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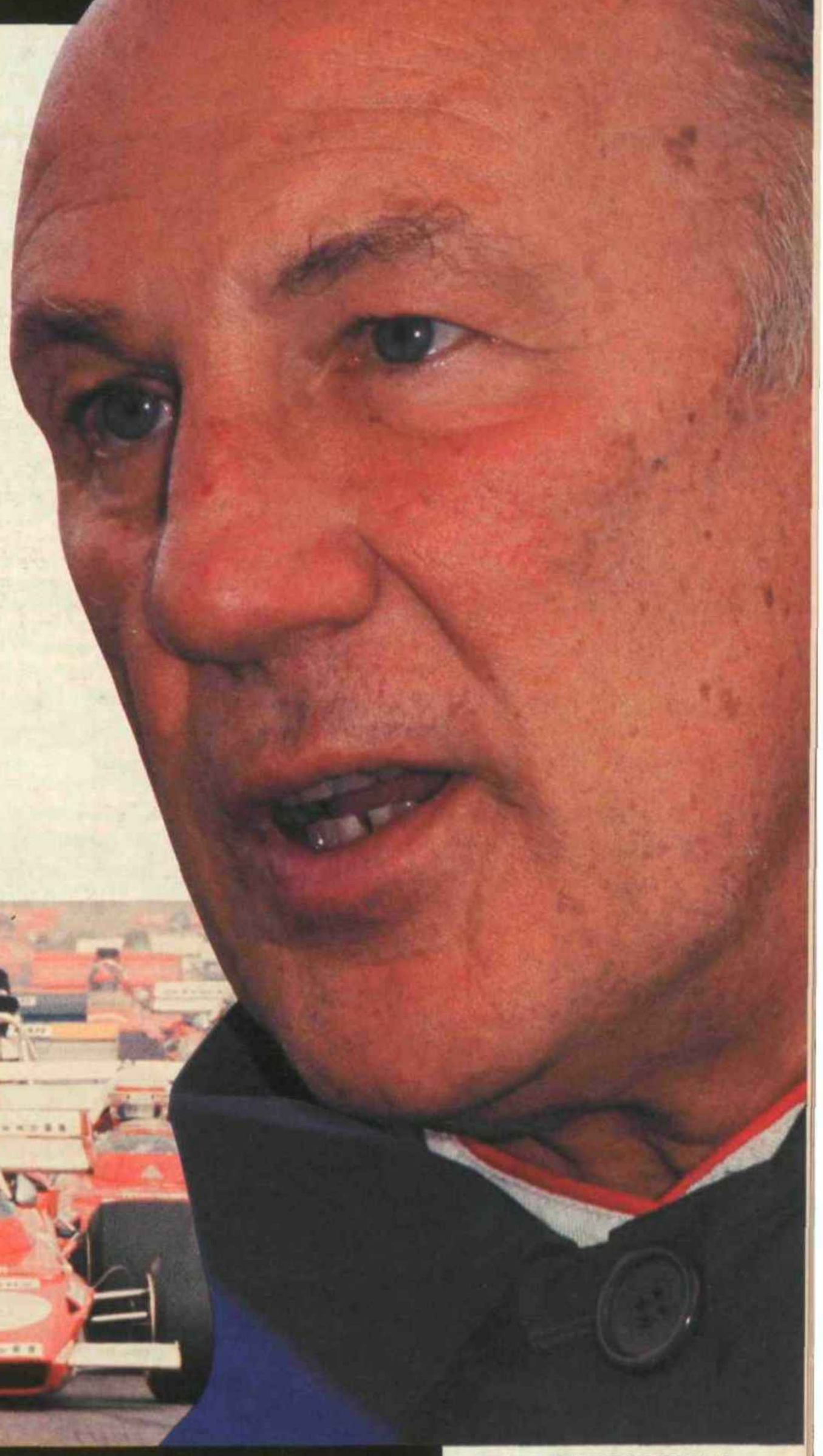
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Moss on Hill:

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Classic Grand Prix cars





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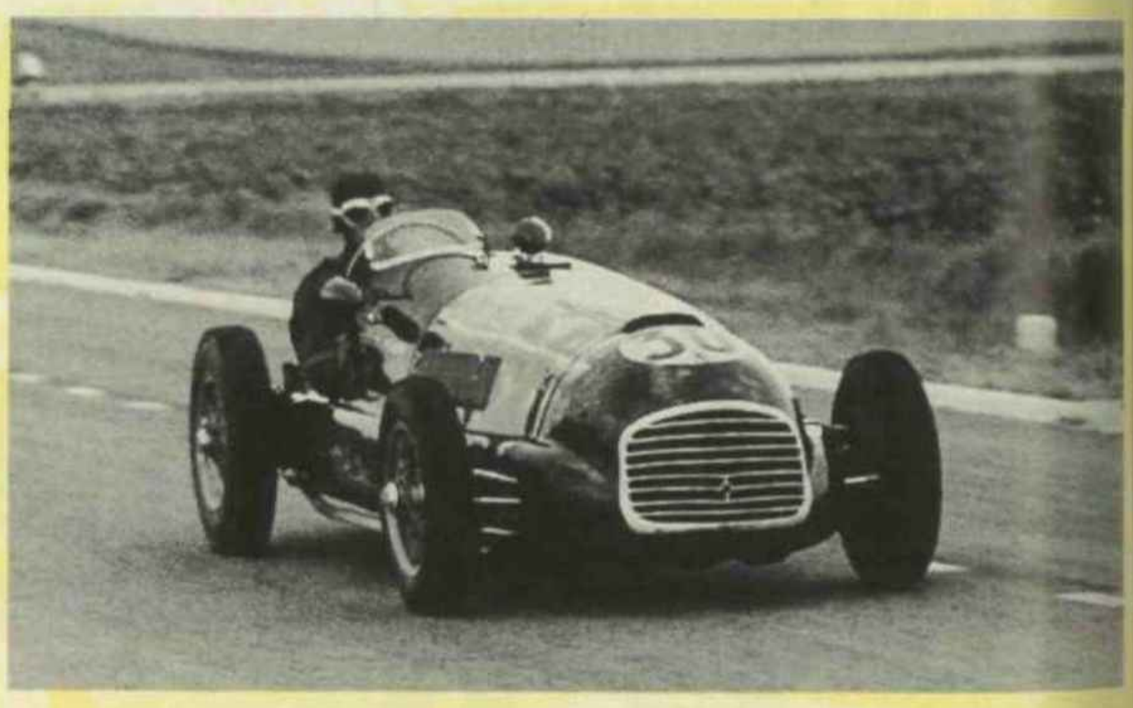
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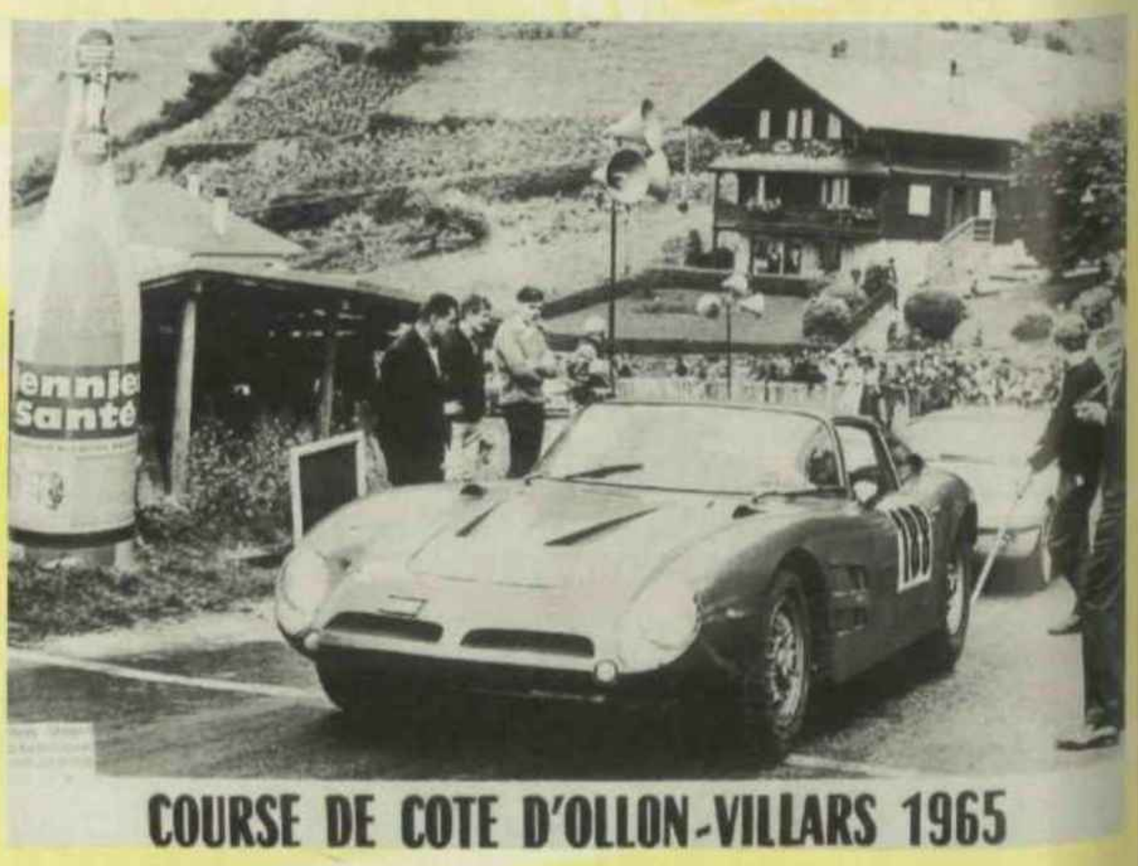
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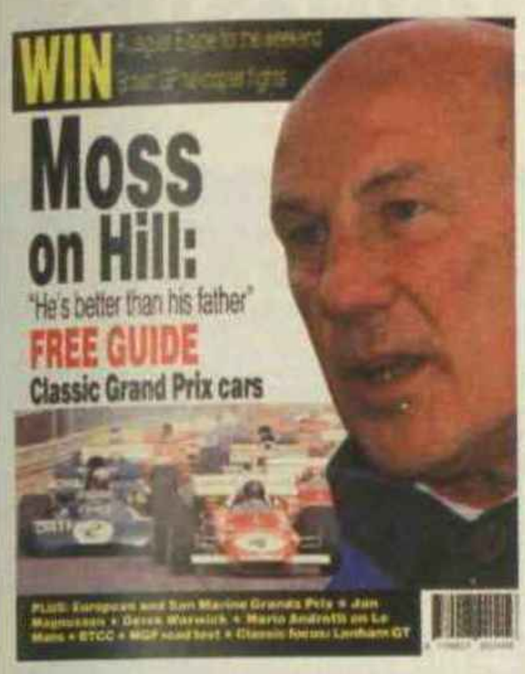


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1966 Ferrari 275GTB alloy
1965 Ford GT40
1990 Minardi M190 F.1



Front cover: Stirling Moss has some interesting views on F1; our free supplement includes a selection of charismatic-and great-GP cars.

Volume LXXII Number 6
JUNE 1996

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BRITISH TOURING CAR CHAMPIONSHIP The four-wheel-drive Audi has proved the class of the field in the opening stages of the BTCC; but should all-wheel-drive be banned?



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THE MONTH IN MOTOR SPORT







Jacques Villeneuve heads for his maiden F1 success at the Nürburgring (top), and celebrates with Schumacher and Coulthard (inset). Paul Tracy runs over his pit crew during the Nazareth Indycar race (above), fortunately without serious injury. Left, Forti's new F1 car, the FG03. Right, Manuel Reuter, ITC points leader.

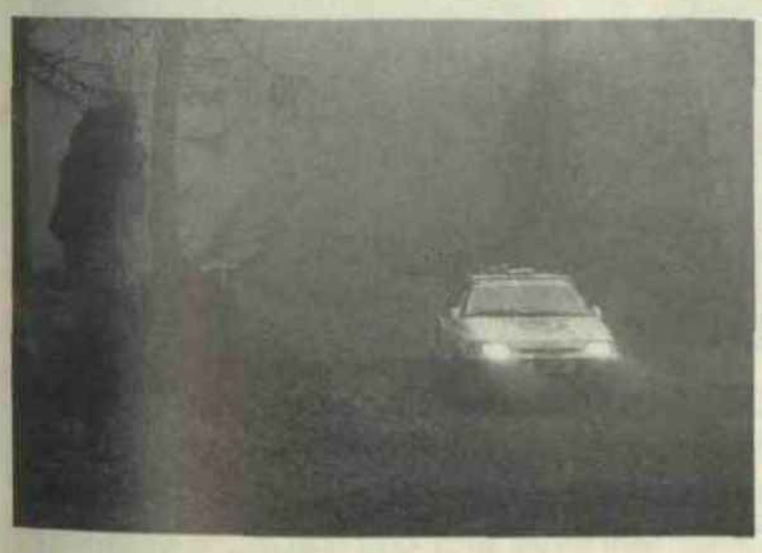


APRIL

17 World Rally Championship leader **Tommi Mäkinen** is fortunate to escape unscathed from a **mountaineering** accident which claims the life of one of his friends.

18 Former *Motoring News* and MOTOR SPORT scribe **Martin Whitaker** is named as Ford's Director of European Motorsport, replacing the under-fire Peter Gillitzer.

18 The RACMSA confirms its intention to revamp the **RAC Rally**. This year's event will be a three-day event as opposed to four, and enters the forests at weekends for the first time since the 1970s. It also features an arduous final leg in Wales, starting at midnight and concluding at five o'clock in the afternoon.



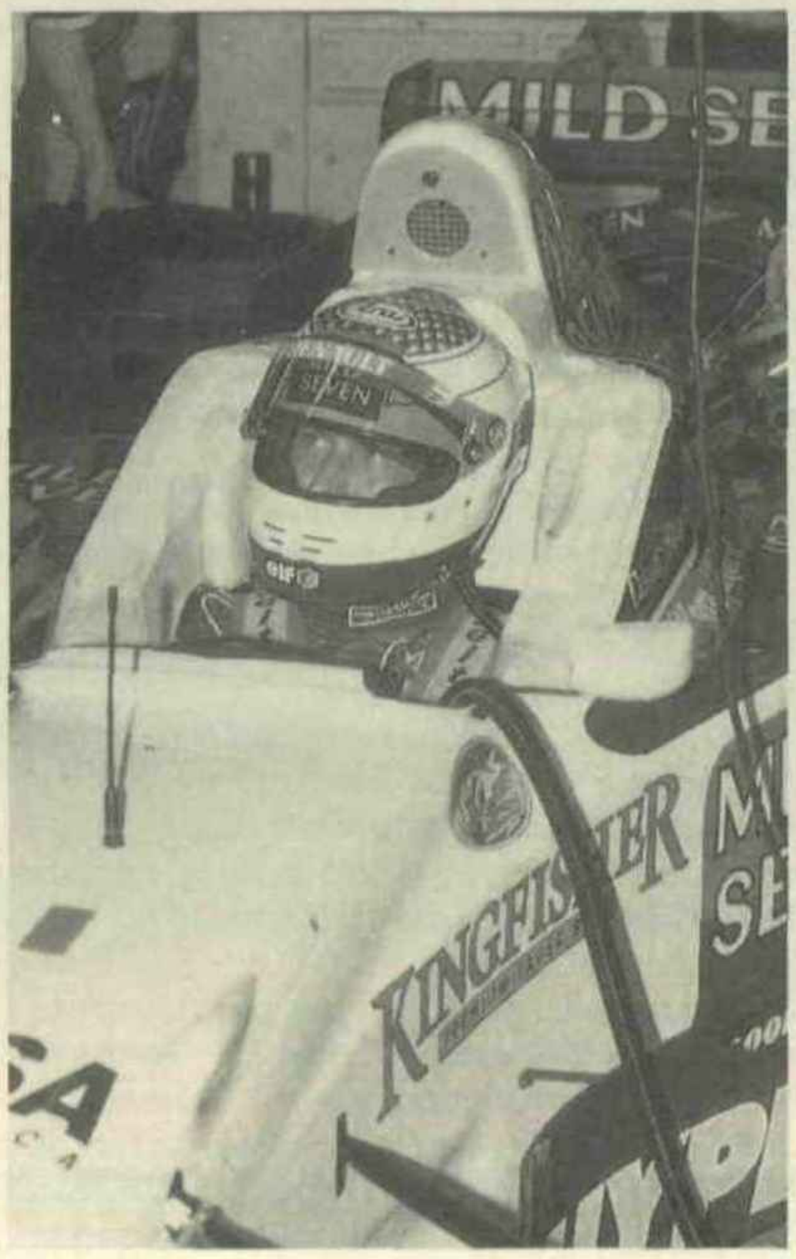
19 *Above,* **Skoda's** *sentence – exclusion plus* two maximum scores – for using an undersize engine on the **Vauxhall Rally of Wales** is reduced under appeal to straightforward exclusion.



19 **Porsche's** new mid-engined GT1 car, above, stuns rivals in testing at Paul Ricard, with **Yannick Dalmas** outpacing the best of the McLarens by two seconds. A buoyant Bob Wollek reckons the Weissach outfit has the potential to dominate at Le Mans . . .

21 Newly-recruited test driver **Vincenzo Sospiri**, right, completes his first stint for **Benetton**. The European F3000 Champion laps less than half a second shy of Heinz-Harald Frentzen's Sauber, and impresses the team with his progress. But **Damon Hill** underlines the strength of his resolve by setting fastest time overall.

21 **Audi's** British Touring Car Championship monopoly is finally broken at Brands Hatch. **Frank Biela** wins the first race from Alain Menu's Renault, but is forced to give best in the second to '93 champion **Jo Winkelhock** in his BMW, closely followed by Menu and Rickard Rydell (Volvo). But the championship is thrown into turmoil when Biela is excluded from fourth after **Vauxhall Sport** queries the legality of his A4's **front suspension**. The Clerks of the Course uphold the protest under appeal, but Audi Sport pledges to take its case to the RACMSA – *supported, it is said, by a clarifying* document from **FIA technical supremo** Gabriele Cadringher.





22 Three-times World Champion **Nelson Piquet**, above, and former Grand Prix rival **Jacques Laffite** are confirmed as members of the Team Bigazzi **McLaren F1** squad for Silverstone's BPRO GT race.



THE QUEST FOR **SPEED**

McLaren chief Ron Dennis recently expressed the view that contemporary Formula One cars are not fast enough. Within Formula One, it is an opinion which is not uniquely his.

The question is, how can you achieve this without compromising the numerous safety measures which have been incorporated, most conspicuously during the past two years?

Few doubt that the arrival of Bridgestone in Formula One will cause lap times to decrease as Goodyear is forced to produce costlier, grippier tyres than those demanded by its current monopoly.

Dennis is thinking in terms of more liberal technology than softer tyres, yet even the latter situation is already generating talk of the need to modify existing circuits. Again.

We have no wish to see technology and innovation capped; equally, we have no desire for any compromises as far as safety is concerned. So where does one draw the line?

Formula One is already beset by too many bland racing circuits. Would faster Formula One cars produce any greater a spectacle around the banal second and third gear turns of Buenos Aires, or the Hungaroring?

Palpably not.

Would they make for more entertaining viewing at Eau Rouge?

Unquestionably, but you can bet that they'd be asking for a gravel trap which stretched most of the way to Germany.

There is no easy solution. It is unthinkable that speeds will forever be pegged back to more or less current levels, and it is unreasonable to force circuits to be tightened up every time cars gain another second per lap.

There is nascent technology for new, ultra absorbent barriers to supersede the current tyre wall/steel rail fixtures, and extra cockpit protection – such as airbags – is perpetually under investigation.

Until such innovations are in place, and proven, however, then making the current breed of Formula One cars substantially faster is only going to create further problems, and further emasculate racing circuits which are already too dull by half. **S A**

22 British Racing Drivers' Club president **Lord Alexander Hesketh** confirms the club's intentions to keep the **British GP** at **Silverstone** well into the next millennium. Long-term plans include further development of the industrial complex, although an opened-up **Stowe Corner** will have to suffice for the time being.

22 **Giancarlo Fisichella** is confirmed as a **Minardi** pilot for the European and San Marino GPs.

22 A letter circulated to F1 teams lays blame for the fireball which engulfed **Pedro Diniz** in Argentina squarely at **Ligier's** door.

25 **Forti Corse** unveils its new FG-03 design at the Nürburgring, but opts against running it.

26 The **Touring Car Technical Commission** recommends no changes to the **weight limits and aerodynamic regulations** for Super Touring cars in the near future.

27 New Arrows boss **Tom Walkinshaw** meets with Bridgestone representatives at the Nürburgring concerning a **possible tyre deal** for the team in 1997.

27 The **Formula One Commission** meets at the Nürburgring to discuss the option of teams running **three cars** should the grid fall **below 18** runners in '97.

28 **Jacques Villeneuve** scores his first Grand Prix win in a thrilling **European GP** at the Nürburgring, despite intense pressure in the latter stages from Michael Schumacher's Ferrari. Poleman Damon Hill endures a disastrous race, bogging down at the start and clashing with Pedro Diniz after a slow pit-stop to investigate a **handling imbalance**. After these dramas, Hill tigers his way back into the points to eventually finish a close fourth behind former team-mate **David Coulthard**.

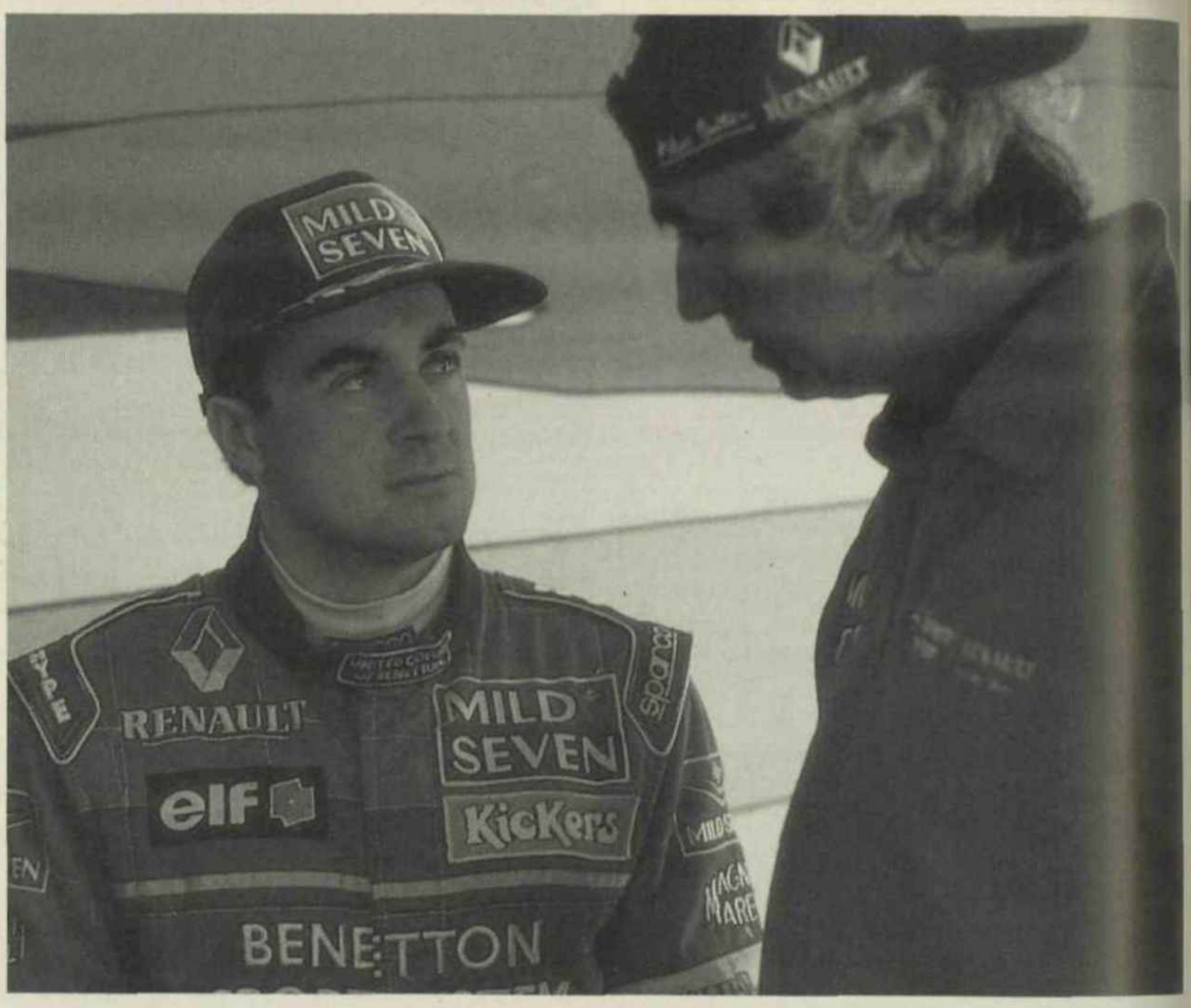
28 Indycar racer **Paul Tracy** slams into three of his crew members during a **botched pit stop** at Nazareth. **Michael Andretti** wins the race, despite stalling during his refuelling stop.

28 **Mark Higgins** injures his spine in a **huge accident** during the Pirelli International Rally. **Alister McRae** wins his second event in a row, while Gwyndaf Evans takes F2 victory again to extend his British Championship lead. Before the event, the organisers of the British series discuss the **introduction of kit cars** and a ban on four-wheel drive Gp A machinery for '97.

28 IMSA-spec Ferrari 333SPs dominate **Le Mans qualifying**, with the Belgian-crewed example of Eric van de Poele/Marc Goossens/Eric Bachelart setting the ultimate pace. Seventy cars attempt to qualify for the event, with many going home disappointed.

28 **Derek Warwick** tests for the Porsche-powered Courage Le Mans team and hopes to drive for the outfit at the Sarthe 24 hour classic.

28 Ferrari President **Luca di Montezemolo** insists that designer **John Barnard's future** with the Maranello team is **assured**. Barnard is reportedly working hard on revisions to the F310's high cockpit sides.



29 Former works Ford World Rally Championship team **RAS** purchases the Blue Oval's first RS2000 kit car for use in Italy.

29 Audi's BTCC ace **Frank Biela** gets his **points reinstated** after his Brands exclusion. Written confirmation arrives from the FIA confirming that the A4's suspension is legal, and Vauxhall Sport's **protest is rejected**.

MAY

2 **Philippe Bugalski** scorés the first World Rally Championship win for a two-wheel drive kit car when his **Renault Mégane Maxi** prevails in a dramatic **Tour of Corsica**. He is co-driven by Jean-Paul Chiaroni.

4 The disappointed **Benetton** outfit (above) holds a **three-hour crisis** meeting at Imola.

5 **Damon Hill** scores his **fourth GP win from five starts** to put his '96 title bid well and truly back on track. The early stages of the San Marino GP at Imola are led by David Coulthard's **fast-starting McLaren-Mercedes**, with Hill third behind the pole-sitting Ferrari of Michael Schumacher. But **Williams stays cool**, gets the jump on its rivals with its pit stop strategy and scores it fifth consecutive win in '96. **Schumacher is second**, and Gerhard Berger's Benetton-Renault finishes a distant third.

5 **Arrows mechanic Dave Lowe** suffers a **dislocated shoulder and knee** during the GP when Jos Verstappen is told to leave the pits before his refuelling cycle is completed.

5 It is revealed that F1 fans will soon be able to choose how they watch a Grand Prix. Thanks to the **digital TV revolution**, stations will be able to offer five channels whereby the viewer can act as his or her own director. Germany's **ZDF** has already signed a deal for this with the Formula One Constructors' Association.

5 **Minardi** reveals that it will alternate between **Tarso Marques and Giancarlo Fisichella** for the remainder of the F1 season.

5 The FIA confirms that its **Touring Car World Cup** will be held at the revamped **Österreichring on October 20**.

5 **Rookie Tony Stewart** clocks the fastest lap in the opening weekend of Indy 500 practice, circulating at an impressive **237.336 mph**.

5 Colombian **Juan Pablo Montoya** wins the fourth round of the British F3 Championship in Mitsubishi-engined Dallara. Erstwhile series pacesetters, **Jamie Davies and Ralph Firman**, both **fail** to score points in this Donington Park race.

5 Rally star **Alister McRae** races a **TVR Tuscan** at Knockhill. He impresses, finishing third in one of the V8 encounters.

5 Bertie Fisher/Rory Kennedy set a **new record over the famous Moll's Gap stage** as their Subaru Impreza 555 wins the Rally of the Lakes, a round of the Tarmac Championship. The latest round of the Scottish Rally Championship, meanwhile, is won by **Jimmy Christie/Murdoch Campbell** in a MG Metro 6R4.

6 At Thruxton, Audi's **Frank Biela** survives a major practice accident to extend his BTCC championship lead. He scores his **fourth win from five starts**, and then charges from the back of the field to score a memorable third position. His delayed start allows **Joachim Winkelhock and Roberto Ravaglia** to score a **BMW 1-2** in the second race.

7 Ford's RS2000 kit car **misses** its homologation date for a **second time**.

GOODWOOD
FESTIVAL OF SPEED

21 JUNE 96

AN IMPORTANT SALE *of* SPORTS, COMPETITION *&* TOURING CARS, FINE AUTOMOBILIA *and* MOTORING ART

Brooks' Goodwood Festival of Speed sale has already established itself as a highlight of this nostalgic event which traditionally sees the finest selection of historic sports and racing machinery on display.

Past sales have included the ex-Graham Hill BRM P261 and P578 Formula 1 Grand Prix cars, the ex-works ERA 'R4D' and the ex-Hopkirk / Makinnen Works Rally Team Austin Healey 3000.

This year's sale promises to uphold the tradition with entries already including outstanding examples of the D-Type and Lister Jaguars, the ex-Dan Gurney Lotus 29 Indianapolis single seater and famous examples of the fearsome Porsche 917 and Lancia LC2 sports prototype.

Further entries are invited for this, the highpoint of the Summer sale season.

For further information and confidential advice regarding buying and selling at Brooks please call Malcolm Barber, Stewart Skilbeck, James Knight on 0171 228 8000 or Michael Worthington-Williams on 01559 370928.

To order a catalogue, price £25, or to subscribe to Brooks car sale catalogues, at an annual price of £120 UK or £150 overseas, please call 0171 228 8000. Credit cards accepted.

Goodwood, 21 June 1996

A sale of Important Aircraft, Aeronautica and Related Literature at The Goodwood Festival of Speed on 21 June. Entries already include a rare Sopwith Dove, a Gipsy Moth and a Hornet Moth.

Further entries are invited.

The National Motorcycle Museum, Solihull, 20 July 1996.

A sale of Pioneer, Vintage, Classic and Racing Motorcycles and Related Material.

Entries are now invited for Brooks' second motorcycle sale of the year.

"Summer Vintage" - Ascot Racecourse, 2 August 1996

A sale of Edwardian, Vintage, Post Vintage Thoroughbred and Collectors' Motor Cars and Automobilia.

Entries are now invited.

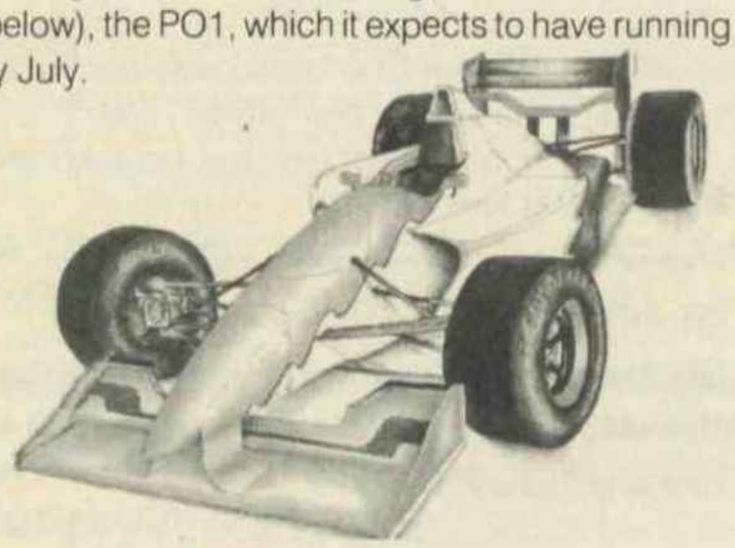
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8 The FIA announces an investigation into the track invasion following the San Marino Grand Prix.

9 The BTCC Technical Committee has a **four-hour discussion** about **increasing** the base weight currently levied on the **dominant Audis**. No decision is reached, however.

10 At the Nürburgring for the F3000 race, Durango **reveals drawings of its F1 car** (below), the PO1, which it expects to have running by July.



10 Michael Schumacher emerges quickest after four days of **F1 testing at Imola**. The Ferrari heads the Williams pair of Damon Hill and Jacques Villeneuve.

11 Pete Doughty wins the **Manx National** Rally in his Ford Escort RS Cosworth, the third round of the Mintex National Rally Series.



12 In an interview with the *Mail on Sunday*, **Nigel Mansell** (above) admits that he is still entertaining the idea of a **return to racing** next season.

12 Carlos Sainz and Luis Moya bring Ford its first World Rally Championship victory since 1994 when he claims the **Rally of Indonesia** in his Escort RS Cosworth. However, the Spaniard is temporarily excluded mid-way through the third leg for **alleged illegal refuelling**. The decision was overturned after a lengthy delay at the end of the rally, although Ford was fined $20,000. Piero Liatti (Subaru Impreza) and Juha Kankkunen (Toyota Celica) are second and third. **Colin McRae slides off** whilst in a comfortable lead after problems with his intercom.

12 Indonesia announces big plans for its car industry, including a World Rally Car. Initially Kias will be assembled under licence and known as Timors. Competition activities should start with a **BTCC programme in 1998** with a World Rally Car to follow.

12 Jorg van Ommen (Mercedes C-Class) and **Manuel Reuter** (Opel Calibra) win rounds three and four of the **International Touring Car Championship** at the Nürburgring. Reuter now leads the championship. The Alfas of Alessandro Nannini and Giancarlo Fisichella are excluded for using irregular fuel.

12 Kenny Bräck (Super Nova) claims the **F3000 season opener** at the Nürburgring from Jorg Müller (RSM) and Marcos Gueiros (Super Nova). A controversy concerning regulations less than two hours before the start and a multiple pile-up at the start - for which Astromega driver Guillaume Gomez is suspended - ensure that the meeting is far from dull.

12 Jimmy Vasser takes pole for the **U.S. 500** at Michigan, the Indycar race to be held on the same day as the Indy 500. Vasser manages a **232 mph lap** to pip Adrian Fernandez.

12 Meanwhile, over in Indianapolis, **Scott Brayton** (Menard Lola-Menard) claims his second straight **Indy 500 pole** at a four-lap 233.718 mph average. Team-mate Tony Stewart is second and Galles Racing's Davy Jones (Lola-Mercedes) is on the outside of the front row.

JUNE **FIXTURES**

Date	*Venue*	*Event*	*Type*
Jun 1-5	Buenos Aires	Rally of Argentina	INT
Jun 1/2	Silverstone (National circuit)	MGCC	R
Jun 1/2	Donington Park	HSCC, F2, F3	R
Jun 1/2	Mondello Park	F Vee Festival, F Opel, Touring Cars	R
Jun 2	**Barcelona**	**Spanish Grand Prix**	**INT**
Jun 2	Dover Downs, USA	NASCAR	N
Jun 2	**Milwaukee, USA**	**CART/PPG Indycar**	**INT**
Jun 2	Mallory Park	FF2000, saloons, Westfields	R
Jun 2	Silverstone (Stowe circuit)	MonoKent, 2CVs, Legends	R
Jun 8	Oulton Park	British F3, TVRs, Porsches	N
Jun 8	Silverstone (Natn'l)	Vintage SCC	R
Jun 8	Lydden Hill	Specials, GTs, Sports	R
Jun 9	Helsinki	ITC	INT
Jun 9	Detroit, USA	CART/PPG Indycar	INT
Jun 9	Brands Hatch	F First, Supersports, Eurocars	R
Jun 9	Silverstone (Natn'l)	AMOC, Ferraris, Intermarque	R
Jun 9	Cadwell Park	Rover GTis, Ginettas, 924s, XRs	R
Jun 15	Silverstone (Natn'l)	HSCC, Historic F3	R
Jun 15	Oulton Park	750MC: F4, F Vee, Kits	R
Jun 15/16	**Le Mans**	**Le Mans 24hrs**	**INT**
Jun 15/16	Nürburgring	Nürburgring 24hrs	INT
Jun 15/16	Snetterton	TOCA	N
Jun 15/16	Mondello Park	FF Festival, Eurocars	N
Jun 16	**Montreal**	**Canadian Grand Prix**	**INT**
Jun 16	Pocono, USA	NASCAR	N
Jun 16	Snetterton	TOCA	N
Jun 16	Cadwell Park	F R1700, Clios, Westfields	R
Jun 16	Mallory Park	F2000, FF1600, Alfas, Fiats	R
Jun 22-24	**Goodwood, Chichester**	**Festival of Speed**	**N**
Jun 22	Silverstone (Natn'l)	British F2, ProSport 3000	N
Jun 22	Oulton Park	Minis, Saloons, Beetles, XRs	R
Jun 22/23	Donington Park	British F3, Rovers, TVRs, Ventos	N
Jun 23	Norisring	ITC	INT
Jun 23	Brooklyn, USA	NASCAR	N
Jun 23	Portland, USA	CART/PPG Indycar	INT
Jun 23	Snetterton	MGCC, BCV8, Ts, TRs	R
Jun 28-30	Ypres, Belgium	24hrs of Ypres Rally	N
Jun 29	Kirkistown	500 MRCI: FF1600, Metros, F Libre	R
Jun 29/30	Brands Hatch (GP)	TOCA	N
Jun 29/30	Croft	FR1700, Clios, 2CVs, BMWs	R
Jun 30	**Magny-Cours**	**French Grand Prix**	**INT**
Jun 30	Nürburgring	Global GT	INT
Jun 30	Cleveland, USA	CART/PPG Indycar	INT
Jun 30	Cadwell Park	Vintage SCC	R
Jun 30	Knockhill	Super Saloons, Kits/reps, historics	R
Jun 30	Mondello Park	F Opel, FF1600, F V, Fiats	N
Jun 30	Snetterton	F2000, R5TS, Alfas	R
Jun 30	Thruxton	F2000, Intermarque	N

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

NEXT MONTH:

Next month's full colour **MOTOR SPORT** will contain a comprehensive **preview of the British Grand Prix**: interviews, insight and all the vital information you need for the annual July festivities at Silverstone.

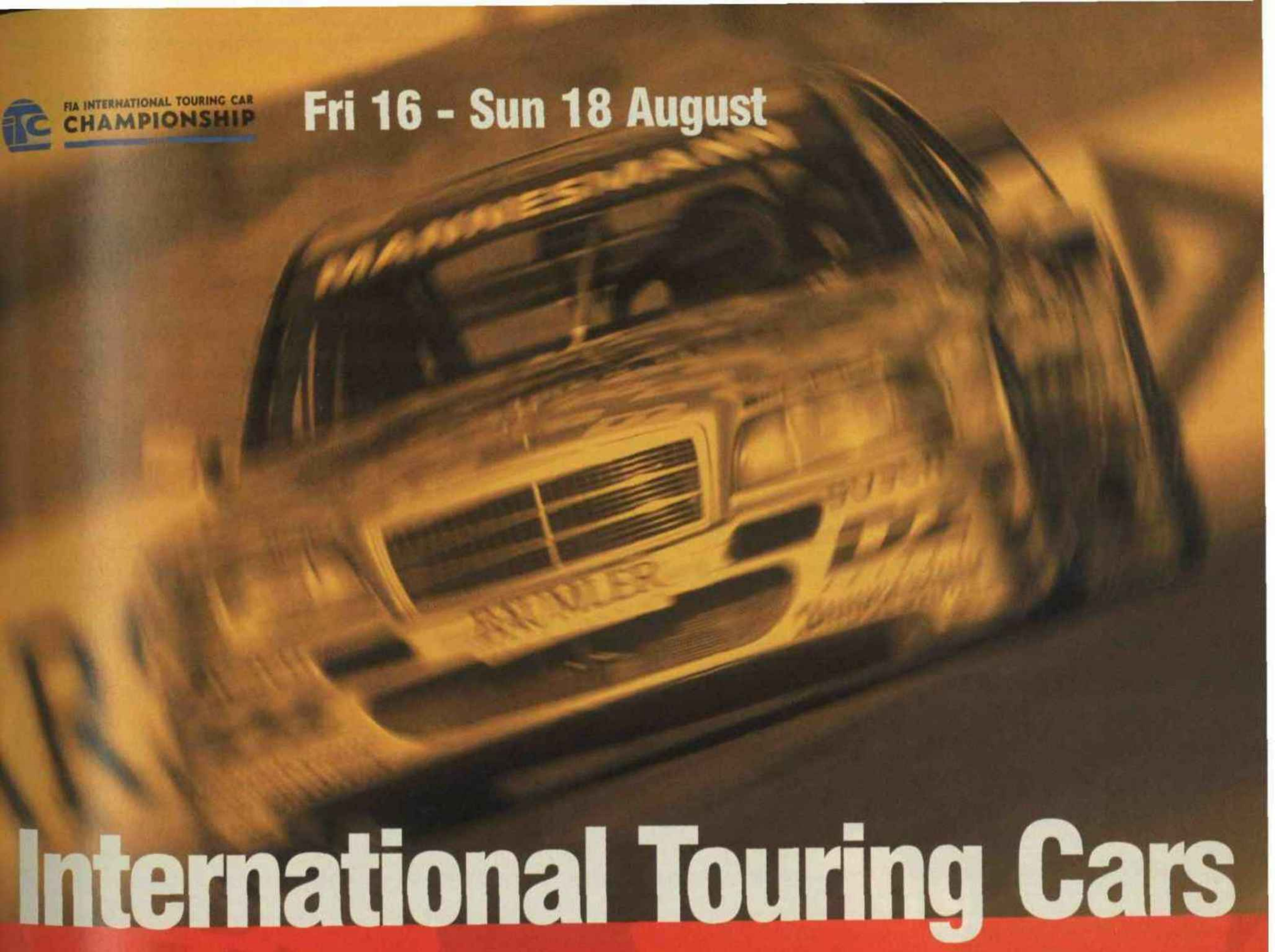
The issue will include our traditional expert analysis of the **Le Mans 24 Hours**: can Ferrari, Porsche or Courage beat the McLarens? Road test subjects will include both the **Lotus Esprit V8** and **Caterham's** revised **Super 7**.

Plus, there will be all our regular features, including **Postcard from America**, the **BTCC**, **Classic MOTOR SPORT**, **Veteran to Classic** and many others.

Contents subject to change.

FIA INTERNATIONAL TOURING CAR CHAMPIONSHIP

Fri 16 - Sun 18 August



International Touring Cars & Formula 3000

FIA ITC: Mercedes • Alfa Romeo • Opel
plus FIA F3000 • Maserati • Formula Opel • and more

Friday
- Practice and qualifying

Saturday
- Practice and qualifying for all races
- ITC top qualifications at 13.00
- Formula 3000 race action at 15.15

Sunday
- Pit lane walkabouts (limited to the first 2000)
- Warm up for ITC from 09.00
- Full racing action from 09.55
- 2 rounds of ITC starting at 13.30
- Support programme including rounds of the Maserati Ghibli Cup and Formula Opel Euro series
- Try your hand at karting with the Silverstone Driving Centre

(provisional timetables)

Gold Reserve

Ticket Information
Gold Reserve Advance Ticket:
Includes admission Fri, Sat and Sun, centre transfer and grandstand seat - your only way to guarantee a seat (limited to 9,000, bookings close 2 August) **£20**

On the day prices

Fri 16 (inclusive admission)	**£3**
Sat 17 (inclusive admission)	**£5**
Sun 18 General admission	**£20**
Grandstand Seat (if available)	**+£5**
Centre Transfer (if available)	**+£3**

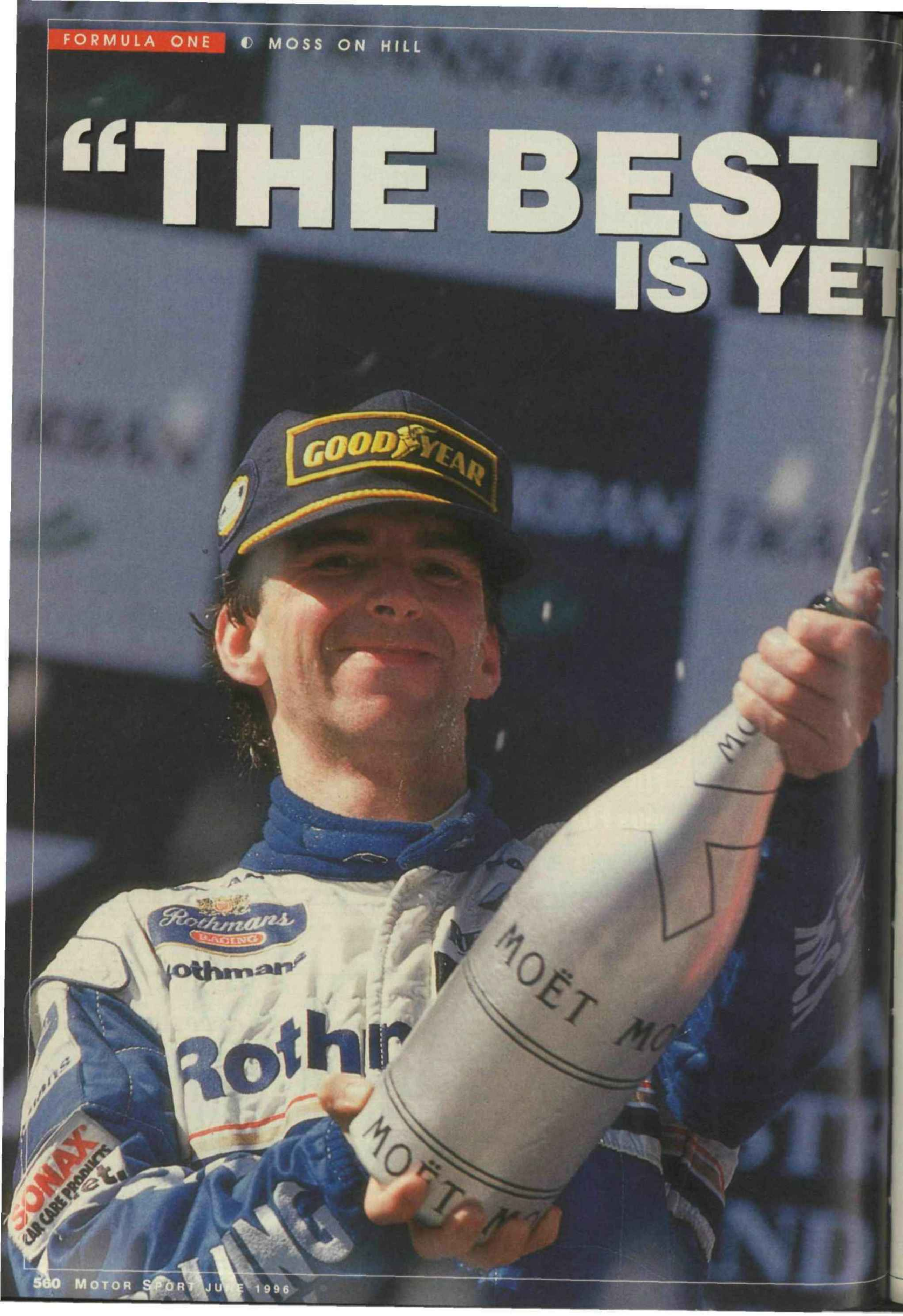
Free admission for kids (under 15's) with adult (Grandstand child seat £5 on Sunday)
Free car parking
Free creche (under 7's) on Sunday only (all subject to availability)

Gold Reserve Advance Ticket bookings
01327 857273



Silverstone
THE HOME OF BRITISH MOTOR RACING

"THE BEST IS YET



That's the opinion of Stirling Moss, who reckons that Britain's current World Championship leader is still on a learning curve. Simon Arron spoke to him

TO COME"



When Damon Hill crossed the line to win the San Marino Grand Prix, he became – in terms of race victories – the second most successful Englishman, and the fourth most successful Briton, in the history of the Formula One World Championship. His 17th triumph took him ahead of Stirling Moss in the record books, and Moss – never lower than third in the World Championship from 1955-61, yet never higher than second – is confident that Damon will this year claim the crown which somehow always eluded him during his own career.

"I don't see any real threat to Damon in the championship this year, but having said that I do believe that the very best driver in the world, by quite a long margin, is Michael Schumacher. I don't mean just a little bit. I think he's head and shoulders above anybody else, including Damon. I don't think even Senna enjoyed Schumacher's margin of superiority.

"The top of motor racing is normally, to me, like a pyramid. At the summit you've got your Fangio, your Clark, your Senna or your Schumacher. Usually you have two guys propping him up. They're pretty close, waiting to take over. I think there's a big gap now. There's Schumacher, then that large gap, then the rest of them, led by Damon. You can't really tell who's next. Maybe Coulthard, or Hakkinen on his day, or Barrichello. There are quite a lot who are fairly close. That's the big difference in how racing has been this last couple of years. I don't think there's a top three. There's a top one.

"One has to realise that Damon is doing a good job with the best car, but Schumacher is doing a brilliant job with a moderate car. If the moderate car becomes a good car, which it appears it could, then I think it could become very much more difficult for Damon as the season goes on, but I'm inclined to think that if he drives as intelligently as he has been doing, he's likely to have enough of a lead that it won't matter."

That said, Moss is very much aware of how far Damon Hill has progressed in a very short space of time, and that his compatriot's best is, in his opinion, yet to come.

"You have to remember that it's only a couple of years since Damon was still only a test driver. To go from that to be leading a World Championship team is one hell of a big step.

"If anything, he is suffering from the fact that he's still not that experienced. He's looked upon that way, because he's done pretty well. He's had incredible success in a short space of time, yet if you talked to most members of the general public they probably think he's done more Grands Prix than Martin Brundle, for instance, which he obviously hasn't.

"I think this creates a problem for him. He's had, and has got, a good car, but he's still got a learning curve to complete, even though he's now got 17 Grand Prix wins under his belt. He's still got a lot to learn, albeit less so now than a year ago.

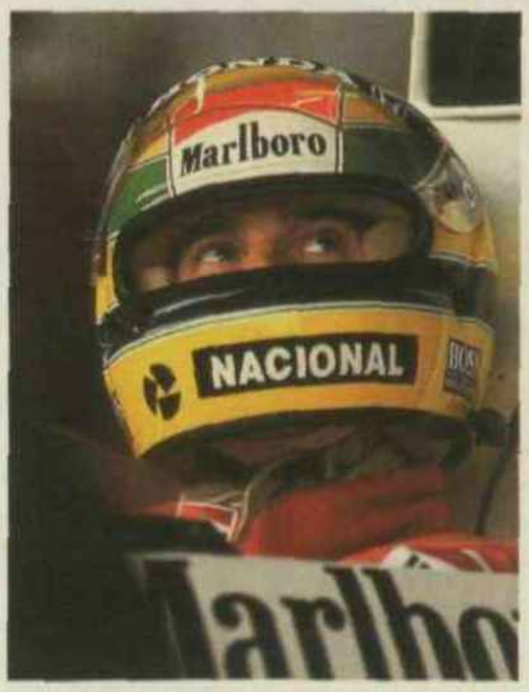
"Last season, what he did with Schumacher at Silverstone was ridiculous, really. I mean every time I see that accident I think, 'No way should that have happened.' That was enthusiasm, impetuosity, stupidity . . . whatever way you want to put it. It was foolish. The wrong place to try to do it, at the wrong time.

"I think he's learned by that, which is very important. And he's still learning. Before he reaches his zenith he has to go through an awful lot of things like that. I'm glad to see this year he appears to be building on that, rather than standing still.

"I think Damon Hill 1996 is definitely more competitive than the 1995 version. I think his driving has improved. This year he's been using his head more, no doubt. But he's not like Schumacher when it comes to passing at the right place.

"When Schumacher made a move to pass Alesi at the Nürburgring in 1995, it was clean and it was definite. I don't mean that Damon is dirty. What I mean is that Schumacher had such good momentum that the other guy saw the whole thing, not just a wheel in the corner of his eye. I think a lot of that is because Damon didn't have the same level of confidence.

"When you're racing, apart from needing talent and all the other things, you have to have the respect of all the other drivers. You mustn't confuse respect with fear and apprehension, although there are obviously elements of that involved.



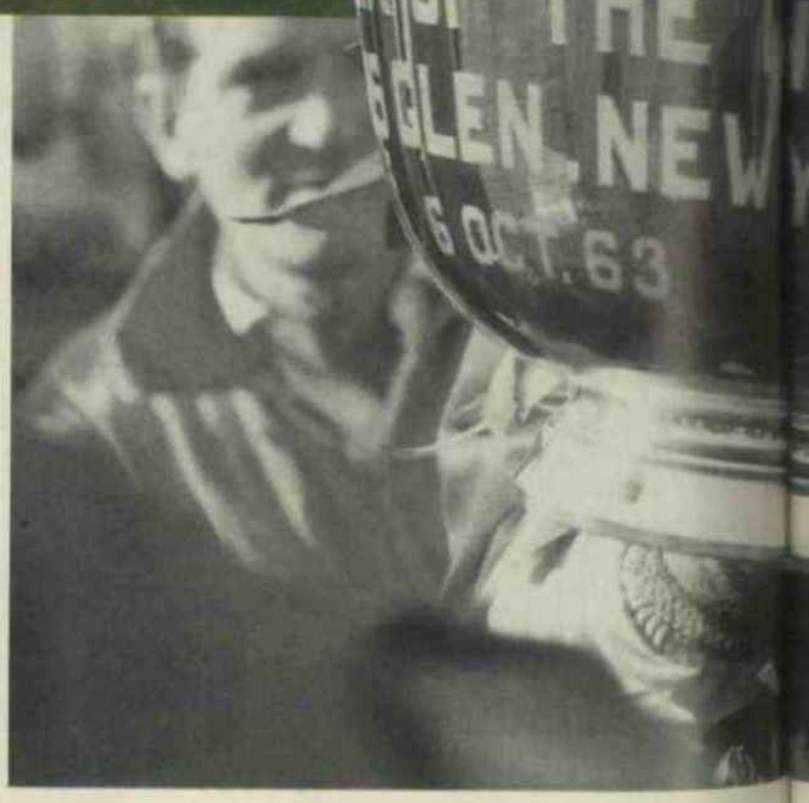
"I don't think even Senna enjoyed Schumacher's margin of superiority"



A good man in the best car, left, pursued by a brilliant man in a moderate car . . . Inset, past Champion John Surtees (L) and Stirling Moss today; below left, Schumacher at Imola, in control when he doesn't look it.



"That's the big difference in how racing has been this last couple of years. I don't think there's a top three. There's a top one"





"Back in my time, there were certain drivers whom you knew would try to do things when they shouldn't, and there were others whom you knew would try to do something and they had the ability to do it, even if it wasn't the norm. I think Senna falls into that category very much. I think Schumacher does. I think that Damon hasn't yet built up sufficient admiration, respect or acceptance from the others, where seeing his helmet with the stripes doesn't mean quite the same as it would seeing Schumacher's, or Senna's before that.

"I think he's got to be able to weigh things up with more clarity and more objectivity. One of the things that racing calls for is being able to take a motor car and put it in to a situation where most people would lose control, and make that work to your advantage. When you overdo it, go beyond the call of duty, the car becomes unstable. A driver has to be able to utilise that instability to their advantage. If you go into a corner and the back end starts to break away, if you back off fast or put your foot on the throttle quite a bit, you can accentuate what the car has done. The guy who can balance his machine even though he has put it into a virtually uncontrolled manoeuvre, the guy who can hold it longer and better, is going to come out on top, and that is something a person of Damon's calibre is going to have to work at. Some people can do it easier than others.

"At the moment, I believe that Schumacher can put his car in positions where anybody who saw it would think, 'Christ he's out of control.' But the person doing it is *in* control. Not only that, they have used the likelihood of being out of control to their advantage. I think that's something Schumacher can use more than any other driver at the moment.

"If you go into a corner, and the car does something that you weren't expecting, because you hit oil or whatever, then you're behind the car, you've got to catch it up, overtake it. It's through experience of having to react to situations so many times that you know what to do to get on the level with it. The more easily you are able to deal with that, the safer you feel. And the safer you feel, the more easily you are able to deal with it.

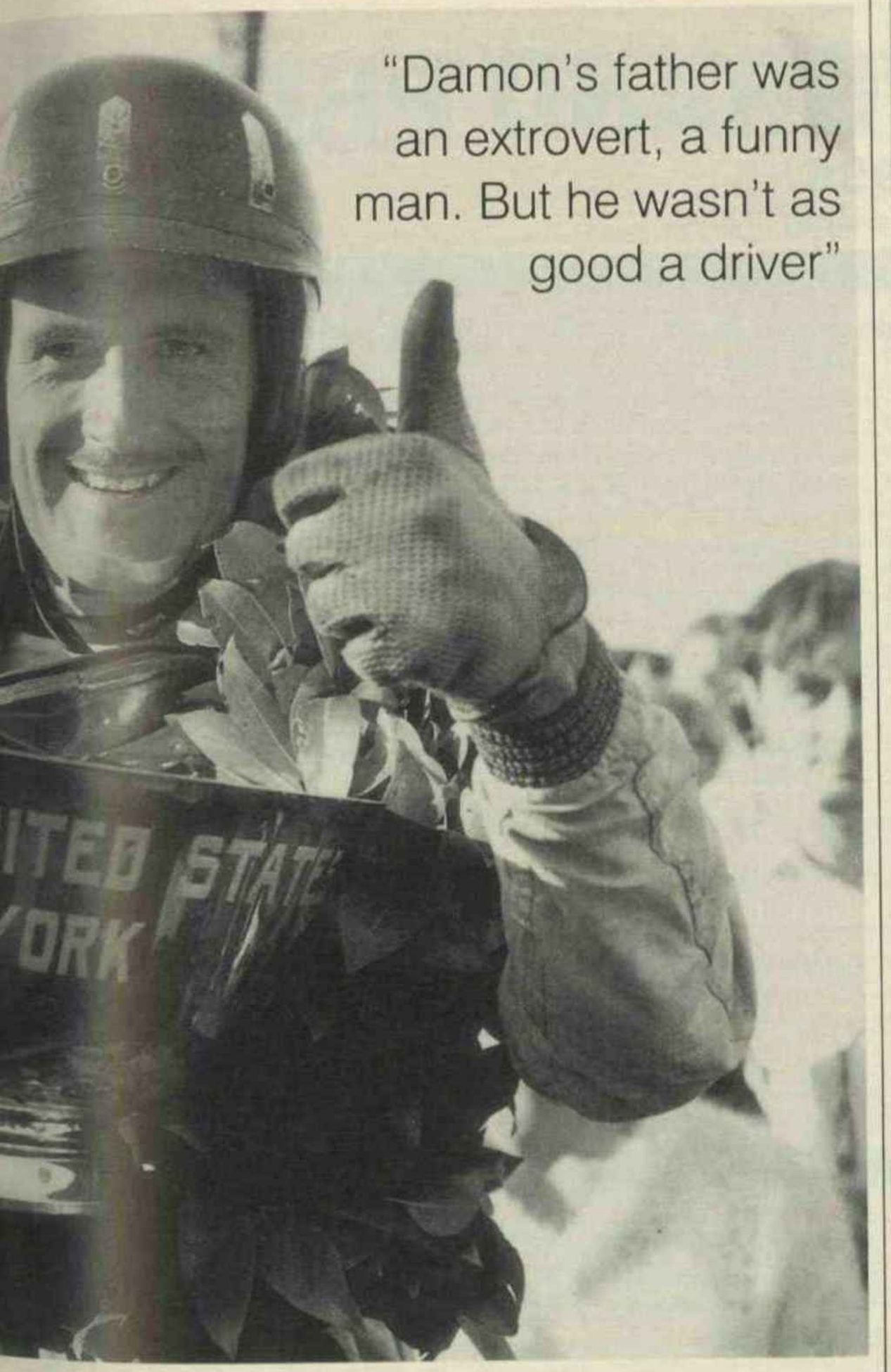
"Look at snooker players. They know just where to hit the ball, with how much top, how much bottom, side or whatever to make it go where they want. It's the same in motor racing. You have natural talents, like Jim Clark. Then you have to take that natural talent and work at it.

"Damon's skills are increasing all the time, but it takes time to hone them."

Out of the cockpit, much has already been made this year of Hill's different approach. Moss can see the benefits.

"I think his external attitude has changed. I think he probably feels better in himself, but I think he could still make himself more public-friendly.

"Damon's father was an extrovert, a funny man. But he wasn't as good a driver. Graham was easier for the public to accept because of the way



he appeared to be. But he was also extremely nervous, far more than I've ever noticed Damon to be. Graham before a race became impossible. When I say impossible, I mean he wasn't easy to approach because I think he felt the strain. I think Damon is an introvert who people have tried to make into an extrovert. I think he's seen that, and has decided he's going to do his own thing, which is for the best."

Finally, there's the media. Quick to build Hill up in their eagerness to find a headline-maker to replace the outgoing Mansell, the nationals were, at times last year, even quicker to knock him down. An occupational hazard, counsels Moss.

"I look at my scrapbooks and think, 'My God!' All the flak I got about crumpet and this sort of thing, about being a gearbox wrecker when I knew it wasn't my fault.

"I remember dropping back in one race because I said to Rob [Walker], 'I'm fed up with this shit. I'm going to sit in second place and take Jack Brabham before the end.' Then Jack went over a brick which burst my front tyre and that was that. You have to learn to take all this. It's one of those things.

"I think that Damon probably has had a hard time from the press, but that's something which you have to learn to take if you are one of the best drivers in the world."

Epitomising the difference: Hill Snr found popularity easy; Jnr may need to add it to his learning curve.



VSCC Raceday



Come and enjoy some of the greatest pre- and post-war vintage motor racing cars roaring around the world famous Silverstone circuit.

- Practice from 09.00, racing from 13.00 action up to 18.00
- Races for pre-war marques including Bentley, Bugatti and ERA
- Post-war action from Aston Martin, Cooper, Ferrari, Lotus and Maserati
- Paddock inspections of all cars

Ticket Information
On the day price £10

Free Grandstand, Centre Transfer, car parking and creche (under7's)
Children (under 15's) go free with adults
(All subject to availability)

For further information call
0839 123111

Silverstone
THE HOME OF BRITISH MOTOR RACING

EUROPEAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Nürburgring, 28 April 1996

67 laps of 2.822 mile circuit (189.074 miles)

FLASHBACK: 1995

1 Michael Schumacher (Benetton-Renault) 67 laps in 1h 39m 59.044s
2 Jean Alesi (Ferrari) +2.684s
3 David Coulthard (Williams-Renault) +35.382s
4 Rubens Barrichello (Jordan-Peugeot) +1 lap
5 Johnny Herbert (Benetton-Renault) +1 lap
6 Eddie Irvine (Jordan-Peugeot) +1 lap

Winner's average speed: 113.833 mph
Pole:
Coulthard 1m 18.738s
Fastest lap:
Schumacher 1m 21.18s (125.540 mph)
Lap record (1995):
Schumacher 1m 21.18s

STARTING GRID

5 HILL 1m 18.941s

1 SCHUMACHER 1m 20.149s

11 BARRICHELLO 1m 20.818s

2 IRVINE 1m 20.931s

7 HAKKINEN 1m 21.078s

12 BRUNDLE 1m 21.177s

16 VERSTAPPEN 1m 21.367s

9 PANIS 1m 21.509s

10 DINIZ 1m 22.733s

20 LAMY 1m 23.139s

DID NOT QUALIFY (107% RULE)

22 MONTERMINI 1m 25.053s

6 VILLENEUVE 1m 19.721s

3 ALESI 1m 20.711s

8 COULTHARD 1m 20.888s

4 BERGER 1m 21.054s

15 FRENTZEN 1m 21.113s

14 HERBERT 1m 21.210s

19 SALO 1m 21.458s

18 KATAYAMA 1m 21.812s

21 FISICHELLA 1m 22.921s

17 ROSSET 1m 23.620s

23 BADOER 1m 25.840s

LAP CHART

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FIA Formula One World Championship

Winner Jacques Villeneuve
Winner's average speed 121.798 mph
Conditions Dry, overcast
Fastest lap Damon Hill, 1m 21.363s on lap 55, 125.265 mph

Round 4

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Jacques Villeneuve	CDN	Williams FW18-Renault V10	1h 33m 26.473s	1m 22.090s	45
2	Michael Schumacher	D	Ferrari F310-Ferrari V10	+0.762s	1m 21.769s	49
3	David Coulthard	GB	McLaren MP4/11-Mercedes V10	+32.834s	1m 22.550s	64
4	Damon Hill	GB	Williams FW18-Renault V10	+33.511s	1m 21.363s	55
5	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+33.713s	1m 22.472s	55
6	Martin Brundle	GB	Jordan 196-Peugeot V10	+55.567s	1m 22.815s	51
7	Johnny Herbert	GB	Sauber C15-Ford V10	+78.027s	1m 23.225s	10
8	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	+78.438s	1m 22.078s	36
9	Gerhard Berger	A	Benetton B196-Renault V10	+81.061s	1m 22.004s	8
*Exc	Mika Salo	SF	Tyrrell 024-Yamaha V10	66 laps	1m 22.791s	31
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	66 laps	1m 23.720s	9
**Exc	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	65 laps	1m 22.602s	31
11	Ricardo Rosset	BR	Footwork FA17-Hart V8	65 laps	1m 24.050s	43
12	Pedro Lamy	P	Minardi M195B-Ford V8	65 laps	1m 24.369s	14
13	Giancarlo Fisichella	I	Minardi M195B-Ford V8	65 laps	1m 24.660s	21
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	59 laps – spin/handling	1m 22.697s	22
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	38 laps – gearbox	1m 23.233s	15
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	6 laps – electrics	1m 24.616s	2
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	6 laps – accident with Irvine	1m 24.168s	4
Rtd	Jean Alesi	F	Benetton B196-Renault V10	1 lap – accident	1m 36.595s	1
DNQ	Andrea Montermini	I	Forti FG01B-Ford V8			
DNQ	Luca Badoer	I	Forti FG01B-Ford V8			

Reasons for exclusion: * underweight; ** push start

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CHAMPIONSHIP POINTS

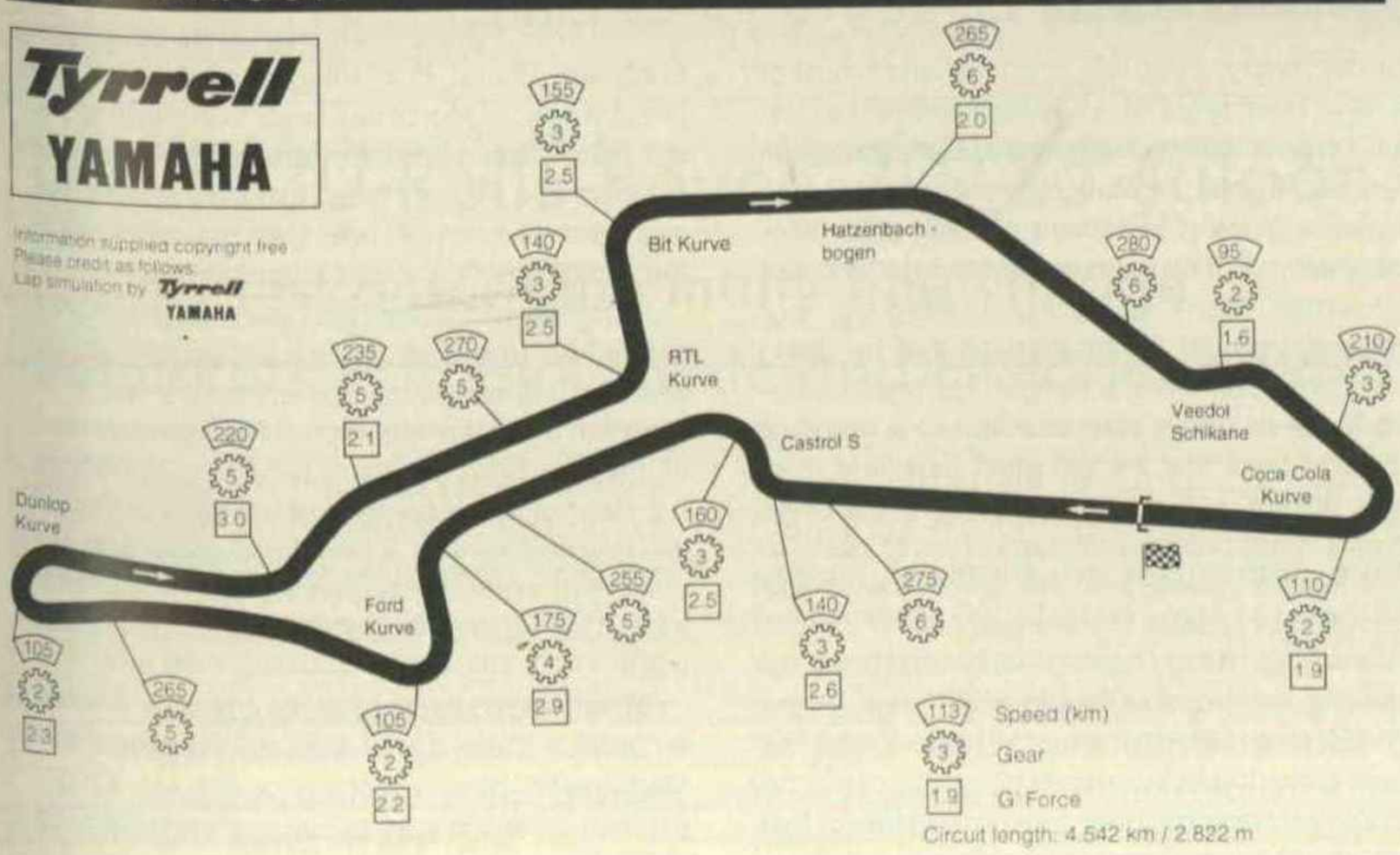
DRIVERS

1	Hill	33
2	Villeneuve	22
3	Alesi	10
3	Schumacher	10
5	Irvine	6
6	Hakkinen	5
6	Barrichello	3
8	Coulthard	4
9	Berger	3
9	Salo	3
11	Panis	1
11	Verstappen	1
11	Brundle	1

CONSTRUCTORS

1	Williams-Renault	55
2	Ferrari	16
3	Benetton-Renault	13
4	McLaren-Mercedes	9
5	Jordan-Peugeot	6
6	Tyrrell-Yamaha	3
7	Ligier-Mugen Honda	1
7	Footwork-Hart	1

THE CIRCUIT



THE RACE IN BRIEF

Hill makes a **bad start and drops to fifth.** Villeneuve leads but Coulthard makes a superb effort from sixth to draw briefly alongside. Barrichello and Schumacher are behind the Scot as **both Benettons struggle** - Alesi drops to 13th, Berger to 19th. **Katayama stalls** on the warm-up lap and starts from the pit lane but is subsequently **disqualified** for a push start.

Alesi hits Salo at first chicane on **lap two** and retires. Salo goes on to finish 10th but makes it a bad weekend for **Tyrrell** when he is also excluded as his **car is underweight**.

Hill claims **fourth from Schumacher on lap 5** by outbraking the Ferrari at the first corner. Villeneuve is already clear of Coulthard.

Irvine and Panis clash on lap 6 and **both retire**, Panis as a result of the incident, Irvine with electrical trouble.

Hill is unable to get ahead of Barrichello and **radioes the pits** to report a **suspected puncture** prior to his first stop, earlier than expected, on lap 22. A slow stop of over **20 seconds** is necessary as the Williams team check out the handling imbalance. He **rejoins 11th**.

Schumacher **pits on lap 23** and rejoins fifth, Coulthard and Barrichello on lap 24, returning in fourth and fifth, promoting Hakkinen briefly to second until the Finn stops on lap 25. **The McLaren exceeds** the pit lane speed limit and is called back for a **10-second penalty** six laps later. Schumacher is now second and he closes to within a second of Villeneuve.

Having moved back up to ninth **Hill**, anxious to get back on terms with the leaders, **attempts to wrestle** eighth from Diniz on **lap 29**, only for the Ligier to turn in on him. Both cars briefly take to the gravel, Hill rejoins in 10th with **victory now out of the question**.

Hill pits for second stop on lap 43 with **Schumacher** coming in on **lap 44**. The German emerges from the pits **third behind Coulthard**, delaying him slightly. Hakkinen pits and is penalised again.

First and second, **Villeneuve and Coulthard**, make their second and **final stops** on lap 46. **Villeneuve** manages to **hold onto the lead**, but Coulthard slips to fourth behind Schumacher and Brundle.

Brundle comes in on lap 47, dropping to seventh and allowing **Hill into the points**. The Williams passes Hakkinen on lap 49 and the **McLaren** returns to the pits for his **second penalty** on lap 50, dropping him to ninth.

Frentzen spins on lap 60 as he struggles with the **handling of his Sauber**. The German retires.

Schumacher is **right with Villeneuve** as they come across a **gaggle of backmarkers** on lap 62, comprising of Berger, Salo, Katayama and Rosset.

Schumacher stays with Villeneuve to the flag on lap 67 but can't prevent the **IndyCar champion** from recording his **first GP victory**. Hill is right with Coulthard but thinks twice about a risky manoeuvre. Even so he clips the dirt edging the kerbing at the final corner and **Barrichello makes a vain attempt to snatch fourth** as these three cross the line **nose-to-tail**.

ECHOES OF GLORY

Mercedes last won its home Grand Prix in 1954. Karl Kling, the star of that race, was at the Nürburgring to see the first signs of a McLaren-Mercedes resurgence. Mark Skewis reports



Kling (as he is today, below left) heading André Pilette and Sergio Mantovani in the 1954 German GP (above), which he led before dropping to fourth.

Not even the brilliance of Michael Schumacher, who sat in the wheel-tracks of the Williams for the last 20 laps of the European Grand Prix, could deprive Jacques Villeneuve of his first Formula One victory. Afterwards, the World Champion was asked how disappointed he felt at not repeating last year's sensational home win. "I don't see why I have *any* reason to be disappointed," he responded, surveying the men either side of him in the press conference. "Today, I think all three of us are winners..."

He had a point. Indycar's champion had demonstrated his mettle by withstanding intense pressure on Schumacher's home soil. The German himself had matched the Williams for pace much earlier in the season than he had believed possible.

But perhaps the biggest celebrations of all were reserved for the Mercedes-Benz awning, where David Coulthard's third place finish was greeted with greater euphoria than have been many of McLaren's victories in the past.

The last time the German car giant really *did* win its home event was 1954, and one of the surviving members of that squad, Karl Kling, was present to witness Coulthard's mobbing.

In his era, Mercedes was pioneering new technological frontiers. With McLaren's chassis having taken much of the blame for the team's poor start to the season, today's engine is also well-respected – sufficiently so for somebody to indulge in espionage at this year's Brazilian Grand Prix. The indications are that the spy was attempting to reveal the secrets of the V10's variable inlet trumpet system. Ironically, Kling reveals that when it last quit the sport, in 1955, Mercedes was so ahead of the game that it was already far advanced in the study of variable trumpets...

Kling is from another generation. In terms of morals, he may as well be from another planet.

Fully 40 years after the accident which nearly cost him his life on the Nordschleife, he refuses to divulge the cause of the crash. The suspicion has always been that the Alfa Romeo Disco Volante sports car he was driving suffered steering failure. If it did, he's not about to spill the beans. "I don't speak ill of Mercedes," he says, "so why should I say anything bad about Alfa. The people there were very good to me. They came and visited me in hospital every two weeks."



There is not a hint of sarcasm in his voice.

Loyalty is a byword for Kling and it seems a strange concept, a throwback to an age of chivalry, if you like, in an era when most of us have been brought up on kiss and tell stories. Don't expect Johnny Herbert and Benetton, Jean Alesi and Ferrari, or Mark Blundell and McLaren to give a glowing testament of each other after last season. But Kling resists speaking ill either of his former team or racing colleagues. For instance, you get the impression that he didn't really rate Juan-Manuel Fangio. He praises Stirling Moss as better able to adapt to a range of cars and hints that Fangio often benefited from other drivers' set-up, as well as from the Silver Arrows' team orders, but stops short of destroying a legend. "Those who are not alive any more should rest in peace," he insists.

> "Kling is from another generation. In terms of morals, he may as well be from another planet."

Ironically, Kling himself was accused of breaking team orders by passing Fangio in the 1954 German GP. He maintains, however, that he never broke the faith, instead pointing out that he upped the pace because he knew a leaking fuel tank would require him to make an extra pit stop.

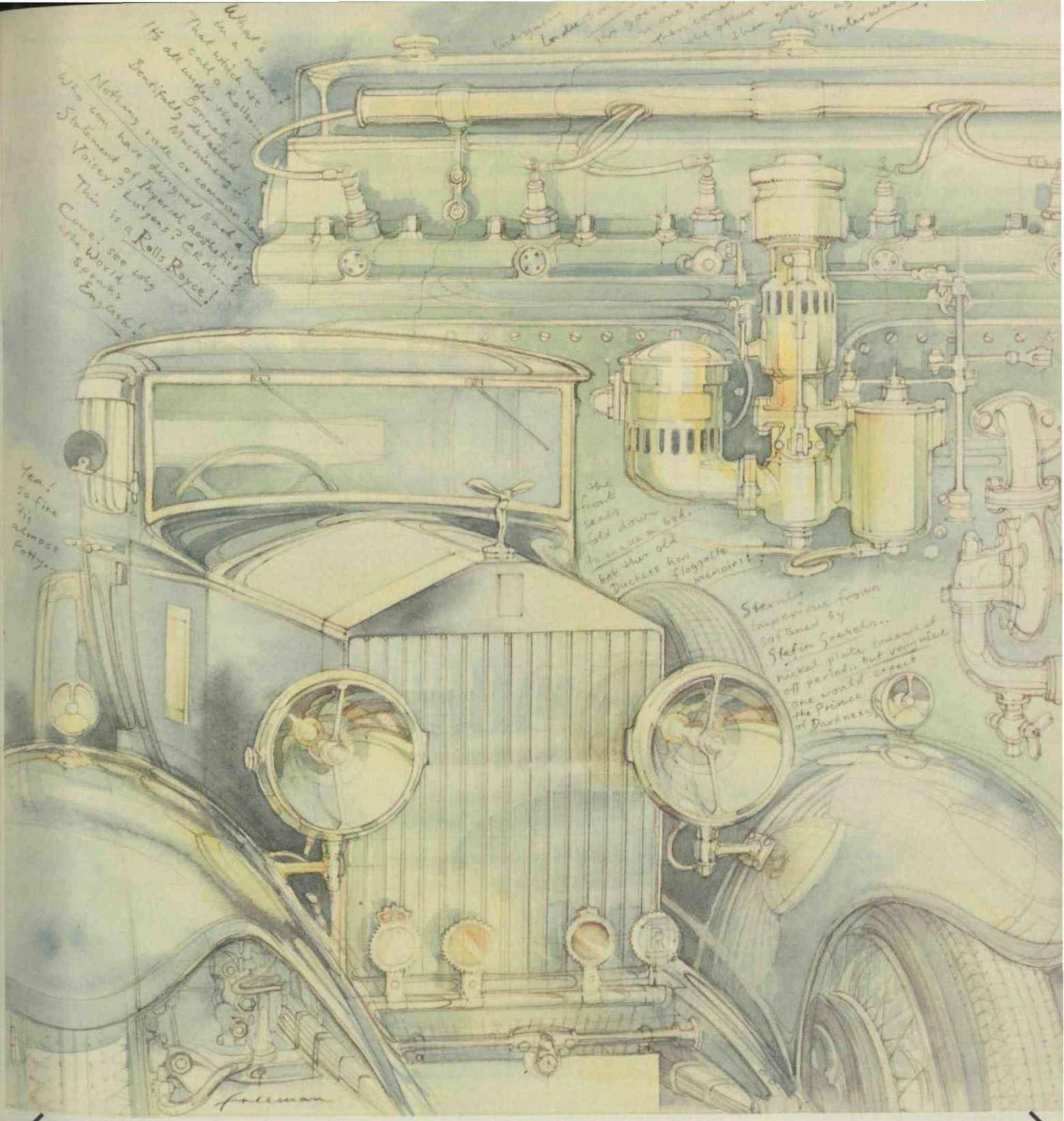
Aged 85, Kling is a Mercedes man. Always was. He began work there as a mechanic when he was 17 and with the exception of two races in an Alfa sports car and one in a Porsche – for which the factory gave him permission – he drove only for the one marque.

Robbed of the best years of his career by the war, he was further deprived when his beloved company withdrew from racing at the end of the 1955 campaign in the wake of the Le Mans tragedy. By then, he had enjoyed only two seasons alongside Fangio in the team's W196, but he never even considered moving on when the Mercedes board pulled the plug. Conversely, when Mercedes officially re-entered Formula One in 1993, with Sauber, there was never the slightest chance that Schumacher, whom it had groomed for stardom through its Junior scheme, would return to the fold...

Immediately before the European Grand Prix, Kling accompanied the present crop of Mercedes juniors on a visit of the old 'Ring. They found it inconceivable that, just 20 years ago, F1 cars raced around the track that has claimed more GP lives than any other since the inception of the world championship.

"In my day no drivers had any thoughts about safety," he admits, recalling that Fangio's victory at that 1954 race was marred by the death of Maserati's Onofre Marimon. "The development of the cars didn't show any safety thinking either – it was not in the concept of the car. I welcome the development of safety for the car and circuits; that's one of the greatest step forward for motor racing, but nobody thought of it back then."

"Now I know why they drove with their legs so far apart in those days," marvelled a candid Jan Magnussen after watching a film of Kling's exploits in '54. "It was because their balls were so big!"



The 1930 Rolls-Royce 20/25 saloon.

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ADT Auctions

Ferrari

THE PRESIDENT'S

Can Schumacher end Ferrari's 17-year drought in the drivers' championship? Mark Skewis finds Ferrari's President in optimistic mood

There is far more to being a successful politician than just grabbing the nearest grubby-faced baby and praying that its nappy is empty and that the ice cream it is wearing instead of eating won't smudge your Sunday best as you cuddle it.

Anyone seeking a vote of confidence from the electorate could do far worse than observe the progress of Luca di Montezemolo. With a handshake here, a flashed smile, a quick word there and a hand on the odd shoulder, Ferrari's president navigates his way around the F1 paddock like a confident host mingling at a slickly-run party.

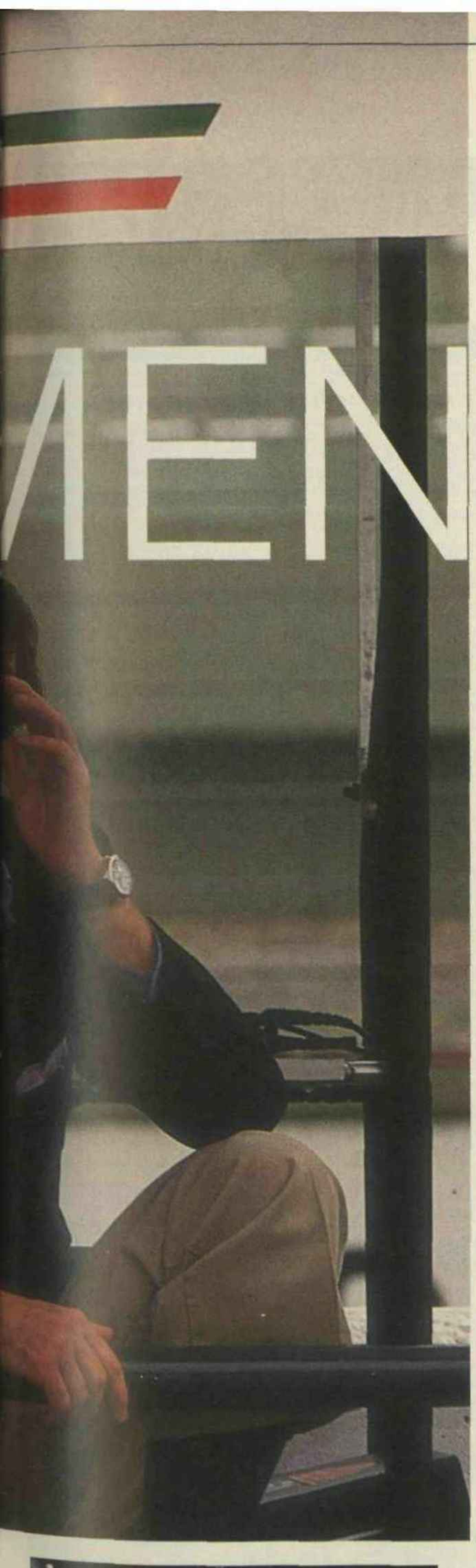
The problem is, the Prancing Horse is renowned as an organisation which couldn't organise the proverbial party in a brewery. Which is precisely why its fate currently rests in the hands of this man. Team manager during the '70s, when he helped Ferrari claw its way out of a crisis similar to the one from which it is presently attempting to escape, his smooth rhetoric and diplomacy have been polished in the course of a distinguished career which includes the organisation of the 1990 soccer World Cup and Italy's first America's Cup challenge.

Ending Ferrari's 17-year quest for a world drivers' championship is perhaps his biggest challenge yet, but underneath the charming exterior lurks the mind of a pragmatist. That was never better illustrated than by his decision, last year, to give the green light to the scrapping of the glorious-sounding V12 engine for which the Scuderia is famous.

'Wouldn't you have preferred to keep the V12?' he is asked. "With my heart, and my romantic approval, yes, yes, yes," he replies with a smile straight out of the Colgate advert. "But if you asked Jean and Gerhard last year, they said the engine was difficult to drive. If everybody in Formula One has a V10, there must be a reason..."

In his last spell with the team, Niki Lauda was its saviour. Intriguingly, Montezemolo has turned to a similarly cold, calculating character as he seeks salvation a second time. Like the Rat, and Alain Prost since, Michael Schumacher may not inspire the same love as did the passion of Jean Alesi, but he does command the *tifosi*'s respect.

One of many myths surrounding Maranello is that Schumacher does not enjoy the fans' back-





ing. That suggestion conveniently overlooks the fact that the *tifosi* would cheer the devil himself if he could put their beloved cars on pole. They say people vote with their feet: a record number trudged through the turnstiles for Ferrari's home GP, with 130,000 people attending on race day alone.

Alesi and Gerhard Berger may not be flavour of the month at Benetton, where they were called to a three-hour crisis meeting at Imola, but proof of their enduring popularity could be found in the banners which once again adorned the main grandstand. Either that, or the fans are just too parsimonious to fork out for a new flag now that its drivers have changed. Having stumped up 50 million dollars for Schumacher's two-year deal, the same argument could hardly be levelled at Montezemolo who has, in every respect, put his money where his mouth is.

He has no regrets about recruiting the World Champion. Far from it. While Benetton personnel have been surprised at just how difficult life after Schumacher has been, so those at Ferrari underestimated the jewel they had captured.

"For me Michael is so important," stresses Montezemolo, "because Formula One is no longer about robots, but about the driver once more. It is like football: it is about a team, rather than just going out and buying one superstar, but of course I *can* just go and buy a driver, which is a large part of the package. Ferrari has always had a great tradition in this area. Schumacher is as important to us now, as Senna was to McLaren."

Both in Germany and Italy, where he qualified on pole and forced Hill to resort to a bold and, ultimately, successful pit stop strategy, the World Champion's performance was a source of encouragement. But you sometimes sense that the team is racing not only against Williams, but against time. More heads have rolled at Maranello than at the Tower of London, but Montezemolo plays down the clamour for a ritual sacking.

"I am quite familiar with the pressure," he smirks. "Ferrari is *always* under pressure from the press; Ferrari is always in the middle of the polemics. But where is the pressure? Only in the newspapers. In Italy the red team is like the national football team. All I hear is, 'Why have you hired Irvine? Larini is much better'; 'Why pay so much for Schumacher? It was better to keep Alesi'; 'Alesi is the best driver in the world'; 'Oh Barnard, the car is shit'.

"This is a folklore that in a way I like, because when the polemics are not any more, Ferrari isn't Ferrari any more! When I visit the tracks, all I see is red flags. This is our life, our history and, I hope, our future."

Speculation suggests that designer John Barnard may not have much of a future with the team. No sooner have the flames of controversy begun to flicker, than Montezemolo is on the scene to extinguish the debate.

"I was the man who hired Barnard again at Ferrari," he promptly reminds you. "John is English, and sometimes he doesn't understand the Italian press, but I would rather have him with me than against me. We pay a big price to have an office in England, but I was aware of that from the beginning. In Italy we are in a country where there is no Formula One silicon valley. The chassis, in particular, is an English phenomenon. Don't forget the days of F1 with Colin Chapman. The chassis was born in England, no question about it."

Much as he tries to defend the division of Ferrari's resources between Italy and England, he can't deny that the time has come for results to justify that investment: "I have tried to put my people in the best position: hiring Schumacher; building a new engine; giving John the best conditions in which to work. Now I need something back, I need some results. But from the team, not just from Barnard. Formula One is no longer a one-man show. There are many ingredients.

> "The *tifosi* would cheer the devil himself if he could put their beloved cars on pole."

"I am old, and I know that Formula One is changing. In the '70s the mechanical aspect came first: engine, suspension. Then, at the beginning of the '80s, material: composites, the first wind tunnel; we paid a big price in the second half of the '80s because our tradition was not strong in aerodynamics. The engine, the suspension, the brakes, were our know-how.

"Then in the '90s came the crazy era, with people drunk for electronics and robots. You push a button, boing, in the fog. You push a button, boing, and a computer does the set-up of the car! We went too far. Now I think it is a good compromise between drivers, electronics and chassis. The engine is less important, now."

Instead, the emphasis has swung back more towards the driver. And he knows that with Schumacher on board he is currently in possession of the best driver in the world. The German admits he can see light at the end of the tunnel, and accepts that the team is in a position to win far earlier than he expected. Frank Williams even believes Ferrari will push his drivers all the way for the title.

So is the holy grail now within sight? The consummate politician, Montezemolo waves away the suggestion with a wide smile. "If we do not win two races this season, it will be a failure. If we can win them, the championship is still our goal – but only for '97."

In recent years the bungling of Ferrari has been the subject of much mirth down the pit lane. Now the opposition hopes its President isn't about to have the last laugh...



The future's so bright? Luca di Montezemolo (main shot) put his money where his mouth is and hired Schumacher (above).

SAN MARINO GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Imola, 5 May 1996

63 laps of 3.132 mile circuit (197.316 miles)

FLASHBACK: 1995

1 Damon Hill (Williams-Renault)	63 laps in 1h 41m 42.552s
2 Jean Alesi (Ferrari)	+18.510s
3 Gerhard Berger (Ferrari)	+43.116s
4 David Coulthard (Williams-Renault)	+51.890s
5 Mika Hakkinen (McLaren-Mercedes)	+1 lap
6 Heinz-Harald Frentzen (Sauber-Ford)	+1 lap
Winner's average speed	113.04 mph
Pole:	
Schumacher (Benetton-Renault)	1m 27.274s
Fastest lap:	
Berger	1m 29.568s (122.26 mph)
Lap record (1995):	
Berger	1m 29.568s

STARTING GRID

1 SCHUMACHER 1m 26.890s

6 VILLENEUVE 1m 27.220s

3 ALESI 1m 28.009s

4 BERGER 1m 28.336s

11 BARRICHELLO 1m 28.632s

7 HAKKINEN 1m 29.079s

9 PANIS 1m 29.472s

14 HERBERT 1m 29.541s

10 DINIZ 1m 29.989s

21 FISICHELLA 1m 30.814s

23 BADOER 1m 32.037s

DID NOT QUALIFY (107% RULE)

22 MONTERMINI 1m 33.685s

5 HILL 1m 27.105s

8 COULTHARD 1m 27.688s

2 IRVINE 1m 28.205s

19 SALO 1m 28.423s

15 FRENTZEN 1m 28.785s

12 BRUNDLE 1m 29.099s

16 VERSTAPPEN 1m 29.539s

18 KATAYAMA 1m 29.892s

20 LAMY 1m 30.471s

17 ROSSET 1m 31.316s

LAP CHART

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63	5	1	4	2	11																

FIA Formula One World Championship

Winner Damon Hill
Winner's average speed 120.403 mph
Conditions Dry, sunny
Fastest lap Damon Hill, 1m 28.931s on lap 49, 123.057 mph

Round 5

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW18-Renault V10	1h 35m 26.156s	1m 28.931s	49
2	Michael Schumacher	D	Ferrari F310-Ferrari V10	+16.460s	1m 28.966s	36
3	Gerhard Berger	A	Benetton B196-Renault V10	+46.891s	1m 29.667s	47
4	Eddie Irvine	GB	Ferrari F310-Ferrari V10	+61.583s	1m 29.503s	39
5	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+78.490s	1m 29.888s	27
6	Jean Alesi	F	Benetton B196-Renault V10	62 laps	1m 29.542s	38
7	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	62 laps	1m 30.852s	33
8	Mika Hakkinen	SF	McLaren MP4/11-Mercedes V10	61 laps – DNF, engine	1m 30.192s	39
9	Pedro Lamy	P	Minardi M195B-Ford V8	61 laps	1m 31.897s	17
10	Luca Badoer	I	Forti FG01B/FG03-Ford V8	59 laps	1m 32.426s	34
11	Jacques Villeneuve	CDN	Williams FW18-Renault V10	57 laps – DNF, suspension	1m 29.226s	22
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	54 laps – gearbox	1m 30.184s	40
Rtd	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	45 laps – transmission	1m 30.772s	44
Rtd	David Coulthard	GB	McLaren MP4/11-Mercedes V10	44 laps – hydraulics	1m 29.480s	40
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	40 laps – misfire	1m 32.169s	17
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	38 laps – refuelling incident	1m 30.479s	38
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	36 laps – spin	1m 30.000s	25
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	32 laps – brakes	1m 31.092s	18
Rtd	Giancarlo Fisichella	I	Minardi M195B-Ford V8	30 laps – engine	1m 31.633s	18
Rtd	Johnny Herbert	GB	Sauber C15-Ford V10	25 laps – electrics	1m 30.811s	21
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	23 laps – engine	1m 29.997s	17
DNQ	Andrea Montermini	I	Forti FG01B/FG03-Ford V8			

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CHAMPIONSHIP POINTS

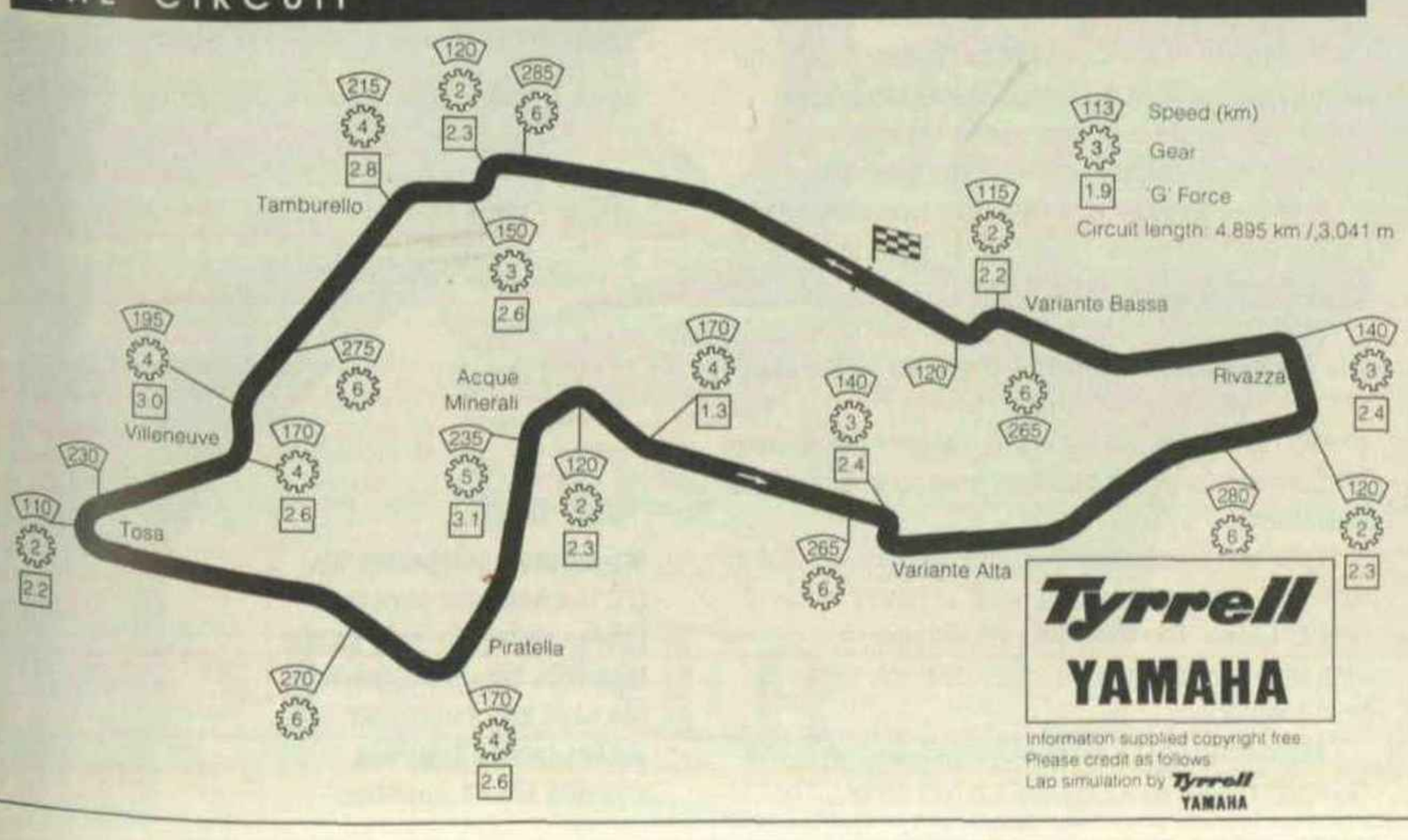
DRIVERS

1	Hill	43
2	Villeneuve	22
3	Schumacher	16
4	Alesi	11
5	Irvine	9
6	Berger	7
6	Barrichello	7
8	Hakkinen	5
9	Coulthard	4
10	Salo	3
11	Panis	1
11	Verstappen	1
11	Brundle	1

CONSTRUCTORS

1	Williams-Renault	65
2	Ferrari	25
3	Benetton-Renault	18
4	McLaren-Mercedes	9
5	Jordan-Peugeot	8
6	Tyrrell-Yamaha	3
7	Ligier-Mugen Honda	1
7	Footwork-Hart	1

THE CIRCUIT



THE RACE IN BRIEF

For the second race running **Coulthard makes a superb start**. And this time he takes **the lead**, from **Schumacher and Hill**. Alesi tangles with Villeneuve, puncturing the left rear tyre of the Williams. The Canadian is forced to pit at the end of the lap.

Schumacher dives ahead of Hill into Tamburello on **lap two**, when the Williams gets a little sideways exiting the last chicane and, **laden with extra fuel**, is unable to stop the Ferrari from **dragging past**.

Coulthard doggedly defends his lead for the first **20 laps**, with Schumacher in close attendance. **Alesi** makes the first refuelling stop on lap 18. The Benetton's **steering wheel** is changed after he complains of the car's balance. Neither Alesi nor the team remembers to reset the **pit lane rev-limiter** and he incurs a stop-go penalty.

Coulthard's moment of glory ends when, **on lap 20**, he makes his first stop. He **resumes sixth**. Schumacher now leads, by nearly eight seconds, from Hill.

Schumacher comes in for his first stop on lap 21 and rejoins just **ahead of Coulthard but behind Hill**, Berger and Salo.

Salo **drops from third** when he pits on lap 23 but his Tyrrell suffers **engine failure** when he tries to rejoin, becoming the race's **first retirement**.

Berger stops on lap 25 and resumes fourth behind Hill, Schumacher and Coulthard. **Herbert's wretched season** continues when he retires with **electrical problems**.

Eventually **Hill** makes his first **fuel stop**, well after the rest on lap 30, **almost half-distance**. A quick stop, of only 7.6 seconds, allows him to rejoin in the lead, just 0.9s clear of Schumacher. Coulthard is third from Berger from Barrichello and Irvine.

Brake problems force the second Sauber of Frentzen out on **lap 32**.

Brundle spins into the gravel at **Acqua Minerale** and out of the race on lap 37.

Schumacher makes his second stop on lap 40 and **resumes second**. Over the course of the next six laps he **loses 15 seconds** to Hill when he gets stuck behind **Diniz and Hakkinen**, who are battling for ninth. Both drivers are later handed 10-second penalties for ignoring blue flags.

Coulthard comes in on lap 41, and **stalls** due to a lack of hydraulic pressure. He rejoins but **retires four laps later** when the problem worsens.

Berger struggles to **engage first gear** after his second stop on lap 44 but manages to **hang on to fourth**.

Hill comfortably retains the lead when he makes his second stop on, lap 50, with 22 seconds in hand.

Suspension failure on lap 57 **robs Villeneuve** of sixth, after a superb recovery drive from last on lap one. Ironically, the **final championship point** passes over to **Alesi**.

Hill completes his **fourth win** of the season with ease, taking the flag over 16 seconds clear of Schumacher. The Ferrari limps over the line with a **locked right front wheel**, later traced to a broken brake disc. Berger, Irvine, Barrichello and Alesi complete the top six.

I'VE STARTED SO I'LL FINIS

Jan Magnussen may be starring in the ITC, but he still hankers after an F1 opportunity. Marcus Simmons found out why

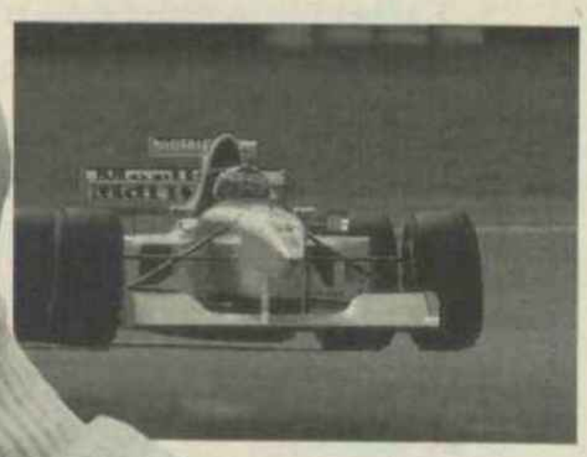
They used to say that when you commented on the youth of policemen, you must be getting old. Nowadays it seems that, instead of the boys in blue, it's the lads racing touring cars that seem to be only just out of school.

This year, it could well be that the International Touring Car series, the most prestigious tin-top championship in the world, is won by a 23-year-old from Denmark. But for Jan Magnussen, it is more of a route into Formula One than the pathway towards old age that many past Grand Prix stars would prefer it to be.

With a McLaren-Mercedes testing contract in his pocket (and an impressive GP debut at Aida last year under his belt), as well as interest from TWR Arrows and Stewart Grand Prix, it seems only a matter of time before his true ambitions are realised.

It's ambition that could have proved his stumbling block last year. After winning the British Formula Three Championship with Paul Stewart Racing (the same organisation which is metamorphosing into Stewart GP), Magnussen was lifted into Mercedes-Benz's Class 1 touring car squad. It was, as he admits, more a means to an end than a target in itself.

"Last year I treated the racing like touring cars, and up until last year touring cars was only for the old baldies. It was just a pastime for me, because I had nothing else to do until Formula One. And the fact that it was Mercedes – with McLaren there I could get them to push me further in my career. That was not the right attitude to bring into the championship – I was stunned with the level of competition, and how fast and determined people were to do well."



Indeed, while Magnussen and Jörg van Ommen worked separately towards the same goal, the other AMG Merc duo, Bernd Schneider and Dario Franchitti, pooled information and reaped the dividends.

"What made the difference last year was Schneider really. All the time in his head he was champion, even before the season started. I think some of that also benefited Dario. It took me a bit longer, and when things started to come good midway through the season I broke my leg. But after that I came back stronger than before.

"The first race back at Diepholz was just a test – I could only just walk. I was determined I was going to do a good job at Estoril."

And he did. The Dane headed towards his first ITC win in Portugal, setting himself up as the star of the late-season races and moving into the close season on the crest of a wave. Diligent pre-season preparation for 1996 has seen that momentum sustained.

"One of the reasons things have gone so well is that I did a lot of race distances at Estoril in the new C-Class. The race set-ups we have are brilliant, and in qualifying it's important only to be the best Mercedes.

"Mercedes aren't really bothered who wins the championship, as long as it's a Mercedes. The important thing is to do what Dario did last season – whoosh, get the team behind you, and after that it's a hell of a lot easier."

Having support from his team was the least of Magnussen's problems when he made his Grand Prix debut last October.

"I don't think they could have picked a better race," he remembers. "At Aida there was very little pressure, and no one was expecting anything. I was a little bit nervous because I'd only done four laps in a row, and Aida was 81 laps!

"The week before was the last touring car race in Hockenheim, and Ron [Dennis] was there. I was at the drivers' briefing and Keke Rosberg was looking at me. He kept looking at me and I said, 'What?' He said, 'Are you fit?' and I said, 'Pretty fit'. He said 'Aaahh – it's gonna be tough next weekend'.

"I thought, 'What does he mean by that?' I was supposed to be doing a Red Cross thing in Denmark, driving people round a circuit in my road car, and Keke was going as well. Then walking back to the pits I started hearing rumours that Mika [Hakkinen] was ill.

"Just before the race Ron came up behind me and all he said was, 'Hello. Do you think you can handle Japan?'

Magnussen celebrates his ITC Hockenheim success (above right). He may be the favourite to win this series, but his 1995 Pacific GP outing (above left) has whetted his F1 appetite.



It wasn't so much the finishing position – 10th – that impressed onlookers. It was more the way in which he finished right behind McLaren regular Mark Blundell, and the fact that, had it not been for a rare spate of complete reliability among the F1 frontrunners, the performance probably would have netted a World Championship point.

Any chance of F1 outings in 1996 really depended on the rate of Hakkinen's recovery from his Australian GP injuries, and the race status – or otherwise – of new McLaren testing colleague Alain Prost.

So how does it feel, after all that, to be demoted to number four in the Woking line-up? "I need to learn the car and they need to use the drivers with the most experience of it. McLaren have got a few problems at the moment, and to put me in would be a bit of a backward step for them. I can understand why I'm not testing much, even though I'd like to.

"Prost's got a Superlicence at the moment, but I'm not sure about the score. I'll let Ron decide, but hopefully, if a replacement is needed, Prost won't wanna race!"

While all this is going on, Magnussen's manager David Sears is pushing for an F1 berth for his protégé in '97. Stewart GP is the odds-on favourite at present, but Tom Walkinshaw's TWR, whose logo Sears's Super Nova Formula 3000 entries sport (owing to an arrangement with Walkinshaw concerning Super Nova pilot Kenny Bräck), is another possibility.

It's all a far cry from three years ago, when Sears rescued Jan from Foundation Racing, which was struggling to raise the finance to run him in the Formula Opel Euroseries: "Most drivers' aim is to get into F1, but I must admit when I first came to Britain that the racing was just an extension of my karting career – I was doing it for the love of it.

"I look back and realise I've been really lucky, teaming up with David, then the Stewarts and then Mercedes."

But at present, it still means he has to bide his time in a category which isn't totally to his taste.

"There's a lot of banging in the ITC, which I dislike. But if you don't do it, they'll do it to me anyway. That's not the way I wanna race though – I miss the precision of single-seaters. In touring cars, if you see half a gap, you go for it.

"Even so, it's getting better and better. They produce more downforce now, so if you destroy bodywork you lose down-



"I'm ready for F1 now. Touring cars gives you a good reputation, but it's still touring cars — it is not ultimately what I want to do."

I said, 'Sure, cool' and then he walked off! "On the Tuesday I did a lot of starts and pit stops at Silverstone. Everyone was very good to me and the priority was to finish the race. A lot of people said I wouldn't but I thought, 'I'll finish if it kills me'. Before the first pit stop I was really bad, but the reason for that was I wasn't relaxing, because I was trying too hard not to make a mistake. Then I got into a rhythm, and after that I didn't have a problem."

force. You can still lean on people, but you have to be a bit more careful."

So would winning the ITC be as much of a highlight in his career for Magnussen as it was for Schneider, for whom it will probably be the greatest achievement he manages?

"My mind is set on winning the championship much more than it was last year. It would mean a lot to me, because it would give Mercedes no choice but to put me in Formula One! It's a great achievement to win it, but it can only push you one step further ahead.

"Whatever happens, this will be my last year as a Formula One test driver. I'm ready for F1 now. Touring cars gives you a good reputation, but it's still touring cars – it's not ultimately what I want to do.

"So I'll fight like hell to get an F1 drive for next year. It's no secret there's a chance of me going to Stewarts', but I'm still under contract to McLaren, and if they want me that's where I'll go. But if the two drivers they have now stay, then obviously I'll have to look elsewhere . . ."

OPEN YOUR HEART

Derek Warwick has always worn his heart on his sleeve. With only a Le Mans drive for Courage on his itinerary, he bares his soul to Mike Cotton

Confidence and self-belief are part and parcel of a racing driver's make-up. Derek Warwick has these in full measure, and why not? At the age of 41 he is younger than the presently redundant Nigel Mansell, who – according to popular opinion – could still step back into Formula One if he so chose.

He can hack it with the best, getting up to speed in the alien environment of Super Touring last year and sometimes showing the way to his fiery young Italian team-mate, Giampiero Simoni.

It was out of Warwick's control, of course, that the Alfa Romeo deal folded up at the end of last season, and that Prodrive had nothing else to offer Warwick, but still it rankles with the Hampshireman.

"I'm just stunned, I suppose, at not being part of Super Touring this year. I miss it, I miss it like hell. The Alfa Romeo was uncompetitive, and I had to come to terms with the fact that the championship-winning car had gone to the back of the grid.

"By a third of the way through the season I knew that I wasn't going to win races but it became the biggest challenge of my life, and I really began to enjoy it because I could come to terms with it.

"I created five times more press than anyone else out there and in my view, obviously it's a little bit clouded and biased, there are very few drivers who can win races and win championships. I am one who can, and I believe I belong there."

There are echoes here of Warwick's last days in Grand Prix racing, a cliff-hanger which restored his fortunes, only briefly, after a successful sports car season with Peugeot in 1992. A season, let us not forget, that culminated in the long-awaited World Sportscar Championship and a coveted Le Mans victory.

Back he went, to the Footwork team, but only for a single season that netted him four points.

"I finally came to terms with myself, knowing that Formula One was finally over for me. Not because of my speed, but because for whatever reason I wasn't at the top at the latter stage of my career and there wasn't any future for me."

Some Formula One drivers think next of IndyCars, something that grates with the American establishment. But Warwick didn't want to race in America, both for family and business reasons – he employs 100 people in his Honda dealership and the family's trailer company – but he didn't want to stop motor racing.

How could Warwick continue his career as a professional racing driver, with the emphasis on being paid to do his job? He didn't need the money, but a paid driver doesn't enjoy watching his commercial value dwindling to nothing.

"Then a good offer came up at Alfa Romeo. I thought it would be a great place to launch the next stage of my career, but it backfired on me to be honest. For sure if Prodrive had got another manufacturer, or been able to keep Alfa Romeo, I would have stayed with Prodrive.

"They are the best bunch of professionals I have ever raced with. I think that if you asked them I would be their choice for another drive, but unfortunately they lost Alfa Romeo and that left us with nothing. It's very sad."

Warwick makes a clear distinction between the top teams, "the real professionals" like Volvo and Renault, BMW and Audi, "and those who haven't really got past being weekend racers.

"Some of them just haven't realised yet what it means to compete with the top teams. They need a complete package, the car, the personnel, the drivers, the budget, everything.

"A lot of teams out there have the potential to take the next step but they lack the foresight, they're not prepared to take it. With the right direction, leadership, motivation and publicity they could raise their game."

The International Touring Car series flickered on Warwick's screen, but not for long. "It's a closed shop, isn't it? Because two of the best young drivers to come out of Europe in recent years, Jan Magnussen and Dario Franchitti, have gone into ITC and done such a fantastic job, they've created a trend to put young drivers into the cars . . . even so, I do wonder if the ITC will be there for ever."

Warwick shows himself to be a staunch supporter of Super Touring, and tactfully criticises Bernie Ecclestone for labelling them 'Hertz rental cars'.

"That isn't true at all. When you have as much respect for Bernie as I do, it is sometimes disappointing when he says things for other reasons. He has his own game, with ITC, but I'm sure he knows how good Super Touring is. He's not stupid.

"He knows it's not a threat to Formula One, the difference in costs is so great. It's not like the old World Sportscar Championship where he saw Porsche, Mercedes, Jaguar and the Japanese manufacturers, and thought, 'I need you guys in Formula One.'"

Warwick's one competitive drive in the first half of the 1996 season will be at Le Mans, sharing a Porsche-powered Courage with Mario Andretti and Jan Lammers. He went to the qualifying day in April and settled into the car immediately. Even that deal wasn't confirmed straight away, though.

Rumour had it that Derek Warwick was too expensive, but Courage himself denied this and said it was "other things" that delayed the deal.

"It's always a fallacy," says Warwick. "I wanted to drive a Ford Mondeo this year, and when I called I was told that they heard I wanted half a million pounds! That's ridiculous, only half a dozen drivers in Formula One get that sort of money, so you're not going to get that for driving a touring car.

"I might be a little bit more expensive than some of the drivers, but you get what you pay for. Am I too expensive? No, if I wanted to do something badly enough I'd do it for nothing!"

Warwick pauses, reflecting on what he's just said. "But realistically, for me to drive for nothing is almost an impossibility!"

He acknowledges that, at the age of 41, he can't afford to have any more sabbaticals. It's the wrong end of his career, he says, and any more enforced layoffs could finish his time as a racing driver.

Derek Warwick is a single-minded man, and he has made up his mind to continue his career in Super Touring. He has one or two irons in the fire and is fairly confident of being back in the British Touring Car Championship before the end of this season.

"I am still fast enough, I know it. I keep fit. I have a lot to offer and I want to carry on for another five or 10 years."

The route to the top of the mountain is bumpy and hazardous, as every driver knows. And if he doesn't retire at the top, the journey back down again is equally difficult. Ask Derek Warwick, and check with his friends and admirers who hold their breath as he trots to the local newsagent with his card: 'Wanted – secure seat in the British Touring Car Championship. Team may not be at the top but must have potential, foresight and determination to succeed. Big budget an advantage but not essential. Terms negotiable. Apply within.'

BT

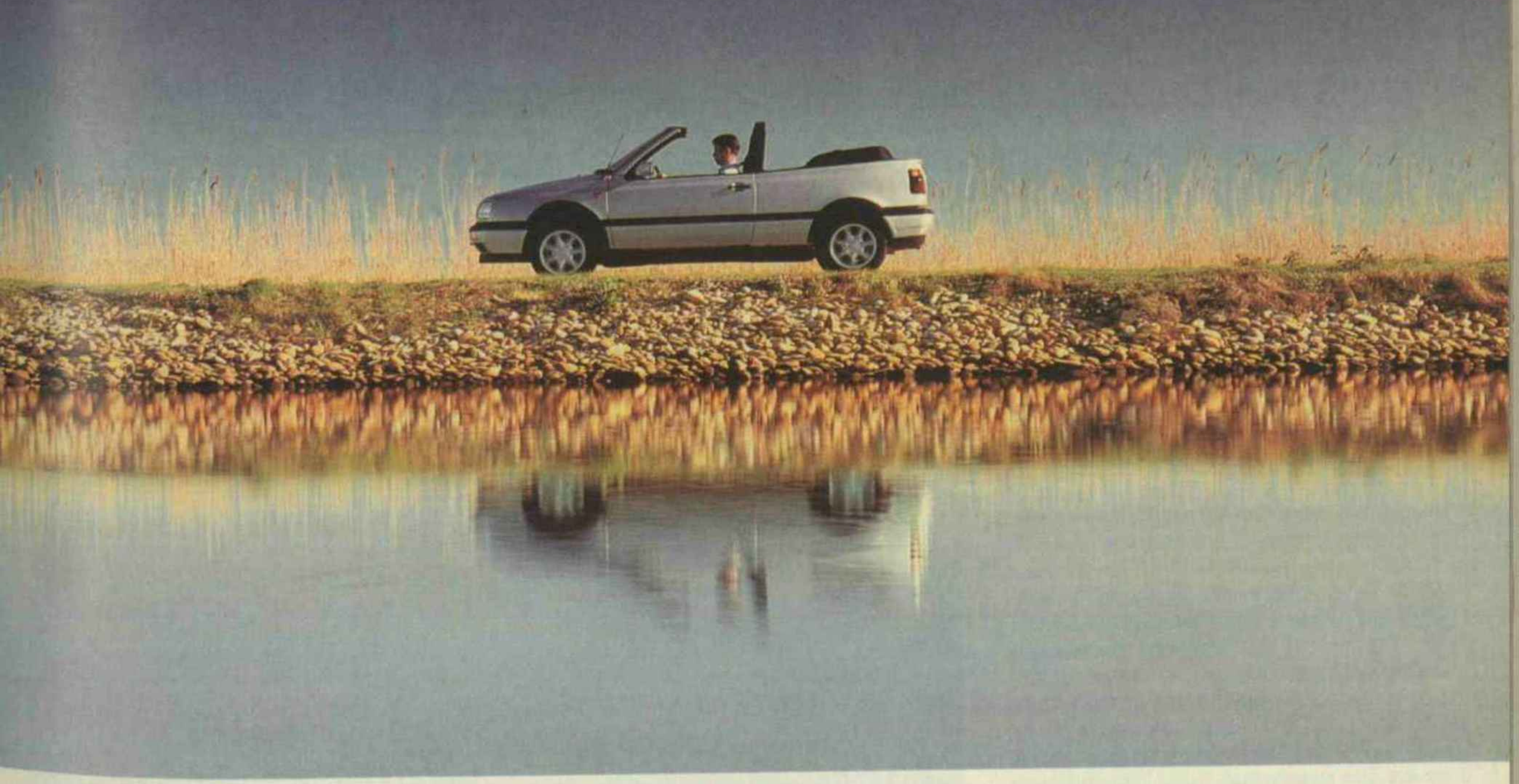


Stunned — rough as it was last year, above, Warwick misses the challenge of Super Touring, but aknowledges that his 1993 Footwork drive was his last F1 experience, despite that fourth place in Hungary.

With its reinforced floorpan, strengthened front and rear bulkheads, stiffened door sills, and cunning harmonic amper, our Cabriolet fairly soaks up noise and bad vibes. There's virtually none of the scuttle-shake common to ss-than-rigid convertibles, either. Come to that, little or no window-rattle, dash-jiggle or trim-chatter. Eerie. As for

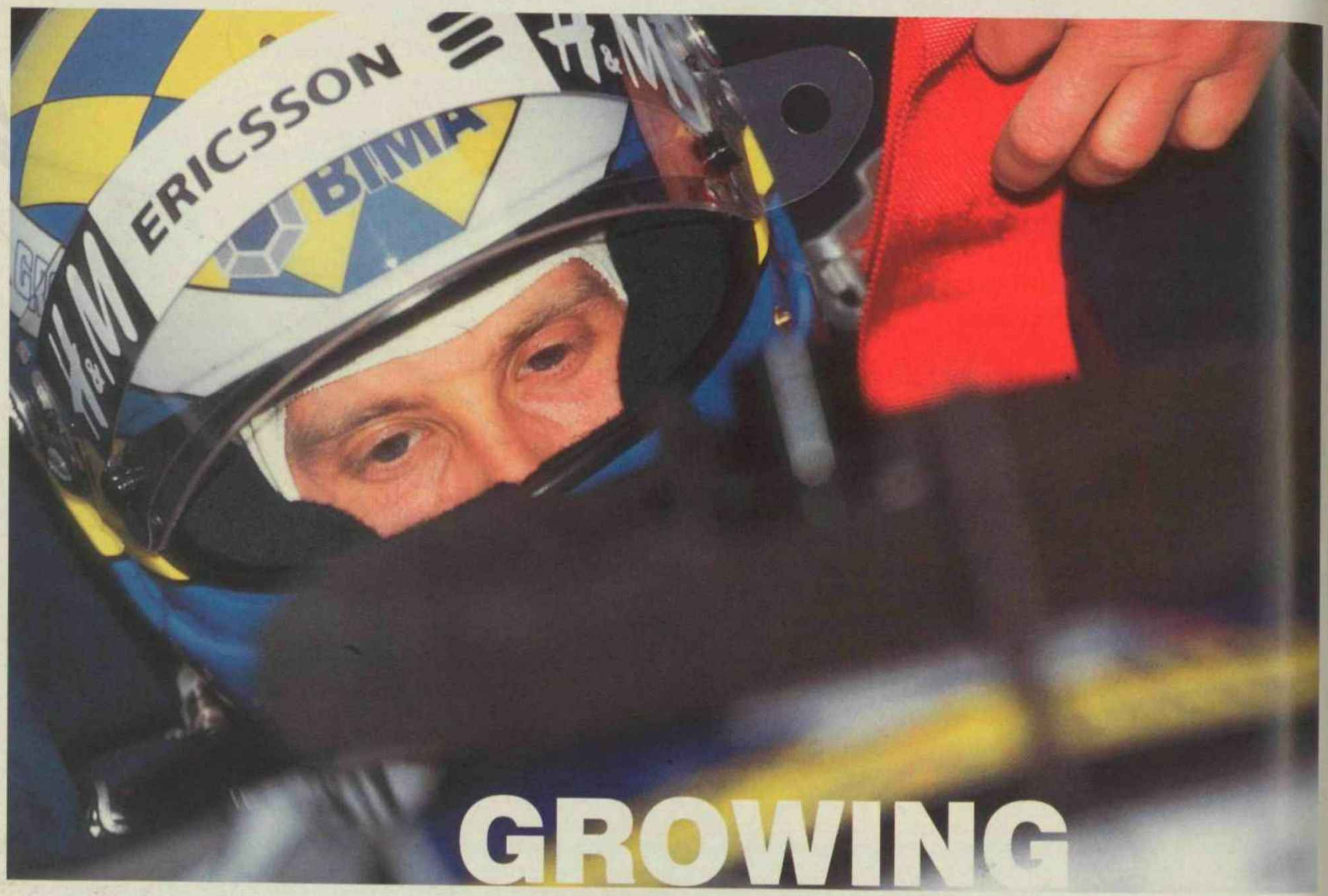
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GROWING PAINS

Grand Prix racing's new-style feeder formula is well populated, but Simon Arron witnessed a baptism that wasn't wholly smooth



Kenny Bräck (top): first winner of the new era. Above, a legal front wing, as adopted on race day.

Formula 3000 makes its big step into the future, into a world devoid of extravagant technology but which promises simultaneously to reduce costs, increase public awareness and to serve as a broader shop window of talent for Formula One scouts.

D-day is May 12, at the Nürburgring. F3000 is serving as a curtain-raiser to the third and fourth rounds of the International Touring Car Championship, but the crowd is spartan. Of the 17,000 who are claimed to have attended over the three days – a generous estimate, it has to be said – precious few are present on Friday or Saturday.

Brave new world; same small audience.

It is, of course, too early to dismiss the ITC/F3000 double-headers as an instant failure. At the Nürburgring, local market forces came into play. Only a fortnight earlier, the European Grand Prix had taken place at the same venue. It was hardly surprising that local enthusiasts had little appetite for another international racefest, and the early threat of snow – a flurry of which fell briefly – was scarcely an accessory to the cause.

As the year wears on, the ITC link should help, given the latter's growing popularity with the race-going public and, apparently, the FIA. However, the racing needs to be better than that displayed by the F3000 field at the Nürburgring, where overtaking proved to be nigh on impossible for anything that didn't have a roof.

This year, for the first time ever, F3000 will spend the majority of its season year as a support formula, appearing five times with the ITC, three times with F1 and only twice as a main feature (Pau and Enna, both of which are given extra punter appeal as they more or less amount to major festivals for the locals).

David Sears, patron of Super Nova, reigning champions and – thanks to Kenny Bräck – victorious in the first race, is happy with the sharing arrangement. "Perhaps the only drop-off is that we're racing on the Saturday, but it's still better to be part of the same billing as the ITC and F1 than it is to perform in front of two men and a dog at Magny-Cours."

Peter Briggs, patron of series newcomer Edenbridge, thinks there is the potential to expand within the new framework. "Why not have the existing race on a Saturday, and perhaps a 20-lap sprint the following morning, in front of a full ITC or Grand Prix crowd? We could attend fewer meetings during the year, perhaps, but put on more races, and introduce F3000 to a wider audience."

Few disagree that the *potential* is there, and both Lola and Zytek – suppliers of chassis and engines respectively – were as encouraged as they were relieved come Saturday evening.

"It went brilliantly for us," enthused Zytek boss Bill Gibson. "Most of the engines had completed over 1500 miles before we got there, and I think some of the teams doubted that we could go to 2000, but everything worked fine. The only problem we had all weekend was a slight oil leak. I expected it to be a success for us, of course, but you always do wonder in a racing situation.

"The race itself wasn't that exciting, but I think it's a shame that so many cars got taken out at the first corner. I think it will achieve what it was designed to achieve, ie to bring the good drivers to the front.



David Dussau, still in his car, is craned away after the multiple accident at the first corner. Seven cars retired, from the 10 involved.

"I don't thinks costs will come down as much this year as people had hoped, but they will in time."

"We're generally happy with the way it all went," remarked Nick Langley, Lola's F3000 project manager. "Obviously, when you have the whole field there is a fear that some problem might affect everybody, but that fades as the meeting wears on.

"The only thing we've been requested to look at is moving the mirror, to improve rearward visibility. There was a dispute about the front wings, but after discussions the FIA is happy to leave things as they are."

In truth, the last couple of hours before the race had not been comfortable for Lola, as it transpired that 23 of the 26 cars had contravened the regulations during qualifying. The problem was simple: the front wing assemblies were delivered with a total of 27 adjustment holes, in all probability a hangover from development work conducted by Lola before the final specification of the car was fixed, though the manufacturer had no wish to comment.

Trouble was, using any of the uppermost nine holes caused the front wing flaps to protrude above the top of the endplate, contrary to the regulations. The rules are clear: it is the teams' responsibility to ensure the legality of their car. It was just that some had read the regulations better than others: most accepted this with equanimity, others went ape, blaming Lola for having supplied a car on which it was possible to make illegal adjustments. Lola duly pointed out that a number of parameters could be adjusted beyond the regulations, if you wished to be pedantic.

A petition to get the rules changed was – unsurprisingly – unsuccessful (five of the 14 teams refused to sign it). Some were still ranting by the time the race had ended, but the FIA has issued a clear directive, and the storm should subside.

The tightness of the new regulations has brought mixed reactions. "We've got no grumbles," says Sears. "The cars and engines ran reliably. Most people who stopped did so because they crashed.

"However, the engineers feel they are a bit restricted. I think they should be allowed to do a bit more. Not to things which are going to cost a packet, but the fact is that you can probably do more to a Formula First nowadays than you can to an F3000. I mean we're not even allowed to change the specification of bolts."

"It can be a bit frustrating for the engineers," agrees Derek Mower, principal of Nordic Racing, "but you've got to work within the given parameters. I think we've found the best solution for the prevailing situation. You can't spend £200,000 on engine development any more, which I know has happened in the past, and you can't go blowing a fortune in the wind tunnel. The teams with the most money will still get the best drivers, but the formula appears to be much closer now."

"The engineering *is* restrictive," reasons Briggs, "but the whole philosophy is to keep costs down, so that's the way we've got to go."

Paul Crosby, former race-winning engineer who has now set up Team Alpha Plus, does not quite share his colleagues' acceptance of the prohibitive regulations. "I think it's ridiculously restrictive. It doesn't teach an engineer or a driver anything about basic set-ups with springs, bars, ride heights. It's going to be a hell of a shock for a driver when they get to F1, when they've got to talk about aerodynamic influences and so on. In effect, they've increased the size of the final rung on the ladder.

"After a year or two, drivers and engineers working in this won't have the necessary qualifications to move up to F1, or even the ITC."

> "It is the teams' responsibility to ensure the legality of their car. It was just that some had read the regulations better than others."

Like most, though, Crosby can see the appeal of other aspects of the new-look F3000. "It's good to be sharing with the ITC. We'll get good audiences, and some TV coverage. It's hard work for the teams, but the sacrifice is worthwhile."

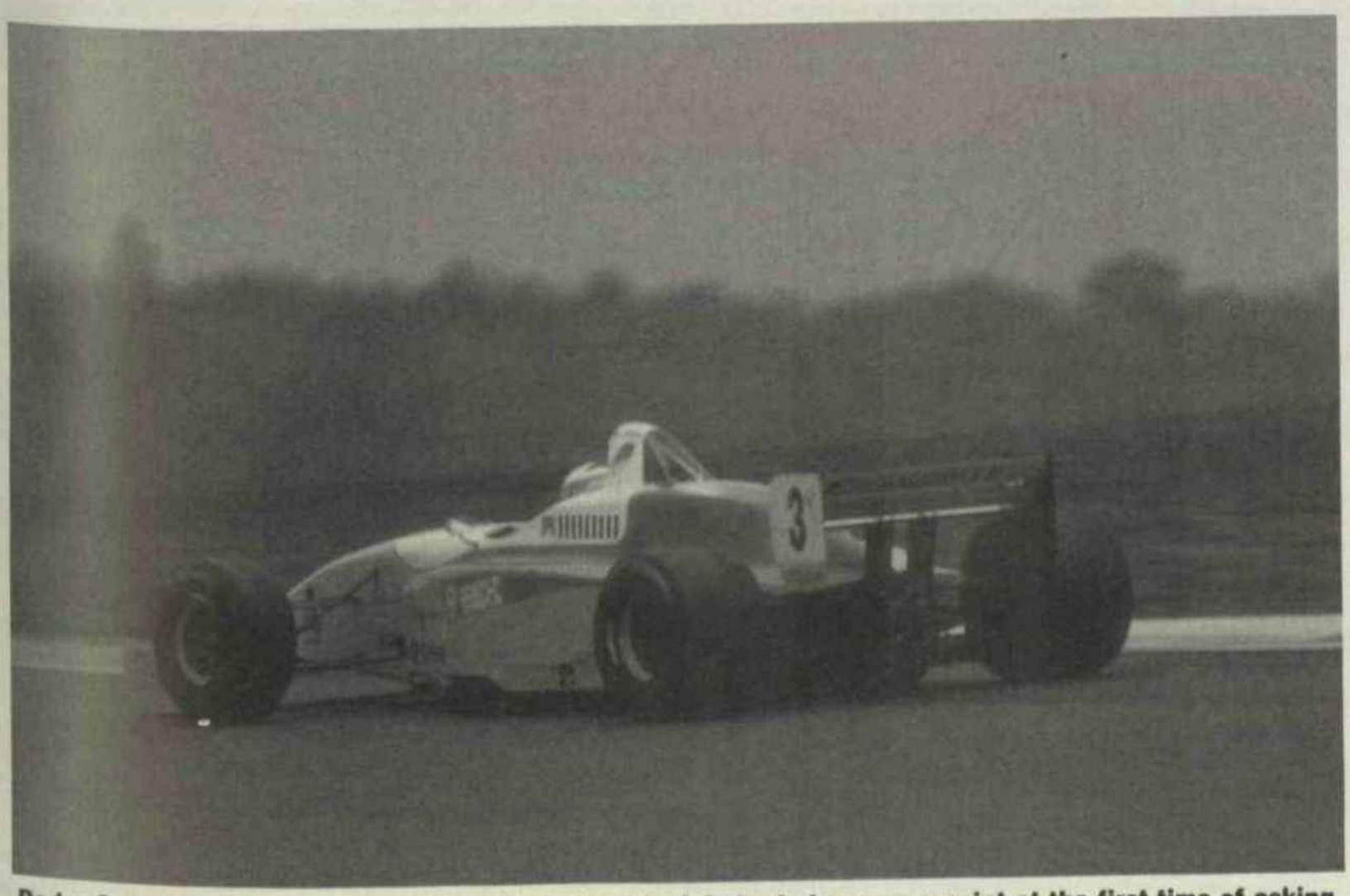
The hard work stems from not being allocated pit garages. "The organisational side leaves a bit to be desired," says Mower. "Having to lug everything in and out of the pits three times the first day and twice the next is a pain, but that's what you get if you are a support formula. Even so, I'm happy sharing with the ITC. We're not in a position to pick and choose."

Formula 3000 has long had its critics, has long been dismissed as an irrelevance by those in Grand Prix racing, even though they're usually only too happy to pick its fruits as soon as they are perceived to be ripe.

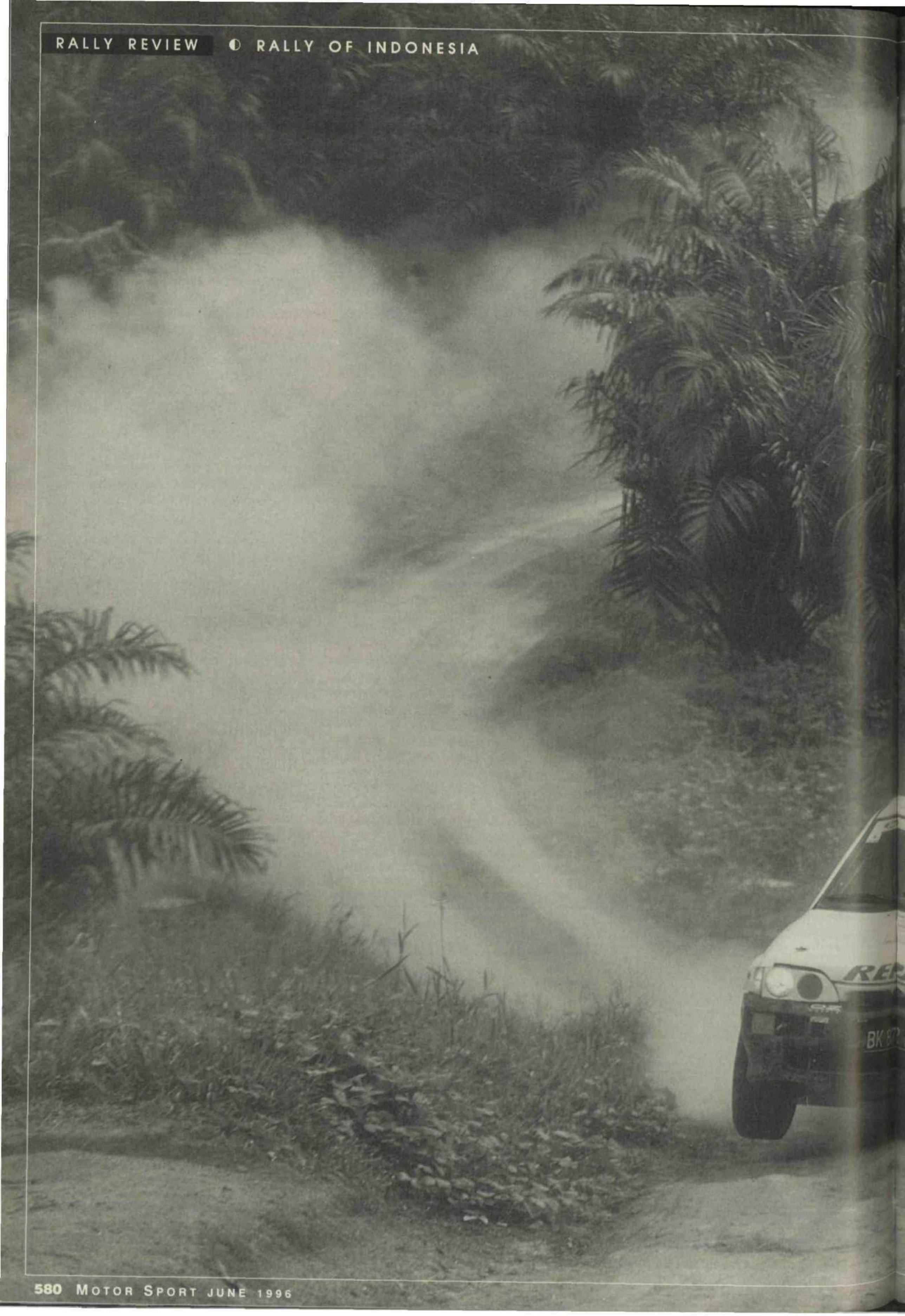
Despite the limitations which have been placed on technology, those active in the new formula are not without ambition.

"I hope we're achieving our objective of producing a safe, fast F3000 chassis that will be cheaper to run in the long term," concludes Langley. "The next step for us is to stimulate the development and growth of national series, as feeders to the European championship."

That, like the new formula, will require a little time and patience.



Pedro Couceiro, fifth, was one of four championship debutants to score a point at the first time of asking.



TROPICAL paradise

David Williams witnessed the first World Championship rally in Asia and predicts a runaway success



Against all expectation, Carlos Sainz vanquished the Japanese to give Ford victory in Indonesia.



The disaster stories are always the best. There ought to be one about Asia. In the World Rally Championship's somewhat chequered 23-year history, there have been some remarkably ill-judged attempts to break new ground, ranging from the long-running farce known as the Ivory Coast Rally, to the ill-starred Rally of Brazil or the damp squibs that passed for world-class rallies in the United States. In retrospect, it's puzzling that there are no stories of missing time controls, lorries finding their way onto stages, or trigger-happy policemen from Asia; it is after all the world's largest continent and at least one silver-tongued adventurer should have lured the FIA into approving a World Championship rally there before 1996.

It didn't happen. There are hair-raising tales from rallies in the Asia-Pacific Championship certainly, but none of them concern the Rally of Indonesia since it has been under the control of Indradjit Sardjono, the clued-up clerk of the course. There was never any danger of this becoming a Pacific version of the Ivory Coast. There were echoes of the Ivory Coast on the World Championship's first visit to Sumatra this May, but they were confined to some of the hotels in Parapat or the hazards westerners face in sampling local food.

Indonesia was always likely to be a success. With guidance from Garry Connelly, the man behind the Rally Australia, it has cultivated an Australian attention to detail, along with a readiness to please that comes naturally to Indonesians. There are areas to improve, such as the results service, but every reason to think that standards will be raised next year. Only in the last year have some of the older European rallies come round to treating competitors as allies and customers rather than the enemy.



The word "customer" bulks large in the Rally of Indonesia's success. The rally provides access to a domestic market of 190 million of them and economic growth is accelerating with a speed to bring a gleam to the eye of any sales director. There are no discernible restrictions on tobacco advertising (in fact, cigarette consumption is allegedly growing even faster than in China) and Ford personnel believe that the south-east Asian market is already too big and has too much potential for the European car makers to ignore; if they do, the economies of scale will overwhelm them sooner rather than later.

You will notice that we haven't yet mentioned any of the boring things that used to be considered important to making a successful rally, like the quality of the stages – but then Australia proved that entertaining driver's roads no longer count for much in World Championship terms. As a matter of fact, Indonesia was an exceptionally demanding rally, thanks in part to a seemingly innocuous date change and World Championship tyre restrictions.

Shifting it from July to May turned heavy rain

"The Prodrive team had almost forgotten that McRae has a unique talent to deliver the impossible and the inexcusable"

Piero Liatti (top) produced his best World Championship drive to date to take second. Colin McRae (above right) was the picture of calm until SS19.

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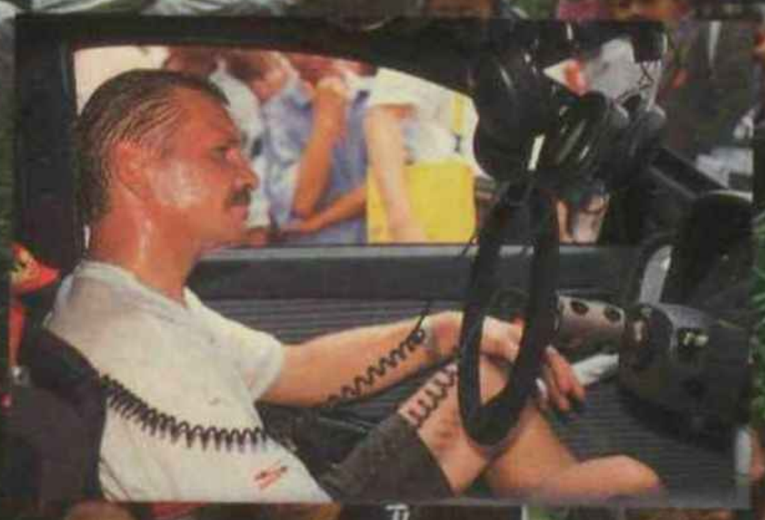
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RALLY OF INDONESIA







from a possibility to a strong probability. Comparing European rain to a tropical storm is like comparing a dripping tap to a fire hydrant and the effect it has on Indonesian driving conditions has to be seen to be believed. It can be hard to keep one's footing and it is so slippery that the Michelin runners had access to unstudded, reinforced snow tyres; the improvement can be between 10 and 15 seconds per mile.

Michelin and Pirelli have tyres for every surface and weather condition imaginable – Goodyear has an easy life in Formula One by comparison – but nothing to cope with the sort of challenge that Indonesia posed this year. Rain can be just as localised as it is in Britain and it was quite possible to find bone-dry and sopping wet stages in the same batch between service points. Picking tyres for one stage was easy; choosing tyres for both near impossible. Strange as it seems, the need for a different choice of tyres for consecutive stages is as great as it is on the Monte Carlo Rally. Crew after crew likened coping with Sumatran mud to driving on ice on slicks. At times, five miles per hour can be too fast.

It usually rains in late afternoon or at night and competitors are more likely to face sweltering temperatures that, combined with intense humidity, make the event one of the toughest physical challenges a rally driver can face. Ambient temperatures neared 40 degrees Celsius on the last day of the rally and cockpit temperatures can be almost double that. Carlos Sainz was in no doubt that it was one of the toughest rallies he had ever done and Yoshio Fujimoto – a former Safari winner – collapsed from exhaustion at the finish.

It ought to have been a rally that favoured those with Asia-Pacific experience, notably Mitsubishi and Subaru, and their drivers. Colin McRae knows all about skating off the road forwards in a Malaysian storm, with reverse gear engaged and all four wheels spinning.

Sure enough, Indonesia did favour experience, but of the kind that seasoned campaigners and former world champions possess. McRae, Kenneth Eriksson, Tommi Mäkinen or Richard Burns could all have won this rally, McRae and Mäkinen at a canter. The Fords and the Toyotas were not so much off the pace as outclassed. Piero Liatti proved that with a stirring drive during which, as Subaru's last hope, he was quickest on the last 10 stages, while Sainz and Juha Kankkunen were locked in combat for victory. Liatti was European Champion when the title meant at least something, in 1991, but he isn't normally a driver one would expect to outperform men with six world titles between them – and he had never been to Indonesia before either.

Yet the experts, to a man, retired after accidents or accident-induced mechanical problems. No wonder Andrew Cowan, Ralliart Europe's Director, commented: "It's a bit of a lottery with the rain – maybe more than the Safari. The Safari is easy compared to this." All the works four-wheel drive men finished the Safari except Sainz. In Sumatra, only three survived.

It was one of Sainz's finest victories. The Celica has had virtually no development this year and suffered badly from its wide track on roads that are often narrow, but Sainz battled against a catalogue of problems with his Escort that drove him close to despair. Victory defied the odds, but it also took a slice of luck. Sainz clobbered the fateful, mud-caked bridge that claimed Eriksson and twisted Mäkinen's Mitsubishi, while his second-leg excursion shoved the radiator back without piercing it.

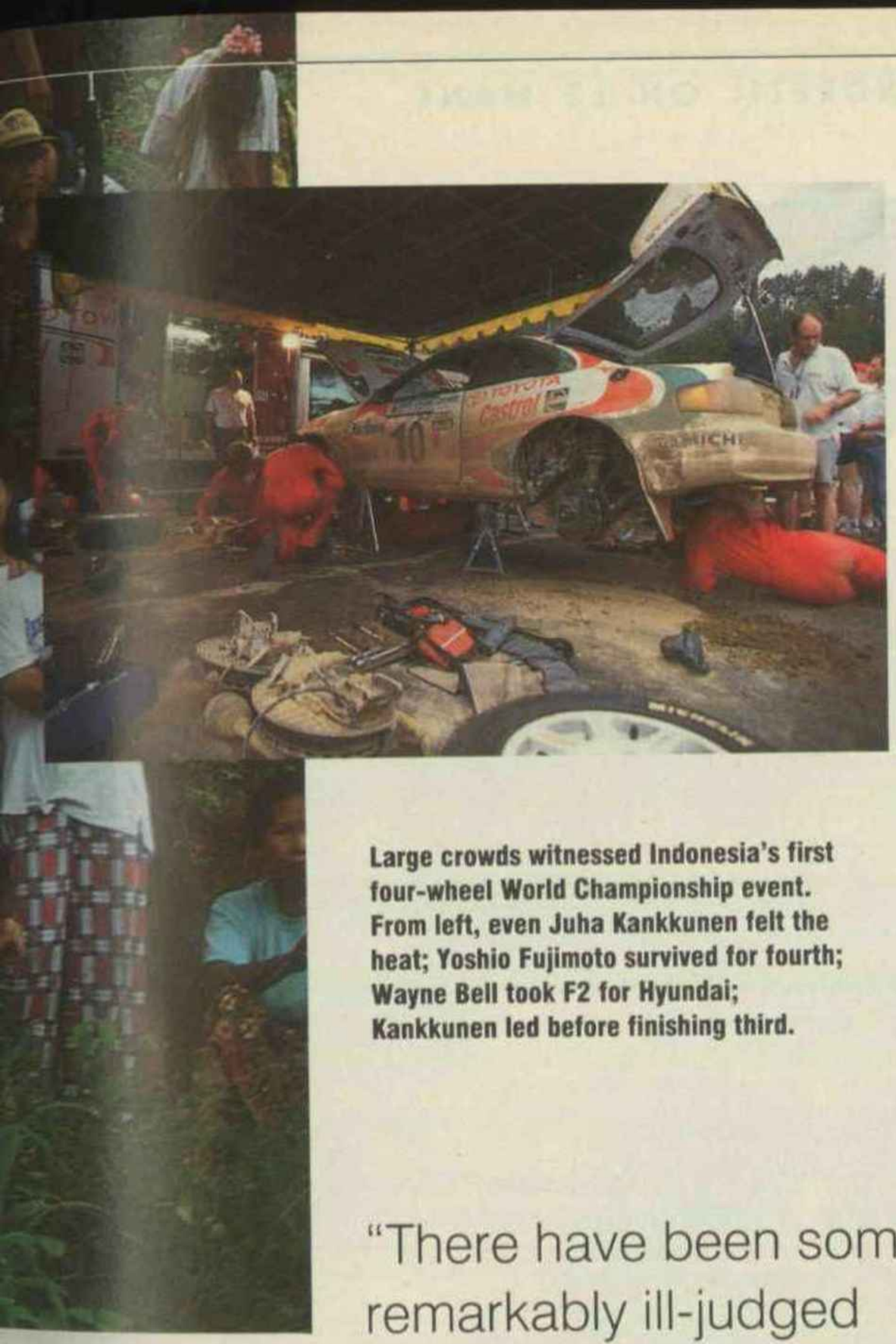
This was no rally for the headstrong, yet it was a surprise that McRae was one of the drivers to succumb to the conditions. It's been a good while since he had a substantial crash and he had driven quite brilliantly for the first half of the event, using hard-compound Pirellis to devastating effect on the dry stages, without chancing his arm on the same rubber when it turned muddy. While

RALLY OF INDONESIA — MAY 10-12 1996

1	Carlos Sainz/Luis Moya (E)	Ford Escort RS Cosworth, GpA	5h 30m 00s
2	Piero Liatti/Fabrizia Pons (I)	Subaru Impreza 555, GpA	5h 30m 23s
3	Juha Kankkunen (SF)/Nicky Grist (GB)	Toyota Celica GT-Four, GpA	5h 31m 02s
4	Yoshio Fujimoto (J)/Arne Hertz (S)	Toyota Celica Turbo 4WD, GpA	5h 49m 44s
5	Reza Pribadi (RI)/Denis Giraudet (F)	Toyota Celica GT-Four, GpA	6h 05m 17s
6	Michael Lieu (HK)/Yoshimasa Nakahara (J)	Subaru Impreza WRX, GpN	6h 07m 22s
7	Shigeyoki Koneshi/Hakaru Ichino (J)	Subaru Impreza WRX, GpN	6h 15m 06s
8	Irvan Gading/Karel Harilatu (RI)	Subaru Impreza 555, GpA	6h 15m 55s
9	Chandra Alim/Prihatin Kasiman (RI)	Mitsubishi Lancer E3, GpN	6h 21m 41s
10	Bambang Hartono/Agung Baskoro (RI)	Mitsubishi Lancer E3, GpN	6h 33m 10s

CHAMPIONSHIP POSITIONS

DRIVERS: 1 Tommi Mäkinen 40; **2** Carlos Sainz 35; **3** Kenneth Eriksson & Piero Liatti 23; **; 5** Colin McRae & Juha Kankkunen 22; **7** Ian Duncan 12; **8** Yoshio Fujimoto 10; **9** Reza Pribadi 8; **10** Stig Blomqvist 7.
MANUFACTURERS: 1 Subaru 122; **2** Mitsubishi 97; **3** Ford 88.



Large crowds witnessed Indonesia's first four-wheel World Championship event. From left, even Juha Kankkunen felt the heat; Yoshio Fujimoto survived for fourth; Wayne Bell took F2 for Hyundai; Kankkunen led before finishing third.

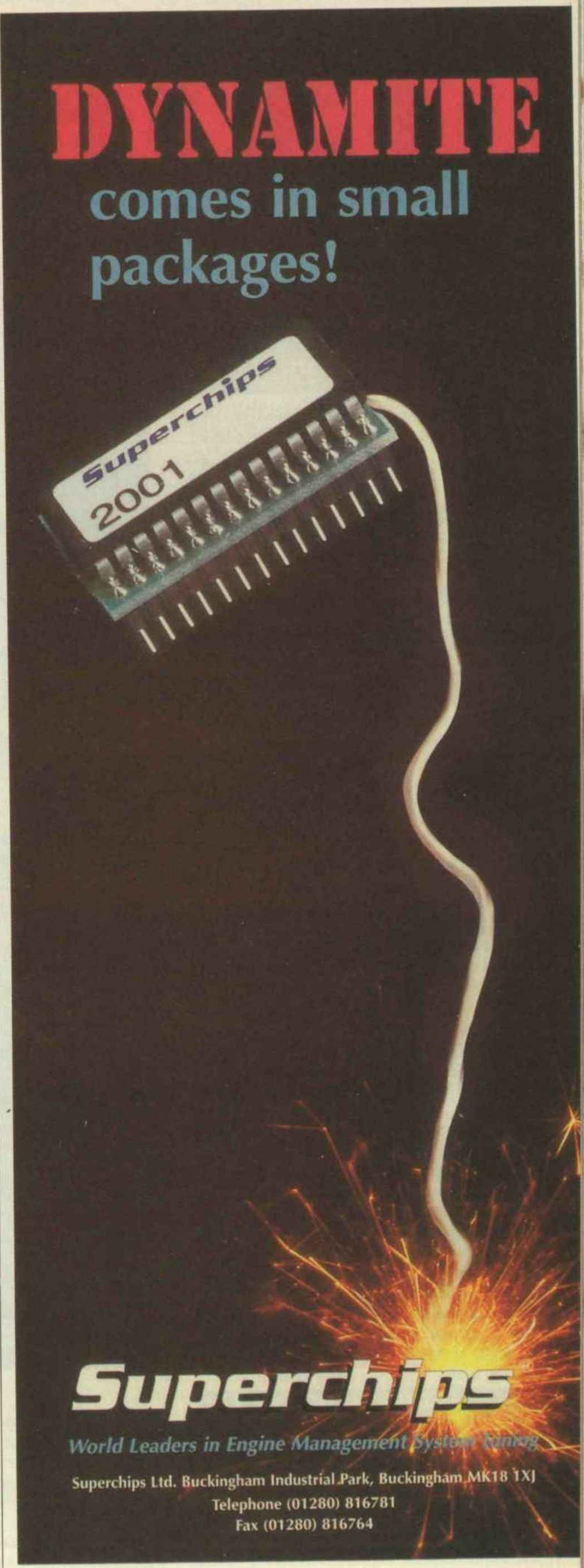
"There have been some remarkably ill-judged attempts to break new ground, ranging from the long-running farce known as the Ivory Coast Rally, to the damp squibs that passed for world-class rallies in the United States"

others complained that their gravel note crews should have warned them about the bridge. Colin had backed off and coolly avoided the problem.

It certainly wasn't tyre choice that accounted for his spectacular roll on the 19th of the 27 stages, for he had cut extra blocks out of his Pirelli mud tyres before the stage himself, as service wasn't permitted. Instead, he couldn't quite bring himself to slow down enough when the intercom failed. If he'd wanted, he could have lost two minutes, kept a 90s cushion and increased it to 3m 30s again by the finish. Instead, a brand-new Impreza ended its rally as a pile of scrap and, far from depriving Tommi Mäkinen of the World Championship lead, he remains 17 points in arrears. It took the Prodrive team completely by surprise. They had almost forgotten that McRae has a unique talent to deliver the impossible and the inexcusable.

It was a rotten rally for British drivers, Burns crashing and Gwyndaf Evans being excluded for accepting extra petrol when his works Escort ran out; by then, almost everything else had gone wrong with it. Burns was a victim of impetuosity and the service restrictions. Three or four years ago, a chase car crew would have pounced on his Lancer after the first stage and fixed the oil cooler. There weren't enough tools in the car to make a full repair and he therefore retired on the third stage with no oil pressure.

It was a disappointing rally for British drivers, but British tuners, teams and mechanics were much in evidence in Medan. They knew that a World Championship rally in Asia wasn't a nine-day wonder, but further evidence of the shifting balance of economic power.



COURAGE

He may not be doing much since he retired from mainstream single-seater racing, but the Le Mans 24 Hours still gives Mario Andretti a buzz like little else. He told David Phillips why

The final weekend of April was a good one for Indycar drivers past and present. First, Al Unser Jnr, Robby Gordon and Scott Pruett finished 1-2-3 in round two of the IROC series; then Jacques Villeneuve earned his first Formula One win at the Nürburgring and, finally, Michael Andretti scored a popular victory at Nazareth Speedway in his hometown IndyCar race.

And though he garnered less attention than his son and other former rivals, Mario Andretti was preparing for his latest attempt to win the 24 Hours of Le Mans. While Jan Lammers qualified the WM Courage C36 fourth fastest, Andretti focused on race set-ups – a decidedly different situation than he found himself in 1995 when he joined Bob Wollek and Eric Hélary on the team at the last minute.

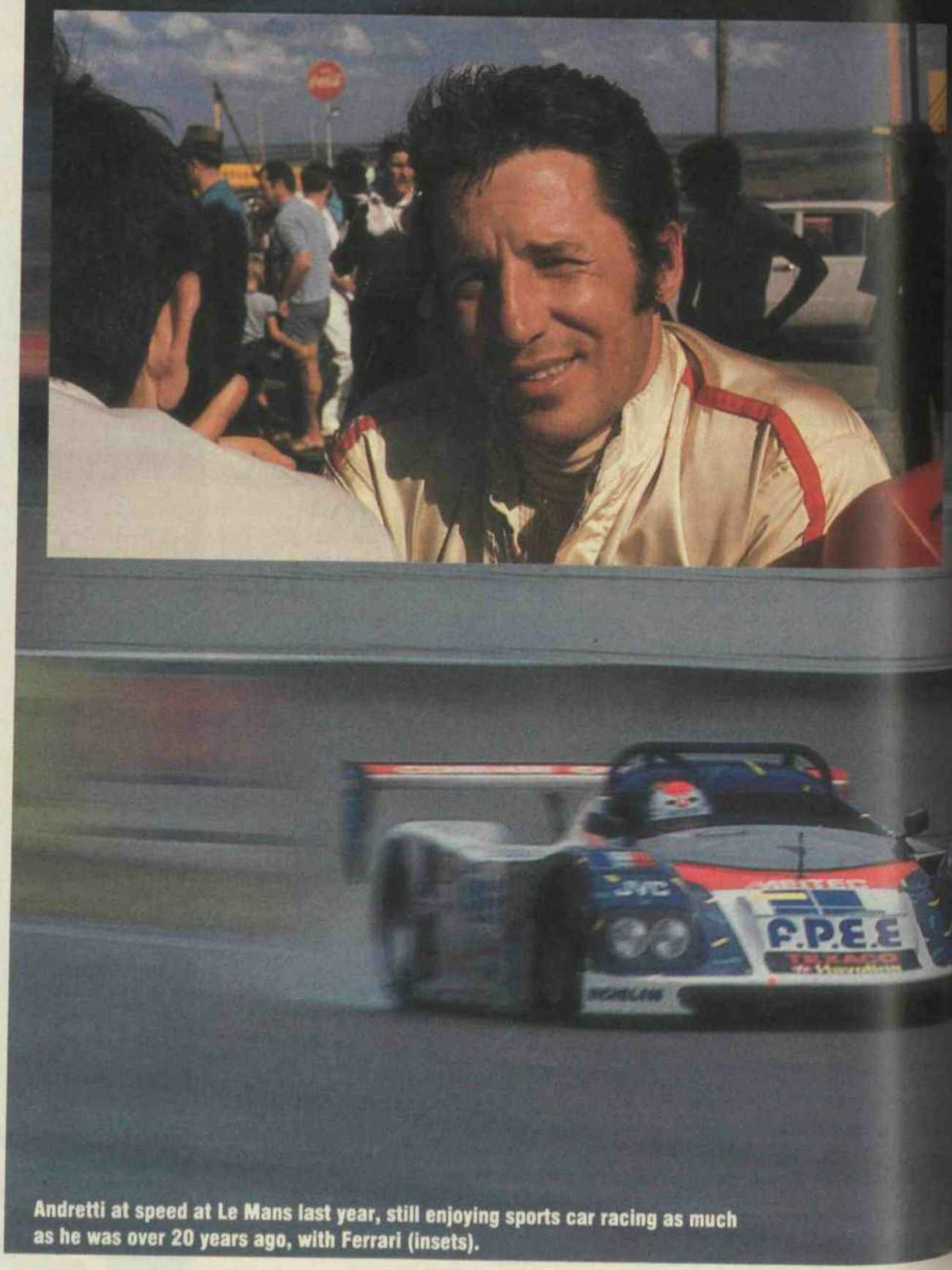
"Last year was sort of impromptu," said Andretti. "It all came together the last weekend in May. That was fine; it was a very happy experience, but this year going in I was able to do the driving during pre-qualifying. I came away really pleased, not only with the performance of the Michelins, but also how well the cars were prepared. They just ran, ran, ran and the cars felt really good.

"I was hung out totally. It's what gives you satisfaction."

"I had to do very minor adjustments with some of the aerodynamics, the mechanicals, to bring the car right to a balance that allowed me to be quite consistent, and I think quite a bit faster than last year in race trim."

The Courage will have to be considerably quicker this June than last in order to keep up with the competition. Eric van de Poele's Ferrari 333SP cut nearly five seconds off Wollek's '95 qualifying time (although the Belgian's lap was later disallowed on a technicality) and, all told, some 20 entries failed to make the cut for the starting field.

"This year is so much deeper than last year," says Andretti. "The McLarens are that much better; you've got the GT1 Porsches, which are legitimate overall contenders, and then you have the Joest team, Kremer, Riley and Scott. The Ferrari will definitely be a force to be reckoned with; the fact that it finished second at Daytona, and as strong as it had to go to do that says that the car is definitely capable of finishing the 24 Hours.



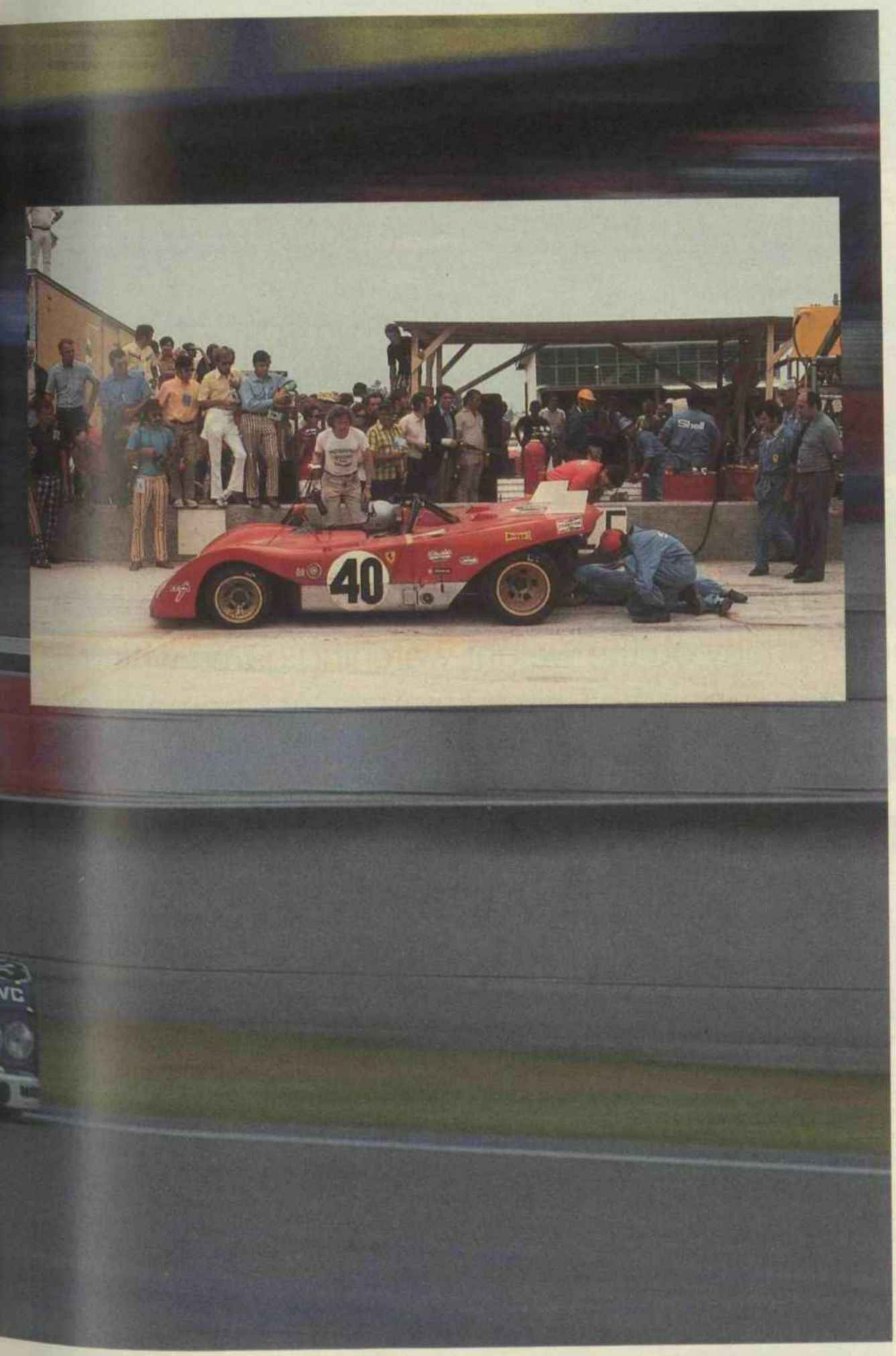
Andretti at speed at Le Mans last year, still enjoying sports car racing as much as he was over 20 years ago, with Ferrari (insets).

"What kind of pace they can maintain, I don't know. But I know one thing: we can maintain a torrid pace and we aim to do that because we can do it without taking anything out of the car. We can run 3m 52s all day. They can probably go faster, but for how long?"

The depth and quality of the field is testimony to Le Mans' return to the top echelon of the world's great motor sports events; if not to the glory days of the '50s and '60s, when it was the world's most important sports car race. And not on reputation alone.

"You can see the aura is back," says Andretti. "In the Golden Days, the best drivers available in the world were racing there. And the best drivers available today are not racing there. But you're getting a lot of them back.

BEST?



"Win or not, if I feel like I do right now, I'm going back again next year. It's not that I'll go and, if I win it, say, 'Goodbye.' No. I won't because I enjoy it so much."

It's been a long time since Andretti had as much fun as he had at Le Mans last year. Down six laps after a shunt in the second hour, he, Wollek and Hélary tigered back to a worthy second place, half a lap behind the winning McLaren.

"When we were up there on the podium I guarantee you, at least I felt, that us three were certainly the ones who had the most fun," he said. "We were just really balls out. And I loved that . . . God I loved that.

"It's the same when we finished second in the Nine Hours of Kyalami, in 1972, I think it was. I was leading when we had a fuel pump problem and it put us back something like 14 laps. [Jacky] Ickx and I drove like we were possessed and finished second. But that second was more satisfying than all four wins we had that year by far. By far.

"The car that won was our sister car, driven by [Clay] Regazzoni and [Ronnie] Peterson, and at the end of the race you shoulda seen the two cars. Ours looked like it had just done Paris-Dakar. I think we touched everything out there.

"At Le Mans it was so satisfying at night in the wet, and you couldn't see . . . I was picking out church steeples, whatever, for markers, and going-in really deep and bringing my laps down. Some laps I'd pick up 25s on the McLarens

"You shoulda seen the two cars. Ours looked like it had just done Paris-Dakar. I think we touched everything out there."

depending on who was driving. I mean, I was balls out; I was hung out totally. It's what gives you satisfaction. You want to know when you're in the car you're carrying your own weight. You don't just want to be along for the ride."

Similar sentiments caused Andretti to back away from a one-off return to Newman/Haas Racing alongside his son and Christian Fittipaldi for the US 500. Mario opted not to pursue the opportunity in the face of a difficult start to the season for Newman/Haas, and his concern that a third car would dilute the effort.

Yet Mario did drive during practice for the US 500, lapping at speed in a '96 Lola-Ford with a massive camera shooting footage for an OmniMax film on Indy car racing. Sitting atop the roll-bar, the 75 pound camera did little to enhance the Lola's handling or straightline speed. Nevertheless, Mario lapped in the 205/206 mph range.

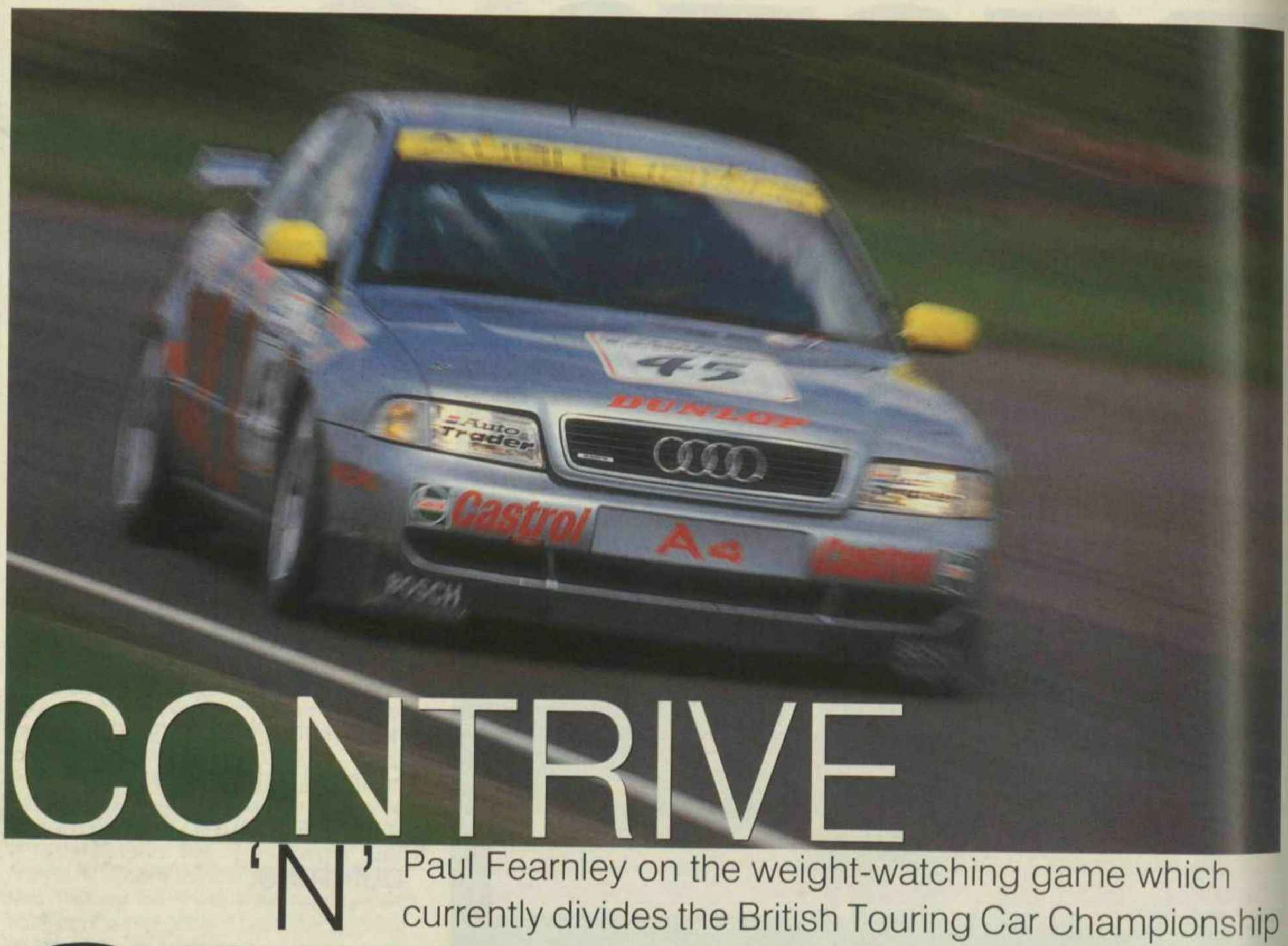
"You feel like you want to remove that lump from the top and go for it," he said. "That thing is really a slug, there's a lot more frontal area than people realise. Actually, you could pick up three or four mph by putting some shape into it . . ."

Once a racer, always a racer.

LE MANS TIMETABLE

June 12	qualifying 19.00-21.00, 22.00-00.30
June 13	qualifying 19.00-21.00, 22.00-00.00
June 15	warm-up 10.00-10.30
	race start 15.00
June 16	chequered flag 15.00

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CONTRIVE 'N' SURVIVE

Paul Fearnley on the weight-watching game which currently divides the British Touring Car Championship

All . . . No, that would be unfair. *Most* saloon car racing is contrived.

The immense success of America's NASCAR series is presided over by the despotic France lineage, with Bill France Jnr, like his father before him, determined to prevent one manufacturer gaining too great an advantage. The concerns of industrial giants General Motors and Ford are placed a clear second to the quality of the racing, as the organisers regularly fiddle with aerodynamics to keep the racing close. And the huge crowds and assembled host of blue chip sponsors love it. Like it or loathe it, Ford and GM cannot do without it.

The winner-penalising sliding weight scale in the *Deutsche Touren Meisterschaft* [the German Touring Car Championship] and its progeny, the burgeoning FIA International Touring Car Championship, has always been frowned upon by racing purists. But it's made for some great racing and a wide variety of winners. And the huge crowds and host of blue chip sponsors love it – as long as there's TV coverage. That's another story.

The latter system, however, was briefly blown apart by Audi. It monstrous V8 200 quattros possessed a sizeable performance advantage, even taking into account its greater base weight over its rear-wheel-drive rivals, and the Ingolstadt manufacturer was regularly accused of sandbagging in order to avoid gaining any extra weight at the wrong time. In 1990, Hans-Joachim Stuck won the German title with the 200 – and his massed ranks of fans loved it – and the following year Frank Biela doubled up for the four-wheel-drive machine.

Audi was playing the game to perfection and reaping the benefits. It was also reaping the benefits of being a little bit different. Sentiment plays no part of its motorsport ethos: the wailing and gnashing of teeth of Escort and Chevette owners was easily drowned out by the popping and banging of its Quattro as it changed rallying forever. Its 200 quattro then blitzed America's beloved heavy metal in the IMSA racing series.

It was cast as the black hat in the GTCC, too. When in 1992 a wrangle over the 200's crankshaft saw it withdraw from the series, there wasn't so much as a crocodile tear.

Now this renegade manufacturer is lording it in Britain – and the Super Touring series of South Africa and Italy and Germany . . .

Alfa Romeo, Mercedes and Opel would dearly love for a fourth manufacturer to ease some of their ITC burden. They would not wish it to be Audi, though. "They almost ruined the DTM, and now they are ruining Super Touring!" was a recent view expressed by a Mercedes power broker.

Harsh? There is a semblance of truth. But is Audi to be blamed? Its current dominant A4 Super Touring car runs to the FIA-proscribed 1040 kg four-wheel-drive weight limit; its front suspension, recently protested in the BTCC by Vauxhall Sport, has been ruled legal by the FIA – just as it was 20 months ago. Its BTCC rivals are the first to admit that Audi is doing a great job. Like Bill France, however, they feel something has to be done to save a championship's future. There are 10 manufacturers represented in the BTCC, eight of them use the front-wheel configuration. The weight of opinion is with them but, if minorities get organised, they can be formidable in defence and decisive in rush attack. Super Touring's four-wheel-drive citadel is as well built as Biela's race car.

Its British rivals were extremely keen to lob some lead shot over its walls, but they had to wait for BTCC supremo Alan Gow to give the order. I envy the Aussie's position as much as I do a United Nation infantryman's in a war zone. It is no surprise that BMW, which has participated in and witnessed plenty of Audi wrangles in the past, is keeping its head down. It knows that Ingolstadt plays a canny hand in the corridors of power; only last month the FIA Touring Car Commission recommended that the weights remain unchanged.

BMW is wise, for flak could fly from any direction. And it's usually the smallest niggle that can trigger it off. This argument may be about the good of the championship, but it is expressed in terms of centres of gravity, millimetres of tyre wear, hundredths of a second etc. Teams have to be so blinkered and focused to be successful, but it can lead to tunnel vision. And disinformation. I have stood and listened to several engineers, with years of motorsport experience behind them and a string of letters after their names, give cogent, persuasive, impassioned arguments as to why their particular manufacturer is being hard done by. But as they stretch my technical knowledge beyond breaking point, I can't stop the feeling that, given a little more money, they would be arguing just as passionately and convincingly for the rival camp.

But the engineers can talk until the cows come home. I know what I saw early in May: I watched Frank Biela charge from last on the grid to third place at Thruxton. Given another couple of laps he would have won. I also watched him set his fastest lap of the race on his penultimate tour, an unheard of feat in a series where tyre performance starts to deteriorate as soon as the driver lets the clutch out at the green light. In the first race that day he had cruised home to his fourth win from five starts. There was plenty left in the locker, and his second race performance proved that.

Careful now. Is it too early to be paranoid? Has a pattern yet to develop? Anyway, if the BTCC is so strong, so competitive, why has it got a glass jaw when it comes to overseas sucker punches – the Schnitzer BMWs in '93, Alfa Corse in '94 and Audi this year? Is xenophobia playing a part? For I have twice witnessed John Cleland score double-headed victories at Donington Park by the proverbial country mile, yet there was no outcry for his Cavalier to be fitted with a drag anchor. Renault dominated the final two meetings of last season, scoring three 1-2s, without so much as a murmur of discontent. Yet at Silverstone National last September, the Lagunas appeared to have a bigger performance advantage than had Biela when he won a race at Brands Hatch Indy this April.

Dr Wolfgang Ullrich, the head of Audi Sport: "We already have one co-driver sitting in our cars with the extra weight we carry, maybe we should carry another child and a dog!

"At the moment our cars are very competitive. I understand that the championship has to be a competitive one. If you just watch the championship from the results you will see that Audi is very strong. But if you look at the pole positions, there have been two for rear-wheel drive, two for front-wheel drive and two for four-wheel drive."

The suggestion is that he believes the front-wheel drives must up their games rather than drag the Audis back to their level. Ullrich's wording is careful. He has played this game before: "I wouldn't allow myself to tell the likes of Williams and TWR that they are doing things wrong. But I don't think that the front-wheel-drive cars are working on the competitive level they would like to be.

"We come into a season 95 per cent ready and look to find the last five per cent during the season, because I think this is the right way to do it. Other teams come to the season and look to make big changes during the year. The front-wheel-drive cars will get better."

But four-wheel drive is a problem. It's different. There is an element of the unknown. And it's obviously much better. 'Ha!' counters Audi, 'so why did the 1995 total-traction projects of Ford and Nissan yield a tiny fraction of not a lot?' Good point.

Well then, it's expensive, in the minority and should be banned. But isn't Super Touring meant to mirror a manufacturer's road car fleet, and if there's a small percentage of four-wheel-drive cars on the road shouldn't there be a small percentage on the grid? This has always been a proud boast of Super Touring.

Oh dear. What to do!

Mr. France would simply ban four-wheel drive forthwith. Well, you build front-wheel drive, don-tchya? Hey, it's only easy if you make it easy.

Gow was more cautious – he had to be, he has more interested parties to keep sweet than his American counterpart – and as of May 20 the Audi will have to lug around an extra 30 kilos, with an additional 30 to be added at any time before the end of the season, if necessary.

"It is not the intention of TOCA to artificially create differing race winners," insists Gow, "but merely to keep the performance differential between the competitors as narrow and as equitable as possible, thereby ensuring close and exciting racing while still allowing the natural order of success to be achieved."

But here is the rub: "It is appreciated that those cars [front-wheel drive] form the majority of the field, and that the best interests of the championship and those competitors will be served by narrowing the *perceived* performance differential, at least in the *short term*, through the introduction of this weight revision."

In the long term, a complete ban of four-wheel drive ban might be preferable to a gradual, painful death by excess weight. Audi will still win the BTCC this season, after which, and by popular demand, it may have to look to its front-wheel drive laurels. Compromise is not its style, however, and it's more likely to take its expertise elsewhere. But not NASCAR! It can be a lonely – but successful – existence in four-wheel drive land.



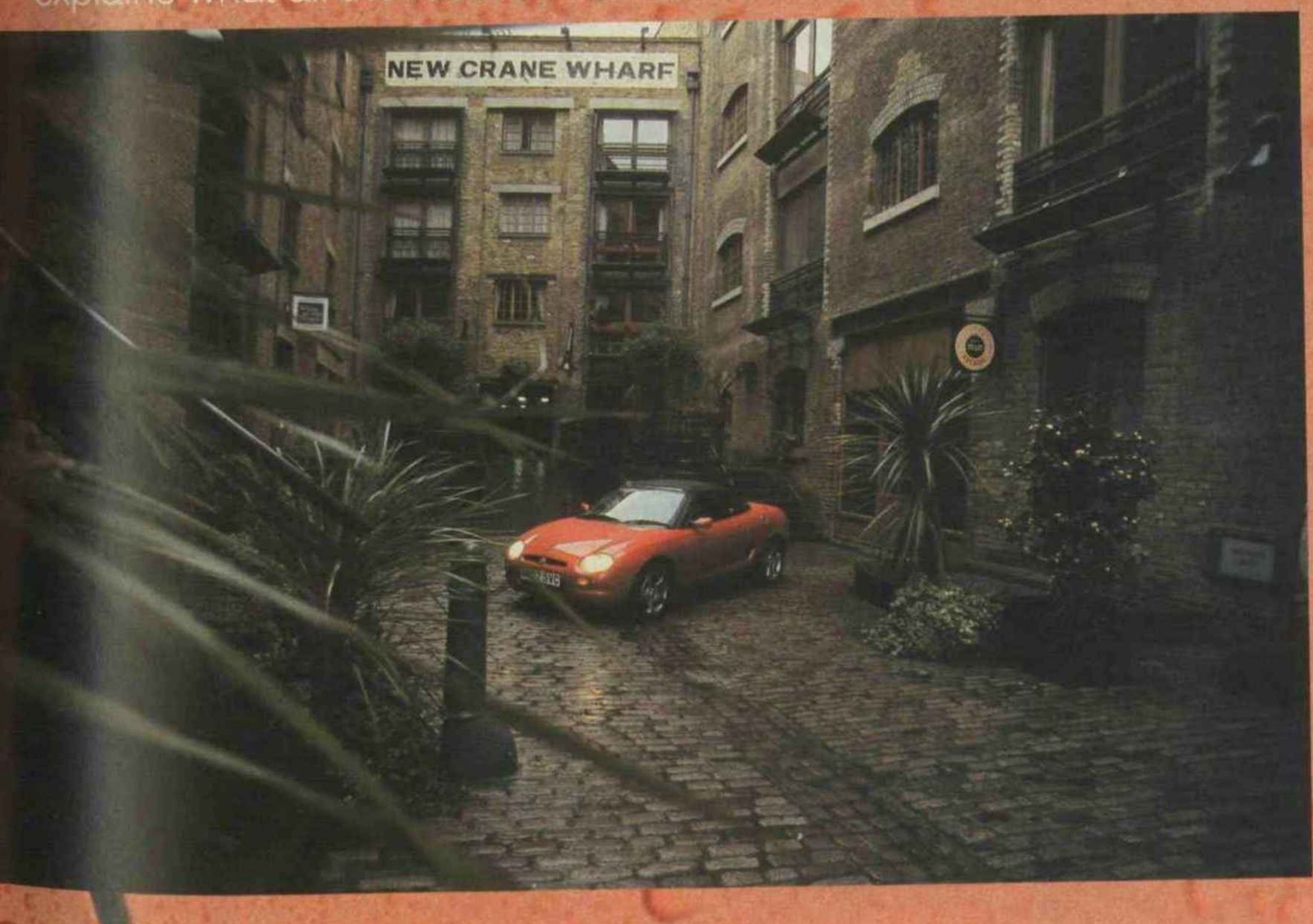


"We already have one co-driver sitting in our cars with the extra weight we carry, maybe we should carry another child and a dog!"

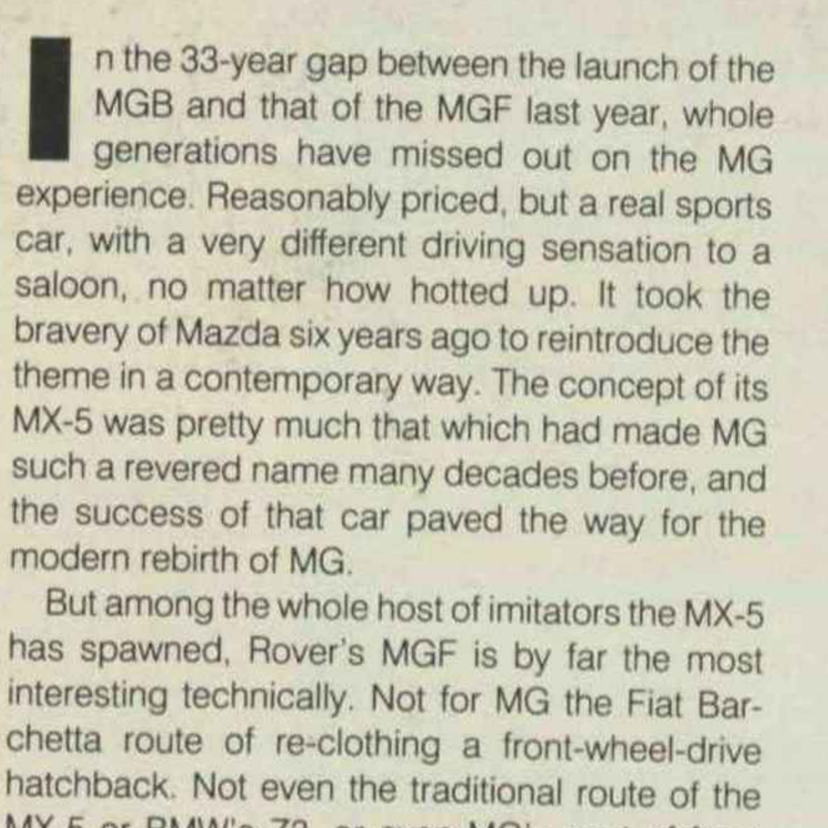
Biela was mighty at Thruxton (opposite). As was his 200 quattro when the DTM came to Donington in 1991 (bottom left). Audi's four-wheel drive altered the face of rallying too (middle left).

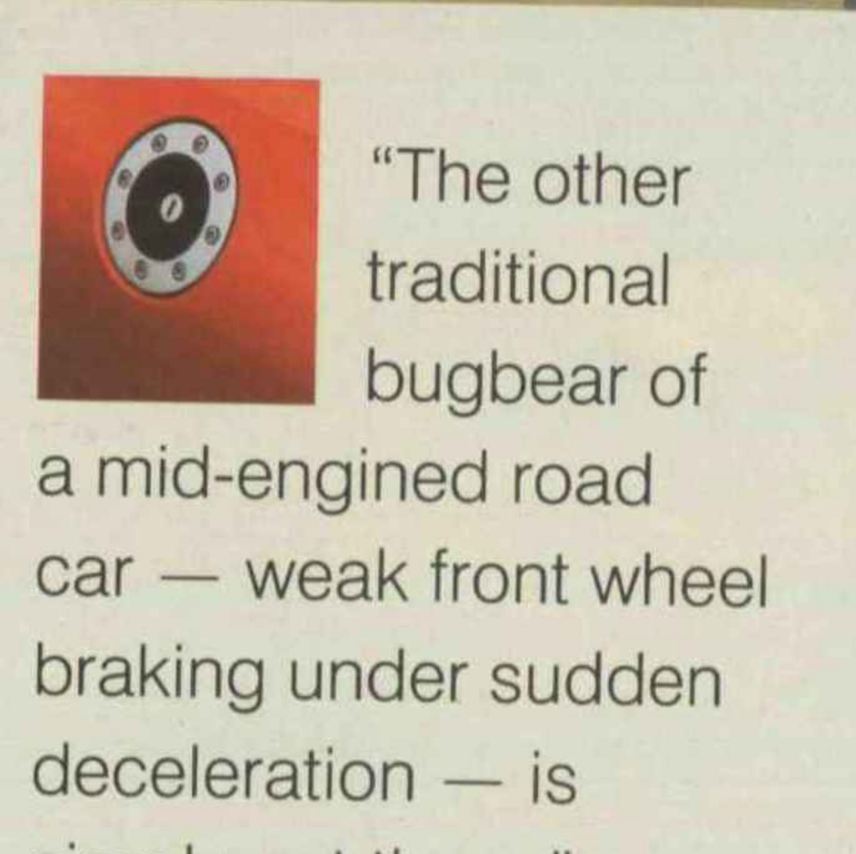
THE OCTAGON RETURNS

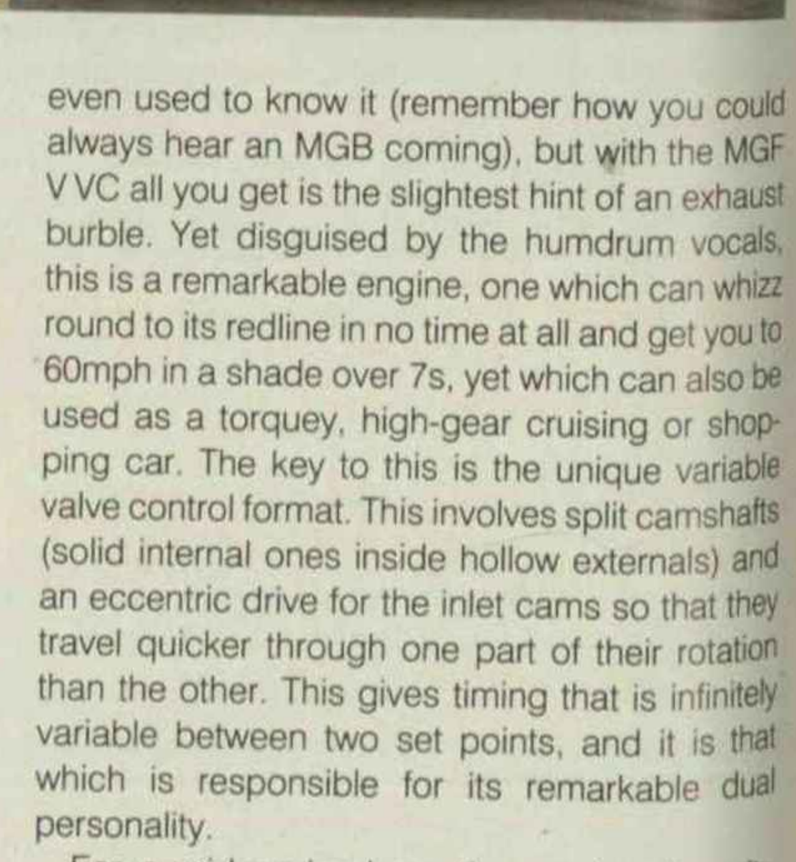
Back from beyond the netherworld of badge engineering, and now appearing at a Rover showroom near you: MG. Mark Hughes explains what all the fuss is about











In the 33-year gap between the launch of the MGB and that of the MGF last year, whole generations have missed out on the MG experience. Reasonably priced, but a real sports car, with a very different driving sensation to a saloon, no matter how hotted up. It took the bravery of Mazda six years ago to reintroduce the theme in a contemporary way. The concept of its MX-5 was pretty much that which had made MG such a revered name many decades before, and the success of that car paved the way for the modern rebirth of MG.

But among the whole host of imitators the MX-5 has spawned, Rover's MGF is by far the most interesting technically. Not for MG the Fiat Barchetta route of re-clothing a front-wheel-drive hatchback. Not even the traditional route of the MX-5 or BMW's Z3, or even MG's past of front engine/rear drive. Instead it's a no-compromise mid engine/rear drive configuration, making the MGF unique among the new generation of 'affordable' soft-top two-seaters.

But it doesn't stop there. It also gets proper double wishbone suspension for all four wheels, and the hotter version, the VVC, gets some really trick valvegear to feed its 1.8-litre, 16-valve twin-cam. All in all it promises to bring the MG marque back in some style, by entering right at the top of the tree. Does the reality fulfil the promise of the mouth-watering spec sheet?

Its styling doesn't get it off to the best of starts. It isn't ugly, but it lacks the classic delicacy of the MX-5 or the audacious curves of the Barchetta, looks a little stumpy in comparison. But, emphasising the maturity of thought that has gone into the design, it's a great piece of packaging for a small two-seater. There's a generous boot in the back (the front is full of ancillaries and the spare), there's lots of oddment space inside and, most impressive of all for a mid-engined car, there are no visibility problems.

"The other traditional bugbear of a mid-engined road car — weak front wheel braking under sudden deceleration — is simply not there."

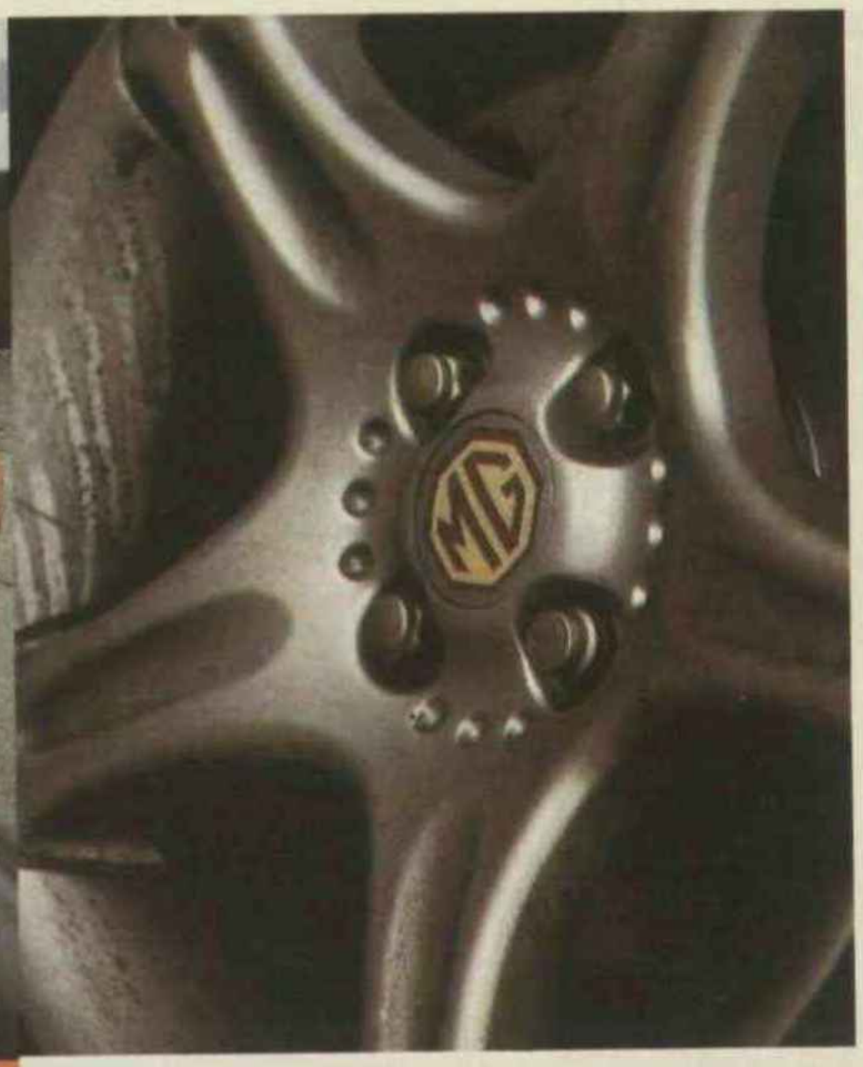
The soft top has a quality lining and is a doddle to operate, and leg and elbow room are pretty generous. Much of the benefit of this is lost to the driver though, because the seating position is too high if you're 6 ft or over. The car badly needs adjustable seat height. With a reference to the heritage of the marque, the dash gets cream coloured dials, but it's otherwise quite bland. Neat and efficient, and well screwed together, but just like the exterior in that it lacks the obvious flair of certain rivals.

Start up the VVC and you'll probably be mildly disappointed at its mundane exhaust note. A characterful noise is a deeply important element of any fun car. Alfa and Fiat understand this, MG even used to know it (remember how you could always hear an MGB coming), but with the MGF VVC all you get is the slightest hint of an exhaust burble. Yet disguised by the humdrum vocals, this is a remarkable engine, one which can whizz round to its redline in no time at all and get you to 60mph in a shade over 7s, yet which can also be used as a torquey, high-gear cruising or shopping car. The key to this is the unique variable valve control format. This involves split camshafts (solid internal ones inside hollow externals) and an eccentric drive for the inlet cams so that they travel quicker through one part of their rotation than the other. This gives timing that is infinitely variable between two set points, and it is that which is responsible for its remarkable dual personality.

For a mid-engined car the gearbox is quite smooth even if it cannot match the snick-snick deftness of the MX-5. The other traditional bugbear of a mid-engined road car – weak front wheel braking under sudden deceleration – is simply not there. The brakes, in fact, not only work superbly, giving shorter stopping distances than its more conventional competitors (even though the ABS has the car squirming under extreme braking), but the pedal has great feel, allowing you to use the brakes to tease the front of the car delicately into the apex of slow corners.

All of which gives the MGF yet another string to an already impressive bow. Because its dynamics fully justify the layout. It has a lovely, planted-to-the-road feel, with lots of delicious feedback coming through the steering telling you what's going on. It has lots of grip and superb composure through fast bends and can shrug aside mid-corner bumps astonishingly well. Through a fast and bumpy bend it will leave an





MGF will oversteer through fast bends when pushed, but tread carefully (previous page).Detail touches such as cream-coloured dials draw on MG's heritage. VVC engine creates a combination of power and flexibility.

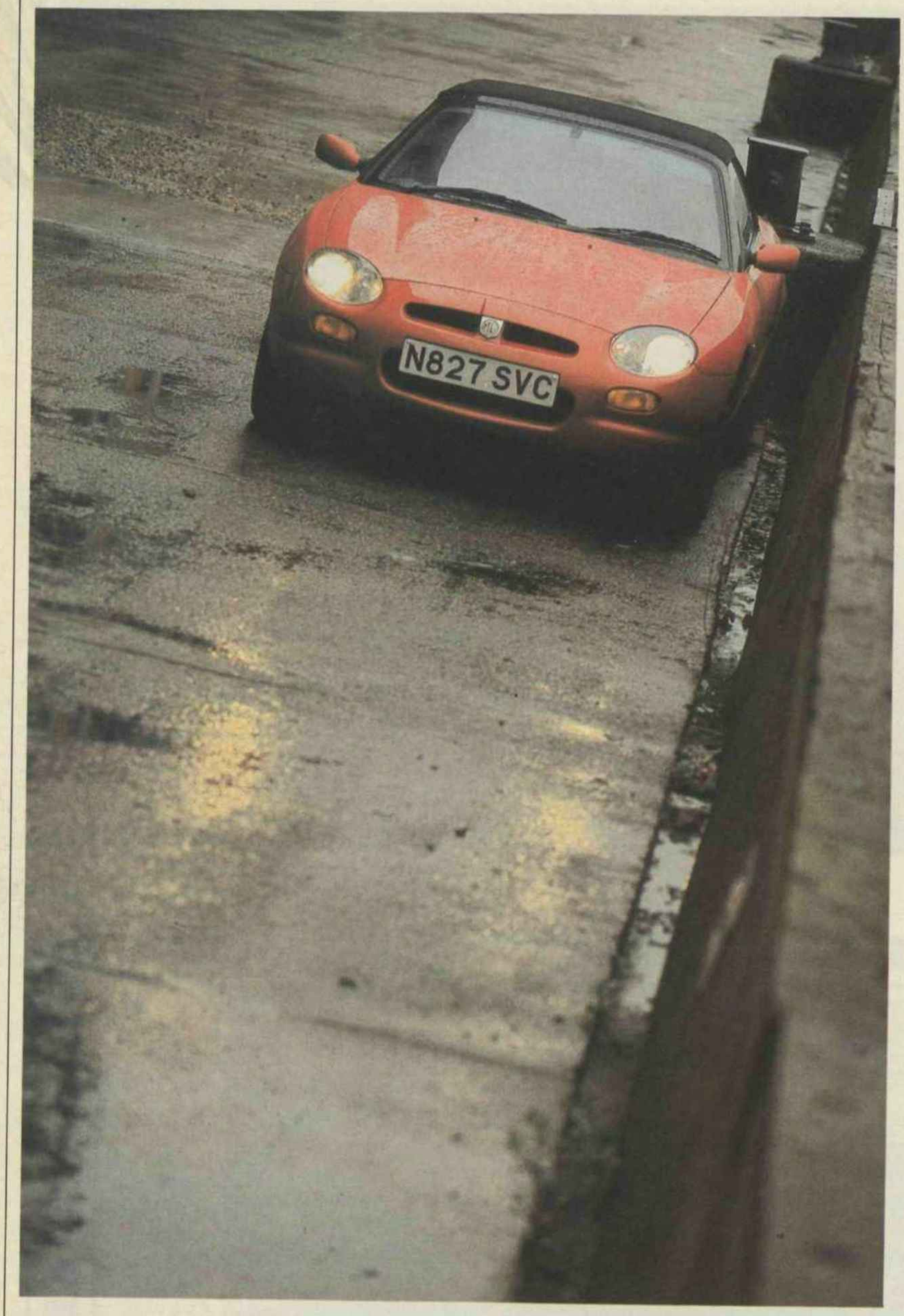


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MGF may not be quite as pretty as some rivals but its chassis competence puts it ahead of the pack.



"In all the key dynamic bits — engine, handling, ride, braking — the MGF VVC leads the field."

MX-5 or Fiat Barchetta for dead. Into slow corners there's a little bit of throttle adjustable understeer, then neutrality – unless it's wet, when power oversteer comes onto the menu. Mostly though, it just grips. But although those limits are high, when you breach them you need to know what you're up to. Because when you exceed those limits on a fast corner, the oversteer will be sudden. It's retrievable, but you must act quickly, decisively and accurately.

Yet despite such pure handling this MGF rides like no other MG before it, like no other comparable sports car, in fact. It's amazingly supple for such a car, thanks to Rover's choice of hydragas as a springing medium rather than conventional springs, interconnected front to rear for even better control. But the suppleness goes hand-in-glove with superb body control over fast crests and dips.

In all the key dynamic bits – engine, handling, ride, braking – the MGF VVC leads the field. It now just needs Rover to recognise the importance of some of the details and the car would be irresistible.

SPECIFICATION
MGF 1.8i VVC

ENGINE

Location	transverse, mid-mounted
Cylinders	in-line four, turbocharged
Bore × stroke	80 x 89.4 mm
Capacity	1776 cc
Compression ratio	10.5:1
Valve gear	dohc, four valves per cylinder
Power	144 bhp/7000 rpm
Torque	128 lb ft/4500rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

SUSPENSION

Front	double wishbones, Hydragas springing, anti-roll bar
Rear	double wishbones, Hydragas springing, anti-roll bar
Wheels	alloy, 6J x 15"
Tyres, f/r	185/55 VR15 / 205/50 VR15

BRAKES

Front/Rear	ventilated discs/discs, ABS

STEERING

Type	rack and pinion, power assisted

DIMENSIONS

Wheelbase	2380 mm
Front/Rear track	1400/1441 mm
Overall length	3910 mm
Overall width	1780 mm
Overall height (roof up)	1270 mm
Kerb weight	1070 kg
Fuel tank	11 gallons

PERFORMANCE

0-60 mph	7.1s
Maximum speed	130 mph

FUEL CONSUMPTION

Average for test	32.3 mpg
Government figures:	
Urban	30.4
56 mph	55.6
75 mph	44.6

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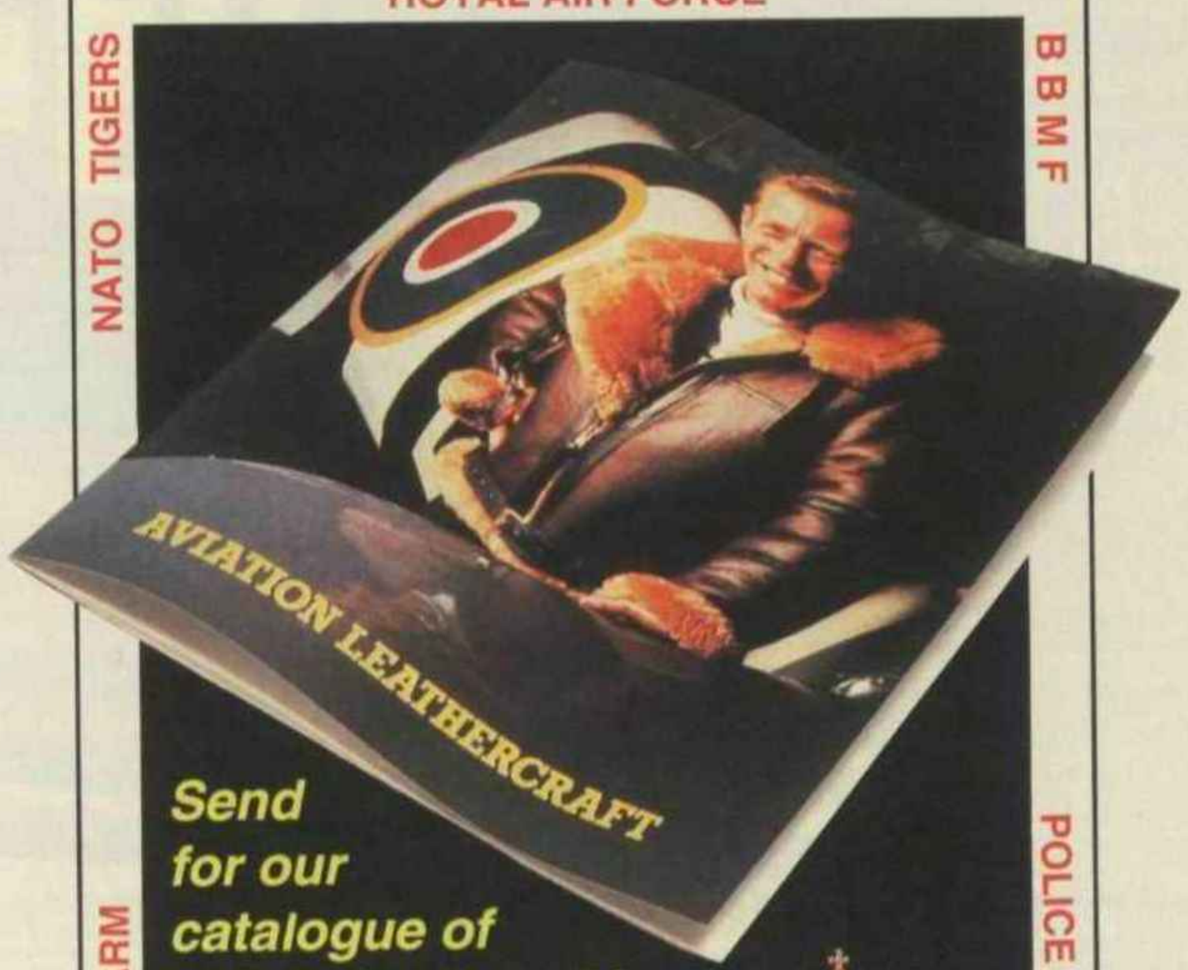
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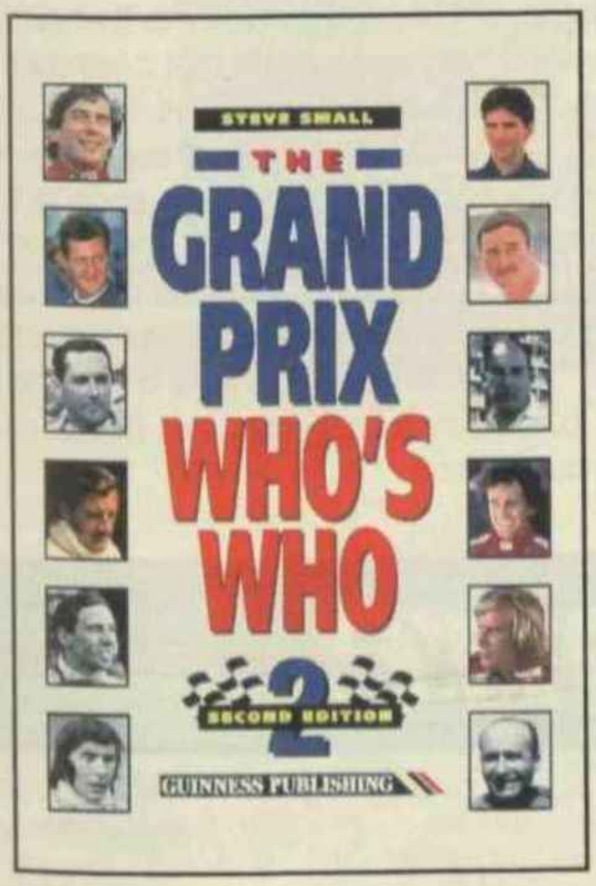
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Rover 200 vi

Rover comes up with a proper performance hatchback. The 200 vi looks purposeful and distinctive in roughly equal measure, and it backs up its aesthetic promise with a decent slice of vim. Top speed is a fair-to-modest 125 mph. More relevant are the more usable, everyday figures: 30-50 mph in fourth gear takes 6.5s, and 50-70 takes barely any longer. The 1.8-litre K-Series is shared with the MGF (see elsewhere in this issue).

It's nippy, comfortable and has crisp, familiar handling that's a match for virtually anything else in the class.

Two things let it down. Rear legroom and access are not Grade A, and there is no excuse for the frumpy leather steering wheel, which is frankly nasty. **S A**

LOOK SHARP



Volkswagen Sharan VR6

Fiat Punto six-speed



The BMW 850 is available with a six-speed manual gearbox. Such transmissions are not uncommon in the air-conditioned world of grand tourers. They are, however, unusual in conveyances as compact as the Fiat Punto.

And this is no snarling, spitting, Abarth-tuned Punto. It's the less than technically invigorating 55 bhp, 1.1-litre version, a practical town carrier beset by massively short ratios.

It's not just a case of the technically prolific Fiat creating further niche markets for the sake of it. This Punto was conceived in Italy to appeal to young motorcycle graduates, familiar with a glut of ratios and the frequent necessity to change gear. In its homeland, it also falls within a youth-favourable tax break, governed by power-to-weight ratios. There was never any intention to export it, until other markets began to demand a slice of the fun.

And it *is* fun, offset only slightly by the vagueness of the gearbox. It requires particular precision not to select sixth when looking for reverse.

In many respects it has the city instincts of a Mini Cooper. It's just more comfortable, quieter and not only can you reach the stereo, but it is controllable via a quartet of buttons on the steering wheel boss.

It's a few hundred quid more expensive than a Cooper mind, at just over £8300, though it is marginally less jarring on motorways. **S A**



IS IT A CAR?

Silly name. Sensible concept. A Ford Galaxy in all but badge, the result of this VW/Ford collaboration has the most car-like of MPV chassis, and the most car-like of driving positions.

Panel for panel, VW's prices are a little higher than Ford's for roughly equivalent models, although they start below £16,000 for the most basic. VW stresses that its elevated prices incorporate a more lavish range of standard features.

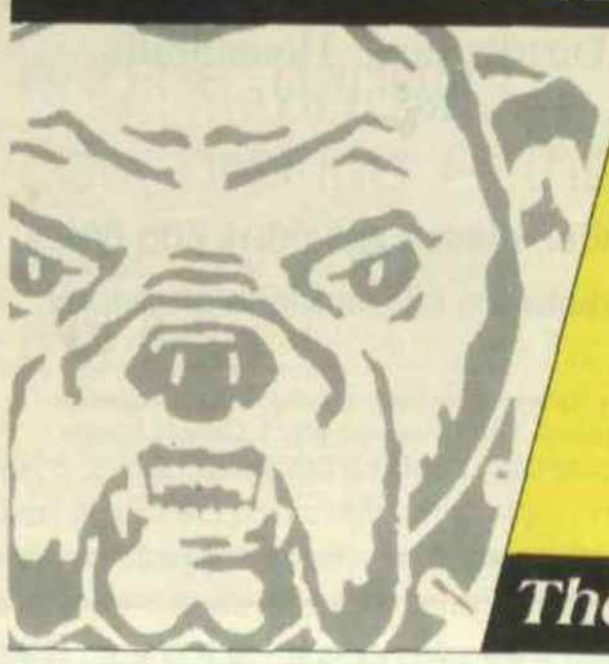
The 2.8 VR6 tested here costs £21,550 in GL specification, and its performance is as impressive as its versatility: a top speed of 124 mph, 0-60 mph from rest in little over 10s.

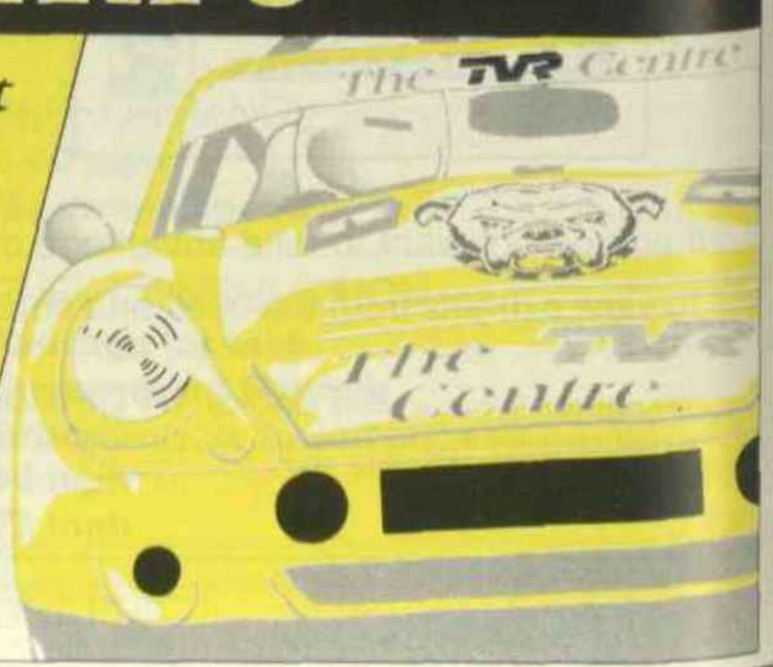
The VR6 engine comes straight from the Golf, offering 174 bhp at 5800 rpm and 177 lb ft at 4200. The curious thing is that it handles almost as sharply as a Golf, too.

A well-equipped six- or seven-seater, the Sharan – soon to be available with four-wheel drive – is representative of the new breed of MPV. The species has truly stepped forward, and this is one of the ultimate manifestations of that evolution. **S A**

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TERMS & CONDITIONS

1. No purchase necessary. An entry form can be obtained by sending a stamped, self-addressed envelope to: Bespokes, Drive-A-Dream, 127 High Road, Bushey Heath, Hertfordshire WD2 1JA. 2. The draws are open to residents of the UK, Eire, the Channel Islands and the Isle of Man only, aged 25 years or over, with a full, clean UK Driving Licence, held for at least two years. 3. All application forms must be **fully** completed to be valid. 4. Only one prize may be won by any one entrant. 5. The weekend period of the prize is deemed to run from a Friday through to noon on the following Monday. 6. The prize includes insurance. If any car is deliberately damaged by a winner during the prize period, Bespokes Classic Limited reserves the right to reclaim the car. 7. The maximum mileage allowed per car during the prize period is 400 miles. 8. Any intended travel outside the UK during the prize period must be approved by Bespokes Classic's insurance company. 9. The first name drawn from the valid May entries will win the Ferrari prize, the first name drawn from the June entries will win the E-Type Jaguar prize and the first name drawn from the July entries will win the Aston Martin V8 Vantage prize. 10. Subject to availability of the car from Bespokes Classic, prizes may be claimed from 1/09/96 through until 31/12/96. 11. Prizes only available by advanced booking. 12. All prize winners must collect and return their vehicles to Bespokes at Bushey. 13. The prize does not include the cost of the fuel for the vehicle during the prize period. 14. All prizes are subject to a £500 insurance excess per vehicle, payable by the prize winners. 15. Normal Bespokes Classic Rental Agreement Terms and Conditions apply during the prize period. 16. All entries are the property of Bespokes Classic Limited. 17. For full competition rules send a S.A.E. to Bespokes, Drive-A-Dream Competition, 127 High Road, Bushey Heath, Hertfordshire WD2 1JA.

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C MERCEDES 230SL	F ASTON MARTIN V8	I LOTUS ELAN

CIRCLE YOUR ANSWER BELOW

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QUESTION 1

Who scored his first Grand Prix victory at Silverstone last year?

A Johnny Herbert B David Coulthard C Jean Alesi

QUESTION 2

Who is the only Englishman to have scored more GP victories than Damon Hill?

A John Surtees B Stirling Moss C Nigel Mansell

QUESTION 3

Which British driver has won the most British Grands Prix?

A Jackie Stewart B Nigel Mansell C Jim Clark

Name: .....

Address: .....

.....

Daytime tel: .....

Rules:

1. The competition is open to all residents of the UK and Ireland, except employees or their families of Biggin Hill Helicopters, Teesdale Publishing, or any other companies associated with the competition.
2. All entries must be received by first post on Friday, June 28 and no correspondence will be entered into. Responsibility cannot be accepted for entries lost, damage or delay in transit to the competition address. Illegible and altered entries will be disqualified.
3. An entrant may only win one prize, irrespective of the number of entries submitted. No cash alternatives will be offered in lieu of specified prizes.
4. By entering the competition, competitors will be deemed the have to have accepted and agreed to be bound by the rules, and all entry instructions given are deemed to form part of the rules of the competition.
5. Entries must be sent to: **Biggin Hill Silverstone Competition, c/o Motor Sport, PO Box 35, Standard House, Bonhill Street, London, EC2A 4DA.**
6. Entries will be accepted on official entry forms or photocopies.
7. All winners will be notified as soon as possible after the closing date.

PLEASE NOTE: prize does NOT include cost of admission to Silverstone. Tickets must be purchased separately.



Daytona Cobra Coupés, by Peter Brock and George Stauffer. Stauffer, £69.99.
There could scarcely be a better crew to write about Daytona Cobras: Stauffer owns a garageful, Brock was central to the whole project, and the pictures are Dave Friedman's contemporary record. The result is a great read — thorough, lively, amusing and honest. It's also lavish and expensive — about the only page without pictures is the title page; but the layout is good, with lengthy quotations from absolutely everybody concerned in the wide margins. Brickbats are quoted as well as bouquets; the rival AC and Willment coupés get their share, and Brock is wryly amusing about the AC/Shelby/Ford wrangle over who deserved most credit.

The book's tendency to completely discount the prototypes they were racing with means that history sometimes seems to have been revised — they "won" Sebring and Le Mans, they "beat" the works Ferrari team; when in fact they beat, soundly and deservedly, the often works-backed privateers to the 1965 GT Championship — not quite the same thing. But then Brock might expect me to say that, as he takes the contemporary European press to task, in his amiable way, for implying that prototypes counted more than GTs.

But differing viewpoints don't alter the fact that this is an excellent record of an outstanding achievement by a tiny team who, with skill and passion instead of cash, turned a dated tourer into a winner — and, yes, once or twice they did nearly beat the prototypes! **G C**

History of the Monaco GP, vol 1. Menoshire, £44.95.
This is a historic moment — MOTOR SPORT's first ever CD-ROM review. This first disc covers the famous race from its 1929 beginning up to 1980, and also gives a history of the ACM. (At last I know who invented the chequered flag — Anthony Noghes, Monaco's instigator.) You can look up cars, drivers, and individual races, watch short movie clips, and hear some famous figures talking. All mildly interesting the first time, but I can't see it getting much repeat use; the car and driver details are very potted, and the movie is condensed and grainy. The weakness of so many CD-ROMs is that they disguise a skimpy book as a glossy beermat which needs a £2000 viewer.

There are two saving graces: first, the statistics. It is easy to call up collective records of drivers or makes, and sort them by year, or pole-positions, or whatever you want. Second, there's a fun trivia game in which correct answers send you round the circuit scoring points. But for the same price you could buy a good book plus an action race game. . . **G C**

Echoes of Imola by David Tremayne. MRP, £16.99.
This is a book about the Imola Grand Prix circuit, the races it has seen, and in particular the changes made there since the tragic death of Ayrton Senna when racing at this venue. So a somewhat unusual book but one of great interest, especially as it concentrates on the Senna accident, why the reason for it has not so far been established, and about the fatal accident at the same circuit involving Roland Ratzenberger.

There are Tremaynes's eye-witness accounts of such happenings, morbid maybe, but mordibidity has a sordid appeal to human nature. Over and above that, this book has the interest aspect for F1 followers of the whys and wherefores of the circuit and these sad accidents, from a factual, analytical and impartial standpoint. There are 16 pages of illustrations and a double-page specially commissioned painting of the Imola circuit. And the Foreword by Professor Sid Watkins is a scoop in itself, in advance of his own forthcoming book. **W B**

Villeneuve, by Christopher Hilton. Haynes, £9.99.
It occurs to me again that a driver has only to be killed or join a new team to be the subject of a biography by Christopher Hilton. So with Jacques Villeneuve. Even before his sensational pole-position and second-place finish for Williams-Renault in the first F1 Championship race of 1996, Hilton had made him the subject of this 176-page tribute with its 25 colour plates and other pictures. All credit to Haynes PSL for so promptly publishing similar books on Alesi, Senna, Mansell, Schumacher, Berger, Senna again, another on Senna, and Hunt (with Torvill and Dean for good measure). You can thus brush-up on your F1 heroes, alive or otherwise, proven or unproven, as the mood takes you. **W B**

750 Racer, by Peter Herbert. Haynes/PSL, £17.99.
This is a book that describes how you might make and race a low-cost sports/racing car. The author has worked in collaboration with Dick Harvey. Between them they should know the best lines to take, in building as well as at the corners, because Peter competes in races and sprints and Dick was 750 MC Formula Champion in 1987 and runner-up in 1988. Apart from the valuable information, made clear by 35 special diagrams, the book recalls the early days of the 750 MC's low-cost racing, with reference to characters such as Holland Birkett, Colin Chapman, Arthur Mallock, and many more of the builders and drivers who started the Club on this racing route.

From the entry of the Ford-powered cars with A7 components, to the use of the ohv 850cc Robin Reliant power-unit, back to the days of the racing Forrest (A7) saloon in 1961 and Jack French's "simplicity" which inspired Mallock's "U2", it's all there, with lots of good pictures of later 750 Formula racing cars, businesslike and fast. A *practical* book I would say, with the necessary regulations to comply with and useful contacts set out with the constructional information, in its 166 pages. **W B**

Jack's Memories of Wheels, by Jack Pouncy. John Aley/ MCC, £12.50.
Here is something different, and fun: a jolly account of competition motoring, mostly on two or three wheels, by one who rode in his first MCC trials in 1926, discovering Brooklands in 1927, and who at 93 still thinks nothing of manning MCC trials' check-points at night. He recalls the pioneer days of motorcycling from 1908 with a personal vividness and clear memory.

He describes MCC trials on various machines, like a two-stroke Dunelt, and how with only a First-Class Award in an MCC High Speed Trial on his first ride at Brooklands, he had the audacity to tackle long-distance records with a 172cc Baker-Villiers, lent by the makers.

Pouncy rode in his first Exeter trial in 1928, on a Model-K Dunelt, having spectated before the First World War. His trials memories, competing with solo and sidecar machines, are very interesting, as is the production of Pouncy motorcycles. Equally so are his hilarious war-time recollections. This enthusiast's story, published privately, is rather like a long (101 pages) "Motorcycles I Remember" magazine article. Famous riders are described, not forgetting Pouncy's AJS and well-remembered Dot sidecar outfit. Cars, too, mainly Trojans, of which Pouncy had three. The 27 pictures in the book echo the spirit of the text, and a pull-out Awards' List for the 1934 Smith Scramble is included. So if you want a change from the mundane run of motoring books, get this one from John Aley, Mayflowers, Hessett, Bury St Edmunds, Suffolk. **W B**

●Shire Publications of Princes Risborough has a very long list of motoring titles in its excellent "Shire Album" series. The latest is on "Electric Vehicles", by Nick Georgano. It covers concisely, with clear and fascinating illustrations, the history of such vehicles, from 1882 to recent revivals, those of Harrods van and LEC bus included, for the modest sum of £2.25. The content is rather American-biased (over 300 makes of electric car were made there). W B

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Lola-Astons

Sir,

I do seem to have stirred up a hornet's nest! In your last issue, John Surtees and Brian Joscelyne of AMOC wrote on the subject of these cars and I should like to reply.

First of all, Brian Joscelyne asks how come there are now three Lola-Astons in existence today when only two were made by the factory?

The answer is really quite simple. SL73/101, the first Lola T70 coupé built in 1967, has had a clear, if not straightforward, history since it was built and this is recounted in my article on the Lola-Astons.

SL73/121 was the car raced at Le Mans in 1967 by John Surtees and David Hobbs. After that debacle, Surtees installed a 5.9-litre Chevrolet and he and Hobbs entered the Reims 12hr race, holding second place until retiring; at the BOAC 500 Surtees took the lap record before retiring, and Hobbs entered the Wills Trophy at Croft and won the second heat. The car was then sold to Jackie Epstein and its history is as recorded in my article.

The OTHER SL73/121 is a genuine Lola T70 (chassis number unknown), which came from Sweden to England in the late '70s or early '80s. The car was rebuilt here in England as a Lola-Aston and numbered as SL73/121. It was then sold to Jim Freeman of America, the Chairman of AMOC (Eastern division), who raced it very successfully over several seasons before, I hear, selling the car to Japan.

In conclusion, you imagine my surprise upon discovering 121 to be still in England after 25-odd years tucked away. It does make one wonder just how many other motoring gems are still around somewhere. Now, if only I could find the remains of one of those wonderful old aero-engined Brooklands cars. . .

Turning to John Surtees' points: First of all, most of my account of the career of the Lola-Astons came from contemporary accounts in MOTOR SPORT or *Autosport*, plus lengthy interviews with Jackie Epstein, and with Denny Hulme before his untimely death. It was MOTOR SPORT which recorded the Marchal plugs episode, and Jackie Epstein, Paul Hawkins' co-driver, told me of their especially high gear at Reims and recorded it as his impression that Surtees' crankshaft broke, as did Denny Hulme who was sharing Sid Taylor's T70 with Frank Gardner. Wrong! — so, sorry, Mr Surtees.

John Surtees goes on to point out that the faults of the engine were down to the manufacturer, and one can draw no other conclusion. The Lola-Astons were a valiant effort for Britain and it is a pity they did not succeed. I certainly have never looked at the project through rose-coloured spectacles.

Something which has not been mentioned, however, is the effect that the fuel which the circuit operators provided for the long distance races such as Le Mans and Reims would have had on the high-compression (12:1) Chevrolet V8 engines racing at that time. High octane (up to 112 RON) fuel was used in these engines in their homeland; with their iron heads, the lower octane European fuel must have accounted for an awful lot of the failures of these engines in Lola T70s in international events. Other high performance sports-racing engines, even Ferraris, rarely ran compression ratios of more than 10:1 and therefore risked less damage due to detonation. Not an excuse for the Lolas, merely observation!

John Starkey,
Bentley,
Warwickshire.

Grace, Pace, out of Place

Sir,

I have no axe to grind with Volvo. Or with estate cars. Or with diesel engines. Or with turbos. But does a combination of these four factors have any place in a magazine bearing the moniker MOTOR SPORT — no matter how good the sum of the all the parts? Sorry, but I think not.

Mr C Flagg,
Ealing.

Wings and Things

Sir,

The British Touring Car Championship has a problem. The recent back-to-back *Grandstand* scheduling of our leading national car racing championship and the British Superbike series had the unfortunate effect of making the two-litre tin-top affair look like a soapbox derby.

I know that our narrow bike cousins possess a huge advantage in the amount of spare track space available for overtaking, but it strikes me that the advent of wings in the BTCC has done very little to improve the spectacle. Remove them now. Then reduce the diameter of the



dinner plate-sized brake discs, and perhaps the word doorhandling will stop being a BTCC misnomer.

Janet Robertson,
South Shields.

GT or not GT

Sir,

Laurence Meredith misses the point slightly regarding the homologation of the Ferrari 250LM. The LM was refused homologation as a GT car for the '64 and '65 seasons, and was only homologated into Group 4 when that category came into being in 1966. Prior to that it ran as a prototype and was reasonably successful; it was also reasonably competitive against the Ford GT40 when racing in Gp 4. The biggest problem was that by 1966 the better private teams were allowed to play with things like the 365P2, so the 250LM would have been seen as uncompetitive.

Laurence touches on the homologation of the Ferrari 250GTO; this is often described as dubious, yet it was no more so than that of the Zagato and P214 Aston Martin, the Daytona Cobra or the lightweight E-type. These were accepted as developments of existing models, and as such had no need to be produced in quantity. But Enzo Ferrari was hardly a naive man, so what made him think he could homologate a car which clearly was not a development of an existing GT car? He must have assumed the CSI would allow the 250LM in on assurances that the requisite number would eventually be built, as seems to have happened with other manufacturers. However, the CSI presumably thought differently. While the Ferrari GTO generally dominated GT racing at this time, there were competitive cars made by AC, Aston Martin, Jaguar and Porsche; as a GT the 250LM would have rendered them obsolete. The GTO usually won anyway, so why let him get away with it?

Two years later things were rather different in the new Gp 4 category. There was really only the GT40 to do the winning at this stage, so presumably a 'blind eye' was now turned to production quantities, and the LM was let in.

Finally, as Laurence says, the works never entered 250LMs; they never entered GTOs either. This had nothing to do with a fit of sulks from Enzo but was simply because these were regarded as privateer cars; the works was too busy running prototypes.

R C Hunt,
Moreton-in-Marsh,
Glos.

Jack vs Jill

Sir,

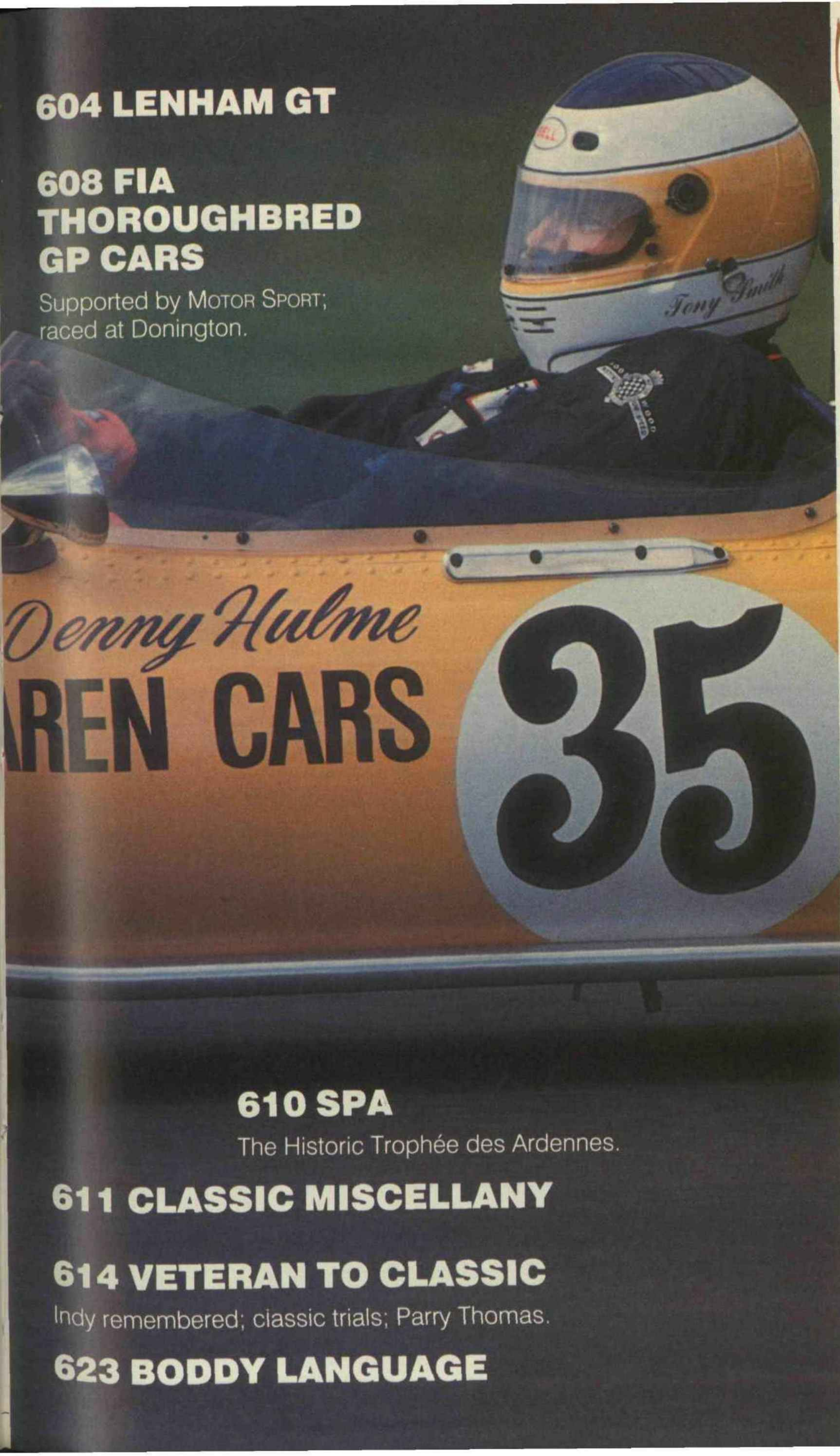
William Boddy's interesting article about the Womens's Automobile and Sports Association (WASA) reminded me of a most enjoyable Reliability Trial which took place in the Hindhead area on February 16th 1935. This was arranged by the Cambridge University Automobile Club, which invited teams from WASA and the Oxford University Automobile Club to compete against two Cambridge Teams, one composed of residents and the other of veterans, or graduates. Appropriately it was called the Jack and Jill Trial. Unfortunately I have no list of the lady competitors but one was a Miss Pamela Lacon, driving a Singer 9 Le Mans, who was an attractive blonde and is featured in my contemporary photograph album!

The Ladies beat the Oxford team by 919 points to 909 points, but the event was won by the Cambridge Veterans with 968 points. The Cambridge Residents came second with 929 points.

On the 26th April that same year, Miss B Daniell, driving a 1935 AC Ace 4-seater, won the Trophy for the best performance with a car over 1500cc in the WASA Exeter Trial.

Arthur Deramore,
Pickering,
N Yorks.

(An interesting recollection. The girl drivers were Misses Daniell (Wolseley Special), Worsley (Alvis), Fay Taylor (MG Midget), Hedges (Singer), Blaythwayt (MG Midget), Watson (MG Midget), Labouchère (Singer), Doreen Evans (MG Magnette), Mrs Needham (Frazer Nash) and Mrs Montague Johnston (Balilla Fiat). The male opponents included Fane (Frazer Nash), Bertram (MG Midget), Connell (Signer), D Evans (MG Magnette) and Whitehead's s/c Alta. **WB**


604 LENHAM GT
608 FIA THOROUGHBRED GP CARS
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Denny Hulme
AREN CARS
35
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611 CLASSIC MISCELLANY
614 VETERAN TO CLASSIC
Indy remembered; classic trials; Parry Thomas.
623 BODDY LANGUAGE

MOTOR SPORT

NO LEMON

Though remembered more for streamlined Spridgets, Lenham once had big ambitions. Laurence Meredith investigates.

The history of motorsport suggests that the desire to start up as a manufacturer of racing cars is widespread, perennial and generally foolish. However, it is largely thanks to the large army of fanatical one-man bands that Britain's racing car industry is, and has been for the best part of four decades, the envy of the rest of the world.

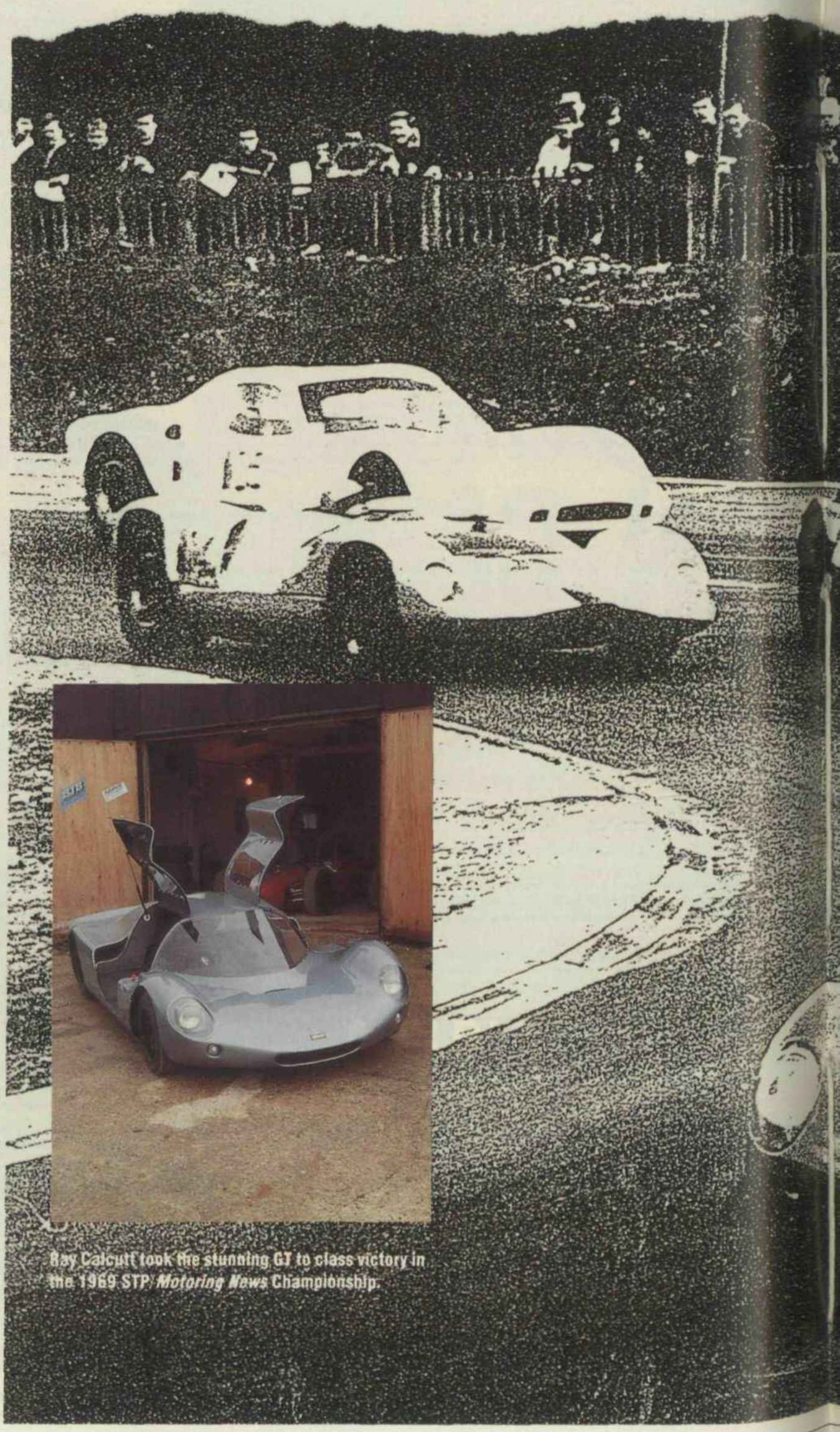
Charles and John Cooper started the post-war trend of making production racing cars and selling them to privateers, and others — dozen and dozens of them — followed suit. Almost without exception, the motivation behind this fledgling cottage industry was provided by the thrill of racing motor cars — earning a living from such a precarious pastime was a bonus.

Roger Hurst was one of the many who, during the 1960s, became badly bitten by the desire to go motor racing. After the marriage of the existing Lenham Motor Company to Hurst's racing efforts in 1969, Lenham-Hurst was formed with a view to building a new breed of clubmans and formulae machines, which drew broadly on state-of-the-art technology and design thinking.

Up until this time, Lenham, which was run by partners Julian Booty and David Miall-Smith in the Kentish village of Lenham, had concentrated its efforts on fibreglass products such as Spridget panels, hardtops, and bodies for the Arkley SS kit, plus some vintage car restoration. Racing car production began as a publicity scheme to promote a future road-going GT design, and the first car, a closed coupé, was up and running before the end of the 1968 season. A real stunner it was too. And let's not forget that it took some considerable effort to stun the car world towards the end of the 1960s.

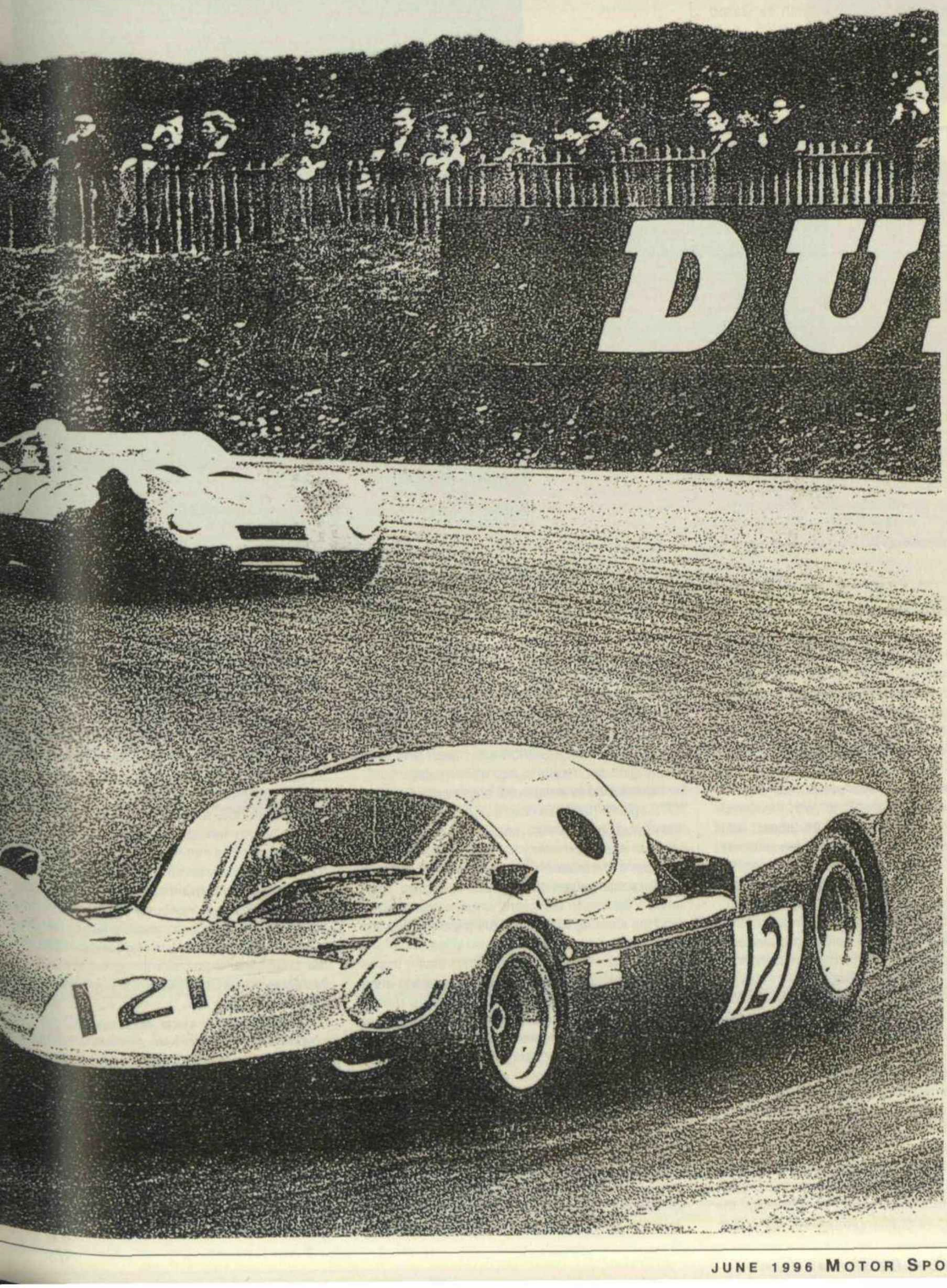
On the road there were the Lamborghini Miura, Dino 246 and Daytona Ferrari, and out on the tracks there were Chevron B8s, Lola T70s, Ferrari P4s and a plethora of purposeful Porsches. Yet the little Lenham still managed to make an impression, albeit at a lesser level than the dizzy heights of the big factory efforts.

Known as the Lenham GT, this car was, according to the company's publicity literature, also intended as a fast road car — but things didn't exactly turn out that way.However, it stands today as a testament to the art of the best special builders. And the specification of these cars, which has stood the test of time well, is classic,



Ray Calcutt took the stunning GT to class victory in the 1969 STP/*Motoring News* Championship.

LENHAM



straight out of the 1960s. Julian Booty designed the reinforced plastic bodywork which is the coupé's most stunning feature; it clearly hasn't dated one jot. The shape, which was more or less aerodynamically sound without the benefit of having been tasted in a wind tunnel, is a curious amalgamation of styles that might have easily emerged from one of a number of design studios.

The front end is vaguely reminiscent of a 718 RSK Porsche, whereas the tail, with its slatted window, is almost Chevron-like. And then there are the gullwing doors. Doors have presented race car designers with something of a challenge for years — to say the least, they are something of a pain — and the gullwing layout provides a neat solution, especially when there are side-mounted radiators and fuel tanks to take into consideration. But there's one big snag with gullwings. Invert the car and in the car you stay; there's little chance of getting out without external help. But this aside, the style is undeniable. (The door problem vanished when the regulations governing 'clubbie sports' changed and ushered in a spyder version.)

Remove the nose and tail sections, and you're left with the raw bones of Roger Hurst's evident enthusiasm. The chassis, designed by Peter Coleman, who had a workshop next door to Lenham, is largely spaceframe, with the central tub reinforced with aluminium-alloy sheet. A full monocoque would have been too expensive, and in any case, if a spaceframe was good enough for the Porsche 917, Hurst considered it good enough for his purposes.

"The coupé was the ultimate development of the spaceframe concept before monocoques became the sportscar norm. It really was the most important car to me," says Roger.

Suspension is by double wishbones and coil springs front and rear, and there's high ratio rack-and-pinion steering for crisp response through the twisty bits. Slotted north-south amidships is the really useful part — the 1.6-litre four-pot Lotus twin-cam which, as built by Chris Steele, developed around 140 bhp.

This sounds positively pedestrian by today's standards, but then, as ever, the power-to-weight ratio is what counted — and it counted a lot too, for this little gem was capable of propelling the Lenham up to a top speed of 140 mph, the benchmark figure of 60 mph arriving from rest in around seven seconds. And 'clubbies' aren't a whole lot quicker today.

Following Colin Chapman's example with the Lotus 23B, the gearbox was a VW Beetle-based Hewland five-speeder with a limited-slip differential, and the entire assembly was mated directly to the engine and neatly slung out in the tail.

No-one has ever sat in the cockpit of a Lenham GT — plenty have lain down in one, though. It's all very snug and glovelike, and what you see ahead of you is all you need to see; there are three gauges at the base of the windscreen, a couple of 'high-profile' wheel arches and the long road ahead. Naturally, the gearchange is on the right, and the steering wheel is a little tiny thing that sits in your lap.

Tractable, drivable and far from fussy, this is surely the kind of car that should be racing at Le Mans today, an inexpensive privateer's dream and one with which the ordinary man in the street can really identify. Interestingly, it's the cornering ability of this car that ultimately may hold the key to the future of our sport. It goes without saying that the roadholding is safe, secure and very 'flat', but the difference between the Lenham and today's racers is that you have to drive the Lenham; there's no ground effect, no wing, no problems setting up and no BS.

You just get in it and away. With the possibility of watching cars that slide through corners on the limit, the oft-voiced criticism that motor racing — even at club level — has become something of a procession, could be answered overnight. After all, the 1950s/1960s isn't known as the 'classic' period for nothing.

Low, purposeful and effective, the little Lenham was ahead of its time. With lessons learned from its first year on the track, the first car was rebuilt with modified chassis and suspension, renamed the Lenham P69, and shown at the 1969 Racing Car Show. An item in MOTOR SPORT written two years later states that the company turned down requests for replicas at that point, but that this public interest did spark off the building of series race cars. With the previously standard twin-cam brought up to race spec; and the body changing to a spyder late in the year , Ray Calcutt drove it in the 1969 season and won his class in the STP/*Motoring News* Championship — perhaps Lenham's finest hour.

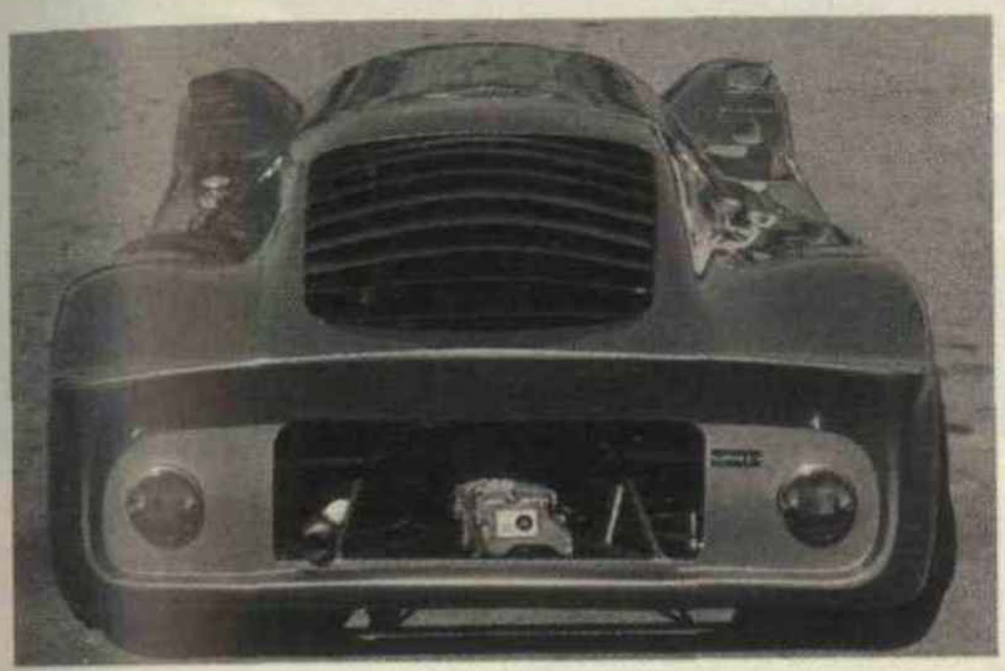
By 1970 Roger Hurst had bought out his co-partners in the business and was offering the P70 to customer order, with Ford 1300 and BDA 1600 engine options, as well as the Lotus. He also set up a marketing facility at Le Havre, France. Sold under the Darnval name, Lenhams found a market in France amongst club racers and hill-climbers; but Hurst could not keep pace with demand and his backers duly returned a number of deposits. Which was a great pity, especially as one client wanted them to build him a P70 coupé to contest the Tour de France.

Tractable, driveable and far from fussy, this is surely the kind of car that should be racing at Le Mans today . . .



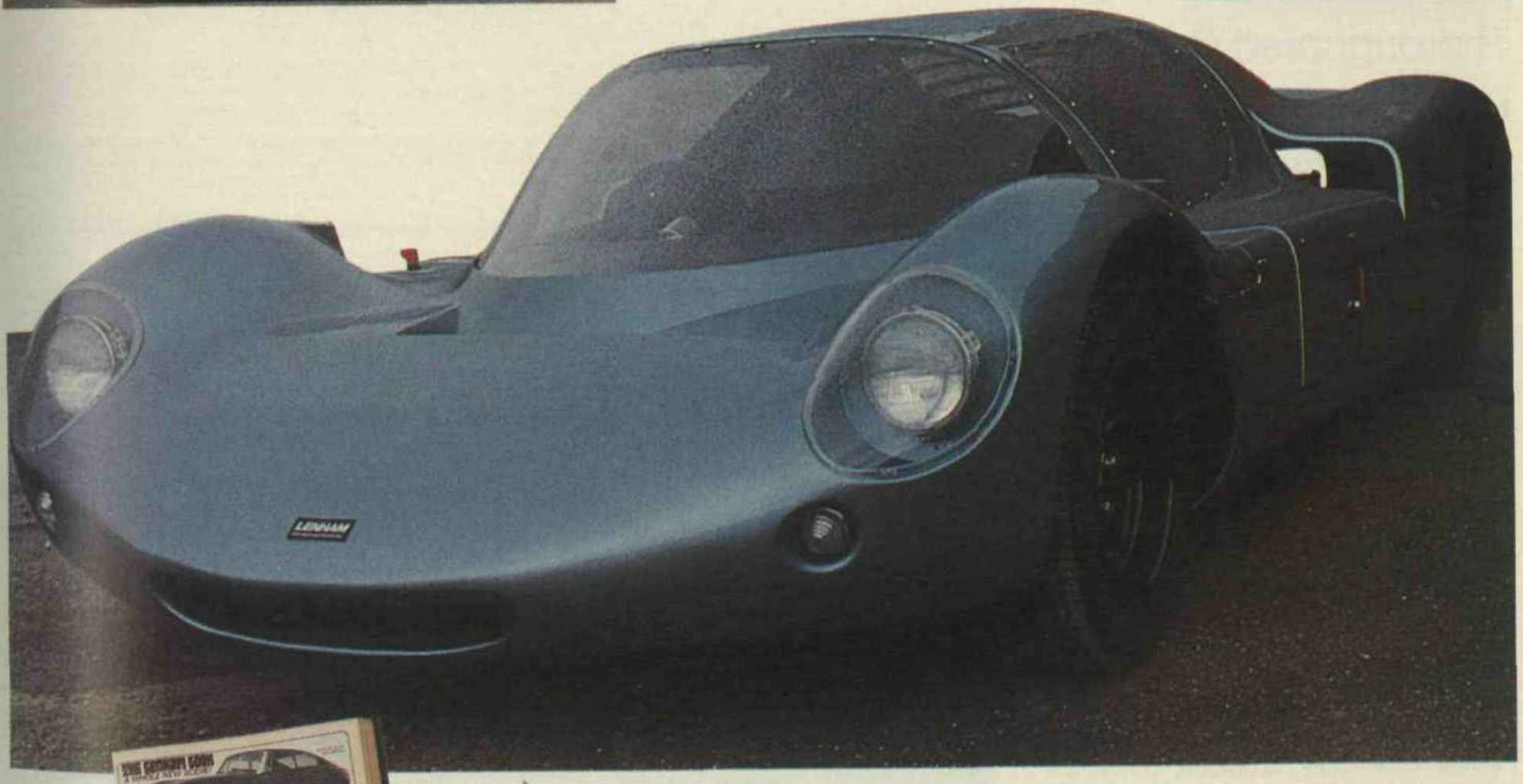
From every angle, the Lenham GT is eyecatching, full of brilliant design and clever detail.







Rear-view slats are reminiscent of sports-racing Porches of the period; thoughtful mirror detail; Lenham's hardtops and bodykits widely advertised in Sixties and Seventies.





During 1970 Hurst commissioned a more ambitious project, a World Sports Car contender packing a three-litre Repco V8 with Hewland FG300 gearbox. Broad and muscular, and featuring the nose winglets of its rivals, the Lenham-Repco nevertheless proved a disappointment. Slated to debut in the 1971 BOAC 1000 at Brands Hatch, driven by Calcutt and Hurst, the machine was not ready in time, and a week later the engine blew up in testing — the penalty, perhaps, of using a four-year-old ex-works unit. It failed to qualify for Le Mans that year and vanished from view.

Next step? Single-seaters. Formula Ford, with Chris Alford as 'works' driver, and Formula Three cars followed. Roger also became involved in contract work for the fledgling March concern but, along with his motor racing exploits there now came a lateral and somewhat bizarre, though clever, temporary departure from cars.

Remember Carnaby Street and the 'anything-goes-in-clothes' looks of the early 1970s? And remember the craze for wearing replica German wartime army helmets while riding your Triumph café-racer? Well, Roger Hurst's company manufactured them — from fibreglass, what else? And they made money too!

Through the 1970s, Lenham-Hurst continued making and selling a variety of formula cars to the same high standards, manufacturing not only body and chassis, but producing its own castings locally. There were cars for Group 6, Sports 2000 and even a couple of Le Mans specials but, as time marched on, the lives of the fun racers began to change. And rapidly too.

"In the early days — from the mid-1960s in my case – it was possible to build a racing car, use it all season long and survive reasonably well on the start money offered by the organisers to various circuits," says Roger. "Then, and I'm not sure exactly when, everything was suddenly different. Motor racing started to become impossible without sponsorship and a lot of money.

"In my day, we obviously took our motor sport very seriously, but also had a lot of fun at the same time, which makes me so sorry for the youngsters today. They can't do anything in a racing car until they've got a sponsor, and once having found support, the pressures to succeed are so great that there doesn't seem to be any time, or inclination, for enjoying the things we had."

Today, Roger Hurst is still very much involved in motor racing, dealing in old racing cars and parts, but it appears that the Lenham story just will not end. A couple of years ago, Roger was commissioned by fast food giants, Burger King, to build a brand new coupé bodyshell along the lines of the original Lenham Hurst GT.

They wanted it for display purposes in their London Leicester Square branch," he says. "It had mirrors and flashing lights all over it, supposedly representing some sort of car of the future, which made me smile. What a pity they didn't ask me to make a car for each of their restaurants around the world."

But this was typical of the odd requests Hurst has had over the years. "In 1970 NSU ordered a chassis and bodywork and obviously I was only too glad to help," explains Roger. "They wanted a car for the purpose of fitting and testing their Wankel rotary engine and, after we'd finished building it, the car was crated up and posted to Germany. Strangely, I've heard nothing about it since. I don't know what it was really used for or whether it still exists."

Roger Hurst and his Lenham concern lived and breathed through some of motor racing's most exciting and technically important days. A small firm, it stayed afloat by hard work and, along with dozens of other special race car builders, contributed to a British industry which remains at the top of the global tree. Long may their legacy last.

WILLIAMS LOT DENIES

This year, MOTOR SPORT supports the FIA Thoroughbred Grand Prix Trophy for historic F1 cars. Paul Lawrence watched the Bank Holiday series opener at Donington.

Grand Prix Car races don't come much better than this one. When the FIA Cup for Thoroughbred Grand Prix Cars opened at Donington in early May, the combination of a classic car and a quality driver proved unstoppable. Mike Littlewood romped to victory in John Fenning's Williams FW07B, but it was the battle for second place that will long remain in the memory of those who saw it.

A fine grid lined up for the first race of the season, with cars representing nearly 20 years of Formula One history. Littlewood, on his first experience of the Williams, topped the qualifying times. "It's the most complete car I've ever driven," he said. "It will go a lot quicker — but I'm not sure about the driver!"

Bob Berridge picked up the RAM March by the scruff of its neck and powered it around to qualify second-fastest. Never one of the most competitive F1 designs of its era, Bob was typically extracting the maximum from the ex-Derek Daly car.

On race day Littlewood simply blasted into the lead from the start and stroked the Williams home. Berridge went after him and would have finished a strong second had his engine not let go two laps from the end.

But most eyes were focussed on the next group, as up to six cars jockeyed for position. Steve Hitchins was driving the race of his life in his Lotus 78, as reigning champion Martin Stretton in the ex-Stewart Tyrrell 005 recovered from fuel vapourisation on the opening lap to mount an awesome attack for what was to become second.

Others to feature in the action were Geoff Farmer (Tyrrell 012) and Urs Eberhardt in the Lotus 91, until a backmarker edged the ex-Mansell car onto the grass and into the tyre wall approaching the Esses.

Ultimately, Hitchins denied Stretton's every move, and the warm congratulations they traded after the race proved just how sporting a contest it had been. The next UK round is at Silverstone on July 21/22.

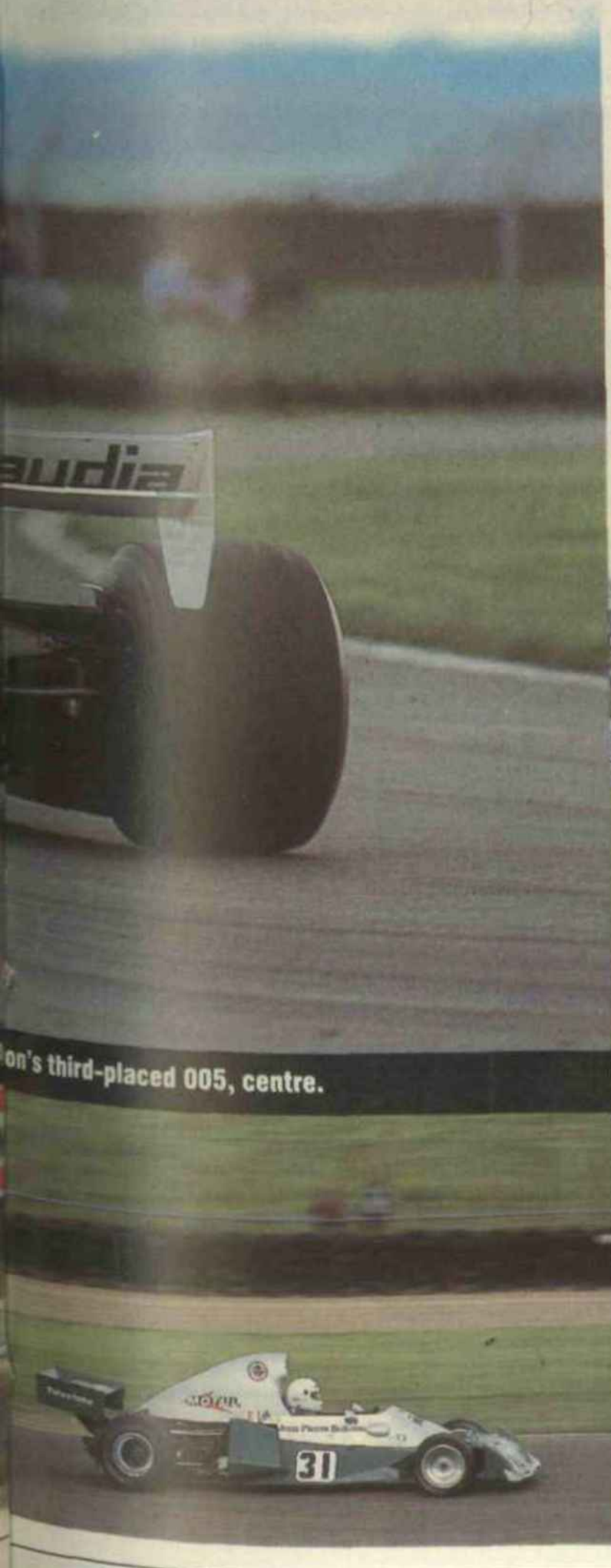


Praise — and laurels — for Williams and Littlewood, above. Tyrrell pair: Farmer's ex-Bellof car, below left; Str





US CHALLENGE



on's third-placed 005, centre.

With Littlewood a dot in the distance, it was the jockeying pack which brought the thrills, above. P201, left, once driven by Beltoise, was BRM's last winner – but not this time.

TROPHÉE DES ARDENNES



After its 1995 absence, this historic meeting has returned to Spa. Alan Cox went too.

Celebrating the circuit's 75th birthday, the 15-race programme headlined with two rounds of the International Supersports Cup. Series newcomer Peter Hannen continued his unblemished Monza record with two more wins in Charlie Agg's McLaren M8F, Sunday's performance in the wet being particularly impressive, winning by nearly half a minute from the similar car of team-owner Agg, who was also runner-up on Saturday. Chris Chiles claimed third in the first event with his unique March 717, just holding off Richard Evans' incredibly fleet Chevron B26; in Chiles' absence Evans took third on Sunday after shaking off John Burton's B26. Evans, with only two litres, humbled a number of Can-Am cars, and lapped consistently a mere four seconds off the leader in both wet and dry conditions.

Impressive drives also came from Swiss former multiple champion Fredy Kumschick and John Harper in the two legs of the European Historic F2 Championship. Round One fell to the Swiss in his Lotus 69 by a scant 0.22sec, having been harried for the full nine laps by Harper's black March 712. Bob Juggins (Lola T240), under pressure from Rob Hall (March 712), spun out of third place, while Eberhard Metke brought his Lotus 69 home fourth. Harper turned the tables in Round Two, displacing Kumschick two laps from home to pull away in the damp conditions, well clear of Chris Alford who worked John Beasley's Tecno through to third from Beasley's Brabham BT36. Phil Walker might have made the podium but was forced to retire when he lost all gears on his ex-Walkinshaw March 712.

An invitation class for "Pre-war" cars (albeit extended to 1950) largely comprised entrants from the Pilkington's TOPS group and gave François d'Huart an opportunity to shine on his home circuit with his Talbot-Lago, although he was headed by Martin Morris in ERA R11B until Morris handed over to Sir John Venables-Llewelyn, whose P3 Alfa was a non-starter. This allowed the yellow Talbot to run out the remaining distance unchallenged. Kirk Rylands followed some distance back with his HWM from Peter Mann's ERA AJM1. Morris and Venables-Llewelyn were rewarded with fourth after their pit stop, while the rapid MG TB of George Edney overcame the rough-sounding Talbot-Lago of Richard Pilkington. David Freeman, seventh, enjoyed his first taste of Spa with his famous Spa Special Aston Martin, having driven it from Lille after his trailer had been savaged by an errant Frenchman. Tim Jones and Seb Welch entertained with a spirited battle between Vauxhall 30/98 and Bentley three-litre, honours just going to the Vauxhall.

As ever, the British entry was strong; Richard Dodkins, stepping down a few litres from his more usual Supersports mounts, dominated the Open Touring race with his Mini Cooper S from the Lotus Cortinas of Patrick Ponchelet and J C Parmentier, with another Supersports refugee, Chris Chiles, in another Cooper S, in fourth. Peter Garland (Morgan Plus 8) rounded off a successful stag weekend with pole position and a very close win in the British Sportscar race after a tough battle with Steve Williams' MGB GTV8, the race being red-flagged after six laps. Another close all-British duel was the highlight of the Open Prototype class between Jonathan Baker (Lola T70 3B) and Colin Parry-Williams (Lola T70 Spyder), the racelong battle going to Baker's coupé with the spiritedly-driven Porsche 910 of Bernd Becker taking a comfortable third.

In Sunday's wet race Baker proceeded to open up a lead from Parry-Williams before pitting, allowing the Spyder through, closely hounded by Becker, but on rejoining Baker closed down the leader and took the flag by less than half a second. Denis Welch just failed to take victory in the Open GT race, his Austin-Healey 3000 finishing a very close second to local man Serge van Havre's TVR Griffith, while the two-part Caterham round went to Nick Hart by four seconds from Dave Walton after 65 minutes of racing.

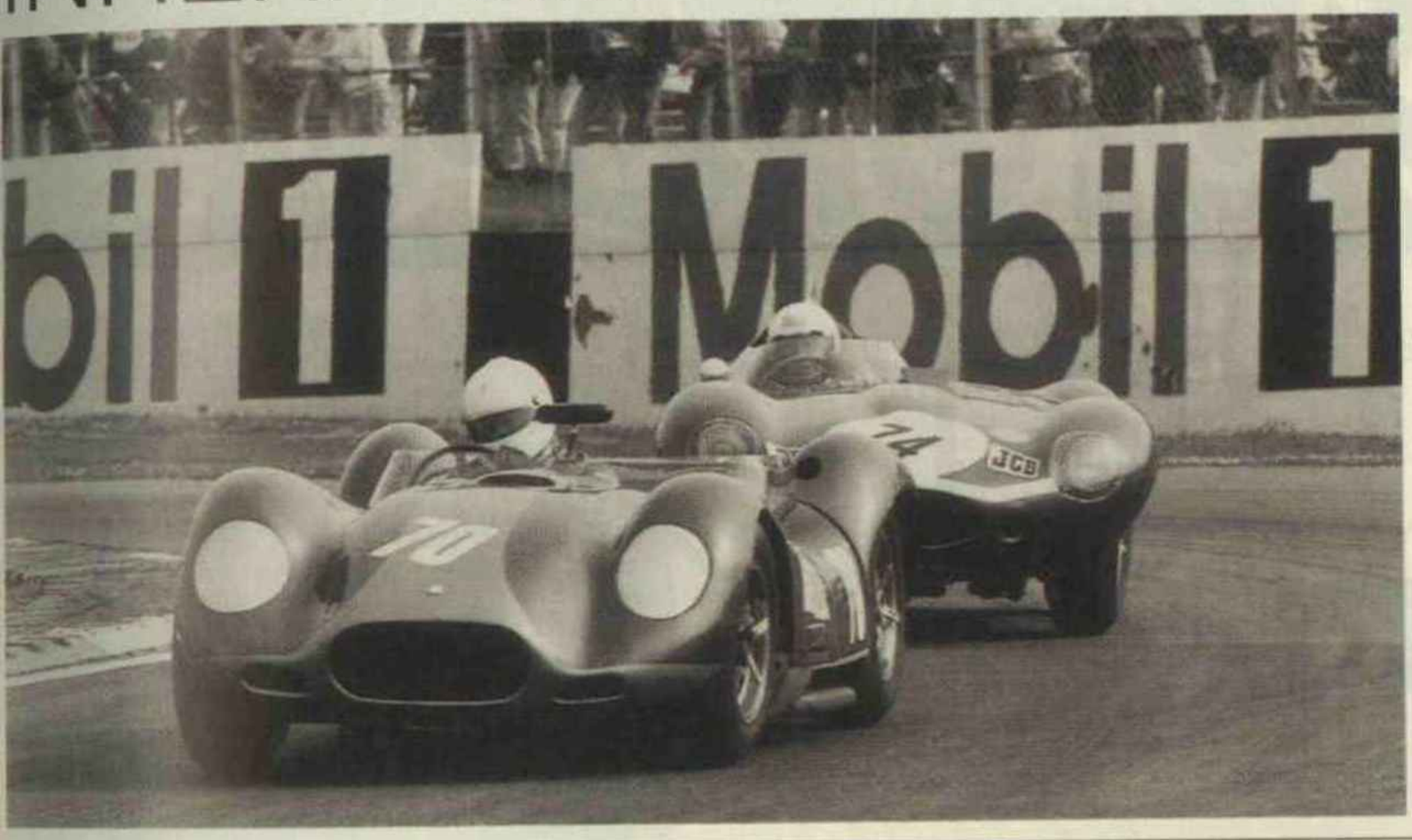






From top: Double-winner Peter Hannen clips La Source in Agg's McLaren; François d'Huart in "pre-war" winning Talbot; Harper harries Kumschick in Euro F2; rare circuit outing for a proper pre-war Talbot, Stephen Curtis' 105.

INHERIT **THE WIN**



Jeffrey Pattinson benefitted from others' misfortune to win the opening Louis Vuitton Historic Sportscar race at Silverstone's May Empire Trophy meet. Early leaders Barrie Williams (Tojeiro-Jaguar) and Peter Hardman (DBR1) both fell by the wayside, leaving Pattinson's 2-litre Cooper-Monaco to hold off Frank Sytner's fast-closing D-type, which started from the back of the grid after a practice misdemeanour, by just over two seconds. David Clark (Lister-Chevrolet) was a distant third.

The previous day Steve Hitchens (AC Cobra) scored a nine-second win over the 250LM Ferrari of David Piper and Chris Strakosch in the one-hour BPR Historic GT race.

Sytner has Clark's Lister-Chev in his sights.

CHRYSLER BACKS COYS

American giant Chrysler is backing the Coys Historic Festival at Silverstone for the next five years. The US firm, now offering its products on the British market, wants to strengthen an image of being "the enthusiast's car-maker" by tying in with the huge historic meet, held this year on August 2/3/4. A soggy press preview day highlighted the featured marques, Brabham and MG, with a pair of BT49s (to be demonstrated but not raced at the Festival), a BT7A Tasman car, a works MGB, and a Dick Jacobs team Midget.

Also shown were Nuvolari's 1935 German GP-winning *Tipo B* Alfa Romeo, and two others from the *six* owned by Japanese collector Hayashi.

BRITS AT BROOKLANDS

British Sportscar Day on June 16 celebrates the centenary of our car industry with representation of "virtually all of the 80 or so manufacturers" of those 100 years. Organiser Roy Dowding of the Gordon-Keeble OC hopes owners of the rarest UK makes will get in touch, and also plans a display of over 400 models. Admission is £5 (£3.50 under 16), less if you pre-book your appropriate British sportscar. Contact Roy Dowding on 01708 767778.



Donald Day, looking fit after last year's major accident, stole the show at the Benjafields Racing Club meet at Cornbury Park in April, opening the course in Gibbs Pancheri's Bentley 4½, a car not seen over here for years. Rumour suggests Day is considering whether his ERA can be converted to one-hand control.



David Heynes satisfied AMOC honour by winning the Thoroughbred Sportscar event at the club's May Brands meet in his DB4, beating the TVRs of Joe Ward and Howard Brearley, while Gerry Marshall (Aston V8) pipped the Porsches to the Intermarque victory. (photo: Ian Andrews)

DREAM TEAM THEME



There's an extra day this year to enjoy the Goodwood Festival of Speed, on June 21/22/23, which majors on 'Dream Teams'. Highlights are Millers and Scarabs from the US, sports-racing Matras, a Bugatti 'tank', Porsche's 'Moby Dick' 935/78 (above), streamliner W196 and air-brake 300SLR Mercedes, Rob Walker driving his Le Mans Delahaye 135MS, and all the long-nose D-types together for the first time. Friday's programme includes the Brooks auction and the first leg of the Mulberry challenge for the greatest touring car, and there's track and air action each day. Elegant coachwork of the highest order is on view in the Cartier *Style et Luxe* concours, featuring a class for horse-drawn vehicles as well as beautiful pre-war cars.

Tickets are cheaper in advance (from £8-25), so call the hotline on 01243 787766.

1996 MOTOR SPORT

SILVERSTONE CIRCUIT



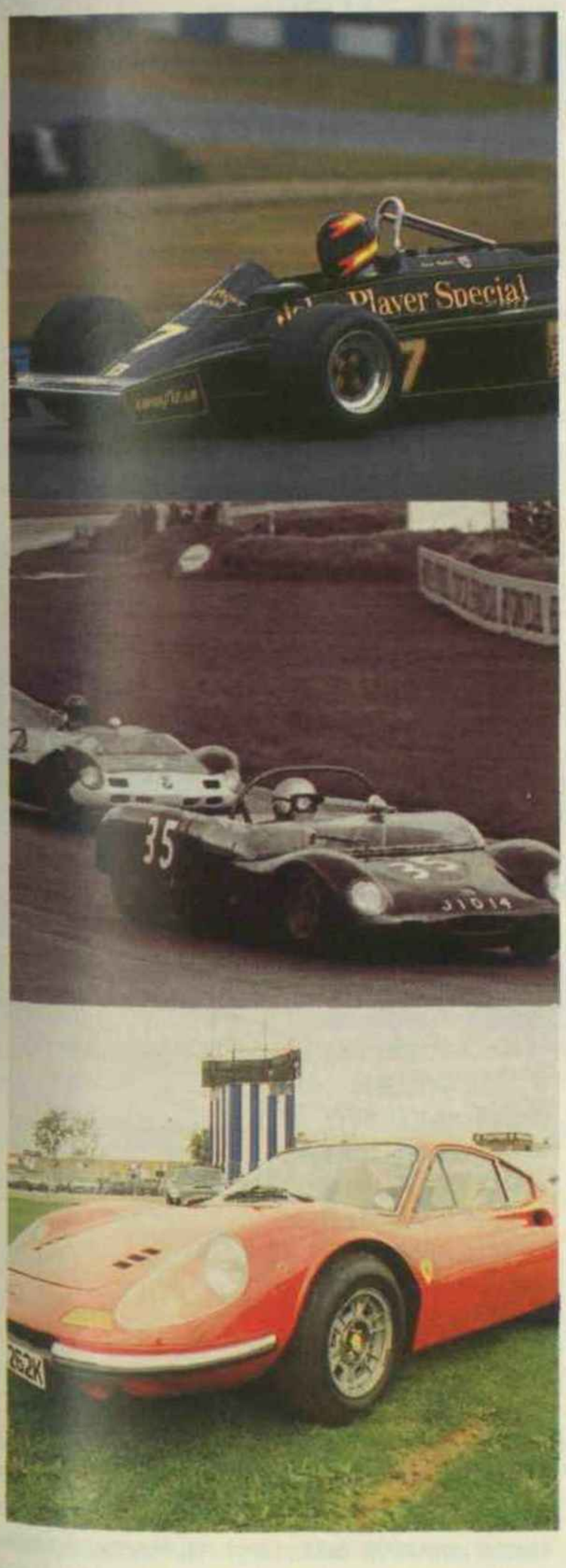
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INDIANAPOLIS: ITS



"How were we ignorant Europeans to know that most of these trade-names camouflaged Millers or Duesenbergs, or chassis so powered?"

In his March Editorial Simon Arron wrote of the Memorial Day Indianapolis 500-Mile Race, saying that, for reasons he dealt with, "a piece of folklore which is conducted in much the same spirit as it was back in 1911 is about to be reduced to a meaningless sham". This has encouraged me to look back to this once-great 500-mile contest in its hey-day.

As Simon rightly observed, the spirit of this unique American long-distance track race had survived from its inception in 1911, through a great many years, rule changes, and upheavals. In vintage times, even up to 1939 and beyond, it was a race which not many Englishmen saw and which the British enthusiast, content with, even engrossed in, what went on at Brooklands, was apt to regard as something rather strange and far distant. He might point out that in spite of Indy's rolling starts, the BRDC Brooklands 500 Mile outer-circuit race had been won at a higher average speed than had the Indianapolis grind from 1929 to 1936, although the BRDC entry was a very mixed bag of what were by no means all special track cars, as were most of those in the American race. The insular Englishmen would almost certainly add, "and all the more fascinating for that". I have advanced this argument myself — but in fairness it has to be remembered that, especially as the speed of the competing cars increased, Brooklands was a slightly faster track than the Indy-bowl with its four only slightly banked turns. And, more to the point, Indy racing cars were much smaller in engine capacity than most of our "500" winners in the pre-war period.

If we glance back at those inter-war races we see how very different Indy was from the Brooklands equivalent instituted by the BRDC, and why to European minds it was difficult to fully comprehend. In the pre-World War One days the Indy 500 had much more of a European, "Brooklands" if you like, flavour to it. In 1913 Jules Goux was there, finishing victorious in a 1912 Grand Prix Peugeot, and in 1914 Réné Thomas brought a Delage home the winner, followed by Arthur

VINTAGE HEY-DAY



Not quite like Brooklands! Most Indianapolis-500 cars looked much the same and most had Miller engines, whatever the disguise of the nomenclature.



Here is Ted Horn and Mechanic Wilbur Wolfe in the Hartz Special (Miller) which was second in the 1936 '500' at 108.17mph. Below, diesel powered race cars hit Indy before Brooklands; in 1934 Cummins entered both a two-stroke and this four-stroke version.

Duray's Coupe de *L'Auto* Peugeot, Albert Guyot in another Delage and Goux's Peugeot. This trend continued in 1915 — the USA was not yet involved in the war — when the "500" was a duel between Ralph de Palma's 1914 GP Mercedes, (with its front brakes removed) as had dominated the last French Grand Prix at Lyon on the eve of the war, and Dario Resta's Peugeot, the Mercedes coming home first, and in 1916 Resta had an easy win in a Peugeot.

But when the May Day event was resumed after the outbreak of peace, the situation quickly altered, as we can see by looking at Indianapolis as it was from 1920 to 1930. For one thing, many of the cars entered, with names such as HCS, Barber-Warnock, Ira Vail Special, Junior 8, Skelley, Jones-Whittaker, and as publicity took hold, Nickel Plate Special, Perfect Circle, Boyle Valve, Jynx, Thompson Valve, Elgin Piston Pin Special, SAI Special, Simplex Piston Ring Special Chromolite, Rusco Durac Brake, Richards Brothers, Sampson, Bowes Seal Fast, Coleman FD, Mavv, Empire State, Trexlar, Hoosier Pete, and so on, were distinctly puzzling to us. How were we ignorant Europeans to know that most of these trade-names camouflaged Millers or Duesenbergs, or chassis so-powered? To the truly uninitiated it smacked of what they knew from the cinema, i e greasy garage-boys who had made good in specials of their own building, either to dare-devil-impress some "floozie" or else to win a fortune with the hero's secret invention. . .

But why should the American race fraternity care? When 150,000 of then had gone to the Indianapolis "hoosier-bowl" on May 30th (30,000 was a big gate at Brooklands) to see close, exciting and sometimes accident-prone contests (far more frequent and spectacular crashes than at our tame Weybridge track), the cars (named, as the BARC would never have permitted) consisting of scientific, purposeful, single-seaters, very fast for engine sizes of only 1½-litres or 2-litres, driven by the cream of America's top racers, who had to qualify fast even to take the start?

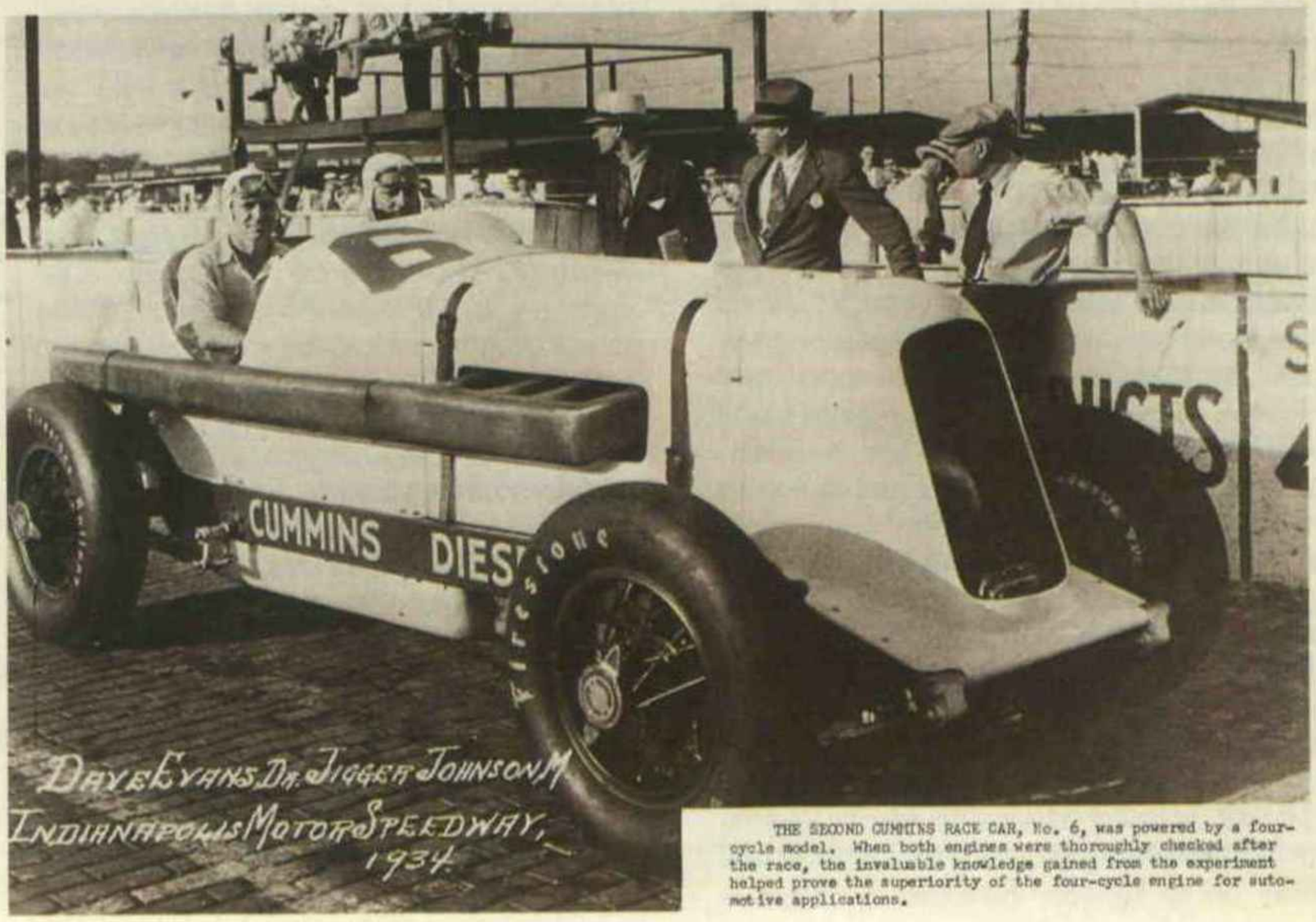
> "FWD had arrived on the American course when here we were only just coming to terms with it."

But in England some of the top Indy competition seemed to be among all-alike Millers or Duesenbergs (in 1925, for example, of the 22 starters 12 were Miller Specials, four more were Miller-engined and four were Duesenberg Specials). Never mind that FWD had arrived on the American course when here we were only just coming to terms with Alvis's adoption of it, and that in 1931 a Cummins Diesel finished the Indy race, but it was 1933 before Eyston was demonstrating a diesel car at Brooklands.

The fact that de Paolo had won the "500" at over 100mph for the first time by 1929 in a centrifugally supercharged 122cu in straight-eight Duesenberg, in the 13th race of the Indy series (relieved by Batten for just 34 minutes) left us cold, for had not the winning Bentley in *our* initial "500" averaged 107.32mph? Nor did the Indy pitstops in the 1924 "500" impress, a race dogged by tyre trouble, when these averaged 6½-minutes a car, remembering that the very heavy wheels of the Napier-Railton took only 1½ minutes to change in the Brooklands "500".

No, the great Indianapolis 500-Miler was a race apart, with its parades of bands and flags and drum-major females beforehand, the enormous build-up, with keen spectators queuing for two days before the Speedway gates opened, the pre-race qualifying, the employment of a pace car (of a different leading make each year) to lead the rolling pack away, and the race being slowed during rain or accident. All this had yet to come to our tracks, at a time when America was a long way away — no Transatlantic air-lines then, and Concorde sixty years in the distance. . . Those who did go to see this unique and historic race came back with tales of the dedication of the entrants, the cleanliness in the "Gasoline Alley" garages, and the pioneering not only of very quick small-engined specialised racing machinery but of front-wheel-drive, supercharging and balloon racing tyres. But we would have missed the amateur atmosphere and fascinating mix of cars old and new, that were the attraction of Brooklands Motor Course for all the 28 years of its active existence.

I hope it was just distance, not sour grapes, that stopped many of the "Right Crowd" from going to watch the top American track race, because European cars never made the grade at Indianapolis after the 1919 Peugeot victory of Wilcox, until those of the Maserati driven by Wilbur Shaw in the "500s" of 1939 and 1940. Later, of course, the British, with their odd-to-Indy-eyes



THE SECOND CUMMINS RACE CAR, No. 6, was powered by a four-cycle model. When both engines were thoroughly checked after the race, the invaluable knowledge gained from the experiment helped prove the superiority of the four-cycle engine for automotive applications.



The Brooklands bankings were far steeper than those of most American speedways. Below, another specialised Indy-car the Novi Governor Special driven by Ralph Hepburn, which in 1946 set the fastest ever lap to that date, at 134.449mph (11 years before that the Brooklands lap-record stood at 143.44mph). The compulsory Firestone tyres, front bumper and the driver's crash helmet would have seemed unusual to Brooklands' habituees.

rear-engined racing cars beat the Americans at their own game, with Jim Clark winning in a Lotus-Ford in 1965 and Graham Hill following the pattern in 1966, driving a Lola-Ford.

What would those who boarded one of Cunard's luxury liners back then and made their way to the "Motor City" have seen? Let us look at the 1925 Indy race, as representative of the vintage years.

The overseas visitors would have found the 2½-mile track not an oval, as Brooklands is so often also wrongly described, but a square with its four straights joined by those gently banked curves (at an average of 26deg) with a radius of 840ft. The longer straights were 3301ft long, the connecting ones 660ft long. The track was 50ft wide on the straights and 60ft on the corners, compared to Brooklands' more generous 100ft. The Indy surface was constructed with 3,200,000 bricks grouted with cement, an unique structure, as deserving of eventual preservation as the concrete structure of Brooklands was denied it.

After the razzamatazz that day in 1925, with American flags aloft, Army aeroplanes having a look, and around 1,000 bandsmen and players providing the sentimental music, more than 145,000 spectators settled down to watch a race that was to last for over 5½ hours before the last finisher, Bordino's Fiat, was flagged off. It was to win de Paolo 27,800 dollars. Twenty-two cars roar off as the Rickenbacker pace-car, driven by Eddie Rickenbacker himself, moves away, having been signalled by starter Seth Klein. The onlookers peer down the course, to see de Paolo in the Duesenberg leading two Millers. The eventual winner made a bad start but had recovered and did his first lap at 104mph. The Duesy is smoking but going great guns, followed by a string of Millers. The Italian ace Bordino, the supercharger of his Fiat very noisy, goes into his pit for fresh plugs, as do several others. The average speed is some 5mph up on the 1924 race and the new Firestone balloon tyres (all 30x5.25, at approximately 30lb pressure) are standing the pace well; a total of 36 were changed during the race but the winning car was given only one new wheel, on its n/s rear (whereas the counter-



clockwise lappery caused 17 drivers to require fresh o/s rear tyres).

So they storm round. Bennie Hill (surely not *that* one?) is in his pit for 85sec for shock-absorber adjustments. But the first retirement is a Miller, with a steering-gear-key sheared. After 125 miles Shafer's takes the lead, to yells from the grandstand. Herb Jones (Miller) smacks the wall. Bordino injures a hand and has hospital treatment while his co-driver takes the troublesome Fiat on. Even de Paolo blisters his hands and needs Batten to take over for a while. Hartz (Miller) has a tyre go and smacks the wall. The lead changes to Lewis (FWD Miller) with de Paolo's stop. Then Cooper (Miller) hits the wall and Hepburn (Miller) has a 35sec stop for gas, oil and water and two wheels changed. However, de Paolo resumes, now third, and sets about wearing down Lewis's long lead. Then Gleeson goes into the wall, and with less than 75 miles to go de Paolo leads again, chased hard by the FWD Miller, now with Hill driving. A desperate battle is joined between the Duesy and the FWD Miller, entered as a Junior 8. De Paolo's pit warns him not to overstress the engine and with the crowds on their feet he takes the flag, 1min 32sec ahead of his rival, who has also averaged over 100mph, as has the third car home, the Shafer/Morton Duesenberg (100.52 and 100.18mph). The winner's average was 101.13mph. Four Miller Specials follow this trio home. In spite of the accidents, far more in one race than we were accustomed to expect in many years of racing at Brooklands, no driver was, that year, seriously hurt. For Pete de Paolo it was into Victory Lane and kisses from a film star, another Indy feature not yet introduced to the European race scene.

So Indy was different, but exciting and fast. And well supported — 46 entries in 1938. There is little wonder, though, that it remained confusing to European race-followers, when even in the mid-1930s odd names disguised the make-identity of the cars — the 1935 race for example was won by a Gilmore Speedway Special, at 104.86mph, from a Pitting Special that lost by 40sec, third place by "Wild Bill" Cummings in a Boyle Products Special. And when Wilbur Shaw won in 1939 and 1940 in a Maserati 8C, averaging 115.035 and 114.277mph respectively, slowed the first time by a fatal accident, the second by rain, the car was called a Boyle Special. Mercifully, Ragarti's 8CL was given its maker's name. . .

And what do you make of Quillen Refrigerator Special, Chicago Flask or Indiana Fur Special? (At Brooklands a car's maker might be consulted, if an entrant wanted to use his own designation — Napier about Auto-Speed-Special and Lagonda re the Eccles Special, for instance).

No, the Indianapolis "500" was, in those times, undoubtedly different! But it was until recently a great and historic track race. I hope its former glory will one day return. **W B**

UNUSUAL JOURNEY



A surprising car for African explorations; a Standard 12 of a similar period.

David Filsell, as I do, likes to find rare books about motoring. The one he lent me recently, *The Road to the Nile* by Wilson MacArthur (Collins, 1941), must now be what is now known as a "Collectors Item". It is about travel in the Western Desert and the Army of the Nile, on the eve of World War Two. Although many adventurous journeys by car of a similar nature had not been unusual, even many years before this one, the unusual thing about this journey is that it showed what could be achieved by a normal British family car, a 1938 Standard Flying Twelve saloon (EYW 397). Not perhaps quite the sort of car one would expect to be trusted to cover more than 17,000 miles in Africa, fewer than 2000 of them on tarred roads.

But that is what MacArthur and his wife used, setting off just after the Munich agreement, helped in the matter of maps by the AA. Fog reduced the Dover–London run to a six-hour crawl. Then it was constant rain and snow all the way through Northern France, to entrain through the Simplon tunnel, the Pass being closed by snow. The natives were friendly and seemingly relieved, if anxious, that the spectre of war had been removed from their midst. Then it was a drive through Italy, from Domodossola to Syracuse, with *aggi festa* making services and supplies impossible, due to national holidays. . . (Customs clearance took 10 minutes in Calais, less than five at Jougue into Switzerland, but more than two *hours* at Domodossola and then only because a young officer wanted to see the British car's engine.) Italy was seen as a country with roads planned with pride, vigour and vision by *Il Duce*, but with too few cars to use them, petrol and the cars themselves expensive, the Italian middle-classes heavily taxed. Almost all the cars encountered, except in the industrial north, were "fussy little Fiats, smaller than Austin 7s".

Second-class on the *Citta di Bengazi* took the travellers from Syracuse, bound for Lybia. The AA had said that Palistine was out because of renewed unrest, and the Spanish Civil War meant that the Libyan entry to Africa had to be taken. From there the quite standard Standard would travel eastwards over the tracks of the Western Desert to Alexandria and the Nile. An Albanian hotel porter had looked down on the car in the square below and called it the "Black Beetle", and the name stuck. (Do you name your cars?) So here is another book about desert pilgrimage by car, Macarthur and his wife sleeping in the Standard at night, or in a tent attached to it. At the frontier post at Amseat, Fort Capuzzo, they were told what a lonely place this was. About one car a month went through; a big American one driven by an Englishman and his wife in the past week, but that was all. "How fast?" asked the official, of the Standard. "She did nearly 120kph on the Milan autostrada", he was told, "and 125 all the way from Naples to Pompeii on the same type of road". Some hours later they were down to 10mph. The tarmac had ended after a few yards and the desert had begun. Lybia, developed at last by Mussolini, was over; they were in Egypt. At Mersa Matruh cameras had to be sealed; Shell was poured clumsily into the car's tank from four-gallon cans by native boys. But no oil or water was needed. Between Sollum and Sidi-Barrini MacArthur removed a front wheel the better to grease the car, which fell off the jack. A puncture then revealed that the nuts on the other front wheel were immovable. Tyre or tyre-valve trouble caused by the sand meant pumping up tyres, which couldn't have been much fun in the desert heat. And so the story unfolds — another about desert motoring and the history and customs that it reveals. Of course, the car had a rough time. Of course they got stuck — but got out unaided.

The car ended this 20,000 miles to and through Africa plastered with dried mud, sand stuck to the body, wings and windows, brake rods caked with sand. The grease nipples were a solid mass of sand and the grease in the wheel hubs had thinned with the heat and forced its way onto the wheels. Otherwise this Flying Standard Twelve was unharmed, but it was afterwards left idle in a Chiltern village in England, as war engulfed Europe. I though that this might interest the Standard MC, of which I have not herd much lately. Which reminds me that on the way home from VSCC Colerne, approaching Gloucester, we saw a fully-laden Standard Eight or Ten, now a less common sight than, say active A30 or A35s. Perhaps it had been encouraged out of exile by the Exempt Licence situation, or been in regular use for a long time? **W B**

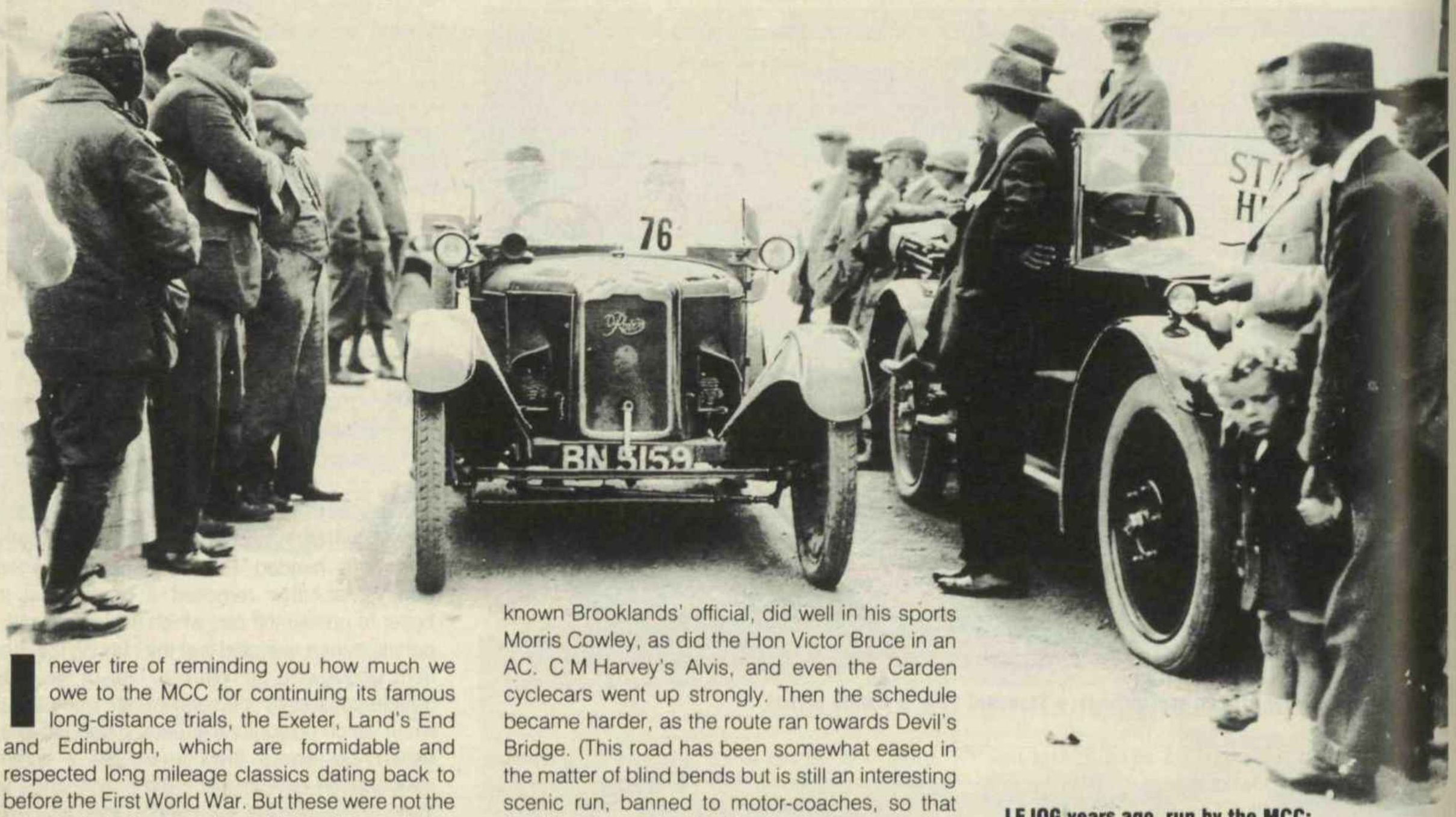
OUT OF THE PAST

Came upon an interesting item from long ago, while looking up information for another article. It is customary for the MCC to appoint a few of the big entries they get for their classic long-distance trials as voluntary Travelling Marshalls, i e drivers who can compete in the normal way but who are also prepared to keep a watch on how the event is proceeding and, I suppose, drop out to render assistance when emergency arises, which I do not think has ever happened. But back in 1920 a separate Official Car was apparently appointed. What I find interesting is that it has been described as a 90hp Itala, driven by B Alan Hill, secretary of the trial.

Now this was obviously an exciting and aged motor car, which, in fact, succumbed to loss of compression about halfway along the route, and there was speculation as to whether it would be able to surmount the hills that then encompassed it and return home. . . Could it have been the 1908 GP Itala made famous in post-war times by Cecil Clutton in VSCC Edwardian events, or the even bigger 1907 Coppa Florio Itala which was restored and on view at the National Motor Museum at one time? (As far as the Assistant Curator can tell us, it is still there.) I do not think that the rated hp of either was as high as 90, but this was at a time when, generally speaking, motoring history was not quite so closely followed as it is now, and in writing a news snippet a journalist might well quote this hp to imply a large car without being specific. However, I think the car Clutton eventually acquired would have been in a shed behind a Norfolk pub at the relevant time, and the other racing Itala enshrined on the Isle of Wight.

However, it seems that Itala made a production version of the 1908 GP car, with the same size engine, rated at 59.6hp, so perhaps Alan Hill used one of these 12-litre monsters, listed at £1,200 as a chassis in 1913, although I believe these were officially known as the 120hp model. Or maybe Alan Hill was driving one of the smaller but no less unusual rotary-valve Italas? We shall presumably never know, nor whether the car was left to rot somewhere in rural Devon. As a stark contrast, in the very next MCC trial, the 1921 London-Edinburgh, this driver elected to compete at the wheel of a Rover Eight. **W B**

DISTANCE NO DETERRENT



LEJOG years ago, run by the MCC: A W Morrish's Rover Eight faces the 875-mile Run.

I never tire of reminding you how much we owe to the MCC for continuing its famous long-distance trials, the Exeter, Land's End and Edinburgh, which are formidable and respected long mileage classics dating back to before the First World War. But these were not the only such tests open to ordinary drivers in the days when cars were less accommodating, but more fun, than they are now.

I am thinking for the moment, not of the great adventure runs across Continents, like those well covered in the books of Tim Nicholson, or the seemingly endless endurance marathons sometimes undertaken by Mon Lecot and his indefatigable breed, nor National trials like the Scottish and Welsh Six-Days, etc. I just never fail to be impressed at the things less professional drivers used to get up to, for amusement and a challenge, in other far less well-known tests of a similar kind. For instance, in 1921 the Ealing & District MCC, hardly a leading organisation, decided on a 336-mile trial from London to Holyhead, with some tough gradients to be observed *en route*; at that time the classic MCC London-Exeter trial involved an out-and-back distance of 318 miles. It might have been surmised that, at this period not much of an entry would have been forthcoming. In fact, sufficient drivers took part in this long haul to make it worthwhile.

They started from the *Berkeley Arms* at Cranford near Hounslow (then open country from where the first cross-channel air service had operated) from midnight, the first time-control at Ann's Garage in Faringdon. All arrived to schedule, but soon Rex Mundy, the KLG plugs rep, was in trouble with his Deemster's lubrication system, needing a temporary repair. The next check was in Gloucester, where time-keeper Gibb provided refreshments for the competitors. Now dust-covered and weary, the driver of a little Le Zebre went to sleep and ran into a ditch, without any damage. But no doubt he was as pleased as any to take breakfast at the *Hop Pole* in Hereford. After Rhayader the going became tougher, with an observed hill to climb. W Cooper, the well-known Brooklands' official, did well in his sports Morris Cowley, as did the Hon Victor Bruce in an AC. C M Harvey's Alvis, and even the Carden cyclecars went up strongly. Then the schedule became harder, as the route ran towards Devil's Bridge. (This road has been somewhat eased in the matter of blind bends but is still an interesting scenic run, banned to motor-coaches, so that timid tourists prefer the A470/A44 (if you can find it, there is an interesting road on the opposite side of river to the A470, as far as Llangurig).

In 1921 a dozen water splashes had to be negotiated on this section, but the Morrises of Cooper and photographer W J Brunell were untroubled. A 15mph average here included a hill at Stay-a-Little above Llanidloes (still the better scenic route to Machynlleth) which the TB and Morgan three-wheelers and the tiny Cardens ascended splendidly. The real obstacle was the notorious Bwlch-y-Groes pass. Here Billy Cooper and H F S Morgan seem to have been the best performers but Will Jowett in his 6.4hp Jowett came up slowly, as did Brittain's boiling Calthorpe. The AC and a GN found the bleak gradient impossible, the Le Zebre shed its passenger for a short distance, and Cushman's Bugatti stopped but got going again. Beatson's big Hudson got to the top fairly well. The last check was at the Bala lunch-stop, after which the roads to the finish at Bangor were described as "defying description, dust rising in clouds". However, 17 survived this long run.

Before this the Junior Car Club (junior only in name and soon to achieve lasting recognition with its 200-Mile Race at Brooklands) had held its second London-Manchester Run, stiffened up since 1920 by the inclusion of Kelstedge, Man Tor and Castleton hills, but described as "just a day's jaunt for pleasure" with some picturesque scenery included. All 67 starters, except the LM which appeared to have a slipping clutch, got up the 1-in-7 first observed hill. The Silver Hawk and Cushman's 16-valve Bugatti took it as if a timed climb, sliding the corners, and even the leading red AV and the Cardens managed it, although the latter were inclined to four-stroke. Long before that, however, Harvey's Warren-Lambert had a choked jet and a defective foot-brake, tyre trouble stopped others, a Fiat had to be towed to Towcaster to have its magneto repaired and a motorcycle had rammed an AC.

The Peak District took its toll, of a Richardson with a split radiator, the Surrey, a Carden with a faulty magneto, Harvey's Warren-Lambert, and the Mercury — names that should excite historians — and the Zebre ran on precariously with its o/s front wheel adrift. Otherwise this long drive was accomplished successfully by 56 entrants, which included more now-forgotten cars, such as Tamplin, Unit No 1, Crouch, TB Meteorite, Horstmann, Marlborough, Ashton-Evans, Eric-Campbell, Deemster, Charron-Laycock, Temperino, Secqueville-Hoyau, BAC, Cluley and Castle Three. The Midland Hotel provided supper after the Run, and a JCC film was shown.

These were not the only clubs to offer endurance runs; for instance, the Midland AC organised a 24-hour trial in 1921. Nor is there anything new about LEJOG. Although in vintage times completing the route was regarded as enough, whereas in the 1990's Land's Ends-to-John O'Groats Run observed sections and tests are included, there was no lack of enthusiasm for this formidable haul in the 1920s, when it was part of the fare open to MCC members, on motorcycles, three-wheelers and cars. There had been single-vehicle dashes between the far-spaced places from the very early days, starting with Henry Sturmey's run on a 4hp Daimler in 1897. But for ordinary drivers in ordinary cars it was still a considerable feat of mechanical reliability and crew endurance.

In 1924, for example, when the MCC restricted its LEJOG to 36 car entrants, as well as 48 motorcycles and two three-wheelers, the list was quickly filled. Then, as now, Austin 7s were in

evidence and well-known competition drivers entered, such as Walsgrove and Havers (Riley), Donald Healey and Sangster (Ariel Tens, the latter the designer of the Ariel flat-twin engine), Moss-Blundell in a Rhode, Tatlow with a Lea-Francis, Driskell (DFP), and Bliss in his aged Fiat, all ready to prove their competence. But the mind rather boggles at doing this Run in a Rover Eight, which is what one masochist proposed.

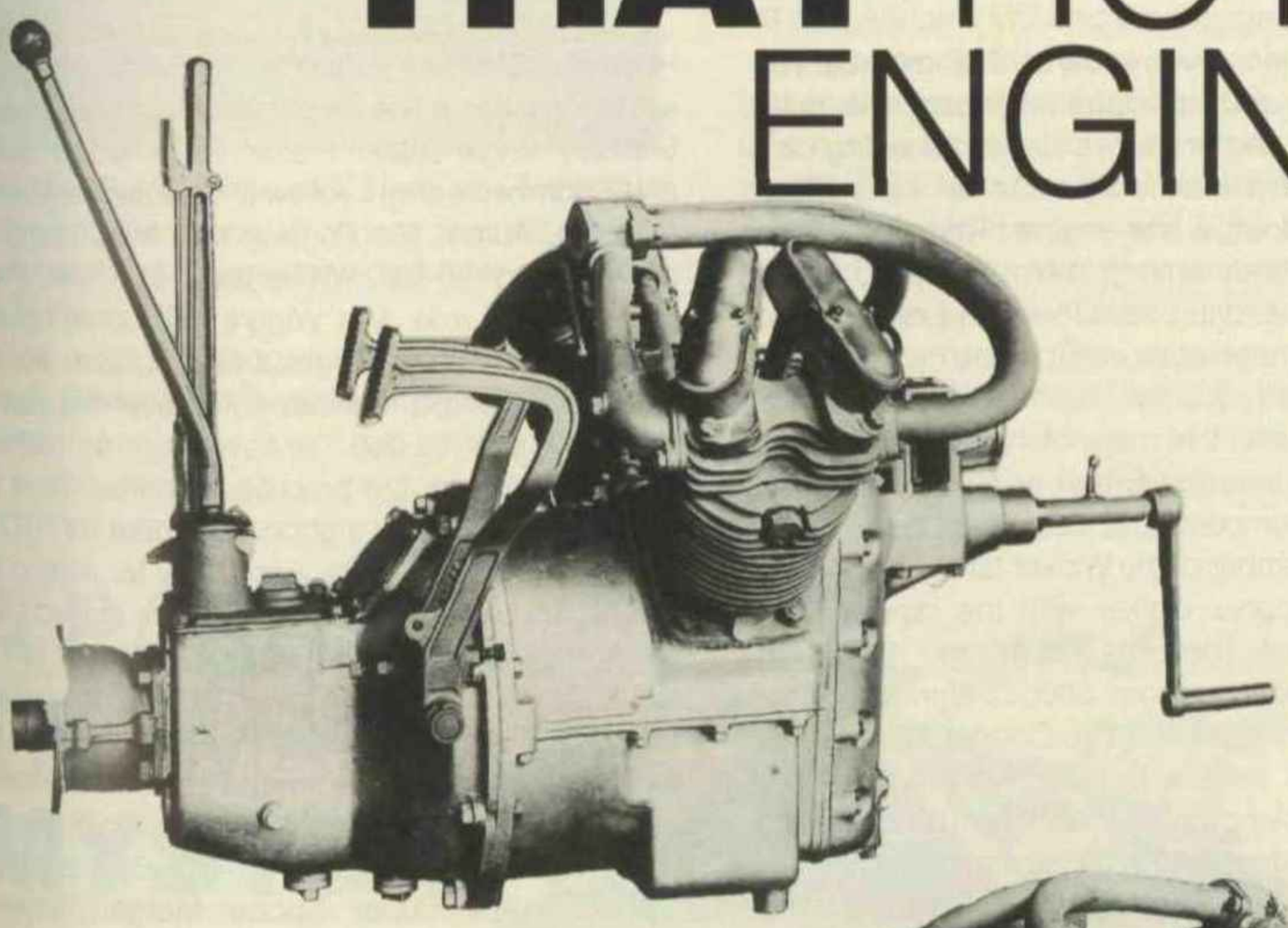
The first car left Land's End at 5.25am on July 8 and was expected to arrive at John O'Groats by 8.45pm on July 11. Two ABCs were in the hunt and those who looked for a more comfortable ride turned to American cars, a 24hp Durant and a 15.6hp Durant-Rugby. Two Straker Squire light-cars, a Palladium, a Westbook and a Seabook were also listed.

The 875-mile route followed was Exeter, Worcester, Bridgnorth, Preston, Kendal, Carlisle, Lanark, Crieff, Kingussie, Inverness, Dingwell, Golspie and Wick, over roads unbelievably poor compared to those in post-WW2 days. The roads were somewhat trying in the industrial area of Lancashire. Breakfast was taken in Carlisle at the Country Hotel, after which the rain set in. Beyond Abington the roads got progressively poorer, and from Crieff and down the Sma' Glen they were appalling. Yet the scheduled average speed was generally maintained, even in drizzle rain over the Grampians. Supper was had at Kingussie, no doubt to Driskell's relief, as he had done the night section on a gas generator and one old Lucas motorcycle lamp tied to a front mudguard. More rain and darkness to Golspie, where a buffet breakfast was provided. Berriedale climb was no problem and the A7s of Poppe and Milton "buzzed along impressively". The Palladium and Westwood carried a full complement of passengers but went up well. The only casualty seems to have been a motorcyclist who fell asleep and was taken into Carlisle in the competing Austin 20. In fact, all 30 cars completed this 48-hour run including two Scottish ones, the Arrol-Johnston and the Galloway, driven by the Leveretts. Tyre selection had been interesting, Abbott Brown's sports 12/50 Alvis on 145mm Englebert low-pressure covers, the Palladium also on balloons, while Healey had the new Avon I p tyres on his Ariel; Sangster's Ariel was a sports model, named "The Tomato". Non-starters included McCorquodale's 30-98, a Gwynne 8, Seabrook, 25hp Vauxhall, an ABC and Lawton Goodman's Whitlock light-car.

I do not want to labour the fact that even in earlier times many tough long-distance trials took place. But perhaps those doing the next LEJOG, and those intrepid A7-ists who hasten from John O'Groats to Land's End may like to spare a thought for these indisputable feats from the past.

W B

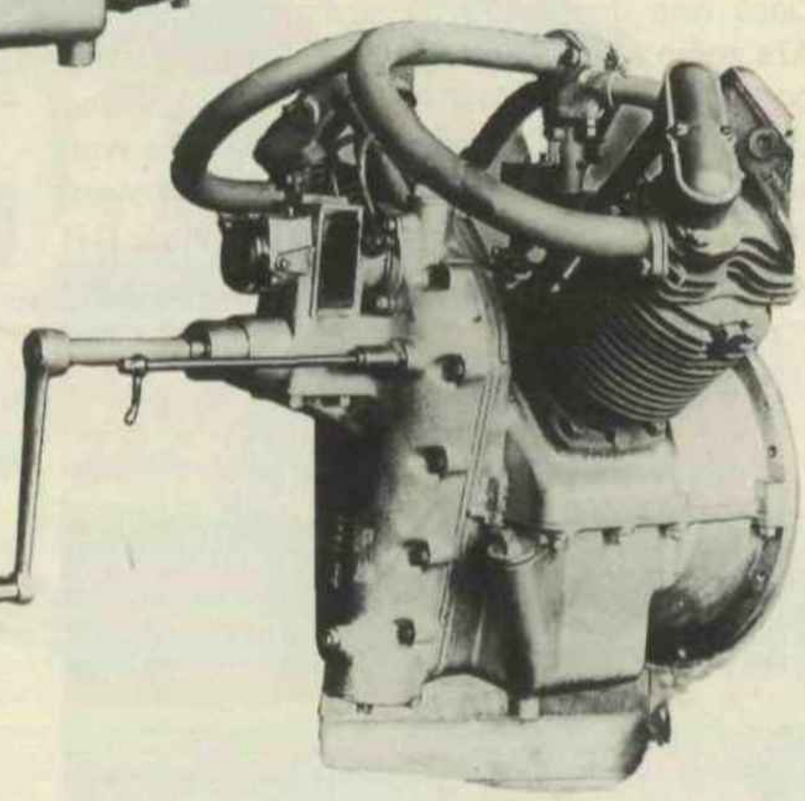
THAT HOTCHKISS ENGINE



Hotchkiss V-twin engine as modified for BSA trike

Last month we referred to the vee-twin Hotchkiss engine, in association with some comments about air-cooling. It was an engine destined to give good service in BSA cars made by the great Birmingham Small Arms company, first in the BSA Ten light car which was made from 1921 to 1925, one of which the Threlfalls have campaigned successfully in VSCC events in recent times, and later in the BSA front-drive three-wheelers made from 1929 to 1936 (until a water-cooled four-cylinder was substituted) and also as a four-wheeled edition of the three-wheeler, although the latter must by now be a very rare animal indeed.

As with other armament manufacturers, BSA had surplus production capacity when there was no major war in progress, and this was turned to making car engines; William Morris was glad to avail himself of the four-cylinder type for his Morris cars. Until, that is, he bought the Hotchkiss company, after which BSA obtained the rights to the air-cooled vee-twin engine. The earlier engines were made at the Coventry Hotchkiss factory used after Germany had overrun Paris to



Note hot-spot manifold, geared-up starting handle and decompression lever.

ensure that munitions would still be available; the company was to a degree British-controlled. It seems that Hotchkiss may have intended to make a light car of its own. The vee-twin engine was tested in an old Morris chassis and tried out, or perhaps demonstrated would be more correct, in the 1921 MCC London-Edinburgh trial, disguised as an "Experimental" and driven by G S Bullock, who gained a silver medal. This may have been when BSA took note, or became more interested in using the Hotchkiss engine. I believe it was somewhat modified for its later adaptation to the Hulse-designed BSA three-wheelers, and made first in the Birmingham works of the Small Arms concern.

This well-made air-cooled vee-twin Hotchkiss engine was certainly well established in the first quarter of 1921. Apart from the award mentioned above, an experimental chassis registered as the "Blank" (HP 1787) had been run for 11,000 miles, and in the course of this testing had appeared in the 1920 MCC land's End trial, driver A C Hardy, result a gold medal. The design of the engine was simple yet advanced. The cast iron cylinders were angled at 90deg, the bore and stoke being 89¾ x 85mm (1080cc). This gave a taxable rating of 9.9hp, although the "Experimental" was declared as a 12hp car, presumably as a disguise. The aluminium pistons had H-section con-rods with roller-bearing big-ends, and the crankshaft ran on ball bearings. The overhead valves were operated by enclosed push-rods and rockers encased in cast-iron covers, the camshaft being central. Later modifications included a built-up crankshaft, the gear-type oil pump transferred to the bottom of the sump, and the exhaust pipes curved to merge into a single pipe constituting a hot-spot for the inlet manifold.

On the assumption, perhaps, that twin-cylinder engines can be hard to start, the BSA starting handle was geared up 2-to-1 via the distribution gearing, and a half-compression device fitted. In standard guise this little engine produced 17.5bhp at 2500rpm but it could be tuned to give just over 20bhp at 2600rpm by increasing the compression ratio from 4.45:1 to 5.0:1, and installing a different camshaft. BMEP was notable, being from 93 to 115lb/sq in. With flywheel the engine weighed 190lb, or 11 lb/hp in tuned form, with the thick cylinder walls and pistons and valve port finning used to ensure efficient cooling under road conditions. I wonder if Tom Threlfall was able to obtain one of the "racing" camshafts? As no doubt was Capt Brittain for his trials BSA which lapped Brooklands at over 63mph.

W B

FINE AT COLERNE



Sophie Walker, left, in her class winning Frazer Nash. Above, Rankin's 1907 FIAT queues for take-off. Right, Biggins prepares to board his Vauxhall bomber.

It was fine for this year's VSCC Colerne speed-trials on April 20, whereas last year the rain was so heavy and continual that it is still remembered. A wet course ruins a sprint event, with fresh records impossible and no chance of seeing whether previous individual times can be improved upon. Fortunately, this time rain confined itself to a shower in the late afternoon, so all went well at what is a major VSCC fixture, its only straight sprint since Weston Super Mare went out of bounds (Curborough has curves).

The Colerne aerodrome course is ideal for competitors, with its wide runway permitting running in pairs, with 'in your own time' starts. Spectators fare less well, as they are not permitted to line the runway, so see the action only from the rear, as it were (this applies even to Press photographs, which is why our pictures are paddock shots). The cars are timed over ¼-mile and km. The paddock (actually a taxi-track, with unlimited space) is a hive of interest and as the cars come up for their runs in any order, the start line-up gains in variety. In fact, there were 11 classes, for cars up to pre-1960, and four main awards with emphasis on the Colerne Trophy for vintage runners. If you know a VSCC member you get in free and spectator attendance is quite astonishing and produces some interesting cars — this year a Hands light-car, an early 2-litre Lagonda saloon, a rear-engined Tatra and a Riley 9 with van body among them. The prop-driven Leyat was motoring about well and deserves to be demonstrated at an event where more spectators can see it.

It was notable that many of the faster cars were absent this time (no ERAs) and that sports car entries outnumbered the racing cars by 78 to 46. The only member of the Walker family competing was Mrs Sophie Walker with the rapid Frazer Nash Special. The post-war historic racing car class included some 500cc entries, rather optimistically against 2-litre Cooper-Bristols. But it was nice to see the Djinn out again, twin silencers poking out behind. The 1000cc racing class was dominated by seven home-brewed A7s some with aluminium bodies based roughly on the Ulster but Diffey's had a "Manx" tail. The challenging All t'Cok failed to start. Tew's Wolseley Hornet four-seater had its screen removed, the 1918 Stutz ran screen-up. The Burrell s/c R-R V12-engined Bentleys ran together, the Hotchkiss/Citroën Chevron Lasange single-seater now has a fine Brooklands-type tail, Day's Shelsley single-seater Frazer Nash stood out, and Coombes's bright yellow D-type Jaguar even more so. Author Nic Portway and Miss Lemon drove smart 30-98s, Whitehead sat over the Japes's back-axle, Mrs Wigg's MG could have won a beauty prize, Rogen's Frazer Nash wore number "1" and a tonneau-cover over the passenger's seat aided streamlining on Miss Clarkson's 'Nash. On practice form Paul Jaye's 2-litre GP Alta looked a good contender for FTD.

As to the action, there wasn't any for Allison's MG, which broke its back-axle. Moore stalled his MG's engine, Satchell's Kieft 500 was very difficult to start — after being towed up and down the Paddock it almost stopped in a few yards but recovered to continue but with valuable time lost — but all of course, had two timed runs. Good starts were noted by Flack's 8-litre Bentley and Towell's 1929 Super Sports Morgan three-wheeler, with smoking back tyre, and Michelmore revved his FWD Alvis's engine freely. Hare's 1923 Newton and Lindsey's Wolseley 1934 single-seater were among those going well. Of the aero-engined cars, Roger Collings was well satisfied with his runs in the 19-litre Mercedes-Maybach, which went through the speed-trap at 102mph, having accelerated rather more slowly than Biggins's 12-litre Hispano V8-powered 30-98 but soon drawing away; they were in different classes anyway, as Collings's car is an Edwardian, the other not, although both were conceived in recent times. Wiseman ran *his* 2496cc vee-four JAP aero-powered GN in the pre-1940 racing-car class, to put in a jot of confusion; it made smoke and is not yet on form. (Terminal velocity is timed over a very short end-of-course distance; slow cars would be at their maximum before reaching it, very fast cars likewise, but the heavier ones could still be accelerating, thus the Mercedes-Maybach could well have exceeded 102mph on say, pre-war Brooklands).

Other Specials included the fearsome 2550cc Hornet with dual Harley-Davidson vee-twin engines, which Piattaway released well and spectacularly, Knight's Dodd Special and Buxton's GN, apparently a FN with Ford power. Jo Moss



Paul Jaye checking with Clerk of Course that he is next after the miniature Austin.

VSCC WELSH LIGHT CAR WEEK-END

(March 30/31)
The results of this event were not available in time for last month's report but we now append them: **Llwynbarried Trophy** (best overall performance): C Piercy (Trojan). **Edwardian Trophy:** I Rendall (1911 Marion). **Kate Hutchings Trophy:** (best young driver): Miss C John (A7). **Road Run: First Class Awards:** A Thorpe (A7), Nondus Banning-Boddy (A7), P Diffey (A7), C Hancock (Humber) C Piercy (Trojan). **Second Class Awards:** P Clarke (A7), Sue Livesey (A7), Jane Woodburn (Gwynne). **Third Class Awards:** S Hurst (A7), D Marsh (A7).
Trial: First Class Awards: W Urry (Riley), Pat Stocken (Trojan), P Glenhill (A7), G Moore (MG). **Second Class Awards:** Jane Bereton (A7), Chloe John (A7), **Third Class Awards:** G Winder (A7), W Sellers (A7), M Bullet (A7), S Hirst (A7).

had her low-chassis 4½-litre Invicta going beautifully, Sparrowhawk's 4.3-litre Alvis ran hood up, and Rankin's replica Targa Florio 7.3-litre Fiat, the oldest car competing, had the right "Gatling gun" exhaust noise but was not very quick.

As expected, Jaye's 1938 2-litre s/c Alta made FTD, in 23.92sec, improving on the pre-war class record by 0.05sec and going through the terminal velocity trap at at 146mph on its second run. The Colerne Trophy for best vintage-car time was won by Ben Collings with the 8-litre Bentley in which he had driven to the course; fully road-equipped it clocked 25.48sec, and 136mph, after a fine battle with the other 8-litre Bentleys, Flack doing 26.17sec (135mph), Day's s/c car 27.55sec (125mph). Collings was faster than the V12 s/c 8-litre post-vintage Bentley-Royce, which did 25.96sec (128mph) on its only run. The fast lady



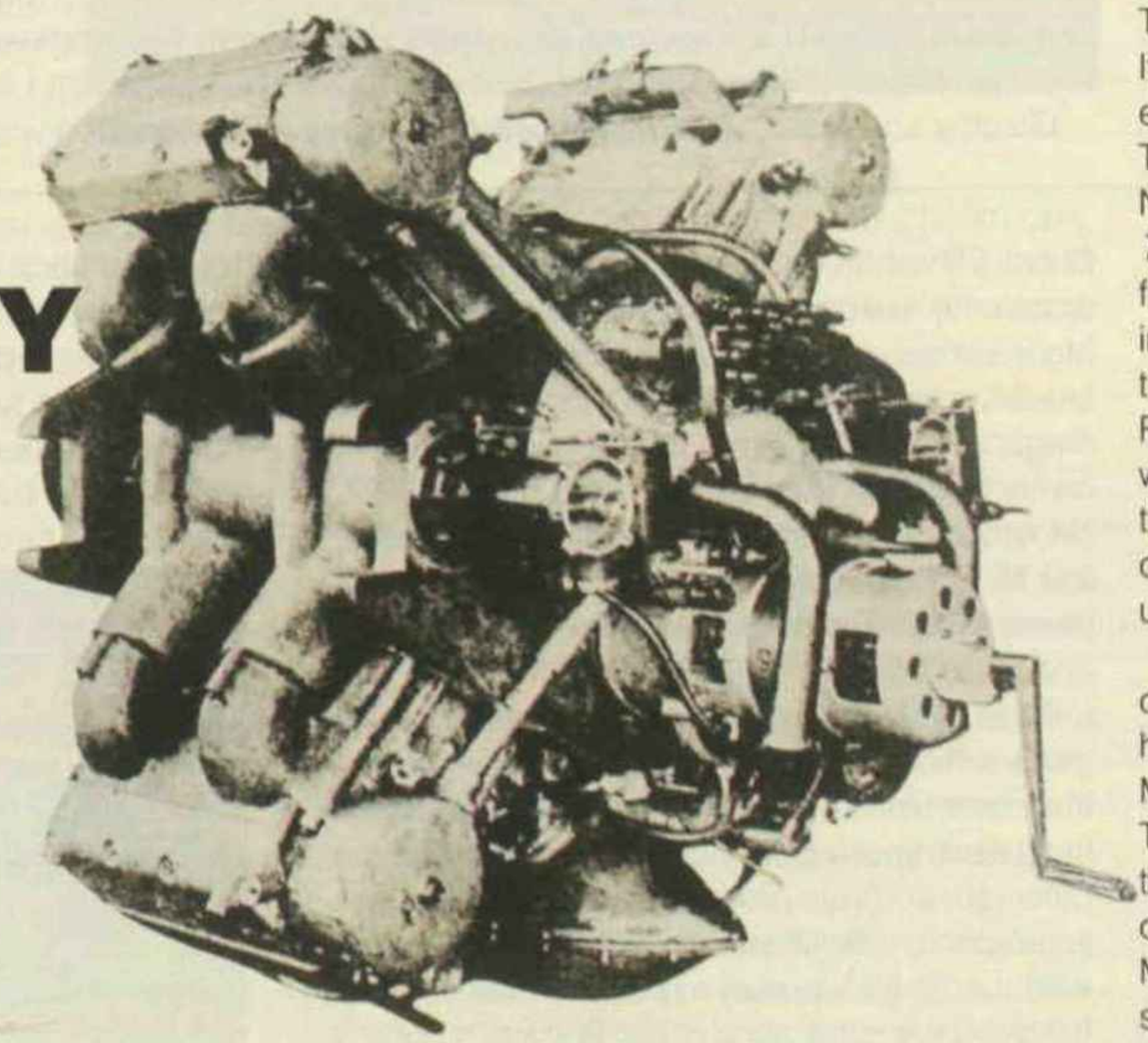
was Miss Burrell, who was 1.31sec slower than her father and the saloon which improved most on its handicap was Sparrowhawk's 4.3 Alvis, clocked at 34.74sec (96mph).

The vintage racing A7s had another close result, Baxter's s/c Seven winning with 34.03sec (91mph) from Diffey's non-s/c car, 86mph, and Miss Wilson's 84mph, at the speed-trap. Roger Collings's 19-litre Mercedes-Maybach won the Edwardian class on both handicap and time (32.61sec, 102mph) and smashed the aero-engine record held by the Metallurgique-Maybach, by 3.08sec. Second Edwardian on handicap was Ian Rendall's 1918 5.9-litre Stutz, 6.53sec quicker than Rankin's 1906 7.3-litre racing FIAT, their respective top speeds 68 and 62mph. Biggins's Vauxhall-Hispano V8 was the only runner in the post-Edwardian aero-power class, — 34.26sec, 96mph. Cars that failed to make the km-course from the start were the Allt'cok, Allison's MG and the Delage-ERA.

It is as difficult to report on a ruler-straight sprint (especially from the paddock) as it is to cover DTs. It is the results which really count. With some excellent motorcycle demonstrations and — ahem — bicycle races, and light aeroplanes flying in, including this year Hamish Moffatt's pre-war Gypsy Moth, Colerne is one of the top VSCC enjoyments. The class-winners follow (mph refers to terminal velocity, not average speed; where no vintage result is quoted a vintage (pre-1931) car won the class outright, over the non-vintage runners, as is appropriate to VSCC events. **W B**

Results:
Sports cars: J Baxter (Frazer-Nash), 32.31sec (96mph); J Guyatt (Delage), 32.88sec (101mph); Vintage, B Sudjic (Bugatti), 38.91sec (84mph); T Wakerley (Rapier), 29.71sec (112mph); Vintage, Mrs S Walker (Frazer Nash), 36.51sec (85mph). B Collings (Bentley), 25.48sec (136mph), Colerne Trophy.
Racing cars: M Dowley (MG), 29.63sec (110mph); Vintage, J Baxter (A7), 34.03sec (91mph). P Whenman (Lagonda Rapier), 28.93sec (115mph); Vintage, R Towell (Morgan), 31.06sec (102mph). P Jaye (Alta), 23.92mph (FTD 146mph). Vintage, P Irwin (Chevron Lasange), 34.06sec (90mph). **Edwardians:** J Roberts (Djinn-JAP), 27.38sec (119mph). R Collings (Mercedes-Maybach), 32.61sec (102mph).
Aero-Engined cars: D Biggins (Vauxhall-Hispano), 34.26sec (96mph).
1950s Sports/Racing cars: J Coombes (Jaguar D), 26.47sec (125mph).

A PARRY THOMAS **MYSTERY**



Parry Thomas's WWI aero-engine; what happened to the Thomas-Rapson unit?

The death of the most successful Brooklands driver of his time, J G Parry Thomas, at Pendine in March 1927, when "Babs" overturned during a LSR attempt, left racing followers stunned, and they debated how best to commemorate the great Welsh driver/designer. *The Autocar's* idea of a fund to maintain the "Babs" cot at Great Ormond Street Childrens' Hospital, remembering Thomas's great love for children, was quickly approved and sufficient money was collected to make this possible, with another to be financed at another hospital. (These cots were intended to remain for perpetuity but when not long ago I enquired if the "Babs" cot was intact, it had been forgotten. However, a Great Ormond Street Hospital official looked up the old records and found a reference to it and agreed to have put on the wall of a ward where it had probably once been, a small plaque as a reminder of it and Parry Thomas. . .)

In 1927 a staff writer had made the point in *The Motor* that the best memorial to Thomas might be the Thomas-Rapson aero-engine he had been working on, which "might bring the Schneider Trophy back to Britain". (It was held at the time by Italy, flying the Macchi M29 with 800bhp Fiat AS2 engine, at 246.5mph). This suggests that the Thomas-Rapson engine must have been in the Napier "Lion"/Rolls-Royce V12 category. In fact, *The Motor* described the engine as Thomas's finest work yet, so it must have been an outstanding piece of machinery. But nothing more seems to be known about it. Thomas used to drive Rapson's Lanchester 40 at Brooklands and one wonders whether this was all a publicity ploy by this avid inventor, notably of his famous Rapson double-tread tyre — Rapson's story was written up in MOTOR SPORT many years ago.

Yet Rapson and Thomas may have been more closely associated than is generally realised. It had been intended to take to the opening of the Miramas track in France in 1926 the Leyland-Thomas, entered by Rapson for the first time, and two Lanchester racing cars, for record attempts of up to 5000 miles, which seems rather odd as Montlhèry, which Thomas knew well, was better suited than the only slightly banked Miramas course, but maybe there were financial inducements. It is known that three racing Lanchester 40s were built and it is interesting that both were still in running order in 1926. The drivers were to have been Thomas, Rapson, Major Grattan and Capt John Duff, but Rapson had to go into hospital and no more was heard of this. So what was this Rapson-Thomas aero-engine?

Thomas had designed an advanced war-time X-formation engine (see MOTOR SPORT, February 1995) but this was abandoned by 1918. It would in any case appear to be too bulky and underpowered for the racing seaplanes of 1926/27. Any ideas? **W B**

CARS IN BOOKS

To be recommended to those who like reading in detail about the 1899 to 1936 period, there is also a little of fascinating motoring interest in the first volume of *Dorothy L Sayers's Letters* (Edited by Barbara Reynolds, Hodder & Stoughton, 1995) sub-titled *The Making of a Detective Novelist*. (I have to say that for me no fictional detective other than the immortal Sherlock Holmes has much appeal — especially if their creators are copyists of the great Sir Arthur Conan Doyle.) In this very readable book we find reference to the motor-cars whizzing dustily along the road past Lake House, near Stonehenge, in the summer of 1910. There is also the letter Miss Sayers wrote warning her mother in 1922 that she would be arriving with a man, on the back of his motorcycle. She said that Brooklands was his native heath, which made me wonder, did he work (as a fitter) for the racing fraternity? Or was it just that Brooklands had become a name for things motoring, and known to the letter-writer as such? (I can find no evidence that this chap, Bill White, ever raced there.).

Later on it becomes clear that Miss Sayers had a motorcycle of her own and it was presumably a sidecar outfit, as she intended taking her mother out in it; she much enjoyed riding it out of London, *circa* 1926. She expresses dislike of draughty cars but in that year was persuaded by her husband to put up with a Belsize-Bradshaw coupé, which was not fast but had "a very sweet little engine". And here is yet another non-motoring book in which Brooklands is mentioned — Dorothy Sayers confessing to having become quite a habituée by the summer of 1926, but finding that the motorcycles appeared faster at first than the cars. . . She also had a Ner-a-Car motorcycle, which at first gave much trouble but after it had been taken to pieces went better, but with not very good hill-climbing powers, so that it was confined to comparatively flat country and she later looked for a more powerful outfit.

It also contains a reference to how sad Dorothy, now married to Atherton Fleming (Mac), motoring correspondent of *The News of the World*, felt when their friend Parry Thomas was killed at Pendine. (Mr Fleming is said to have raced at Brooklands, which I cannot confirm or deny). Finally, re my earlier remarks, Dorothy Sayers does not come into the anti-Sherlock Holmes category, for she wrote sympathetic books about his cases, as her letters convey. So not only Brooklands Society members but those of the Sherlock Holmes Society are prospective purchasers of a copy or two of this and its promised successor.

In kindly writing to give me permission to quote from the above book, Dr Barbara Reynolds referred me to one of her earlier books, *Dorothy Sayers — Her Life and Soul* (Hodder & Stoughton, 1993). This has a chapter titled *A Man and a Motorcycle*, which has a photcgraph of Bill White astride a machine I cannot identify. He is described as a car salesman, and brought Dorothy to that Christmas lunch at the Sayers's home in 1922 where her father, the Rector, ran a Model-T Ford sedan. It seems that White may have competed in the TT races, although I have not been able to confirm this. (He became the father of the novelist's illegitimate son, whom she kept secret from her family for many years).

Dorothy's husband, whom she married in 1926, is described as having taken part in motor-racing in the early days, "testing Daimlers at Caerphilly and elsewhere", for which company he was a publicity agent in 1911, attaining the acting rank of Major during the war and, when living in Hammersmith, being a friend of "racing driver and car-salesman Louis Contamin. (Millward may have been the driver of a Charron-Laycock at Brooklands in 1921 but of his partner I can find no trace). Dorothy put up with a car for her husband's sake, although he found it a drain on his resources, but in 1925 she bought the motorcycle, presumably the Ner-a-Car; her mother *did* go out in the sidecar and "liked going fast". I cannot quite visualise a Ner-a Car sidecar outfit and perhaps it was in solo form that the famous detective novelist covered the 99 miles to Christchurch from London in 4¼ hours, in the summer of 1925.

I am reminded from these very readable books that Dorothy Sayers put the short-lived car firms into *The Unpleasantness at the Bellona Club*. So it seems that I shall have to desert Holmes and Watson for a while and re-read this one. **W B**

OBITUARY

DEREK RUTHERFORD

Derek Rutherford, who was part of the successful Lagonda team at Le Mans before the war, has died aged 88. From an early age he competed in hillclimbs and races on cars and 'bikes, and in the '20s was riding mechanic for Maserati in the Ulster TT. At Lagonda he was in charge of testing, and had encyclopaedic knowledge of the marque and the people involved, including W O Bentley and Sir Malcolm Camp-bell.

After the war he travelled the world for Bryce, the fuel-injection company, and in retirement was well-known in his Bentley as a competitor and marshall at vintage events.

V-to-C **MISCELLANY**

The Humber Register is celebrating the 100th anniversary of the first Humber on June 30, with a run from Humber Bridge (the world's longest single-span suspension bridge) to the National Museum of Army Transport at Beverley, on Humberside, where a very large assembly of Humbers will be on view to the public. The last such Humber Register rally was held in 1983. Details of this one, by s a e to Reg Marshall, 78 Inglemire Lane, Hull HU6 7TP.



A reader in Queensland, Australia is trying to trace the early history of his Type 23 Bugatti tourer, reg no YO 4627, chassis/engine nos 2493/901, which he imported from Canada. There is no body-plate but the coachwork is thought to have been made by Cadogan in England. First registered in London in June 1926, the car was at one time in evidence among Oxford undergraduates, having been owned by Archibald Colquhoun of Christ Church in 1931, and then in 1933 it went apparently to a garage in Headington owned by a Mark Jones, who sold the Bugatti to Adrian Liddell, who sold it on to a Dr Sultan Karim in Singapore in 1981. From this owner the present owner bought it, from Vancover, in October 1994. He would like to trace the wife or daughter of the late Mr Colquhoun, to ascertain if he was the first owner of this Type 23, which has its original red and black body, re the Log Book.

The Bugatti's owner also possesses a pile of parts sufficient to build up another Type 23 and the same type of body bought in Sydney, which has beading of wood, not aluminium, as on the other car, and was probably made by Comptons in England. Identifications is sought, however. With the 30-98 Vauxhall more than ever in mind, following the publication of Nic Portway's book, it can be added that the owner of these Bugattis also runs a 1924 Velox (OE66/65) which it has taken him more than 50 years to rebuild. He says the gearchange is a contrast to that of the Bugatti, which has very close ratios, and that the Vauxhall brakes have to be applied just a little sooner than is necessary with the Bugatti, the Vauxhall's transmission brake having been disconnected in deference to preservation of the 3.3-to-1 back axle. Letters can be forwarded.

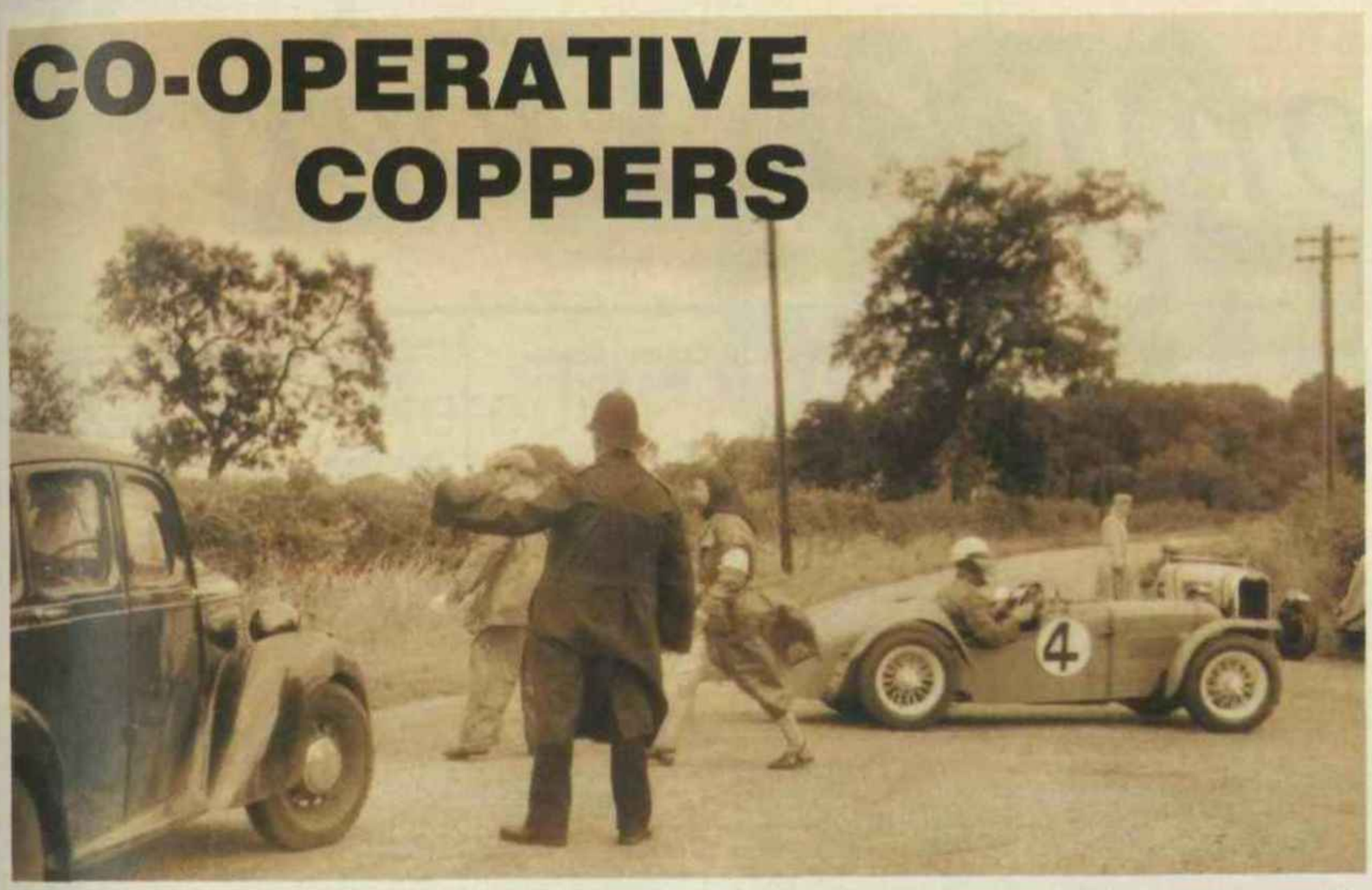




A reader has enquired whether the 1938 Triumph Vitesse he has acquired, previously owned by a person in Ormskirk, has a post-war replica body — see accompanying photograph. Letters can be forwarded.

Congratulations to C E ("Titch") Allen MBE, who has been awarded the prestigious Prince Henry Trophy of the National Motor Museum, for his work on behalf of the VMCC of which he is the Founder and which attains its 50th birthday this year. The Trophy is a fine model of a Prince Henry Vauxhall, and was presented to "Titch" by Lord Montagu of Beaulieu.

CO-OPERATIVE COPPERS



A policeman waves competitors across a public road on their way from Paddock to start of the 1950 Hants & Berks MC's Great Auclum speed hill-climb.

Along the century in which the motor-car has been invented, then improved to be made in vast numbers, all too much has been written about unfair, uncooperative and anti-motor-minded policemen. I have encountered such members of the Constabulary, but for a change I thought I would try to recall some that were different. . .

I seem to remember an Inter-Varsity speed-trial in which pure racing cars, noisy, stripped for action and very fast, were permitted to use an uncompleted piece of by-pass road near Oxford. The only problem was that this useful course was crossed by a public road which was in normal use. But, lo-and-behold, a policemen was there to stop for a short time motorists on their (we hope) lawful occasions while, no doubt to their astonishment, the racing cars roared across their bows. . . And somewhere I have a photograph of another "Bobby" doing a like service for competitors at Mr Neil Gardiner's speed hill-climb (he raced Delage II at Brooklands) which the Hants&Berks MC organised on the quarter-mile-long drive of his Great Auclum estate at Burghfield Common near Reading with its banked bend, the Paddock being on one side of a country road, the starting-line on the other.

Then there was the occasion when I persuaded John Rowe, when he was PR for the Rootes Group, to bring on a trailer the 1924 Grand Prix Sunbeam "The Cub", for display at one of the STD Register events my wife and I used to hold at



The GP Sunbeam in Wolverhampton traffic.

Wolverhampton, the birthplace of Sunbeam cars. After lunch John and I were about to drive off to West Park where the cars assembled (for which, note, we were given a police motorcycle escort, traffic lights manned and all that) when these policemen said of the racing Sunbeam "Aren't you going drive it?" Rowe explained that it had no mudguards, silencer or licence. "Never mind that", responded these admirable cops. "If you fling in your Trade Plates it will be insured. So off you go." Which we did, and it was most enjoyable, blasting round the Park ringroad. (We were followed by the police, who wanted to see the fun, which made those coming to the Park down side roads break into a run, thinking we were about to be apprehended!).

Moreover, having on one of these occasions forgotten a stopwatch, we enquired of the Chief Constable, with whom we were outlining the events, where we could buy or hire one. "Have ours" he said, "but please return it, or we won't be able to operate speedtraps on Monday. . .". Not only that, but he agreed to judge the *Concours d'Elegance*, bringing with him a constable to check battery acid levels and how clean and greased-up the cars were underneath, using a mirror on a stick. . . It took time, of course, and I recall that when we asked a similar favour of the Deputy Commandant at Sandhurst, where another STD event was held, marshalled by the Army Cadets as a military exercise, this officer preferred just to stand on the steps of the main RMA building and decide which car he liked best as the competitors paraded past him.

I remember, too, how at the Brighton Speed Trials the police used to shut their eyes to the racing cars returning along the main road after their timed runs, mingling, in continental fashion, with the 'buses and private cars. Until some busybody presumably complained, and competitors were made to waste time coming back to the start down the Madeira Drive. . . And at Lewes the racing cars used to be push-started on the public road below the course, under the gaze of a friendly policeman. Alas, that changed, and names and addresses were then taken if an untaxed racer went a yard or so too far. . . But mainly memories of happy times, when the Robertses could be pro-motor racing, and used their discretion. . .

MORE SPECIALS

Have recently written of Hudlass and Lemon Burton Specials the law of browsing averages quickly turned up some more. Thus I was reminded that Andrew Fairclough, who favoured ACs and was the well-known secretary of the Cambridge University AC, competed at the 1932 Syston Park speed-trials with a car having a Gwynne chassis, a 2-litre Sage engine said to have once powered a "Blimp"-type airship, a Lagonda gearbox, Lancia wheels and a petrol tank from a Bristol fighter. It was allowed to run as a sports-car, and was second in its class. And that in the 1931 Vesey Cup Trial J F Parker turned up with what was described as a "Homespun" and got a First Class Award; its engine size of 944cc may provide an identity clue. I also came upon photographs of the Special built by Charles Cooper, father of racing driver and constructor John Cooper, using an A7 underslung chassis, the engine from a Flying Flea, and a neat two-seater sports body, which was said to do 75mph. . .

W B

THE THINGS THEY SAY

"If you were a biscuit, what kind of biscuit would you like to be?" Asked of eleven BTCC drivers by Russell Bulgin of *Autocar* recently. Can you imagine such a question being put by pre-war journalists to any racing driver, or what their response would have been? I think I know how Freddie Dixon might have responded!

"Dunfee and Paul faced stern opposition. . . in particular from Bentley's arch-rival Mercedes, driven by top German driver Zehender with one of the white s/c SSK cars. An epic struggle ensued. . . as he (Zehender) battled wheel-to-wheel with Dunfee and Paul". From a Press release about "Brooklands Action Day" at Millbrook on May 27. In fact, apart from Zenhender hardly being the top Mercedes driver in 1931, the 38/250 SSK Mercedes-Benz he drove in that years BRDC 500-mile race made many pit-stops, before retiring. As for the "wheel-to-wheel" stuff, it must have been very brief, if it happened at all. (Any photographs?) The lap-chart shows that for most of the race the only cars that challenged the winning Bentley were Riley and Talbot, but hardly "wheel-to-wheel" in this handicap race.

"Brooklands itself can never be restored. It is too far gone, — all that remains. . . are the Clubhouse, workshops, Test Hill and a short stretch of the banking. The "chassis and running gear" have long since mouldered away, their remains used to build supermarkets and a petrol station". *The BRC Journal*, in another build-up to the Millbrook "Brooklands Action Day" on May 27. Sadly, all too true.

Forthcoming Events

JUNE

2ND JUNE

SHOW AND GO!. The Midland Automobile will hold a Concours d'Elegance Competition at Shelsley Walsh, the venue of the famous Speed Hillclimb and the oldest motor speed venue in the world. The Concours competition, which is open to all motor cars manufactured before 1980 will take place at the FIA International Challenge and British Championship Hillclimb meeting on Sunday 2nd June. Trophies will be awarded to the overall car of the day, to class winners and runners up. Entry to the competition is free and this will allow concours competitors into the hillclimb spectator areas to watch the action. Entries must be made in advance and forms are available from: John Worrall. Tel: 01299 250141 (day), 01384 375189 (24hr). Fax: 01299 250012. Or from the Mac Office, Upper Sapey, Worcestershire WR6 6EX.

INTERNATIONAL XK DAY, JDC, for Jaguar XK, SS and Mk.7-9 cars, Grimsthorpe Castle, near Bourne, Lincs. (on the A151). Details 0181 653 4958.

THE GREAT BRITISH PICNIC. The Shuttleworth Collection, Old Warden Aerodrome. Details: (01767) 627398.

5TH-9TH JUNE

90TH ANNIVERSARY OF THE TARGA FLORIO (not date change from 17th-21st April due to Government Elections), 600 miles FIVA rally and two laps of the Targa Florio circuit. Spaces limited in all events. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

5TH JUNE

H&H CLASSIC CAR AUCTION, Pavilion Gardens, Buxton, Derbyshire. Details: (0161) 747 0561.

SOTHEBY'S AUCTION, RREC Annual Rally, Althorpe, Northants. Details: Martin Chisholm (0171) 314 4469.

8TH-9TH JUNE

BELPER, DERBYS. Festival of Vintage, Classic and Steam with Autojumble and Old Time Fair. Further information 01773 824810.

9TH JUNE

SOUTH EAST ALL ROVER RALLY. To be held at Chartwell, near Westerham, situated just off the B2025. Contact number: Richard Bryant, 8 Quebec Mansions, 102 Filsham Road, St. Leonards on Sea, East Sussex TN38 0PG.



E-TYPE JAGUAR DAY (JDC), Prescott Hill, Gotherington, Cheltenham, Gloucestershire. The day includes untimed runs on the hill and Concours. Full lunch will be served in the Restaurant from 12.30hrs-13.30hrs. Lunch ticket and information please contact: Petronel Payne (01962) 777321.

LANCIA MOTOR CLUB, Sliding Pillar Rally, Wiltshire. Contact: Ed Rudler 01793 835159.

LONDON TO BRIGHTON CLASSIC CAR RUN. Greenwood Exhibitions. Details: (01296) 631181.

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.

15TH JUNE



MOTOR SPORT CONCOURS d'ELEGANCE Meeting and Car Club Festival, Silverstone Circuit, Northants. Details: Tara Wood or John Deverell (0171) 294 8000 for details.

LOTUS DRIVERS CLUB. Le Mans get together.

HSCC CLASSIC RACING CAR SERIES, Silverstone (International Circuit). A new series open to all wingless, single seaters manufactured to international formula regulations before 1970. Already the Classic Racing Cars Grid boasts some of the greatest marques of the era, such as Cooper, McLaren, Lotus and Brabham. Further details from HSCC, Silverstone Circuit, Silverstone, nr. Towcester, Northants, NN12 8TN. Tel: 01327 858400.

CHRISTIES AUCTION NEW YORK. Exceptional motor cars, Lyndhurst Hse., Tarrytown. Details: Malcolm Welford (0171) 389 2138.

50 YRS RETROSPECTIVE OF THE COUPÉ DE PARIS. Demonstration in the Bois de Boulogne for the type of cars which ran in the Coupé Robert Benoist, Coupé de la Liberation and Coupé des Prisonniers. Spaces limited in all events. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

16TH JUNE

LANCIA MOTOR CLUB LMC Autojumble/Picnic, East Horsley, Surrey. Contact: Michael Newbury 01483 282714.

21ST-23RD JUNE

NORTHERN CASTLES RALLY. For this event a barbeque, scenic drive and visits to superb castles and scenery of Northumbria are planned. Contact: Bill Henderson 01665 577587.

22ND JUNE

THE MID KENT TOY COLLECTORS FAIR, 9am-4pm. Details: (01622) 602258.

22ND-23RD JUNE

THE FIAT NATIONAL WEEKEND, at the Riverside Hotel, Chesford Bridge, Kenilworth, Warwickshire. Full details of the weekend with booking form available from the Club Secretary, 6 Berryfields, Stownall, Staffs, WS9 9EJ. Tel: (01543) 371348.

23RD JUNE

THE SINGER OWNERS' CLUB invites all car enthusiasts to join its members for the 29th annual Singer National Day. For more details contact Graham Smith on 01274 861881 or Martyn Wray on 01780 62740.

PRE-WAR AUSTIN SEVEN CLUB Sporting Trail nr Banbury. Details: 01788 817237.

LANCIA MOTOR CLUB, Cornish Scatter Rally, Cornwall. Contact: Brin Edwards on 01726 61579 eve.

26TH JUNE-11TH JULY

1961-1996 E-TYPE JAGUAR CHAMPAGNE NICOLAS FEUILLATTE TOUR DE FRANE to celebrate the 35th Anniversary of the launch of the E-Type in Geneva. En route for Geneva stops will be made at Mulsanne, Angers, Château La Sayette, Angoulême, Château Gamage, Bordeaux, Albi, Davézieux/Annonay. Following the weekend with the Jaguar Club Genève we will be guests of Champagne Nicolas Feuillatte on July 9th with a soirée in their 'Salle Panoramique' as the grand finale. For information regarding vacancies and further details contact (as soon as possible, please) Petronel Payne, tel/fax: 01962 777321.

29TH-30TH JUNE

RILEY CENTENARY RALLY. 100 years of Riley Transport. Details: (01788) 814699.

SANDOWN INTERNATIONAL COLLECTORS CAR FAIR. Britain's premier classic car event. 100's of cars for sale, automobilia, autojumble, motor exhibitions. (01954) 232332 for details.

LANCIA MOTOR CLUB, National Rally Concours & AGM, Winterbourne, nr. Bristol. Contact: Graham Gamson on 01633 895466.

29TH JUNE

BEN LYWOOD VINTAGE & CLASSIC RALLY, Ascot, Berks. Road Run through Windsor Great Park and Concours in aid of Motor & Allied Trades Benevolent Fund. Details: Paul Finn, BEN, Lynwood, Sunninghill, Ascot, Berks SL5 0AJ. Tel: 01344 20191.

30TH JUNE

FERRARI OWNERS CLUB CONCOURS, Cottesbrooke Hall, nr. Creaton, 8 miles north of Northampton. Further details: Peter Everingham, 35 Market Place, Snettisham, King's Lynn, Norfolk. Tel: 01485 544500.

THE BROOKLANDS SOCIETY REUNION will again be held at Brooklands Track, Weybridge – Motor and Motor Cycle Cavalcade and Test Hill Ascents.

BROMLEY PAGEANT OF MOTORING at Norman Park, Bromley, Kent. Contact: 0181 658 3531.

JULY

5TH-7TH JULY

DIVONNE-LES-BAINS, FRANCE. Demonstration of Ferrari, Bugatti, pre-1959 Grand Prix cars and 50s Sports Racing cars. Spaces limited in all events. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

SUNBEAM TALBOT DARRACQ REGISTER'S ANNUAL RALLY. The weekend will start on the Friday afternoon, 5th July with assembly of those who are able to attend at Shugborough, Stafford. Accommodation for members is to be at Tillington Hall at Stafford and the rally proper begins at 11.00am on Saturday, 6th July at Ingestre near Stafford, the former home of the Earls of Shrewsbury and Talbot. There will be a dinner at Tillington Hall Hotel on Saturday night and on Sunday the rally moves to Wolverhampton where there will be lunch and, hopefully, visits to places of Sunbeam interest. Any enquiries about this weekend may be directed to Jonathan Butler either at home – Calvington Cottages, Calvington, Newport, Shropshire TF10 8BE, or at work on 01952 608060 or Fax 01952 606179.

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Peter Everingham (Club Secretary), 35 Market Place, Snettisham, King's Lynn, Norfolk PE31 7LR. Tel: (01485) 544500.

STOCKPORT MOTOR CLUB STAGES, Ty-Croes, Anglesey. Two days of rallying by the sea. Details: J. Russell (01625) 850824.

TRIUMPH ROADSTER CLUB, 50th Anniversary Celebration Road Run & Annual Rally. Details: Stuart Holmes (01628) 22860.

AUTO WINDSCREENS, Century of Motoring Historic Festival, NEC Birmingham. Details: John Cole (01734) 734899.

Last year's very successful **HAMBLETON CLASSIC CUP** is to be run this year on 6th July. The event is organised by Stockton and District Motor Club and sponsored by 'Q Audio', from York. The route of approx. 110 miles will take in the famous Caydale Mill Ford and many other challenging Yorkshire roads. Breckonbrough School, Wellburn Hall School and the famous Castle Howard will be used as test venues again, as well as some new ones. In order to accommodate less agile cars, the organisers have again included the popular test regularity version where crews can opt to match times on similar tests throughout the day, or if they prefer it, do each test against the clock. Last year many standard cars took part, as well as some beautiful vintage machinery. The navigation is simple and the event is ideal for novices. Regulations will be available in April from: Mr Ned Brook, 38 Addison Road, Great Ayton, Middlesbrough, Cleveland, TS9 6AW. Tel: (01642) 722791.

6TH-7TH JULY

ASTON MARTIN OWNERS CLUB, Brands Hatch, Sports Car Spectacular Weekend. Details: Richard Culverhouse (01353) 777353.

MID LINCS ROVER CLUB RALLY SUNDAY. The Mid Lincs Rover Club are holding their 1996 Rally on Sunday July 7th at the East Kirby Aviation Museum. Contact number: Brian Leggate 01790 763344.

18TH-22ND JULY

MOG 96, Himley Park, nr Dudley. Details: (01384) 457494.

20TH JULY

TR REGISTER INTERNATIONAL WEEKEND, Bath & West Showground, Shepton Mallet, Somerset. Further details available from TR Register (01235) 818866.

27TH JULY

BAC MOTOR CLUB TRACK DAY AT CASTLE COMBE RACING SCHOOL. 20 laps in your own car for £60. Only a limited number of places are available and pre-booking is required. Contact Kieron Winter 0117 797092 (B) or 01275 373363 (H) for details.

PROMENADE STAGES RALLY, New Brighton, near Birkenhead. Further details available from: Ritchie Pearl, Wallasey Motor Club (0151) 608 2136.

WICKSTEED PARK, KETTERING celebrates its 75th Birthday as Britain's oldest theme park with a Classic Motor Show showing a representative car for each year of the parks existence. Contact Nigel Cornish on 01538 512475.

A-Z of CLASSIC SPORTING CARS 1950-1975

Laurence Meredith
PART TWO



Jensen 541 1954-1963
Glass-fibre body, 4-litre straight-six engine but styling is an acquired taste. 541 introduced 1957 with rack-and-pinion steering and disc brakes. More power from the same engine but replaced by 541S version with auto transmission in 1961. Bigger and heavier, the S didn't catch on either. Less than 600 examples produced from start of production. Not an earth-shattering design but an interesting one, which deserves consideration if you find one at the right price.

Jensen CV8 1962-1966
Revised styling with quad headlamp layout; glassfibre retained for body. American Chrysler 5.9-litre V8 up front. 1964 Mk2 fitted with 6.3-litre lump, which propelled the beast up to 145mph. 1965 Mk3 got dual-circuit brakes and revised quad headlamps. Mechanically and bodily durable, handling reasonable, fuel consumption heavy but affordable if you keep the annual mileage down.

Jensen FF/Interceptor 1967-1976
One of the exciting new designs at the 1967 Motor Show, the FF (Ferguson Formula 4WD) and its 2WD sister the Interceptor were ahead of their time. Flip-up glass hatchback was unique, novel and practical feature. FF Dropped in 1971 after



320 cars made, but Interceptor soldiered on and was joined by attractive drophead in 1974. Smooth auto gearboxes, torquey 6.3-litre Chrysler engines (7.2-litre in drophead) and power everything, but bodies are rust-prone. Specialist companies offer quality rebuilds at a price. Tempting but expensive running costs.

Lagonda Rapide 1961-1964
Large attractive 4-door saloon styled by Touring with alloy lids and doors, and 4-litre straight-six Aston engine. Quad headlamps not to everyone's taste but a competent cruiser good for 120mph-plus. Disc brakes with De Dion rear suspension layout inspire confidence but don't expect opposite lock and power slides on country roads; this is a big, heavy car. A Grand-Tourer, and very exclusive — just 54 made. The last great Lag?

Lamborghini 350GT 1964-1967
Beautiful and undervalued Ferrari alternative, with Bizzarrini-designed quad-cam V12 and independent rear suspension. Top speed in the region of 145mph, plus first-class handling to see you remain safely between the hedgerows. Cabin well appointed, reasonable size boot for touring but only enough room inside for two. Not many about, but something to write home about if you can find one.

Lamborghini 400GT 1966-1968
Revised 2+2 body with 3.9-litre V12 four-cam in the pointed end. Like the 275GTB Ferrari, there were six Webers forever thirsting for another squirt of 5-star but, with 150mph on tap it wasn't quite as quick as Enzo's classic. Like its predecessor, running costs are far from cheap and restoration costs are eye-watering.



Lamborghini Miura 1966-1971
Sixties dream car with transverse 3.9-litre four-cam V12 set amidships. Stunningly beautiful Bertone styling with pop-up headlamps, and raw power all the way to 170mph. Engine, transmission and diff is one ally casting and highly complex. Exceptionally strong monocoque with alloy bonnet and bootlid; Lambo was the first manufacturer to paint external trim black instead of chromium plating. Superseded by more powerful S in 1969 and SV with wider track and big wheel arches in 1971. Highly desirable: prices now at an all-time low.

Lamborghini Espada 1969-1978
Attractive four-seater with front-mounted quad-cam V12 with 150mph performance and high trim level. DSJ reported on one for MOTOR SPORT when they were new and noted that small spots of rust were visible in the paintwork — in a new car! Survival rate is surprisingly good from 1200 made, but expect big restoration costs.

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

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



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

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

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



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



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

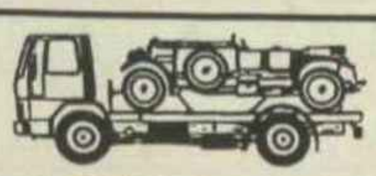
Lancia Fulvia Coupé 1965-1976
Various models include 1200, 1300 and 1600 V4 engines, all driving the front wheels. The best looking and most agile post-war Lancia. Successful in international rallying — Pat Moss inverted one on the 1968 RAC Rally — and special road cars reflect this: alloy lids and doors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



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

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

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



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

Lotus Elite 1958-1963
Much coverted stying sculpture in glass fibre. Architypical clubmans racer with first class road manners but some reliability and build quality problems. Delightful Coventry Climax OHC 1.2 litre 4-cylinder is still exciting today if kept in good tune. Fewer than 1000 built so survivors are relatively expensive. Join the Lotus Club and enjoy endless debates over the real Les Leston car,DADIO.

Lotus Elan 1962-1973
A real sports car with backbone chassis, all-round independent suspension, disc brakes and lively 1600 engine. Pretty glass-fibre body. S1 until 1964, S2 with veneer dashboard and better brakes, and S3 from 1966 with revised final-drive ratio and close-ratio gearbox. S4 from 1968 with wider arches and fatter tyres the most desirable. Sprint model from 1971-1973 with big-valve head and 126bhp. Take your pick, they're all wonderful handlers, collectable and plentiful.

Lotus Elan +2 1967-1974
Much under-rated, good looking Elan for grown-ups with carrycots. The same 1600 engine up front, better trimmed +2S 1969 — 1970 and a Sprint version from 1971 with 126bhp. Bigger than regular Elan, the road holding is near perfect — a beefier feel but crisp and precise with rewarding responses. As with all Elans, chassis frame can rot badly and there are the usual electrical problems associated with glass-bodied cars. In both guises, the Elan represents Chapman at his best.

Europa 1966-1975
A mid-engined 'breadvan' in the nicest possible sense, there was nothing like the glass-fibre bodied Europa in the '60s. Renault's 16 saloon provided 1.6 litre in-line 4-cylinder power unit and gearbox, which made it pick up its feet, tut the twin-cam Lotus engine installed from 1971 made the little car go like stink all the way to 120mph. Superlative handling, good fuel economy, nothing comes close on a twisty road.



Marcos GT 1959-1972
Jean Marsh's earliest cars were...ugly. But later Dennis Adams design was not. Early cars utilise marine ply monocoque held together with Aerolite glue; bodies are glass-fibre. Bewildering number of engines include 114bhp Volvo 1800, 85bhp 1500 Cortina GT engine from 1966 and tuned 120bph 1650cc Ford unit. The crossflow Ford 1600 was offered from mid-1968 and the 136bhp V6 Zodiac 3-litre from early 1969. 5½J alloys and 175 tyres were fitted to cope with the extra power. Wooden chassis replaced by steel spaceframe from late '69 and the 1600 were replaced by 103bhp Ford 2-litre V4. Volvo 3-litre joined line-up for 1971 — good for 125mph and 6-cylinder Triumph 2.5-litre that went into the 4-seater Mantis also fitted, but the company went into receivership in 1972 after 1000 cars had been built. A pity.



Maserati 3500GT 1958-1964
Attractive coupe and spider versions with 3.5-litre straight-6 and tubular chassis. A competent Grand Tourer with civilised road manners and good equipment including all-round disc brakes, 5-speed gearbox and automatic on later cars. Not a Ferrari but not intended to be either. An acquired taste but, like Guinness, once you've got it you'll want a lot more!

Maserati Mistral 1964-1970
A choice of 3.7 or 4-litre straight-6 fuel-injected engines. Stunning coupe styling from Frua with single headlamps being more readily accepted by loyal Maserati clientele than previous quad-layout Sebring. Top speed close on 150mph and healthy mid-range 'grunt' — a car worthy of its name but as usual with Italian exotica, restoration costs.

Maserati Ghibli 1967-1973
Under-rated, undervalued, under-produced 'supercar' with 2-seater coupé and spider bodies, 4.7 or 4.9-litre 4-cam V8 engines, and still enough power today to blow both your mind and the cobwebs in your wallet away. Cartsprung rear is crude but tried, tested and proven, and, on the Riviera Autostrada you only need the muscles in your right foot and not those in your wrists. Ghia styling with retractable headlamps still inspires. Manuals still better than autos.

Maserati Bora 1971-1978
Handsome mid-engined two-seater brute with Ghibli's 4.7-litre or 4.9-litre 4-cam V8, but allround independent suspension brings the Bora up to date. Stunning body includes 'flying buttresse-s'over rear wings, which work well, and beautiful cast-alloy wheels. Again, much under valued 'supercar' well capable of holding its own with the best, and close on 170mph maximum speed for club days out on the race track.

Maserati Merak 1972-1983
Similar styling to Bora — again with 'flying buttresses' — but with 3-litre V6 quad-cam and Citroen 5-speed gearbox. Faster than a Dino 246 (155mph) much cheaper to buy and just as much fun on the road or track. As a product of the 1970s, it's got most of the electrical toys, which are useful when they work properly. Highly desirable but still a largely 'undiscovered' classic Maserati.

Mercedes-Benz 300SL Coupe 1954-1957
Definitive 'supercar' of the 1950s. 1400 made, 29 alloy-bodied cars, one in fibre-glass — all were left-hand drive (approx two converted to rhd privately). 3-litre straight-6 — the world's first production petrol engine with direct fuel-injection — and 155 mph with high axle ration. Swing-axle rear suspension proved tricky for some, but Stirling Moss and the car's designer,

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



Mercedes 190SL 1955-1963
The 'baby' Merc sports car with Gullwing looks but, without the performance, complexity or running costs. A two-seater with conventionally hinged alloy doors (and lids) and soft or hardtop. 4-cylinder 1.9-litre engine gives genuine 'ton' — plus performance, but the twin Solex carbs are notoriously difficult to keep in tune; some owners have give up and switched to Webers. Alfin brake drums and excellent handling from robust chassis. A comfortable cruiser rather than an out-and-out sports machine.

Mercedes 300SL Roadster 1957-1963
Drophead version of the Gullwing with conventional doors and revised spaceframe chassis. Coupe's 3-litre 6-cylinder engine retained but the more satisfactory low-pivot swing-axle system adopted to answer on-the-limit-vagaries of high pivot system. Weight penalty for chassis revisions and 'ragtop' aerodynamics reduce top speed to 130mph, but a more civilised road car than the Gullwing all round. Hardtop available but now difficult to locate; disc brakes from 1961.

Mercedes 230SL/250SL/280SL 'Pagodas' 1963-1971
Truly elegant second generation SLs start with 2.3-litre fuel-injected straight-6, 2.5-litre 7-bearing engine from 1966 — the rarest model — and 2.8-litre from 1967; 115-120mph top speed. Choice of hardtop of convertible and auto transmission or 4-speed manual (optional 5-speed on 280SL). Superlative roadholding with low-pivot swing-axles and standard Continental radials. Late cars are best equipped and most powerful but are also heavier. Quality engineering and excellent spares back-up and restoration specialist but, such is legendary reliability that you won't need either very often. 230SL is the purist's choice but 280SL makes more sense.



Mercedes-Benz 350/450SL 350/450SLC 1971-1980
Third generation SLs with a choice of 3.5- or 4.5-litre V8 engines and short- or long-wheelbase bodies. Angular styling but retaining Merc elegance; built with American safety and emissions legislation in mind. Bigger engines than second generation SLs but, because of power-sapping emissions equipment, not a great deal more in the way of useable performance. Revised rear suspension gives better roadholding, there's more comfort in the cabin and the usual Merc build quality. A luxury Grand Tourer that brought sanity to the 1970s. And there are some real bargains about.

MG TD 1950–1953
For purists this was the last 'proper' MG because of the detached headlamps, but it's not in the styling league of its predecessor. The 1250cc in-line four gives ample acceleration, but low gearing means that motorways are virtually out of the question. Find a deserted Highland road though, and you'll have the time of your life. Good handling with coil-sprung front suspension, reasonable fuel consumption and a beautiful dashboard, if that's important. It could only have happened in Britain during the 1950s.

MG TF 1953–1954
Restyled TD with wire wheels instead of discs, but the same 1250cc engine until 1954 when the 63 bhp 1500cc unit arrived. A driver's car by any standards, and a pretty one too, but a vintage hangover just the same. Crisp handling that is vastly improved by radial tyres, which most appear to have these days. A serious Morgan alternative; which badge and grille do you prefer?



MGA 1955–1962
Traditional MG qualities with cosy up-to-date two-seater body at last. Attractive, honest sports car that looks well with standard disc wheels or optional wires. The BMC 1500 in-line four develops a healthy 72bhp — 1600 with 80bhp from 1959 and late models have 1622cc 86bhp engine. The twin-cam, of which there were just over 2000 made between 1958–60, develops 108bhp, but reliability problems are not unknown. Disc brakes fitted to 'twinks' and later pushrod cars. Many now rusted out, but restoration is not difficult for devotees. A minor classic with competition history.

MGB 1962–1971
Bread-and-butter sporting two-seater with a bigger following than ever. Joined by the GT coupé in 1965 fitted with the same four-cylinder 1.8-litre engine. MkII version launched 1967 with revised rear axle, optional auto 'box and synchro on bottom for manuals. Good for 105mph in standard form but the engine is easily tuneable for much more. A good old slogger with predictable handling, disc brakes up front and reasonable fuel economy. Principal enemy is rust but all new parts are available including complete

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



MGC 1967–1969

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



MGB GTV8 1973–1976

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

Mini Cooper 1963–1971

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

Morgan

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

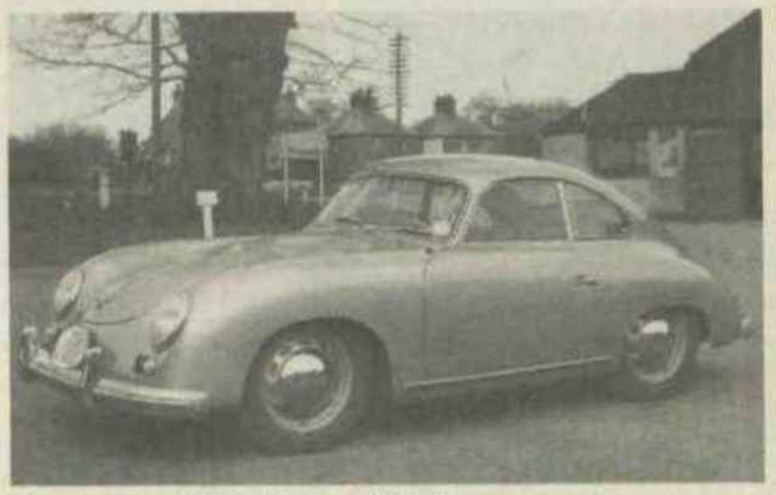
Peerless GT 1957–1960

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



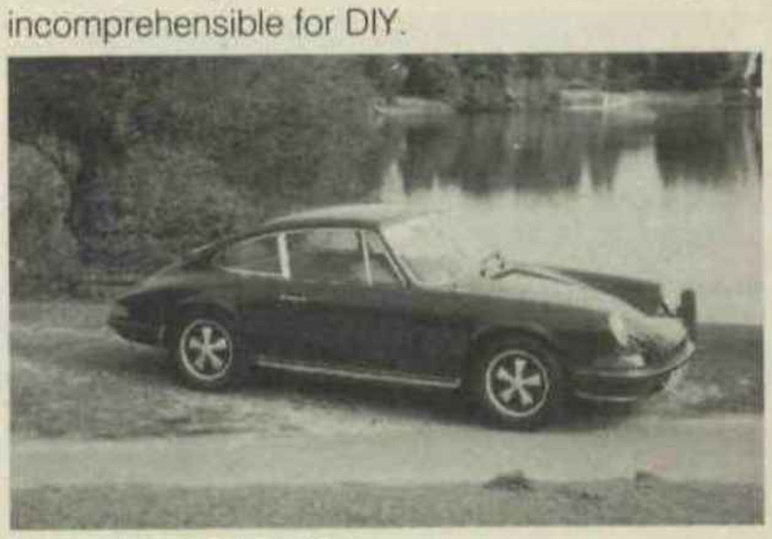
Peugeot 504 1970–1983

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



Porsche 356 1950–1965

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



Porsche 911 1965>

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

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

Porsche 912 1965–1969
For Porsche owners who don't want to stretch to a 911, there's the same body and mechanical package except for the 4-cylinder 1600 engine. Not in the same performance league as the 6-cylinder car but not to be underestimated all the same. Five-speed gearboxes and dual-circuit brakes desirable on later cars. Comparatively rare in Britain, rhd was available, but unrestored examples are usually tired.

Reliant Scimitar GTE 1968–1975
Clever sporting four-seater hatchback raised eyebrows back in 1968, and still looks well today, even if the Ford 3-litre V6 feels harsh by modern standards. Non-rot fibre-glass body is long-lived and the mechanical bits are as durable as any. 120-mph performance, good torque spread and excellent roadholding. Prices vary enormously according to condition. First rate spares back-up and strong national club.

Renault Alpine A110 1966–1977
Jean Redèle's beautiful rear-engined, fibre-glass bodied two-seater coupé became the car to beat in international rallying, especially after the light-alloy 1565cc Renault 16 engine and gearbox was fitted. Developing 138bhp, it's a tail-happy flyer with unrivalled ability to change direction quickly. With its tubular frame chassis and 'paper thin' body, this ultra-lightweight missile made a fabulous road car and still does. Nine different engines ranging from 1300–1951cc, but usual production units were 1300 and 1600. Also made in Spain, Brazil and Bulgaria as well as Dieppe. A truly great sports car.



Triumph TR3 1955-57/**TR3A** 1957-62/**TR3B** 1962
Origonally developed in '53 as the TR2 and aimed at the American market, the TR3 featured shorter doors than its predecessor, and had 95-100bhp on tap. In '56 front discs were introduced, a novelty at that time, plus an optional triple overdrive and rear seats. The TR3A differed in grille styling and featured door handles, with the option of a 2138cc engine from '59 where previously was 1991cc was standard. The TR3B was made for America only in '62 and carried the all synchro box used in the TR4. Now high sought after.

Triumph TR5 1967-1968
The TR5 PI represented an important landmark as the first British production car to have fuel injection for the UK market. The 2498cc six-cylinder engine pushed out a maximum 150bhp at 5500rpm and gave a top speed of 125mph. A US model, the TR250, fitted with Stromberg carburettors, managed 104bhp and a maximum 107mph. The bodywork is as for the TR4A, but larger brakes and an uprated rear suspension helped to control the greater performance. If you come across a TR5 with racing stripes on the bonnet check to see if it is in fact the TR250 with Stomberg s as values for the US model are much lower. When purchasing, watch out for rust in the chassis and check the engine running, as the fuel injection system can give trouble. Like the TR3s the TR5 is a much sought after model though the ride can be rather harsh!



TVR 1958 >
Fibre glass bodied two-seaters with same basic styling throughout and mind-boggling engine variants from usual four-cylinder Ford, Coventry-Climax and MG units in the Granturas, and the Ford 4.7-litre V8 in the Griffith from 1963. The V6 3-litre arrived with the Tasmin in 1969 and the Triumph 2.5-litre straight-6 in the 2500 from 1971. Spec varies from one model to another. V8s not for wimps. Parts supply good, fun factor high, the later the better for improved build quality.

VW-Porsche 914 1969–1973
Karmann-built replacement for the VW Type 3 Karmann-Ghia with 'push-me, pull-you' two-seater Targa body. VW four-cylinder 80bhp engine in 914/4 but 2-litre six-cylinder 110bhp engine in 914/6 version. Engine mounted amidships, so excellent handling, but servicing is difficult in restricted engine bay. Cabin is basic and complex bodies can rot.

Volvo PV544 1959–1965
Oddball styling and a large car for the 1600 engine — enlarged to 1800 in 1962 — to drag around, but a decent turn of speed nevertheless. A predictable understeerer which is very 'chuckable', several were brought to Britain privately in the absence of official imports. Successful competition history and still notching up points in historic rallying today.



Peter Jarvis

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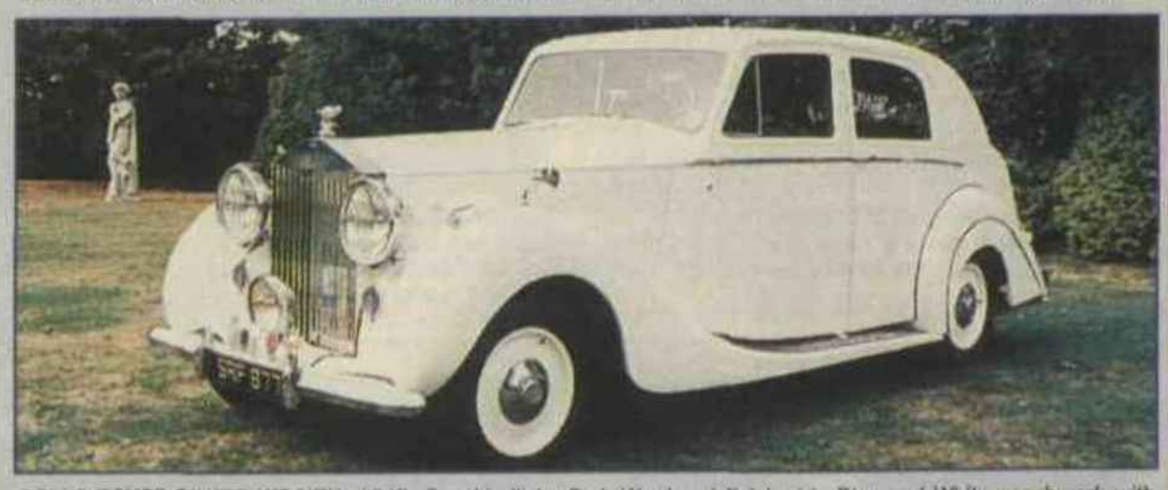
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DAIMLER LIMOUSINE. 1986. State Landaulet finished in Embassy Black with matching interior and matching convertible top to rear. Cocktail bar, occasional seats, lambswool overugs, glass divider, power steering, power brakes, auto transmission. This car is left hand drive..... **£28,500**



ROLLS-ROYCE CORNICHE CONVERTIBLE SERIES 1. 1973. Finished in Larkspur Blue with Cream power convertible top and matching interior. Whiteside tyres, Gold coachline, air conditioning. Lambswool overugs, usual extras **£29,500**



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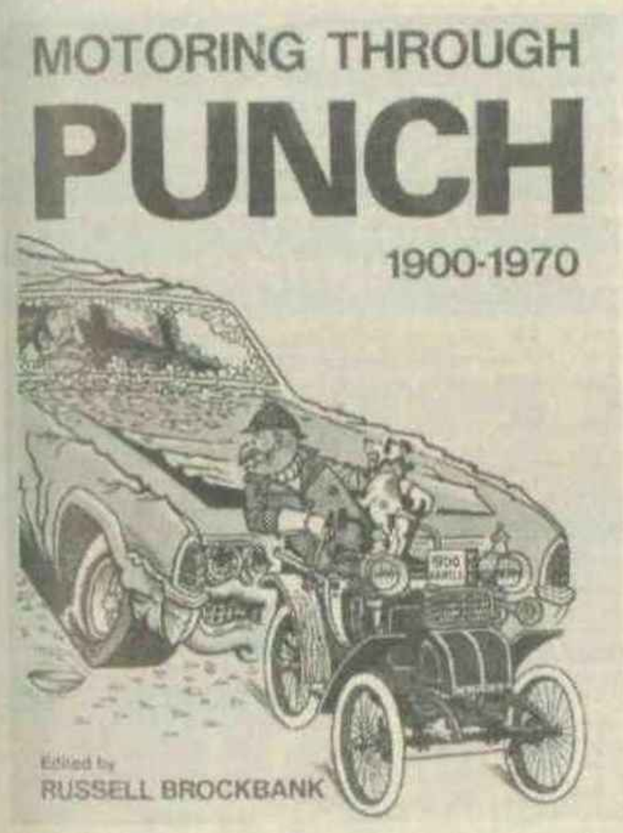


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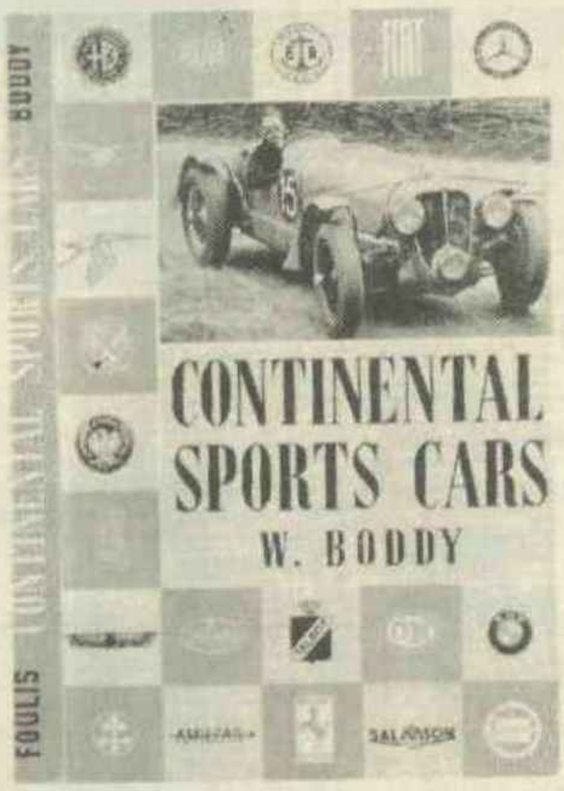
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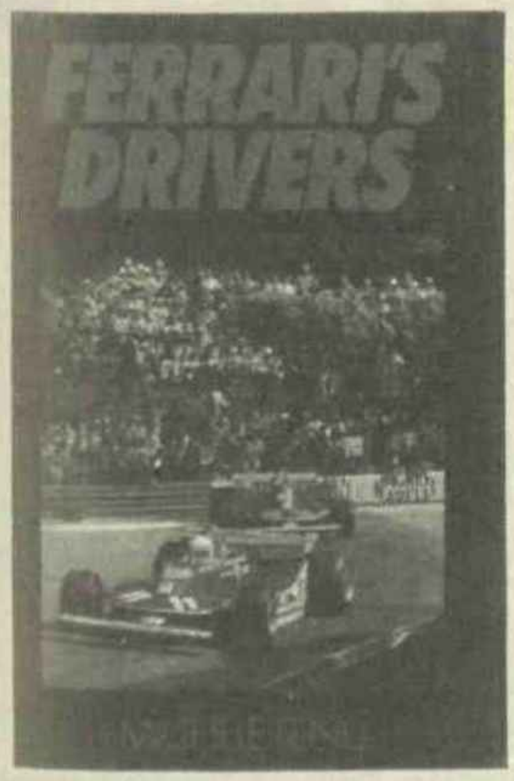
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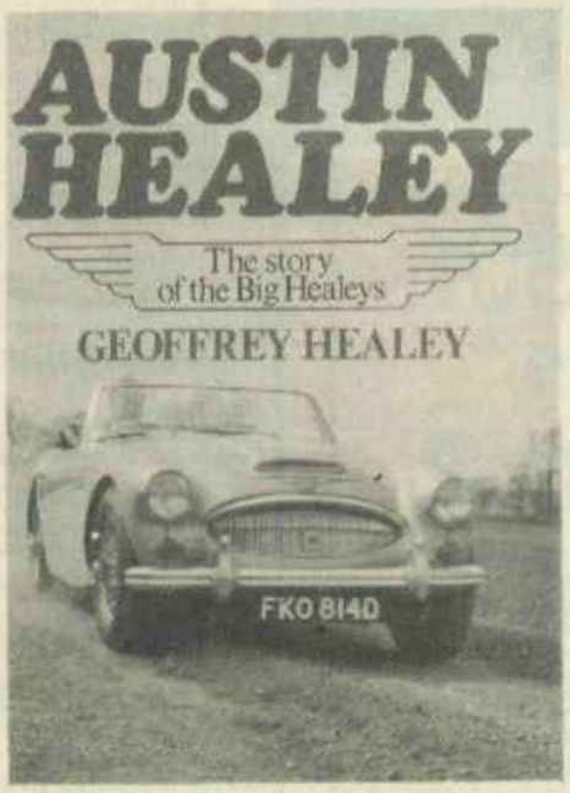


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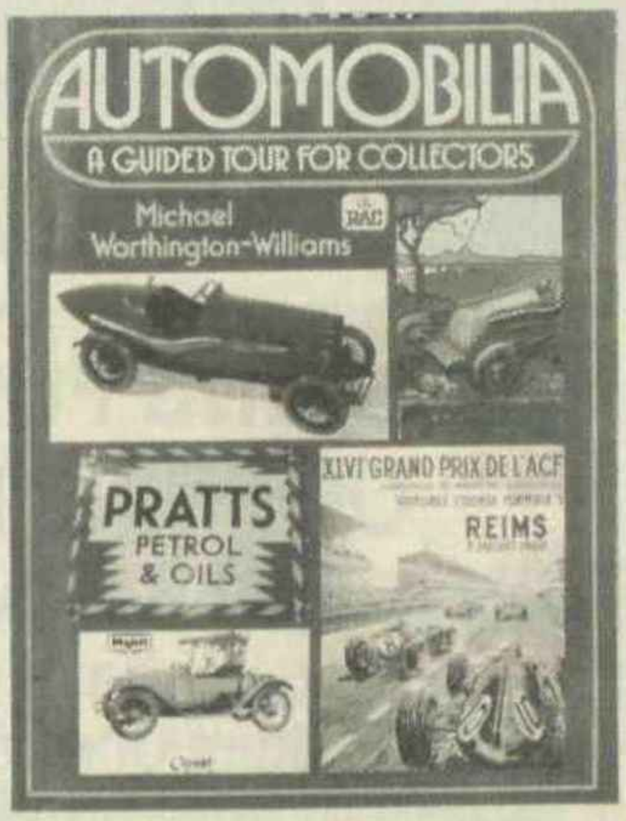
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Small quantities of previous limited edition photographs advertised in MOTOR SPORT are still available. Each is individually signed and numbered by the photographer and supplied mounted ready for framing or in a handmade dark wood frame. Those interested should phone for further details.

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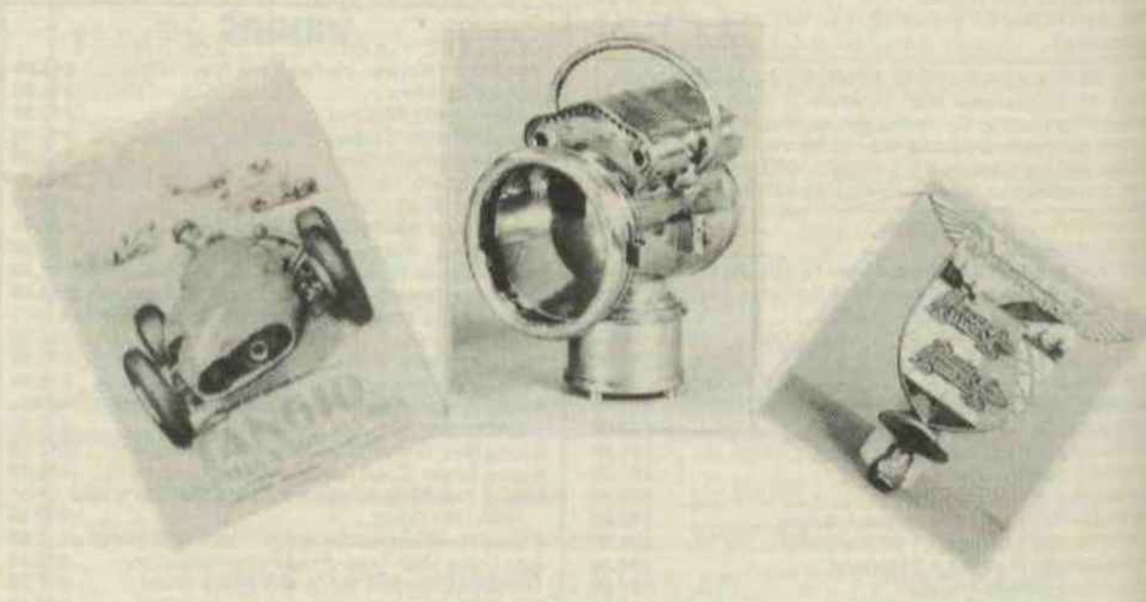
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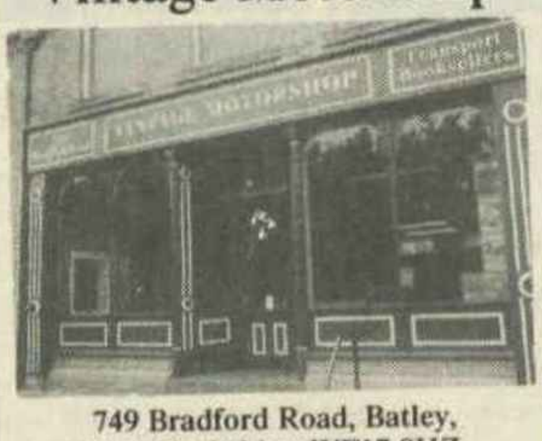
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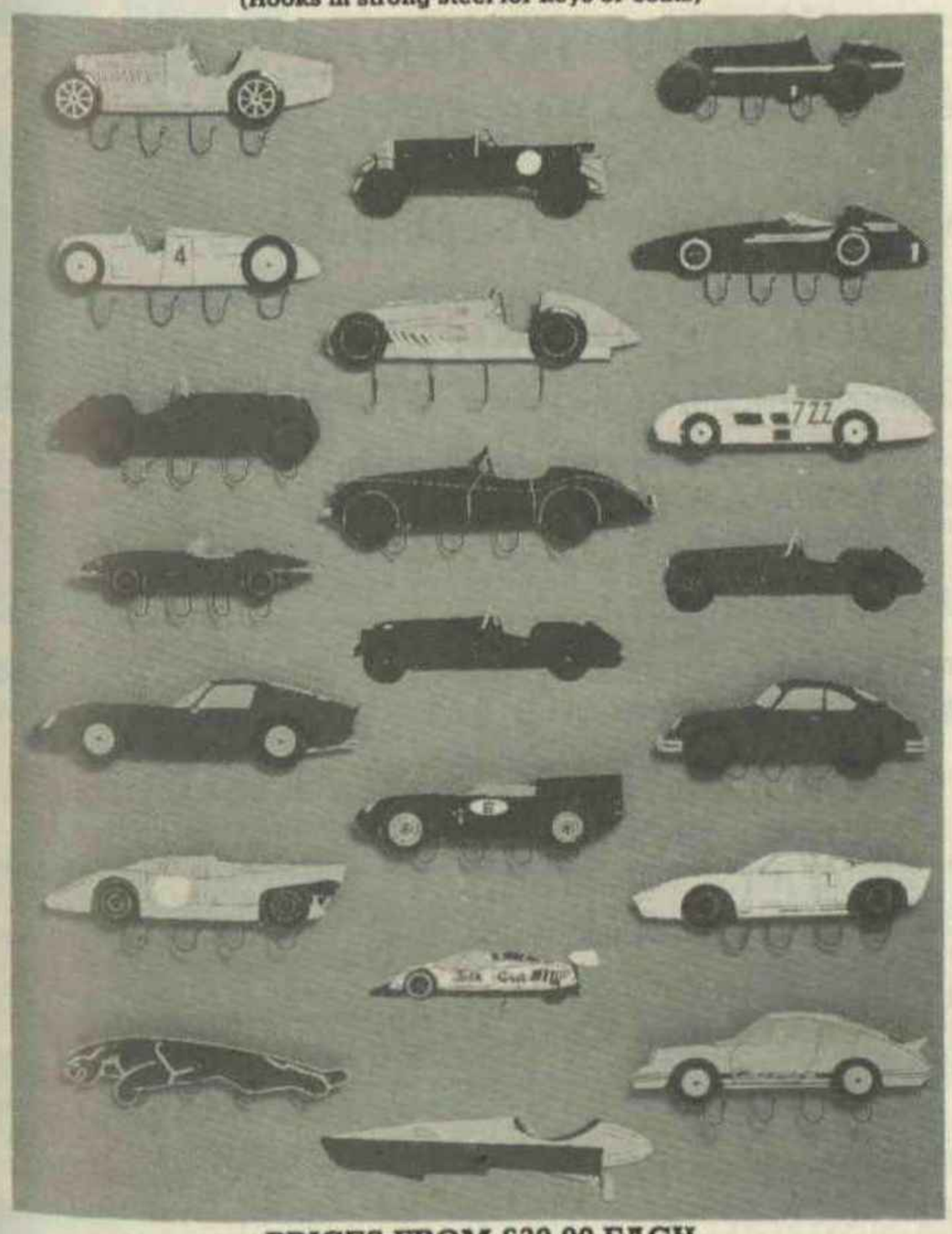
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● **MOTOR SPORT** "Desert Island bookshelf feature" March 1995

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**

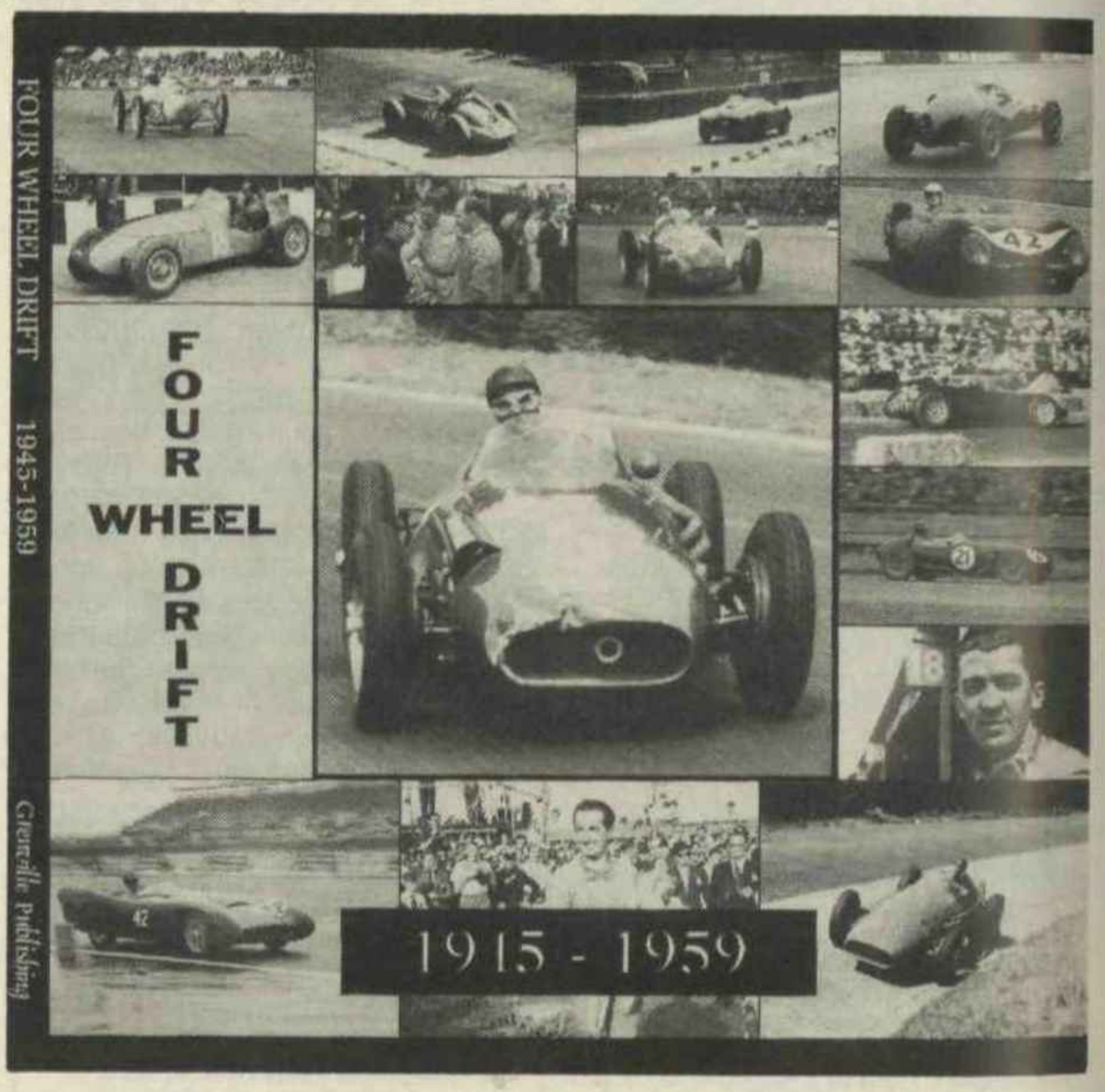
Motor racing aficionados *must* have this book: with 144 pages of superb archive photographs from the files of LAT (associate company of MOTOR SPORT and *Motoring News*), it's exceptionally good value. And who better than Mike Lawrence to select the best shots and write a concise summary of racing action 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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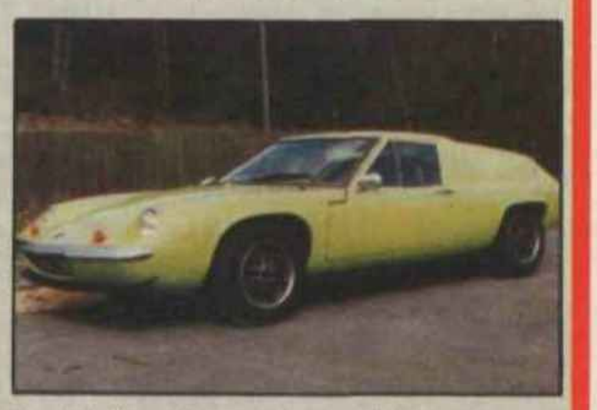
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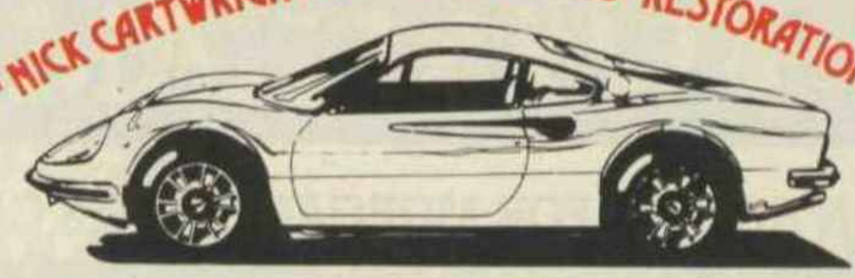
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1995 355 Spider	Red	5,000m
1989 328 GTS	Red	10,000m
1987 328 GTS	Red	22,000m
1987 328 GTS	Red	45,000m
1992 348ts	Red	13,000m
1972 Daytona 365 GTB/4	Giallo Fly	32,000m
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1976 308 GT4	Red	49,000m
1972 Dino 246 GT	Red	49,000m
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1965 E-Type 4.2 FHC comp spec	Carmen red	58,000m
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1992 911 Carrera 4 Cabriolet	Midnight	23,000m
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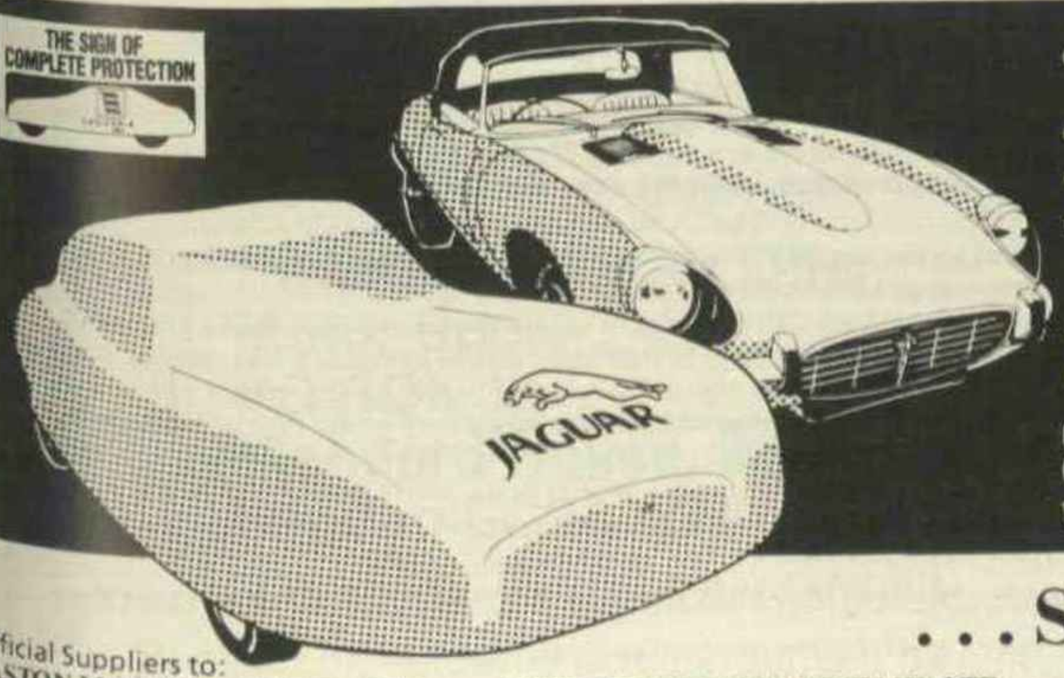
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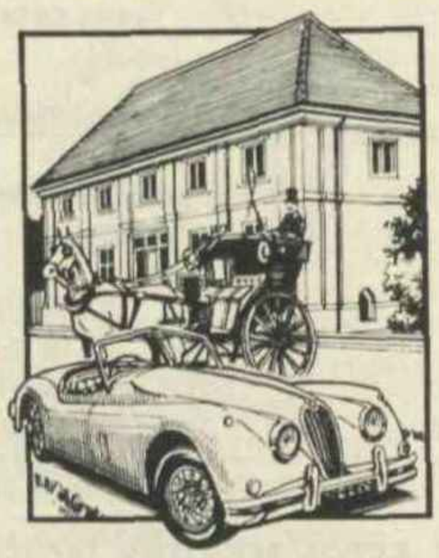
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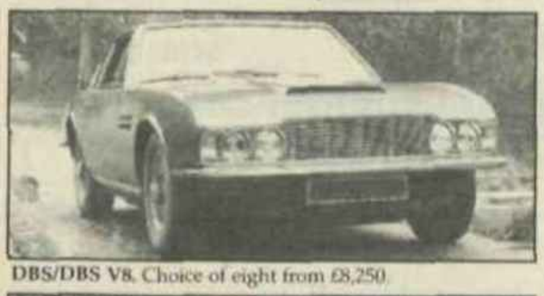
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HISTORIC SPORTS CAR CLUB

1996 sees the Historic Sports Car Club celebrate its 30th Anniversary. Founded in 1966 by Guy Griffiths and the redoubtable Mrs Betty Haig, the Club ran its first event in May of that year at the Castle Combe circuit under the 'Griffiths Formula for Historic Sports Cars'. The first grid featured D-Type Jaguars, Healey Silverstones, Porsche 356, Triumph TR2 and Betty Haig herself at the wheel of her beloved Fraser Nash Le Mans Replica — the car which ahs formed the basis of the Club's logo to this day.

From these small beginnings the Club grew steadily to become one of the foremost Historic racing organisations in Europe — in fact in 1995 the HSCC organised and ran more historic races that the rest of the European clubs put together!

Also in 1995 the HSCC was honoured by the motorsports governing body, the FIA, granting the Club the right to run the prestigious FIA Cup for Thoroughbred Grand Prix Cars (3 Litre Formula One cars built from 1966–1985) — the first time a Members Club has been selected by the FIA for such an important task. The Club has long been a supporter of the 3-Litre cars, and has nurtured the series from grids of 5 cars nationally in 1990 to 26 cars across Europe in 1995, with around thirty entries promised for 1996 to include the Williams' of World Champions Alan Jones and Keke Rosberg, Gilles Villeneuve's Ferrari T5 and possibly a six-wheel Tyrrell! The Cup for Thoroughbred Grand Prix Cars (recently announced in the press as "Historic F1 — better than the real thing!") will feature at several major circuits throughout Europe in the coming season.

In 1996 Motorcare Services will be giving very welcome support as sponsors of the booming '70s Road Sports Championship. Popular with drivers as a first step into the world of historic motorsport — and with seasoned campaigners who enjoy fast, close cost-effective racing — the '70s Road Sports Championship. Popular with drivers as a first step into the world of historic motorsport — and with seasoned campaigners who enjoy fast, close cost-effective racing — the '70's Road Sports Championship is divided into a class structure which encompasses some of the most desirable road racers of the period, from the Ferrari 308 and De Tomaso Pantera to the Lotus Seven and Lancia Monte Carlo. The variety of circuits from flat and fast to tight and twisting means that the strengths of every car are given ample reward through the season, and many times the supercars find their smaller competitors snapping at their heels!

This season brings exciting new series for single-seater cars, promising exciting and evocative races up and down the country. The Historic Formula Racing Car Championship is open to F1, F2, F5000, F3, F Super Vee and FF2000 cars built between 1970 and 1980, providing not only an intriguing confrontation of finesse against muscle in the top classes but also a stepping stone for drivers wishing to progress through 'wings and slicks' historic formula racing — perhaps towards Thoroughbred Grand Prix Cars. Meanwhile for the many admirers of powerful, wingless single-seaters running on treaded tyres, the Classic Racing Cars Series is set to recreate the slipstreaming power-drifting action of the Sixties — and already boasts a stunning array of Brabhams, McLarens Lotl and Coopers.

Following the success of the Groveair/*Autosport* 3 Hour Race which has closed the HSCC's two previous seasons in style, 1996 will see no less than three of these prestigious invitation endurance races planned, allowing the great sports and GT cars of the 1950's to really stretch their legs with proposed 300km races at Donington (June 1st& 2nd) and Spa-Francorchamps (July 6th & 7th) as well as the proposed 500km classic at Snetterton (October 5th/6th).

The Club's other popular Championships for '60s sport and saloon cars will continue alongside the flourishing Historic Formula Ford Championship and evergreen RJB Mining Historic Sports Racing Car Championship (open to Group 6, Can-Am and other sports racing cars built before 1981), while the Toyota Formula 3 series is broadened to include the 1600cc cars which ran from 1971 to 1975 under the banner of the Oregon Timber Frame Homes Classic Formula 3 Series.

Of course the Club is not simply about competitors — whatever draws people towards the world of Historic motorsport, the HSCC has something for them. Non-racing members enjoy discounted tickets as well as full coverage of the comings and goings of the Club in the monthly *Newsletter* and periodical magazine *Histrionics*. It is almost needless to say, but without the enthusiastic involvement of spectators, marshals and officials the Club activities would simply not happen, and it is always to be hoped that their interest and involvement is rewarded in through each season.

For the benefit of racers and spectators alike the HSCC has always been concerned with visiting the widest possible range of circuits — and 1996 is proving to be no exception, with the welcome return of Croix en Ternois to the calendar. The delights of the French circuit, a stone's throw from Arras, are a well kept secret which the Club is very pleased to offer its members as an atmospheric and astonishingly inexpensive *entree* to racing on the continent.

To mark the 30th Anniversary year in some style there are a number of 'extracurricular' events planned to take place in and around the racing calendar. Track days for members will, as ever, be a priority while other celebrations will hinge upon the passion for all things historic and thriving social scene which is so much a part of the fabric of the Club. One highlight is sure to be a gáthering of cars and drivers from that first meeting of 1966 — which may still be competitive. Other events are to include 'period' entertainments (with suitably fitting dress code) at major race meetings, a members' *Concours d'Elegance* (for the cars, not the members) and of course the Annual Dinner & Dance which grows more glamourous every year.

Different people have different reasons to look forward to the start of a new season. The Tifosi may well be looking to Ferrari's new drivers to deliver a long-awaited world title, British rally fans will be urging Colin McRae through every muddy mile he may travel and the BTCC eagerly awaits the first appearance of the mighty Audis on the Championship trail. For devotees of post-war Historic motorsport however there is proof positive that the HSCC can offer the very best action in its field both on and off the track, across the UK and Europe, living up to the motor *'From Formula Ford to Formula One, From Mini to Maserati . . . We've got something for YOU!"*

For details of race meetings and membership enquiries, please contact the Club Office:

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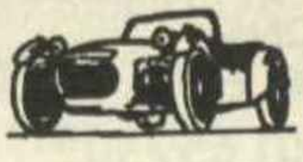
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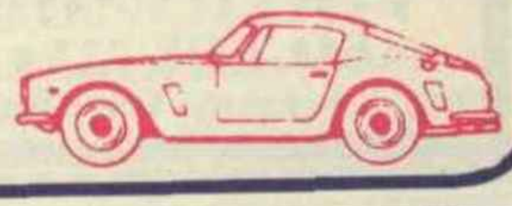
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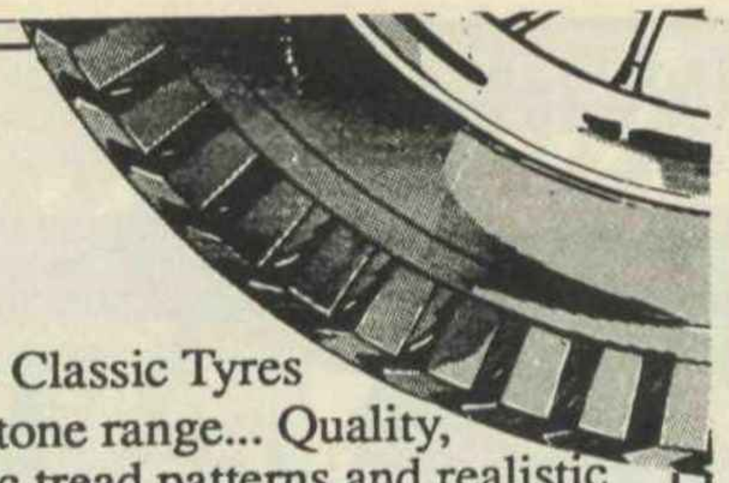
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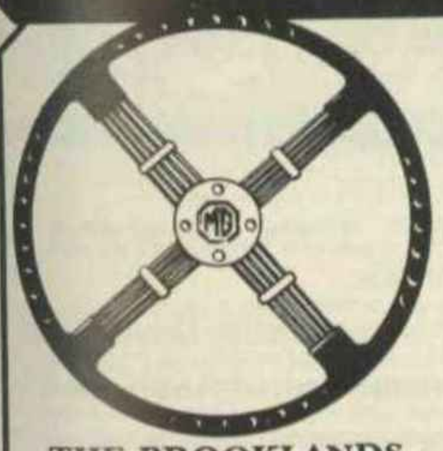
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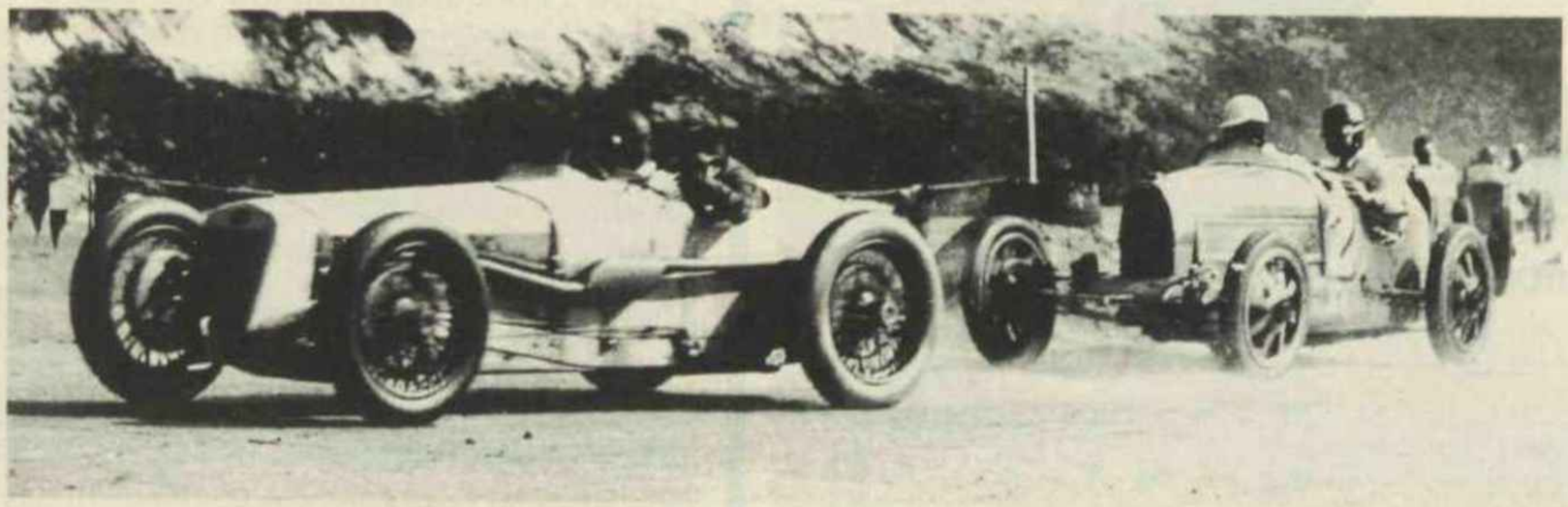
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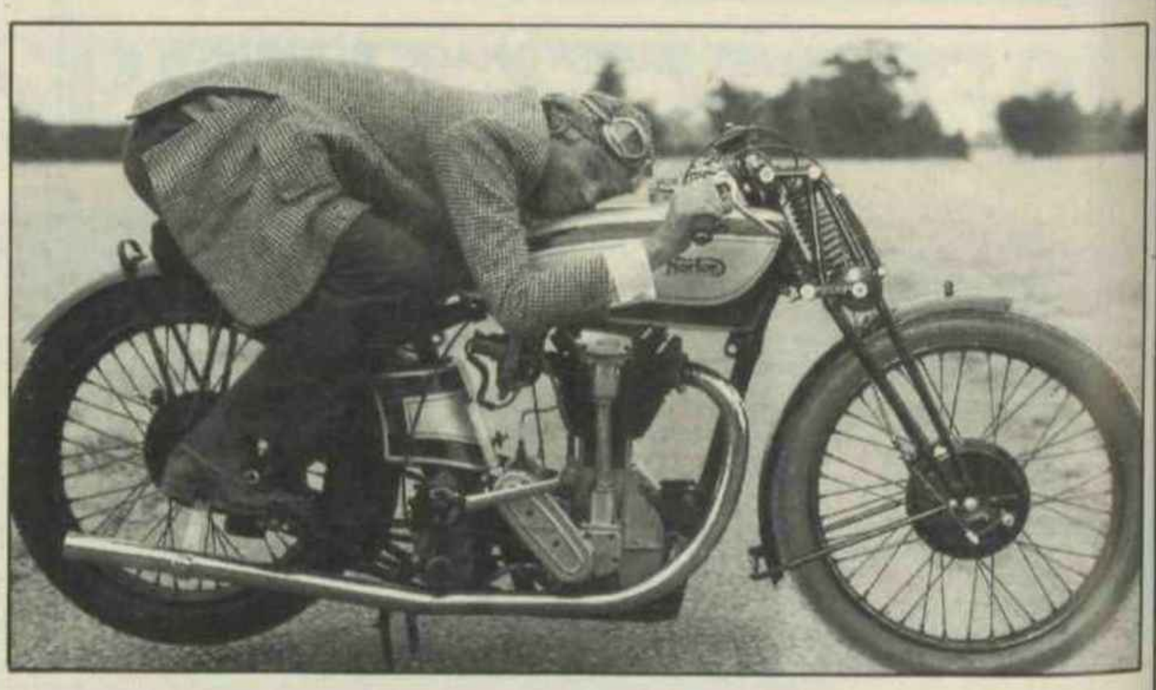
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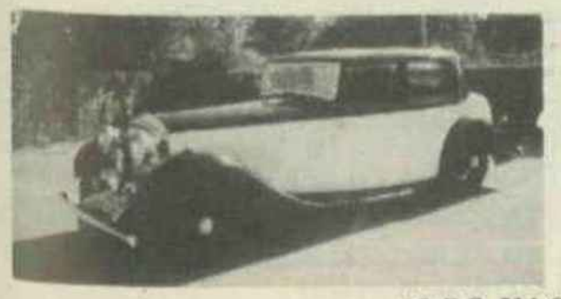
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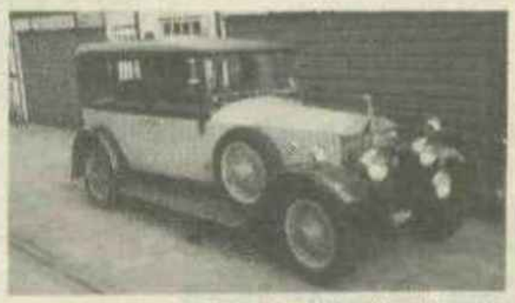
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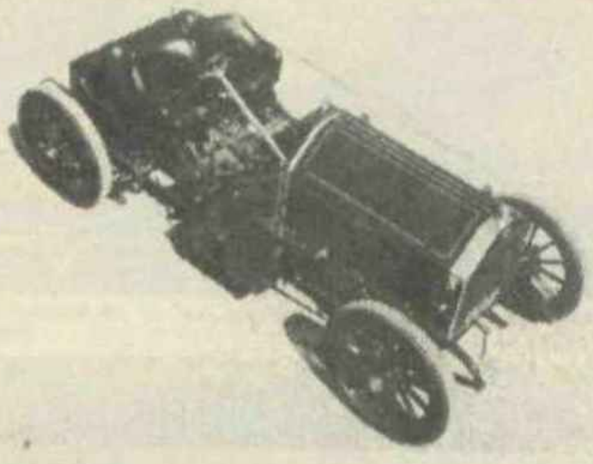
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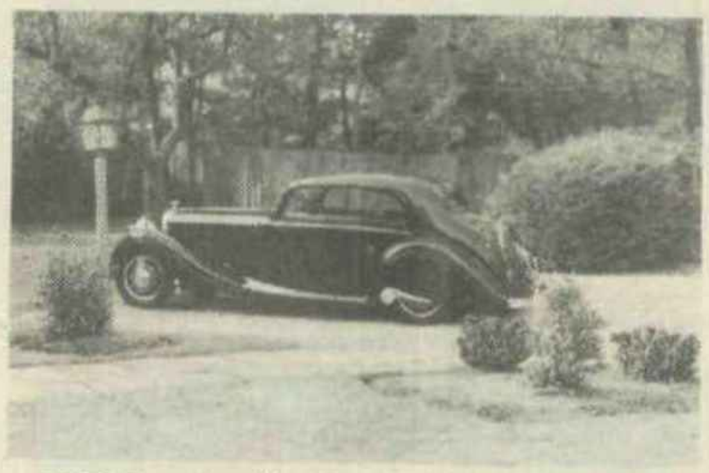
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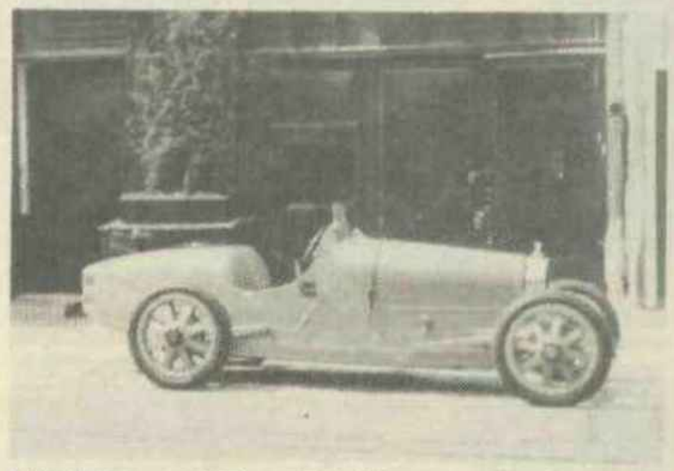
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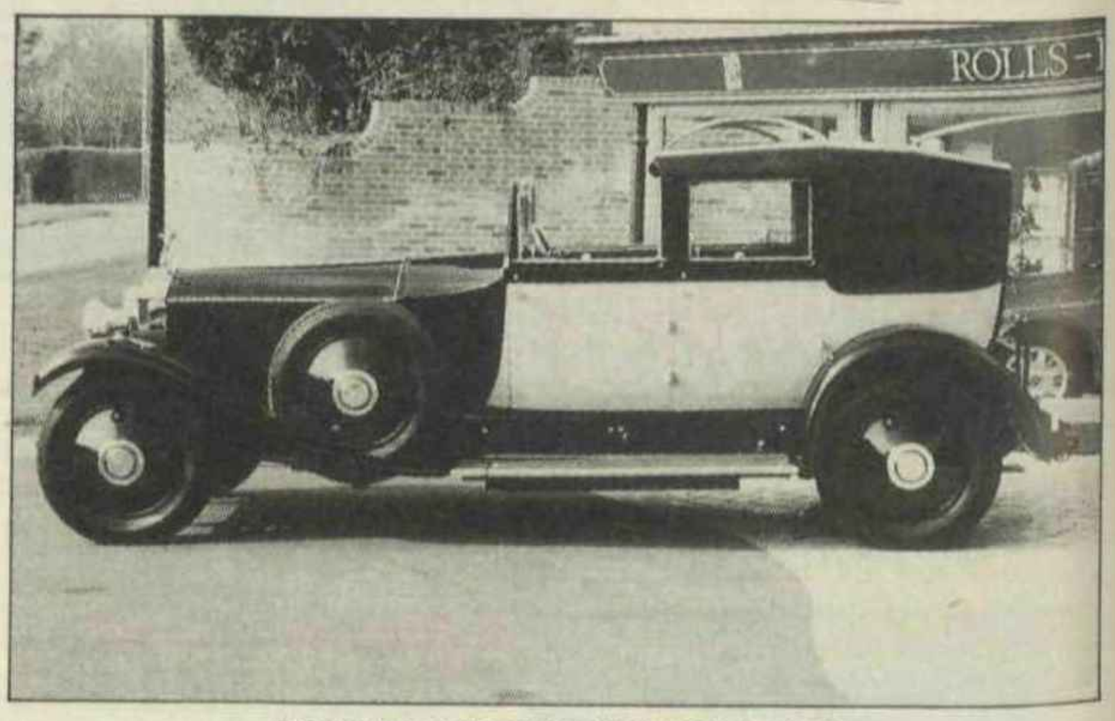
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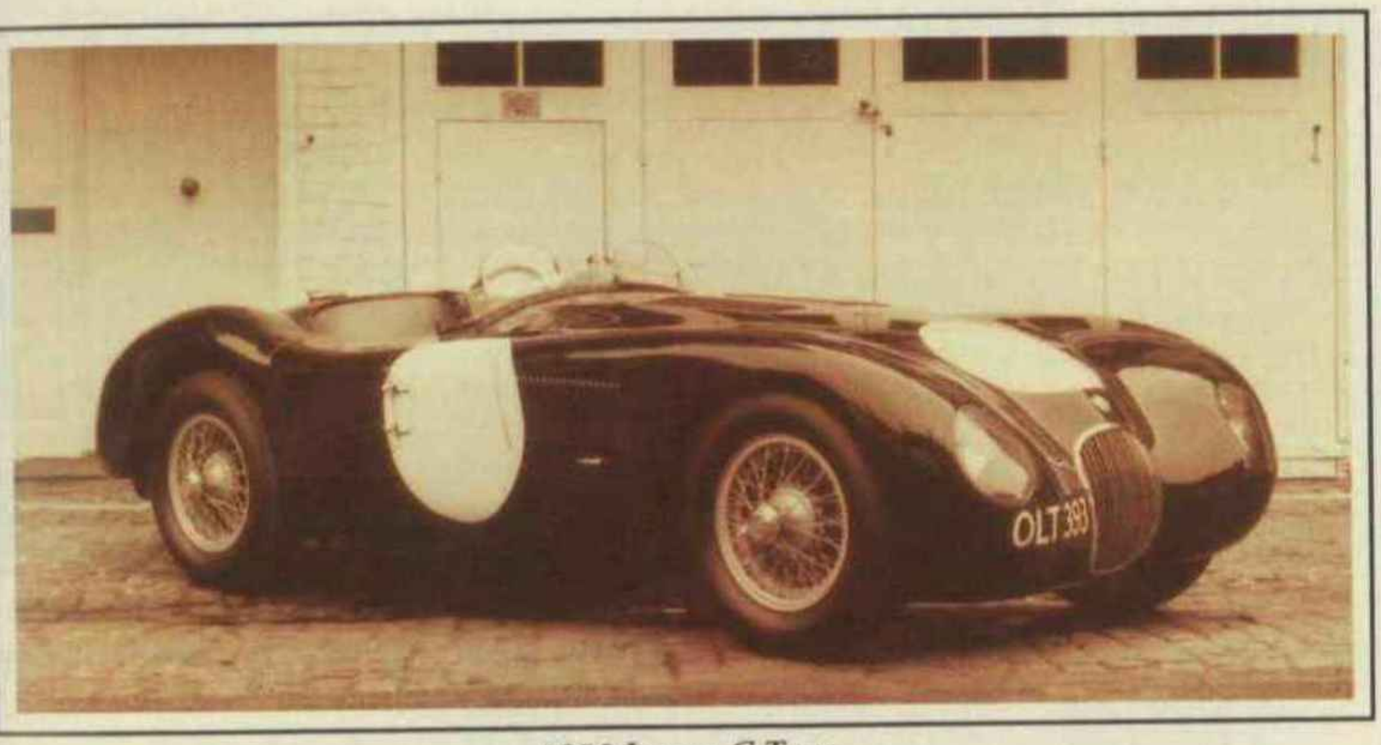
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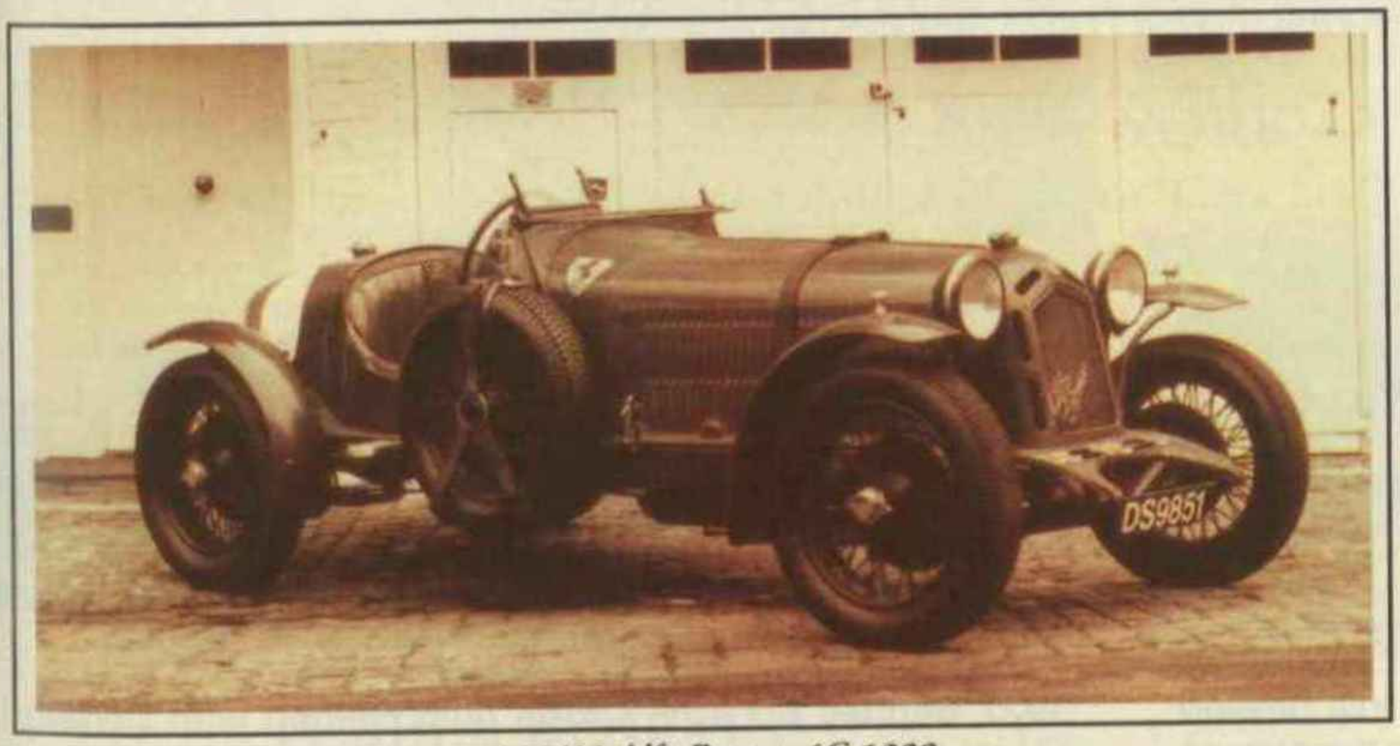
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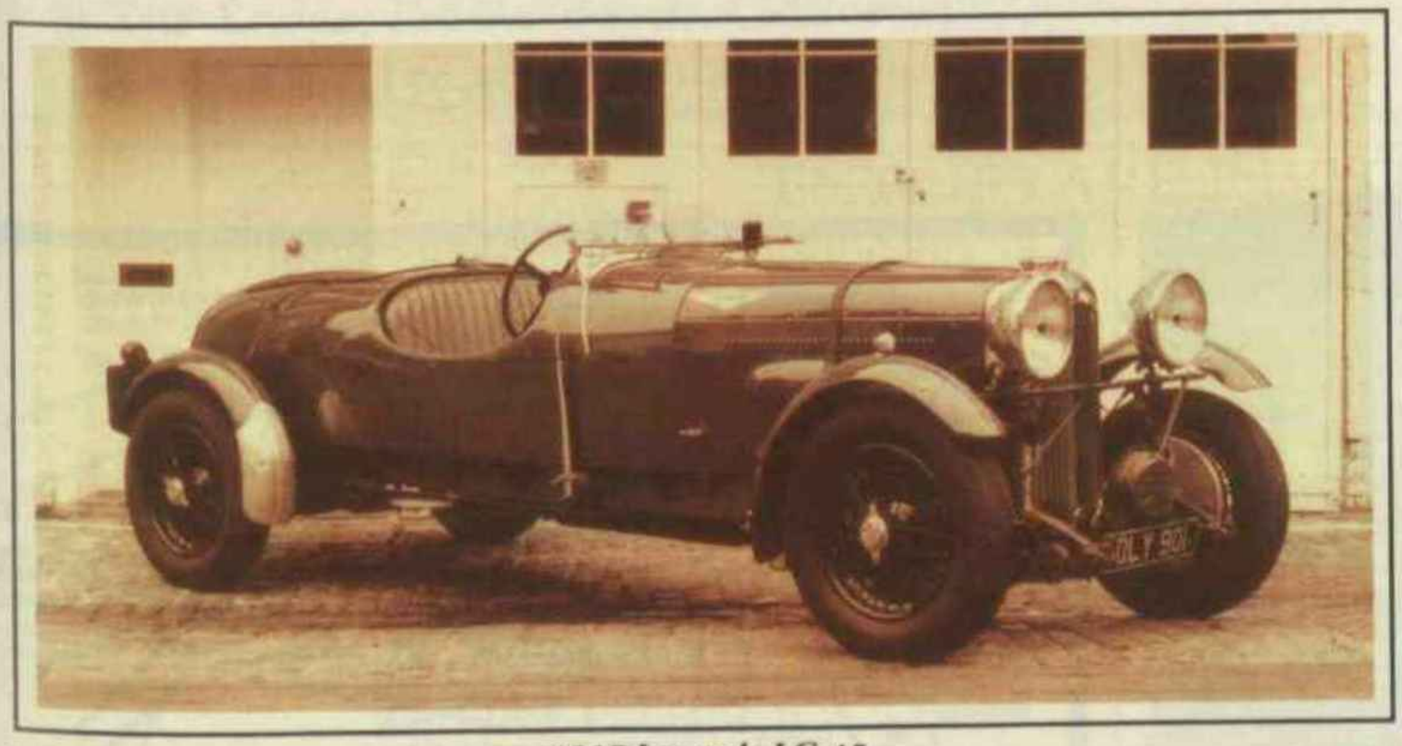
1953 Jaguar C Type

This genuine and authentic C Type is in superb condition throughout and is finished in the traditional shade of Jaguar British Racing Green. The car's contemporary competition history is toell documented, it has current FIA papers and has just successfully finished this year's Mille Miglia retrospective.



1929/33 Alfa Romeo 6C 1900

This excellent 8C Monza bodied car is constructed entirely from original 6C 1750 components utilising a late 6th Series 1900cc engine enlarged to 2100cc supercharged. The car's performance is comparable to that of a standard 8C 2300 short chassis, and it is finished in patinated Alfa Romeo red with matching leather to the interior.



1937 Lagonda LG 45

Meticulously restored some years ago this car has been fitted with exacting replica coachwork of the 1935 Le Mans winning Fox & Nicholl Team Car driven by Hindmarsh & Fontes. Finished in British Racing Green with brown leather to the interior the car is in excellent condition throughout. All the fun of a 4½ for less than half the money but with a different badge!

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CARS IN STOCK

1929 Alfa Romeo 6C 1750 Super Sports

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

1933 Alfa Romeo 8C 2300 Drophead Coupé

1968 Alfa Romeo Tipo 33/2

1950 Aston Martin DB2 Prototype

1924 Bentley 3 Litre Vanden Plas Style Tourer

1927 Bentley 4½ Litre Short Chassis Vanden Plas Tourer

1930 Bentley 4½ Litre Supercharged Birkin Le Mans Style Replica

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

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

1939 Bentley 4¼ Litre MR Overdrive Drophead Coupé by Vanden Plas

1955 Bentley R Type Continental

1928 Bugatti Type 35B Grand Prix

1933 Bugatti Type 57 Galibier Pillarless Saloon

1952 Cooper Bristol Single Seater

1957 Ferrari 500 TRC

1960 Ferrari 250 Short Wheelbase

1909 Fiat Roi Des Belges Rothschild Tourer

1930 Frazer Nash Super Sports

1935 Frazer Nash-BMW Type 55/319

1924 Hispano-Suiza H6B "Dubonnet Tulipwood" Replica

1925 Isotta Fraschini Type 8A Open Tourer

1953 Jagaur C Type

1960 Jaguar XK150 3.8 Litre SE Coupé

1933 Lagonda M45 T7 Tourer

1937 Lagonda LG 45 Fox & Nicholl Team Car Replica

1926 Maserati Type 26 Grand Prix

1971 Mercedes-Benz 280 SL LHD Manual

1935 Riley Sprite Prototype

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

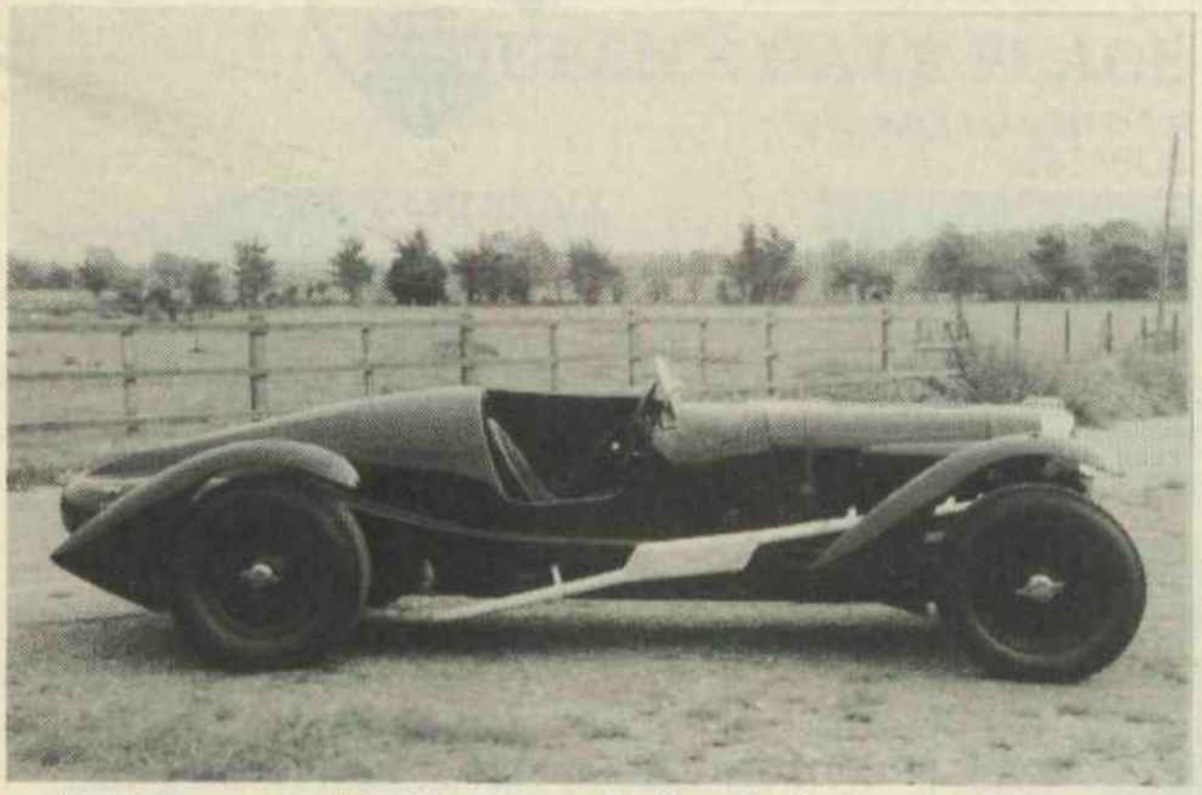
1931 Rolls-Royce Phantom II Sedanca de Ville by Thrupp & Maberly

1934 Rolls-Royce Phantom II Continental Three Position Drophead Coupé by Thrupp & Maberly

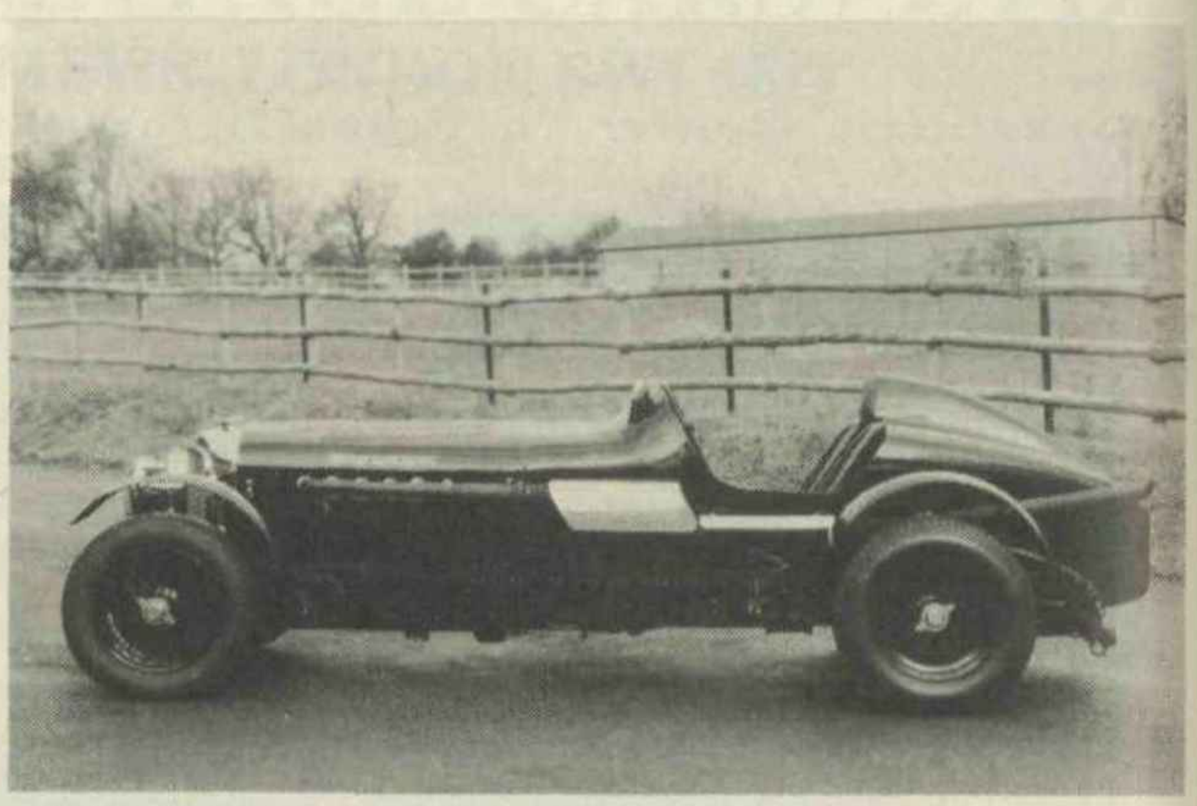
1954 Rolls-Royce Silver Dawn

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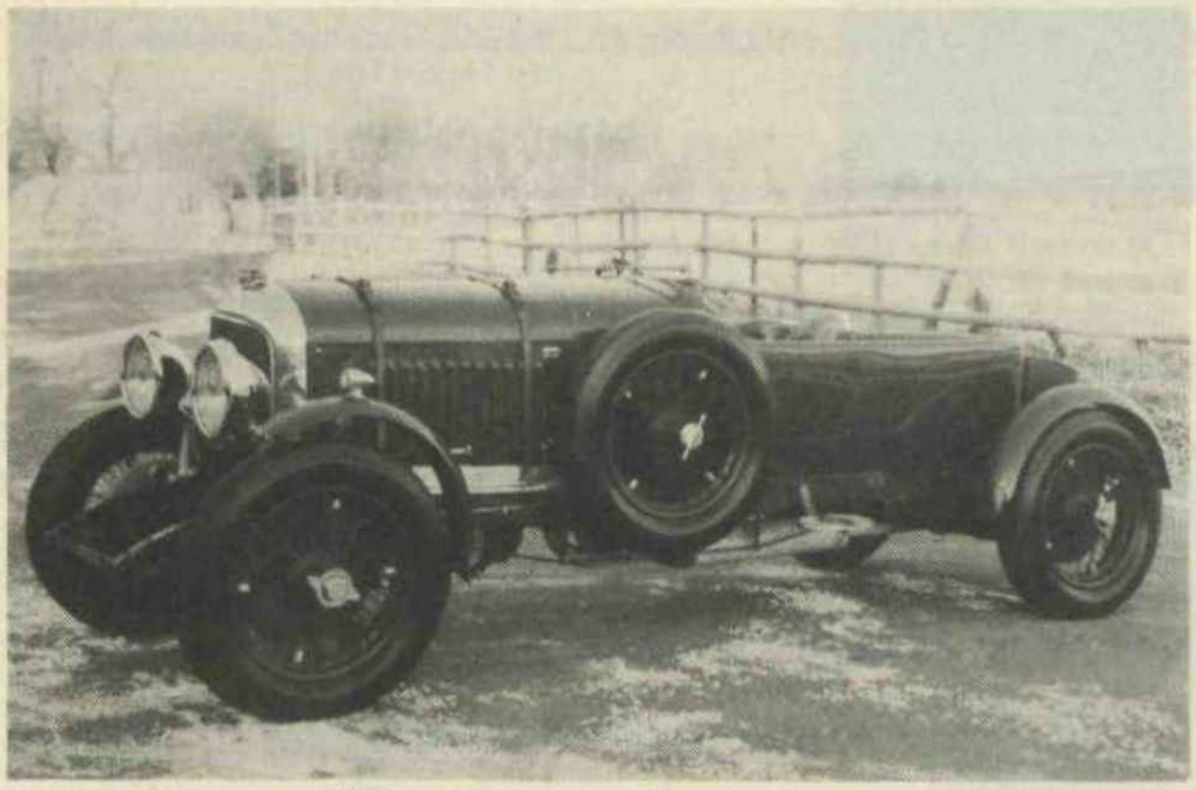
STANLEY MANN RACING



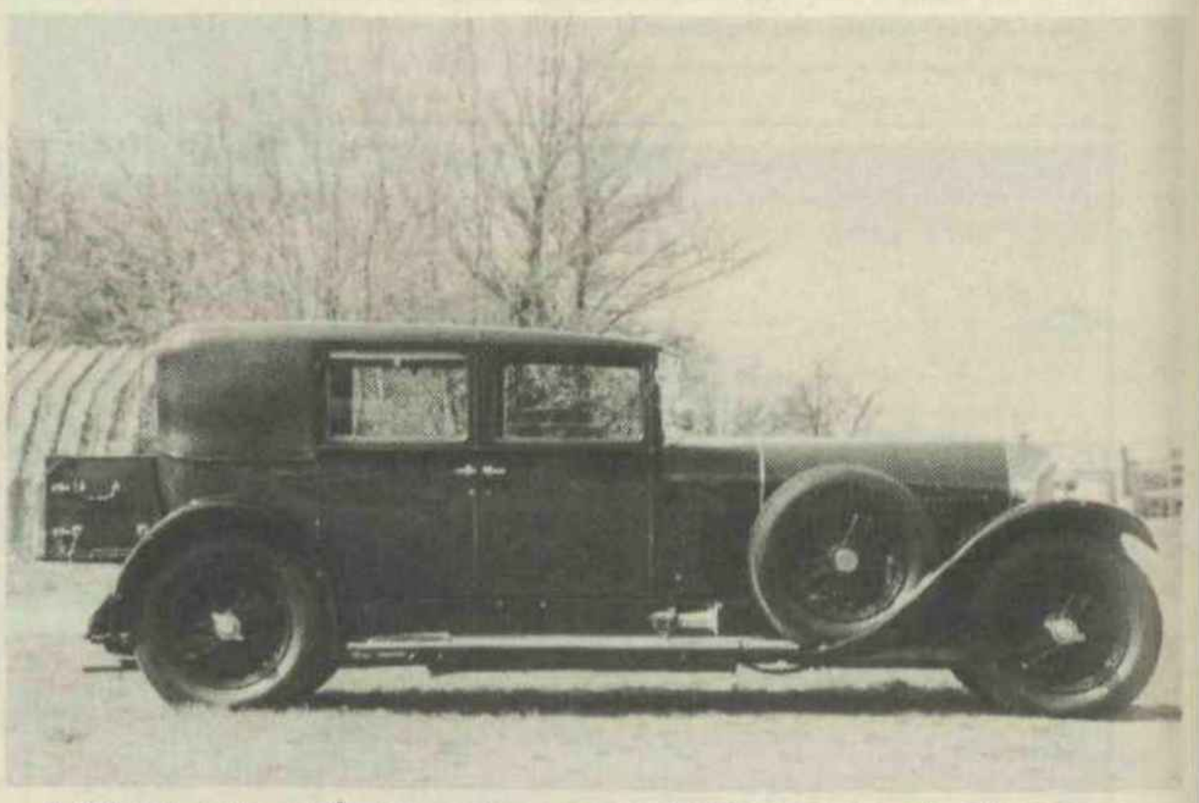
1938 Lagonda V12 Le Mans. Fully rebuilt. Large dollups of grunt smoothed by V12 W O Bentley magic.



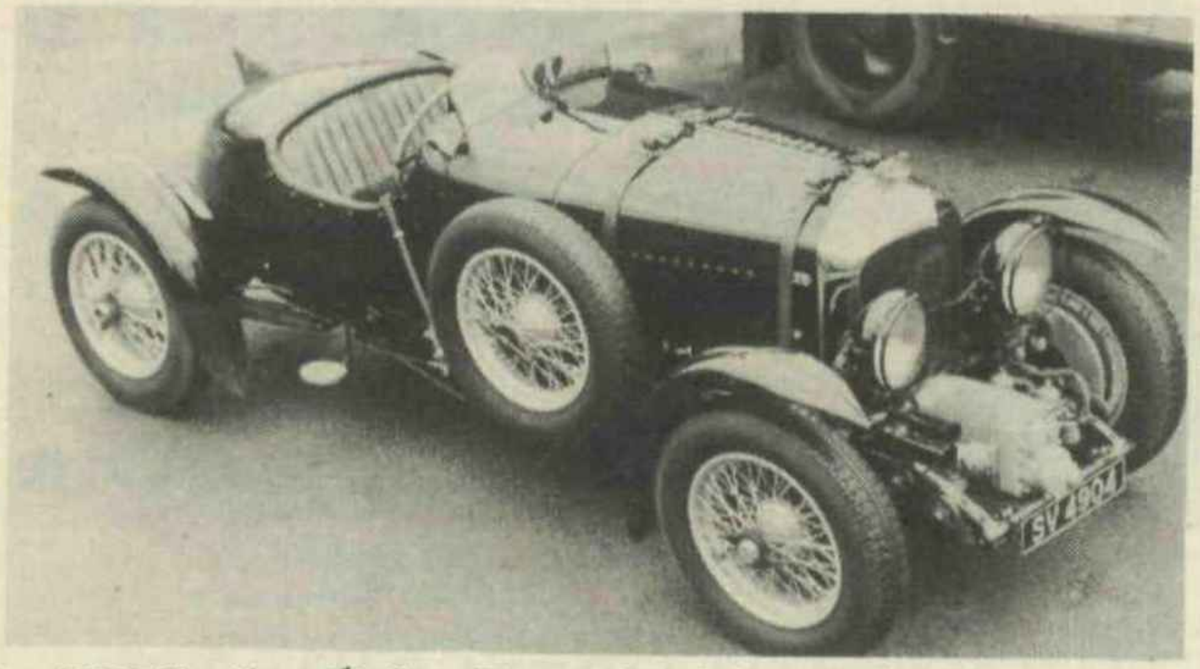
1929 Vintage Bentley Special. 6½ litres, 3 carbs, 200+ bhp. Will give you a blast up the parts the other vintage Bentleys cannot reach. Serious fun.



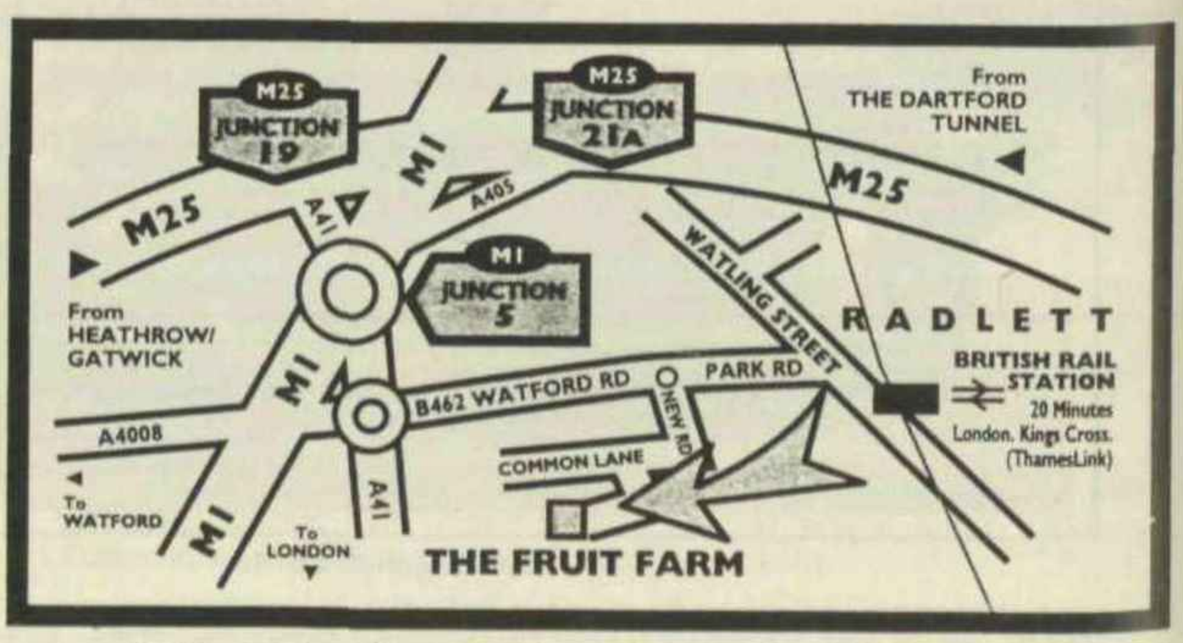
1929 Bentley 4½ litre Fast Light Tourer. Only just passed retirement age but he can still go like a rocket – as the actress said to the Bishop. Definitely underpriced.



1927 Bentley 6½ litre Sports light Saloon with Division. Plenty of hanky panky room in the back but it's such a joy a drive you'll want to stay on the leather in the front. "Ascot here we come!"



1929 Bentley 4½ litre Blown. I took her out for 3 hours last week and I'm still smiling. Fan-bloody-tastic!



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1954 Fraser-Nash Targa Florio MkII. A known and correct example of the very rare Targa Florio of which total production did not exceed 14 cars. An excellent dual purpose car suitable for road, race or rally and offered in restored condition. Finished in British Racing Green with a black leather interior.



1926 Bugatti Type 37A. This known car delivered new in October 1926 and listed in Conways '62 register has recently come to Britain having spent the last twenty-five years in America. The car is photographed in the Conway/Greilshamer book on page 91 where it is incorrectly captioned as a Type 35. An excellent Grand Prix Bugatti finished in traditional Bugatti blue.

CARS IN STOCK

1952 Allard J2
1932 Auburn Speedster
1922 Bentley 3 Litre Speed Model Tourer by Cadogan
1930 Bentley Speed Six Tourer by Hooper
1929 Bentley 6½ Touring Limousine by Barker
1934 Bentley 3½ Litre DHC by Park Ward
1937 Bentley 4¼ MR "Malcolm Campbell" design cut-away door tourer by Vanden Plas
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1956 Bentley S1 Continental Fastback by HJ Mulliner
1926 Bugatti Type 37A Grand Prix
1935 Bugatti Type 57 Stelvio Drophead Coupé
1967 Ferrari 275 GTB/4
1954 Fraser-Nash Targa Florio MkII
1963 Jaguar E-Type Competition Lightweight – Le Mans winner 1963
1968 Lamborgini Muira S
1936 Lagonda LG45 DHC
1937 Lagonda LG45 Tourer
1938 Lagonda V12 DHC
1938 Lagonda V12 Rapide, one of 12 cars built
1936 Maserati 6CM
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1920 Rolls-Royce Silver Ghost Fully Calapsable Salamanca
1930 Rolls-Royce Phantom II Sedance da Ville by Hooper
1963 Rolls-Royce Cloud III Standard Steel Saloon
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

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