photograph of them in the car on the way to Brighton. Sadly the finisher's medal has long since disappeared.

Once the war started there was nowhere to keep the old Humber and it was sold to the VCC Secretary Francis Hutton-Stott, the price of £15 showing a small profit. The RAC subsequently reassessed the car, deciding it was a 1909 model. It later became part of the Rootes collection and is now at Beaulieu. Until quite recently it still carried the Surrey registration HPC 150 given it by my father in 1938.

I wonder whether any of your readers are aware of any car more recent than 1909 which has been officially allowed to take part in the RAC's annual commemoration of the Emancipation Run.

Ian White,
Bessels Green, Kent.

Starting a Trojan

Sir,
Eric Rance of the Trojan OC refers to rear-engined Trojans having three methods of starting (November issue), but I wonder if he has experience of these?

I owned a rear-engined Trojan in the early Sixties and can tell him that it was not at all uncommon for all three methods to fail. Worse, due to being fitted with a centrifugal clutch, a push-start was not possible either.

the electric starter was seldom effective. It was run from a six-volt battery positioned at the front of the car, and the long leads to the rea, combined with the low voltage, meant that even fully charged there was little chance of the engine being turned over for long enough to produce life.

In the case of the driver's starting handle, this was, as Mr Rance says, connected to the engine by a wire rope. Anyone who has ever tried to start a recalcitrant Trojan will know that many pulls on the handle can be required. From time to time the wire would part, and in my case the seat would then come off its mount, and the driver perform a backward somersault into the rear. Apart from this, the difficulties of fitting another piece of wire rope within the depths of that filthy engine compartment, usually on a wet, dark night, are best left to the imagination.

I have to say that I never attempted to wind the engine using the side starting dog. On the basis that it was necessary to remove a rear wheel, I always felt it would be not only impractical but dangerous. When a Trojan does start it produces (apart from noise and vibration) a curious rocking motion, due no doubt to the epicyclic gears, and this is not compatable with having one corner balanced on a jack.

Apart from all this, can there possibly have been another car manufactured after 1930 with such primitive brakes? Not only were there none on the front wheels, but the efficacy of those actually fitted was negligible. The footbrake operated a single contracting band on one rear wheel (admittedly with a split drum connected to the opposite side to provide some directional stability) and the handbrake operated on the transmission only.

The adventures we had with that Trojan could fill many pages, but siffice it to say that no journey was without incident. It was with some relief that I eventually persuaded it into the hands of a new owner. I wonder if OY 1527 or any similar model survives?

Chris Bird,
Rushmere St Andrew,
Suffolk.

Anzani-Nash

Sir,
In two recent issues of MOTOR SPORT, the Eldridge Specials and Anzani engines were mentioned.

In March 1951 I visited the premises of Messrs Tankard & Smith, Kings Road, Chelsea, where they advertised a 1½-litre Frazer Nash two-seater. The March 1951 issue of MOTOR SPORT carried the advertisement. This car was reputed to be built by Eldridge and was powered by a supercharged twin o h c Anzani engine. When I went to look at this car I found it to be in extremely good condition.

However, I see that this car was not mentioned in either the recent Eldridge or Anzani articles, perhaps someone can throw more light on the subsequent history of the car I saw.

Incidentally, I also saw the Bugatti, I believe a Type 37F, fitted with the Anzani engine as mentioned in the Anzani article, but as it was not running properly I took no further interest in it.

In the past I have been the owner of Frazer-Nashes HNX9 (Miles-Nash) and BMP846; if the present owners would like some history they may contact me through the MOTOR SPORT offices.

Peter Oates,
Princes Risborough.

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MOTOR SPORT

Les Deux Tours d'Horloge

France's other 24-hour race is a stiff challenge for historic racers

Literally "twice round the clock", this 24-hour Historic race at Paul Ricard began five years ago when Eric van de Vyver wanted a tougher challenge for the cars he prepares in France. Today it is part of a challenge series which includes a 6hr race at Spa and a 12hr event at Magny-Cours, with plans to add another half-day thrash at Barcelona.

Given frequent moans about the predomination of 10-lap "sprints" in historic racing, it was surprising that the only British entrants in November's event were Trevor Needham's Ginetta G4R and David Methley in a Marcos, though many of the cars including the eventual winner were prepared on this side of the channel.

A large field ranged from Lola T70, Lotus 11 and 23, Merlin and Elva-BMW, to Corvettes, TVR Griffith and a Ford Falcon Sprint. A dozen Porsche 911 started, while there was variety from a beautiful but fragile Bizzarini 5300GT, a Gordini-powered Fournier Marcadier, and the oldest car in the event, a 1956 Cooper-Jaguar.

Pole position went to a Lola T70, but after the first hour the nimbler Elva-BMWs held the first two places and continued to head the results for the rest of the event, bucking the trend of the four previous winners, all of whom were V8-powered. Down the field, diminutive Alpine-Renaults diced with E-type and Corvette — the long-tailed Le Mans bodies of the Alpines proving an advantage on the mile-long Mistrale straight, where in practice the Team Blaton T70 was clocked at almost 170mph.

Drama struck early on Sunday morning when Roland Urban destroyed his Cooper-Jaguar, fortunately without injury to himself. In the end the Elva-BMW of Sylvain and Henri Stepak finished a huge 27 laps clear of an Alpine Prototype, which was in turn 5 laps ahead of a deafening Austrian-entered Corvette. Needham had terminal gearbox problems on his Ginetta, but Methley came fourth, claiming to be the first person ever to finish a 24-hour race in a Marcos.

Le Mans Lotus returns to UK

A works Lotus Eleven which contested the 1956 Le Mans race and has been in the USA since that same year has returned to Britain.

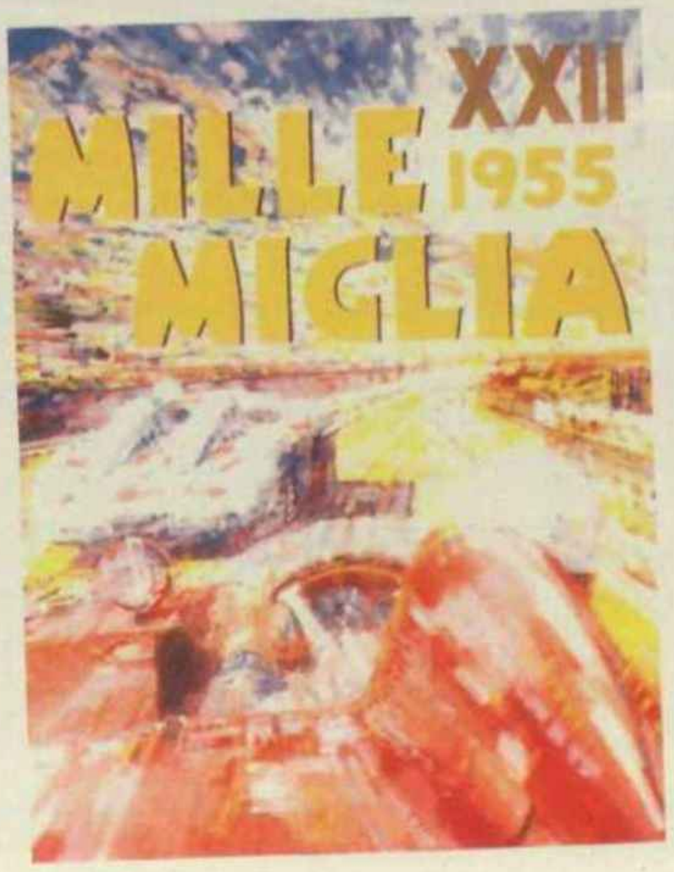
Chassis 211, powered by a Climax FWA, ran in the French classic in the hands of Cliff Allison and Keith Hall, but retired in the early hours of the Sunday morning after Allison collided with a dog which ran out in front of him. In November 1956, after repair, 211 contested the Lands End – John O'Groats economy run, achieving over 38mpg, before being shipped to the USA, together with its LM 1100cc-class-winning team-mate. Restored by Crosthwaite & Gardiner, the car is expected to have a new owner for the 1997 race season.

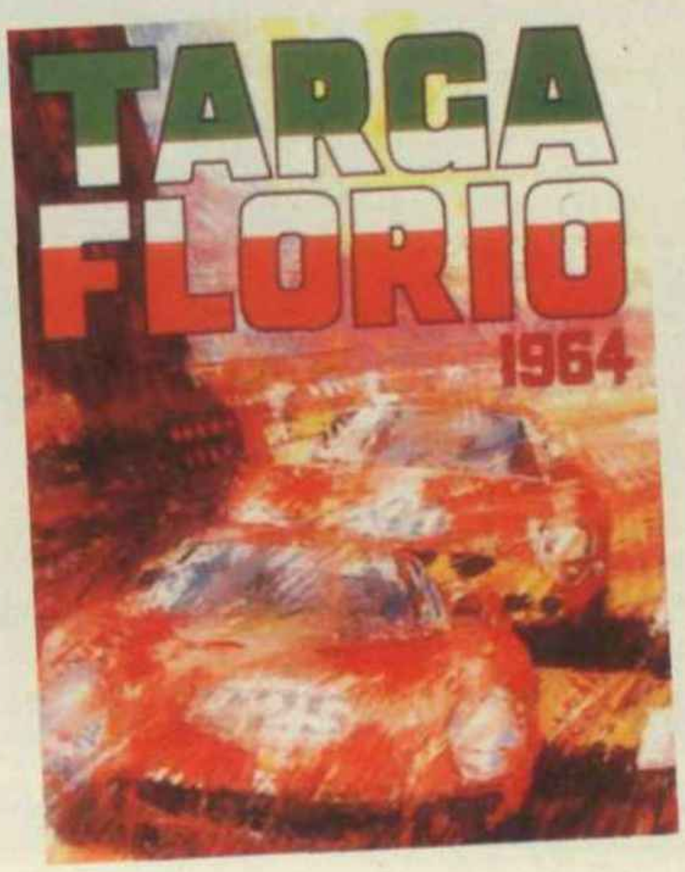


Gregor Fisken driving 211 at Oulton Park in August.

Endurance Posters

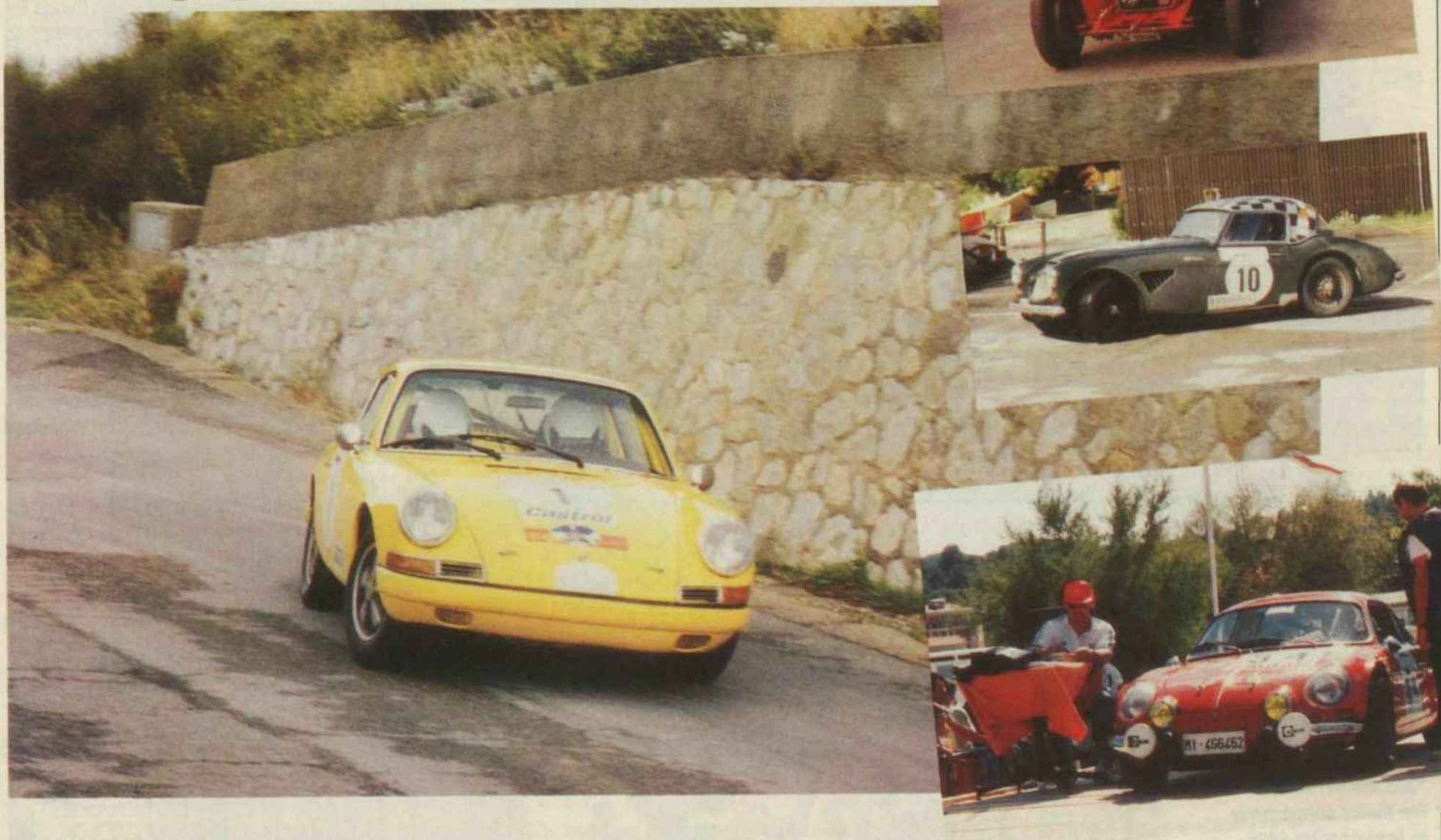
Classic dealers Coys of Kensington have broadened their range of archive material with these dramatic posters featuring Dexter Brown artwork. The three recall the Moss/Jenkinson Mille Miglia victory of 1955, Aston's 1959 Le Mans win, and the Targa Florio of 1964, with a GTO and 250LM in close combat. Poster size is 26 x 37in, prices £49 each, or £122 the set plus £3.50 P&P. Tel: 01993 704 520 to order.





8th Rallye Elba Storico





This little gem of an event is a round of the FIA Historic Rally Championship, and is therefore properly put together and run by the Elba Corse organising committee. Popular with German and Monagasque entrants, the event has now attracted a strong Czech contingent, one of them (Mr and Mr Trajbold) going so far as to win the event in their yellow Porsche 911. Bormoloni's 911 came second, and an Austrian Healey 3000 was only four seconds behind — excellent close stuff after two days and 16 special stages on bumpy roads. The locals loved the event and would crowd around end-of-stage controls, particularly downhill ones, where the only trace of brakes many competitors had left was their strong aroma.

Running in parallel with the *Storico* was the ninth Elba Graffiti, a regularity for the less hairy-chested, which used many stages of the *Storico* after its dust had settled. **TJT**



The winning Trajbold Porsche slides around one of the hairpins of the Cappo d'Enfola stage, above left. Top to bottom: Mr Bloechie's not-quite-vintage Alfa was doing the Graffiti event; proper rally country, proper rally cars – Paul Koppenwallner's big Healey playing car-park games; the Renault Alpine A110 of Antonio Bigatti; Peter Muller's 904 Porsche did well to finish 15th overall.

LE JOG '96

The hyperactive John Brown, who invented and managed the 1994 and 1995 versions of LE JOG, now has backing from the AA for this year's End-to-End Reliability Trial over December 7-10. The 120 entries start bright and early from the Land's End Hotel on the Saturday a m and run via North Devon and Wiscombe Park to a high tea near Chepstow. Night stages through Wales end with breakfast at Charnock Richard. From there competitors make their way, fortified with a proper fry-up including black pudding, through deepest Lancashire and Northumberland, via that long deep ford at Stanhope which has dished the chances of many a hopeful in past years, to spend Sunday night at the Athens of the North, a k a Edinburgh.

On the Monday morning the rallyists begin a long couple of days through the lowlands, the Loch Ness area (which includes a lengthy regularity stage known as the "the Loch Ness Monster"), John O'Groats and the north-west, to finish at Wick on the Tuesday evening.

There are 20 pre-war entries, the most venerable being Peter and Sue Noble's 1925 6.2-litre Lanchester Tourer, and the most practical Phil Surtess's 1942 Ford Willys Jeep. There are over 60 pre-1960 entries the most impressive which is John and Birgit aan de Stegge's 1959 Ford Thunderbird, which must have a lane-widening contract with various local authorities if the post-event state of its flanks is anything to go by. For fuller details of when and where to see the event, ring 01886 833 505. **TJT**

Emancipation Re-Run



When the Royal Assent was given to the 'Locomotives on Highways Act' in June 1896, the sport and pastime of motoring became much more Copper-resistant, if not exactly Peeler-proof. A tour was organised by the Motor Car Club from London to Brighton on 14th November 1896, to celebrate the motorist's new-found freedom. The Earl of Winchelsea tore up a red flag just outside the Metropole Hotel in Northumberland Avenue, and 33 entrants tuf-tuffed away in the general direction of Brighton, relishing their freedom now to proceed at 14mph — unless that speed had been reduced to 12 by the Local Government Board. Local authorities were inclined to get under the motorists feet even a century ago, it seems.

In recent years our very own RAC MSA Ltd has been looking successfully for interesting things for its punters to do; it has added "Euroclassic" to "Classic" runs, and in 1996 it added the 1896 Re-enactment on the Saturday as a preamble to the Brighton on the Sunday. The idea was very well received, with two dozen century-old *Grandes Mères* lifting their skirts along Whitehall Place, Horseguards Avenue, and Whitehall Court. The "pits" were in Great Scotland Yard, and the Horse Guards Hotel seemed to serve as the re-victualling area. The whole thing worked rather well.

In order to achieve a sensibly-sized grid some substitution had been allowed, because many of the original 33 had become unavailable in the interval since the 1896 event. Not so Virginia Arnold's 1896 Arnold single-cylinder two-seater Voiturette, however. The car appeared in Whitehall Court as it had in 1896. It shared the company in 1996 — as it had 100 years earlier — of Daniel Ward's 1896 Panhard Levassor and David Mellor's 1896 Lutzmann. There were half-a-dozen cars identical in model to the 1896 participants, and a further ten which were old enough to have taken part in the earlier event. Most were using the Saturday experience as a warm-up for the run down to the coast on Sunday. Mike Mutters's 1896



"Not another flat tyre?" Ian Moore seems ready to leap from his 1896 Panhard Levassor to put some more solid in the non-pneumatic, top. Thomas Loder's 1895 Peugeot T9, right, seemed to be a constant source of surprises to its crew.





Above right, Whitehall Place 1996 — Peter Mitchell's 1896 Wolseley tricycle and the Roberts Electric. Left, well-laden 1896 Leon Bollée seeks direction in Whitehall Court. Rear view of Ian Moore's 1896 Panhard Levassor, below, shows ample living area, and patio.



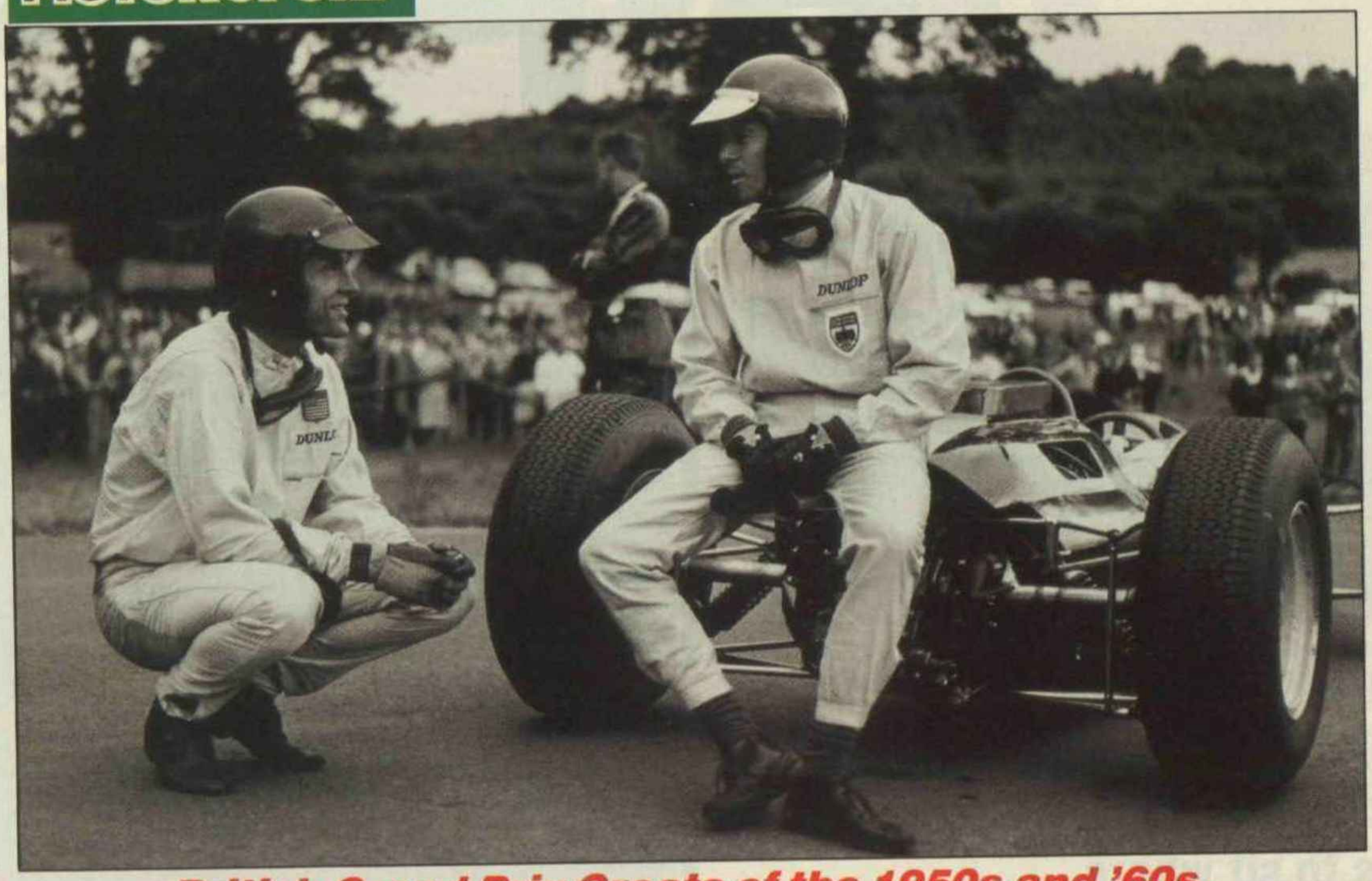
Whitney Steamer (the car upon which the later Stanley is thought to have been based) was making a fine vapourous show, and hope was expressed that it had had its boiler tested recently. The oldest electric car in the world, the 1896 Roberts Electric Stanhope, seemed to be on good form; it was driven by Arthur and Mark Doering, from Michigan, and coasted along in ghostly silence, unlike Eric Sharman's 1896 Beeston Tricycle, driven by Noel Lelong, which was tuffing in the approved style.

The grid assembled itself in Whitehall Place a few times, and set off bravely for Whitehall; it kept turning left, and after about half-a-mile it arrived back in front of the former Metropole Hotel — where the New Age of motoring had started, exactly one century earlier. The 1896 Re-enactment proved to have been an excellent idea, most professionally executed by the RAC MSA, which pleased both the participants and the considerable crowd. It is a great pity that we shall have to wait a century before it can be re-re-enacted. **T J T**

(Report of the Run proper next month.)

CLASSIC

MOTOR SPORT 1997 Calendar



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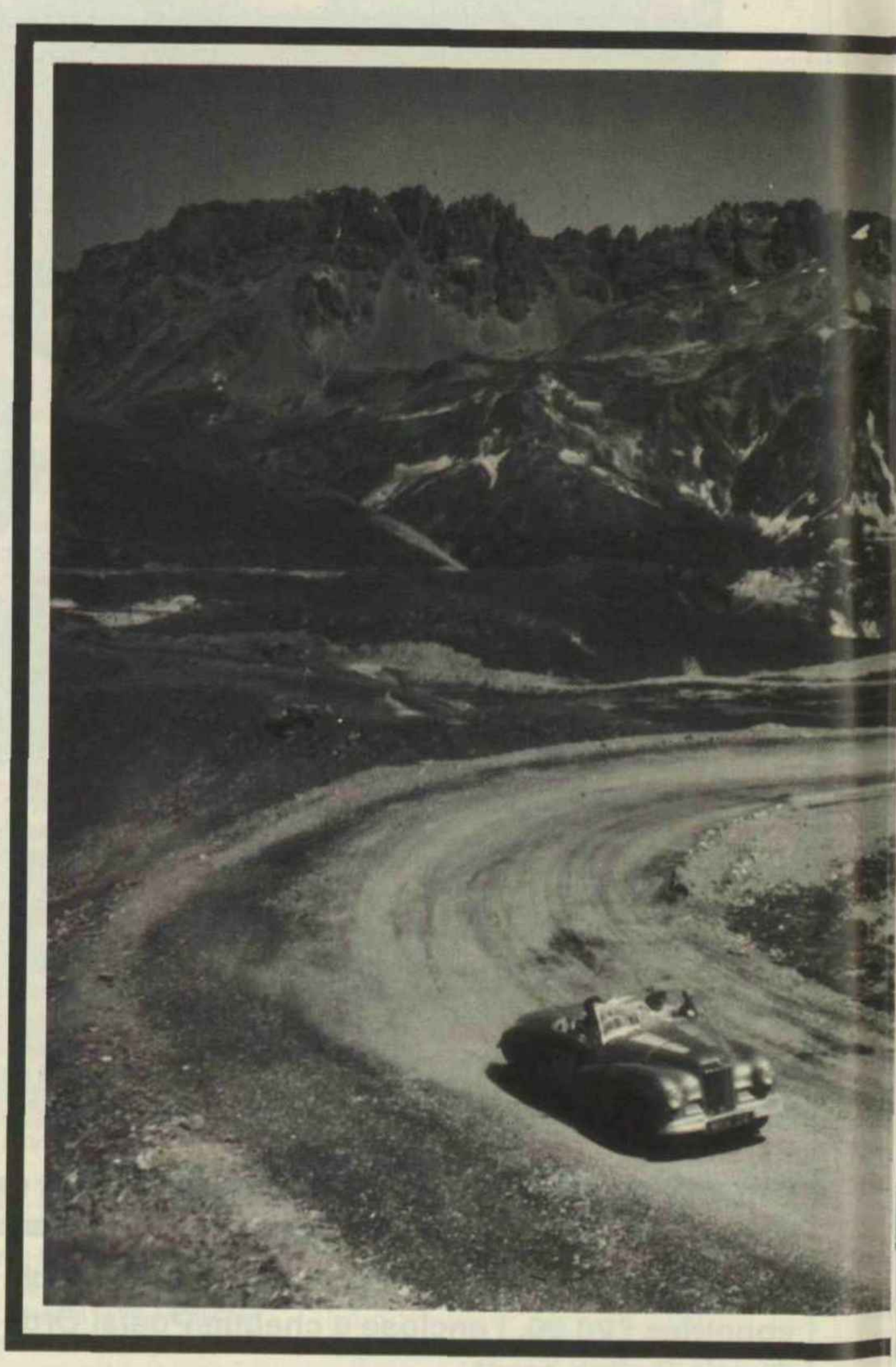
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Alpine





Laurence Meredith examines a famous works rally car, and gets to sit where Moss once sat. . .

In our motoring world the measure of a man can usually be gauged not by the amount of power he has at his disposal, but by the manner in which he exercises that power — or in this case, a conspicuous lack of it.

In 1948 an ex-Talbot salesman, Norman Garrad, set up Rootes' competition department with a view to running the company's cars in international rallying events. As the world economy was still recovering from Adolf's antics between 1939 and 1945, funds for Garrad's project weren't exactly in Lottery jackpot territory. But in this respect Rootes' efforts in surging forward for an assault on the 1949 Monte Carlo Rally were at least the equal of other understandably cautious teams.

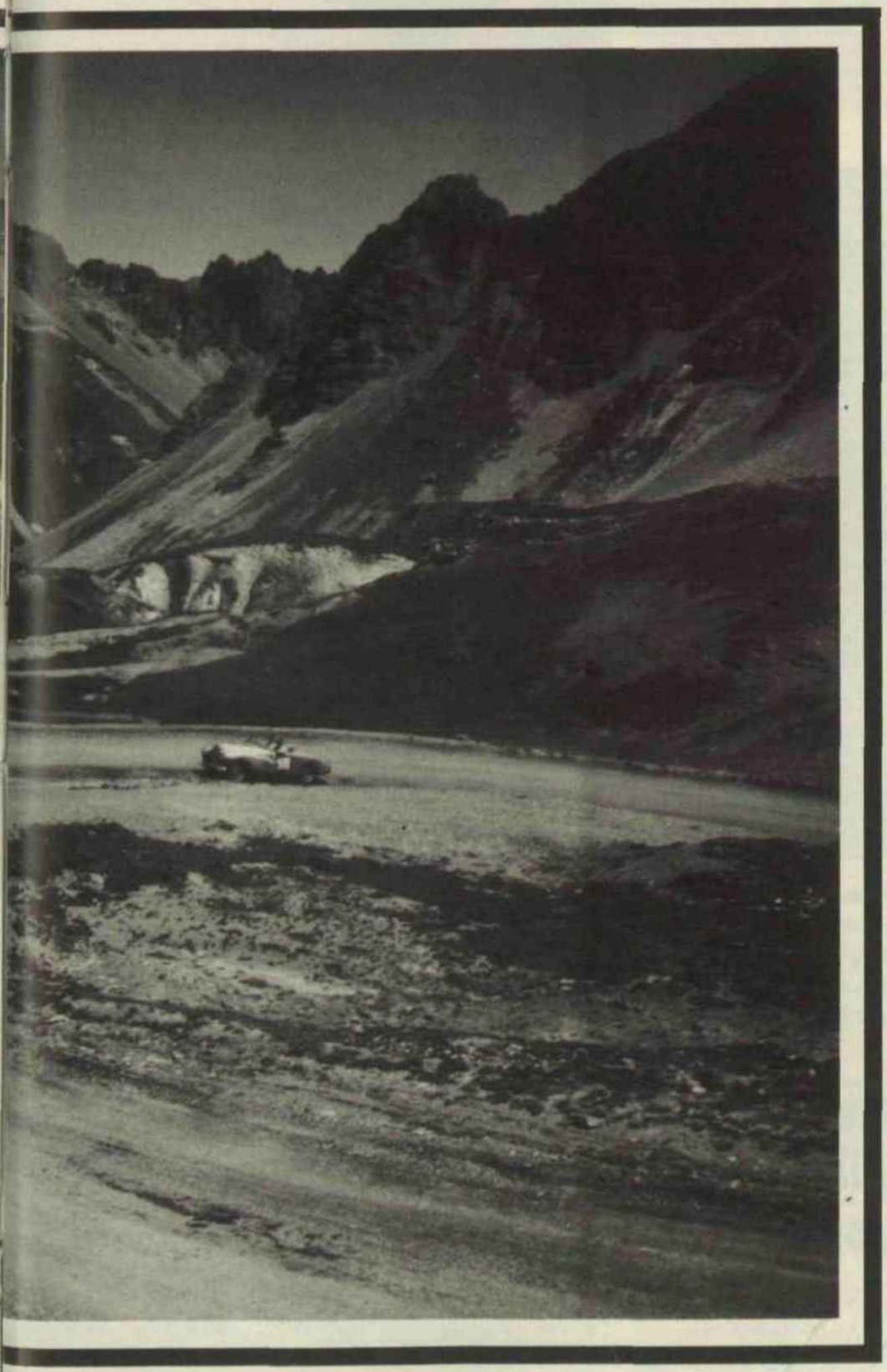
A gaggle of Sunbeam-Talbot 80 saloons was prepared, and Peter Monkhouse rolled into the Principality a creditable but disappointing fourth in class, the equipe's best performance on this particular event. It was only disappointing, however, because Norman Garrad knew that better things lay ahead: the 80 model was a good, reliable slogger — a middle-class conveyance in the best English tradition — but, with the 1185cc Hillman Minx sidevalve engine under the bonnet, it was grossly underpowered, a little overweight and quickly ran out of breath on steep uphill sections.

Garrad trotted off back to Blighty and put his cards on the boardroom table, each one marked with a simple request: "more power please, sir" — and Rootes listened. Garrad knew he was right. And so did his bosses. But Garrad had to prove it. Enter the 2-litre 90 version.

Still a little flabby and fitted with the old fashioned beam-axle front suspension, Norman Garrad and George Murray-Frame first used one of these new cars on the 1948 French Alpine rally. No great shakes here but all those involved kept faith, returned to the Alpine the following year and walked away with the team prize. Rootes was on the way. . . although, as it turned out, the 1950 season proved to be completely fruitless for the works cars. No matter.

When the MkII version arrived in 1951 fitted with independent front suspension and the 70bhp 2267cc engine, the future began to look a little brighter once again. But the team's trump card was in employing the services of a young driver

Special



Far left: Relatively standard appearance belies MWK's record-breaking history. Left, in their element: the Alpines of George Murray-Frame and John Fitch tackle the *Col du Galibier* during the 1953 Alpine Rally. The rugged Sunbeams collected four Alpine cups.

by the name of Moss, a dentist's boy with something of a future in motor racing.

The 1952 season began with the Monte and young Girling Foss, as Sir Peter Ustinov once humourously dubbed the British hero, pressed the Sunbeam hard and long to place second overall, pipped to the post by the victorious and considerably more powerful Allard. For the Alpine Rally later in the year three 90s won the team prize and a *Coupe* apiece, a quite brilliant achievement by an all-British entrant — our 'Norm' had been right all along, and his efforts were appreciated back in Coventry.

Stirling went on to score sixth overall on the 1953 Monte Carlo Rally, and Rootes also scooped another team prize on this event. The pots kept coming; Irishman Ronnie Adams placed second on the 1953 RAC Rally, and the talented Sheila van Damm won the Ladies Award on the same event in a similar car.

For 1955 the 90 was replaced by the uprated Sunbeam MkIII, and the success story continued. The Norwegian enthusiast Per Malling took his privately entered car to outright victory on the Monte Carlo, Sheila van Damm taking the Ladies Award on the same occasion once again. But by the end of 1956 these venerable chariots had been pensioned off, having taken yet another team prize and fourth overall on the Monte, and a second in class for Peter Harper on the RAC. Works-entered MkIIIs never appeared again after this.

However, let us return to 1953 when Rootes introduced an open two-seater sports version of the Sunbeam-Talbot 90. Dubbed the Alpine Special after the saloon version's success on the French classic, the two-seater utilised the 90's chassis, but with deeper side members and an additional steel cross-member to give improved front-end rigidity, and although apparently unfit and too heavy for serious speed merchants, it actually became one of the company's most desirable and famous efforts of the 1950s.

A solidly built machine, the Alpine Special was every bit as tough as the saloon, but with truly astonishing performance that was greater than the sum of the car's parts. By 1953 worldwide demand for fast sportscars was growing, as Ferry Porsche — who struggled to keep up with orders — Enzo Ferrari, and a good many others were discovering but the Alpine was in an altogether different mould.

Unlike the Porsche 356, for example, it wasn't purpose-built from scratch, but few failed to be impressed with its top speed of over 100mph. As the official brochure made clear: 'It retains all the comfort, convenience and roadworthiness so successfully combined in the standard model, but in addition embodies a programme of scientific development in keeping with the most advanced sports and competition technique.' In reality this claim wasn't far from the truth either.

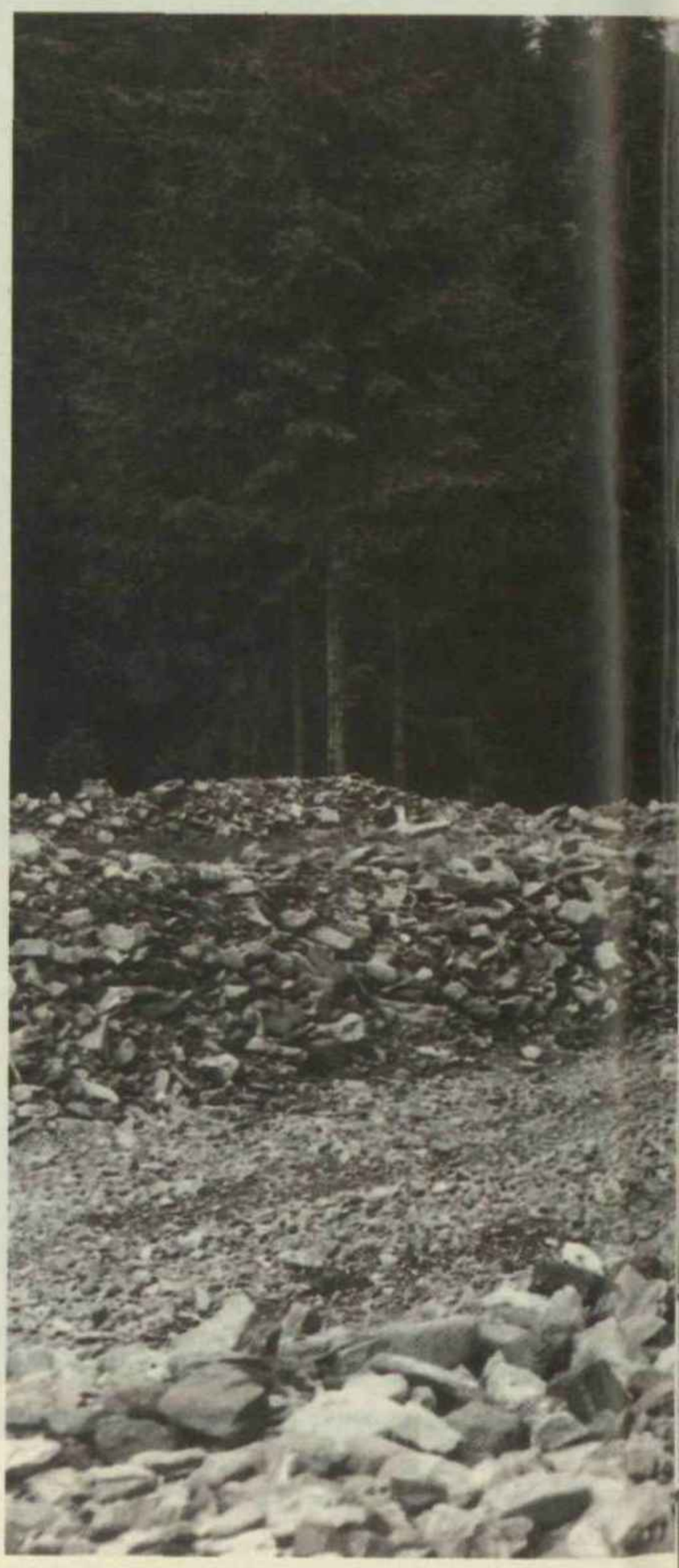
The 2267cc four-pot slogger was retained, but was tweaked for extra power. Larger inlet valves and ports, stronger valve springs, a straight-through exhaust system and a compression ratio of 8.0:1 all helped push power output up to 97.5bhp at 4500rpm and to churn out an impressive torque figure of 142lb ft at 2500rpm.

On top of this was a Laycock-de-Normanville overdrive unit on top gear, operated by a switch on the steering boss, a close-ratio gearbox, 'fade-proof' brake linings and 5.50 × 16in Dunlop 'Road Speed' tyres. In his road test for *Autosport* the late John Bolster commented: "It is astonishing that, in greatly increasing the power output of the engine, no extra mechanical noise has been produced. The power unit is, indeed, quite remarkably silent, and the gearbox merits similar praise. Nor have the general good manners of the standard car been lost. In order to









Traditional Sunbeam grille and upright build denote convertible's saloon origins; cockpit comparatively narrow, but generous seats and column change mean no cramping; twin Solexes help boost torquey pushrod four. Right, Stirling Moss and co-driver John Cutts survived the tyre-chopping Vivione pass to achieve a Gold Cup in the 1954 Alpine.

check this point, I lent the Alpine Special to my mother, who is a Sunbeam-Talbot owner. She reported that she was just as comfortable as in her own saloon."

"An overdrive unit was fitted because the goal of reaching 120mph wasn't actually possible without it."

Although very successful the works rally-prepared Alpines only appeared in international events on two occasions. A team of six cars was entered for the 1953 Alpine Rally, Moss bringing the first of these home in 14th position. Four of the six collected *Coupes*, however, for their penalty-free performances. The same half dozen cars were also posted off to take part in the 1954 event, where a quickly maturing Moss collected another *Coupe* — his third on the trot — and in doing so equalled Ian Appleyard's earlier record.

A further team of works Alpines was entered for the 1955 French event, but it was cancelled at the eleventh hour — a knee-jerk reaction by the French authorities to the Le Mans tragedy that cost the lives of more than 80 spectators and Mercedes driver Pierre Levegh. Shortly after this the Alpine model was dropped, Rootes concentrating its efforts on the new Sunbeam Rapier.

Apart from its rallying exploits, though, there were a couple of other high-profile Rootes events — again in 1953 — that not only captured the imagination of motoring folk loyal to the Coventry stable — and there were many by this time — but of Britain as a whole. To prove the Alpine's real worth, the prototype Special, the car featured here, was prepared for a couple of high-speed continental runs during March.

Registered MWK 969, this very special Special was first relieved of its heavy bumpers. The standard windscreen was replaced with a faired-in, racing style aeroscreen, a flat alloy tonneau cover was fitted across the top of the passenger compartment and there was a flat alloy panel attached to the underside of the car to help with streamlining.

The engine was also modified with a special camshaft, the standard carburettor was replaced with a brace of Solexes, and an overdrive unit was fitted just three weeks prior to the runs, because it was discovered that the goal of reaching 120mph wasn't actually possible without it.

In this guise the prototype was taken to the Jabbeke-Aeltre highway in Belgium, where Stirling Moss was officially timed at a maximum speed of 120.450mph, his co-conspirator, Sheila van Damm, proving no more than a whisker slower at 120.135mph over the flying kilometre and 119.402mph over the flying mile. Interestingly,







this was the first occasion that a member of the fairer sex had been officially timed at 120mph in a production sportscar.

But why the difference between Stirling and Sheila's speeds? They were using the same car on the same day in similar weather conditions. Both drivers had their right foot firmly planted on the floorboards in a flat-out blind throughout the duration of each run. It's unlikely that the top of Stirling's dome offered more, or less, wind resistance, because he still had a full head of hair in those days.

However, Ms van Damm was a lass of the old school, brought up in the good ol' days when a gal ate a hearty breakfast, and well before it became fashionable for women to take on the proportions of a competition kevlar fishing rod by starving themselves to within considerably less than an inch of their lives. We can, therefore, probably conclude that Stirling's slimline figure — a little extra weight can sometimes be an advantage — accounted for the difference in ultimate top speed on this occasion. But does this theory really bear up?

The Sunbeam was then taken to the banked, high-speed Montlhèry circuit in France, where Leslie Johnson covered a staggering 111.20 miles in one hour from a flying start, an occasion when Stirling clocked average lap times of 115mph. That boy Moss just had something a bit special, didn't he?

Luckily, this car was one of the few prototypes that didn't get broken up and put on the scrap-heap — as prototypes are apt to be — and some three years after the high-speed runs, the Sunbeam was rescued from the factory by Ted Brewer, an engineer employed by ERA. Sensibly, Ted returned the car to road specification — the standard windscreen, bumpers and hood were refitted — and ERA used it for a while as a runabout until it passed into private ownership in the late 1950s.

Today, still resplendent in its light blue metallic livery and red wheels, its spec is roughly halfway between its original prototype form and standard Alpine Special road configuration. Because its current owner, Jill Watson, intends to use it for historic rallying, MWK 969 retains its twin Solex carburettors and partial alloy undertray — it extends from the front to the gearbox these days — but it is without its alloy tonneau cover for the rather obvious practical reason that Jill's passenger would find it a jot inconvenient trying to read road maps crouched down in the left-hand footwell.

Driving impressions

Because Rootes had its sights set on North America as the company's principal export market, the Sunbeam's styling is a healthy Anglo-American compromise. It didn't especially appeal to Europeans but it wasn't meant to either — Sunbeam wanted dollars, and as many as it could lay its hands on.

A well proportioned car, if a little slab-sided, the Alpine differs significantly from traditional sportscars in that, being based on the saloon, it sits much higher. But this is a great advantage, especially for ladies who choose to wear short skirts, as getting in and out of the cabins so much easier than with a low-slung job. And the other great benefit is that the boot is truly enormous — an inherent bonus of doing away with rear seats. The sloping back is extremely attractive and in the guise of a 'proper' sportscar, but for traditionalists the nicely chromed radiator grille is retained in the upright position at the front.

The draughty hood, which offered some sort of weather protection, was something of an afterthought, and why not? After all, 'real' motorists would have been too busy having fun to notice the discomfort of a Force 10 gale and driving rain. The painted metal dashboard and brassy instruments, which are more characteristic of contemporary 'Yank-tanks', was as far removed from the traditional walnut veneer or leather upholstery preferred by Aston Martin and many other British manufacturers as it was possible to get. But few companies ever went bust under-estimating the taste of the American car buying public.

Today, though, even stuck-in-the-mud purists have come to appreciate this style for what it represented — a worthy attempt to brighten the lives of those who were trying to forget the hardships and dreariness of a long war. Naturally, styling and appearance are highly subjective,

but, strangely, there is some evidence to suggest that women in particular took a liking to this car. John Bolster reckoned that he had never driven any vehicle which "excited so much feminine admiration."

I approached the driving seat of this genuine *historic car with caution* based on misgivings which turned out to be largely unfounded. In his original road test of the Alpine Special production car for *Autosport*, John Bolster remarked: "The machine handles pleasantly at high speeds on give and take roads. It does not roll excessively, and the suspension is fairly firm. It does nothing unexpected, and gives due warning if one approaches the limit on a corner."

If Bolster had written this having recently stepped from behind the wheel of a soggily suspended contemporary such as a Ford Zephyr/Zodiac, for example, I could understand that the Sunbeam would feel confident by comparison. But some 20 years ago I can clearly recall trying to hang on to a similar machine owned by a pal of mine and, even at quite moderate speeds, its roadholding capabilities — akin to driving a BMW 325i fitted with snow chains on a dry summer evening — were truly astonishingly awful.

There was simply too much power for the chassis to handle, and although the crossply tyres were largely responsible for the lack of adhesion that characterised the entry and exit to almost every corner, it was the sudden flick from almost uncontrollable understeer to totally incomprehensible oversteer that dug the footings of my feelings for these cars.



Harmonious lines were intended to have transatlantic appeal, as Alpine appeared when the watch-word was still "export or die".

'John Bolster reckoned that he had never driven any vehicle which "excited so much feminine admiration."'

Perhaps the car with which I was acquainted all those years ago, though, was just a badly maintained example, though it didn't appear to be, but the prototype is not like this at all. It feels a little nose-heavy, and with such a large four-cylinder lump in the pointed end this is only to be expected, but it really will bat on through corners. There's minimal body lean, and very little fuss or drama in even the tightest turns.

Initially the car develops a tendency to understeer, but the trick is not to let it get out of hand; in any case, I've never particularly been a fan of the right-hand bend, left-hand ditch syndrome. Wind on the large steering wheel hard enough, tuck the nose in tight, bang the throttle pedal down and, with the tail slightly out of beam, you're home and dry. It's as simple as that. Best not to get it too wrong, though, eh?

Next prejudice to overcome? Changing gear. The stick is a column-mounted H-pattern on-its-side affair — a most unsportscar-like accoutrement — but one which is absolutely terrific in use, provided you remember where each cog can be found. Knock the shift lever up and down as fast as your left hand will move — it's impossible to beat the excellent synchromesh — and each ratio slots in positively with a nice, crisp accomplished feel. Without doubt this is one of the nicest gearboxes I've ever used and, for the simple reason that it's a sound piece of engineering.

The weight of the car is around 26cwt or so — a fairly grievous amount for anything with sporting aspirations — but the 10in finned drum brakes with their apparently 'fade-proof' linings work well, although it's difficult to believe that the brake pedal would be completely resistant to a few visits to the floor on an event like the Alpine. John Bolster wrote: "So many modern cars are inadequately braked for fast driving that it is a pleasure to be able to praise a British machine on this score."

So far so good but, as wondrous as the gearbox and brakes undoubtedly are — we'll ignore the slightly vague steering and 36ft turning circle — the really outstanding feature of this Sunbeam is its 2.3-litre engine, as excellent a piece of conventional engineering as could be found anywhere in pre-OHC Britain.

With bore and stroke dimensions of 81 × 110mm it's a long-legged lurcher, barking through a sidewinder exhaust system. Pounce suddenly on the throttle pedal and naturally the exhaust barks louder in a Wagnerian kind of way — it's marvellously deafening — but there's never any harshness from the engine's moving parts even with a full complement of revs, a sure sign that this unit was not only screwed together properly but that the design is also fundamentally sound.

What does increase with higher revs, of course, is fuel consumption, which can fall as low as 15mpg with hard driving, but this is a small price to pay for such delightfully rewarding performance.

Blatting on through the Sussex countryside, where there's a plausible mixture of roads from potentially nasty narrow lanes to decent size dual carriageways, the old Sunbeam was in its element — and so was I. It's a good cross-country cruiser, which will sit happily at almost any speed at below or above the national limit.

The gears need shifting a fair bit on account of low levels of torque low down, and the plain fact that it would be a pity not to use them. Changing up through the box in particular is never anything less than a pleasure, and, as the engine produces maximum power at such comparatively low revs, its all commendably relaxing.

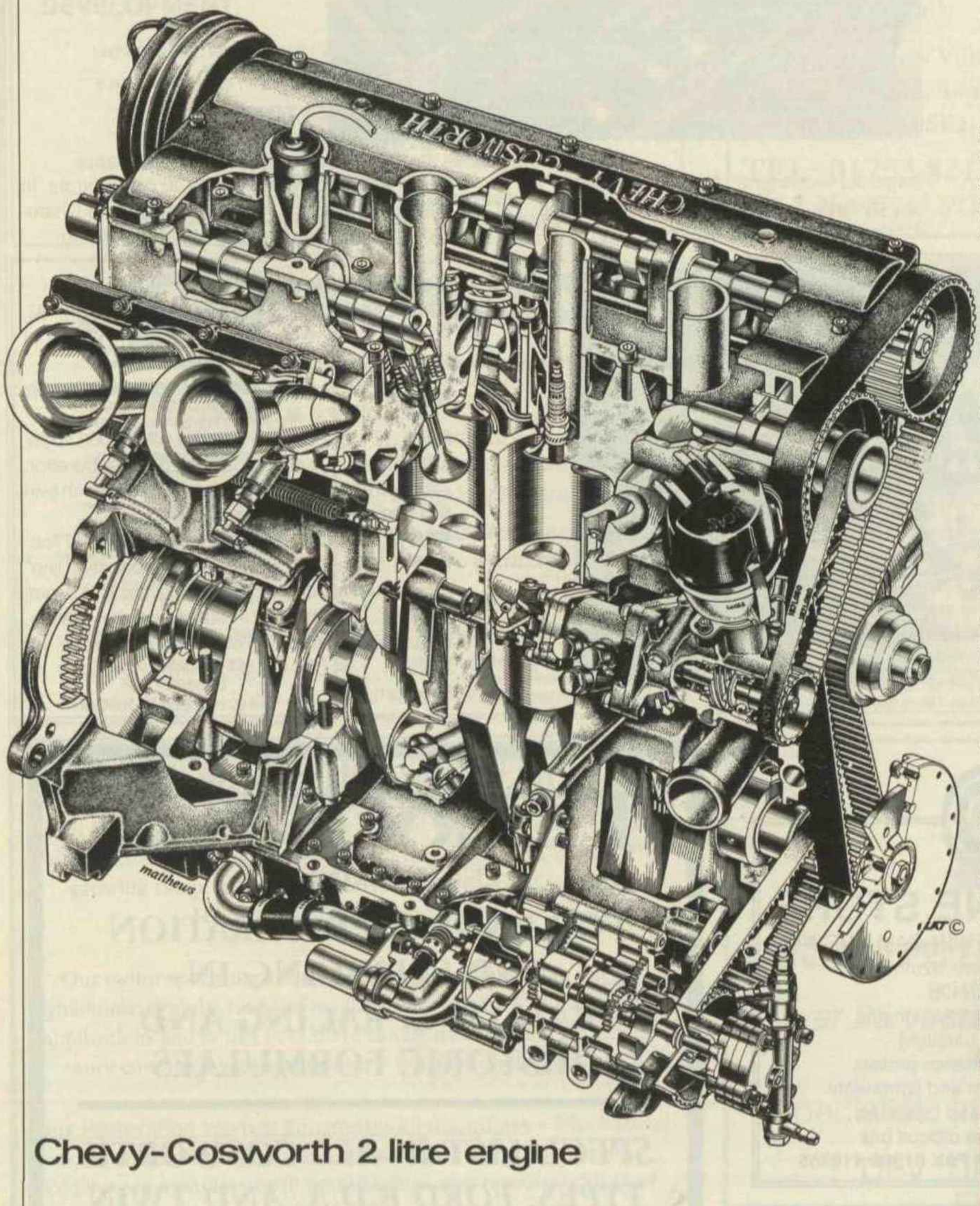
To enhance that relaxation the cabin is cosy and comfortable; the large leather-covered seats have little in the way of lateral support for thighs or body, but this hardly matters as the cabin is narrow in typical fifties vogue; and in any case there are always the two doors to prevent driver and passenger experiencing an unwelcome exit right or left under really hard cornering.

This prototype was never offered for sale when it was new, but regular production versions were not exactly cheap. The basic list price at £970 appears reasonable, but on top of this was a hefty £405 in purchase tax — nearly half as much again.

Despite its history this car is no cosseted museum piece. It's probably tidier than it was when it originally left the factory all those years ago for Belgium, but there's plenty of evidence — a decent size scratch or two here and there — that Jill Watson drives her treasured car, which is so refreshing when you consider that so many wonderful historic cars rarely see the light of day. To have been given the opportunity to have driven this Sunbeam, and to have been afforded an insight into what Stirling Moss, Sheila van Damm and Leslie Johnson felt on their high-speed missions, was a rare privilege. Thanks to Jill and her partner John for allowing me behind the wheel.

POWER TO THE PEOPLE

BRITISH POST-WAR COMPETITION ENGINES



Chevy-Cosworth 2 litre engine

With the resumption of peace after World War II and even with shortages of vital materials swallowed by the war effort, many minds turned to the well-deserved use of their new freedom.

In engineering terms, World War II was a double-edged sword, bringing the cessation of motorsport for the duration, but seeing huge leaps in technology around the world in the period 1939-1945.

Immediately after the war, enthusiasts throughout the U K set about a revival which led to one of our most successful post-war industries, respected throughout the world — the building of world-class competition vehicles, the heart of these being their engines.

At club level, Ford 1172cc and Austin 750cc engines from "budget" road cars were tuned to give amazing performance (and cheap spares!) by a band of men who helped establish the British motorsport industry; names such as Chapman, Broadley, Terry, Costin, Duckworth, Marsh Bennett, Heseltine, Tojeiro, Lister, Cooper, Butterworth and many, many more, built new and innovative vehicles for, initially, club racing and beyond.

At the grass roots a number of basic road-going engines were breathed on and modified to give startling performance, after which the luxury of "a blank sheet of paper" gave life to new designs. Formula Junior, introduced from Italy by Count "Johnny" Lurani, 500cc Formula 3 with cars by Cooper, Kieft and Emeryson (and names like Moss, Tyrrell and Ecclestone) all provided budget racing and a fertile base for innovation.

In mainstream British motor racing names such as A C, Alta, Aston Martin, B R M, Bristol, Coventry Climax, Cosworth, E R A, Frazer Nash, Jaguar and Lea Francis all fielded units for the ever-growing range of teams, all looking for a power advantage.

Here follows a list of *some* of the keynote engines of the period in question — in many cases, due to the brevity of this article, the full range of engines or their changing specifications cannot be listed. No slight is intended to those missed or not fully expanded upon; all have earned their place in motorsport industry.

A C

1952 specification: Six cylinders, 65mm x 100mm, 1991cc. Overhead valves. Single camshaft. 6.75:1 c r, 76bhp at 4500rpm. Three S U carburettors. These engines were used by A C and others prior to the period when the company bought in large American engines. A C being around both pre- and post-war saw their engines in a number of vehicles, and a number of vintage specials enjoy A C Power.

Alta

1952 Specification: four cylinders, 83.5mm x 90mm, 1990cc; also 93.5 x 90mm, 2470cc. These engines were used principally by Connaught and H W M, and produced good power but had something of a reputation for being fragile. A well-sorted Alta engine in an Alta car or others often embarrassed the opposition.



Aston Martin

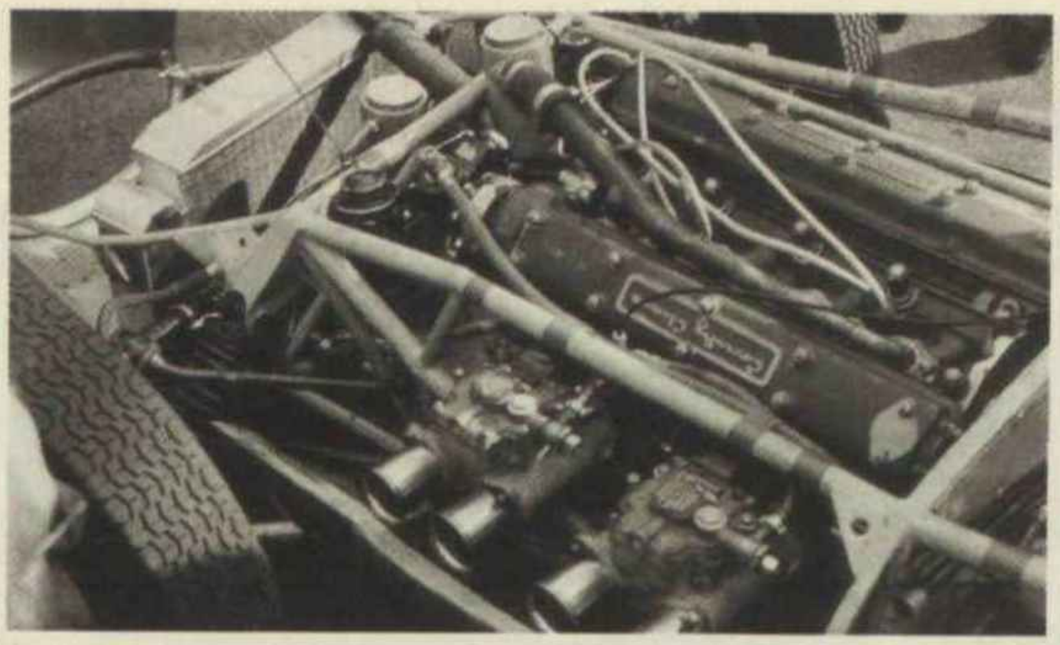
1952 Specification: six cylinder, 78mm x 90mm, 2580cc, 107bhp at 5000rpm, c r 6.5:1; or, in Vantage specification, 123bhp at 5000rpm, c r 8.16:1. This engine followed by one of 2992cc, 84mm x 90mm, 244bhp at 6000rpm. Subsequent engine developed by Tadek Marek powered both road, racing and sports-racing cars with Aston Martin claiming well-deserved victory at Le Mans in 1959. V8 engines followed that powered both Aston Martin sports racing cars and also Lola-Aston Martins.

Bristol

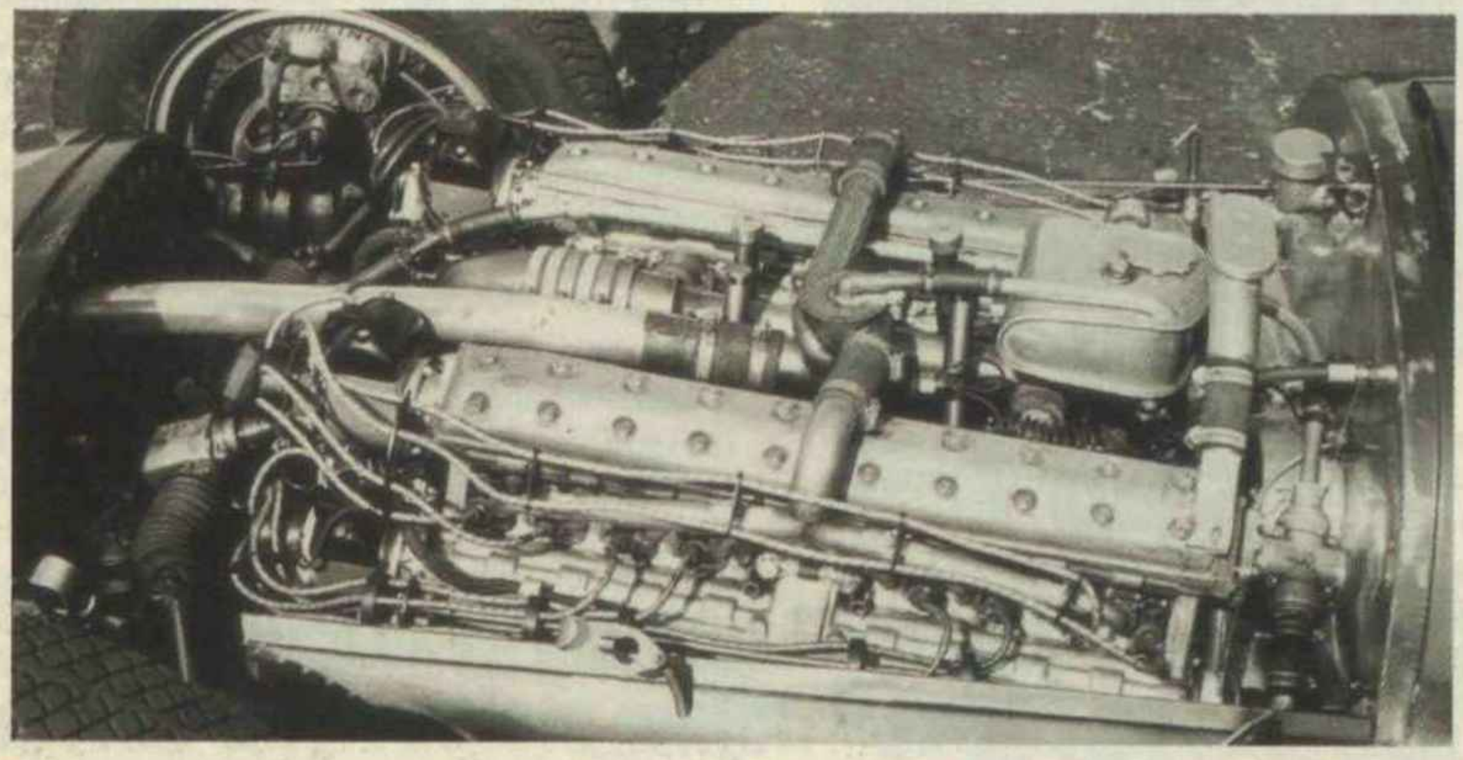
1952 Specification: six cylinders, 66mm x 96mm, 1971cc. 85bhp at 4500rpm, c r 7.5:1. Overhead valves. Three Solex downdraught carburettors. These engines were progressively developed and powered cars by Bristol, Cooper, Lotus and others — a powerful and generally reliable engine giving good performance.

B R M

After E R A, B R M is a very British concern, initially with Raymond Mays and Peter Berthon and later Tony Rudd. The company made 1.5-litre, 2.5-litre and 3-litre engines, some of startling complexity, in particular the V16 1.5-litre engine (1949-1955) of 1496cc, 600bhp at 12000rpm, 49.5mm x 47.8mm. Twin overhead camshafts. 2 x 3in S U carburettors with Rolls Royce two-stage supercharging. Also, in the BRM P25, a four-cylinder engine, 2497cc, 288bhp at 8250rpm, 102.9mm x 74.9mm. Twin overhead camshafts, two Weber 58 DCOE carburettors. In 1962 BRM won the manufacturers World Championship, the late, great, Graham Hill driving.



Left, 1955 Coventry Climax engine. BRM V16 (below left).



Coventry Climax

1954 Specification: **FWA** (Feather Weight A): 72.4mm x 66.7mm, 1098cc, c r 8.8:1, 72bhp at 6100rpm.

1956 specification: **FWB**: 76.2mm x 80mm, 1460cc, 100bhp at 6000rpm.

FWE (E for Elite — Lotus): 76.2 x 66.7mm, 1216cc, 10:1 c r. With single S U carburettor, 72bhp at 6100rpm; sports-racing version with twin S U carburettors — 83bhp at 6300rpm.

FPE (2.5 Litre V8): 76.2mm x 67.94mm, 2477cc.

FPF, 1.5 litres. Probably the first "production line" racing engine built in the U K. 81.2mm x 71.1mm, 1475cc, 141bhp at 7300rpm, *or* 1960cc, 86.4mm x 83.8mm, 176bhp at 6500rpm, *or* 2495cc, 94.00mm x 89.90mm, 240bhp at 6750rpm.

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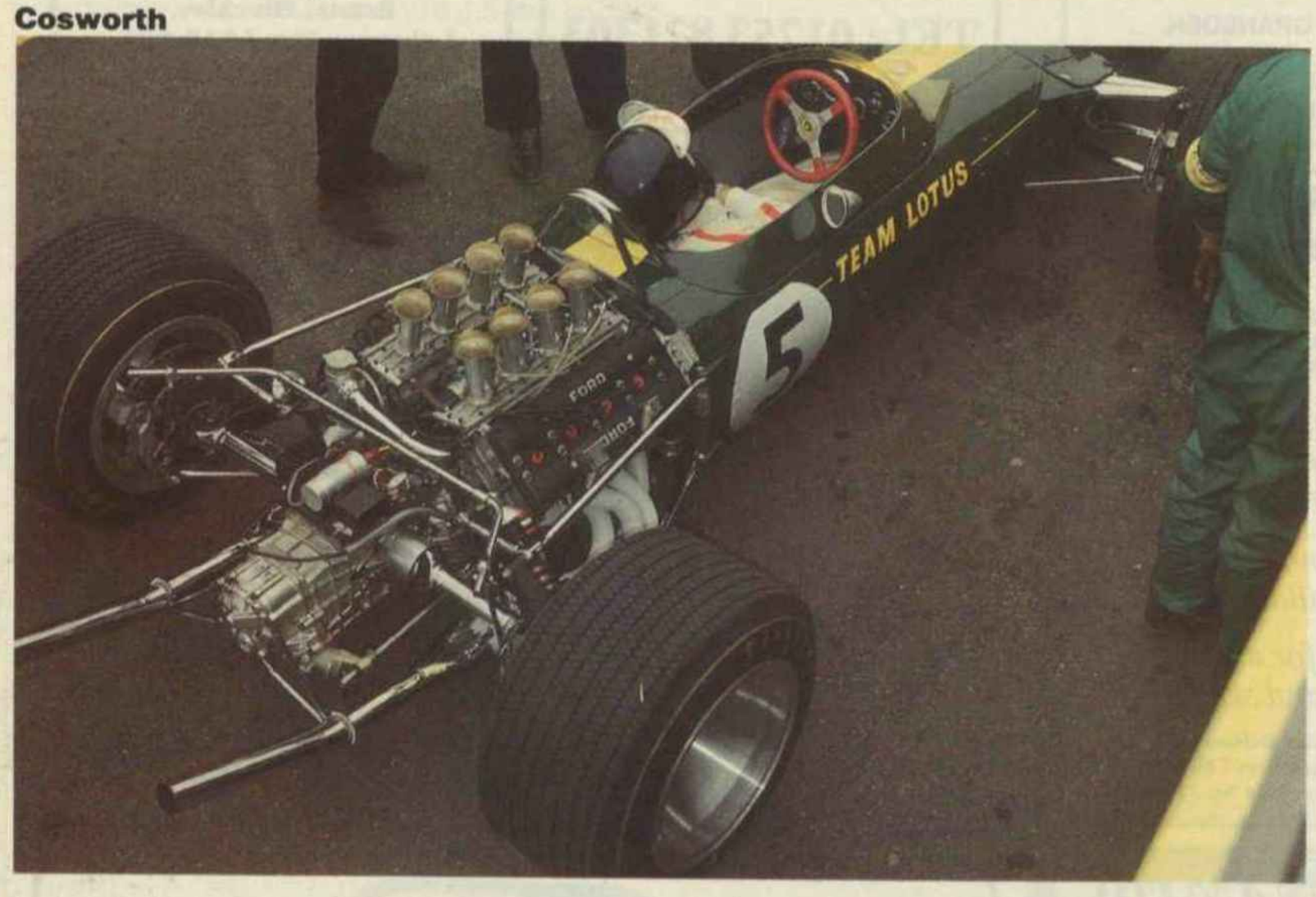
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FWMV V8: Mkl: 63mm x 60mm, 1495cc, c r 10.4:1. Four Weber carburettors, 118bhp at 7500rpm. MkX: 72.39mm x 60mm, 1974cc, Lucas fuel injection, 158bhp at 7500rpm. **FWC** was an engine for Lotus, built to take the Index of Performance at Le Mans. **FWD** was a diesel application. Coventry Climax had the considerable expertise of Walter Hassan, whose engines powered a whole host of racing applications, bringing championships to, amongst others, Lotus.

Cosworth



Keynote Engines
From 1959-1965 there were various engines from Mk1 to Mk17, mostly based on Ford 105E/109E/116E engines, ranging from 997cc to 1594cc and fitted to vehicles as diverse as Formula Junior racing cars and Lotus Ford Cortina road cars.
MAE (Modified Anglia Engine): 997cc/100bhp; mostly used in 1-litre Formula 3.
SCA (1964): 997cc/115bhp: first Cosworth engine to use Cosworth-designed cylinder head. (SCA for Single overhead Cam.) Based on Ford 116E cylinder block, designed for new 1-litre Formula 2 of 1964; bhp eventually pushed to around 140.
FVA: 1598cc/218bhp (1966). The first Cosworth-designed twin-cam engine to go into production. Four valves per cylinder, based on the five-bearing Ford 116E cylinder block. Gear drive to cams. The dominant engine in the 1.6-litre Formula 2 of 1967—1971, and direct ancestor of the DFV V8.

DFV
1967. 2993cc/405bhp. First engine to be designed totally by Cosworth. (DFV — Double Four Valve.) A legendary Formula One engine which won 155 World Championship Grand Prix races between 1967 and 1983. Power eventually rose to around 500bhp.
DFX (1975): 2645cc/840bhp. Short stroke turbocharged version of DFV for CART/INDY racing in the USA.
DFL (1981): 3995cc/540bhp. Enlarged Endurance version of the DFV, developed for use in Group C sports cars, with larger bore and stroke dimensions. A short stroke version of the DFL of 3298cc/490bhp was also made.
DFY (1982): 2993cc/500-520bhp. Derivative of the short-stroke DFV for use in Formula 1 racing from 1987 when capacity limit rose to 3500cc for normally aspirated engines.
16-valve BDA group (1969): 1601cc/120bhp. Belt drive to twin overhead camshafts and four valves per cylinder. Evolutions from 1970-1986: BDB-BDT-E (2137cc/500bhp).
GBA (1986): 1497cc/750bhp. 120 degree V6 twin turbo engine for Ford in Formula 1 racing, used in 1986 and 1987; 1000bhp available with special fuel.
HB (1989): 3500cc/600+bhp. All-new V8 design with no carry-over parts from DFV family. Used by Benetton, Jaguar and McLaren.
AC (1993): 3000cc/450bhp. All new purpose built unit for Formula 3000.
Ford Zetec R: Formula 1 engine (1994). 3500cc/750bhp. Successor to HB.
Ford ED: Formula 1 racing engine (1995). 3000cc/650bhp. New V8 to conform to new FIA regulations bringing engine size from 3500cc to 3000cc, using many features of the HB. (Cosworth also created or modified a number of road car/rally car engines which, due to lack of space, can not be covered here).

Jaguar



Originally sketched out by the Hassan/Heynes/Baily team in 1944/1945, the XK engines proved to be an instant success on launching in 1948 and particularly in competition (XK-powered Jaguars won at Le Mans five times; 3.4-litre engines in C-Types in 1951 and 1953; in D-Types in 1955, 1956 and 1957, the last with a 3.8-litre engine. XK-engined cars also won a variety of sports racing car events (Lister, HWM, Tojeiro, Lightweight E-Types etc).
Sample C-Type engine specification (1951): six cylinders, 83mm x 106mm, 3442cc. Overhead valves, twin overhead camshafts. 8.00:1 c r, 200bhp at 5800rpm. Twin horizontal S U Carburettors. Jaguar went on to make a V12 engine (Walter Hassan's swangsong at Jaguar) and variety of engines for sports racing categories, with almost countless successes for "The Big Cat".

Lea Francis
These engines started life in the well-made Lea Francis cars, and were then modified and developed by Continental Cars (Connaught) in a variety of forms, namely 1767cc and 1484cc (75mm x 84mm), eventually having very few of the original engine components present, and performing surprisingly well. Principally used by Connaught with great success, but also powering other racing and sports racing cars of the 1950s period.

This article was prepared by Michael Williams of Beaufort Restoration Services (U K) Ltd and Beaufort Motorsport.

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The new generation of retro-events has allowed this evergreen VW to continue competing even 40 years on; left to right, Ron Beales, Colin Ellis and owner Bob Beales before the 1990 Monte Challenge.

A KICK UP THE '50s

Slow, old-fashioned, unwieldy. . . Surely a Beetle can't win rallies? Laurence Meredith gets things straight

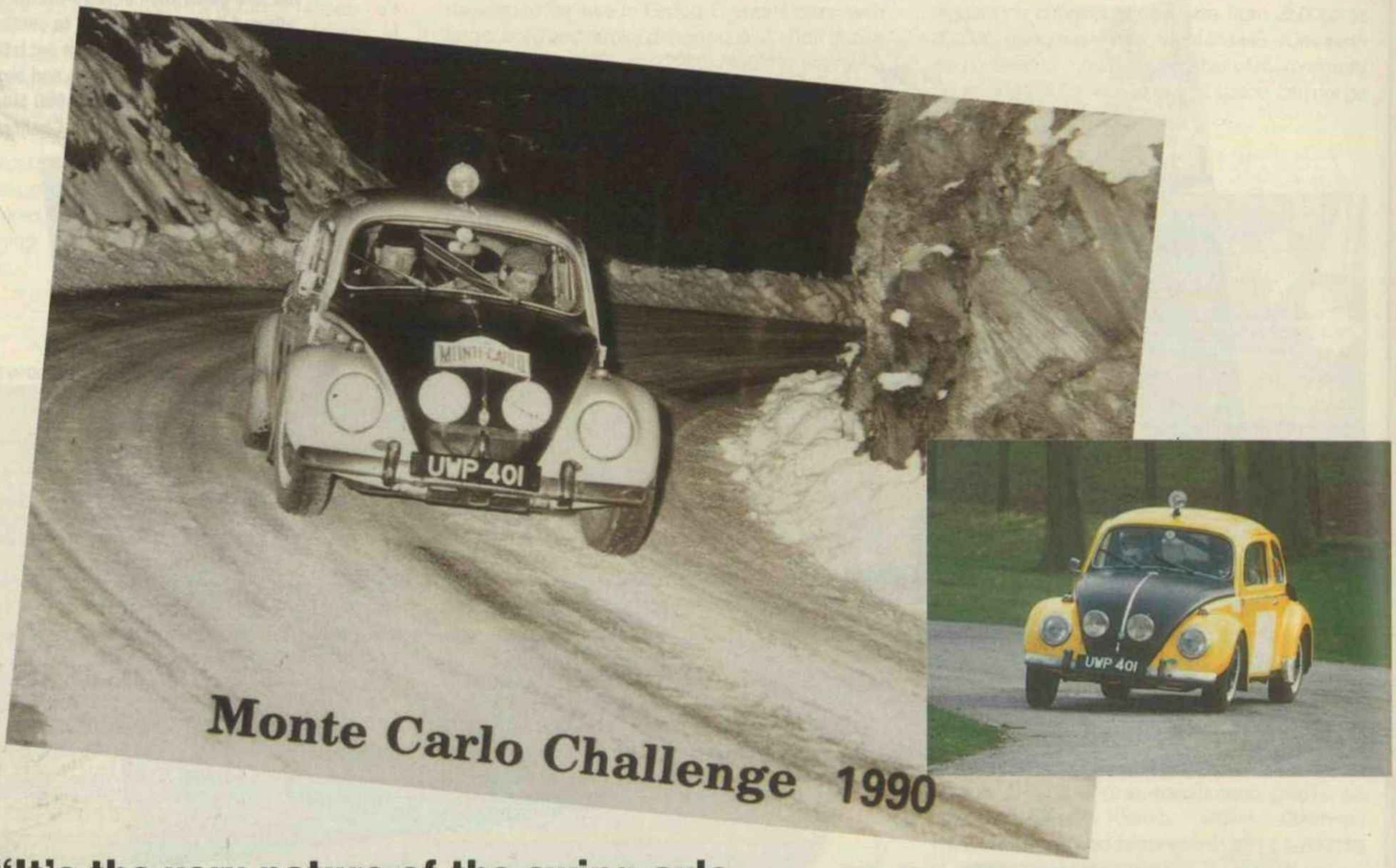
With its grossly under-powered, under-stressed, under-the-wrong-lid flat-four engine, the Volkswagen Beetle is perhaps an unlikely candidate for outright victory in international rallying, but featured here is not only the world's most successful rally Beetle but a car which, in a virtually unbroken career that spans nearly 40 years, must also be among the world's most used and abused competition vehicles in the history of the sport.

Originally the property of international rally star of the 1950s and '60s Bill Bengry (who, incidentally, won the RAC Rally Championship in both 1960 and 1961 driving a VW Beetle), UMP 401 has been in the custodianship of Herefordshire rally driver Bob Beales since 1965, and it is in his hands that this remarkable little machine has flourished.

By the time Beales started his driving career in the mid-1960s, Beetles had won the East African Safari Rally on no fewer than five occasions, not to mention countless victories and class wins on slightly less gruelling events, the superior traction of the rear engine position paying handsome dividends in the uncharted mud roads of the most difficult competitions.

Having been 'round the clock' three times and on its roof twice, it is surprising that UWP is still almost totally original, apart from the obvious rally mods. And what makes the survival of the 'Yellow Peril', as it is affectionately known, most astonishing is that a good many of the 300,000 miles it has to its credit have actually been clocked up in competition.

Bob Beales has lost count of the awards he has picked up over the years with this car, but it was close to 400 at the last stocktake. During the 1960s and '70s there was a long series of class wins and outright victories in a huge variety of events (too numerous to mention here), and



"It's the very nature of the swing axle that makes the handling so safe"

when the historic rally movement came into being during the mid 1980s, the awards just kept coming, including the Welsh Rally Championship victory in 1991 and first overall on the 1992 Targa Rusticana.

On the famous old RAC tarmac road stage between Abergwesyn and Tregaron in mid Wales during the latter event, Beales put up the fastest time of all, using a totally bog-standard 1600 engine developing a grand total of 50bhp! And it's as well to remember that he was against Lotus Cortinas, Mini-Coopers and the Big Healeys.

The three-lettered word most uttered by his contemporaries at the end of almost every historic rallying event today is "how"? How can a Beetle be faster — so much faster — than a Lotus Cortina? The simple answer is that it can't be. But it does have the ability to travel between the start and finish of stages quicker.

Instead of the 1600cc engine — and the 1200 unit it had back in 1958 — the car now sports a 1300cc Okrasa power unit similar to the ones used by the famous Scania-Vabis rally Beetles of the late 1950s and early '60s. It is, therefore, perfectly balanced, has a brace of carburettors instead of the asthmatic standard single Solex, a specially tuned exhaust system and twin-port cylinder heads to improve top-end breathing.

But despite these worthwhile modifications and the ability to rev to 6500rpm, there is still only a total tally of 75bhp emanating from the flywheel — half that of a well tuned Lotus Cortina.

Something doesn't quite add up here. There must be something really special about this car — somewhere.



Well . . . there are a couple of Koni shock absorbers at the rear, but standard Boge items up front. And the rear wheels rims are an inch wider than the stock 4.5in items. Naturally, there's a rollcage — hardly likely to improve performance — and a plumbed-in fire extinguisher system. Ditto. A couple of shapely Cibie spotlamps are screwed to the matt-black bonnet, and there's an engine air-scoop atop both rear wings. Big deal. And a front boot which is usually full of spare parts, which are not only useful *per se* from time to time, but also help to



No trick suspension, no grippy rubber, no alloy panels; UWP differs from most 1958 Beetles only in its Okrasa engine – 1300cc, twin carbs, 75bhp – and its driver, who reckons swing-axles are a handling plus.

even out the weight imbalance between the front and rear. No performance gains here, then.

No special sticky tyres either. Beales usually runs on the cheapest remoulds he can lay his hands on, irrespective of road surface or weather conditions, because experience has shown that no matter how good the rubber at each corner, a fresh set of boots is required after every outing. As many have noticed of late, historic rallying has become a rather expensive business, and tyres from the top drawer aren't usually part of the overall equation. And Beales still manages to win rallies.

The standard torsion bar suspension must, therefore, have been wildly tweaked. Wrong. It's as 'cooking' as the day the good people at Wolfsburg assembled it, complete with swing axles at the rear. Swing axles? But aren't they those dangerous things that once sent Ralph Nader and company in the direction of a maternity clinic for the purpose of giving multiple birth? Absolutely! And Beales swears by 'em.

The man himself explains: "I have listened to people drivelling on about the supposed vagaries of the Beetle's rear engine weight bias and the inherently flawed nature of swing axles for years, and am at a loss to know precisely what they mean," he laughs. "In fact, it's the very nature of the swing axle that makes the handling so safe at and beyond the limit.

"Overcook it and you get the dreaded wheel tuck-in — easily dealt with by the judicious use of opposite lock — but if you don't feel what's happening swiftly, I could easily imagine that the Beetle's critics, who were brought up on conventional front-engined cars, could get into a spot of bother from which they would not emerge entirely unscratched."

But we still don't know why this car is so fast, so frustratingly successful. Aha, got it — the yellow paint. Originally destined for a British Telecom repair van, this particularly uncompromising shade must be the ultimate 'go-faster' accoutrement. Simple, isn't it? No. Can't be. When did you last see a BT worker getting a move on?

It would appear, therefore, that this Beetle has more to offer than the sum of its parts. Perhaps it was a Friday afternoon car, as opposed to the dreaded 'Monday morning' car — built with a little extra care and attention. In reality this isn't actually true either. . .

Driving impressions

It turns out that, apart form the buzzy little Okrasa engine, UWP is little different from any other 1958 Beetle. But, like the best Nikon camera, Churchill 12-bore and Gibson Les Paul, they are only as good as the chap at the controls. What really makes the difference to this Beetle is Bob Beales, whose natural talent and years of experience has left spectators and fellow competitors alike wondering. . . "how?"

Like an old sports jacket, the car has become part of him; he has moulded it around his unique driving style, and has reached the stage where it will respond perfectly to his every whim.

Despite the abuse that this poor ol' car has endured — and many of the battle scars are still in evidence — the body feels as strong and solid as ever. The doors still close with Volkswagen's characteristic 'thunk', and surprise of all surprises, the cabin remains so air-tight, that you have to open a window before the doors will close properly.

The original front seats were swapped recently for a pair of hip-grinding bucket items fitted with integral safety harnesses; both are essential in competition, but make getting in and out in a a hurry an absolute pain. And the rollcage's side-impact bars don't help much either in this respect.

Once installed, the driving position is perfect, although by comparison with modern cars the dead flat windscreen appears to sit perilously close to your face. Down the years contemporary road-tests reveal that journalists particularly dislike the bottom-hinged pedals. The majority found them awkward and almost impossibly difficult for toeing and heeling but, as any seasoned Beetle campaigner knows, they are

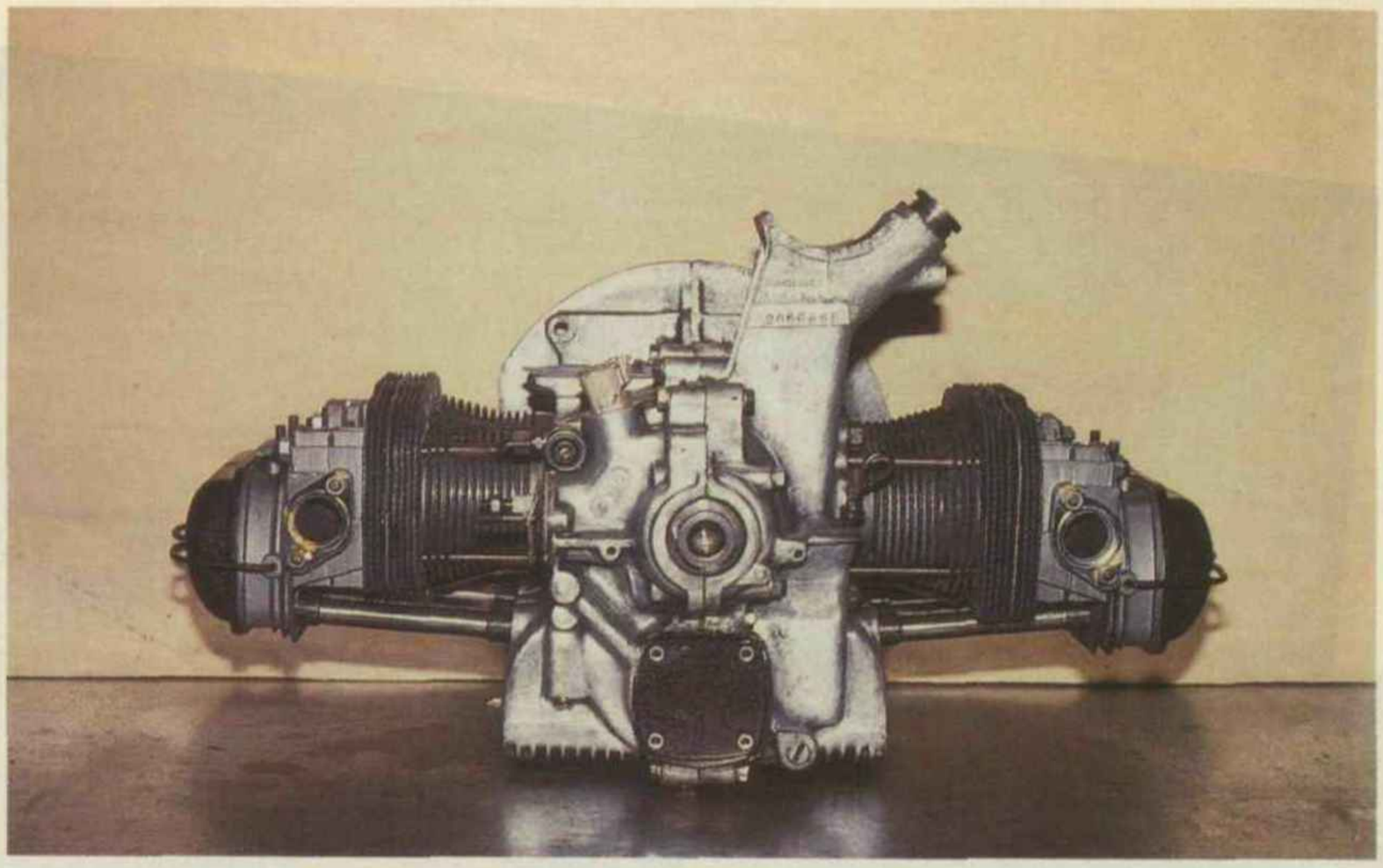
actually extremely well positioned. . .

As this car was converted from 6 to 12 volt electrics some years ago, the engine fires into life with a flick of the ignition key — the ignition switch is quaintly located in the centre of the dashboard close to the ashtray — and, as there are twin carbs with short manifolds, this Beetle suffers from none of the carburettor icing antics which afflicted the standard cars for so many years.

The engine idles nicely at around 1100rpm, the familiar and characteristic air-cooled clatter, din from the cooling fan and burbling exhaust note filling the cabin excessively and intrusively until everything has warmed up properly.

Once on the move — and getting it away from rest is not actually that easy on account of the high-lift camshaft and heavy double-cable throttle pedal — this cocktail of German know-how is quite amazing. Nothing much happens below 3000rpm, but once the tachometer needle reaches this magic figure, the benefit of the Okrasa engine goodies are clearly apparent, and a far cry from a Beetle in standard tune.

Select bottom gear, full revs, bang the clutch in and the tail end squats hard on the ground, nose



Okrasa engine replicates those fitted to Scania-Vabis team VWs of the 1960s; has twin-port heads to improve revs to 6500. Co-driver's clocks and Halda plus extinguisher triggers enliven normally sparse Beetle cabin; standard seats now replaced by hip-grabbing rally versions.

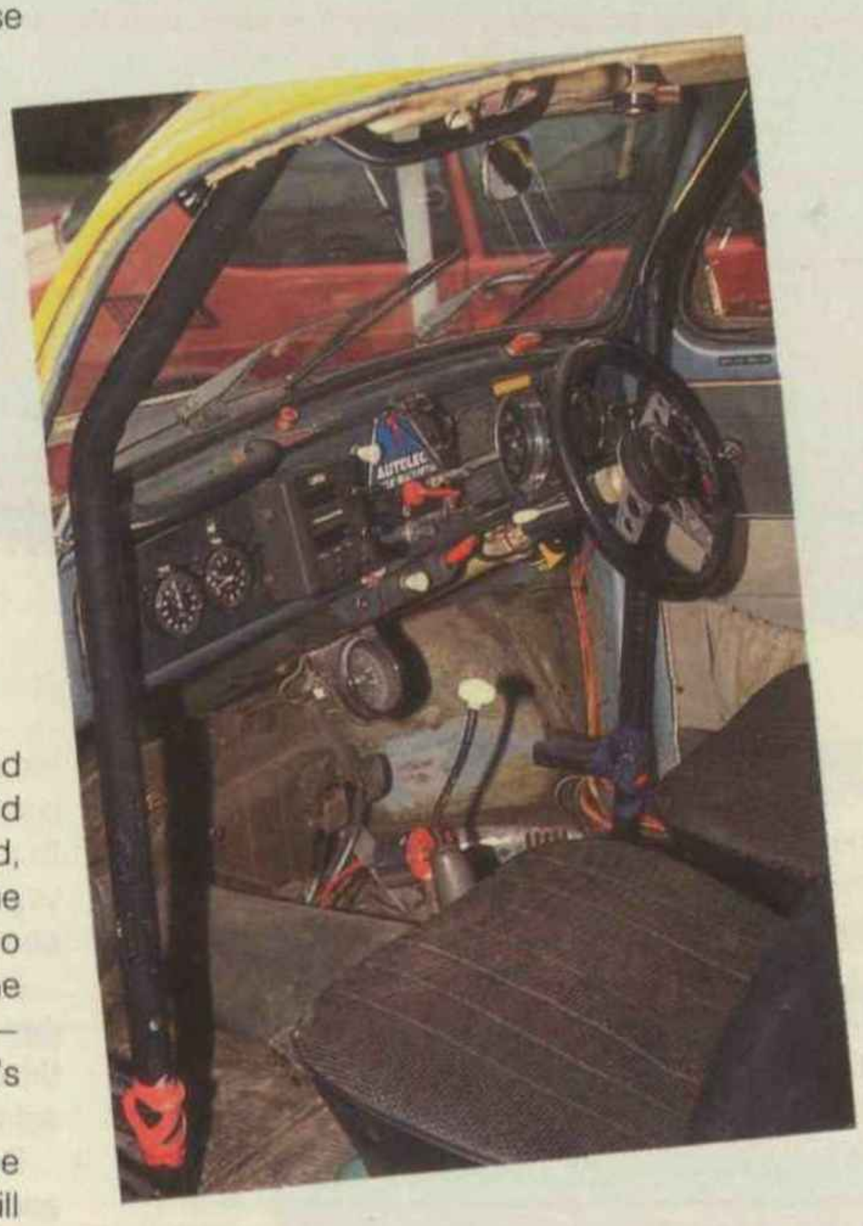
"If you discover even a hint of under-steer, you're not driving it properly."

up in the air, the remoulds chirping from a second before they bite hard. And away. Grab second quick before the bloody thing blows up, and third, back to second for a tight left-hander, floor the throttle again, tuck the nose in tight and no double about it — this is a Beetle. Out comes the tail end, catch it on opposite lock — gently — snick into third, peak revs and into top. It's absolutely fabulous.

With such a close-ratio gearbox — and the Porsche-designed synchromesh system still ranks as one of the best — the stick needs to be stirred constantly, but it's so smooth and positive that changing up or down is rarely wearying.

Change down a cog from top, engine screaming — but never harshly — into a nice sweeping corner, dab the brakes momentarily, throttle hard down again and the rear gives notice that it's beginning to take the strain. I let it drift, not daring for a moment to ease off the juice — Beetles tend to Torville & Dean if you do — and just a hint of steering input sees the old girl safely and comfortably through. Beales is right; everything about the swing-axle suspension system really is predictable. The trick is to ignore the rumours and get on with it.

Around the beautifully smooth, twisting roads of the Radnor Forest in mid Wales, the Beetle was in its element, the chassis proving more than a match for the power of the engine. It's a user-friendly little beast, provided you remember that everything about it is unconventional and back-to-front. And as Beales says: "If you discover



even a hint of understeer, you're not driving it properly."

Where a real improvement could be made, however, is in swapping the front drum brakes for the disc set-up featured as standard wear on the 1500 Beetle from 1966. Unfortunately, though, this little tweak is not permitted under current historic rally regulations. One of the inherent drawbacks of most rear-engined cars is that under heavy braking there's a tendency for the front wheels to lock themselves up, especially on wet roads; but with a little practice you soon learn where the limit is.

With such a small steering wheel — a bendy alloy-spoked item — the steering is on the heavy side at parking speeds, but feels all together on the move. And in any case this Beetle only rarely travels at parking speeds.

One final bit of fun — the road from Llanfihangel-nant-Melan down to Builth Wells. What a riot! By this time I'd got the hang of what Bob had been gassing on about. This is a spectacular driver's road, and one for which you need energy. There's hardly a straight anywhere, and flicking from one bend to the next was just a slippery blur, the engine note either on 'full song' or dead as the throttle was closed.

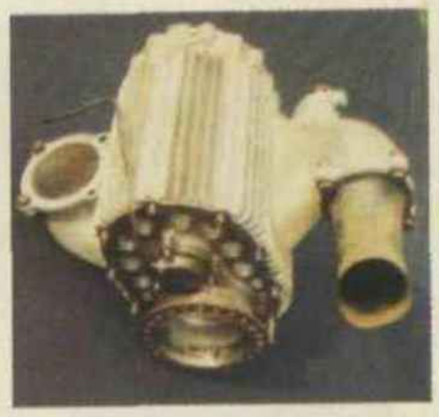
Drifting, sliding, slipping; really travelling, playing with the shift lever, concentrating hard, the Beetle really is a handler, and as we dropped into Builth for a well-earned cup of tea, I felt pleasantly drained. Naturally, I never discovered the top speed on public roads, but Bob assures me that 105mph is quite easily attainable on long sections of road. And I have every reason to believe him.

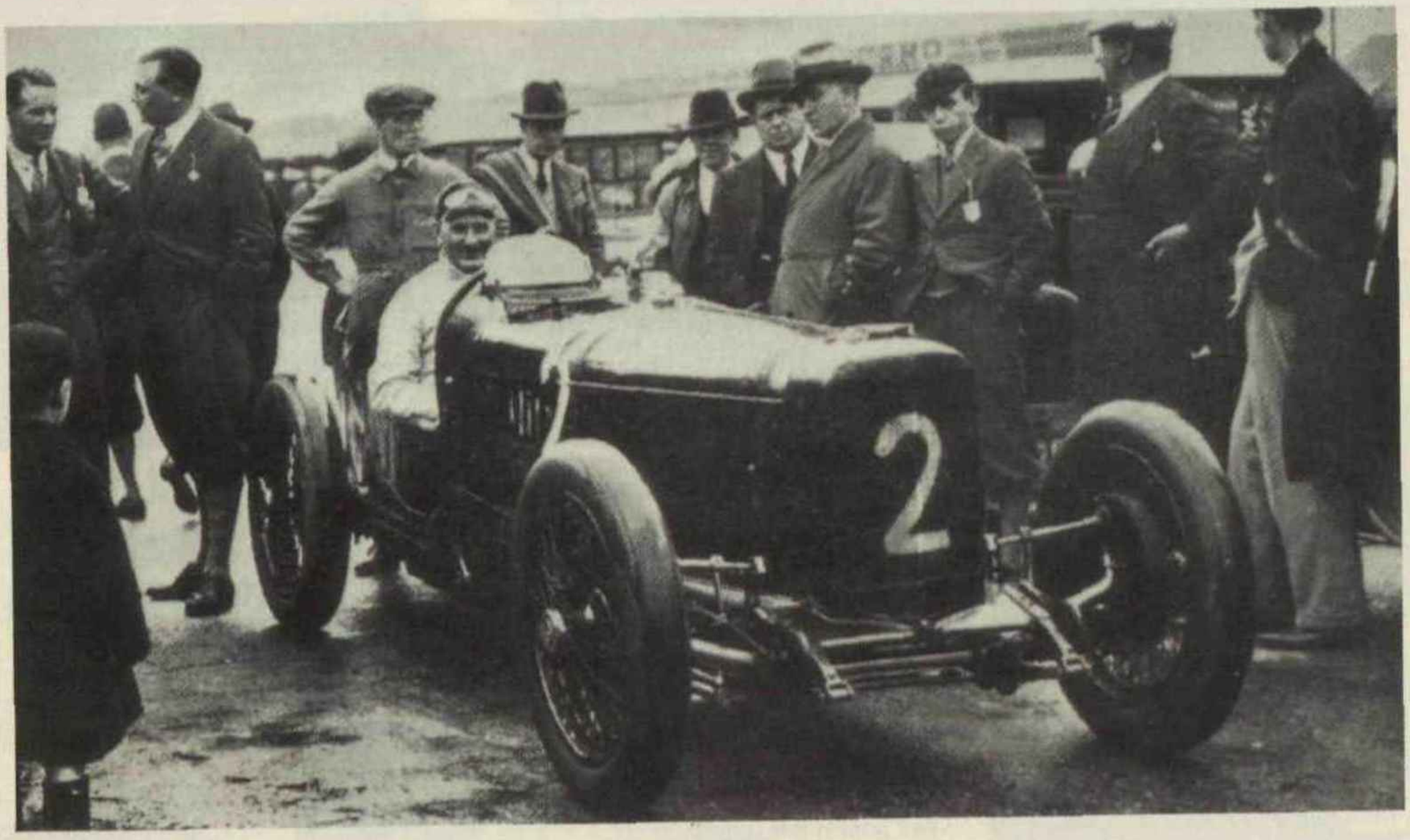
Bob entered this car for the 1990 Monte-Carlo Challenge and, as he says, "You don't really appreciate the joys and difficulties of slipping and sliding until you've encountered thick ice in the Alps." On that occasion Beales was running with the leaders until petrol fumes escaping from the filler cap overcame driver and crew and dropped the car down to 30th position. A pity, but Beales has had his downs as well as ups, and this was one occasion when victory as out of the question.

One day this famous old Beetle will surely give up the ghost and refuse to go any further. How it's lasted so long is probably attributable in the first instance to legendary German build quality. Second, it has been maintained properly, and when bits break — as they are apt to do from time to time — original equipment spares have replaced them.

Never will UWP win a concours contest; it isn't that kind of car and its owner isn't actually sure what a tin of polish is. But for as long as Bob retains his enthusiasm for rallying — and it shows no sign of abating — it is highly likely that the Beetle will continue to pick up pots. Bob reckons that the car has become so much a part of his life that it will probably follow him to the grave. But that ain't going to happen for a long time, which is why historic rally fans will be able to enjoy the sight of this magical driver/car combination in the years ahead.

Sunbeam Superchargers



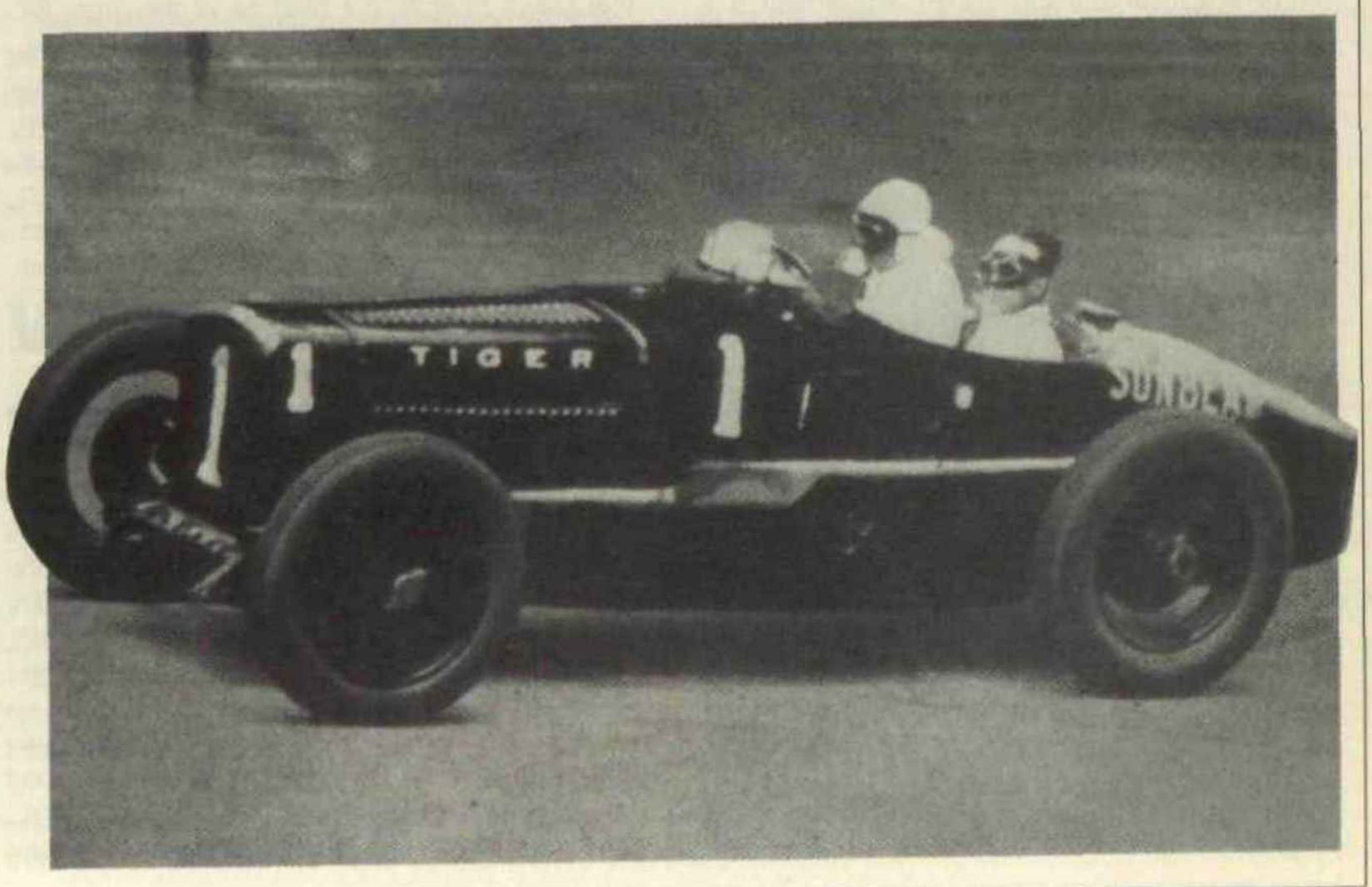


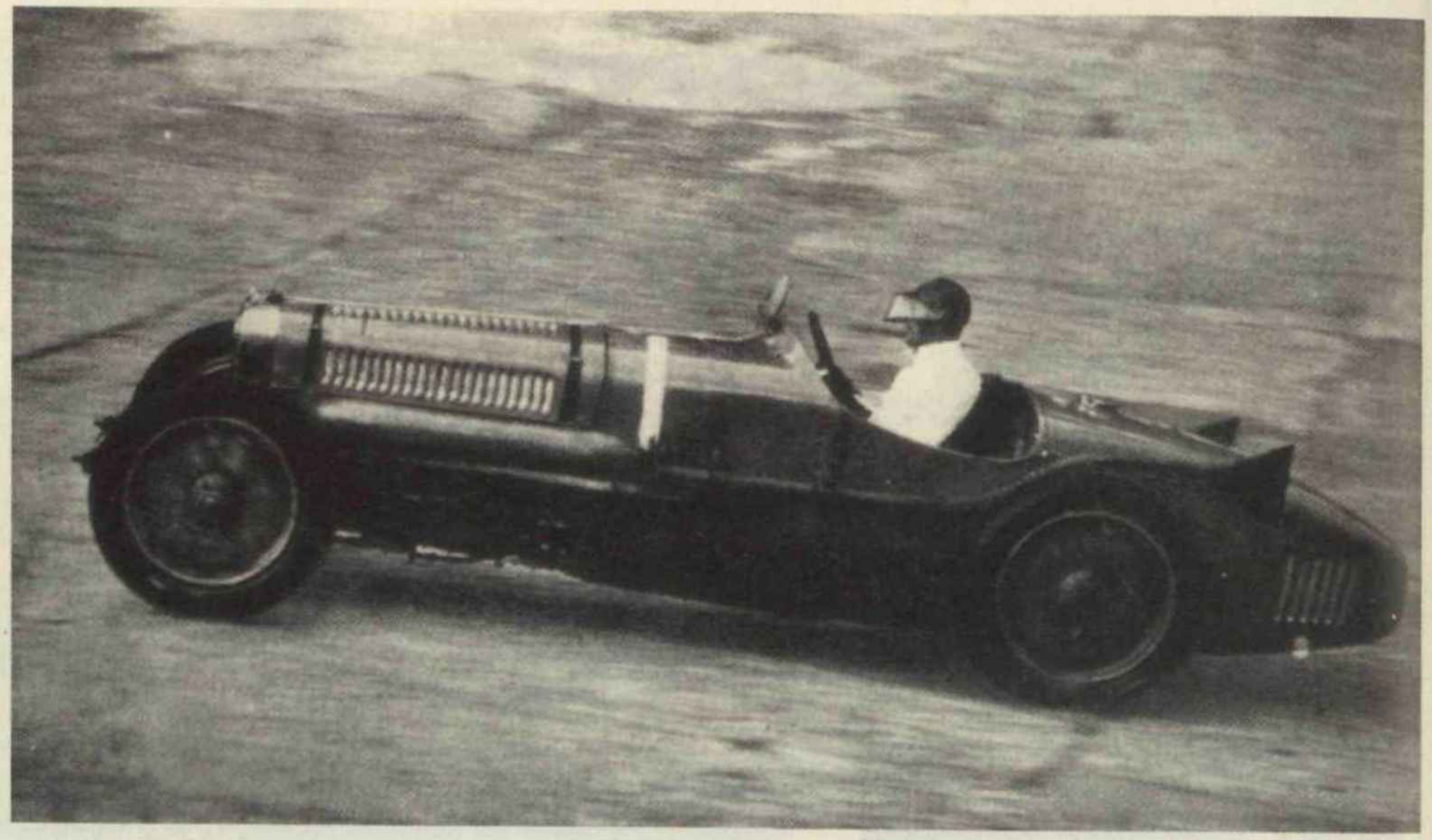
Supercharged Sunbeams were a prominent feature of British racing between the wars. Kaye Don took "The Cub" (left) to over 128mph, and later drove "Tiger", below, to a 137.38mph lap of Brooklands in 1930. Top, the Sunbeam blower which started Keith Taylor's investigations.

In 1922, in the pursuit of more power from Grand Prix and *voiturette* racing car engines restricted by prevailing race regulations to 2 or 1½ litres, Fiat developed the supercharger, with satisfactory results, when their cars finished first and second in the 1923 Italian GP. After which the supercharger became the norm in GP racing. Sunbeam, having been the first British make to win the prestigious French GP in 1923, enticed Fiat's top engineer Bertarione away to their racing and experimental department, and were running supercharged cars from 1924.

These early Sunbeam superchargers have been investigated by Keith Taylor, an STD Register member who owns a 1926 twin-cam 3-litre Sunbeam. As an engineer — he was involved with the new crankcase for Vijay Mallya's Sunbeam "Tiger" — he was interested in who designed the s/c STD engines and how Sunbeam marine engines fitted into the scheme. For this research he was able to borrow, from John Merryfield, owner of the Sunbeam Tigress, what was thought to be the original single blower used on the V12 4-litre Sunbeam which was the first modern Grand Prix type of car to try for the Land Speed Record, raising it to 152.33mph driven by Segrave at Southport sands in 1926. Mr Taylor was able to consult Sunbeam expert Mr Basil Wilding, whose father had worked in the Experimental Department at Wolverhampton, and was also able to inspect the dual s/c layout used on both the V12 4-litre cars when they went on to perform so successfully at Brooklands and elsewhere. On "Tigress" this layout has been replaced by a large Roots-type supercharger mounted vertically at the front of the engine and driven from the crankshaft by a quill-shaft and bevel gears. Mr Taylor discovered that the supercharger lent to him by Merryfield was not from the LSR car, nor from one of the 1924 2-litre Sunbeam GP cars, but appeared to be from one of the 1½-litre Sunbeam marine engines used in the Duke of York's Trophy races on the Thames, described some years ago in MOTOR SPORT.

Mr Taylor found that the internal dimensions were smaller than those of the superchargers on the GP cars. Nor did the external appearance line up with that of the GP blower. However, it was remembered that Bertarione had designed engines for the "Invincible" 1½-litre racing Darracqs, and it appears that internal 32.5mm-wide spacer castings had been used to reduce the capacity of the supercharger to suit the smaller

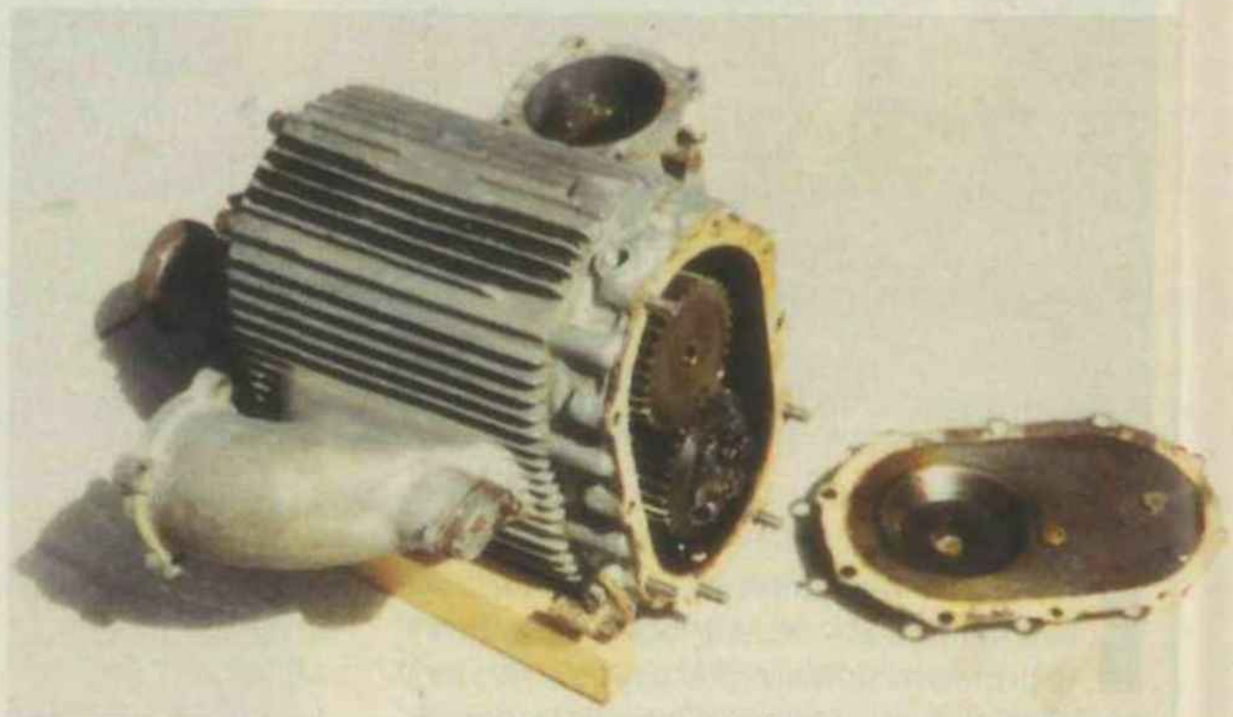




Sir Malcolm Campbell in the 1932 Mountain Handicap, right, having rebuilt his V12 Sunbeam. Below, the marine blower owned by Gavin Sandford-Morgan in Australia. Bottom, the crankcase of the 4-litre V12 LSR car being converted from roller to plain bearings.

engine. Mr Taylor then noted that the positions of the inlet and outlet ports could well be as used for the Sunbeam marine engines. These engines were apparently used in four Saunders of Cowes hydroplane hulls for the aforesaid races and other events, the boats being sold to Woolf Barnato (*Ardenrun II*), the well-known motor-boat racer Miss Betty Carstairs, Noad Johnston and Malcolm Dangham, for £550 apiece.

It appears that these boats were the Henry or Moglia-designed 1921 65x112mm engines with the o h-camshaft drive at the front, whereas the 1923/24 twin-cam 67x105mm Darracq engines had the camshaft drive at the rear. To these older engines it would appear that the 1923/24 Sunbeam Roots superchargers were adapted, with shorter rotors and spacer castings to reduce the length of the rotor chamber from 195mm to 130mm. Apart from dimensions, it is significant that the rotors were identical to those of the supercharger on the 4-litre Sunbeam. It is thought that synchronising the rotors was done prior to hardening of the gears, as there does not appear to be any means of subsequent adjustment. It is interesting that the blower drive arrangements are similar to the dynamo drive on the 3-litre sports Sunbeams. Another change, presumably to render the engines suitable for water-work, was the substitution of the original aluminium cylinder blocks by cast-iron blocks.





I discovered what was apparently one of these Sunbeam marine engines in a junk dealers' in the 1950s and told Cameron Miller of it. He acquired it for £15 and later it went to Neville Webb in Australia. Another of these engines had been obtained by E J Moor, the well-known driver of the GN "Wasp" at Shelsley Walsh, and had then gone to George Brown around 1946, who proposed to install it in a Triumph chassis. Another motoring association is that David Pearce, the nephew of the great Sir Harry Ricardo, bought such an engine in 1935 from a dealer in Pembridge Villas in London, who must surely have been Jack Bartlett, and was told it was the ex-Betty Carstairs engine. It had a professionally fitted multi-plate Bugatti clutch attached to it, and had apparently been intended for Billy Cotton's use. (Could this have been the work of W E "Wilkie" Wilkinson, at Bellevue Garage when the band-leader was looking for something faster than his Bellevue-prepared MG, but who abandoned the idea as he had decided to purchase an ERA?).

Pearce replaced the engine's gear-type water pump with a centrifugal pump, and, as the magneto was missing, found a Delco vertical substitute. This twin-cam, roller-bearing, dry-sump engine had no starter but was cranked-up through the blower. The former oil/heat exchanger had been replaced by an oil cooler.

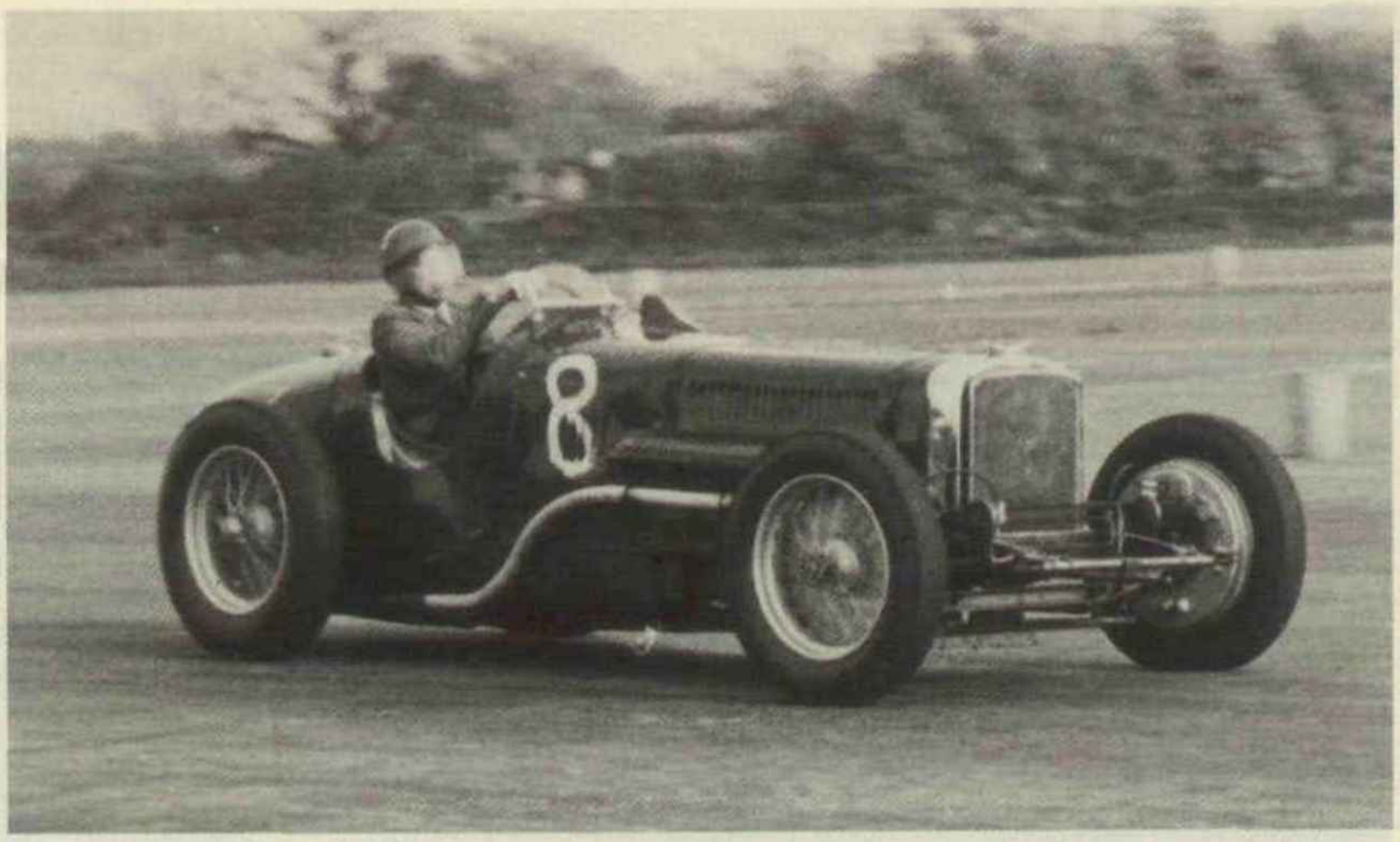
Mr Pearce then got hold of a Bugatti chassis from a scrap-heap, thought to have been a Type 40, installed the Sunbeam engine, and spent much of his time at Cambridge completing the car, and making a rough body for it, when the Engineering Workshops came in handy! The car was registered but never raced. However, its owner spent 10/- (50p) to take it on Brooklands, where it accelerated well through the gears and showed a rev-counter equivalent of 115mph, running on Cleveland Discol. But after he had been offered a position as a student-apprentice at the Bristol Aeroplane Company in 1937 he decided that the Bugatti/Sunbeam was not quite the job for commuting, and it was exchanged for a more suitable car with Alan Sinclair, who was leaving for Australia with a number of racing cars.

One very interesting point raised by Mr Taylor is that the superchargers for the 2-litre GP cars had the rotor synchronising gears at the front of the blowers, which means that the lower rotor had to incur the whole driving torque. Mr Taylor concedes (as did Laurence Pomeroy in describing the GP Sunbeam in his *Grand Prix Car* volumes) that no problems appeared to have arisen from this design; but he has found it in no other supercharger he has encountered (so those with s/c engines, please inspect and report if they find GP Sunbeam-style rotor-drive arrangements).

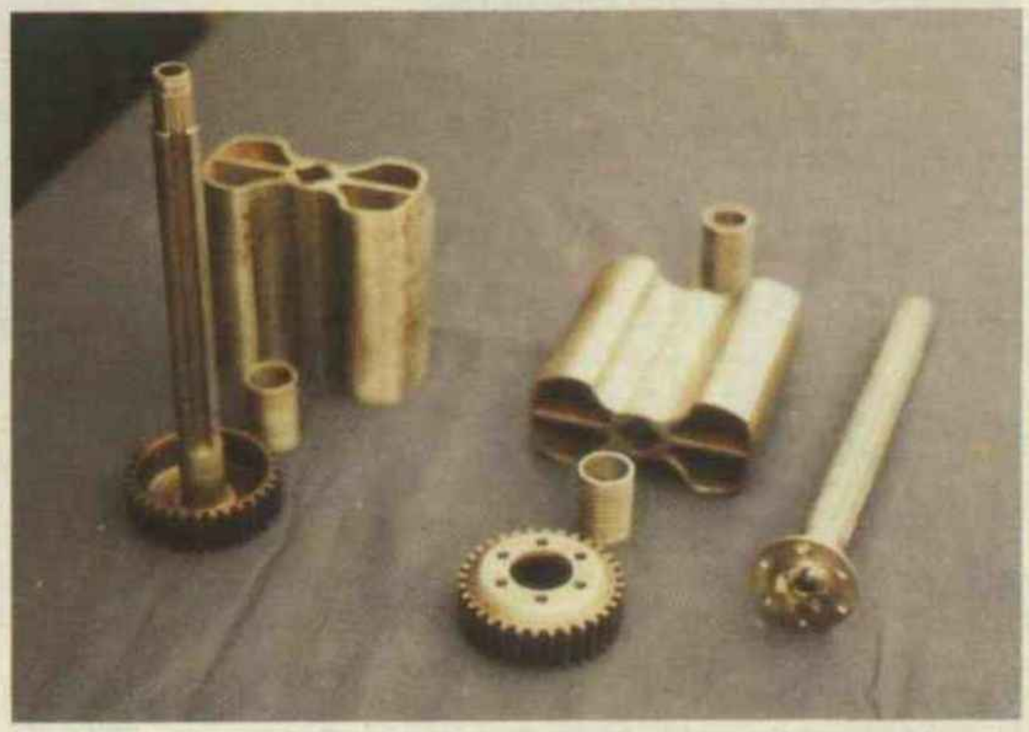
Although the blower lent to Mr Taylor by John Merryfield turned out nct to be from the original LSR 4-litre car, he was encouraged to look at the details of how the latter was supercharged. He had been told by Sunbeam expert the late

Anthony Heal that the large single blower had rotors that were 230mm long and Mr Taylor deduced from this that their diameter was 128mm. This would match those of the Sunbeam marine engines, the 1934 2-litre GP Sunbeams and the twin blowers which after the record runs replaced the single s/c on the Sunbeam "Tiger", and indeed on the 1926 straight-eight 1½-litre GP Talbots. In fact, the LSR had been secured after six of the single blowers had cracked their casings and the seventh had done likewise on the return run, but with the record broken nevertheless. Repairs had been made to this last single unit, and it appears that had this not worked Capt Irving would have taken the car back from Southport to Wolverhampton where the twin supercharger installation was ready, or at least in hand.

The s/c failures due to casing distortion may, Mr Taylor thinks, have been due to running the blower at higher than engine speed, i e at more than 5300rpm, accentuated when the Sunbeam



"The LSR had been secured after six of the single blowers had cracked their casings and the seventh had done likewise on the return run, but with the record broken nevertheless"



One of the V12 Sunbeams being raced post-war, above, still with the twin supercharger layout. Right, the rotors, key-shafts and drive gears of a Sunbeam blower.

was airborne and the revs rose even further. Of the later twin-blower installation, as used at Brooklands to take the lap-record, and for road-racing, the superchargers were identical, each with the 128mm diameter rotors and a working chamber with an effective length of 140mm. It is significant that in these the rotor gears were at the drive-end of the blowers, obviating the aforesaid torque stresses on the driving shaft. The ribbing on the casings was slightly modified to simplify casting. All the gears were of case-hardened nickel steel, with straight teeth. It was intended to gear up the blowers, but in the end they were run at engine speed, according to Heal's archives. The outboard rotor bearings were lubricated by grease from a hand-gun, the drive gears and inboard bearings from the engine oil system. The offside blower was driven *via* its inner rotor from the gear driving the nearside blower, with a 46-tooth idler-gear between the other gears. Both blowers naturally rotated in the same direction. The gears ran on ball-and-roller bearings, and the casings were of aluminium. The mixture was fed to the cylinders by a 12-branched log above and between the cylinder banks.

That these twin blowers were run at engine speed seems to be proved, because in a box of parts borrowed from John Merryfield Mr Taylor found two crankshaft gears, of 26 and 28 teeth respectively. The former gear would have meshed with one of the same number of teeth to give a direct drive, but a 24-tooth gear would be needed to give a 1.166 speed increase to the superchargers; as it is missing one may assume it was never used? Keith Taylor makes the point that on the GP engine with the s/c torque inflicted on the drive-shaft the shafts were not particularly massive, suggesting that the Sunbeam engineers knew about correct material specifications and heat-treatment.

In his investigation into Sunbeam superchargers Mr Taylor recently looked at the Sunbeam "Cub", which was well-known at Brooklands when Kaye Don raced it, and to the VSCC when driven by Anthony Heal. He noted that although Solex carburettors were favoured by Sunbeam, "The Cub" now has an SU carburettor on what looks like a marine supercharger. At one time Rootes did some work on the car to make it a runner again, and it is just possible that, if the original blower was damaged or lost, it might have been replaced by a marine blower? (Now owned by Peugeot, "The Cub" can be seen in the NMM at Beaulieu).

The twin blower installation was retained on *Tiger* and *Tigress* which scored notable successes at Brooklands for Kaye Don (lap record raised to 137.58mph in 1930) and, after the T&T chassis rebuild, for Sir Malcolm Campbell. *Tiger* remains unchanged in this respect, but *Tigress* now has the previously mentioned single vertical Roots supercharger. When Sunbeam built the "Silver Bullet" for the LSR attempt in 1930 its two 24-litre V12 engines were at first boosted with four superchargers on each engine, but for the (abortive) record bid a large centrifugal blower running at 17,000rpm and fed from two Amal carburettors was substituted. In the same year two of the twin-cam three-litre super sports Sunbeams were supercharged for racing, but in this case Cozette vane-type compressors were found acceptable, sucking from Cozette carburettors, giving a 5lb/sq in boost.

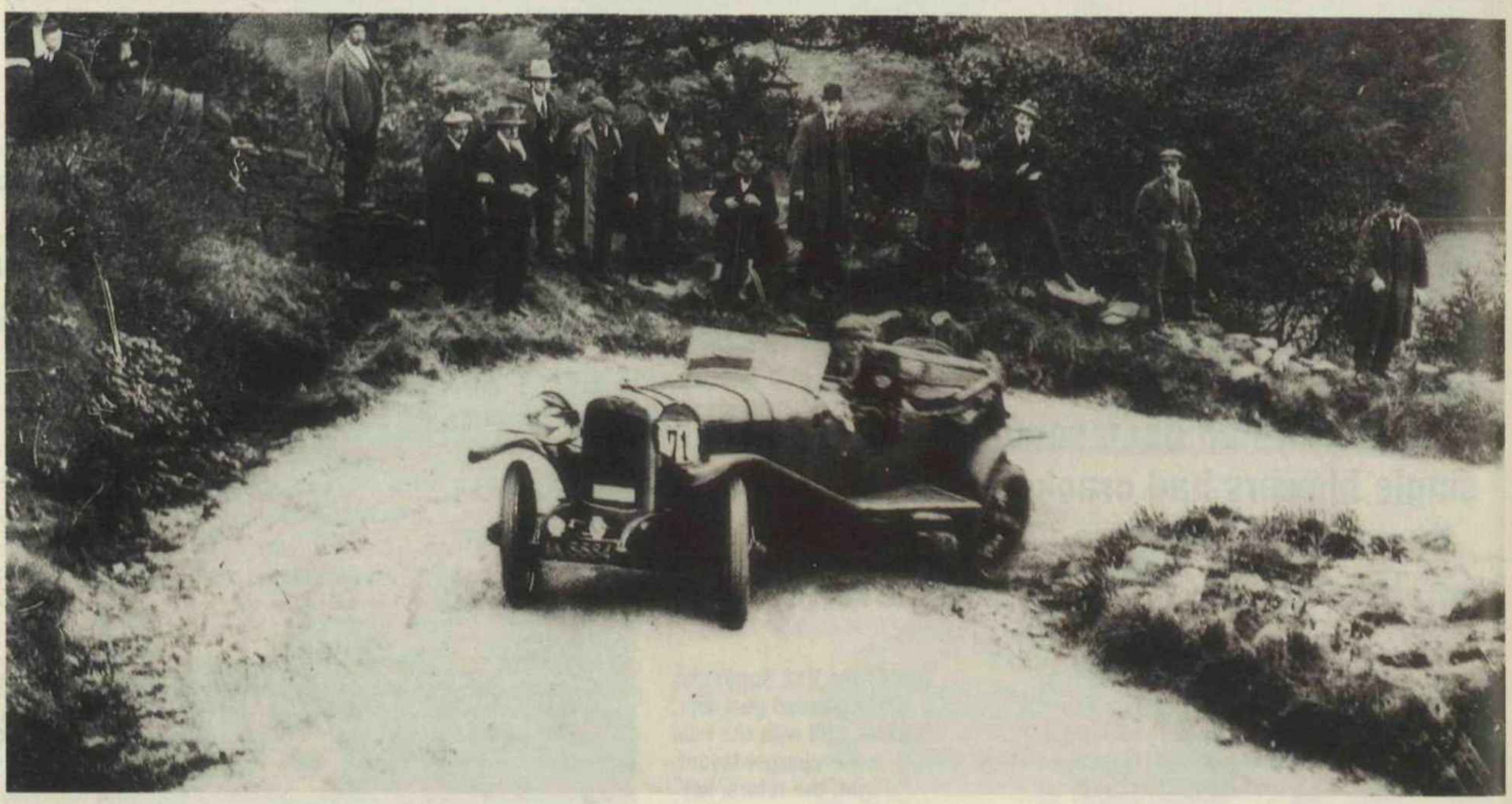
Mr Taylor has made a very full study of these superchargers, on which this article is based, with appreciation of his co-operation. **W B**

VSCC Brooklands Sprint

To make up for the loss of its Weston-Super-Mare speed trials, the VSCC again held a ¼-mile sprint along the Brooklands runway, on October 6. No seaside holiday onlookers, no distant sea, but worthwhile for all that. F T D was made by J Hulbert's 1930 2.5 Alvis, in 17.78sec, with a terminal velocity of 100mph **(Woodlands Park Hotel Trophy).** Next fastest vintage car was driven by Miss Peacop, who metaphorically got out of her familiar Morris Minor into the 6.1-litre aero-engined Gipsy-Riley, to clock 17.03sec (82mph) to take the **Ladies' Award**.

The **Class winners** were: S Roberts, Frazer Nash – 17.70sec (76mph); M Moss, Invicta – 16.92sec (84mph); T Wakeley, Rapier – 16.67sec (84mph); A Sparrowhawk, Alvis – 15.97sec (87mph); M Denley, MG – 16.00sec (88mph); P Whenman, Lagonda – 15.84sec (85mph); Hulbert, and M Lemon, Vauxhall – 20.48sec (64mph). **Vintage winners:** Roberts, B Sudjic, Bugatti – 19.93sec (64mph); T Delaney, Lea-Francis – 19.16sec (66mph); Miss Peacop; G Bishop, A7 – 18.14sec (72mph); F Giles, GN-Morgan – 17.05sec (68mph); and J Hulbert. **W B**

On The Austin Twenty Front



Versatile! Scriven's Austin 20 was raced at Brooklands and driven in speed trials and hill-climbs, on long road journeys and in trials; It is seen on Mythol in the 1925 two-days *Daily Dispatch* trial.

Most people regarded the Austin Twenty, the first car to emerge from the gigantic factory at Northfields, Birmingham after the 1914/18 war, as a sound medium-sized quality car, but one without any sporting potential. Until, that is, a letter from Mr Felix Scriven appeared in MOTOR SPORT for March 1928 to remind them of what they had overlooked unless they were devotees of racing at Brooklands.

Sir, — With reference to your article "Great Racing Marques — Austin," I have perused this with great interest, but was, to say the least of it, somewhat surprised that no mention was made of the 20hp Austin which I regularly raced for some six years on Brooklands.

In the first place, at the Show in 1920, I ordered an Austin 20 chassis which the Austin Company guaranteed would be capable of 70mph, but they would not guarantee any more. Before this particular chassis was put into production, I requested them to build the car exactly to my own specification. This (after considerable discussion) they eventually agreed to do, but in view of my specification submitted they unconditionally withdrew any guarantee of speed, and this I quite willingly risked. To cut a long story short, instead of doing 70mph the car attained 85mph. The success of the specification was so obvious to the Austin Company, they immediately proceeded to produce it as a standardised sports model.

This was the first Austin to race after the war and long preceded the 750cc model, which, of course, was not produced until a year or two after.

The first race for which it was entered at Brooklands was won by an unprecedented margin, at the Easter Meeting, 1921. Eventually, I made my car into the fastest Austin that has ever been built and have lapped Brooklands (official time) at 94.99mpn and, seeing that the car emanated from standard parts, I should have thought that this was a sufficiently good performance to have merited mention in your notes.

Yours truly,

Felix Scriven.

The standard Austin 20 was certainly not a car from which such performance would have been expected. It had a 3.6-litre side-valve four-cylinder engine developing 45bhp at 2000rpm, which was expected to propel an 18cwt chassis of 10ft 9in wheelbase, intended to carry heavy bodywork. It had few unconventional features apart from the ugly rear of the tourer, which swept up to conceal the furled hood and had a locker for the two spare wheels generously supplied as part of the deal, and good weight distribution achieved by placing the petrol tank and batteries under the chassis side-members.

As a motor-obsessed schoolboy I used to have rides in a 1921 Mayfair landaulette, usually on the black leather front bench seat beside the chauffeur, but on cold days inside, on one of the small occasional seats which pegged into a single socket when not folded against the window-topped bulkhead of this cord-upholstered "parlour". I used to follow the man into the garage when he was mending the innumerable punctures or cleaning the plugs, finding the spitting-back of the cold engine quite startling when it was opened up to ensure that it was firing on all four cylinders — would it catch fire, as the nearby stationary engine supplying electricity to the country house frequently did? I was never far away from this Austin or its stable companion, a Chevrolet and then Overland tourers, but I would have much preferred to have been in less pedestrian cars. . .

That apart, the 20/4 had a long model run, like the other post-war Austin models, and was available with various body-styles, named after places. When the 20/4 was becoming somewhat outdated Sir Herbert Austin supplemented it with the smoother running 20/6, the Carlton saloon priced in 1929 at a competitive £560, the stately Ranelagh limousine at £650. That was how Mr Average Motorist thought of the Austin 20. But Scriven's "Sergeant Murphy" was very different.

When I was posted to Harrogate during the war I went up to Bradford to meet Mr Scriven, who told me all about it and his later Felix Special "Mother Goose/No, No Nanette". The first race with the 1920 20/4 to which Felix Scriven refers in his letter was the Easter 1921 75mph Short Handicap, which he won from a limit-start, lapping at over 85mph. This caused a fellow competitor to protest that no Austin 20 of normal engine size could achieve such a speed. This naturally annoyed Scriven, who was about to commence the long drive back to Bradford, from Weybridge. He insisted there and then that the officials measure his engine after the cylinder head had been removed, when it was found to have the declared catalogue bore and stroke of 95 x 127mm.

The car had been given a new copper inlet manifold of larger diameter and easier curves than the standard one, fed from a large Claudel Hobson carburettor. The valve timing was unaltered but a slightly higher valve lift was used, together with stronger valve springs. The con-rods and pistons were carefully balanced and aviation spirit was found to suit the carburation best, using a 125 main jet. After tests at the Track with a temporary body, Scriven found that water heating of his new inlet manifold at its T-portion was beneficial, that the best tappet clearance was 6 thou, and that the extra-air control of the standard car was useful after the engine was warm. The fan was removed and Scriven used

"I was surprised that no mention was made of the 20hp Austin I raced"

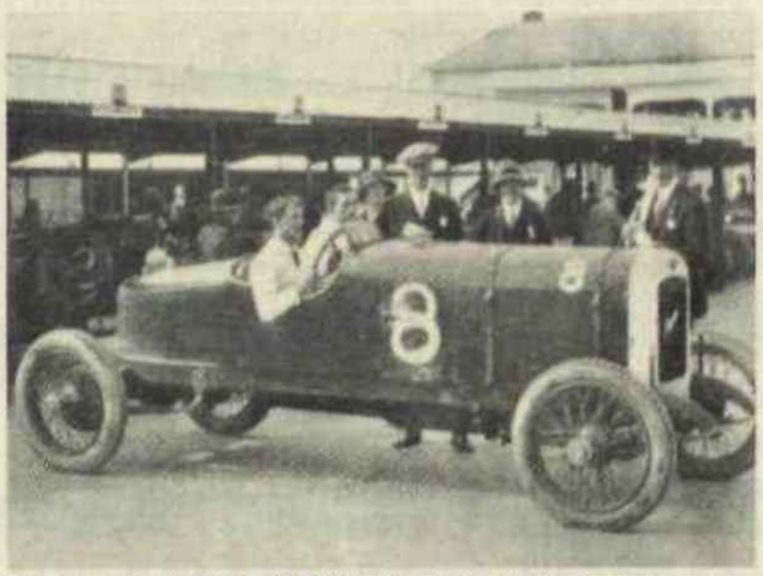
Castrol-R oil. The Austin was reluctant to stick to the track until the rear springs were given weaker leaves, all were cord-bound, and Derihon shock-absorbers fitted, front and back.

This surprising Austin 20 was now an 80mph car; fitting a sports two-seater body was worth an extra 5mph, and after some fairing-over of the front axle and dumb-irons a lap was timed at 87mph. The rear part of the new body was detachable, and had two wheels shod with Palmer racing tyres mounted one on either side of the pointed tail. Scriven had this crated-up and sent ahead of the car to his Weybridge hotel, so that the four-seater body could be used for the journey down from Bradford, enabling two mechanics as well as his passenger to be accommodated, with two more spare wheels up behind. Wire wheels with Rudge centre-lock hubs had been an expensive modification, for the normal size (800 x 120) tyres, but the back-axle ratio was raised to 3.18 to 3.93:1.

Before the aforesaid protest, Scriven had come out for his second race, with 30sec added to his handicap, and had been unplaced, although lapping at 83mph. At this period things were difficult at Longbridge, production not yet in full spate and the farm tractor six months behind schedule, but Scriven's racing Twenty had not gone unnoticed. To meet it, Austin's prepared their own racing 20/4, with black two-seater body and white radiator shell, named "Black Maria". Sir Herbert had motor racing at heart, remember, for had he not been responsible for the Wolseley "Beetles" with their horizontally-opposed engines and low pointed prows in very early times, and run a team of 100hp Austins in the 1908 French GP?

Driven by Lou Kings, Austin's test and competition driver, and Capt Arthur Waite, Sir Herbert's son-in-law, this works Twenty should have met "Sergeant Murphy" in the 1921 Whitsun 100mph Short Handicap race at Brooklands, but Scriven non-started and the other Austin soon came to a standstill. "Black Maria" also missed its next race, in which Scriven lapped at 85.57mph, although not placed. It was hotting up, Kings winning that afternoon's two-mile Sprint Handicap, which Scriven ignored — anxious perhaps to start for Bradford.

The reverse happened at the summer races. It was Scriven who now non-started, and Kings who won the "100 Short", with a flying lap at 86.92mph. The red and black Austins met in the "100 Long". Scriven was given a 36sec start, but his car was in poor form, leaving Kings, although unplaced, to show the "Right Crowd" a standing-start lap of 81.5mph and a flying lap at 91.38mph. A fine advertisement, although the race had been won by another improbable car, Capt Shipwright's 30hp Armstrong Siddeley. The battle was re-joined at the



The works Austin 20 "Black Maria", Scriven's Brooklands' rival, driven by Lou Kings and Capt Authur Waite. In the 1920s both lapped at over 94mph.

August Meeting, when the race-goers saw Kings retire from their first race, while Scriven lapped at 86.17mph, but Kings made amends by lapping later in the afternoon at 93.79mph, to take a second place. On their third race together Kings was penalised 27sec behind the Yorkshireman. However, the works 20 managed a fine lap at 93.97mph, impressive to those who had trundled down to the Track in their Austins at rather more sedate speeds.

This must have encouraged Longbridge, because at the 1921 Autumn Meeting they ran "Black Maria" and a new slim tandem-seater 20 entered by Mrs Waite. Her husband was faster by 6.39mph from Pond start to the Fork than the older car, but on their flying laps the difference was 85.87mph to King's 94.86mph, so handicapper "Ebby's" 10sec start for the latter made sense. Waite was on scratch in the "75 Short" handicap, for which the other 20 wasn't entered, but laps at 78.41 and 86.77mph were of no avail. However, those 20s had a busy BARC *finale*, the new car, apparently intended for sand-racing, doing an impressive 91.38mph lap to bring a third for Mrs Waite to celebrate, Kings retiring. After which "Black Maria" came in second in the "100 Long", with a lap at 94.68mph.

In 1921 the Austin Motor Company introduced the sports version of the Twenty, with wire wheels, special camshaft, raised compression ratio, and a more sporting look from a slimmer four-seater body and raked screen and steering-column. It was priced at £975, at a time when the 3-litre Bentley and 30-98 Vauxhall, of about similar pace (the sports Austin had been timed to do 80mph stripped), could be bought for £1350 and £1195 respectively. Few were made, and fewer genuine ones have survived. This sports chassis, however, could be fitted with any kind of bodywork. The biggest of the Austins was prominent in speed hill-climbs at this period, Scriven using "Sergeant Murphy" in many of them (at Tong hill-climb in 1921 he beat a 30-98 to FTD), and also driving it in the trials of those times. At the premier English event, Shelsley Walsh, Austin 20s beat the 30-98 Vauxhalls on speed/weight formula in 1920, 1921 and 1922, and Waite won this category from an Alvis in 1923. Up to seven occupants would be carried — I wonder whether the Austin's *central* gear lever in its open central gate may not have been rather hampering to drivers, under these conditions? In 1921 Miss Doris Heath had run a standard-looking 20 with three other girls in it and Waite, his Austin weighing 2¼ tons, got up Shelsley Walsh in 78.2sec to win the Formula class, whereas Scriven's lighter car clocked 72.4sec.

Felix Scriven spent the winter making his car quicker, with a Laystall crankshaft and a high-lift camshaft said to have been profiled by Capt Frazer Nash; it was found that twin carburettors made no difference, so the single one was retained. By 1924 a radiator-cowl and wheel discs had had been added. In 1922 Austin's began to race the Seven, which as a Chummy made its first competition appearance at Shelsley Walsh that July, so the 20 programme was reduced. But not before Kings and "Black Maria" had had two thirds at Easter and again at the next BARC Meeting. Scriven reappeared at Whitsun, "Sergeant Murphy", now aluminium, with a black bonnet, was nearly as quick as before which gave him a second place before he won the "90 Long". In 1923 Waite drove the works 20 twice before turning to a couple of A7s, one called "Dingo". Scriven did not have much luck, apart from one second place, so, perhaps hoping another change of colour would help, brought the Austins out in 1924 in bronze granite. In the August Private Competitors' Handicap he was second, and with a fawn radiator cowl he got a third that autumn, lapping at 90.55mph.

The Austin had served him well, not only for racing and long road-runs, but in those speed hill-climbs, and it was also driven in the reliability trials of those times.

After that the Brooklands handicaps became stiffer, the old Austin on scratch behind Malcolm Campbell and Woolf Barnato in one race. Nevertheless, on Whit-Monday 1925 there was another win, from a similar-sized Crossley which had had a 7sec start, and a push-rod Alfa Romeo, Scriven doing a lap at 94.86mph. He was now devoting more time to his smaller Felix Special, sharing this in 1926 with the Austin, now in blue paint. Although still able to lap at over 90mph, its best days had gone, and it was advertised for £295, still able to do 80mph and 25mpg with a hood and road clobber. There were no takers, so it was despatched to a Bradford breaker's yard for £18. (Scriven claimed it was the fastest Austin 20, but in the official BARC records it seems to have tied for this honour with "Black Maria").

It is unlikely that chauffeurs taking brides to weddings or my uncle in the back of *his* Austin, perhaps on the way to conduct a Welsh orchestrial concert, knew of these faster Twenties, or would have cared much if they did. But I hope someone does!

W B

Lady Riders

The VMCC is rightly pleased that among its 13,000-plus membership it has more than a few lady riders. However, before the girls feel too unique it may be interesting to refer to an old publicity book which I have found among my papers, motor books nowadays being either regarded as enjoyable possessions or as items disposable for a profit.

The large ribbon-bound publication to which I now draw attention (not for the second reason just quoted) is called *The Lady Drives*. It was produced by The Enfield Cycle Co Ltd, obviously to publicise its machines. It is undated but was presumably issued just after the First World War, and shows lady "drivers", as it calls them, on various types of motorcycles, sidecar outfits included, made in the "famous Royal Enfield Works", where, the reader is reminded, such machines were built from 1898. The ladies are depicted in this very nice book in good "loose-leaf" photographic reporductions. They are named as Mrs Douglas Prentice (driving a big Enfield vee-twin with Mrs E F Baxter in the sidecar, a young bloomer-and boot-clad Mrs Pearson of North Kensington with a young Naval Officer in *her* sidecar, Mrs Riley's Enfield combination in a rural setting, and Miss Violet Hassall of Malplas *on a 2¼ hp Royal Enfield two-stroke, which she* rode after a few minutes instruction in 1915.

Then there is a picture of Miss Elsie Toone of Exeter on another of these little machines, of which she said "There was no Devonshire hill it is unable to climb." Miss Brake of Boscome is seen in trilby hat on a very powerful-looking Enfield, outside the family mansion with Dad, I presume, in the sidecar, (she had ridden motorcycles since the age of 15) and another sidecar exponent is Miss Gladys Treby of South Woodford on her 6 hp Royal Enfield, who has an Army Officer in *her* sidecar. An attractive Mrs Coates from Hendon looks very young in spite of having ridden Royal Enfields since 1913 but has had to make do with a "lower rank", I think, in her "chair", her husband I hope. Mrs Haseley from Alvechurch was able to boast of sometimes having three passengers on her Enfield combination during the recently concluded war, and the matronly-looking Mrs King living at Selly Oak had eschewed trains for four years since obtaining her inlet-over-exhaust valve vee-twin Enfield in 1912. Miss Grigg rode her solo *1913 3 hp model on Red Cross work so was* photographed in uniform outside Beckenham Hospital with a Red Cross flag . . . After 4000 miles she had the engine down but found that all was well and in 11 months' riding she had had only one stop, with magneto trouble, but two punctures. Finally, a picnic at Evesham, an Enfield combo at the ready . . .

The book advertises 2¼ hp Lightweight, 3 hp twin-cylinder and 6 hp sidecar Royal Enfields; gas-lamps, footboards and bulb-horns are well to the fore. Mrs Prentice's husband rode in the last pre-war (?) TT race and her brother, the late Lt. E F Baxter, VC, had been a well-known motorcyclist — the sad period touch . . . Some PR chap must have been very proud of this booklet; do other copies survive? **W B**

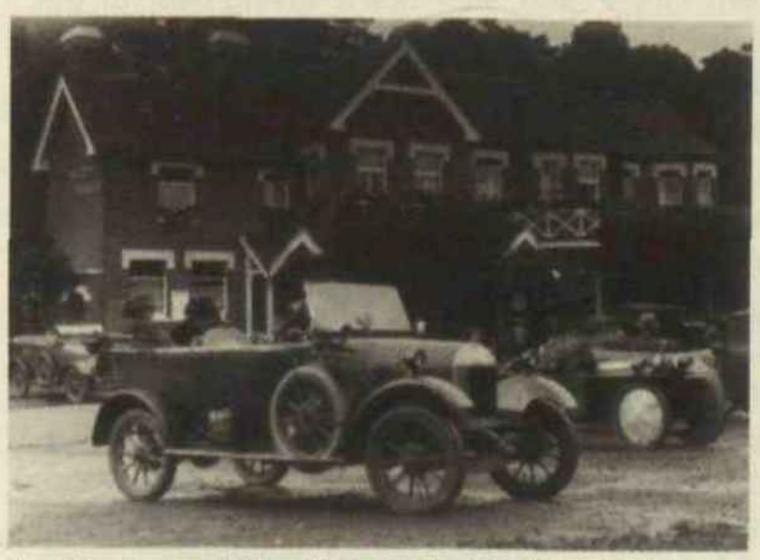
Serendipity

By a remarkable co-incidence a reader, having bought some photo negatives of cars at a local market stall, found that the pictures were of the Tamplin cyclecar, MD7280, which formed the subject of the *Cyclecar Capers* article in MOTOR SPORT for July 1995 in which I described going on two MCC trials in it with Neil Smith. I had found this Tamplin in the basement of a cycle shop in Southampton, together with several vintage motorcycles, in 1940 and Mr Smith, Snr, heard of it through MOTOR SPORT and added it to his collection of vintage cars, which he was then directing towards a light-car theme. We had no idea of the previous history of the Tamplin, which is now in a Dutch museum.

The photographs developed by Mr Crisp of St Albans show that in the 1920s it was apparently owned by a family who also had an early bullnose Morris Cowley tourer (PL 8665?). The Tamplin then had wheel discs and a propeller mascot. One picture shows it and the Morris outside an hotel in the company of other 1920s cars, including one of the first A7 Chummies. **W B**



Long before being found by WB, the Tamplin sported wheel-discs and a propellor mascot.



The Cowley and Tamplin outside the Hut Hotel, Wisley..

V-to-C Miscellany

It may not have been generally realised that at this year's British GP at Siverstone the R-REC, at the request of Silverstone Circuits, produced a fleet of 40/50hp Rolls-Royce Silver Ghosts on which to take the F1 drivers on their parade lap prior to the race. Damon Hill and Jacques Villeneuve were on the first car, a 1921 Barker tourer, into which they dragged a smiling Murray Walker and a BBC cameraman, which followed AX 201 with the FIA flag. Michael Schumacher and Eddie Irvine were on a 1923 Hooper cabriolet, top down, and Oliver Panis and Pedro Diniz on a 1919 tourer, etc.

The R-REC has just returned to Rolls-Royce Motor Cars the historic Rolls-Royce 100LG, the 100,000th R-R to be built, in which the Club's Chairman had covered 10,000 miles. But the Company has since lent this influential Club an ex-demonstrator 1996 Silver Spur. As usual the great increase in Club membership has been maintained and issue No 218 of the *Bulletin* contained a full report of the Annual Rally, with every class-winning car illustrated, and most interesting pieces on supercharging for cars as seen by Rolls-Royce in 1986, Royce's views on WW1 aero-engines, and useful technical data on Mk V, Silver Wraith and Silver Shadow cars, etc. The Secretary is: Peter Baines, The Hunt House, High Street, Paulerspury, Northants NN12 7NA (Tel: 01327 911788).

Information is now available about the London-Cape Town Trial, scheduled for *1998*, and open to pre-1978 cars and 4x4s, from The Town House, Leigh, Worcester.

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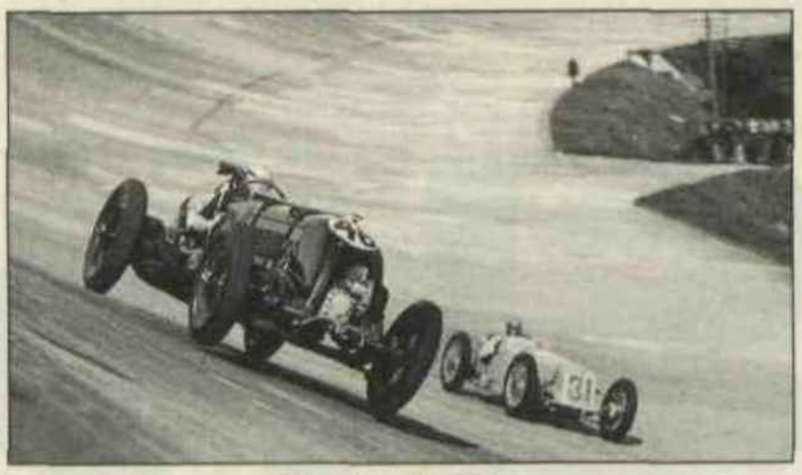
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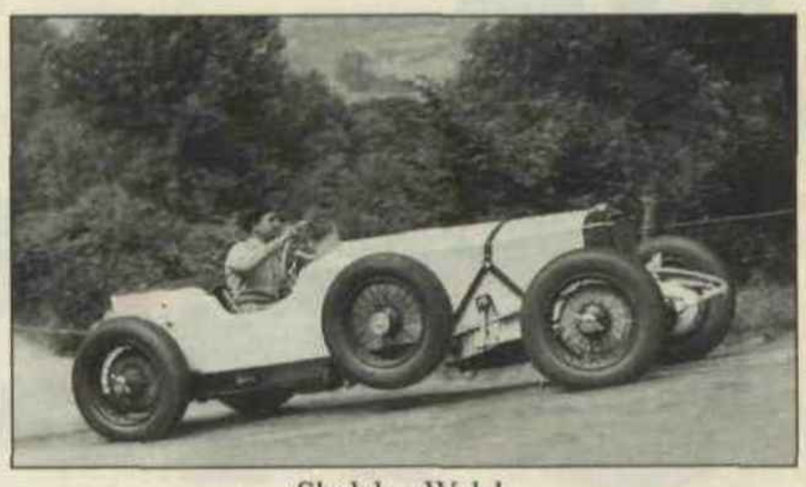
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AIR On Show



Shown at Olympia in 1920, the BAT Crow with its ABC Gnat engine bears much resemblance to today's microlights.

Those of you who remember how cramped the Olympia Motor Shows used to be, so that eventually a move was made to Earls Court, may well wonder how such bulky objects as aeroplanes could have been displayed at the former London exhibition hall. Yet this was the case, in spite of motor shows seeming to be rather congested even after the aforesaid move, until the great new multi-hall National Exhibition Centre was opened near Birmingham. At one time or another the more spacious Crystal Palace had been the focus of aeronautical exhibitions; I have a faint memory of going to one of these shows there when I was very young, but even then interested in aeroplanes, and seeing these in the great glass building, and seaplanes on view on the lakes in the grounds — or is this a figment of my imagination? Perhaps not; the Crystal Palace had its first such visit by flying machines back in 1868, but only of steam-powered models and engines.

That was rather a long time ago. More to the point is that there were Aero Shows in Paris and London in 1919, at the critical time for the aircraft industry, with orders for military aeroplanes drastically curtailed, serious commercial air-travel still in the future, and private flying the main source of entries in slim order-books. Publicity was the lifebelt to grasp, and air-racing and aero-shows thus had their place in a tentative outlook. Picture yourself in Paris on a bleak December day in 1919, as they might say in BBC 1's "Call My Bluff" programme. You are outside the Grand Palais. It is bleak, apart from the seasonal weather, because the country has but recently experienced all the terrible ravages of a devastating war. Nevertheless, coal-scuttle Renault and Peugeot taxis are bringing well-dressed folk to the first post-war Aero Show. You go in with them and what do you find?

"Coal-scuttle Renault and Peugeot taxis are bringing well-dressed folk to the first post-war Aero Show."

President Poincarré, Marshalls Foch and Petain, and many high military and civilian dignitaries are there, to encourage an industry which has now to turn itself from munitions manufacture to peacetime transportion, and now had aviation in mind after building fighting aeroplanes since 1914. (Incidentally, this is the sixth French Aero-Show, the previous one having been held in 1913). The attendance at this 1919 Show is small compared to that which the recently concluded Motor Show in the same fine building attracted. Yet progress in what was quaintly called "aerial navigation" is already apparent, from the 28-seat Blèriot biplane powered by four Hispano-Suiza engines totalling 1200hp, to a £375 two-seater monoplane which could be flown for 1¼d a mile. The 50hp Farman-Rhône was there, and the even smaller single-seat De Marcay 13ft wingspan biplane with flat-twin ABC engine. Other hopeful "people planes" were shown by Bristol-Siddeley (a 4cwt 65mph fly-about), Clement and Farman.

Mainly, though, it was a show of "heavies" and the only aeroplane to be flown to it was the British 105mph Handley-Page with two Napier "Lions" that took 1hr 50min from London to Le Bourget, and was then dismantled for delivery to the Grand Palais; it was due on the London-Paris route, later in the year. Other giants were shown by Caudron, whose biplane had triple Salmson engines, by Farman whose Goliath had two such engines, and by Caproni who used three Fiat motors giving a total of 600hp. But the enormous Blèriot dwarfed even the Handley-Page it stood next to. Fiat also showed their long-range 2730-mile, 155mph ARF two-seater, but the Italian railway congestion had robbed Ansaldo and Savoia of some exhibits.

The 1919 engines were of much interest. Lorraine-Dietrich had the W-type 24-cylinder developing more than 1000hp, designed by M Barbarou from Delaunay-Belleville; he had his own aeroplane in which he often flew to the factory, and he went on to design the victorious Le Mans Lorraine racing cars. Peugeot had two new engines, one a 16-cylinder X-design with 64 valves and four magnetos. Multiple valves were commonplace but push-rod operation was returning, contrary to the use of the overhead camshaft among post-war luxury cars. Fiat had other fine new aviation engines said to be neater in appearance than many car power-units, notably its 400hp V12, and it also showed a nine-cylinder radial, water-cooling adding to its complexity. The steel cylinders had welded-on steel water jackets and a single push-rod prodded four valves per cylinder. Salmson had gone to finned air-cooled cylinders for its previously water-cooled radial.

Complication, indeed, appeared the name of the game, with Anzani's 20-cylinder water-cooled radial with paired "pots", the mixture taken to them *via* the crankcase, and the rotary had survived, in the guise of the much revised Gnome et Rhône nine-cylinder Z9 of 60hp. Farman had a vee-eight and Sunbeam showed all its ex-war offerings, Dyak, Manitou, Matabele and Sikh, the last a V12, 67.7-litre, 800hp giant, with a total of 72 o h-valves. Other British engines came from Napier, Rolls-Royce, Cosmos and Siddeley, the French President chatting with R-R's M Golovine. One Salmson motor had remote hairpin valve springs, the Henry Potely aeroplane actually had a *vertical* four-cylinder engine with gears driving a *horizontal* propeller, and the Bugatti-Bréguet quadrimotor put 1000hp into one prop from the four coupled engines, of the dual side-by-side vertical-eight kind. As someone objected —

those 128 valves would take a day to grind-in, or replace. . .

By the summer of 1920 London had its own Aero Show, at Olympia, under the patronage of HM the King and the Duke of York, with Governments from all over, Japan and Peru included, sending representatives. It was the sixth such International Exhibition, the exhibits much as at the Paris Show; but Sunbeam's had added their Arab and Cossack engines, Siddeley had radials with mild links with the Puma, and outstanding were the 600hp Rolls-Royce Condor, which had an electric starter-motor and the 450hp Napier Lion. Radials continued to persist, the nine-cylinder Zeitlin an oddity, with a suction-stroke of 226mm, exhaust-stroke of 203.5mm, and a firing-stroke of 181mm. Aeroplanes also managed to find space, and there was interest in the Austin Whippet, no stranger to long-standing readers of MOTOR SPORT, the 35hp Avro Baby, one of which Bert Hinkler had flown from London to Turin at 35mpg, the microlight-like (had there been such contraptions then) BAT Crow (prices from £450 to £800) and the cabin four-seater Avro-Puma triplane, at £2250. But it is all a long time ago. . .

So transport yourselves back to Paris. It is now 1934; aviation is flourishing in comparison with 1920, and more sophisticated Renault, Peugeot and Citröen taxis are bringing visitors to the Paris Salon, the *Garde Republicaine* formed up for the arrival of President Lebrun, who in the presence of black-coated, top-hatted celebrities, opened the *14th Salon de L'Aviation*. As he did so, the band struck up, Sasha lights flashed, rotors began to sweep round above the Brèguet stand and a Russian dressed as a stratosphere pilot struggled to take his place in a stratospherical gondola.

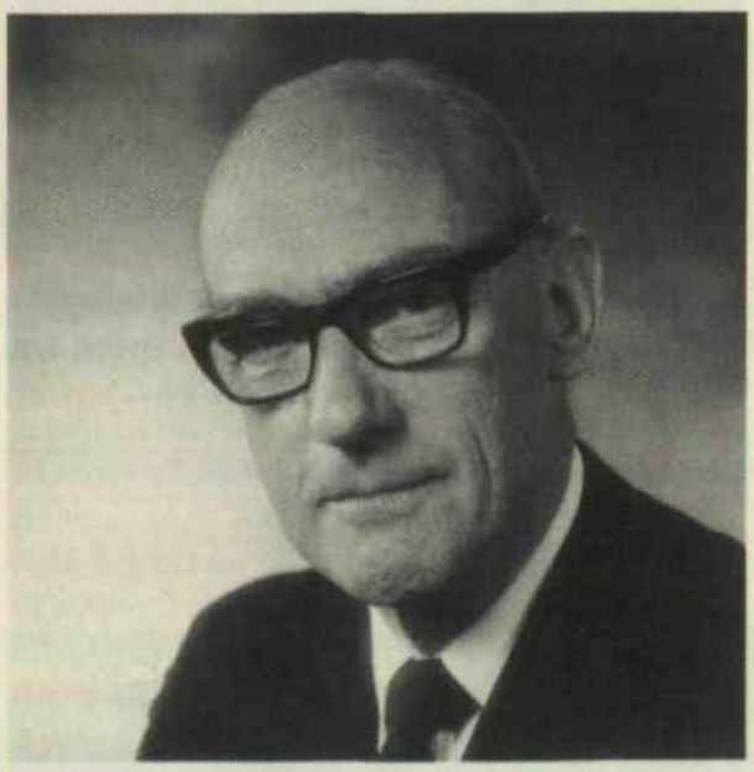
The Show was now more established, with British exhibits from Armstrong-Whitworth, Bristol, Hawker and Avro, France showing the products of Volante, whose flying-wing had apparently not done much flying, Bloch, Brèguet, Caudron, Dewoitine, Farman, Hanriot, Levasseur, Moraine, Potez and others, with Mignet's *Pou de Ciel* replacing tht 1919 Cloud Fly, and German, Italian, Russian, Polish, even Czech exhibits being there, the last with Avia and Letov fighters. The outspoken C G Grey of *The Aeroplane* enjoyed himself, picturing the URSS biplane looking longingly westward, blocked by the Polish and Czech machines and flanked by a Whitworth Scimitar and an Avro with machine-gun! On top of this Russian stand was a model of the eight-motor *Maxim Gorki* which Grey in a frivolous moment referred to as "the maximum of gorkiness". . !

The French were showing big bombers, following the doctrine of the great Marshall Foch, "Attack, attack, and go on attacking", in defiance of the fact that they would be easily shot down, although perhaps the French High Command held to the view that some of the bombers would always get through. But their 1934 *multiplaces de combat* were more cluttered-up than our night bombers and possessed so many transparent viewing panels that Grey thought their bellies looked like aquarium tanks and suggested that their designers might do better in the tomato-growing field. Farman appeared to have a possible rival to the DH Dragon, the Potez monoplane met the Airspeed Envoy in respect of a retractable undercarriage, Caudron seemed to have copied our Leopard Moth, and the Bristol monoplane with metal monocoque fuselage was a match for the Lockheed Elektra. Most of the small sports aeroplanes might have been related to our Gulls, Couriers and Falcons, the low-wing style prevailing.

Cocking-a-snoot at Show exhibits arriving wrapped in cotton-wool, Bulman had flown the 250mph Hawker Fury over in foul weather, a fighter most of the foreigners would have had difficulty in catching. Grey, who had met old Mr Burt in 1911, was glad to see Bristol's making such good use of his single sleeve valves in the Perseus engine. Germany was there with good, advanced, externally well-finished machines but which, like pre-war German cars, were a bit rough inside. Biggest in the Show was the Junkers diesel-motor Ju52, fastest German the Heinkel post-carrier, about as quick as our best day-bombers, almost as fast as our interceptors, taking mail from Germany to Spain at some 200mph. The Italian aeroplanes showed that artist-artisans still existed, but they lacked originality, apart from the speed-record Fiat-powered seaplanes — see the October MOTOR SPORT.

When the French railway engineer wanted to improve a locomotive he hung something on it, whereas the British engineer took something off; still true in 1934, with aeroplanes as with locos, observed CGG. That about sums up this Aero Show, held at a time when another at Olympia had been priced out of the SBAC's reach. It is fun to look back, but now aero-shows are also top flying-displays, like those at Paris and Farnborough, and 1934 too seems a long way away. **W B**

OBITUARY



Stanley Sedgwick

Stanley Sedgwick, Patron of the Bentley Drivers Club and an exceedingly influential personality in so many fields, especially those concerned with the older cars, died peacefully on October 25 of pneumonia, a complication of cancer. His devoted wife Con was at his side. Sedgwick, a top company accountant, was wealthy enough to enjoy his motoring without any association with the motor trade, the typical amateur enthusiast except that his dedication to his hobby was incredibly complete.

His interests were directed very largely to Bentley and Rolls-Royce motorcars after he had bought his first Bentley, a 3-litre, at the age of 28, during the war. This was followed by a vintage 4½ in 1947, and very soon Stanley was in it up to his neck, as it were. He subsequently became President of the Bentley DC, and was its Patron from 1980. It is impossible to recall all the Bentley and R-R motorcars he owned without referring to his delightful book *Motoring My Way*, but if he was synonymous with one car, it was OLGA, his beloved R-type Bentley Continental. Sedgwick's accountant's mind gave him a methodical approach to everything he did, whether checking a BDC results sheet, planning one of his innumerable long-distance drives to far places, or writing his book. He served the BDC immaculately and painstakingly. He drove for fun on these personal challenges, in all manner of cars, averaging impressive speeds. He could go without food all day and night if this aided the pace, and drive alone if needs must. You have to read that splendid book to appreciate what this was about, and how much Stanley achieved.

Sedgwick's taste in cars was wide after the Bentley preference — he had a 1910 Mercedes for a time, and helped Gregory with his 1904 Darracq. But it was mainly Bentleys, up to the fastest vintage and modern models on those long runs, carefully timed, every expense documented, for which he will be remembered best. He had a fine rapport with Rolls-Royce Motors, and drove every new model as it came out, recording faithfully and in detail his impressions for the *BDC Review*. Yet he was not averse to owning 1966 and 1974 Lincoln Continentals, Daimler Double-Six, Cadillac Eldorado, etc, also for "personal best" long hauls, at safe but very commendable speeds. That was sufficient, you might think, but Stanley's business commitments took him all round the world, and on these journeys, carefully logged of course, he would visit as many BDC members as possible. The perfect club ambassador. . .

In this hastily written tribute it is impossible to do full justice to this motorist, who will be a grievous loss to so many organisations and so sadly missed by us all, BDC members in particular. It seems incredible that this tall, immaculately dressed, self-effacing personality, with his dry humour and notable love of justice in club affairs, should have left us. Words are inadequate. To Mrs Sedgwick and family, all that there can be are thoughts and sympathy. It is their wish that all BDC and other friends will attend the Memorial Service, to be announced in the *Times* and *Telegraph*. **W B**

V-to-C MISCELLANY

We hear that the last of Challenor Barson's many Barson Specials is still in use, but that at 87 this inveterate specials-builder has decided that enough is enough, he and his wife now motoring in his 1990s Barson Special or a Mazda 626. Resident in South Africa, Mr Barson has subscribed to MOTOR SPORT since it first appeared in 1924 as *The Brooklands Gazette*. How many other such long-standing readers are there (apart from WB)?

The VSCC In Wales



The VSCC has a liking for Wales as trials territory and its traditional event, the two-day road and hill-storm fixture, took place as usual in October. Dating back to 1939, this year's "Welsh" had an entry of over 100 for the Trial, 34 for the Navigation road exercise. Dry days had made most of the hills easy and the compulsory 200-mile straight-lines run on the Saturday must have seemed tedious to those in vintage light cars, the uncongested Welsh roads and fine scenery apart. It is incorporated to discourage freak trials-cars, but may have defeated its original intention, although it did cost marks for several cars. We heard of only two who had problems, Seymour Price's 1929 A7 shearing a half-shaft key and Miss Boddy's 1927 A7 stopping for a while near the finish with a choked jet. Both recovered to compete in the trial.

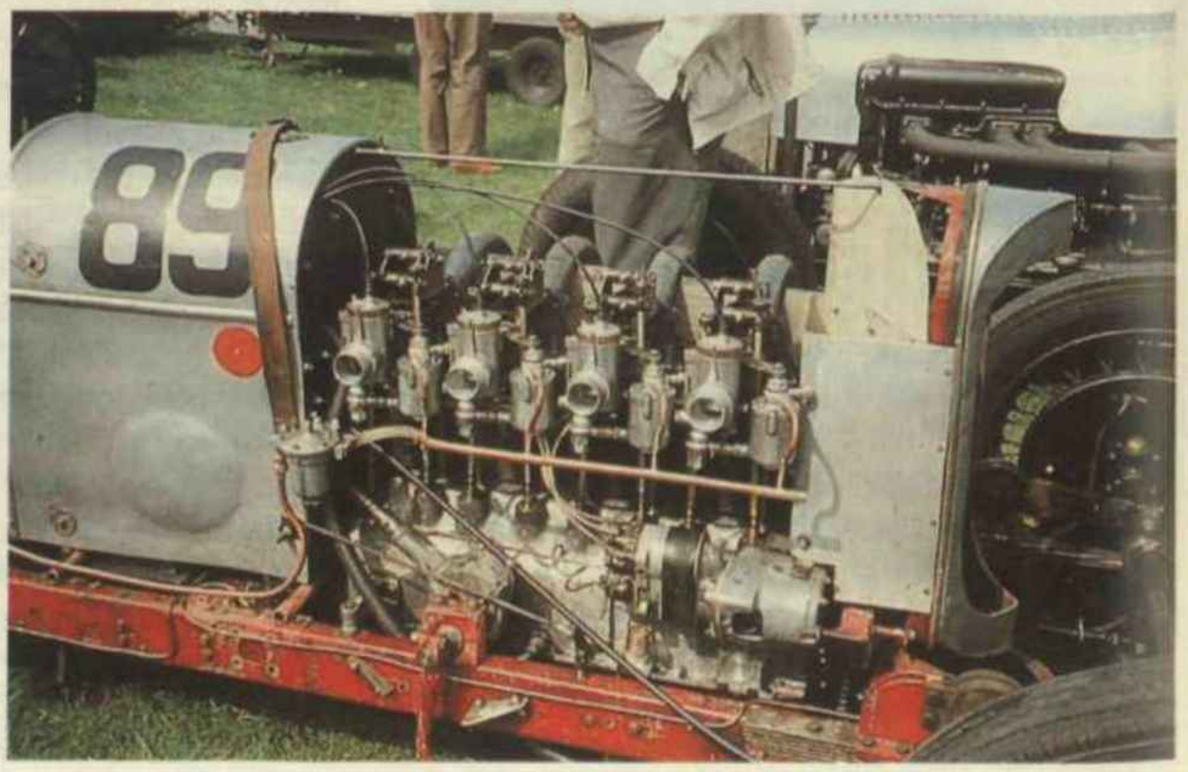
This involved 11 sections, most of them used previously but New Nor's an easy one. Forest Gate stopped most about halfway up; Simon Diffey made the best climb, in his 1929 A7, and Moy's 1929 A7 Special got almost as far up. Forest Wood was "cleaned" by most, but Clog Hill was difficult, many failing very low down and Moffat's Bugatti getting an "0"; best here was Stringer's irrepressible 1928 A7. Cwmgilla was easy and nearly everyone got up New Nor's, although Dr Teague's 1929 A7 failed early. Lloyd's was moderately kind, most of the unlucky stopping around half-marks distance. Cwmheyope gave little trouble but failed the mighty Mercedes-



A much-too-young Wolseley attempts to mingle with the Light Cars in Presteigne High Street, top. Above, roadside troubles for Teague's A7.

Contrasts





Aero-engined cars are now well established in Britain. Above right, the four Amal carburettors on the 6.1-litre Cirrus engine of the splendidly successful Mark Walker Parker-GN. Above left is Geraint Owen's similarly-sized Riley special, which uses a DH Gipsy engine and is road-equipped so as to be able to compete in the sportscar class.

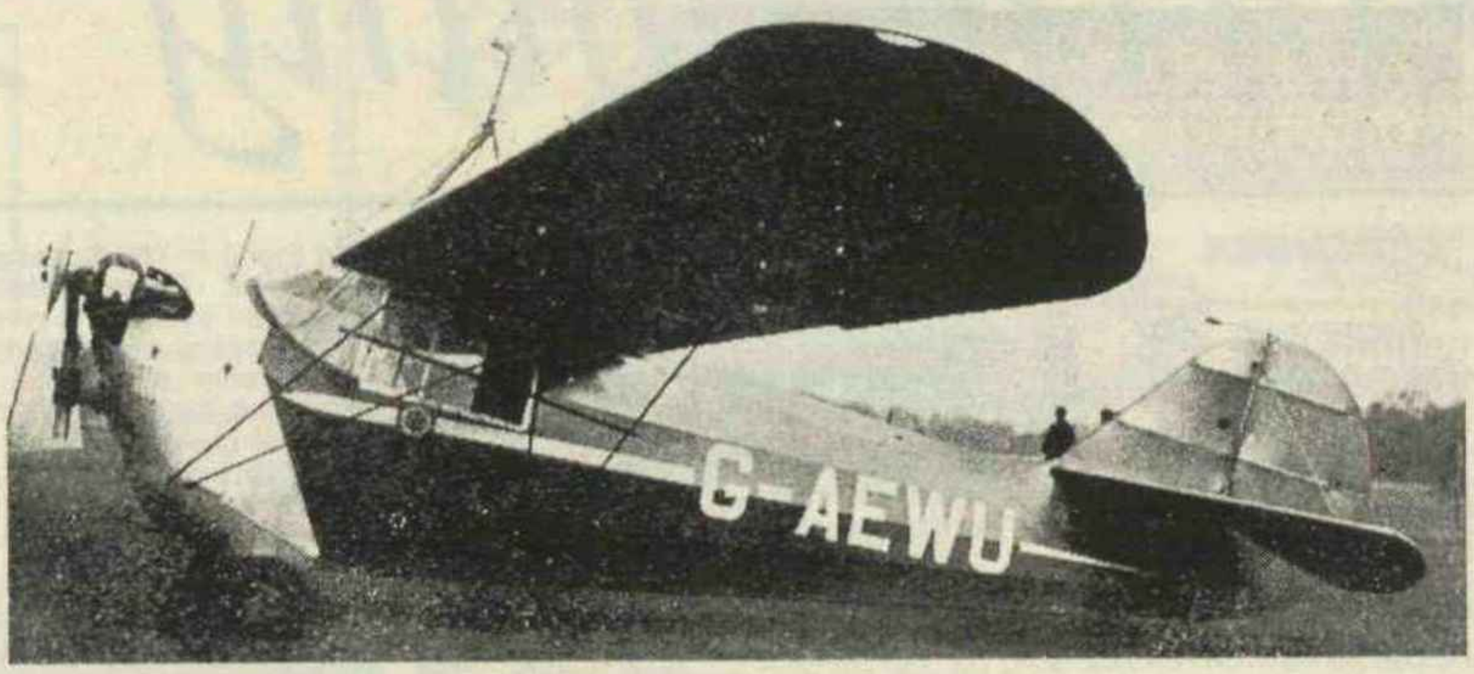
Maybach, and Railway with its steep first corner failed a few. It all ended at Pilleth where a generous free car-park is welcomed by the great concourse of spectators. Three grass climbs here, not difficult, Collings in his aero-engined monster storming up them. Bad luck though for Chris Gould, who overturned his A7 Chummy while reversing downhill. Chryslers are coming on, for trials; Baxter's 1930 car was an award-winner, Browning ventured four-up in his, a 1925 car as the early radiator proclaimed, and Miller and Parker entered 1930 models. Plevan's GE A7 sported an impressive external exhaust-pipe, and it was interesting to see Hancock's 1924 5.7-litre sleeve-valve Daimler again performing well in an unusual element.

Mark Garfitt was an official here and watching at his hill we observed that Piercy's 1930 Trojan had changed to slightly larger rear wheels for the trial, that there are subtle differences even in the many Chummy A7s competing, that Riley's Model-A lhd Ford saloon had a tool-box between what would have been its front dumb-irons if it was not transversely suspended, and that Hamilton-Gould's rhd Model-A Tudor Ford, head-lamps shimmying as it patiently ticked over, performed with the disdain these cars used to show on the outbacks of America, although it jibbed at Pilleth 3. Lemon, in the 1914 30-98, saves weight by sitting on a basketwork seat.

The Navigation run saw the Barkers's rare Arab need replacement of a differential peg; it conti-nued, but with eight other crews was outside the time-limit, while retirements eliminated the OM, and a Lea-Francis. **W B**

Results:
Trial: Harry Bowler Trophy: Simon Diffey (A7), 199 marks.
Presteigne Trophy: Clive Miller (Chrysler), 190 marks.
Smatcher Trophy (best in adversity): David Moore (A7). **First-Class Awards:** T Goding (A7), P Longhurst (Riley), M Joseland (Frazer Nash), S Baxter (Chrysler), B Collings (Bentley), J Diffey (30-98). **Second-Class Awards:** S Price (A7), J Flann (A7), Jane Tomlinson (GN-A7), R Low (A7), B Faulkner (Riley), J Ghosh (30-98), C Hancock (Daimler), W Urry (Riley), P Cassidy (Riley), J Persival (Bentley), D Bond (Morris), N Garland (30-98). **Third-Class Awards:** C Knill-Jones (A7), H Stringer (A7), F Giles (Frazer Nash), P Milne-Taylor (AJS), Christine Bennett (A7), G Fiskin (Frazer Nash), R Hickling (Dodge), B Reeves (Ford), A Jedder-Fisher (30-98), D Marsh (30-98), J Thring (AC).
Navigation Run: Jubilee Mug: J Gill/R Chapman (Lea Francis). **Novices Award:** G Walker/Mrs Walker (Alvis).
First-Class Awards: J Potter/B Hughes (Alvis), M & P Cole (Riley), Hanna/Mrs Littler (Riley).
Second-Class Awards: C Podger/ I Dobinson (Alvis), P Hyland/A Atkinson (Alvis), A Dicker /C Littler (Riley), C Gill/Mrs Cork (Lea Francis).
Third-Class Awards: Miss Arnold-Forster/ R Buxton (Alvis) R Britcher/D Roberts (Lancia), R Prest/J Warburton (Alvis).

Buying an Aeroplane



The Aeronca, with its flat-twin engine "of dubiously minimal power".

Last month, buying a Bugatti. This time, buying an aeroplane — a less common experience than adventures in finding a vintage car suited to one's requirements. In my case, it was someone else's aeroplane. While I was doing war service at the RAE at Farnborough, writing loose-leaf Air Publications about how to service RAF machines and load gliders (which might well have inadvertently slowed-down the war effort, except that the fighting Squadrons relied on maker's handbooks for such information), a girl joined us who had a pilot's A-licence.

Now pilots of any calibre are high on my list of Very Special People, so this lady had to be met; soon she was going out in my Lancia Lambda, until the "basic" petrol ration ended, in return for which she fed me bacon-and-eggs in the RAE Women's Quarters — an adventure in itself, with notices proclaiming dire penalties for any male person who entered there. A risk I had to take, starved as I was by food coupons which somehow never seemed to turn into sustenance at my hastily-found lodgings... The girl in question wrote about instruments, so was allowed to fly in the aeroplanes in which these were installed, unlike we inferior folk who merely produced the aircraft APs and were told we were far too valuable to the war effort to risk our lives aloft... A colleague who was determined to join Bomber Command had practically to commit *harikari* to be released; he was reported missing a few weeks later. There was one amusing moment; the girl-friend had to wear a parachute for flying but had no suitable trousers, so she called at my "digs" to borrow a pair. The staid country landlady never quite recovered from seeing her arrive in a skirt and then appear in a pair of my flannels...

I digress. The aeroplane. It was a rather sad Aeronca monoplane with flat-twin engine of dubi-ously minimal power, which the girl had decided to buy for the Community Flying Club she had started soon after the war had ended, to enable people to aviate at low cost. They required an aeroplane, hence the Aeronca.

I was asked if I would take the girl and a fellow-pilot to Redhill, then a small aerodrome where this light aeroplane was based, and from which they hoped to get it back to Woodley, the Miles aerodrome south-east of Reading. As I set off in the Austin I asked the other chap if he had ever flown an Aeronca. "No", he said, "but I have been swatting-up the Pilot's Notes on it, in the RAE Library". Arriving at Redhill, the girl announced that she was buying an aeroplane. "Over there", they pointed. In a hangar we found a group of men playing cards. "Have you got the money?" Notes changed hands and were counted. The forlorn little aeroplane was seen to be listing to one side, a tyre flat. It was pumped up with the car's pump.

Eventually the engine started, and after the girl had been told she had her feet on the rudder-bar (she had been used to DH Moths which you flew on your own from the back cockpit) they were off... Seeing the "hump" of Box Hill between Redhill and Woodley I felt some alarm as I returned to Fleet for lunch. I then drove to Woodley to retrieve the pair who had shared the Aeronca's side-by-side-seater cabin, still feeling rather fear-ful. But there on the tarmac was parked — one aged Aeronca. Alas, apparently its C of A soon expired, and nothing the enthusiastic girl and her club could do ever got it another... **W B**

Hello, my Lord!

Hello! magazine devoted an astonishing 19 pages and its cover to the 70th birthday party of Lord Montagu of Beaulieu, justified as this fancy-dress celebration was one of the most notable of the year's social events. It took six months to plan and involved 80 tables laid with 1500 sets of cutlery, 800 napkins, and 75 table-cloths, as observant reporter Sarah Cartledge counted.

The buffet took 16 chefs to prepare and 75 waiters to serve. Guests were chauffered from party to party in ten minibuses. His Lordship's son Jonathon's 21st birthday party was celebrated at the same time, and over 1000 guests were present. Prince Edward was there with Sophie Rhys-Jones, and guests from the motoring world included Prince Michael of Kent, Damon Hill's mother and sister, Donald Campbell's daughter, John Surtees, Sammy Millar, Nick Mason (listed as taking part in the Mille Miglia *race*), James Lindsay and Lord Strathcarron.

It went on until 4am, but at midnight came a roll of drums and a flash of smoke, out of which Lord Montagu emerged in the Museum's 1909 40/50hp Rolls-Royce, smoking a cigar and wearing a costume made by Bournemouth's College of Art, waving to all his guests, who responded with *Happy Birthday*... **W B**

Forthcoming Events

DECEMBER

HISTORIC
MOTOR RACING

RIVERS FLETCHER TALK & FILM SHOW

Wednesday, 4th December, 1996,
Moor Lodge Hotel, Branston, Lincoln
7.30 p.m. for 8 p.m. — Tickets £8 each

Historic and Vintage, pre-war and post-war films — with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929.

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Admission by ticket only

2ND DECEMBER

A SALE OF HIGHLY IMPORTANT MOTOR CARS, Automobilia and Motoring Art to include The Former Collection of Offince Alfieri Maserati, at the National Hall, Olympia. Another very rare Maserati to be offered at Olympia is one of only four A6GCS Berlinettas with exquisite coachwork by Pininfarina. It raced on the 1954 Giro de Sicilia and then returned to the factory to remain hidden for some 40 years. Also to be offered in December is the Dr Finlay collection of cars, along with several Aston Martins, Ferraris, Mercedes-Benz, Bugattis, Pierce-Arrows, Austins, Rovers and many more interesting cars. This is the final call for entries for what promises to be the sale highlight of the year. Should you decide to offer your car, pleas return your forms as soon as possible for the attention of Malcolm Barber or James Knight at Brooks, 81 Westside, London SW4 9AY. Tel: 0171 228 8000. Fax: 0171 585 0830.

3RD DECEMBER

LONDON, 3rd December will see Coys once again host their sale of TRUE GREATS amongst the superb art-deco surroundings of the Royal Horticultural Halls, Westminster. Entries for this sale include: 1932 4.5 Litre S-Type Invicta Team Car, 1930 Bentley 4½ litre Le Mans Open Tourer, 1936 Bugatti Type 57C Stelvio Cabriolet by Gangloff, 1956 Mercedes-Benz 300SL Gullwing, 1939 MG WA Three Position Drophead by Tickford, 1935 Packard Eight, 1922 Duesenberg Doctors Coupe, 1934 Rolls-Royce 20/25 Sedance Coupe by J Gurney Nutting, 1934 Bentley 3½ litre Vanden Plas Open Tourer, 1968 Aston Martin DB6 Volante (one titled owner), Ex-Works 1965 Ford Lotus Cortina. In addition to these vehicles there will be a further selection of some sixty historic collectors motor cars ranging from an AC 16/60 to a Lancia Flaminia Convertible ensuring that this important sale will hold a broad appeal for every collector. Entries for this important Auction still being accepted. If you are considering the sale of an Historic Motor Car or Motorcycle our expert staff are available to give friendly professional advice and valuations. Catalogues for this sale will be available in November.

4TH DECEMBER

RIVER FLETCHER TALK & FILM SHOW, Lincoln, 8 p.m. Tickets £8 each. Tickets limited, please apply with SAE to Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, W. Sussex RH14 0PT. Tel/fax: 01403 871272. Cheques payable to E.A. Wigg.

7TH-8TH DECEMBER

FANCY STAGE RALLYING IN IRELAND. Over some of the most famous rallying stages available? Killarney and District Motor Club are organising the **Killarney Historic Stages Rally** over the weekend of 7th/8th December. Claimed to be the first ever stage rally in Ireland exclusively for historic cars the event features a total of eight stages (including Molls Gap and the Healy Pass) with a total stage mileage of eighty miles in a total route of around 150 miles. The event features three categories — Historic Cars registered up until 31st December 1969, Post Historic from January 1970 — December 73 and Classics from January 1974–1979. Only the historic cars will be eligible for overall awards with the others competing for class and category prizes. The event is based at The Gleneagle Hotel and competitors can avail themselves of a superb deal being offered by the hotel for the weekend. Special ferry deals are available to crews coming from overseas. Further details and copies of the regulations will be available soon from Maurice Nagle, Greystones, Aghadoe, Killarney, Co Kerry. Tel: 00 353 643 2052.

BOGNOR REGIS MOTOR CLUB and the MG Car Club have joined together to promote **The Regis Rally**. This is the next round of **The Speedsport Design Clubmans Championship** although entries are available to all and last year the event received a full entry. The event will start from Littlehampton seafront with lunch and the finish at Brinsbury. The route will comprise around 150 miles of competitive navigation and among the venues visited will be Goodwood House, home of the Festival of Speed, where driving tests will be held on the Hillclimb route. Regularity sections will be timed variously to the minute and to the second. Further details and copies of the regulations from Lesley Neal on 01243 862326.

29TH DECEMBER

NEW YEAR AUTOJUMBLE at Whitewebbs Museum, Sunday 29th December, 10.00-4.00pm. We are please to announce that our popular New Year Autojumble will once again be held at the Musuem buildings in Whitewebbs Road, Enfield. It would be appreciated if you will be able to mention this in the Forthcoming Events column of your magazine. Details may be summarised as below: New Year Autojumble at Whitewebbs Museum, Whitewebbs Road, Enfield, Middx. (Junction 25 on M25). Admission £2.00. Details from EDVVT, phone: 0181 367-1898, fax: 0181 363-1904. Details from: Enfield and District Veteran Vehicle Trust, Whitewebbs Museum, Whitewebbs Road, Enfield, Middx., EN2 9HW.

FEBRUARY

9TH FEBRUARY

ALL JAGUAR SPARES DAY, Farnham Maltings, Farnham, Surrey. Organised by the International E-Type Register of the Jaguar Drivers' Club, this successful event is now in its fifth year, with more space for Traders and easier access for purchasers. Spares for all marques of Jaguar will be available and all stalls are indoor. Refreshments will be available — and there is a bar. Should you require a specific part for your Jaguar it is always possible to ask whether a particular Trader will be in attendance — they could transport the part to Farnham for your collection. Doors open to the public at 10.00 hrs. Entrance: £2.00. For further information and for availability of Traders' places pleae contact: Petronel Payne tel/fax 01962 777321.

19TH FEBRUARY

RIVERS FLETCHER TALK & FILM SHOW, St Albans, Herts, 8pm. Tickets £8 each. Please apply with an SAE to Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, Sussex RH14 0PJ. Cheques payable to E.A. Wigg.

MARCH

4TH MARCH

RIVERS FLETCHER TALK & FILM SHOW, Tuesday, Southampton, Hants., 8 p.m. Tickets £8 from Elizabeth Wigg, Melbourne Place, Plaistow, nr Billingshurst, Sussex RH14 0PT. Tel: 01403 871272.

APRIL

JOHN BROWN has announced that the **Corse Retro** will run again in 1997. The 1996 event was hailed as the toughest ever classic car rally and Corse Retro 2 will follow the successful format of this years event but over a slightly longer timescale with more rest periods. A preliminary information sheet is available now for the event which is due to take place from 4-8 April next year. Contact Andrew Bateman at The Town House, Leigh, Worcester WR6 5LA. Telephone 01886 833505 for a copy

13TH APRIL

THE 26TH TOUR OF LINCS Stages Rally will take place on Sunday 13th April. This is one of Britains longest established stage rallies and boasts a proper historic permit event within its format. The organisers say that no allowances are made for historic cars, most are better built than their modern counterparts. Even if you cannot stand the pace you are allowed to miss stages and not be excluded — 'You pay, we let you play' being the rule. To enjoy a club stage rally as it used to be contact Colin Jebson on 01469 560574 or Phil Foster on 01522 718601. (They are both experienced historic rally competitors regularly campaigning an A35 and a Ford Anglia or RAC International and Demon Tweeks events).

20TH APRIL

CLUB DRIVING TESTS, once again ACOC announce that their 1997 events season will commence with Driving Tests. The venue for this event will be The Heritage Motor Centre at Gaydon. The day will consist of a visit to the Museum and Driving Tests which it is hoped to start at 11.00 hours. Please come and join them for a fun day. The driving tests will be geared to the novice and are completely optional. The museum is certainly worth a visit and they will definitely need some marshals and plenty of spectators. Contact Eric on 01904 793563 to reserve your place. Entry will be limited to 40 cars. The number of spectators is, of course, unlimited!

JUNE

FROM SWEDEN comes news of the **1st Historic International Rally To The Midnight Sun.** Organised by experienced rally drivers the event is open to competitors holding valid FIA competition licences and vehicles complying with Appendix K of the FIA Year Book, the event is due to take place in June 1997. Starting in Stockholm and finishing in Ostersund, 600km to the north, the length of the route will be approximately 1200km with 200km of special stages. For further information contact the Rally Office on 00 46 867 80055 or write to KUNGL AUTOMOBIL KLUBBEN, Att Eric Sandh, S.Blaisehomsharnnen 6, S-111 48 Stockholmm, Sweden.

MARCH

MARCH 1997

AMMAN & DISTRICT MC'S CLASSIC RALLY for Novices scheduled for March 1997 has now received twenty two reserved entries with around five months still to go to the rally! With rule changes for 1997 meaning Post Historic cars are eligible for overall victory on the rally, Amman & District have introduced new Perpetual and Marque trophies, the entry incredibly almost half full even at this early stage. The unique "learn and compete" format features instructional sessions from the vastly experienced Hywel Thomas and Gethin Jones, whilst an added bonus on the event is a free entry to the Targa Rusticana Rally, kindly donated by the organisers. More details — and reserved entries — for the Amman event are available from Rhian Edwards on 01639-845948

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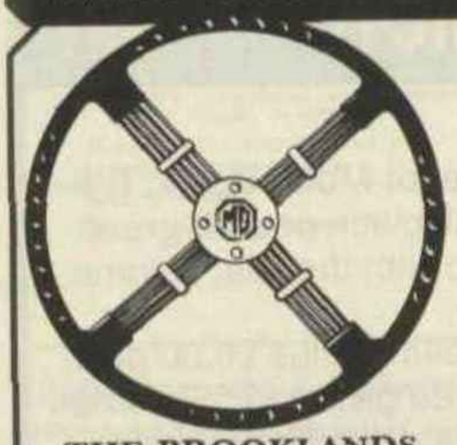
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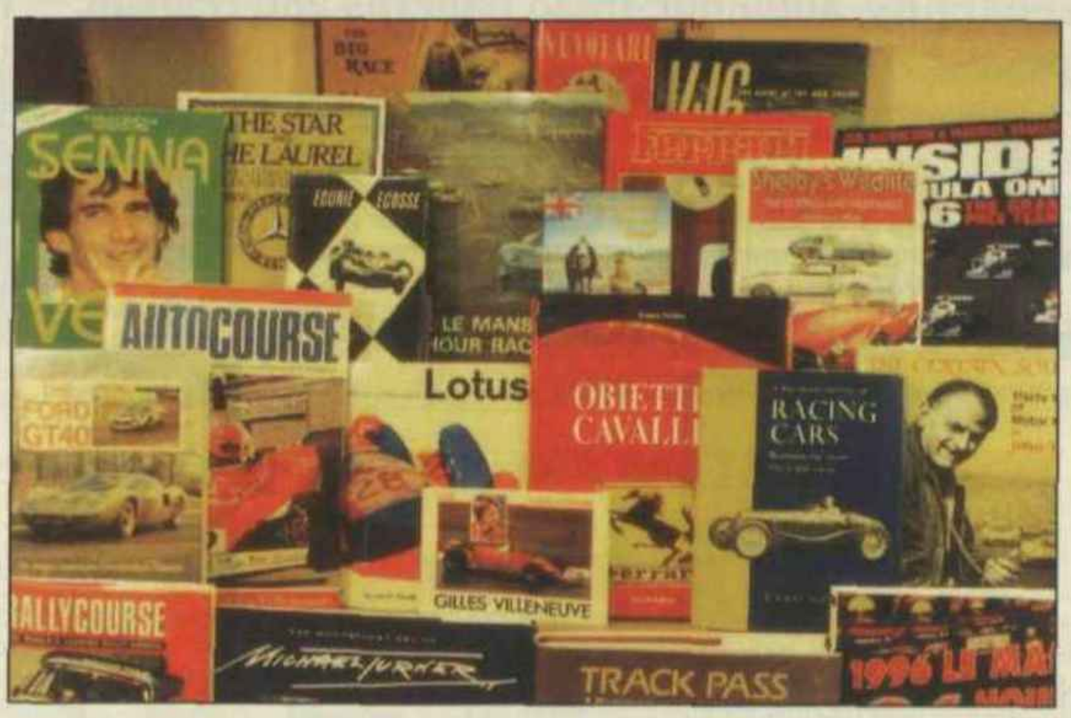
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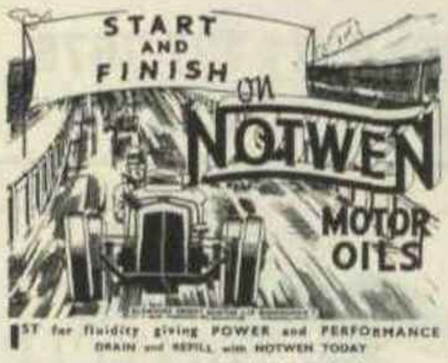
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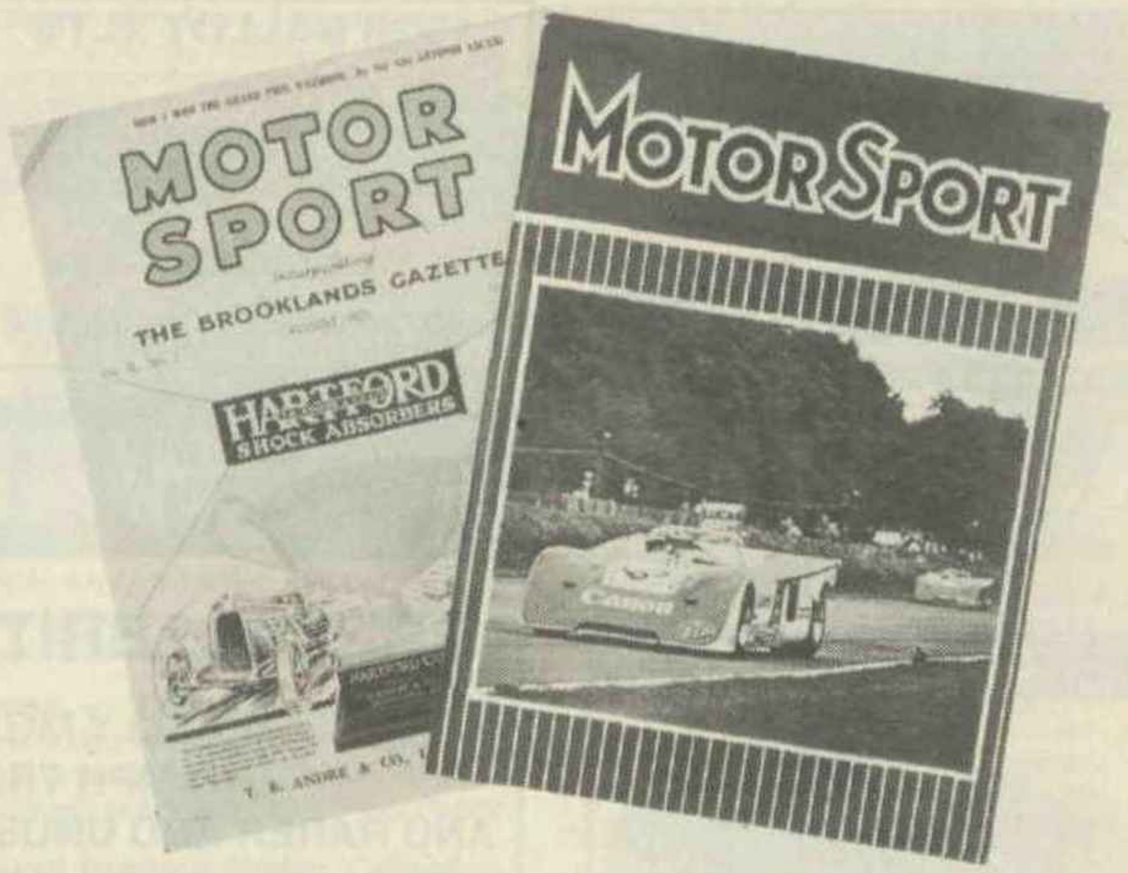
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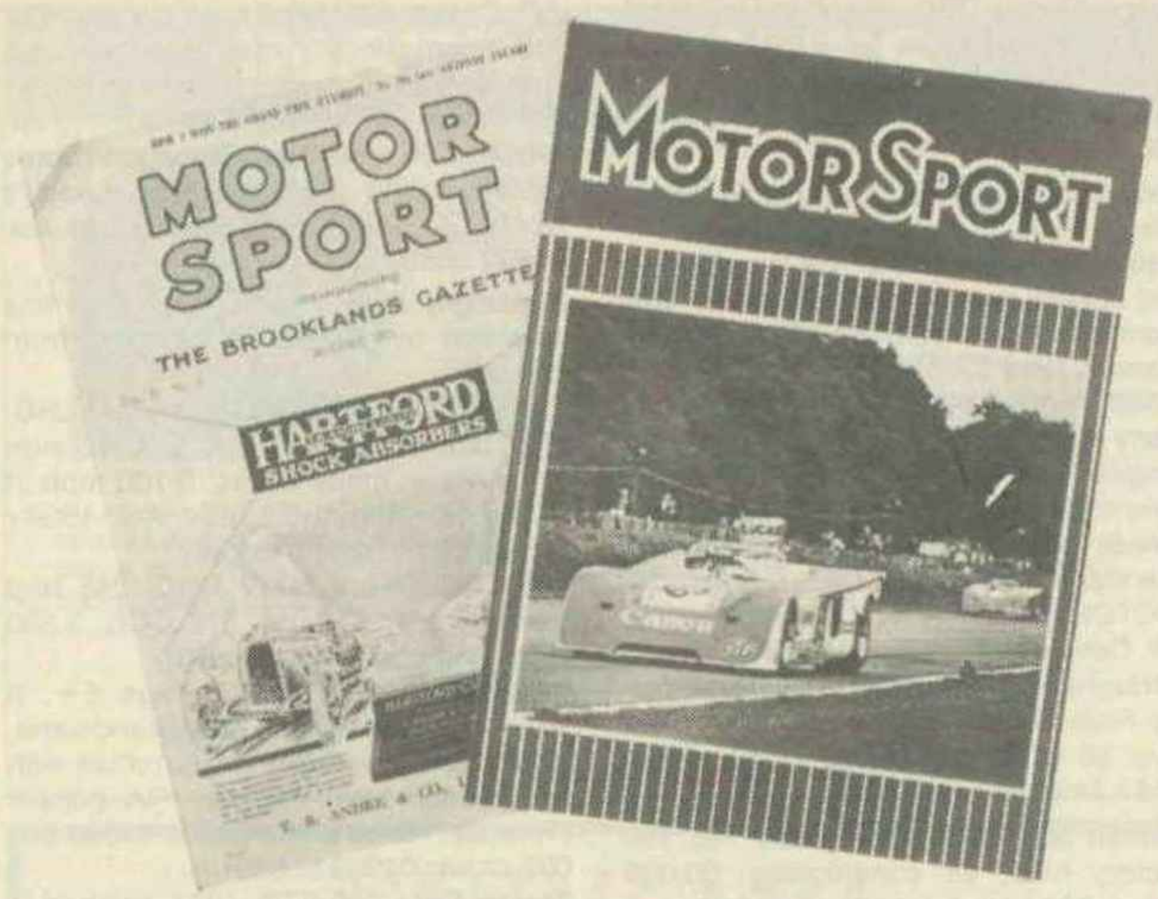
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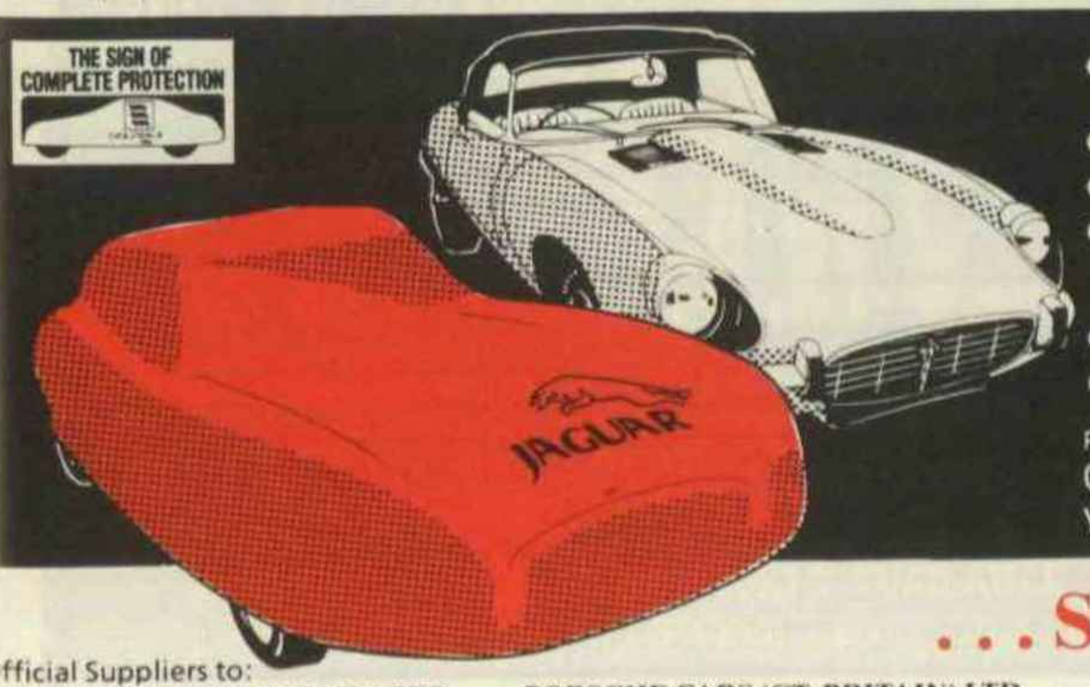
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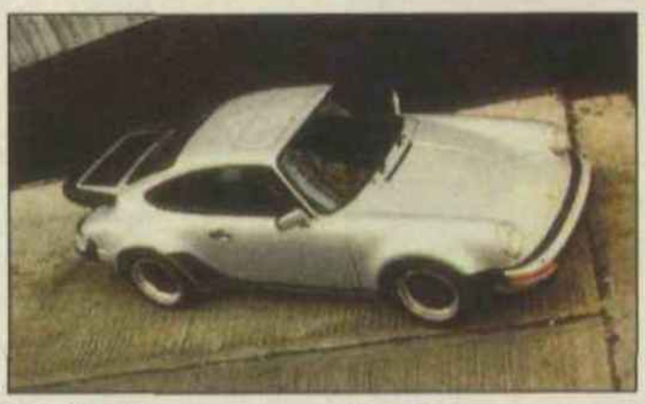
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1967 E-Type 4.2 Roadster Series 1½	White	59,000m
1965 E-Type 4.2 FHC comp spec	Carmen red	58,000m
1965 E-Type 4.2 FHC	1 owner, Old English White	30,000m
1973 V12 E-Type 2+2	Midnight	61,000m
1951 XK120 Roadster	Black, Concours	
1950 XK120 Roadster	Red, history	

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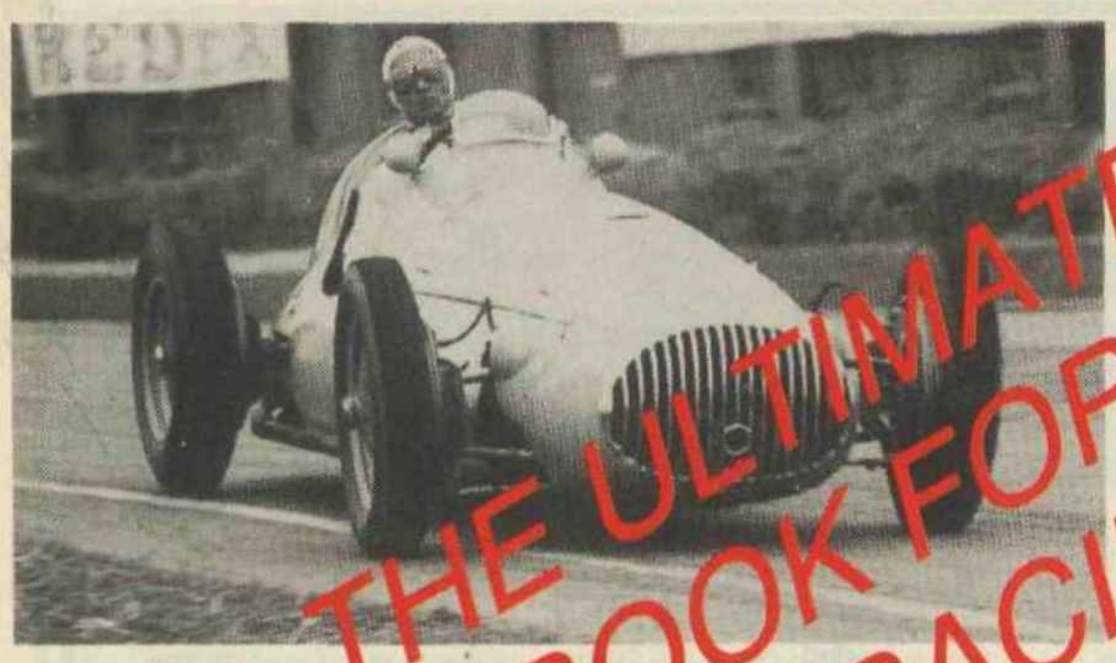
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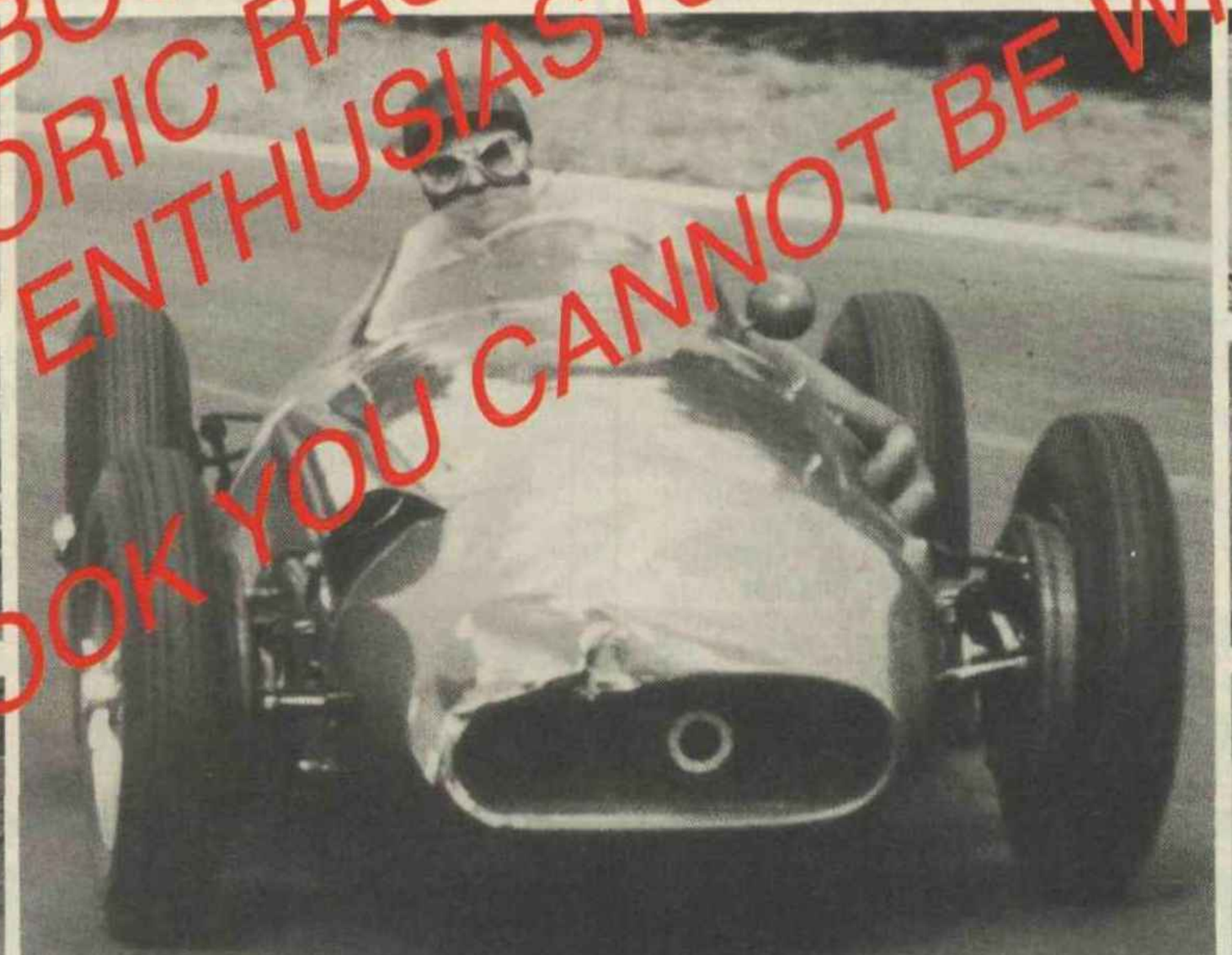


















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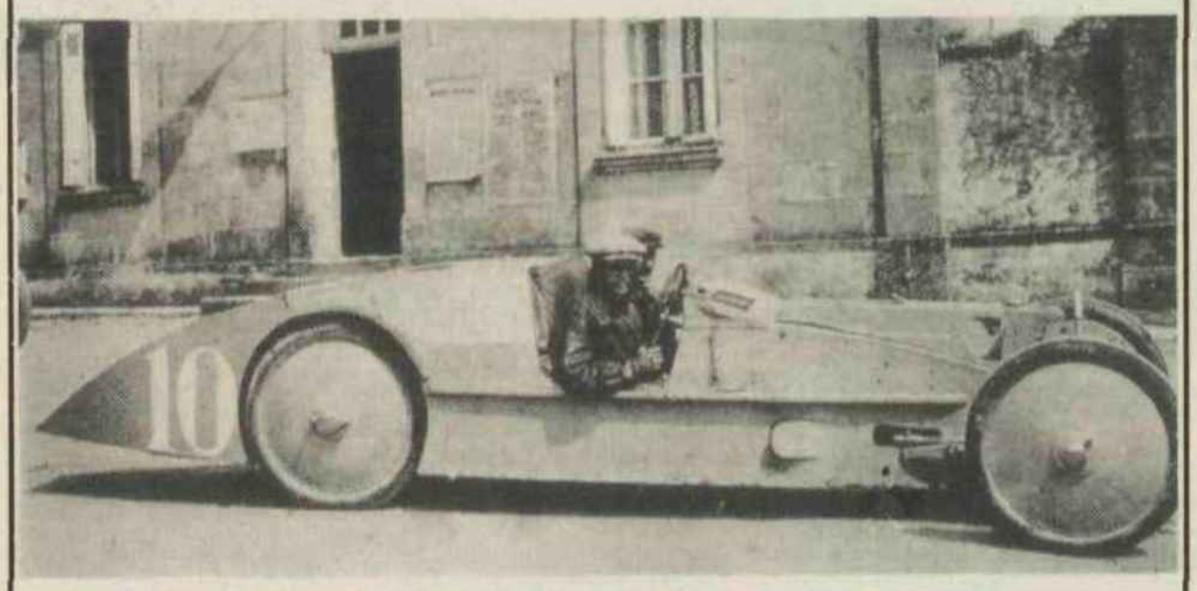
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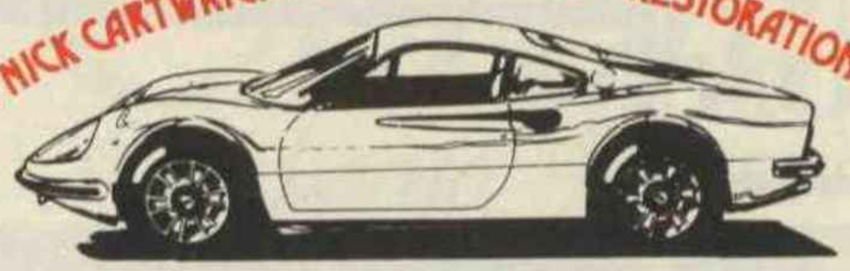
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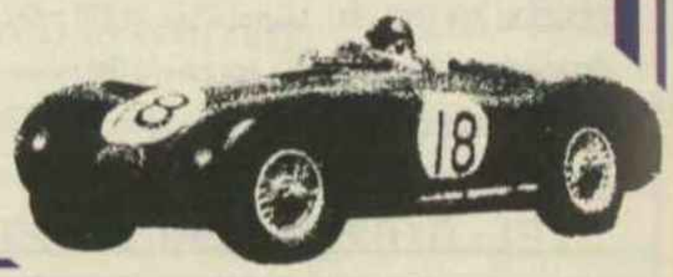


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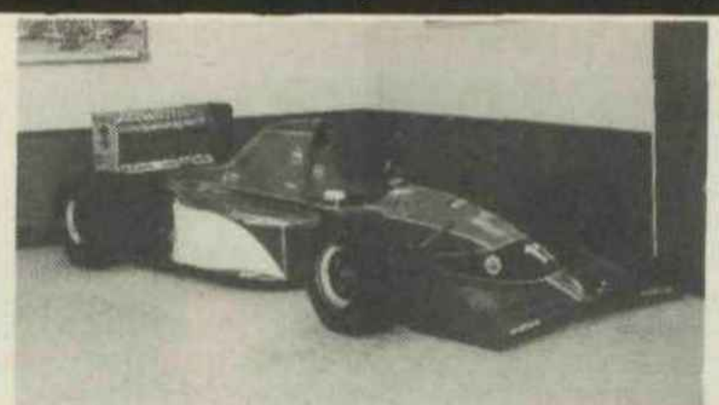
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Bentley S2 Continental 2-Door Coupe. LHD. 1960.
Bentley Continental R. LHD. Black. 1995.

Cadillac Sedan De Ville. 1991. Silver.
Chevrolet Geo Coupe. 92 LHD. Auto. A.C., alloys.
Ferrari 355 GTS. 1996. P. LHD. New. Delivery mileage!
Ferrari 348 TB. 1993. LHD. Low kms. red/black.
Ferrari F40 1989. 9,800 kms. Red.
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Jaguar 4.2 1983. 38,000 miles. met. blue/black.
Jaguar 2.9 XJ6 1990. 38,000 miles. FSH. Graphite e/r.
Jaguar XJ12 Coupe. 1978. BRG chrome wheels.

Jensen CV8 1966. Blue burgundy hide. superb.
Maserati Ghibli Spyder 1973. LHD. Hard/soft tops.
Maserati Ghibli 4.9 SS. 1969. LHD.
Mercedes 500 SEL 92 LHD. Nautic Blue. loaded.
Mercedes 260E 1986 LHD. E/roof. a/wheels. blue.
Mercedes 300 SL Roadster 61. Red/tan.
Mercedes 280 SE 3.5 Coupe 1971. 35,000 miles.
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Rolls-Royce Silver Shadow II. 1980. White/tan hide.
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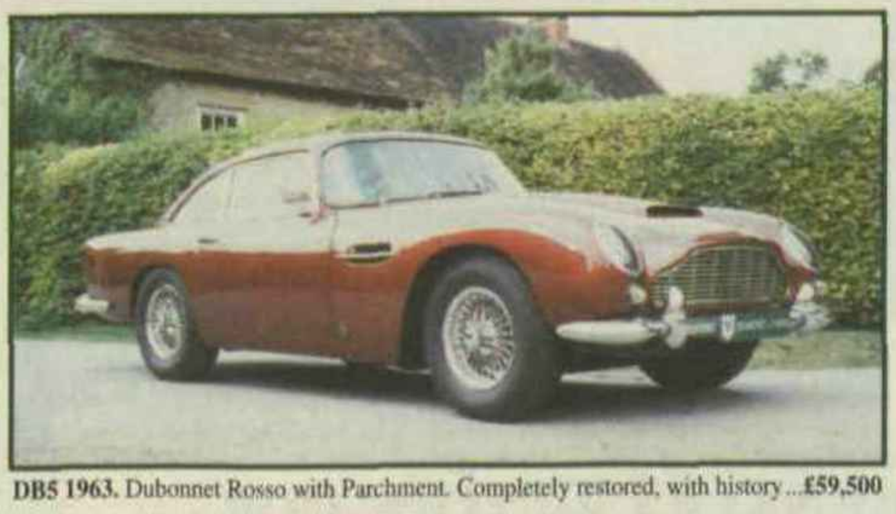
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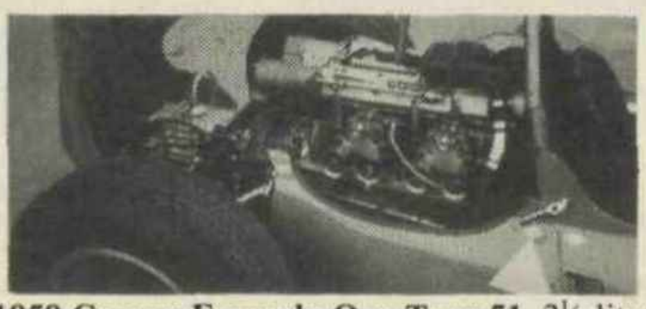
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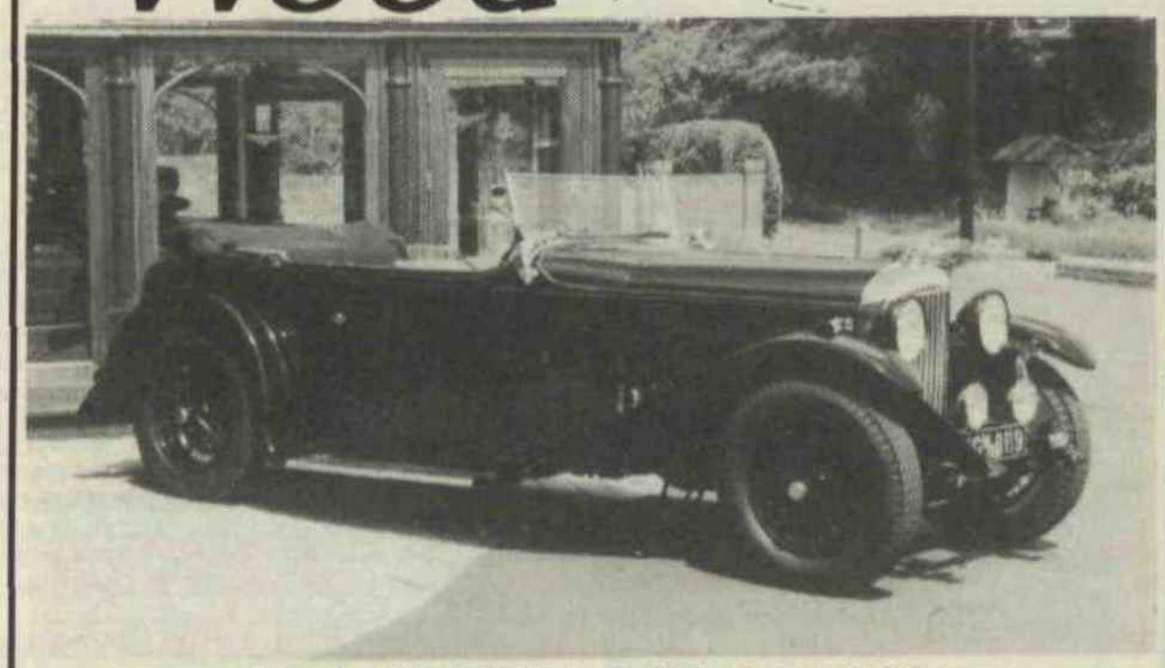
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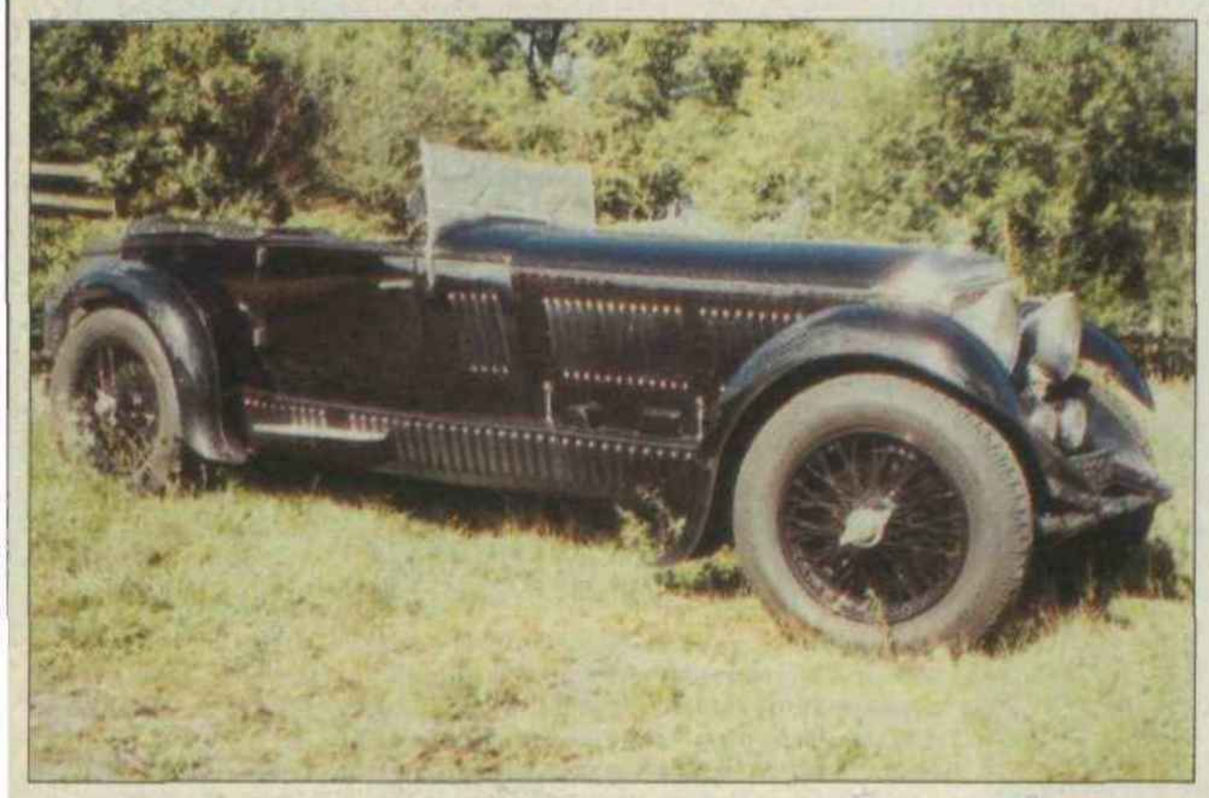
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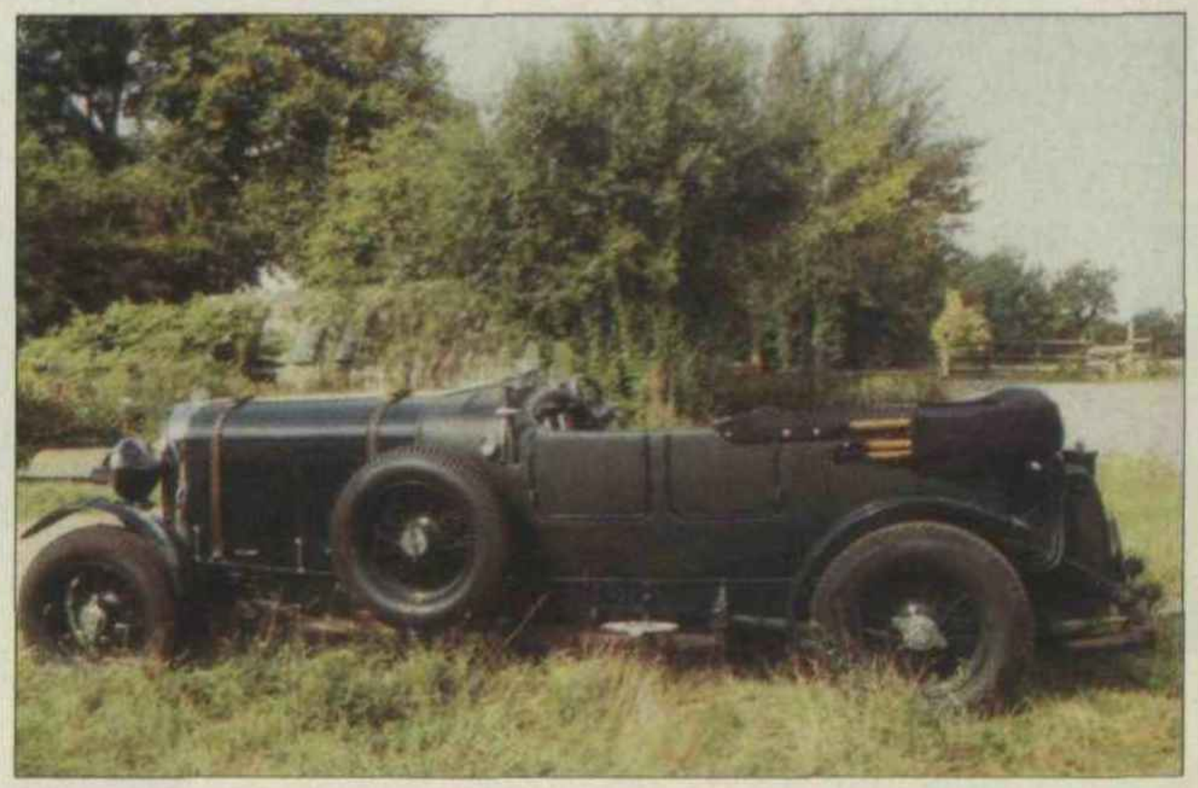
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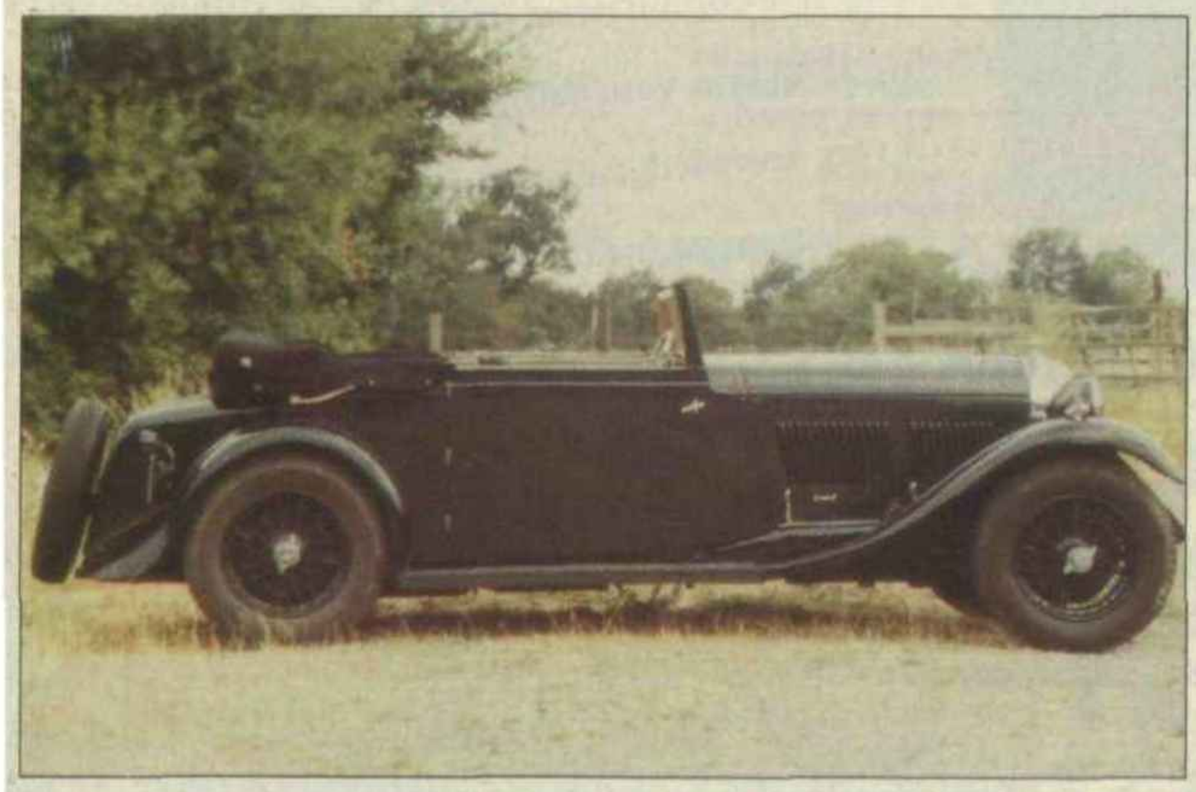
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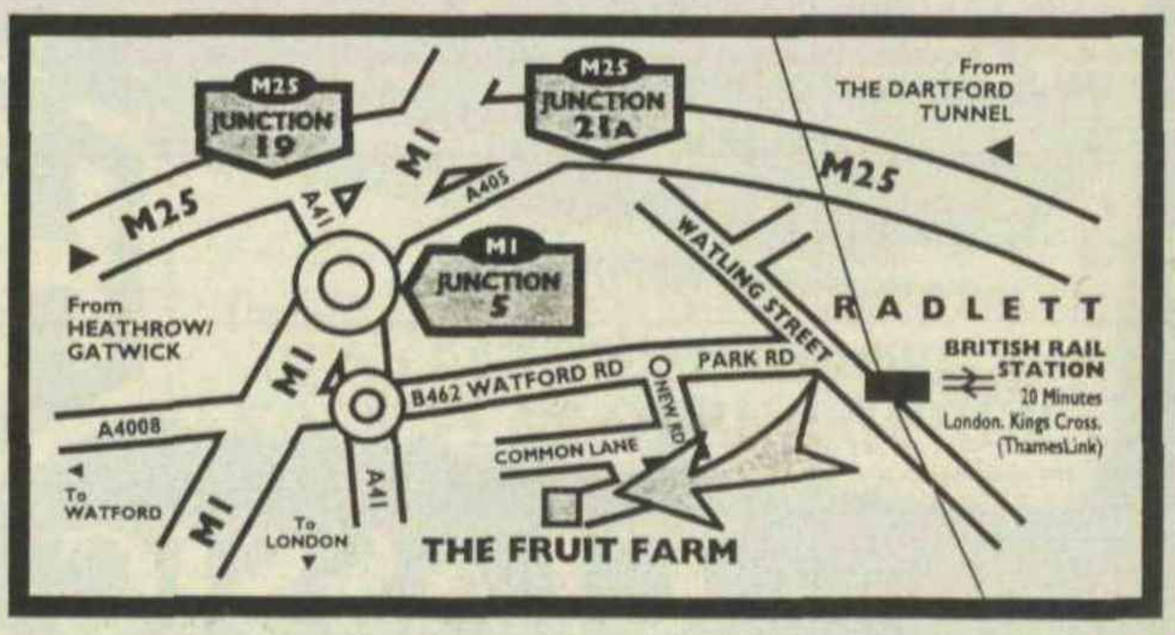
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1937 Bentley 4¼ Litre Gurney Nutting Sedanca Coupe
1937 Bentley 4¼ Litre H.R. Owen Sedanca Coupe by J Gurney Nutting
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1955 Bentley R-Type Continental Coupe by Park Ward
1935 Bugatti Type 57 Stelvio Drophead Coupé
1935 Bugatti Type 57C Supercharged Stelvio Drophead Coupé
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