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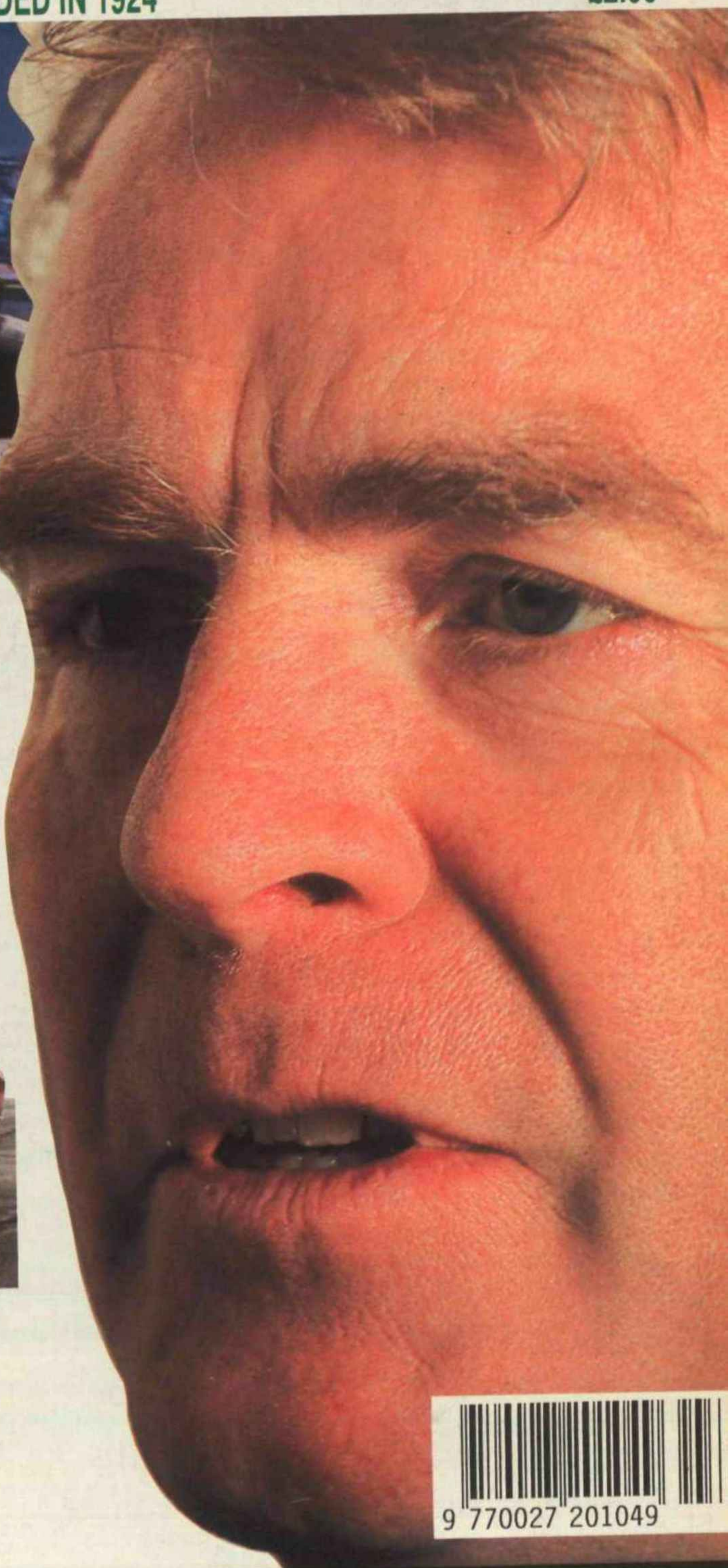
F1 safety

– why FIA President Mosley still isn't satisfied



Ferrari –250 LM in focus

Lotus – latest Esprit S4S tested



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PLUS: Mäkinen wins Swedish Rally ★ Monte Carlo ★ Indycar & BTCC prospects ★ Insight – Legends Racing Europe

LONDON
14th MARCH

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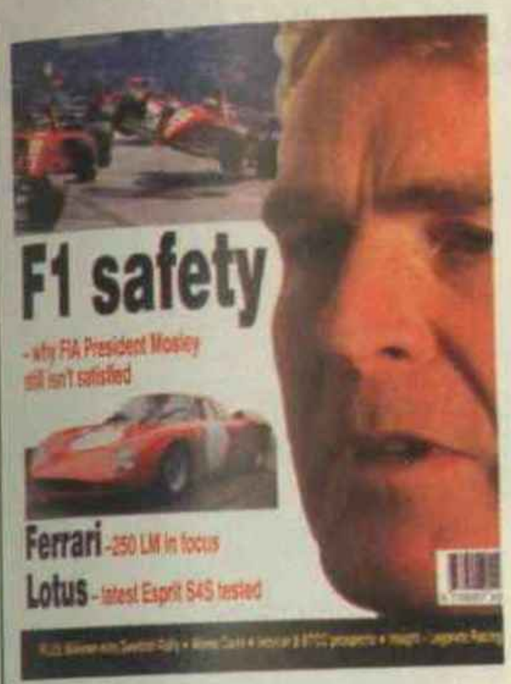
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Front cover: FIA President Max Mosley talks about what he has achieved and what is still to be done. Plus, GT cars 30 years apart — the 250LM Ferrari and Lotus Esprit S4S on test.

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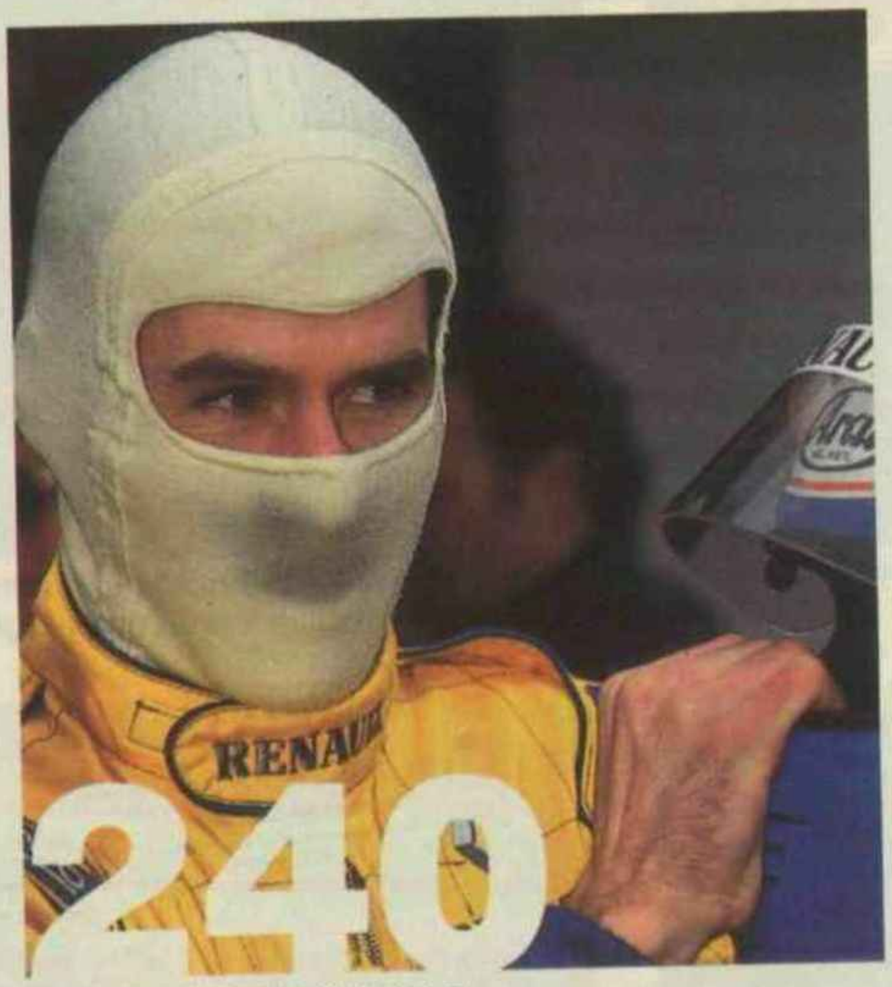
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POSTCARD FROM AMERICA Despite its split with the fledgling IRL, the IndyCar season looks set to be healthier than ever.



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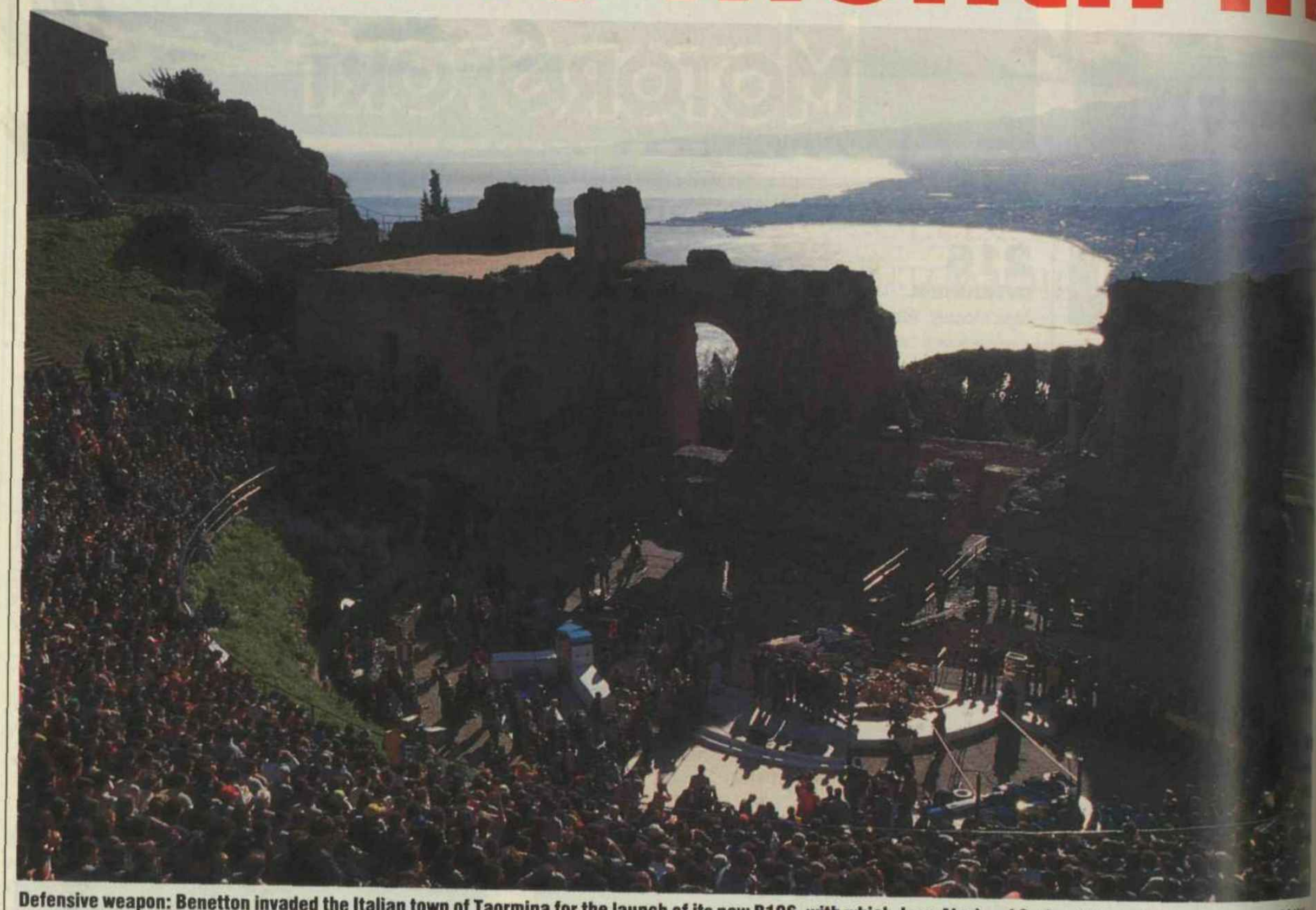
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The month in



Defensive weapon: Benetton invaded the Italian town of Taormina for the launch of its new B196, with which Jean Alesi and Gerhard Berger will chase the world title





Damon Hill tests the Williams FW18, an evolution of the successful FW17 (above left). Alain Prost was entrusted with shaking down the McLaren MP4/11 (above right). Sauber's C15 (below left) will be powered by the all-new Ford V10. The new Tyrrell 024 (below right) has set encouraging times in the hands of Mike Salo (left) and Ukyo Katayama.





JANUARY

18 World Champion **Michael Schumacher** walks away from a sizeable testing **accident** at **Fiorano.** The German lost control of the 412 T2, fitted with the new V10 unit, and hit a retaining wall at around 100 mph.



18 Portuguese driver **Pedro Lamy** (left) is confirmed as one **member of Minardi's Formula One** line-up for 1996. The 24-year-old, who joined the Italian outfit last season, scored the team's only point of 1995 by finishing sixth in the Australian Grand Prix.

18 Jordan's first run with its new F1 chassis, the 196, is **plagued by poor weather** in Estoril, and culminates in an **accident** for **Martin Brundle. Tyrrell**, meanwhile, is **delighted** with first runs of the **024** at Silverstone.



19 Didier Auriol's season in saved when he strikes a last minute **deal** to drive for Dave Richards' **Prodrive** concern. The 37-year-old Frenchman (right) will get his first taste of the Subaru in Sweden, and may contest up to six more WRC events.

19 Ari Vatanen also strikes a last-minute deal, to drive a **Malcolm Wilson Motorsport Escort Cosworth** in the Swedish event.

19 Williams continues to **dominate testing** in Portugal with Damon Hill, Jacques Villeneuve and Jean-Christophe Boullion all setting blistering times. Hill continues to undertake development work on the new RS8 V10 Renault powerplant.

19 Heinz-Harald Frentzen is **encouraged** by the first run of the **new Sauber C15** at Paul Ricard, immediately beating times set in last year's chassis.

20 Protesters against the Australian GP's new venue – **Albert Park in Melbourne** – invade the track. Police are called and nearly **100 arrests** are made.

21 Julian Bailey and Greg Brinck share **wins** for Toyota at **Teretonga** in New Zealand. Native Paul Radisich had run as high as third in race one until engine trouble intervened. **Craig Baird** leads the series but may face **eligibility troubles.**

22 Team Schnitzer and **Jo Winkelhock** (right) are to make their **return to the BTCC. Roberto Ravaglia** is to be Winklehock's BMW **team-mate.**



MATTERS OF MOMENT

TEARING THE FABRIC

The Indy Racing League is probably feeling reasonably satisfied. As you can read elsewhere in this issue, the inaugural event of this breakaway series has already taken place, and it was not the wholesale farce that many had predicted.

But nor was it exactly a showcase event.

And it was indicative of the overall standard we can expect at this year's Indianapolis 500.

Distant as it may seem to the majority of regular MOTOR SPORT readers, the fact remains that the Indy 500 is far more than *some quirky national institution. Imagine* a British Grand Prix field comprising nothing but a mixture of fading (or faded) stars and a bunch of rank no-hopers, all of them driving cars a year old or more.

That's what this equates to, and would it appeal to *you*?

There have been many splits in this business in the past, and most have been repaired in due course. The FOCA/FISA (as was) wars of the early 1980s threatened to do untold harm to Formula One, but in the end common sense just about got the better of *self-interest, and whatever one may think of* modern-day Formula One, it is neither bereft of public interest nor a hive of pauperism.

It has weathered many storms, survived and thrived.

Sadly, there appears to be no sensible short-term solution to the current confrontation in the United States. The CART/PPG IndyCar World Series has all the valid stars; the IRL has the Indy 500. The creation by the former of the US 500 at Michigan on Memorial Day, *to provide overlapping televisual* conflict with the Indy 500, simply proves that *America's greatest race was not a big* enough stick with which to beat the establishment into submission.

***The IndyCar teams said that all along.* The IRL should have listened. It didn't, and the consequence is that a piece of motor racing folklore, which is still conducted in much the same spirit as it was back in 1911, is about to be reduced to a meaningless sham.**

Is there anybody out there who cares for tradition?

S A

COVER PRICE

As from next month, the cover price of MOTOR SPORT will rise to £2.20. This situation is necessitated by the continuing increase in the price of raw materials. In short, the cost of newsprint has soared by around 60 per cent in the past 18 months . . .

Despite the enforced rise, MOTOR SPORT will continue to represent exceptional value for money, and we will strive to maintain our traditional high standards as we continue to provide the broadest range of feature coverage in the automotive sector.

● Please note that our popular annual calendar, the 1996 version of which focused on the late Juan Manuel Fangio, is no longer available. In common with its predecessors, it has *sold out.*

● Please note also that MOTOR SPORT has a new switchboard telephone number, effective immediately. Callers should contact 0171 294 8000 *during normal working hours;* our facsimile and modem numbers have not *been altered.*

22 Don Nichols reveals plans to **revive the Shadow name** with a Porsche-engined Le Mans Prototype. Working in association with Norma team owner Norbert Santos, Nichols hopes the car will be ready for the Le Mans test day on April 28.

22 Skoda reveals that it is **planning** to build a **four-wheel-drive prototype rally car** in **1998.**

22 It is announced that the **Formula Opel European Union Series** (formerly the Formula Opel Euroseries) will **support** most European rounds of the **International Touring Car Championship** in 1996.

22 The TVR-powered **Grand Prix Lights** initiative is **postponed**, following the Blackpool company's withdrawal from the series.

25 Patrick Bernardini becomes the first Corsican to win a World Championship rally by **taking the Monte Carlo Rally.** His Escort Cosworth finishes almost four minutes ahead of François Delecour's Peugeot 306 Maxi. **Peugeot takes the lead** of the **Two-Litre World Championship.**

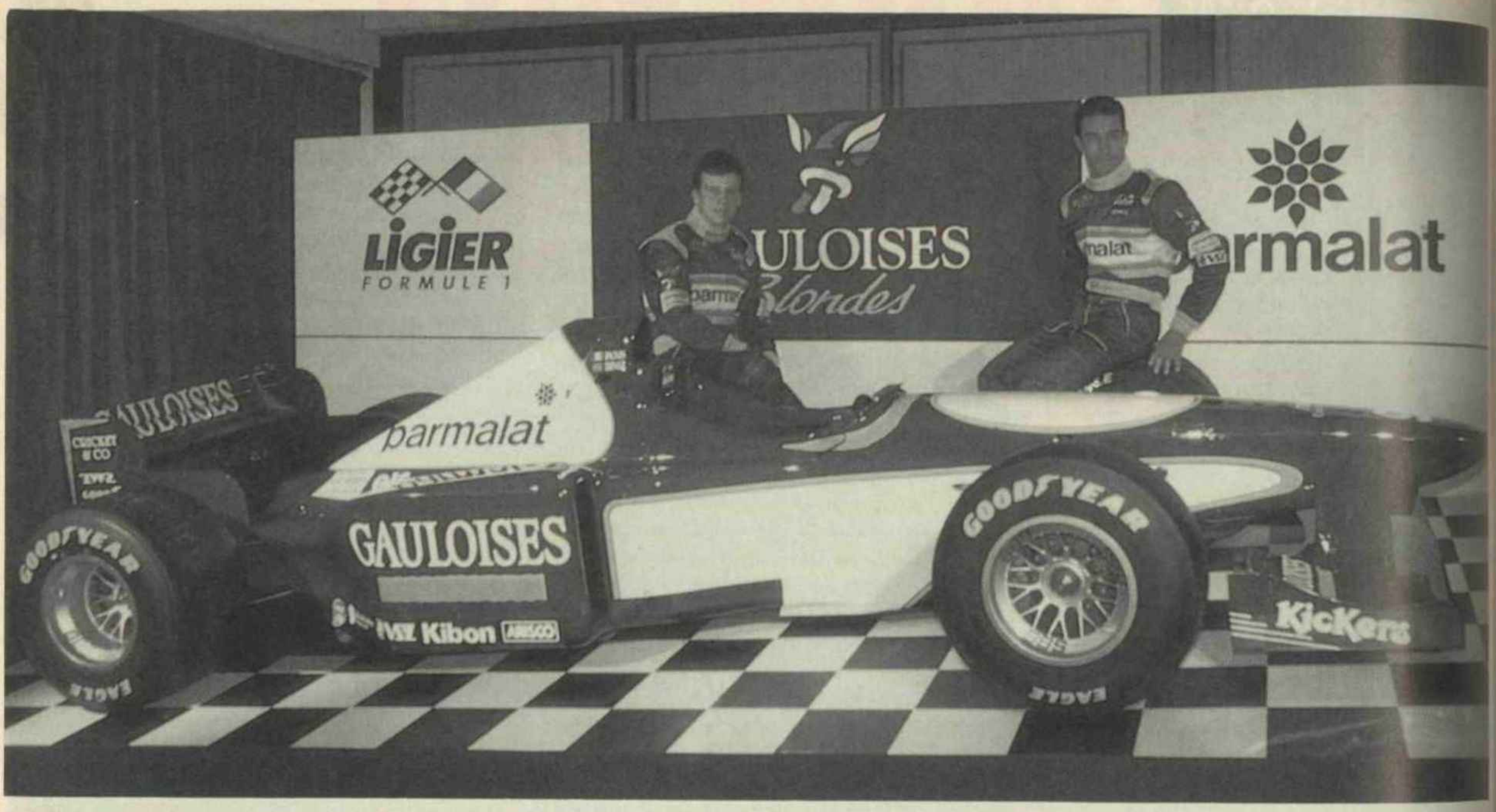
25 Malcolm Oxborrow enters the EARS/*Motoring News* National Rally Series in an **MGF.** The Rover employee will receive some support from Rover Sport, who say, "This could be a useful exercise for us."

25 The **organisers of the Monte Carlo** rally react angrily to **suggestions** that the **event might drop its "concentration run"** to ensure that it retains World Championship status.

26 Reigning F3000 champion **Super Nova** confirms 1995 Madgwick team-mates **Kenny Bräck and Marcos Gueiros** for the **1996** season.

26 A **FOCA** meeting in London **rejects** the idea of **"customer cars"** in Formula One, but **Ken Tyrrell** paves the way for **substitute drivers.** He requests that a nominated driver be allowed to stand in for a team during the course of a meeting if the first choice is absent on the grounds of *force majeure.* Reserves will have to be nominated *before a meeting commences.*

26 Ulster businessman **Stephen Finlay** clinches a deal to run a Ford Motorsport-backed **Escort RS2000 on the Mobil 1/*Top Gear* British Championship.** The car will be run on



The new Ligier JS43 was unveiled in Monte Carlo. Olivier Panis (left) stays on for a third season; new recruit Pedro Diniz transfers from Forti.

events by Malcolm Wilson Motorsport, and Robbie Philpott is to co-drive. Some World Championship outings are also a possibility.

26 Fortec Motorsport signs Formula Renault Sport champion **Guy Smith** and Formula Vauxhall ace **Juan Pablo Montoya** for the **British Formula Three championship.** Team manager **Trevor Foster** leaves, though, to **return to Jordan Grand Prix.**

27 Former Indy Lights veteran **Buzz Calkins wins the first round** of the breakaway **Indy Racing League**, the Disney World 200. Calkins takes the lead from Tony Stewart at one-third distance and fends off a late challenge from the USAC triple champion to win by under a second.

27 Marcus Grönholm gives Toyota a boost with **victory** on the **Arctic Rally.** The lanky Finn wins by almost half a minute from Sebastian Lindholm. Tapio Laukkanen wins F2 in his Golf GTI.

28 Craig Lowndes wins two of the three races at Eastern Creek to take **aggregate victory** in the **opening round of the Australian Touring Car Championship.** The Holden Racing Team Commodore driver chases John Bowe's Ford Falcon in the first race, and then leads home Neil Crompton and Wayne Gardner in the second and third heats respectively.

29 Ligier unveils its **new JS43** in Monaco. The team's **drivers** are confirmed as **Pedro Diniz and Olivier Panis.** Swedish F3000 racer **Kenny Bräck** will test drive, along with **Kelvin Burt.**

30 Tyrrell launches its **024 model**, which will use **Yamaha's new OX11AV** engine. **Mika Salo** and **Ukyo Katayama** will drive.

31 Andrea Montermini signs a contract with **Forti Grand Prix.** He is scheduled to test the team's new semi-automatic gearbox within the week, by which time Forti hopes to have chosen its second driver from a shortlist that includes Franck Lagorce, Luca Badoer and Gianni Morbidelli.

FEBRUARY

1 FIA boss **Max Mosley** reveals that **"black box" recorders** will be developed to allow extra insight into **F1 accidents.**

2 Renault Sport boss **Patrick Faure commits** the *Régie* to a **continued F1 programme beyond** the **1997** season. Thanks to a ruling by the French motor sport federation, though, the team's **home GP** will be hosted by **Paul Ricard rather than Magny-Cours** from that year onwards.

4 Wayne Taylor/Scott Sharp/Jim Pace emerge **victorious** from a rather lacklustre **Daytona 24 Hours**, their Oldsmobile-engined Riley and Scott World Sports Car seeing off the Ferrari 333 SP of owner Gianpiero Moretti/Massimiliano Papis/Bob Wollek/Didier Theys by just over a minute. The next-best finisher was a mere 48 laps down . . .

5 Benetton launches its **B196** F1 challenger at a highly-theatrical ceremony in Taormina, Sicily. An evolution of the car which took the team to drivers' and constructors' titles in 1995, it features **Renault's latest RS8 V10** engine and a longitudinally-mounted seven-speed gearbox. Team chief Flavio Briatore is in cautious mood, however, stating that Ferrari – armed with Michael Schumacher – will be the team to beat.

5 On his first acquaintance with an F1 car since his horrific Australian GP qualifying shunt, **Mika Hakkinen** delights McLaren with a **stunning performance** in secret **testing at Paul Ricard.** The indomitable Finn laps faster than Michael Schumacher's Ferrari.

5 The **FIA** is **rumoured to be considering** a proposal to make **all 14 rallies** included in the unfeasibly complex rotation system for the World Championship and Two-Litre World Championship **count for the "full" World Championship in 1997.** The Tour of Corsica is already making hefty concessions, altering almost every one of its traditional stages for this year's event in a bid to increase its promotability.

5 Four-times World Rally Champion **Juha Kankkunen** is believed to be making a **1996 World Championship bid**, even though his team, Toyota Team Europe, is banned for the season in the wake of its Catalan exclusion dramas. Instead, the experienced Finn is likely to drive under the aegis of a variety of **importers' teams.**



5 Opel confirms British F3 champion **Oliver Gavin, left, and Hans-Joachim Stuck** – still smarting from a high-profile court case over alleged tax irregularities – as part of its **eight-car ITC attack.**

5 Nigel Mansell is **linked to a Le Mans drive** for Moody Fayed's Harrods **McLaren F1 GTR**. There is also a slim chance that Prodrive, the reigning World Rally Champion, will run a McLaren at the Sarthe. Another distinguished rallyman of a slightly different vintage, former Lancia star **Sandro Munari**, joins Rocky Agusta's **BPR Global Endurance** set-up. He will drive a Callaway Corvette C6 GT2 car.

8 The wraps come off **Sauber**'s Leo Ressa-penned **C15** to the theme tune of Swiss TV show *Space Dream*. The latter is indicative of the air of optimism at the Hinwil outfit, already pleased by **useful testing showings** from Heinz-Harald Frentzen and new recruit Johnny Herbert.



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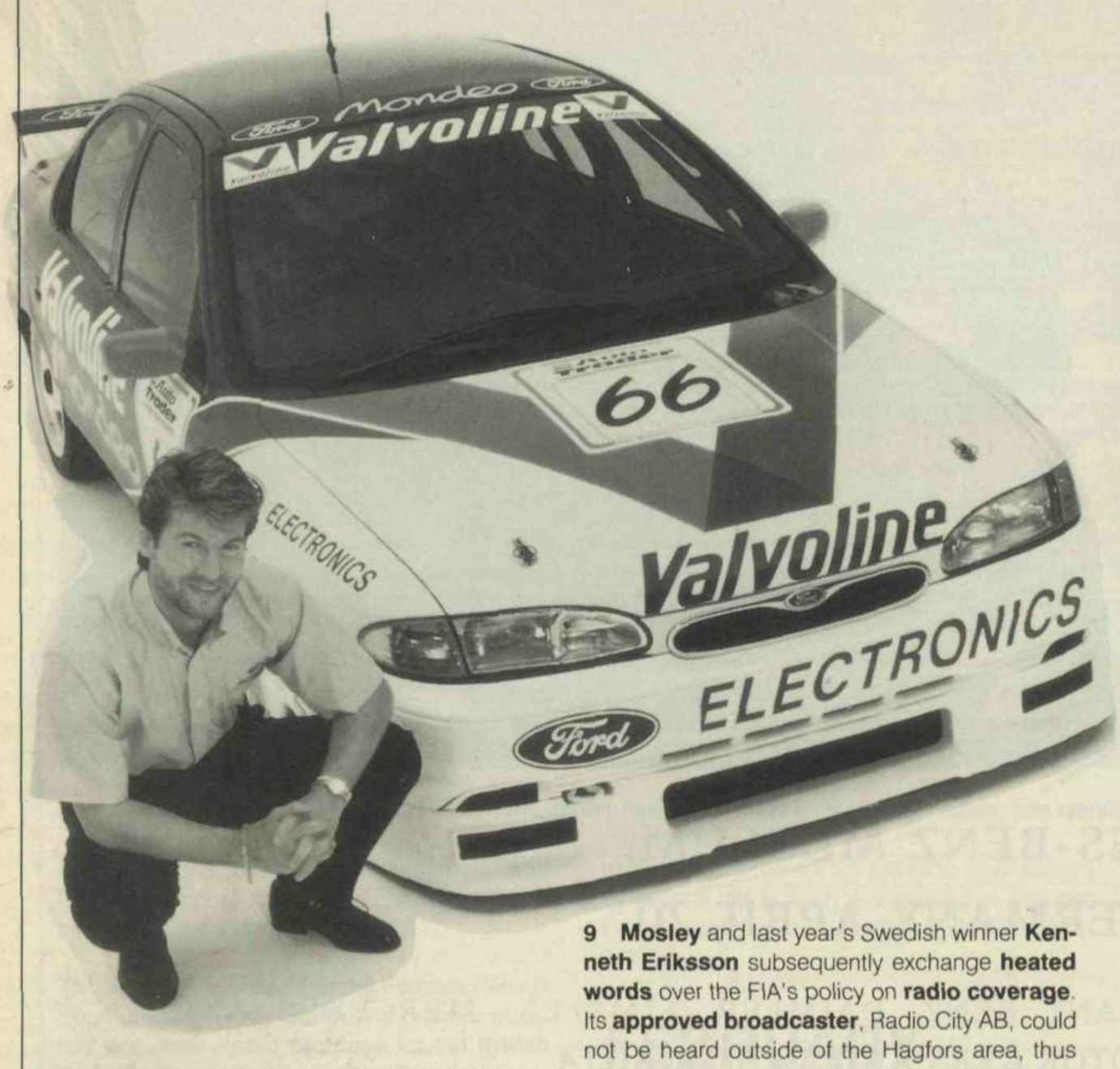
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11 McLaren unveils its new F1 car, the **MP4/11**, at **Estoril**, but much of the limelight is stolen by **Alain Prost** (who gives the car its first **shakedown** run) and **Mika Hakkinen**, below. The latter is now likely to return to Grand Prix racing where he left off, in Australia. Team chief Ron Dennis notes that only 7.5% of the MP4/11 is carried over from its unloved (and ugly) predecessor; it also sports the most overtly aerodynamic treatment of the new-for-'96 mandatory raised cockpit sides seen to date.



11 Dale Jarrett gets his NASCAR season off to a winning start at the invitation, non-points-scoring Busch Clash race. But **Dale "Ironhead" Earnhardt** sticks his Chevrolet on **pole for the Daytona 500**, the Winston Cup's most prestigious event.

12 Keen not to be upstaged by McLaren, **Williams** wheels out its **evolutionary** new machine, the **FW18**. Revised cockpit sides and the odd new decal are the only visual differences from the race-winning FW17, although it utilises **Renault's new RS8** under the skin. Damon Hill announces his intention to win races and the title – buoyed, now doubt, by the early testing troubles endured by Benetton with its B196.

12 Jimmy Vasser (Reynard-Honda) rattles a few cages by setting **quickest time in the first IndyCar test of the season**, lapping the 1.5-mile Homestead Motor Sports Complex a shade faster than Paul Tracy's Penske-Mercedes.

12 The **RACMSA** is reported to be **considering the withdrawal of British Championship rallies from the European Championship**, concerned by the FIA's ruling that World Rally Cars will be given free reign in regional championship (ie European) rallies, albeit it with a choking 32-millimetre air restrictor from 1997 onwards.

12 Doomed Grand Prix projects dept: **Ikuzawa International** confirms that it has **scrapped plans to enter F1 in 1997** with an Enrique Scalabroni-designed, Peter Windsor-run car.



8 Having driven briefly at Donington four days earlier, **James Thompson** (left) has his **first serious run** in a **Vauxhall Vectra** touring car at **Brands Hatch**. The Yorkshire youngster had been out of the cockpit for six months after a massive testing accident at Knockhill.

8 Ford's former touring car stalwart **Andy Rouse** has his first **exploratory run** in a **Nissan Primera** at Snetterton. The Binley preparation expert is rumoured to be gearing up for a two-car assault on the BTCC.

9 Weeks of speculation, rumour-mongering and seven-up driver shoot-outs come to an end with the announcement that **Steve Robertson**, top, will drive Ford's second West Surrey Racing-run **Mondeo** in the **BTCC**. The former British F3 frontrunner and Indy Lights champion edges out Warren Hughes, who gets a testing role as his consolation prize.

9 On the eve of the Swedish Rally, **Max Mosley and Bernie Ecclestone** reveal their vision of **rallying's future** at a stormy Karlstad press conference. The **calendar** will be increased – to an **F1-rivalling 16 events** by the end of the decade – while the scoring system will also mirror that of F1. Most controversially, **broadcasters** will be both **charged and required to transmit reports** from all of the events – an announcement that sparked an instant brouhaha among both the assembled media corps and team personnel.

9 Mosley and last year's Swedish winner **Kenneth Eriksson** subsequently exchange **heated words** over the FIA's policy on **radio coverage**. Its **approved broadcaster**, Radio City AB, could not be heard outside of the Hagfors area, thus **missing out** around a **third of the rally route.**

9 Richard Burns, Mitsubishi's latest signing, finally gets his hands on a **works Lancer E3**, handling the car for some 50 miles with teammate Tommi Mäkinen alongside.

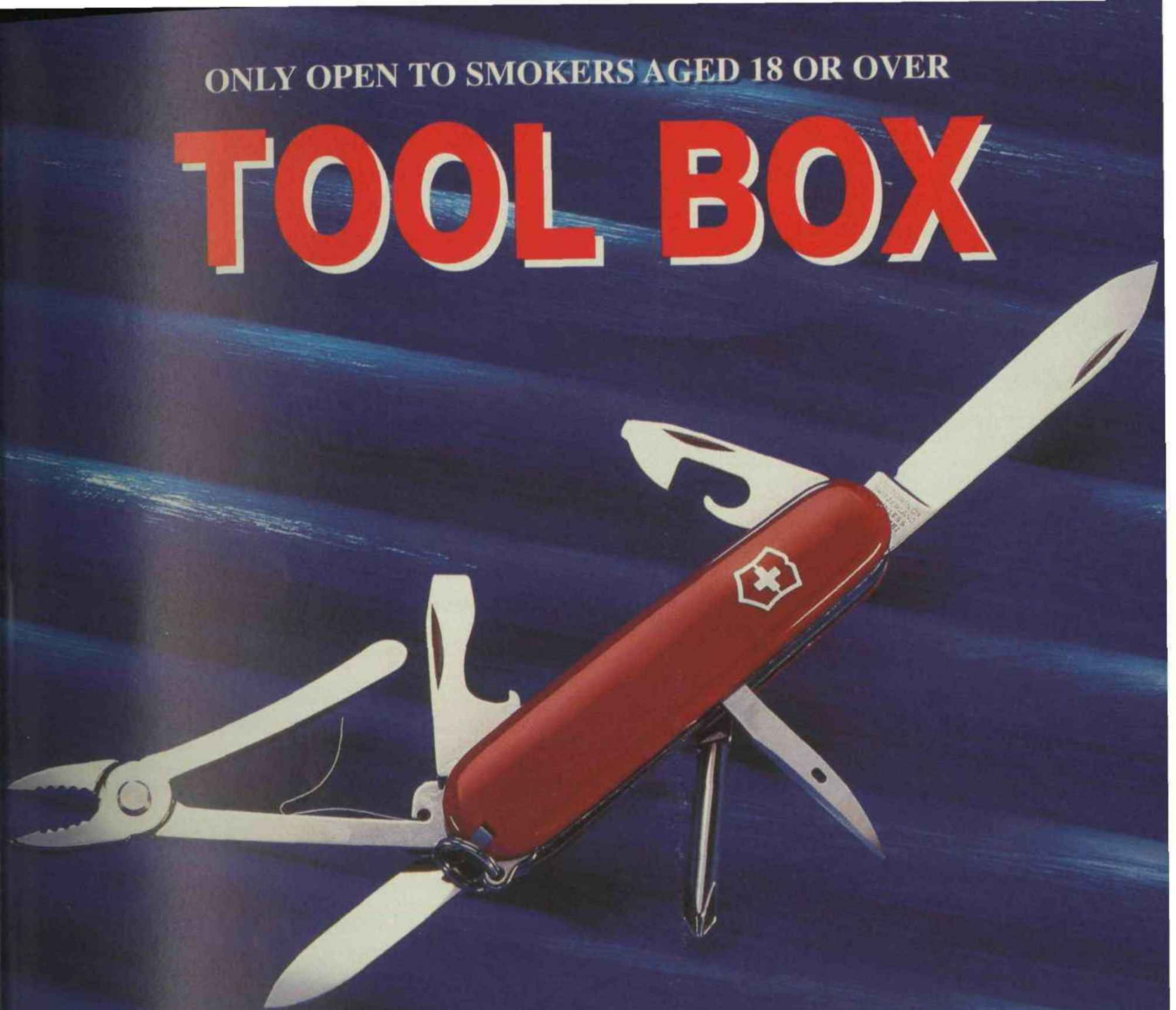
11 Having spoiled last year's Mitsubishi 1-2 with a petulant (and public) tantrum about team orders, **Mäkinen** redeems himself by taking his Lancer to a nail-biting **Swedish Rally triumph**. The Finn and Seppo Harjanne hold off a rally-long challenge from the **excellent Carlos Sainz/Luis Moya** in the **rejuvenated Ford Escort Cosworth**, having entered the final leg just 15s in front of the Spanish pair. Colin McRae/Derek Ringer recover from tyre and transmission troubles to post a worthy third place for Subaru, overhauling the Toyota Celica of Juha Kankkunen/Nicky Grist when the latter pair suffer a crucial and time-consuming spin during the final leg.

MARCH FIXTURES

Date	Venue	Event	Type
Mar 2	Silverstone	BRDC	R
Mar 5-9	**Lisbon**	**Portuguese Rally**	INT
Mar 9	Silverstone	SUNBAC	R
Mar 10	**Melbourne**	**Australian GP**	INT
Mar 16	Silverstone	750MC	R
Mar 17	Brands Hatch	Eurocars, Alfas, Saloons	R
Mar 23	Oulton Park	XR Fords, Super Coupés, FF1600	R
Mar 23	Chester	Vauxhall Rally of Wales	N
Mar 24	Thruxton	BARC	R
Mar 24	Cadwell Park	MGCC	R
Mar 24	Mallory Park	750MC	R
Mar 24	Castle Combe	BRSCC	R
Mar 30	Oulton Park	F Renault 1700, Clios, Saloons	N
Mar 30	Kirkiston, N I	500MRCI	R
Mar 30/31	Silverstone	British F3, TVRs, Rovers	N
Mar 31	**Interlagos**	**Brazilian GP**	INT
Mar 31	Mallory Park	BARC	R

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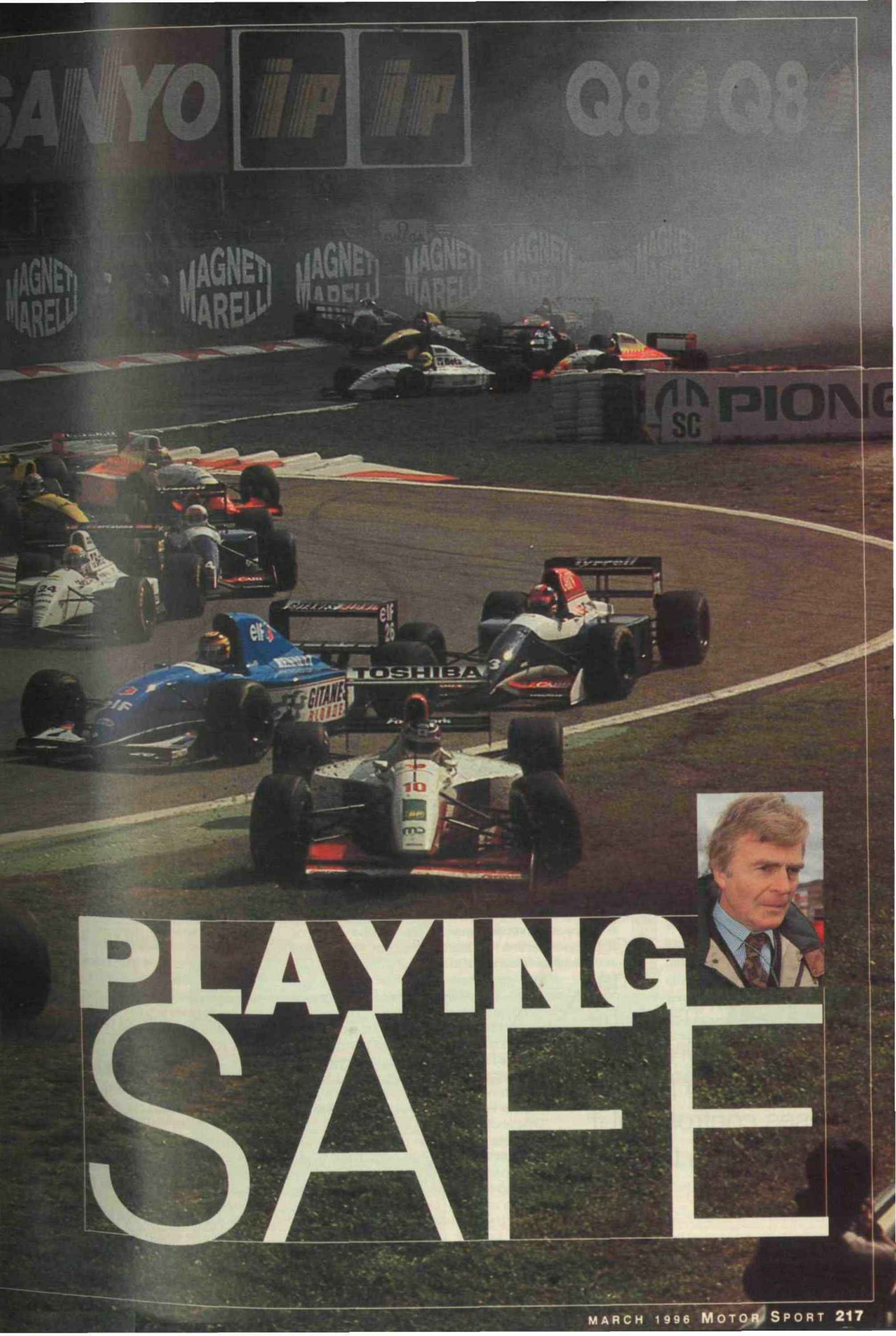
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SMOKING CAUSES FATAL DISEASES

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On the eve of another new Formula One season, the FIA President spoke to Mike Lawrence about his immediate objectives for Grand Prix racing, and the sport as a whole



PLAYING IT SAFE

PLAYING SAFE

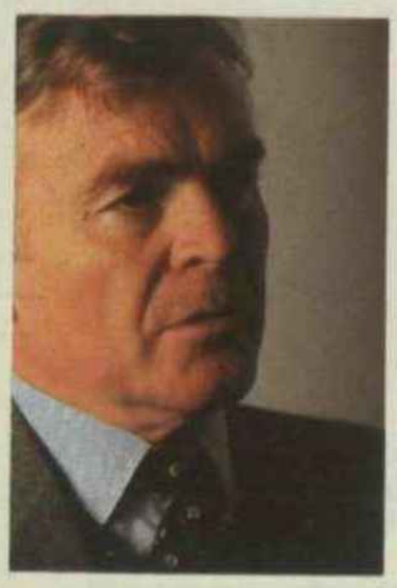
In 1980 at Brand Hatch I interviewed Max Mosley for a radio programme. He seemed delighted with the experience, and I came away thinking that my incisive questions and wit had made an impression . . .

What I didn't know was that, behind me, Max could see Bernie Ecclestone serving a writ on Jean-Marie Balestre, the President of the FIA, and Balestre was having a fit. The FISA/FOCA war was on, and Max was Bernie's right-hand man in the FOCA camp.

That is all history now. Over a decade later, Max defeated Balestre for the Presidency of the FIA — the poacher turned gamekeeper. He has brought to the job a degree in physics, fluency in several languages, and the experiences of having practised as a barrister, and of running the March F1 team from 1970-77, usually on an inadequate budget and only a step from bankruptcy.

I visited him again much more recently, on the day the news had broken that Formula One drivers would have to sit a written examination in the rules of the sport. "It is actually a safety measure. Say you're three laps into a race when it is stopped. Do you stop on the circuit, return to the pits, go back to the grid? If you don't know, you can put the lives of your fellow-competitors at risk. And some drivers don't know."

Which raises the point about what would happen if someone were caught cheating in the exam. "We know about these things, and it will be very difficult to cheat. If they fail they will have to re-sit the exam. If someone is found cheating, let us say that it will be to the financial advantage of the FIA."



"We do not know enough about what happens to a car from the point when a person loses control until it comes to rest"



Way back when: Mosley (fourth right, above) in the early days of March, as Ken Tyrrell and Jackie Stewart take delivery of their 701. Remember when teams used to run three cars? That's how Nigel Mansell got his break (below), at Austria in 19



It surprised few people that Max ran for the Presidency. "I was increasingly dissatisfied with my job as head of the Manufacturers' Commission, because I could never get hold of Jean-Marie Balestre. The whole thing was being run in a way which I found most unsatisfactory and I thought that I might as well see if I could change things. People were ready for a greater degree of consultation, and there was a large number of countries which were excluded from the decision-making process."

You could say that his election sealed victory for FOCA, which seems to have enormous influence with the FIA. "It's true that FOCA does have a disproportionate amount of influence in Formula One, but that's because of the Concorde agreement which means that of the 13 members of the F1 commission, six are teams, two are team sponsors, four are organisers and there's one FIA man, so in that sense teams do have a lot of influence. I have come from the the professional side of the sport, and I feel one of them in a way, but overall I have to look after the interests of everybody involved and I have to defend that. On the other hand, the interests of the teams and the interests of Formula One are much the same.

"Differences of opinion tend to be over matters of detail rather than fundamental issues. Sometimes the teams will react badly if you have to do something in a hurry — like when we clearly had to do something about safety after the Senna accident. More to the point, we had to be seen by the public to be doing something, and that brought me into conflict with the teams. Those conflicts do not tend to last very long and they realise that I am ultimately trying to do the same as they are, which is to make Formula One successful."

The FIA once had a contract with Simtek to evaluate the effects of new regulations. "That was before Simtek came into F1. MIRA has done work for us and we have contracts with various other people. We don't pull things out of the air before we propose a change, we try to find out all the likely effects of the change."

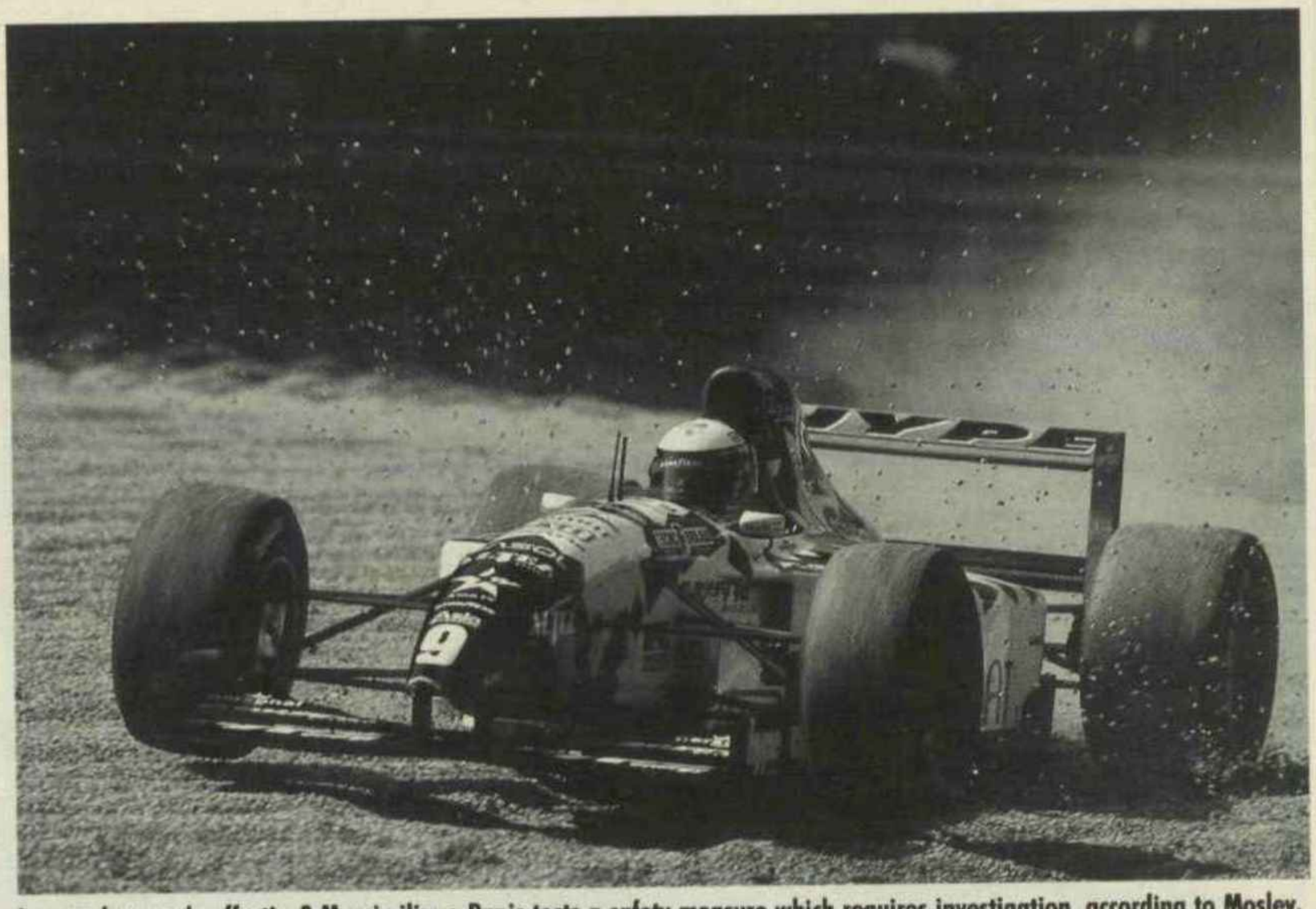
It may well be fine to use technology to predict changes in a car's behaviour, but had some of that expertise been used to predict the consequences of cars leaving the track, then some drivers would have benefited. Senna was killed not because he left the road, but because of what happened afterwards. "The answer is that there is currently under construction such a programme. The big problem is putting in enough information. We do not know enough about what happens to a car from the point when a person loses control until it comes to rest. We are very close now to being able to fit the equivalent of an aircraft 'black box' to every car, but teams are not wildly enthusiastic about us having all sorts of information about their cars which we would then have.

"So far as Mika's accident at Adelaide is concerned, a contributory factor was the kerb, and the whole question of kerbs is being looked at.

"We hope to have our 'black box' within six months because we need better data. Suppose a car has a puncture, it goes over a kerb, it goes across the grass and then gets to the gravel trap, then it hits the barrier. We need to know by how much it slows down in each of those stages. We need to know how hard it hits the barrier and in what way, so we have more information which we can use to protect the driver.

"Different types of gravel are being looked at. Anyone can see that sometimes the car sinks in and sometimes it bounces over the top. That is obviously a function of the gravel and it may depend how wet it is, but that is currently the subject of a research contract. Then there are the barriers — are three rows of tyres necessarily better then one row? Are there better ways of absorbing the energy of a crash, which is, after all, what it is all about?

"All those questions are constantly being looked at but there are no easy solutions.



Is gravel properly effective? Massimiliano Papis tests a safety measure which requires investigation, according to Mosley.

although there are any number of enthusiastic amateurs who think that there are. When Wendlinger had his crash people said we needed higher cockpit sides, but it took 18 months of systematic research at MIRA before we were able to agree on the system which will come in this year. It is actually very complicated; you can protect the head but endanger the neck, or you can protect the neck and endanger the head — but protecting both is actually very difficult."

On the matter of computers, is Max satisfied that the sort of suspicion which hung over Benetton in 1994 is now a thing of the past? "You can never be 100 per cent sure when you're dealing with things as complex as electronics, and computer programmes with several million lines of source code, which modern grand prix cars have. But anyone who did do something stands a good chance of being caught and the penalties will be Draconian. We demonstrated with the Toyota rally team that if we come across anything that is clearly designed to subvert the rules, then we will suspend the team.

"Suspending Toyota cost us a lot in the World Rally Championship — it cost us more than suspending a team in Formula One would, but if we suspended a team in F1, they would be out of business."

The FIA has employed consultants to examine the ROM content of cars' computer systems, but it has been suggested that RAM programmes could be transmitted to a car which would disappear as soon as the engine is turned off. "We can ensure that does not happen by arranging the inspection procedure and things like the boot-up sequence so that it is not possible to do it without it being found out."

Ford has recently announced an unprecedented future commitment to F1. Ford is American, but there is no F1 race in the USA. A race on an oval circuit would be interesting and Indianapolis was once a World Championship event. "We've offered, but they don't want to know. Every time I see Tony George, who runs Indianapolis, I make him the offer. I say, 'We'll come and race under your rules.' I think that CART might see us as a problem."

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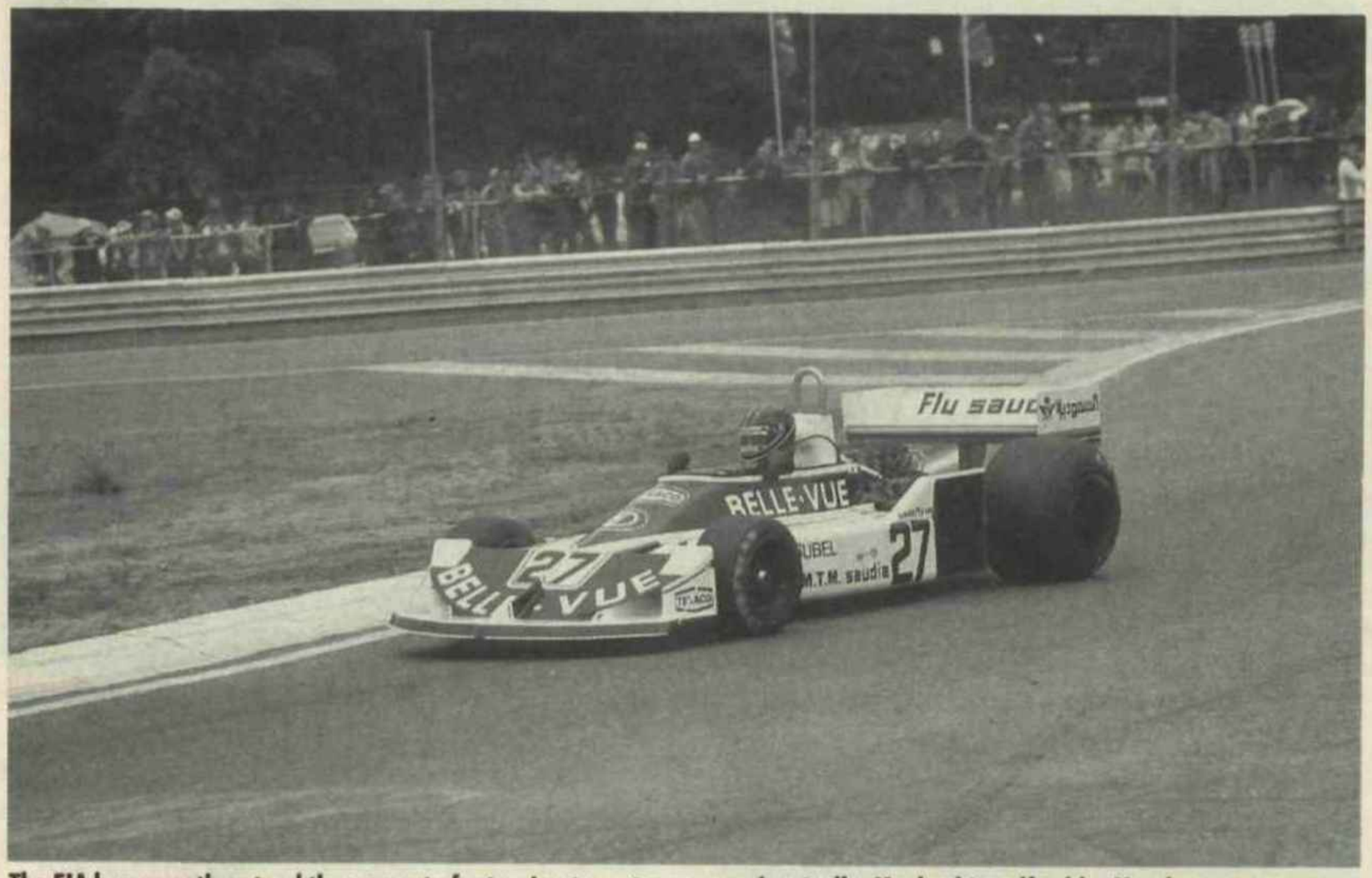
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PLAYING SAFE



The FIA has recently vetoed the concept of returning to customer cars. Ironically, Mosley himself sold a March to contemporary grandee Frank Williams back in 1977, for Patrick Neve's use.



Mosley staunchly defends F3000, even though Jean A became its only champion to win a GP, in Canada last y

"If you took an engine out of a Forti and put it in a Williams or Benetton, it is unlikely to cost it more than a second a lap"



sion, millions of enthusiasts have had a chance to watch other types of racing, and some have found IndyCar more exciting than F1. "A lot of people say that, but the fact is that IndyCar is available very cheaply to any country's television channels and, compared to Formula One, its audience is tiny. There is a lot of satellite coverage, which nobody watches, and very little terrestrial broadcasting. There may be some jaded people, like you and me, who think that IndyCar is more exciting, but the fact is that the world at large prefers to watch Formula One and television stations have to pay for Formula One when they could have IndyCar for next to nothing."

Australia and Brazil have both taken IndyCar races and no doubt the trend will continue. "CART is a national formula and it is not unusual for national formulae to race abroad."

Toyota, one of the world's Big Three manufacturers, has built several Formula One engines, but has not come into F1. On the other hand, it is committed to CART. "The only reason why they have not come into Formula One, I suspect, is because they have not yet succeeded in building a competitive engine and it will be infinitely easier to build a competitive engine for IndyCar simply because you've basically got two commercial engines, Cosworth and Ilmor, with a little input from Honda. Toyota should be able to make something of that standard, while to come in and compete with Renault and Ferrari is another matter.

"I don't know if that is the case, but my hunch is that if they didn't want to come in they wouldn't have bothered to build the engine, and a fairly rational reason for not coming in is that it wasn't competitive."

Leaving aside the fact that Cosworth and Honda are the two most successful F1 engine manufacturers in modern times, Toyota has chosen CART and must commit to supplying more than one team. Is there not a case for a similar rule in Formula One? "It's interesting th the top engine maker, Renault, does supply t top teams and there are seven engine manufa turers supplying the 11 teams. You could n make such a rule because there are not enou teams.

"You cannot mandate that a manufacturer h to supply its engines free — they normally don' IndyCar — so the little teams could not affo them. There is also the idea that the engine pla a major part in a car's performance, but a rece article by Peter Wright (father of ground effects F1) argues that the engine accounts for less tha one per cent of a car's performance.

"If you took an engine out of a Forti and put i a Williams or Benetton, it is unlikely to cost it mo than a second a lap. What makes a car compe titive, or uncompetitive, is a package of things. is possible to calculate, given a specific budge where a team ought to be. The real problem money, not the power of the engine."

Recently there has been talk about tea being able to run a third car for, say, its test driv or a local hero. "At the moment there are enou teams so a third Williams might knock the secon Minardi off the back of the grid, or out of th money, which could put Minardi out of busines If the grid shrank, there could be an argument t allowing teams to run third, or even fourth, car but we don't want to discourage the sm teams."

The fact remains that for 1996 there will be cars and 26 places on the grid. "Not real because only 20 cars get benefits. Formula On is structured around 20 cars. If you go below th number you might want to run third cars to boo it up again; if you go above that then you inc penalties on the small teams. The number is 2 and at 22 cars it is above its natural size. Eve now, the last two people on the grid get m money."

It struck me as slightly puzzling that, on on hand, we have Bernie Ecclestone telling us tha some people should not be in F1, and yet teams are prevented from bringing on people who should be there. Mario Andretti, Gilles Villeneuv and Nigel Mansell all made their F1 debuts in th cars, and since we're talking about Mansell, we're hardly going back into the Stone Age. "We are discussing running more than two cars, but no before the grid has shrunk below its natura number."

In 1977 Frank Williams rebuilt his career t



Pit stops – and refuelling – will continue to shape Formula One race strategy for the foreseeable future.

running a private March — sold to him by one M Mosley, and with the 20-car FOCA package in operation. So why can't people do the same today, bearing in mind that they would still have to qualify? Flavio Briatore recently asked as much of the F1 Commission. "Suppose you were allowed to do that. You go and buy two Benettons and it would cost you less than it costs Signor Minardi to build and maintain his two cars. You might be able to do a better job, hire better drivers and go out and beat him. That then means he might go out of business, and that is not what we want."

Many enthusiasts are of the opinion that Formula One has not really decided whether it wants to be the pinnacle of technology or entertainment on television. "At the moment there is no limit to the technology you can apply to make a car go faster, except using any means to replace the driver. In other words, you cannot build a self-steering car, or one with stabilising suspension or skid control, but that it not a restriction on technology, it is an insistence that the driver, and not a computer, is the one to exploit the technology of a car. It's a human sport as well as a mechanical sport.

"There is, however, an argument for making some elements of the cars standard. There are things which cost a great deal of money but bring nothing either to the sport or to technology." Standard brake discs, perhaps? "For example," replies Max.

On the question of television entertainment, since Formula One brought back refuelling, some races have become four 50-mile sprints, which is not true Grand Prix racing. It does not give a driver like Alain Prost the opportunity to demonstrate his skill over the full 200 miles. "There is a view that Grand Prix racing without refuelling had two defects: one was that often it wasn't a race, but a car-nursing contest albeit at high speed; the other was that so far as the public was concerned, there was a lack of intellectual content, there was nothing to think about. Although there were enormously complex strategies involved, it was not something which involved the public because each team kept its strategies secret.

"Since Formula 3000 is now a single-make discipline, it means that a manufacturer such as Reynard has lost a market"

"Refuelling, however, is done in public so the strategy is open. It gives people something to consider all through the race, like whether Williams has made a better decision than Benetton, for example. It has the effect of engaging the public more. If you do not have that, a sport can become very popular, but then people get bored with it. Grand Prix racing is now like a chess game played out in the open, whereas traditionally things had been done in secret.

"There are arguments against refuelling. There's the safety argument, but that cuts two ways. There is the chance of fire in the pits, but less chance of a big accident on the circuit because the car is lighter and there is less energy to dissipate. There is the greater danger which comes from racing flat-out all the time, there are pros and cons, but we should be capable of refuelling a car without setting fire to it.

"In the end, it's what the public want which matters, and there is evidence which suggests that the public is very interested in refuelling strategies."

Moving down, since Formula 3000 — a category which Max seemed ready to axe not so long ago — is now a single-make discipline, it means that a manufacturer such as Reynard has lost a market and it no longer needs F3000 designers. Dallara has been denied the next logical step for it to take. "You've got to ask yourself what's the purpose of F3000? Is it to educate racing car manufacturers or is it to bring on drivers for F1? So far as we are concerned its primary purpose is to bring on drivers.

"As it was, you had manufacturers competing on a race-to-race basis with each one trying to

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PLAYING SAFE



Toyota felt the full force of the FIA's commitment to counter deliberate subversion of the rules. A penalty on that scale would put an F1 team out of business, warns Mosley.



Talking safety: Mosley and GPDA activist, Gerhard Berger.

make a more competitive car and the competitors were having to foot the bill for the manufacturers' research and development costs. You can either have that, or you can have the competition before the seasons starts by asking manufacturers to submit a tender.

"The cost to the driver is going to be less than half what it was under the old system. When they were paying the R&D costs, the number of drivers was restricted so we were not able to cast the net more widely for Formula One."

Even so, over the past 20 years only one driver who has won a Formula Two or F3000 championship has won a Grand Prix — Jean Alesi. *One* Grand Prix. Piquet, Prost, Senna, Mansell and Schumacher did half a dozen F2/3000 races between them. "That is not an argument for not doing what we've done, that is an argument for abolishing F3000. We hope that where it has failed in the past, it might succeed in the future.

"You cannot say it hasn't succeeded because the new system hasn't yet been given a chance. In 1996, F3000 will cost about the same as Formula Three and I hope that we will get a better selection of drivers.

"It is true that some of the best drivers have gone straight from Formula Three to Formula One, but F3000 has produced a lot of good, reliable F1 drivers and you cannot dismiss them simply because they are not blinding talents."

Some people think that Jan Magnussen and Dario Franchitti are blinding talents — and they have excellent career advice from Ron Dennis and Jackie Stewart — yet each has chosen to do touring cars instead of F3000. "One at least is advised by someone with a big interest in Mercedes-Benz and I think you'll have to wait and see if they get anywhere. All they are at present is touring car drivers. When they've won a Grand Prix, let's talk about them."

On the world F1 scene, there has been a steady shift towards the Pacific Basin, and some people



The cockpit sides of the new Tyrrell 024 illustrate some of the safety measures brought in for 1996.

how much that is connected with tobacco sponsorship and an expanding market there. "There is a shift," Max agreed, "and there is discussion about holding races in China and places like Indonesia, but that is because Formula One is a high technology, big money sport and the Pacific Basin is a high technology, big money area. There is still a disproportionate amount of Grand Prix racing in Europe, bearing in mind the economic importance of Europe compared with the Pacific.

"So far as tobacco sponsorship is concerned, there are problems with that in many parts of the world and I don't think that we'll have fewer problems in the Pacific Basin. People talk about sponsorship after tobacco, but if your sport is successful enough, you'll always find sponsors. If F1 lost tobacco, there might be less money but there would be enough to keep it running quite satisfactorily."

The World Rally Championship had a rough time at the end of 1995. What are Mosley's present concerns there? "Number one is safety for the public, and the second main concern is to bring in more major manufacturers allied to better media coverage. This is in hand, but the biggest worry is the safety of the spectators."

The FIA's decision to allow WRC cars with smaller turbo restrictors on non-World Championship events in 1997 has caused confusion and makers no longer know whether to build two-wheel-drive cars for national rallies or four-wheel-drive cars, with mods, for all events. "Originally the WRC was going to be for two-wheel-drive drive cars, but it was soon clear that not enough manufacturers were going to build them and we opened it up to World Rally cars. Then we had pressure to allow the Asia-Pacific series to run World Rally cars, which we've done, but with a small restrictor. Each country and each area is quite clear what sort of cars they want to run, so in Britain it is two-litre, two-wheel-drive cars, but most international events will be for World Rally cars because that's what a majority of the manufacturers wish to build."

Being the President of an organisation like the FIA is an awesome task, so what would he like his legacy to be, when the time comes to relinquish the post?

His reponse required not a moment's thought.

"To have made racing and rallying safe . . .

> "If your sport is successful enough, you'll always find sponsors. If F1 lost tobacco, there might be less money but there would be enough to keep it running"



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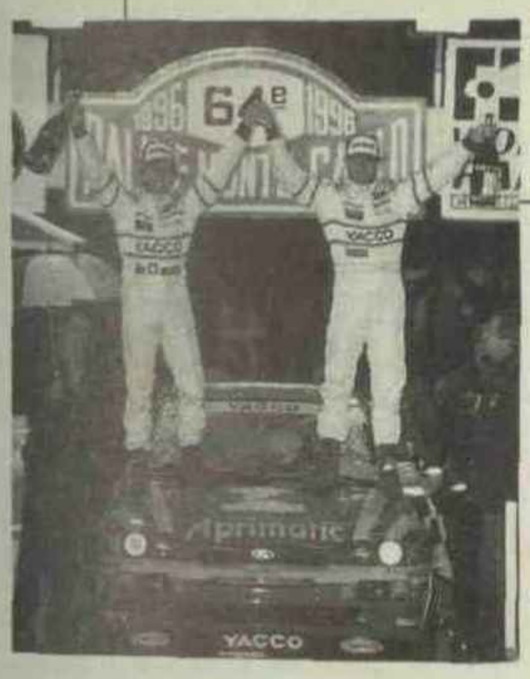
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A win is a win, unless it's on a second-division rally. Patrick Bernardini (above left) will get less for his success than Tommi Mäkinen.

THROUGH THE LOOKING GLASS



The international rally season traditionally opens in Monte Carlo. David Williams explains how, this year, it both did and didn't . . .

There is a school of thought that Patrick Bernardini is on to a good thing. In years to come, the theory goes, people will remember only that he won the 1996 Monte Carlo Rally. His name will be on the list of winners for as long as anyone cares that there is such a thing as a Monte Carlo Rally and the fact that he won a poorly supported, low-key event that didn't count for the Manufacturers' or Drivers' Championships will be forgotten.

Bernardini, the French Rally Champion for the past two years and the first Corsican to win the Monte, naturally protested that it had been a great achievement, one of the happiest days of his life and so on – all the things that winners are expected to say, in fact. He claimed, with some justification, that he had beaten drivers of the calibre of François Delecour and Armin Schwarz. As it happens, he has also beaten the man who won the Swedish Rally, the first "full" World Championship rally of 1996, Tommi Mäkinen. On his first attempt at the Tour of Corsica, last May, Mäkinen finished behind Bernardini, who drove the third works Escort, but no one would expect the Bastia BMW dealer to vanquish Mäkinen anywhere else – or even in Corsica again come to that.

No, the World Rally Championship commenced in earnest in Sweden. The top teams were present in force and Mäkinen had to beat the cream of the world's drivers to score his second full victory at World Championship level. Max Mosley and Bernie Ecclestone very properly deemed it as the better venue for their press conference; even Peter Gillitzer, Ford's Director of Motorsport, made one of his rare appearances on a rally.

Mitsubishi's triumph will have come as a surprise only to those who assumed that the Colin McRae/Subaru steamroller would automatically flatten everything in its path. Lancers finished first and second on last year's Swedish, Mäkinen dogging Kenneth Eriksson every inch of the way and injecting a sour note into proceedings by flouting team orders for as long as he could. The E3 version of Mitsubishi's four-door saloon is marginally superior to the car that won 12 months ago (it has a more flexible electronic engine management system and a larger rear aerofoil) and it is ideally suited to the Swedish. It has the power, the handling and the reliability to succeed and the only doubt in Sweden rested over Mäkinen, not the machinery. He crashed on three of his six "full" World Championship events in 1995 and team management was on tenterhooks throughout that he might suffer another panel-bending rush of blood to the head on this year's Swedish.

Mäkinen couldn't be sure of victory until he knew that he had been quicker than Carlos Sainz on the last stage. Winning in Sweden may be further evidence that this quiet, single-minded farmer's son is coming to terms with rallying at the highest level after a frustrating apprenticeship that has stretched over six years. Some Ralliart team members reckoned that this merely confirmed the improvement seen on the Rally of Thailand, the final round of the 1995 Asia-Pacific Championship, when the Finn drove as fast as he needed without over-stepping the mark to hold off Eriksson and Richard Burns (still driving for Subaru at that stage) to win an extraordinary rally in which the top three were covered by four seconds.

Mäkinen led for most of the way in Sweden, but he was under constant, relentless pressure from Carlos Sainz and he had the additional worry of knowing that the rear differential was fading fast for much of the second leg, the Ralliart mechanics draining oil and gear teeth at every opportunity. On one stage, the car snapped sideways in sixth gear when the crown wheel jammed for a split second. He also had to cope with opening the road for two days when fresh snow generally hampered his chances.

While the Swedish success added to Mäkinen's reputation, it didn't tell the rally world anything it didn't know. As Seppo Harjanne commented before the start, the Swedish is almost a "home" event, held on snow- and ice-covered roads that are meat and drink to Finnish drivers. The Safari will be something of a lottery and the critical test for Mäkinen will come later. Rallies such as Argentina and Sanremo will be much less familiar to him.

The big surprise in Sweden was to find Carlos Sainz taking second place in a Ford. Things couldn't have got much worse for Ford after its rotten 1995 season, but few expected such a dramatic improvement to come so soon. Sainz himself predicted that it would take months to turn the Escort Cosworth back into a truly competitive machine.

Halfway through the longest stage of the final leg, at around the 12-mile mark, Sainz was unofficially five seconds quicker than Mäkinen. At that rate, the Finn's lead would have dwindled to just five seconds by the end of the stage and a sensational Ford victory would have been a real possibility. Instead, Sainz lost a couple of seconds when a hydraulic valve in the centre differential malfunctioned and a broken shock absorber on the very last stage ensured that Mäkinen scored a relatively comfortable victory.

Sainz was responsible for some of the improvement, bringing priceless information about electronically controlled active transmissions from Subaru (both cars use software written by the British company, GEMS), but the Escort was always likely to perform better on the Swedish than it had for months. The failure to develop a system linking the front and centre differentials had turned the car into an also-ran in the latter months of 1995. Extending active control to the front differential, long planned, had therefore become vital.

Ford sources acknowledge that there is some



Carlos Sainz (above) caused a sensation by putting Ford back near the front. In contrast, Didier Auriol (left) was all at sea in the Subaru.

"If Sainz can drive like this on the Swedish, what can possibly stop him on rallies he knows well?"

way to go, in spite of this wonderful result. Philip Dunabin, the Chief Engineer, promises that there is plenty of extra performance to be unlocked and accepted that using the system at this stage was a calculated gamble. Sainz's ran near-perfectly, whereas Stig Blomqvist and François Delecour experienced nothing but trouble. The Swede's centre differential was apt to lock-up at random, causing a vicious stab of understeer in mid-corner, while the latter's never ran properly after the first 500 yards of the first stage. In the course of the rally, the turbo blew, the power steering failed three times and, as a final flourish, the car burst into flames on the run-in. Sainz now looks like a fair bet for his third world title, but Ford's effort is far too lop-sided to make it a serious contender for the makes' crown at the moment. If Sainz can drive like this on the Swedish – a rally he had attempted only once before and then only for nine stages – what can possibly stop him on rallies he knows well?

The answer is Subaru and more specifically, Colin McRae. Some Prodrive men believe that its Swedish setback is no bad thing after the euphoric end to 1995. That was putting a brave face on a disappointing rally, in which Colin McRae was ultimately grateful to finish third and neither Kenneth Eriksson nor Didier Auriol got the hang of the car that won the World Championship.

Michelin and Pirelli are in another league to any other firm making rally tyres and it is rare for one to outperform the other by a dramatic margin. The Swedish was one of those occasions: Pirelli came badly unstuck for just two stages during the first leg when the thin covering of snow gave way to frozen gravel. Mitsubishi's, Ford's and Toyota's Michelins coped reasonably well, whereas the Subaru men's Pirellis shed studs like confetti. McRae left the road for a minute, his team-mates dropped at least 40s apiece and, in a desperate effort to turn the tide, all three were dispatched to the longest stage of the rally on different types of Pirelli. This time, McRae got the best choice, as Eriksson dropped from contention. Add in a faulty centre differential that prevented the World Champion from getting on terms with his rivals even when there was snow and it is fair to say that Prodrive had its back to the wall at one-third distance.

Armed with a new gearbox, McRae reeled off a string of fastest stage times and overhauled Juha Kankkunen, who parked his Toyota on a snow-bank during the final leg. But for the tyre fiasco, the Scot reckoned he could have won. On his best stages, he was dramatically quicker than his opponents and, in the long haul, both he and Prodrive are the favourites for the World Championships. His team-mates clearly need further testing to adapt the car to their driving styles.

To all intents and purposes, a works Toyota team was present in Sweden. The drivers – Kankkunen, Thomas Rådström and Tomas Jansson – would have been part of a Toyota effort in any circumstances and your correspondent didn't see a mechanic he didn't recognise as a Toyota Team Europe employee. Kankkunen was delighted with a revised engine and Rådström had carried out plenty of tyre testing.

Kankkunen led for a while and, if it wasn't for fresh snow in the latter part of the rally, he could have stayed in the running for victory. As it was, the Celica's boulevard cruiser styling undermined it once again. Its wide track is all very well on asphalt, but it was too wide for the ruts left in the snow by narrower cars and all three drivers fell back as their cars' handling deteriorated.

Like Kankkunen, Rådström set fastest times. Like Kankkunen, he isn't sure when he will next take part in a World Championship rally. The four-times World Champion is optimistic about Toyota's prospects when he is allowed to drive one. At this stage, Toyota's participation remains a matter for considerable speculation, although the betting is that "dealer teams" will appear on most if not all rounds of the World Championship.

Rallying certainly needs Toyota and there is universal agreement that the sport needs it





François Delecour gave Peugeot its best rally result in a decade — but it wasn't good enough to win (top). Isolde Holderied (above) and Cathérine François made Armin Schwarz's ice notes.

publicise itself. There is much less agreement as to how this should be achieved. The Mosley-Ecclestone approach is to treat it like an unwieldy, backward variant of Grand Prix racing. There will be 14 World Championship rallies in 1997, rising to 16 in years to come. More events are essential to keep the sport in the public eye. Television and radio rights will be sold exclusively, at a price, and broadcasters will be encouraged to tackle the entire championship, on the basis that it won't function properly if either teams or the media can pick and choose. Rallies will have to be shorter, to avoid raising costs and overloading the top crews. When all this is achieved, the sport will fit neatly into a global motorsport package, along with F1 and touring car racing. It is a long way from a driver and co-driver going out for a bit of fun at the weekend, but then that applies to most professional sports in the television age.

Many teams – starting with the current championship leader, Mitsubishi – feel that 14 rallies, never mind 16, will be an impossible burden and want to hear some detail about the FIA's plans for promoting the sport. Detail was conspicuous by its absence at the press conference, Ecclestone in particular failing to come up with a full answer to straight questioning. As he is the FIA Vice-President in charge of Promotion, this was by no means reassuring.

Only Cesar Torres, another FIA Vice-President and the man in charge of the Rally of Portugal, betrayed any hint that the FIA has other ideas, when he let slip that World Championship rallies should "finish on a Wednesday". That was – or



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may – have been a reference to "Rally 2000," the teams' preferred view of the future. The idea is that packaging is tighter, and that re-organising the calendar, shortening routes slightly and slashing recces yet further could cram a World Championship rally into eight days, from the moment the star driver steps off the aeroplane to the end of prizegiving.

At least the new regime will bring an end to the idiotic rotation system, which turned the Monte into a second-division rally and which even Mosley admits has produced a "strange" World Championship. This pernicious system, by which each major rally either has or will drop to two-wheel-drive, Formula Two status for a year, has caused nothing but confusion. Only the dyed-in-the-wool enthusiast understands why the Monte, the most famous rally in the world, attracted few of the main drivers and none of the main works teams.

It would be better if four-wheel-drive cars had been banned altogether on such events. Instead, the rules encourage drivers to use one type of car to win the rally and another to score points. If Delecour had won the Monte in a Peugeot 306 Maxi, it would have made at least some sense. In the event, his front-wheel-drive Peugeot couldn't be expected to match Bernardini's four-wheel-drive Escort on an event run in something close to a monsoon. By mixing both types of car, the FIA undermines the efforts of those factories taking the Two Litre World Championship seriously (Skoda and Seat) and even of the drivers who win these rallies outright – Bernardini, Jorge Recalde and Aris Vovos.

"Under the circumstances, it is no surprise that Ford has scarcely bothered to advertise its success"

The Monte killed the idea of "equivalence" stone dead. Delecour reckoned that the 950-kilo, 270 bhp Peugeot was quicker in a straight line than a 1200-kilo, 300 bhp Escort Cosworth. It was more difficult to drive than an Escort, but staggeringly effective round corners. In completely dry conditions, it might even have been faster. As soon as it rained, let alone snowed, Bernardini's traction advantage allowed him to pull away without taking chances. If a driver as good as Delecour couldn't beat him, no wonder that Erwin Weber, Jesus Puras and other works F2 drivers can't do so.

It was a triumph for Ford engineering. Under the circumstances, however, it is no surprise that Ford has scarcely bothered to advertise its success.





Neither Toyota nor Subaru can have been satisfied by the Swedish. Juha Kankkunen (below) salvaged fourth, while Colin McRae (above) recovered to finish third.

MONTE CARLO RALLY — JANUARY 20–25 1996

1	Patrick Barnardini / Bernard Occelli (F)	Ford Escort RS Cosworth, GpA	5h 24m 40s
2	François Delecour / Hervé Sauvage (F)	Peugeot 306 Maxi, 2WD, GpA	5h 28m 24s
3	Armin Schwarz / Klaus Wicha (D)	Toyota Celica GT-Four, GpA	5h 31m 52s
4	Bernard Beguin / "Tilber" (F)	Subaru Impreza, GpA	5h 33m 59s
5	Pierre-César Baroni / Denis Giraudet (F)	Subaru Impreza, GpA	5h 35m 13s
6	Yvan Postel / Collette Neri (NL)	Subaru Impreza, GpA	5h 37m 17s
7	Daniel Ducruet / Freddy Delorme (F)	Lancia Delta Integrale, GpA	5h 41m 27s
8	Maurizio Verini / Baldovin Dassu (I)	Lancia Delta Integrale, GpA	5h 47m 21s
9	Evgeny Vasin / Aleksander Tschkoukin (RUS)	Opel Astra, 2WD, GpA	5h 48m 34s
10	Erwin Weber / Manfred Hiemer (D)	Seat Ibiza, 2WD, GpA	5h 49m 41s

SWEDISH RALLY — FEBRUARY 9–11 1996

1	Tommi Mäkinen / Seppo Harjanne (SF)	Mitsubishi Lancer, GpA	4h 37m 10s
2	Carlos Sainz / Luis Moya (E)	Ford Escort RS Cosworth, GpA	4h 37m 33s
3	Colin McRae / Derek Ringer (GB)	Subaru Impreza, GpA	4h 38m 15s
4	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, GpA	4h 38m 38s
5	Kenneth Eriksson / Staffan Parmander (S)	Subaru Impreza, GpA	4h 39m 35s
6	Thomas Rådström / Lars Bäckman (S)	Toyota Celica GT-Four, GpA	4h 40m 00s
7	Marcus Grönholm / Timo Rautiainen (SF)	Toyota Celica 4WD, GpA	4h 41m 58s
8	Stig Blomqvist / Benny Melander (S)	Ford Escort RS Cosworth, Gp A	4h 42m 56s
9	Tomas Jansson / Ingemar Algerstedt (S)	Toyota Celica GT-Four, GpA	4h 43m 54s
10	Didier Auriol / Bernard Occelli (F)	Subaru Impreza, GpA	4h 43m 56s

World Rally Championship points after first of nine rounds

Drivers: 1 Mäkinen 20; **2** Sainz 15; **3** McRae 12; **4** Kankkunen 10; **5** Eriksson 8; **6** Rådström 6; **7** Grönholm 4; **8** Blomqvist 3; **9** Jansson 2; **10** Auriol 1. **Makes: 1** Mitsubishi 47; **2** Subaru 43; **3** Ford 40.



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PATH FINDERS



Winning team: Bill Riley, Bob Riley, Mark Scott (above). Left, Wayne Taylor takes the flag at Daytona.

The alliance of Messrs Riley and Scott back in 1990 has created a company which has ruffled the US racing establishment, reports Mike Cotton

To some, Riley and Scott might sound like a vaudeville duo, but an outright victory in the Rolex 24-hour race at Daytona will have gone a long way to dispel such base ideas. If Wayne Taylor gets his way he'll be at Le Mans in June trying to achieve a famous double victory with backing from Oldsmobile — and there are some very good precedents for that.

Bob Riley and Mark Scott didn't set out with dreams of painting Stars and Stripes on the international racing scene, as, say, Briggs Cunningham did in the post-war years.

Nor do they serve Ford or General Motors, although the most successful IMSA World Sports Cars competing in the 1996 series are going to be powered by Ford and Oldsmobile Aurora V8 engines.

In a way their achievements could be more meritorious, because R&S looks set to join the likes of Lola and Reynard as specialist constructors, bucking the trend by being located at number 310 Gasoline Alley, Indianapolis.

And with Oldsmobile committed to developing the four-litre dohc V8 for next year's Indy Racing League there is a real chance that R&S will make a single-seater their next project, strengthening their relationship with the GM subsidiary.

Bob Riley and Mark Scott have worked together for 10 years, starting with the BMW GTP car and a joint venture running the Buick Indycar effort. Other successes, before they founded the R&S company in 1990, were in a variety of formulae including Trans-Am, NASCAR and Indycars. The third member of the team is Bill Riley, who joins his father's company as the WSC Project Engineer.

English-born Mark Scott was one of McLaren's F1 engine builders in the 1970s, and in 1976 he turned mechanic and worked on James Hunt's World Championship-winning car.

Later, after a spell in New Zealand where he worked on the Tasman cars driven by Keke Rosberg and Bobby Rahal, Scott returned to Colnbrook and worked on cars driven by Niki Lauda and Ayrton Senna.

He moved over to work for McLaren North America in 1984, and first worked with Bob Riley on the 1985 BMW GTP car undertaken by McLaren's offshoot. Five years later they joined forces and established the Riley & Scott company in Indianapolis.

Bob Riley came to prominence as a project engineer on the Saturn booster rocket programme, prior to joining Ford and working on the NASCAR Thunderbirds. He designed Formula Vee, Super Vee and Atlantic chassis, and claimed credit for the Coyote that carried AJ Foyt to his fourth Indy 500 victory, in 1977.

Later, Riley was responsible the Ford Mustang GTP, a front engined machine that confounded its critics by winning its debut race at Elkhart Lake in 1983, when Klaus Ludwig and Tim Coconis swept through to lead a rainy event.

Since then, Riley has been an advocate of power steering on his racing cars. "The Ford did not have power steering but it did have a lot of downforce, and no one could turn it," he recalls.

"Finally they took out the bellypan under the engine; it reduced the downforce, but they could drive it. I've never been beaten up so bad over a design in my life!"

The Mustang was a political animal forced on Michael Kranefuss, and of course the freakish debut victory was never repeated. Far more satisfying for Riley was the Chevrolet Intrepid, R&S's first product, which really made its mark in the IMSA Camel GTP series in 1991 when Wayne Taylor and Tom Kendall seriously challenged the dominant Nissans, Toyotas and Jaguars.

This was the period when the three big manufacturers reached a parity of sorts, so Taylor's victory at New Orleans really ruffled some feathers. Kendall crashed heavily at Watkins Glen due to a mechanical failure, however, badly injuring his legs and taking some shine off the season.

The Intrepid was highly regarded as a sports-racing car, having plenty of downforce and excellent handling, so the R&S which made its debut in last year's Daytona 24-hour race was a worthy successor, even if it did retire early in the race, stranding James Weaver on the infield and earning itself the doubtful title "24-minute special".

Rob Dyson, owner of a string of local radio stations, was Riley's first customer for the flat-bottomed World Sports Car. Although he could easily afford to buy a $1 million Ferrari 333SP, Dyson believed that the WSC formula should be true to its objective – i e affordable – and he decided to back the Indianapolis-based team.

Certainly, Dyson was not happy with his Ferrari 348-powered Spice, a chassis modified for the new formula introduced in 1994, and in July he





Wayne Taylor drove a heroic final stint (above), to take the closest-ever win in the Daytona 24 Hours. Left, mixing with the Ferraris at the start.

sent the Spice to R&S to see if it could be improved.

"Rob was pretty happy with the changes we made, and while he was here I was showing him the model" (for the purpose-built WSC chassis) "and telling him what a nice job we could do for him with a whole new car," says Riley. "Rob really took a chance."

What Dyson was shown, and encouraged with a firm order, was a quarter-scale model. Aerodynamicist John Ronz, well-known for his aircraft designs, was brought in on a consultancy basis and with the use of a computerised fluid-flow simulation was able to pinpoint the areas of high and low pressure.

Thus the radiators and ducting could be located with extreme accuracy, but above all the R&S has more downforce than any other World Sports Car in existence today. The design of the rear wing is a critical component in a car with restricted airflow, says Riley.

Surprisingly the R&S has a steel tube frame, so beloved of American designers, though with composite panels bonded to the tubes (Ferrari habitually made their F1 and sports cars along similar lines in the 1960s and early 1970s, riveting aluminium sheets to the tube-frames long after the rest of the world had adopted monocoques).

"It's not an unusual structure," says Riley; "several fighter aircraft use a similar structure. By using the tube frame and composite panels we have a car that has the same stiffness as an all-carbon tub.

"We gave up perhaps 40lb in weight by not going all-carbon, but it comes in about $50,000 cheaper. We are trying to sell these, and we knew we had to be conscious of cost savings where we could."

With engine installed the R&S Mk3 costs approximately $255,000, about one-third of the price of a Ferrari with a single engine (though Ferrari's deal goes up with the compulsory spare engine, which is factory maintained).

Says James Weaver: "The car would not have been built if Rob hadn't commissioned it. He already had a high regard for Riley, and when Ferrari came to IMSA it gave the WSC the reputation of being a $1 million formula. Rob felt that unless someone tried to beat Ferrari in a car that was affordable the championship was going nowhere."

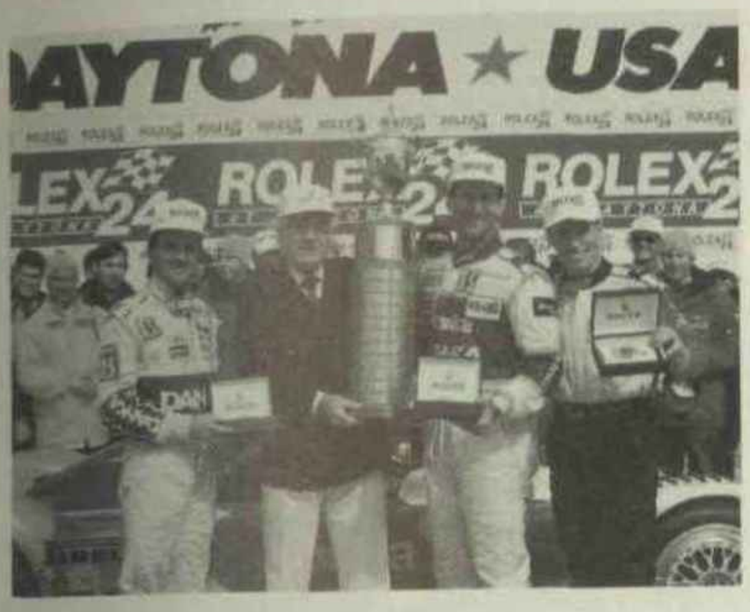
The final design of the R&S was established in Lockheed's wind tunnel, and there is one thing that James Weaver and Wayne Taylor agree upon: "It has so much downforce, it is so easy to drive."

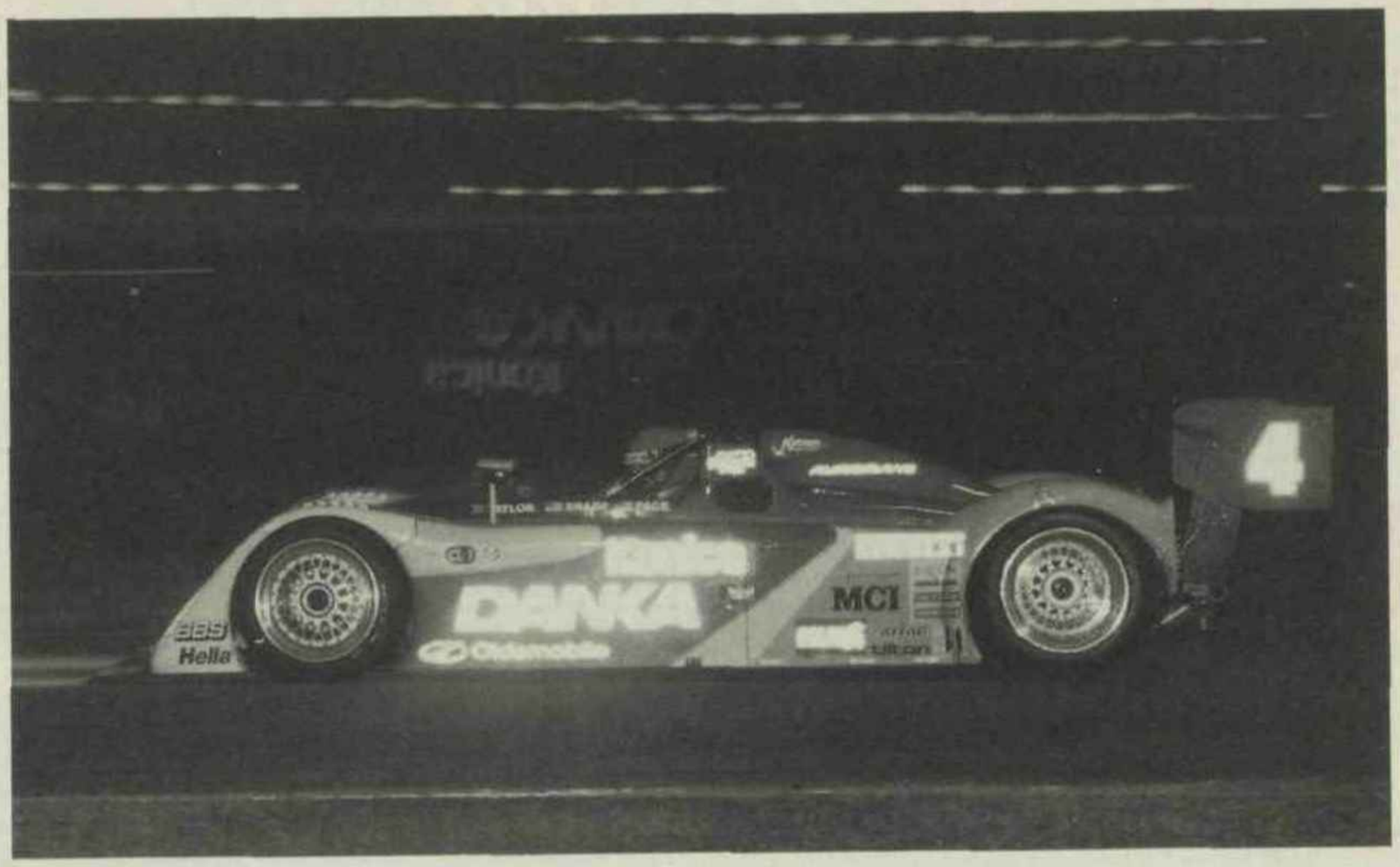
The front and rear suspensions are inboard and pushrod operated, and unusual in having separate spring and damper units. Riley explains that "it has a constant-rate spring but a variable-rate shock." So when the spring is compressed it has a longer-stroke damper, and vice versa. "I would say that was the big feature of the car, frankly, and we kept it a secret."

Secret, yes, until it was time to sell a few cars. Rob Dyson's team gave the five-litre, Ford V8-powered R&S Mk3 a superb debut season marred only by the brief showing at Daytona. Clearly it wasn't ready for a big endurance race, but according to Weaver, "it rode the bumps at Sebring like a Rolls-Royce — Riley is a genius with suspension" and it was rapidly developed.

"It took two races to sort the R&S out, but we were on pole for the third round at Atlanta, set the fastest lap and won. From there, we never looked back," says Weaver, who had five wins and two second places from the nine shorter distance

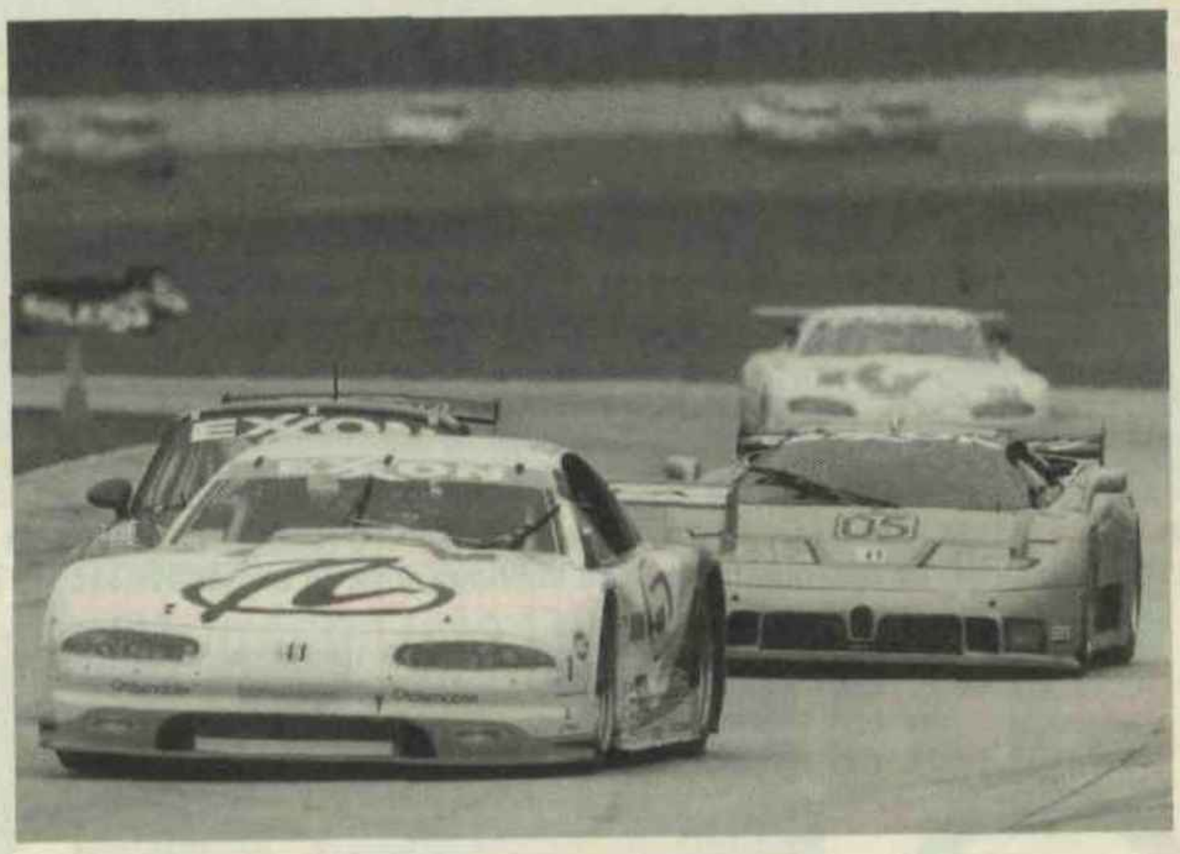
"Riley is a genius with suspension. It wasn't ready for a big endurance race, but according to Weaver it rode the bumps at Sebring like a Rolls-Royce"





The joy of winning (above). Right, Jim Pace conducts his night stint in the R&S Mk3. Below right, Oldsmobile also enjoyed success in GTS-1, with the seventh-placed Aurora. Below, Sharp assists Pace during the changeover.





IMSA rounds.

Even so, Weaver still managed not to win the IMSA title, narrowly losing to Fermin Velez in the Scandia team's Ferrari 333SP. Weaver went to Daytona in February determined to score points, if not to win outright, but was thwarted.

Dyson had qualified two R&S Fords but decided to start only one of them, and it broke its transmission 75 minutes into the race. The spare was then driven from the garage, soon sidelined by – uh, oh! – power steering failure.

Eventually it did get going, 95 laps behind the leaders, only to retire with a blown piston two hours from the finish. Even so, under IMSA rules it was classified 20th overall and fifth in the WSC category, so Weaver and Butch Leitzinger were able to claim their points.

There were three more R&S cars in the field, though. Actor and TV star Craig T Nelson, owner of the Screaming Eagles team, put his new Ford-powered Mk3 into the care of the new FIM team in Atlanta, remnants of the Harry Brix sports car team where Dave 'Beaky' Sims is the technical director. Alas for Nelson, the car retired with an incurable electrical problem.

Lee Payne, from Kansas, ran his R&S to fifth place overall, with co-drivers Franck Fréon, Don Kitch and Ross Bentley, powered by last year's five-litre pushrod Oldsmobile V8.

Attention was focused, of course, on the Doyle Racing Oldsmobile Aurora V8-powered R&S driven by Wayne Taylor, Scott Sharp and Jim Pace. Taylor started from the front row, beside the pole-sitting Momo Ferrari 333SP started by Gianpiero Moretti, and these two cars dictated the pace from start to finish.

Sometimes the Ferrari led, clearly the faster car on the banking with its superb V12 engine, sometimes the R&S which was rather better on the infield section.

The Oldsmobile Aurora V8 was particularly impressive in Taylor's car, and in the lead Aurora GTS-1 which won its category in seventh place overall.

It's a brand-new, aluminium 32-valve four-litre engine rated at 550bhp in the WSC car, upsized to 4.5 litres in the Aurora GTS-1 coupé model and rated at 590bhp. This is the engine destined for next year's IRL series and especially for the Indianapolis 500, which is going to be stock-block orientated.

The Momo Ferrari needed a new exhaust silencer on Saturday night, then the other one failed, and Taylor's R&S moved into a five-lap lead. It looked secure, until a second-gear tooth failed inside the Automotion gearbox. Straight away the Danka-sponsored R&S lost four seconds a lap, and the Ferrari started the long haul back.

When Taylor climbed out three hours from the finish he confessed he was "knackered. Losing second gear is killing us. Our advantage was in the infield but we haven't got that any more. We've still got a lot of rpm in hand but we don't want to use it unless we're in danger of losing the lead."

But the Doyle Racing team (nominally headed by Dan Doyle, president of Danka Business Systems) was lucky. While Jim Downing had to stop his Mazda Kudzu for a gearbox rebuild when his second gear broke, Taylor kept going without losing time in the pits.

Ferrari's fightback was delayed first by some loose bolts allowing the transmission oil to run away, then by Bob Wollek colliding with Ulrich Richter in the Stadler Motorport Porsche 911 Carrera RS which went on to finish fourth overall, behind Downing's Mazda.

Still chasing, Massimiliano Papis drove the Momo Ferrari onto the lead lap 10 minutes from the end and established an incredible new WSC lap record for the 3.65-mile combined circuit at 1m 41.951s, merely seven-tenths of a second slower than Didier Theys' new qualifying record in the same car.

Taylor, Pace and Sharp won the Rolex 24 by a margin of 64 seconds, making it the closest finish since the event was first run at 24-hour duration in 1966, and straight away Taylor aired his optimism for an entry at Le Mans.

Qualifying would be difficult with events either side of the test day, and Watkins Glen immediately precedes the 24-hour race. Taylor would need the full support of Oldsmobile and R&S in building a spare Mk3 and adding the ACO's race to the programme, but the Americans are so buoyed by the Daytona success that anything seems possible now. . . One R&S and two Aurora GTS-1 entries are on the cards.

Paul Tracy, above: can he follow in Jacques Villeneuve's footsteps and become the second successive Canadian Indycar champion? Below: rising star? Tony Stewart, fresh out of the traditional USAC bullrings, took an impressive second place at Disney World.

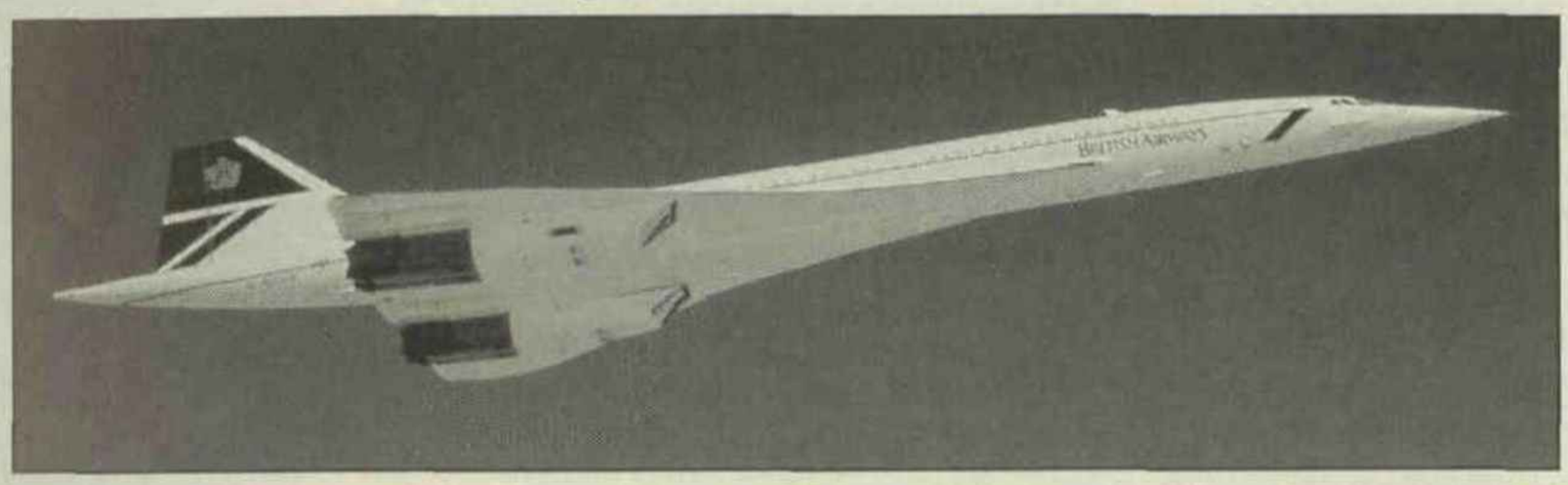
DIFFERENT CLASS

While the Indy Racing League stumbles uncertainly into life, David Phillips contends that things have never looked better for the CART/PPG World Series



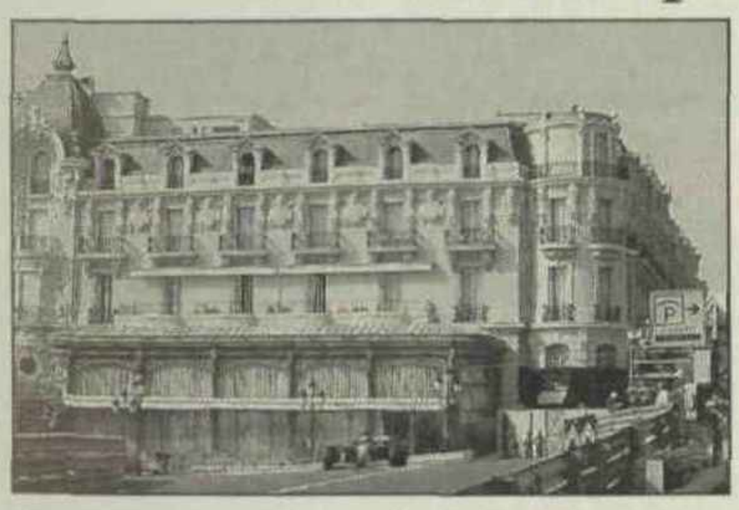
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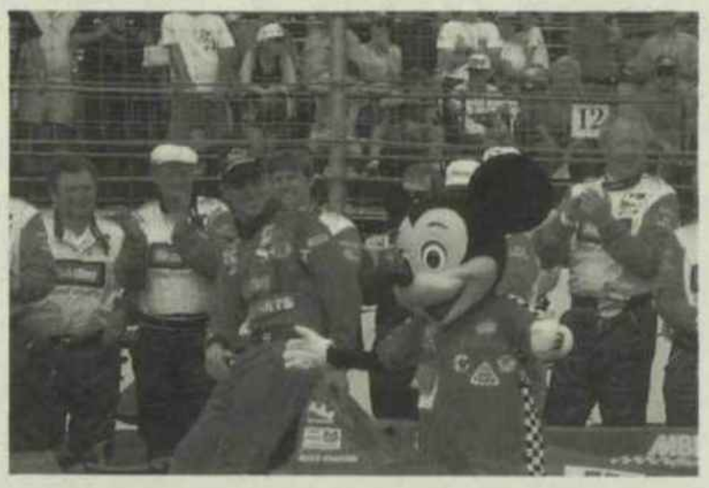
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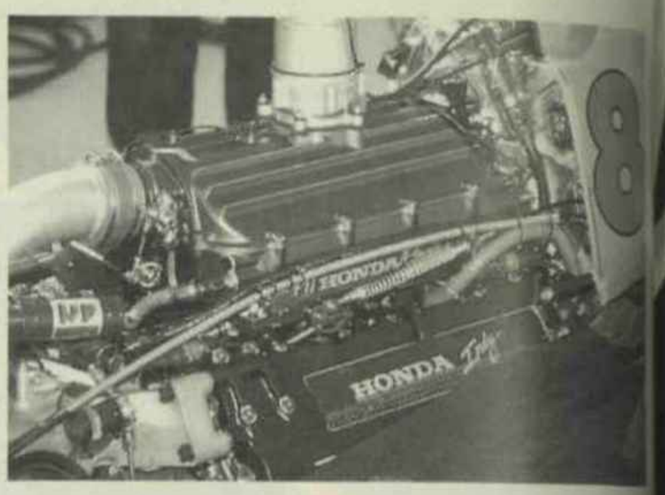
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Clockwise from top left: Buzz Calkins, a man with precious little previous form, won the IRL opener; Gil de Ferran and Honda link up for 1996 – both took one victory last season; Mark Blundell is the latest F1 refugee in Indycars; Raul Boesel – now becoming an elder statesman of the Brazilians.





How times change. For years critics of IndyCar have lambasted the PPG Indy Car Series for courting casual fans at temporary circuits while real fans and permanent race tracks withered on the vine.

Last month, the new Indy Racing League, conceived by one of CART's harshest critics – Indianapolis Motor Speedway president Tony George – staged its inaugural event on a semi-permanent oval at Disney World (nicknamed 'The Mickyard' by some, in deference to Disney's most celebrated character) in front of 50,000 of the most casual fans to view a race since the days of that most ignominious of IndyCar failures, the Meadowlands Grand Prix. Long advertised as a sell-out, the Indy 200 at Walt Disney World filled the 50,000-odd temporary seats in part thanks to the thousands of guests at the various Disney World hotels . . . who found complimentary race tickets included with their stay.

Confounding predictions that the inaugural IRL race would consist of dangerous driving and hideous carnage in equal parts, the Indy 200 came off largely without a hitch. Eliseo Salazar was seriously injured in a crash during practice, from which he is now recovering, but the fear that unqualified drivers would keep the ambulances busy proved unfounded thanks, at least in part, to the fact that USAC refused to allow the likes of Jim Buick, Rick DeLorto and

> "The overall talent level of IndyCar is deep, arguably even deeper than Formula One"

Bill Tempero to participate.

Ironically, one of the most experienced drivers in the field – Eddie Cheever – proved the catalyst for what carnage there was, accounting for two of his own team's Lola-Menards as well as the Reynard-Ford of Richie Hearn in practice and the Lola-Ford of Scott Sharp late in the race.

Two rank Indy Car rookies – race winner Buzz Calkins and second place finisher Tony Stewart – were the class of the field. Stewart's performance was all the more impressive for the fact that it was his first race of any kind in a rear-engined car on pavement, not to mention the fact that he embarrassed Menard team-mates Cheever and Stott Brayton, neither of whom figured even remotely in the final outcome (apart from Cheever dispatching Sharp in a battle for fourth place).

That Stewart clearly has talent is evident. That Calkins never made hearts race in three seasons of Indy Lights says much about the quality of the team and equipment at his disposal at Disney World, to say nothing of the competition,

Two weeks later the PPG Indy Car World Series regulars assembled at Ralph Sanchez's permanent new showcase, the Homestead Motor Sports Complex, for IndyCar's inaugural Spring Training – five days of open testing on the 1.5-mile oval and 2.2-mile infield road course. Where the IRL struggled to assemble a 20-car field for its coming out party, one which paid $125,000 to Calkins and even $10,000 to Salazar, DeLorto and Tempero, no less than 24 cars participated in Spring Training.

With a promotional budget estimated by Sanchez at $50,000, Spring Training was not likely to set any attendance records and only about 3000-4000 spectators were on hand on any one day. Then again the first three days were either cold, rainy or both. Nevertheless, Sanchez was pleased with the results, selling an average of 1000 tickets per day for the IndyCar season opener on March 3, and getting daily television and newspaper coverage.

Meanwhile, the incredible strength of the PPG Indy Car World Series was on display for all to see. It is no overstatement to say that 21 of the cars and drivers on the track in Homestead can win a race this year. Indeed, if anything, the series looks stronger than it did in 1995 with Mark Blundell, Greg Moore and Raul Boesel filling the vacancies left by the retiring Danny Sullivan, the sponsorless Teo Fabi and the Formula One-bound Jacques Villeneuve, respectively. Add newcomers Alex Zanardi, Eddie Lawson, Juan Manuel Fangio II and Jeff Krosnoff and the overall talent level of IndyCar is deep, arguably even deeper than Formula One.

Speaking of Moore, the PPG/Firestone Indy Lights teams were also on hand at Homestead and that series looks stronger than ever before. No less than three powerhouse Indy Car teams – Forsythe/Player's, Tasman and Team Green – are planning full tilt programmes, for the likes of Formula Three front-runners Helio Castro Neves and Tony Kanaan, Toyota Atlantic stars David Empringham, Greg Ray and Claude Bourbonnais plus assorted other young talents like double Formula Ford 2000 champion Chris Simmons, Barber Dodge standout Andy Boss and seven-time AMP Motocross champion Jeff Ward. KOOL cigarettes is coming into the series in a big way with Team Green and makes no secret of the fact they'll add Indycars to their list in 1997 and '98. And as the test wound up, news came that Sal Incandella's Indy Regency team had signed Hideki Noda, briefly a member of the Larrousse F1 team, to contest a full Indy Lights season.

But back to the main event.

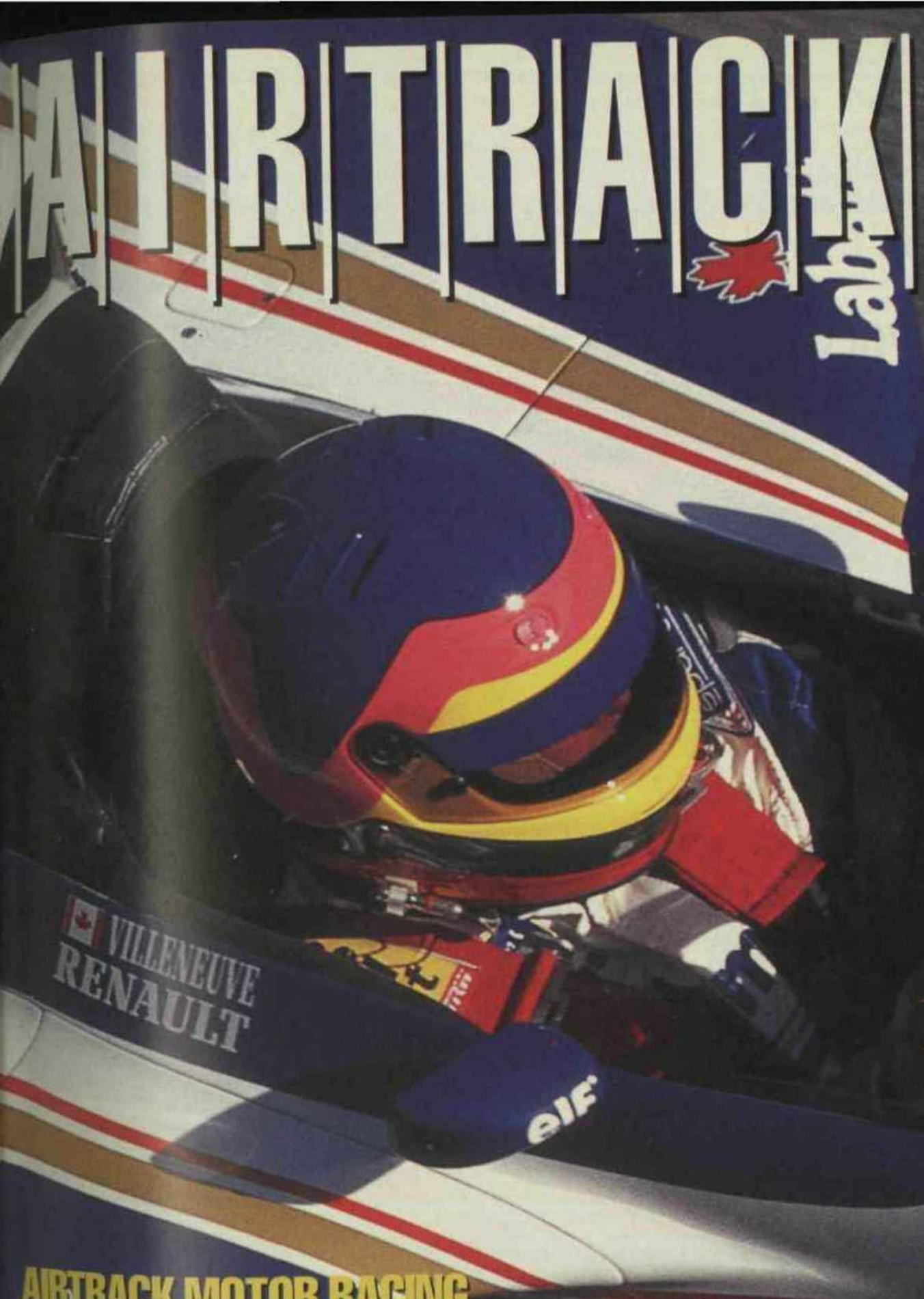
Paul Tracy showed every evidence that his time has finally come, lapping more than a half second clear of the rest for the best part of two days in his Penske PC26 before his Mercedes-Benz came unglued in one of the most spectacular blow-ups in racing history. Moore, Raul Boesel (who takes Jacques Villeneuve's place at Team Green, now known as the Brahma Sports Team), Adrian Fernandez (now with Tasman's Indy Car team) and Scott Pruett all eventually got close to Tracy's time.

But it was left to Jimmy Vasser to set fastest time of the test on Friday afternoon, hammering around at 195.938 mph in Chip Ganassi's Target Reynard Honda. It could well be that the time has also come for Vasser and Ganassi in 1996. They've certainly got a full house for openers. Reynard, Honda and Firestone, plus a team organisation that has finally matured into one of the best in the sport.

But Tracy and Vasser will have their work cut out. Everywhere you look there are potential race winners, and more than a few potential champions. Tracy's team-mate Al Unser Jnr will certainly win races and challenge for the title. So too will Robby Gordon, Gil de Ferran, Bobby Rahal, Scott Goodyear, Andre Ribeiro, Emerson and Christian Fittipaldi, Stefan Johansson, Boesel, Fernandez, Pruett . . . The list goes on, and Michael Andretti wasn't even on hand at Homestead.

In fact, of the provisional Indycar starting field, the only drivers who would appear to have no chance of visiting Victory Lane in 1996 are Juan Manuel Fangio II and Jeff Krosnoff, both of whom will spend the season coping with Toyota's first Indy Car engine, the two Payton/Coyne Lola-Fords of ever hopeless Hiro Matsushita and evergreen Roberto Moreno, and the Scandia Simon Lola-Ford of the ever overmatched Marco Greco, who will race in all the PPG events but for the US 500 on Memorial Day.

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Should the establishment be fazed by the arrival of world champion Audi?

Paul Fearnley looks forward to the 1996 British Touring Car Championship

There is a sense of foreboding in the BTCC. The arrival of Audi and its four-wheel drive A4 has the 'establishment' all of a twitter. The memory of the Ingolstadt manufacturer's dominance of last season's FIA Touring Car World Cup looms large as the teams gather themselves for another attack on the world's most competitive two-litre touring car series.

There were a number of excuses why the BTCC brigade failed to bring home the spoils from Paul Ricard: the layout of the track; the lack of tyre testing for the front-wheel-drive cars; the alleged 'active' diffs on Audi's part. These all played a role in the A4's success. But there can be no denying that Frank Biela and Emanuele Pirro headed up a memorable 1-2 for an extremely professional outfit and its extremely capable car.

BMW was the best of the rest in the south of France last October, but the *traction avants* of the BTCC reckon they have the measure of Munich's rear-wheel-drive offering. Audi is another matter altogether. Nobody knows quite what to expect. There is a nagging fear that the total-traction A4 may replicate the dominance of Team Schnitzer in '93 and Alfa Corse the following season.

However. In both of those seasons the 'invaders' caught the locals unready and unaware. This will not happen this season – Williams and TWR will see to that – and yet . . .

In the shape of Johnny Cecotto and Joachim Winkelhock, BMW has twice denied Audi its home Super Touring title, but the tracks featured in this series tend to have long straights, perhaps Audi's only weakness. And so, when Biela waded through a number of BTCC videos to get a flavour of the tracks he will encounter in first season of UK racing, he liked what he saw . . .

But Audi's British campaign is not free of question marks. Rather than send an established outfit to our shores, it has decided to form a brand new team under the auspices of long-time Arrows team manager, John Wickham; as a team-mate for Biela it has plumped for John Bintcliffe, who has no previous experience of touring car racing; regulation changes concerning differential/s should ensure that the only thing running to and from the said units will be mechanical. No wires. No hydraulic actuators. None of the whizz-bang gizmos that have clouded the issue in recent seasons. This will quell talk of Audi's 'trick' diffs, but nobody can be totally sure that this was the reason for its Paul Ricard romp.

And if it's a rainy summer, well . . .

Heading up our defence, so to speak, will be Renault, Volvo and Vauxhall – probably in that order.

Williams made an incredible impact in its first season of touring car racing, its Laguna winning 10 races thanks to the efforts of Alain Menu (seven victories) and Will Hoy (three). This gave it the manufacturers' championship at its first attempt. What makes this all the more impressive is that the Didcot concern was far from satisfied with the car it used in '95. A drastic lack of preparation time deemed that this be so. So, of last year's front-runners, the Laguna has perhaps the most scope for development in readiness for '96. For its rivals, this must be as big a worry as Audi. It



QUATTRO FLOORPATE?

lacks the unknown element, however. We *know* that Williams will improve on its previous offering and be winning races.

No matter how big the shadow cast by Audi, therefore, Menu is my pre-season favourite.

The Volvo 850s that have rolled out of TWR's workshop over the past two years have always been at the forefront of Super Touring technology – initiating the fashion for pushing the diff fore of the engine and gearbox to improve weight distribution. Because of this, it is hard to visualise the team making great strides during the off-season. I could be horribly wrong, however, and Tom Walkinshaw's men can never be discounted. They have removed one element of doubt by switching from Dunlop to Michelin – although this has as much to do with an unwillingness to play second fiddle to Audi on the rubber front – and new signing, the impressive Kelvin Burt, will ensure a very strong driver line-up, perhaps the strongest, alongside '95 qualifying sensation, Rickard Rydell.

Vauxhall won seven races and the drivers' title for John Cleland last season, so there was plenty of speed on tap. But the key to this success was the Cavalier's driveability, ease on its tyres and matchless reliability. All of this was an offshoot of a six-year development programme.

This season will see the arrival of Vectra. Wider and longer than the Cavalier, it also has much greater scope for improved weight distribution in and around the engine bay. Ray Mallock was the man who swung touring cars towards single-seater responses, and under his tutelage the Vectra should be winning at some point during the season. But not straight away. As I write, the Vectra is as quick as its predecessor: it possesses fantastic traction and pin-sharp turn-in . . . and a wayward tail that must be tamed.

Cleland and his Cavalier were the racing equivalent of slippers by the fire. The Scot is now breaking in a new pair of boots. He must push the Cavalier from his mind or James Thompson, his young, devil-may-care team-mate, might prove too hot for him to handle.

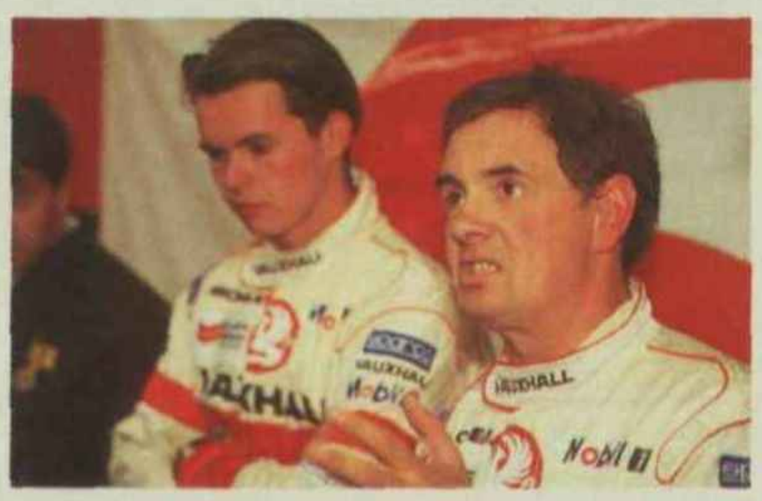
Honda should be best of the rest. The Motor Sport Developments-built Accord impressed in its first season of BTCC racing – especially as its Yokohama rubber was never really on a par with the Michelin and Dunlop rivals. This has been redressed by a swap to Michelin, while the car itself has just about the best basic spec' of the lot – double wishbones all round and a very slippery shape. I still think this won't be enough to win a championship as competitive as the BTCC, however. Honda doesn't seem to want it bad enough: as capable as David Leslie and James Kaye (the drivers loyally retained from last season) are, neither strikes me as a potential champion. Wins? Yes. Title? No.

Peugeot is another manufacturer racing a new model in '96, and I think the 406 could be the surprise of the season. The key to this is the improved relationship between the French and British arms of the programme that has gone hand-in-hand with departure of Jean-Pierre Jabouille from the former. Budget is still marginal, but Peugeot France has done a good deal of testing with a car that offers a bigger footprint than the 405, a more slippery shape and a more advanced rear suspension. Like Honda, its driver pairing of



"This has as much to do with an unwillingness to play second fiddle to Audi on the rubber front"

Menu (top), a frequent podium visitor last year, is in the frame to give Williams its first touring car title, but he'll have World Champion Frank Biela (above) and the fearsome Audi A4 to contend with. Vauxhall's twosome, James Thompson (below left) and reigning BTCC champion John Cleland, have a new car to play with, but for Radisich and Ford (bottom) a season of rebuilding awaits.





Tim Harvey and Patrick Watts is not one that screams 'Champion!', but the former has plenty of experience of winning BTCC races and the latter is easily fast enough to claim a victory here and there . . .

There can't have been many BTCC seasons when the chances of a Ford victory can be dismissed into the realms of fantasy. The Blue Oval is rebuilding. At the moment this is a euphemism for disorganised chaos.

Andy Rouse has been jettisoned. In his place comes long-time British F3 front-runner, Dick Bennetts' West Surrey Racing. The New Zealander is extremely capable. He will need to be.

Reynard has also been brought on board as Ford joins the single-seater merry-go-round, but the Bicester concern's view of a racing Mondeo is unlikely to hit the tracks until the middle of the season.

Until then WSR will make do and mend with an interim model sourced from German team Schübel. Even this is running late. Decisions are taking forever – Steve Robertson has only just been confirmed as Paul Radisich's team-mate after a protracted selection process – testing time is slipping away, and a 'grin and bear it' season appears to be in the offing.

BMW is rebuilding, too. But its regeneration appears more ordered.

McLaren is the Munich marque's single-seater 'in', to the extent that the bulk of its motorsport arm has been relocated to the UK's racing corridor. This ties in with its priority targeting of the BTCC after the disappointments of last season. The wholly McLaren 3-Series is planned for '97, but input from Gordon Murray, and a more BTCC-friendly aerodynamic package should see it back on the pace this season. This is a feeling bolstered by the return of '93 champions Winkelhock and Schnitzer, and the UK arrival of the most successful touring car driver of recent times, Roberto Ravaglia.

That's 16 works cars, with perhaps an extra BMW for Peter Kox on occasion.

Nissan and Toyota may also be represented. The former company is known to be keen to return to the fray in '97, and Rouse is being linked to a season-long Primera programme, while Anthony Reid – who will race for Nissan in Germany this season – is expected to contest selected BTCC rounds. However, Toyota's involvement is under greater debate: the TOM'S-built Carina E showed much promise towards the end of the '95 but, at the moment, it looks unlikely to make an appearance in '96 in a works capacity.

Then there's Hyundai and Chrysler. The Korean manufacturer continues to be linked with Prodrive, and rumour has it that a car may emerge to race in the dying embers of the BTCC season. Chrysler's Stratus is very real, and will be raced by the PacWest team in the inaugural North American Touring Car Championship. If this goes well, the Reynard-influenced car may race in Europe as part of the rebirth of the Chrysler name on this side of the pond.

Add between six and eight privateers – a battle that should boil down to a duel between the Ford Mondeo of Total Cup-holder Matt Neal and Richard Kaye's Vauxhall Cavalier – and the series is once again in rude health.

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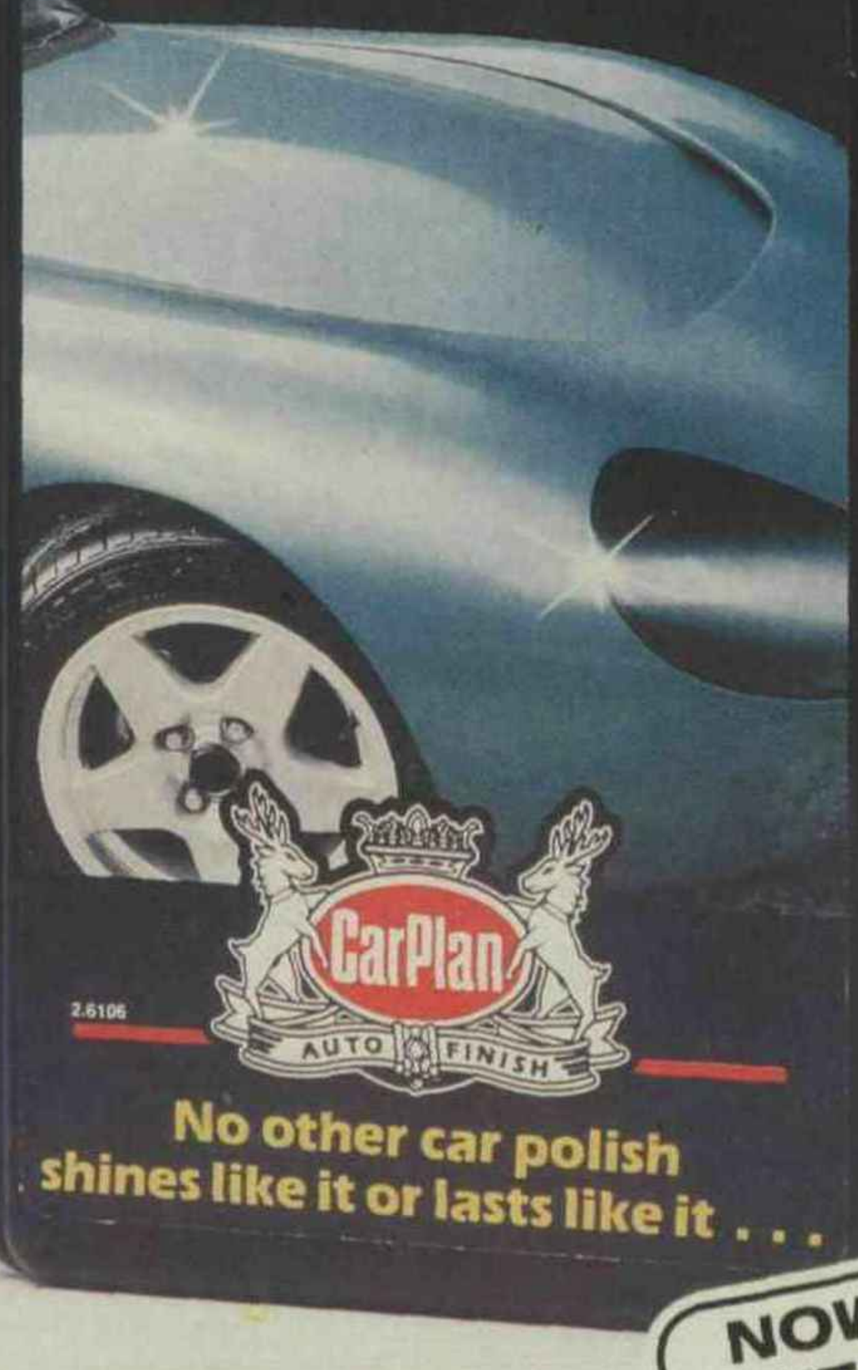
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On first acquaintance, it looks like a cross between a Scalextric car and something that used to thrash along the beach at Daytona, in the formative years of NASCAR.

And that is pretty much what it's *supposed* to look like.

The item in question is a Legends racing car, currently going down a storm in the United States, and soon to join the confusing labyrinth that is the British national racing calendar.

Conceived in 1992 by the charismatically handled HA 'Humpy' Wheeler, promoter at Charlotte Speedway, the growth of Legends Cars can be gauged from sales which have topped 1300 in the first three years of their existence. America, naturally, has attracted the bulk of this custom so far, though the idea has also caught on in Canada, Mexico and Australia. Last year, there were over 800 races in all.

The purpose of Legends was to provide a cheap, robust and appealing competition car. Ready to race, the European version costs £9995 plus VAT. Beyond that, it all depends on how fancy a paint job you want. There are adjustable parameters within the car (camber, castor, spring rates, gear ratios, weight distribution), but that's your lot. Modifications are strictly forbidden.

Running costs for the year, including insurance and transport, should be around £4500, and as the regulations are designed to be as stable as they are simple, the car should still be worth a few bob come the autumn.

The bodies are five-eighths scale fibreglass replicas of pre-war Fords and Chevrolets, and you can choose any one of five styles. Beneath these charming, curvaceous and – let's be honest – microscopic baubles lie identical chassis, featuring stout tubular steel rollcages mounted atop rigid frame rails. The whole lot weighs around 1000 lb, and with the compulsory Yamaha FJ1200 motorcycle engine pumping out around 125 bhp, the power to weight ratio equates to around 270 bhp-per-ton.

Repeat after me: that's *two-hundred-and-seventy* . . .

Unsurprisingly, initial acceleration is startling, always assuming that you can actually get in the thing.

At a national average 5ft 9in-and-a-bit, I found it a bit of a squeeze. The single, centrally-located seat is linked to an American style harness and buckle. The perch can be adjusted fore and aft, but it's not the work of a moment, and moments were all we had.

The cockpit is minimalist. The bare metal interior surfaces are broken up only by a sprung bolt, which secures the door in place, a lever (to the driver's right) with which to operate the sequential five-speed transmission, an ignition switch, a starter button and a witness light which glows green whenever neutral is engaged.

Some of them are also equipped with tachometers, against the stop of which the needle receives a constant battering. It is calibrated to 10,000 rpm; the limiter is set at 11,000, and you barely have to do any more than look at the throttle than the engine spins freely towards its stratospheric limit.

"All the way around the lap, the car bristles and bounces. The steering wheel is simply never still. When you're not turning it, it's trying to turn you"

This is noisy, vibrant and undeniably fun, a mildly overgrown kart with lashings of low-down torque. Instant *power*.



OVAL TEENY

Britain might not *need* further supplements to its racing calendar, but Legends Racing Europe promises to be different. Simon Arron tried it

If you can't take the thing seriously when first you look at it, you'll change your tune long before you've reached the throttle stop. Legends racers are designed for short-term speed. Their ultimate performance may not be that startling (and nobody in Europe has bothered calculating the figures, for that would be to miss the point); it's the pace with which they reach their peak that captures the attention.

It is estimated that they will reach 60 mph from rest in four-five seconds, given a circuit long enough to stretch their legs. World stock rod champion Tick Steward, who has purchased one of the dozen or so cars sold thus far, has hit the rev limiter in top when testing on the Mallory Park oval.

At a shorter venue, such as the makeshift indoor oval at the Birmingham NEC, you'll need nothing as fancy as fifth gear, though the engine has such prodigious torque that it would probably drag you around without complaint if you should ever become confused by the push-forward-for-first, pull-back-for-everything else sequential change system.

Slip the clutch and feed in a little power to get going: *just* enough to avoid stalling, *just* insufficient to send it into a rage. Wait until you're moving oh-so-gently, nudge the gear lever back a notch – and then plant your foot as hard as you like.

Rage time.

It doesn't matter too much how brutal you are with the power. In a straight line, the car fizzes, twitches and generally misbehaves mildly. There's so much torque that acceleration is near as dammit as violent in third gear as it is in second, and within the miserly confines of the NEC the higher gear actually proves to be a better bet. You still have to wait until you are two-thirds of the way through either of the left-hand hairpins before you can re-apply full throttle, but it's more progressive in third.

It's easy to get into a routine. Full throttle, count to three, dab the brakes (a two-prong pedal is provided, one either side of the steering column, to facilitate left-foot braking), aim left (the steering is almost kart-positive), a couple of stabs at the throttle (each accompanied by a lively reaction from the rear axle), full power, count to three . . . and so it goes.

Helpful tip: don't spin. Reverse gear is not fitted as standard, nor is it available as an option.

All the way around the lap, the car bristles and bounces. The steering wheel is simply never still. When you're not turning it, it's trying to turn you. You don't actually have time to contemplate how uncomfortable your legs *ought* to be. That comes later, when you attempt to disembark.

Which is when you remember what good stuff adrenaline can be.

So, the bottom line. What is the point of Legends Racing Europe? Is it just another statistic to add to the world's most overcrowded racing calendar?

Most European countries with a healthy motorsport industry can count the sum total of their national championships on a full set of fingers and toes. In the UK, you'd need the digits of an army platoon.

This is back-to-basics racing. It doesn't offer much scope for ingenuity, or development. A bare minimum of inter-race servicing will be necessary. Change the oil, clean the filters, that's your lot. Tyre wear? A set of the compulsory Goodrich rubber is designed to last a season. At least.

In theory, it's non-contact (I was only clobbered once in the race I contested, but that wasn't until the first corner . . .). Should theory not be practised, the bumpers are durable, and easy to repair.

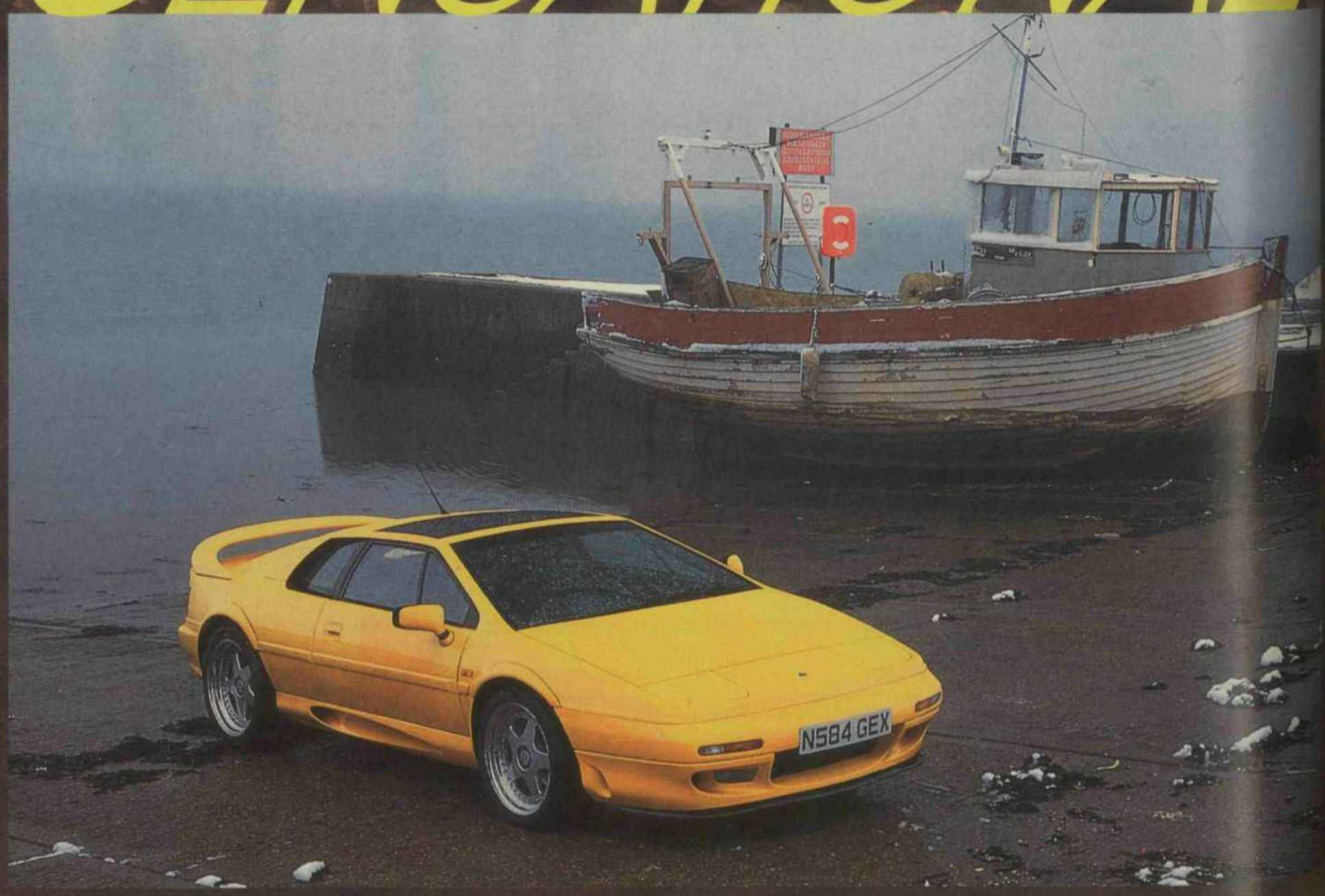
It's practical. It's charismatic. It's devoid of nonsense. It's accessible. It's fun.

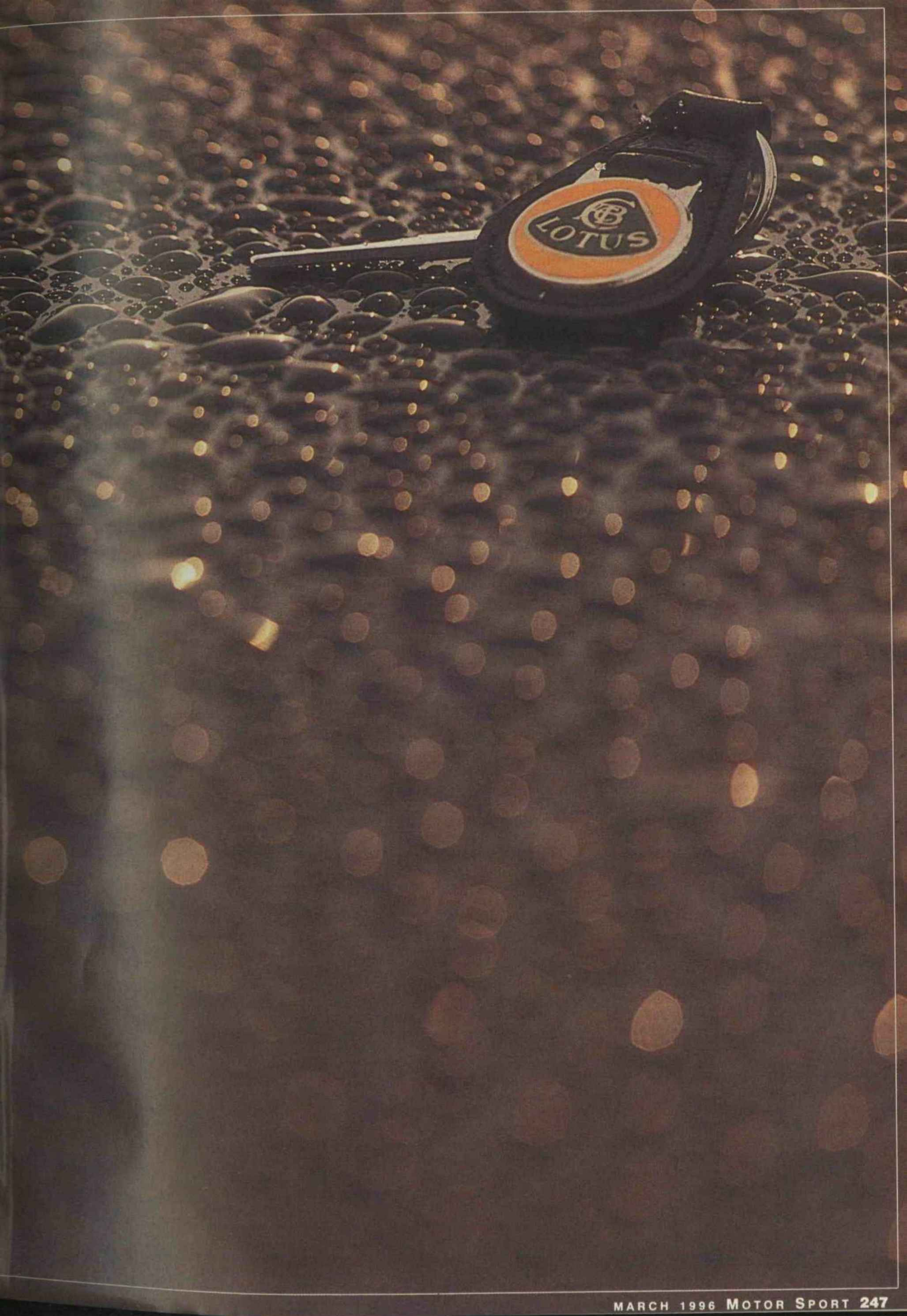
It's recommended.



S4 SENSATIONAL

The S4S is the first new Esprit since the racy Sport 300, from which it has borrowed some soul. Ryan Baptiste wonders whether this is the best incarnation yet?

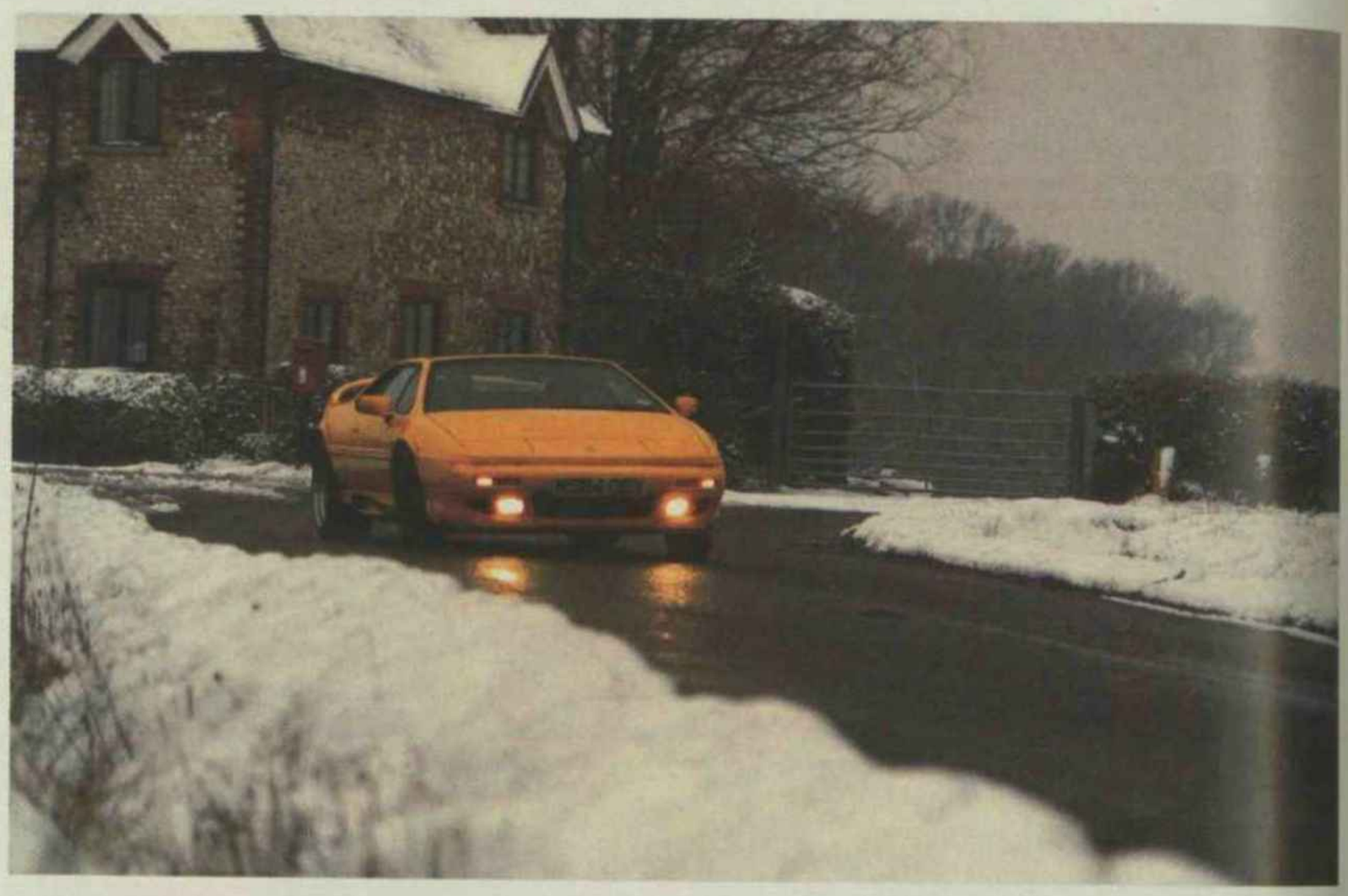



LOTUS

Whilst filling in the accident report form, I went over the incident time after time. Each vision made me angrier, to the point when I just had to get up and leave it for a while. It wasn't the incident which gave rise to such rage – some twit had decided to execute a U-turn across me at a set of traffic lights resulting in little damage, although the angle at which he hit me suggested he was well on the way to doing a figure of eight – no, it was the aggressive attitude of the witness, a London cab driver who vented his feelings about fast cars and people like me. I'll spare you the colourful language, but the moral cast indelibly in my mind is that one of the seven deadly sins, envy, is just too abundant.

The offensive (to the cabby) car in question is the first Lotus we've tested in quite a while. The S4S is the last turbo version before the advent of the normally aspirated V8. For the moment it bridges the gap between the 264bhp S4 and the Sport 300 which is basically a road-legal racer with, yes, 300bhp on tap, and which was featured in MOTOR SPORT back in 1993.

"It shoves you deep into your seat to a crescendo of a thousand angry sewing machines"



Photography: Steve Burke





Foul conditions did not deter the fun factor. The S4S is supremely safe, thanks, in part, to the massive Michelins mounted on these smart OZ wheels. The 285 bhp chargecooled motor has a flat torque curve.

Since then, the marque has come along in leaps and bounds over a period in which the Grand Prix fraternity has suffered the demise of the once great Team Lotus. The Elan and the Esprit remain the only production cars, which, thankfully, GM continues to hone, though the exciting new Elise is about to arrive.

Though getting rather long in the tooth, the Esprit still looks fresh to our eyes, partly due to its rarity, and partly to Peter Steven's timeless re-working of Giugiaro's original sharp-edged form. However, the adoption of a heavy-looking rear wing and wheel arches on the S4S diminish the little elegance the car once had.

However, in this case you pay £52,995 smackers for sheer brutality, not elegance, and if the S4 is a little tame for you then this might well be your beast. Lotus claims it will drive like a 300 and ride like an S4 – presumably to please those partners who could probably cope with hours pummelling round the 'Ring, but can't hack a bone-shaking ride down the Kings Road.

No increase from the standard car's 2.2 litres has been necessary to find the S4S's extra power; indeed neither was it the case with the Sport 300.

Improved gas flow dynamics and enlarged inlet ports and valves are the main cylinder head modifications. A hybrid Garrett AiResearch T3/60 turbocharger and altered management programme endow the engine with even more torque over a wider spread. Of the 290lb ft maximum, 80% is ready to be unleashed by your right foot anywhere between 2500 and 6500rpm.

Elsewhere, the powertrain remains almost unchanged from the standard S4. The 16 valves are housed within twin red crackle-finished camshaft covers beneath a louvred engine lid, and coupled with the same five-speed transaxle which Renault used for its now sadly discontinued Alpine (A610). Positioned longitudinally and amidships, racing car style for optimum handling and traction, the little unit will propel the S4S to 60mph in under five seconds, and on to a respectable 160 or so, thus planting it firmly within the junior supercar division and making it the fastest British sports car bar three — the £177,000, 550bhp Aston Martin Vantage, TVR's wonderful Griffith, and of course its own big brother, the Sport 300.

Esprits have always gone round corners well – some versions better than others – and although tweaked to complement the larger, stunning OZ Racing wheels and Michelin tyres, the suspension components of the S4S remain the same as the standard item – independent, with upper and lower wishbones and coil springs up front, and upper and lower transverse links plus radius arms at the rear.

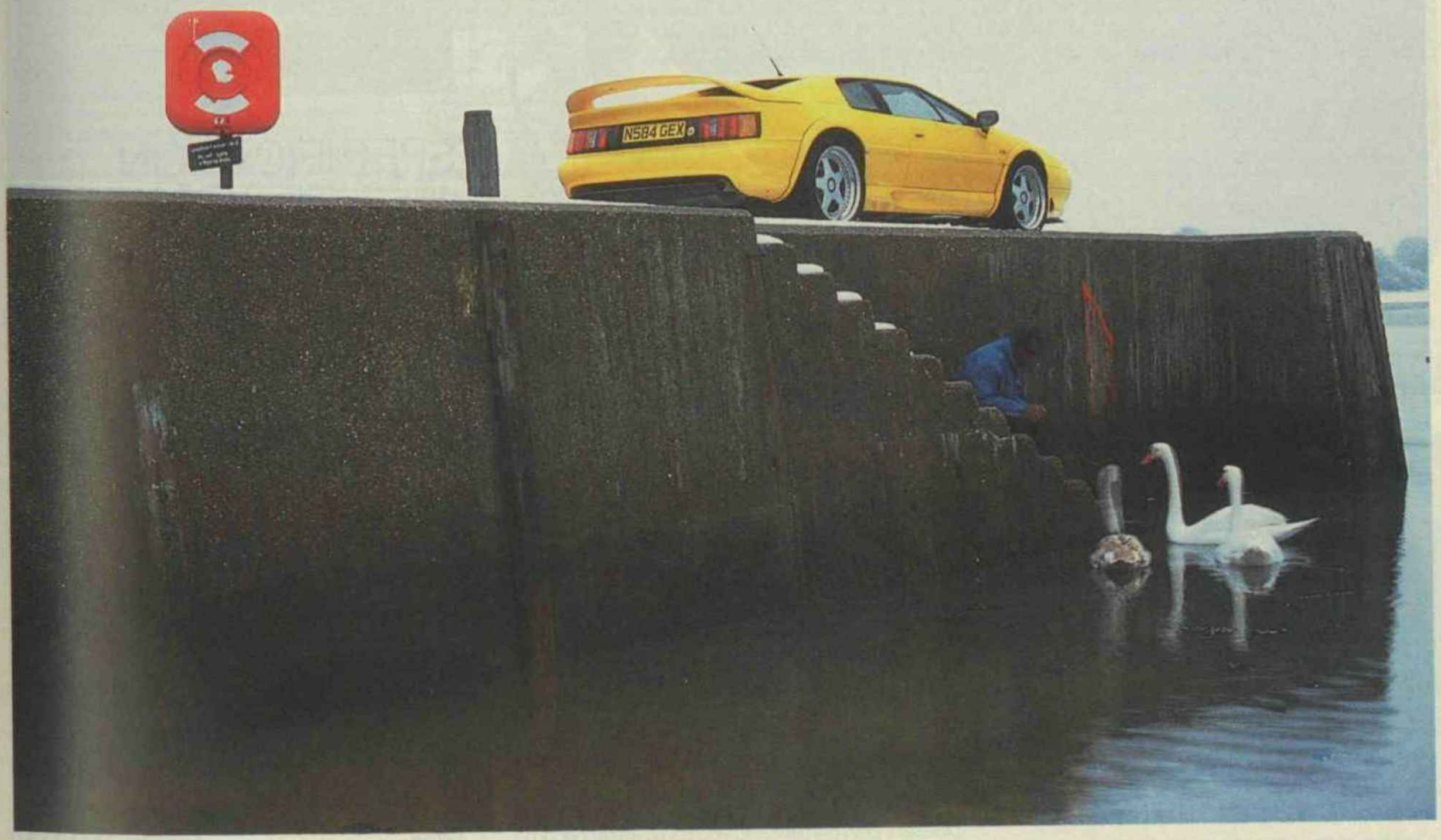
Big ventilated discs and calipers are now by Brembo for when you need to stop in a real hurry and in style. The cost of all these improvements over the standard S4? Some £4000, which still makes the S4S a bargain when compared with the 300 Sport's £64,995, for frankly appreciably little performance difference.

One Esprit factor Lotus cannot improve on without introducing a completely new model is the cockpit space. Gerhard Berger would probably complain — our 6ft 4in photographer certainly did. For my modest 5ft 8in frame there was enough room, just, except for my disproportionately large size 8½ feet. The offset pedal arrangement required some ballet movements on occasions even when not resorting to heeling and toeing, and the complete lack of seat/steering wheel adjustment left me relieved that I am among the favoured few who actually fit. Many drivers would suffer at the wheel of an Esprit – some before they left the driveway.

As for age, it is inside where the Esprit gives the game away. The huge instrument binnacle with small dials remains virtually unchanged alongside the angular expanse of leather — mercifully no longer *ruched* — but how did the burred walnut get in here? What is this British obsession with wood? It may be at home in a sedan – a Jaguar or Bentley maybe – but in a supposedly high-tech '90s sports car?

However, it doesn't take long to forget the timber treatment. There's plenty more to keep you occupied as you almost lie behind the wheel, once you've worked out the most efficient strategy for climbing in. Prime the fuel pump – old habits soon come back when you sit in a car like this – turn the ignition key and listen to the wavering purr. Not very inspiring, but quite purposeful. Blip the throttle and you feel that it's not the world's most responsive engine. Only a fraction of a second delay between the prod of the toe and the bark is enough to separate the best of the rest.

Dip the not unduly heavy clutch and shove the lever into first. The close ratio Renault 'box lacks the gate and positive action associated with a real supercar – nor is it quick, as is that of the Honda



NSX, for example. But we're almost splitting hairs here. It's not that the 'box is bad or particularly baulky, but when you're in this league, the standards are uncompromisingly high.

Lean forward to release the sill-mounted handbrake, carefully maintaining revs to avoid judder as you release the clutch too, and the cammy four hesitates through a flat spot before pulling cleanly away. Of course, the engine needs warming before any 'action' can take place, but even a crawl in the S4S snaps you out of the blasé attitude gained by driving characterless buzz-boxes day in, day out. Its wide, flat proportions and restricted rear views demand a higher level of awareness just to stay out of trouble.

With this much rubber on the road it's a relief to have power steering, though the fat tyres and the hydraulics negate much of the feedback. Lotus treads a dangerously fine line in making the S4S almost a halfway house. The S4S may have a suspension set-up closer to the standard car than the racer, but it wears the fatter, less compromising rubber, and even at slow speeds on relatively smooth roads the suspension and tyres rumble and thump. On the ridged and pot hole-ridden surfaces of our wondrous roads, you have to love this kind of car already or you'll come to hate the experience very quickly. Cabin decibels would get Pink Floyd walking off stage, while the massive glass sunroof on our test example promoted vibrations and rattles — evidence of reduced torsional body rigidity? Stop-start traffic is a minor torture and with vision severely restricted by the thick A pillars and the massive rear wing, parking is a bit of a nightmare. In town it is rare to get out of second gear, and never is the boost required.

Once away from the severe restraints imposed by town driving, the Lotus's real soul emerges with the first real squeeze of the throttle — it shoves you deep into your seat to a crescendo of a thousand angry sewing machines, and the expletives of any unprepared passengers. Make no mistake, this Lotus is in the head-spinning league – that turbo-assisted sub-five second shove to 60mph thrills the senses like little else. Turbo lag hasn't been eliminated, but the boost kicks in from 3000rpm and simply never relents.

It is instantly and completely addictive – once sampled there's no going back. One hundred miles per hour is despatched in around 11 seconds. On the road, this sort of performance is really nothing short of breathtaking, particularly in second and third gear situations — it is difficult not to spew out a plethora of clichés to describe the S4S's majestic effortlessness when overtaking a line of half a dozen cars in complete safety. At speed the controls seem to lose their ponderous and stubborn nature and appear more willing to work for you.

The weather conditions for much of the test were foul, which only served to heighten our respect for the engineers at Lotus. In really greasy conditions or snow the S4S will snake gently and with forgiveness, and thankfully the rather dead power-steering wakes up at reasonably high velocities and transmits clearer signals to the fingertips. In more usual wet (even streaming wet) conditions, both traction and grip are simply abnormal. A car with 285bhp has no right to be accelerated, full bore, in the wet with nothing more than minor tramping getting off the line. To really unstick the rear wheels requires Quentin Tarantino levels of violence. That's not to say you're just a passenger – far from it – there are only a handful of current production cars offering this level of involvement.

At speed, communication through the high-geared steering is *good* if not the world's best, but it doesn't writhe in the hands like a good old Porsche 911. However, the S4S turns in wonderfully well and deals with anything without understeer, apart from the tightest hairpins. Being rather wide and having little weight over those fat front Michelins would hamper it in Devon lanes, but show it some medium or fast sweepers and the number of genuine competitors shrivels. A TVR Griffith is quicker in a straight line (in the dry), but its driver would be on tip-toes trying to keep your Esprit in sight over the curvier stuff.

Over a dense sequence of undulations or ripples the going gets a bit skittery; otherwise; you turn-in with precision, the chassis understeers little and rolls even less, and you power through – earlier than with almost any car I've ever driven. Don't get the impression that the S4S is all grip and cornering-on-rails stuff. Magnificent, and more to the point, safe fun can be had in bucket loads as you play with the throttle on exit. The acute angles from which the chassis can be effortlessly retrieved under a full-bloodied powerslide bring serious thoughts of taking up racing again. How the S4S flatters again and again. You can balance it on the throttle, particularly in the wet, and just play with it. On the combined test/photo shoot the photographer said it all. "Why do you need four-wheel drive when you can have grip like this in the wet?" In extreme conditions the Lotus does understeer, before





Interior is cramped for anyone over six feet tall. Vision can be limited. Wood-surrounded dials are bigger than those on previous models.

"Don't wear flares. They'll be soiled in no time by the muck which gathers on the wide sills"

betraying its mid-engine characteristics — and its low polar-moment of inertia means that when it goes, it's gone in a flash. Respect *is* necessary. Naturally, the engine needs to be kept on boost for maximum progress but this is no detriment to the sheer delight of driving the S4S hard.

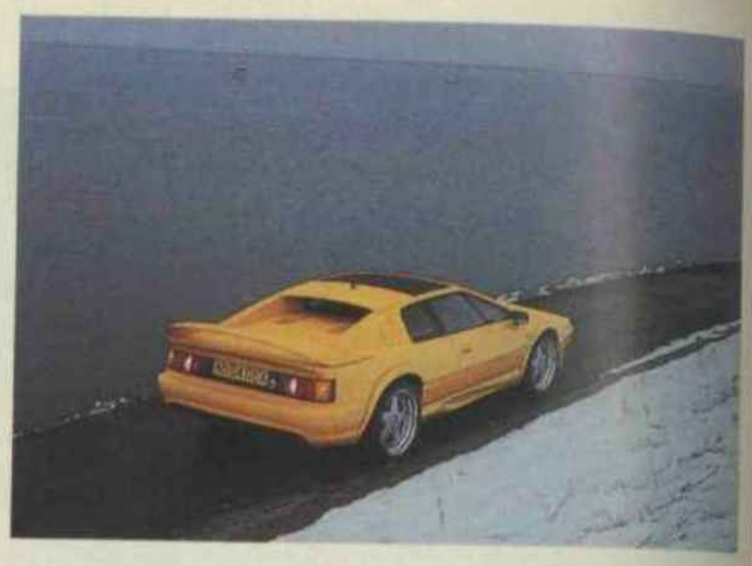
For every pleasure there must be *some* sacrifice and the S4S doesn't escape this law. Braking from any speed in the dry is powerful and confidence-inspiring, once the pedal has been pushed through a 'dead zone' and you feel your right calf being pumped-up, but there is little alternative with this chassis configuration. If the brake pedal were much sharper, the risk of putting the front ABS through uncontrollable spasms would certainly be magnified. It's the nearest thing to a weakness in the S4S; braking heavily in adverse conditions means treading carefully.

Pleasures of long-distance driving will also be outweighed by short to medium sprints. The Lotus can be very tiring to drive unless you are *autobahn* cruising, which gets very boring in anything no matter how rapid, particularly when high wind noise levels intrude as they do here. There's also precious little luggage space for you and your partner in the small boot behind the engine, and with the exception of the glove compartment and a couple of slender pockets behind the seats, forget keeping anything in the cabin. Take one cassette which you like a lot. And a cautionary sartorial note: don't wear flares. They'll be soiled in no time by the muck which gathers on the wide sills.

Not surprisingly, heating and ventilation are at best adequate. We found it difficult to get warm air to our frozen toes. Otherwise, the cabin is a pleasant environment and you could easily become lazy, resting your left elbow on the centre console. One expected sacrifice which didn't materialise was the fuel consumption, which remained — impressively — in the lower 20s, except for one particularly hard drive when consumption rose considerably.

VERDICT

The Lotus Esprit is a glass-fibre British sports car which has been under continuous development for over 20 years — and it still has rough edges – witness the bolt heads in the door jambs and imperfect body panel fit. But it has survived the company's rough periods, and has been refined, as with the Porsche 911, to the extent that it is now arguably a genuine supercar. And also like the 911, its essential profile has remained timeless, yet each new version looks better than the last. The S4S is accessible where a Ferrari 355 is exclusive — you won't get much change from £90,000 for the cheapest model from Maranello. The Lotus has sophistication where a TVR Griffith has brutish simplicity. Yet it can flex its muscles with them all, without embarrassment. It has truly awesome dynamics, and though a Caterham Seven and TVR Griffith may be better in individual areas, they are too specialised to match the Lotus's overall package. I haven't had the privilege of driving early Lotuses, but I'll stick my neck out and profess the Esprit S4S to be the best Lotus yet–in fact, I'll go one further, for which I may well be hung, drawn and quartered. I think the Lotus Esprit S4S is, for the moment, the most complete British sports car – period. If only that London cabby knew how good the Lotus really is, he might have had real cause for just a *little* envy.



SPECIFICATION

LOTUS ESPRIT S4S

ENGINE

Location	longitudinally mid-mounted
Cylinders	four, in-line
Valve gear	dohc, four valves per cylinder
Power	300 bhp/7000 rpm
Torque	290 lb ft/3600 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

SUSPENSION

Front	independent via double wishbones, coil springs, anti-roll bar
Rear	independent via transverse links and radius arms, coil springs
Wheels	OZ Racing light alloy, 8.5J × 17 front, 10Jx18 rear
Tyres	Michelin Pilot MXX3 235/40 ZR17 front, 285/35 ZR18 rear

BRAKES

Front/rear	ventilated discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2420 mm
Overall length	4414 mm
Overall width	1883 mm
Overall height	1150 mm
Kerb weight	1460 kg
Fuel tank	16 gallons

PERFORMANCE

0-60 mph	4.6 sec
0-100 mph	11.4 sec
MAXIMUM SPEED	168 mph

FUEL CONSUMPTION

Government figures:

Urban	18.8 mpg
56 mph	34.5 mpg
75 mph	27.4 mpg

LIST PRICE £52,995

GOLF GTi MK2 – 8 Valve

Plus Pac 8-v Conversion (140 bhp)
Consists of gasflowed cylinder head, reprofiled valve seats, 40mm/33mm inlet/exhaust valves, gasflowed manifolds, sports cam, modified distributor. Allow 4 days.....£1,749 fitted

1·9 Litre 8-v Conversion (153 bhp)
Cyl. block bored and plateau honed to 83mm, alloy pistons, gasflowed cyl. head, 'flowed inlet & exhaust manifold, reprofiled valve seats, 40mm/35mm inlet/exhaust valves, sports cam, modified distributor. Allow 10 days.....£2,675 fitted

2 Litre 8-v Conversion (165 bhp)
Tufrtided EN24 crank 94·5mm stroke, machined block with 82mm bore, h/duty crank brgs, alloy pistons, 'flowed cyl. head, enlarged ports, 'flowed inlet/exh manifolds, 42mm/35mm inlet/exhaust valves, sports cam, modified distributor, mod. injection system. Allow 10 days .....£3,789 fitted

GOLF GTi MK2 – 16 Valve

Plus Pac 16-v Conversion (163 bhp)
Gasflowed cylinder head, gasflowed inlet & exhaust manifold, polished valves, narrowed seats, modified cam. Allow 4 days ....£1049 fitted

1·9 Litre 16-v Conversion (171 bhp)
Cylinder block bored and honed to 83·5mm, alloy pistons, gasflowed cylinder head, gasflowed inlet & exhaust manifold, modified cam timing, modified distributor, modified injection system. Allow 10 days for installation .....£2,799 fitted

2 Litre 16-v Conversion (183 bhp)
Tuftrided EN24 crank of 94·5 stroke, machined block with 82mm bore, h/d crankshaft brgs, alloy pistons, gasflowed cyl. head, gasflowed inlet & exhaust manifold, reprofiled valve seats, modified cam timing, modified distributor.
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ROCK, NO ROLL



David Finlay settles in with Citroën's ground-breaking new suspension system

The Citroën Xantia Activa's principal claim to fame is a suspension system which senses when cornering forces are trying to make the car lean by more than half a degree. At this point a ram comes into play and prevents any further roll, so the Activa always sits more or less square on the road.

From the inside the effect is not all that dramatic, and for that reason somebody somewhere is going to write that the Activa is a boring car to drive, but personally I found its combination of almost race-car cornering with road-car comfort quite enthralling.

Of course, Citroën has a huge start in the field of active suspension in that the standard Xantia's hydropneumatic system lends itself very well to this next stage of development. If you had a car with normal springs and dampers you would more or less have to throw the whole lot away and start again. There is a strong sense that what Citroën is doing is plonking the Activa down in front of the other manufacturers and saying, "Right – we can put this on sale for £18,480. Now it's your turn."

The quite deserved attention paid to this epoch-making system unfortunately puts into the shade the superb two-litre turbo engine under the Activa's bonnet. With only 150 bhp thanks to an itsy-bitsy little compressor, it's a good 50bhp short of other two-litre turbos on the market, but what it gains is a tremendous spread of power. In fact it feels just like a turbodiesel, except that it has a lot more power and produces dollops of it all the way from 2000-6000 rpm.

The only real criticism is that the minor cosmetic alterations have had entirely the wrong effect and made the Activa possibly the least attractive car in the Xantia range. But you won't be worrying too much about that when you've bought one.

WEIRD SCIENCE ◐ SSANGYOUNG MUSSO 2.9D GSE

There is far more to this Korean off-roader than a dubious name, as Simon Arron discovered

You are unlikely to miss a SsangYong Musso, should you happen to overtake one. Its cosmopolitan origins (designed by a Briton – Ken Greenley – to utilise German running gear for an Asian parent company) have yielded something which looks like no other road-cum-utility vehicle: the rakish lines, the exaggerated overhang, the roof spoiler . . . Designer Greenley says: "I wanted the sophisticated car surface sculpture of prestige European manufacturers, with the addition of a subliminal message of progressive modernity."

So now you know. Personally, it strikes me as being vaguely reminiscent of something from a 1970s Matchbox catalogue.

But it is *extremely* capable, if understressed at present. The chassis was designed to cope with a forthcoming 3.2-litre, 220 bhp, 24-valve V6; at the moment, however, it's available only with a smooth, but sluggish, Mercedes five-cylinder diesel, with 94 naturally aspirated bhp.

It's fine once it's on the move, it just takes a while to get moving, though mid-range flexibility is good, thanks to a level torque curve which peaks at 135 lb ft between 2500-2800 rpm.

It isn't just the shape which is innovative. A dash panel switch actuates an electronic transfer box which permits you to switch from rear- to four-wheel-drive at anything up to 44 mph.

Its targets include the Discovery, the Frontera and the Maverick, and it is priced to compete. The entry-level model is a few pence short of £16,000, and the GSE – which includes air conditioning, ABS, dashes of leather and wood and lots of electric buttons – is less than £21,000.

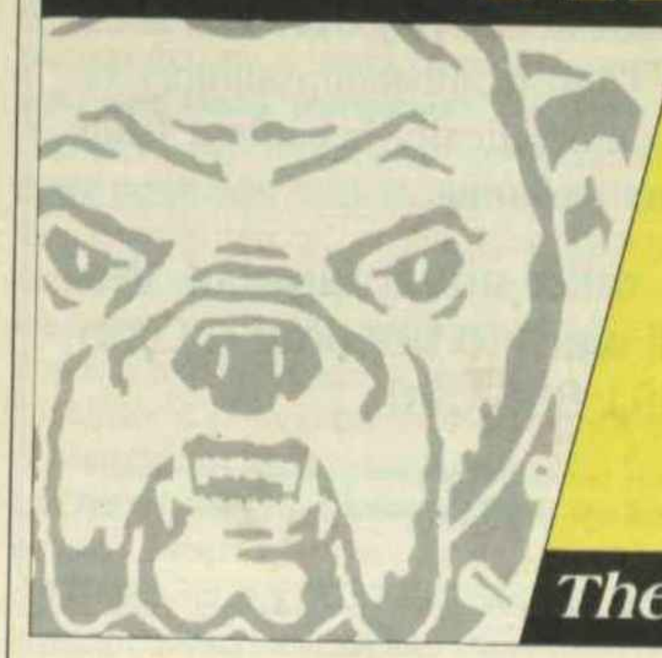
It's a lot of car for the money, and it's distinctive with it, though it could become less so as UK importer International Motors expects to sell around 2000 this year.

The SsangYong Musso: it's not as daft as it sounds.



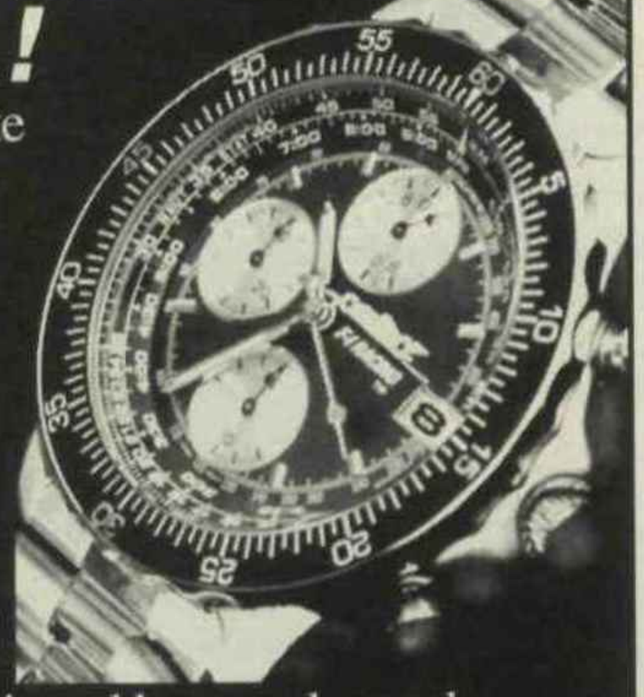
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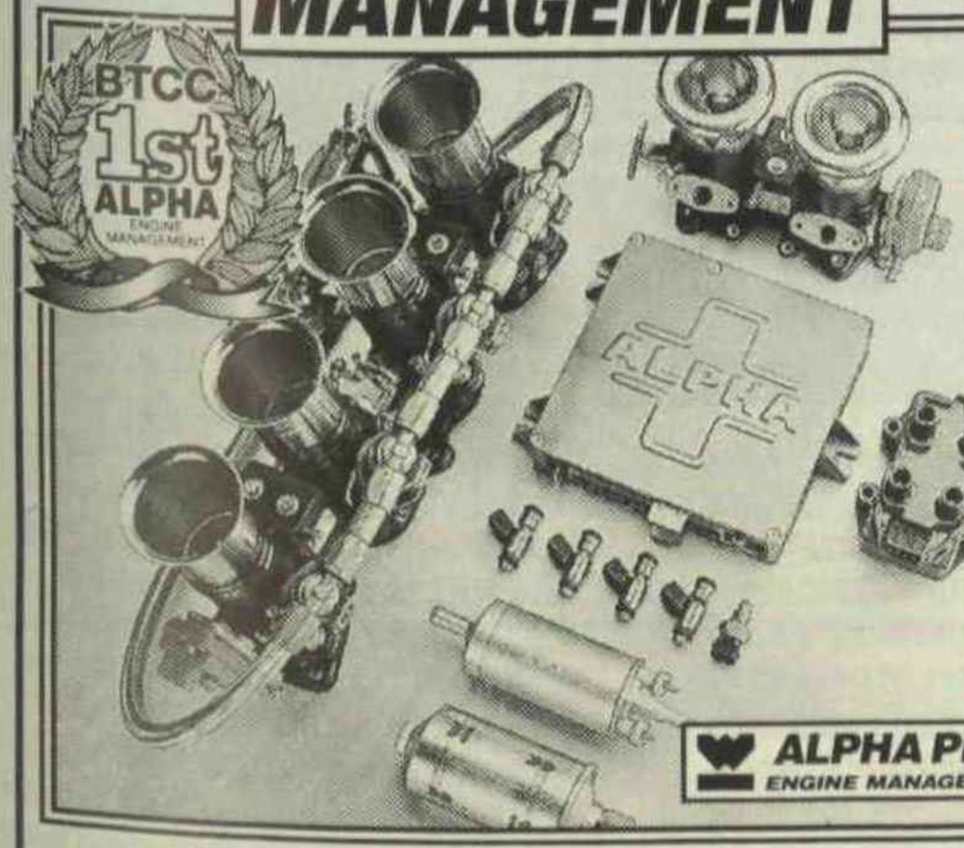
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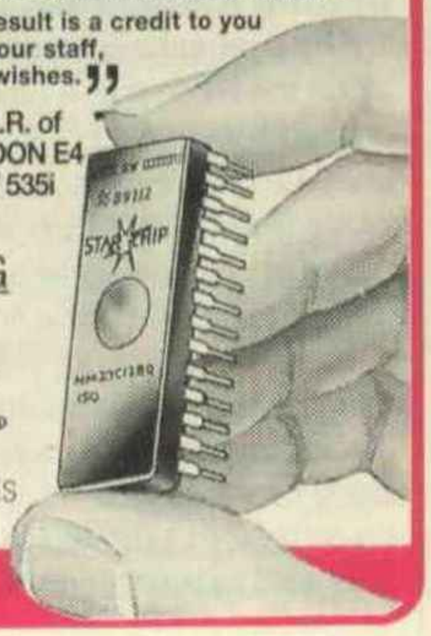


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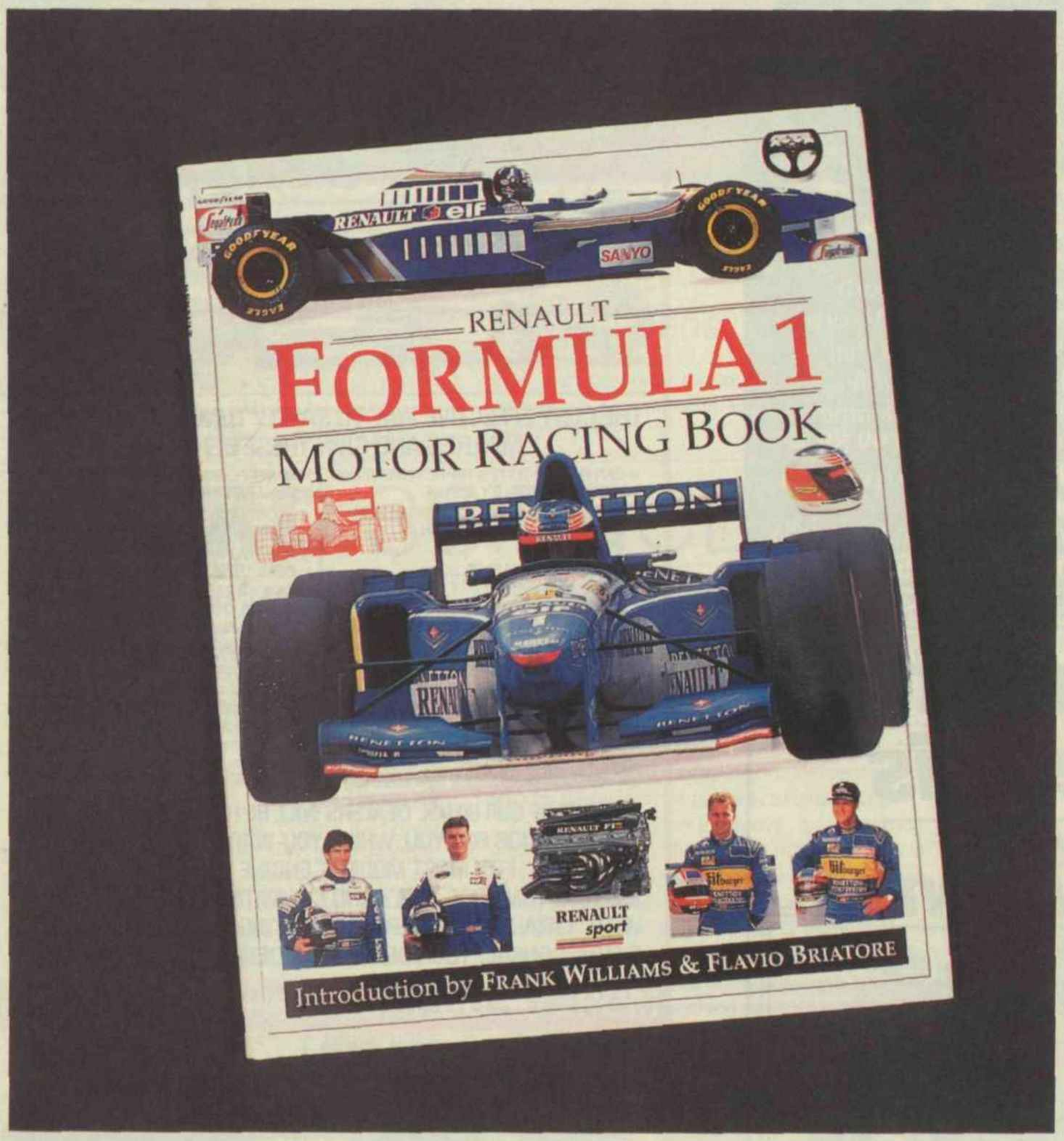
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Brooklands Giants, by Bill Boddy. Haynes, £19.99.
And "giant" is the right word — WB rules out anything of less than 10 litres for this second work on Brooklands monsters, following the one on aero-engined cars which seems to have accompanied a resurgence of such machines. Many of these machines crop up in MOTOR SPORT's pages regularly, but here for the first time in one collection are the individual life histories of the 10½-litre V12 Delage, the first Bluebird, "Mephistopheles" and a dozen others up to the staggering 22.5-litre capacity of the V8 Darracq. With a general format of a chapter per car, there is plenty of detail on each machine (many of which WB saw in person at the Track), although there remain some mysteries even he has been unable to sort out over the years, such as the identities of various Mercedes. Illustrated with many fascinating period shots tracing each car from first appearance onwards, it's a uniquely thorough record.

Several associated matters, such as the origin of the S61 FIAT, are discussed in five Appendices, which include the complete regulations on racing at the Track, filling in another few corners of Brooklands lore by the acknowledged *guru* of the place. **G C**



Renault Formula One Motor Racing Book, by Xavier Chimits and Francis Granet. Dorling Kindersley, £9.99.
This is a refreshing breath of fresh air on the F1 scene. It covers every conceivable aspect of F1 racing from the beginning of the Drivers' World Championship in 1950, in a series of colour diagrams and statistical tables which one finds in children's lesson books. But do not be misled; the result is not only fascinating but practically essential study for those who want to brush up on their F1 knowledge and those who wish to learn about it. The colour studies of all the F1 drivers, their helmets and the cars are tiny, but the depiction and colours are very clear. And as I said, you get everything about F1 racing, colour diagrams of good, bad and "criminal" cornering methods, comparisons of F1 power compared to that of other cars, electronics, practice, rules, building F1 cars, GP starts, the media, pit-stops, winning, drivers in retirement, etc — you see, the lot. All in 63 large, simple-to-understand pages and an Index. It is also a quick reference to the current teams, drivers and past Champions. . .

Do not dismiss this as just another F1 book — it is fun but serious. I can understand why Frank Williams says that everyone will learn something of a complex sport from this book, and Flavio Briatori that if he could keep only one of masses of F1 books, it would be this one. Compiled in conjunction with Renault Sport and the Williams and Benetton racing teams, you have to have it. If you want your wife or girl-friend to go with you, or watch TV with you, she needs to learn what F1 is all about, so buy *two* copies, of this clever coverage . . . **W B**

Prime Movers, by Karl Ludvigsen. Transport Bookman, £25.00.
Here is a full account of Ilmor Engineering Ltd and its place in modern racing, from the capable hands of Karl Ludvigsen, who has made a point of seeing and discussing racing engines with their engineers for much of his life, from Meyer-Drake and Leo Goosen onwards. For the first time we can read of how the Chevrolet, Leyton House, Sauber and Mercedes-Benz interests were catered for and Ilmor power units developed. The initiative of Paul Morgan is to be greatly admired for his part in the growth of this organisation, as he followed the advice and experience gained with his father Brian, as vintage cars were rebuilt so meticulously in the home workshop — apart from which, anyone who flies his own Mustang (or Spitfire) must have one's greatest admiration. . .

The book opens with why GM looked to Ilmor in Northants for its Chevvy V8 racing engine — there is a list of its long-line of race wins, and those of other Ilmor engines, including seven consecutive Indy firsts from 1988 onwards with drivers such as Al Unser Jnr, Bobby Rahal, Danny Sullivan, Fittipaldi and Andretti, etc. (27 Unser wins!) We needed this book, in which Karl tells it in convincing detail, with pack of good pictures. Now wouldn't it be nice if we had a true Mercedes-Benz return to F1 supremacy, Ilmor engines to aid them? **W B**

● Brooklands Books of Cobham, Survey, have two more **Gold Portfolios** in their enormous range of one-make books, which must mow constitute the most complete historical source of reference available, at least of the more recent makes and models, with emphasis on road-test reports — although these are useful reprints permitted — somewhat to my surprise — by all the leading motor magazines publishers. The latest titles cover the Lotus Seven and the Lotus/Caterham Seven, those true sports-cars for enjoyment by the stout-hearted. Each book, of 172 pages, costs £12.95 from book-shops, £1.50 extra for postage from Cobham. I am glad to see that five of MOTOR SPORT's opinions of those exciting little cars, including how to make one from a kit, appear, including my account of being flown up to the Lotus open day at Hethel by Michael Tee in an ex-London-Sydney racing Piper Twin Comanche, and then taking a cold drive back to Wales in a 1970 Lotus Seven — so enjoyable, until the gearbox seized up! **W B**

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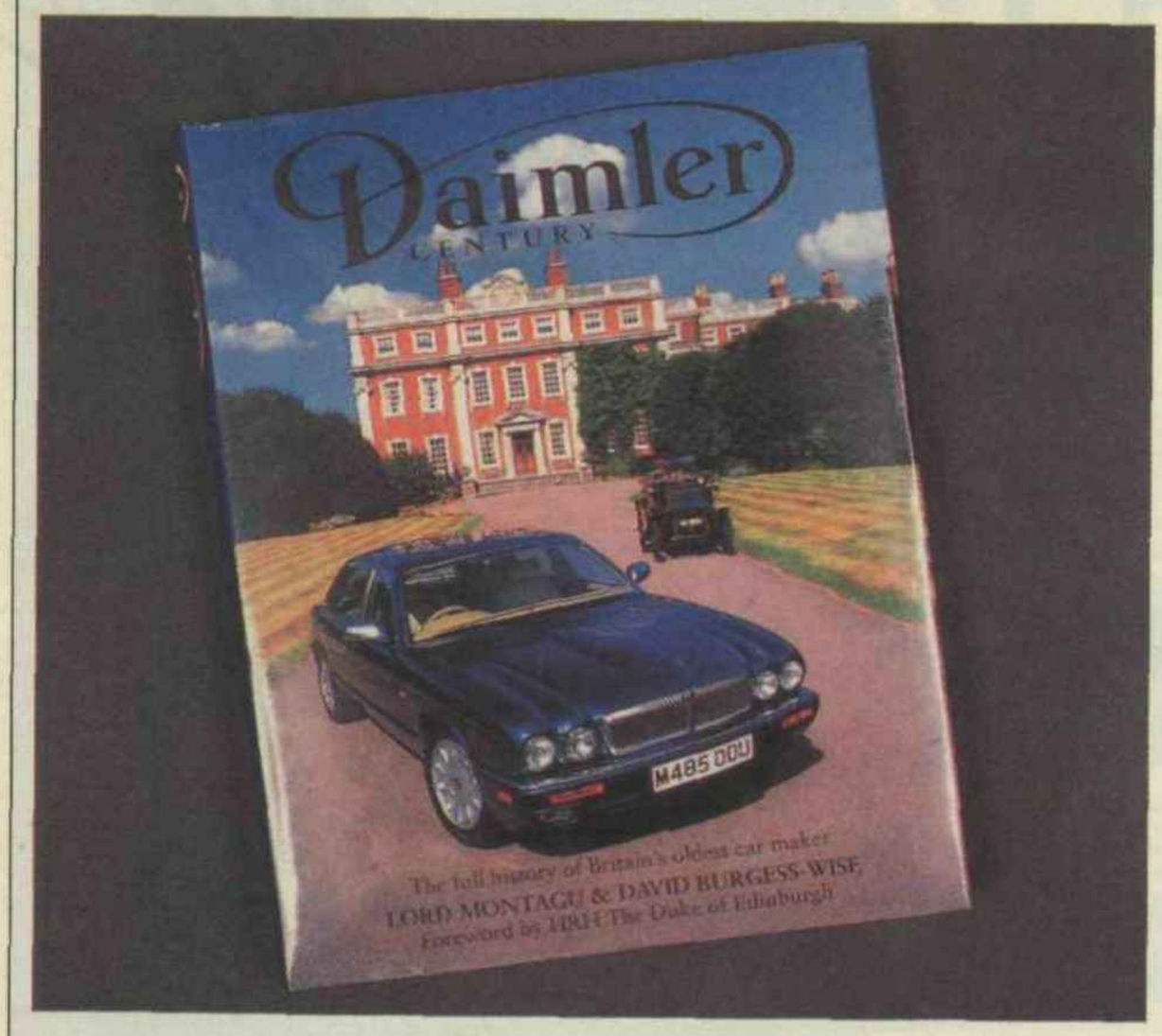
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Daimler Century, by Lord Montagu and David Burgess-Wise. Patrick Stevens, £19.99.

Daimler is our first manufacturer to score a century, and this heavy volume ties in with the company's current celebratory limited-edition car, the Century. But as you might expect by the two respected names on the title page, the emphasis tends to lie on the earlier years, with some intense new research to illuminate those pioneer days when Frederick Simms was as much a guiding light for Daimler in Cannstadt as for his struggling Motor Syndicate at home. There are interesting pictures and contemporary reports of the various motor-launches, trams and fire-engines which used the new *benzin* motors, as well as reproductions of significant letters — including a congratulatory one Simms sent to himself on completing a deal with the dubious entrepreneur Harry Lawson.

Military and commercial vehicles get their share of coverage, as does the royal connection, and technical gen on sleeve-valve, Double-Six and the V8 engines abounds. Colour plates are restricted to a centre section (the more outrageous Docker cars would have benefited from colour) but there are plenty of mono plates to reinforce this authoritative text. **G C**

● We are informed by Vintage Car Publishers that the price of **A Lifetime With Cars** has been increased recently to £29.95. The title is somewhat misleading, because Rivers Fletcher has told in detail of his life with various cars in his two previous very interesting books, and in his individual titles about Bentley, MG and Jaguar experiences. The present book repeats this mainly in captions to a selection of enlarged photographs some "new", others carefully-selected from the earlier books, reproduced on the best paper. The author is prepared to sign the book for an extra £5.05 — so am I fool to have signed some of my humble efforts for free? **W B**



● The club magazine least affected by the vagaries of fashion is **Bugantics**, the house journal of the Bugatti O C — its cover has remained the same since before the war. Prices of the older originals, however, have ballooned, prompting the Club to organise a set of reprints of all 50 pre-war issues from 1931-39. They are the same size, with covers in the same card, plus paper mono covers for binding. It's all or nothing, though: no single issues or years. The full set is £165 inc P&P, from the BOC HQ, Prescott, Gotherington, Cheltenham, Glos GL52 4RD. An Index will be available soon. **G C**

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Peter Walker

Sir,

It is not very often that I can add to anything written in MOTOR SPORT, but I read the very interesting Peter Walker article and would venture a few observations.

Prior to the 1956 accident, Peter Walker could be described as a man who could "hold his liquor". The effects of the Le Mans crash certainly changed this, and a very small amount of alcohol would affect his balance and he would appear to be intoxicated. In a very unhappy period of his life after Le Mans in 1956 he seemed unable to settle down. He later worked for a short time for a friend in a garage in Worcestershire, and after a further period in the shadows lived in Worcester for the final years of his life. Shortly before his death he remarried, and seemingly had recovered a great deal from his problems of the Sixties and Seventies. He was not drinking at all and had found happiness in the Autumn of his life.

Many of his friends in motorsport tried to help Peter, one of whom was a frequent visitor during the latter part of his life. I knew him very slightly and only during the saddest time in his life. One last point, however: Peter Walker did test and race again after Le Mans 1956. In the early Spring of 1957, he tested the Rob Walker Connaught at Goodwood, and subsequently drove the car at Syracuse.

Neville Hay,
Salwarpe, Worcs.

Broadcasting

Sir,

I have owned for some time an aluminium-bodied Jaguar XK120 roadster, chassis no 670100 — the 100th left-hand-drive car.

Its original owner in the States was a Captain Alberto Guerrero, with whom I'd dearly like to correspond, if he is still alive. Failing that, could the Indycar racer Roberto Guerrero possibly be related to him?

Should either of these gentlemen be reading this — please get in touch with me.

Jeremy Broad,
Corley, Coventry.
(Letters can be forwarded – Ed)

Formula Second-grade

Sir,

So from 1997 Formula One is to be screened by ITV. Fantastic. Nowadays we have three short sprints for most of the leading cars. Now it can be done properly.

All the championship contenders will have to decide on which laps they will stop. We stop the race, cars come in to refuel and re-tyre, and then restart in the previous order. While this is taking place the adverts can be screened.

Of course, the inimitable Murray Walker may be redundant. Love him or hate him, his true enthusiasm comes through in his commentary. Formula One would not be the same with some of the mediocre commentators I have heard on various motorsport programmes. Murray Walker makes it come alive. His glitches can be forgiven.

Second-rate commentary and advert breaks will, I feel, be a turn-off for me. BBC have done a magnificent job of promoting Formula One, and other branches of the sport, but of course in this day and age quality no longer counts. The great god money is paramount. I hope Mr Ecclestone will be satisfied with Formula Two on second-class Grand Prix presentations.

N E Williams,
Winterbourne Dauntsey, Wilts.

Meteor Sighting

Sir,

W B's article *A Racing Driver's Aeroplane* (Feb 1996) told the story of the Segrave Meteor. Some years ago I acquired the original sales catalogue for this aircraft. The Aircraft Investment Corporation (AIC) produced a 12-page catalogue for the 'Meteor Mark One' in a card cover with colour artwork of the plane in flight, carrying the fantasy registration G-HODS.

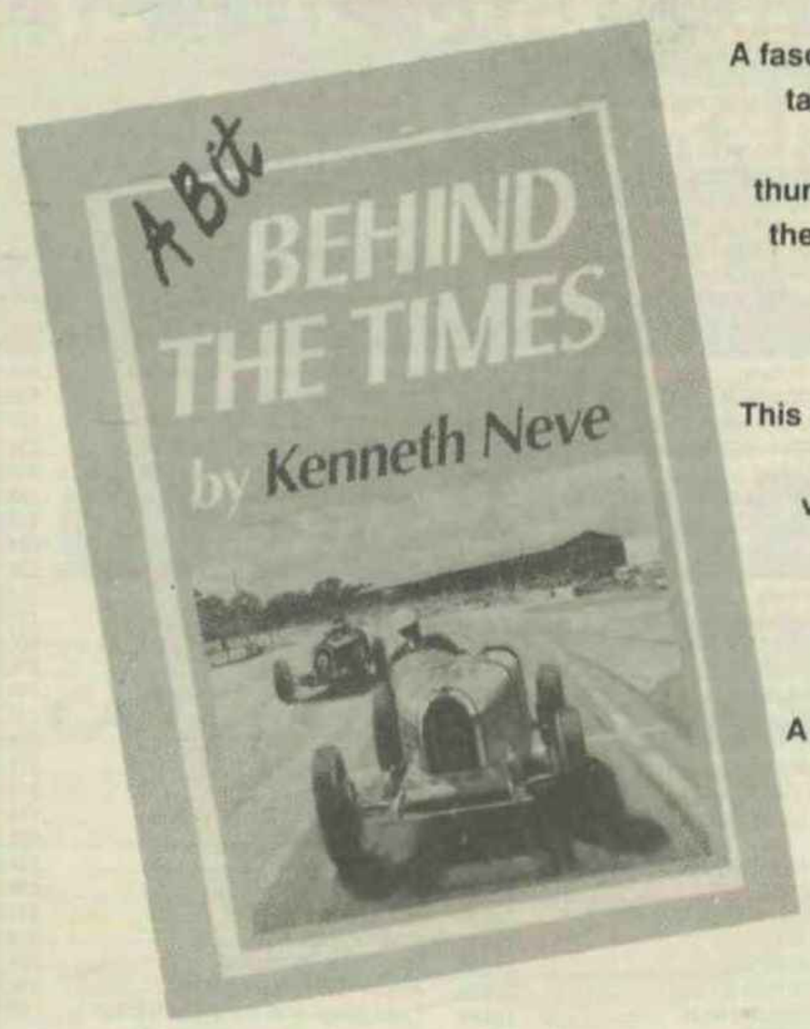
The sales pitch reads: "AIC Ltd, constructors of 'Meteor' high efficiency commercial aircraft — designed by Sir Henry Segrave. The fuselage is of all-metal construction covered with 'Alclad', non-corrosive duralumin sheet." This is in contrast to the wooden construction described for the prototype. Again, the catalogue gives somewhat different figures for performance: "Gross weight (including a 170lb pilot and 510lb pay load) — 2925lb. Top speed — 140mph. Cruising speed — 125mph. Max climb rate — 1000 feet/min. Ceiling – 17,000 feet. Stall speed — 56mph".

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Although no price appears printed, the inside front cover carries the handwritten note, "price approx. £2,500."

Anthony J Taylor,
Kings Langley.

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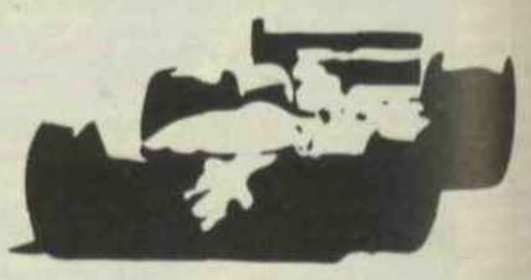
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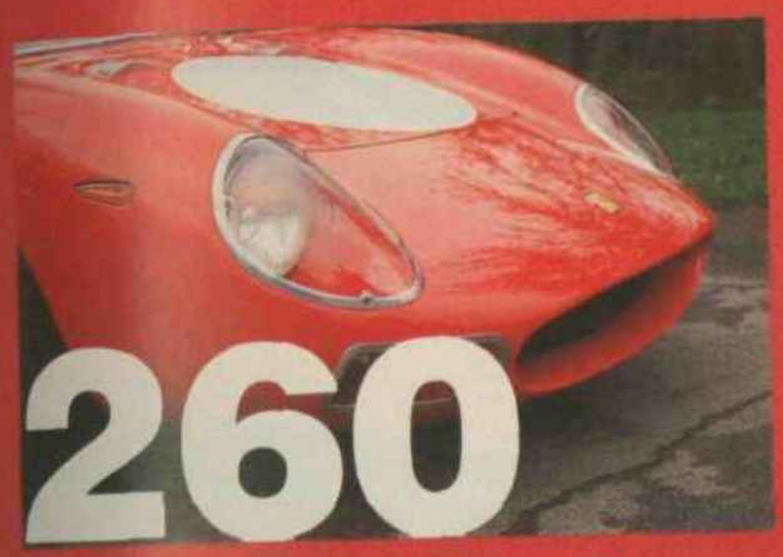
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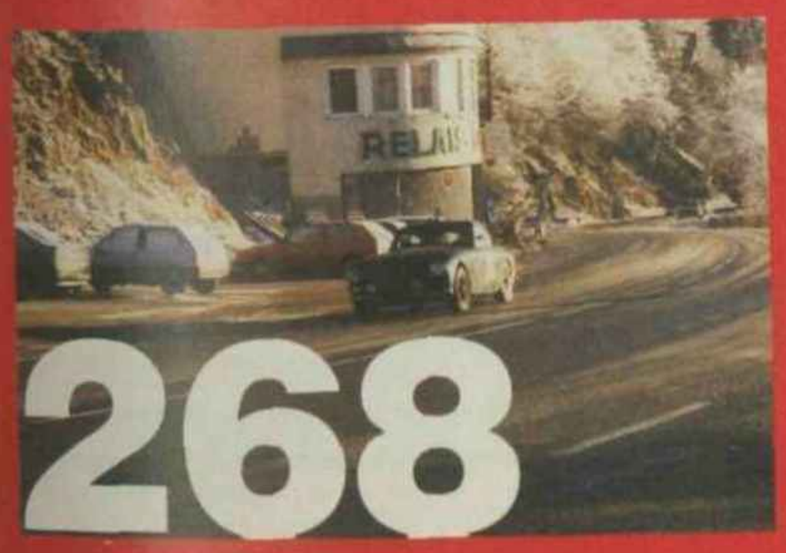
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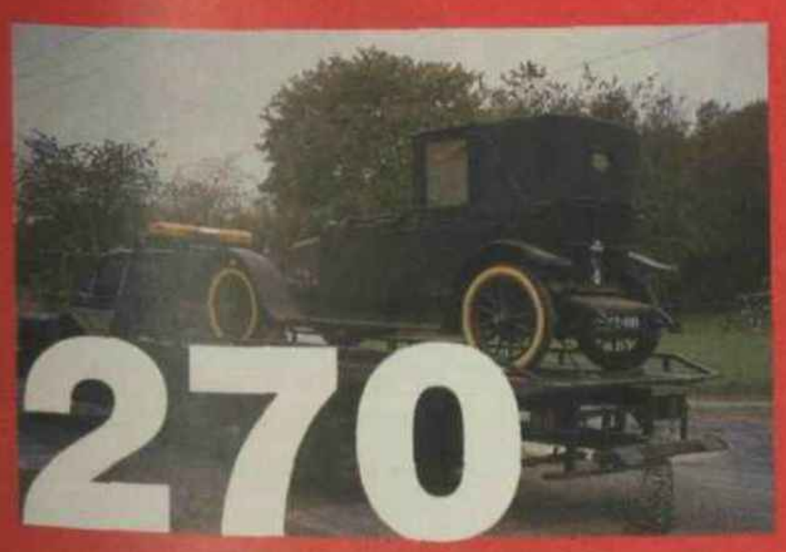


260 Ferrari 250 LM Brandon Wang's example was originally used sparingly, a couple of Targa Florio outings notwithstanding.



268 Monte Carlo Challenge





270 Renault six-cylinder landaulette
In the same family since 1913

273 Classic miscellany

274 Veteran to Classic

285 Boddy Language

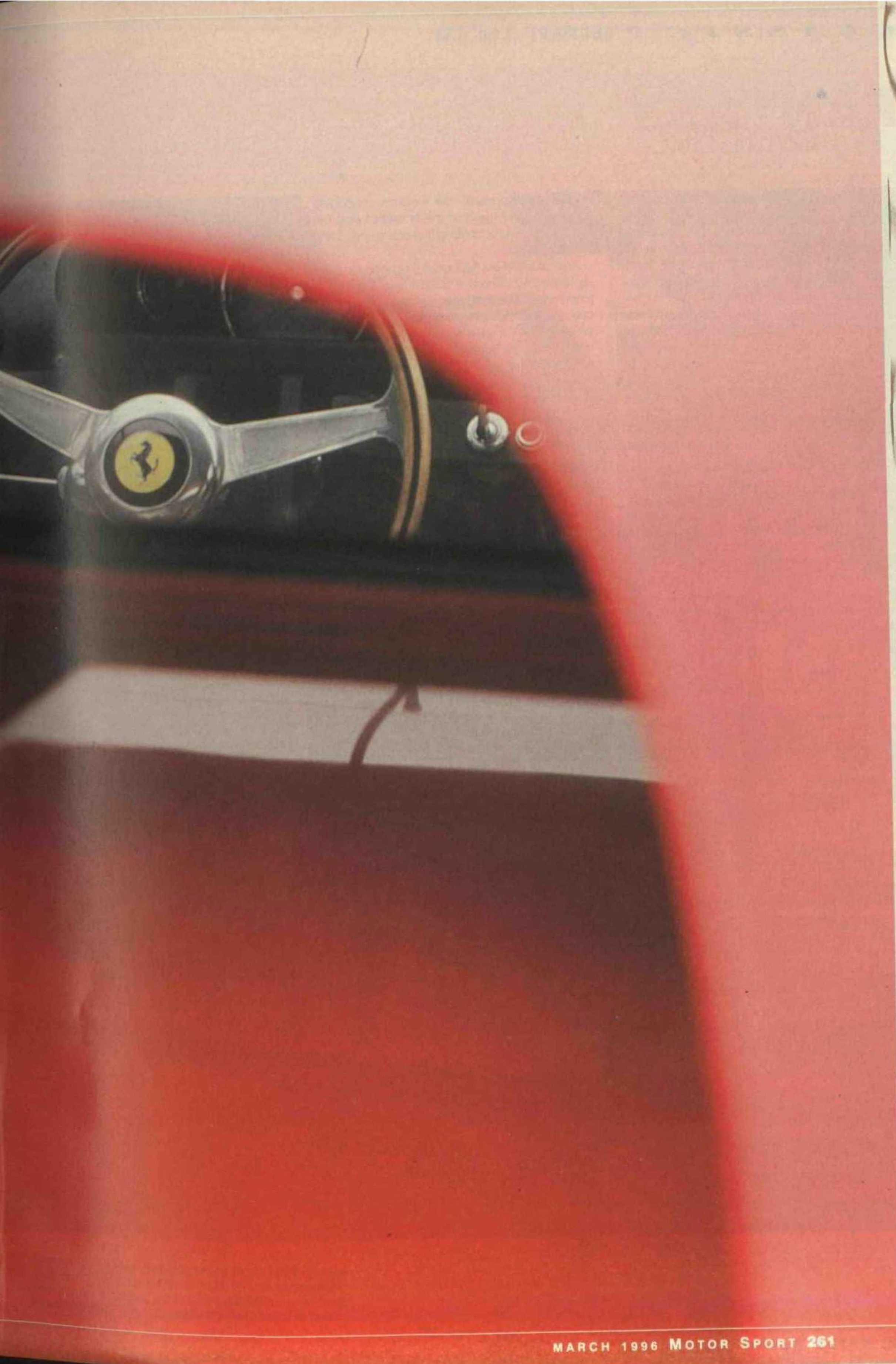
286 Classic calendar

FANTASY OVERTURE

Rebuffed by the authorities, orphaned by the factory, and winner only by default at Le Mans, Ferrari's 250 LM had a sticky start.



Laurence Meredith recalls boyhood dreams of Maranello's misnamed missile.



FANTASY OVERTURE

Most folks, if pressed, can remember one childhood Christmas that was better than all the others, and as I am no exception I fear that it is now time to make a painful confession. The plain truth of the matter is that I spent quite a number of weeks during the ninth year of my life thinking that I actually was a 250LM Ferrari — and with good reason too, for an eight-year-old.

December 25 1966 dawned, and, delving into the thick woolly sock that doubled as my Yuletide 'prezzies' stocking and at other times as one of a pair my father wore inside his wellies while out rallying in a Cooper S, I discovered that Santa Claus had brought me the Corgi 1:43-scale Ferrari 250LM, complete with its little blue and yellow box.

It was the most exciting miniature I'd ever seen; bright red, of course, with blue tinted windows, wire wheels, number 4 on its doors, opening engine lid and the famous yellow and black Prancing Horse motif on the bonnet. But a problem arose. As the initials of my name are LM, I thought this car had been made specially for me and, over the ensuing weeks, ran everywhere at high speed making irritating 'vroom vroom' noises in imagined imitation of the chromed plastic V12 which lay ahead of the spare wheel beneath the bulbous, swooping engine lid. And it made no matter where I was. The V12 vroom just kept vibrating my vocal chords. I *was* a 250LM Ferrari.

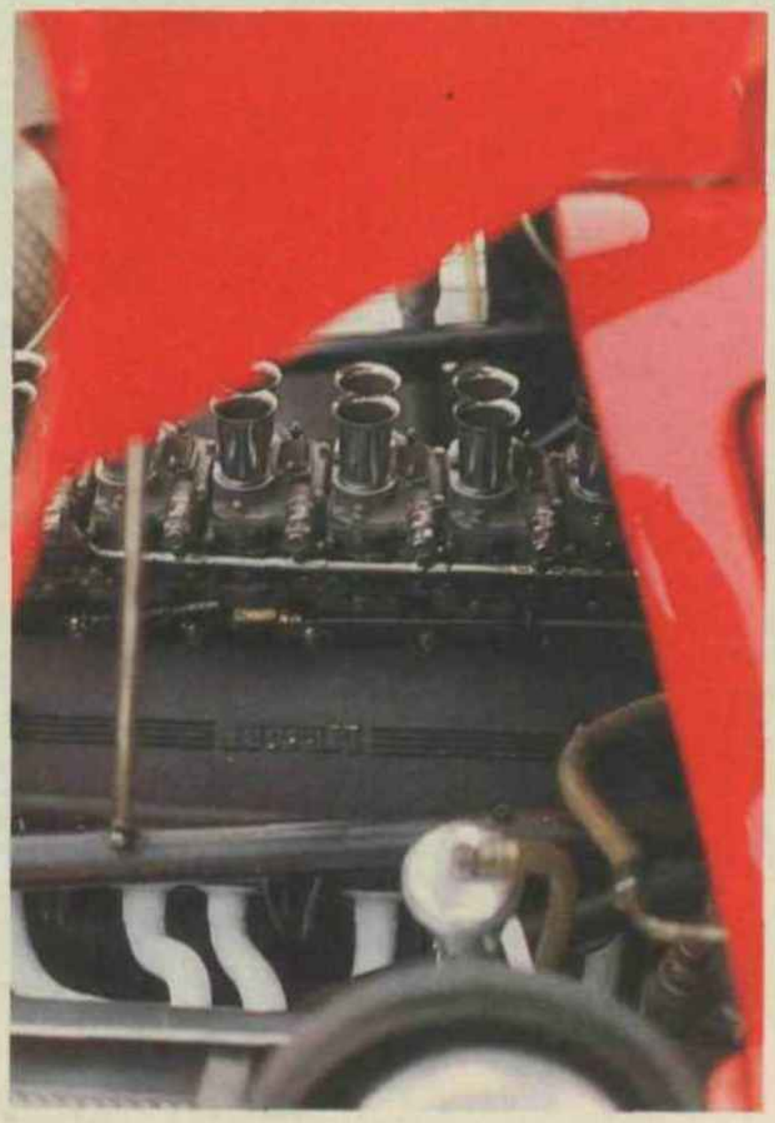
Against all the odds, Jochen Rindt won the 1965 Le Mans 24 Hours in a 250LM, and the thrill of receiving a model similar to his car — and a good one at that — has remained with me for 30 years. Which is why I wasted no time at all in driving 90 miles for the opportunity to 'play' with Brandon Wang's pristine, real 250LM. And before we go any further, I did eventually discover that LM actually stands for Le Mans. So there!

One of just 32 LMs, Brandon's 1965 example was restored in Italy to its current pristine condition back in 1982, and is one of three left-hand drive cars, which also has the revised long nose. Its now scriptural form, penned and created by Pininfarina, is almost indescribably beautiful, a true icon of the art of Ferrari. Most folks are agreed that the 250 GTO was tops, but for me, Christmas 1966 has dictated otherwise; the 250LM is just the most sensuous Ferrari, its feminine lines belying the 300 horses — and real horses too, not ponies — under the rear lid.

From the shark-like upper lip on the radiator opening at the front, through the massive wrap-around windscreen to the cylindrical rear wings with their 'nostril' air intakes, this automotive creature breathes a courteous, irresistible charm.

In Ferrari lore the 250LM is something of an oddball, because for a start all 32 LMs except the first one should have been called 275LMs. At this stage, the *Commendatore* generally referred to his creations by the cubic capacity of their engine cylinders — 250cc in the case of the first V12 3-litre LM. But, as all subsequent 250LMs had 3.3-litre V12 engines with 275cc cylinders, one might have

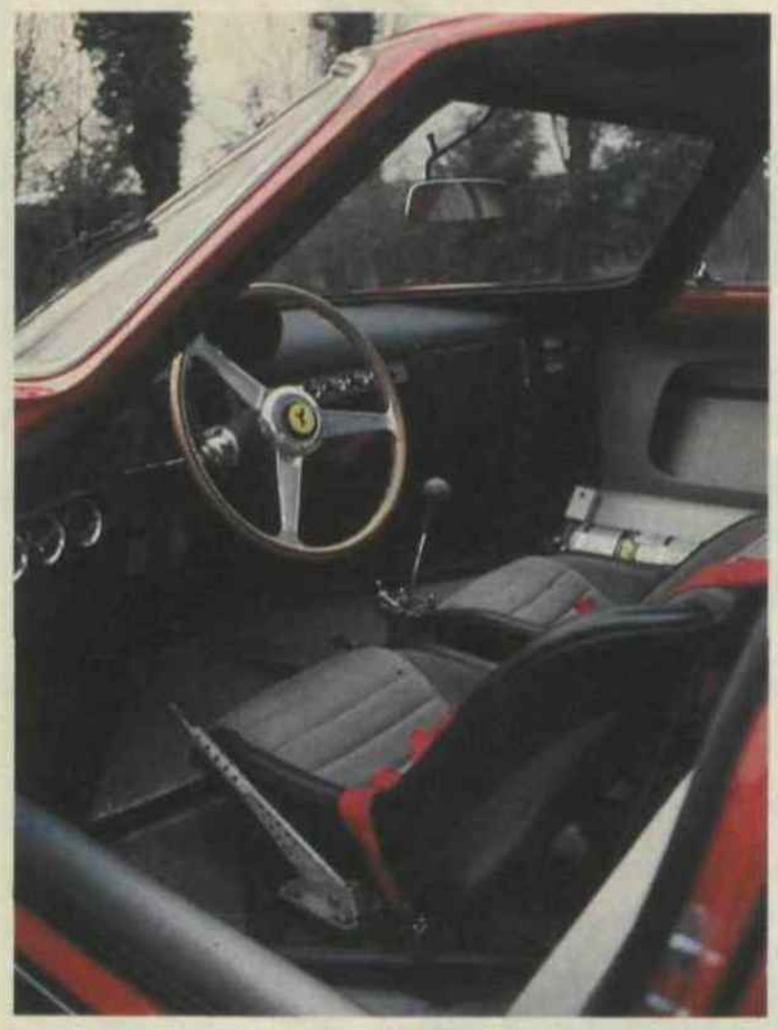
"So the 250LM was homologated into Group 4 with 'big bangers' like our 'Enery's GT40, against which it stood no chance"

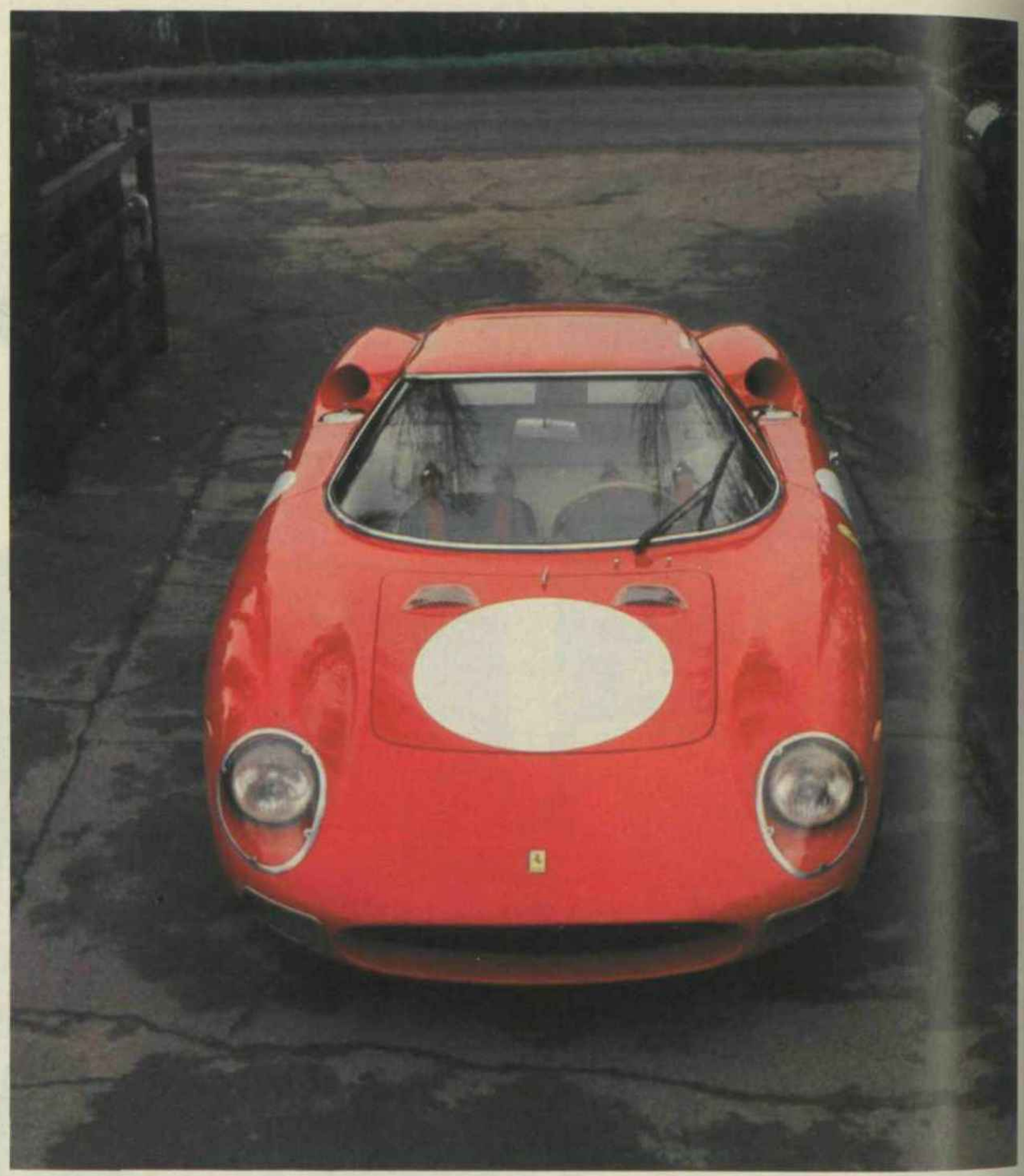




Louder by the dozen: gleaming Weber intakes highlight the glorious V12 of Brandon Wang's LM, left. Its competition history is not dramatic, but includes the 1965 Targa Florio, above, driven by Toppetti and Grana. They failed to finish.

FANTASY OVERTURE





Wang's car is one of only three left-hookers; driving position is very central, with token provision for passenger. Sensational alloy curves enclose one of the last true road/race machines.

supposed that 275LM would have been the likely appellation bestowed upon the LM series. No.

Of course some cars were actually known as 275LMs, but never officially at the factory. But anyone who is prepared to argue about this car's 'proper' name has rather lost the point. Actually, it was Enzo Ferrari who lost the point where the 250LM is concerned. Through his heavily tinted sunshades, he saw it as little more than a modified 250 GTO; had the CSI agreed, it would have been eligible for the international GT class.

But they didn't. Enzo had not built the 100 cars necessary for homologatlon in this category, and, having already turned a blind eye to the shortfall on GTO production, the rule makers were not for further bending. So the 250LM was homologated into Group 4 with 'big bangers' like our 'Enery's GT40, against which it stood no chance. Signor Ferrari was not amused. He should have been relieved. Group 4 was for manufacturers who had built 50 cars of the same type and our Enzo also fell short of this figure by quite some margin — 18 cars to be exact. And Enzo was not for being told what to do by anybody — especially the international 'anybodies' responsible for world motor sport; with the result that no 250LM was ever officially entered for competition of any kind by the factory. Even *Commendatori* sulk occasionally.

So, throughout its comparatively long motor racing career between 1964 and 1967, the 250LM was successfully campaigned by Ferrari importers, the US NART outfit, Ecurie Francorchamps, Maranello Concessionaires under the command of Ronnie Hoare, and Scuderia Filipinetti. And, of course, there was a string of privateers including Paul Vestey, Peter Clarke, David Prophet and, among many others, David Piper, who to his eternal credit continues to campaign his wonderful car in historic events today.

After the inevitable round of teething troubles, the 250LM's first success came in 1964 when Graham Hill and Jo Bonnier (Damon's late godfather) scored an outright win in the Reims 12-Hour race, despite a major gearbox problem that appears to have afflicted these cars throughout. It was no fluke win either; John Surtees and Lorenzo Bandini brought their similar car home in second. Later that same year Scarfiotti and Stewart finished third in the Paris 1000kms, which, all in all, was a fair acquittal for a new car without official factory backing.

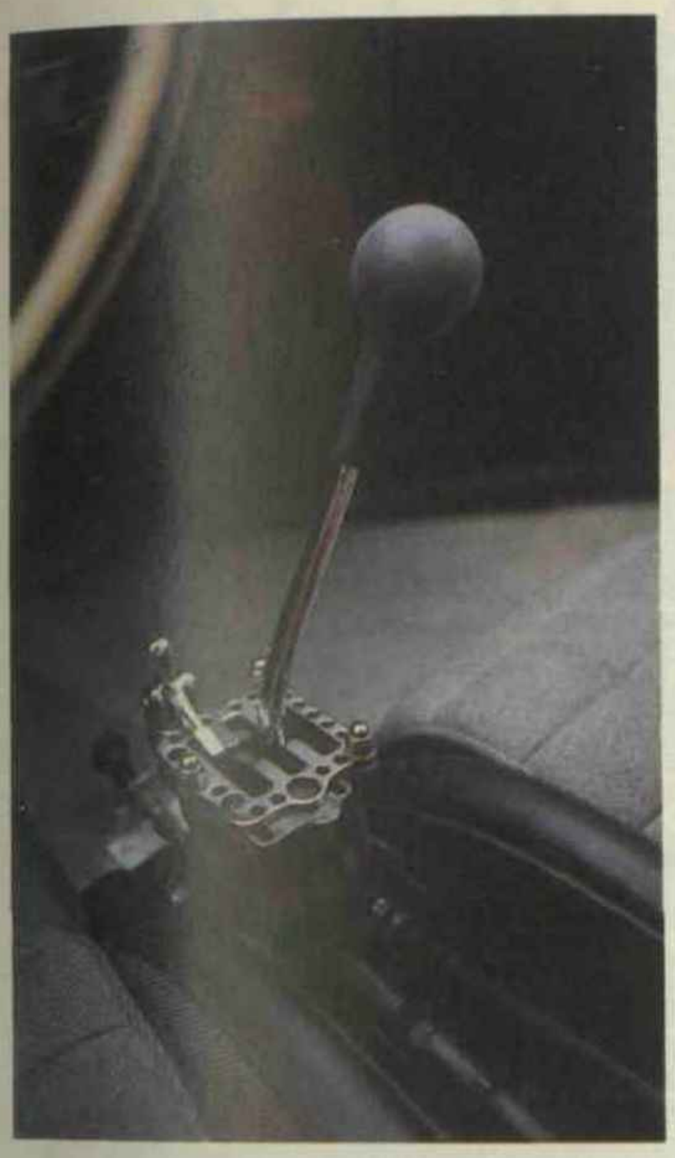
Then during the first race of 1965 at Sebring, David Piper really set the cat among the pigeons. By any standards his little car was outclassed by the 'big boys', and despite a problem with the sparking plugs, which saw them down in 54th place at one stage, Piper and co-pilot Tony Maggs drove a magnificent race to finish third.

A similar situation arose at Le Mans in June; the GT40s and prototype Ferraris were out in force, but so was our old friend — well known to everyone In motor racing circles — Dr Sodt. All the Fords had fallen by the wayside by one-third distance, and the prototype Ferraris were experiencing all kinds of problems, which left the Ecurie Francorchamps 250LM out in the lead. Until a puncture put an end to its chances at any rate, and Jochen Rindt and Masten Gregory inherited the top spot in the NART-entered car. Theirs was a fine victory and one which put an enduring, if cursory, smile on the face of 'our' Enzo. And why not? After all, the CSI had insisted on enforcing the rules when it came to homologating these cars, which upset the Commendatore a bit in the process. Damned impudence!

David Piper finished a magnificent fourth in the 12-hour race at Reims in 1965, but the 1966 season was something of a washout for the 250LMs. The two great 24-hour races — Daytona and Le Mans — saw Rindt (the highest finisher) place ninth in the former, and the sole 250LM entrant for Le Mans driven by Gosselin/de Keyn, failed to finish. David Piper and Mike Parkes did, however, win the Paris 1000kms later in the year.

By 1967 it was virtually all over for the 250LM; Richard Attwood, who went on to score Porsche's first outright victory at Le Mans in 1970, won the British Grand Prix supporting sports car race, and David Piper (that man again), partnered by Attwood, took seventh overall at Le Mans 1968, a great achievement considering that the opposition consisted of GT40s (yet again), Ferrari P4s and a string of 8-cylinder 908 Porsches.

In between all the major events there were, of course, dozens of placings and victories in minor events, in addition to some fairly poor finishes in major competitions. Which brings us nicely back to Brandon Wang's delectable car, chassis 5903. Regrettably, its competition career was undistinguished and short-lived. The Italian pairing of Toppetti/Grana entered it for the Targa Florio on May 9 1965 but failed to finish. A year later, it was back for the Targa and fared better in the hands of Ravetti/Starraba who finished 16th overall. An improvement. And then it 'went to ground' for a couple of years before being brought out for the







Spartan cabin with no added comforts; slotted gearchange retained despite rear-mounted engine. Rear view confirms bodily similarities to open 250P race prototypes. Retro-fashion: even 30 years ago, Targa posters harked back to pre-war races.

"Enzo was not for being told what to do by anybody . . . no 250LM was ever officially entered for competition of any kind by the factory"

1968 Stallavena Hillclimb event, where it finished first in class and fifth overall. Excellent.

Since Brandon Wang acquired it in the spring of 1994, it has been right up there with the historic best: victory in the 1 Hour Montlhéry GT Endurance race, second overall in the Tour de France and then... the gearbox broke — a familiar LM problem. However, this car's spartan race history in no way denigrates Brandon's cherished possession; it remains, after all, one of just 32 examples of the 250LM, and this in itself makes it sufficiently important to warrant a very high place indeed in the global pecking order of coveted, desirable classics.

What makes it particularly special is its docility; this is the last purpose-built Ferrari racer that can also be used as a road car. Naturally, it's not the sort of vehicle that can trickled through slow-moving heavy traffic, but show it an open twisting road, and it's everything that Ferrari stands for. What more, there's just enough room under the bonnet to accommodate an overnight bag in front of the huge intakes which feed fresh air to the cabin.

Its specification is, of course, classic 1960s; an all-alloy body clothing a steel tubular-frame chassis, with suspension by wishbones and coil springs front and rear. Ventilated disc brakes were employed all-round, the rears mounted inboard.

Although Enzo Ferrari didn't especially like the engine being in the 'wrong' place, he was getting used to it by the mid-1960s, and this V12 was mounted between the two large alloy fuel tanks and bolted directly to the 5-speed gearbox/transaxle assembly. Three optional final-drive ratios were catalogued in addition to the standard one.

The engine pushes out a fairly remarkable (by 1960s standards) 300bhp at 7500rpm, but then it hasn't got a lot of option considering there are no fewer than six twin-choke downdraught Webers feeding fuel to the twelve cylinders at a rate of 9mpg. And just like all Ferrari V12 racing engines, it sounds! My God it sounds — a real 'chin-dropper'.

The four white-painted tail pipes emit an amazing combination of harmonies at both ends of the audible keyboard. Inevitably, there's the familiar ground-rumbling burble and a powerful mid-range monotone but, on top of these is a spine-tingling scream that changes pitch depending on the position of the driver's right foot. Mix all that with the usual mechanical thrash from the camshafts — one per bank, of course — and elsewhere, and you get a fairly explosive cocktail of cacophonous cackle that, really, can only come from a Ferrari V12.

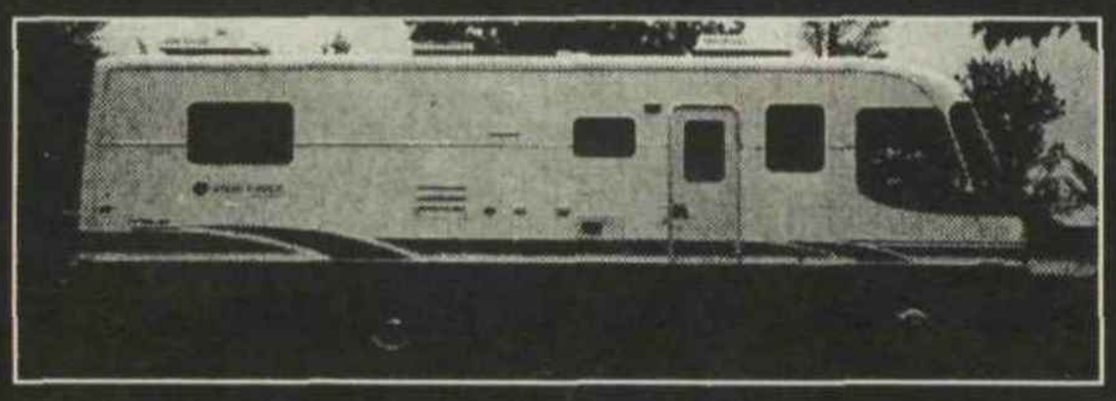
Brandon reckons that the gear change — a typically crisp bang-in, bang-out affair — is difficult until you're used to it, as is the handling in wet weather. "Tricky," he says. But to be fair to the LM it, like all mid-engined machines with a relatively low polar moment of inertia, will behave like a Scalextric car — as if guided in a slot — until the chap in charge of the controls attempts to defy the laws of physics.

The roadholding today is also enhanced by modern, ultra-grippy tyres, which is why this car is fitted with cast-alloy road wheels similar to those David Piper runs on his car. The original wires don't stand up too well to the increased cornering forces and, rather than risk breaking the spoked Borranis these alloys, which also look superb, do a better job.

Incidentally, the cabin is not built for big fellas. The passenger seat, although just useable for its intended purpose, is something of a token gesture, and the drivers seat is, in McLaren F1 mode, very close to the centre of the car. It doesn't take long to get comfortable in a place like this, though. But not too comfortable. It's difficult to imagine what it must have been like to compete in the Targa or at the Sarthe 30 years ago at the wheel of one of these cars, but I know precisely the excitement I felt when Santa Claus brought me that wonderful Corgi model all that time ago. And I still have it, proudly displayed in a wooden case next to the 250 GTO, Daytona, 512S, Lancia D50 et al. I only hope that Brandon Wang derives the same pleasure from his 250LM over the next 30 years.

Thanks are due to Brandon, and John and Gary Pearson who are responsible for fettling the car.

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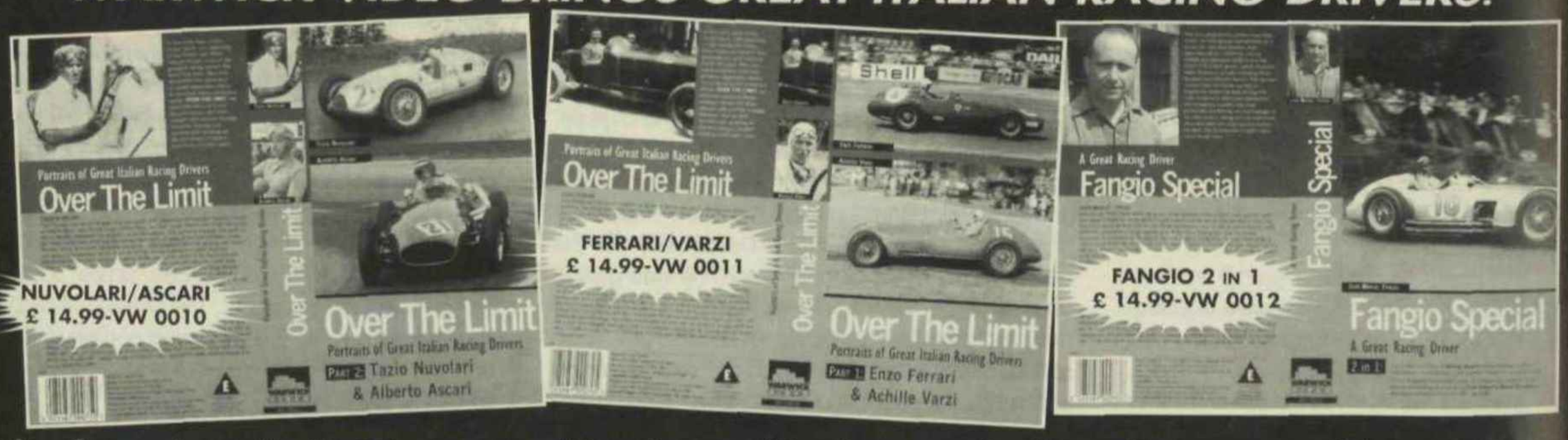
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CHILLY MONTE CHALLENGE



Early February saw the seventh running of the Monte Carlo challenge, organised by the Classic Rally Association, a k a Philip Young and Peter Browning, with start points from Oslo, Bristol, Noordwijk and St Moritz. A 160-strong entry spanned the 1911 A L F (Edi Schomo and Roman Schlommer), a St Moritz starter which looked like yet another reincarnation of the American La France fire-engine, to a 1964 Porsche 356 (Neil Wilson and John Buffum) which started from Bristol. Having crossed the statutory sea-stages (Dover-Calais for Bristol crews, Gotenburg-Kiel for those from Oslo) participants congregated in the *Place Rapp* at Colmar on the Monday evening. In picking Colmar, Keith Baud had shown one of his more brilliant touches, but it was Philip Young's weather arrangements which made the 1996 event exceptional, taking the 'sunny days, clear nights, and a bit of morning fog' menu option, garnished with a full moon; and all while the UK was enduring those snow-storms.

Regularity stages started in earnest after Colmar, and the experts such as Ron Gammons (1964 MGA 1600) began to establish positions on the leader-board. David Ratcliffe and Tim Shooter, in their spartan Mk6 Bentley Special, were pulled over and given a ticket by a local *flic*, but it was a party invitation — and please bring your interesting old car. Hans-Ruedi Aebi's 1920 Silver Ghost seemed to have very hard-worked brakes descending the Col de Bramont and the hairpins above Sancey le Grand, though the route tactfully avoided the Katchberg pass which had given the Ghost such a hard time on the 1912 Alpine Trial.

The Rileys of Sir David Steel/Andrew Tammes, Chris Challday/Peter Blackett and Robin Stretton/Graham Rood made a fine period prospect as they headed south down the Ballon d'Alsace amongst the snowclad pines, fulfilling the organisers' ambition to recreate the style of the Montes of the '50s and '60s, "when production cars driven by true amateurs overcame the challenge of snow-covered Alpine passes". John Aan de Stegge's 1959 Ford Thunderbird fitted snugly between the trees and smelt rather strongly of brake linings, while the 1930 Blower Bentley of Ralph Stoss and Adam Wiseberg suffered from underheated carburettors; it is possible Mr Amherst Villiers did not have the Monte Carlo rally in mind when he sited them right at the front. Stuart Baxter drove Bill Ainscough's Chrysler 77, directed by Vincent Fairclough, whose handling of the regularity stages on LEJOG a couple of months earlier had earned a Gold award. Edward Sluk and Jan Dnicek appeared in a fine 1949 Tatra 600 with a big V8 in its tail, offering plenty of grip in the snowy Cols east of Annecy, such as Croix Fry, d'Aravis and Champ Laurent, to each of which Mr Young sent his clients.

After a night stop at Annecy, the Challengers headed briefly southwest for a Special Test at Uriage les Bains before taking supper at Gap to give them the energy to tackle the final 12 hours to the finish, and Monte Carlo's challenging Thursday morning traffic.

A regularity section on snow over mud over the Col de Turini ended the route, unless you were in the leading 75 "equipages" who had to undertake a further weeding-out regularity in the Mercantour National Park; here were some fine views over the sea which you would have been quite unable to enjoy in the February dark with your sleepy eyes flicking between odometer trip, average speed tables, and the vital clock, hoping you had reset most of them at the last control.





Riley 1.5s are popular Monte wear — top, Elizabeth Dibble/David Baker. Evening in Colmar, above; Chris and Jan Dunkley's very proper Rolls-Bentley, below.

There was a welcoming committee on the Friday, comprising local heroes plus Philip Young, and results and prizes were distributed at a traditionally lavish dinner in the evening.

Overall winners were Monty Karlan/Ake Gustavsson in a 1963 Mercedes 220, followed in a similar car by Ignaçio Sunsundegui/Colin Francis. Wilson and Buffum's 356 Porsche came third, with Michael Corns/Willy Cave fourth in a 1964 Volvo 122S, also winning their class. Further class winners were John Bateson/John Vipond (Sunbeam Rapier), Geoffrey Twigg/Graham Carter (Mini-Cooper), Ivar Moe/Tom Granli (Morgan Plus 4), Knut Hallan/Bjorn Lie (A-H 3000), Alain Lopes/Etienne Massillon (Mini-Cooper) and Chris Chalkley/Peter Blackett (Riley 1.5).

The Grand Touring class was won by Burchardt/Scnellmann in their well-fettled 1937 Delahaye; the 1937 saloon Alvis of William/Davis was second, and the Blower Bentley third. The participants all reported having enjoyed themselves, and even the Rally Office was emanating a "Good Job Well Done" atmosphere. They had good reason for their satisfaction — it had been a particularly well sorted event. **TJT**

The 1996 RJB Mining
Historic Sports Racing Car Championship

Championship Dates:

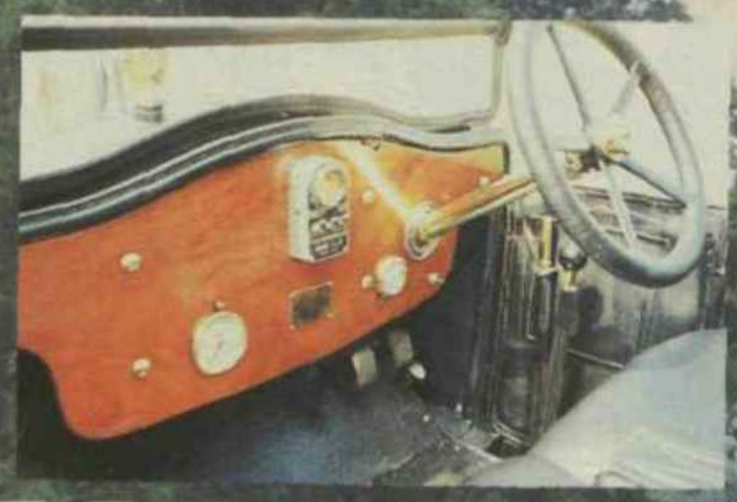
May 6	Brands Hatch	(AMOC)
June 1-2	Donington Park	(HSCC)
June 15	Silverstone	(HSCC)
July 13	Oulton Park	(HSCC)
July 27/28	Croix en Ternois	(HSCC)
Sept 1	Donington Park	(HSCC)
Oct 5/6	Snetterton	(HSCC)

Information

The RJB Mining Historic Sports Racing Car Championship is open to a variety of sports racing and GT cars built prior to 31.12.80 and divided into the following classes: Class A – 3-Litre Group 6 cars with wings built prior to 31.12.80. Class B – 2-Litre Group 6 cars without wings. Class C – GT and Sports Racing cars 1601–2000cc built prior to 31.12.80. Class D – GT and Sports Racing cars 1301–1600cc, and Sports 2000 cars. Class E – Sports Racing cars over 2 Litres built prior to 31.12.78.

CLASSIC RENAULT DU

80 YEARS IN THE FAMILY





Every collector dreams of that "barn find" – a forgotten treasure, complete but neglected. Well, it does happen, even now: Bill Ford, an American collector, has just extracted a remarkable survivor from an estate in Gwynedd Valley, Pennsylvania, only miles from his home.

It's a 1913 six-cylinder 22hp Renault, type DU, with landaulet de ville body, in an astonishingly unspoiled state: the body panels are all numbered to correspond to the chassis, the interior fittings are complete from the jump-seats down to the silk blinds and the door-keys, and the finely-crazed dark-green paint has every sign of being eight decades old.

Bought new as a wedding present for his daughter May by the President of Singer sewing machines, Fred Bourne, when she married Ralph Strassburger in 1913, the car was used for the honeymoon in France and then registered in Britain before being shipped to the USA in advance of the war. Bourne had a Normandy farm and a Paris town-house, so it was natural to recruit a chauffeur in France to accompany the car. What is remarkable is that, having gone to the US with the car, the chauffeur remained with the family and looked after the Renault for over 60 years. William Obidine was selected in 1913 aged 25, and was still in the family's employ until his death in the 1980s. And the car stayed on in the family until May's son died in 1991.

In the dry, heated coach-house "Obie", as he became known, lovingly cared for the huge machine as it went from state-of-the-art, to mature, to old-fashioned, to laughable old crock – and then quietly back again to rare classic survivor. He washed it, but never repainted it; tiny RS monograms are still visible on the doors. He fettled it (signing his name under the scuttle every time he did a major service) and took it for its regular "MOT", but changed almost nothing save tyres. He fitted a Penn state plate, but put the British one into the tail locker – it's still there (XE 4105). He removed the folding Auster windscreen, but stored it carefully in the coach-house. He drove Mrs Strassburger in it, but not very far: the odometer reads 6700 (yes, six thousand seven hundred) miles. Mind you, the flywheel-driven speedo was disconnected when Obie fitted a ring-gear and a truck starter in the Sixties; but by then it is hard to imagine that an Edwardian Renault was the regular first choice for family outings. Instead, barring its annual inspection and the odd car-show, it joined an accumulation of forgotten family transport, including carriages and sleighs, which gathered dust until the estate sale in 1993.

Now, I am used to keen owners telling me "it's all perfectly original". In this case, I can vouch for what I saw myself at the restoration shop on the afternoon two years ago when the Renault arrived, straight from the coach-house, still coated in dust. Scarcely believing its undoctored condition, we checked the serial numbers from the SEV magneto; they were bang in the middle of 1913. Last run some 20 years ago, the massive 5.1-litre engine turned over easily, and the mechanical parts seemed as sound as can be, bar a sticking valve.

Even more exciting were the boxes of spares which came with it. In Renault packing we found unused valves and guides, bearings, a drive pinion, oil pump, u/js, wheel spanners and Renault multi-point spark plugs, while the accessories include a leather-cased air-pump, Michelin jack, a lovely folding-tripod electric inspection lamp, and a velvet-lined box of magneto spares. The car had a Smiths mph speedometer fitted for its trip to England, but still has its original kph nickel-plated Renault speedo, showing 70km delivery mileage, in a linen bag. (The "new" one is labelled "fabrique en France" and must have been fitted in Paris, hence the low mileage on the original.) And, clipped under the dash in a leather case, is a graduated ebony stick for checking the level in the scuttle-mounted fuel tank.

This meant that when restorer Dave George removed the damaged valve and guide, he was able to fit brand-new 80-year-old replacements. Since then, the towering machine has been put back into service, and I naturally went to have a look when I was nearby a few months ago.

Remarkably, that valve was virtually the only mechanical work required: the shoe-less iron-on-steel rear-wheel and transmission brakes (noisy but efficient) needed only adjustment, while the leather cone clutch wanted no more than oiling. Even the 83-year-old braided wiring is largely intact, only a section over the fuel tank being replaced for peace of mind. (As Obie retained the mag instead of substituting a generator when he fitted the starter, the system is total-loss; Bill has to charge the battery regularly.)

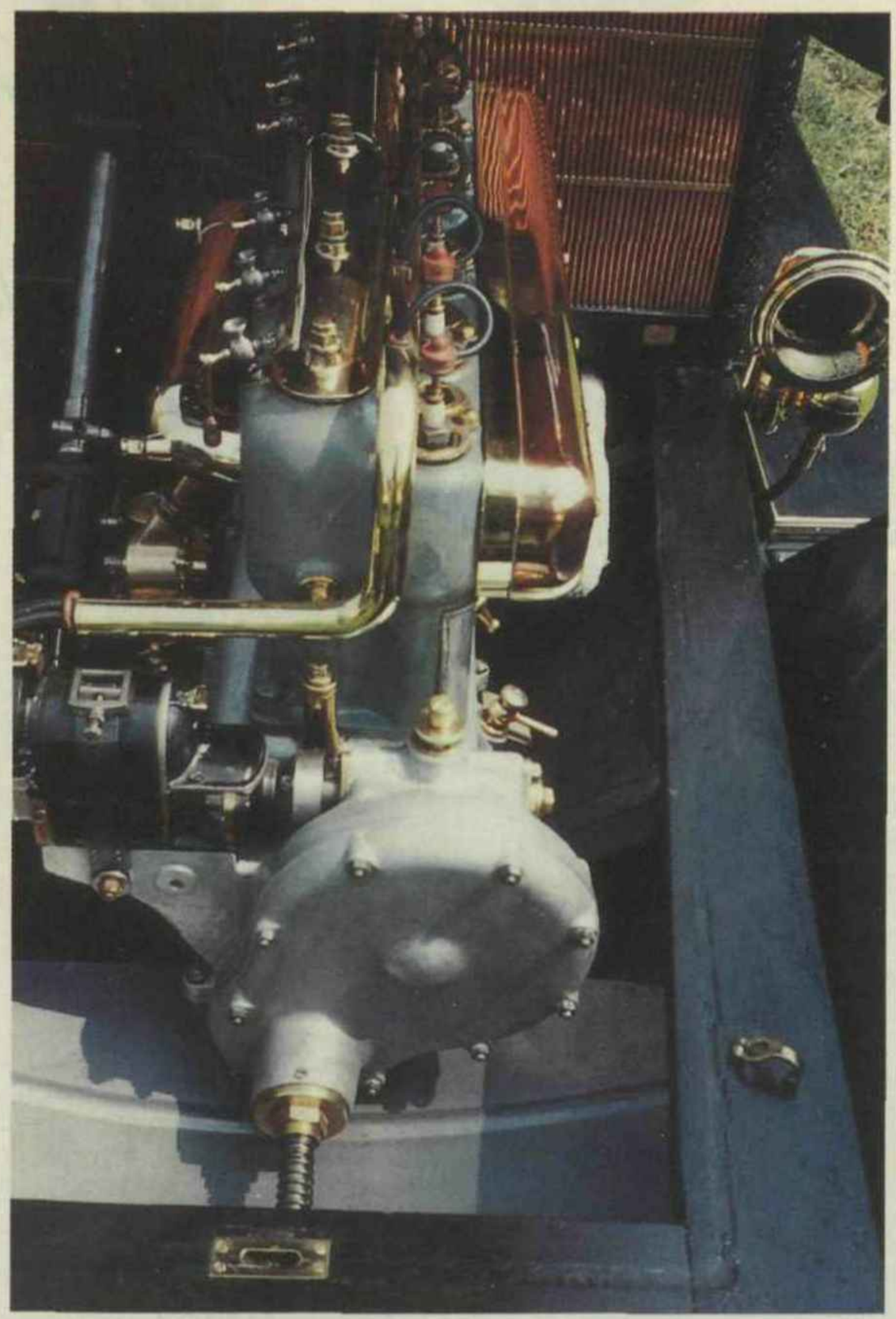
A centrally mounted four-speed gearbox is managed by a quadrant change – push down on the long lever to click through R-1-N-2-3-4, like a motorbike. High and low ratio pinions came with the car and were easy to change: it's a straight-cut bevel diff, and the alternative pinions were accommodated by simply sliding the bevel over slightly within the diff casing. Currently the Renault is on the high ratio, and Bill says it will cruise at 60-65mph – faster than a Silver Ghost. And as owner of both, Bill's opinion that the Renault is comparable in refinement and has the edge in speed over the RR ought to mean something. Certainly as he manouevred it around for our pictures, it chuffed almost silently, with only a faint tick-tick-tick audible from under the brass-trimmed ally bonnet. And on a day of baking humidity, it idled on the drive for 30 minutes without boiling, the huge scuttle radiator dumping its heat without need of a fan.

Renault's pre-war top-end quality is everywhere apparent: the wooden wheels are retained



At home – the garage where the old Renault spent most of its years, above. Faithful chauffeur "Obie" pictured in 1920, top left, and '70s bottom left.











Massive engine boasts high-quality castings and much brass; note cross-shaft magneto. Huge scuttle radiator carries RAC badge fitted pre-WWI. New owner, at wheel, claims Renault easily rivals Silver Ghost. Treasure trove of spares includes inspection lamp, magneto kit, original speedo and stirrup-pump.



by single hub nuts with machined release catches; much of the body is in aluminium; the doors, even now, click shut with the lightest pressure; the original kph speedometer has a swivelling brass eyeball behind to accept drive from any direction; the cabin screen has a brass-framed opening panel to allow Obie to hear Mrs Strassburger's commands. Advance warning comes via an amazingly loud mechanical klaxon driven from the aluminium flywheel on pushing a lever. And the interior is trimmed in luxurious but restrained wool-cloth and grey silk, with braided door pulls and tasselled blinds for privacy, and a cut-glass lamp in the roof. This compartment is taller than it is long, so there is room to wear your best peacock-feathered hat; but despite the 144in wheelbase (!) legroom gets a little tight if you fold down the occasional seats on the bulkhead.

Even the leather has lasted well: the patent leather which joins body and metal mudguard is still sound, while the thick, stiff hide of the landaulet top has been repeatedly dressed, although Bill has not been brave enough to try folding it so far. Obie's worn and torn leather bench is the only damaged area, and it has a temporary cover on while Dave and Bill consider how little repair they can get away with.

"Mrs Strassburger's pride and joy has been rejuvenated with soap and water, hide food, oil and elbow-grease, instead of cellulose, epoxy and replating"

The watchword of this restoration has been — no restoration as far as possible. Mrs Strassburger's pride and joy has been rejuvenated with soap and water, hide food, oil and elbow-grease, instead of cellulose, epoxy and replating. Years of grime have been gently swabbed from the crazed paintwork with toothbrush and cotton buds, while breaks in the light-green coach-lining have been touched in — but without disguising where. The few new items are some hoses, the tyres, and the running-board mats, and the only hidden mod is that to restore a working speed-readout. Dave has machined a split pulley for the gearbox output shaft.

Few cars are lucky enough to have had such a caring attendant as Obie for so many years, refusing to throw anything away. It even means that if Bill or Dave need any maintenance advice, they can look in the owner's handbook — Obie kept that, too. **GC**

NEW SPORTS RACE SERIES

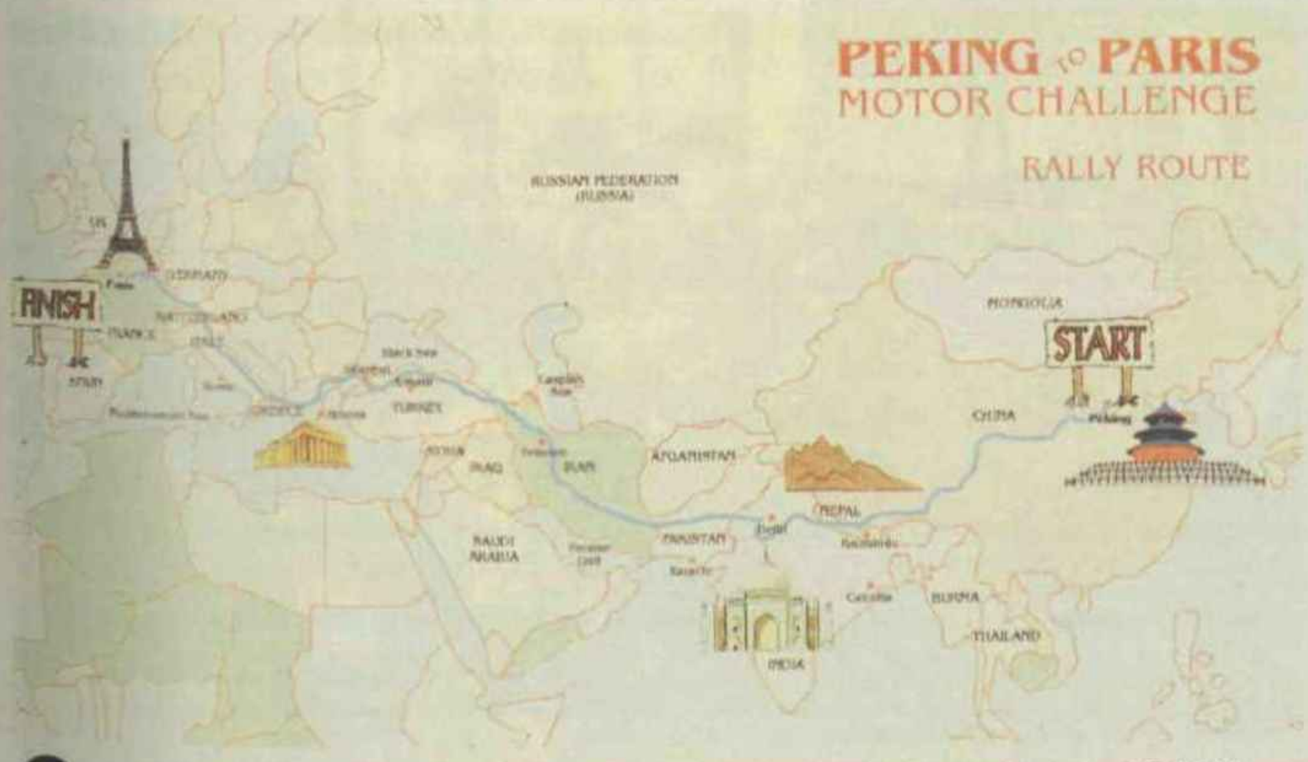


Days of thunder: new chances to see Sixties cruisers like the Lola T70.

Fans of the "Big Banger" sportscars of the sixties should have an extra opportunity to see them in action with a new series planned for 1996. Six meetings, two in the UK, will bring together pre-71 sports-prototypes such as Lola T70, Porsche 917, Chevron B8 and the smaller Porsches, with GT classes (Daytona, 911RSR) and an open class for anyone who wants to bring out an Alfa T33 or other spyder.

Beginning with the Spa Historic weekend (May 11/12), the series shifts back here for the Donington Historic meet (1/2 June) and Thruxton's Intermarque do (30 June), then to France (6/7 July) before the Nürburgring Oldtimer GP (9-11 August), finishing in Brno on 28/29 September.

PEKING-PARIS **IS GO**



Over 80 crews have already entered for the Peking to Paris challenge, due to start in September 1997 on the 90th anniversary of the great 1907 achievement. A first briefing at Brooklands Museum outlined a route which stretches 10,000 miles across Asia and Europe, and includes a climb to 17,000ft over the Himalayas, the highest piece of road there is.

Organiser Philip Young has eschewed the original route across Mongolia ("too easy", says he) for a run through Tibet, Nepal, India, Pakistan and Iran, before Turkey signals the arrival in Europe. One stop is at the Everest base-camp, and there are several deserts to cross. Most crews will fly out, but one bunch of sticklers for accuracy have decided to drive out via the Mongolian route — Alasdair Caldwell in his Daimler Majestic, and the unstoppable Nobles, who are "resting" their Continental Bentley and instead exercising the magnificent Lanchester 40. Another name of note is Lord Selsdon, following a family calling with a DB5 Aston.

Entries have arrived from 21 countries so far, but Young says he has enough Bentleys, thank you; instead he'd like more unusual cars such as the 1930 Delage, 1921 Fournier cyclecar and Citroen 2CV already signed up. Oldest machine so far is the Prince Henry Vauxhall of Lord Montagu, though a surprising half of the field is pre-war.

If your car can breathe rarified air and carry a tent (crews will have to camp in the desert at times), contact Rally House on 01235 851 291 (fax: 01235 851 292).

GIRO di SICILIA

Two laps of the Targa Florio circuit should be a strong temptation to take your pre-1965 car – or motorbike – to the 8th Giro on April 17-21. This FIVA rally offers 600 miles of competition, with six nights hotel accommodation included in the £650 entry fee. The British end of things is being handled by TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

NORTH STARS

If you're bored with the run up the M1 to the NEC, how about taking your classic to Britain's most northerly car show? Shetland's eighth Classic Motor Show will take place on May 11/12, and offers a touch of adventure, starting the weekend with a 14-hour cruise from Aberdeen to Lerwick, where the show is held in the new Clickimin exhibition centre. Steve Berry, of the BBC *Top Gear* programme, will open proceedings, and P&O are offering ferry discounts. It could be like LEJOG but with boats.

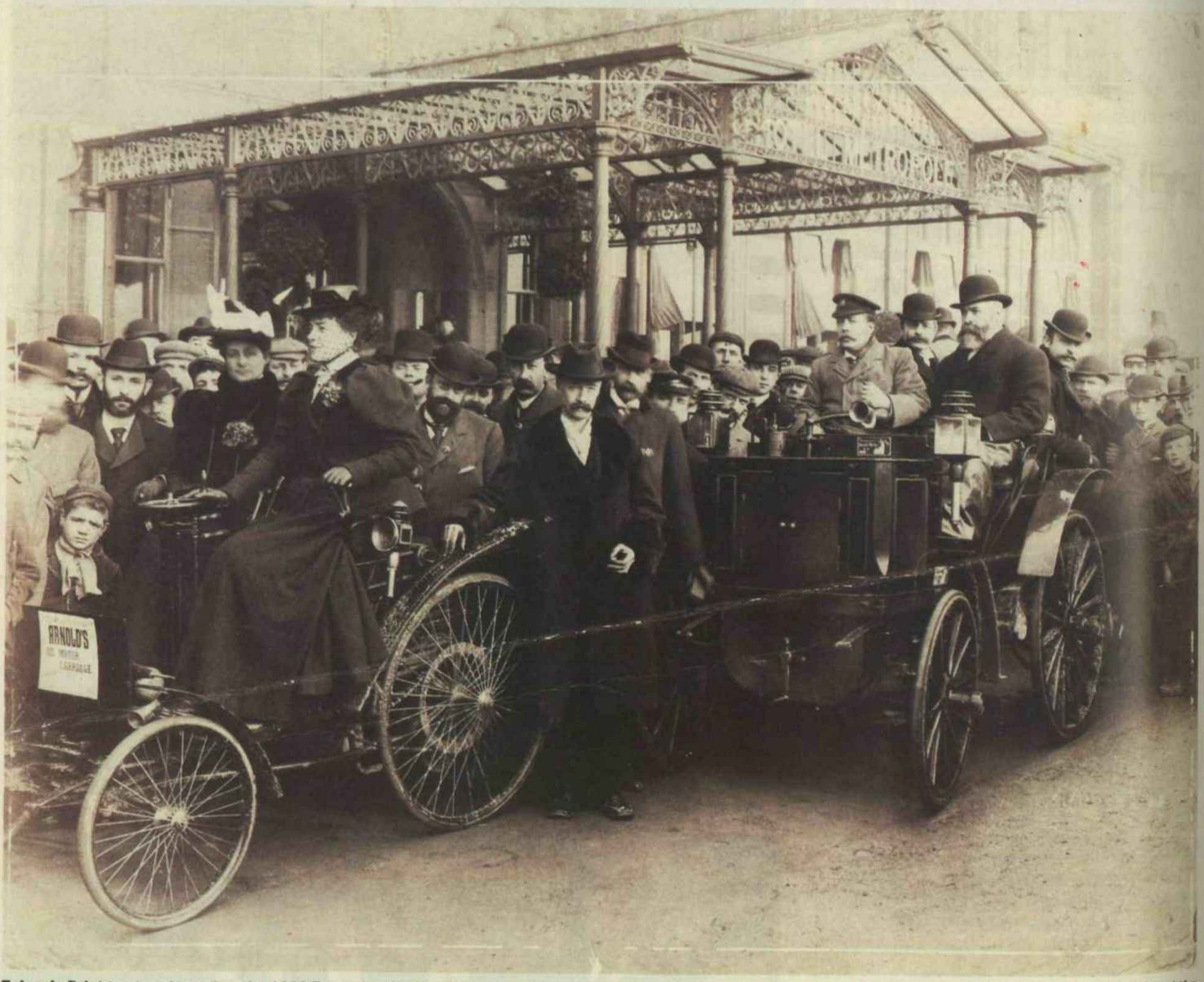
TRACK RECORD



Rivers Fletcher was the guest at a party at Brooklands recently to celebrate his 70 years association with the Track, where he was presented with a specially commissioned painting by Peter Gregory showing cars from his Delage, Bentley, Bugatti, ERA, MG and Alvis days. Guests included John Cooper, Stirling Moss, Raymond Baxter, Earl Howe, Peter Garnier, and John Dugdale. The painting will remain hung in the Brooklands Club House. **G C**

FORGOTTEN MAKES

THE ARNOLD MOTOR CARRIAGE



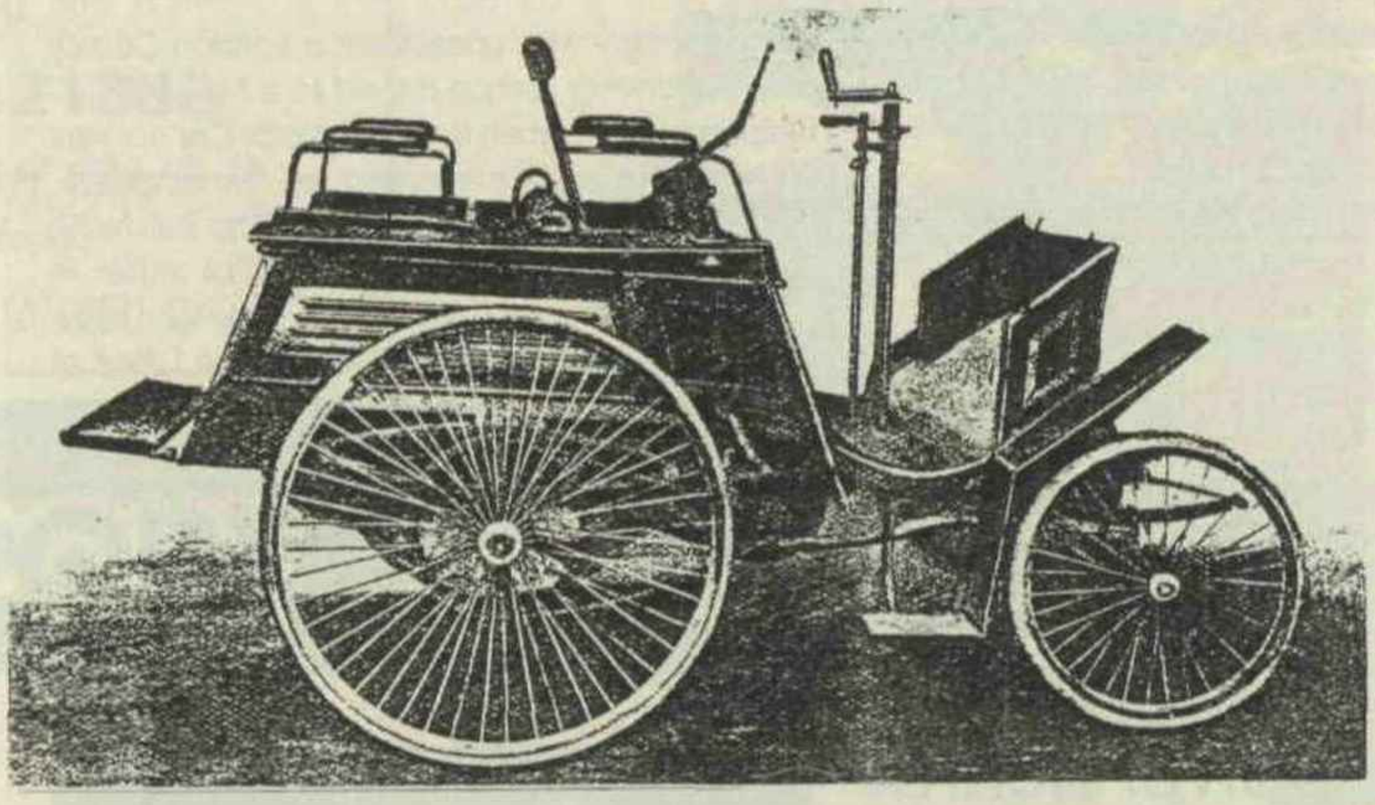
Taken in Brighton two days after the 1896 Emancipation Run, this rare picture shows one of the Arnolds with an unknown lady driver. Walter Arnold stands behind the car, with beard and bowler; Hewetson rests his hand on the mudguard. The car behind is a Panhard-Levassor. (Photo: Malcolm Jeal)

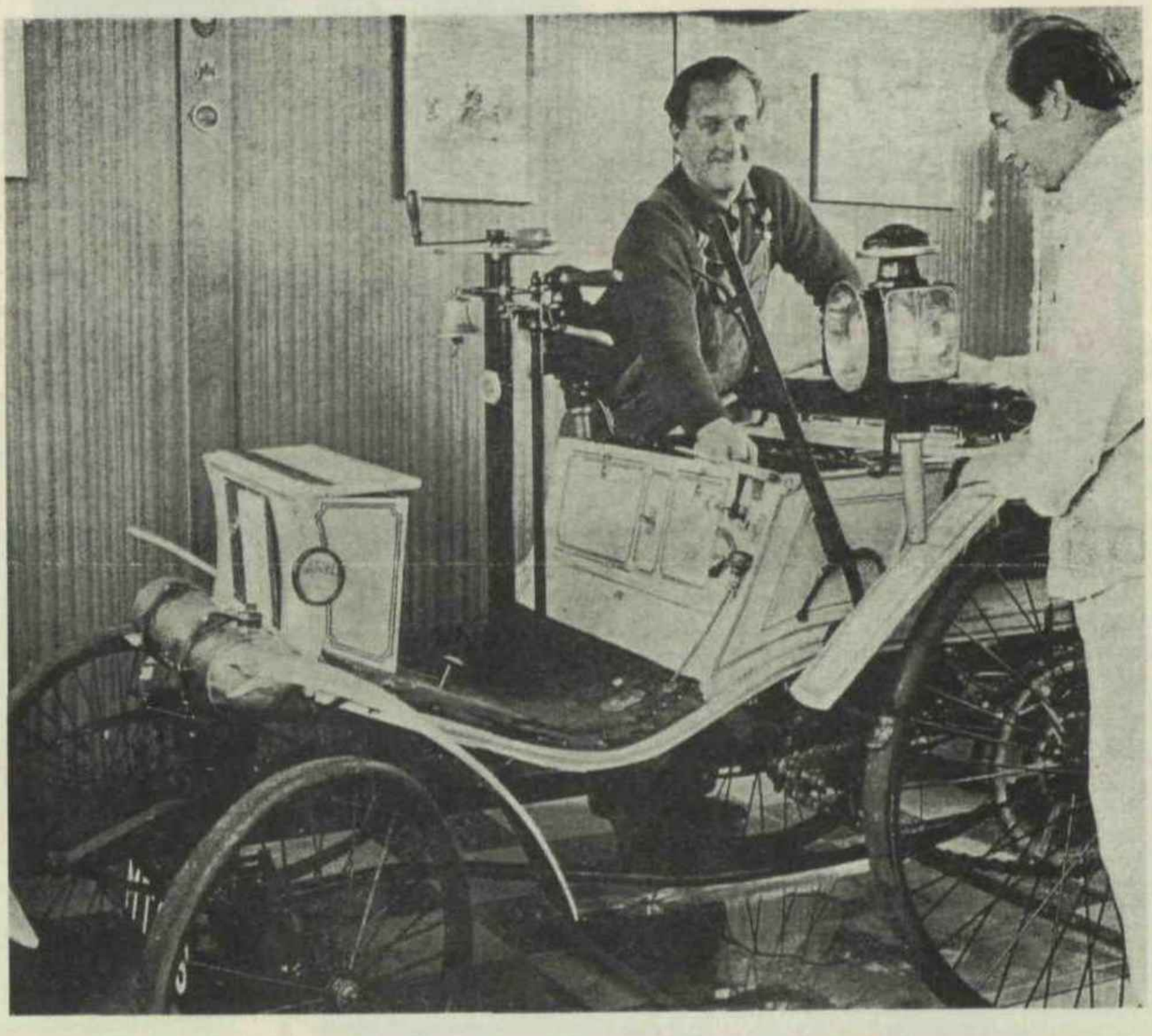
This is an appropriate subject for this series, with the centenary of the British Motor Industry now being celebrated; moreover, according to the *Guinness Book Of Records*, the Arnold's forerunner, a Benz, enjoyed the dubious distinction of being the first car whose driver was convicted of speeding in this country. This involved Mr Walter Arnold, who was accused of driving a locomotive propelled by steam or other than animal power (i e gasoline) at Brenchley on January 20, 1896, and of exceeding the speed limit by proceeding through Paddock Wood at some 8mph, together with other charges, as recounted in MOTOR SPORT some time ago.

That apart, the Arnold Motor Carriages can be ranked with other very early, indeed pioneering, British makes such as Daimler, Wolseley, Lanchester, etc, because they were manufactured from 1896 to 1899, although production was not continued, as with the better-known makes. Nevertheless, it seems rather remarkable that, with these others vying for buyers at this very early stage of automobilism, customers were found for the dozen Arnolds that were built. The makers were William Arnold and Sons who came to Branbridges, East Peckham in Kent, close to

"Arnold was accused of exceeding the speed limit by proceeding through Paddock Wood at some 8mph"

Advertising plate of the Arnold-Benz clearly shows its Cannstadt origins, below. Arnold employees Fred Waller and Otto Itzstein refurbishing MT906 in the 1970s, bottom.





Paddock Wood, from Bartley Mill, Frant, in Sussex in 1890, where Walter and George Arnold duly set up as millers and general engineers. The company was a thriving concern by 1895, operating not only the mill and the engineering works but also a number of 40-ton barges from its wharf at Branbridges on the Medway. They also had a transport and threshing business which owned a large number of steam traction engines and steam-rollers; a photograph exists showing 11 of these lined up and in steam behind the mills and factory on the banks of the river Medway.

The new occupation of horseless-carriage ownership appealed to Walter Arnold following a visit to Germany, and in 1895 he imported a 1½hp Benz. This formed the basis of the subsequent Arnold Motor Carriages, which followed the Benz specification very closely. However, the single-cylinder 600rpm engine mounted horizontally in the car's boot was given slightly greater bore and stroke dimensions than the Benz, with a view to greater power, and the cylinder barrel and water jacket were separate, whereas Benz used a single casting. There were also minor differences in the flat-belt transmission, such as moveable bearings for taking up slack in the final drive chains instead of the Benz method which used a vernier adjustment of the plates carrying the bearings. Arnold, who had used his little Benz on business journeys as well as on a considerable number of pleasure trips, used metric chains and sprockets, thus changing the pitch of the chain, and he changed the position and shape of the throttle lever and incorporated an additional locker behind the splash-board. Another noticeable difference was that on the Arnold Motor Carriage the spare cylindrical petrol tank was of polished brass positioned in front of the extra locker, whereas if such a tank was found on a Benz of the same period it was japanned and was behind the splash-board, with no locker.

The prototype Arnold Motor Carriage was duly constructed and tested by Henry Hewetson in Ireland, perhaps to avoid further prosecution before the "Emancipation Act" was passed by Parliament late in 1896, and it seems that one vehicle was used by a Mr A Cornell for expeditions to Margate and back, to the unrest of a local horse-cabbie. Electric ignition, total-loss water cooling and lubrication, and a surface carburettor were used, following faithfully the Benz layout. Indeed, Mr Arnold became associated with Henry Hewetson, of Mark Lane, London, in the importation of Benz cars. But he also built the Arnold's Motor delivery vans, also based on the Benz system, one of which was sold to Levers, the Sunlight soap people. It was claimed that these vans would carry 5-6cwt of goods, proceed at up to 9mph, and climb 1-in-10 gradients. They were priced at £250, and could be supplied within eight weeks of an order being placed. It was all conducted on proper business terms, half the cost as a deposit and the other half to be paid before the carriage was allowed to leave the East Peckham works; the company's bankers were Parr's and the Alliance Bank in Bartholomew Lane, London.

Mr Cornell claimed that his Arnold Motor Carriage gave him 60 to 70 miles on two gallons of "oil" (gasoline), which then cost him 2/6d (12½p) and that the vehicle would run for 300 miles before its accumulator required re-charging. It would average 10mph over the hilly Kent roads and he found no objection to the solid rubber tyres, the running being "very smooth and comfortable" and the Arnold "easily steered and managed". I think this car may have been more Benz than Arnold. After manufacturing some dozen machines, car building was abandoned, perhaps because of other commitments or because Arnold realised that by 1899 the Benz concept had dated. However, the Arnold "Oil Sociables" had one other link with posterity, two of them having apparently taken part in the first London to Brighton Run to celebrate the freedom given to motorists by the New Act of November 14, 1896. Archibald Campbell was said to have driven one of them, with Henry Hewetson as his

passenger, and the other Arnold which took part was that of the aforesaid Mr Cornell of Tonbridge, who seems to have had Walter Arnold himself riding with him. However, this pioneering spirit is slightly tarnished by the subsequent suggestion that the two Arnold "oil carriages" joined in along the route and did not, therefore, cover the full stipulated distance. Coming from Kent this may have been the case, and the first of them did not "clock in" until about 6.30pm on the day of the Run. Two of the vans may may also have been on the Run but the official vans were those of Daimler and Panhard-Levassor.

That might well have been the end of this pioneer British motor car. But in 1927 the *Daily Sketch* and *Sunday Graphic* decided to hold a re-enactment of the 1896 "Emancipation Run" on a decidedly light-hearted basis, calling the participating vehicles "Old Crocks". This led to all manner of forgotten cars now of definite historic value being dug out of garages, barns, even beneath hedge rows or where a tree might have grown through them. By 1928 *The Autocar's* and

"Colver heard an old man say, 'Eh, that's one of them there Arnolds' "

then the Veteran Car Club of GB's intervention led to more order and appreciation of the importance of the cars taking part, which were confined to those made prior to 1905, as prevails today. Although there may not have been quite the same respect for dating and originality as was later the case, there was a renewed search for cars suitable for this November adventure. (Finding them and deciding how to make them function, then seeing whether they would make the haul from London to Brighton after long hibernation was part of the fun).

One of those who was anxious to find a suitable veteran was Captain Edward de W S Colver, RN (Rtd). He discovered that after its Irish tour Arnold No 1 had been sold to a Mr R W Dowsing of Ealing, an electrical engineer who had patented an electric starter which was also supposed to be capable of assisting the car's engine up hills or even propelling it without the action of the main engine. He wanted the Arnold to try this out but I gather that nothing more was heard of the experiment. The Arnold was then left to deteriorate at Mr Dowsing's country house with his many other cars, although he refused to part with it, and had named it "Adam". However, he had it "restored" when the veteran car interest developed, but it was badly repaired by those who had no knowledge of the mechanics of early motor cars and given a modern carburettor.

When Mr Dowsing died in 1930 Capt Colver was told of his car by the Secretary of the VCC. He had hoped to find a Benz, as this was the make of car on which he had first been given a ride, or a 1900 Darracq, which was the first car the Colver family had owned. Consequently, he was delighted with this discovery, although examination of the car made him suspicious of its Benz originality. But he had it put into good order, although its performance was hampered by the wrong kind of carburettor. However, Capt Colver drove his veteran in the 1931 "Old Crocks" race at Brooklands and in Brighton Runs and a London to Eastbourne Rally. It was only when *en panne* with a broken chain connection bolt after the last-named event that Colver heard an old man say, "Eh, that's one of them there Arnolds" that he realised that what he had found was, in fact, an Arnold-Benz. (The 1931 Brooklands programme described the car as an 1896 Benz). Through this chance remark Colver was able to get in touch with the Arnold business at Branbridges and was delighted to find that his car was remembered and, what's more, parts, accessories and even an instruction book applying to it were available.

With the car properly restored as an Arnold Motor Carriage it became a very well-known competitor in VCC and other events, including successfully completing 17 out of 19 Brighton Runs and taking part in the VCC Tilburstow hill-climbs, etc. The car was registered as MT 906. After Capt Colver died in 1970 the Arnold Company became interested in having this historic vehicle and they purchased it at an auction sale in November 1970. A place was cleared in the factory and the car was again put into good order, with the assistance of Capt Colver's son and 91-year old Walter R Randolph who had worked for Hewetson's. Enthusiasm for the project was shown by the owner of the Arnold company, Mrs George Arnold, widow of one of the sons, the General Manager Mr George Mercy and the Chief Engineer Capt W A Gladein, who remembered the car-making venture before the turn of the century. . .

In spite of the work involved, the car, in its correct original yellow livery, failed to get to Brighton on its first re-appearance in 1973, driven by Mr T Evans and Mr W P G Arnold, the son of George Arnold. After problems with a fractured copper water-pipe and a tight bottom-speed idler pulley had been dealt with, a water connection failed at Thornton Heath, to the disappointment of the crew and those who had worked on the 1896 veteran, who included Fred Waller and Otto Itzstein. But matters were put right, and recently "Adam" has performed well, in the ownership of Miss Virginia Arnold, successfully completing the 1993 Brighton Run for example. But this is certainly a *rara avis*. The only other known example still in existence is that which was an exhibit in *The Motor's* 1912 Exhibition, which the 1914/18 war disbanded, and which in the 1920s surfaced in Edinburgh. . . I am indebted to Mr S G Greenstreet of East Peckham, Tonbridge, for many of the newspaper cuttings which have assisted with this article.

W B





Virginia Arnold and Lord Montagu in "Adam" while at the NMM, top. Above, these were the drawing offices of the Arnold engineering group until 1946.

DOUBLE PUZZLE

Like any live magazine MOTOR SPORT receives its share of readers' questions, which we endeavour to answer or refer to other readers. A recent one came from a correspondent in America who knows a lady who possesses a London County Council driving licence issued to a Mr Augustus Leipert in 1904, when the 1903 Motor Car Act was in force, but, more interesting, an Owner's Certificate for an automobile named as The Ball No 3, issued to the same gentleman rather earlier in 1903, when he was resident in Brooklyn, New York. The certificate was issued by the Office of the Secretary of State, Albany, New York and signed on his behalf. It is No 6690, which may indicate the state of the automotive movement in that State in the summer of 1903. . .

Our correspondent had never heard of a car called the Ball, but reference to the Georgano Encyclopaedia shows it to have been a very luxurious and powerful steam car made by the Miami Cycle and manufacturing Company of Middletown, Ohio, in 1902. Designed by a C A Ball, it is described as one of the most expensive and highly developed steam cars of its time. But here is the double-puzzle. Georgano says that three Balls were laid down but that only one was completed. The New York State Certificate seems to refute this, unless Mr Augustus Leipert never took delivery of his splendid vehicle. If he did, was it brought to England later in 1903, when he went to live in Shepherds Market? The American State Certificate had to be accompanied by a "brief description of the character" of the motor vehicle being registered, but presumably only in so far as this affected the provisions of Section 166 of the Highway Law. . .

W B

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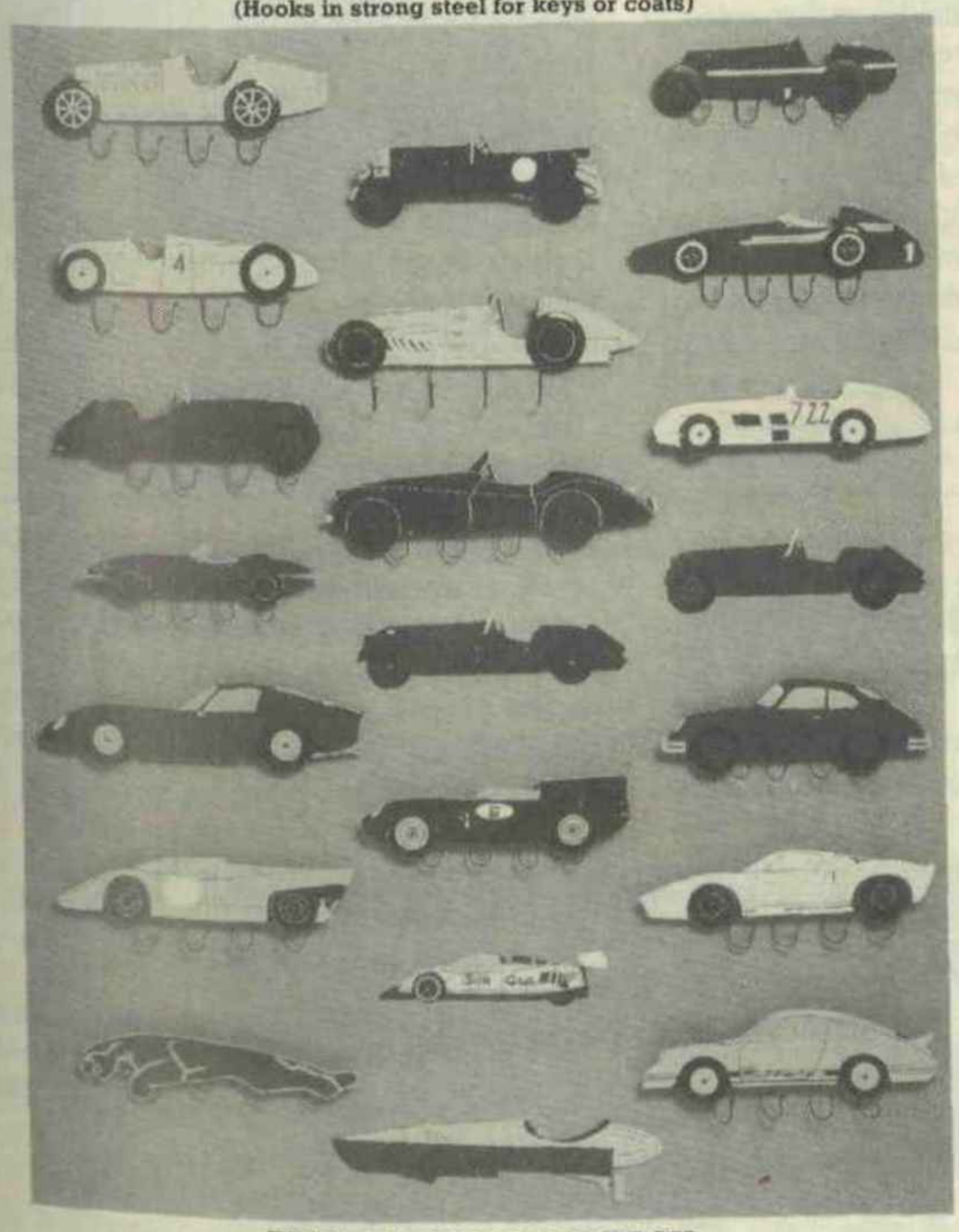
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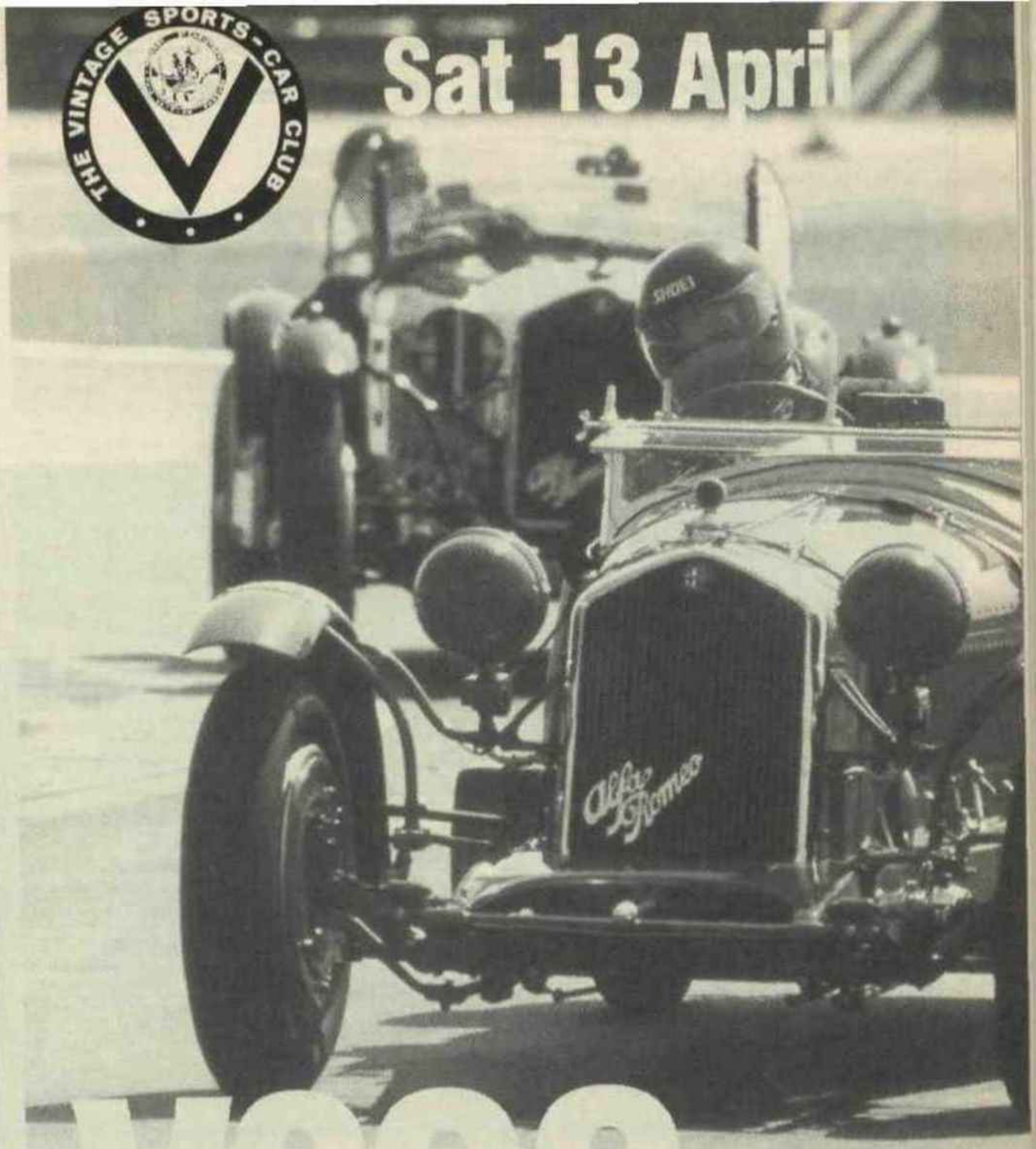


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DAMPLY TO EXETER



John Green's Austin Seven at Fingle.

The Motor Cycling Club (MCC) held its 68th Exeter Trial on January 5-6 last; the event attracted a full house of 220 cars plus 100 motorbikes. The preferred four-wheeled transport seemed to be the rear-drive Ford Escort, the larger-engined VW Beetle, the Skoda, and coming up the chart at number Four — the vintage Austin Seven; there were a dozen of those in the programme, of which four won Gold awards. They were driven by Jeremy Flann, Dave Basham, Pete Treliving, and Barry Clarke. The mechanical members of the mid-1930s MG PA/PB Cream Cracker team were also taking part, though the original drivers were expectedly unavailable. The team was led by Ian Williamson, who won a Gold. Robin Harcourt-Smith's vintage six-cylinder Alvis was climbing well, bounced by James Diffey in its dickey seat, who had found an early edition of *The Times* at Exeter services; the *papier* became *maché* as the day wore on.

Rain later was the forecast, and it was right; there was wind, too. Tabloid papers became more suitable for the open cars, and then even they had to be abandoned. Of the later-built cars the Marlin seemed to be as popular as any, with 20 of the marque running; Harvey Harrison's won him a Gold with its 1993cc Ford engine. The others mostly had Marina (MGB?) motors, which are a mite heavy by current standards. The Citroën 2CV has been a popular MCC mount on occasion, but this year there were only a couple entered, of which Martin Hounsell's brought home a Silver after stopping on Waterloo. The best front-drive competitor was David Haizelden in his VW Golf, which climbed everything except Simms. Neil Bray did well to get his Skoda up that particular hill, since much power is needed — not a known Skoda feature until the car grows up and becomes a Tatra.

The results revealed that a quarter of the entry had won Gold awards — quite a high proportion for the Exeter. Derek and Simon Pearce won the pre-war class in their 1708cc TA MG — another ex-works team car. There was a post-event celebration in Torquay, but insufficient information had come in by then for accurate results. The consensus was that it had been a better-than-average MCC event, and that the rain had made some hills easier by washing the mud off them; or perhaps not, as the case may be. **TJT**



Nick and Stewart Ikin about to point their 2CV up Fingle to a Bronze award.



Croker's Skoda climbing Fingle on its way to a Bronze.

A WIND WAGON

One of the attractions at VSCC Colerne and other venues has been the active appearances of Roger Smith's excellent replica ABC-engined propeller-driven rear-axle-steered Leyat saloon cyclecar. I hope we shall see it running again, this season. I have just discovered that some two years before the French-built Leyat became known here, someone had constructed a propeller-propelled cyclecar of his own concept. Ahead of a skiff-like open aluminium two-seater body shell with a vee-windscreen he had mounted a 10hp twin-cylinder horizontally-opposed air-cooled engine, make not known, driving a wooden two-bladed propeller enclosed for safety in a wire-mesh cage.

That was about all this simple vehicle required, because clutch, gearbox, even flywheel, could be dispensed with. Small wire wheels running independently were covered with tiny cycle-type mudguards. Each had a brake, made I suspect from motorcycle components. Suspension was by very supple half-elliptic springs. The builder found that at first he and his passenger acquired severe headaches from the noise made by the airscrew, but he soon became immune. Apart from that and dust raised on hills by the down-wash of the slipstream, it all seems to have worked quite well. Speed was slow to develop from a standstill until the prop "bit the air" but on a still day a top speed of 50mph was claimed, after which it could be throttled back. On a 300-mile tour, fully loaded, no troubles were experienced and it was thought unnecessary to have a spare wheel, because, taking no driving stresses, tyre wear was minimal. If required, a variable-pitch propeller would have provided something of the effect of having a gearbox, although the inherent simplicity would then be somewhat impaired.

At the time, in 1922, there was some discussion about such vehicles, but like the two-stroke engine (unless engineers manage to solve the pollution question) and air-cooling they belong to the past. **WB**



Roger Smith's fine replica of the Leyat prop-driver.

BROOKLANDS GLACÉ





Left: The Bullet/Foster Austin and friends, trying to generate some heat under the Members' Bridge.

Above: By lunchtime the snow had started to melt.

Below: Firmin's HRG follows the 20mph line along the banking.



Mr Boddy's comprehensive history of the Brooklands phenomenon contains a minimum of reference to winter sports at the site, but such activity would have been feasible on January 27, after a couple of inches of snow had fallen in the early morning. Although some of the traffic on the M25 had apparently been trying to drive through the central barrier, the turnout at the track seemed to be the usual maximum entry of 120 cars, though the Veteran and Edwardian group was a very late addition to the winter's day, comprising Rodney Hickling's fresh 1917 Dodge and Marcus Croome's 1904 Wolseley. In the Touring Car class, Hugh Gibson's 1924 Rhode was a rare treat, being the vital evolutionary link between the sporting ohc cars of the early 1920s and the rather stolid Meadowes-powered Hawks of the late 1920s which were anything but fliers. Gibson won a second-class award with his by a policy of not knocking cones over. F Sloan's 1925 2-litre Ansaldo was another example of a rare breed; that one became extinct in 1936, deprived of a place in the sun by the shadow of FIAT's mass-production of very similar, but cheaper, cars.

There were signs of a thaw at about lunchtime, but it failed to catch on, and the puddles were freezing over again by mid-afternoon. The cold affected a number of cars' carburation; David Marsh's 1925 Brescia Bugatti was running particularly indifferently, and Geraint Owen's Morris-JAP had to be run at frequent intervals to ensure it would run at all. The noisy little car ran to a second-class award eventually. There was a similar problem with a 1950s Antarctic expedition which took some little grey Ferguson tractors to replace the more usual Husky dogs; to ensure morning availability, the Fergies had to be left running all night. Having no particular claims to thoroughbred pedigree, Pat Stocken's 1924 Trojan ran perfectly all day, never failing to start at the first pull of that long lever by the driver's right knee. Trevor Tarring's was the only Frazer Nash (of five) to find its way into the awards list. Solid axles were clearly leading to terminal understeer on the sheets of ice, despite the wonders they were doing for traction.

Despite the chill, it was a most enjoyable day, thanks mostly to the flexible approach to weather problems of the VSCC's competitions secretary, Neil Murray.

Other awards winners were: **First Class:** Robert Leigh (1928 Austin), Brian Savile (1927 Singer), Chris Hudson (1930 Austin), Roger Firmin (1936 HRG), and David Robinson (1931 Riley). **Second Class**: Mike Dawes (1929 Riley), Peter Spours (1934 MG), Trevor Tarring (1927 Frazer Nash), David Rolfe (1930 MG/Riley), and Andrew Craven (1934 Austin). **T J T**

MCC -95 YEARS OLD

The Motor Cycling Club was founded in 1901 and intends to mark its 95th year with its End-to-End Touring Trial on May 28/30. MCC events, are open only to members, with a few exceptions. But the MCC deserves the greatest support and respect for having continued, since pre-WW1 days, its three long-distance trials, the Exeter, Land's End and Edinburgh, retaining those testing night sections in the two first-named. Entries for this year's Land's End Trial on April 5/6, the 75th in the series, have closed, but those intending to spectate may wish to note the times of the first scheduled motorcycle arrivals. Some of the more traditional observed sections are: Sugs Lane, 21.55 (map reference: 183/522286); Beggars Roost, 01.45 (180/720477); Darracott, 05.00 (190/232173); Crackington, 07.00 (190/157962); Bluehills Mine, 11.15 (204/727517). Starting points are Exeter, Basingstoke and Bristol, from 17.15 on April 5, the finish Land's End, with a special test, from 13.45 on April 6.

Having told you that, for goodness sake please take care to arrive early and not obstruct the competitors, while parking or *en route*. Potential helpers should contact the Chief Marshal, Les Bowles, 27A High Street, Little Bytham, Grantham, Lincs NG33 4QJ. MCC events are open to car as well as motorcycle competitors and the Secretary of this, the oldest of Britain's sporting motor clubs, is Geoff Margetts, Havenbank, 21 Madresfield Road, Malvern, Worcs WR14 2AS. The Testing Trial will be held on July 14. **W B**

Terence Cuneo



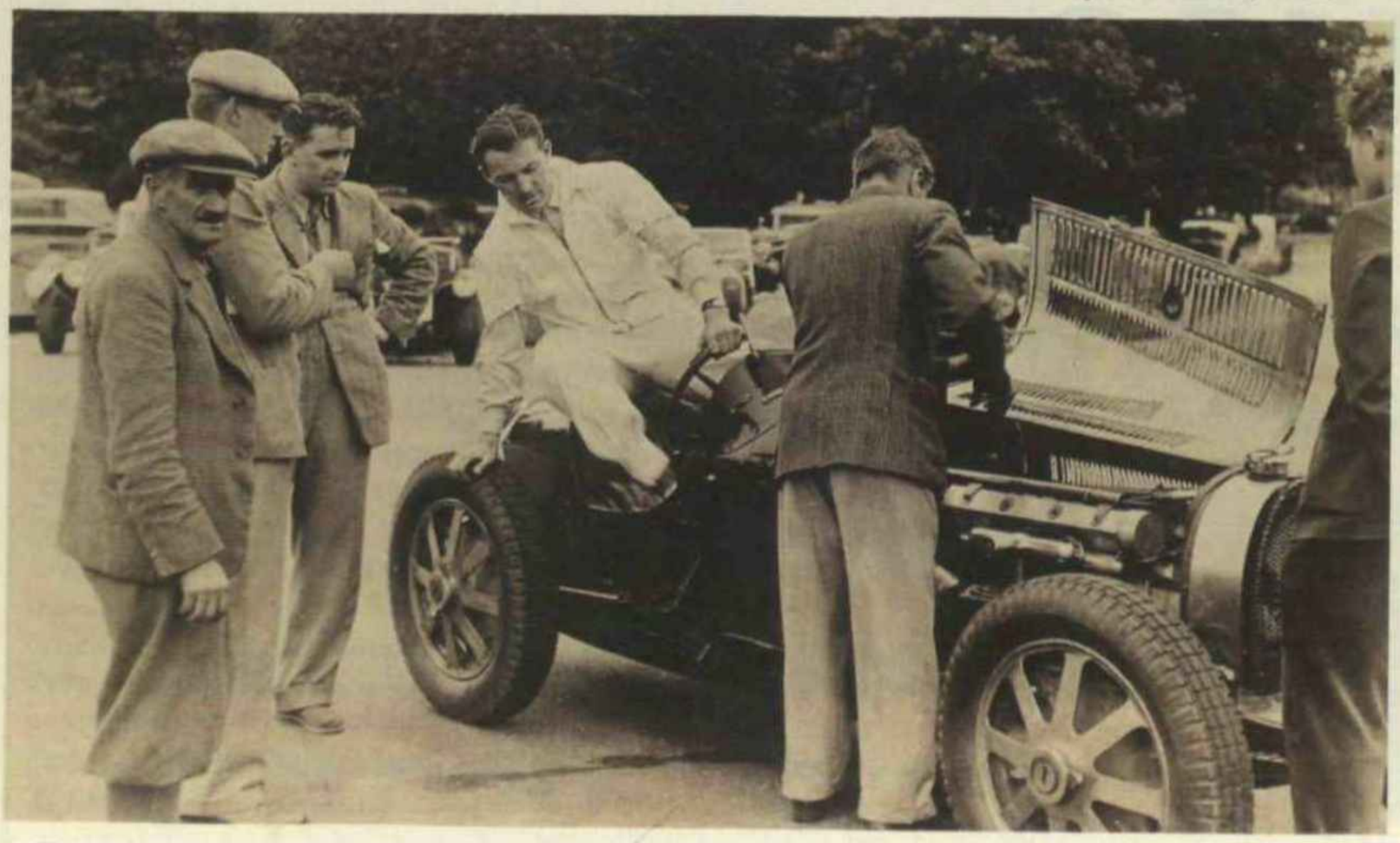
One of the greatest modern artists, Terence Cuneo, OBE, has died at the age of 88. In our world he will be remembered for his few, but outstanding, motoring studies. One of the best known of these is that of the Speed Six Bentley coupé driven for a bet by its owner, Woolf Barnato, beating the "Blue Train" from coast to coast across Europe in 1930, at an average speed of 43.43mph. Cuneo showed the great car just ahead of the train in daylight, whereas in fact Barnato never saw it, as the road did not run close to the track and it would have been dark anyway at such a point. But this display of recognised artist's licence can be excused, for the accuracy otherwise, and verve, of this fine study.

Cuneo also painted the Le Mans scene of a Bentley pit-stop during the moment when Jack Dunfee roared past D'Erlanger who was replenishing the sump of his Bentley. Also those Brooklands scenes of the 1913 V12 Sunbeam on the Railway Straight, and another (shown above) of the V12 Delage duelling with Sir Henry Birkin's 4½-litre single-seater Bentley on the Members' banking, both of which he generously let me use on the dust-jackets of my last two books. Nor did he restrict himself to pre-war subjects: he also depicted Tony Rolt's C-type Jaguar in the pits at Le Mans in 1953.

Cuneo's motoring interest commenced at the age of 16 with a fourth-hand New Imperial motorcycle, which he followed with two more and then a couple of Morgan three-wheelers, one I believe an Aero model used in competitions. As an artist Terence Cuneo covered a vast range of subjects, all of the very highest standard. Each was identified by his famous "White Mouse", hidden unless you searched diligently; it ran ahead of the Bentley, for example, on that fast dash from Nice. . . Whether it was Royal occasions, military episodes, railway portraits, battle scenes, female figures, or immaculate wildlife and animal studies, Cuneo had the magic touch — the true master. He painted broad canvasses of formal occasions, such as the Queen's Coronation, and many other Royal and noble portraits. Unusual tasks, such as recording the then new M1 motorway from a helicopter were just another challenge faithfully surrendering to his brush. His railway paintings are simply wonderful for their detail and drama. . . How fortunate we were that he also recognised, and understood, the motor-racing world. **W B**

Lt Cdr Home Kidston

Kidston vaults from his Type 51 at the Poole Speed Trials in 1939.



Lt Cdr Home Kidston, younger brother of Bentley Boy Glen Kidston, has died at the age of 85.

His interest in cars began early, acquiring a Morgan three-wheeler at 14 and a Type 37A Bugatti while still at Eton, and an MG K3 and Bentley 4½ after joining the Navy. Posted to New Zealand, he raised eyebrows by arriving with his Leopard Moth aircraft, Vosper racing speedboat and Mercedes-Benz S.

On return to England, he combined an MTB command with racing a Type 51 Bugatti and the ex-Howe Alfa Romeo 2.3 Le Mans car, and entering several Fraser Nash BMWs in Alpine Trials. During the war he served under Mountbatten on board HMS Kelly, surviving its sinking, before commanding his own destroyer. He retired to farm his Dorset estate in 1947, moving to Tuscany in 1976 to grow olives and wine. His road cars included Bugatti 57SC, Lancia Aurelia B20 GT, M-B 300SL and Porsche Carrera 2.7RS. He leaves three sons, Glen, Simon (who runs Coys auction department) and Nicholas. **S K**

V-C MISCELLANY

Charles Atkinson, who has owned his 30-98 Vauxhall OE28 for some eleven years, succeeds David Marsh as the 30-98 Registrar. He is also engaged in AECC activities, with the intention of installing Liberty V12 aero-engines in 1926 model-AE and 1928 model-AK Minerva chassis.

Grand Prix Models tell us that they are importing from Italy FB Model's hand-made Alfa Romeo 8C-2900 miniature, which carries the number 4 to represent the car driven at Brooklands in the "Fastest Sport-car" challenge in 1939 by Hugh Hunter. It is a very limited edition, to 1:43 scale, and costs £135.



Tony Fall, former Mini, Datsun and Lancia team driver, will be the Guest Speaker at the annual dinner/dance of the Historic Rally Car Register at Stratford on Avon on February 24.

Bikers' Day

To commemorate the forming of the VMCC 50 years ago its Founder, C E Allen, BEM, appeals to everyone who can ride a vintage motorcycle to do so on May 5 this year. It would be a wonderful "first", showing motorcyclists to be "acceptable people". Distances to choice. It could be the biggest event of its kind ever. A splendid idea. Tell Mrs Ann Davey, Allen House, Wetmore Road, Burton-on-Trent DE14 1TR, if you are going. **W B**

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Ferrari F40 Turbo	565	£2,552
Fiat Croma Turbo	220	£399
Fiat Uno Mk 1 & 2 Turbo	140	£249
Ford Cosworth RS500 Sierra/Sapphire	270	£249
Ford Escort RS 1600 Turbo	170	£249
Ford Escort Cosworth 4x4 Turbo	295	£995
Lancia Delta 8-V (inj. & carb.)	185	£249
Lancia Integrale Phase 1/Phase 2	285/360	£349/£2,999
Lotus Carlton	485	£849
Lotus Elan	210	£399
Lotus Esprit SE	305	£399
Maserati Biturbo/Spyder	265	£649
Mazda RX7/323	245/185	£399
Mitsubishi 3000 GTO	290	£449
Mit'shi Starion/Lancer 2 ltr	from 230	from £249
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Nissan Sunny/Pulsar GTiR 4x4	270	£449
Nissan Sylvia/Reliant	185	£249
Nissan 200SX Turbo	200	£399
Nissan 300ZX Twin Turbo	330	£399
Peugeot 1·6/1·9 GTi Phase 1 N/T	128/144	£141
Peugeot 1·6/1·9 GTi Phase 2 N/T	147/168	£1,495
Porsche 911 Turbo	360	£895
Porsche 944 Turbo	305	£449
Renault 5 GT Turbo	from 160	£249
Renault 5 GT Turbo Phase 2/3	180/218	£1685/£3995
Renault 21 & Quadra 4x4 Turbo	240	£399
Renault V6 Alpine / Le Mans	265/285	£399
Rover 800/620 Turbo	240	£449
Rover Discovery/Defender diesel	+20% torque	£1,195
Saab Turbo	235	£449
Subaru 1·8 & 2 litre Turbo	215/235	£449
Subaru Legacy Turbo	230	£449
Toyota Supra Turbo	315	£399
Toyota Celica GT4 Turbo	240	£399
Vauxhall Calibra /Cavalier 4x4 Turbo	240/275	£1,250/£1,595
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GOLF GTi Mk 2 – 8-Valve

Conversion	BHP	FITTED
Plus Pac 8-v	140	£1,749
1·9 litre 8-v	153	£2,675
2 litre 8-v	165	£3,789

GOLF GTi Mk 2 – 16-Valve

Plus Pac 16-v	163	£1,049
1·9 litre 16-v	171	£2,799
2 litre 16-v	183	£3,466
2·1 litre 16-v	195	£4,054

GOLF GTi Mk 3 – 8-Valve

Conversion	BHP	FITTED
2 litre 8-v StarChip	128	£199.75
2 litre 8-v Plus Pac	146	£1,749
2 litre 8-v	155	£2,675

VR6: Golf GTi 3, Corrado, Passat

Conversion	BHP	FITTED
StarChip Golf VR6	193	£199·75
StarChip Corrado VR6	212	£199·75
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THE BATTLE OF THE SMALL CARS -60 MINUTES, FLAT OUT

It was AC who cracked the 100 mph 1½-litre targets for the kilo and hour with a streamlined single-seater; bottom, J A Joyce at the wheel.

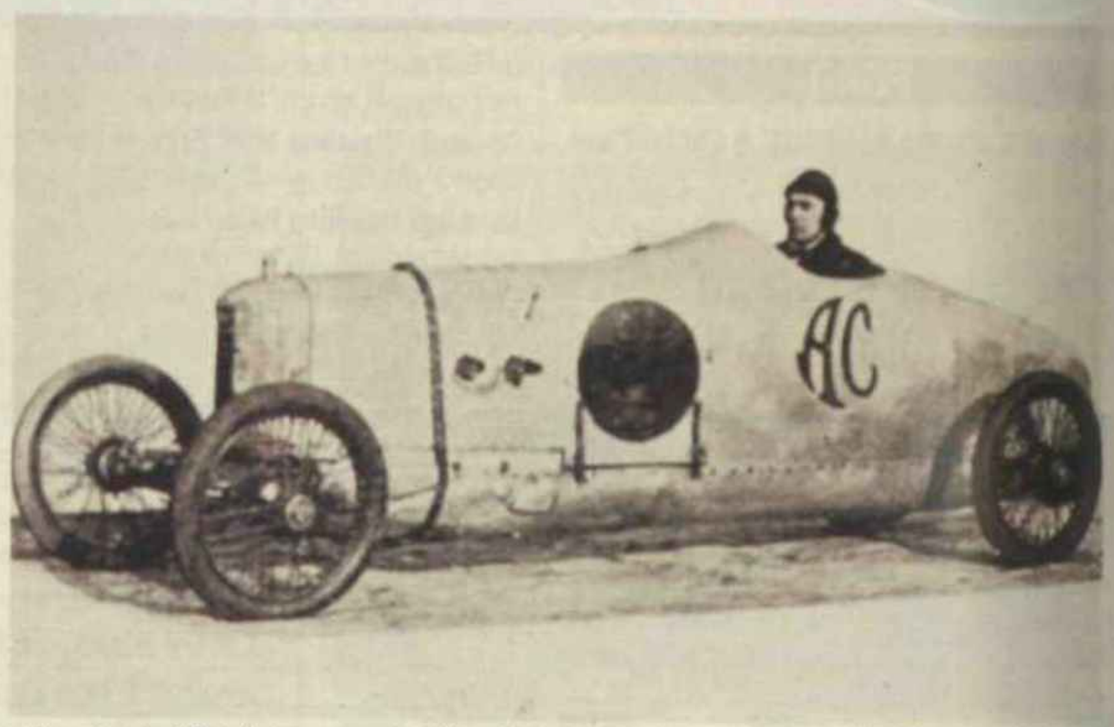
A decent debate could be centred around which of the records, in the days when racing drivers and record-breaking were largely synonymous, was the most difficult to achieve. To run for 24 hours involved the night spell. To keep going at a successful speed-pitch even for one round of the clock called for a high degree of mechanical reliability, although with time in hand repairs were permissible and drivers could be changed, so in both these bids for a fresh accolade the need for physical stamina was great, but not oppressive.

When it came to the Hour Record, it was in some aspects more intense. A car had to be held at virtually maximum revs for the full sixty minutes and in the faster cars a driver had to concentrate hard and not let up. Capt George Eyston told me that when he got the World's hour record to over 130 mph in 1933 with the 8-litre sleeve-valve Panhard-Levassor, he had trained beforehand in anticipation of the strength needed to hold the car, which had zero steering castor-return action, round the steep Montlhéry bankings. With the big-engined cars gearing could be high, to conserve stress on the power unit. But tackling "the hour" in a car of, say, 3 litres or under meant that

"At the first attempt the silencer set fire to the floor-boards . . ."

to get the requisite speed the revs had to be near their maximum for what to the stressed components must have seemed like near-eternity. . .

However, this did not dissuade the weekly journal *The Cyclecar* from taking over, in 1912, a handsome Cup which its associate magazine *Motor Cycling* had put up for the rider who set the best speed (or distance) on a 60-minute record attempt. The jolly little paper, soon to become *The Light Car & Cyclecar* to combat Iliffe's *The Light Car*, had been introduced to foster the cyclecar movement, under the guidance of Edmund Dangerfield of Temple Press Ltd, and in later times it was edited by F J Findon, who introduced BBC commentaries from Shelsley Walsh. The first issue had sold out 80,000 copies at the 1912 Motor Cycle Show, where examples of the new economical, low-cost cyclecars were exhibited, and a further 20,000 had to be hastily printed to meet the demand. (The fine photographic front cover was something I admired very much, long before "universal colour" was the norm). It was, alas, a venture that failed to survive the second World War.



To earn *The Cyclecar* Cup for the fastest one-hour run, contestants had to be timed at Brooklands Track by approved time-keepers and observed by the BARC officials, so that a successful attempt, if it exceeded an existing class-time, would count as a National or International record. The donors intended to quote, to the nearest yard, the full distance covered by a competitor in the standing-start hour run. They said that this could be ascertained by the time-keeper noting the exact place the competing vehicle had reached as his watch indicated that the 60 minutes were exactly up; I hardly think the industrious A V Ebblewhite would have wished to comply, and that distances must have been calculated against the laps run at an established average speed. The runs were under Auto Cycle Union jurisdiction, the Brooklands' Clerk-of-the-course, Major (later Colonel) Lindsay-Lloyd had to be notified, and the total cost to a contender was £6 16/6d. The Cup was the work of Vaughan's of Birmingham — where is it now?

So the scene was set for this Battle of the Small Cars. The first to go, and so make claim to the Cup, was W Ward, in a Bedelia cyclecar, who set a speed of 43.59mph in May 1912, on a trouble-free run. This was noticed by J T Wood, one of the GWK directors, who had the interests of the company's successful friction-drive, rear-engined twin-cylinder small cars to consider. He went to Weybridge just over a month later with his GWK. Held back by mis-firing, he just nudged the Bedelia out of it, with a speed of 44.93mph. This required a quick response from the exponent of the odd French cyclecar, and Ward returned with a streamlined body on his belt-drive machine. At the first attempt the silencer set fire to the floorboards, but on the next, in spite of the ignition lever jamming in the partially-retarded position, he achieved a pace for the hour of 45.15mph. Or as the instigators put it, 45 miles, 278 yards. . .

The contest was a close-run thing. Quickly Bedelia exponent A F Jones was at the ready. He added 226 yards to the record (45.29mph) but was probably more intent on full-scale record breaking in his car's class, as he established 50 and 100 mile and two-hour figures on his day out, steering from the back seat, the front one faired over. It was still only September 1912, and that same month, only a week later, Wood and a GWK were out again, doing 47.79mph in his water-cooled small car. The contest had caught on, no doubt encouraged by the Press coverage, and six weeks on, at the last BMCRC race meeting of



the season, H F S Morgan decided it was time for a three-wheeler to show what it could do. He was a great advocate of his own cyclecars, and his was a good "do" — 55.19mph for the hour's circulation, with an 8hp vee-twin engine. That stirred Mr Wood to some more Brooklands lappery in a GWK, which came out at 56.04mph.

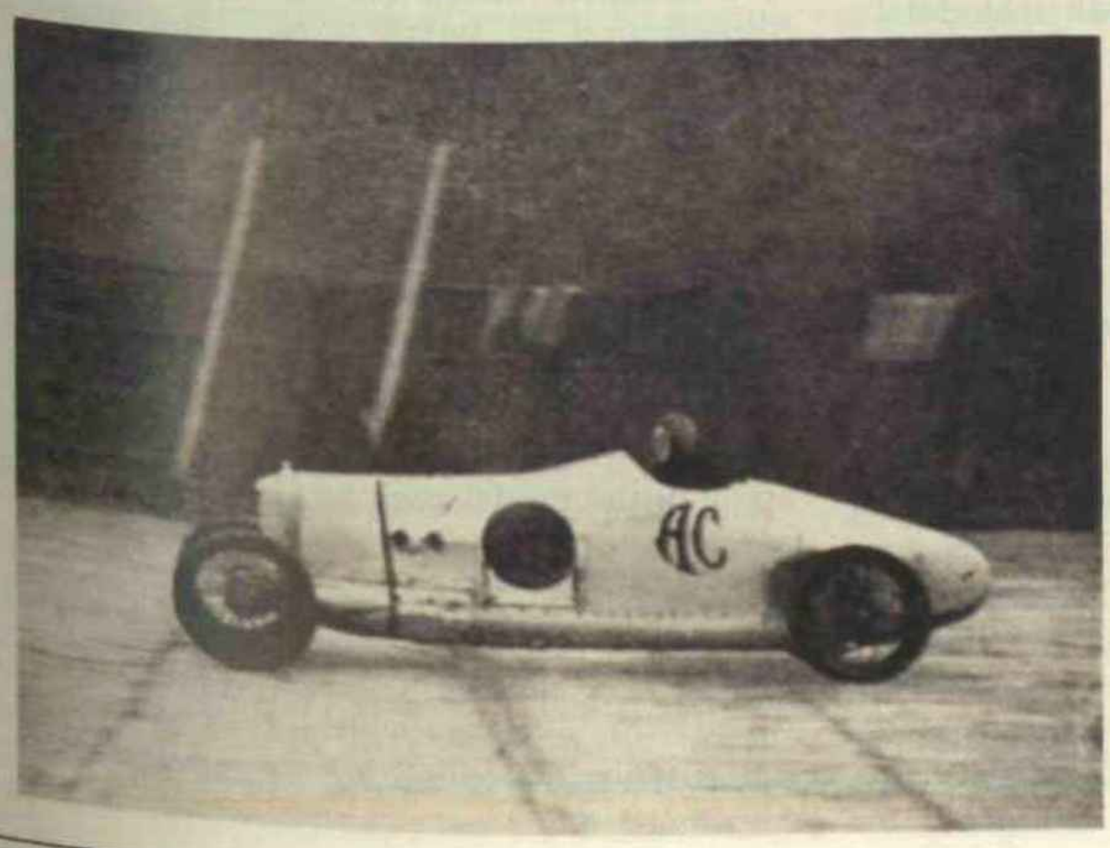
However, H F S had set his sights on the first light-car (or cyclecar) "60 miles-in-60 minutes", and in that November he arrived at the Track from Malvern Link with a stark pointed-prow single-seater Morgan, accompanied by his father, the Vicar of Stoke Lacy, in top hat and full clerical attire, and crackled round and round to achieve an average speed of 59.64mph, or as it was worked out, 59 miles, 1120 yards. Close-run in another sense — just 650 yards short of his personal target. . . But a great run for that kind of cyclecar over 82 years ago, (fastest lap, 62mph) accomplished with a short-stroke 90-bore push-rod ohv 1082cc JAP air-cooled engine. Incidentally the Morgan's first onslaught had been in the course of the BMCRC's one-hour race, from which Wood's GWK was long-delayed, with water shorting the ignition. Incidentally, when war broke out in 1914 the car was sent off to the Front and used by a Belgian Army Officer for the duration. It came back eventually to the Maidenhead factory, and had survived quite well, although Wood said it had lost most of its pace. . .

The Morgan's fine performance in 1912 seems to have quietened ambitions for a time. Until in May 1913, when B Hayward put in a good show for the "big car in miniature" by setting a speed of 62 miles 1136 yards in a Singer, and then improving on this to 72 miles, 976 yards that September. So the Singer had the distinction of being the first light-car to officially exceed 60 miles in 60 minutes. I believe Haywood drove the racing single-seater Singer for the attempts. But in standard form the 1096 cc Singer 10 with Edwardian-like side-valve engine and three-speed-and-reverse 'box in its back-axle was a nice little car, which Lionel Martin of later Aston-Martin fame was tuning for greater speed at this time. I used to see one of these two-seater Singer Tens at a South London garage standing beside an overhead-camshaft Wolseley Ten and used to wonder which was the more practical light-car.

After the war had ended and Brooklands was about to re-open, the ACU, the RAC and the BARC decided to lift the light-car class limit from 1400cc to 1500cc, and the BARC stipulated a weight limit of from 900 to 1300lb for record attempts. The cost had risen to ten guineas. *The Light Car & Cyclecar* followed suit but without the weight stipulation. Perhaps the Coventry manufacturers still remembered that a Singer had upheld them in the pre-war struggle for The Cup. Anyway, in September 1920 George Bedford in the Hillman he raced so successfully at the Track was timed to cover 78 miles, 1280 yards, so scooping up the honours for his Coventry firm. Interest in The Cup continued. W H Oates beat the Hillman in a Lagonda light-car with those inlet-valve-rockers in line with its crankshaft, but only a few days afterwards out came the genial H Kensington-Moir, who, with a side-valve, two-seater Aston-Martin, strongly impressed the experts by covering 86 miles, 373 yards.

This outstanding run was improved upon by Major Henry Segrave and the sixteen-valve Talbot-Darracq during the 1922 JCC 200 Mile Race at Brooklands, but as no entry had been made to the magazine, the Cup remained with Moir and Aston-Martin. Until, that is, AC took a hand in the contest. The Thames Ditton Company had been steadily working up to achieving the first 100mph with a 1½-litre car. In 1921, at first the half-mile, then a kilometre, was achieved at over "the ton"; then by May 1922 a mile had been achieved at over 100mph. Thus encouraged, as late as November 1921 Kaye Don, in the course of a normal record bid, got the AC to last for the hour, at 94.70mph, which *The Light Car & Cycle-*



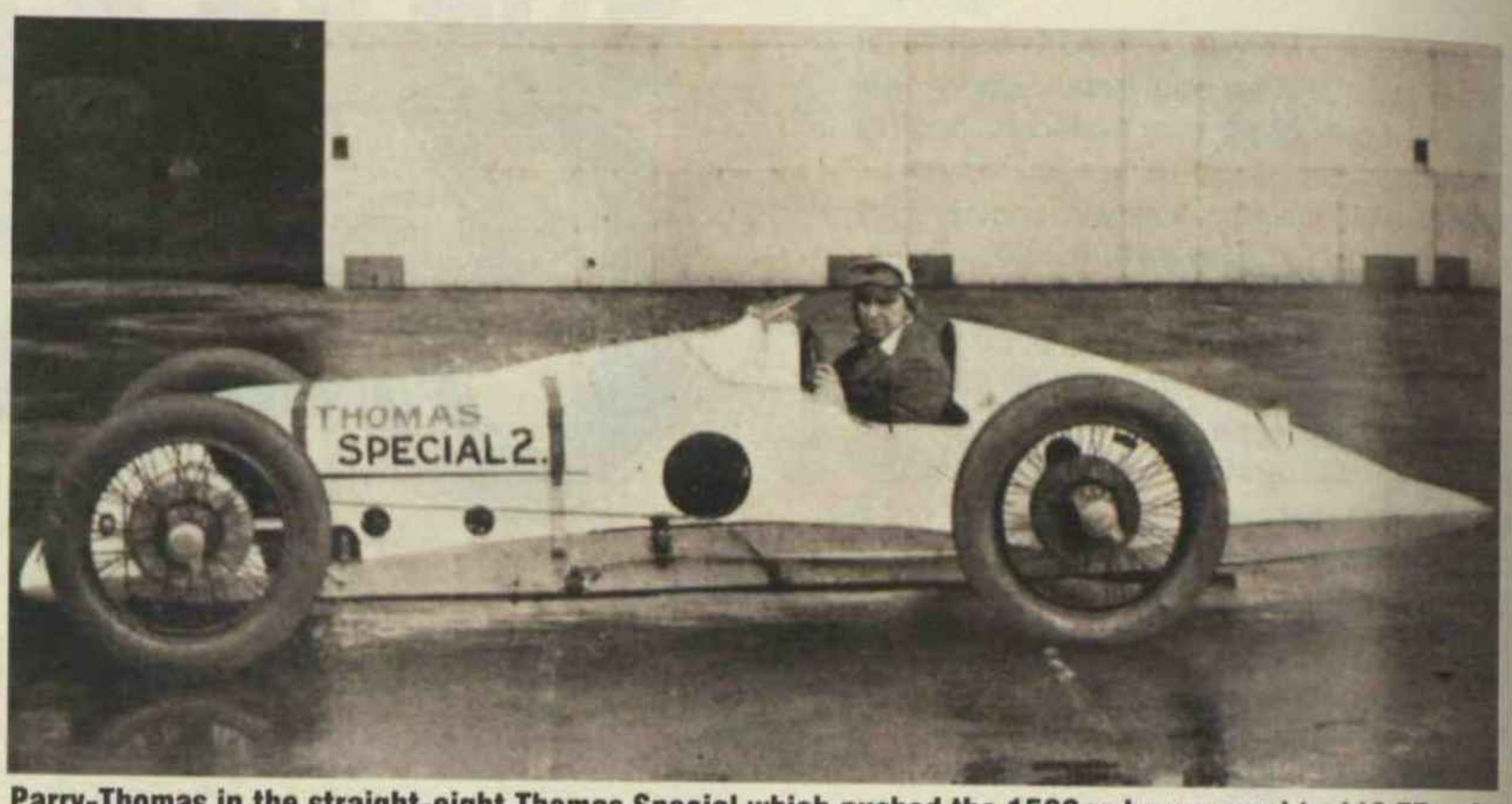


Above: front-cover news: HFS Morgan's mile-a-minute achievement; his father stands by in top hat. Left, the four-cylinder AC during the successful 100-miles-in-the-hour run, May 1922.

car quoted as 94 miles, 1227 yards. As a matter of fact, the AC continued for two hours, the 100-mile class-record falling to it at 91.87mph. Kensington-Moir should have held The Cup for a year but he sportingly handed it over to S F Edge, the AC's entrant.

By now the AC Company had got the bit well and truly between its teeth. The hope of 100-in-the-hour in the Light Car class looked to be in its grasp. And so it was. . . On November 24th, 1922 J A Joyce, in the 11cwt single-seater AC with 16-valve engine with chain-driven overhead-camshaft using a Weller blade-tensioner, set the hour record to 101.35mph. Nine years previously the absolute hour record for cars of unlimited engine size had stood at only 2.45mph faster, to the credit of little Percy Lambert in the side-valve 4½-litre Talbot, who was sadly killed in trying to regain it from Goux's 1912 GP 7.6-litre Peugeot.

In practice on the Wednesday before the record attempt the AC had cracked its cylinder head, so it was taken back to the works and a new one of a different material was fitted. On the Friday afternoon, when the air was slightly damp and there was no mist or wind, AC's racing driver, Joyce, went for it. Not many people were at the Track to see the little silver AC accomplish its historic feat; some of the pundits thought that without dry-sump lubrication the engine would refuse to maintain the 4,200rpm Joyce had mainly decided to hold it at. But the amazing AC went well, covering the half-mile early on at 108.4mph, and taking the class mile record at 104.86mph, and the ten miles at 103.79mph. Joyce was then able to throttle back a fraction, and he took the 100-mile record before the hour target came up, with 101 miles, 696 yards accomplished, or an average speed of 101.39mph. He had noticed a slight change in contour of the tyre



Parry-Thomas in the straight-eight Thomas Special which pushed the 1500cc hour record to 112.77 mph.

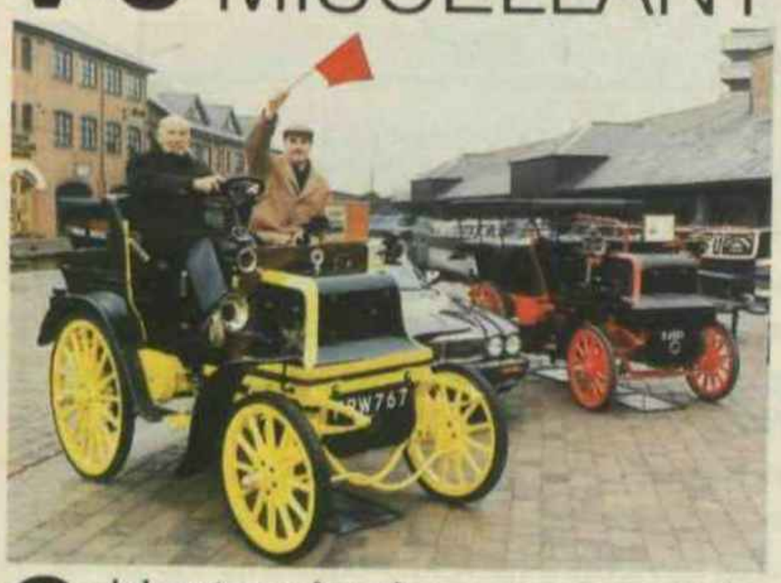
treads as the AC ran on, but the Dunlops never failed him. Nor did the Castrol oil, KLG sparking-plugs, Shell petrol, the twin Claudel Hobson carburettors or the dual Delco-Remy coil-ignition.

The underbonnet sight was truly exciting. Above the 69 x 100mm (1496cc) engine was a supplementary water header-tank, and behind it a transversely-mounted small oil tank for feeding the sump. The compression-ratio was around 5:1, the valve lift ⅜in. The slim radiator was slightly faired in and the oil and water pumps were external, ahead of the cylinder block, connected by big exposed gear wheels. The intakes of the two carburettors protruded from the bonnet on the near-side. The body was designed by Harry Hawker, who drove this AC previously. The car was running splendidly at the end of the hour, when it did its fastest lap, at 104.85mph.

After this fine effort by AC the magazine decided that this Cup should be awarded for all such hour runs and the contest merged with normal record bids, which are outlined in my book, *The History of Brooklands Motor Course*. Two fast records deserve mention here, that of J G Parry Thomas in his "flat-iron" straight-eight Thomas Special with its single overhead camshaft and valves closed with leaf springs, who put the 1½-litre hour record to 112.77mph in 1926, and that of the inveterate record-breaker Capt George Eyston, who in a 1½-litre GP Bugatti, raised this to 115.56mph the following year.

In time, of course, this record went rather beyond the average racing driver. By 1933 at Montlhéry the Class-F hour speed stood at nearly 120mph, by Veryon's Bugatti and ten years after Eyston's run the World's hour record was up to more than 177mph. . . But it was fascinating in those earlier days. **WB**

V-C MISCELLANY



Celebrations for the centenary of the British Motor Industry have commenced early, with Stirling Moss launching the Auto-Windscreens Classic & Sportscar Show by appearing at the Canal Basin, Coventry, in January, at the wheel of an 1897 Daimler, the venue being just about 200 yards from the first UK car factory, where the British Daimlers were made from 1896, although as the first chassis left there on November 20, and then went to Mulliner's for its coachwork, the true movement hardly started until well in 1897. For some reason unknown a red flag preceded Moss and the early Daimler. . !

In association with the Show referred to above, Auto Windscreens want to hear from those owners who might be prepared to show cars in good condition that represent the British Motor Industry in the last 100 years. Apply to Talmin House, Berkeley Business Park, Wokingham, Berks RG11 4YJ (tel: 01734 730696).

The winter edition of the magazine of the Vintage Austin Register has an article about suction screen-wipers which should be of value to those owners whose wipers of this kind have become more temperamental over the years. The magazine's front cover depicts a circa-1921 Austin 20/4 Marlborough held up at a Barnstaple junction by a young constable, with a Model-T Ford truck behind it, its bonnet propped open for extra cooling.

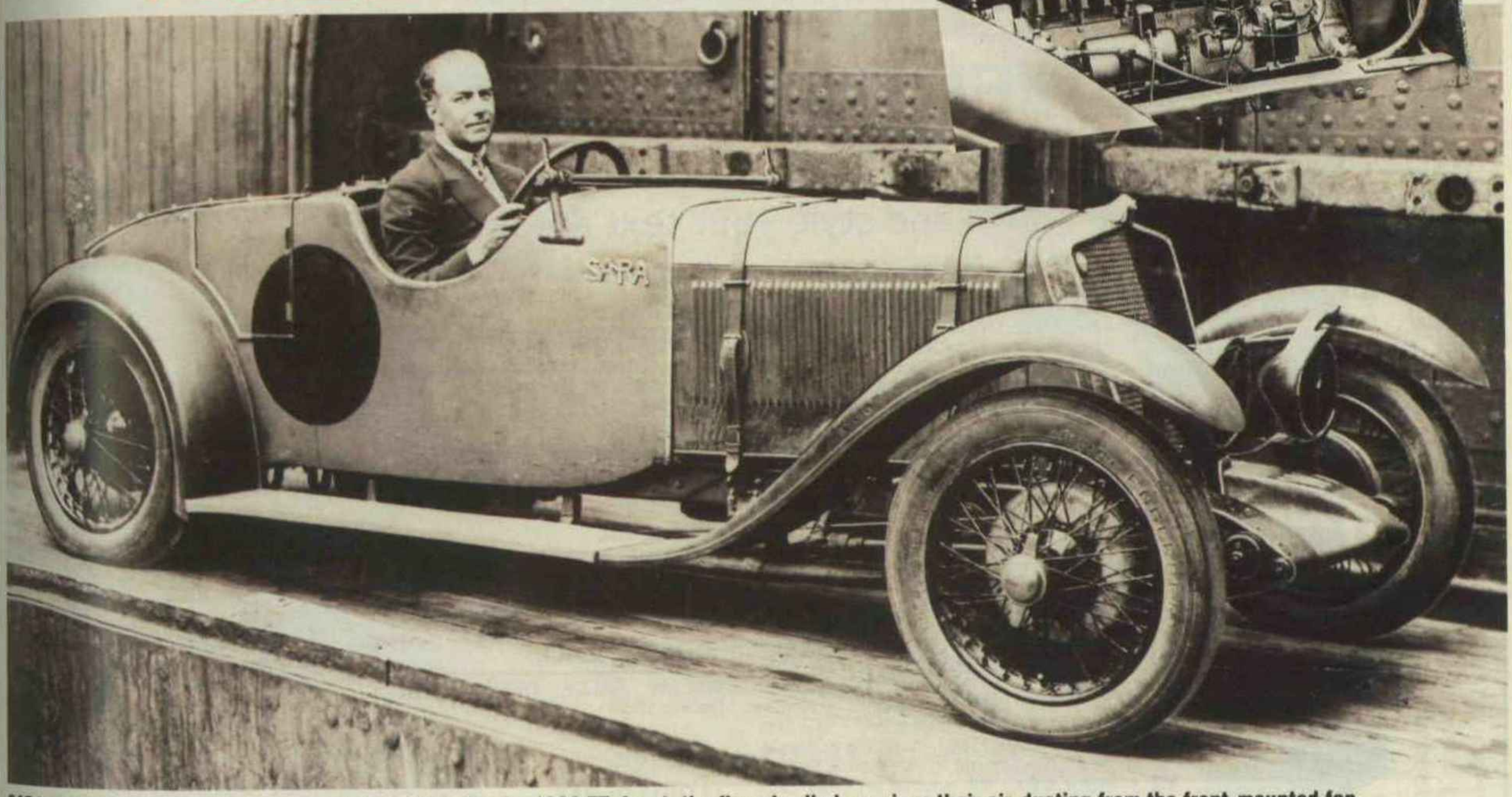
The annual Ludlow & Leominster Vintage Vehicle Display is due to take place on May 12. Open to pre-1966 cars and pre-1970 motorcycles and commercial vehicles, entries will be restricted to a total of 150 and close by March 14. There will be a town-to-town run restricted to 90 vehicles, and generous *Concours d'Elegance* prizes, together with a brass plaque for all entrants. Details from: P D Reckless, Rochdale, 6 Station Road, Ludlow, Shrops SY8 2LP.

The FBHVC, at the suggestion of its President Lord Montagu, will hold a conference at Gaydon's Heritage Motor Centre on March 23 to discuss future preservation relating to the 1996-2020 years of the vintage vehicle movement. The first speaker will be the Nick Scheele of Jaguar and the BBC's Chris Serle will be Chairman. Tickets cost £25, to include lunch, parking and Museum admission. Apply to P H J Whyman, Elton House, Church Lane, St Giles, Wisbech, Cambs PE13 5LA. Tel: 01945 870 528.

Regulations for the Welsh Rally Retrospective, based on the Royal Welsh Showground at Builth Wells, from April 20/21, are available from Ian Davies, Cilderwen, Beulah, Llanwrtyd Wells, Powys. Tel: 01591 620 303.

A reader is anxious to discover the pre-1966 history of the *circa*-1939 TA MG, Reg No FKP 395, chassis no TA 3202, which he has owned since 1987. He bought it as a bodyless wreck in the Isle of Mull, and some of the mods, such as Morris cylinder block, uprated electrics and 2in copper exhaust piping, make our correspondent wonder if the car was once owned by Pat Stilley, who wrote the article "The Truth About The T-Type" which MOTOR SPORT published in October 1941. Letters can be forwarded. **WB**

CARS DON'T *NEED* WATER



SARA entered this six-cylinder air-cooled machine for the 1929 TT. Inset, the finned cylinders minus their air-ducting from the front-mounted fan.

The spell of Arctic weather which is prevailing as I write has made me think of the peace of mind which an air-cooled engine can give in terms of its immunity from destruction by frost. I know that modern anti-freeze is claimed to be quite harmless to even the most delicate of power units — although some owners of vintage cars still prefer not to use it, out of caring for aluminium components — but how often do winter temperatures come up on you before you have put the stuff into your radiators?

One has evidence of this when cars are seen steaming at the roadside on below-zero mornings, and there is the anxiety of having undrained or unprotected vehicles in the garage on a freezing night — do you rush out of bed to attend to them or risk it. . ? However, the age of air-cooled small cars and the long discussions as to the pros and cons of "natural" or water dispersion of an engine's heat are well in the past. Except that the practicality of an air-cooled engine is evident in the use made of them by the Beetle Brigade and those who putter about in those happy Citröen two-cee-vees. If only the majority of car customers did not insist on central heating and did not object to a certain degree of noise from their cars air-cooling might have survived.

I have to say that I never enjoyed a car more than the MOTOR SPORT VW Beetle that was my regular transport in the mid-1950s and that I found the wuffle-wuffle of its flat-four engine rather pleasant. And look how well air-cooling worked for Porsche, in much more powerful concepts. . . As I freeze and speculate, I have a faint longing for a return of the old VW slogan "It can't freeze and it can't boil". In the long ago Granville Bradshaw, having designed the flat-twin air-cooled ABC — my first car — went on to appease hot cylinders with circulated oil instead of water, even with six of them in one Belsize model; but he would, wouldn't he? The arguments in those times against air-cooling were that although the weight of radiator and water jackets was saved, finned cylinders increased production costs and there were the alleged disadvantages of overheating and noise to be refuted; as cars did not then have the luxury of interior heaters, that aspects of the subject did not arise.

Universal or even fairly general use of air-cooled engines will never return, but I sometimes envy Beetle and 2CV users their immunity from worries about cracked components throughout the winter months. It ended, in effect, after the Austin 7 arrived and swept away the jolly Rover Eight and the cyclecar flock. One day we might examine the 1920s discussions for and against air cooling, but it will be purely academic. However, there was one car which was an advocate for such cooling, in multi-cylinder form and in racing, moreover. It was the S A R A, emanating from Courbevoie in France and persisting into the 1930s. It had a fan-fanned engine, at first of 1.1-litres, later of 1.8-litres, and was made by a company with the rather delightful title of *Autos à Refroidissement par Air*.

It didn't do badly in racing either. At Le Mans, where these S A R As were entered for the 24-hour race from 1923, its first year, to 1929 without a break and again in 1933, they finished each time up to and including 1928, Marendet and Lecureul being sixth in 1927 and third in the Index of Performance category, beaten only by a Salmson and an EHP of the same engine size. A year later you could buy a six-cylinder turbine-cooled S A R A. In the Ulster TT the make was less successful, but both those in the 1929 race lasted for five hours before they stopped, not necessarily from coolant consequences. They were described as cornering steadily and having good brakes. And Major Tulloch wrote well of the SARA Six in MOTOR SPORT in 1952, a car he discovered in France. There was another successful, much bigger, air-cooled American car; but I will leave this for a future "Forgotten Makes" item.

WATCH IT!

According to Christopher Booker, in his *Comment* column in the *Sunday Telegraph*, the latest folly, or one of them, from the EC in Brussels is the edict that commercial vehicles drivers who wear glasses but fail an eye-sight test *without them* may no longer be able to drive their trucks and vans, because their HGV driving licences will not be renewed. With the loss of thousands of jobs, presumably. What abject nonsense!

The Highway Code of this country stipulates that you must be able to read a number plate at a given distance, *with glasses if normally worn*. Which is exactly what glasses are for. Stiffer eye-sight tests may well be introduced which will take off the road many perfectly safe drivers who have been using their vehicles for years — but if these tests have to be taken *sans* glasses, Heaven help a great many of us. . . Watch it! If you still can after the EC has got at you, that is. . !

W B

Forthcoming Events

CLUB SECRETARIES

Let us know your intended events each month.
Refer to the section above and style your text accordingly.

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MARCH

2ND-3RD MARCH

AMMAN & DISTRICT MOTOR CLUB presents the 'Novices Rally''. A historic road rally for inexperienced competitors only. If you've finished in the top twenty overall on any historic or modern Road Rally or FIVA permit event in the last ten years, read no further!

The concept is to give drivers and navigators who are new to Historic Road Rallies a weekend of tuition together with the practical experience which can only be obtained when driving on a real rally. The rally will be run under a Clubmans status permit. The Historic Rally Car Register is an invited club, so to enter you must be a member of Amman & DMC or the HRCR. Regulations are available. To obtain a copy, please contact the Entries Secretary: Mrs. Veronica Gale, 'Tyrrell', 13 Wellfield Avenue, Neath, West Glamorgan, SA11 1EZ. Tel & fax: 01639 635860. Including a cheque for £10 (made out to 'Amman & District Motor Club') will reserve an entry until four weeks before the closing date for entries, as specified in the regulations.

6TH MARCH

HISTORIC MOTOR RACING, Rivers Fletcher Talk & Film Show, Wolverhampton, West Midlands, at 8 p.m. Tickets £6 each. Tickets limited, please apply with an s.a.e. to: Mrs. Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurt, Sussex, RH14 0PT. Please make cheques payable to: E. A. Wigg.

9TH MARCH

AC OWNERS CLUB, Dinner, Dance and Presentation of Awards, Moat House, Burnham Beeches, Bucks.

14TH MARCH

COYS AUCTION. Sale of important historic & collectors motor cars. Details from Vanessa Finburgh on 0171 584 7444.

17TH MARCH

CLASSIC & HISTORIC MOTOR CLUB Annual General Meeting. The Bear & Swan, starts 2.30 p.m. Details: 01934 418008.

24TH MARCH

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

APRIL

5TH-8TH APRIL

AA CIRCUIT OF IRELAND HISTORIC RALLY. Full details: 01232 426262.

13TH APRIL

LOTUS FESTIVAL & EXHIBITION, Donington Circuit Exhibition Centre, Castle Donginton, nr Derby. Details: 01362 694459.

14TH APRIL

OTLEY MOTOR CLUB, Yorkshire Classic Rally. Details: Richard Cockin 01422 360662.

20TH APRIL

MID KENT COLLECTORS TOY FAIR, 9 a.m.-4 p.m., Agricultural Hall, Barker Rd., Maidstone Market, Kent. Tel: 01622 753783.

20TH-21ST APRIL

WELSH RALLY RETROSPECTIVE. Details: 01591 620303.

MAY

11TH-12TH MAY

FESTIVAL OF TRANSPORT. The Chester Carnival, Chester Racecourse.

19TH MAY

JDC SPRING RALLY, BEAULIEU, Brockenhurst, Hampshire. Contact: John Burton 01703 619033.

THE JENSEN CLUB. Family day out at Iron Bridge, Gorge Museum, Telford, Shrops. Details: 01296 614072.

JUNE

9TH JUNE

BRISTOL TO BOURNEMOUTH VINTAGE VEHICLE RUN. Entries are now open for the 1996 Run which will take place on 9th June. All pre 1940 cars, motorcycles and light commercials are eligible. Contact: Alan Davidson, 63 Abbots Way, Yeovil, Somerset, BA21 3HX. Tel: 01935 25597.

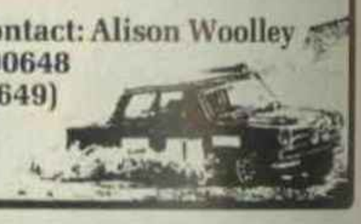
MARK I & II DAY. Prescott Hill, Gotherington, Cheltenham, Gloucestershire. Lunches (if still available) by ticket. Contact: Petronel Payne, tel: 01962 777321, fax: 01962 777321.

E-TYPE JAGUAR DAY, JDC, Prescott Hall, Gotherington, Cheltenham, Glos. Tel: 01962 777321.

22ND-23RD JUNE

THE FIAT NATIONAL WEEKEND, Riverside Hotel, Chesford Bridge, Kenilworth, Warwickshire. Details: 01543 371348.

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JUNE/JULY

26TH JUNE-11TH JULY

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

JULY

13TH-14TH JULY

ARDINGLY VINTAGE VEHICLE SHOW, at the South of England Showground, Ardingly, West Sussex and organised jointly by the Morris Register and Horsham Historics is now in its eighth year. Visitors can look forward to viewing some 1,500 fine exhibits (around 500 of these being cars of various eras), plus large Autojumble and Trade areas and a Craft Marquee. There are full catering facilities, two bars, one run by C.A.M.R.A. dispensing a selection of around 40 different real ales.

Other activities and entertainments include a Childrens' Corner, Childrens' Bus Rides, Punch & Judy, Marching Bands, Indoor Model Plane Flying, and Harris Bros. Vintage Fair.

There is a half hourly FREE bus service from Haywards Heath Railway Station, and adult visitors purchasing cheap day returns on British Rail can obtain £1 off their entry on production of their rail ticket. The event is open from 10 a.m. until 5 p.m. each day, and entry charges are £4 Adult and £2 for Children and Senior Citizens. Further details can be obtained by sending an S.A.E. to The Show Secretary, PO Box 1608, Rottingdean, Brighton, BN2 6LS.

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1951 PORSCHE 356 CABRIOLET

Registration No. RPB 742. Chassis No. 10150. Engine No. P20508. First right hand drive Porsche Cabriolet, production completed 31st August 1951. Imported into England for the 36th Earls Court Motor Show, October 1951. Exterior colour: Cream. Interior colour: Red. Totally restored by the Porsche factory in Stuttgart, completed 7th September 1990.

THE MISUND



Arguably one of the most misunderstood cars of the post-war era, Porsche's 356 – actually the Professor's 349th design – first appeared as a crude, but sound, VW-based chariot amidst the economic gloom of 1948. At first Porsche did not expect to sell more than 500 units all told, but when production was transferred from Gmünd (where the first 50 alloy-bodied cars were built) to Stuttgart, demand grew quickly.

Although the 1948 prototype was mid-engined and had a tubular-frame chassis, all the production cars were rear-engined to increase cabin space, while to reduce production costs the body and chassis were of unitary construction. To reduce costs further all the Stuttgart production bodies were made of steel instead of aluminium alloy.

To allow the car to compete in the 1100cc class in international sporting events, the air-cooled flat-four Beetle-based engine was reduced in capacity from 1131cc to 1086cc, while in compensation the compression ratio was raised to 6.5:1 and a brace of Solex 26 VFJ carburettors were substituted for the single Solex employed on the standard Beetle.

Despite a relatively feeble 40bhp on tap, the car was good for an impressive top speed of 80mph thanks to its aerodynamically slippery body. Like the Beetle all four wheels were independently sprung by transverse torsion bars with swinging half-axles at the rear.

Down the years the car's essential character never changed, although continuous development work resulted in thousands of minor and major production changes. A more powerful 1300

"In every respect the 356 is a delightful, well-built and refreshingly practical classic car"

engine was introduced in 1951, and a 1500 followed in 1952 along with an all-synchromesh gearbox to replace the traditional non-synchro VW unit. In addition to the normal plain-bearing engines, roller-bearing crankshafts became available as an extra-cost option, but despite the extra power they allowed — up to 70bhp in the case of the 1500S — engine longevity was seriously compromised.

In response to demand from the American market for a cheaper but more sporting version of the cabriolet, Porsche launched their all-time classic, the Speedster, in September 1954. 'Bath-tub' styling, an unlined hood, sidescreens instead of wind-up windows, bucket seats and a revised dashboard distinguished this model from its better-equipped fresh-air sister.

The following year, the 356A debuted at the Frankfurt Motor Show and boasted a modern, one-piece windscreen, 15in wheels in place of the old fashioned 16in items and a host of other improvements; but the most exciting development was the introduction of the complex four-cam/1500 Carrera model, which pushed out an endearing 100bhp and boasted a top speed in excess of 120mph.

Further detail improvements were incorporated into the T1 version of the 356A in 1957, including a new 1600 engine. The restyled 356B model, with a new 90bhp version of the 1600 engine, appeared in 1959. To curtail the tendency of the car to develop excessive oversteer under hard cornering, a compensating spring was added to the rear suspension at the same time.

By Porsche's sales standards the Speedster hadn't been a success, and was superseded by the more civilised Convertible D and Roadster models towards the end of the decade, before being dropped from the range in 1962. The 356B was treated to a final facelift in 1961 when Porsche also went to the trouble of replacing the Carrera's 1600 four-cam engine with a powerful 130bhp 2-litre 'four-cammer'.

The final incarnation, the 356C, appeared in July 1963, and apart from the usual detail changes, the most significant modification came in the form of ATE disc brakes on all four wheels. Production officially ended in 1965 to make way for the 911, but a further 10 coupés were built to special order for the Dutch police force in 1966.

In a long production run of 17 years, nearly 80,000 356s emerged from the small factory at Zuffenhausen, and despite their propensity for rusting, a relatively high number survive today, a good proportion of them in America where enthusiasm for the little car remains as strong as ever.

As well as the bewildering range of regular models, there was an America Roadster, of which 16 examples were made during 1952, and 20 Abarth Carrera GTLs that were built for racing in the early 1960s. And in addition to the factory hardtop, which was an extra-cost option on

ERSTOOD





cabriolets, there was also the Karmann-built hardtop model, but it was not a great success and there are few survivors.

In every respect the 356 is a delightful, well-built and refreshingly practical classic car. By today's standards even the Carrera 2-litre is not particularly fast, but a top speed of 130mph, although not to be sneezed at, is fairly academic anyhow. Pay no attention to those who deride the car's roadholding; learn to handle one in the intended manner and nothing on four wheels will provide as much fun — Porsche expected the same standard of driving from his customers as they did of his engineering.

As is the case with many cars these days, the cost of a complete 'ground-up' restoration is likely to exceed the subsequent market value (with the possible exception of a four-cam Carrera or Speedster), but the good new is that there is an abundant supply of spare parts and some, being interchangeable with the Beetle, are cheap.

In coupé form, the 356 makes a sensible everyday machine.

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And finally when considering a 356, it is well to appreciate the implications of the ancient legal doctrine Caveat Emptor — buyer beware! Regrettably, the 356 was largely ignored before the classic car boom of the 1980s, and many examples were badly repaired to keep them running as everyday hacks. Years of cosmetic patching up have taken their toll, and there are dozens of cars whose real condition has been concealed by body filler and a coat of shiny paintwork. Don't get caught out.

WHAT TO LOOK OUT FOR

Body/chassis: No part of the body or chassis is immune to severe rusting. Use a magnet to test for body filler, and be suspicious of fresh underseal — even experts have been fooled. Many 356s, particularly the early ones, were damaged in accidents; rippled front inner wings, an ill-fitting bonnet and general lack of body symmetry all point to crash damage. Check the diagonal dimensions with a piece of string.

Engine: All pushrod engines notoriously leak oil from the pushrod tubes, but a little is perfectly acceptable. A deep grumbling sound may be indicative of worn bearings; test end-float by rocking the crankshaft pulley wheel with both hands. Also check that the exhaust/heater boxes are in good order — rusty units will result in fumes in the cabin. The majority of cars are now fitted with plain-bearing engines and life expectancy is roughly 100,000 miles between rebuilds. Roller-bearing crankshafts need overhauling roughly every 30,000 miles. Complexities of four-cam engines are well beyond normal mortals.



GENERAL:

Electrics: Bosch 6-volt electrics can suffer from voltage drop in cold weather. 12-volt electrics were fitted to some later models but many cars now updated in private hands. Batteries for 6-volters are becoming increasingly difficult to obtain 'over the counter'.

Tyres: The crossplies originally fitted to the vast majority of 356s should be put under house arrest and never allowed to see daylight again.

Bodywork: Shutlines should be 3.5mm wide. Ill-fitting doors, especially along their bottom edges, point to bodged repairs.

Suspension: Torsion bars can snap, but this is unusual and replacements, although expensive, are available. Torsion bar tubes and front uprights can rust badly.

Steering: A little free-play at the wheel is normal, and steering boxes are notoriously long-lived. Any tightness or looseness points to a dangerously worn steering box.

Brakes: Drums and discs work well, even if the discs were once prone to cracking on high-mileage examples. The tendency to lock the front wheels under excessively heavy braking is not unusual with rear-engined cars.

Transmission: Both early VW 'crash' gearbox and Porsche synchro units are unburstable. Synchros can wear but rebuilds are inexpensive. Rubber gearbox mountings can perish and force the lever to pop out of gear under acceleration.

Hood: The cost of Cabriolet and Speedster hood replacements depends on source. Hood frames are wickedly expensive.

Porsche 356

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● MOTOR SPORT "Desert Island bookshelf feature" March 1995

I would dearly like to take a full run of MOTOR SPORT but sadly that would sink the boat, so I must satisfy myself with the collection of photographs culled from their archives in the recently published book "Four Wheel Drift."

● **AUTOSPORT**

Unashamedly a picture book, with a wealth of black and white pictures it captures the atmosphere of racing during this era. The range of subjects is remarkable too, covering everything from Formula 500s through sportscars to Grands Prix. There is also some text, though, from the very knowledgeable Mike Lawrence, who sets the scene with informed insight and anecdotes. A treasure chest of wonderful images to browse through and enjoy.

● **CLASSIC & SPORTSCAR**

MOTOR SPORT's photo archive is a goldmine of evocative images of 1950s track action. Its calendars have become highly collectable. At last someone has had the foresight to dip deeper into its files and reproduce a wide selection of picturess for this book.

It covers 1945–1959 and is packed with outstanding shots. Some are very familiar: the classic Fangio study at Rouen. Others are previously unseen: Behra hustling a Porsche RS well over the apex at Goodwood. Respected historian Mike Lawrence provides the captions.

● **Classic Car**

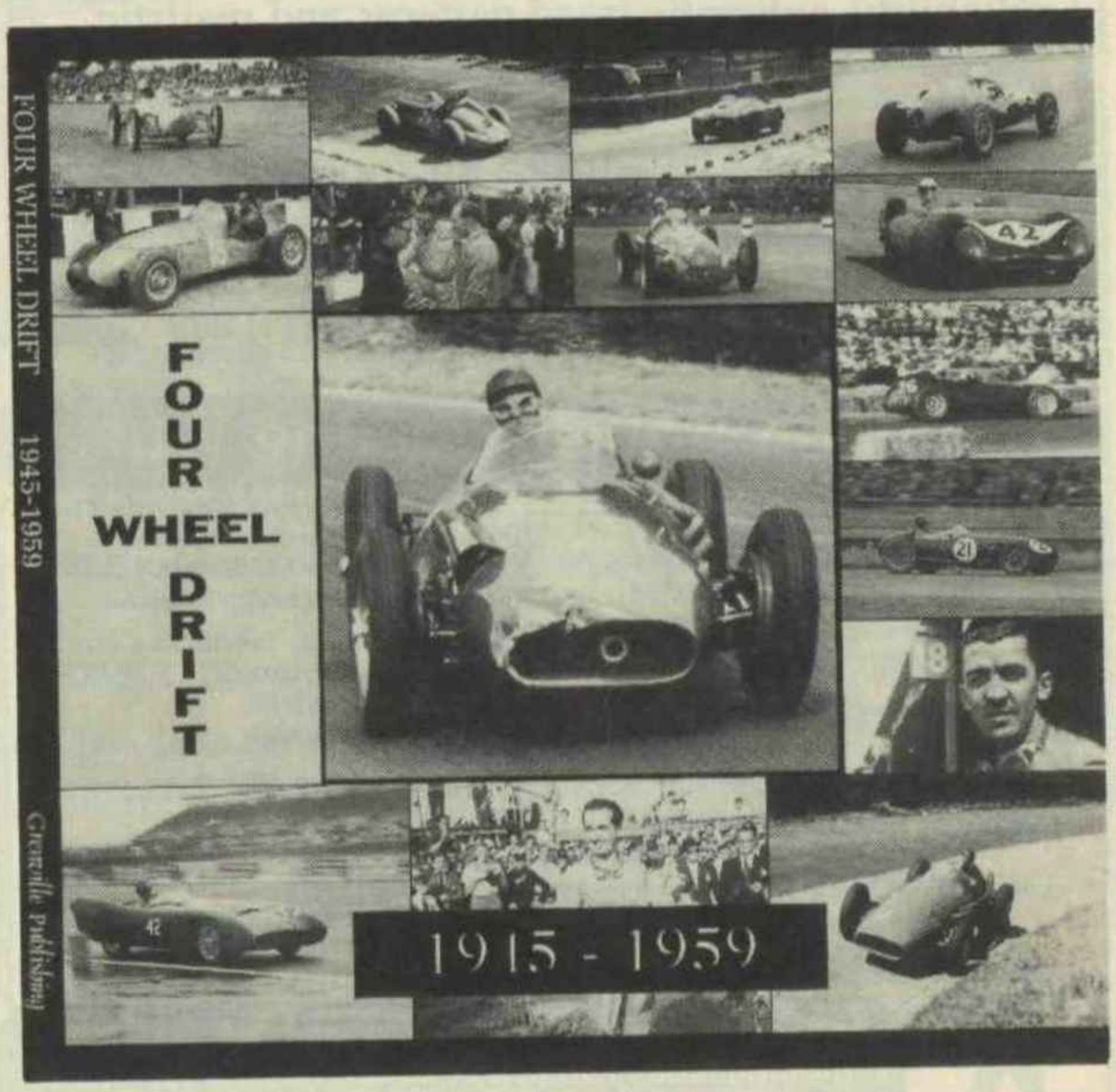
Motor racing aficionados *must* have this book: with 144 pages of superb archive photographs from the files of LAT (associate company of MOTOR SPORT and *Motoring News*), it's exceptionally good value. And who better than Mike Lawrence to select the best shots and write a concise summary of racing action in 1945–49, and each year from 1950 to 1959?

His captions to the photographs are typically full of insight and humour: several had us in fits. It's worth buying just for the shot of Colin Chapman falling foul of the *Polizei* at Monza in 1959, captioned: 'Mr Anthony Colin Bruce Chapman discusses his point of view with members of Monza's Finest at the Italian GP'.

● **VSCC Bulletin**

Brilliant. This is a book of photographs printed large and in the main they are of the fifties with Grand Prix after Grand Prix being shown. These photographs come from the MOTOR SPORT archive – now known as LAT Photographic. The heading photograph for this review comes from this book and has been bought by your Editor. He has also bought a 20 by 16 of the Vanwall. Ferrari and BRM rushing down to the hairpin at Rouen in 1957 for his office wall. Do not think that all the photographs are from Grand Prix. There is a picture of Basil Davenport in the post-war Spider, Ken Wharton in R4D at Prescott, a picture of the Freikaiserwagen, plus many others and Spike Rhiando gets into two pictures.

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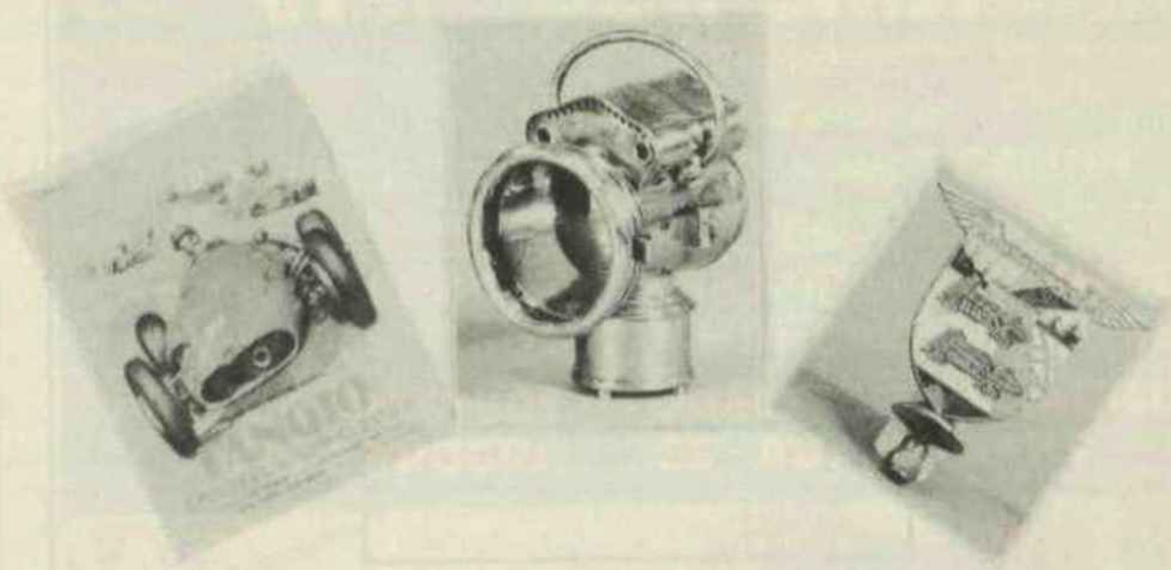
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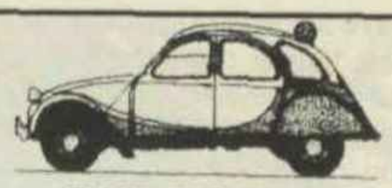


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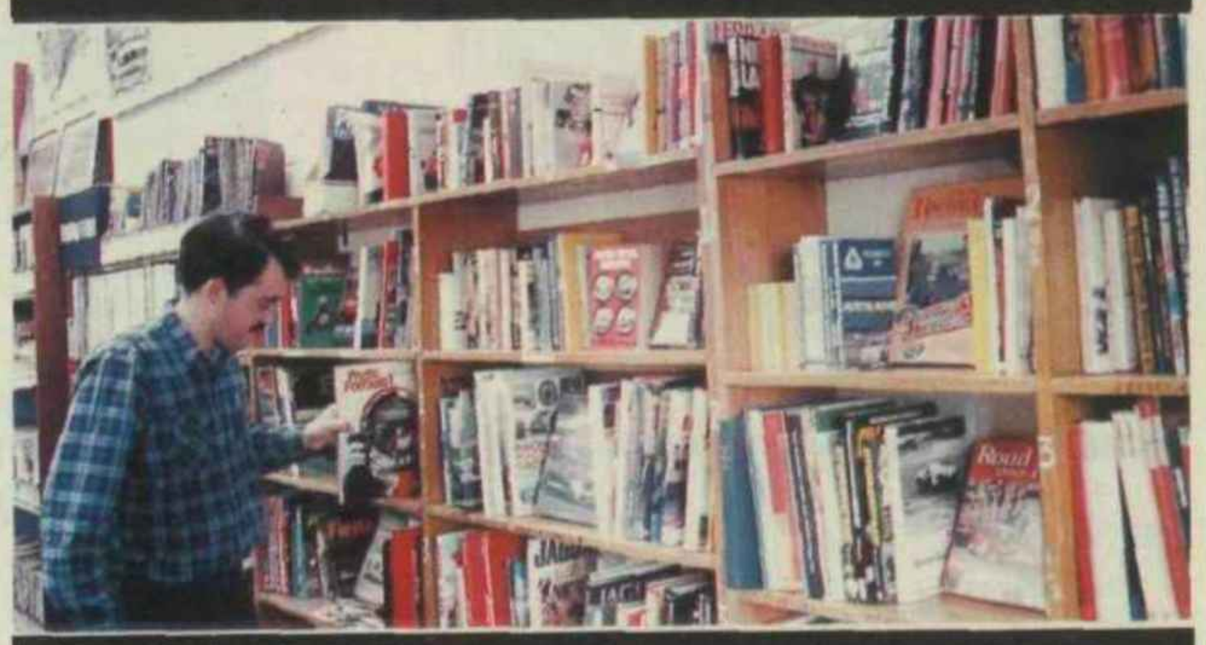
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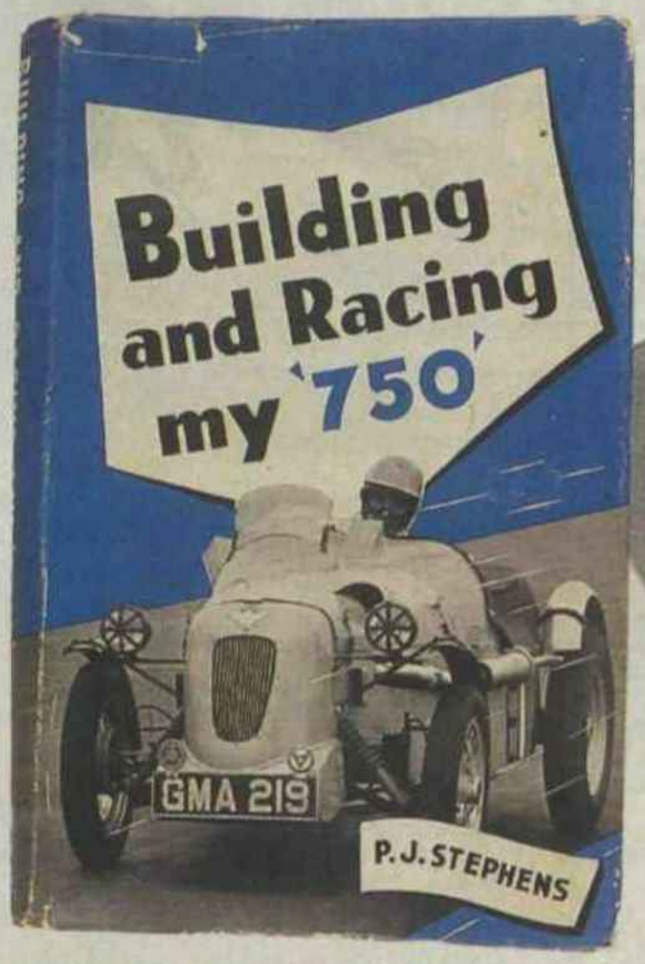
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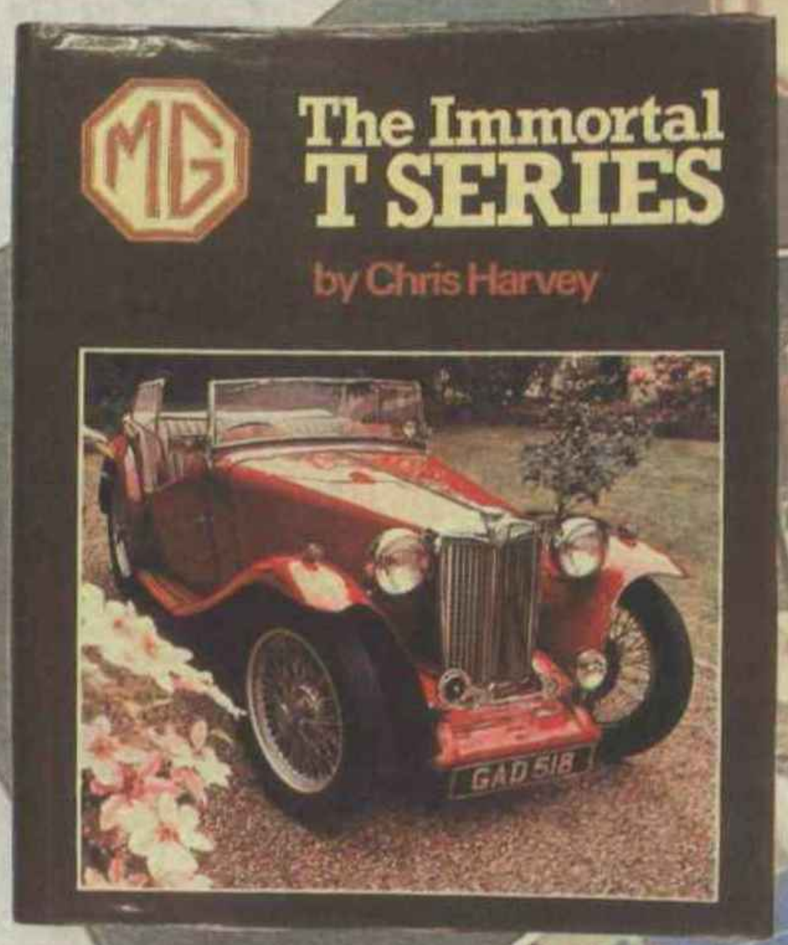
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BUILDING AND RACING MY '750'

Author: P J Stephens
Publisher: G T Foulis & Co Ltd.
This delightful small book was part of a series of motor racing books produced by this publisher in 1958.

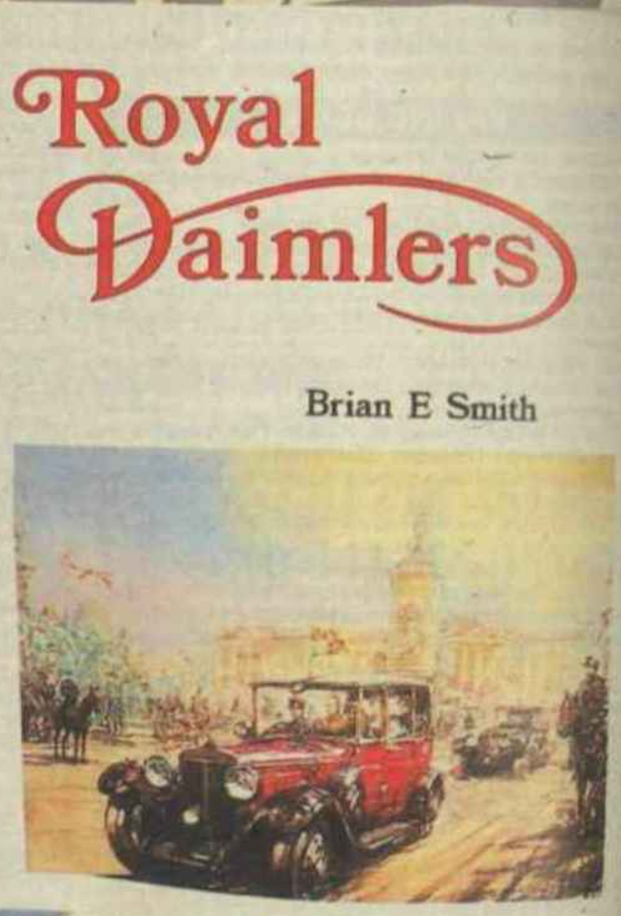
A story of a raw novice planning, constructing and racing successfully, on modest means (those were the days!), a racing car based on the homely Austin Chummy. There is a useful data giving facts and figures.
Price Guide:: £15-£20



MG – THE IMMORTAL T-SERIES

Author: Chris Harvey
Publisher: Oxford Illustrated Press
First Published: 1976
The late Chris Harvey certainly knew his stuff on the T-Series MG, like his many other books such as "E-Type – End Of A Era". A beautiful book about sweeping wings, fold-flat windscreens, cutdown doors, wind in the hair, and, most important, giving reams of research.

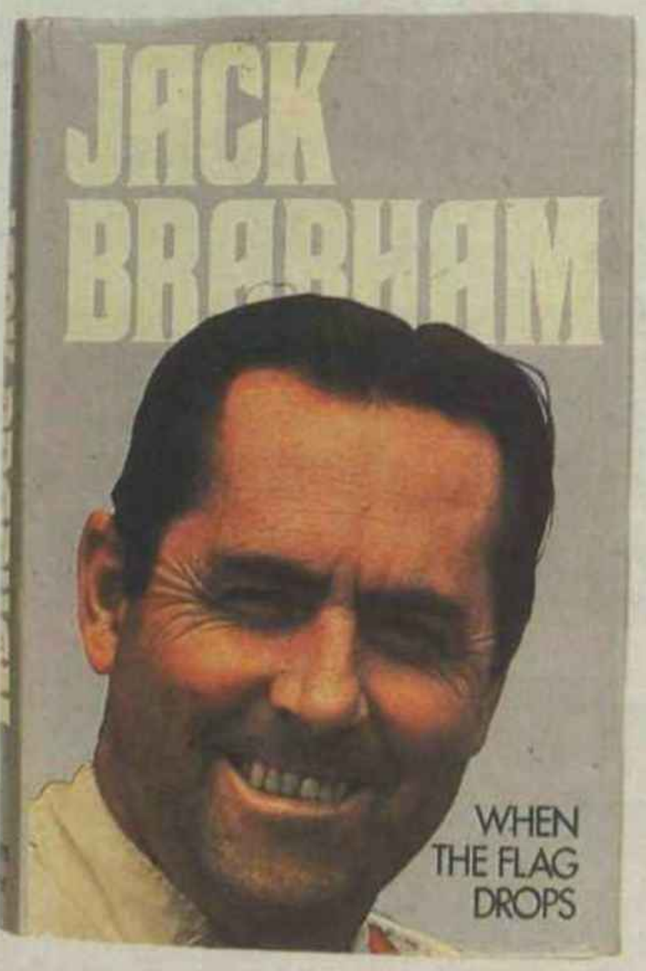
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Price Guide: £18-£20



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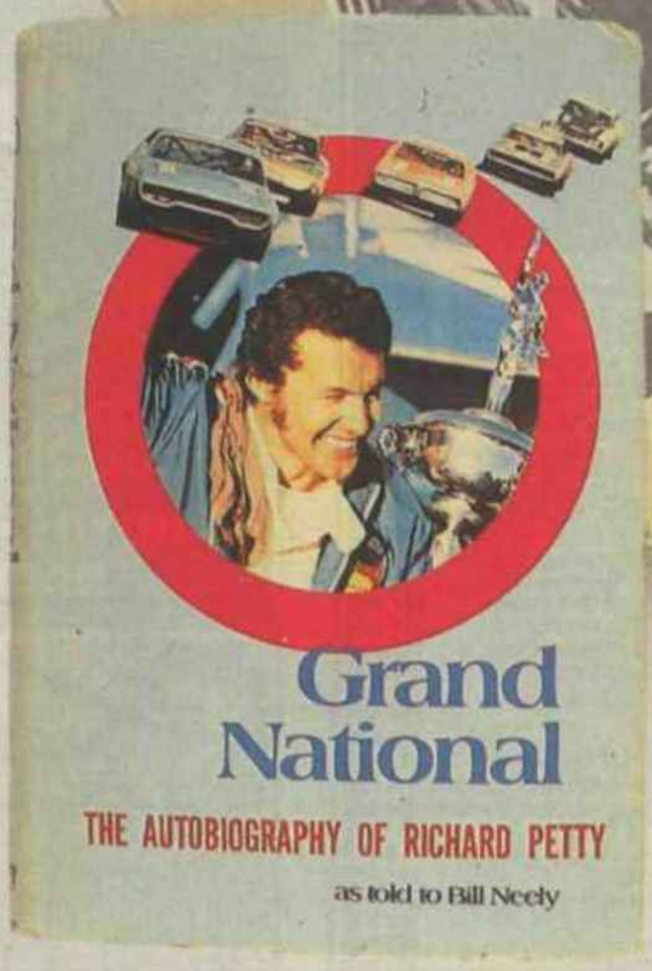
Author: Brian Smith
Publisher: Transport Bookman
First Published: 1972
The fascinating story of over 80 years of royal Daimlers, and the complex history of the British Daimler Company.

Interesting dust jacket showing a painting by F Gordon Crosby of King George V and Queen Mary in the 1935 Silver Jubilee "Double Six" Daimler.
Price Guide: £35-£40



JACK BRABHAM: WHEN THE FLAG DROPS

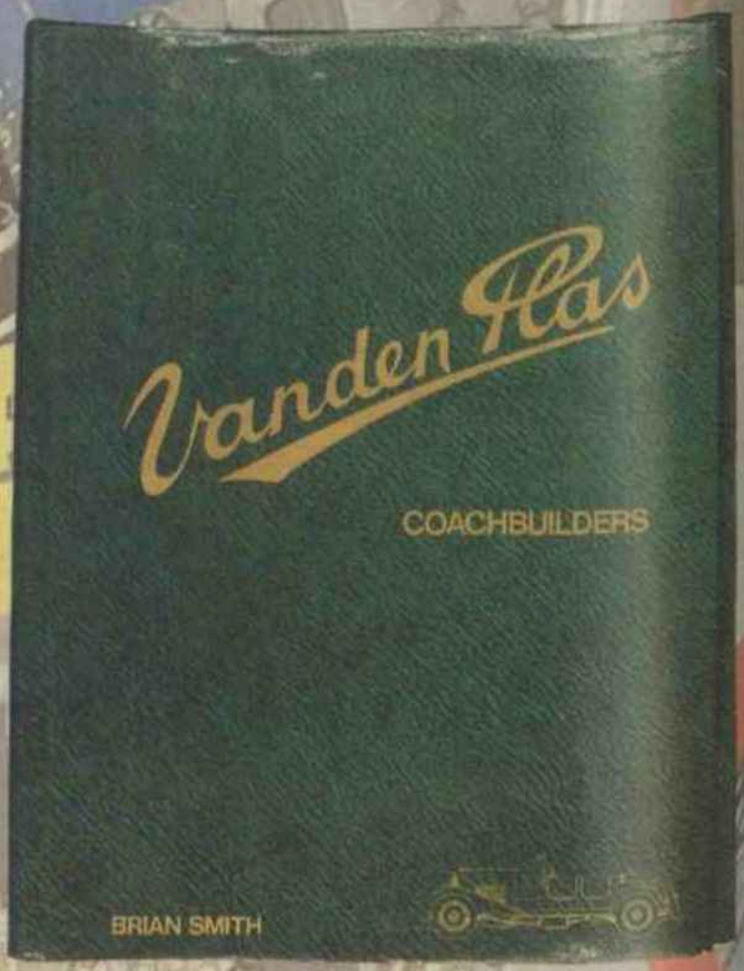
Author: William Kimber
Publisher: William Kimber & Co
Three times Champion Grand Prix driver, and the first man to win this title at the wheel of a car bearing his own name, Jack Brabham still holds a unique position in the world of motor racing. A fabulous book about the success story of a great driver with a humorous smile!
Price Guide: £18-£22



GRAND NATIONAL – THE AUTOBIOGRAPHY OF RICHARD PETTY

Author: Bill Neely
Publisher: Henry Regnery Co (Chicago)
A story about Richard Petty following his father Lee's footsteps in American Stock Car Racing, NASCAR.

"Grand National" is about a race-winning dynasty — a fascinating book about one of the greatest family names in American racing: Lee, Maurice and Richard Petty.
Price Guide: £22-£25

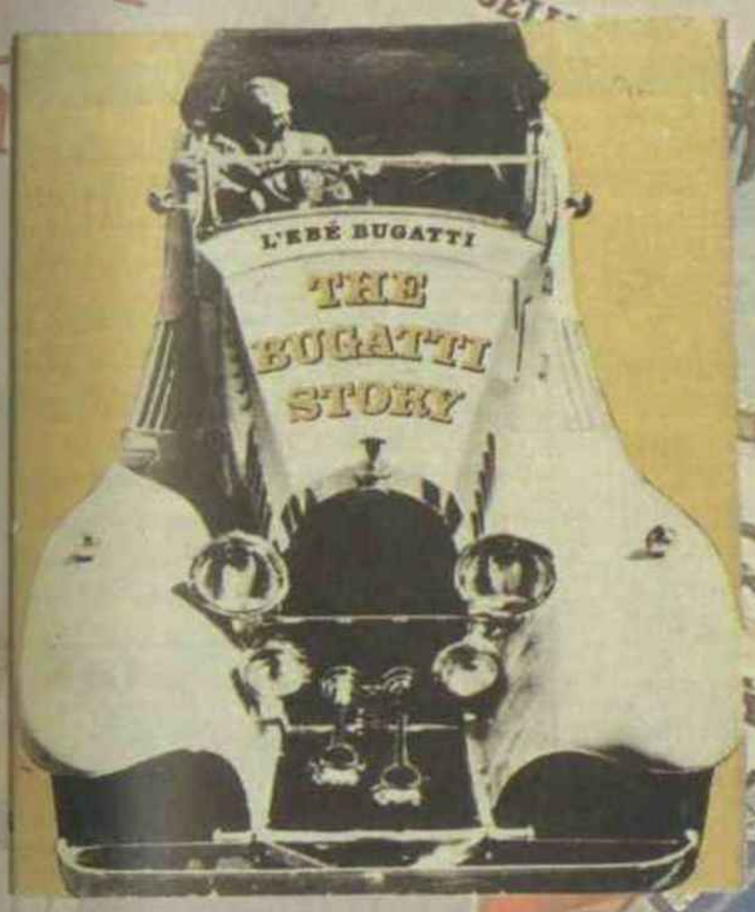


VANDEN PLAS COACHBUILDERS

Author: Brian Smith
Publisher: Dalton Watson Ltd
A medium-size book about Vanden Plas, the famous British body-building company with a Dutch name which is so often mis-pronounced (Plass is correct; Plah is wrong).

Very informative.
Price Guide: £25-£30

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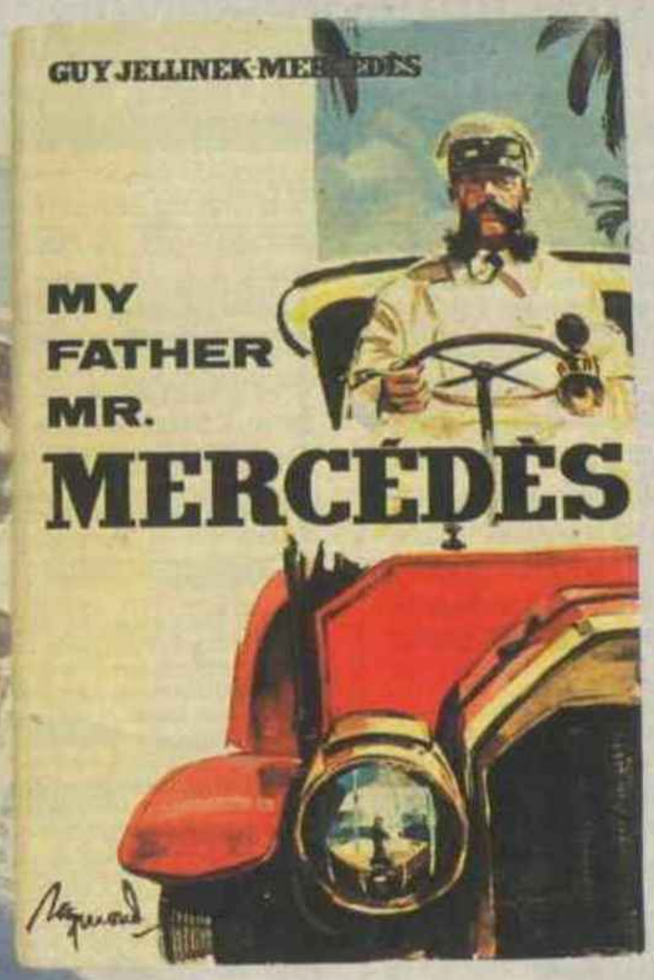


THE BUGATTI STORY

Author: L'Ebé Bugatti
Publisher: Souvenir Press
Bugattis won a staggering 2,136 races from 1909 to 1927, but more memorably, the eccentric scion of an artistic family combined art and engineering in an unique way. This is his daughter's recollection of the man and the *marque*.

Everything is told in this excellent book from 1899 to 1951, including the story of the last of the great Bugatti racing cars — the type 59.

Price Guide: £30-£35



MY FATHER MR MERCEDES

Author: Guy Jellinek-Mercedes
Publisher: Chilton Books
This book relates the fascinating story of Emil Jellinek, the Paris agent and then moving force within Benz, who persuaded the company to name its new range of cars 'Mercedes' after his daughter. Delightful reading.

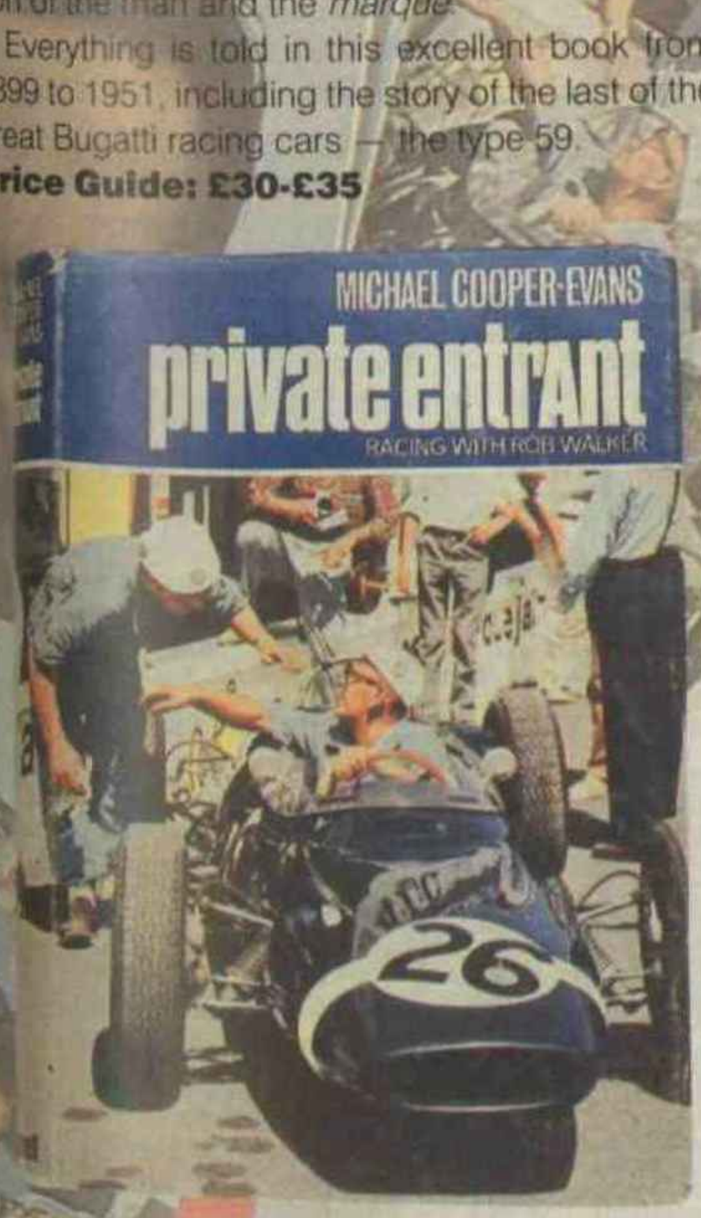
Price Guide: £15-£20



FORMULA JUNIOR RACING CARS REMEMBERED

Author: Bernard Cowdrey
Publisher: Bookmarque Publishing (Oxon)
A book for the enthusiast Formula Junior racing cars from 1959-1963. A readers guide on an A-Z basis, and concentrated on the British built cars and those cars from overseas which is felt contributed most to the Formula.

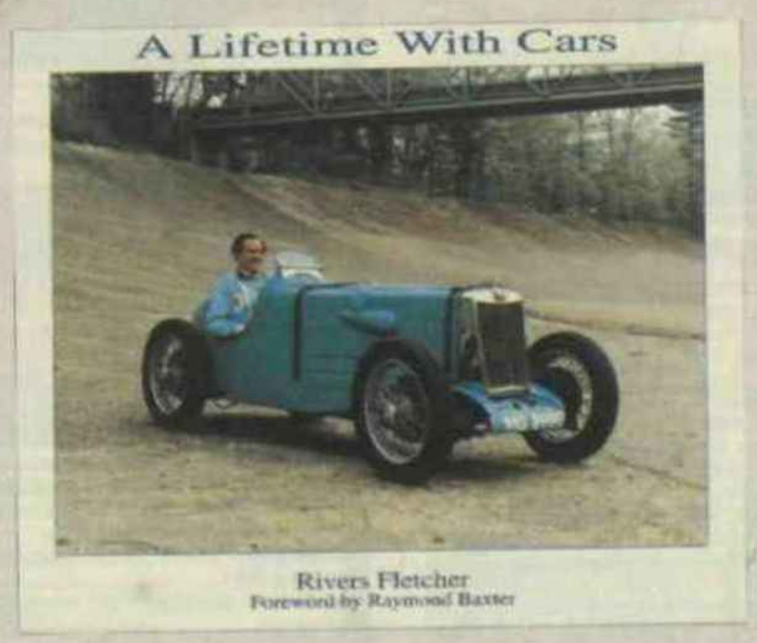
Not a rare item and can be purchased at most specialist bookshops or publisher.



PRIVATE ENTRANT: RACING WITH ROB WALKER

Author: Michael Cooper-Evans
First Published: 1969
Michael Cooper-Evans worked for the Walker Racing Team for two years, and tells the story of motor racing for the wealthy persons who supported and raced cars during the 1950s and 1960s.

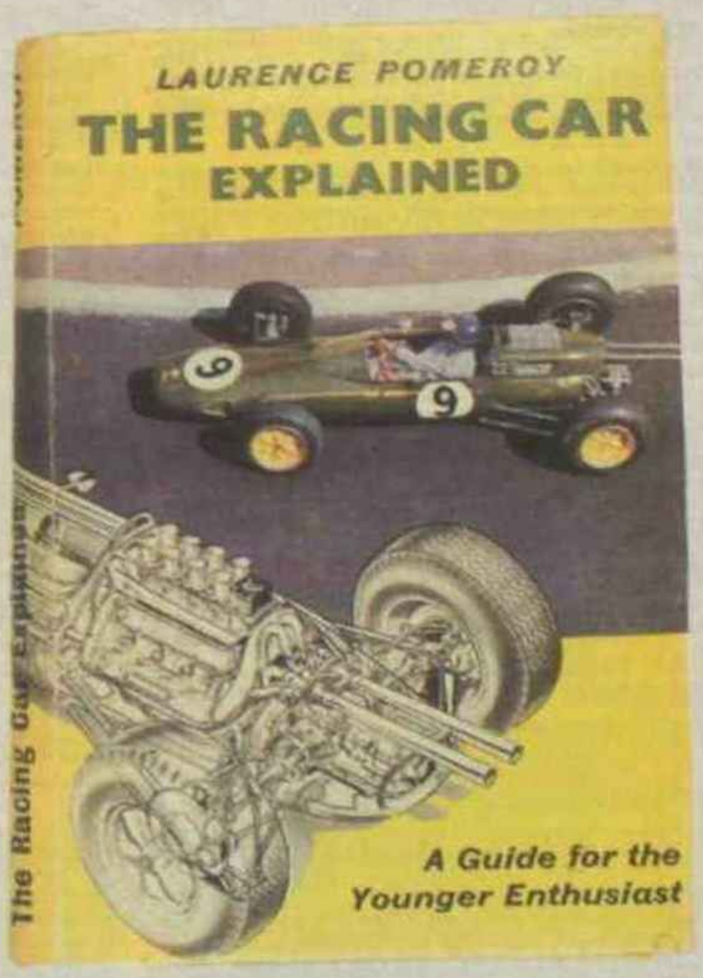
Price Guide: £40-£45



A LIFETIME WITH CARS

Author: Rivers Fletcher
Publisher: Vintage Car Publishers
Although published only a few months ago, this is already becoming a collectors item. Written by Rivers Fletcher, the well-known historian and car enthusiast, it covers his lifetime involvement with racing machinery from Bentley days on. Superb photographs.

RRP: £29.95 + P&P
Signed Copy: £35 + P&P



THE RACING CAR EXPLAINED

Author: Laurence Pomeroy
Publisher: Temple Press Books
A small book produced in the early 1960s for the younger person explaining how Grand Prix cars are constructed, and what lies behind their design.

Price Guide: £18-£20

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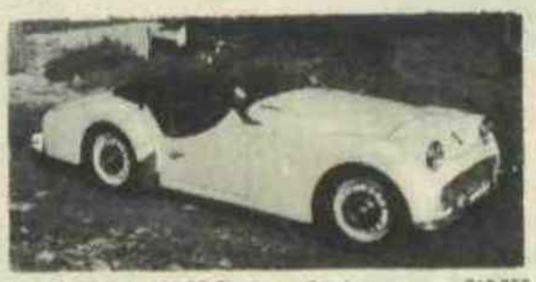
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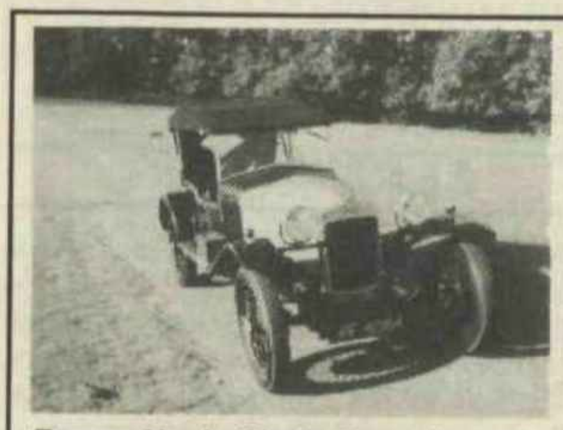
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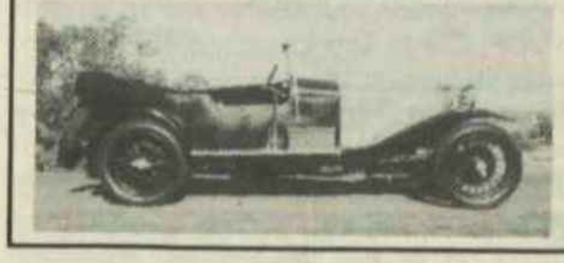


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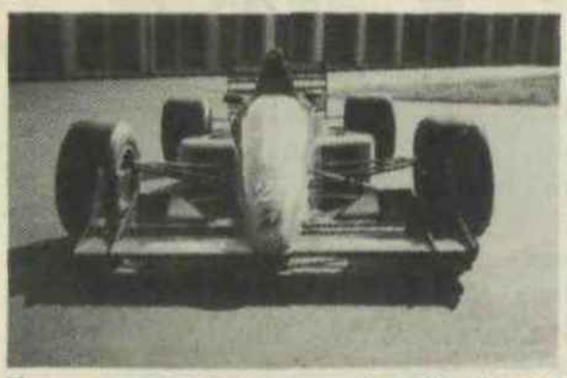
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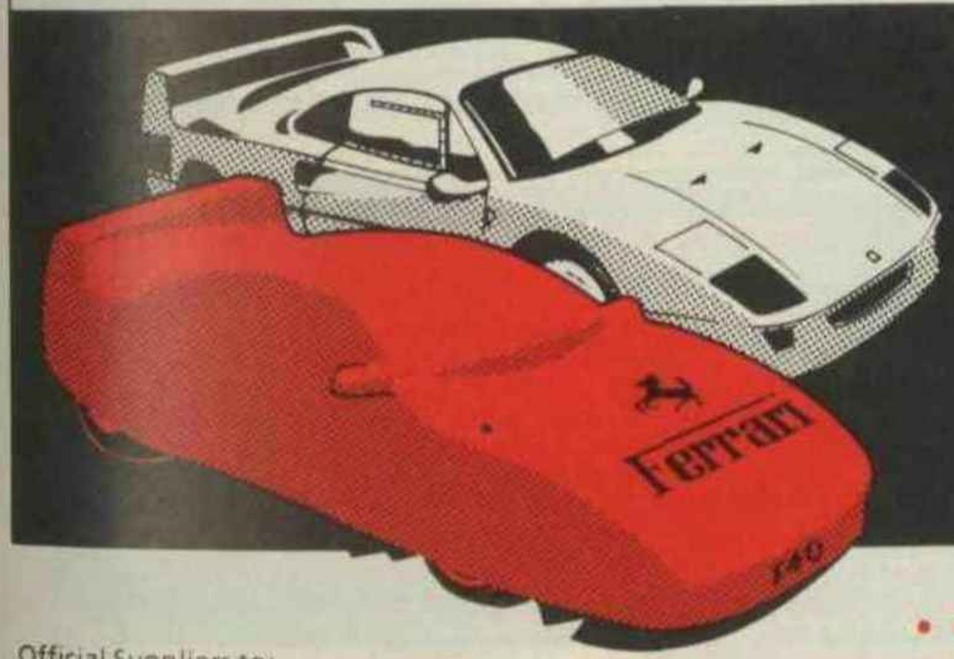
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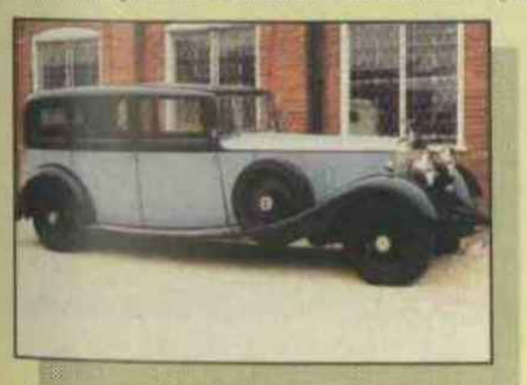
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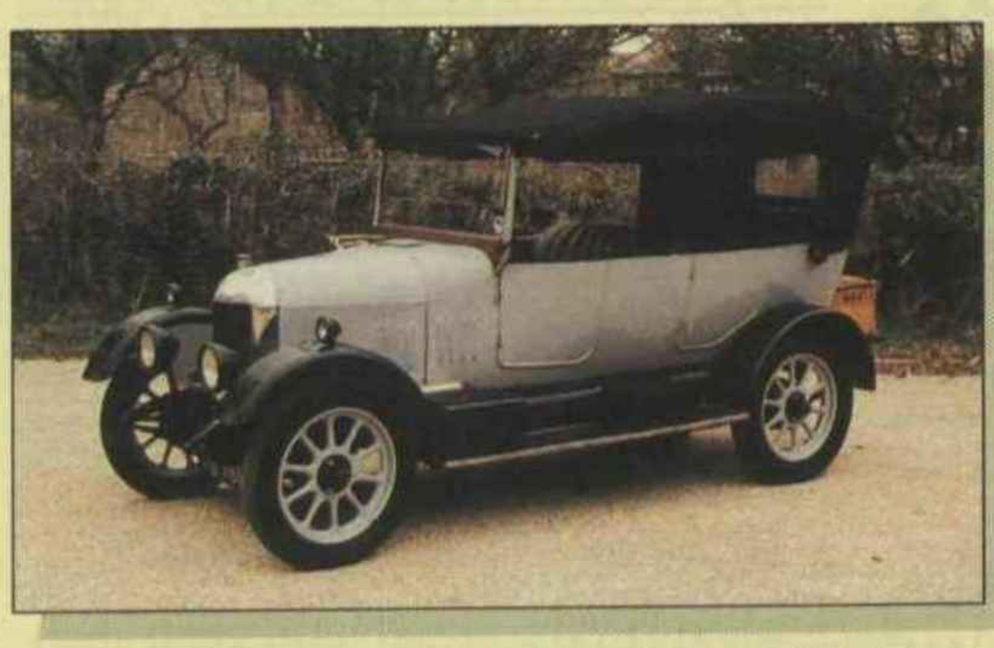
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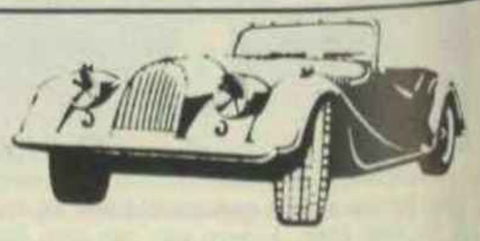


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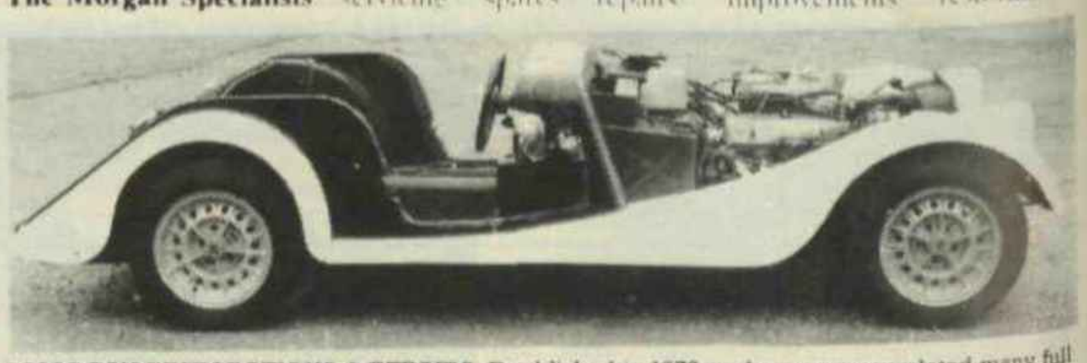
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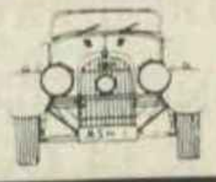
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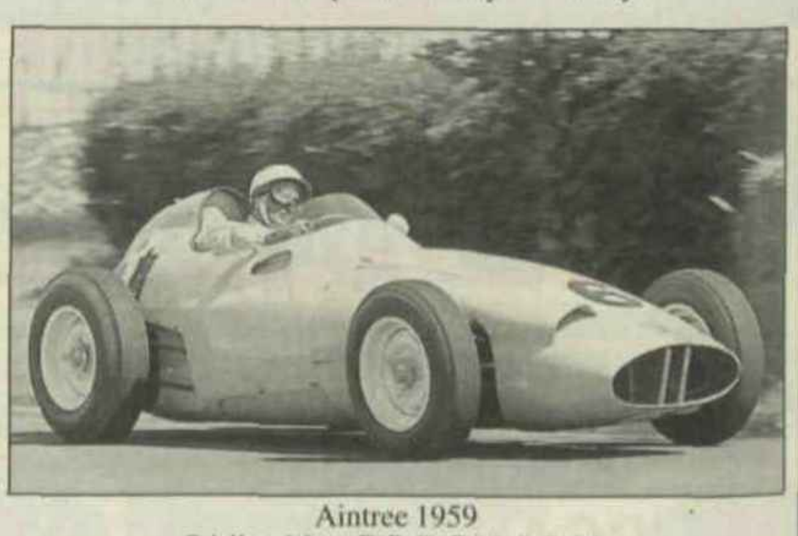
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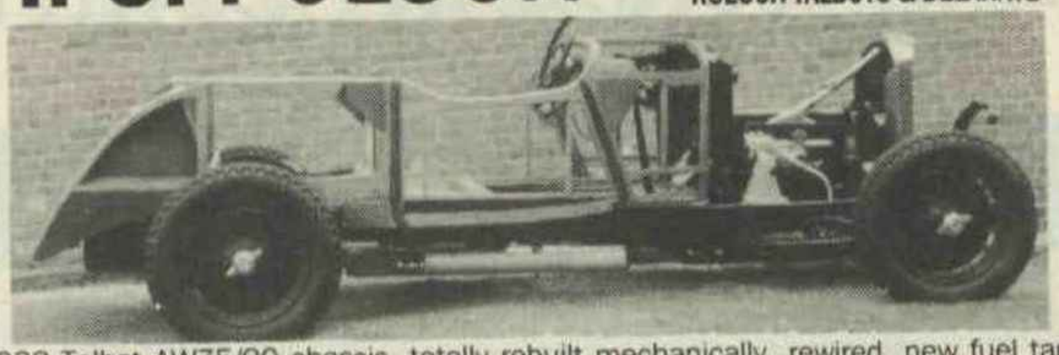
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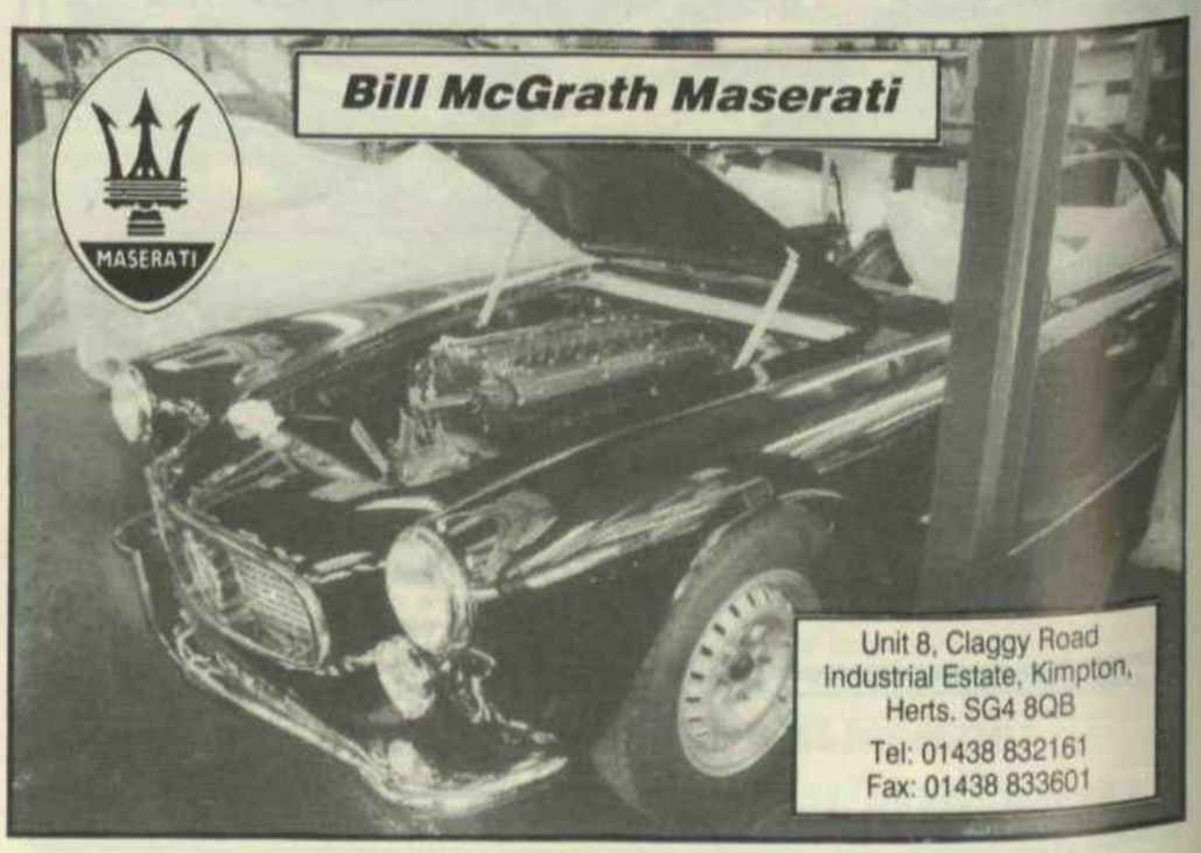
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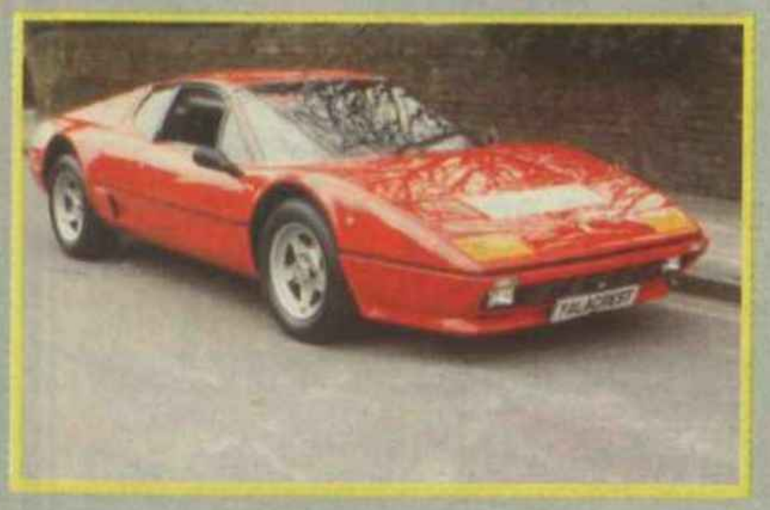
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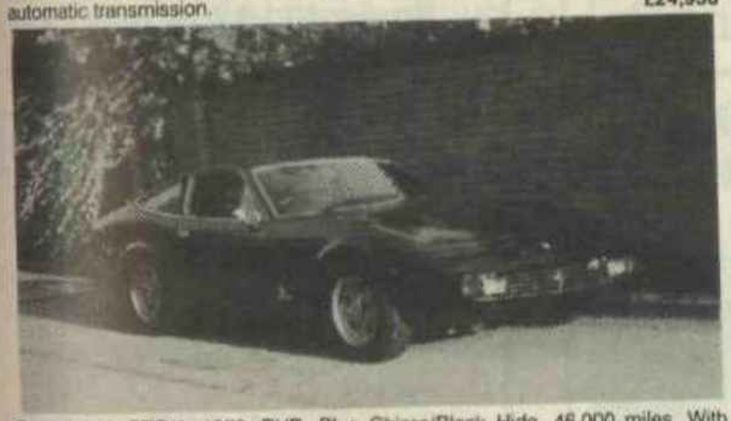
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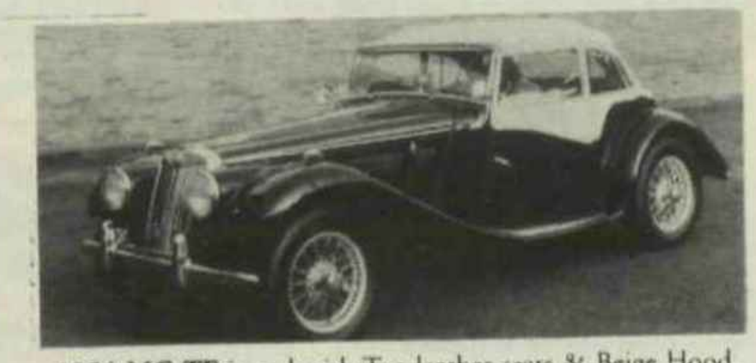
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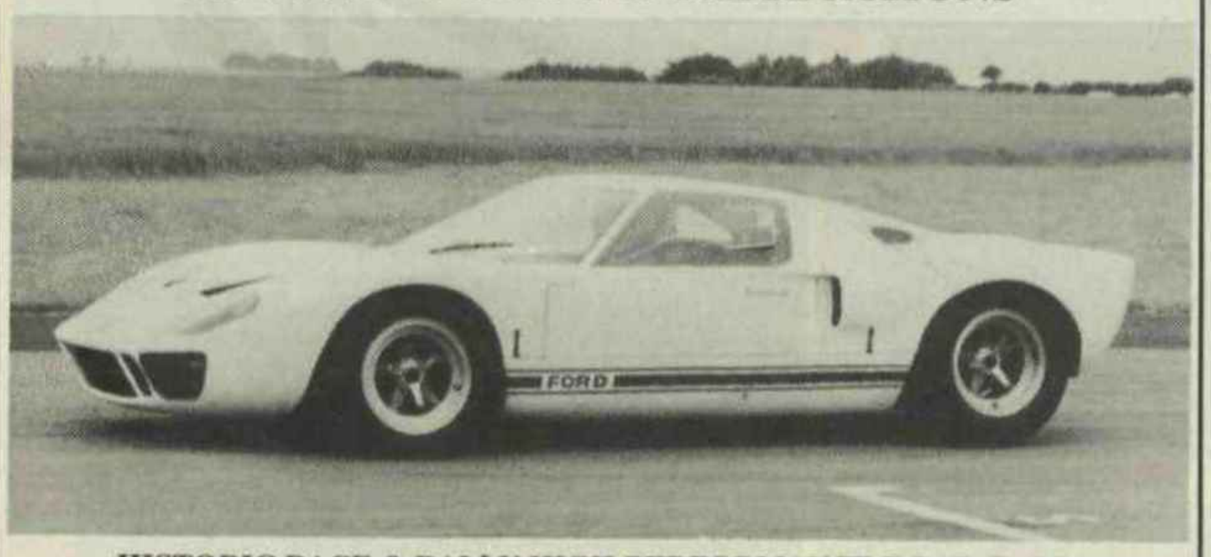
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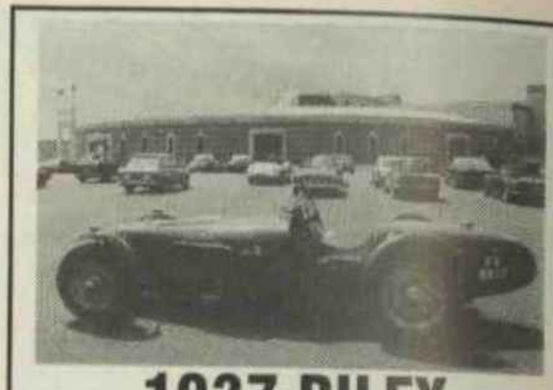
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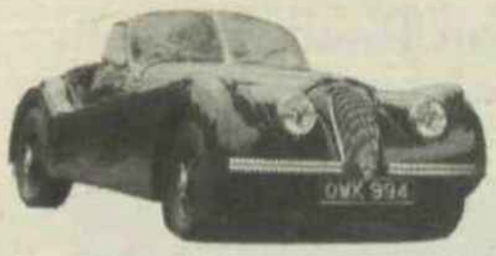
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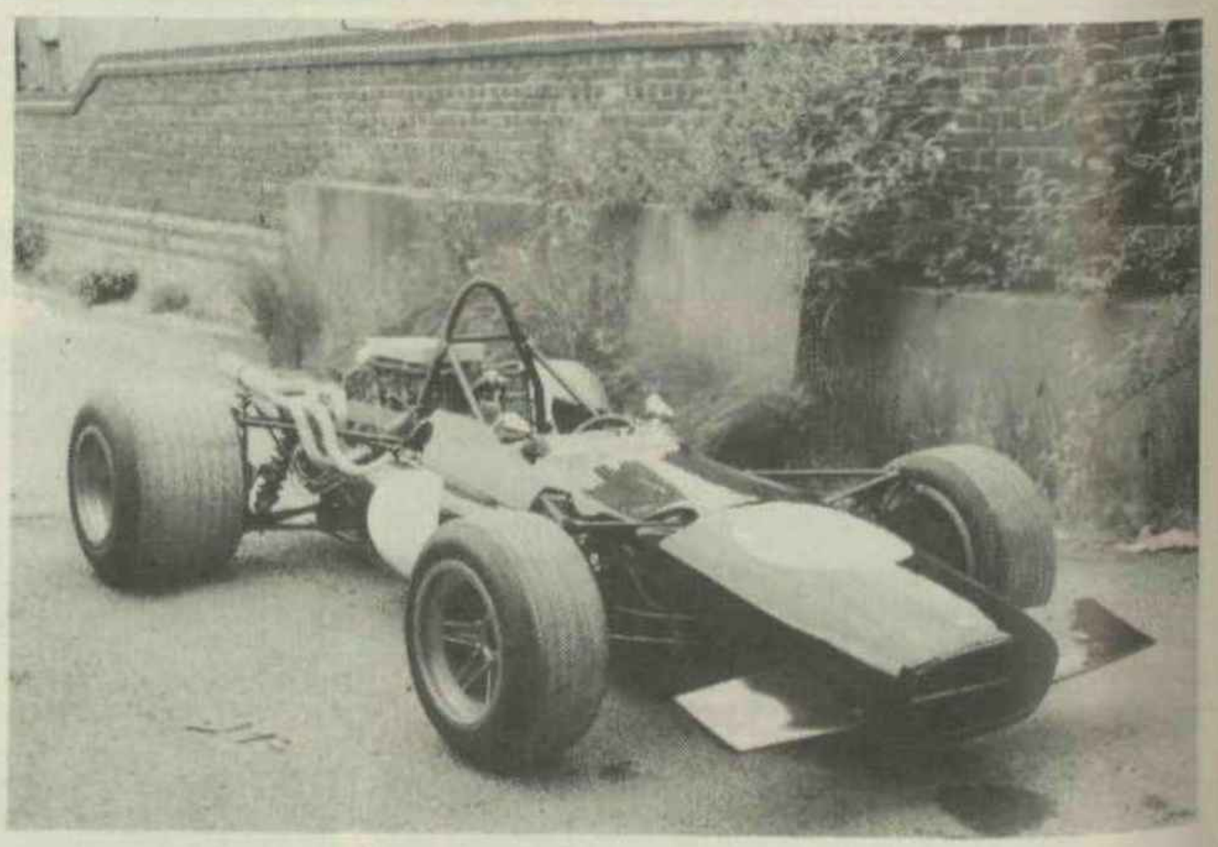
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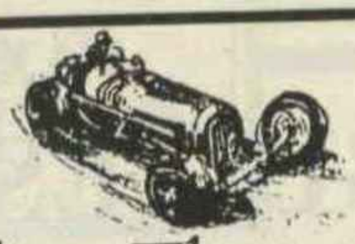
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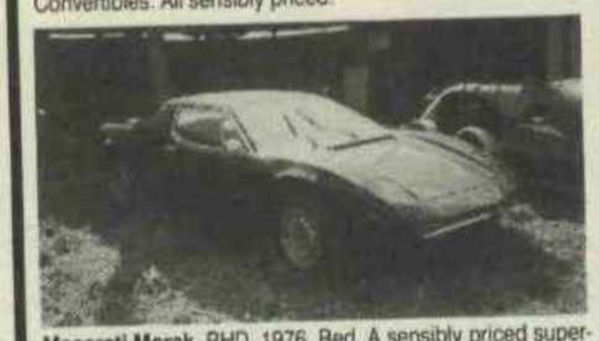
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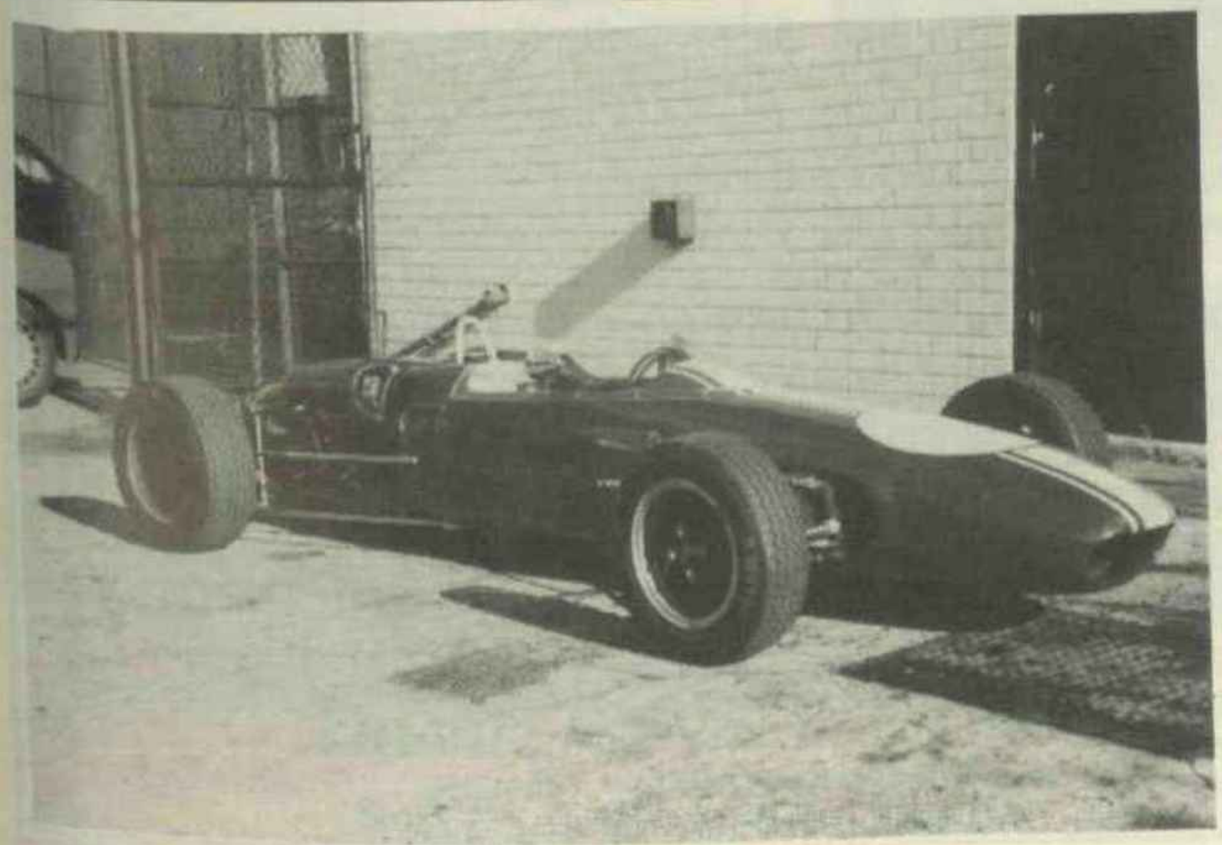
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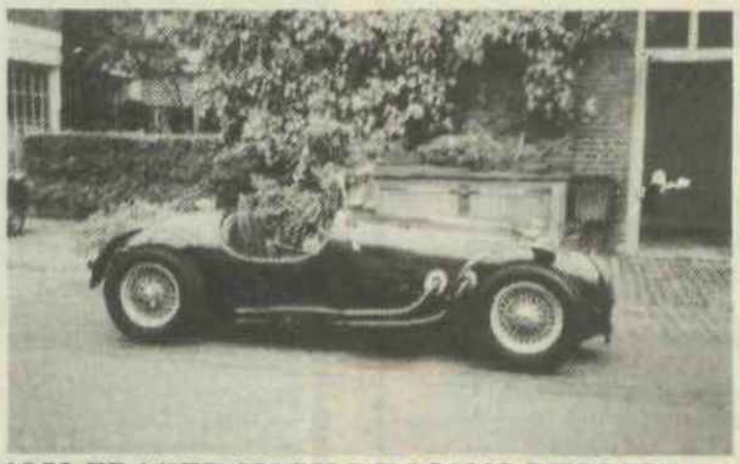
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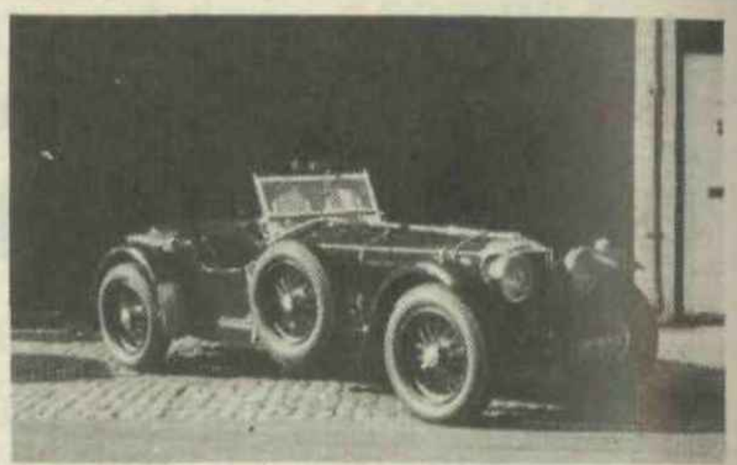
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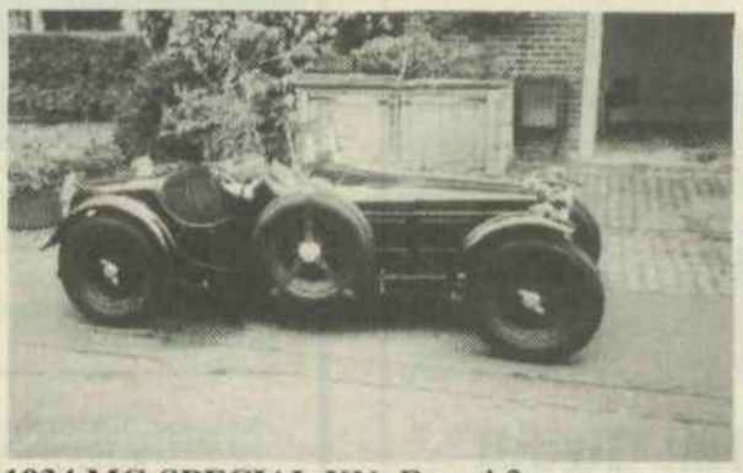
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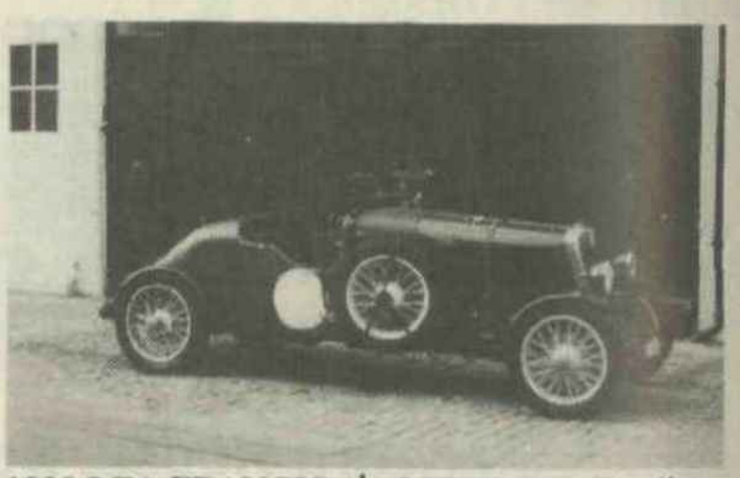
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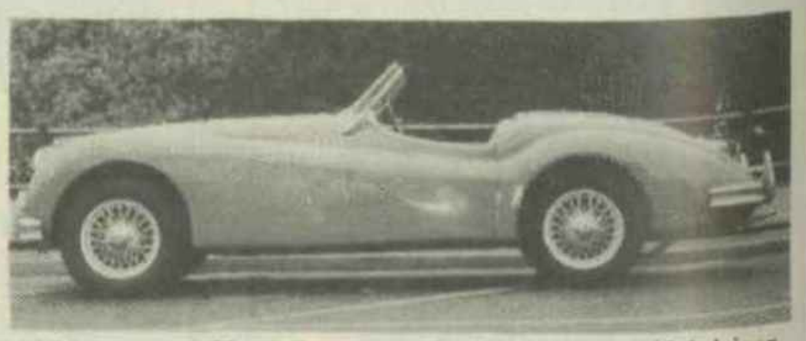
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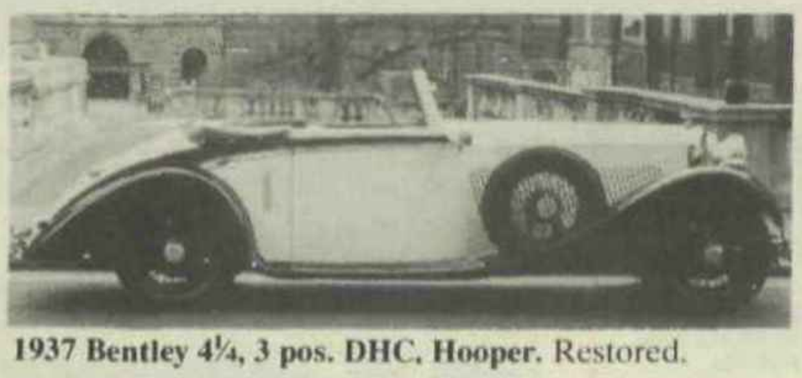
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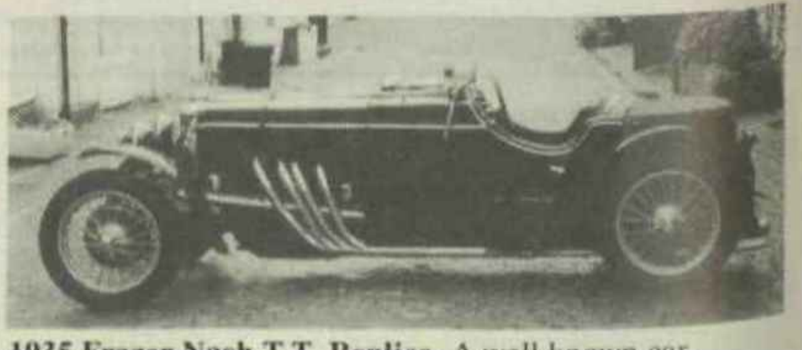
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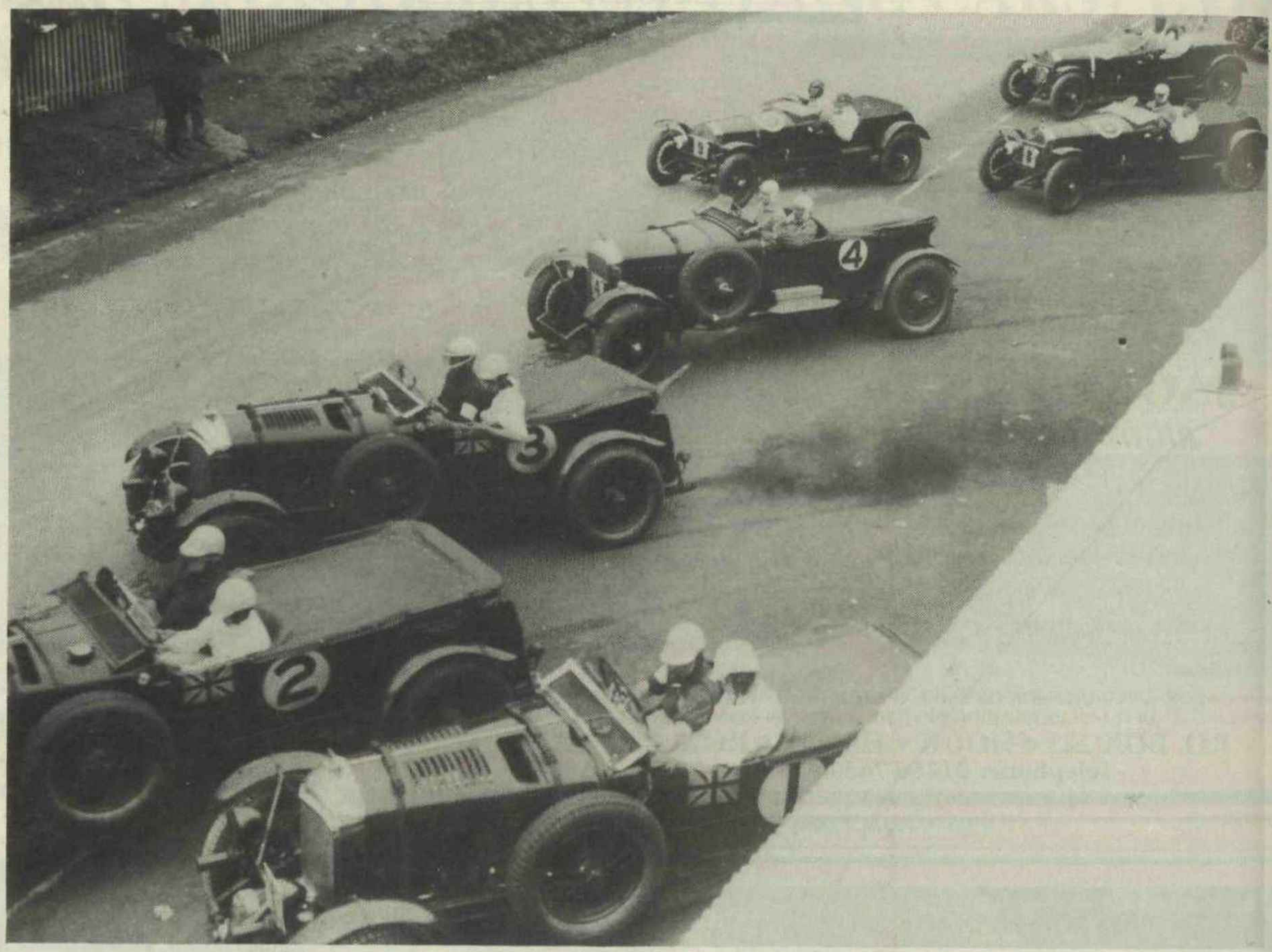
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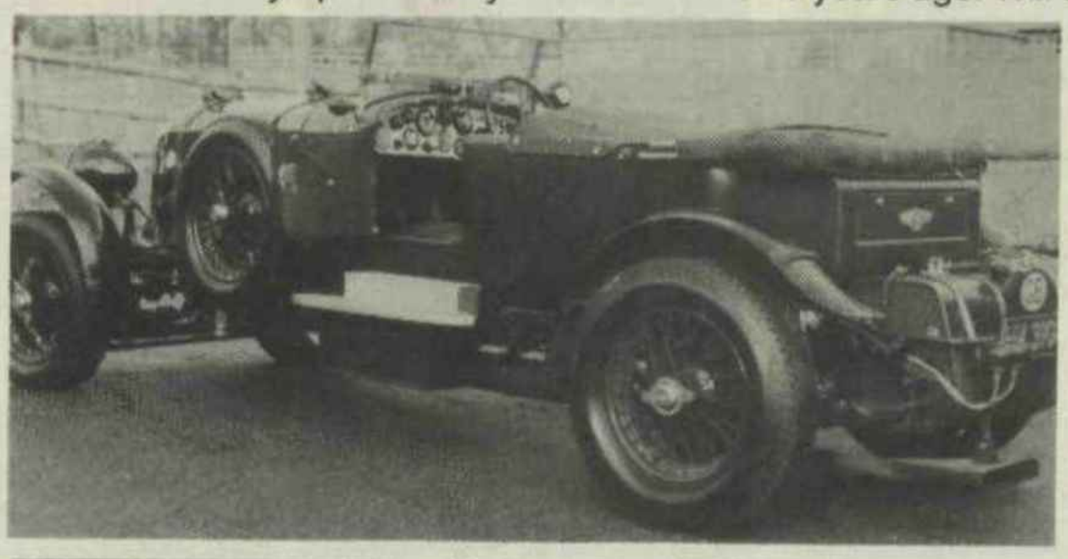
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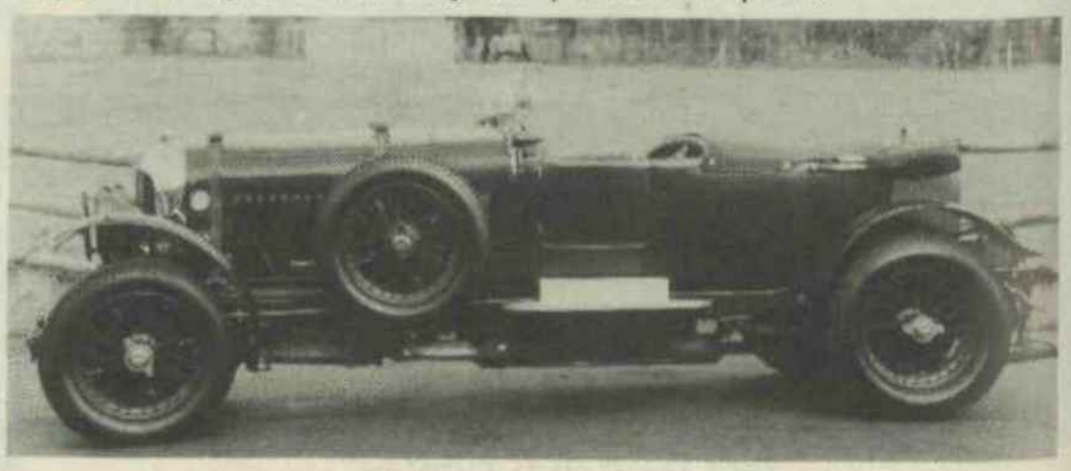
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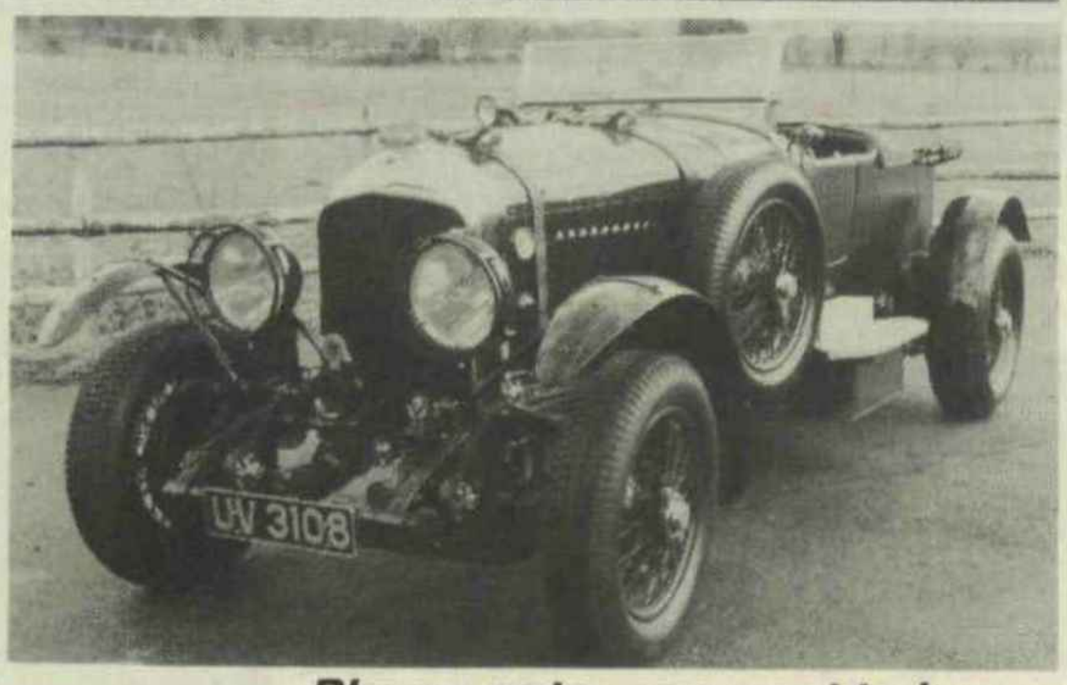
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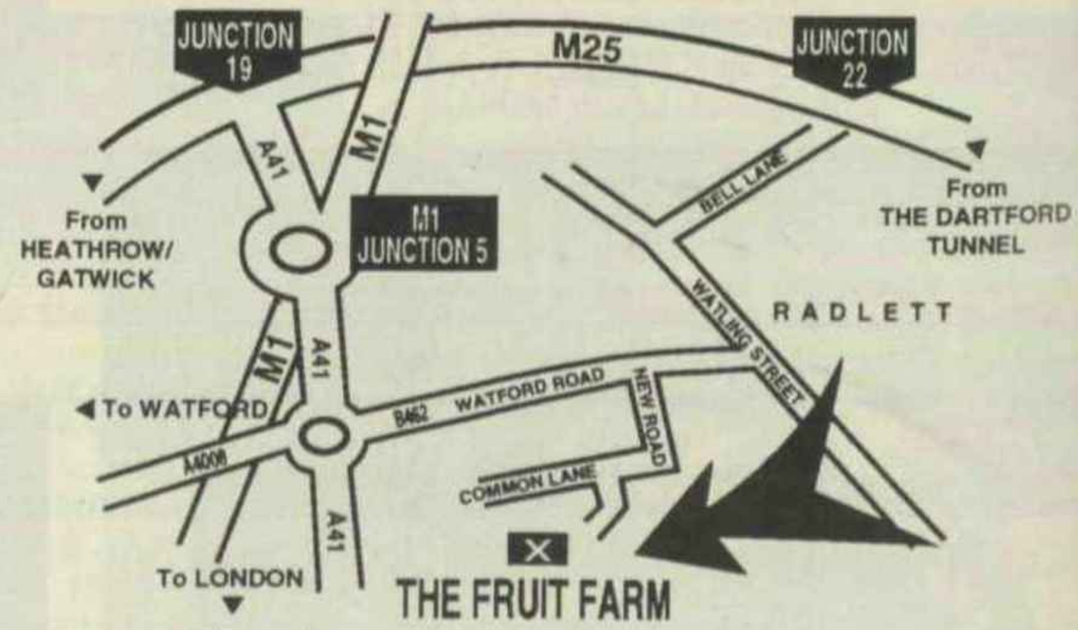


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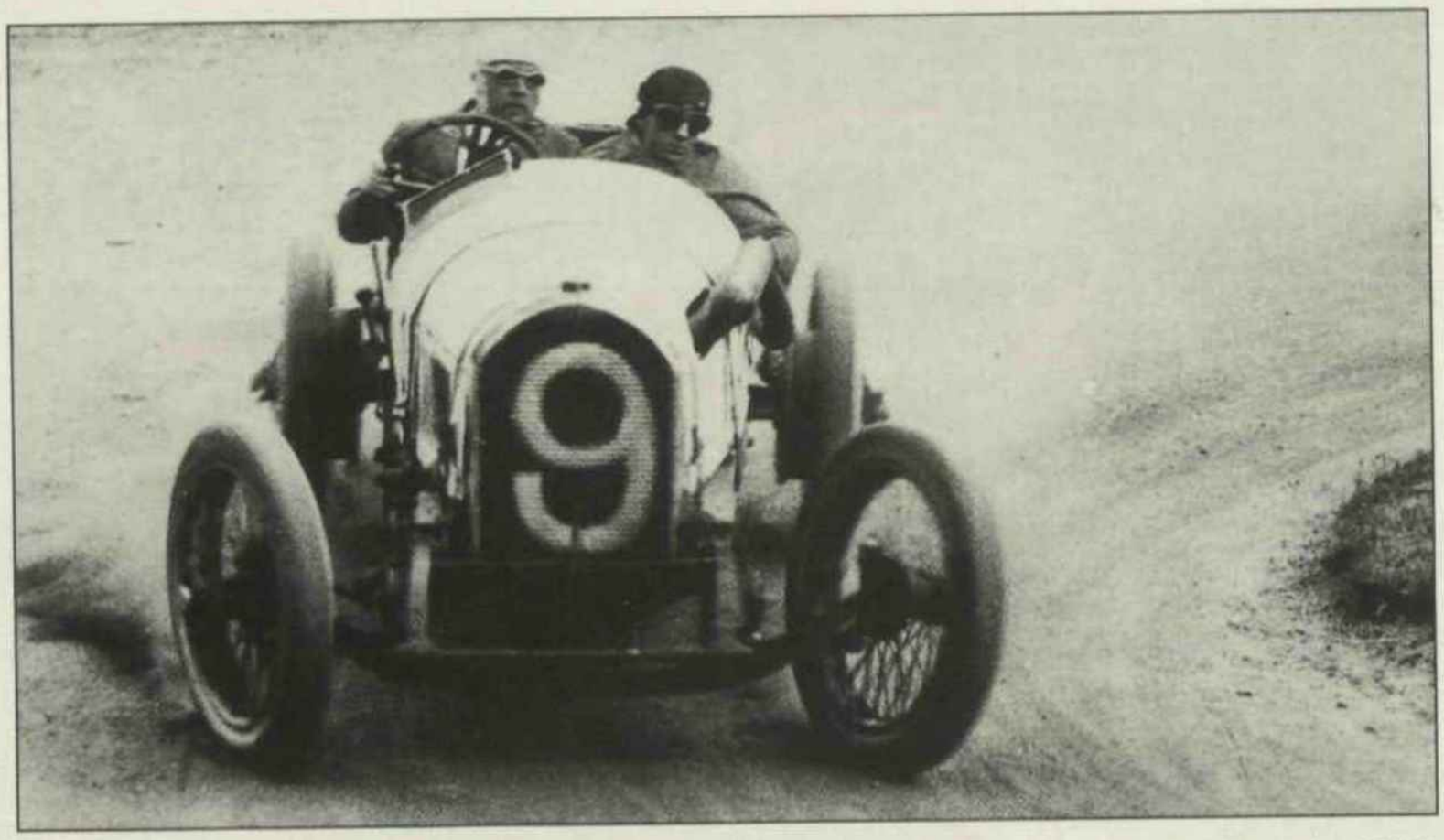
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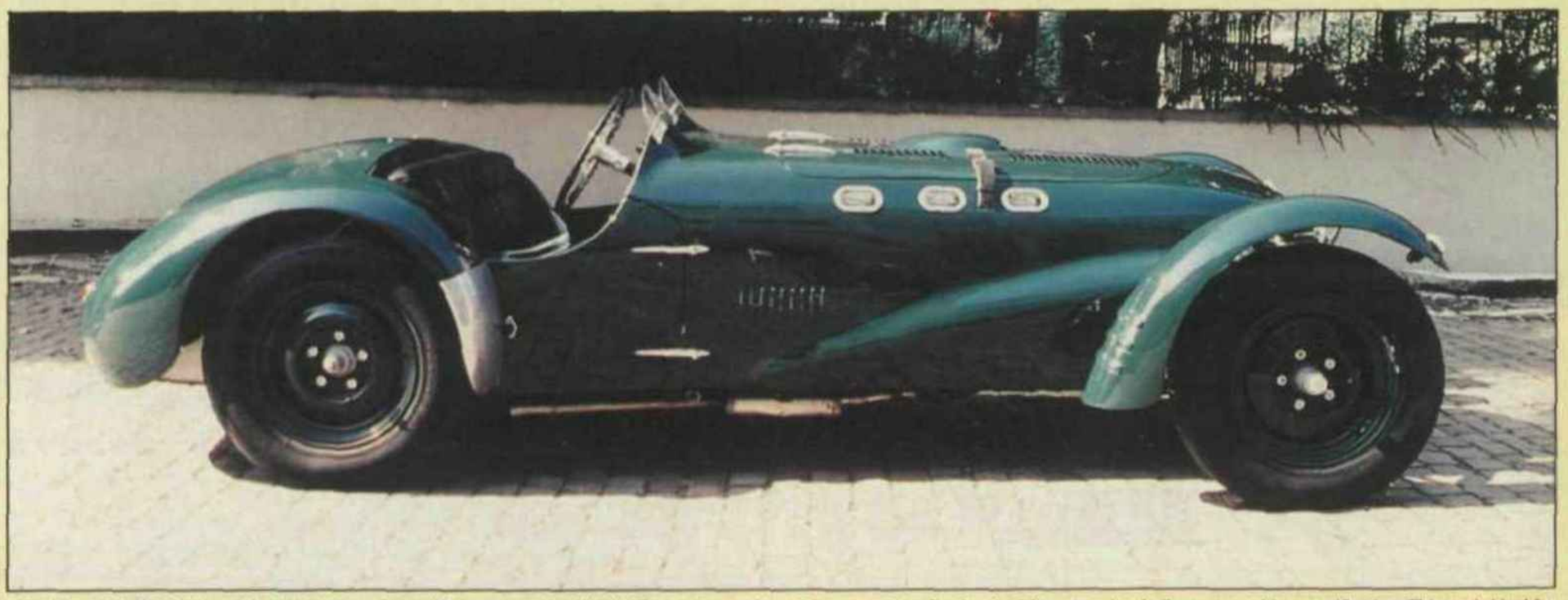
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