MOTOR SPORT

AUGUST 1995 FOUNDED IN 1924 £2.00

British Grand Prix

Herbert comes of age



Juan Manuel Fangio

June 24 1911 - July 17 1995

Renault Spider test ★ Colin McRae wins in Indonesia
Classic MOTOR SPORT ★ Lagonda V12 ★ Ford F3L

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95 BROOKS

Sale Calendar



Superclassics/Mike Bailey

Ferrari 275 GTB/4 Berlinetta sold at Brooks Monaco sale for £178,932

14 September
Important Collectors Motor Cars, Automobilia and Motoring Art. Olympia, London.

15 October
Pioneer, Vintage, Classic and Racing Motorcycles and related material. The Classic and Motorcycle Mechanics Show, Stafford.

21 October
Important Collectors Motor Cars, Automobilia and Motoring Art. The London Motor Show, Earls Court.

24 October
Important Collectors Motor Cars, Automobilia and Motoring Art. The London Motor Show, Earls Court.

26 October
Sports and Competition Motor Cars and Automobilia. The London Motor Show, Earls Court.

9 November
Important sale of Rolls-Royce and Bentley Motor Cars, Related Automobilia, Spares and Motoring Art. Olympia, London.

2 December
Pioneer, Vintage, Classic and Racing Motorcycles and related material. London.

4 December
Internationally Important Collectors Motor Cars, Automobilia and Motoring Art, London.

A buoyant market for Brooks in the first half of '95 has yielded good results for vendors and stimulating sales for buyers. Active overseas interest has led the home market with highlights including the sale of a 1954 Maserati 250F for £564,324 marking the return of Brooks to Monaco and a 1961 Maserati Tipo '61' Birdage for £232,500 at the Brooks Goodwood Festival of Speed sale.

In the second part of the year, the International London Motor Show will host no less than three Brooks sales over the course of the Show. This will be followed in November by a specialist Rolls-Royce and Bentley sale unique to London. The year ends with Brooks now traditional Christmas sale in London.

To enter a motor car, motor cycle or collectable items in any of our sales, please call Malcolm Barber, Stewart Skilbeck, James Knight, Robert Brooks or Julian Shoolheifer (Automobilia) on 0171 - 228 8000 or Michael Worthington-Williams on 01559 370928.

Sale catalogues may be ordered individually in advance.
Annual subscriptions are also available to ensure that no event is missed, price £100 (post paid UK).
Please call 0171-228 8000 and ask for catalogue sales.

BROOKS

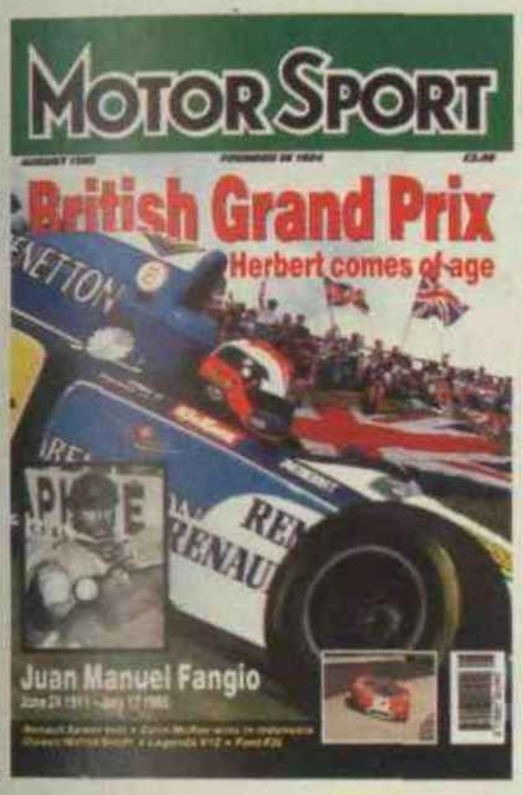
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MOTOR SPORT

INCORPORATING *SPEED* AND *THE BROOKLANDS GAZETTE*

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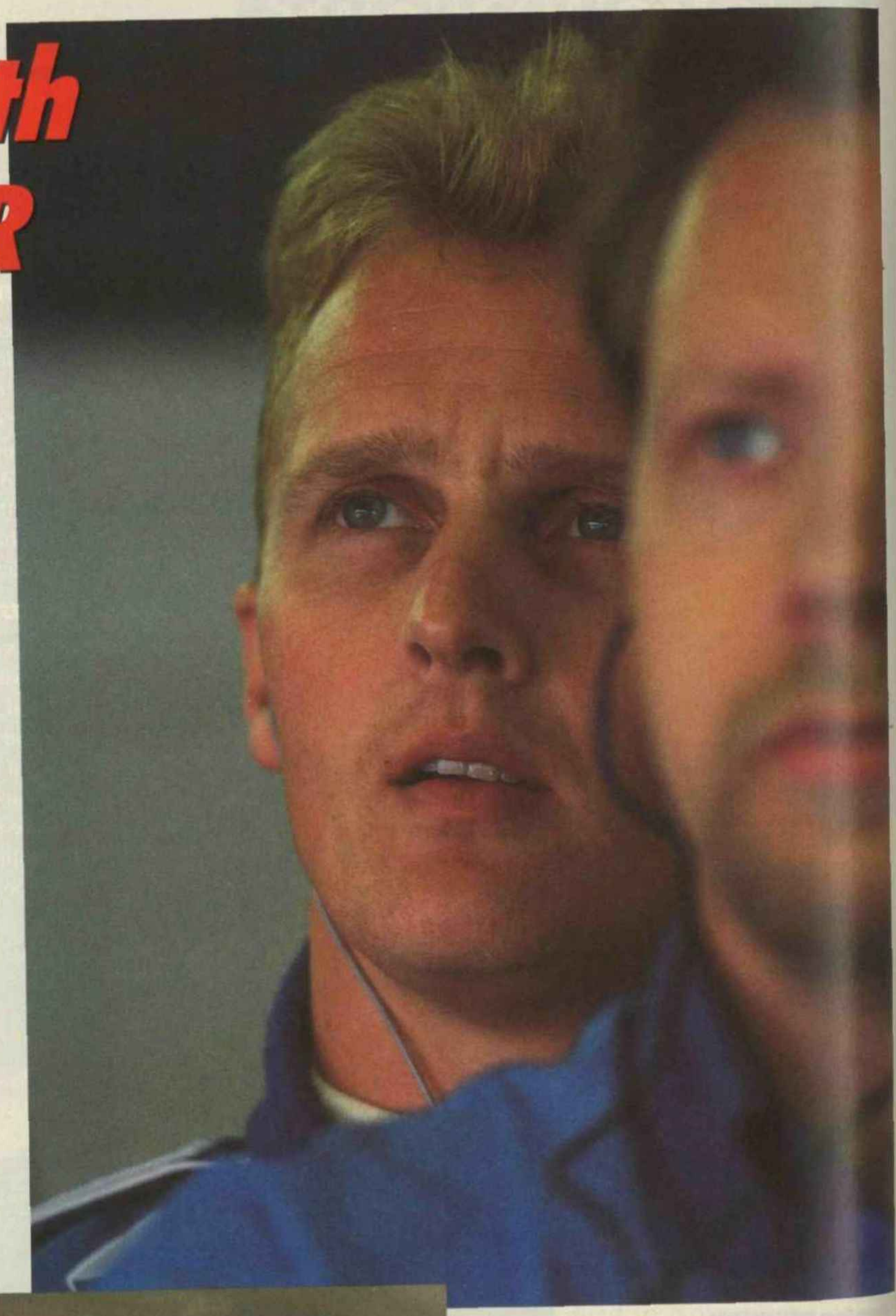
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The month in MOTOR SPORT



JUNE

21: Allan McNish's Paul Stewart Racing-run F3000 Reynard sets the fastest time in the one-day test at Monza.

22: Lola wins the contract to supply the chassis for the F3000 replacement formula in 1996. Which company will provide the engine remains a closely-guarded secret.

23: Japanese driver Hideki Noda is seen with the Pacific team at Silverstone, and is expected to drive for it at the British GP.

23: Under pressure from GM Europe, Vauxhall Dealer Sport announces that it will pull the plug on its rally programme at the conclusion of the current British Rally Championship. The money saved is to be poured into its new Vectra BTCC challenger.

23: Marc Gene's West Surrey Racing Dallara-Mugen sets the pace in the official Oulton Park FoTA test.

23: The 24 Hours of Ypres is marred when a boy is killed and three other children are injured by an out-of-control car. Standing in a forbidden zone on the opening stage, they are hit by a Peugeot 205 Rallye.



24: McLaren test driver Jan Magnussen breaks his right leg in a 'bike accident. Earlier he had qualified his Mercedes C-Class on the front row for the GTCC race at the Norisring. Anne Newland, the young Dane's personal sponsor, also breaks her right leg in the incident.

24: Indycar's first venture onto Brazilian soil is confirmed for March 17, 1996, at Rio.

24: TOCA reveals that two BTCC races will support next year's British Grand Prix at Silverstone. Thus the series, to which *Auto Trader* has committed for another two years as the main sponsor, will be comprised of 26 races in 1996.

24: Andy Burton wins the Dukeries Rally, a round of the BTRDA Gold Star series, in his Alfa-Ferrari.



25: Al Unser Junior wins the Portland Indycar race only for his Penske-Mercedes to be excluded because of an aerodynamic infringement. Jimmy Vasser (above) thus inherits an inaugural CART victory. The results will remain provisional for 30 days, however, as Penske appeals against the ruling.

25: Two wins at Donington Park strengthen John Cleland's grip on the BTCC. The Vauxhall Cavalier driver starts both races from pole position and is never headed. Remarkably, Richard Kaye takes a first and second place in the privateer category, even though the Ford Mondeo driver is suffering from a broken right leg sustained in a recent bicycle tumble.

25: Alfa Romeo and Mercedes share the GTCC spoils at the Norisring: Christian Danner wins the wet first race for the Italian manufacturer and, when the track dries, Bernd Schneider wins the second to increase his series lead. Meanwhile, BMW's Yvan Muller cements his hold on the French Supertourisme series with two wins at Val de Vienne; second and first places for Luis Villamil at Barcelona give the Alfa Romeo driver the lead of the Spanish Touring Car Championship.

25: Ralf Schumacher, the younger brother of Michael, claims his first German F3 success with a dominant Norisring drive at the wheel of a Dallara-Opel. Andrea Boldrini's Dallara-Fiat continues to dominate Italian F3 scene with two wins at Monza. At Val de Vienne Jesse Bouhet scores a long-awaited French F3 victory.

25: Renaud Verreydt scores a surprise win in the 24 Hours of Ypres at the wheel of a Toyota Celica Turbo 4WD. Juha Kankkunen crashes his similar car, and event specialist Patrick Snijers pulls out on the final stage in mysterious circumstances. Ford Escort Cosworth driver Patrick Bernadini scores his second French Rally Championship victory within a fortnight by winning the Ronde Cévenole.

25: Kenneth Hansen completes a hat-trick of European Rallycross Championship wins when his Citroën ZX prevails at Mondello Park.

25: Jaki Scheckter, nephew of Jody, wins a Barber Dodge Pro Series race at Watkins Glen, scene of his uncle's final GP.

MATTERS OF MOMENT

Food for thought

It was all too predictable. Within moments of returning to the Silverstone pits, Michael Schumacher had branded Damon Hill 'crazy' for the failed overtaking attempt which had ended the British Grand Prix for both of them. For his part, Hill felt that Schumacher bore a degree of responsibility. That it was just a 'racing' accident. The stewards, as has become common in such instances, steered a middle course, apportioning equal blame.

Certainly, there *had* been a gap. But a genuine overtaking opportunity?

Apart from presenting Johnny Herbert with a welcome opportunity to score his first Grand Prix success, the whole incident has thrown into sharp focus just how difficult it remains for F1 adversaries to pass each other cleanly. We saw it in France – where Schumacher waited behind Hill until the first round of pit stops, rather than risking the type of manoeuvre which produced such negative results when Hill tried it at Silverstone.

Yes, the British Grand Prix *was* exciting for much of the afternoon, but on the evidence of recent Grands Prix it was very much an exception.

Ask the FIA why it is reluctant to change the shape of F1, and it will hide behind a wall of bar charts which indicate that the cherished TV audience is rising.

One wonders what it might do to the TV ratings if the small screen was ever to show cars actually *racing* each other, rather than droning round in a colourful procession, with drivers afraid to overtake each other, and keeping their fingers crossed that a rival might strip a wheel nut thread during a pit stop. . .?

S A

25: Speaking hours before the Donington Park BTCC races, representatives of Chrysler admit the company's keen interest in the Super Touring category.

25: Stephen Price increases his lead in the EARS Motorsport/*Motoring News* Tarmac Series by winning the Ravens Rock Rally in his MG Metro 6R4.

26: Following the demise of Simtek, Jos Verstappen's immediate Grand Prix future is linked with Footwork.

28: Monza's future as a Grand Prix venue is again called into question when the FIA World Council is told by representatives of the track that the removal of hundreds of trees on safety grounds would be rendered superfluous if cone chicanes were installed *à la* Canadian Grand Prix. Simultaneously, F1 drivers receive a fax pleading with them not to contest the 1996 Australian Grand Prix, to be held at the controversial new track in Melbourne's Albert Park.



30: After a long-running dispute over rights to the Mugen-Honda F1 engine amongst other things, Ligier places a court injunction against Minardi to stop the Italian privateer competing on the first day of French Grand Prix qualifying (above). The order is lifted temporarily on Friday evening, but the Faenza outfit's cars and equipment are subsequently impounded after the race.

30: Governmental intervention ensures that the Italian Grand Prix will go ahead at Monza in September.

30: Tyrrell wins its Canadian GP appeal; the FIA declares the race to have finished one lap before the track invasion. This allows Mika Salo to keep the seventh place he ceded to Luca Badoer on the final tour.

30: The Volvos of Tim Harvey and Rickard Rydell emerge quickest from two days of BTCC testing at Knockhill. Despite the FIA's decision to halve his BMW 318's weight penalty, David Brabham remains near the bottom of the timesheets.

30: Renault admits that it is readying a kit car based on the Clio replacement for 1996.

30: The RACMSA confirms that the regulations for the 1996 British Rally Championship will remain unchanged, so that only Gp A or N Formula Two cars will be eligible to score points. However, the rumour mill suggests that while four-wheel drive cars may still be allowed to contest individual events, they may be put into a separate classification.

JULY

2: Michael Schumacher streaks to a fourth Grand Prix victory of the season at Magny-Cours, having moved his Benetton ahead of Damon Hill's Williams during the first round of pit stops. Hill is unable to close the gap and finishes a disenchanted runner-up ahead of team-mate David Coulthard, leaving Schumacher with an 11-point lead in the Drivers' Championship. After the race, he launches a stinging tirade against Hill's driving, accusing the Briton of deliberately brake-testing him on lap 13. Martin Brundle, Jean Alesi and Rubens Barrichello are the remaining points-scorers.

2: Michel Ferté and Olivier Thévenin win the Anderstorp BPR GT race in their Team Pilot Aldix Ferrari F40, beating a horde of usually-dominant McLaren F1 GTRs in the process.

2: Ian McKellar stuns the Hot Rod community at Ipswich, where the 17-year-old Essex driver's victory makes him the youngest-ever World Champion.

3: Mika Hakkinen is rumoured to be in line for a Mercedes drive at the Diepholz GTCC race. Despite approaches from Donington Park representatives, Nigel Mansell looks set to remain on the sidelines, however.

3: The FIA finalises its selection procedure for the Touring Car World Cup. As in 1994, each country hosting a major Super Touring series will be able to send five passport-holding drivers, with smaller championships allowed two representatives.

3: New service rules intended for next year's World Rally Championship, including cutting the distance between services and abolishing of re-fuelling points, meet with universal disapproval from the teams.

3: The newly-formed Indy Racing League announces its rules for 500-mile races – including the Indianapolis – in 1996. In contrast to usual Indycar procedure, the top 25 IRL car-owner points-leaders will be guaranteed a place in the 33-strong grid, with the remaining berths filled by "at-large" entrants.

4: Nobuhiro Tajima's twin-engined 800 bhp Suzuki wins the 'Race to the Clouds' at Pikes Peak, Colarado.

5: In a shock announcement, Alfa Corse reveals that Gabriele Tarquini (above) will contest the second half of the BTCC in a Prodrive 155TS, replacing Giampiero Simoni. The latter is bound for a piecemeal Class 1 programme. The marque's Italian Supertu-rismo campaign – from whence Tarquini comes – is to be wound up. In the meantime, the Vauxhall Cavaliers of John Cleland and James Thompson dominate pre-Grand Prix meeting tests at Silverstone.

6: Speculation links Williams to a F1 programme with BMW.

7: Michael Schumacher sets the testing pace in the run-up to the British Grand Prix, before wading in with another personal attack on Damon Hill.

7: Renault announces a provisional nine-race calendar for its new Spider Eurocup, which will replace the Clio Eurocup in 1996. Five Grand Prix supports are on the cards for the two-seater, Clio Williams-engined sports cars.

7: A Formula Two/Super Touring-style series, Euro 2000, gets the go-ahead for rallycross. Initially, it will be introduced in Holland and Belgium, but looks set to go international shortly afterwards.

8: A lacklustre Rally of Argentina contested mainly by local drivers is won by Jorge Recalde's Top Run-tuned Lancia Delta HF Integrale. In the face of massive disinterest from manufacturers in the Two-Litre World Championship, Skoda romps home with a 1-2 finish.



9: Jacques Villeneuve (above) extends his PPG IndyCar World Series advantage at Road America, the Team Green driver winning with ease as his rivals fall by the wayside. Paul Tracy's Newman-Haas Lola is second, with Jimmy Vasser third.



9: Mercedes steamrollers the International Touring Car meeting at Donington, its C-Classes filling the first four places in both races. Bernd Schneider completes a brace of victories, ahead of youthful team-mate Dario Franchitti on each occasion.

9: Ralph Firman (bottom of page) dominates the non-championship F3 support race in his Paul Stewart Racing Dallara. Gualter Salles and Warren Hughes fill the remaining podium positions.

9: Colin McRae scorches to victory at his first attempt on the Rally of Indonesia. The Mitsubishis of Kenneth Eriksson and Tommi Mäkinen suffer crippling front differential failures. McRae's Subaru team-mate "Possum" Bourne is fourth, giving the Prodrive-tuned cars the edge in the Asia-Pacific Rally Championship.

10: Arrows reveals that Massimiliano Papis will make his F1 debut at the British Grand Prix, in place of the under-funded Gianni Morbidelli. Meanwhile, sports car veteran Giovanni Lavaggi is hopeful of a berth at Pacific, where team leader (and shareholder) Bertrand Gachot is prepared to stand down.

10: The dispute between Minardi and Ligier is resolved, releasing the Italian team's cars and equipment from a court order in time for the British Grand Prix.

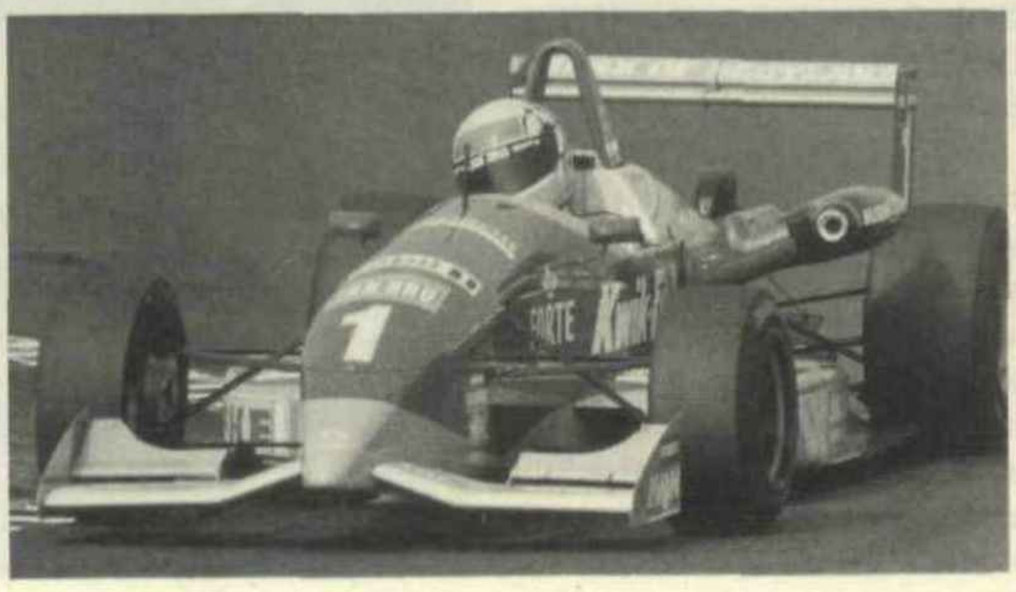
10: The FIA World Council approves draft rules for four-wheel drive kit cars. Both 4wd and turbocharging is permitted but crucially, neither of these need appear on a standard road car. At the same time, the governing body is also considering a proposal to make World Rally Championship registration compulsory for manufacturers contesting the burgeoning Asia-Pacific series.

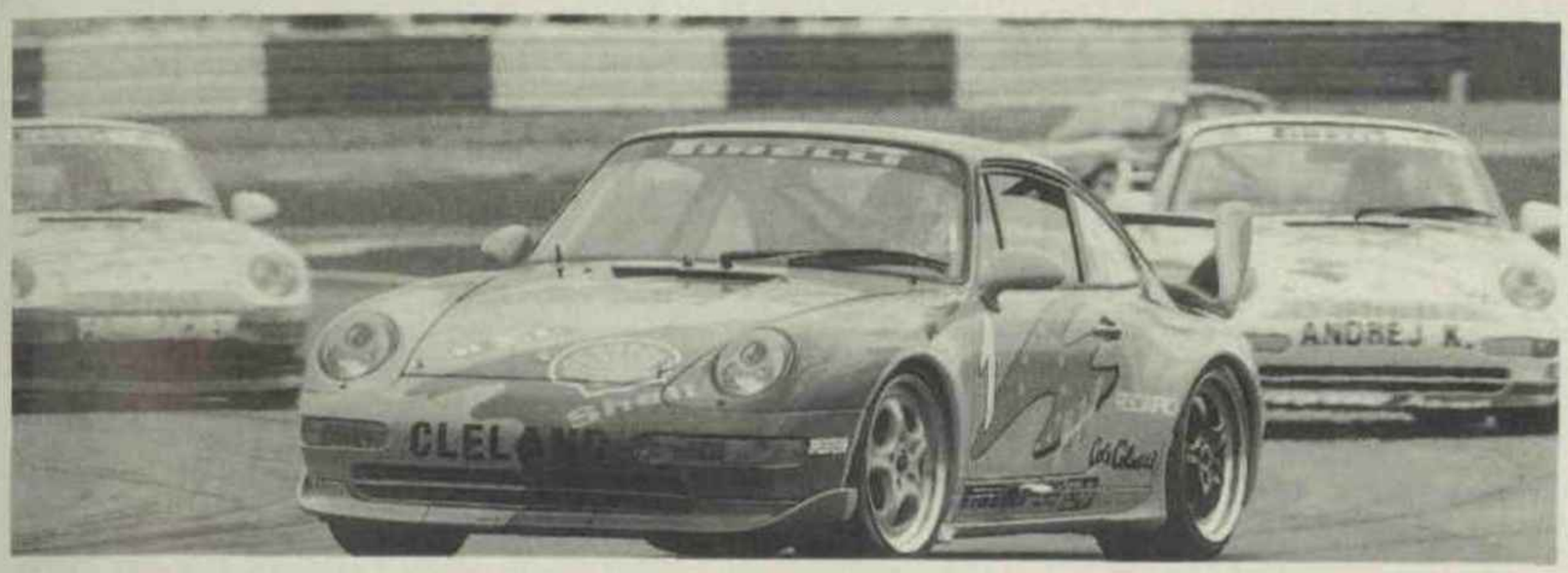
11: In a top secret test at Magny-Cours, four-times World Champion Alain Prost samples a Class 1 Mercedes C-Class. Reportedly, he laps faster than its regular driver, Bernd Schneider, and is linked with the ITC race at the same circuit in October.

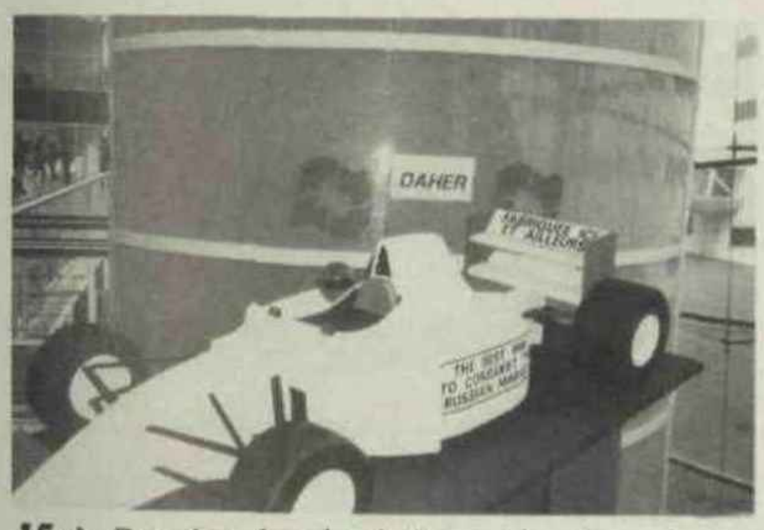
12: Rallying in the National Parks of England and Wales is saved at the last minute by a Government amendment to the Environment Bill.

13: Damon Hill reveals that he has been in discussion with Ferrari concerning a drive in 1996. Michael Schumacher, however, gives the strongest indication yet that he will stay with Benetton for another season.

13: Ford's partnership with Cosworth is expected to produce a V10 Formula One engine for 1996.







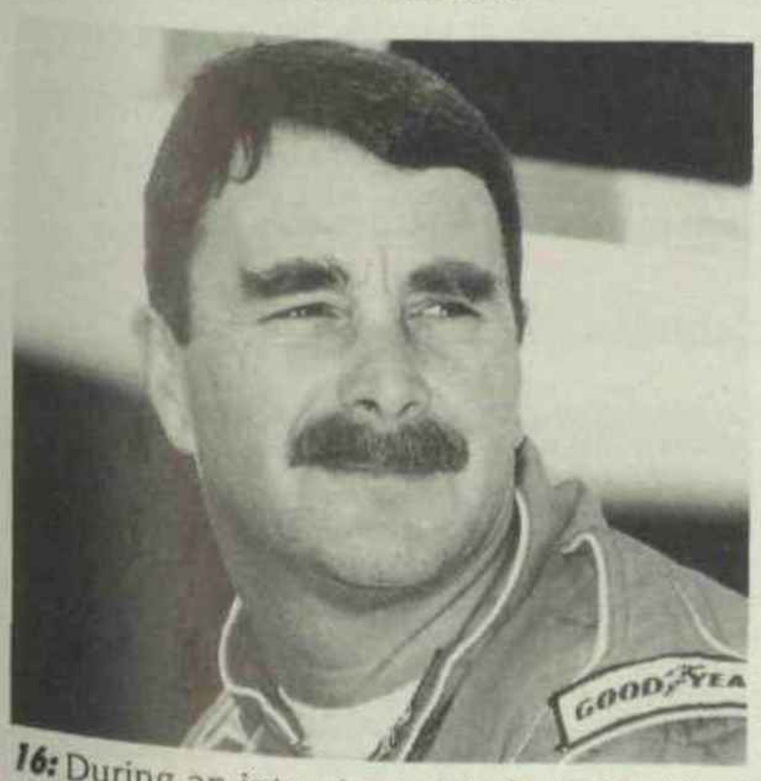
15: A Russian-backed Formula One team reveals itself (above): called Partner F1, it is to be based at Val de Vienne, France. The car has been designed by an Englishman, and a V8 engine is mooted.

15: Pacific Team Lotus reveals that Giovanni Lavaggi *will* replace Bertrand Gachot at the German Grand Prix.

15: In spite of the Ferrari rumours, it appears that Indy 500 winner Jacques Villeneuve will stay with Team Green for 1996. He finishes third at Toronto the next day to stay in the lead of the PPG IndyCar World Series.

15: Gonzalo Rodriguez appears to score Mitsubishi's first British F3 win: the Uruguayan's Dallara storms through the field at Silverstone to cross the line first, but is excluded because of a damaged airbox. The win, therefore, goes to Brazil's Gualter Salles.

16: Benetton's Johnny Herbert scores his first Grand Prix win: he does so in front of his home crowd at Silverstone.



16: During an interview with the BBC, Nigel Mansell (above) reveals that he has not given up hope of returning to Formula One.

16: BTCC leader John Cleland (above) contests the Porsche Supercup race at Silverstone and finishes eighth after a couple of spins.

16: Later in the day the Scot's Vauxhall Cavalier scores its fourth BTCC win in succession. Both Alan Menu (Renault) and Rickard Rydell (Volvo) fail to score points because of misted windscreens, and Cleland now holds a 52-point series lead.

16: Yorkshireman Guy Smith wins the Formula Renault Eurocup race at Silverstone in a Manor Motorsport-run Van Diemen

16: Michael Andretti scores his first Indycar win of the season when his Newman/Haas Lola-Ford fends off Bobby Rahal's Lola-Mercedes at Toronto. Its his first win since the corresponding race last year.

16: Two wins for Ford's Glenn Seton at Wanneroo sets up the Australian Touring Car Championship for a thrilling finale – Seton, John Bowe and Peter Brock all possible titlists going into the finale.

16: Dale Jarrett wins the NASCAR race at Pocono, but second place gives Jeff Gordon the lead of the Winston Cup.

16: Enrico Bertone makes almost certain of the European Rally Championship when his Lancia Delta HF Integrale wins the Bohemia Rally.

16: Pete Doughty's Ford Sierra Cosworth 4x4 wins the seventh round of the EARS Motorsport/*Motoring News* Tarmac Series, the Yellow Brick Road Rally. Fifth place, however, is enough to maintain Stephen Price's championship lead.

17: Juan Manuel Fangio, the five-times World Champion, dies after a long illness.

17: The RACMSA declines to give financial support to the Jim Clark Memorial Rally's attempts to obtain closed public roads for stages.

17: It is confirmed that Richard Burns will replace Carlos Sainz in the Prodrive Subaru team for the Rally of New Zealand. The Spaniard is still troubled by the shoulder he damaged in a mountain bike accident.

AUGUST FIXTURES

Date	*Venue*	*Event*	*Type*
Aug 5	Castle Combe	Classic F3, Beetles, Porsches	R
Aug 5	Indianapolis, USA	NASCAR	N
Aug 5	Swansea	Morgannwg Forest National Rally	N
Aug 5/6	Pembrey	Saloons	R
Aug 5/6	Prescott	Vintage SCC hillclimb	R
Aug 6	Zandvoort, NL	F3	INT
Aug 6	Snetterton	Brit F2, Pro-Sport 3000	R
Aug 6	Thruxton	GTs, Caterhams, saloons	N
Aug 6	Cadwell Park	F First, FF1600, Fiats	R
Aug 6	Mondello Park	FF1600, F Vee, Historics	R
Aug 12	Oulton Park	Rover GTis, F Ren 1700, Alfas	N
Aug 12	Snetterton	750MC, F4, F Vee, kits	R
Aug 12/13	Brands Hatch	TOCA	N
Aug 13	**Hungaroring**	**Hungarian Grand Prix**	**INT**
Aug 13	Donington Park	Brit F2, F2000, 924s	N
Aug 13	Snetterton	FF2000, 5 Turbos, Westfields	N
Aug 13	Mallory Park	AMOC, BCV8, TR, XK, HSCC	R
Aug 13	Lydden Hill	SEMSEC, GT, saloons, sports	R
Aug 13	Mid-Ohio, USA	CART/PPG Indycar	INT
Aug 13	Watkins Glen, USA	NASCAR	N
Aug 19	Oulton Park	British F3, GT, Rover Turbos, TVRs	N
Aug 19	Silverstone	Bentley DC, MGs, Morgans	R
Aug 19	Croft	F First, Pro-Sport 3000	R
Aug 19/20	Pembrey	FF2000, saloons, 5 Turbos	R
Aug 19/20	Phoenix Park	F Opel, FF1600, 205s, Fiats	R
Aug 20	New Hampshire, USA	CART/PPG Indycar	INT
Aug 20	Michigan, USA	NASCAR	N
Aug 20	Mallory Park	ARP F3, Eurocar, GTs	N
Aug 25/27	Jyväskylä, Finland	1000 Lakes Rally	INT
Aug 26	Spa-Francorchamps	F3000	INT
Aug 26	Bristol, USA	NASCAR	N
Aug 26	Kirkistown	500 MRCI: FF1600, Metros, F Libre	R
Aug 26/27	Suzuka, Japan	Int'l GT	INT
Aug 26/28	Brands Hatch	British F3, TVRs, Ventos, Ferraris	N
Aug 27	**Spa-Francorchamps**	**Belgian Grand Prix**	**INT**
Aug 27	Silverstone	Eurocars, 2CVs	N
Aug 27	Knockhill	MG BCV8, TRs, reps/historics	R
Aug 27	Croix-en-Ternois, France	Vintage SCC	R
Aug 27/28	Snetterton	TOCA	N
Aug 28	Oulton Park	Brit F2, Supersports, Fiats	N
Aug 28	Thruxton	Porsches, AMOC InterMarque	R
Aug 28	Castle Combe	Rover GTi, F2000, FF1600	R
Aug 28	Silverstone	HSCC	R

Note: TOCA meetings include BTCC, F Vauxhall , F Renault, F Vauxhall Jr, Clios, Fiestas and ICS Historic Saloons.



Juan Manuel Fangio

On July 17 the motor racing world lost arguably its greatest world champion driver and undoubtedly its finest ambassador, as Fangio's long life ebbed away in a Buenos Aires hospital. Aged 84, he succumbed to pneumonia. He had been ailing for several years, kidney failure having finally left him dependent on regular dialysis.

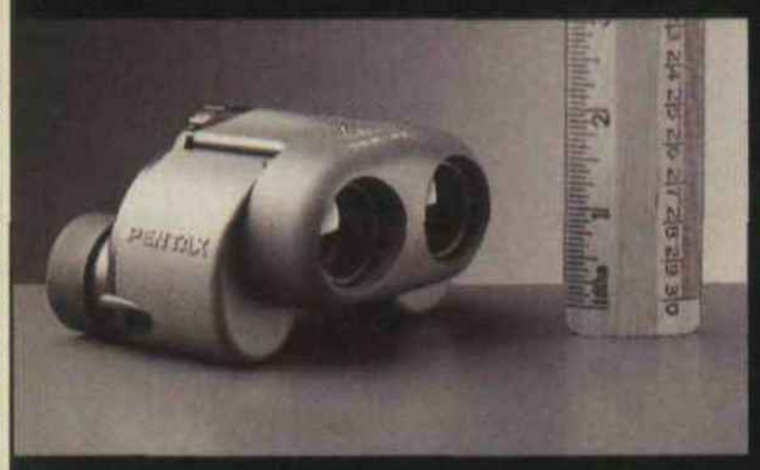
Whenever such a giant figure passes on, it's never easy to compose an obituary matching the man.

Fangio's towering stature as motor racing's only five-time World Champion Driver, and the only man to have secured four of those titles in consecutive years, was founded as much upon his admirable human qualities as upon his almost matchless skill behind the wheel.

Always accessible, a warm, faultlessly polite, naturally engaging man, he made no distinction among those he met; pauper or President, he would greet them much the same. One can read any driver reasonably well from contemporary photographs of the man with his driver peers, and with his racing mechanics. In Fangio's case you will normally see his fellow drivers listening, hanging on his every word, but Fangio

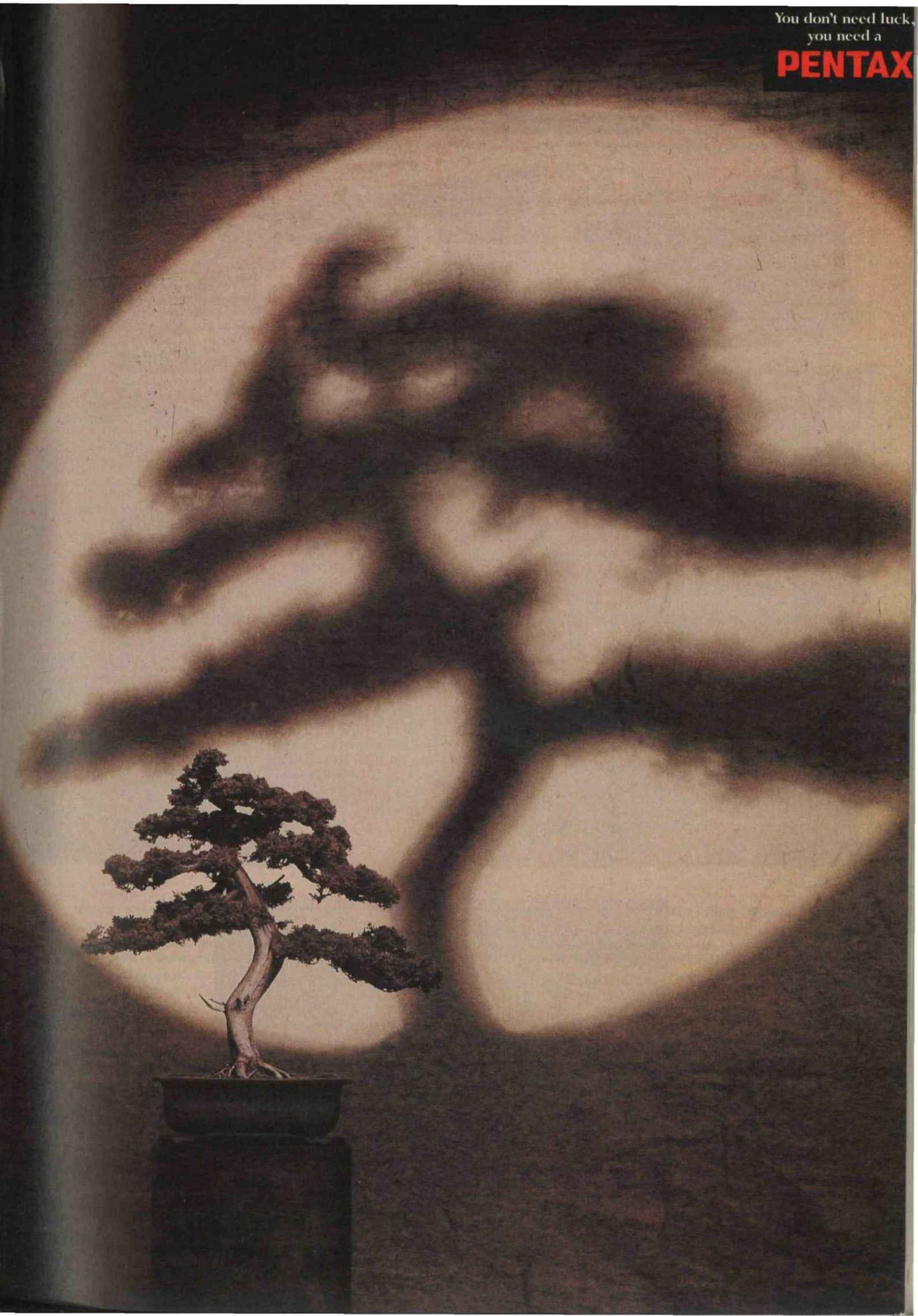
1911 - 1995

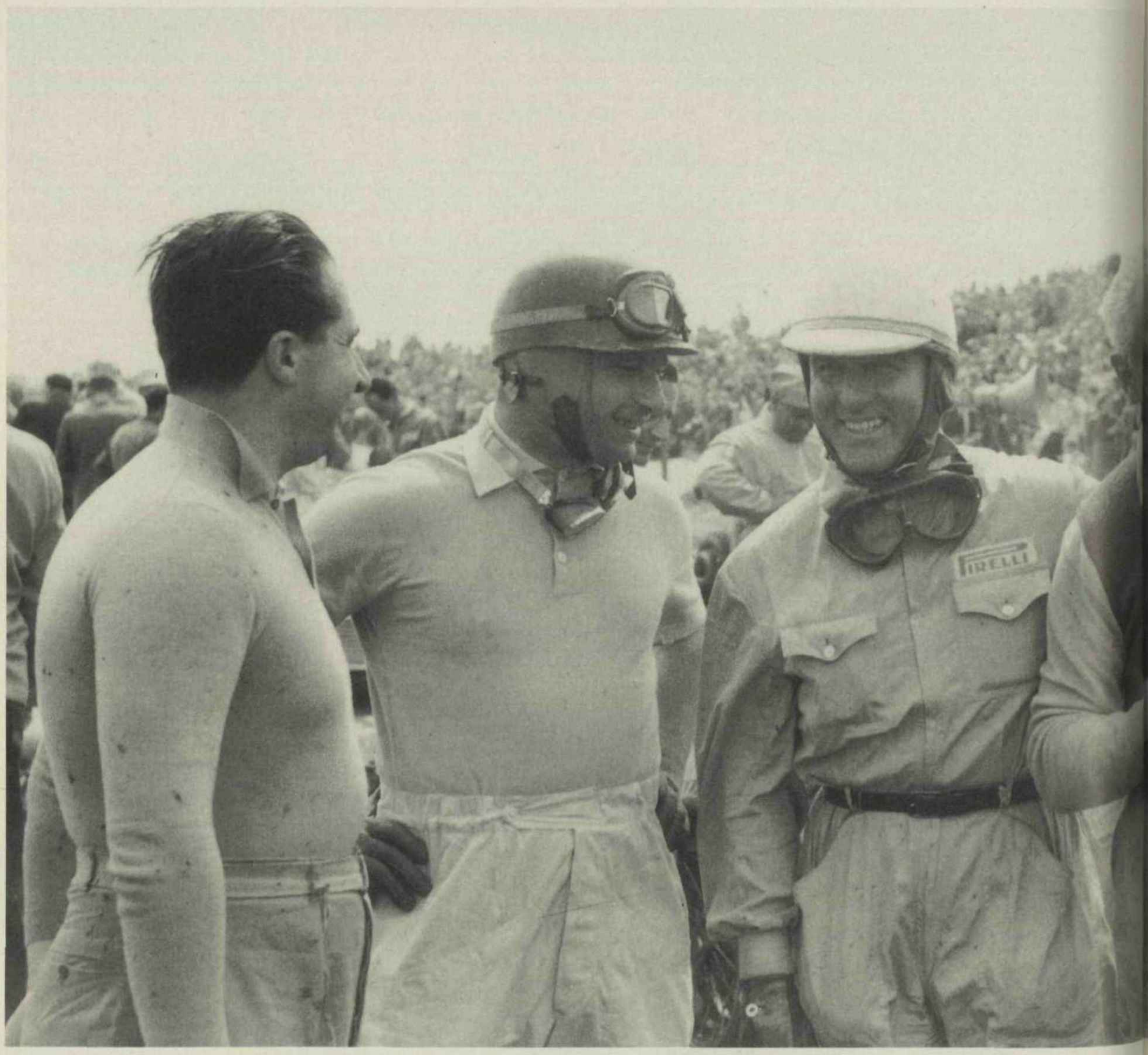
Creating something every bit as good as the original, only smaller, is nothing new to the Japanese. The art of Bonsai first flourished thousands of years ago and, ever since, the Japanese have been undoubted masters of miniaturisation. Pentax UCF Mini binoculars uphold this tradition. Their special inverted porro-prism configuration offers the magnifying power of conventional field glasses, with the single-handed operational convenience of opera glasses. (Proving that size isn't everything.) Packed inside their protective rubberised casing are features that you would expect



in larger models. Multi-coated, aspheric lenses provide distortion-free viewing as well as edge-to-edge sharpness. A unique pop-up diopter adjuster customises the focusing for your eyes. Then a lock ensures it stays that way. And each model weighs in comfortably under 350g. For pocket-sized binoculars, that's not much of a strain on your pocket. And, from £99.99, neither is the price.

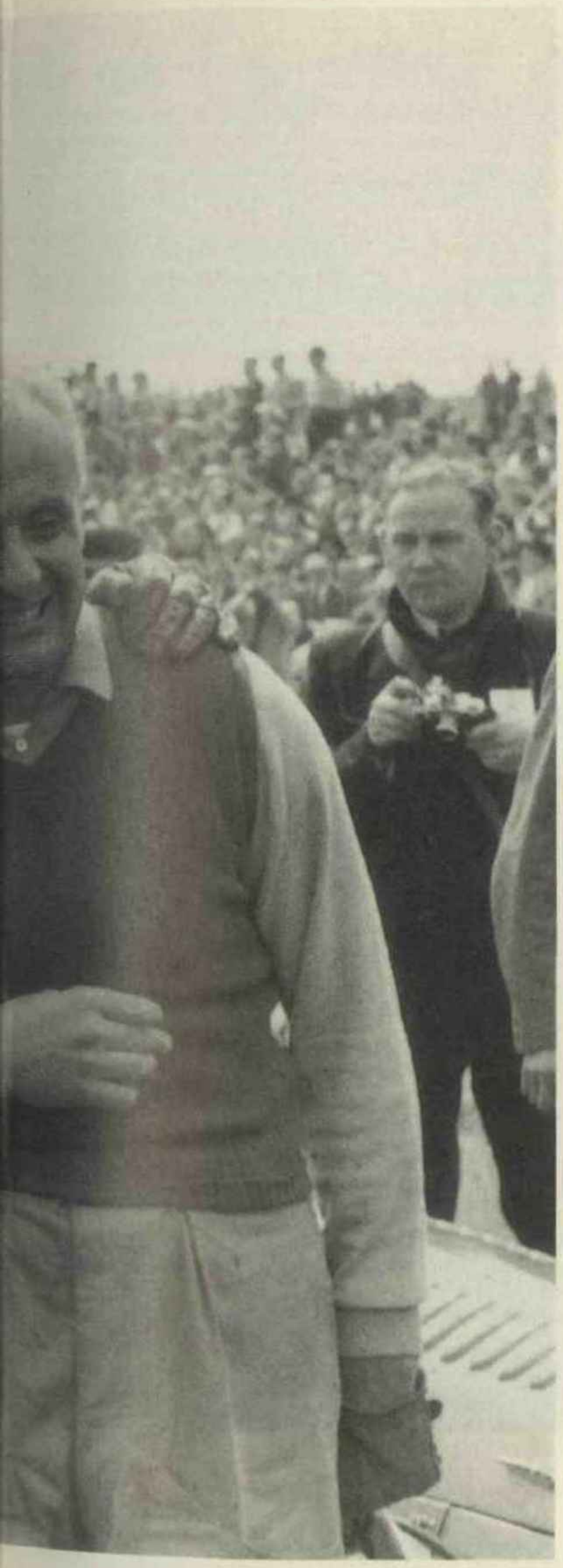
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You don't need luck,
you need a
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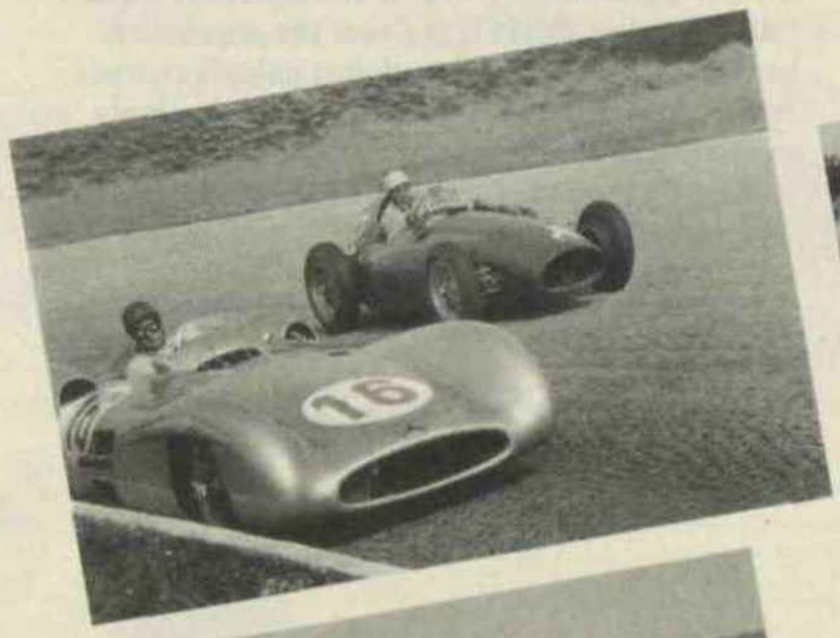




Amongst his peers (top) at the Dutch Grand Prix, 1953: l to r, Alberto Ascari, Fangio, Giuseppe Farina, and Luigi Villoresi. Above, Fangio considered his greatest race was at the Nürburgring in 1957, when he broke the lap record time after time to recover and win after a disastrously slow pitstop.



Fangio clinched the 1954 title at Monza (below left) in the beautiful W196 streamliner, seen passing Gonzales' Super Squalo Ferrari. Bottom left, Fangio was snapped up by the dominating Alfa team for 1950, coming second in the Daily Express Trophy at Silverstone, but his most famous second place came at Aintree in 1955, to team-mate Moss, below right. With one lap to go, Mercedes manager Neubauer (bottom right) contemplates his two aces.









"To see the likes of Clark, Stewart, even James Hunt, Lauda or Senna silent and respectful in his presence was a mark of Fangio's innate magnetism"

normally seated, relaxed, relating rather than lecturing. Look at his mechanics and they are beaming, expectant, happy to be working with the best — for that is precisely what he was. He knew it, yet he wore that special ability, his achievement and world-wide fame with faultless comfort, radiating a gentle yet unfailingly magnetic calm.

To spend time with 'The Old Boy' was to experience a tangible sense of being in the presence of greatness. Even as he aged and first became infirm, that never waned. To see the likes of Clark, Stewart, even James Hunt, Lauda or Senna silent and respectful in his presence was a mark of Fangio's innate magnetism, of which he himself seemed entirely unaware.

He was absolutely a product of his time. One hears criticism that Formula One racing, which he so dominated through the 1950s, was nowhere near as competitive as it later became. True, but only considering the entire grid — competititon amongst the top two or three was as fierce then as ever since. One also hears criticism, especially from Italian sources, that Fangio always manipulated himself into the best team, driving the best cars.

Arguably only Moss amongst history's other standard-setting drivers behaved any differently — where late in his career Stirling loved to perform as the underdog, Fangio had more the peasant sense of practicality. The best team would always seek to hire the best drivers, and though Italy felt badly towards first Fangio, then Moss, when they left Maserati for Mercedes-Benz, none should blame the drivers for accepting that opportunity.

Fangio's career in World Championship Formula One racing is familiar to most. Not so the formative influences upon his long life. . .

Argentine son of an Italian immigrant stone-mason, Fangio grew up in humble circumstances in the potato town of Balcarce, in Buenos Aires Province. His character was shaped by honest hard work, loyal friendships, and the competitive impetus of playing football for the local club; "I played inside-right", he would proudly recall; ". . .I was really quick, hardly any left-back could catch me". It was then that his bow-legs earned him his Spanish nickname, *El Chueco*, the jockey. He developed there as a team player — a star talent — but one safely rooted in a team ethic. Throughout his life he would readily share credit with others, while assiduously building his own career as an individual.

He had left school at 12 after part-time work with the Balcarce blacksmith. He waa apprenticed to Miguel Viggiano's Studebaker agency. "What really fascinated me there was that we had racing cars to work on in his shop. . . it was hard work, you learned to improvise. . ."

Viggiano trusted him to deliver and collect customers' cars. Tarmac roads were

rare in the Province. In summer what passed as a main road could be inches deep in dust like talcum powder. Winter rains would create sucking soup-like mud. "Viggiano taught me throttle control on those surfaces. . . I learned a lot of valuable driving lessons at a very receptive age."

One of the agency's sporting customers was Manuel Ayerza. Fangio's first taste of racing came as his passenger in a Chevrolet sedan. In October 1936 he borrowed a friend's father's '29 Model A Ford taxi to make his own racing debut at Benito Juarez.

Town councillor Rezusta donated a set of new tyres, a rival taxi operator loaned a spare wheel. The Ford ran a big-end when lying third. Fangio had entered under the pseudonym *Rivadavia* to hide his activities from his father, Don Loreto. "But Papa found out and told me off, not for racing, but for letting him find out from someone else."

"Fangio should be given the chance in a first-class car, and then he would surely do great things"

Jean-Pierre Wimille

He founded his own garage business in Balcarce, later joined by his brother Toto. His prowess as the driver "who always got through" was renowned locally. Friends urged him to race some more. In March 1938 they helped him to buy a Ford special to enter his first 'official' race. He finished fifth. Then entering the *Gran Premio de Carreteras* open road race — 4590 miles in ten stages. Fangio placed seventh. All Balcarce cheered.

"My townsmen wanted me to do better — they organised a collection to buy me a car for the *Gran Premio* that October". He finished fifth.

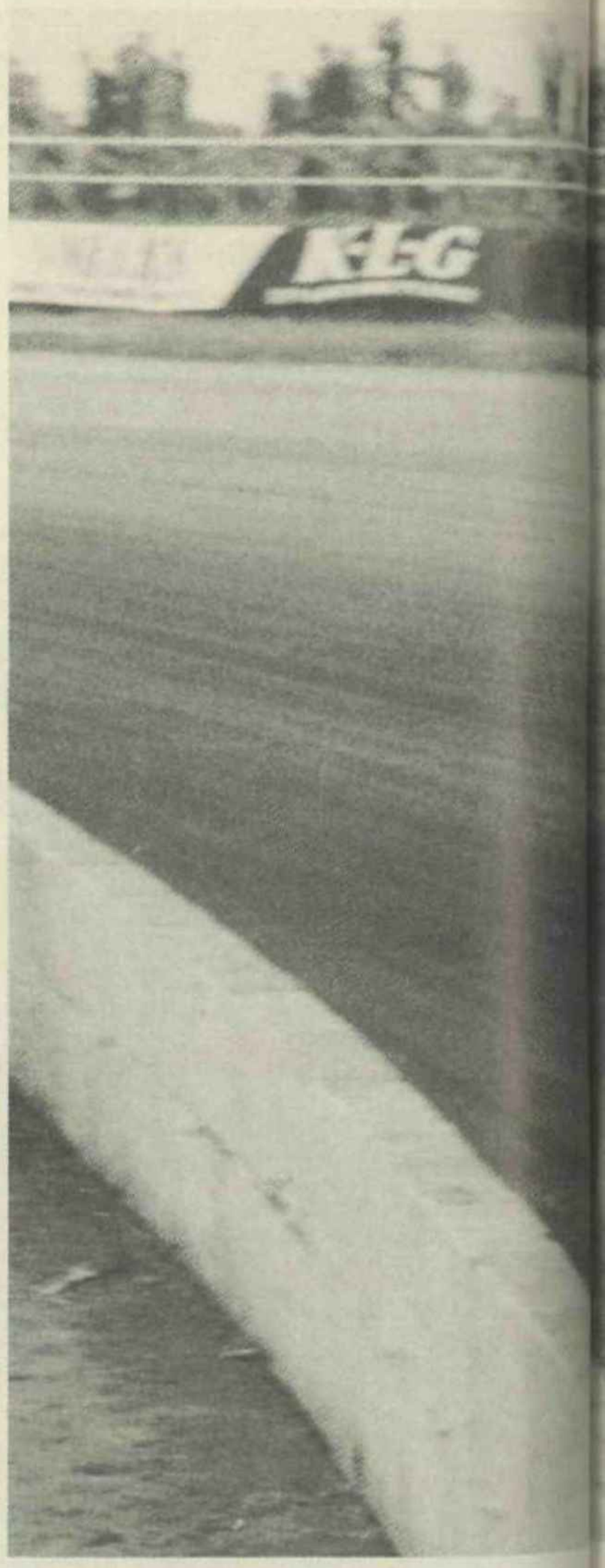
For 1940's great *Gran Premio del Norte*, 5868 miles from Buenos Aires over the Andes to Lima, Peru, and back, a Balcarce raffle was run to buy Fangio a new car. He won outright "for Balcarce", and ended the year as Argentine *Carretera* Champion, defended the title in 1941, and won another major road race in 1942. Argentine racing was then suspended until 1945. Fangio waa already 31. He worried that whenever the sport might return he would be over the hill. . .

Shrewd in business, he built a haulage company around his public fame. By 1945-46 he was dealing very nicely thank you in US war-surplus trucks. President Peron, a motor racing enthusiast, assumed power, funding an international *Temporada* race series in 1947, attracting from Italy such stars as Achille Varzi and Gigi Villoresi. Fangio raced against them in Detroit-engined specials, before resuming his winning ways in *Carretera* racing.

For Peron's 1948 *Temporada* series, the *Automovil Club Argentino* arranged to run a stable of European cars for selected national drivers. Fangio was given a Maserati 4CL — "was a disappointment" — then Gordini offered him a drive at Rosario, as team-mate to Jean-Pierre Wimille, the standard-setting driver, the Clark, Stewart or Schumacher of his day.

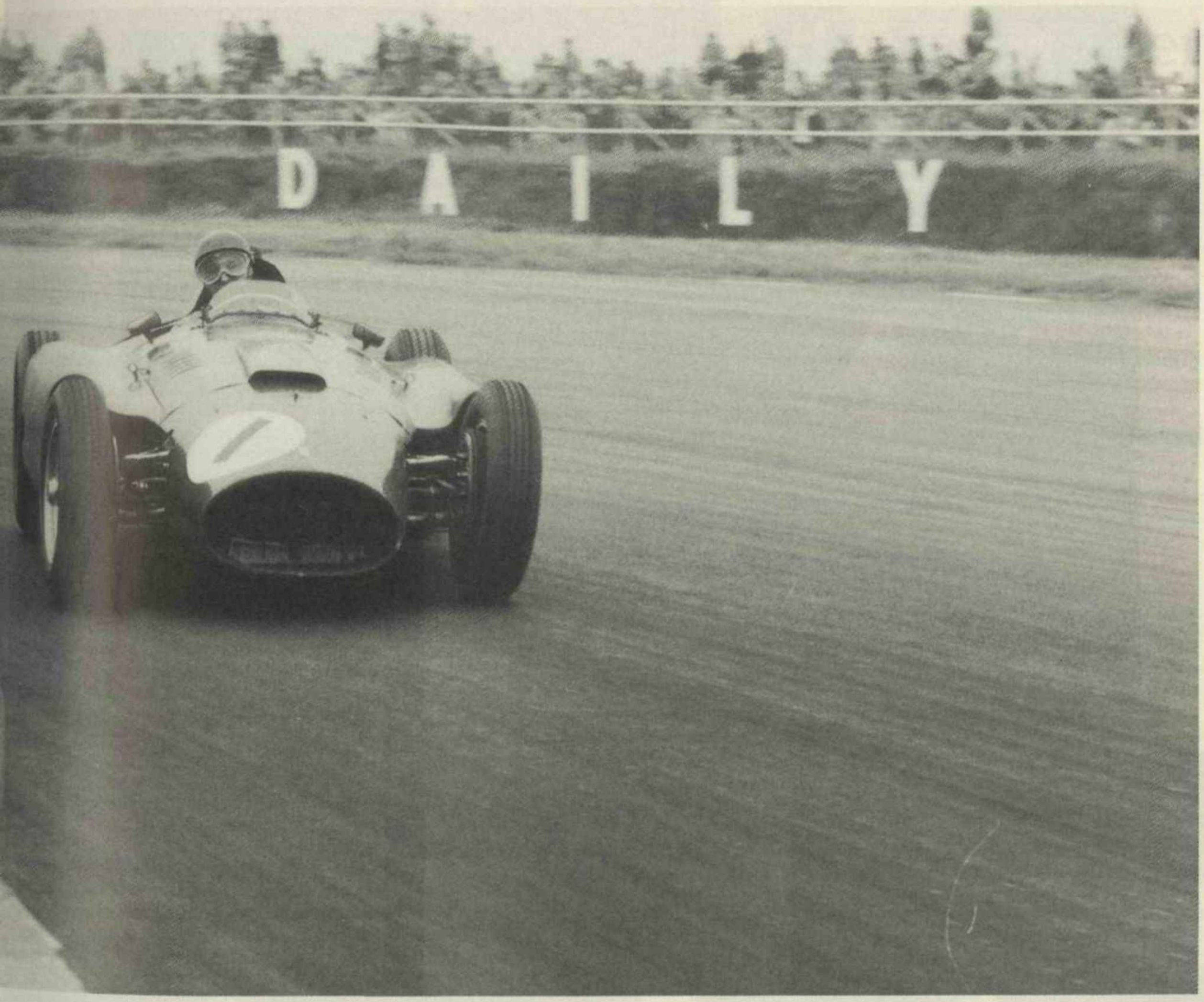
And Juan lapped 1½ seconds faster than

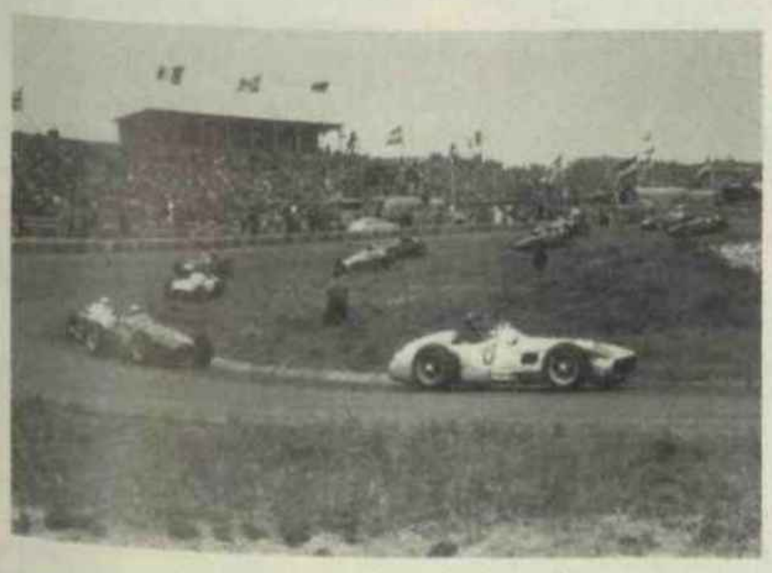
Clockwise from right: a perfect drift in the difficult Lancia-Ferrari at Silverstone, 1956. Always relaxed, Fangio's ease with mechanics and politicians alike showed in or out of the cockpit. Zandvoort, 1955: another pole, another win for the Mercedes train. And at Reims in 1951, the year the apprentice became the master in the Alfetta: pole, first, and fastest lap. Mercedes' 1954 all-enveloping body was beautiful but unpopular with drivers. Fangio won six times that year: twice in the streamliner, twice in the open-wheeled car and twice in a Maserati 250F.













the French star. Wimille declared "Fangio should be given the chance in a first-class car, and then he would surely do great things".

The ACA sent Fangio to Reims that summer for the French Grand Prix where Amedée Gordini gave him his first drive in Europe. He retired from both the Formula Two race and the Grand Prix.

Back home that autumn for the GP de la America del Sur — over 9,000 miles to Caracas, Venezuela, and back — Fangio crashed his Chevy in fog and partner Daniel Urrutia was killed. "My fault — I thought then of stopping racing. It was hard to bear. . ."

Friends were supportive. He returned to racing in January '49, finishing second in a *Carretera* event. Then in a freshly-delivered ACA Maserati 4CLT/48 he beat all the foreign stars at Mar del Plata.









1955 Italian GP at Monza, top. Fangio's last win for Mercedes, which put seal on third world championship. Behind are Neubauer, Piero Taruffi, who finished second, and Moss, who retired after setting fastest lap. Above, drama at Monaco, 1957: Moss (Vanwall) and Collins (Ferrari) passed Fangio, them collided, handing him victory. Fangio's car sympathy was renowned – but a broken rocker ended his 1957 British GP, above right. Two weeks after the classic 1953 Riems duel, Hawthorn and Fangio ready themselves for Silverstone.

The ACA dispatched its new team to Europe for a season's F1 and F2 racing with Fangio as its leader — handling a Maserati 4CLT F1 and Gordini and Ferrari 166 F2 cars. He won at San Remo, Pau, Perpignan, Marseilles, Monza and Albi. He was the sensation of the season. On August 25, he landed at Moron Airport, Buenos Aires, to a state reception. He was a national hero – and would become an international legend.

For the 1950 *Temporada* the ACA fielded Ferraris. At Rosario, Fangio was leading when he was set to lap Felice Bonetto. But the Italian veteran had not seen him, moved across and sent Juan crashing into the bales.

"That taught me a lesson. It is important to have the best machine. But when you have the best machine it is equally important to be patient. There is no need to be in a hurry to overtake your rivals."

Back in Europe he signed for Alfa Romeo – the dominant Grand Prix team of the age – and his illustrious Formula One career took off.

The bald World Championship race statistics tell the story: Fangio drove in 51 premier-level Grand Prix races in the period 1950-58, starting all but two of these from the front row — 29 from pole. He set 23 fastest laps, won 24, and was placed second 10 times, third once, and fourth six times.

He was 38-years old when he first raced in Europe, and 10 years later he bowed out a fulfilled and contented man. He did so where he had begun — Reims.

"I had started there at Reims in 1948, and returned in 1949 intending to stay perhaps one year. I had stayed 10. I had hoped to win one race and I won five World Championships. My luck had protected me that far: I should not rely on it much longer.

"I had not had a single fright in all my racing life that ever stayed with me. I have had too much from life and I don't regret a single thing."

Rest in peace. . . champion. D N



London
19th September

This year has seen Coys continuing to lead the world market in the sale of important historic motor cars.

These include the 1935 Alfa Romeo 6C 2300 spider by Touring of Milan illustrated opposite, originally owned by 'Il Duce' Benito Mussolini and recently auctioned by Coys for a record £221,265.

High prices such as this have been accompanied by an average sales rate which is the envy of other auction houses and standards of presentation which are unequalled anywhere.

We are currently accepting entries for our next major auction, to be held at The Royal Horticultural Halls in London on 19th September.

Entries are now invited.

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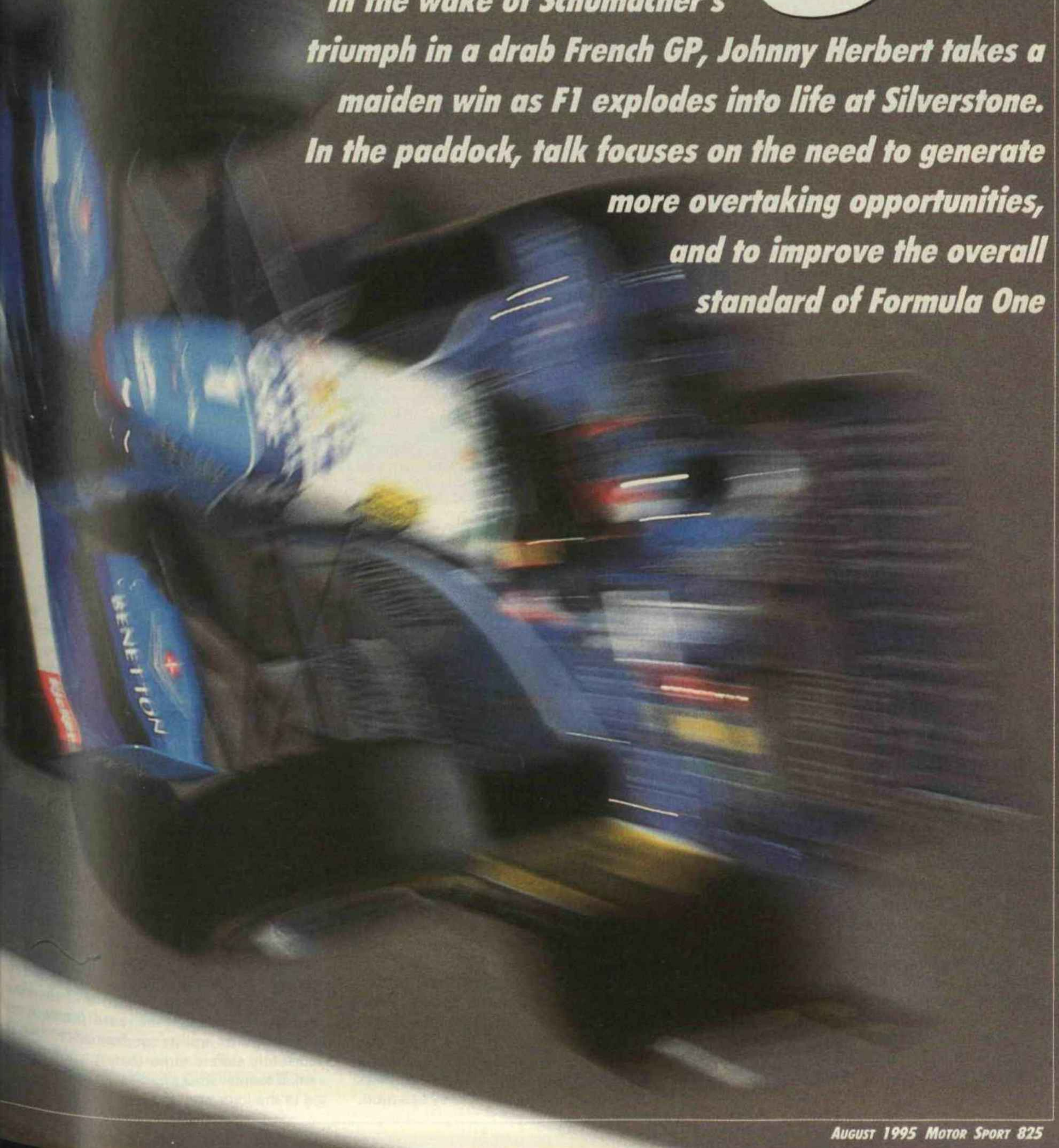
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A whimper and a bang

In the wake of Schumacher's triumph in a drab French GP, Johnny Herbert takes a maiden win as F1 explodes into life at Silverstone. In the paddock, talk focuses on the need to generate more overtaking opportunities, and to improve the overall standard of Formula One



107 per cent commitment



Forti Corse – embracing the unknown.

Why Forti backs FIA's move to squeeze non-performers

With Formula One grids continuing to dwindle, small teams won't be battling against each other to qualify next season. But they will be fighting the clock.

From the end of this year, cars will have to qualify within 107 per cent of the pole-winner's time in order to start the race. Had the rule been enforced this season, Forti Corse would still be awaiting its first Grand Prix start...

Notwithstanding that fact, Carlo Gancia, co-owner of the Italian outfit, agrees with the FIA's attempt to squeeze small teams. "My feeling is that the rule is correct," he says, "and we are looking forward to being inside the 107 per cent. Like I told Bernie [Ecclestone], I don't mind doing any deal with him if I get seven per cent!"

"The wisdom of Bernie in the next few years does not have to be aimed at making Formula One more popular, as the last drive was, but rather at making the playing field level and attracting more professional people. Not professional racers, there are plenty of *racers* in motor racing, what we need to see is people with experience of big business who can bring big sponsors.

"Motor racing is not a pure sport. There is a sport content, but it's a big promotional game. Some people, even though they have been in the game for many years, don't know how to attract sponsorship, or they use a world-wide medium to promote purely provincial products.

> **"Sometimes we are like dogs chasing our tails"**
>
> **Carlos Gancia**

"They mustn't be allowed to fossilise, not allowing any change in the rules, just because they benefit from a cosy situation."

Why, then, did Forti veto the FIA's attempt to introduce the 107 per cent clause mid-season?

"Our personal needs differ from those of Formula One as a whole," he reasons. "Yes we are poor performers, and we know that. Eventually people will understand that we didn't come to Formula One to play. Unfortunately, we had a bad car. Our designer made an old car worse, rather than improving it. We have to live with it.

"In the long run I think the rule's a healthy thing, but only if you know about it beforehand. We had to take precautions in the short term, and protect ourselves in terms of contracts."

The contract he has in mind, of course, bears the name of Cosworth, the only supplier of customer engines this season. Its V8 ED powerplant surrenders as much as 14 bhp to the likes of Ferrari, and the new ruling will inevitably increase pressure on Cosworth to up its performance, but it currently suffers more than most from the small teams' struggle.

In the long run, opines Gancia, Cosworth

The roll of dishonour

Had the 107 per cent rule been introduced this season, who would have qualified?

Brazilian GP
Pole: Damon Hill 1m 20.081s
Cut-off time:1m 25.686s
Non-qualifiers:
Montermini (Pacific)
Moreno (Forti)
Verstappen (Simtek)
Diniz (Forti)
Schiattarella (Simtek)
Starters: 21

Argentine GP
Pole: David Coulthard 1m 53.241s
Cut-off time: 2m 01.167s
Non-qualifiers:
Montermini (Pacific)
Gachot (Pacific)
Diniz (Forti)
Inoue (Footwork)
Starters: 21

San Marino GP
Pole: Michael Schumacher 1m 27.274s
Cut-off time: 1m 33.383s
Non-qualifiers:
Wendlinger (Sauber)
Gachot (Pacific)
Schiattarella (Simtek)
Montermini (Pacific)
Moreno (Forti)
Diniz (Forti)
Starters: 20

Spanish GP
Pole: Michael Schumacher 1m 21.452s
Cut-off time: 1m 27.153s
Non-qualifiers:
Badoer (Minardi)
Schiattarella (Simtek)
Montermini (Pacific)
Gachot (Pacific)
Moreno (Forti)
Diniz (Forti)
Starters: 20

Monaco GP
Pole: Damon Hill 1m 21.952s
Cut-off time: 1m 27.686s
Non-qualifiers:
Schiattarella (Simtek)
Gachot (Pacific)
Diniz (Forti)
Verstappen (Simtek)
Moreno (Forti)
Montermini (Pacific)
Inoue (Footwork)
Starters: 19

Canadian GP
Pole: Michael Schumacher 1m 27.661s
Cut-off time: 1m 33.797s
Non-qualifiers:
Moreno (Forti)
Diniz (Forti)
Starters: 22

French GP
Pole: Damon Hill 1m 17.225s
Cut-off time: 1m 22.630s
Non-qualifiers:
Montermini (Pacific)
Gachot (Pacific)
Diniz (Forti)
Moreno (Forti)
Starters: 20

British GP
Pole: Damon Hill 1m 28.124s
Cut-off time: 1m 34.292s
Non-qualifiers:
Badoer (Minardi)
Inoue (Footwork)
Diniz (Forti)
Gachot (Pacific)
Moreno (Forti)
Salo (Tyrrell)
Montermini (Pacific)
Starters: 17

may benefit from the upheaval: "Maybe this is the way to squeeze some low performers out of the game. You can't have people quitting in the middle of the season, or everybody suffers. When you read Cosworth's contract, for instance, next to each and every article you could put the name of a team that has screwed them in the past."

Although Gancia agrees with the performance initiative, he argues that it must be the precursor to an overhaul of a current system which sees the better – and richer – teams subsidised, while the poor get poorer:

"We are new boys and we don't go screaming at every change. Sometimes, though, we are like dogs chasing our tails. I think perhaps this change will purge the system, and clean out some of the rubbish, and then I would like to see the system changed.

"I spend three million pounds on engines, one on tyres and one million on transport. If we could spend that last two million on research, within three years we would be a good team. But we won't be if we are spending our last dollar on sandwiches for the team!

"I think it is time that, as in NASCAR, some of the bigger teams helped the smaller ones, because they were small once too. I don't mean they should help the teams who overstretch themselves, who can't help themselves, only those who do a good job. If you look at Pacific, for instance, it will survive because Keith Wiggins is a shrewd man. He never takes a step longer than his leg."

Pacific holds its own reservations about the structuring of Formula One. "In many respects I see Formula One adopting football's 'Premier League' approach," surmises its Commercial Manager, Mark Gallagher. "Increasingly it is survival of the fittest. If it did become a premier league, without teams like Simtek lurching from crisis to crisis, and without Forti taking all day to qualify, the standard of Formula One would definitely improve.

"But to ask new teams to meet a qualifying rule, especially when the window is so tight, is an amazingly tough task."

So tough, in fact, that you have to question whether Forti would have survived had it entered F1 in 1996, rather than '95.

"We wouldn't," accepts Gancia candidly. "But then again, a rule existed about the crash test, and we passed it. I think to raise the stakes a lot higher will only bring better players in. Financially, things will be strained, but in the long run the competition will not take place at the lowest denominator."

As little as four seasons ago, 34 cars vied for 26 places on the grid. Hastened by the demise of Lotus, Larrousse, Simtek and others, that figure has declined to just 24. Had the 107 per cent rule been implemented, as the FIA wished, this season, there would have been fewer still (see table). Only 17 cars would have started at Silverstone, 19 at Monaco, 20 at Imola and Barcelona.

"We need to have a full and healthy grid," acknowledges Gancia, "but we need to have teams which have the financial means to survive. If you have a glass which is half-full of a good wine, it's 100 per cent better than a glass that is full of a poor one..." **M S**

FRENCH GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Magny-Cours, 2 July 1995

72 laps of 2.64 mile circuit (190.08 miles)

STATISTICS



Previous winner: Michael Schumacher, Benetton B194

STARTING GRID

1 SCHUMACHER
1m 17.512s (2)
1m 18.893s (1)

27 ALESI
1m 18.761s (2)
1m 19.254s (1)

26 PANIS
1m 19.047s (2)
1m 19.466s (1)

8 HAKKINEN
1m 19.238s (2)
1m 20.218s (1)

2 HERBERT
1m 19.555s (1)
1m 20.002s (2)

30 FRENTZEN
1m 20.309s (2)
1m 21.111s (1)

4 SALO
1m 20.796s (2)
1m 21.921s (1)

9 MORBIDELLI
1m 21.076s (2)
1m 21.756s (1)

10 INOUE
1m 21.894s (2)
1m 23.355s (1)

23 MARTINI
1m 22.104s (2)
Did not run (1)

16 GACHOT
1m 23.647s (2)
1m 24.509s (1)

22 MORENO
1m 24.865s (2)
1m 26.445s (1)

5 HILL
1m 17.225s (2)
1m 18.556s (1)

6 COULTHARD
1m 17.925s (2)
1m 18.585s (1)

14 BARRICHELLO
1m 18.810s (2)
1m 19.763s (1)

28 BERGER
1m 19.051s (1)
1m 19.295s (2)

25 BRUNDLE
1m 19.384s (1)
1m 19.524s (2)

15 IRVINE
1m 19.845s (2)
1m 20.713s (1)

7 BLUNDELL
1m 20.527s (2)
1m 20.804s (1)

29 BOULLION
1m 20.943s (2)
1m 22.372s (1)

24 BADOER
1m 21.323s (2)
Did not run (1)

3 KATAYAMA
1m 21.930s (2)
1m 22.959s (1)

17 MONTERMINI
1m 23.466s (2)
1m 24.172s (2)

21 DINIZ
1m 24.184s (2)
1m 25.787s (1)

LAP CHART

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32	1	5	25	6	27	14	15	8	26	30	7	24	28	9	29	4	22	17			
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34	1	5	25	6	27	14	15	8	26	30	7	28	24	29	9	4	22	17			
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69	1	5	6	25	27	14	8	26	15	30	7	28	24	9	4						
70	1	5	6	25	27	14	8	26	15	30	7	28									
71	1	5	6	25	27	14	8	26	15	30											
72	1	5	6	25	27																

FIA Formula One World Championship Round 07

Winner Michael Schumacher
Winner's average speed 115.787mph
Conditions Overcast
Fastest lap Michael Schumacher, 1m 20.218s on lap 51, 118.520mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B195-Renault V10	1h 38m 28.429s	1m 20.218s	51
2	Damon Hill	GB	Williams FW17-Renault V10	1h 38m 59.738s	1m 20.635s	9
3	David Coulthard	GB	Williams FW17-Renault V10	1h 39m 31.255s	1m 21.235s	71
4	Martin Brundle	J	Ligier JS41-Mugen Honda V10	1h 39m 31.722s	1m 21.005s	60
5	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	1h 39m 46.298s	1m 21.360s	51
6	Rubens Barrichello	BR	Jordan 195-Peugeot V10	71 laps	1m 21.455s	8
7	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	71 laps	1m 22.058s	40
8	Olivier Panis	F	Ligier JS41-Mugen Honda V10	71 laps	1m 21.398s	7
9	Eddie Irvine	GB	Jordan 195-Peugeot V10	71 laps	1m 21.541s	54
10	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	71 laps	1m 22.688s	70
11	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	70 laps	1m 22.698s	45
12	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	70 laps	1m 21.782s	8
13	Luca Badoer	I	Minardi M195-Ford ED V8	69 laps	1m 24.546s	30
14	Gianni Morbidelli	I	Footwork FA16-Hart V8	69 laps	1m 24.256s	35
15	Mika Salo	SF	Tyrrell 023-Yamaha V10	69 laps	1m 23.711s	50
16	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	63 laps	1m 26.748s	7
NC	Andrea Montermini	I	Pacific PR02-Ford ED V8	62 laps	1m 24.812s	39
Rtd	J-C Boullion	F	Sauber C14-Ford Zetec-R V8	63 laps - transmission	1m 22.866s	48
Rtd	Bertrand Gachot	F/B	Pacific PR02-Ford ED V8	24 laps - gearbox	1m 26.158s	7
Rtd	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	23 laps - gearbox	1m 24.354s	10
Rtd	Johnny Herbert	GB	Benetton B195-Renault V10	2 laps - accident	1m 23.080s	2
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	0 laps - accident	no time	
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	0 laps - accident	no time	
Rtd	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	0 laps - accident	no time	

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CHAMPIONSHIP POINTS

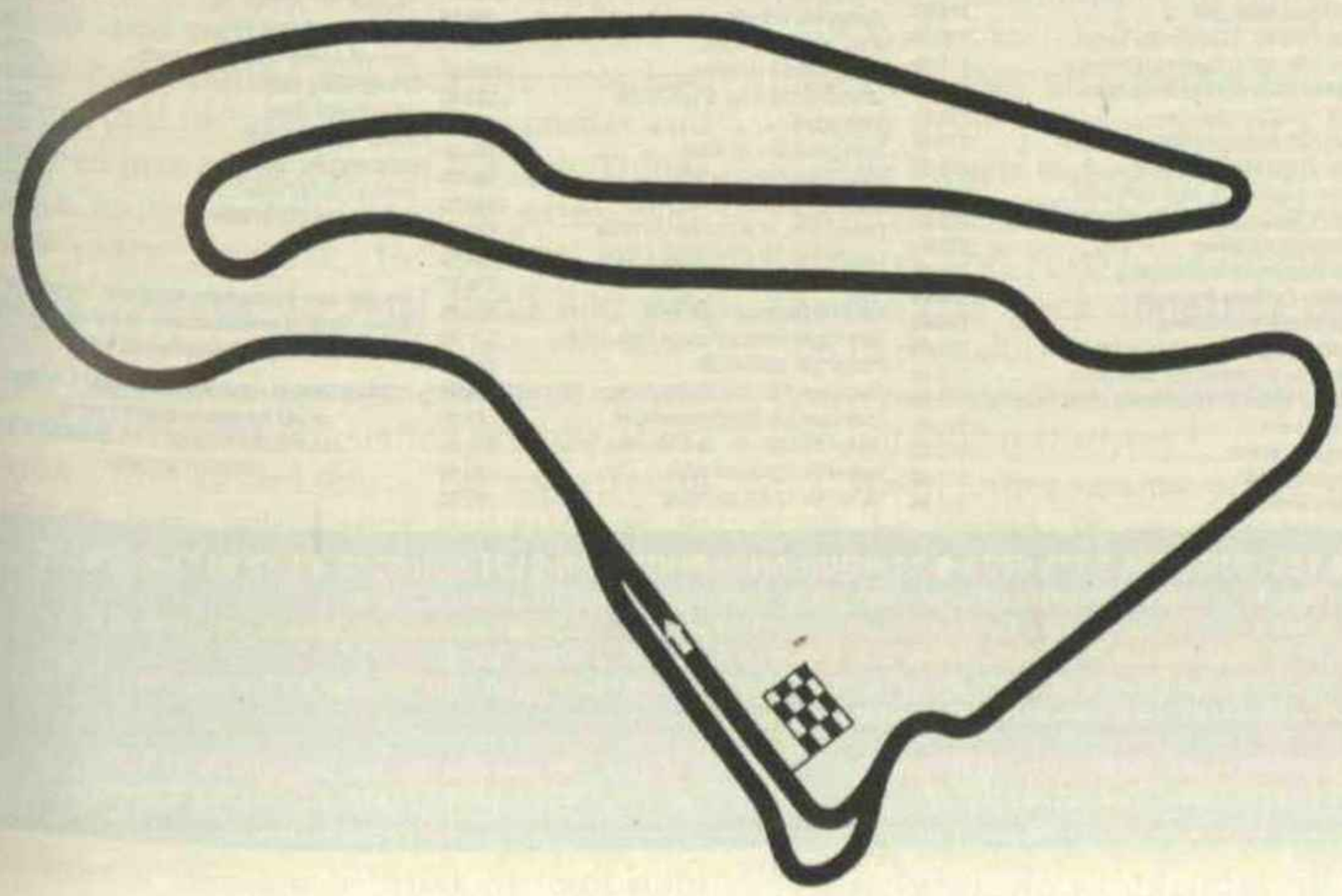
DRIVERS

1	Schumacher	46
2	Hill	35
3	Alesi	26
4	Berger	17
5	Coulthard	13
6	Herbert	12
7	Barrichello	7
8	Irvine	6
9	Hakkinen	5
10	Frentzen & Panis	4
12	Brundle & Blundell	3
14	Morbidelli	1

CONSTRUCTORS

1	Benetton Renault	48
2	Ferrari	43
3	Williams Renault	42
4	Jordan Peugeot	13
5	McLaren Mercedes	8
6	Ligier Mugen-Honda	7
7	Sauber Ford	4
8	Footwork Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Damon Hill's Williams makes the better START from pole and jumps into the lead from Michael Schumacher. Hill's team-mate, David Coulthard, drops down to fourth behind the Jordan of Rubens Barrichello when forced to back-off behind the German's Benetton, with Panis (Ligier) and Herbert (Benetton) fifth and sixth. Katayama's Tyrrell and Inoue's Arrows collide at first corner; Martini spins his Minardi in avoidance and Diniz (Forti) and the Pacific of Montermini tangle, with only Montermini continuing after repairs to suspension.

➔ Alesi's Ferrari taps Herbert into a spin at the hairpin on LAP 3, the Briton retiring early for the second race running. Herbert is slapped with a $10,000 fine after jumping the start, thus bringing into effect his suspended sentence from Montreal for the same offence.

➔ Coulthard moves up to third and Herbert to fourth when Barrichello and Panis both come in for their stop-go penalties on LAP 11.

➔ Schumacher becomes the first of the leaders to pit for fuel on LAP 19, dropping briefly to third until Coulthard stops a lap later. Brundle makes the first of three stops at the same time as Schumacher.

➔ Having lost precious seconds behind back-markers, leader Hill makes his first stop on LAP 21 as Schumacher sets a new fastest race lap of 1m 20.239s. Rejoins second, now nearly eight seconds behind Schumacher.

➔ Berger drops from third to 17th after a disastrous pit stop on LAP 22. Refuelling nozzle refuses to engage for an eternity and the Ferrari is stationary for nearly a minute. Brundle moves into third from Coulthard at the latter's first stop.

➔ Martini retires his Minardi with gearbox trouble on LAP 23, followed a lap later by Gachot's Pacific with the same malady.

➔ Brundle comes in for the second time on LAP 34 and drops to fifth behind Coulthard and Alesi.

➔ Hill is brought in slightly early for second stop on LAP 43 and is faced with dilemma over tyres. Huge raindrops point to wets but Hill radios in to make it clear he wants slicks. Rejoins second.

➔ Coulthard pits on LAP 46 for his final stop and drops to fourth behind Brundle again. Alesi also stops, slipping from fourth to sixth.

➔ With 25 laps to go Schumacher comes in for a second time on LAP 47. He emerges still with a 14 second lead.

➔ Boullion is the last of the retirements on LAP 48, his Sauber succumbing to transmission problems.

➔ Brundle pits for the final time on LAP 55. Coulthard is promoted to third.

➔ Schumacher wins after 72 LAPS with Hill second 31.309 seconds behind. Brundle attempts to steal third from Coulthard with a dive inside the Scot at the last corner. Unsuccessful, he finishes less than half a second down, but well clear of Alesi and Barrichello.

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Home alone



A dream not coming true for David Coulthard.

Martin Brundle starred at Magny-Cours, but how much advantage is it to race at your own test track?

Sitting in a composite projectile at 180 mph tends to rather focus a driver's attention, but throughout the last lap of the French Grand Prix David Coulthard had Martin Brundle's Ligier on his tail, and something else on his mind.

The night before the race the Scot had dreamt that he spun in the final corner and stopped just yards short of the line. Things began to feel horribly familiar when, with third place at stake, he glanced in his mirrors entering the final bend and saw Brundle making a dive. "I guess the word 'dive' has taken on something of a new meaning these days," smiled Brundle afterwards. "This was merely a, 'Let's see if I can frighten him' job – not an attempt to T-bone him off the racetrack!"

As it transpired, neither man's dream came true: Coulthard hung on to third by a couple of yards; Brundle narrowly missed out on capping a magnificent race with a spot on the podium. Ligier boss Flavio Briatore was nevertheless delighted with his team's showing in front of important sponsors on home soil. But how much of that performance was due to the fact that Magny-Cours is Ligier's nominated test track?

"It's a reducing advantage in that you start the weekend with the best set-up already on your car and the others have got to catch you up," explains Brundle. "You've got nowhere to go: you've got your stake in the ground and they start aiming at you. If the opposition have good reliability and a dry track they are going to get a good deal nearer to you than if the track is wet and they lose set-up time."

Able to match the Ferraris at Montreal, the Ligiers could compete with all but Schumacher and Hill at Magny-Cours, where Brundle set third fastest lap. Part of that was attributable to home advantage, but Martin maintains that in pre-race testing the team also found an aerodynamic tweak worth three tenths of a second.

The British-based outfits all benefit from Silverstone testing, while Ferrari, Sauber, Minardi and Forti have nominated Monza as the one track appearing on the World Championship calendar where they can test. So how does a team approach a race on unfamiliar territory?

"When other teams arrive their set-up will be based on an adaptation of what they have found to be best so far that year, plus their previous experience at that circuit. So they're not coming along absolutely green," he explains. "Then they start homing in on you, just like we did at Silverstone. Come the Sunday and I was racing against the likes of Hakkinen and Barrichello, no problem at all, and those guys have had something like 18 days' testing at Silverstone this year."

By Brundle's admission, though, those 18 days won't all have been spent preparing for the British GP. The belief that a team tests all year for one race is a fallacy:

"Although it might sound silly, you don't always test for Magny-Cours when you run at Magny-Cours. It's only as the race starts approaching that you actually say, 'Right, what do we need to do to go two seconds faster around *here*?'

"We had three days there concentrating on the race. Prior to Monaco, we ran round Magny-Cours with Monaco wings and set-up. On other occasions I might be aero mapping, or testing for reliability."

While many tracks have more bumps than a raucous birthday celebration, Magny-Cours is a high-grip surface without a ripple in sight. That tends not only to exacerbate Ligier's advantage at the French Grand Prix, but magnify the JS41's failings elsewhere.

"The trouble is that you leave Magny-Cours thinking the car is a world-beater," says Brundle with a wry smile. "You don't even know you've got a problem – until you arrive at Silverstone, do your first flying lap and you're horrified. Seriously horrified. Especially this year, because downforce used to smother 70 per cent of those problems anyway and it doesn't any more."

On a high after France, Brundle admitted having made the transition from being "suicidal to just depressed," by the Tuesday following Silverstone. It can be a double-edged sword having two 'home' races. . .

M S

Why Herbert's first win exorcised years of anguish

Johnny-come-lately

"He'll be OK, but his sporting days are over."

The surgeon who shuffled sadly out of the operating theatre to meet Johnny Herbert's parents, Bob and Jane, on the night of August 21 1988 will have been as surprised as anybody when their son crossed the line to score his maiden Grand Prix victory at Silverstone.

"The last 10 laps were sheer hell," recalls Bob. "I was with Becky [Johnny's wife] and she was biting her nails and walking about not knowing where she was. I am so pleased for him and for Becky. She has stuck by him, and he's been through some lows. It's so nice to see it come right. I honestly don't know, with some of the lows he's had, how he's stuck it out. I know he's my son, but I've just got nothing but admiration for him."

With good reason, for victory in his home GP was an astonishing achievement for a man whose career has survived three crisis, any one of which would have been big enough to have finished less determined men.

He made his Formula One debut just six months after the F3000 accident at Brands Hatch which appeared to have left his career, like his legs, shattered. Herbert still recalls the first marshal onto the scene vomiting at the mere sight of his injuries, and remembers his own feeling of despair.

"I thought I'd lost my legs," he said shortly after the incident. "That was my immediate feeling when the car finally came to rest. I couldn't see them. That's why the photos showed me holding my head in my hands. I wasn't in pain then, but I just didn't want to look."

Although he made a remarkable recovery to score points at his first race for Benetton, in intense heat in Rio, Herbert was, by his own admission, unfit to be driving and was soon axed by Flavio Briatore. As he had done after the accident, Peter Collins threw Herbert a lifeline. But by 1994, sucked into the financial vortex which eventually claimed Team Lotus, Herbert was, of his own accord, ready to end the career he had fought so hard to rebuild.

"He wasn't getting a very good crack of the whip, really," recalls Bob Dance, formerly Colin Chapman's right-hand man at Lotus. "We were struggling and he was becoming quite dejected towards the end at Lotus. The one great flash in the pan was Monza last year, where all the ifs and buts still hang. I don't know what would have happened if he'd kept motoring that day, instead of being taken out at the first corner. That could have been a great afternoon, but we will never know."

In many respects Monza '94 could be the anthem for a career that has always promised so much yet, until Silverstone, failed to deliver.

The likes of Peter Collins and Eddie Jordan have always firmly believed that Herbert has what it takes to make it. "He was exceptionally good; very, very quick, and he took it all in his stride," recalls Trevor Foster, Johnny's engineer in F3000. "He had a lot of self-confidence. He wasn't big-headed, he just believed in his own ability.

"When I worked with him, he was a joy to be with, full of self-confidence and nothing was a problem. He just got in the car and was quick and honest. He always blamed himself if he wasn't driving well, not the car."

Even after the celebrations at Silverstone, where he became the first of Michael Schumacher's team-mates ever to win a race, Herbert was candid enough to confess that there is yet more to come.

"The flags were all waving, and it was so, so nice," he reflects of the moment he took the flag. "The thoughts of the last six or seven years drifted back. All that came over me on the in-lap."

"I think every driver, whether they win a Grand Prix or they don't, feels they can do more. If you win 10 Grands Prix, you still probably think it should have been 20, or if you win 20 you think it should be 30. You're always going to think you can achieve more. Prost always used to say he learnt more every year up until his last.

"I'm still only 31. I've got good years left in me. I think I can only get better. . ." MS



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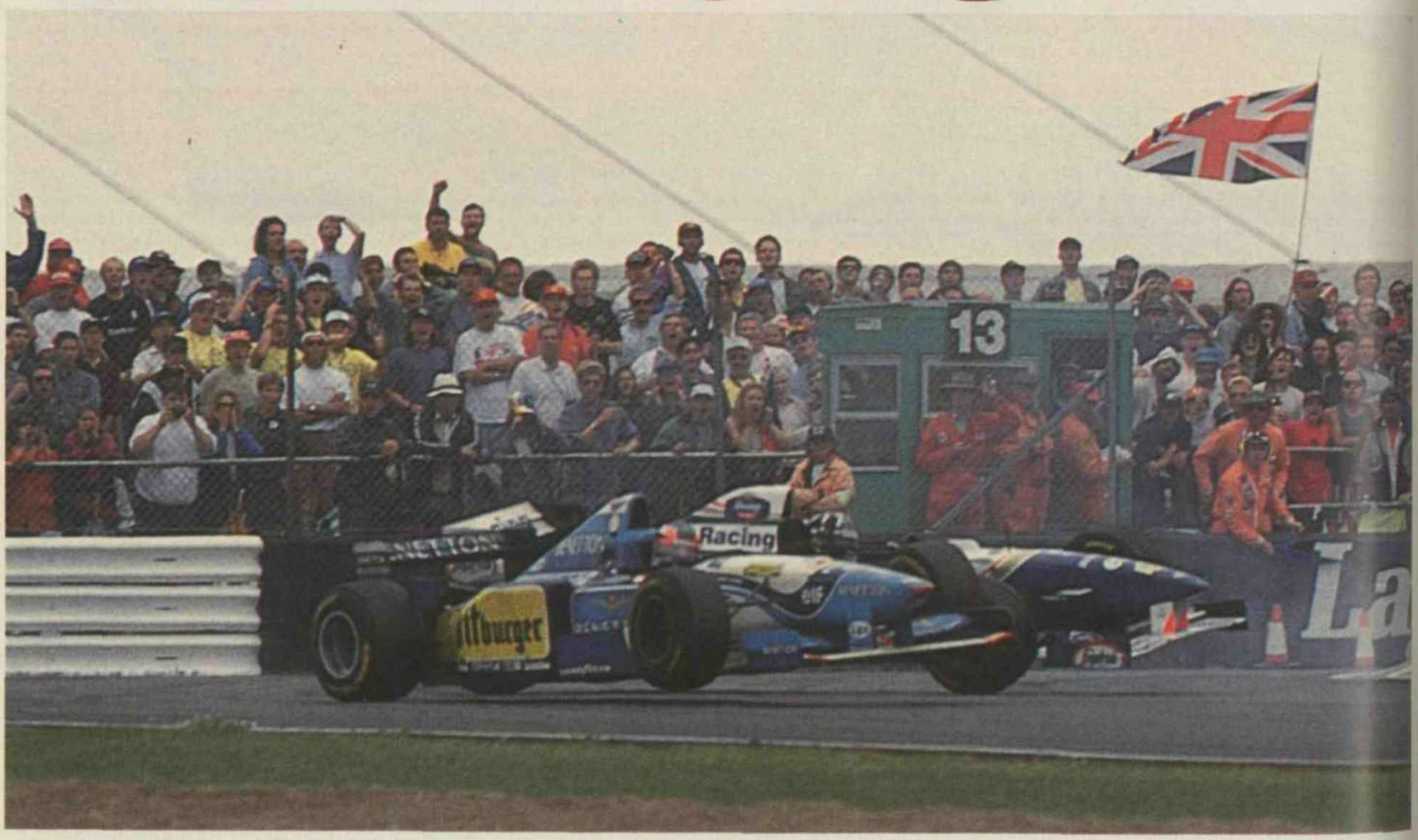
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Collision course



Why did the Hill-Schumacher crash occur?

When the stewards debated the punishment they should mete out to Damon Hill and Michael Schumacher for the collision which was the talking point of the British Grand Prix, they would have been well-advised to remember that it's not the done thing to shoot the messenger.

For in some respects that's exactly what the title protagonists were. Their tangle was a crunch moment in more ways than one, for the message it conveyed – and it is a gospel increasingly preached up and down the pit lane – is that overtaking has become virtually impossible in Formula One.

The end result, a resumption of verbal hostilities between the two after a cease-fire which was as fragile as it was brief, has been well-chronicled. But why did the incident take place at all?

Schumacher has his own theory. "I know Damon wanted to win his home Grand Prix badly, but it was a crazy manoeuvre," he opines. "Even in front of your home crowd you have to keep your nerves and your temperament in a normal way. I think he was probably under too much pressure and just tried something that wouldn't work."

Hill attributes the incident more to the underlying trend in their ongoing struggle than he does to the fact that it was the British GP. "You can glean certain truths from that collision and from other incidents that I and other drivers have had with Michael," he suggests. "The fact is, he refuses to finish second to anyone. You've got an alternative of a rock and a hard place. I was a racing driver doing what racing drivers do – which is to try and get past the bloke in front and win."

Why choose the entrance to Priory, a bend considered ideal for lapping co-operative backmarkers, but a slightly less idyllic location in which to wrest the lead of a race?

"I think it was just that the Williams was phenomenally quick through there," says Martin Brundle. "Damon passed me there early in the weekend and he was absolutely flying. The Williams was much quicker there than anyone else I saw." Coulthard underlined that impression by nearly taking Johnny Herbert at the same corner in the closing laps, the Scot retreating only when he saw yellow flags.

In spite of Benetton and Williams opting for contrasting pit strategies, optimum fuel load is calculated by computers and, with both men having completed their stops, Hill was carrying the same load as his rival. But some people will be mystified why, when he had the benefit of fresher tyres, the Englishman didn't wait for a more opportune moment to press home his attack?

"I had the advantage of new tyres but, given another three laps, those tyres would have been back to being pretty average," he explains. "The problem faced by drivers with more or less equal cars is that it's damn near impossible to overtake. You don't often get an opportunity. That's why I went for such a massive gap when it appeared."

Therein lies the root of the problem. Although the stewards handed both men a severe reprimand, and warned of 'severe penalties' in the event of a repeat performance, the FIA should perhaps be looking not at the culpability of individual drivers so

much as at the dearth of successful overtaking manoeuvres in Formula One as a whole.

Schumacher is the outstanding talent of his generation. "Just like Senna, Schumacher has the ability to get through backmarkers quickly, and in the course of a race he's probably worth 30 seconds or so, just on that," reckons F1 ringmaster Bernie Ecclestone. "He's the best at the moment, and that's all there is to it." It is therefore a sad indictment on the sport when the World Champion admits that in the early stages of a race, as at Magny-Cours where he trailed Hill's Williams, he will wait for the pit stops rather than overtake.

"The problem in Formula One is that you have no chance of overtaking if somebody doesn't play with you," he reasons. "If he closes the door then it is finished. On top of that, it is difficult with these cars to run very close because of the aerodynamics."

Jean Alesi is adored by fans the world over for being a racer, king of the cavalier manoeuvre, but even he confessed to being completely de-motivated by the overtaking – or rather lack of it – at Silverstone. "The fight with Schumacher wasn't a real battle," he says, "because it was impossible for anyone to get close to me in the high speed corners like Becketts. He had no chance to overtake."

"You can stay in a group but you cannot extend yourself because of the loss of downforce when you follow another car in the fast corners," concurs Coulthard, who finished third after moving ahead of Alesi at his pit stop, only to surrender the position through a stop-go penalty. "You need to get a run on the driver in front and hope that he will make a mistake."

Disturbingly, the problem is not one confined merely to Silverstone, and even FIA President Max Mosley confesses: "I do not agree that Formula One is dull, but I do accept that we could do with a little more overtaking."

So what's to be done?

This year, the reduction in downforce *has* reduced overall grip – drivers already complain that the cars fly off the track all too easily – but it has not assisted closer racing. There are those who ask why Formula One could not simply go back to basics, abandon wings and carbon brakes and return to narrower tyres?

Mosley: "If you asked a team to remove its wings, the first thing they would say would be, 'Where do we put the sponsors' names?' But even without that, we can't do anything *too* radical. We've had wings since 1968. If we'd banned them 30 or so years ago, then OK, but it's a little bit late now."

"The cars are quite exciting from where I sit," says Grand Prix Drivers' Association spokesman Gerhard Berger. "OK, maybe steel brakes would be OK, but the cars have already changed dramatically. It would be easy to overdo it. So long as I remember, I have watched some unbelievably good racing, and some unbelievably boring racing, especially in Formula One. It's like this in many sports. It's not controlled. You get different situations on different days. I get nervous when people talk about 'improving the show'. It's *not* a show, it's a sport."

One leading driver has said that, "To further reduce downforce in the name of safety would be crazy."

Mosley, however, thinks that the idea is worth pursuing.

"I think there's absolutely no doubt that reducing downforce will have two benefits," he stresses. "Number one, the braking distances will be greater. If you've got less grip, it doesn't matter how good the brakes are, braking distances will increase. Number two, cars will be less dependent on aerodynamics and will be able to follow each other more closely through the corners, which will make it easier to overtake on the subsequent straight."

> ***"The problem in Formula One is that you have no chance of overtaking if somebody doesn't play with you"***
>
> **Michael Schumacher**

Already, the FIA President has consulted leading F1 engineers. He is hoping to persuade them to reduce the influence of the front wing on the overall aerodynamic performance of the cars, so that they *can* run closer together through corners. Quite simply, the modern racing car is too sensitive.

Whatever changes are decided, he makes the point that something will *have* to be done in the short term, otherwise cars will simply become – once again – too fast for circuits which have just spent millions of pounds being upgraded to accommodate the ever-increasing pace of the current generation.

The authorities at Monza are said to have requested some guarantee of stability before commencing further developments, and it is clear that the onus to keep changing cannot continually be placed on the tracks.

Although he admits the need to change, Mosley stresses that he doesn't want to go too far. "We should bear in mind an old American saying, 'If it ain't broke, don't fix it.' The fact is that Formula One has never been so successful. The public likes it; we supply it. . . And for as long as they go on liking it, we should go on supplying it."

Nor was there any doubting that the public liked the British Grand Prix, in which the pit stops for once increased the element of intrigue. Yet was there not a slightly sinister omen in the manner by which its destiny was settled? **M S**



"Not a real battle," said Alesi after leading the train of racers frustrated by the impossibility of passing.

FORMULA 1 WORLD CHAMPIONSHIP

BRITISH GRAND PRIX

Silverstone, 9 July 1995

61 laps of 3.142 mile circuit (191.662 miles)

STATISTICS



Previous winner: Damon Hill, Williams FW16.

STARTING GRID

5 HILL
1m 28.124s (1)
1m 48.800s (2)

6 COULTHARD
1m 28.947s (1)
1m 48.012s (2)

2 HERBERT
1m 29.867s (1)
1m 55.011s (2)

15 IRVINE
1m 30.083s (1)
1m 51.045s (2)

14 BARRICHELLO
1m 30.354s (1)
1m 49.152s (2)

25 BRUNDLE
1m 30.946s (1)
1m 49.414s (2)

26 PANIS
1m 31.842s (1)
1m 51.657s (2)

23 MARTINI
1m 32.259s (1)
2m 13.471s (2)

9 PAPIS
1m 34.154s (1)
1m 53.097s (2)

10 INOUE
1m 35.323s (1)
Did not run (2)

16 GACHOT
1m 36.076s (1)
Did not run (2)

4 SALO
1m 48.639s (2)
Times disallowed (1)

1 SCHUMACHER
1m 28.397s (1)
1m 48.204s (2)

28 BERGER
1m 29.657s (1)
1m 51.818s (2)

27 ALESI
1m 29.874s (1)
1m 48.205s (2)

8 HAKKINEN
1m 30.140s (1)
Did not run (2)

7 BLUNDELL
1m 30.453s (1)
56m 10.060s (2)

30 FRENTZEN
1m 31.602s (1)
1m 51.059s (2)

3 KATAYAMA
1m 32.087s (1)
1m 52.054s (2)

29 BOULLION
1m 33.166s (1)
1m 51.086s (2)

24 BADOER
1m 34.556s (1)
1m 50.959s (2)

21 DINIZ
1m 36.023s (1)
5m 51.829s (2)

22 MORENO
1m 36.651s (1)
1m 56.374s (2)

17 MONTERMINI
1m 52.398s (2)
Did not run (1)

LAP CHART

LAP	POS																							
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61	2	27	6	26	7																			

Ara
BENE

FIA Formula One World Championship Round 08

Winner Johnny Herbert
Winner's average speed 121.567mph
Conditions Overcast, humid
Fastest lap Damon Hill, 1m 29.752s on lap 37, 126.044mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Johnny Herbert	GB	Benetton B195-Renault V10	1h 34m 35.093s	1m 31.149s	23
2	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	1h 34m 51.572s	1m 30.768s	38
3	David Coulthard	GB	Williams FW17-Renault V10	1h 34m 58.981s	1m 30.812s	42
4	Olivier Panis	F	Ligier JS41-Mugen Honda V10	1h 36m 08.261s	1m 31.393s	37
5	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	1h 36m 23.265s	1m 31.694s	54
6	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	60 laps	1m 33.012s	27
7	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	60 laps	1m 33.774s	53
8	Mika Salo	SF	Tyrrell 023-Yamaha V10	60 laps	1m 33.081s	41
9	J.C. Boullion	A	Sauber C14-Ford Zetec-R V8	60 laps	1m 32.588s	58
10	Luca Badoer	I	Minardi M195-Ford ED V8	60 laps	1m 33.631s	31
11	Rubens Barrichello	BR	Jordan 195-Peugeot V10	59 laps – DNF, accident	1m 21.455s	38
12	Bertrand Gachot	F/B	Pacific PR02-Ford ED V8	58 laps	1m 36.313s	8
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	48 laps – engine	1m 37.734s	4
Rtd	Michael Schumacher	D	Benetton B195-Renault V10	45 laps – accident	1m 30.271s	28
Rtd	Damon Hill	GB	Williams FW17-Renault V10	45 laps – accident	1m 29.752s	37
Rtd	Massimiliano Papis	I	Footwork FA16-Hart V8	28 laps – suspension	1m 34.633s	21
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	22 laps – fuel starvation	1m 33.242s	20
Rtd	Andrea Montermini	I	Pacific PR02-Ford ED V8	21 laps – spin	1m 36.445s	8
Rtd	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	20 laps – gearbox ECU	1m 31.901s	17
Rtd	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	20 laps – loose wheel	1m 31.435s	16
Rtd	Martin Brundle	J	Ligier JS41-Mugen Honda V10	16 laps – spin	1m 31.881s	9
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	16 laps – spin	1m 35.021s	15
Rtd	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	4 laps – gear selection	1m 37.859s	4
Rtd	Eddie Irvine	GB	Jordan 195-Peugeot V10	2 laps – crank sensor	1m 43.961s	2

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CHAMPIONSHIP POINTS

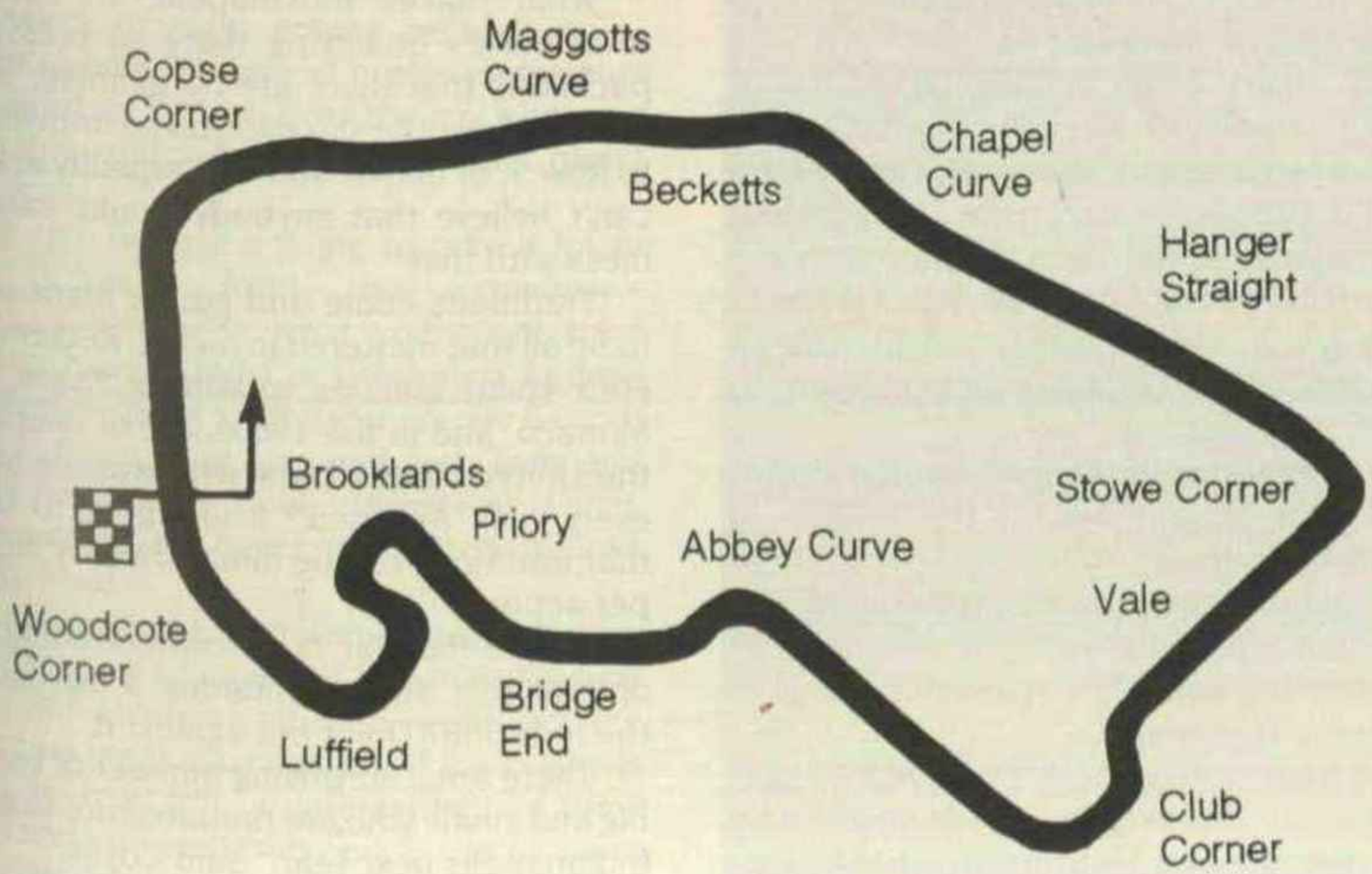
DRIVERS

1	Schumacher	46
2	Hill	35
3	Alesi	32
4	Herbert	22
5	Berger & Coulthard	17
7	Barrichello & Panis	7
9	Irvine	6
10	Hakkinen, Frentzen & Blundell	5
13	Brundle	3
14	Morbidelli	1

CONSTRUCTORS

1	Benetton Renault	58
2	Ferrari	49
3	Williams Renault	46
4	Jordan Peugeot	13
5	McLaren Mercedes	10
5	Ligier Mugen-Honda	10
7	Sauber Ford	5
8	Footwork Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Damon Hill leads from the START. But Jean Alesi bursts through from the third row to be second, ahead of Schumacher, at Copse. Rubens Barrichello and Olivier Panis are both jump the start and are awarded stop-go penalties for the third time in four races.

➔ Eddie Irvine spins at Abbey and retires on LAP 3 with a damaged crankshaft sensor.

➔ Martin Brundle's race ends when he spins off into the gravel on LAP 17. David Coulthard is the first of the front-runners to make a pit stop, dropping from fourth to ninth, and he experiences electrical trouble from this point on.

➔ Having led Schumacher from the off, Alesi stops for fuel on LAP 18 and drops to seventh.

➔ On LAP 21 Gerhard Berger retires with a loose front wheel, which had not been tightened during his pit stop moments before. Mika Hakkinen also retires, his fourth place lost to a hydraulic systems failure. Johnny Herbert makes his first stop and maintains his third place in the process.

➔ It becomes clear that runaway leader Hill is adopting a two-stop strategy when he pits for fuel and tyres on LAP 22, letting Schumacher take the lead. The Brit emerges from the pits 9.7s in arrears. Fourth-placed Mark Blundell also stops and resumes in seventh.

➔ On LAP 31 Schumacher loses the lead to Hill when he makes his sole pit stop. He rejoins in second place, over 20 seconds behind Hill. Herbert is third from Alesi, Coulthard and Blundell.

➔ Alesi loses a place on LAP 39 when he stops for a second time, as does Herbert when he pits on LAP 40. The order now is: Hill, Schumacher, Coulthard, Herbert, Alesi, Blundell.

➔ The ebb and flow continues when leader Hill stops on LAP 41. This apparently sets the stage for a thrilling lead battle to the flag as he resumes right on the tail of Schumacher.

➔ Herbert takes third on LAP 43 when Coulthard makes his second stop. Crucially, the young Scot exceeds the pit lane speed limit – his limiter crippled by the electrical problem. . .

➔ Hill attempts to wrest the lead from Schumacher at Priory on LAP 46. At best his move is ambitious and the cars collide, pitching them both into gravel and out of the race. Herbert leads.

➔ But only until LAP 49. Coulthard closes rapidly on the Benetton, and when Jean-Christophe Boullion momentarily hampers Herbert, the Scot drafts by into the lead along Hangar Straight.

➔ His efforts are for naught, however, as his earlier pit lane transgression results in a stop-go penalty on LAP 51, which he knew of before he passed Herbert. The Benetton leads once more.

➔ Barrichello and Blundell clash at Abbey on LAP 60 as they battle for fourth. The Brazilian retires on the spot.

➔ Blundell limps to the finish with a flat left-rear tyre, losing fourth to Panis on LAP 61. By which time Herbert has secured his first Grand Prix victory. Alesi finishes second with dropping oil pressure. Coulthard is third.

The moment of truth

Is this the end of the Indy 500 as we know it? The IRL's radical qualifying proposals have led to serious threat of a boycott in 1996...

Is that the sound of the Division Bell ringing at the Indianapolis Motor Speedway? ,

The Indy Racing League's decision to reserve 25 of the 33 starting spots in the 1996 Indianapolis 500 for IRL regulars may have pushed the conflict between the Indy Racing League and IndyCar beyond the point of no return. IndyCar teams must now either race in the first two IRL events of 1996, at Disney World in January and Phoenix in April, or risk having just a slim chance of qualifying for the Indianapolis 500.

IMS president Tony George applied his own spin to the rule.

"We wanted to find a way of involving the Indianapolis 500 directly in the series structure and not just as a points-counting race in an existing series," he said. "That required us to look at qualifying for the Indianapolis 500. There are pros and cons, but I'm comfortable with the new rules.

"We're trying to create a series that welcomes everyone, that encourages and rewards participation. I'd be remiss if I didn't say I hope everyone *will* participate in our series – it's open to everyone. We're not holding a gun to people's heads."

"That's exactly what he's doing," said Derrick Walker. "But it's the only thing he can do to get teams to go to his races. If he asked politely nobody would go because nobody can afford to compete in the extra races."

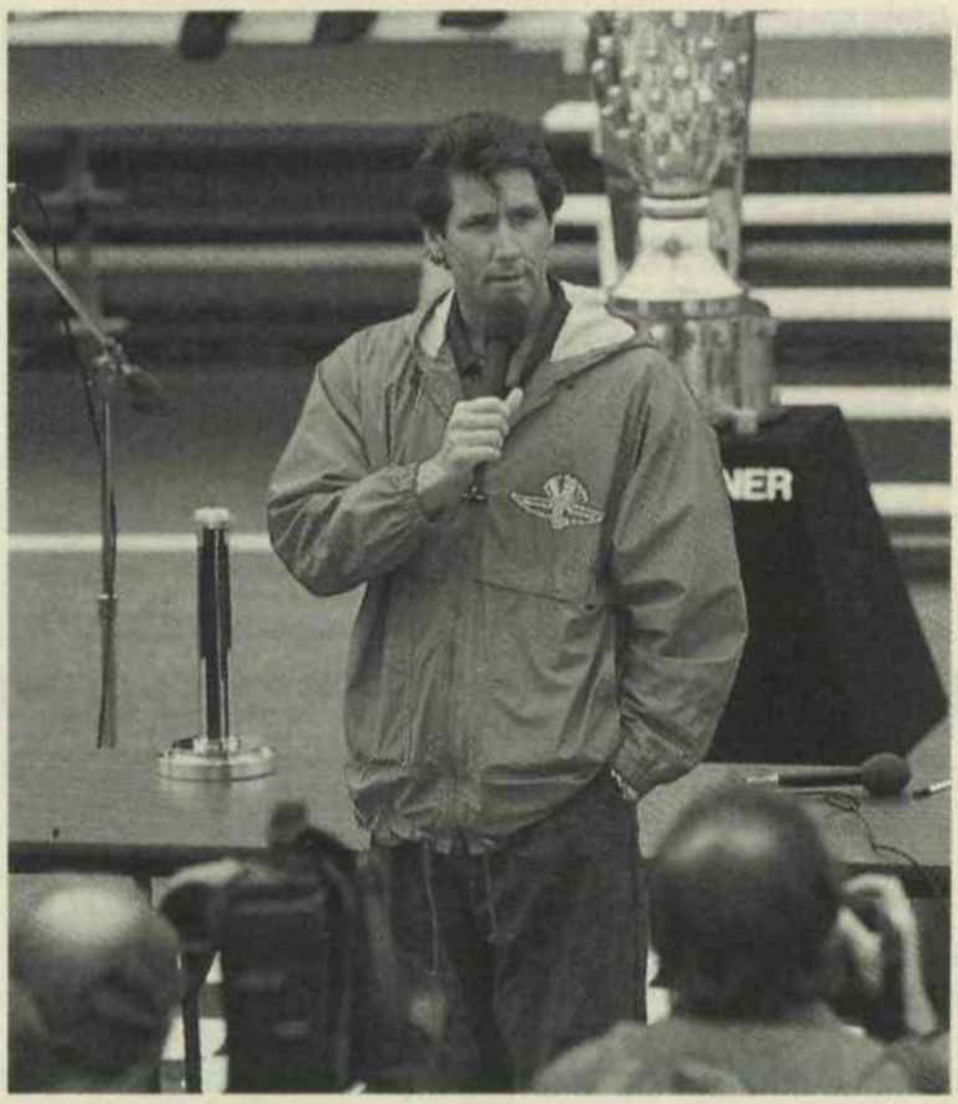
Even George admits that next year's Indianapolis 500 field might not consist of the 33 fastest cars.

"I've thought a lot about the possibility of not having the fastest 33 cars in the race," says George. "But there are two aspects to Indianapolis – qualifying and the race. The race is what everybody tunes in for. Qualifying gets a lot of publicity with the pole and then some more on Bump Day, but let's face it, the reason we're all here is for the race."

But what kind of race will it be if only 25 per cent of the field qualifies strictly on merit?

"The Indianapolis 500 is the greatest race in the world; this turns it into an exhibition," says Dale Coyne. "Some of the fastest cars might not be in the race. That's not sport. There's no other major race in the world – Le Mans, Daytona, Monaco – where qualifying is automatic."

"Whether you're Dale Coyne or Ron Hemelgarn, you take a lot of pride in qualifying for the race and beating teams with more resources."



"The idea that participation gives you rights whether or not you've qualified is against what racing is all about to me," said Bobby Rahal. "Speaking as a driver, it makes whether I'm better than somebody else irrelevant. . . I have no interest in racing against warm bodies.

"It's a very heavy handed approach of forcing people to attend something they might otherwise not attend. But there's no way I'd support a race or a series to the point that it would be a detriment to my fellow drivers who I compete against day in and day out, and who may not be able to participate just because they happen to qualify ninth fastest."

In a television interview, George downplayed the importance of the traditional qualifying format.

"Tradition should be a consideration," he said, "but not a priority."

Coyne and Rahal also had some things to say about tradition.

"I understand what Tony wants to do," said Coyne, "but politics should never come onto the playing field. Look what's happened to baseball. Look what happened to the Monaco Formula 3 race. For years it was *the* race for up and coming drivers. The driver who won Monaco was destined for stardom, virtually guaranteed of an F1 ride. Then politics took over and now it means nothing."

"What makes Indianapolis so special, what makes qualifying there so pressure-packed is that there are no gimmes," said Rahal. "One little slip and you go from Row 1 to Row 5, or maybe you don't qualify at all. I can't believe that anybody would want to mess with that.

"Traditions come and go. Le Mans used to be all that mattered in racing. Remember, Ford spent millions to win Le Mans, not Monaco, and in the 1960s lots of people in the United States knew who won Le Mans every year. And now? It just goes to show that traditions can be diminished by improper actions."

Are the IndyCar team owners doing the unthinkable and considering a boycott of the Indy 500? Don't bet against it.

"There are a surprising number of teams, big and small, who are prepared not to go to Indianapolis next year," said Coyne.

"I think our series can compete and succeed without Indianapolis," says Rahal.

"No question Indianapolis is a big part of our series, but people come to see Michael Andretti, Al Unser Jnr, Paul Tracy. . . Bobby Rahal. They come to see the players: you have to recognise that is reality.

"Would it have a negative effect if Indianapolis wasn't part of the series? Sure. But would it affect the crowds at Road America or Long Beach?"

There is even talk that IndyCar will stage a race of its own next May – the *real* 500 as some are already calling it – most likely at Michigan International Speedway. After all, it's asking too much of any sponsor to stand by IndyCar on purely moral or emotional grounds. Indycar has to give the sponsors something of more or less equal value to the Indy 500.

"What's the Indy 500 draw on television?," asked one team owner. "An eight rating? Our average rating is around a three, so maybe we run three extra races."

And most IndyCar teams could probably run three extra races and still come out ahead by not spending the month of May at Indianapolis.

"I understand what Tony wants to do, but politics should never come onto the playing field"

"It's hard to put a precise number on it, but I'd say that in terms of direct expenses about 30 per cent of our annual budget is dedicated to running at Indianapolis," said Rahal. "Compared to a normal race, you've got seven or eight engine rebuilds compared to one; 25 days of hotels and versus three and on and on. Even the guy who wins probably only breaks even on direct expenses.

"At this point it's going to take a lot of give, frankly, from the Speedway's side. . . Contrary to what you might have read or heard, (IndyCar president) Andrew Craig does speak for the owners. He has our total support. And he's met with Tony and made some fairly bold suggestions which, apparently, were never considered. It looks pretty bleak.

"Let me make one thing clear: it's my hope that we're racing at Indianapolis next May. But at the same time, we're not the ones making these changes. If the reality is what we fear, it'll be interesting. . . I think everybody understands this is the moment of truth as to how Indycar racing goes forward into the 21st century." **D P**

Laguna blue

There has been some encouragement for our columnist of late, notwithstanding John Cleland's current form. . .

I spent the bulk of last month chasing John Cleland's Vauxhall Cavalier. Since I won the first race at the Brands Hatch Grand Prix circuit, he has collected four victories in a row to move into a healthy British Touring Car Championship lead. I used to like the guy! My Williams Renault Dealer Racing Laguna remains a very good, very competitive car, however, and he's still within my sights – except when my windscreen mists up.

Certain circuits seem to suit particular cars: for example, Donington Park has been very kind to Vauxhall over the last few seasons. Because of this, I was delighted to set the fastest time there during the official TOCA test. What's more, my team-mate Will Hoy was my nearest rival on this occasion. Our hopes, therefore, were high – but they proved to be slightly misplaced.

The weather for the test had been very warm; generally, this means you have less grip. It was a lot cooler when we had to qualify and we had more grip; but Vauxhall, Volvo and Ford – even Honda – seemed to benefit more from the temperature drop, and they moved ahead of us. Our car felt very good in the fast corners, but not so good in the slow corners, where we had too much understeer. I qualified fifth and sixth for the races, and from that moment I knew the meeting would be a damage limitation exercise for me.

I made a pretty good start in the first race, but was forced to lift off because of a slower car in front. This meant I was fourth into Redgate. At the end of that lap David Leslie and John Cleland touched at Goddards, and I passed the former's Honda to be third. And this is where I stayed until the finish. It sounds easy, but in the last few laps I had to fend off the Vauxhall of a very determined James Thompson.

The new wings have made it more difficult to overtake; you have to be 100 per cent sure of your move unless you want to do something silly and take someone, or yourself, off. James, however, is young, free and single. I'm not saying that he's reckless – in fact, I think he's calmed down since the start of the season – but he's a young guy, he's in a good car, and he tends to go for gaps others wouldn't.

But I said to myself, 'There's no way this kid's taking my podium position!' I was very defensive, holding the inside line into the corners and slowing him down through the tighter corners. We touched once, but basically it was a good dice, especially as I was able to hold onto my place.

In the second race I got stuck behind Kelvin Burt's Ford. I think I was quicker than him, but the Mondeo is so strong in a straight line that I wasn't able to get close enough at the end of the straight to think about making a move. I was fourth throughout.

Cleland meanwhile, took two dominant wins to move ahead of me in the championship. I was not too despondent, though, as I was quite happy with the job I had done during the weekend. Also, towards the end of the second race, the winning Vauxhall was lapping about six-tenths faster than I was; this is a lot less than at the same race last year and so, in relative terms, we have closed the gap at that track. That must be worth a bonus point, surely? We could have done with it, because there were to be no points for us at Silverstone.



Will Hoy's windscreen wiper went missing on the second lap, but he still finished runner-up. Menu, meanwhile, couldn't even see his windscreen wiper. . .



Again the TOCA test proved to be a little misleading: Cleland and Thompson were easily the quickest around the Grand Prix circuit, but in qualifying both Will and I were right up with the Cavaliers, as were Rydell and Radisich. *Michelin had produced a new* tyre for this race, and I used two of these to take provisional pole position on Saturday. I only did one timed lap during this session; it was nothing special, just a very clean lap that kept me in the top spot until the dying moments of qualifying.

He disagrees with me, but Cleland has upped his game in qualifying just lately. I believe that having a very quick team-mate has forced him to find a little bit within himself. I think he's realised that, even if you have the best car, the competition is so close and overtaking so difficult, that you must be on the front row to stand a chance of winning. Certainly, he's right on top of his game at the moment.

But I still felt I could beat him in front of the huge British Grand Prix crowd – nearly all of which had stayed on to watch the BTCC race. I wasn't bothered that he'd gone faster than me in qualifying, for being second fastest had given me the inside run *up to Copse. And I wasn't even bothered* when it began to rain as we sat in our cars before the start, for my win at Brands Hatch had shown that the Laguna is good in the wet. I *was* bothered when my windscreen began to mist up on the warm-up lap!

By the time we got back to the start I could hardly see the starting lights. My getaway was a bad one in any case – too much wheelspin causing me to back off and bog the engine down – but the screen just got worse and worse. I was third at the end of the first lap, but almost two seconds behind Cleland and Radisich. Then I missed my braking point at Stowe on the next lap and Will got past me on the approach to Club. After that I just slid down the field. I was hoping that the condensation might clear. But it never did. It was so frustrating.

Eventually I was black-flagged because of the problem, but I was going to pit anyway. And it doesn't matter if you have a one-stop or a two-stop policy in the BTCC because *they are both wrong!*

The only good thing that came out of the race was that Rydell had exactly the same problem, and scored exactly the same number of points – none. So I'm still second in the championship, albeit 52 points behind Cleland.

This gap means that I have to start winning again at Knockhill this month. I like the track – I was victorious there last season – but it's more important than ever to be on the front row because it's so narrow. We had a two-day test there recently when the Volvos set the quickest times. But we know that the tests are not everything, and I'm sure it's going to be very close.

As I said, I like John Cleland but it would be nice to disappoint his home fans. **A M**

Subaru impressive



On his first visit to Indonesia, Colin McRae adapted to the unusual humidity and took an early lead in the Asia-Pacific Rally Championship

Whenever a group of organisers get together to link their different international events into a championship series, it's not not long before the FIA steps in, claims it as its own and applies its own rules. It happened in Africa and it has now happened in the Far East, where the Asia-Pacific Rally Championship is attracting much attention from Paris.

A couple of decades ago, Japanese cars were not considered serious machines by the regular and successful rally teams of Europe but, just as that nation moved quickly after the second world war from imitators to improvers and then to initiators, so Japanese cars have stormed ahead to dominate world-class rallying.

It is hardly surprising, therefore, even though the rally teams of successful Japanese manufacturers are actually based in Europe, that a series of events in the Far East should attract their interest.

Rallying has caught on in Japan as much as anywhere, and when a series includes events in Indonesia, New Zealand, Malaysia, Australia, China and Thailand, it was natural that the nation would take notice, especially as Japan itself can never host such an event. The FIA also took notice, and there is now yet another row brewing over a proposal from Paris that those teams planning to contest the Asia-Pacific Rally Championship should register in advance and follow rules and restrictions similar to those which plague the World Championship. . .The outcome is likely to be yet another storm in what should be a calm, honest and sporting teacup.

Other Far Eastern manufacturers have now followed those of Japan into rallying, the newcomers considering that their regional championship is as important to them, if not more so, that the world series. Indeed, the makes contesting the event included Subaru, Mitsubishi, Toyota, Ford and Hyundai.

Mitsubishi Lancers were driven by Kenneth Eriksson/Staffan Parmander and Tommi Mäkinen/Seppo Harjanne, whilst earlier versions were in the hands of Kenjiro



Shinozuka/Fred Gocentas and Michael Lieu/Eldo Osawa. Two of the three Subaru Imprezas were driven by Colin McRae/Derek Ringer and Possum Bourne/Tony Sircombe, whilst the third was in the hands of Chinese driver Nu Ling Jun.

Yoshio Fujimoto and Hakaru Ichino drove a Toyota Celica Turbo, whilst among the works Escorts having a shakedown prior to the New Zealand Rally was one driven by Ari Vatanen/Fabrizia Pons, part of the exercise being to test a new centre differential under competition conditions.

Based at Medan, on the north-east coast of Sumatra, the Rally of Indonesia is noted for its heat and humidity, and this year was no exception. Much of the stage distance was over the tracks through rubber and other plantations. These roads are normally fairly smooth, but heavy rain in the weeks before the start had caused much rutting, and there were loose rocks all over the place.

The Ford venture didn't last long, for Vatanen stopped after just two stages when





It was a triumphant start to the series for Subaru, although Colin McRae (left) and Possum Bourne (three-wheeling, below) were separated by the Mitsubishis (Kenneth Eriksson, above) at the end – despite the latter's transmission problems. Photos: Hugh Bishop

fan failure caused cylinder head gasket failure. However, the team wanted to continue its differential testing, so, after a new engine was fitted, Vatanen continued, with the organisers' blessing, his Escort running as an opening car. Alas, even this didn't last the distance, for the car's gearbox gave up two stages from the end.

Another to go out on the first day was Fujimoto. Having broken a halfshaft on the first stage, he rolled on the second. He struggled on with just rear-wheel drive for a couple more stages, but he eventually had to call it a day when his water temperature rose above danger level.

Bourne was not without problems, finishing one stage minus his left front wheel after a strut broke up. He lost much time and dropped to sixth place. For a short time, Eriksson led, but he was soon overhauled by McRae, his Subaru having been cured of an understeering tendency which perplexed the Scot in the early stages. Mäkinen fell back when his front differential broke and he was left with just rear-wheel-drive.

At the end of the day. McRae led from Eriksson by 11s, whilst Mäkinen was another 3m 5s behind. The next day the gap widened when Eriksson's front differential stopped working and he was left with rear-wheel drive only until the evening. He also collected a puncture on the last stage, finishing on a complete flat as his tyres were not foam-filled. McRae had his second half-shaft failure later in the day, but it cost him no more than a handful of seconds.

Mäkinen had been suffering with stomach pains since the start of the rally and it was quite remarkable that he was able to set fastest times in spite of the severe discomfort. At the end of the day, McRae's lead over Eriksson was 2m 15s. Mäkinen, despite his pain, was third, another 1m 55s back, whilst Bourne had clawed his way up to fourth place, 4m 5s ahead of Shinozuka.

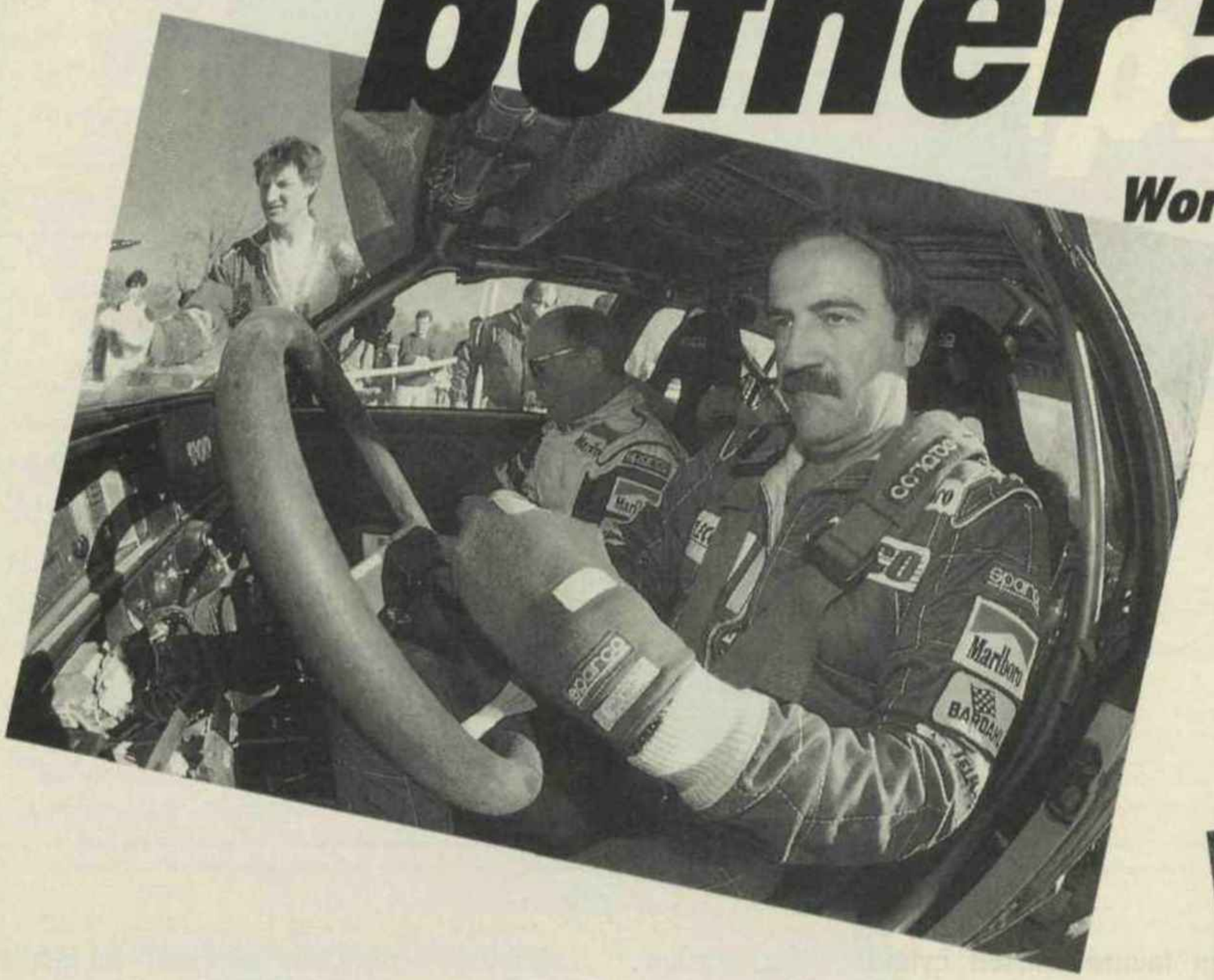
On the last day, McRae took things easily, and although it appeared that Eriksson was closing on the Scot, it was only because the latter had chosen to take no risks, especially on the rough roads. His advantage was cemented when Eriksson was again left with just rear-wheel drive and had to complete the day in that state. Mäkinen had the same trouble, caused by differential failure, but he nevertheless managed to keep his third place. For a team to have so many unexpected transmission problems and yet finish in the top three was quite remarkable, but the advantage in this Asia-Pacific opener was taken by Subaru, which leads the series with 56 points to Mitsubishi's 54. **G P**

Rally of Indonesia — July 7-9 1995

1	Colin McRae/Derek Ringer (GB)	Subaru Impreza 555, GpA	4h 53m 05s
2	Kenneth Eriksson/Staffan Parmander (S)	Mitsubishi Lancer Ev3, GpA	4h 55m 19s
3	Tommi Mäkinen/Seppo Harjanne (SF)	Mitsubishi Lancer Ev3, GpA	4h 57m 41s
4	Possum Bourne/Tony Sircombe (NZ)	Subaru Impreza 555, GpA	5h 03m 07s
5	Kenjiro Shinozuka (J)/Fred Gocentas (AUS)	Mitsubishi Lancer Ev3, GpA	5h 17m 31s
6	MP Hutomo/JP Jeffrey (RI)	Subaru Impreza 555, GpA	5h 24m 34s

Worth the bother?

The quality of the entry on the Rally of Argentina was distinctly second-rate for an event with official World Championship status...







Home win for Jorge Recalde (above and opposite) brought brownie points – but not WRC points. Marco Galanti (top right) recovered from an early roll to bring his Celica home third after a duel with Sibera's Skoda. Renault's 18 is still made in Argentina, and Miguel Torres split the Skodas with his.

Last month we spoke of the effects which FIA 'relegation' of certain events in the World Rally Championship has had upon the quality of those events and the entries they have attracted. The world's major teams, using highly expensive four-wheel-drive cars and backed by correspondingly high budgets, have shown little or no interest in the rallies which this year count only for the two-wheel-drive championship.

The Rally of Argentina attracted just 74 starters, among them less than a handful from outside South America. The Czech Republic's Skoda team, its sights on the 2wd championship, sent two Felicia 1500s for Emil Triner/Pavel Stanc and Pavel Sibera/Petr Gross. Austrians Stefan Reininger and Robert Czoz brought a Renault Clio Williams.

Argentinian stars Jorge Recalde and Martin Christie, both well experienced in European rallying, were in a Lancia Delta HF integrale looked after by Italy's Top Run team. Uruguayan Gustavo Trelles, paired with Argentinian Jorge del Buono, drove another Delta integrale, this being one of the Astra team's cars. Three visiting four-wheel drive cars came from Paraguay, a Toyota Celicas for Marco Galanti/Victor Zuchini, a Mitsubishi Lancer for Arturo Barchini/Luis Panza and a Ford Escort RS Cosworth for Martin Masi/Victor Fadul.

There were numerous examples of the locally made Renault 18 GTX and a team of Peugeot 405 Mi16s entered by Menem Competicion. Gabriel Raies and Jose Maria Volta drove a Renault Clio Williams, made in France, not Argentina, whilst brother Juan Pablo Raies was in a locally made Renault 18 GTX with Rodolfo Ortiz.

Although everyone regards Villa Carlos Paz as the base of the event, the actual start and finish were in Cordoba, some 20 miles eastwards, the start in the city centre and the finish at the football stadium about six miles away. Total stage distance was some 270 miles in a total of just over 700. There was an abundance of zones where no service was allowed, 11 in all, the organisers no doubt having in mind the cost-cutting which does seem to work in full World Championship events.

Recalde wasted no time getting ahead and taking the lead, but Trelles, who had hoped to make a serious bid for a win, was struggling with a car which was noticeably down on power and beyond the rectifying power of the handful of mechanics present. Galanti rolled his car on the third stage and it took at least 10 minutes to round up some spectators to heave the car back to the road. The Celica suffered much body damage, but he continued and even got it up from 27th to third place, something which would have been impossible had there been more 4wd cars competing.

As one of the first day's stages was cancelled before the start, the total stage distance of the first day was reduced to some 34 miles, not much in four hours of driving. Gabriel Raies went off the road and wrecked his French-built Clio Williams, which could not have pleased the factory very much since points scored by Argentina-built cars could not be added to the factory score.

"Points scored by Argentina-built cars could not be added to the factory score"

At the end of the day, Recalde led from



Trelles by 38s, followed by Jorge Bescham (Peugeot 405) and Sibera.

On the second day, the Astra mechanics were at their wits' end to restore power to Trelles' car and it seemed that nothing they could do would improve matters. To make matters worse, the Uruguayan lost at least five minutes by stopping to change a wheel after a puncture. By this time the gap between Recalde and Trelles had increased so much that the local man visibly eased off.

But no rally is won until the finish ramp is reached, and Recalde began to think that he had eased off too soon. First he picked up a 20s lateness penalty after being held up in traffic and then his gearbox stuck in third and he was obliged to tackle an eight-mile stage, and a 40-mile road section, with just that gear available. To his credit, he did not overstress his engine, and when mechanics put matters right simply by replacing a lost selector bolt, he went on with his comfortable lead intact.

Bescham stopped when his engine failed, leaving the two Skodas to head the 2wd category. But this did not last. Triner experienced steering failure and his Felicia went straight off the road. He managed to get going but, as service was banned after that stage, he and Stanc had to make do with whatever bits and pieces they carried in the car, losing a hefty chunk of time in the process. Team-mate Sibera moved up to third place despite a leaking fuel pump which resulted in reduced power, misfiring and the heavy stench of petrol in the car.

After the second day, Recalde's lead over Trelles was 7m 41s, whilst Sibera was another 2m 34s behind.

The final day brought no change among the leaders, and one got the impression that both Recalde and his fans felt that a victory against such meagre opposition was a hollow one indeed. Sibera continued to push hard to stay ahead of Galanti, but after a heavy landing after a bump, nearly causing the car to go off the road, the Czech driver eased off to preserve his 2wd lead and Galanti, his roll-damaged car letting in as much dust as there was outside, moved up to take third place.

Meanwhile, Triner was making a comeback and, at one time, it seemed that he would be up to be just one place behind Sibera. He did make up a few places, but just couldn't manage to get ahead of the Renault 18 GTX driven by Miguel Torras.

When it all ended there was a feeling of anti-climax. Was there any real sense in having 4wd and 2wd cars competing against each other, especially when there were no works crews at all in 4wd cars? The FIA has a long history of making, changing and remaking regulations, often without any concept of the consequences. This disparity between car types is something which should be resolved once and for all. **G P**

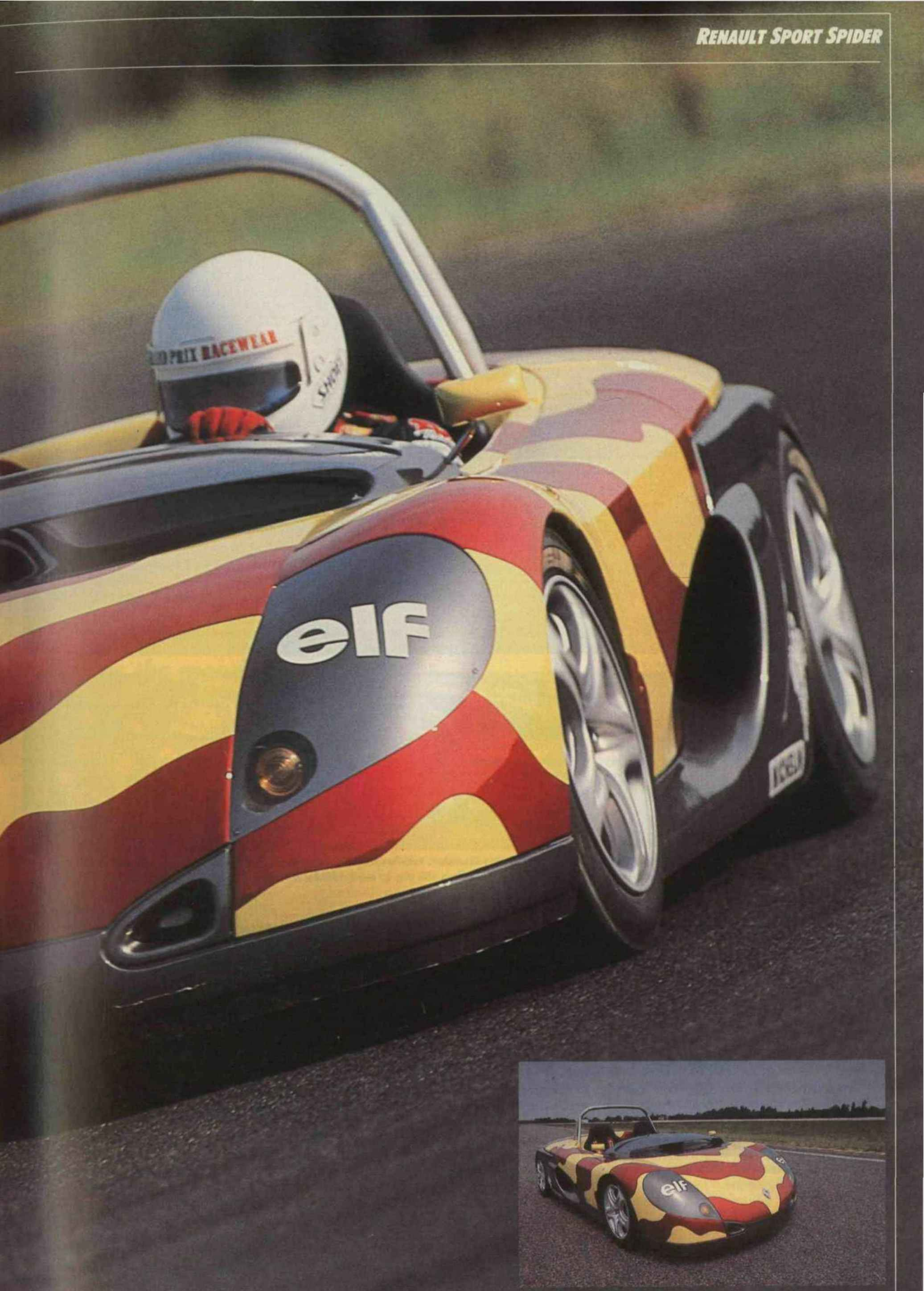
Rally of Argentina — July 6-8 1995

1	Jorge Recalde/Martin Christie (RA)	Lancia HF Delta integrale, GpA	5h 22m 11s
2	Gustavo Trelles (UR)/Jorge del Buono (RA)	Lancia Delta HF integrale, GpA	5h 31m 44s
3	Marco Galanti (PY)/Victo Zuchini (RA)	Toyota Celica Turbo 4wd, GpA	5h 37m 50s
4	Pavel Sibera/Petr Gross (CZ)	Skoda Felicia, GpA	5h 39m 30s
5	Miguel Torras/Edgardo Gatt (RA)	Renault 18 GTX, GpA	5h 57m 58s
6	Emil Triner/Pavel Stanc (CZ)	Skoda Felicia, GpA	6h 00m 18s
7	Raoul Sufan/Daniel Rama (RA)	Peugeot 405 Mi16, GpA	6h 07m 48s
8	Stefan Reininger/Robert Csosz (A)	Renault Clio Williams, GpN	6h 17m 46s
9	Luis Oxoteguy/Martin Olhaberry (RA)	Renault 18 GTX, GpA	6h 18m 32s
10	Alejandro Saillen/Claudio Henin (RA)	Renault 18 GTX, GpA	6h 44m 42s

Spider, Spider burning bright

Later this year, Renault will introduce a distinctive new road car, the Spider. First, though, there's the matter of a racing series to sort out. . .

Photography: John Colley


elf

elf









Screenless shape uses concealed air-deflectors to protect driver with invisible "curtain". Race instruments come from Formula Renault single-seater; road car features retro-style dash. Clio Williams motor offers 150 bhp on road, 180bhp in race cars.

Out of your right eye, you notice a man leaning by the pit wall. He's got his back to you, but just as you take fourth gear on the exit of the corner you notice him twitch.

No. Not now. *Please*. To your relief, the chequered flag in his right hand stays where it is, but you know it's only a matter of time. His body language tells you that your card is marked. This is going to be your final complete flying lap in Renault's new Sport Spider, a lighter, more powerful version of the forthcoming Spider road car, and basis for a new pan-European racing series in 1996. There will also probably be a series in the UK, supplanting the Clio Cup on the BTCC support programme.

For a moment, you must put the bloke with the flag to the back of your mind. The 50-metre board isn't far away. So short is Nogaro's pit straight that the last couple of rows on a full grid actually have to line up in the middle of the final corner, aided by their own supplementary set of starting lights.

The straight leads into an invigorating right/left ess-bend. Renault advises third gear for the first part, but that leaves you gasping for breath in the middle. There is a ripple in the road which pitches you towards the edge of the circuit, and trying to keep the car in some semblance of order whilst simultaneously changing up *and* turning left does not feel like the answer. So fourth gear it is, taking care to avoid the kerb on the right. Touch it, and the Spider steps sideways, though it does so progressively. The suspension, fully adjustable on the racing version, is relatively soft.

In fourth, the car feels slower through the first part of the corner, but it's more stable, and easier to commit to the subsequent left-hander, taken flat. Fifth gear, another short straight and it's into the Virage de la Ferme, a fourth gear left-hander which is actually a lot faster than it looks, albeit not as fast as you attempted to take it on your third lap. . .

If you *don't* approach it backwards, the next corner is taken in third, a straightforward right-hander, followed by another with a tricky, adversely cambered exit. It is noticeable throughout this somewhat technical part of the circuit that there are tyre marks going in all directions, and that the regulars adopt a wide variety of lines. The band of rubber on the surface of the track is broad indeed.

Then comes a second gear hairpin, my personal *bête noire*. You've been shown the wide, wide approach that is necessary, but in the short few laps available never once did I get it anything like exactly right. The idea is to stick to the left, going right to the lip of the circuit before plunging to the right, catching the latest of late apices. Then it's a brief, but violent, application of throttle before a more conventional, left-hand hairpin, for which second feels too short, third too high. But the car is more balanced in



Road car will gain only 80kg over flyweight racer with aluminium frame.

third, and the exit speed is still sufficient to give you enough impetus, which is vital as there follows a barely noticeable kink and a long, long straight. Up through the box, all the way to sixth now. The gearchange action of the dog 'box (taken from the current Renault Clio Eurocup racer) is beautifully light. The only grouse is that it doesn't always *feel* as though the cog has fully engaged. But it always does, and you soon get used to it.

Although the Spider has no screen as such, there are deflector vents in the top part of the front bodywork which prove very effective. You are flat out for around half a mile, but there is only mild buffeting to the top of one's helmet. The instrument panel, taken straight from a Formula Renault Sport single-seater, is neat, but hard to read in bright sunlight. There is a warning light advising you to change up, but that's hard to see, too. It's a case of drive-by-ear.

The straight feels wider than it is, an effect created by the vast expanse of open land to your left. There are no barriers, just

"The Spider can be held sideways under full power for as long as the mood takes you"

an airfield where the operators, bored with towing gliders, engage in spontaneous aerobatic displays throughout much of the day.

The estimated top speed of the Spider is around 140 mph, though the prototypes were not in their ultimate state of tune. The race engines, taken from the Clio Williams, will be boosted to around 180 bhp thanks to a new camshaft and revised electronics. We had a more standard 150 bhp available. Even so, by the end of the straight, which leads into a tight, right-hand hairpin, your brain starts dropping hints that you should be moving your right foot across the pedal box. Those who know the car say there's no need to brake until 80 metres from the corner. After several laps, you give it a try. One hundred metre board, a deep breath, then *bang*! On the brakes, down through the gears. The Spider maintains a perfectly straight course. No locked rear wheels. No squirrelling. Just solid, progressive deceleration. The brakes, a quartet of ventilated discs, come straight from the excellent, but now sadly defunct, Renault A610.

Later, Claude Fior, who developed the chassis, will conduct a demonstration. Dressed in open-face helmet, T-shirt, jeans and a pair of Hush Puppies (as opposed to the full racing kit preferred by everyone else), he shows a) that the Spider can be held sideways under full power for as long as the mood takes you and b) that it is possible to brake forcefully at the end of the straight. . . without your hands on the steering wheel. That technique may not be the fastest means of getting the Spider round Nogaro (though he knows the one that *is*), but it was an impressive testament to the car's ultimate versatility and, more importantly, controllability.

After the straight and the tight second-gear right which follows, the circuit opens up. A quicker, third-gear right, a third gear left, up to fourth for the fast left-handed sweep behind the pits. Here, the circuit is vastly different in character. The impression of space that you had coming down the straight has gone. The left-hander spits you into a channel with concrete walls on both sides, and no run-off area to speak of. Renault requests, earnestly, that if you are going to fall off the track, then please do it somewhere else.

The final corner looks like a double apex-right-hander, but you take it in one continuous arc. Brake at around 60 yards, turn in and hard on the power in third. The car feels a touch light in the middle, but then it settles down and. . .

As you accelerate past the pits, there he is again. He's got you this time though. No question. That chequered flag is pointing at *you*.

Damn him. Just as you were beginning *really* to enjoy yourself.

The first impression is that the Spider series will strike a decent balance between reasonable speed and old-fashioned fun. The cars don't feel all that difficult to drive, in as much as they are comfortable and user-friendly. If anything, they've got perhaps too much grip, though the extra 30 bhp should make a difference.

The only aspect of the chassis's behaviour which attracted mildly adverse comment was a slightly lazy turn-in, to which end Michelin is investigating stiffer sidewalls as a possible cure. Otherwise, it's pretty well sorted already.

Peak power of the mid-mounted race engine is at 7200 rpm, and maximum torque (150 lb ft) at 5400. It is responsive, however, and delivery is both smooth and constant. There are no nasty surprises in the power curve, which adds to its overall driveability. It also sounds good.

Differences between the racing Spider and its road car progenitor are few. Engine modifications and gearbox aside, the racer has no doors, no headlamps, a rigid tonneau cover (not fitted to the prototype), one-piece bodywork fore and aft, fully adjustable suspension and a cockpit mounted brake balance bar. The road car is already a featherweight, at 790 kg, and the racer is 80 kg less bulky still (lighter than a Cinquecento). The basis for both is an aluminium spaceframe chassis developed by Hydro in Denmark. Renault is particularly proud of this aluminium handywork, which is said to be one-and-a-half times more shock absorbent than the steel equivalent.

The two will be similar in price, too. A ceiling of 200,000 francs (around £25,500 at today's somewhat punitive exchange rates) has already been set. Renault estimates that a full season in a British national championship would cost around £50,000, car included. When one considers that some Clio teams already spend up to £40,000 per car, the price seems fair.

If a UK series comes to pass, the Spiders will race on the BTCC support programme, as part of the TOCA package. The Clios will be put out to pasture, to run as a national series under a different umbrella, along with the Renault 5TS, the Renault 5GT Turbo. . .

As ever in the UK, old racing cars never die. The world in general, and Britain in particular, may be horribly awash with one-make racing series, but the Spider at least is something visually different, with an appearance not dissimilar to the Laguna concept car of several years ago.

And, on brief acquaintance, it is also suitably addictive. **S A**

Velvet overground



Few would argue that there was much awry with BMW's old 2.5-litre straight six, but the fact remains that it has been dropped.

But fear not. Dead though the wonderful 325i may now be, its spirit lives on. The 328i is no mean substitute.

Quite simply, an aluminium block replaces the old iron thunderbolt. The result is a weight saving of over 30 kg, which leads to better fuel economy. A hard return trip from London to Le Mans in a 328i Touring, fully laden, yielded 26.3 mpg, which is highly respectable. In less punishing use, BMW estimates that a 30 mpg-plus return should easily be attainable.

And the combination of increased capacity (via a longer stroke) and VANOS variable valve timing have led to improved torque, the 207 lb ft peak being scaled at just 3950 rpm. The 328i is extremely flexible (acceleration from 50-70 mph takes less than eight seconds in fourth), and smooth with it. Like its immediate forebear, it packs a velvet punch. There's plenty of power available (193 bhp/5300 rpm), but it is delivered softly. It is fast, but serene.

NISSAN QXSE

Lightweight heavy



As good Nissan luxury saloons have so far been unheard of in this continent (sorry, Maxima), the QX represents new territory in which the pursuit of refinement and dynamic performance are the priorities. It certainly shows. I cannot be sure that we Europeans necessarily wish for our large saloons to have such anonimity, despite a huge amount of design research on Nissan's part. On visual appeal it isn't strong enough to challenge the Omegas, BMWs and Mercs, but may give the profoundly ugly Ford Scorpio a run for its money.

Two forms of the new all-alloy V6 engine make their debut, the 138bhp two-litre and 190bhp three-litre, each with 24 valves. Naturally, Nissan claims great refinement, power and flexibility from both units, which are fixed to the chassis by a combination of stiff and fluid-filled mounts to lessen vibrations. The latter are electronically controlled on high-spec variants. New five-speed manual or four-speed auto gearboxes are available.

Sophisticated multi-link beam rear suspension has been mounted to the very rigid bodyshell to aid smoothnes and eliminate changes in geometry and consequent erratic handling.

Nissan's improvements continue inside

Quoted top speed is 143 mph; from a standing start, it will reach 60 mph in around 7.5s. It also retains the 325's balance and poise.

Somehow, BMW has taken what was already a clear class-leader and made it better still.

In the case of the Touring, which essentially shares the saloon platform (albeit with minor suspension retuning), there are also improved ergonomics. Packaging of the old 3-Series Touring was never its long suit, but now there is a more spacious boot area, rear headroom has been improved and it is also now possible for unfeasibly tall people to sit in the back with their knees in a conventional position, rather than around their ears. Both of those who occupied the rear on the Le Mans haul could pass for basketball players.

As ever, star quality costs, although £25,500 doesn't seem unreasonable in this day and age. The 328i tops a range that will eventually span five models: the 318 turbodiesel, which goes on sale later in the year, serves as an entry model, at an expected price of around £17,500, and there will also be a 2.5 turbodiesel and a 1.8i petrol to complement the existing 328i and 320i.

It's nice to report that whoever attempted to help themselves to our test car walked away with the barrel from the passenger door lock but got no further. A pity that such overt desirability has to have its drawbacks, but BMW's security systems at least give you a fighting chance of waking up the next morning to find that your car is still there. **S A**

Tipo cast



It is difficult to quantify the effect of touring car racing on the sale of Alfa's saloons in the UK, but even in this second and terrible season of BTCC there's little sign that the marque will be evicted from these shores as was Lancia, regrettably when on the verge of introducing a competent Delta replacement.

With Fiat's massive investment, Alfa's new generation is also taking shape, and the 155, based on the Fiat Tipo platform, was the first to reach Britain. Following in its footsteps is the 145. The looks do much promising – the unusual styling of the three door hatchback borders on design for design's sake particularly at the front end with emphasis on the badge, but is at least distinctive in a sector pretty well devoid of visual inspiration.

Being powered by a 103bhp 1.6 8-valve or a 129bhp 1.7 16-valve four-cylinder Boxer engine, the 145 at least retains some of Alfa's heritage, so desired by purists. Whilst they sound as pleasant as ever, their pulling when throwing it around.

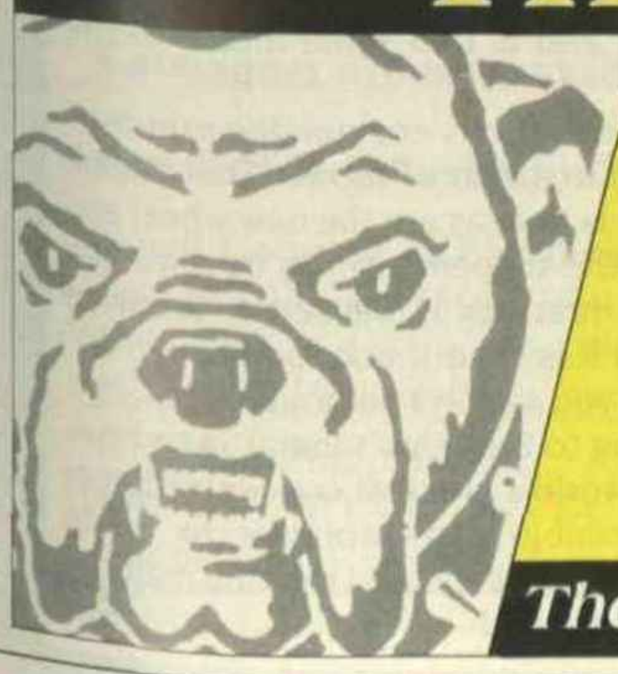
Turn-in is crisp, understeer is negligible and traction is excellent. There is little presence of dive and squat under acceleration and braking, or for that matter, roll on corners. As a motorway cruiser, the QX is just as impressive – supple and quiet.

For a little over £18,000, Nissan can be justifiably proud of the QX. Dynamically, it should rocket the company's profile in this market sector, even if its looks hardly boost its appeal. **R R B**

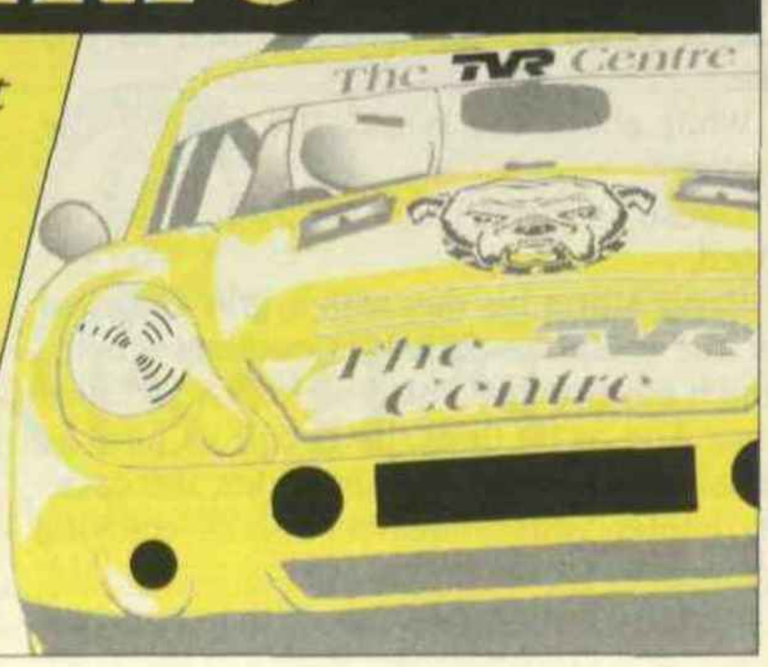
the QX. It is far more spacious than the Maxima it replaces, and the cabin is easy on the eye, well equipped with safety features but rather ordinary, and unnecessarily laden with laquered wood. As with all Japanese cars these days, it is comfortable with good vision and clear instruments, light controls and supportive seats offering a great driving position.

We drove the 2.0SE which almost floored us with the power, smoothness and flexibility of the little gem of a V6 – just as Nissan had predicted. We haven't yet driven the equivalent Omega or the Scorpio, but we cannot see either's engine offering anything like a serious challenge in refinement, low-down gutsiness or revvability. The QX feels faster than Nissan's claims of about 11 sec to 60mph, and 125mph. The surprises don't stop there. Amazingly enough, for a Japanese car and especially for a Nissan, it has very communicative steering and it also handles well. One's perception shrinks the size of the lithe, taut chassis

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power in the 145's body isn't going to give performance lovers a sharp intake of breath. The 145 1.7 16v's 0-60mph in a feeble 9.5 secs is hardly cutting-edge stuff, and the 124mph maximum is average.

Some efforts to dispel Alfa's old idiosyncracies are more successful than others. Inside, the 145 retains an Alfa feel, yet is ergonomically more considered, with no surprises in, for instance, switch location. More surprisingly, the driving position is almost, but not quite, good — it still errs towards the long-armed. The dash on the passenger side is scalloped away to such an extent as to be disconcerting, not to mention wasteful of storage space which isn't hugely abundant in any case.

The 145's cabin is a spacious and pleasant enough environment for sitting in, but for driving it's a different matter. Both power steering and gearbox are vague, the latter irritatingly so, and though the brakes are good, the pedal travel completely prevents heeling and toeing. Driving quickly *is* enjoyable under some circumstances, but one definitely needs to be in the mood.

Handling of the 145 is similar to the cars on whose chassis it is based. Plenty of understeer, but at least the responsiveness of the Boxer engine combined with average grip allows the car to be balanced on the throttle on open bends. Traction out of slow corners is sadly lacking, and the suspension combination (front MacPherson struts and rear trailing arms) could be more effective. The ride could be more supple over uneven surfaces considering the handling isn't as sporting as it ought to be. In other words, the 145 still feels a little old fashioned and unsorted.

However, there are enough plus points about the 145 to keep customer interest up. Let's hope the forthcoming and much-praised Spider and GTV consolidate Alfa's road to recovery. **R R B**

Fashion victim?

ARROWS F1 ESCORT





It had been a good two days for Massimiliano Papis. On the first of them, he received confirmation that he would be driving for Arrows in the British Grand Prix and, in all probability, for the rest of the season. Not unexpectedly, fulfilment of a lifelong ambition kick-starts a pretty good mood.

The first corollary of item one is to go to Ford Motorsport at Boreham, where he is given a simple brief: go and drive that Escort Cosworth as hard and fast as you like.

What about the tyres? The clutch? The brakes?

Doesn't matter. There is no abuse-limiter fitted.

Papis starts his day with a grin as broad as the bespoke 225/45 Goodyear Eagles which envelop the Persil-white 8 × 16 Enkei rims. And as he flogs the Escort as hard as he can, the smile becomes wider, the cackles louder. Massimiliano Papis is enjoying himself.

It's hard not to. The Cosworth in question is like no other you will have seen before, though that's not necessarily a recommendation. The Arrows F1 Escort is a limited edition. It will be made to order, and its creator – Brooklyn Motorsport – envisages that no more than 25 will actually be built.

Trick wheels and tyres apart, the external differences between the Arrows Escort and its family cousins are dramatic, if only because it is painted like an F1 Footwork, sponsors' names and all. It even comes with the customer's name stickered in the rear windows, in the modern saloon racing idiom.

As if drawing attention to yourself wasn't easy enough in an Escort Cosworth. . .

More usefully, Brooklyn has reprogrammed the engine management system with a chip that boosts power to around 265 bhp, around 40 more than is standard. The increase in power has done nothing to compromise the smooth delivery of the turbocharged four, once it is spinning beyond 2500 rpm; below that, there is still evidence of traditional Ford four-cylinder coarseness.

Mechanically, it is otherwise standard: fast, supple, manoeuvrable and, when pushed, a cauldron of understeer. Papis attempts to make the thing do a doughnut, but ends up heading straight for a neighbouring field, until simultaneous application of handbrake and right foot.

In addition to the aforementioned OTT cosmetics, the £27,499 package also incorporates a range of Sergio Tacchini sportswear and a 1/43 scale model of the car itself.

So, folly or serious engineering exercise? In truth, it's a bit of both. The engine conversion is fine, as are the new wheel and tyre units. The suspension may be reworked before the first car is delivered; Brooklyn agrees that it is set a touch too high.

The rest you can live without.

According to Brooklyn's initial sales forecasts, the world's greatest concentration of terminal exhibitionists appears to be in Japan, where it is expected that the majority of cars will be sold. **S A**

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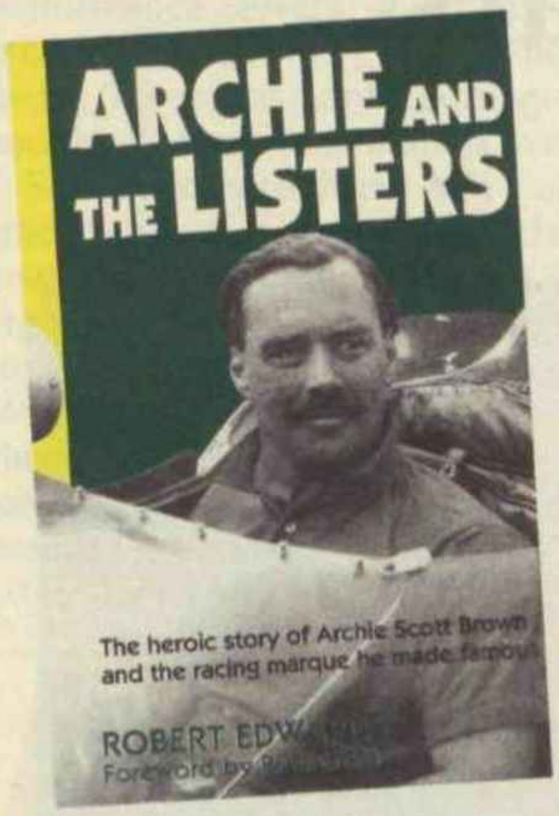
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Archie And The Listers, by Robert Edwards. PSL/Haynes, £17.99.

Among the countless racing-driver biographies, one that was missing until now was that about the remarkable Archie Scott Brown, who will be remembered for his place along with other "greats", not because he overcame disabilities which might have kept him out of motor-racing, but for his determined and highly successful career during the years 1951 to 1958. Anyone who saw Archie drive found him completely dedicated and convincing, so that one hardly gave a thought to his physical handicaps.

At last we have his story, very well told by Robert Edwards, who weaves into it the close association the Scottish driver had with Brian Lister (who contributes the Foreword) and his Lister racing-cars. The book carries the Lister story to the company's withdrawal from racing in July 1959, a decision influenced by Archie's fatal accident while leading the Belgian sportscar GP at Spa in May 1958, when his Lister-Jaguar came off the wet track.

So this is a double story, of a great driver and the fast Bristol- and Jaguar-engined sports/racing cars he drove, the Scot described as a man "with a film-star's looks, who was fiercely competitive, fun to be with, adored by everyone, and severely disabled".

The author has done a good job, starting with Scott Brown's father, and his marriage and later motor business involvements, running an agency for Lagonda, Alvis and Frazer Nash cars, and later for Standards. Bill Scott Brown went to Brooklands "as part of the Alvis team, partnering Philip Fotheringham-Parker", and his wife Jay is said to have had "several goes" in ladies' races.

How Archie was born deformed, because his mother had German measles at the time, and the good work of the celebrated surgeon Naughton Dunn to partially correct this is described in detail, quite rightly, because without such information Archie's fortitude and the wonderful manner in which he overcame these disabilities, even to prowess of a very high order in his chosen profession, would not be fully understood.

Naturally, the bulk of Edwards's book is about how Scott Brown performed on the circuits, starting with a TD MG, T35 Bugatti and Tojeiro-JAP, before graduating to the various Listers with which his following successes were achieved — all listed, along with Listers's competition record.

I used to watch Archie Scott Brown drive, and I admired him very much. So I am glad his story has at last been properly and fully told, with many good illustrations to recall vividly those great days in the 1950s. **W B**

David Coulthard, by Jim Dunn. PSL, £9.99.

David Coulthard? Good bloke. Jim Dunn? Sound writer, and knows his subject well. The biggest question, however, is why a Coulthard book has appeared *now*, halfway through a season in which he may win his first Grand Prix?

Published by PSL, this is interesting so far as it goes, if marred by a few captioning errors, but one feels the *real* story of David Coulthard is something which will requiring telling a few years hence. **S A**

Formula One GP Pocket Annual '95. Words on Sport, £4.99

There is a disclaimer on the inside front cover of this pocket guide which points out that it is "inevitable errors will creep in".

Trouble is, they haven't so much crept in as invaded, raped and pillaged about half the text. Some are purely typographical. Others appear a product of ignorance. You can accept Pedro 'Deniz' in the former category, but 'Jean-Paul' Belmondo, or the well-known 'Italian' Olivier Beretta? And the plural of Grand Prix is most certainly not Grand Prixs. . .

For less than a fiver, you get a sizeable quantity of useful statistics, but the volume of errors makes it less than wholly edifying.

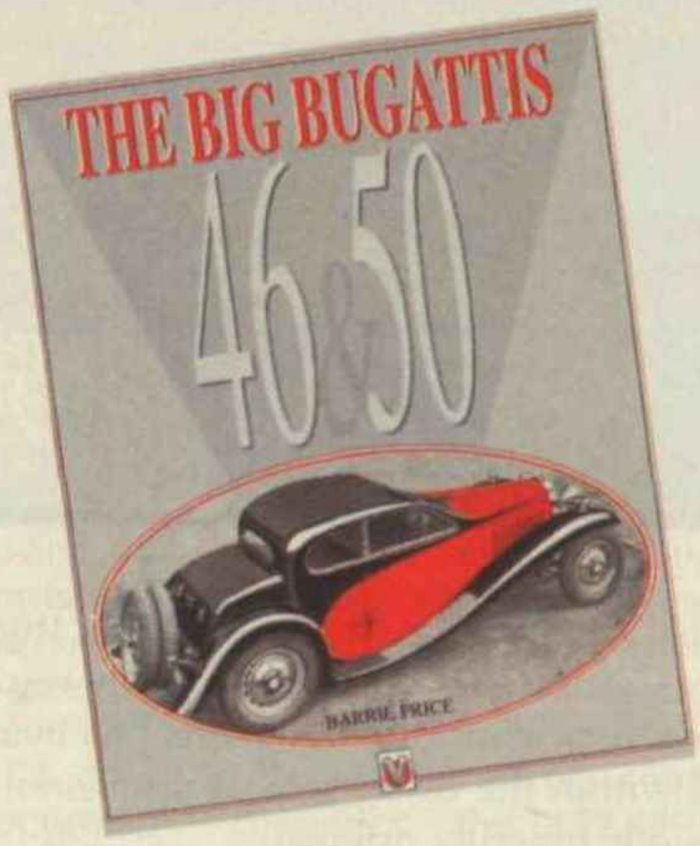
Backed by Reliant, it's cheap, and partially useful, but not terribly cheerful. And it has also appeared rather late in the day as a preview to the 1995 season.

The idea has potential, but the initial format needs a spring-clean. **S A**

The Guinness Guide to International Motor Racing, by Peter Higham. Guinness, £19.99.

Guinness has really taken the statistical bull by the horns. Last year it published the excellent Steve Small guide to anything that had ever happened to anybody in F1, and now this. Higham's weighty tome (just the 544 pages) has much World Championship information within, but also stretches to incorporate snippets of information about *all* drivers with international successes to their credit, no matter how infrequent they may have been. From Rauno Aaltonen (included on the strength of his 1966 Bathurst success) to Ricardo Zunino, via Midge Bosworth, Prince Dimitri Djordjadze and Yngve Rosqvist, there is an absolute mine of information about hundreds of characters, cherished and forgotten.

Add lists of national championship winners over the years (Belgian Touring Cars, Swedish F3. . . you name it, it's included) and you have what simply has to be the ultimate all-round reference manual. **S A**

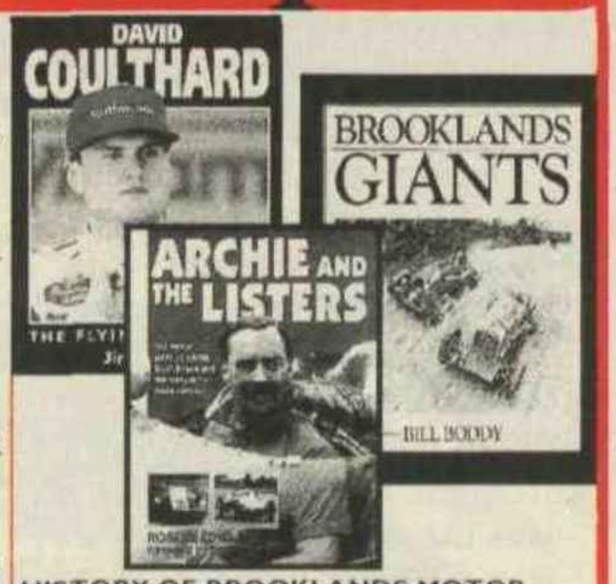


The Big Bugattis — 46 & 50, by Barrie Price. Veloce, £37.50 (Leather-bound, £150).

Another book about Bugattis but a rather special one. First, royalties go to help the Bugatti Trust. Secondly, it specialises only in the Types 46 and 50. The former was in production only during 1929/30 — a small edition of the legendary Royale if you like and said to be Ettore Bugatti's favourite — while the Type 50 was introduced in 1930 as a fast supercharged 4.9-litre luxury Bugatti, which was raced, with tragic results, at Le Mans in 1931.

Although fewer than 500 of both these types were built, never have so many pictures of them been assembled in one volume. Over 200 period photographs, in fact, augmented by reproductions of Bugatti promotional material and a 13-page Appendix of sales records. **W B**

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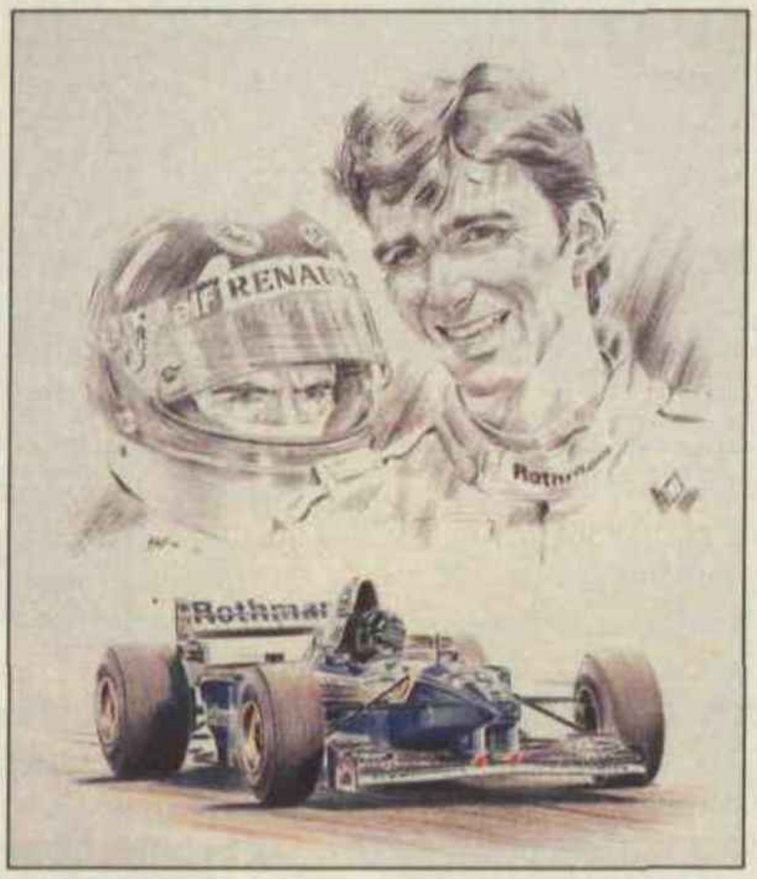
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Eye-witness

Sir,

As a driver in the 1955 Le Mans race, I read with great interest your description of the dramatic accident which happened in the second hour of the event. I was a first-row witness of the disaster, as when it happened I was waiting in the Aston Martin pit, ready to take over our car from Peter Collins.

No more than anyone else could I accurately follow what actually happened. But when, one year later, I became a member of the Jaguár team, "Lofty" England who, sadly, died two weeks before I wrote this letter, gave me a set of photos which make the cast of the accident and the preoccupations of the drivers involved quite clear. The photos are enlargements made from an 8mm film taken by a spectator who, quite by chance, recorded the happenings and was actually wounded by debris from Pierre Levegh's Mercedes.

The series begins as Mike Hawthorn's Jaguar overtakes Lance Macklin's Austin Healey, with Levegh's Mercedes in the background and Fangio's Mercedes coming up behind having made up a lap on Levegh. The sequence shows how, after having overtaken the Austin-Healey, the Jaguar moves to the right in view of stopping at its pit and how Macklin moves to the left to avoid bumping into the Jaguar, and how Levegh, coming up fast from behind the Austin-Healey apparently does not anticipate what is going to happen and fails to move to the left himself until it is too late, hits the long, sloping tail of the Healey which acts as a ramp and literally takes off.

While there is no doubt that Hawthorn's move triggered the disaster, it must be born in mind that he was a very experienced and competent driver and I do not think that he would have made a move creating an obviously dangerous situation. He surely expected Macklin who was also a very competent driver, to understand his move and to repass him, as he was taking to the pit lane.

What probably happened is that Macklin did not recognise early enough that Hawthorn moved to the right and braked. But there was a good reason for Macklin not to notice. For him the much faster Jaguar was past and away, and *his* concern was the two Mercedes coming up behind him. It was important to him because normally he would have moved to the left to enter the Dunlop curve under optimal conditions, and most probably, after the Jaguar had passed him, Macklin was looking to his mirror to decide whether he should give way to Levegh, or had time to take his proper line. Under all normal circumstances, it was the right thing to do. Only, while he watched what was happening behind, he did not notice that the Jaguar had slowed, and when he looked forward again, he was right up the Jaguar's tail and had to swerve to the left to avoid hitting it. That this was a panic move is shown by the fact that the Healey swerved wider towards the middle of the road than was actually necessary.

While all this was happening, Levegh apparently did not take any avoiding action and continued on his set line. Most probably he was also concerned about what was happening behind him. He certainly did not want to get in the way of his team mate who was chasing the Jaguar, and he also looked more to his mirror than to the road: when he took his eyes back to the road, it was too late, even if it seems that there would still have been enough space for the Mercedes to be driven between the Austin-Healey and the protections on the trackside.

From this analysis, we can come to the conclusion that even though Mike Hawthorn's pitstop certainly triggered the accident, none of the three drivers involved is really to blame: Hawthorn certainly expected Macklin to react normally to his manoeuvre; Macklin logically considered that once it had gone past, the Jaguar was no more of concern to him and concentrated on not getting in the way of Levegh's Mercedes. And Levegh was more concerned with not baulking Fangio than with the proceedings ahead of him. The only blame he might take is not to have anticipated earlier what was going to happen in front of him.

None of the photos can confirm the legend that Pierre Levegh (his real name being Bouillin (not Bouillon) raised his arm to warn Fangio of the danger.

After the accident, Stuttgart ordered the Mercedes team to be withdrawn from the race. I think this was the right decision, as it was a Mercedes that had killed 89 persons. . . and the war was still in everyone's mind. "Lofty" decided to continue racing. Immediately after the accident, rumours went around that Hawthorn was to blame for it. Lofty did not think that his driver had been at fault, and withdrawing the team would have looked like an admission of his and Jaguar's responsibility before any inquest had been done. I think he also took the right move.

Further to the article, I would like to point out that in 1956, the Le Mans regulations specified a capacity of 2.5 litres, not 2 litres, for non-production sports cars.

I have been taking MOTOR SPORT for fully 60 years now, and the reprint of Denis Jenkinson's Mille Miglia story was a splendid surprise.

Paul Frère,
Vence, France.

More Please

Sir,

As a participant in the stunning Goodwood Festival of Speed (500cc Manx Norton), and enjoying a truly wonderful time, my congratulations and grateful thanks go to Lord March for having the tremendous enthusiasm and ability to make it all happen in such an outstanding fashion. Everything was magical, including the weather. Roll on 1996!

Malcolm Clube,
Kensington, London.

Red Face Dept

Sir,

The article on Mclaren's victory in the Le Mans 24hr race in your July edition claimed that no manufaturer has come anywhere near crowning the Porsche 956 achievement of a 1-2-3 result at Le Mans. May I suggest that this crown already sits on a pretender, as I refer you to the 1929 Bentley result: 1-2-3-4.

Barry Batagol,
Melbourne, Australia.

Lost Property

Sir,

On a weekend before Christmas an overseas customer left something of value in our shop "MOTOR BOOKS", and we would like to return it to them. If whoever left the item behind will write to me with an accurate description of it, the date it was left and the title of the books or videos they purchased at the time I will be delighted to return it to them.

We have tried other avenues but have so far met with no response. I am hopeful this will produce a response, as just about every one of our customers from overseas appear to read one or more of the British magazines.

Les Paul,
MOTOR BOOKS, 33 St Martins Ct, London WC2N 4AL.

Out of Hand

Sir,

For quite a few years I have enjoyed receiving MOTOR SPORT in whatever country I happen to be living in. Most of these countries have had some form of motorsport, and without exception all have their own classic-car markets.

Having watched the latter for some time now, I am prompted by your March 1995 issue to ask whether it isn't all getting out of hand in England? For example, a Mercedes with "recent completion of £22,000 restoration" — for sale at £7450. Or an E-type with a £80,000 restoration for sale at £39,995.

Am I missing something, or are there people who for the good of the industry are prepared to invest sums of money in old vehicles that are totally out of proportion to the value of the car? I can appreciate that restoration may be challenging, stimulating or fun, but to a New Zealand farmer no matter how cheaply I buy an E-type, if I go ahead and spend £80,000 on it and then offer it for sale at £39,995 it is hardly good business practice, is it?

J P Meades,
Cambridge, NZ.



858 Roberto Mieres
Argentina's forgotten racer



862 Goodwood Festival of Speed

866 Ford F3L



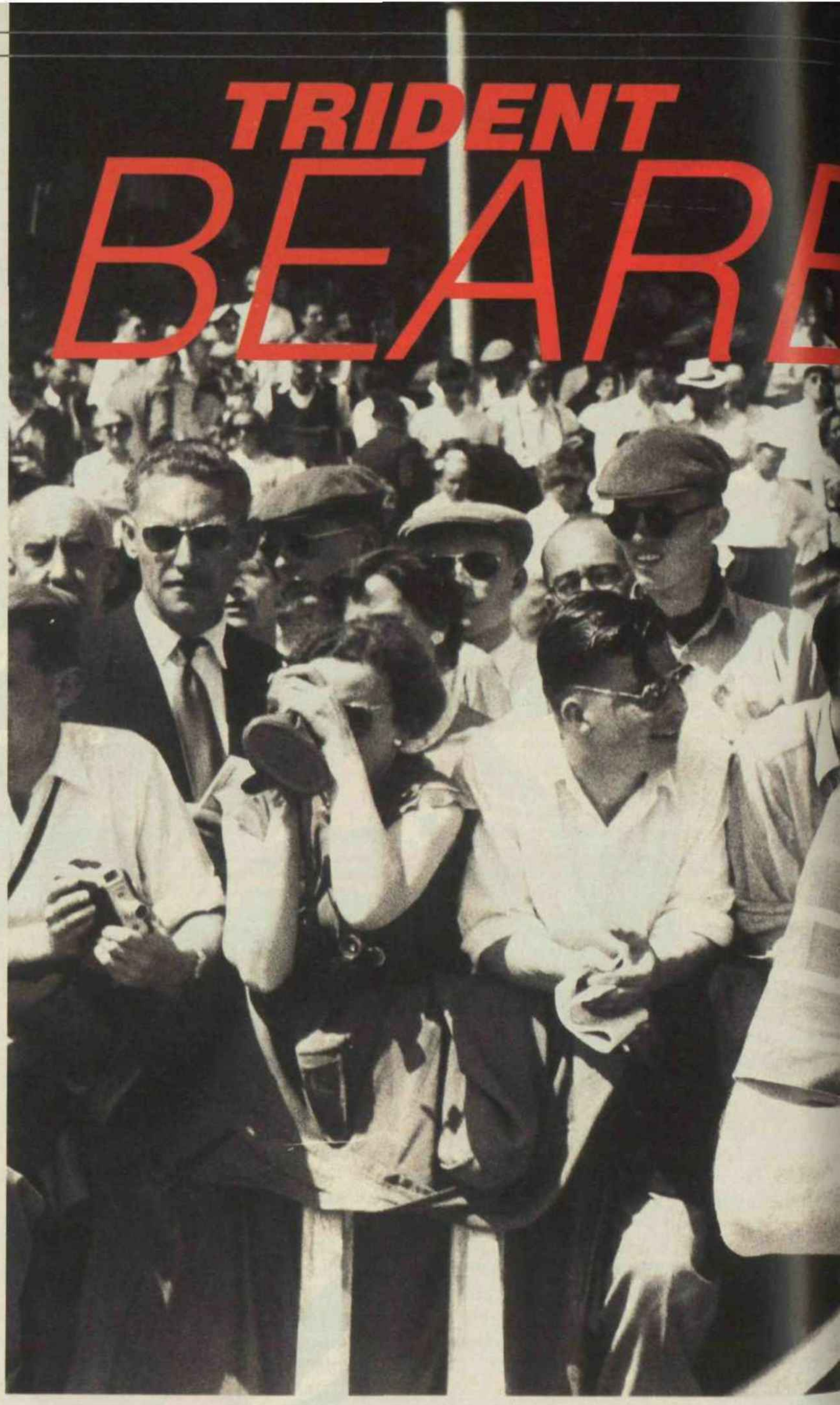
874 Lagonda V12
WO Bentley's Rolls-Royce challenger



880 Veteran to Classic

ROBERTO MIERES

TRIDENT BEARER



From time to time a wave of drivers breaks on the motor-racing scene from one place. In the early 1950s, no-one suspected South America of hiding so much talent. . .

Everyone knows that Juan Manuel Fangio came to Europe as an unknown driver from Argentina, shocked the motor racing establishment by winning a number of Grands Prix in his first European season, and stayed to win five world championship titles.

Most enthusiasts also know that José Froilan Gonzalez, the man whose Ferrari finally ended the unbeaten run of Alfa Romeo Grand Prix successes in 1951, was a compatriot. Onofre Marimón, the Maserati works driver who was killed practising for the German Grand Prix in 1954, was another.

But there were other Argentinian drivers who journeyed to Europe at the same time. One was Roberto Mieres, and this is his story.

Fangio had made his name in the horrendous open-road races across South America before turning to the Argentinian circuits with American-engined 'specials' in the *Mecanica Nacional* class in the late 1940s. Benedicto Campos, his partner in that first 1949 European tour, had followed the same career path, as had Clemar Bucci, who had paved the way in Europe the previous year. Alfredo Pian, Gonzalez and Marimón, all of whom who raced in Europe under Fangio's wing in 1950 and 1951, also came from the hurly-burly of *Mecanica Nacional*.

But their extrovert contemporary "Bitito" Mieres had a different background. He started racing with an MG in 1948, at the age of 23, and before the end of that year had organised fellow gentleman sportscar owners in the Buenos Aires area into forming the Club de Automoviles Sport, which organised the first sportscar races in Argentina. At the wheel of pre-war Alfa Romeo and Bugatti cars, young Mieres became one of the fledgling club's most successful drivers.

In spite of Mieres's relative lack of experience, the Automovil Club Argentino arranged for him to join Fangio's 1950 European expedition. Although already an Alfa Romeo team driver, Fangio continued to act as manager of the Argentine team, from its base in the Italian town of Galliate.

"For the first race there was only one car for two drivers," Mieres recalls of the start of his European career. "Fangio took an uncompromising decision: whoever was the quicker in practice, Gonzalez or me, would drive the car in the race. Well, luckily I was quicker than Froilan and therefore drove the Maserati at Geneva, where I finished fourth."

There were not many more races for him that year, and none of world-championship status; his only other reasonably good finish was a sixth place at Aix-les-Bains.

Back home he clinched victory in the 1950 national sportscar championship, but had fallen out with those running the Argentine national team and did not return to Europe until 1953. In the interim he continued to compete in local sportscar events, with Alfa Romeo and Mercedes cars and one of the first XK120 Jaguars in Argentina.

He spent most of 1952 in the USA, which was not very productive from a racing career viewpoint. He did however meet the owner of the El Morocco nightclub, who owned a uniquely American device, an Offenhauser-powered Maserati. With this car Mieres won a minor event at Bridgehampton.

The following year the restless Mieres was back in Europe, and this time got the break every driver needs if his career is to progress. His buddy Harry Schell, the American-born but French-raised amateur GP driver, arranged a meeting in Paris with Amedée Gordini, who agreed that the Argentinian could join a number of French drivers in a test session in the nimble Gordini single-seaters. To the surprise of everyone else, Mieres established the fastest lap.

"I think M Gordini never considered it possible that none of the French drivers would be faster than me that day," he



explains, "but he kept his word and I drove for him that season".

His world championship debut came in the 1953 Dutch Grand Prix, where he qualified last and his race ended with transmission troubles. He did not fare much better in the French Grand Prix; his race lasted only four laps. But in the last race of the year, the Italian GP at Monza, he managed to finish in sixth place, behind his team-mate Maurice Trintignant. Perhaps lacking the sheer fire of his compatriots, Mieres was proving a very useful member of the struggling team.

The season had been better in non-Championship events: he won the F2 section of the Albi GP, finishing fourth overall behind three F1 cars, and was eighth at Bordeaux. He also had occasional sportscar drives for Gordini, taking a second at Roubaix and a third at Caen, though the Le Mans 24hrs, where he partnered Jean Behra, ended in retirement.

"The only other make I drove that year was a Ferrari, in which I finished sixth at Merano." The race was the inaugural Gran Premio Supercortemaggiore, the car a borrowed 2.7-litre Ferrari 225.

Amedée Gordini was known as *Le Sorcier*, because of the miracles he continually worked to keep his small and underfunded team going.

"I remember that the French Grand Prix used to be run a few hours after the end of the Reims 12hr sportscar race on the same track," said Mieres. "Gordini's funds were so limited that he had to unbolt the carburettors from his cars which had competed in the 12hr race, clean them (the Formula Two cars used a different mixture) and then equip the single-seaters with them

A year of promise: Mieres recalls the 1955 British GP at Aintree with especial relish. For a while only the duelling Mercedes of Moss and Fangio were ahead of his works Maserati 250F.

so as to have them ready for the Grand Prix."

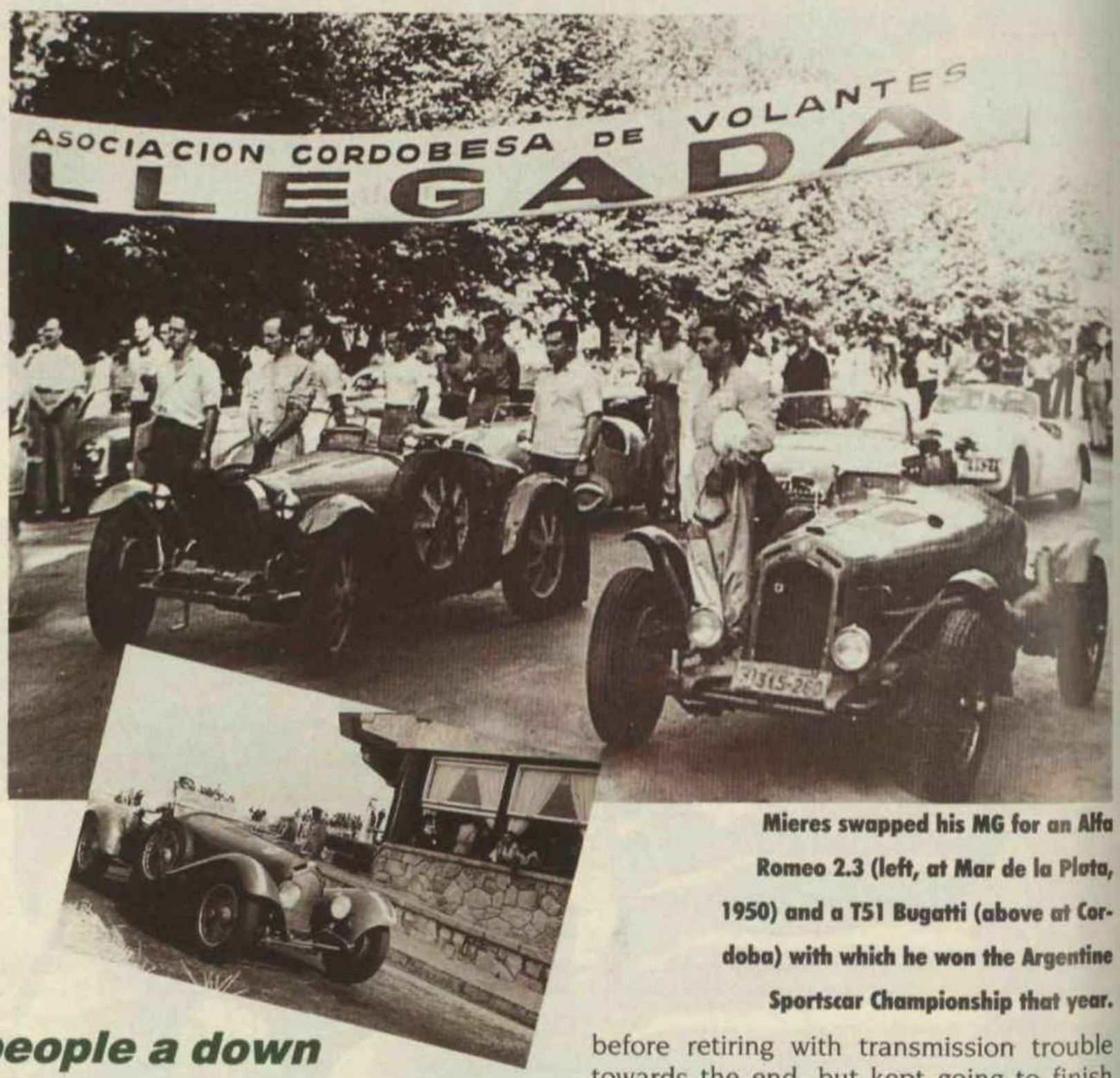
With new rules coming in for Grand Prix racing in 1954, Mieres realised that the Gordinis would be well outpaced, so he negotiated the purchase of a new Maserati 250F from the factory.

"The price of a 250F was well beyond my financial means, so I offered the Maserati people a down payment, and said I'd pay the balance with the prize-money I hoped to win during the season."

At the start of the season no 250Fs were available to customers, so Mieres, in common with others who had ordered new Maseratis, had to make do with an old F2 car upgraded with a 250F engine. He debuted this in the Argentine Temporada races at the beginning of the year and managed second place (and first Maserati) in the non-championship Buenos Aires Grand Prix.

"This result changed the whole picture for me. I spoke to the owners of Maserati and told them that this proved I could be part of the works team — and they agreed!"

That 1954 season brought his first victory in Europe, at Albi, albeit in a DB Monomille, a sort of French interpretation of Formula Three. The Maserati brought him third place at Pau, fourth in the International Trophy at



Mieres swapped his MG for an Alfa Romeo 2.3 (left, at Mar de la Plata, 1950) and a T51 Bugatti (above at Cordoba) with which he won the Argentine Sportscar Championship that year.

"I offered the Maserati people a down payment, and said I'd pay the balance with the prize-money I hoped to win during the season"

Silverstone, and sixth in the British GP. This last race underlined the influence that Argentina had on Fl racing at the time, for Mieres was the fourth Argentinian in the first six places, behind Gonzalez, Fangio and Marimón. It was during this year that he made it onto the front pages of one of the leading US newspapers.

"At the start of the Belgian Grand Prix we all accelerated away," he explains, "but, unfortunately for me, the mechanics had not closed my car's filler-cap properly and some fuel splashed onto the exhaust-pipe. In an instant the back of the car was on fire, so I steered it to a safe spot and jumped out. My back was badly burned, but what I didn't know was that someone had photographed the entire incident and then quickly sold the prints to a newspaper.

"Some time later the photographer thanked me for the incident and when I asked why, he told me he had practically been able to pay for a house in Switzerland with what he had been paid for the photos."

Production of the 250F model was slow, and Mieres was not able to take delivery of his until the German GP. But instead of being an occasion for celebration, the weekend was a trying one for Mieres, and also for his countrymen Fangio, Gonzalez and Bucci.

"Towards the end of qualifying, I compared my best time with that of the fastest Maserati, which was driven by Moss. He was about a quarter of a minute faster than me around the Nürburgring, but he had good knowledge of the circuit from previous races there, so I considered that there was no way I could reduce that deficit in one qualifying session. But Onofre Marimón, our team-leader, didn't like being slower than Moss, and before we knew it he had left the pits to try and better his time." Poor 'Pinocho', as Marimón was known to his friends, crashed heavily at one of the corners near Adenau and died shortly afterwards.

The season ended with Mieres taking fourth places in the Swiss and Spanish GPs with the 250F. He had also driven the third works Aston Martin DB3S in the Buenos Aires 1000km at the start of the year, but retired very early in the race.

He raced for Maserati again in 1955, mostly in Formula One.

"In the Argentine Grand Prix Fangio and I were the only two drivers not to have to stop because of the tremendous heat during the race. I was close to the lead at one stage but then had to stop at the pits because of a problem in the car's fuel pump, and this dropped me to fifth at the end of the race."

The European season started, as usual in those days, with several non-championship races, and Mieres did very well in these. At Turin he took a fine second place, behind Ascari's Lancia but ahead of the rest of the Lancia team, and was also third at both Pau and Bordeaux.

He then held fourth place at Monaco before retiring with transmission trouble towards the end, but kept going to finish fifth in the Belgian GP (sharing with Behra) and fourth in the Dutch.

"I preferred street layouts to the purpose-built autodromes," he recalls. "At places such as Pau and Monaco all of us had a good chance of being up front, and I remember those high kerbs being quite a challenge! At Spa-Francorchamps it was different of course — and also much faster. But if you were fast at Spa you really knew you could drive a racing car."

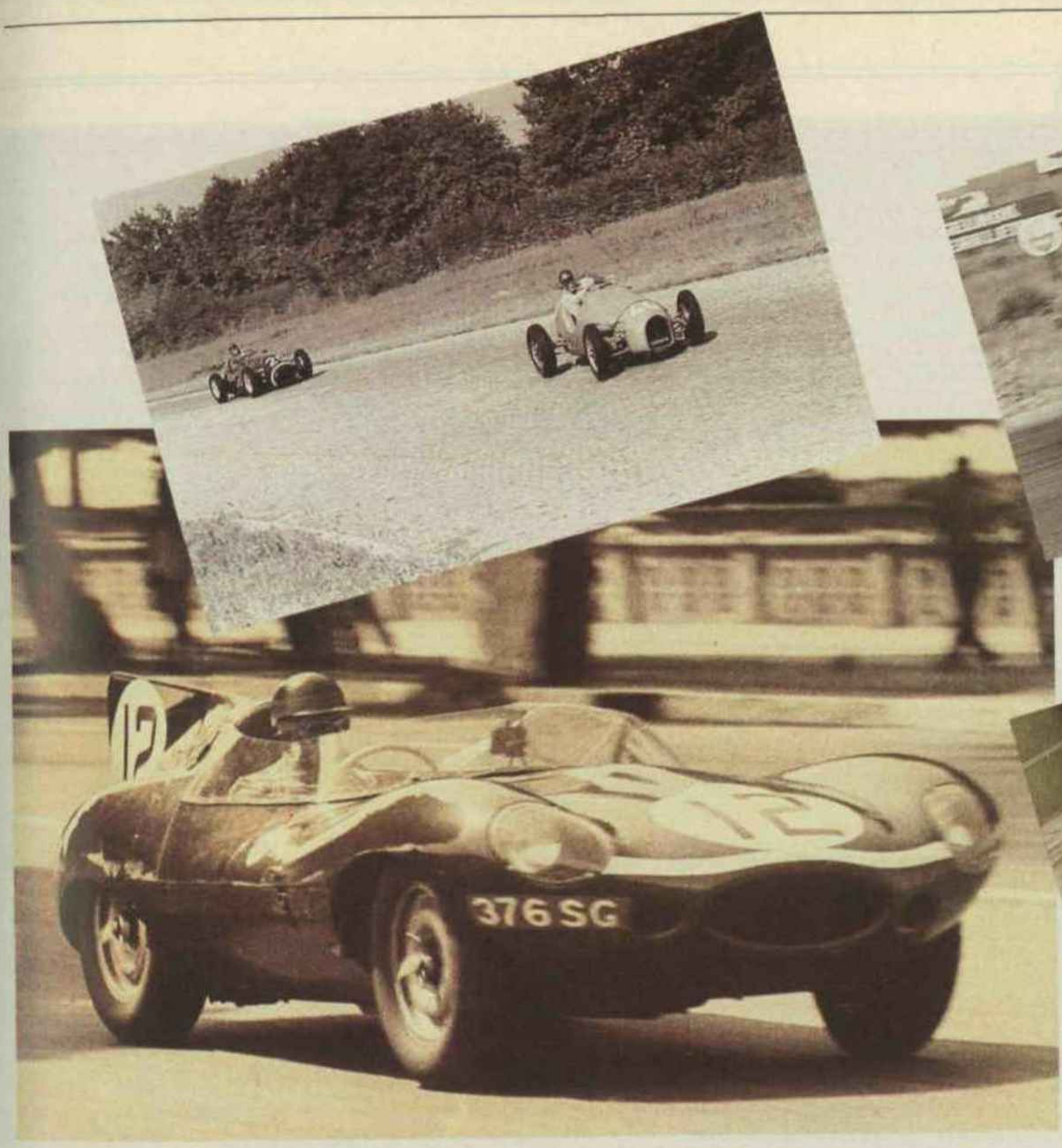
A 1955 Grand Prix he remembers particularly well is the British round at Aintree.

"My mechanic could not cure a misfire with my car during qualifying, so we tried soft plugs for the race. This cured the misfire, and the car went very well. During the early stages I was surprised to find I could run in sixth place, behind the four Mercedes and my team-mate Behra." As the race wore on, he improved to third, behind the battling Mercedes duo of Fangio and Moss. Then the inevitable happened and the soft plugs caused a holed piston.

The last race of the season, the Italian GP at Monza, brought seventh place, and he was eighth in the final world championship standings for the year.

Mieres had been an eye-witness to that year's Le Mans disaster, in which so many spectators were killed when Levegh's 300SLR Mercedes-Benz cut a swathe through the crowd.

"I was entered to drive a 300S Maserati and for some reason or other its lighting system was giving trouble. Nobody seemed very worried about this, but I couldn't imagine how we'd get far into the night without the lights wearing out the battery. Quite frankly, the thought of having to





switch the lights off and trying to follow another car around that fast circuit in the dark was not to my liking.

"During one of the stops I was discussing the problem with my co-driver Perdisa when suddenly we saw a dark shadow shoot into the crowd in front of the pits. It was Levegh's Mercedes. My co-driver rapidly agreed with me that something had to be done about our car's lights!"

Mieres did not know it at the time, but when he returned to Argentina at the end of 1955 he had driven his last European race. He intended to take a year off to start a business, which would give his family something for the future. Having decided not to try for a place on the 1956 Maserati team he found himself without a drive in that year's Argentine Temporada, but instead competed in the famous Buenos Aires/Rio de Janeiro yacht race, sailing being one of many other sports in which he excelled. He spent the rest of the year establishing a car agency and getting it running satisfactorily.

He returned to the international motor racing scene in the 1957 Temporada, sharing an Ecurie Ecosse D-type Jaguar with Le Mans winner Ninian Sanderson in the Buenos Aires 1000km. They did well and finished fourth, behind the tremendous battle for the lead which Ferrari and Maserati waged for most of the race.

But that turned out to be the highlight of the year.

"When I arrived back in Italy at the beginning of 1957 I spoke with the Maserati people, but all they could offer me was some testing work. New drivers had appeared in Formula One." With hindsight, it had been a mistake not to race in Europe in 1956.

Roberto Mieres did make further appearances at international level. He was a member of the Porsche team in the 1958 Buenos Aires 1000km and, sharing with Edgar Barth, brought an RS1500 home to a class win and fifth place overall in 1959, and in 1960 he shared Porsche RSKs with his friend Pedro von Döry in the Sebring 12hr race, showing strongly before retiring both times. They stayed on in Florida after the 1959 race to run in the 1000km race marking the opening of the combined road circuit and speedway at Daytona, and won.

Mieres raced a Corvette-engined Ferrari single-seater in Argentina during 1961 and scored, amongst other successes, a brilliant win on the Parque Sarmiento circuit in Cordoba City, against Brazilian and Uruguayan opposition as well as the best of the Argentinian bunch.

He then turned to touring-car events with Volvos, proving his versatility by winning with 544 and 122 models in 1962 and 1963 in the mountainous gravel roads on which such events were still fought.

After that he finally gave the sport up, concentrating instead on yacht racing, in which pursuit he won a number of local and continental championships.

But in October 1990 the name of Roberto Mieres returned to motoring competition when he was invited to compete in the 'Mil Millas Sport', a sort of Argentine Mille Miglia for historic cars, organised by the Club de Automóviles Sport, the organisation he had founded back in 1948.

Now 70, Mieres remains bubbling with enthusiasm and projects. Remarried not long ago, he is a young-at-heart father of a little girl, and lives with his family in a comfortable new ranch-house near the seaside resort of Punta del Este in Uruguay. **A D T W/D G M**



Mieres' first Championship points came in Italy in 1953 (top left) with the struggling Gordini team. Top right, bare arms and crossed wrists in the factory 250F on the way to a solid fourth in the 1955 Dutch GP. D-type outing with Ninian Sanderson in Buenos Aires 1000 kms was highlight of '57 season. Back to Maserati for 1990: replica A6GCS in Mil Millas retro-run. Above, Mieres today aboard 1926 Vauxhall 28/60 with wife Patricia and daughter Florencia



March of Progress

Not one but two Eagle-Weslakes added their V12 howl to the excitement, Dan Gurney (right) relishing the experience. A highlight was the reunion of Moss, Jenks and SLR, inset top.

As the sunburnt crowds made their way home from Goodwood House on the Sunday evening, the Earl of March was able to reflect on another spectacularly successful Festival of Speed which had, once again, succeeded in assembling a peerless collection of historic and modern cars and bikes, together with an equally illustrious roll-call of drivers and riders to demonstrate the exhibits. In this third Festival, Lord March and his organising team had managed to attract an entry which eclipsed even the previous gatherings. With this year's theme of "Great Racing Battles", teams of cars had been invited with many from Europe and the USA not having been seen in the UK before. Such is the Earl's influence that the Mercedes and Porsche museums provided multiple entries, with other cars coming from the collections at Beaulieu, BMI Heritage, Donington, the Dutch National Motor Museum and from Miles Collier in Florida.

The eagerly awaited reappearance of the 1939 Tripoli GP-winning 1½-litre Mercedes W165 — built specifically for that race when the Italians decreed it was to be run to 'voiturette' rules in the mistaken belief that this would guarantee an Italian victory, and not run since — did not disappoint. Even though the immaculately rebuilt car failed to run cleanly following its long hibernation, it managed four ascents of the hill in the

Photography: Alan Cox



hands of museum director Max von Pein, John Surtees, and an enthusiastic Ron Dennis, and its exquisitely scaled-down appearance when seen alongside the W154 coupled with the heady acetone aroma of the fuel which hung in the air ensured it lived up to its star billing.

Possibly more emotional, however, was the reunion of Stirling Moss and Denis Jenkinson with the Mille Miglia-winning 300SLR Mercedes in a 40th anniversary tribute — the first time that the duo have appeared together in the actual car (chassis no 4) since that May Day in 1955. The years fell away as they installed themselves in the cockpit, complete with 'period' headgear and with Jenks holding the box containing his roll of 'pace notes', and didn't the crowd just love it! Moss had been determined not to let his recent motorcycle accident prevent his appearance, although an inflated swimming ring was packed behind the seat to allow a more comfortable seating position ("Jenks and I are going for a swim afterwards!"). In appreciation of his efforts, Moss received the 'Driver of the Day' award.

The presence of 'Sixties American heroes Dan Gurney and 1961 World Champion Phil Hill was another major draw, and both found themselves the constant subjects of autograph hunters and enthusiasts keen to relive their own personal recollections, with Dan in particular always holding a special place in the hearts of British racegoers. Both were effusive in their praise, Hill saying, "I've been to just about every motor racing meeting there is, and the Festival of Speed has to be just about the best there is". In common with all the 'anciens pilotes' present they gave generously of their time in answering questions and posing for photographs. Gurney was reunited with the pair of surviving V12 Eagle-Weslakes, now owned by Miles Collier, and, after pitching in with

"Although serious competition is not the raison d'être of the festival, most drivers were keen to better their times with each run"

the mechanics to sort out a sticking throttle assembly, relished his runs in the '1967 Dutch GP' class, which saw him ranked against Tony Merrick in the National Motor Museum's Lotus 49 and Mike Burtt's fabulous H16 BRM 'lightweight'.

Hill was difficult to prise from Hayashi's 1960 Ferrari 246 Dino replica, similar to the car in which he won the 1960 Italian GP, and was part of an emotional scene on Friday afternoon when the cover was lifted off Chris Rea's replica of the 1961 'sharknose' Ferrari 156, which has been built by Paul Harvey for Rea's forthcoming film on the life of 'Taffy' von Trips. The general concensus appeared to be that there is a place for high-quality replicas of this type, particularly where none of the genuine cars are thought to survive, and this particular example didn't look at all out of place.

Although serious competition is not the *raison d'être* of the Festival, with a large number of cars being entered only for demonstrations for which no times were published, most drivers were keen to better their times with each run and as last year, when Martin Brundle's final run time with the McLaren MP4/9 of 47.80 seconds left the crowd entranced, they were similarly impressed when Jonathan Palmer blasted up the resurfaced hill to stop the clock with a stunning 46.06 second ascent in the six-wheeled Williams FWO8D, 4.76 seconds quicker than he managed last year with the

same car.

Other impressive performances came from Robin Lodge with both Maserati 4CM and Ferrari Dino 246, showing impressive starting technique, Paul Grist who was rewarded with competition success for his Alfa Tipo 8C-35, and Jonathan Baker who muscled his Lola T70MkIIIB up the hill in 51.51 seconds. John Harper and Burkhard von Schenk won two classes apiece (with Vanwall and Tasman Brabham BT4, and Alfa Romeo 8C-2900 and Porsche RS60/61 respectively) whilst even a persistent misfire in Evert Louwman's 1957 Le Mans-winning 'D' Type Jaguar couldn't prevent Robert Brooks from taking a hat-trick of class wins — other victories coming with Ferrari 750 Monza and Maserati 8cm.

Other highlights of the weekend included a sensational gathering of superbly presented Ferrari sports-prototypes from the USA in the shape of Tony Wang's 1963 330P (third at Le Mans), Peter Sachs' 1965 NART 365P2 and Paul Pappalardo's 1966 330P3 evoking memories of Bandini, Scarfiotti, Vaccarella, Parkes and Rodriguez, while the awesome factory Porsche 917/30, driven by Derek Bell, recalled Mark Donohue's 1973 Can-Am campaign — sadly the confines of the course didn't allow it to demonstrate its 1100bhp to best effect!

A fine array of Aston Martins and Lagon-



Finburgh's 917K was one of a trio of the Porsche monsters, above. With no "shark-nose" Ferraris left, excellent replica was welcomed; five DBR1s featured in Aston/Lagonda display, including '59 Le Mans winner, below right, with Salvadori and Brooks aboard. Ron Dennis lights up Tripoli Merc, bottom left; John Surtees in 154 behind, and (bottom right) astride Vincent.











"It is no surprise that upwards of 60,000 spectators want a part of the action"

das were displayed around the circular drive to the front of Goodwood House — with Segrave's 1929 LSR 'Golden Arrow' forming a centrepiece — to celebrate 80 years of the marque and 60 years of AMOC, and included just about every celebrated racing Aston in existence.

Proceedings had kicked off on Friday afternoon at Brooks' auction with two of the principal lots (a 1959 Birdcage Maserati T61 at £241,500 and an ex-Hill BRM P261 at £213,900) going to join Vijay Mallya's collection, while MOTOR SPORT's 1970 'E' Type, used by Jenks when he was Continental Correspondent, was sold to a Belgian buyer for £21,850. Aside from the events on the hill, numerous other activities and displays vied for attention including the Red Arrows and a Spitfire display. The Cartier 'Style et Luxe' concours boasted a 'definitive collection of 42 exceptional automobiles' with the accent on originality, and a panel of judges which ranged from McLaren designer Gordon Murray to singer Bryan Ferry. Opposite this enclosure was found the McLaren Fl display, featuring six road cars and the cars which had finished first and third at Le Mans the previous weekend, the winning car, complete with Sarthe grime, finding time to take in a number of runs up the hill. A popular innovation with the crowd was the Ford Rally Special Stage, with a number of Historic Rally specialists pitted against a sprinkling of star names from rallying's past such as Erik Carlsson (Saab 96), Roger Clark (1976 MKII Escort) and Gunnar Palm (1995 London-Mexico Escort). Overall victory went to Adam Crowton in Peter Joy's Triumph TR7 V8.

The other main competition, decided over the two days, was the Mulberry Challenge Trophy, to seek out the fastest all-round sporting car. This involved a pursuit sprint at the circuit, auto test, hillclimb and wheel-changing, with a field of cars ranging from 1933 Alfa Monza to 1995 McLaren Fl, from which the Totnes Motor Museum's 1937 Talbot of Richard and Trisha Pilkington emerged victorious. If points were awarded for entertainment value, Stefan Roser would have cleaned up for his style at the wheel of the outrageous Ruf CTR — a Porsche 911 derivative with twin turbos, which has been timed at 211mph — both in the sprint and on the hill. Sadly he spun off on his second practice run, sustaining minor damage.

In addition to handling the Mercedes 154 and 165, John Surtees organised a demonstration class of racing motorcycles of the '50s and '60s, many entries coming from his own collection, with riders of the calibre of Sammy Miller, Derek Minter, Arthur Wheeler, Tommy Robb, Stuart Graham and Chas Mortimer joining Surtees on the hill. Only one Japanese interloper (a 1961 125cc Honda) was to be seen amongst the MVs, Manx Nortons, Gileras and Velocettes.

There can be no doubt that Lord March has found a magic formula where owners are prepared to allow rare cars to be driven in public, but without the pressure of out-and-out competition, and without the risks inherent in racing. Ally that to a garden-party atmosphere with unfettered access to cars and drivers, and it is no surprise that upwards of 60,000 spectators want a part of the action. **ASDC**

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Richard Wheatland



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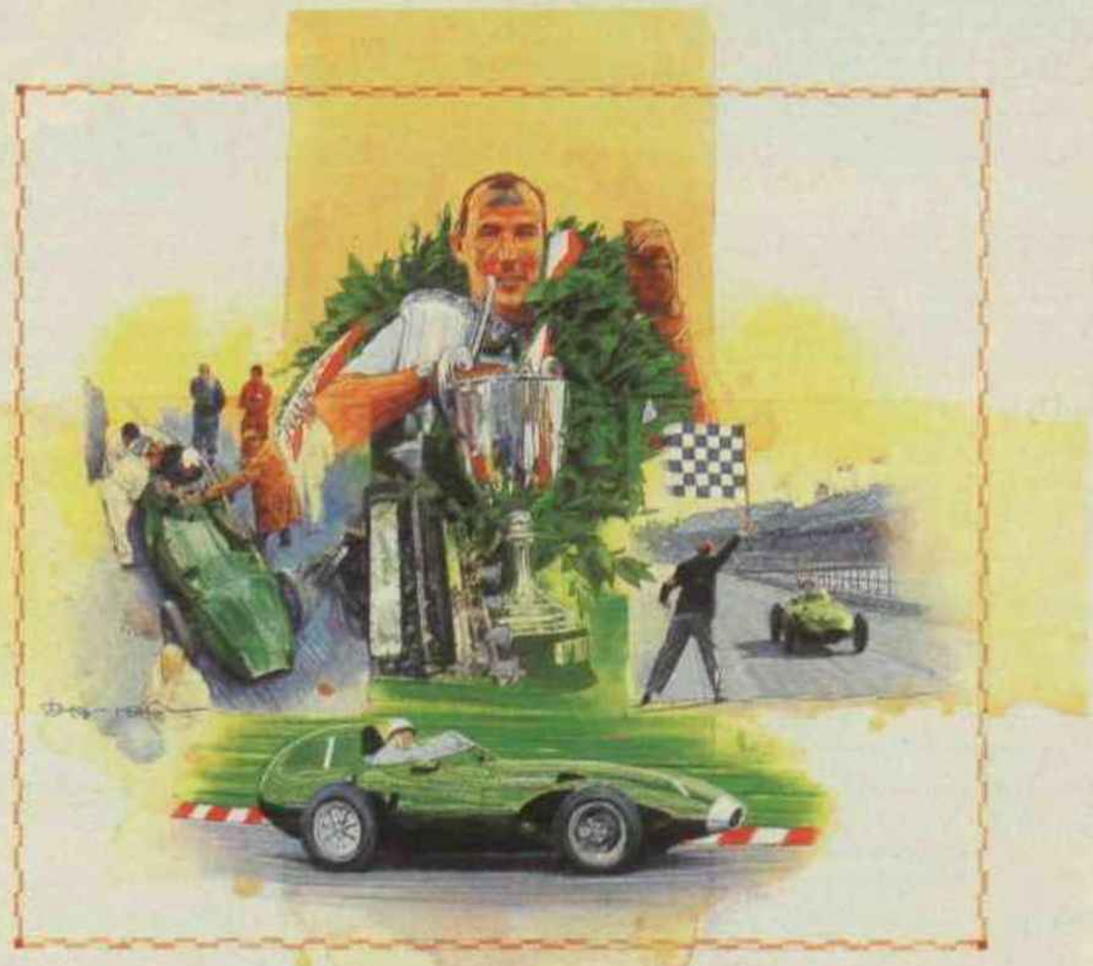
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TO F3L AND BACK



It had the best engine, a proven design team, prime drivers, Ford's blessing, and it looked sensational. How could the F3L fail?

To preface this article with some anecdote or little-known historical fact would be to miss the crux of the Ford F3L. Twenty-seven years ago, the mechanics at the Byfleet-based Alan Mann Racing Limited wheeled out, by my way of thinking, the most beautiful racing car to be built on these shores. An automotive Rita Hayworth from those all-aggression, long-eared spinners, surely Boadicea-inspired, to the schoolboy's daydream doodle, aluminium body.

Initially free of spoilers, bibs, dams and flaps, and punctuated only by a clutch of NACA ducts, this long-tailed, lowline machine (just 35 inches to the top of the windscreen) looked all set to gobble up the Mulsanne Straight on its way to a comfortable Le Mans victory.

And if it looks right. . .

Not so.

But wasn't this the surefire brainchild of Alan Mann, Ford's highly professional collector of innumerable victories, and Len Bailey, the former right-hand man to John







"The plain fact of the matter is that the F3L never finished a race in its fractious 12-month career. It was underfunded, barely tested, and perhaps fatally flawed in design"

Wyer in the latter's ultra-successful GT40 outfit? *And* wasn't it fitted with the Ford Cosworth DFV, clearly the best racing engine of its day? *And* wasn't it given the green light by Walter Hayes, Ford's picker-of-brains extraordinaire, the man with the motorsport golden touch?

And yet, and yet. . .

The plain fact of the matter is that the F3L (shorthand for Ford three-litre) never finished a race in its fractious 12-month career. It was underfunded, barely tested, and perhaps fatally flawed in design. A car so inextricably linked with tragedy that it bordered on the macabre. Even the unsuperstitious Mann was driven to run a band-saw through one of them. An exorcism?

Hayes had his doubts about it from the start: "I really went against my better judgement in some ways," he says now. "Initially, I suspect, I did it because Alan wanted to do it and I felt we owed him something. We had just come through that very great Le Mans period, and one of the people who'd been very important to us in this, and in lots of other things, was Alan Mann. He's not talked about much in motorsport circles, but he's a considerable bloke. He was a quite brilliant team manager.

"But the one thing I do know about long-distance sports car racing is that it costs a huge amount of money because you need to do an enormous amount of testing and development. But the F3L was a very small project to begin with and, indeed, the initial investment was only £15,000."

But Hayes was persuaded, perhaps by the scale-model Bailey showed him. It's a truly beguiling shape.

Keith Duckworth's superb DFV was the carrot for the programme. The *AC de l'Ouest* had restricted Prototypes to three litres for its 1968 Le Mans, thus ending the reign of Ford's fantastic seven-litre J-cars. And for Mann, to build a small, lightweight car, fitted with the compact 400bhp V8, was a completely logical step. After all, Jacky Ickx had told Hayes that he could still win at La Sarthe in a GT40, which by now Mann fondly listed as being a "well-developed tank".

Cosworth was not keen, however, with Duckworth insisting that his creation was a Formula One engine first and last. But with Hayes' blessing — it was his name on the bottom of the £100,000 cheque that had funded the DFV's build and development, after all — the F3L was to be Cosworth-powered

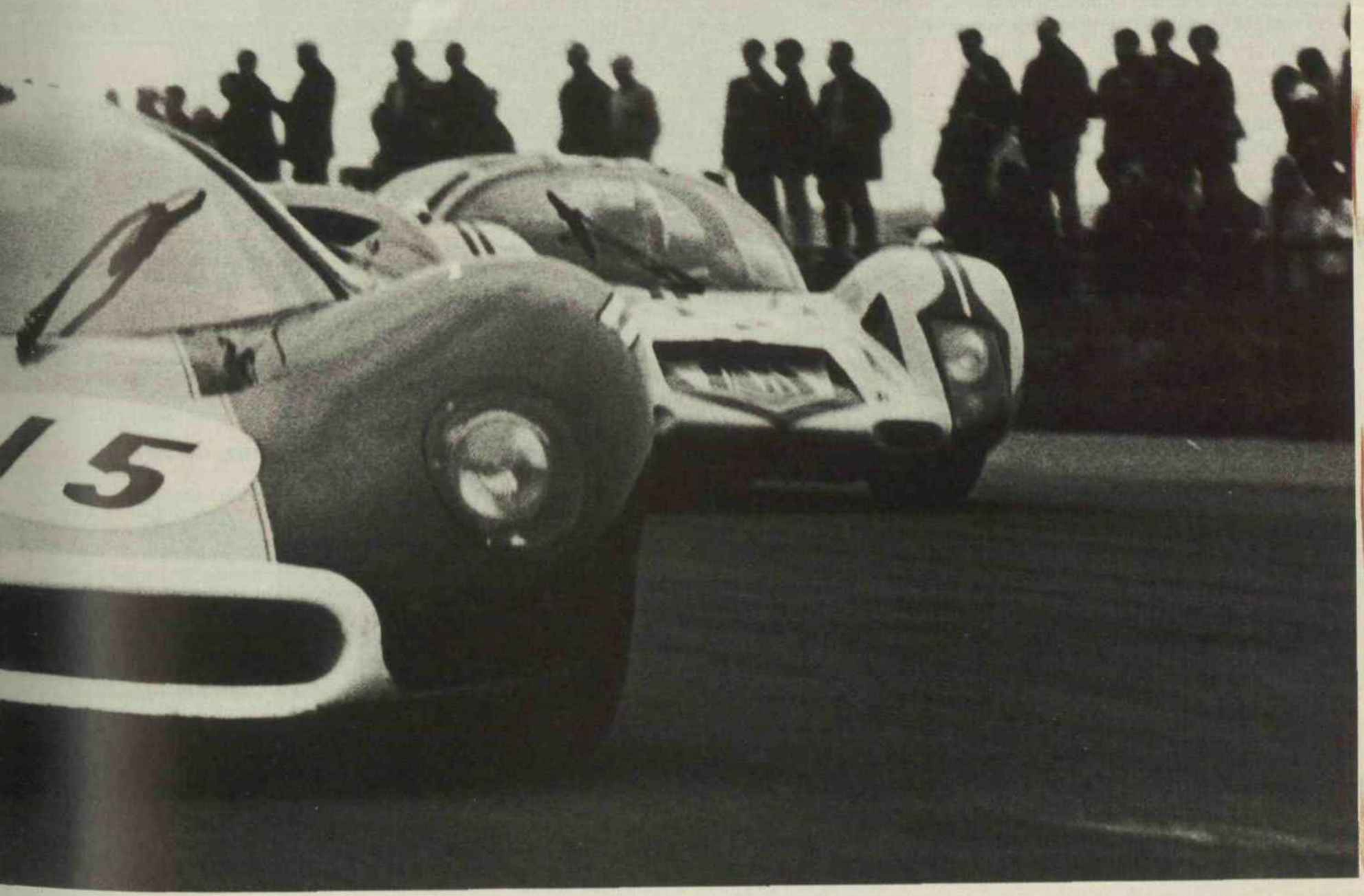
But how to fit it? Colin Chapman's ground-breaking Lotus 49 had already used the engine as a stressed member. Mann: "The Achilles' heel of the F3L was that we did not bolt the engine onto the bulkhead *à la* Formula One, and hang the rear suspension off the other end. We built the monocoque up around the side of the engine. It all got terribly crowded and it was a bastard to work on. It wouldn't be a problem today because you'd have enough confidence to stress the extra weight."

But it wasn't just the access into the bay that was a problem — it was access to an engine full stop.









"The testing was almost non-existent because we didn't have the bloody engines. I'd never done as little testing with a car." Mann emits a measured 'ha-ha-ha' that suggests this state of affairs has only became 'funny' as time gradually distances him from the project. "To be fair to Keith Duckworth, he had his mind on Formula One and, in those days, he was never really interested in sports cars. But he got deeply embarrassed at the first race [the 1968 BOAC 500 at Brands Hatch] because we had to go to a long-distance race with just two engines, and that we had to scratch a car because we didn't have a spare."

Duckworth worked on the damaged engine himself, but in spite of this hands-on approach and the last-minute offer of a spare Lotus engine, Mann is still unsure whether Cosworth couldn't, or wouldn't supply him with engines.

He *is* sure, however, that Colin Chapman was deliberately unhelpful. . .

The car's debut was to be fanfared by the presence of Lotus pairing Jimmy Clark and Graham Hill. Mann had flown over to Paris and asked the Scot, who had become 'UK non-resident' that year, if his schedule, and limited days allowed back home because of his new tax status, would allow him to race at the Kent circuit.

"He could either make the first or second day of practice, and do the race. He'd let Graham do the testing. He was very happy with that arrangement. But I made a slight error," reveals Mann. "I happened to be at a BARC dinner and I was seated next to Colin Chapman. I said thanks for letting us run them [Clark and Hill] at Brands, and that it would be a great help. But in between that and the race, Graham rang me up and said, 'I've just got a new Team Lotus schedule and they've added an extra F2 race [at Hockenheim] to it.' He said, 'I don't think this is an accident, are you going to make any waves?'

He didn't. But was it sheer bloody-mindedness on Chapman's part?

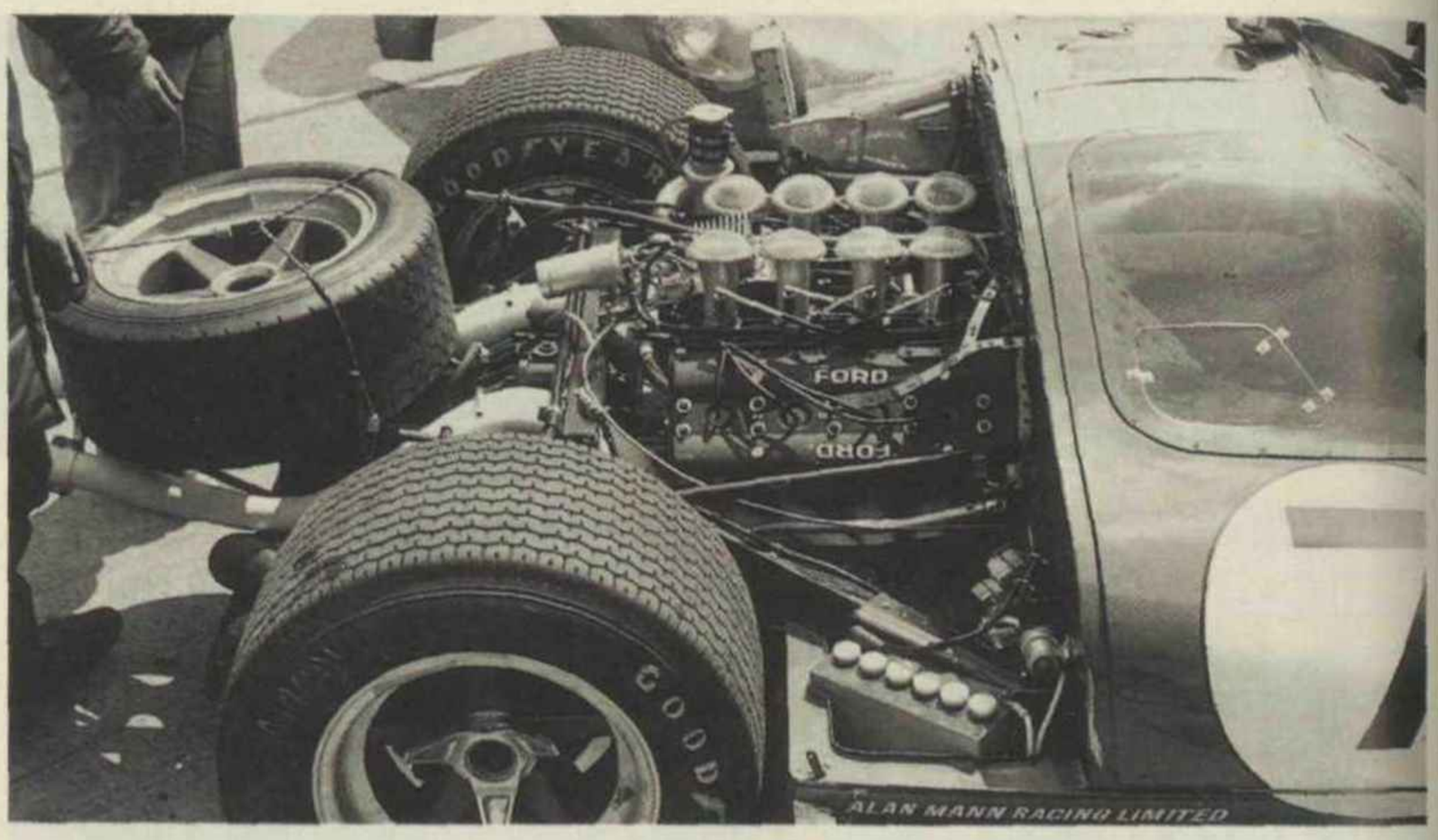
"Absolutely no question about it," affirms Mann. "Graham was pissed-off because

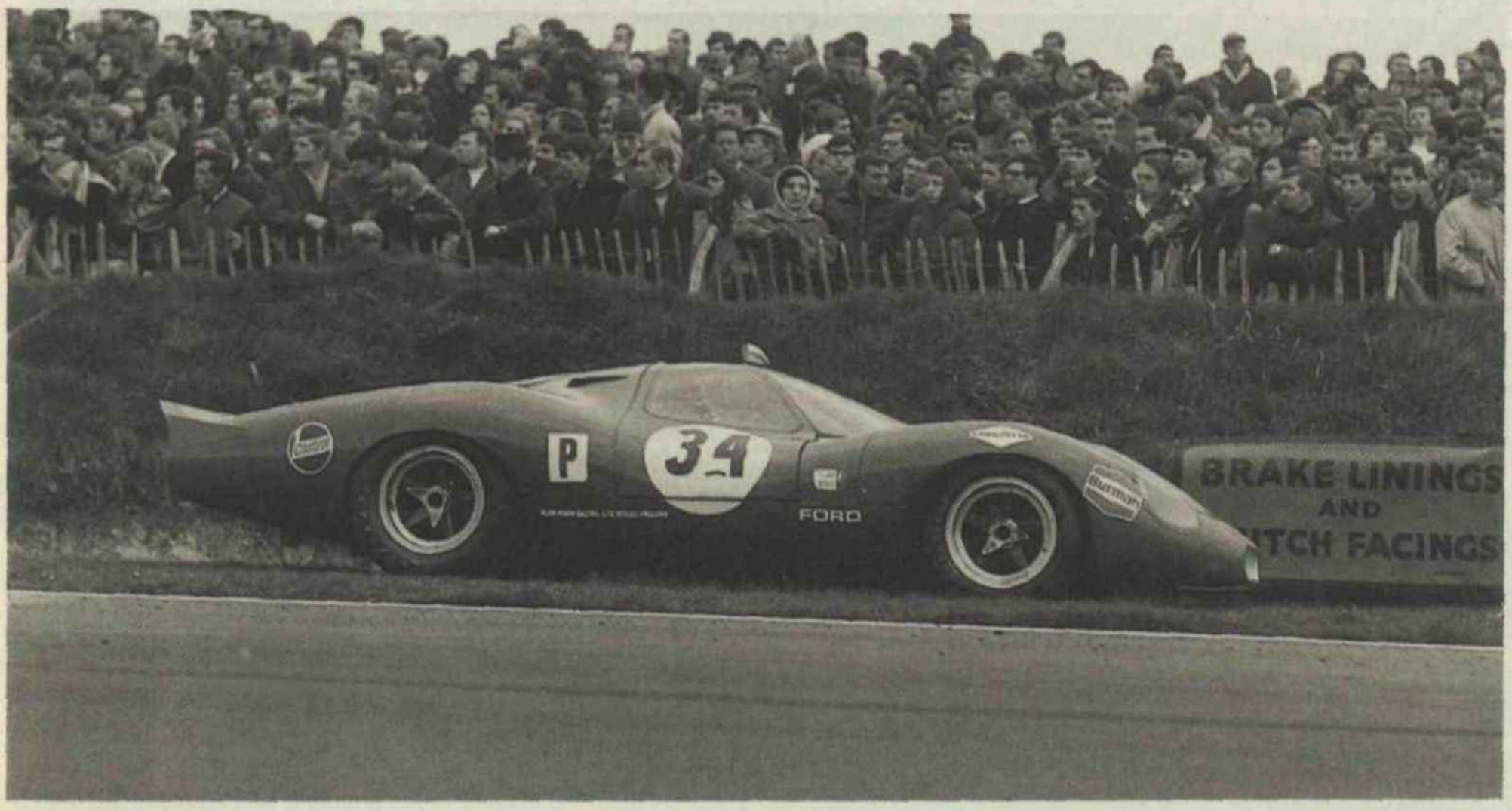
Top, from l: sleek shape looked a winner, but hid aerodynamic quirks. Popular Mike Spence (in overalls) tragically chose Indy 500 over 'Ring 1000km. With cover off, short 7ft 3in wheelbase obvious. Brabham and Gardner due to drive P69 at Brands, but did not start. P69 was shorter spider with wings, but privateer project was even shorter of funds than before.

he'd done a fair bit of testing."

Denny Hulme and Jochen Rindt were drafted in as replacements, but for the race Bruce McLaren and Mike Spence were paired together in the team's sole survivor because of their greater mileage in the car. Indeed, according to Mann, the latter had done the most effective testing with the F3L.

In spite of niggling problems, McLaren had qualified in the middle of the front row, and he led the first 50 yards until he missed his shift into second. Fifth at the end of the opening lap, he took just 17 laps to by-pass the Porsches and annex the lead. Here was a potentially dynamic motor car. But the lack of testing showed and, following a slow pit stop/driver changeover, Spence parked up opposite the pits when a rubber doughnut broke up. The race was two hours old.





Cosworth DFV was the hot engine to slot into your race-car in 1968, top; but if it wasn't one thing... Left, sole F3L in Brands 500 km led race until drive doughnut broke up and Spence parked it on the grass.

But the team's disappointment faded into insignificance when news of Clark's fatal shunt filtered through.

"The chap who came up to me in the paddock to tell me that Jimmy had had an accident was Mike Spence," recalls Mann. "And that was ironic, because a couple of weeks later I tried very, very hard to dissuade him from accepting an offer from Colin to take Jimmy's drive at Indy." Jackie Stewart had been short-listed for this, but he withdrew because of a fractured wrist sustained during a Formula Two race at Jarama. "Mike had had some terrible accidents in Lotuses over the years with bits dropping off, and he was supposed to be driving for me at the Nürburgring. 'This thing [the four-wheel drive Lotus 56 turbine car] can win Indy, for Chrissakes,' he said. So I said, 'If you wanna do it, then do it.' And I told him not to worry, and that I would get a replacement."

The likeable Spence had just set the second-fastest time ever at The Brickyard (169.555mph) when he crashed heavily while driving Greg Weld's STP-backed turbine Lotus. Expert eye-witnesses suggested that it may have been driver error. Whatever, the luckless Spence was struck by the right-front wheel as it folded back, and he was never to regain consciousness.

Chris Irwin was Mann's choice to replace Spence at the Nürburgring 1,000 Kilometres. He was an outstanding prospect, who weeks before had won the F2 Eifelrennen for Lola at the same circuit. and Hayes rated his progress in the Ford around the 14-mile Nordschleife as "awesome". But on Saturday afternoon, on a track that was damp in places, he crashed at the Flugplatz, a fifth-gear left over crest. He suffered severe head injuries and was rushed to Bonn Hospital, where he was operated on, and remained unconscious for almost a week.

For Frank Gardner, who was sharing the other F3L with Dickie Attwood, this was an accident that might have been predicted. The Aussie had done a good chunk of the testing of the car, and was extremely dubious of its "pitch characteristics" and failure to reach "a comfortable suspension balance" within its 7ft 3in wheelbase.

"These probably saw the car take off at the Flugplatz," wrote Gardner in a recent fax. "This was due, I believe, to a combination of aerodynamics and possibly exuberance on Chris Irwin's behalf. On a similar piece of road to the Flugplatz, at competitive speed, any driver would have seen an Irwin-type of accident occur."

Mann has a different theory: "At first we had no knowledge what had happened, except it looked as if he had done a slow left roll. You could see from the way it had landed on its side, almost on its roof, that it had just turned left in the air. It didn't make a lot of sense, and I actually thought that one of the mechanics might have left off one of the split-pins that attached the right-front bodywork. It wasn't until we were tearing the thing apart in the workshop weeks later, that we discovered the leg bones and bits and pieces of a hare. He might not have even seen it because you are sat so low. He might have felt a bump. But this almost certainly damaged the right-front body attachment. And the first time it got airborne with a bit of an angle of attack on it, that bodywork would have lifted up, acted like a huge aileron and turned you left."

Hayes had stayed with Irwin's distraught wife, Sally, during her anxious overnight

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wait in hospital. And his mood was darkened further when Attwood had the brake pads fall out of the remaining car on the first lap of the race. It was a blessing in disguise when it retired after six laps with transistor failure.

"I was beginning not to like the car very much," admits Hayes. "It was not a very lucky project, was it? I don't think about it much because it was the only thing we did that wasn't really successful. It was clear that it would need a lot more money than I was prepared to put in. We were never big spenders: we managed to do international rallying, racing, Formula Ford and God knows what else, and I don't think we ever spent for the whole of Europe anything approaching one million dollars a year. . ."

The writing was on the wall.

Gardner qualified the F3L on pole for the Spa 1,000 Kilometres with ease, posting a time that would have put him on the third row for the Grand Prix. But torrential rain swamped its electrics on the first lap.

From pole position Attwood led the Oulton Park TT for 11 laps before the diff failed, and in the Martini 300 at Silverstone Gardner diced with and led the Lola T70 of Denny Hulme until a missing bearing shell caused a camshaft to snap at three-quarter distance.

But four-hour races and sprints were of no import to the commercially-minded Hayes. For the car to be of use to him it needed to win Le Mans at some stage in its career. And, as it stood, this was a pipe-dream.

Nothing had gone right: in May the Group







From top: Roof mirror only excrescence on initial super-smooth shape. Engine access a perennial problem. '68 car gained wings in 1969 BOAC 500, but retired with engine problems. Spa 1000kms of '68 was typical: everything promised, nothing delivered. Frank Gardner put F3L on pole with good Grand Prix time, but rain through a NACA duct shorted the engine on the first lap.

Six rules had been altered for 1969, with minimum windscreen heights abolished and no minimum weight targets; Lucien Bianchi and Pedro Rodriguez had won Le Mans in a John Wyer-run GT40; the Cosworth-powered Lotuses, Matras, and McLarens had won all bar one of that season's Grands Prix, yet the F3L had floundered.

Hayes pulled the plug.

But Mann was determined to continue in '69. A shorter, lower, wider, open-topped car — christened the P69 — was built to the new regulations. From an aesthetic point of view, however, it had been sadly marred by the new demand for downforce, with two high, suspension-mounted, adjustable aerofoils front and rear, the action of which was to be mechanically and hydraulically governed. A shortage of funds, however, had prevented a chassis re-design and crucially meant that the DFV remained an unstressed member.

The new car was to be driven by Gardner and Jack Brabham in the BOAC 500, but it suffered from scavenge pump problems in practice and did not race.

A '68 car, also be-winged, *did* start in the hands of Hulme and Masten Gregory, and was running sixth when its rear wing began to lean after just 25 minutes. After a pit stop to rectify this, it eventually retired with low oil pressure.

And that was it, bar an embarrassing outing for the P68 — outlawed wings still in place courtesy of the organising AMOC — in the Martini 300.

And with it, to all intents and purposes, went Alan Mann Racing Ltd: "That was basically because the word from Ford in the States, and most of my work was with them, was that Ford would be withdrawing significant amounts of money from their motorsport budget," explains its boss. "I transferred my equipment over to Frank Gardner, and we had a 50/50 share in the new company. The day of the sponsor had arrived."

Gardner: "I believe Alan regarded the F3L as unfinished business, but expensive unfinished business. I do not believe he was defeated by the decision to go alone, but politics intervened."

In April, Stuart Turner left Castrol to become Ford's Competition Manager, and with him Boreham's emphasis swung over to rallying. Mann is quick to admit that he had "no life-long friend" in his new overseer, and a very successful career in chartering aircraft and helicopters beckoned.

Tom Wheatcroft, meanwhile, saved two F3Ls from the buzz-saw, but only because he thought they would make good bargaining tools to boost his single-seater collection! Both — 002 and Chris Irwins's rebuilt 003 – are now in the hands of that inveterate sports car gatherer and racer, David Piper. Running on slicks and powered by DFVs with at least 50bhp over those of the late sixties, the F3L's performance in historic races is giving an indication of what might have been. PTF

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LAGONDA V12



When Alan Good, a 29-year-old lawyer, bought Lagonda for £72,500 in 1935, he shared two things in common with W O Bentley: both were fed up with their jobs and each had a burning desire to produce the ultimate in powerful, sporting carriages.

Together, they night have chosen the honourable profession of wrestling alligators as a means of putting bread and meat on the dining table, but instead they separately embarked upon the slightly more risky business of manufacturing motorcars with the aim of beating Rolls-Royce at its own game.

After Good had gained control of the ailing company, his instructions to the 29-strong workforce were simple. "We are going to build the best car in the world, and have just two years to do it in. That is your part of the job — mine is to find the money."

For his part, W O Bentley 'head-hunted' Rolls-Royce engineers Charles Sewell, Stuart Tresilian and Leslie Stark, and warmed to the task of designing an all-new V12 power unit. Working from a leaky, draughty shed at Staines — the Lagonda factory was never a shining example of contemporary architecture — the engineering drawings for the cylinder head and block were completed by the summer of 1936, and a finished car, albeit with a painted wooden crankcase, was shown to the public for the first time at Olympia in October of the same year.

Deprived of his own company, WO Bentley had a double incentive to try to wrest from Rolls- Royce the title of "the best car in the World".

Amazingly complex, the 12 cylinders were cast at at angle of 60 degrees, with just four main bearings being used to support the fully counterweighted crankshaft. With a bore and stroke of 75x84.5mm, the overall capacity worked out at a hefty 4480cc. Big-end bearings were dispensed with in favour of light-alloy con-rods running direct on the nitro-hardened crankshaft, and the two overhead camshafts (one for each bank of cylinders), broke from traditional Bentley design in that they were chain-driven.

A twin-choke Stromberg carburettor used in initial testing proved inadequate, and twin SUs were employed on the production cars. Even so, the 200bhp that W O had promised from his new masterpiece fell short by some 40bhp until no fewer than four carburettors were fitted to the racing versions entered for Le Mans in 1939.

The short development phase of the V12 Lagonda was naturally fraught with difficulties, but these were gradually ironed out, and despite a deadline for production to begin in June 1937, the first car, which was made immediately available to the press, wasn't actually built until the end of the year.

Described by The Times as "resembling a cheetah in its combination of strength, swiftness, silence and docility", some 90 cars found eager customers in 1938, and a further 40 before Adolf Hitler and his cronies messed everything up in 1939. Bentley and Good had achieved their goal in a remrkably short period, the company's finest hour coming in June 1939 when two special-bodied V12s came in third and fourth at Le Mans driven by Dobson/Brackenbury and Selsdon/Waleran.

After the war Lagonda resumed production with the 2.6-litre LB6 model, and although Alan Good and W O were both keen to continue with a V12, the machine tools, dies and jigs bad been 'binned' and the economic climate put an end to their worthy plans.

THE GOOD BENTLEY?



One of the pre-war machines whose factory body was so handsome no coach-builder could improve on it, the V12 Lagonda arguably was, for a brief two years, the best sporting car. It was also the best clue as to what Bentley might have produced had it continued under WO's control.

Driving impressions



Still owned by the Good family, the dark green 1939 V12 drophead featured here is not just a remarkably well preserved and maintained example, but also provides a revealing insight into 1930s sportscar design. Despite its positively gargantuan magnitude, it remains one of the most well proportioned and beautifully penned thoroughbreds ever to emerge fron the British motor industry.

And in that respect; it can't honestly be compared with a modern Bentley, but more to the utterly gorgeous 850CSi BMW, another lusty V12 GT which, like the Lagonda, has impeccable credentials, a worthy pedigree and classic styling that is guaranteed to last for ever. If this Lagonda never turned a wheel again, gawping at it — for hours on end if necessary — would be sufficient justification for its existence and a place, surely, in the top 10 all-time greats.

Because it was built by the best British craftsmen rather than professorial computer kids, there are two facets to the car which give this Lagonda a distinct flavour; on the one hand everything is properly screwed together and, of course, there is a delicious blend of wood veneer and green hide to typify the spacious interior, and on the other it is, at least from a driver's point of view, an ergonomic disaster area on a Vesuvian scale.

Beautiful to behold the large four-spoke steering wheel certainly is, but turn it too far and your fingers become trapped behind the windscreen or the wood door capping, depending upon which way you turn it. Reaching for the self-cancelling indicator switch is an art in itself — hand through wheel spokes, turn switch left or right and remove hand as fast as possible for fear of slicing fingers with steerlng wheel spokes. And all that is on top of trying to work out where the various gauges and instruments are.

However, carping about such trivial concerns is to miss the point. No-one who drove a V12 Lagonda on the uncongested, speed limit-free roads of the late 1930s gave a damn about ergonomics — the word hadn't entered the vocabulary of most designers at that time anyway. So who cares?

This car is all about sheer unexpurgated driving pleasure in its purest form. Push the starter button, prod the throttle pedal a couple of times for good measure and... nothing! The engine's running alright, but the only clue that it's ready for action is given away by the rev counter needle, which

It's pointless to judge the controls by today's bench-marks; better merely to absorb the quality of the materials. Road behaviour is good, within the noise-limit of the tyres.



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is happily bobbing between 300 and 800rpm. Vhen Humfrey Symons of the Sketch wrote in 1937 of the Lagonda's 'ghostly silence', he really wasn't exaggerating,

Select bottom gear, although such is the massive torque of the engine that fourth would do the job Just as well, and the old girl grumbles off with all the drama of stirring milk into a cup of Indian tea. The gear change, though of the familiar 'H' pattern, takes a little practice, but, once mastered, the long lever can be placed positively and at a smartish rate. But it pays not to linger on the fierce clutch too long.

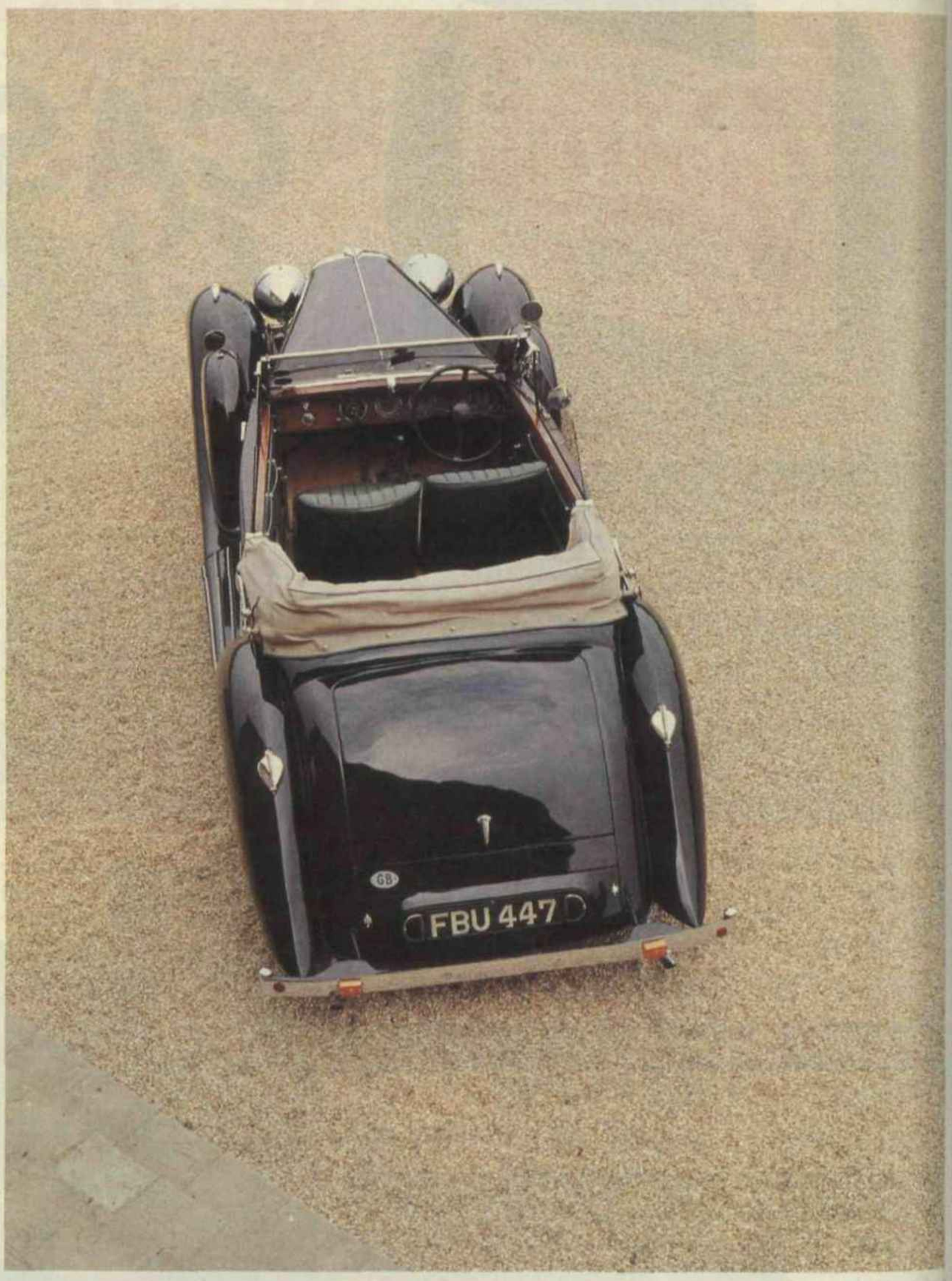
With such large diameter cross-plies front and rear, I was prepared for heavy steering, but having spent the happiest days of my youth manoeuvring a Grey 'Fergie' tractor around various silage clamps, the Lag's steering gear feels reassuringly firm by comparison. But as we left the A22 south of East Grinstead *en route* to Beachy Head, the burbling exhaust note occasionally echoing off the flintstone walls that characterise this part of the East Sussex countryside, it was the brakes that proved to be the car's least endearing feature.

It's not that they don't work, or anything exciting like that; more that they require what seems like a couple of weeks' notice before bringing the car to a mighty swift standstill, the narrow tyres biting at the tarmc as ferociously as a shark gnashing through. . . well, anything really, as sharks are apt to do!

Sitting on its 'short' 11ft wheelbase, the roadholding is almost, but not quite, unbelievably excellent. Naturally, throwing such a heavyweight into a corner and expecting to buff up the door handles by contact with the road surface was always likely to be asking for a spot of bother on the exit, but the time-honoured technique of 'slow in, fast out' works well, those cross-plies squealing with delight at anything above 30mph. There's certainly a tendency towards understeer, but it's best dealt with by applying more steering lock, whereupon the chassis, like an obedient child, immediately responds and straightens everything out rather nicely.

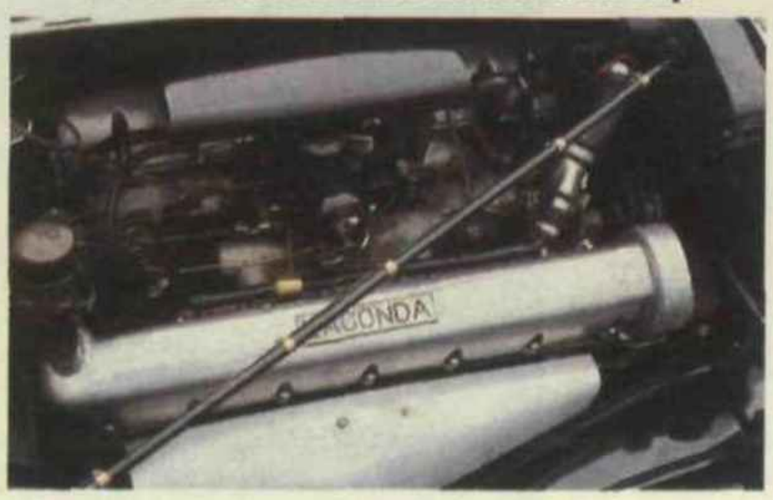
But if the venerable Lagonda dismisses the twisty bits with abandon, it is the open road that it so obviously likes best. On my word as a confirmed addict of post-vintage thoroughbreds, this old sweat is virtually without rival in a straight line. Floor the throttle pedal in top gear, and completely without fuss, the V12 signals, with nothing more than a dignified burble from the exhust system, that it is going to increase its speed in no uncertain terms, hurtling forwards with the controlled force of a hungry killer whale. "The driving is like the driving of Jehu the son of Nimshi; for he driveth furiously," as the Old Testament puts it.

The man in the Citroen BX who was following looked shaken. However, with a roundabout clearly visible a quarter of a mile ahead, my fun was short-lived: it was time to throw out the anchor once again. Despite such inevitable shortcomings in modern traffic, this is a Grand Tourer on a grand scale.





Though coupé version equally elegant, drop-head body much sought-after. Large wheel dominates narrow cockpit with long lever to efficient four-speed box. Silken 4480cc V12 employs two camshafts and two SU carbs for 160 silent bhp.



The seats are supremely comfortable: they have nothing so vulgar as lateral support cushions, but with the hood down on a summer's day, there is little to compare with W O Bentley's masterpiece.

My all-too-brief acquaintance with the Lagonda over, I couldn't help reflecting on the double-bladed reaction it received out on the roads of East Sussex. There were those who obviously took delight in seeing an important part of British motoring history being used in its natural habitat for its intended purpose, but then there were the four youths in a Vauxhall Astra who could do no better than shout confused but loquacious abuse,

Clearly this icon of a glorious and past age means different things to different people. But for me, it provided an opportunity to discover what Alan Good and W O Bentley were driving at when they set out to produce 'The Best Car in the World'. They surely succeeded. My thanks to the Good family and to Jill Watson, whose Lewes-based company is responsible for fettling the car.

L M

vbra

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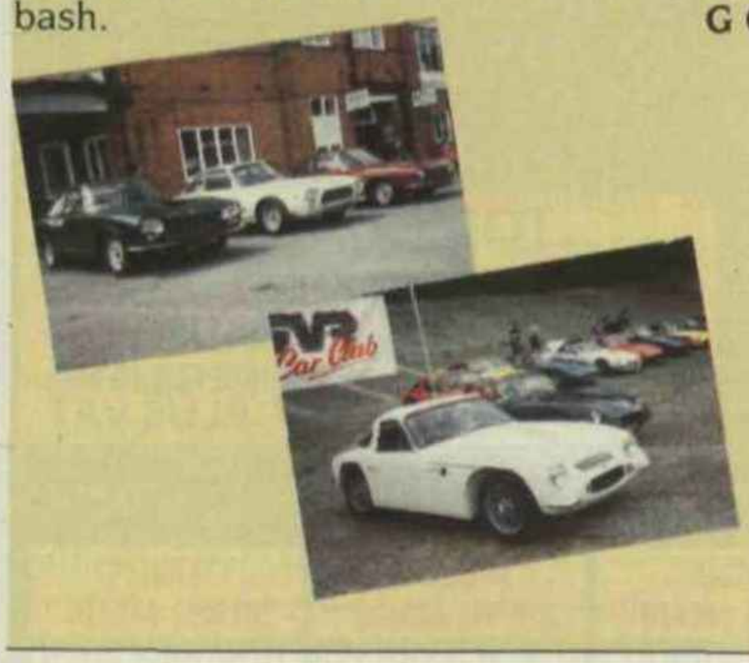


The 1935 winning Lagonda flagged away from Staines by Sally Harrison, left; above, Hindmarsh and Fontes revelling in victory 60 years ago.

Last June the Lagonda Club celebrated Lagonda's win at Le Mans with a run to the Sarthe circuit from Sainsbury's in Staines, which now occupies the site where the Lagonda factory stood. After consuming 200 cream teas and drinking Sainsbury's champagne, 75 or more set off for a Diamond Jubilee dinner in Le Mans. The MD of the *Evening Standard*, as overall sponsor, and the Chairman of AM/Lagonda helped Sally Harrison (daughter of John Hindmarsh who with Lou Fontes, drove the winning Lagonda in 1935) to flag the cars off. Before they got to Southampton, Esso, whose petrol was used in the victorious Lagonda in 1935, provided free fuel and hospitality at Rownhams Service Station. **W B**

Brits on Parade

Le Mans and World Cup Rugby couldn't keep 200 cars away from British Sports-car Day at Brooklands in June. Nine Gordon-Keebles (plus Warwicks and Peerless) shared the stage with the TVR CC gathering, and TRs, Healeys, Sunbeams, Jags and Lotuses, as well as the smaller fry, like Tridents and Fairthorpes. The theme has been a successful one, and the G-K OC has already booked June 16 for next year's bash. **G C**



No 1 60 years on



In May, to commemorate 60 years of the Aston Martin OC, Member No 1, 'Mort' Morris-Goodall, centre, unveiled a plaque in the Grafton Hotel, scene of that first gathering in 1935. Aston drivers Moss, Brooks, Thompson and Fairman were amongst those celebrating a band which has grown internationally to over 4000 Members.

'Fastest on Earth'

Latest step in the Brooklands Museum's steady progress is the Speed Record exhibition opened by Prince Michael at the end of June. Private and company sponsors and the Museums and Galleries Commission produced the £300,000 to refurbish the ERA Shed, and create displays illustrating Edge's 1907 solo 24-hr run (the huge chassis and engine are on show) and the Campbell and Cobb achievements. Cars in residence include the Lap Record Holder Sunbeam Tiger, 1912 Lorraine-Dietrich *Vieux Charles III*, and Ettore's own Brescia Bugatti. With dramatic graphics, models and artifacts it's an impressive addition — even if rain coming though the roof on my visit did add weight to the Museum's imminent request for Lottery funding. **G C**

F2 Saves Brands Meet



Photography: Ian Andrews

Evan's Alfa and Fielding's Ford headed pre-66 tin-tops, left; Michael Schryver's Lotus 72, one of sparse F1 grid, made fastest lap but failed to finish.



VSCC Mallory Park



Photography: Alan Cox

The VSCC was graced with a fabulous summer's day for its annual visit to Mallory Park, attracting what was probably the largest crowd since the Williams Trophy meeting has found its home in Leicestershire. All events produced healthy grids, assisted by the expedient of combining some categories, which resulted in some interesting variety, and a number of cars not regularly seen in VSCC racing. Sadly, practice was marred by an accident which befell Keith Pointing, who was thrown out of his Riley Special when it rolled at Gerards, and was taken to hospital in Leicester having sustained serious injuries.

The opening Scratch Race saw Tony Seber at the back of the grid with the family Wolseley Special but, inspired by the challenge, he threaded his way through the 26 other starters to take an excellent win from Peter Henry (Riley) who narrowly held Graham White (Riley) at bay.

The Williams Trophy (for 2-seater GP cars) was combined with the Patrick Marsh Vintage race to swell the field and saw a tremendous battle for honours, led initially by Charles Dean (Bugatti 50B/59) from Julian Majzub (Bugatti 35B) and Sir John Venables-Llewellyn (Bugatti 51B), the latter pair sharing 11 'Williams' wins between them. The trio were joined by Mark Walker (Parker-GN) and circulated in close company, drifting stylishly through the Esses as Majzub took over the lead and Dean dropped back, firing on only seven cylinders, before retiring. Majzub consolidated his lead to take a fairly comfortable win, and qualify for the Vintage trophy as well, but Mark Walker dropped out in the closing stages, leaving third place to Phil Walker's MG from John Baker-Courtenay with the Sunbeam Tigress.

The Walker Freight Services race for Pre-'66 Racing Cars is a rarely-run category, and attracted a diverse and varied field, including a bunch of 500cc F3 cars. Paul Alexander took the lead in his ex-Revson Lotus 24-BRM from Gary Pearson, having his first outing in David Pennell's Cooper T51, the BRM engine sounding fabulous as it wound up along the Stebbe Straight. Pearson harried the Lotus closely, breaking the gear-lever knob off in the process, but worked past after half-distance and held a narrow advantage to the flag. Race-sponsor Phil Walker brought his immaculate Tasman Brabham BT7A home in third, the first time that the marque has appeared in a VSCC race. Rob Hall (Lotus 24) followed closely in fourth from Mark Gillies' FJ Lotus. Julian Majzub (Cooper) was easily quickest of the 500s, dicing with 250F Maserati and Cooper Bristol.

The Bob Gerard Trophy was combined both pre- and post-war cars and even with a dearth of ERA representation proved to be an ERA benefit, with Duncan Ricketts (R1B) leading from start to finish although Mark Gillies, with the ERA-engined Brooke Special, held a watching brief for the full distance. Ted Dunn (Riley Special) fended off Phil Walker (busy man!) with the Turner-MG for third over the early laps, but was shadowed home by Ian Bentall (Cooper Bristol). Steve Griswold (Cooper) proved to be best of the 500s on this occasion.

An innovation for Mallory was a 50's Sportscar race, and although most of the regular front-runners (i e D-Types, Listers Maseratis etc) decided to give it a miss, Tony Smith entered his Aston DB3S and led from the flag, hounded by the nimble Lotus 11 of Malcolm Ricketts and the fast-starting RGS of Peter Wardle. Gary Pearson, deputising in the Cooper-Jaguar for father John, who had a slipped disc on race morning, had to start from the back of the grid, but by lap 3 was up to thlrd, and three laps later was challenging Ricketts for the lead, Smith having slipped to third. An essay alongside at the Esses on the last lap failed to wrest the lead, Pearson settling for second. Stephen Bulling hauled his big Lister-Jaguar into fourth from Wardle's RGS, and Rick Hall, debuting the ex-Alexander C-type Jaguar.



Winner Gary Pearson (Cooper T51) and the car's ancestor, the 500cc F3 of Julian Majzub, top. Title race lifted by Majzub (Bugatti T35B) after fine scrap.

The Spero and Voiturette Trophies race lost favourite Phil Venables just after the start with transmission failure on the Austin/MG Special, but saw the most closely-contested race of the day with David Fletcher-Jones (Lagonda) barely more than a few car-lengths in front of Frank Hernandez (Austin 7 Special) for the whole race distance, this pair distancing themselves from Edward Way's screaming supercharged Austin 7 and Tony Irwin's Riley.

Julian Bronson (Riley 'Blue Streak') took a comfortable win in the final Scratch Race, but John Seber (Wolseley) pipped Gary Caroline (Morgan) in a virtual dead-heat to finish runner-up.

Handicap wins went to Richard Line from Tye Pountney (both Rileys), and John Kilbourn narrowly from Tony Crowther (both Rileys once more). To add some variety, a Frazer Nash in the hands of Veronica Newson held the field at bay to take the final handicap from Peter Cranage's MG.

A S D C

The aspiration of Brands Hatch to mount a Historic Racing spectacular to rival the Coys Festival fell wide of the mark when a disappointing programme of races was presented at the Sotheby's Classic on 1/2 July.

Top billing was given to the latest round of the FIA Cup for Thoroughbred Grand Prix cars, but most of the leading series contenders chose not to take part when the circuit failed to meet the agreed terms. This turned the race into a farce. Eleven cars took part in practice, seven started the race (reduced from 15 laps to ten) on a streaming wet track, and three finished, led by John Wilson (Williams FW08).

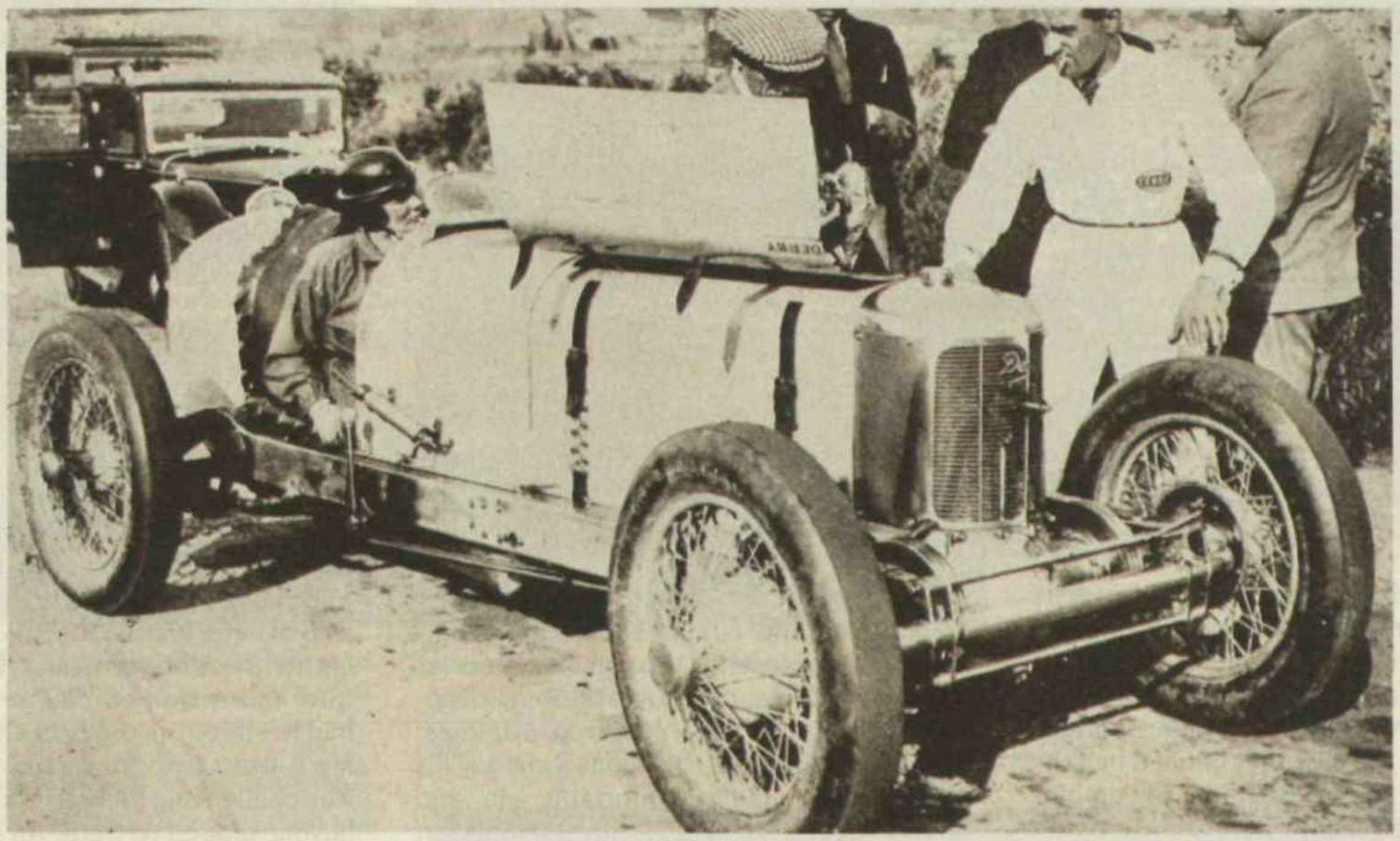
Spectators hoping to see the crowd-pleasing Can-Am sportscars in a round of the International Supersports Cup had to be satisfied with a domestic RJB Mining race, won by Richard Evans (Chevron B26). In the Sotheby's Trophy race for sportscars, a round in the HSCC/AMOC championship, latest-development hot-rod Austin-Healeys were unfortunately admitted, which left the usual front-running Listers, Jaguars and Aston Martins down the order.

The weekend was saved by two excellent rounds of the European Historic F2 Challenge. Series leader Bob Juggins (March 712) won on Saturday from Fredy Kumschick (Lotus 69) and John Harper (March 712), but in Sunday's race, run on a wet track and reduced from 12 laps to six, Harper passed Kumschick in the early laps and led Juggins over the line after the Lotus retired with a damaged engine.

The final blow of the weekend came when the drivers waiting to start the Pre '65 single-seater event were told the race had been cancelled because of the lateness of the hour.

D G M

The Invader



One day in 1931 there appeared at Brooklands a racing-car that stood out from the usual run of those raced there. A slim, eager single-seater, exciting yet something of an invader, at a place accustomed to a mix of entries. This car was so different, so technically advanced, compared to the stripped sports cars, the aged Grand Prix cars that had once known road circuits at places far away, the Specials built for racing at the Weybridge Track and various other ordinary racing cars, often of amateur conception.

In what was then a more remote America, they were used to such slim, highly developed monoplace racing machinery, some with ridiculously odd names, all looking more or less identical. But at sleepy old Brooklands this invader, while interesting and welcome, could only be seen as something slightly out of place. The "Right Crowd" was content with what it had and not anxious to see fields of American-type cars racing on the ancient Brooklands bankings. One was worth seeing, but not a horde of such cars. And "The Crowd" could console itself that the BRDC "500" was still won at a higher average speed than the "Indy 500", where cars like the invader were rife, in spite of the small advantage of a rolling start.

The invader from across the Channel (and the Pond) was Mrs Gwenda Stewart's Derby-Miller. I recall feeling some of the disquiet expressed above when I first saw it coming round to the Fork, with the driver wearing a very big floppy cap — could this be the masculine Gwenda herself, her engineering partner Douglas Hawkes, or a French mechanic? Incidentally, Hawkes used to race fast Morgan 3-wheelers and the 1912 15-litre Lorraine-Dietrich at Brooklands and made Morgans go very quickly indeed for Mrs Stewart and he tuned to perfection the car under discussion, which she had brought over for the 1931 BARC August races. Ernest Eldridge, too, who had made a Miller go quickly, had experience of both small and very big ancient racing cars; perhaps this was a good apprenticeship for working on modern racing machinery! (Even if Eldridge's front axle did break up and cause him to crash, an accident which cost him an eye. . .)



No doubt inspired by Eldridge's Miller, Hawkes had gone to the USA in 1930 and brought one back for Gwenda Stewart to drive. The Miller reputation was high since Frank Lockhart had set a fabulous class-F 1½-litre-class mile record of 164mph in California in 1927. The car Hawkes had purchased was said to have been clocked at 139mph on the Altoona Speedway. One gathers that Douglas had some difficulty in getting the Miller and its spares through the French Customs. After which, he and the faithful Fred Cann worked to put all in order.

It was certainly a car with a significant specification. The engine was a straight-eight with the usual Miller barrel-shaped crankcase. The crankshaft ran in five plain bearings. The tubular con-rods had plain big-ends and there were two inclined valves per cylinder, operated by twin overhead camshafts, *via* steel piston-type tappets. The valve-timing gave 20 degrees of overlap. The engine was supercharged with a centrifugal-type blower running at up to 14,000rpm, fed from a modified Winfield downdraught carburettor, blowing at between 15 and 25lb/sq in, according to the ratio of the gear-drive in use. Various cylinder blocks came with the car, enabling it to run in the 1½-litre or 2-litre record categories, the dimensions for the latter purpose being 59 x 76.5mm (1673cc),

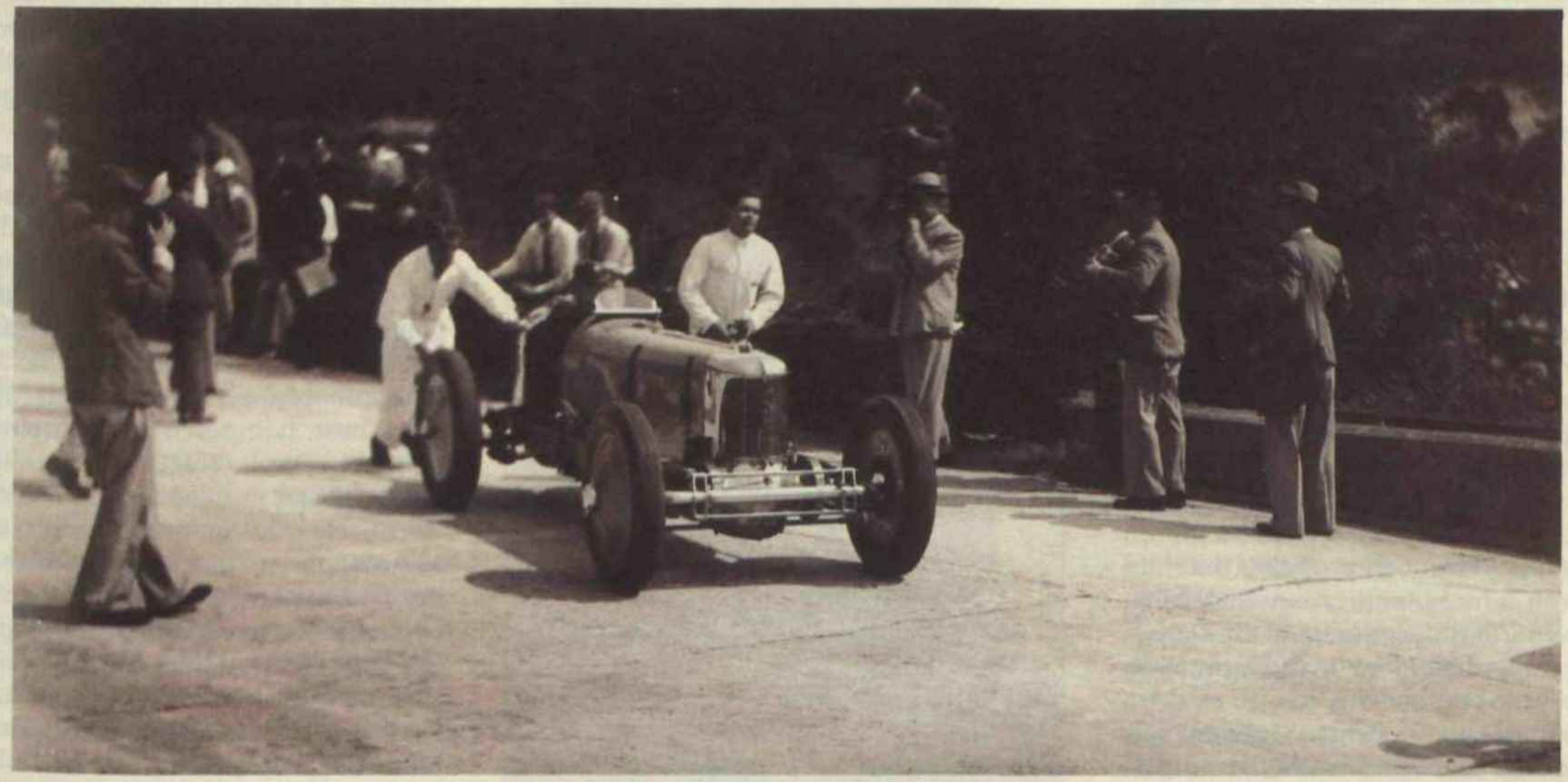
although as first imported it had a bore and stroke of 56.6 x 76.8mm (1490cc). In 1.6-litre form the power-output was quoted as 200bhp at 6500rpm, but the engine was able to run at 8000rpm, with another 1000rpm in hand, a very high crankshaft speed for those days. The actual power output was obviously dependent on the supercharger speed and compression-ratio in use, the latter varying from 6.8 to 8.0 to 1. These would be chosen in relation to the duration of the record runs to be undertaken. Lubrication was by dry-sump, from an 8-gallon oil tank, and ignition by a Bosch magneto.

The drive went forward through a plate clutch, which was locked in when fully home, to a three-speed-and-reverse gearbox and a straight-tooth crown wheel-and-pinion driving the universally-jointed half-shafts of the Miller front-wheel-drive layout. The tubular de Dion-type front axle beam was sprung on four quarter-elliptic springs and the dead-beam tubular back axle on half-elliptics. The driver sat low in the single-seater cockpit and the fuel tank was in the tail, slotted to allow for up and down movement of the back-axle beam. Eight exhaust pipes on the near-side of the car ran into a long exhaust pipe.

I believe that Hawkes had to virtually assemble this advanced Type 91 Miller from a pile of spares but, as I have said, he was experienced in working on, and driving, racing cars of many different sizes. At first it was run in 1½-litre form and broke several class records, putting the Class-F one-hour record to 118.29mph, and Gwenda got it up to some 140mph at the Arpajon speed-trials, along that narrow tree-lined road near to Montlhéry Track, before the engine blew-up in a big way... The engine was rebuilt in 1.6-litre size, a sensible move at a time when the 1½-litre records were held at very high speeds. Gwenda then took many Class-E records, starting with the kilometre figure, at 129.01mph.

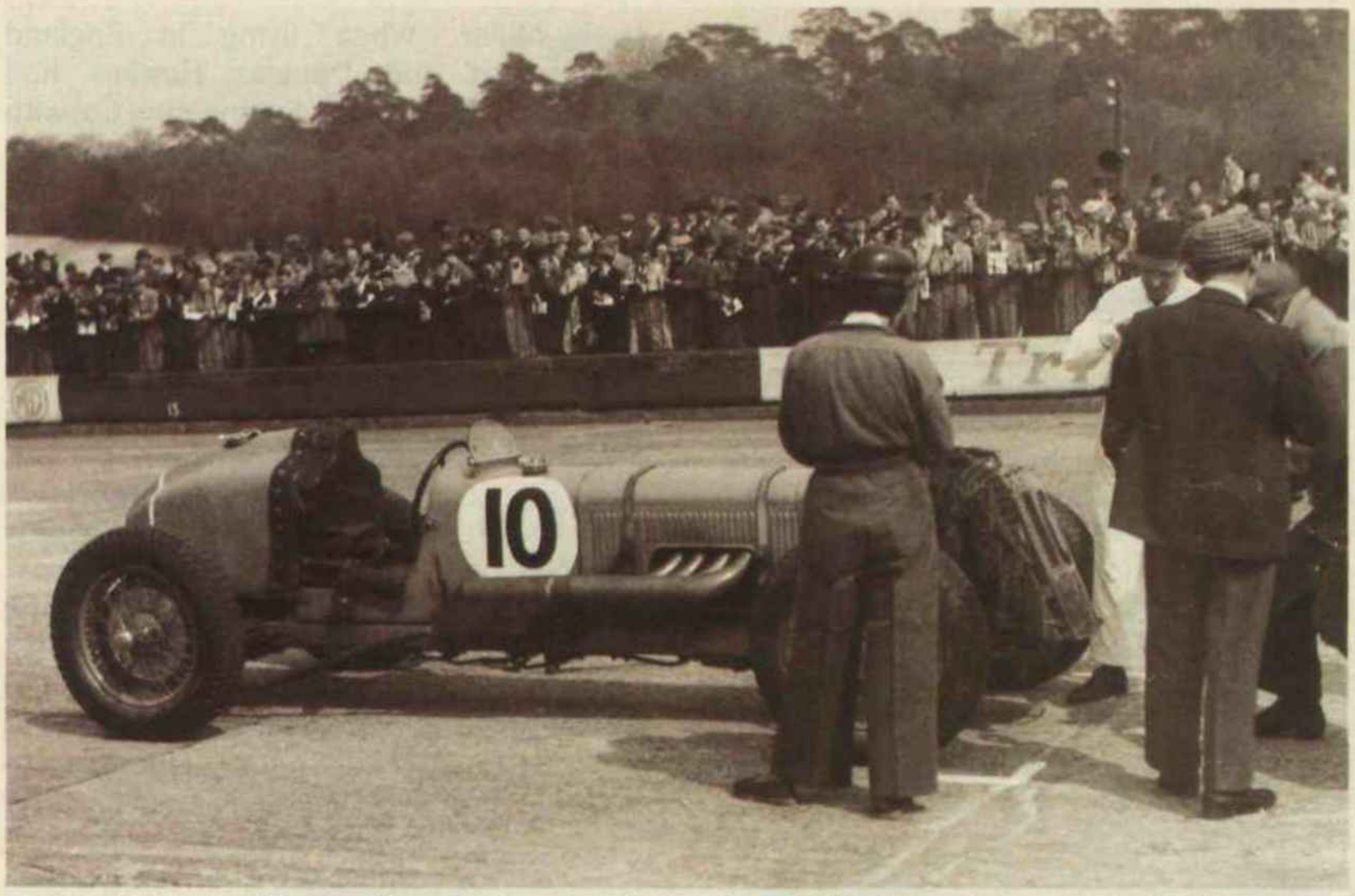
The car had by now been re-named the Derby-Miller. When living in England Mrs Stewart and Douglas Hawkes had started the Brooklands Engineering Co, with premises in the Brooklands Paddock, specialising in making parts for the racing fraternity, especially Martlet pistons, which facilitated making changes to the Miller engine. The company also sold Derby FWD cars, so the re-naming of the Miller might have been misconstrued as a publicity ploy. But I think it was justified, as by now Hawkes had made many changes to the car, and at least "Miller" was incorporated, instead of calling the revised car a Derby Special... That came later.

An early problem had been failure of the ball-races in the supercharger-drive, which Hawkes cured by fitting a third bearing and an effective system of forced lubrication to this area. Other aspects attended to included making a modified, much stiffer crankcase, new main bearings, even new-type con-rods and camshafts. The gearbox also had to be replaced, although still in





Opposite page, Gwenda Stewart and the Derby-Miller. Note the four quarter-elliptic springs, inboard front drums, and spindle through radiator for prop-driven oil pump. Above, Mrs Stewart leaves the pits for her match race against Kay Petre's Delage, August Bank Holiday, 1935. Note wheel discs. Below, The Derby-Miller overhauled by the Barnato-Hassan – Gwenda had to be content with the Ladies Lap Record, narrowly failing to take the absolute Brooklands records.



By 1936 the Derby-Miller was for sale, due to the Hawkes' new Derby-Maserati, seen at the JCC International Trophy. (Gwenda back to camera, Douglas facing.)

3-speed form, as the original was not up to the savage standing starts Gwenda indulged in when attacking short-distance "acceleration" records. In addition, two new centrifugal blowers were made in Paris and to avoid the FWD de Dion tube distorting and altering the angle of the front wheels, Hawkes put on two cross-bars between the spring hangers. Another problem had been the shearing of the clutch "solid-drive" on these standing-starts. So the single pin was replaced by three 7/16th in pins. Then the scavenge-pump was unable to cope when the castor-based oil overheated and thinned out on the longer record-bids. So Hawkes got Fred Cann to fit an extra pump, driven by an old wooden propeller that had once driven a fuel-pump on an aeroplane, now revolving in the airstream of the Derby-Miller on a spindle before its radiator; a rod in the cockpit brought this fan in, to drive the additional pump, when Gwenda saw that oil-temperature had reached a dangerous 85 degrees C. A second water header tank had been fitted, connected to the original header tank by vertical tubes passing through the gearbox casing, after water leaks here had eventually been cured with rubber grommets. Martlet pistons were naturally used. The chassis frame was modified and it wasn't long into 1932 before about the only original Miller components remaining were the radiator and the carburettor.

The Derby-Miller was a very fast car, but it was hard on its Dunlop thin-tread racing tyres and apt to oil up its sparking plugs. However, it had set the second-fastest record made at Montlhéry in 1930, when Gwenda put the World's ten-mile figure to 137.20mph, only fractionally slower than the prevailing Brooklands lap record held by Kaye Don's 4-litre Sunbeam — and hers was a 1.6-litre car. So when it was announced that she would bring the car over and attack that record at the 1931 BARC August Meeting, there was much speculation. Mrs Stewart had attended the BRDC dinner the previous winter, when she may then have been persuaded to return to the British track, which she had known from the early 1920s. By now the lady/car combination had put the class-E 10 km record up to 140.47mph and had lapped Montlhéry at 141.36mph. Prospects seemed rosy. . .

Unfortunately the Derby-Miller had failed to take the coveted World's hour record (standing at 128.35mph to Voisin) when the magneto gave out, and later the plugs oiled up when the engine was throttled back to a

"It wasn't long before about the only original components remaining were the radiator and the carburettor"

safer 130mph. Another attempt ended after a worn pinion in the gearbox, which the usually meticulous Hawkes had decided to overlook, spoilt the opening lap. Then, after the World's 100km record had been broken at 128.16mph, there came massive engine trouble. . . However, so as not to disappoint the Brooklands' spectators, Hawkes rebuilt the engine rather hurriedly. But across the Channel things were different from those at Montlhéry. The rougher track surface of Brooklands caused the driven wheels on the Derby's short stiff springs to leave the ground and spin, with the menace of valves touching pistons. The target to beat was Don's 137.58mph. Before the Bank Holiday crowds Mrs Stewart did only one timed lap, at a disappointing 112.17mph. (Birkin was also out after the lap-record, but the blower-4½ single-seater Bentley just failed to beat it).

"Disappointing!"; "A fiasco!"; "Must have been the English climate. . .".

But the Derby-Miller went back across the Channel and continued to notch up honours, after Douglas Hawkes and Fred Cann, who was in charge of it, had put it right. Gwenda's Derby-Miller was not an easy car to drive and in gusty conditions she had been known to climb out exhausted. She also had stints in Austin's "Dutch Clog" A7, trying to head off the menace of MG in the records field (109.13mph for five km). Other women drivers have displayed similar skills but Gwenda also knew all about the mechanics of the task, and was to crash the Derby after cutting the ignition at some 150mph to check plug condition. Rescued from a Montlhéry garage fire, the Derby Special ("Miller" had at last been dropped) raised the track lap-record to 145.94mph and finally to a sensational 147.79mph and before that had got the Class-E mile record up to 143.29mph. Later the 5km figure went to 140.35mph, etc.

In 1935 this celebrated car was at Brooklands again, for a 50-sovereign Match Race against Mrs Kay Petre for the Ladies' lap-record. The officials became scared of a race after seeing how fast the girls were going, so they were timed separately, Kay in the old V12 10½-litre Delage which Gwenda had probably seen Divo drive at Montlhéry. Kay's best, hampered by a slipping clutch, was 134.75mph. The Derby ran with wheel discs; it burst its silencer and nearly gassed its driver, who gave up, after a lap at 133.67mph, to the Bank Holiday crowd's disappointment. But Gwenda had another try on the Tuesday before returning to Paris. She was then timed at 135.95mph, the all-time Brooklands local record for fastest lap by a lady driver, and also an all-time Class-E lap-record.

The car probably stayed in England, because Gwenda drove it, partnered by George Duller, in the 1935 BRDC 500 Mile Race. After timing-gear trouble in practice she got up to fourth place in this fast race (won by the 24-litre Napier-Railton, at 121.28mph) but the gearbox then played up and a broken piston caused retirement. Fate had not been kind to this particular invader from the Continent. . . It was offered for sale in April 1936 at £1200, with many spares, patterns, drawings, etc, because Mrs Stewart was thinking in terms of road-racing with her newly-built Derby-Maserati; although she was co-driver to Duller in the Duesenberg in that year's "500", but they experienced a slipping clutch. She had survived a ski-ing accident, and being rushed to London for an emergency operation in 1932, as well as a number of narrow escapes on the track. After it was all over she and Douglas Hawkes, whom she had married in 1937, lived peacefully on their yacht *Eljois*, cruising the Mediterranean. On reflection, some driver, some car!

W B

Gwenda Hawkes

While researching Gwenda Hawkes, by coincidence I came face-to-face in the local library with *Glubb Pasha* by Trevor Royal, about the career of Sir John Bagot Glubb, MC, DSO, OBE, CMG, Commander of the Arab Legion. Apart from this book being a full account of the long and exciting life of this great military character, most interestingly described in its 525 pages, the gentleman was the brother of Gwenda May Glubb, the lady racing driver concerned.

From this book we learn that she was born in Preston, Lancashire, and educated at Cheltenham Ladies' College, where she taught herself to drive in the car (make not named) belonging to the family of a school-friend. When the First World War broke out, Gwenda joined the Scottish Women's Hospitals organisation as a volunteer and was sent to the Eastern Front, where she drove ambulances under difficult and dangerous conditions, for which she was awarded the Cross of St George and St Stanislav by the Romanian Government. Trevor Royal recounts how the train journey to the Crimea took several weeks, as the occupants had to get out and chop wood for the engine every 20 miles or so... Her mother, Lady Glubb, who was then living in a flat in Kensington, did not see her daughter for long periods and postal communications were slow. After the war, when Lady Glubb was living at Pembury, near Tunbridge Wells, Gwenda was still some way away, living near Brooklands. She undertook long-distance promotional rides for motorcycle manufacturers, first in November 1921, when she did a 1000-mile run for Ner-a-Car, covering 190 miles per day, and then by racing Trump machines at Brooklands. At Montlhéry she co-rode a 350cc Rudge on a successful 24-hour record run (54.21mph) and survived a bad accident when the back wheel of a Terrot-JAP collapsed.

Later, of course, Gwenda went to live at Montlhéry, married Douglas Hawkes, after divorcing Col Janson and Col Stewart, and at the age of 42 was driving the Derby Special at speeds in the region of 150mph, on record-breaking and test runs. Trevor Royal quotes her lap-record of the French track at 145.94mph but not her subsequent one at 147.79mph, and he confuses her Brooklands' *Ladies'* lap-record of 135.95mph with the *absolute* lap-record, held at that time by Oliver Bertram and the 8-litre Barnato-Hassan at 142.60 mph. Before WW2 the Hawkes returned to Brooklands to run their business and during hostilities make military aeroplane components, after which they decided to follow the Glubbs to the Mediterranean and the Aegean on their yacht. After giving that up, Gwenda remained an enthusiastic traveller, driving back to Britain in her Dormobile or her 2CV Citroën in the 1960s. She died on May 27, 1990, only a few days short of 96th birthday. **W B**

Out Of The Past



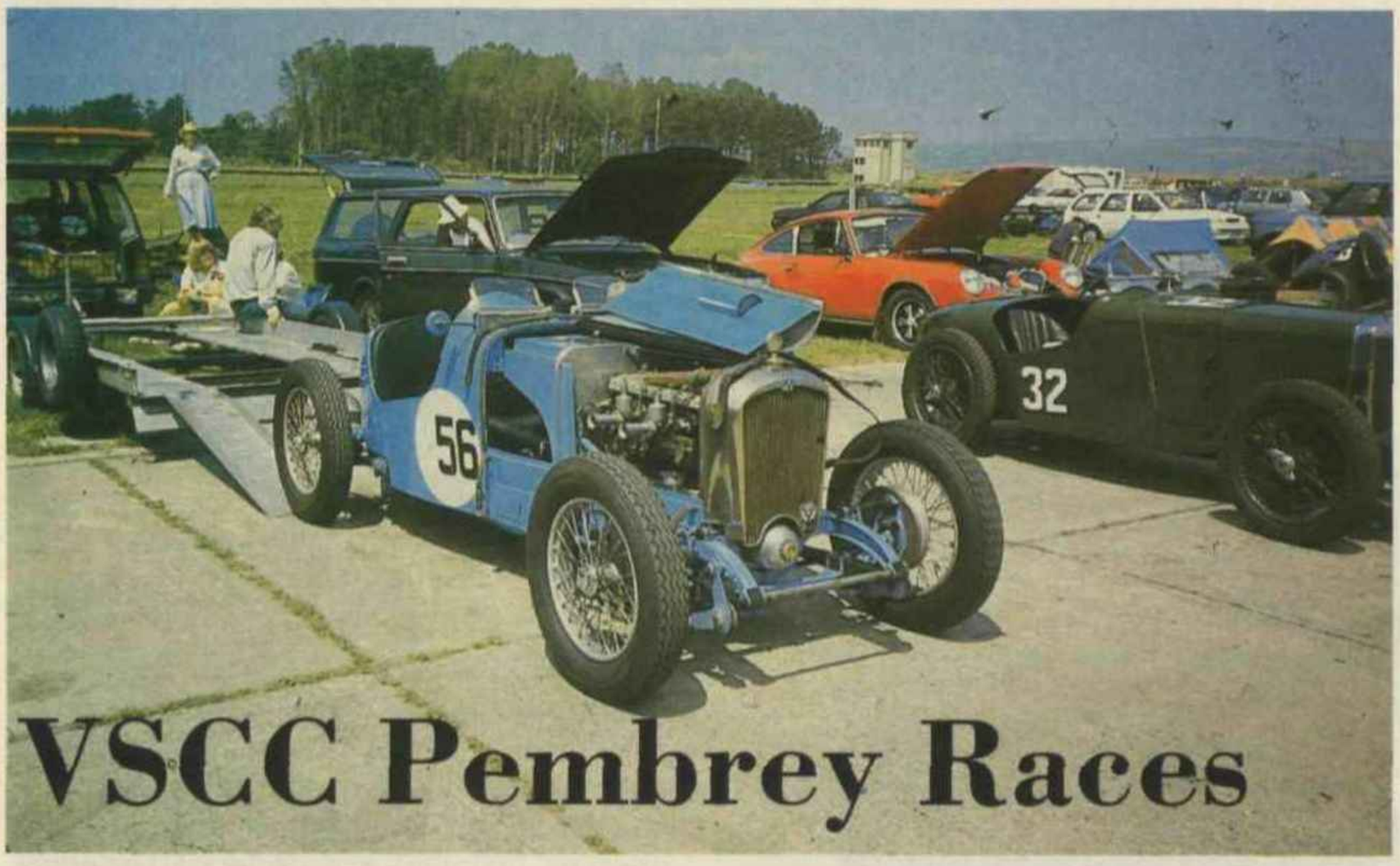
On his way home from VSCC Loton Park a reader saw an old notice on the wall of a building in a Shropshire town (identity concealed, to prevent a rush of collectors of motoring memorabilia with ladders and chisels) which had once advertised Velocette motorcycles and the Lington cyclecar. This gentleman kindly sent me a copy of his photograph, wondering if it might spark off another "Forgotten Makes" article.

Certainly the Lington was a make of which I had never previously heard. "Georgano", to whom most historians turn first, dismisses it as a 10hp V-twin shaft-drive car, made in 1920 only, at the engineering company of that name, in Bedford. A bit of digging about revealed rather more. It became apparent that this little-known cyclecar had a quite auspicious start. Why it did not survive for rather longer is a mystery, because in 1920 cyclecars had a few more years to run, the A7 not becoming truly established until 1923 or even 1924.

Moreover, the Lington Engineering Company was said to have an extensive factory, 47,000 square feet of it, and claimed to be equipped with such modern machinery that, against the tide of rising prices, the company should be able to hold the Lington steady at £175 for a presentable two-seater. It seems that the Twickenham-based Company was actually making what formerly had been the Elfin, which is even more obscure, installing a proprietary Novelette 57-degree air-cooled vee-twin engine intended for cyclecars, with belt-driven fans, a ribbed sump, a big flywheel and central sparking-plugs.

But not much seems to have happened by the close of 1920, because it had not been decided whether to fit a B&B or an Amal carburettor, even though at least 50mpg was guaranteed. A dry-plate clutch, which it was claimed could be slipped with impunity without harming it, took the drive to a two-speed gearbox *via* a nickel-steel shaft running on ball-bearings and with Hardy disc-joints at each end. A system of compound levers was said to provide a light clutch operation and the cardan-shaft incorporated a clutch-stop brake to ease gear-shifting. Probably just as well, because the ratios of 4.5 and 11.5 to 1 were rather wide... A kick-starter in the driving compartment was the means of getting the engine to fire, with a half-compression device coupled to it, which lifted the exhaust valves. A curious feature was that the alternative of chain or belt final-drive was offered, sprockets and pulleys being interchangeable. I would have thought most people would have opted for the one-inch-pitch roller-chain, but some may have regarded belts as less costly to replace, quieter and smoother.

Ferodo-lined expanding brakes stopped the Lington, and you could have right or left-hand steering to choice. The 8ft 6in-wheelbase chassis was sprung on quarter-elliptics and although a rather shapely body with rounded tail was fitted, equipment was not exactly generous. Lighting was by a Tredelect dynamo supplying just two headlamps and a rear lamp, but potential customers were given a spare wheel rim, a tyre pump and a set of tools. It all sounded reasonably promising. One wonders whether that dealer whose advertising sign has survived ever sold a Lington or two to those who wanted a step-up from their Velocette motorcycles, using them on the then-peaceful Shropshire lanes? Perhaps not, for no more was heard of this fairly civilised cyclecar. Now it is up to those who are inspired by the past to find out what became of that extensive Bedford factory. **W B**



VSCC Pembrey Races

On June 25 a representative turn-out of VSCC racing members presented themselves at the 1.456-mile circuit on the South Wales coast for a nine-race Parry Thomas Memorial confrontation. Many vintage racing-car drivers like this little course, with its varied corners and no Armco, the safety barriers being piles of deceased tyres. There is a respectable restaurant with seating without, but you need to stand to see anything lower than passing crash-helmets. The centre concrete Paddock has no bridge or tunnel access and the approach roads to the place constitute a fine test of suspension, unless taken at a crawl. I must say, too, that the BARC shows no co-operation for anyone who lacks the right pass, no matter how well-known or what efforts have been made to obtain one. . . And it seemed not to know whether this was a BARC or VSCC meeting, although the latter was prominently named on the programme cover. . .

For starters, on this day of summer sunshine, we had a six-lap scratch race. It produced a fine battle between Tony Seber's quick s/c 1750cc Wolseley, in spite of a broken valve rocker having to be welded-up in the Paddock beforehand, Keith Knight's Riley, now with a 2-litre s/c ERA engine, and Mac Hulbert's beefy blown Silver Eagle Alvis Special. It was the wonderful Wolseley that triumphed by 0.8sec from the single-seater ERA/Riley and the hard-driven Alvis. Les Leston's son Nick was going well in the 3½-litre Lovell-Elkhart, now with twin SUs replacing the original Winfield carburettor.

Next, what was intended to be a seven-lapper for the Frazer Nash/GN fraternity; only the chequered-flag came out after six laps — could a driver who had planned to take the lead on the last lap have put in a protest? — not that any VSCC competitor would do so. . . For a time Club President Barry Clarke led in his nice little FN/GN with Ruby engine ("No dear, not like the one in your Ruby A7") but the faster stuff swamped him, and the race became a great dice between Mark Walker in the 6-litre Cirrus-aero-engined Parker-GN and Weston Mitchell in the AC-powered GN Special. It was



Rare runner: Tony Crowther's Rally (top) packs a Salmson engine. Leston's Yankee racer (above) has abandoned its roots and switched to twin SU carbs.

Mark who won, after making the fastest lap at 67.89mph. Paul Smeeth, driving the s/c MG-engined Richard Bolster Special, deserved his third place and it was good to see the Chawner-GN out again.

Not easy to follow, the next race was a six-lap handicap with some runners required to do only five laps. Sir Aubrey Brocklebank (Lagonda Rapier) who is I think related to C G Brocklebank who raced a 1913 GP Peugeot at Brooklands, as a "limit" starter (although the handicaps were not divulged in the programme) was just able to stay ahead of Anne Templeton's s/c MG Special, and James Crocker, another Lagonda Rapier driver, behind a 2-litre AC six engine, had gone well to net third place. The fastest lap was made by the wonderful Wolseley, at 70.35mph.

It was then intended to get more serious, with the 12-lap Shuttleworth & Nuffield Trophies race, but this was decimated by non-starters, leaving only six runners. Some enjoyment resulted when son Mark Gillies in the 2-litre s/c Brooke Special passed father Gillies driving a Treen-Riley and Mark then had a great tussle with the ERA/Riley. But after the latter had lost time with an "off" it was Ted Dunn's Riley, although only a 1½-litre s/c car, which took up the challenge, to come home in second place, and first in the poorly-supported Nuffield Trophy division, beating Stephens in ERA R12C.

A second six-lap Handicap was next on the agenda, and it proved a great triumph for the team of five handicappers, Messrs Ayle, Rolfe, Millham, Guest and Ballard, who produced a truly exciting finish, Alan Mills' A7 Ulster just, but only just, finished ahead of Bill Roberts' Frazer Nash, winning by 0.3sec. Third was the flying A7 Chummy, well whipped along by Simon Diffey. To add to the interest, a special seat had been installed, F1 fashion, in the Treen Riley for Wendy Gillies, as she is more petite than Dad. Williams' Rapier was blacked-flagged for something or other. A rare runner was the Salmson-engined Rally, back after a mechanical disaster at Mallory Park last year.

The 12-lap vintage-car John Holland Memorial Trophy race promised much. Two aero-engined cars were against the field — Roger Collings's well-known 19-litre Mercedes-Maybach on which he had substituted "Shelsley Walsh" sprockets between practice and the race, and the almost invincible Parker-GN of Mark Walker. Another interesting runner was John Densham's Lea-Francis with 3-litre AM30 s/c Hotchkiss engine, which only lasted one lap. But it did not work out for the aero-cars. Walker harried Hulbert's Alvis something awful, Mac sliding into the corners. But just as it looked good for Mark, the ding-dong duel perhaps over, a back-axle tie-rod in the GN chassis broke and Mark had to retire, with transmission problems. And although Roger said he had enjoyed his Pembrey lappery, he found the big Maybach a handful, finishing last, with no brakes left, so had waved on Robert Towell's 1929 JAP Super Aero Morgan that had been tailing him. So it was Alvis, Lovell-Elkhart and GN/AC, but Walker lapped the quickest.

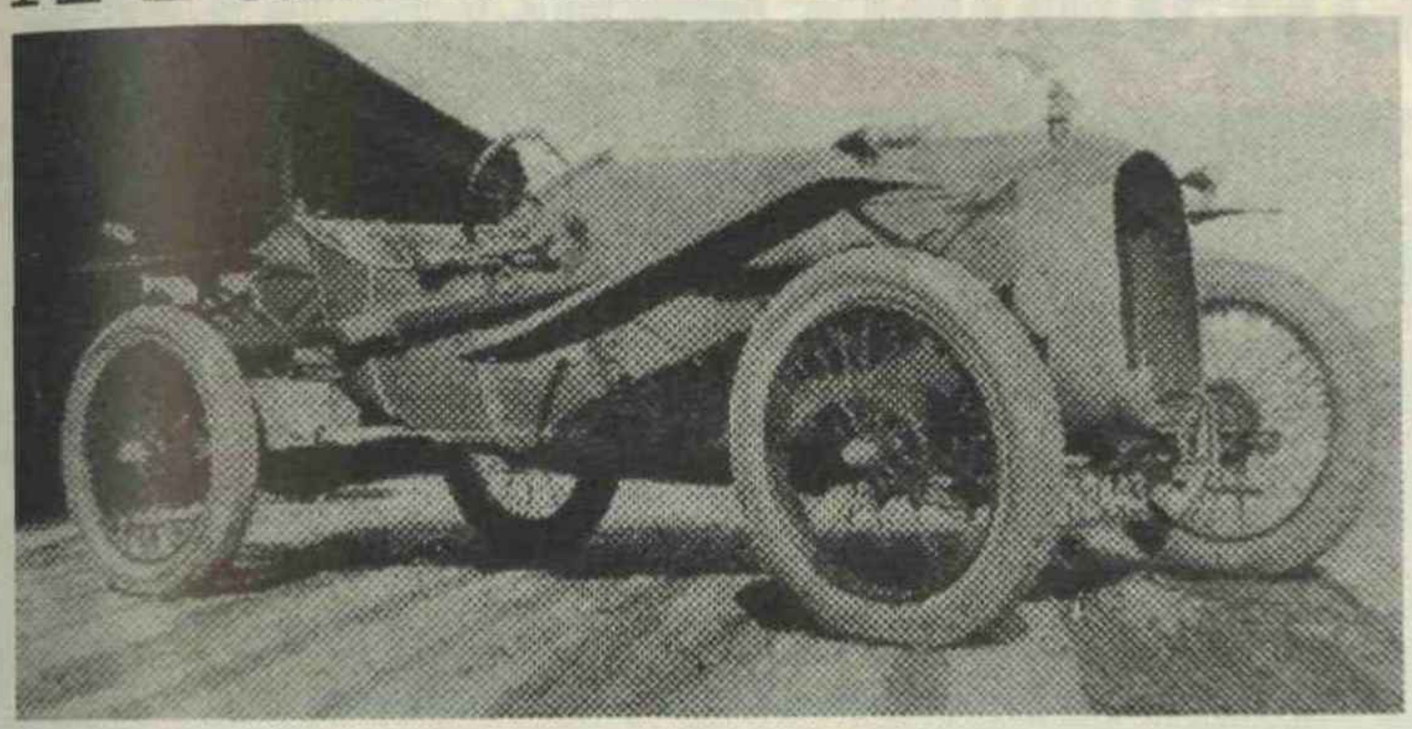
There followed a 12-lapper for post-war racers, in which the two Kiefts and lone Cooper 500 looked very smart and may have recalled for some how Stirling Moss, who was at Goodwood that very afternoon giving Jenks a ride up the Goodwood hill in the victorious 1955 Mille Miglia 300SLR Mercedes Benz, had commenced his career. The Brooke Special won again, from two Cooper-Bristols. Two more races completed this busy Pembrey afternoon. And for me, a "first", when I was stopped at the entrance of a race track for the only time in some 60 years (loud cheers from the readership?), giving me the impression that the BARC is somewhat indifferent to Press support.

W B

Results:

6-lap race: A J Seber (Wolseley), 69.9mph.
Frazer Nash/GN Handicap: M Walker (Parker-GN), 65.3mph.
First 6-lap Handicap: Sir A Brocklebank (Lagonda Rapier), 67.0mph.
Pre-War 12-lap Shuttleworth & Nuffield Scratch race: M A Gillies (Brooke Special), 70.0mph.
6-lap Handicap: A E Mills (Ulster A7), 58.6mph.
Vintage 12-lap John Holland race: J Hulbert (Alvis), 68.7mph.
Vintage Post-War 12-lap races: M A Gillies (Brooke Special), 71.3mph.
Sports Cars 8-lap race: S R Stretton (Frazer Nash), 64.2mph.
6-lap Scratch race: P E Smeeth (Richard Bolster Spl), 65.7mph.
Fastest Lap of the Day: Mark Gillies (Brooke Special): 73.0mph.

A Famous Ford Owner



As most aviation followers will know, when the de Havilland Aircraft Co was one of the premier aeroplane builders the name Francis E N St Barbe was very well known. He was, in fact, one of the founders of this famous company, for whom he worked on the sales and publicity side, and he was largely responsible for the worldwide fame and popularity of the DH Moth. He became a director of the DH Company and its overseas branches, and the Deputy Chairman of DH Holdings. He was to attain high office within the SBAC. Not the sort of man to have time for an unusual sports-car, you might think.

Consequently I have been intrigued ever since I first saw it by an advertisement in a 1926 issue of MOTOR SPORT for a very rakish-looking Model-T Ford Special, which was for sale at £100. Described as "a Special High-Performance Ford", the advertisement refers to it having an o h v Montier cylinder head, balanced and lightened moving engine parts, a special carburettor, magneto ignition and a six-speed gearbox.

Nor was that all, for the description refers to a lowered chassis, wire wheels with oversize tyres, electric lighting and full instrumentation. The radiator was cowled, the mudguards distinctly sporting and not much use for their purpose and the rakish body ended in a bolster tank. There was even an outside exhaust pipe. This sporting Ford was said to have run only 4600 miles, to be "extremely fast and in faultless condition", to possess numerous minor improvements, indeed, "to be ideal for high-speed touring". The Reg No looks like ?? 2443. The advertiser was — St Barbe, Stag Lane Aerodrome, Edgware, where you could ring him.

One might have thought that by 1926 Mr St Barbe would be too busy, even too old at the age of 33, to need a spartan motor-car of this sort. But good to know that this great aviation personality read us, even when we were a comparatively new paper. I wonder who drove away over the Edgware Road tram-lines in this exciting Model-T? **W B**

Lost Royce

John Hirons who told us about a 40/50hp Rolls-Royce that had been used as a breakdown truck by his business partner Jack Wharton until it was commandeered by the War Office during WW2 and never seen again, has kindly suppled some details of this lost Ghost.

It was first registered on April 27, 1921, as R 4878, chassis no 41TW, with a 1920-type engine, No J-166. It started life with a cabriolet body painted blue, the first owner apparently being Prince Paul of Serbia, who had it until 1924. The colour was changed to grey, then to orange-and-black, and later the car was owned by Mr and Mrs R Parr, the last entry in the log book being that of Davenport Vernon of High Wycombe. When the War Department took the Rolls-Royce away they left its spare wheel behind. As far as is remembered, no payment was made for it and Jack Wharton never bothered to find out what became of it. If it has resurfaced, it would be interesting to know where it is now.

It is nice to know that John Hirons, who has been reading MOTOR SPORT for well over 50 years and who used to buy *Speed* when he went to Brooklands in the mid-to-late 1930s, still has his GN and Frazer Nash, and the 1969 C-type MG which was little used when he acquired it from his partner's estate. His son now drives the cars in VSCC and other events. **W B**

V-to-C Miscellany

That great marathon, the LEJOG, is scheduled to happen again on December 2/5. Details from John Brown, The Town House, Leigh, Worcester WR6 5LA. Tel: 01886 833505.

My continuing interest in the life of the late J G Parry Thomas has resulted in a fresh snippet of information about the great Welsh racing driver, in some patent specification of his, kindly sent to me by Geraint Owen. In 1919 Thomas lived at Caversham Lodge in Barnes, presumably after he had left Leyland Motors and before he returned there to refine the design of the Leyland Eight. Brooklands did not re-open for racing after the war until May 1920, but flying would have been taking place there before that. Could it be that Thomas, having designed the Leyland X aero-engine (MOTOR SPORT, February 1995), had business there and this was his first view of Brooklands, at that time? Thomas does not appear to have been a BARC member before the war, and later in 1919 or 1920 he went to live in Preston, Lancs.

A reader residing in Copenhagen has an Anzani engine apparently used by Ernest Eldridge in one of his Eldridge Specials. He wishes to build a replica around it and requires data and photographs of these cars. Letters can be forwarded. **W B**

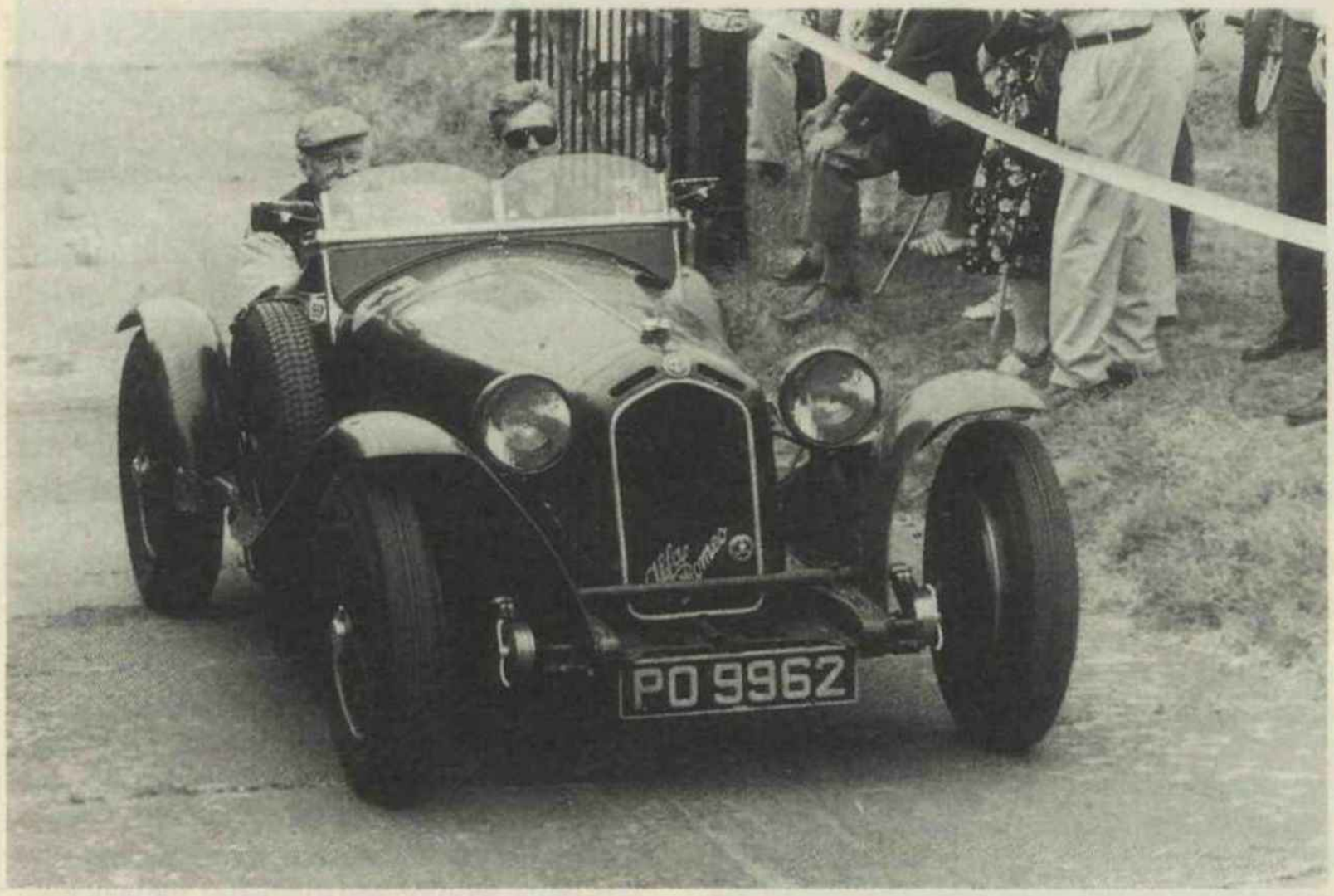
Correction



Two Sheffield-Simplex cars and a Sheffield-built Charron-Laycock owned by GKN at the Kelham Island Museum. Their own 50hp SS is in the middle, the ex-Lord Riverdale on the left.

The Sheffield Simplex is such a rare car that I became confused when confronted with the information that such a car has returned to its birthplace, Sheffield. I wrongly assumed it to be the car Lord Riverdale had in 1978, fully restored on its return from Australia, and with which he re-enacted its 1911 Land's End/John O'Groats run. In fact, the car now in the Kelham Island Museum in Sheffield is the car which Earl Fitzwilliam, the sponsor of the Sheffield-Simplex Company, had owned — which makes this car all the more welcome at the Sheffield Museum — which then went to Ireland, owned by John Ellis, before departing to America. This very rare 50hp Sheffield-Simplex which did not require restoring now forms part of an exhibition of Sheffield-built vehicles at Kelham Island Museum, open until December 1995. **W B**

28th Brooklands Reunion





Peter Agg's ex-Dobson,Whitehead and Cholmondley-Tapper Monza. Stoical Bugattis ignore the rain, above; a rarer French presence was Geggus's 1929 Derby Super Sport, below left.

Standing water meant standing racing cars when a cloudburst scuppered the sprint element of the Brooklands Reunion in July. Anyone who took it easy in the dry practice missed out, as awards were given on those times, but the morning Test Hill climbs went ahead, so everyone got something out of it. And of course it is the social element which really counts. . . Guest of Honour was Rivers Fletcher, and the theme was those BRDC 500-mile races which mixed tiddlers on handicap with outer-circuit monsters; a more recent invocation of these, the Napier-Bentley, was the focus of a Napier display, bellowing into life once or twice and summoning applause from deafened onlookers.



Brooklands survivors included Tarring's 1908 60hp Napier, Stafford East's GN "Akela", Tom Delaney's Hyper LeaF, the Conan Doyle Mercedes 38/250 and Rob Walker's ex-Bira Delahaye 135, among others.

It was also the first chance to visit the new "Fastest on Earth" display in the Campbell shed, opened only days before, featuring a wonderful model of the Napier-Railton built as a working reference for the real thing, and much else. With this expansion the Museum has turned a corner, quelling gripes that there just weren't enough cars on show. If only the Railton were one of them.

Stafford East was spotted trying to drive "Akela" along a banking so slippery that elsewhere small children were going down like nine-pins, but the slim silver machine couldn't get the purchase to keep straight, let alone gain altitude. It was an alarming sight from the Members' Bridge. **G C**

Results: Rain stopped play. Results based on practice times. No handicap results declared.) **Class 1:**J Baxter (A7), 17.33 sec. **Vintage**:ditto. **Class 2:**T Watson (Riley), 16.42 sec. **Vintage**:E Poynter (Lea-Francis), 20.65 sec. **Class 3:**A Hunt (Riley), 17.44 sec. **Vintage**:H Conway (Bugatti), 20.65 sec. **Class 4:**R Burrell (Bentley-Royce), 14.09 sec. **Vintage**:R Buxton (GN), 17.97 sec. **Class 5:**R Lemmon (1913 Vauxhall), 20.60 sec. **Class 6:**P Whenman (Lagonda), 15.09 sec. **Vintage**:F Fernandez (A7), 17.09 sec. **Class 7:**R Towell (Morgan), 17.22 sec. **Vintage**:ditto **Class 8:**D Baldock (Alta), 13.34 sec. **Vintage:**J Hulbert (Alvis), 14.42 sec. **Class 9:**P Grist (Alfa Romeo), 13.65 sec. **Vintage**:D Biggins (Vauxhall), 17.72 sec. **Fastest Lady:** Miss Burrell (Bentley-Royce), 16.14 sec. **FTD (Woodlands Park Hotel Trophy):**D Baldock (Alta), 13.34 sec.

Active Morganists

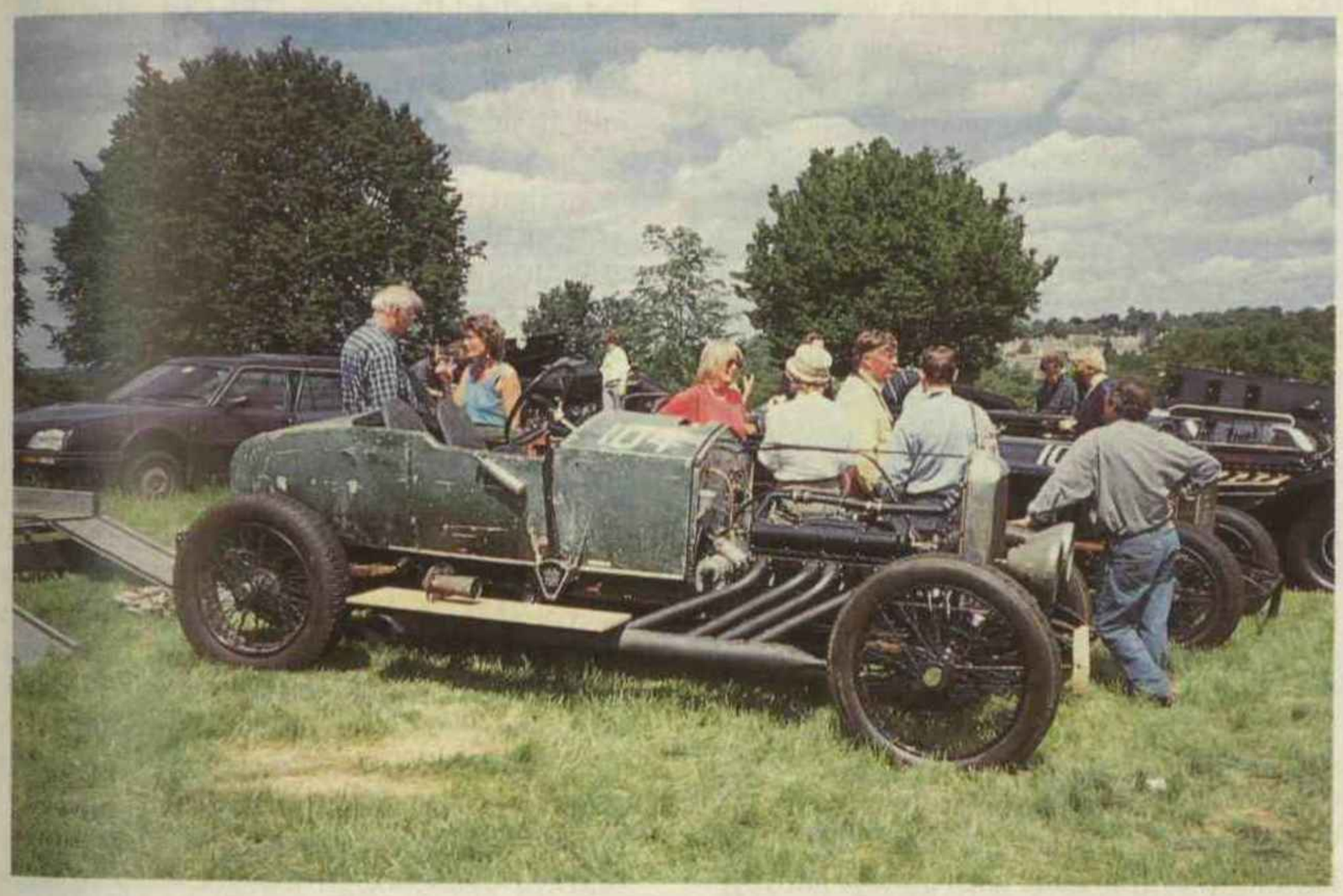
The Morgan 3-Wheeler Club's 50th Anniversary Year has been galloping along. Following the appearance of 100 or so of these fascinating cyclecars at Brooklands in April the entirely impressive assembly of over 180 of them, as counted by Peter Morgan himself, gathered at Malvern in June for a birthday party at the Morgan factory, with 163 parked in the sports-field. Strong support was received from American, German and Dutch members, and many Morgans were driven long distances to attend. Pre-WW1 cars, large numbers of inter-war vee-twins and some F-types, the last 3-wheeler Morgan made, up to 1952, were present and after driving-tests at Madresfield Court, an appropriate venue, more than 220 members and guests sat down to the banquet at the Abbey Hotel in Malvern.

Peter and Charles Morgan were not only very welcome guests but provided a unique touch, as the son and grandson of the founder of the Morgan Motor Company still in charge of the make's destiny. Nor was that all, because on the Sunday the Morgans went to Stoke Lacy for a church service conducted by the Rector, who was assisted by the Rev A Murray-Leslie, a long-standing member of the club; the church was that of which H F S Morgan's father had once been Rector, and the congregation of Morgan owners overflowed outside into the churchyard. Morgans were allowed to park in the grounds of the Old Rectory and so could be photographed in the drive of the one-time Morgan family home. Morgans attending included the ex-Ron Horton racer, which retiring Chairman Alan Lazenbury (he has served for 38 years) drove over this memorable weekend, and the events had the help of Peter Morgan, the Club's President, and Charles Morgan the President-Elect. **W B**

MCC Edinburgh Trial

Entries for the MCC's classic Edinburgh Trial close on August 18, and are limited to 250. The event starts from Strensham Services, M5, and Toddington Services on the M1, and happens on October 6/7. It is open only to MCC members and the invited Army MCA and the Federation of British Police MCs. The trial belies its name by being run mainly in Derbyshire, with the finish at Buxton. There are 16 Sections or Controls; the first motorcycle rider is expected at Agnas Meadow (map ref 119/216474) by 5am, at Jacob's Ladder (Special Test, 119/234759) by 12.50pm and at Litton Slack (119/191732) by 1.25pm, with the finish Control open by 2.55pm. Entries to Mrs G M Margetts, 21 Madresfield Road, Malvern, Worcs WR14 2AS. **W B**

Sun and Games at Cornbury



The Benjafield Racing Club, claimed to be the smallest of the motor clubs, held its fifth speed-trial at Cornbury Park on June 18. It was the place to be, if you were not riding your aged motorcycle in the Banbury Run along the pleasant country roads without, watching the close of Le Mans, rushing your vintage light car round the markers at Pewsey, or whatever. . .

Cornbury Park, the seat of the Hon Robin Cayzer, is the epitome of what an English gentleman's country estate should be, a sort of de luxe Madresfield, which in many ways the sprint location resembles. The day was warm, peaceful — guests only as onlookers with a big grass field serving for Paddock and car-park. Vintage racing motorcycles added to the variety, the aero-engined monsters were an additional attraction, and I noted that, unlike the VSCC, the BRC does not object to plastic-bodied cars and even had a "Freshmen's Cup" for raw recruits to the art of sprinting.

The 880-yard-long course with a smooth surface starts on a very slight incline and the long straight enables high speeds to be reached before the 90 degree right-hand corner before Cornbury House, which is followed by the left and right hand "Benjys" and "Dunfee" corners. The scene is reminiscent of those pre-war speed-trials, such as the Inter-'Varsity events of long ago, but more spacious.

So it was a good afternoon's sport. One minor accident in practice when the front wheel of a solo Cotton fell out and catapulted the rider off, a Talbot-Darracq T150C that caught fire, and in the event, a modern concept of a sidecar-outfit leaving the road without harm and Mr Rudder failing to steer his Kougar-Jaguar — one of nine entered — as intended and damaging its n/s front wing, were the only mishaps. The Kougars, Reliant Scimitars, Morgans Plus-8s etc mixed it with the older cars. The Threlfalls ran their vintage 4½-litre Bentley, Iliffe the unusual 1919 4DA Diatto, Mrs Wigg went well in a s/c L-type MG Magna, housewife Mrs Stott drove an Ulster A7, Temple his nice s/c Amilcar, and Mrs Isobel Teague was one of the star performers, in the Hardy Special.



Biggin's "spare" 30/98 arrived with V8 Hispano power, top. Cooper's Alta-Jag sets off up the drive, above, while Mother Gun, right, rests in the sylvan surroundings of the paddock.

Jon Giles had the FN "Beetle" and Vaughan Davies, as expected, conducted the Bentley-Jackson "Mother Gun", missing a change-up on his second appearance. Burrell's V12 Bentley-Royce was a class-winner but the programme did not divulge whether he was running his atmospherically-charged or his forced-induction car. In contrast, the various standard vintage Bentleys displayed very pedestrian initial acceleration. But not Stanley Mann's special 8-litre. Flack's recently-successful 8-litre was a non-starter, so there could be no comparison. . .

Several aero-cars ran of which Roger Collings's Mercedes-Maybach was the fastest. Mark Walker to whom I had that lunchtime presented the AECC Annual Trophy, so well deserved, had elected to drive his 8-litre Curtiss-powered Monarch instead of the 6-litre Cirrus-engined Parker-GN. The Mett-Maybach was absent. The Liberty-La France 4 seater, which I feel sure Mr Toad would have liked, the Maybach-Delage and Hartley's splendid R-R Merlin which started sedately, then roared off (one wonders what the makers of normally silent R-R motor-carriages would have thought?) entertained the onlookers. Biggins put up a very commendable show with his Vauxhall 30/98 with a 12-litre V8 Hispano-Suiza engine now propelling it — "I felt as I had a spare 30/98 I might as well have some extra performance", he explained. . . He had completed the conversion, including a step-up gear behind the engine, only three days beforehand, so his time of 59.02 was excellent. It was accompanied by a wail from the fan, and there was no oil in the gearbox, overlooked in the flurry of the rebuild — so Biggins did only the practice and the one timed run. It was good to see the airscrew-driven Leyat going better than it had gone before. Hamish Moffat added to the aero-motor interest by driving the Liberty-engined MAB to the venue, but did not compete in it. A static "exhibit" which I hope to see running soon was a Shelsley Special-like GN chassis with air-cooled JAP V4 aero-power. As the giants cause so much interest: here are their times: Mercedes-Maybach: 54.67sec; Rolls-Royce Merlin dh coupé: 55.03sec; Monarch: 56.36sec; Vauxhall-Hisso: 59.02sec; Liberty La France: 60.64sec

Results: **Benjafield Trophy**: G Dunn (Morgan +8). **Dunfee Memorial Trophy**: P Reece (Lotus Elan). **Freshmen's Cup**: H Pickering (Kougar-Jaguar). **Ladies' Cup**: Mrs Teague (Hardy Special). **Class Winners**: M Thompson (Reliant Scimitar GT), 44.24sec; G Dunn (Morgan +8), 41.69s; J Giles (FN "Beetle"), 49.56s; R Burrell (Bentley-Royce), 46.12s; J Lewis (Morgan +4), 43.04s; R Bradley (Bentley MkIV), 48.33sec; R Barbour (Kougar-Jaguar) 45.01sec; Mrs Teague (Hardy Special), 50.22sec; R Birrell (Brabham BT21B), 41.84sec; R Collings (19-litre Mercedes-Maybach), 54.67sec.

W B

Cars In Books

Re-reading *The Private Life of a Country House 1912-1939*, reissued by Clio Press, Oxford, in 1992, one enjoys again Leslie Lewis's account of what life was like in an Essex house during those years. She describes Pilgrim's Hall as a small house, but an aerial view shows it as a quite considerable mansion. While I like most books about the pre-WW1 period and the 1920s, strings of references to then-commonplace objects, like Lifebuoy soap, Glaxo, Californian Syrup of Figs, Fry's chocolate, ABC teashops, the *Boy's Own Paper*, etc can become a bit tedious. Leslie Lewis avoids this and has an absorbing tale to tell, of an age which persisted into the 1920s, even in some cases almost to 1939, of how the better-off managed their country houses.

The cars? Well, around 1912/13 the house was served by a dark green Austin landaulette driven by the uniformed chauffeur Simmons – he is remembered by the child as mending innumerable punctures in the garage, ringing the holes in the tubes with a well-licked purple indelible pencil before applying the patches. Before he went off to the war, that is. . . The Austin was supplemented by various horse-drawn vehicles, suitable for distances of about eight miles each way; the cob that pulled the dog-cart moved her ears constantly to gain instructions and knew automatically when a smart trot to catch a train was called for, or a more sober gait needed with nursery parties. (I can *almost* see why some people preferred horses to cars. . !)

After this cob died in 1920 or thereabouts a Model-T Ford was acquired, a tourer with side-curtains and a Stepney spare wheel. The lady of the house used to crank up the Ford and drive it herself; with a double-dog-cart it sufficed for station work, picnics, going to point-to-point races, and general chores, along the roads near Ongar and the North-Essex villages. It was succeeded by a Chevrolet tourer, on which Miss Lewis and her brother were taught to drive by the ex-under-coachman. He also looked after the oil-engine which supplied the house lighting-plant, primed with a blow-lamp, its big flywheel half buried in a concrete base. It was sold in 1939, when mains electricity had reached the house. The Chevrolet was augmented by a Sunbeam landaulette, driven only by the aforesaid coachman, until it was given to one of the author's brothers, then at Oxford. (I recall how this was often the case, an Overland tourer I knew, of about the same age, being given by father to a son, after the parent had bought another Overland.)

After the Chevrolet went, it was replaced by "a delightful touring Sunbeam". Bicycles were also much used but the transport needs of the household are described as getting easier for the women when an Austin 7 become available to them. There is a picture of it, a late-model Chummy, Reg No VX 9176, being driven by the author's brother Bill in the grounds of Pilgrim's Hall "against the house-rules". Another picture is of a rear-engined friction-drive GWK two-seater with an aunt at the wheel and grandfather beside her, in about 1917, outside Springwells, in Steyning, its Reg No BB 3047. The starting procedure used by the lady, and the GWK's remarkable fate, are well worth reading about? **W B**

V-to-C Miscellany



Concours prize winners: President Delaney's two Hypers, Pat Larkin's P-type and Tony Stephen's 1950 18hp saloon.

The Lea-Francis OC's celebrations of 100 years of Lea & Francis went well at Stanford Hall in June, with dinner afterwards and an address by Mr A B Price. The programme listed L-F machinery of all kinds, from 1902 pedal cycle to every type of car, down to the modern Jaguar-powered Lea-Francis. These included a dozen Hyper sports-cars, all three types of the very rare 6-cylinder cars, John Fellows' Vulcan-built twin-cam 14/40, Bob Elliot Pyle's sole-surviving 16/60 and two single-ohc Ace-of-Spades cars. These were joined by some 26 other vintage models, 20 P-type 12/40s, to the sole-remaining 1923 D-type owned by J Woodhouse.

At the celebration dinner at Stoneleigh the Guest of Honour was the son of designer Hugh Rose, and John Lea (ex-racing mechanic who worked at the factory in the vintage years) was present on the Sunday. Members came from Australia and New Zealand. Peter Watson drove his 1951 14hp saloon down from Aberdeen, and Erik Skreiner brought a 14-Sports all the way from Vienna. Tom Delaney, the Club President, won the driving tests, John and Nicole Walsh, the latter in "flapper's" attire, the Concours *d'Elegance*, judged by Lady Braye.

Most of the one-make clubs and registers have their own magazines, which should keep the editors of professional journals on their tip-toes. We have from time to time mentioned various club publications and we see that the Austin Ten DC (*Drivers'* Club, as distinct from catering only for restorers and beauty-prize contenders!) has long run a full-size magazine of glossy paper and clear pictures. The June issue lists 43 new members, with cars ranging from a 1929 Austin 20 tourer to a 1947 Ten saloon, this club catering for the larger Austin cars and not confining itself to vintage models. The President is Clive Loveless, the membership secretary Bill Colliver, 4 Hayes Close, Pinton, Nottingham, and the National ATDC Rally is to be held near Stow-on-the Wold on July 28.

Continuing the theme, the Riley RM Club has its own similar magazine, *R-Memoranda*, containing useful data on these later Rileys, the enrolment secretary being Jacque Manders, Y Fachell, Ruthin Road, Gwernymyndd, Mold, Clewd, and all the long-lived one-make magazines seem to flourish — *Bugantics*, the *BDC Review*, the highly respected *VSCC Bulletin* and R-R EC's *Bulletin*, the jolly FN *Chain-Gang Gazette*, the printed *Amilcar Register Newsletter*, the *Bristol OC's Bulletin*, the VMCC's *Vintage Motor Cycle*, the exciting Morgan 3-Wheeler Club's *Bulletin*, the *Vintage Austin Magazine* of the VAR, the 750 MC's overall *Bulletin*, the more history-orientated *Magazine of the A7* from the A7CA, the Daimler & Lanchester Club's *Driving Member*, the *AM Magazine*, the delightful Brooklands Society *Gazette*, *The Jowetteer*, embracing all cars of the Jowett CC, and so many more, together with the newsheets of the smaller clubs. Forgive me for omissions.

The VSCC's President from March 1996 to 1998 will be David Marsh, who has taken a prominent part in the Club's competitions and affairs for many years.

A French resident who saw the "Forgotten Makes" piece on the Berliet and whose wife is the grand-daughter of Marius Berliet and the daughter of Henri Berliet is seeking a large pre-WW1 car of this make or a 1920s six-cylinder Berliet tourer. If anyone has such a car for disposal, or can provide any facets of Berliet history, letters can be forwarded. **W B**

Major Beware!

In extension of the comments I made about the Government's proposed "Continuous Licensing" of all motor vehicles, whether on or off the road, the Federation of British Historic Vehicle Clubs, which looks after the interests of a big majority of owners of the older cars, etc, has definitely given the "thumbs down" to this preposterous proposal. The FBHVC Press statement reads as follows:

"Repeated promises given to the Federation by Ministers that continuous licensing would not inconvenience honest motorists have been broken," declares Federation Chairman, Peter Glover. "These proposals contain no deterrent to the small hard-core of tax evaders with modern vehicles who are the avowed target of the continuous licensing scheme. Indeed continuous licensing would make it easier for them to escape detection, since the Ministry proposes cutting the number of enforcement officers."

Not only "snooping into an individual's possessions," I would add, but an infringement of the citizen's right to use private land as they wish, without incurring extra taxation aimed at only one section of an innocent community. The FBHVC has a 250,000 membership and while politicians may dismiss this as insignificant, let them ponder on whether the loss of these votes might not represent a disaster, to a Government which has disappointed the electorate in so many ways. The FBHVC says those who have not done so should still protest to their MPs, etc. The Prime Minister may have been re-elected from a curious abdication — but let John Major be aware of the votes he may lose, and so badly needs, from irate motor-owners if "Continuous Licensing" is introduced.

Museum Extension

The excellent Haynes Motor Museum, about which I wrote last February, held a party in July to celebrate its tenth anniversary and the opening of a £3 million, 17,500 sq ft extension of its collection at Sparkford, in Somerset.

The opening was performed by Murray Walker, before he rushed to off to Silverstone to prepare his commentary on the British GP. The occasion was also a reminder that Haynes Publishing Group has been going for 35 years. Back to the museum, the exhibits have grown from 50 to 300, housed in a most attractive 52,500sq ft building. Visitors now enter *via* a darkened "street-scene" containing a large and rare 1909 Dayton, a 1904 Oldsmobile, an AX Renault and a 1919 BSA motorcycle, all presumably cleaned after their journeys, while in the book-shop are a non-standard A7 sportscar and A7 saloon. Then it is on to the diverse and immaculate assembly of cars and motorabilia in the museum.

There is also a new Pit Stop cafe, overlooking a Model-J Derham-bodied Duesenberg tourer displaying itself on a massive rotating turntable. Haynes describe this, one of only eight built and the only one captive outside the USA, as made by "the ultimate motor-car builders, considered in its day the fastest, sleekest, most stylish car money could buy, the only car for the super famous to be seen in." And money being uppermost in so many minds these days, its value is declared as $1 M. . .

By a coincidence, as I was absorbing this, I unearthed J L Elbert's book on the Duesenberg, (Motor Classic Bookhouse, California, 1949), a car the author called "The Mightiest *American* Motor Car". From this I was able to confirm that the Model-J had a twin-cam hemi-head 32-valve 420cu in motor which developed 265bhp at 4200rpm or 320bhp aided by a centrifugal supercharger running at six times engine speed to give 8lb/sq in boost at 4000rpm, on the Model SJ. In this guise 116mph and 104mph in second gear were claimed. I also recall being intrigued by the fascinating *details* of a Model-J I wrote up in MOTOR SPORT a very long time ago.

However, not everyone loved the Duesy. Cecil Clutton in *The Vintage Motor Car* wrote: "Its handling characteristics were said to be disappointing and whether for this or other reasons, it failed to catch on. . .". But this is only one of a host of great cars to look at, and perhaps see running on the test track, down at Yeovil. . . **W B**

The Veterans



Photography: Richard Scholes

A rising out of a suggestion of mine published many years ago, that someone with an appropriate veteran car might like to drive it over the route followed by the Hon Evelyn Ellis on the very first run in this country by a (then illegal) horseless-carriage in 1895, the thing finally jelled this July, all those years after I had suggested it. Congratulations to organisers Malcolm Jeal of the VCC and Michael Edwards, and to the 43 owners of pre-1901 veterans enthusiastic enough to embark on this commemoration, over today's more congested roads.

Oldest to venture the journey on July 9 was Tim Moore's 1884 steam De Dion Dos-a-Dos. Johnny Thomas elected to ride his 1898 Rochet tricycle, and the 1896 Lutzmann and the 1894 Santler were there, along with Ruth and Brian Moore's 1892 Panhard. Lord Montagu drove on the 1899 four-cylinder Daimler. They even came from America, Germany, Belgium, Holland and Jersey, to recall Ellis's adventure.

At the last moment 78-year-old Denise Critchley-Salmonson, Ellis's granddaughter, heard of the run and was able to attend. All the more pathetic, therefore, that the Science Museum did not bring the actual Ellis Panhard. . .

The veterans paused at Basingstoke, above. Ellis's grand-daughter is seen below with Brian Moore on his Panhard.



There were only two non-starters, one for domestic reasons, Parkinson's 1898 Leon-Bollée tricar sensibly, as he had not been able to fix its brakes. In spite of the heat only two veterans needed assistance. Praise be to those who took part.

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JULY

29TH-30TH JULY

CLASSIC & HISTORIC MOTOR CLUB, WROUGHTON NOSTALGIA SHOW. Club Stand on both days — space available on the Saturday, but full on Sunday, barring cancellations. Ring Mike & Frances Baker on 01934 418008 for more information.

AUGUST

4TH-6TH AUGUST

REGISTER OF UNUSUAL MICRO-CARS. HENGRAVE HALL MICROCAR RALLY. Bury St. Edmunds. Contact: Bob Cotton on 01728 724084.

4TH-7TH AUGUST

SAAB OWNERS CLUB NATIONAL CAMPING WEEKEND. At Keswick Rugby Club, Cumbria. For further details contact Jill or Gerald Chamberlin on 01228 37838.

5TH-8TH AUGUST

CLASSIC & HISTORIC MOTOR CLUB. To celebrate the 125th Anniversary of the British Red Cross, a Fun Day at Hengrove Park, Bristol. Club Cars invited — contact Cathy Monaghan on 0117 9356095 (Daytime).
MATRA ENTHUSIASTS CLUB. 'The Great Northern Weekend', Jodrell Bank, Chester, Stately home. For full details call Tim Martin on 01264 396650.
PIRELLI PORSCHE CLASSIC CHAMPIONSHIP (Castle Combe). Round of the Porsche Pirelli Classic Championship for pre 1980 cars.
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.
CITROEN CAR CLUB. SCOTTISH SECTION ANNUAL RALLY. Doune Motor Museum. Contact: Colin McPaike 01355 233065 or Ian Smith 01224 714749.
THE VINTAGE SPORTS CAR CLUB LTD. Prescott Hill. Call 01635 44411.
CLUB LOTUS. NORTH NORFOLK CLASSIC & VINTAGE CAR RALLY. Felbrigg Hall, near Cromer. A new venture with the National Trust. Perhaps some members will be on their hols in Norfolk? *Lotus Cars are supporting this event* and the local area will be displaying cars.
TR DRIVERS CLUB. LOSELEY PARK CLASSIC CAR SHOW & COUNTY FAYRE. Hampshire. Further details: 12 Puxton Drive, Kidderminster, Worcs.
FORD ANGLIA OWNERS' CLUB. KIRKLEATHAM VINTAGE VEHICLE & ENGINE RALLY. Nr Redcar. For further details phone 01202 769926.
FORD ANGLIA OWNERS' CLUB. NORTH NORFOLK CLASSIC & VINTAGE CAR/ TRANSPORT RALLY. For further details phone 01202 769926.

6TH AUGUST

FORD ANGLIA OWNERS' CLUB. WOODVALE RALLY '95. Southport. For further details phone 01202 769926.

HOOE'S OLD MOTOR CLUBS 26TH ANNUAL RALLY & CONCOURS DE ELEGANCE. Hooe Sports Field, Hooe, near Battle, East Sussex. *11.00 am–4.30 pm. Car and lady competition*, arena events, autojumble, Hooe brass band, stalls, bar and refreshments. Classes for cars, motorcycles and light commercials from veteran to early postwar. For owners wishing to enter write to Frank Burrows, 5 Grazebrook Close, Cooden Sea Road, Little Common, East Sussex, TN39 4TB.
UNIPART DCM MINI CHALLENGES, THRUXTON CHAMPIONSHIP. *Contact: Mini* Se7en Racing Club on 01245 476631.
MG CAR CLUB, BEAULIEU MEETING. National Motor Museum, Beaulieu, Hants. Contact: Dave Smith 01235 529109.
MG CAR CLUB MIDLAND CENTRE. CURBOROUGH SPRINT/CIRCUIT. The circuit is situated near the main A38 at Fradley (north of Lichfield). Entry is free. Contact: Rob Cull on *01527 401215.*

6TH-7TH AUGUST

FORD ANGLIA OWNERS' CLUB, TORBAY STEAM RALLY. Windy Corner, Torbay. For further details phone 01202 769926.

12TH-19TH AUGUST

2ND SCOTTISH FESTIVAL RALLY. A week long tour of Scotland, organised by the Scottish Micro Car Club. Contact: Margaret Johnson 01968 660507.

12TH-13TH AUGUST

FORD ANGLIA OWNERS' CLUB, YEOVIL FESTIVAL OF TRANSPORT. Yeovil. For further details phone 01202 769926.

12TH AUGUST

930 SPORT SPRINT & HILLCLIMB CHAMPIONSHIP. Curbrough.
NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.
MG OWNERS' CLUB. HARROGATE MC '95. Newby Hall & Gardens. Tel: 01937 541287.

13TH AUGUST

FORD ANGLIA OWNERS CLUB, TRANSPORT FESTIVAL. Trentham Gardens, Stoke-on-Trent. For further details phone 01202 769926.
TR DRIVERS CLUB WINGS & WHEELS. Coventry Airport. Further details: 12 Puxton Drive, Kidderminster, Worcs.
BSA FRONT WHEEL DRIVE CLUB. NAUTICAL RALLY. Hampshire. Further details: Kels Hanna. Tel: 01703 864849.
MGB REGISTER OF THE MG CAR CLUB SUMMER GATHERING. At Duxford Aircraft Museum (by M11 Junction 10), from 10.30am. An informal 'roll up and do your own thing' day at this fabulous Imperial War Museum Aircraft Collection. 'Judge-It-Yourself' informal concours/condition with mystery awards, coincides with model aircraft flying day. All MG's welcome. Contact: Colin Lanning, Charlton House, Forest Close, Baughurst, Hants. RG26 5PB. Tel: 01734 815873.
VINTAGE AUSTIN RALLY. 23rd Ashover Vintage Rally, Autojumble. Entry forms: Frank Smith, The Briars, Four Lane Ends, Oakerthorpe, Derbyshire.

19TH-20TH AUGUST

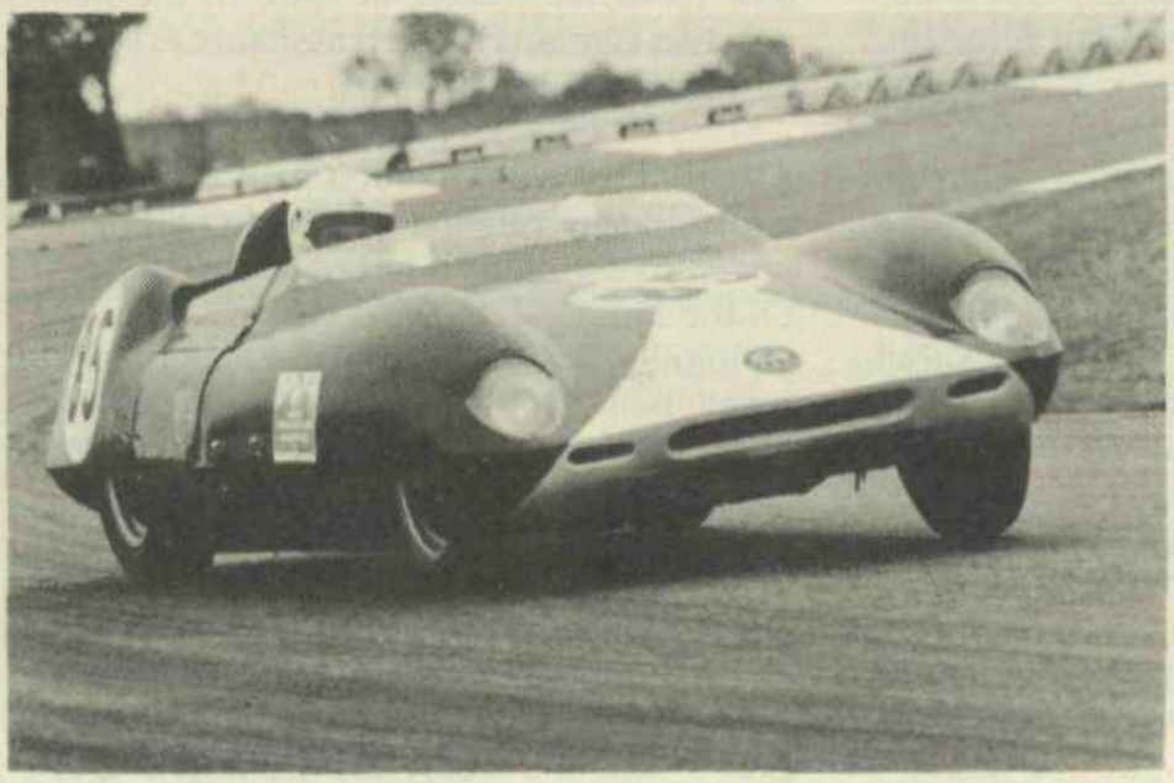
REGISTER OF UNUSUAL MICRO CARS. BUG CLUB 25th ANNIVERSARY RALLY. Woburn Abbey, Bedfordshire. Contact: Viv Woolley on 01775 723483.
FORD ANGLIA OWNERS CLUB, WOLVERHAMPTON FESTIVAL OF TRANSPORT. East Park. For further details phone 01202 769926.

19TH AUGUST

TOYOTA MR2 DRIVERS CLUB. A convoy of around 20 cars will set out from the Historic Dockyard in Gloucester for the Eagle Run, a 600 miles rally around the North of England. Overnight stops will be in different venues each night, with the event culminating at Burton Constable Hall near Hull on **27th August**.



Porsche Turbos, Carreras at 930 Meeting.



Historic Sports Car Club, Silverstone Meeting, 28th August.



MG Car Club, Beaulieu Meeting, 6th August.

...g Events

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CLASSIC & HISTORIC MOTOR CLUB, CASTLE COMBE CLASSIC ACTION DAY. Ring Ron Ford for details on 0117 9856203.
TR DRIVERS CLUB CLASSIC CAR ACTION DAY. Castle Combe. Further details: 12 Puxton Drive, Kidderminster, Worcs.
PIRELLI PORSCHE CUP. Oulton Park. Round of the Porsche Pirelli Porsche Cup for post 1980 cars.
NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.
BENTLEY DRIVERS CLUB. SILVERSTONE RACE MEETING. Practice in the morning. Bentley Parade during the lunch hour. 11 races for Bentleys and invited Clubs during the afternoon. Admission £5 per person (children under 14 free).

20TH AUGUST

CLASSIC & HISTORIC MOTOR CLUB. BOB n' RON's RUN, by Bob Sackley and Ron Ford. Tel: 0117 9856253 or 01934 862672.
930 SPORT SPRINT & HILLCLIMB CHAMPIONSHIP. Scammonden.
NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.
VINTAGE TRANSPORT DAY. The Transport Trust in association with the Shuttleworth Collection of Vintage aeroplanes, the Vintage Sports-car Club and Scania, announce a special event at Old Warden Aerodrome near Biggleswade. Entitled Vintage Transport Day and open to the general public, the event comprises a flying display by historic aircraft from the Shuttleworth Collection, a parada of vintage and post-vintage motor cars and bicycles and a collection of various types of old commercial vehicles – fire engines, buses, lorries etc. The event offers a unique opportunity for families to see a wide variety of many forms of transport in a most attractive setting. The location easily accesible is: Old Warden Aerodrome, just off the A1 at Biggleswade, Bedfordshire. Gates open at 10am. Autojumble.
THE MG CAR CLUB, GAYDON MEETING. BMIHT Museum, Gaydon, Warks. MGCC Club Office 01235 555552.
FORD ANGLIA OWNERS CLUB, DETLING STEAM RALLY. Maidstone, Kent. For further details phone 01202 769926.
FORD ANGLIA OWNERS CLUB, INTERNATIONAL MEETING OF ANGLIA'S & CORTINA'S. Belgium. For further details phone 01202 769926.

24TH AUGUST

THE ORIGINAL AUTUMN AMBLE. A70C London. A well established friendly run for all pre war vehicles starting at Reading, finishing at Bognor Regis. Contact B. Read on 01628 484567.

26TH AUGUST

UNIPART DCM MINI CHALLENGES. Brands Hatch Championship. Contact: Mini Se7en Racing Club on 01245 476631.
DAIMLER & LANCHESTER OWNERS CLUB LTD, KENT BRANCH. Wessex Tour including visit to Haynes Motor Museum. Contact Barry Pladdys on 01795 844500.
ARMSTRONG SIDDELEY OWNERS CLUB LTD, TOWN AND COUNTRY FESTIVAL. Stoneleigh.
PORSCHE MEET '95. The club's major event of the year including racing, Concours, trade show etc.
NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.

27TH AUGUST

THE VINTAGE SPORTS CAR CLUB LTD, RACE MEETING. Croix-en-Ternois, near St Pol Ternoise on the N39, east of Le Touquet. Details 01635 44411.
LAGONDA CLUB & THE 750 MC, SUNDAY FUNDAY. This year for the tenth time we are again organising an informal get together for Vintage and Classic cars, from eleven onwards in the field opposite the Seven Stars pub in Newark Lane, Ripley, nr Guildford. Newark Lane is the B367 road running from the centre of Ripley towards Pyrford MR 186 040 570. Everyone is welcome, no pre-entry is needed and we *will be organising some simple and lighthearted* tests of skill and ingenuity in the field after lunch. The idea is to have fun, and at the same time raise money for charity; in each of the previous years the day's "takings" have been enough to pay for a fully trained guide dog. Refreshments are available in the pub, though hopefully it will get rather full, but the beer is well kept and worth drinking, and the landlord has an all day licence *despite it being a Sunday. If you are not driving* please help to marshal for an hour or so, before you doze off in the sun! Don't forget, it is all for a good cause and it is not called a "Funday" for no reason! Hope to see you all on Sunday, any doubts phone John Oliver of the Lagonda Club on 01932 346359 or Nigel Coulter of the Brooklands Centre of the 750 Motor Club on 01483 768180.
CLUB LOTUS AT LOTUS CARS. *Hethel, Norfolk,* 10.30am-4pm. Factory visits, autotests, drive on the Lotus test track, please book in advance.
THE OWEN MOTORING CLUB LTD. are holding their annual Graham Hill Trophy Sprint meeting and Concourse de Elegance at Curborough Farm, Nr. Lichfield, Staffs. Entry forms for both the sprint and concourse are available *from Tony Matthews, telephone 01905 23231* and after 6pm 01905 640137.

27TH-28TH AUGUST

FORD ANGLIA OWNERS CLUB, KNEBWORTH HOUSE CLASSIC CAR SHOW. Herts., for further details contact 01202 769926.

28TH AUGUST (BANK HOLIDAY)

MOTOR SPORT CONCOURS D'ELÉGANCE. Silverstone Circuit, Towcester, Northants. Sixth Annual Meeting of Classic, Vintage & Historic Road/Race Cars. Full details: John Deverall 0171 628 4741.
PIRELLI PORSCHE CLASSIC CHAMPIONSHIP, PIRELLI PORSCHE CUP *(Thruxton).*
NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.
LITTLEWICK SHOW, THAMES VALLEY CENTRE A70C. Contact: B. Read on 0162 848567.
ROVER P5 OWNERS CLUB. HERTFORDSHIRE REGIONAL RALLY. At Knebworth '95, Knebworth House, junct. 7 off A1M, 20 minutes north of M25. Tel: Pete Madden on 01582 462821.

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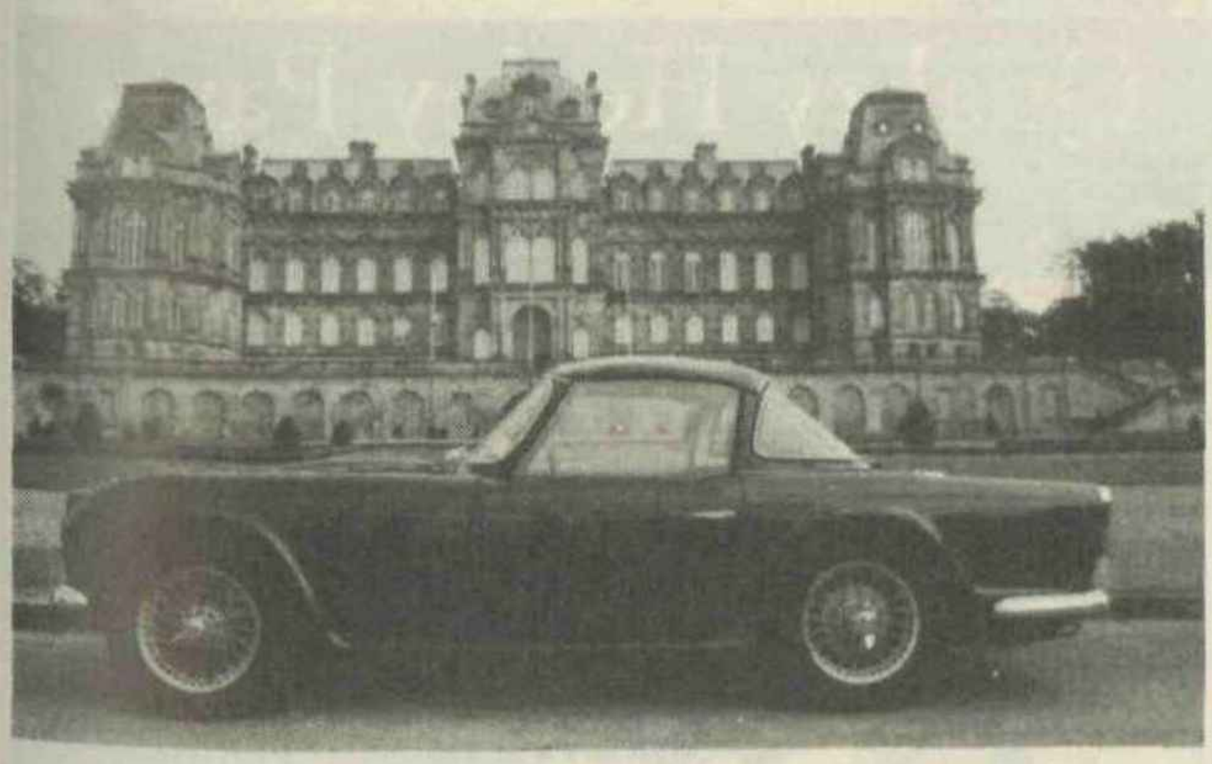
Various informal competitions and prizes. Refreshments and entertainment, jazz band etc.

Public admission from 10 am, £2 (but free if in a prewar car).

Prested Hall is 25 minutes up the A12 from the M25, between Colchester and Chelmsford in the village of Feering.

Further details from

01473 612230



TR Drivers Club Wings and Wheels Meeting, 13th August.

MAY 1996

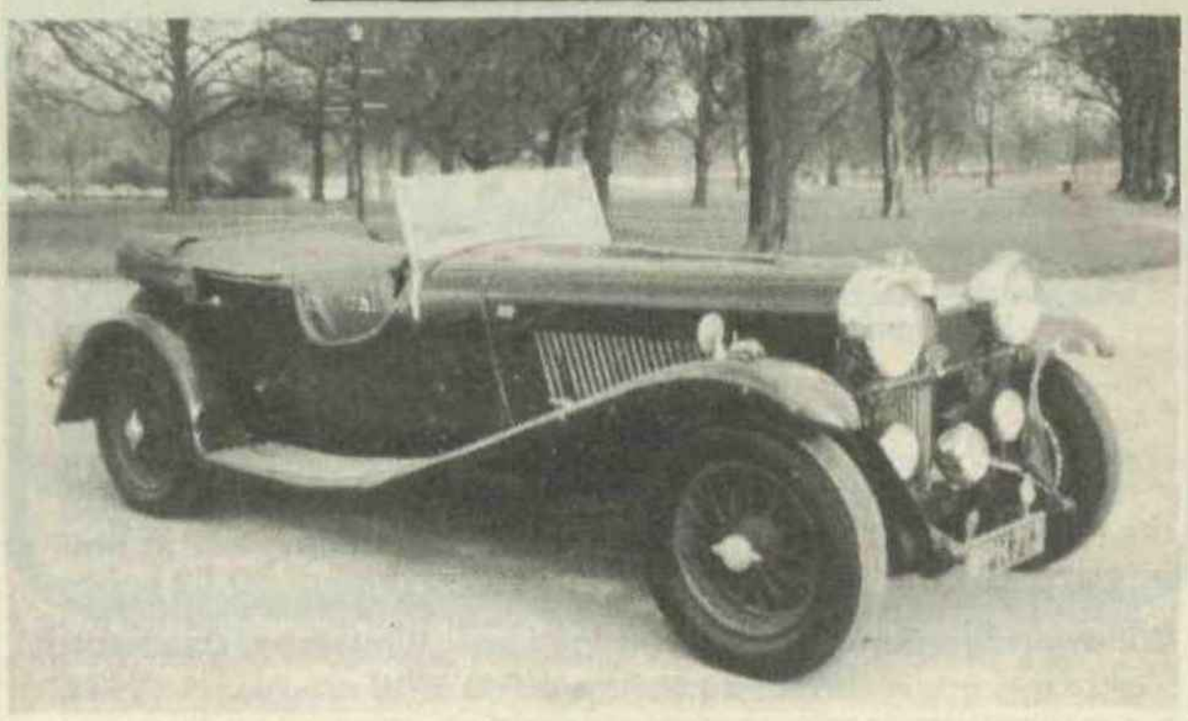
11TH-18TH MAY 1996

THE IRISH FERRIES CLASSIC TOUR OF IRELAND 1996. The event is an eight day tour of Southern Ireland. It is open to any standard pre '75 classic car (at the organisers discretion). This event is for everyone with simple navigation, visits, receptions and much more adding up to a week of pure entertainment. The set runs (pure regularity), take place in the mornings with the afternoons and evenings for social events or just discovering the delights of this beautiful island. The tour runs from 11th to 18th May 1996 and takes in a lap starting and finishing at Dublin. The entry numbers are strictly limited, and for '95 we had our full entry by early January '95. As we write the 1996 event is already filling up, with entries from previous entrants. It is advisable to apply early to secure a place. All further details regarding the event can be obtained from the Tour Office. Tel & fax: 01734 885206.

We have made a 100% effort for accuracy, however, we recommend that you check with the organisers before planning your journey.



Ferrari 308 Day, MOTOR SPORT Concours d'Élégance, Silverstone, 28th August.



Lagonda and the 750 MC Funday Meeting, 27th August.

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1958 A.H. 100/6. Lovely original LHD California car £11,950
1956 A.H. 100/4 BN2. LHD California rust free car £11,950
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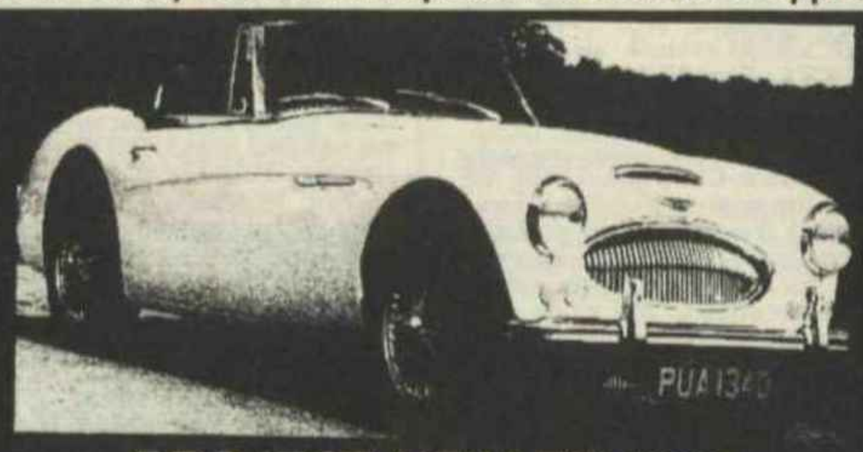
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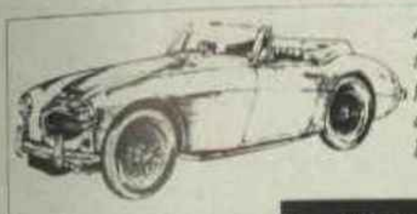
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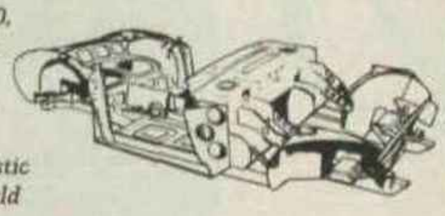
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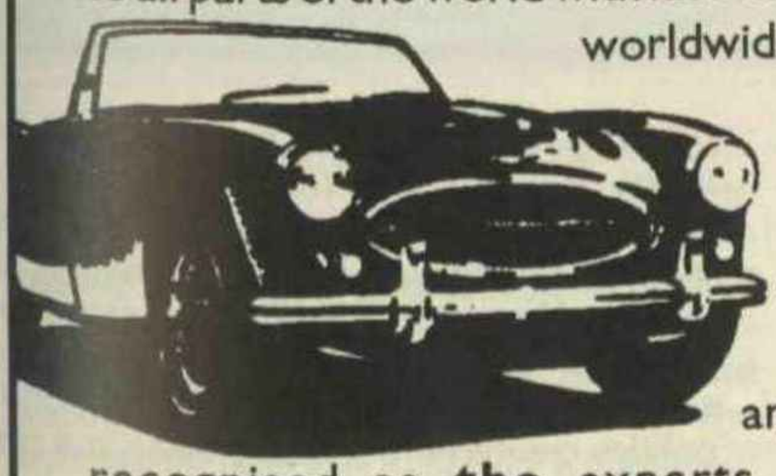
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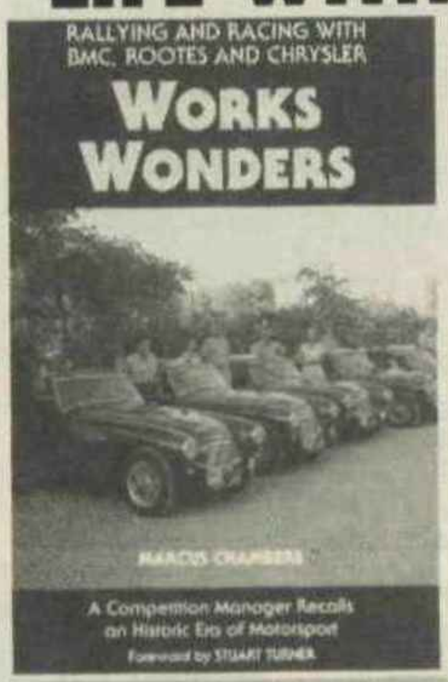
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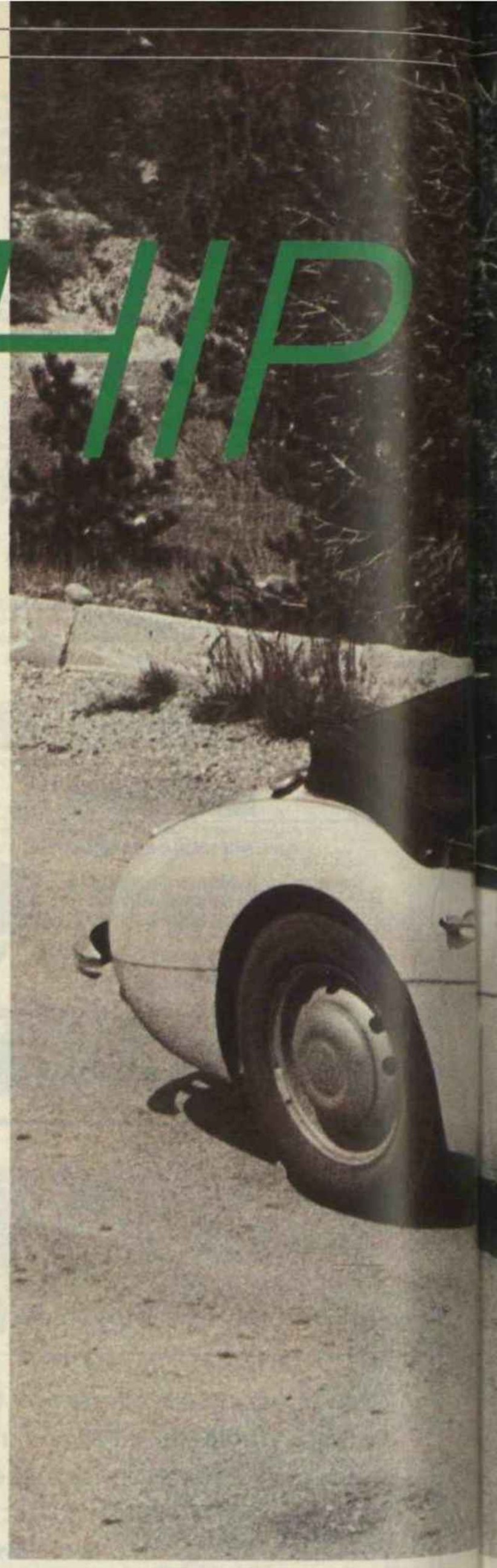
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CORPORATE FLAGSHIP

The Austin-Healey line was born as a result of corporate politics and it died as a result of corporate politics



When Austin merged with the Nuffield Group to form the British Motor Corporation in late 1951, each side struggled for dominance. Leonard Lord, a former Austin man, invited specialist car makers to submit designs for a new sports car while, at the same time, delaying the introduction of the MGA. A prototype MG which bore a close resemblance to the 'A' had run at Le Mans in 1951. What this cost the company in terms of lost sales does not bear thinking about.

Frazer-Nash, Jensen and the Donald Healey Motor Company all entered the informal competition. Frazer Nash built a version of its Targa Florio model with Austin A90 running gear; Jensen made a pretty little car using MG components; Healey produced the Hundred which won the contest hands down. Not only was it one of the most stunning cars ever to be mass produced, but it used up components made for the A90 Atlantic which had been an embarrassing flop.

The Healey Hundred was first shown at the 1952 London Motor Show, where it was a sensation. Leonard Lord negotiated for the rights to it over dinner on the opening night of the show and it was renamed 'Austin-Healey' as it sat on its stand. Healey originally priced it at a basic £850, but Lord slashed that to £750 which made the Hundred the least expensive 100mph sports car in the world. Also at the show was the prototype which would become the Triumph TR2, a series of cars which always out-sold the Big Healey.

The DHMC was retained as a consultant to develop special models and look after the competition programme, but the overall direction of the production models remained in the hands of BMC. Healey was aware of the car's shortcomings, poor ground clearance, axle tramp and a hot cockpit among them, but was powerless to rectify them. BMC rushed the car into production with barely any changes from the prototype and was content that the model sold around 5000 units a year throughout its life. Moreover, it attracted people to Austin showrooms.

The car could have been much better than it was (and it was pretty damn good) had Healey and his team been allowed their way. After all, Healey was no special builder, he had been Technical Director of Triumph and, pre-war, was Britain's most successful international rally driver. This counted for nothing; BMC had bought a star car at a bargain price and milked it for all it was worth.

When it was clear that new American emission and safety regulations would kill the range, BMH (as BMC had become) proposed a badge-engineered MGC to be sold as an Austin-Healey. Donald Healey ruled that out and, instead, produced three prototypes (commonly called the Austin-Healey 4000) which were six inches wider than the 3000 and employed the four-litre FB60 engine which Rolls-Royce supplied for the Vanden Plas Princess R, a comparatively unsuccessful model.

In near-standard form, this produced 175 bhp. It was 100 lb lighter than the MGC engine, it met the new American laws and Rolls-Royce made a dohc cylinder head which boosted power to 268bhp. The 4000 lost none of the stunning looks of the



original; it was roomier, had better handling and it had incredible performance potential. It could have stayed in production for years, but those same American laws had seen the Jaguar E-type become throttled and, in US spec, it was down to 171bhp. BMC had joined with Jaguar to become British Motor Holdings and Sir William Lyons of Jaguar was not amused by the potential that the Austin-Healey 4000 had to take sales from Jaguar. Lyons was ruthless when it came to protecting his make. He had had the Swallow Doretti sports car killed by threatening to stop buying components from its parent company and he was to have the very promising mid-engined Alvis GT car killed. He did the same for the Austin-Healey 4000. Corporate politics created the Austin-Healey and corporate politics killed it.

When BMH joined with Leyland in 1968 the chairman, Sir Donald Stokes, decided that 'names' did not sell cars and so severed the corporation's links with Healey and Cooper. The only person in the world who did not know that names actually *do* sell cars (look at the success of the revived Mini-Cooper) had become the most powerful man in the British motor industry. Healey went on his way and Stokes gave us the Austin Allegro with a square steering wheel.

All Big Healeys were used the same basic chassis which was designed by Geoffrey

by Garry Coker, who had joined Healey from Rootes in 1950. The main chassis rails were parallel boxes 3½ in deep and 3 in wide, placed 17 in apart and braced by a dual crossmember at the front, a boxed cruciform structure a little aft of the middle and another crossmember at the rear. The bulkhead/scuttle was built from a number of metal pressings, and was welded to the chassis, as were the main body members, to reduce scuttle shake. Front suspension was independent by coil springs and wishbones while the live rear axle was suspended on elliptical springs and located by a Panhard rod until the revised 3000 Mk III (Phase Two).

100 (BN1)
Years made: 1953-54; production: 10,030
The original 100 with a 90bhp four-cylinder 2660cc engine driving through a three-speed gearbox with overdrive on the top two gears. Performance claims are for amusement only since the cars supplied to the press were not identical to those in the showrooms. It was claimed to be the first car to have a windscreen which folded back.
Top speed: 103mph; 0-60mph: 10.3s.

100S (AHS)
Years made: 1954-55; production: 50 plus works cars
A lightened BN1 with aluminium body panels built by DHMC with a special cylinder head, four-speed transmission without overdrive, disc brakes on all four wheels, a stripped cockpit, oval radiator and a 132bhp engine. Built as a road/competition car, the 100S was not particularly brilliant as either, but it is rare, is as gorgeous as any Big Healey and is now very desirable.
Top speed: 126mph; 0-60mph: 7.8s.

100 (BN2)
Years made: 1955-56; production: 4604
The same as BN1, but with a four-speed gearbox plus overdrive. Let us not forget that this makes it a six-speed transmission.
Top speed: 103mph; 0-60mph: 10.3s.

100M
Years made: 1955-56; production: n/a
Not a model, but a combination of optional extras, usually on a BN2 chassis. A 100M should have the 110bhp Le Mans tuning kit which was sold through BMC dealers. Most had louvred bonnets with a leather strap, but any Healey 100 could be so fitted. DHMC built 519 100Ms, some of which were conversions of earlier BN1 models, and BMC built 640. Individuals could order all the bits through their local dealer so some genuine 100Ms were built up in retrospect and not all had the high compression pistons so they had 100bhp engines. The best

of the four-cylinder cars.
Top speed: 109mph; 0-60mph: 9.6s.

100-Six (BN4)
Years made: 1956-59; production: 10,268
Two inches longer in the wheelbase, wider doors, plus-two seats for legless dwarves (a move Healey opposed) and a 102bhp, 2639cc six-cylinder engine. It had a new radiator grille, which reflected Austin styling, external door handles and a fixed windscreen. Steel wheels were standard, wires were an optional extra and, to keep the basic price down, items such as overdrive were also made extras.

In 1957 production switched from Longbridge to Abingdon, which provided a welcome break because the new model was not well received and there were considerable stocks of unsold cars. When production resumed the engine had been uprated to 117bhp, which was more to the liking of the buying public. A car which is significantly slower than the one it replaces is not a smart move.
Top speed: 103mph; 0-60mph: 12.9s.

100-Six (BN6)
Years made: 1957-59; production: 4150
Two-seat version of the 100-Six with 117 bhp engine (like later BN4s). Healey wanted the car to be kept as a two-seater, and strong sales figures support him, but the market was changing.
Top speed: 111mph; 0-60mph: 11.2s.

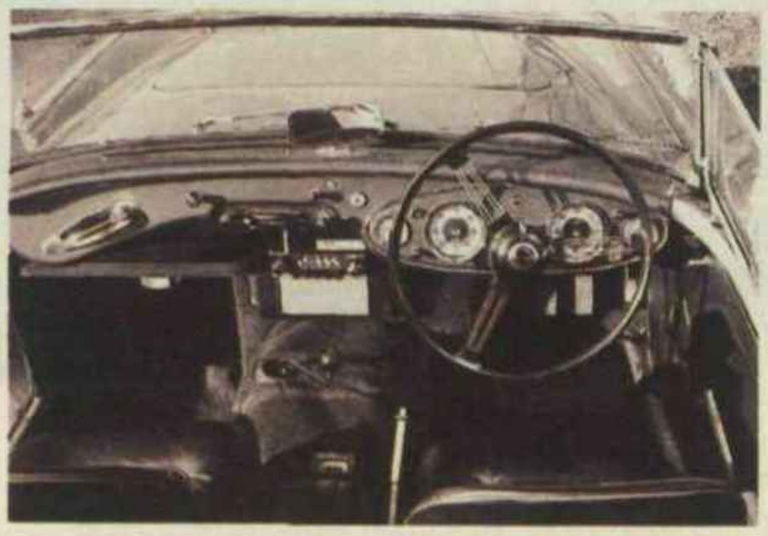
3000 (BT7)
Years made: 1959-61; production: 10,825
Two-plus-two 100-Six with new 124bhp version of the 2912cc BMC C-series engine. There were disc brakes on the front wheels (they were a long time in coming considering that the 100S had four-wheel discs in 1954) and there was an optional factory hardtop which improved the aerodynamics and, hence, the performance.
Top speed: 114mph; 0-60mph: 11.4s.

3000 (BN7)
Years made: 1959-61; production: 2825
Two-seat version of the 3000, but note falling sales. The public was beginning to perceive the car as a tourer.
Top speed: 114mph; 0-60mph: 11.4s.

3000 MkII (BT7)
Years made: 1961-62; production: 5095
Mixture as before, but with 132bhp three-carburettor engine which was difficult to keep in tune. It was replaced after a year by a two-carburettor set-up which caused no problems and actually improved performance. This typifies BMC's dynamic approach to the customer.
Top speed: 114mph; 0-60mph 10.9s.

3000 MkII (BN7)
Years made: 1961-62; production: 355
Two-seat version of the 3000 MkII, and the last two-seat variant. The small numbers made reflect the buying public's changing perception of the car.
Top speed: 114mph; 0-60mph: 10.9s.











3000 MkII Convertible (BJ7)
Years made: 1962-65; production: 6113
A refined car with wind-up windows, curved windscreen (which improved aerodynamics), a 131bhp two-carburettor engine and a fixed hood which meant that the hardtop was dropped. It was an indication that the Big Healey was increasingly seen as a touring car rather than as an out-and-out sports car.

There is a small irony in the fact that the road cars became more civilised as the works rally cars became formidable machines – and they all had the hardtop which was impossible to fit on the BJ7.
Top speed: 116mph; 0-60mph: 10.6s.

3000 MkIII – Phase One (BJ8)
Years made: 1963-64; production: 1390
Power up to 150bhp, which meant that the car could finally exceed the fictitious 0-60 mph time of the original BN1. 120-plusmph and sub-10s 0-60mph time were exceptional figures, but even the most sycophantic road tester was writing about hot cockpits, axle tramp, ground clearance etc.
Top speed: 121mph; 0-60mph: 9.8s.

3000 MkIII – Phase Two (BJ8)
Years made: 1964-67 (one car built in '68); production: 16,322
The most popular of all Big Healeys, and the best. It had a modified rear suspension. Radius arms replaced the original Panhard rod, and this gave better ground clearance and more suspension movement. It was an indication of what Healey could have done with the concept had he been given his head.
Top speed: 121mph; 0-60mph: 9.8s.

Over 72,000 examples of the Big Healey were made, but this figure could have been much higher had Donald Healey been given more credit for knowing what he was talking about. There has never been a more stunning mass-produced car – it still turns heads – but it did have faults. Healey knew this, and he wanted to correct them, but BMC did not want to know because it was a profitable line for little effort.

There is one further irony in the story. Just two cars were sold to Japan. They were were bought by Datsun for evaluation as the latter prepared production of the 240Z, which wiped British sports cars out of the North American market.

BMC sold 72,000 examples of one of the world's most desirable cars in 14 years; Datsun sold nearly a million of its Z series in the same time. The Datsun was a good car which deserved its success, but it was not a star in the mould of the Austin-Healey.



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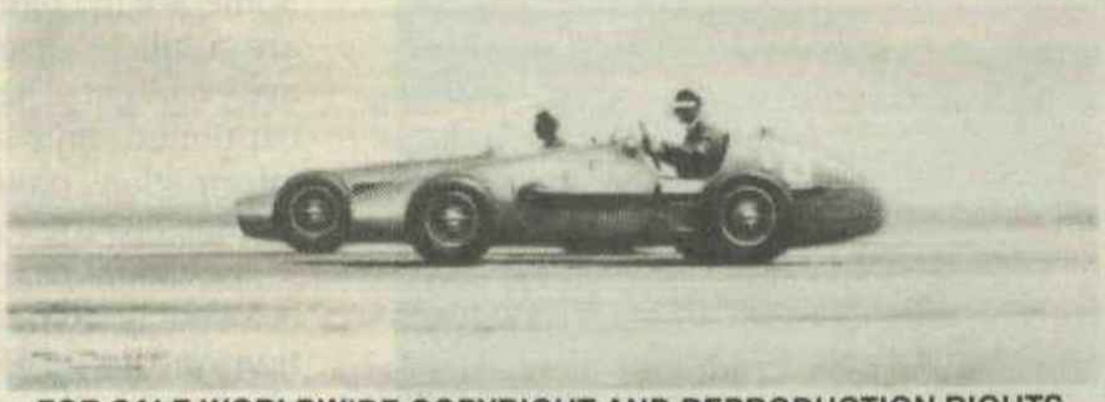
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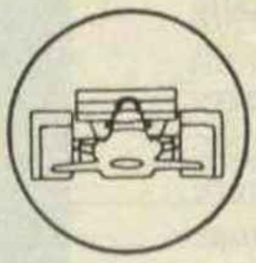
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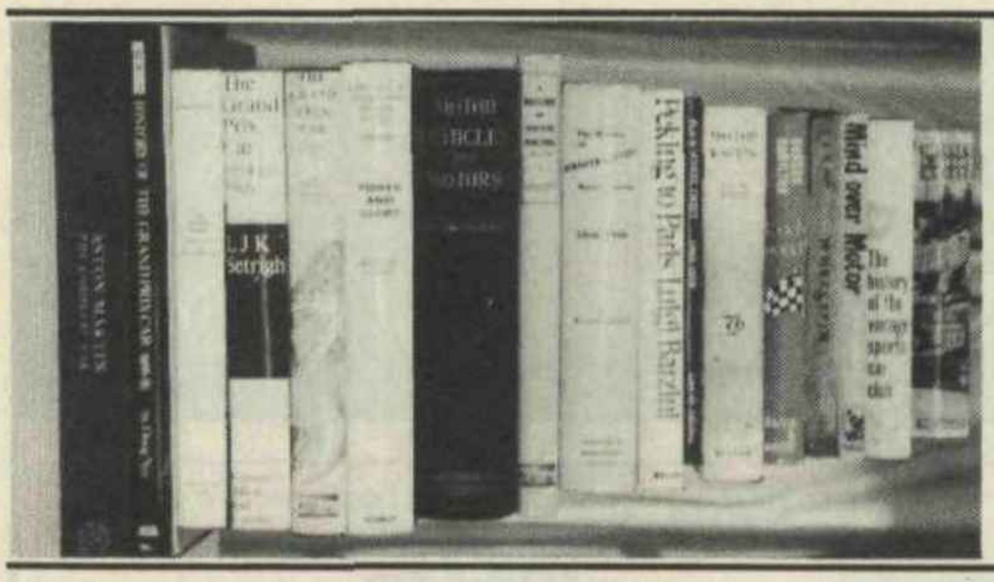
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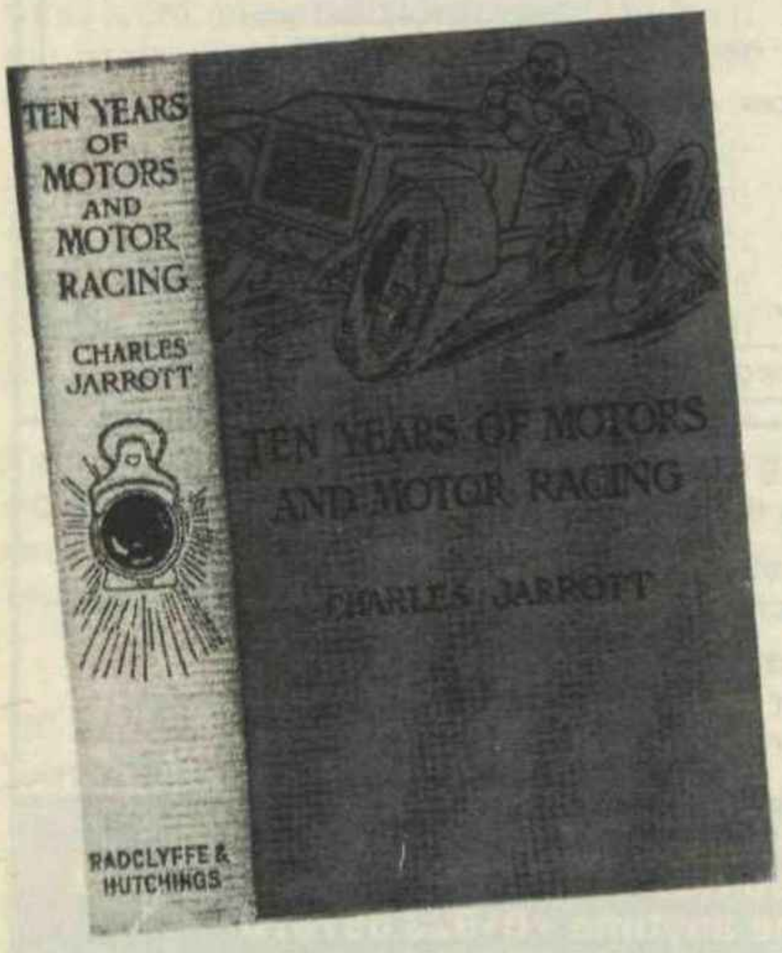
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COLLECTING MOTORING & MOTOR RACING BOOKS

REVIEWS, PRICE GUIDES



Ten Years of Motors And Motor Racing
Charles Jarrott
Radclyffe & Hutchings Ltd,
1906 1912 1928

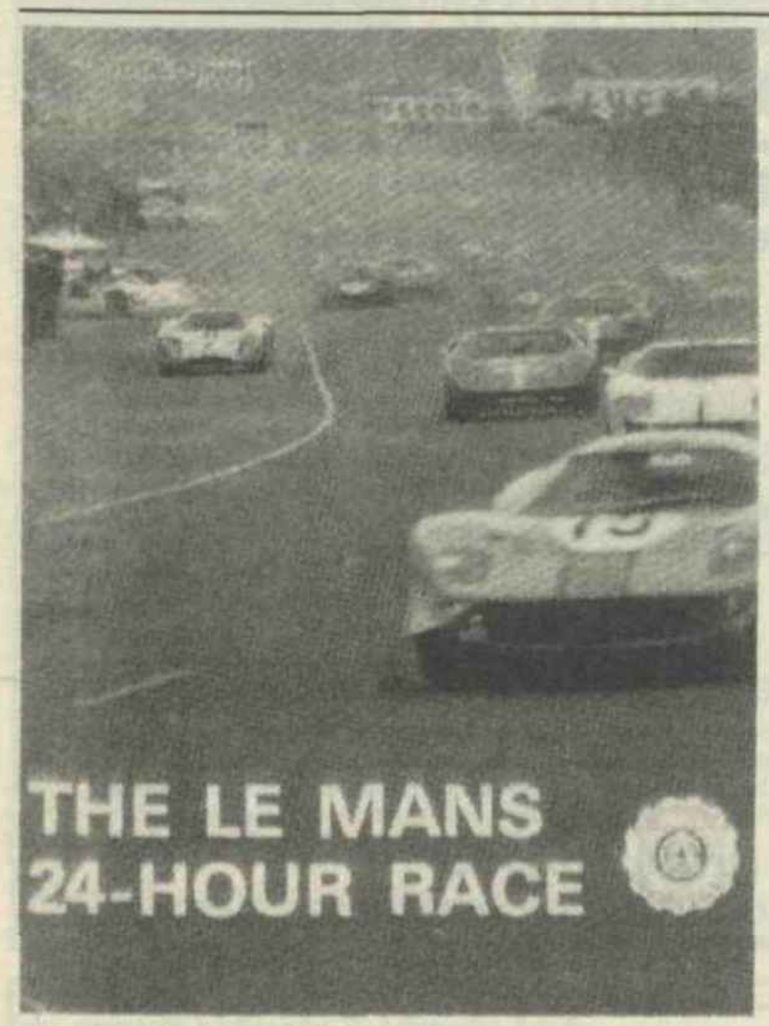
One of the most charming and enthusiastic of early motoring books, this one was sufficiently popular in its day to run into three editions. Quite an achievement, in a period when car ownership was a luxury and motorsport definitely a minority sport.

It's ironic to read in the author's introduction to the third edition that "the motor industry as a business does not add to the enthusiasm of the real car lover". If he could write those words in 1928, then how on earth would he feel today, one wonders, if confronted by, say, the M25 at 5.30 pm or Hammersmith Broadway at virtually any time at all?

Most of this book is dedicated to the sporting scene, with chapters on The Circuit du Nord, the 1902 Paris-Vienna (the author took part in a "70" Panhard), various Gordon-Bennett races and other events. Along with this comes good coverage of motorcycle racing, chapters on "Racing Motorists I Have Met" (including Levegh, Zborowski and Edge), "The Art Of Driving", "Pleasures And Penalties Of Motoring" and "The Future", wherein Jarrott sees the age of the machine sweeping away much of the misery of human existence. Mm.

For its time, the book was quite well illustrated, containing several pages of halftones and a number of maps.

Price guide: first edition £95-£110; second edition £50-£60; third edition £25-£30.



The Le Mans 24-Hour Race
Christian Moity (Editor)
Edita SA (Lausanne)/Patrick Stephens Ltd (England), 1974

We have commented in previous reviews on the high standards achieved by publications originated by Edita SA, a company known mainly for the production of "Automobile Year" but also for a number of outstanding "one-off" titles. This Le Mans history is one of the latter and is as good as one would expect.

Translation from the original French was by D. B. (Bunny) Tubbs, and it must be rare for a publishing company to find a translator whose linguistic skills are matched by his enthusiasm for the subject.

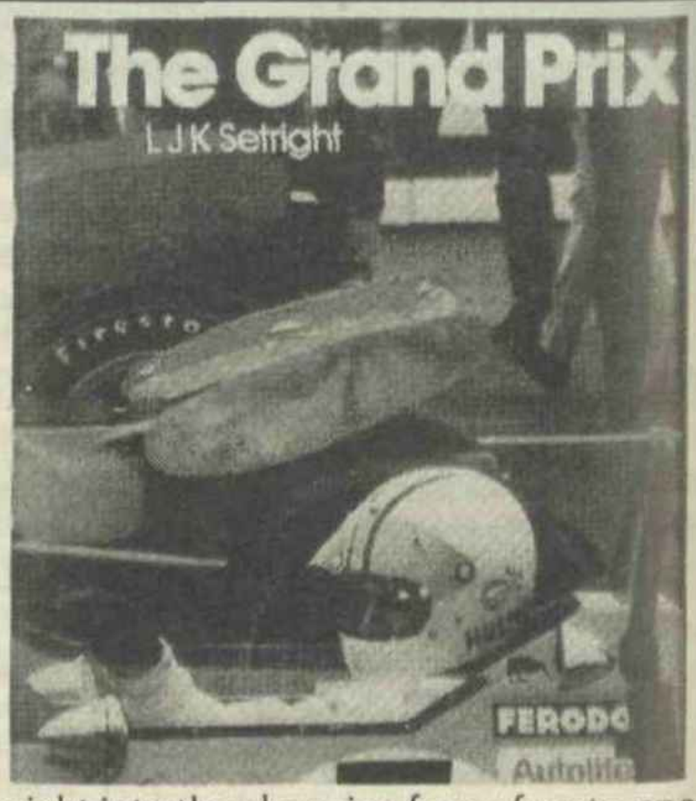
Spanning the years 1949 to 1973 — a total of 25 races, in other words — the book scores first and foremost through its use of hundreds of photos of Le Mans racing. Some are in colour and some in mono, and are a full — or even double-page size. All are excellent. The pictures are substantially captioned and are accompanied by an information panel for each year's race: changes to the rule-book, entries, changes to individual cars, practice and race. There is also a good deal of background information on the 24-Hour Race, descriptions of changes to the circuit between 1923 and 1973, and detailed tabulations of results 1949-1973, competing cars 1923-1973 and drivers 1949-1973. If you're an enthusiast of the race, then is is a book you surely should have If you are not, then it could easily make you one.

Price guide: £90-£95.

The Grand Prix
L. J. K. Setright
Thomas Nelson & Sons Ltd., 1973

For some reason, this thoroughly absorbing book came and went without attracting that much attention. Perhaps its title suggested something less thoughtful than was actually being offered; or perhaps the publishers, not being specialists in motoring books, gave it less publicity than it deserved. Whatever, it's a book well worth seeking out and acquiring.

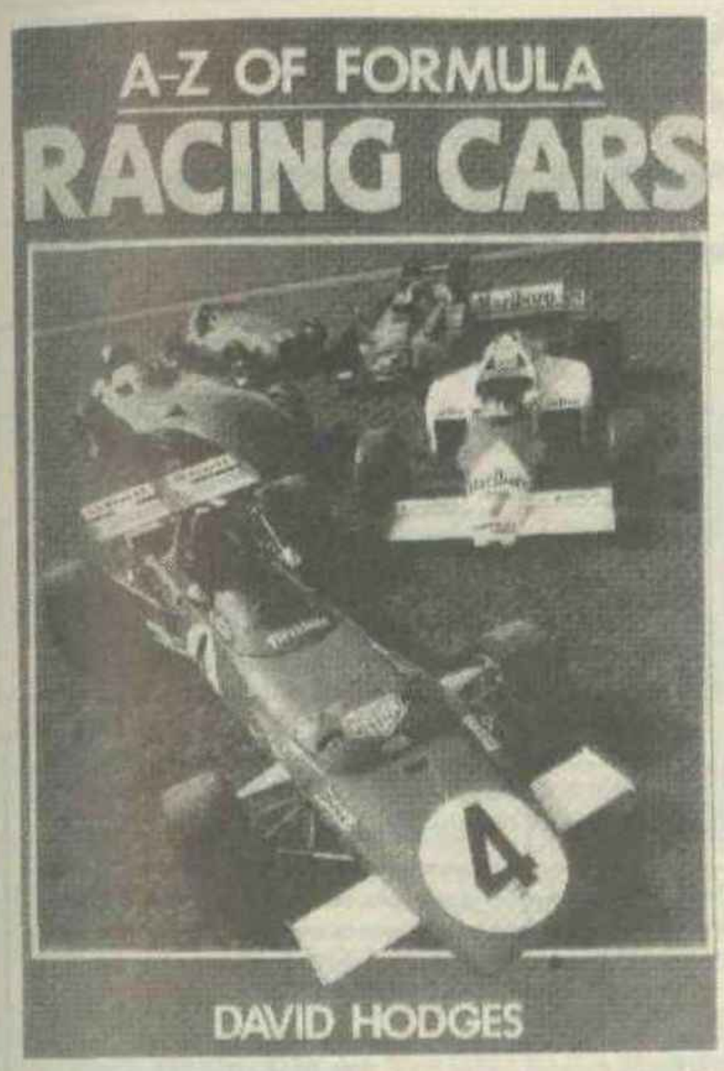
As with all Setright's writings, the reader is given far more than just a sequence of race reports and character sketches. There is plenty of technical analysis and plenty of



insight into the changing face of motorsport over the decades, all of it laced with telling references to individual cars and designers. And not just the obvious ones, either: there's interesting stuff here on Weslake, Gurney, Connaught, Gordini, and a host of others, placing their achievements clearly in context and explaining their significance in the development of the sport. (The book is also comprehensively indexed, by the way, enabling the reader to go straight to subjects of particular personal interest.)

Illustrated with around 250 photos — including a substantial amount of colour — this work stands the test of time as a definitive and intelligent chronicle of Grand Prix racing, from its inception in 1906 up to the early 1970s. All that's missing from it are the usual results tables — but these can easily be found elsewhere, and this isn't that kind of book anyway.

Price guide: £55-£60.



A-Z Of Formula Racing Cars
David Hodges
Bay View Books, 1990

One of a series of A-Z encyclopaedias published by Bay View, this one documents the postwar period up to the end of the 1980s, with alphabetical coverage of cars from Formula 1, Formula 2, Formula 3000, Formula Junior and Formula 3 — in the publisher's words, "thousands of types built by more than five hundreds constructors through four decades".

David Hodges will be a familiar name to most motoring and motorsport enthusiasts, having written a number of successful books and contributed to many others, including the previous reviewed "Encyclopaedia Of Motor Sport".

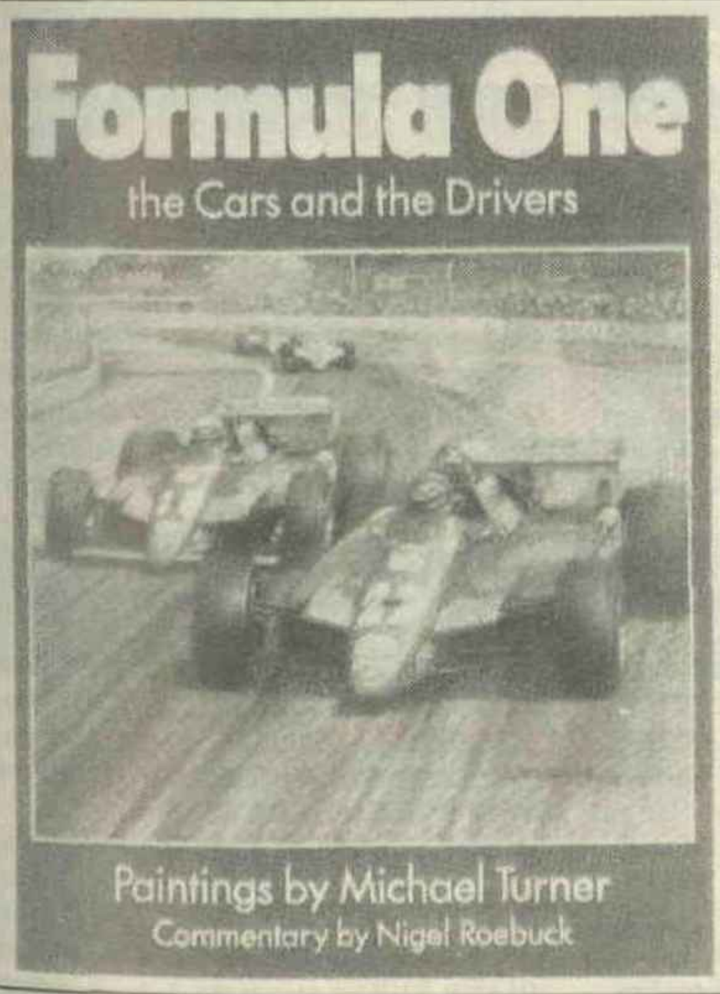
The appeal of books such as this is that they incorporate material on numerous cars that are unlikely to be mentioned elsewhere, or at best will only be mentioned in passing, with little indication of what they were or what they achieved. To turn a few pages at random, where else is one likely to find the likes of Greifzu or Grose, Maco or Magnum, Starke or Stromboli? Hardly anywhere at all is the answer.

Entries vary in length, of course — there is, after all, little to be said about a one-off car which competed in the odd F3 club event — but whenever possible Hodges gives details of builders, technical features and drivers. And there are hundreds of photos throughout the book, many of them rare and unlikely to have been seen before.

Credit must also go to Mike Lawrence, for having read and supplemented and text and contributed several entries from his vast storehouse of knowledge on postwar motorsport.

Definitely a worthwhile reference book, and one which will be consulted time and again.

Price guide: £25-£30.



Formula One: The Cars And The Drivers
Michael Turner & Nigel Roebuck
Temple Press, 1983

We are all familiar with Michael Turner's work, whether on calendars or Christmas cards, in magazines, or as prints suitable for framing. Here we have more than 80 of his fine colour paintings collected in a single volume, together with a number of original pencil sketches.

The earliest painting shows Fangio leading Farina in the 1950 Swiss Grand Prix. The last recalls the breathtaking duel between the Lotus of Elio de Angelis and Rosberg's Williams at the Osterriechring in 1982 — a race which went all the way to the line and will endure in the memories of all who witnessed it.

Between these two events, not a single year is omitted from the collection, providing a treasure-chest of memories for Formula 1 enthusiasts and featuring all the great car-and-driver combinations of the three decades. Colour reproduction is consistently good — not surprising, given that Temple Press is a division of Hamlyn Publishing who were at that time the leaders in colour printing.

Accompanying the pictures is a description of each race by Nigel Roebuck, whose talent with the pen matches that of Turner with the paintbrush. Truly an inspired collaboration.

This book cost less than a tenner while still in print. A remarkable bargain, which many may kick themselves now for having missed.

Price guide: £30-£35.

Great Auto Races
Peter Helck
Harry N. Abrams Inc (New York), 1975

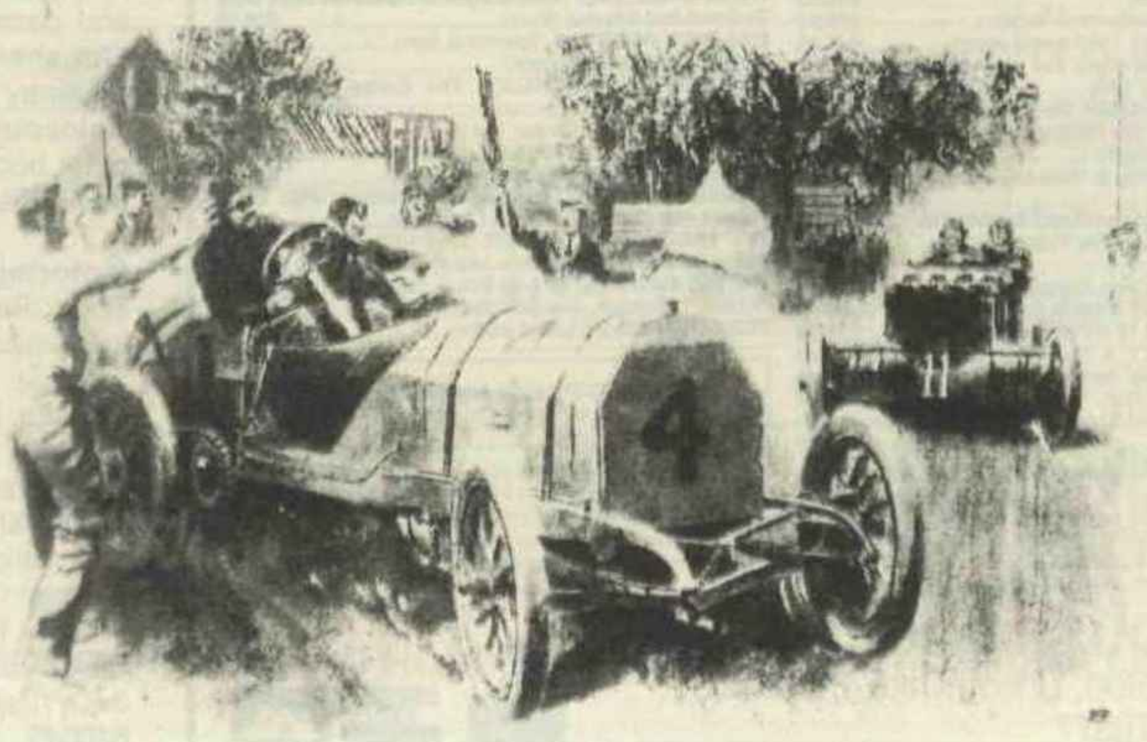
Although nowhere near as well-known in Britain as Michael Turner, Peter Helck will be familiar to *cognoscenti* as an artist of the very highest abilities. Offhand, it's impossible to recall any other artist specialising in motoring subjects whose work has received the accolade of being published by Abrams Inc., America's most renowned publisher of fine art books.

The format here is landscape and extra-large, permitting maximum exposure of Helck's talent. Most of the pictures depict the very early days of motorsport in America, though there are also some fine renditions of road racing and circuit racing in Europe, including a chapter called "Italian Classics" which contains some superb pictures of both the Mille Miglia and the Targa Florio.

Above all else, it's in his uncanny eye for detail that Helck excels. Take, for example, the fictional picture: "1894, Elwood Haynes's First Run", where the car is far from the forefront of the picture, but its effects on the local's — shying horses, delighted schoolboy, flapping hens, onlookers wearing expressions of outrage and panic — say just about everything that can be said about the arrival of the horseless carriage.

Beyond this observation, one can hardly improve on Beverly Rae Kimes' words in the Introduction: "Perhaps nothing better conveys this excitement than the magnificent collection of paintings and drawings that follows". It's hard to imagine that anyone seeing this superlative book would disagree.

Price guide: £135-£140.



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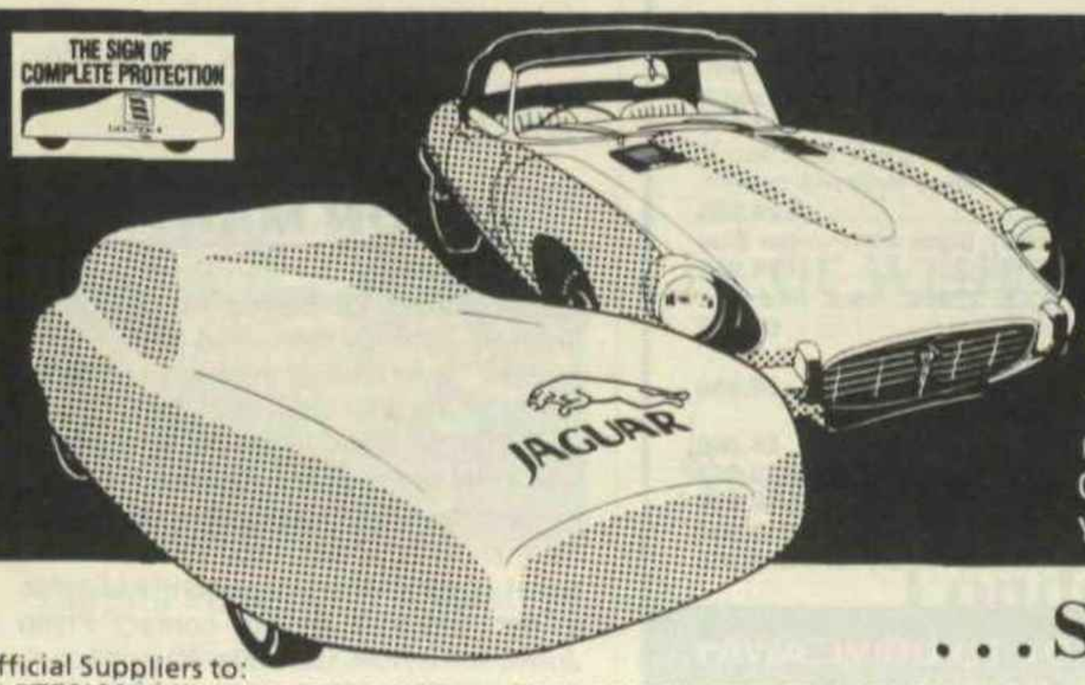
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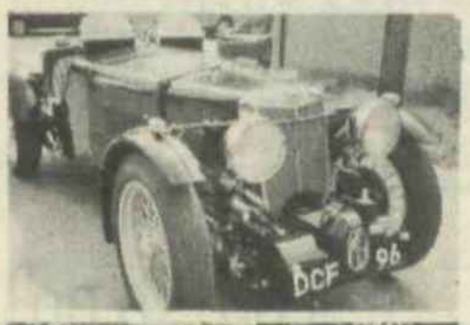


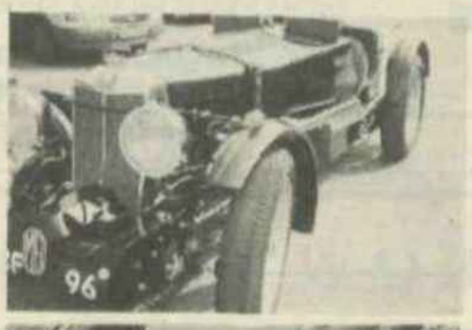
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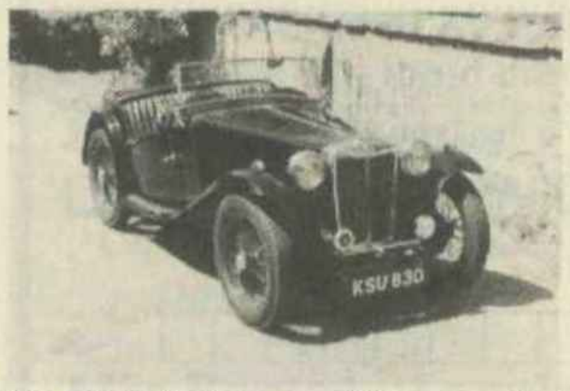
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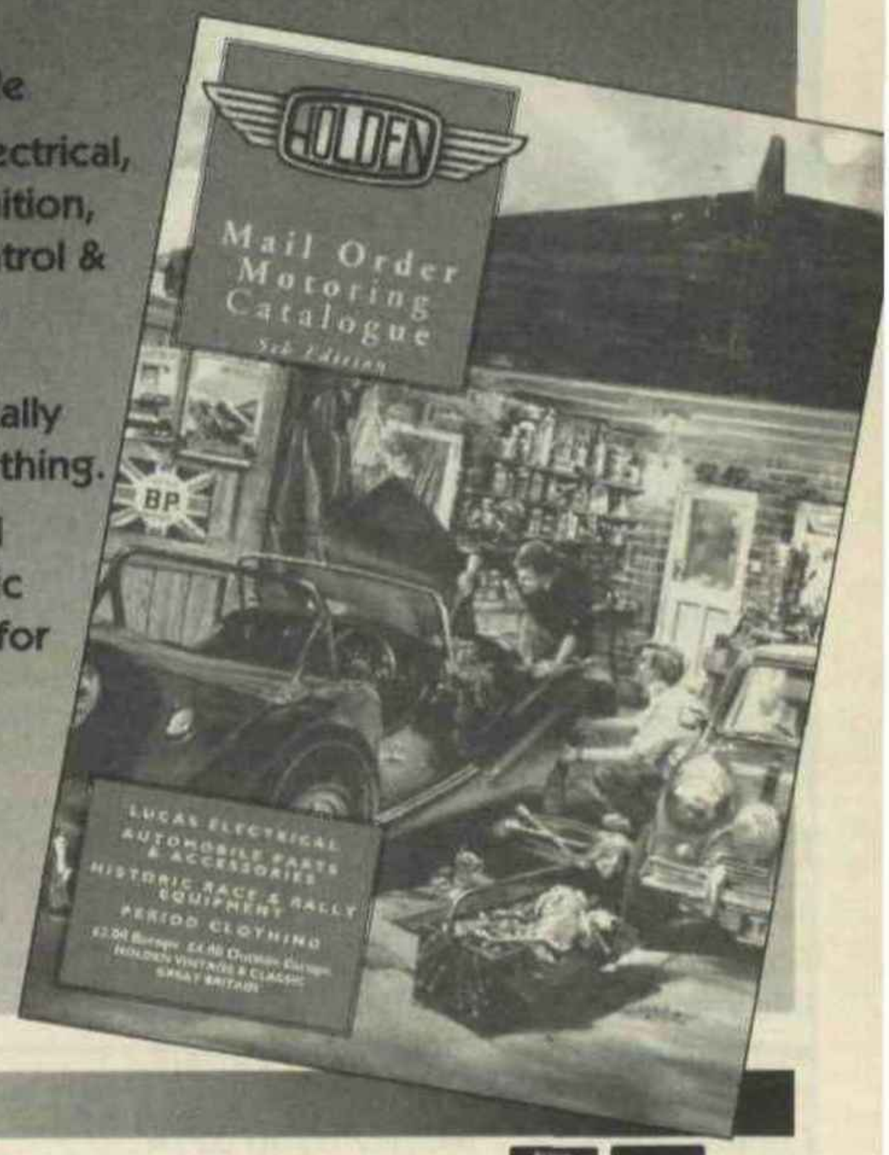
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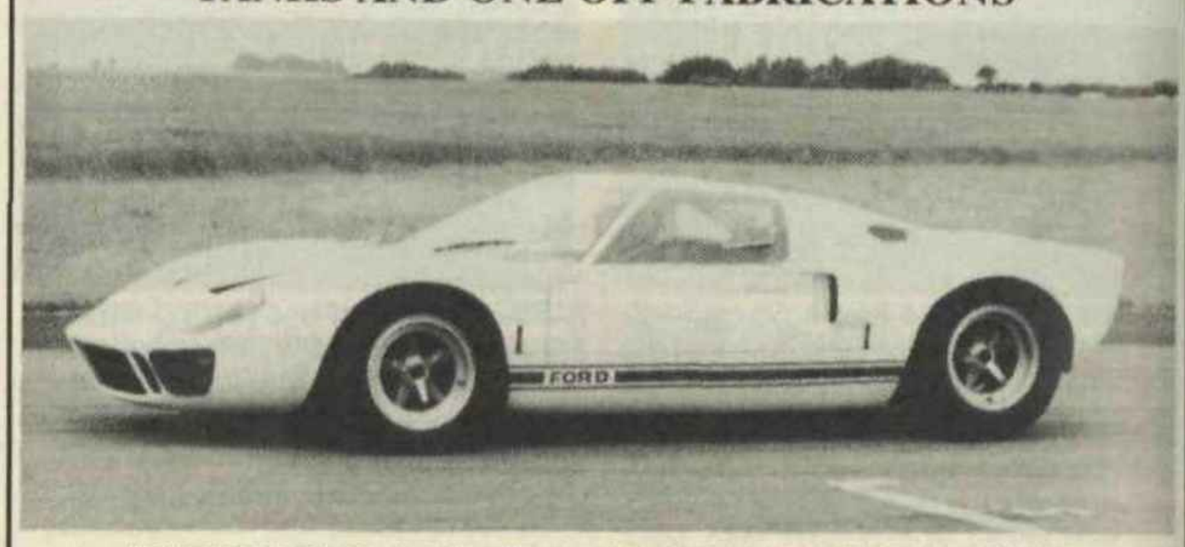
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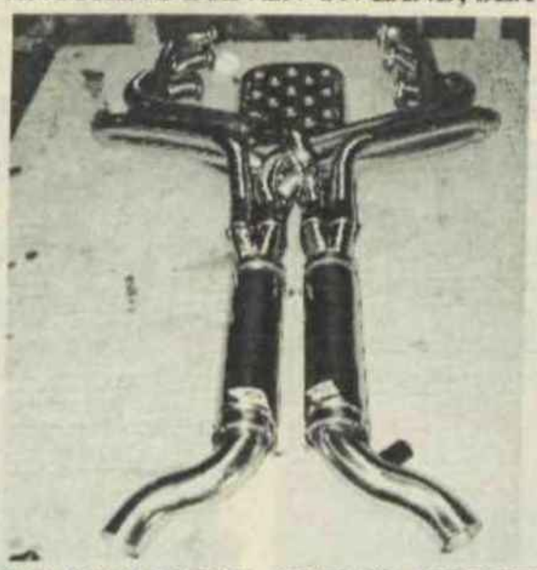
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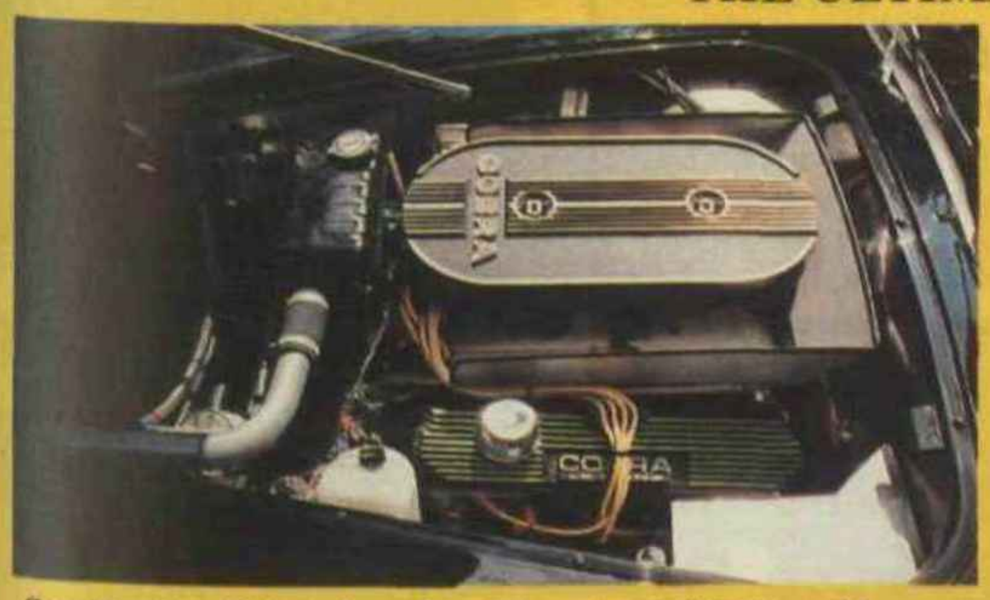
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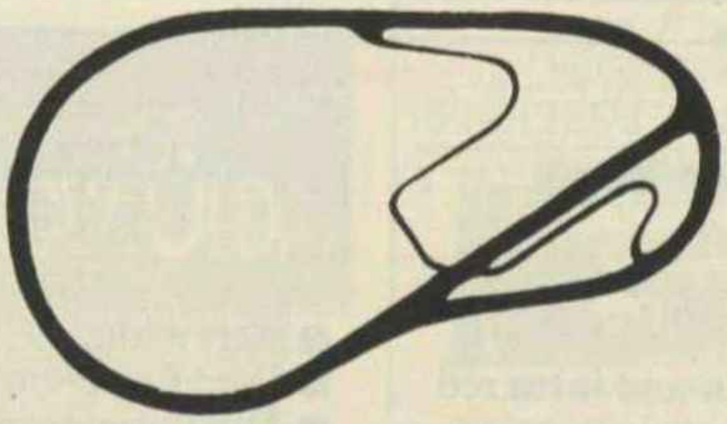








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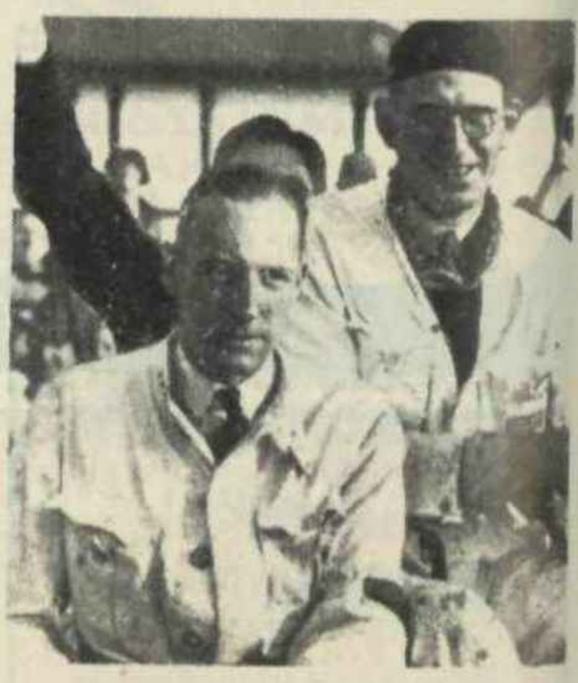


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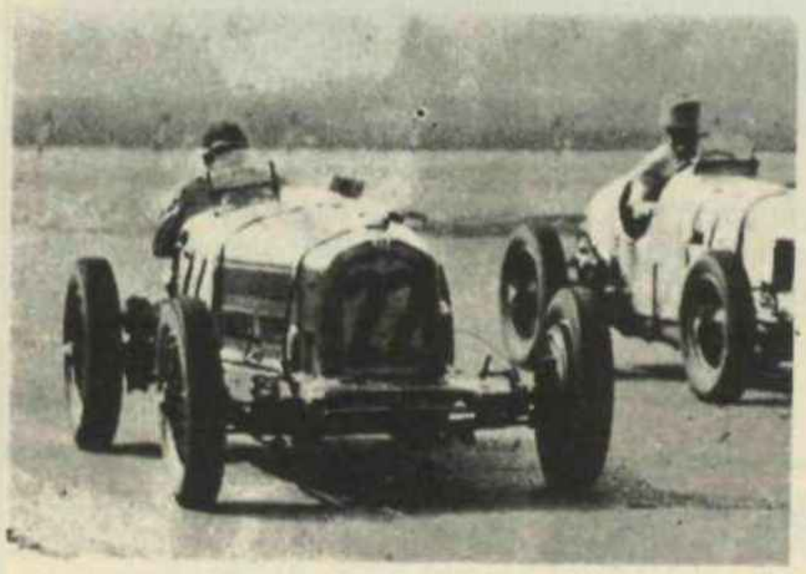
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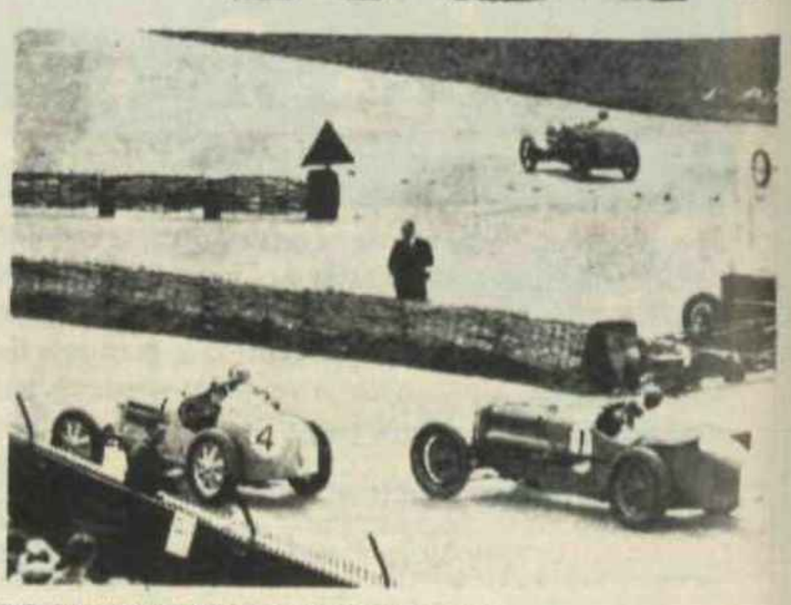












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1982 4/4 2 Seater. Signal Red/Black trim, headrests, wire wheels, door handles, badge bar, radio, 21,000 miles.

1989 4/4 2 Seater. Fiat Azzuro Blue/Beige leather rec. seats, piped in blue, walnut dash, Motalita steering wheel, w/wheels, d/handles, L/rack, s/s/exhaust, b/bar, spots., radio, one owner, 5,750 miles.

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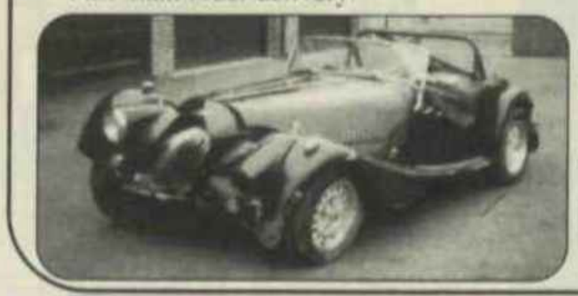


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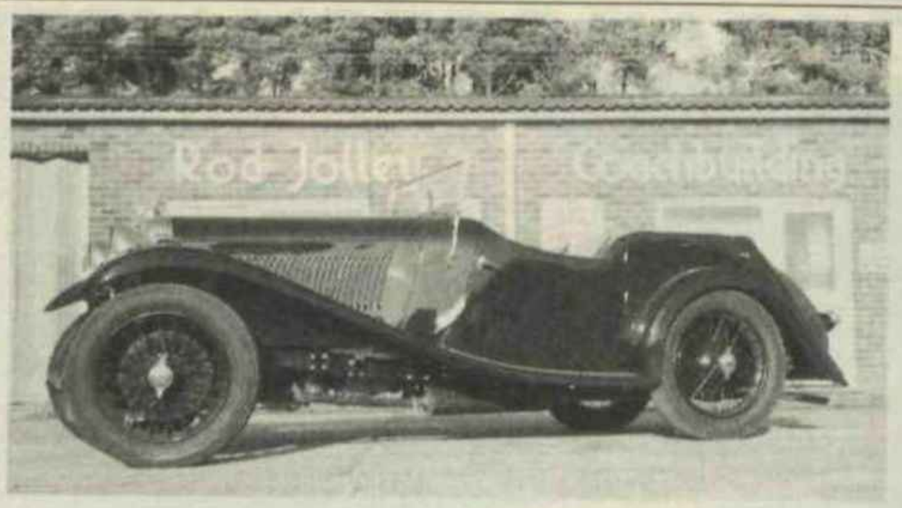
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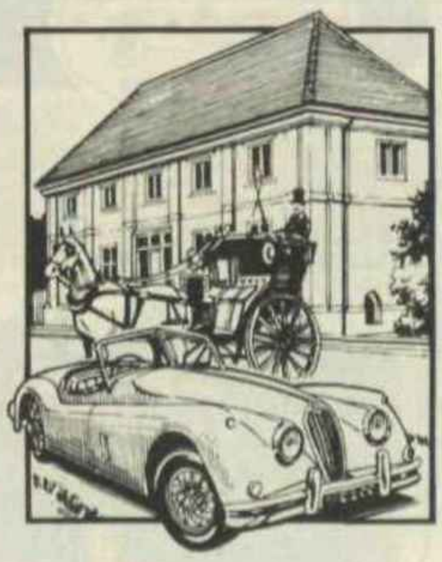
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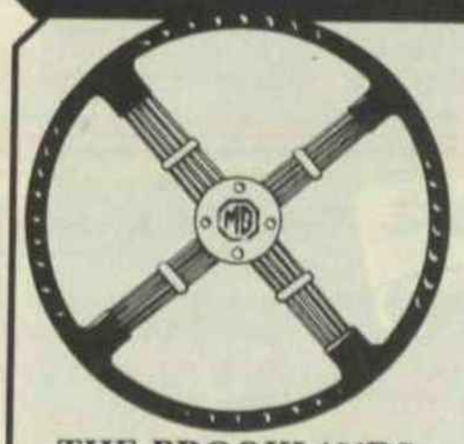
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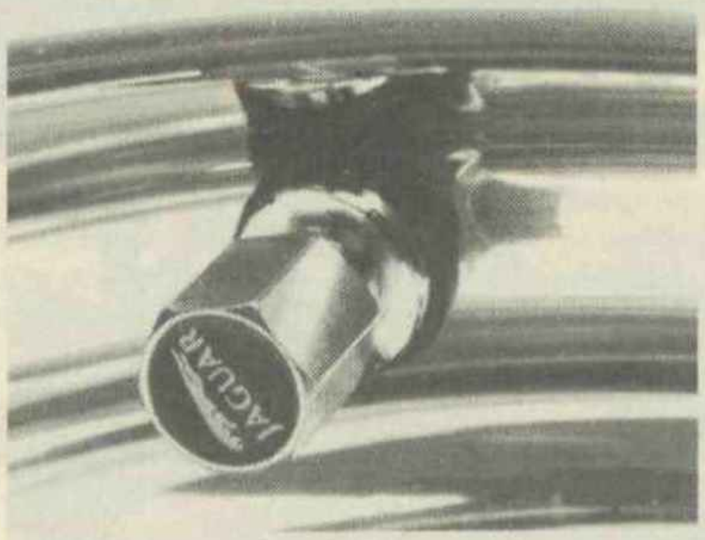
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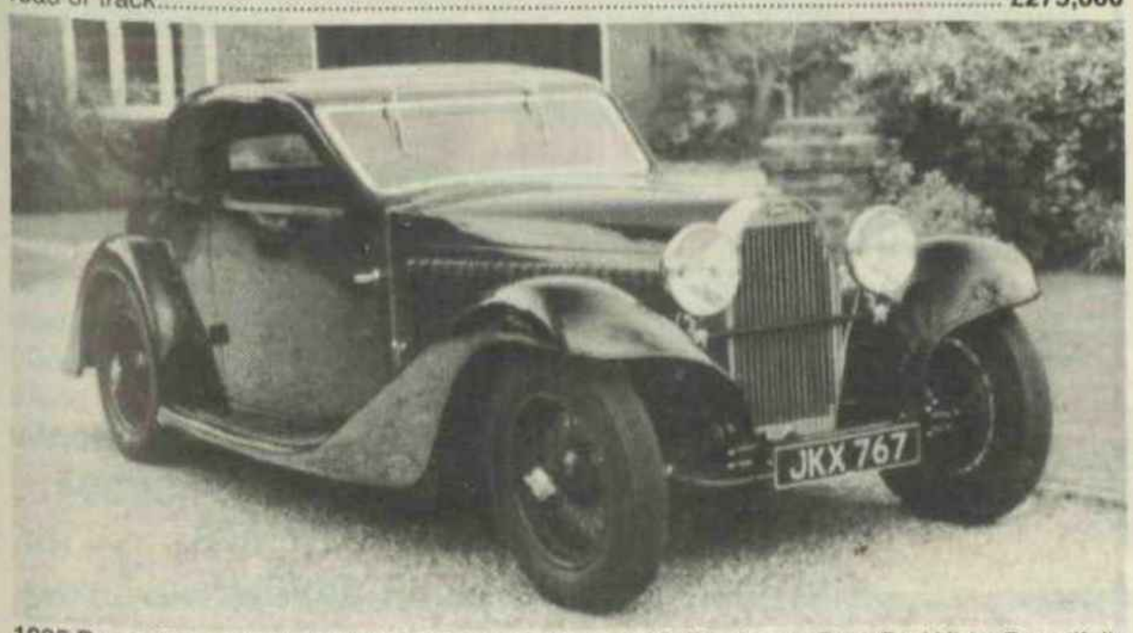
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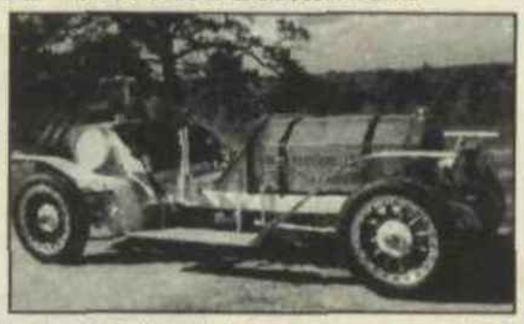
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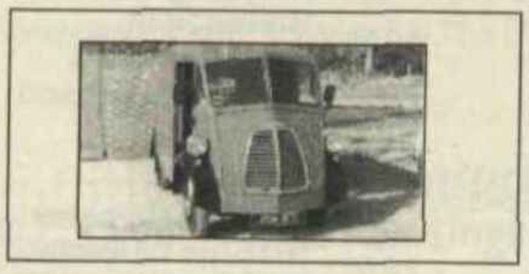
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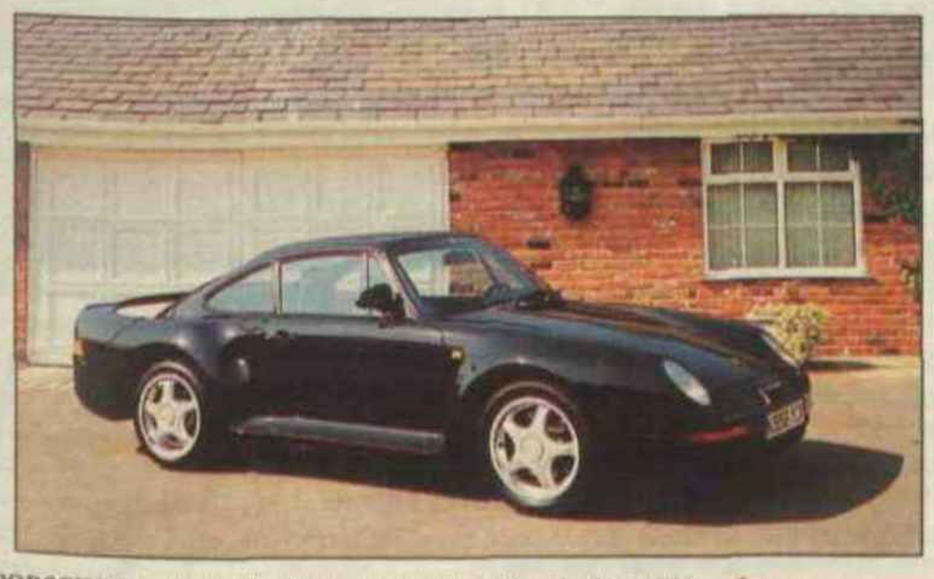
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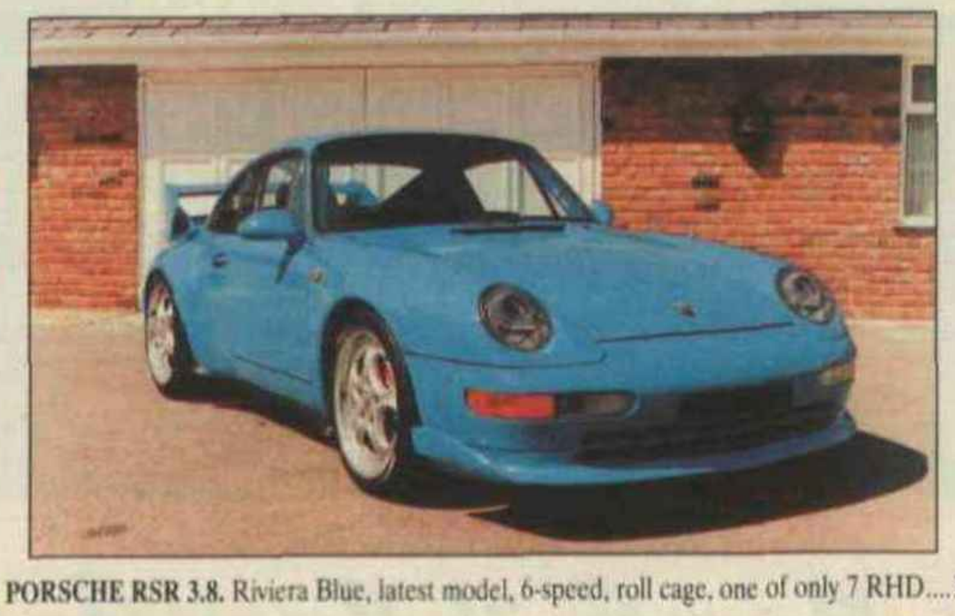
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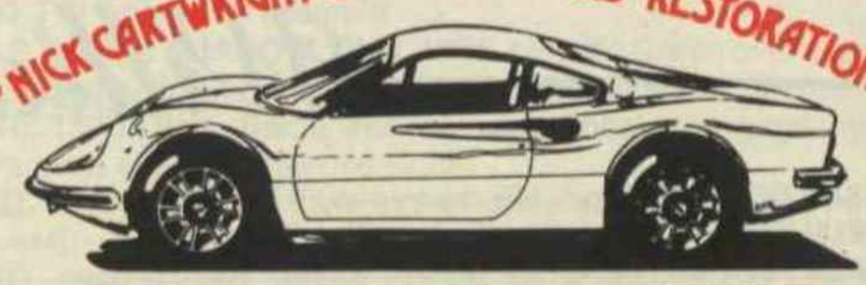


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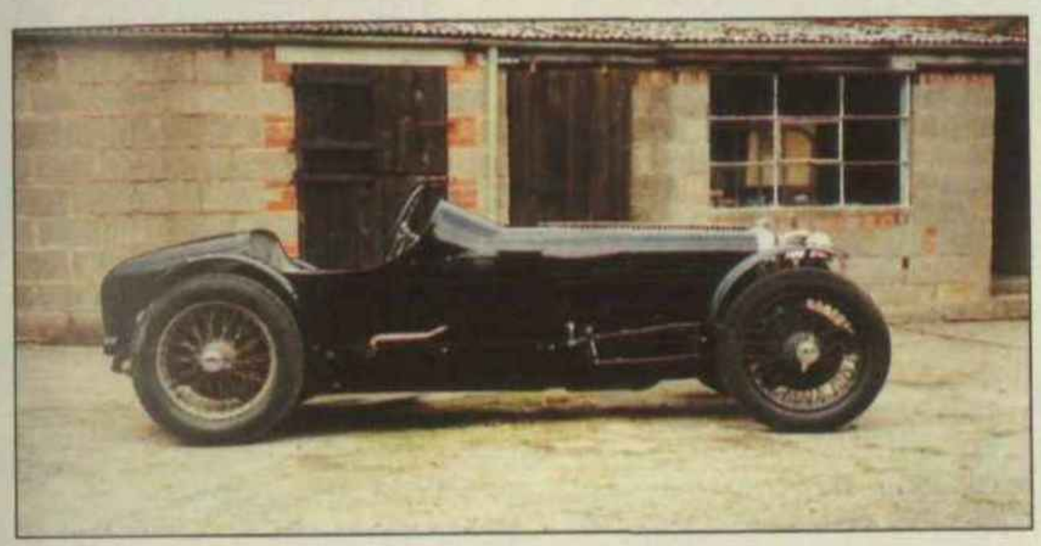
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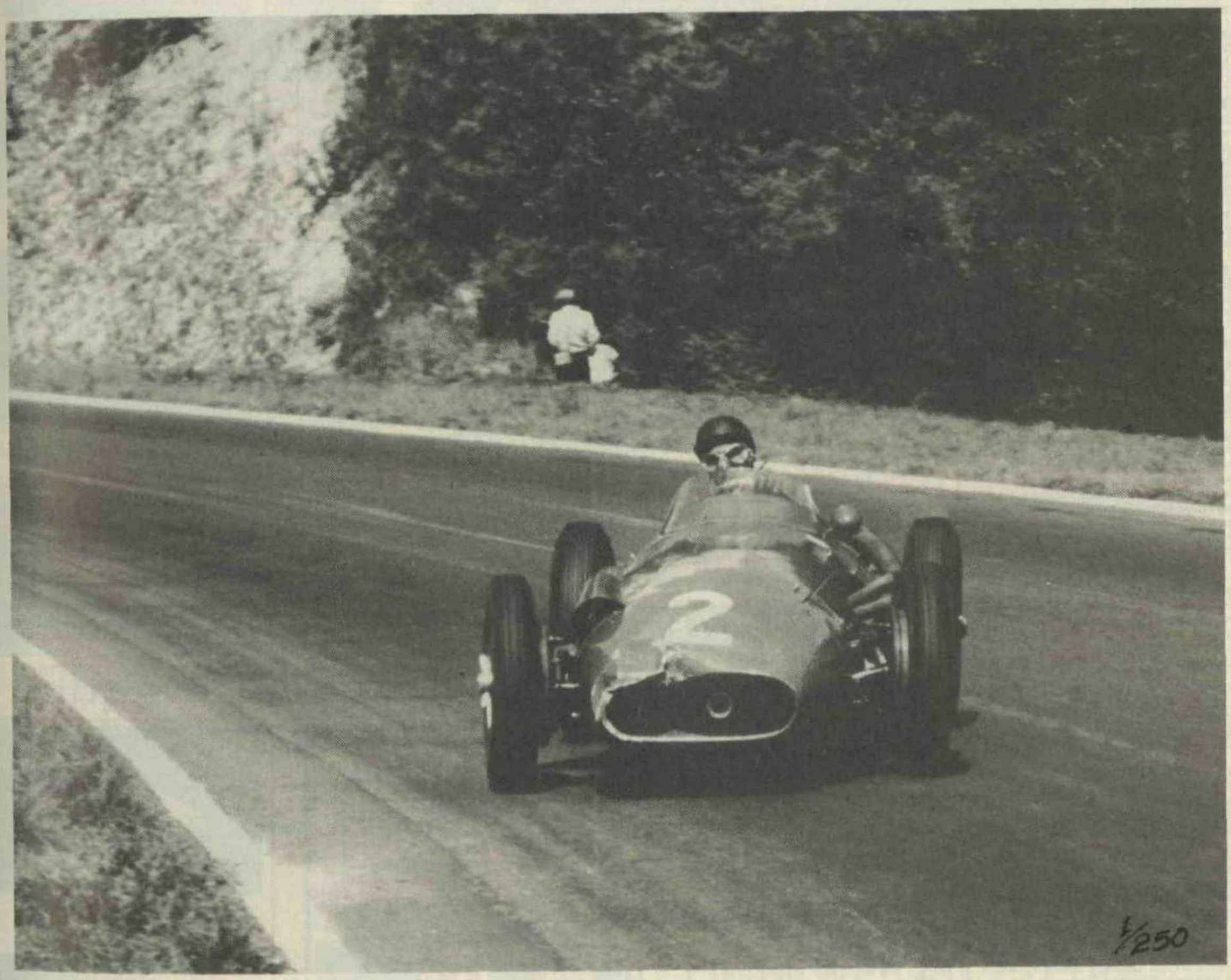
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1971 ROLLS ROYCE SILVER SHADOW I in shell grey metallic with blue leather interior. Three owners from new, good service history and a guarantee of the mileage of only 66,000 miles being nice and original **£9,995**

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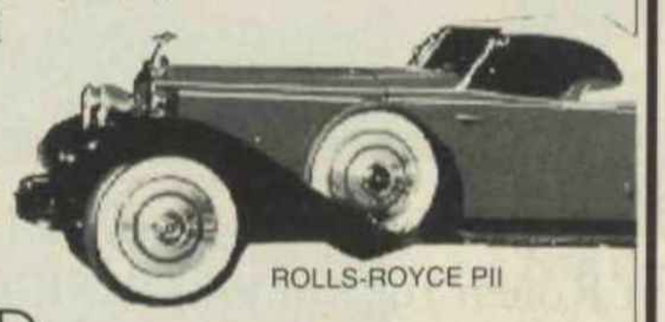
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40947	1926	R-R 40/50 h.p. Phantom 1 6 light limousine by Barker, really super, renovated	£28,000 guide
50504	1927	R-R 20 h.p. Full Cabriolet Sal./Division, body by Thrupp & Maberly	£29,500 guide
40364	1928	R-R 20 h.p. Doctor's Coupe by Barker, £32,000 renovation	£30,000 guide
50242	1928	R-R 20 h.p. 4 light Barker touring limo, well known to RREC	£27,000 guide
30842	1929	R-R 40/50 h.p. Phantom 2 light Limousine by Hoopers, 49,500 miles only	£29,000 guide
40905	1929	R-R 20 h.p., very original Landaulette by Connaught, original licence holder	£36,500 guide
50215	1930	R-R 20/25 Doctors Coupe Cabriolet by Barker, a rare vintage R-R	£38,000 guide
50326	1933	R-R 20/25 h.p. 4 door owner driver Park Ward, VSCC owner for 6 years	£18,000 firm
41142	1934	R-R 20/25 h.p. owner/driver 4 dr spts sal. by H.J. Mulliner, present owner 10 years	£25,000 guide
00489	1934	R-R 20/25 h.p. Limousine 4 door with div. by Hoopers, used, wedding hire	£15,000 guide
30306	1935	R-R 20/25 h.p. owner/driver 4 dr Sports Saloon by Barker, prev. 30yr ownership	£22,000 guide
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40320	1938	R-R 25/30 h.p. owner/driver sal. by Cockshoot, good sound 25/30	£25,000 guide
30257	1938	'B' 4.25 litre (Derby), M Roverdrive Spts Sal. Park Ward, first overdrive sold	£22,000 guide
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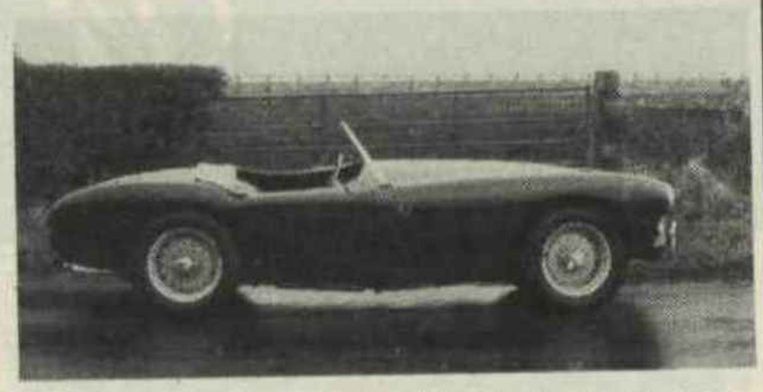
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Aston Martin Lagonda. 1983 'A'. White/Tan. Alloys.
AC Greyhound 1961. BRG. Bristol Engined, Wire Wheels.
Aston Martin Lagonda 1987. Tickford. Royal Blue, stunning.
Aston Martin V8 Volante. Auto. 1979. Nutmeg/beige.
Aston Martin V8 Auto. 1978. Black/black.
Aston Martin Lagonda. LHD. 1987. Red/magnolia.
Aston Martin Virage Auto. 1990. 15,000 miles.
Aston Martin Lagonda. 1989 model. Suffolk red/mag. 18,000 miles.

Bentley S3 Continental Flying Spur. 4 x light. One of three.
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Maserati Khamsin. 1975. Ice blue, manual.
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Mini Cooper S. Rally prepared by Might Mini's.
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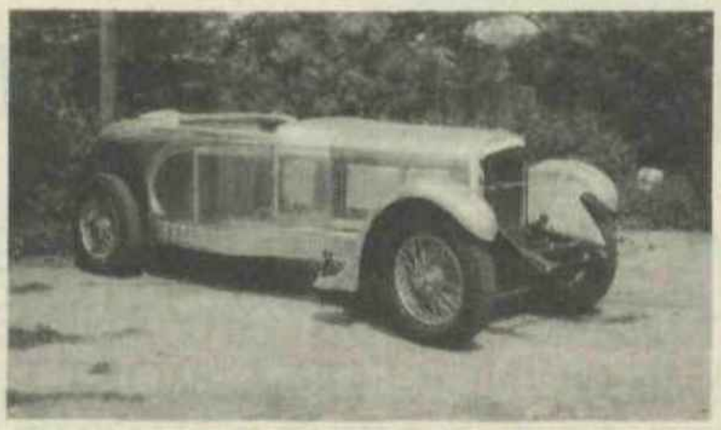
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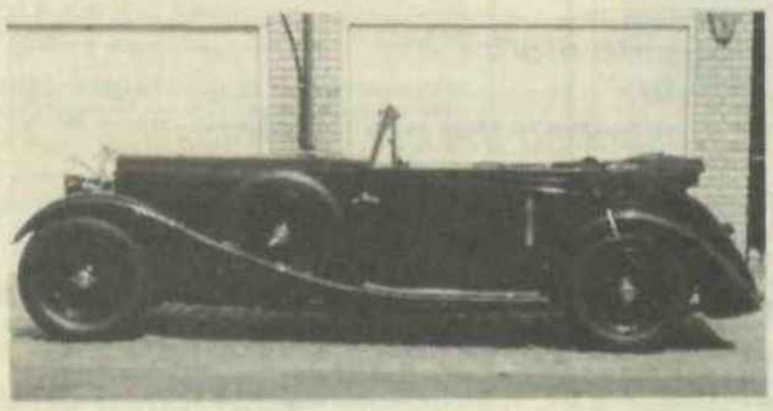
1931 ALFA ROMEO 1750 S/C ZAGATO 2 SEATER. Similar to above.



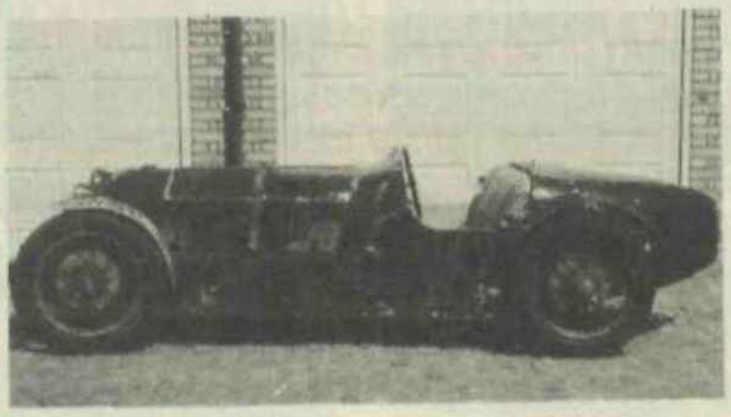
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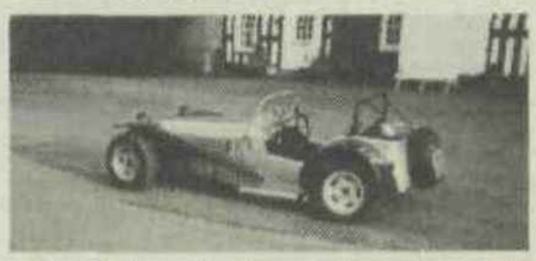
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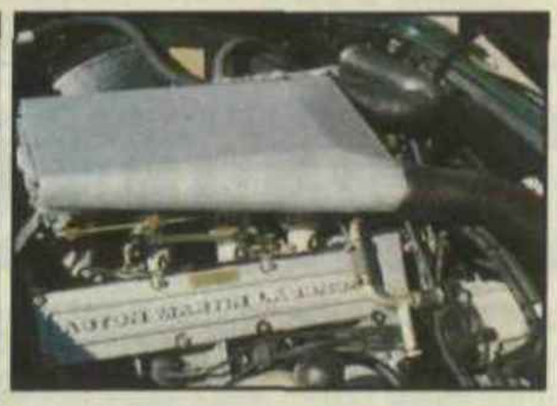
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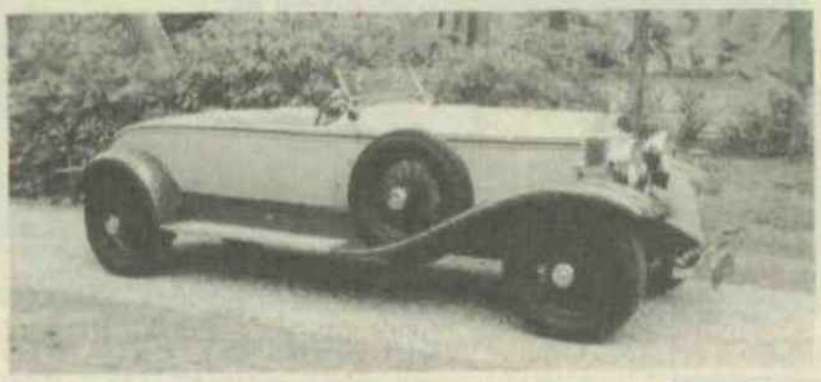
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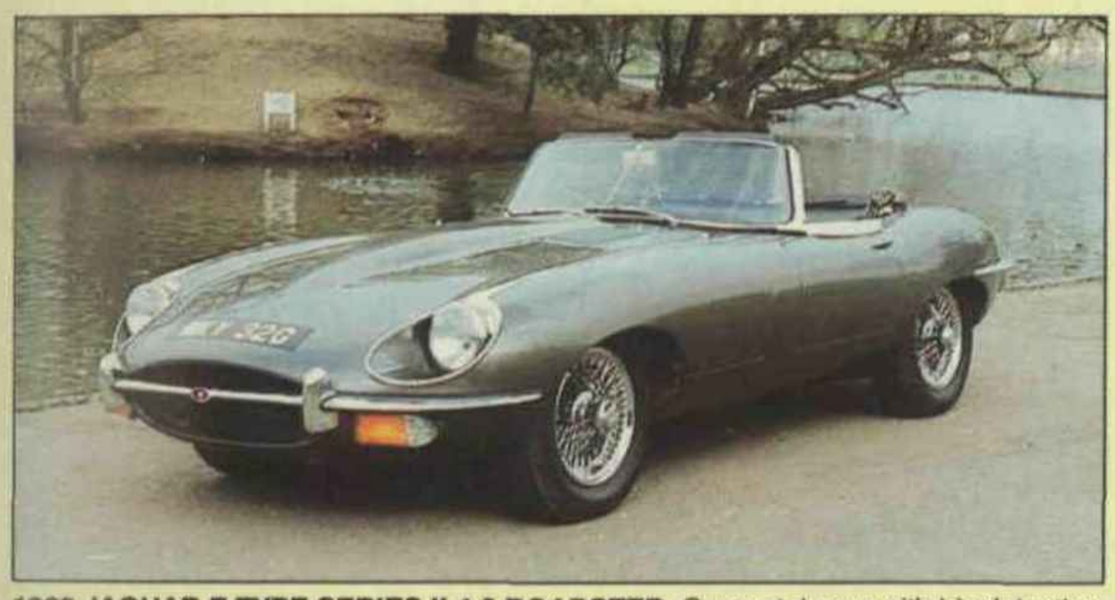
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1953 Bentley R Type Continental Fastback 4.9 manual
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1938 BMW 328
1955 Connaught B Type Grand Prix
1973 Ferrari 365 GTB/4 Daytona
1974 Ferrari Dino 246 GTS
1965/82 Ford GT40
1939 Fraser-Nash BMW 328
1949 Fraser-Nash Le Mans "TMX 543"
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