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FEBRUARY 1997

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Schumacher poses with his brand new F310B racer. Expectations of man and machine could hardly be higher for '97

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It's difficult to judge the mood at Maranello, as the air is always thick with disinformation at this time of year. However, talk of postponing the true championship bid until 1998 is just that: Ferrari knows better than anyone how vital the '97 title is.

It will not have a better chance again for years. The depth of talent working for Maranello is not simply unprecedented, it is also, with designer John Barnard rumoured to be packing his bags, in all probability unrepeatable. Moreover, with Ross Brawn strengthening the hand further at the expense of Benetton, Adrian Newey on gardening leave from Williams, Hill in an Arrows and McLaren unlikely to reverse its losing streak in a single season, the opposition would seem weaker than at any time since Ferrari's last constructor's win back in 1983.

All these expectations, it should be said, cannot help. No job was ever made easier by being told the one you have done to date is not good enough. Ferrari, however, should not be perplexed by such attentions, but flattered. It is risible even to imagine another manufacturer that could last 18 years without the driver's title and remain the greatest attraction in the sport. The truth is people the world over have spent the thick end of two decades waiting with loving anticipation for that moment when a Ferrari driver is made world champion. It's long enough. The time to repay their loyalty is now.

Attentive readers may have spotted a familiar name among the New Year honours lists. MOTOR SPORT's Founder Editor, Bill Boddy, has been made an MBE for services to motoring journalism.

Bill's tenure as Editor has been, we believe, the longest-ever of a magazine – he was de facto editor from 1939 and carried the title officially from 1946-1993. Even as a schoolboy in the 1920s he wrote to the *Brooklands Gazette* and continues to write with undiminished fervour as the undisputed authority on pre-war motoring. It was his enthusiasm which was central to the shift from the "old crocks" attitude to today's appreciative view of old cars.

Under WB's regime, MOTOR SPORT became a fearless and feared commentator at a time when the weeklies tended to be circumspect; and when WB brought DSJ on board, the magazine became the most respected in racing. All of us at MOTOR SPORT offer WB, MBE, our sincere congratulations.

## DECEMBER

**12 New MasterCard Lola team** announces its driver line-up for 1997: former Arrows driver **Ricardo Rosset** and 1995 Formula 3000 Champion **Vincenzo Sospiri** who will step up from the Benetton test team.

**12 Denis Jenkinson's memorial service** is held in Guildford, with every seat filled for a non-religious ceremony that brought **laughter and fine jazz** to join the occasional tears.

**13 Jacques Villeneuve** tops **Barcelona testing** times with a lap time 1.3sec under Damon Hill's 1996 pole time at the Spanish track as **Goodyear responds to Bridgestone** threat with new tyres. Gerhard Berger is second fastest for Benetton.

**13 Nigel Mansell tests a Jordan** at Barcelona with a view to a Formula One return.

**13 BMW** continues to be linked with **Williams** for a potential **return to Formula One** in 1998. However, the German company continues to deny it...

**15 Damon Hill** wins the **BBC's Sports Personality of the Year** award for the second time, outpointing Olympic rowing legend Steven Redgrave.

**15 Nelson Piquet** shares the winning McLaren F1 GTR in the **Brasilia GT race** with **Johnny**



The Autosport International show was all about launches. Above: Hill poses with the new Arrows, flanked by Walkinshaw, Diniz and test driver Muller. Left: New Lola F1 driver Sospiri signs autographs.



**Cecotto** to clinch a South American GT double.

**16 Nigel Mansell tests works Porsche GT1** at Barcelona, perhaps considering a shot at GTs.

**16 A date in February** is set for the **trial of Williams bosses** Frank Williams and Patrick Head plus designer Adrian Newey and three officials from the 1994 San

Marino GP on charges of manslaughter over **the death of Ayrton Senna** at the Italian track.

**16 Australian Touring Car Champion Craig Lowndes**, a protégé of Tom Walkinshaw, signs for the **RSM Marko** team's **Formula 3000** attack.

**16 Former sportscar racing great Brian Redman** and engineer



**John Bright** forms new Formula 3000 team: Redman & Bright.

**16 Wolfgang-Peter Flohr** launches a company to run Opel's motorsport programme.

**16 Seat** signs **Harri Rovonpera** and **Oriol Gomez** for the World Rally Championship. Rovonpera will also lead **British series** attack with **Barbara Armstrong**. **Erwin Weber** is kept on as test

driver, while **Jesus Puras** is furious at being left out.

**17 Nigel Mansell** elects not to make an **F1 return** with Jordan, citing "not having time on his schedule" for it. **Martin Brundle** and **Giancarlo Fisichella** are left to fight over the second seat alongside **Ralf Schumacher**. Fisichella tests

at **Jerez** and laps within 0.3sec of the German driver.

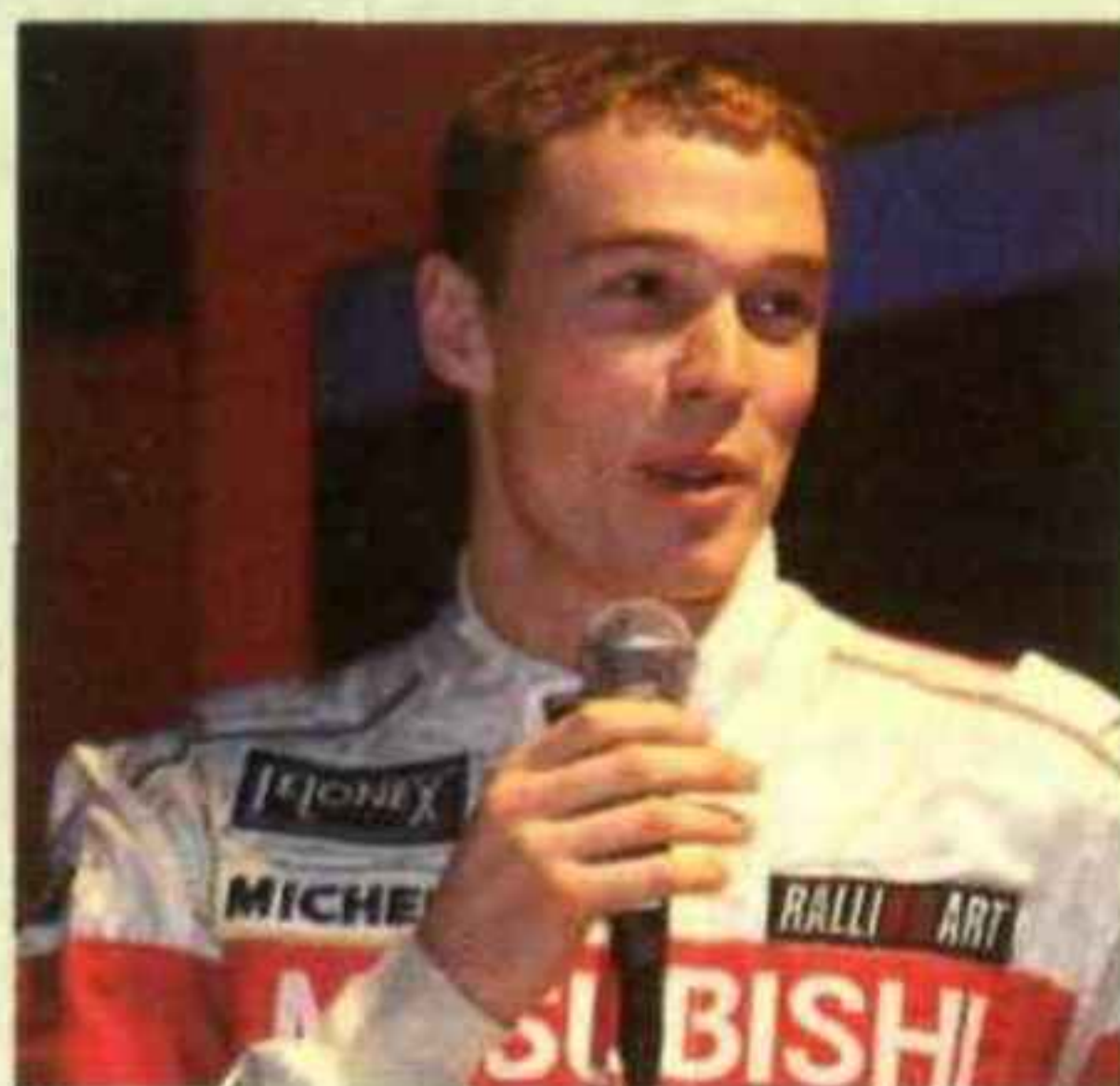
**19 Rubens Barrichello** gives **Stewart Grand Prix's** first Ford-powered **SF1** its maiden outing at **Boreham** in the wet.

**19 Scott Goodyear** defects from the Indycar series to the rival **Indy Racing**

**League**, signing to join **Arie Luyendyk** at **Treadway Racing**.

**20 Richard Burns** is retained by **Mitsubishi** as number two to **Tommi Makinen**, beating **Didier Auriol** and **Bruno Thiry** to the coveted World Rally series ride.

**20 Nissan's Infiniti** racing engines are delayed in their plans to be ready for the opening **Indy Racing League** race at



Left: Piquet and Cecotto (pictured) won at Brasilia. Above: Richard Burns is staying on with Mitsubishi. Right: Muller leads the ice racers.





The McLaren MP4-12 is orange, but not for long. Below: Schlessler flew on the Dakar, then crashed.

**Disney World circuit** in Orlando on January 25.

**21** Reigning ice racing champion **Yvan Muller** scores his second win in three rounds, sliding his **BMW 318 Compact** to the front at Alpe d'Huez.

JANUARY

**1** **Damon Hill** is made an officer of the **Order of the British Empire** in the New Year's honours.

**3** **Didier Auriol** lands ride on **Monte Carlo Rally** with **RAS Ford Escort** after failing to clinch deal with Mitsubishi.

**3** **Jacky Ickx** pulls out of the **Dakar Rally** on the eve of the start of the 5000-mile event. He had been due to share a Toyota



**9** **Jason Plato** is named as the second driver in the **Williams-run Renault** British Touring Car Championship team alongside **Alain Menu**.

**9** **Noel Edmonds** picks radical **Panoz Esperante** chassis for his two-car attack on the **Le Mans 24 Hours**, and signs **Andy Wallace** and **James Weaver**.

**9** **Martin Rowe** is confirmed as **Robbie Head's** team mate in **Renault's** Megane-equipped **British Rally series line-up**.



Renault BTCC racers Menu and Plato.

**10** **Michael Schumacher** is cautiously optimistic after **first test** in Ferrari F310B at Fiorano.

**10** **Giancarlo Fisichella** beats **Martin Brundle** to **second Jordan** seat, leaving **Brundle** to consider offers to join **Murray Walker** in **ITV's commentary team** and to lead the **TWR Nissan** team's **Le Mans** attack.

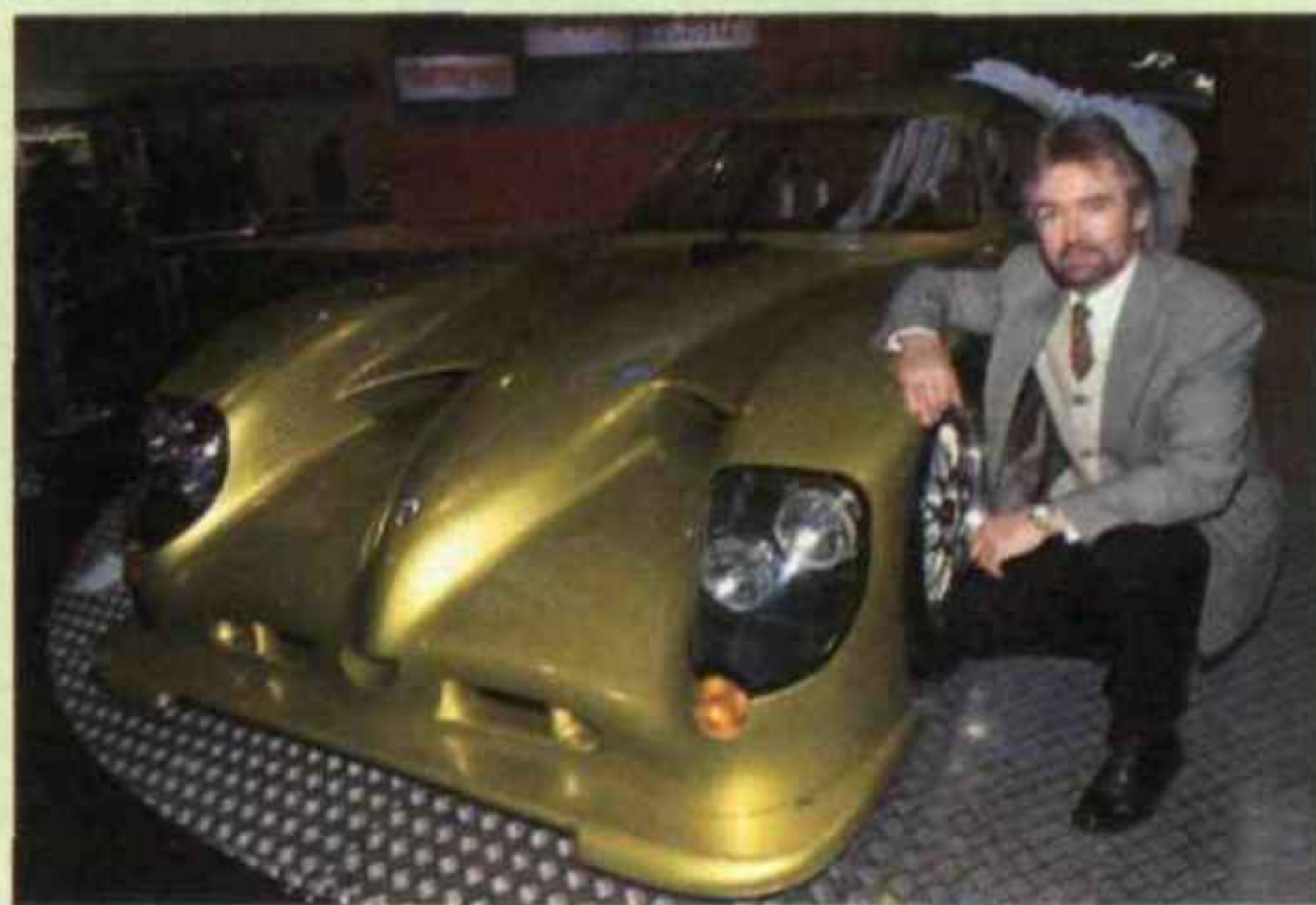
**11** **Jean-Louis Schlesler** crashes his **Seat-powered buggy** out of **Dakar Rally**, leaving the three works **Mitsubishis** in control.

**13** Reigning German Formula Three Champion **Jarno Trulli** is named as the **second Minardi driver** alongside **Ukyo Katayama**, leaving **Tarso Marques** as tester.

**14** **McLaren** unveils new **McLaren MP4-12** at its Woking base in a **temporary orange livery** while the team's **West** colour scheme is designed.



Above: Jean Alesi had a troubled test in the new Benetton at Jerez. Right: Edmonds poses with his Panoz Esperante.



with his daughter Vanina.

**5** **Rusty Wallace's** Penske South **Ford Thunderbird** is fastest in **pre-season NASCAR Winston Cup testing** at Daytona.

**6** **Nigel Mansell** tipped to compete at **Le Mans** in Porsche GT1. **Porsche denies it.**

**6** **Black boxes** are made mandatory on **Formula One** cars in a bid to further improve driver safety.

**6** Young Austrian International Touring Car refugee **Alex Wurz** signs as **Benetton's test driver.**

**6** **Pedro Lamy** fails to keep seat at **Minardi** and **turns his back on Formula One.** The Portuguese driver looks to GTs.

**6** **Alessandro Nannini** is linked

with a **Mercedes GT** programme that should see a **pair of SLKs** enter both the **BPR-run** championship and the **Le Mans 24 Hours.**

**6** **Spice** announces that it will **return to Le Mans** after a seven-year break.

**6** **Patrick Snyers** swaps from **RAS** to the **R-E-D** team in a bid for his **eighth Belgian Rally title.** He is continue, however, to drive a **Ford Escort Cosworth.**

**7** **Michael Schumacher** is **guarded** about **title hopes** as "conventional", high-nosed **Ferrari F310B** is unveiled.

**9** World Champion **Damon Hill** and his new **TWR Arrows-Yamaha A18** star on the first day of the **Autosport International** show at the **NEC** in **Birmingham.**

**9** **Benetton drivers** **Gerhard Berger** and **Jean Alesi** find new **B197** is **roundly beaten** in wet Jerez test by **Olivier Panis's** **Bridgestone-shod Ligier.**

**9** **Silverstone** announces **further revisions** at **Brooklands** and **Luffield** to improve its **Grand Prix** circuit.

FEBRUARY FIXTURES

Date	Venue	Event	Type
Jan 25	Disney World (USA)	Indy Racing League	INT
Jan 26	Serre Chevalier (F)	Ice Races	INT
Feb 1/2	Daytona (USA)	World Sports Car 24 Hours	INT
Feb 1/2	Chamonix (F)	Ice Races	INT
Feb 9	Super Besse (F)	Ice Races	INT
Feb 16	Daytona (USA)	NASCAR Winston Cup	INT
Feb 23	Eastern Creek (AUS)	Australian Super Touring	INT
Feb 23	Kyalami (ZA)	South African Super Touring	INT
Feb 23	Rockingham (USA)	NASCAR Winston Cup	INT

# February Sale

LONDON, OLYMPIA, FEBRUARY 22ND

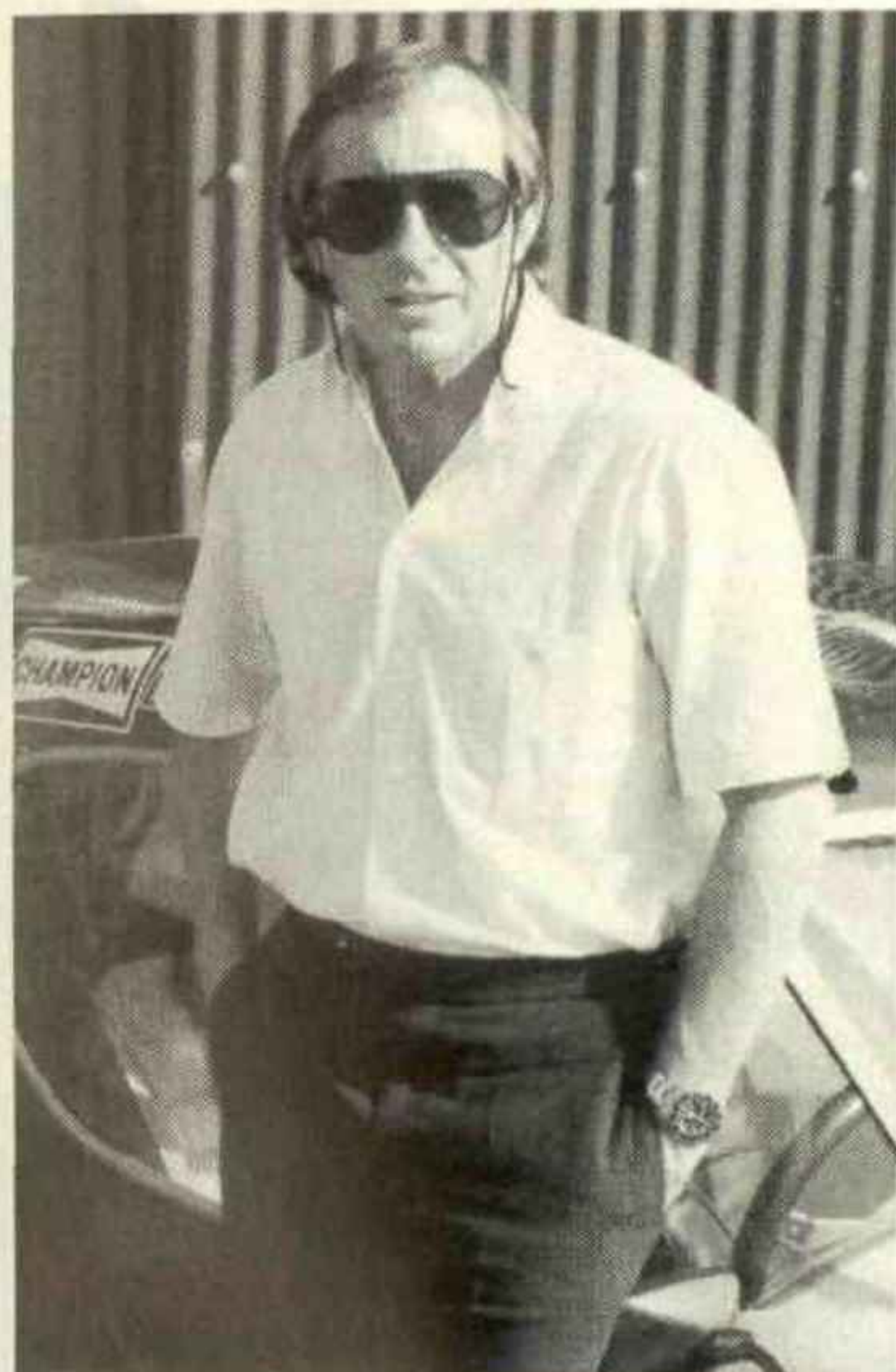


Photo: Graham Gauld

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**Above:** The ex-Jackie Stewart 1960 Marcos Gullwing GT Sports Coupe. To be sold on 22 February.

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# No more exc

Ferrari's book of excuses has reached the last full stop on the final page – it's now never. Schumacher and this new car aim to make it now. Alan Henry assesses the chance



**T**he overwhelming majority of motor racing fans understand the magic that has always surrounded Ferrari. Granted, there are several of today's Formula One team owners who believe that the mystique of the Prancing Horse is nothing more than a lot of sentimental hot air, but the strand of continuity, tradition and presence which links Michael Schumacher's most recent victory at Monza five months ago with Froilan Gonzalez winning at Silverstone in 1951 is, in my view, the key to the whole affair.

Yet, all that said, there is a powerful case to be argued that Ferrari has – with a few notable exceptions – done a pretty rotten job with its F1 team since the late 1970s. Jody Scheckter won the last drivers' World Championship in one of the cars

from Maranello 18 years ago. Since then, they have bagged a single constructors' championship – almost unnoticed – in 1983.

This is why Ferrari just has to win the 1997 World Championship. I simply do not subscribe to the view that well, er, we can wait until 1998. Or perhaps 1999. Although even Michael Schumacher privately believes it could take this long to get the job done, I think that the entire team's credibility now hangs on the possibility of winning the title this coming season.

It has always struck me that one of the problems with the Ferrari F1 team is that it is the corporate equivalent of a spoilt child. It never seems to know what it wants next. One minute it agrees that its design office should be based in the UK,

the next you hear rumblings that it should be back at Maranello. Drivers fall in and out of favour with corresponding frequency.

"The real problem with Ferrari is that it claims to be a single team of 450 people," said one rival F1 designer recently, "whereas, in truth, it's 450 teams

**"Ferrari has, with a few exceptions, done a rotten job with its F1 team since the 1970s"**



# uses.



**Left: Ferrari's 1997 challenger, the 310B, is conservative. Main changes include higher nose and radiators sited further back. Livery is new, though much of what's beneath is development of last year's car. Above: if Formula One's fastest driver can't make the 310B deliver, no one can. Expect more smiles from him this season**

**Below: win in Spain last June had more to do with Schumacher's special talents than with the chassis's inherent virtues**



of single people. Think what they might achieve if they were all working together."

Since 1992, Ferrari's fortunes have been steered by the charismatic Luca di Montezemolo. He is a man who attracts much respect, having originally made his name when he helped mastermind Maranello's F1 renaissance in 1974, which led to Niki Lauda winning the Drivers' Championship in 1975 and 1977.

Di Montezemolo broadly knows what is required to achieve success in F1. He is sufficiently well versed in the motor racing business to appreciate that the access to specialist technology in the UK's "silicon valley" fully justifies having the team's R&D base here.

In that respect, he took a leaf out of the late Enzo Ferrari's book. From 1986 to 1990, GTO at Shalford was John Barnard's design base. It was then sold off to become a component-manufacturing out-station for McLaren Cars. That meant they had to start again in 1993 when Barnard came back into the Ferrari fold, establishing Ferrari Design & Development. In the building next door!

At first glance, this seems the commercial logic of the mad house. It tempts one to conclude that Ferrari's apparent belief in the benefits of siting its R&D department in England was nothing more than a willingness to accommodate Barnard at any cost. In fairness to Barnard, at the start of both his stints with the team, he stipulated the condition that he would not relocate to Italy.

Inevitably, there are home-brewed pressures, which Ferrari takes into account. It seems to me that the Italian media has a disproportionate influence on Maranello's thinking. You can't imagine Ron Dennis or Frank Williams fretting about anything in the papers. But Ferrari is different.

Early in 1996, a minor storm blew up over what di Montezemolo did or did not say at a Maranello press conference. The net result was that he felt it necessary to journey to the European GP and explain his position to the media.

The way I heard it, his words did not quite amount to a ringing endorsement of his design chief. "To be honest, I expected altogether a more competitive car, I will admit," he said. "But on the other hand, I know that it was necessary to pay a big price, particularly in the first half of the season, because we have everything new, even the fuel –



Right: delays in readying car last year made 1996 an uphill struggle, even for Schumacher. Punctuality of 310B bodes well for 1997 bid. Left: Ferrari supremo Luca di Montezemolo and team adviser Niki Lauda know they now have the right ingredients for success. Below left: with Irvine allowed to test this season, his expected improvement will benefit Ferrari in the constructors' battle. Below: steering wheel seeks title-winning car



the drivers, the chassis, the engine and gearbox.

"We know that our engine is making very steady progress, but the first priority was to make the engine reliable. Now, after the first three races, we are involved in a deep investigation of the chassis in conjunction with John Barnard, because the interpretation of the rules for driver protection theoretically leave us with the possibility of having to think of a new chassis. But I sincerely hope not, both from financial and timing reasons. In the meantime we will concentrate on working on the car which is obviously very late indeed."

For his part, Barnard does not mince his words. He has been frustrated in the past by growing impatience with his adherence to the philosophy of a three-year development plan. In Ferrari's case, it culminated with the 1996 F310. But he had similar problems convincing Benetton that this was the right way to go back in 1990.

"You can go in and explain that the project will take three years minimum, and you can tell a team that they need to spend this and that," he says. "Then they say 'OK, give us a bottom-line figure' and I do. But there is often difficulty conceiving long-term plans in F1."

"The team will agree, but in the back of their mind they would like to win three or four races the following year, and as soon as they get to the first race they are saying 'where are we?'"

**"Barnard has been frustrated by growing impatience with his three-year plan"**

Right: Ferrari's hopes went up in smoke far too often for comfort in the middle of the 1996 season. Far right: Ferrari has not won the drivers' World Championship since Jody Scheckter in 1979. Over to you, Michael

"For example, the 1993 season with Ferrari was one of the most difficult I ever had, complicated by the need to develop an active suspension system just before such systems were banned.

"But in the back of my mind, I'm just passing through that season, like a train on the way to the terminus. I'm looking out of the window, if you like, and it's all going past in a blur. I can't do anything. I can't stop the train and get off at that particular station, because I don't want to be at that station. I want to be at the end of the line."





Recently, there have been signs that certain factions at Ferrari would like to take the design department back to Maranello. Ross Brawn's recent recruitment from Benetton to work in Italy is seen by many as sending a markedly firm signal in this connection.

Of course, the proof of the pudding may well come in July 1997 when John Barnard's current contract expires. Clever money in F1 has been linking him with the forthcoming Prost-Peugeot alliance for 1998. If he jumps ship, it will be interesting to see how long Ferrari R&D retains its

present level of technical clout. Indeed, if the British-based facility continues to exist at all.

On another positive note, the team has also benefitted from Jean Todt's presence as sporting director for the past three years. The Frenchman has been accused by some critics of bringing a somewhat Napoleonic approach to bear on the challenge, but most of the firm evidence attests to his beneficial influence.

In particular, Todt has exerted a calming influence on the drivers, all of whom speak highly of his talents. Add to that the fact that Schumacher is

committed to Ferrari on a long-term contract and all should look rosy. And yet...

Other events make one seriously question the cohesion of Maranello's management. In November 1996 it was announced that the Sauber team would be using Ferrari engines for the following season. Within days of the press communique, it was followed up by an idiotic half-denial. Sauber was accused of putting out the release without clearing it with Ferrari. The deal, it seemed, could be off.

Peter Sauber may be a reticent sort of fellow, but he's not an idiot. Eventually the whole deal was reconfirmed with a press release which, far from smoothing over these troubled waters, cast Ferrari in an even more absurd light.

"Ferrari will build up a structure which shall (sic) work together with Sauber Petronas Engineering engine technology department for the manufacturing of engines based on Ferrari's experience



**"Todt has exerted a calming influence on the drivers, who speak highly of his talents"**



Left: Schumacher professed himself happy after initial runs in the 310B and is aiming to improve on 1996. Below: he will need to if he is to avoid the wrath of the Italian press, and critical impatience from other areas of the media and the fans. Right: designer John Barnard is under pressure too but, like Schumacher, he demands patience

## Outside views

HARVEY POSTLETHWAITE.

**Tyrrell technical director (formerly Ferrari F1 designer, 1982-'88, '91-'93)**

"By the time I left I was beginning to find the whole organisation a little too cumbersome for my taste. I'd had some good times with Ferrari, especially first time round when the Old Man was alive, but by the end I had too many memories of sitting in planning meetings with about 40 other people; all talking, all getting nowhere.

"I reached the conclusion that Ferrari might recover to the point that they might win races, or even a World Championship. But I could never see them stringing it together long enough to win two World Championships – and five years down the line they might well be back to square one."

DAMON HILL

"I saw enough in 1996 to be convinced that Ferrari are coming back hard. Obviously, they have a big asset in Michael, but their car and engine made enormous progress throughout the year. Don't count them out."

JEAN ALES

"Generally, I enjoyed my time at Ferrari, and had a lot of support from Jean Todt. What is so fantastic about Todt is that he is prepared to sit down and go through all your problems with you. When something is not right, you can go to him and he will fix the problem. Even if he doesn't understand what your problem is, he wants to understand it, wants to know what is the matter. And he almost always will sort out the problem for you."

FRANK WILLIAMS

"God help us if Michael Schumacher ever gets a decent car – which he will for the season ahead. I mean, the Ferrari engine has probably moved on by 20bhp since bloody Suzuka in the middle of last October!"

## "Brawn's recent recruitment from Benetton is seen by many as a firm signal"

etc, etc," read the press release from Sauber.

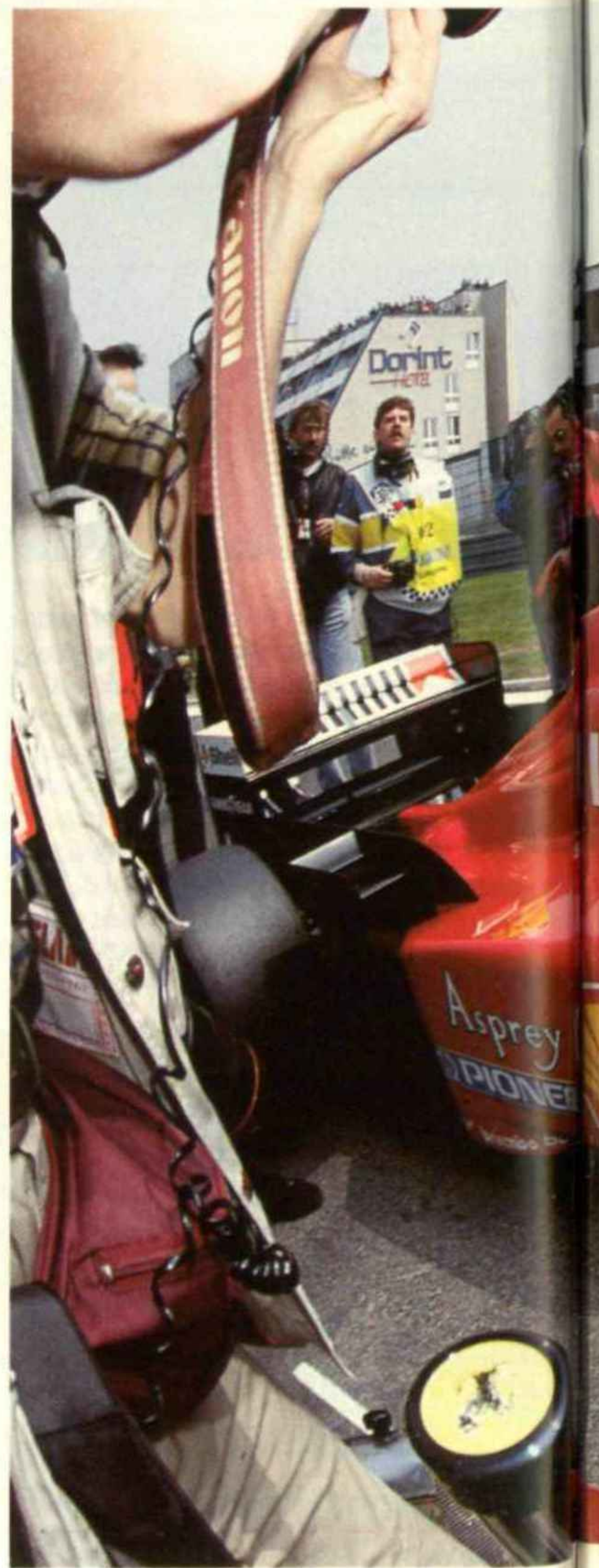
It was dated 29 November 1996. The 1997 F1 season is due to start on 9 March next. Was Ferrari and Sauber actually expecting anybody to believe that brand new engines – "based on Ferrari's experience" – would be built, from scratch, in about 10 weeks? Of course not. Sauber will use 1996-spec Ferrari engines from the start of the new season. The convoluted form of words was used, presumably, to pacify Ferrari's F1 sponsors Marlboro and Shell. And they say comedy is dead.

So what happens if Ferrari doesn't finally deliver the goods. Do we watch as di Montezemolo is led away in chains if Schumacher hasn't secured the World Championship for the Prancing Horse by the end of the year?

Will Maranello end its days being relegated to



Sporting director Todt, here enjoying a joke with Irvine at Monaco, commands the drivers' full respect





the role of some half-baked Italian version of Cosworth Engineering, shelling out V10 F1 engines on a customer basis for Minardi in addition to Sauber?

There are even those who believe that the Maranello racing department should have been locked, bolted and barred the day Old Man Ferrari died in August 1988. Left to gather dust as some sort of museum, preserved in a state of suspended animation, as a fly in amber.

It won't happen like that, of course. But Ferrari is backed firmly into a corner now that it has every available resource to be competitive. The *Maranello Book Of Excuses* is now dog-eared, tatty and ready to be tossed into the rubbish bin. Those three wins in 1996 came in the nick of time for Ferrari's credibility.

Di Montezemolo remains resolute in his belief in the future. He certainly does not believe that there is an ominous Sword of Damocles, wielded by Fiat, hanging over the company.

"Ferrari has been in F1 for more than 40 years and I want the team to be competitive again," he says with a passion. "Do you think I would have invested money in building a new wind tunnel and

## "If I had to put money on it, I would bank on Schumacher getting the job done in 1997"

recruiting young technicians with the intention of training them for the future, if it was our intention not to continue in F1?"

He may be proved right.

At the end of the day, I have to confess that I am one of the believers. Even if the hype, the romance and the nostalgia sometimes blind me to the more eccentric internal workings of the most famous F1 team in the business.

If I had to put money on it, I would bank on Michael Schumacher getting the job done for Ferrari in 1997. But, at best, I expect it to be a damn close run thing. Perhaps even too close for comfort.

And I might end up losing.





# DSJ

## life on the edge

**Jenks was more than the most read motorsport journalist of the 1950s and 1960s, for he lived it, breathed it and competed in it. Doug Nye looks back fondly upon the little man's personal life**

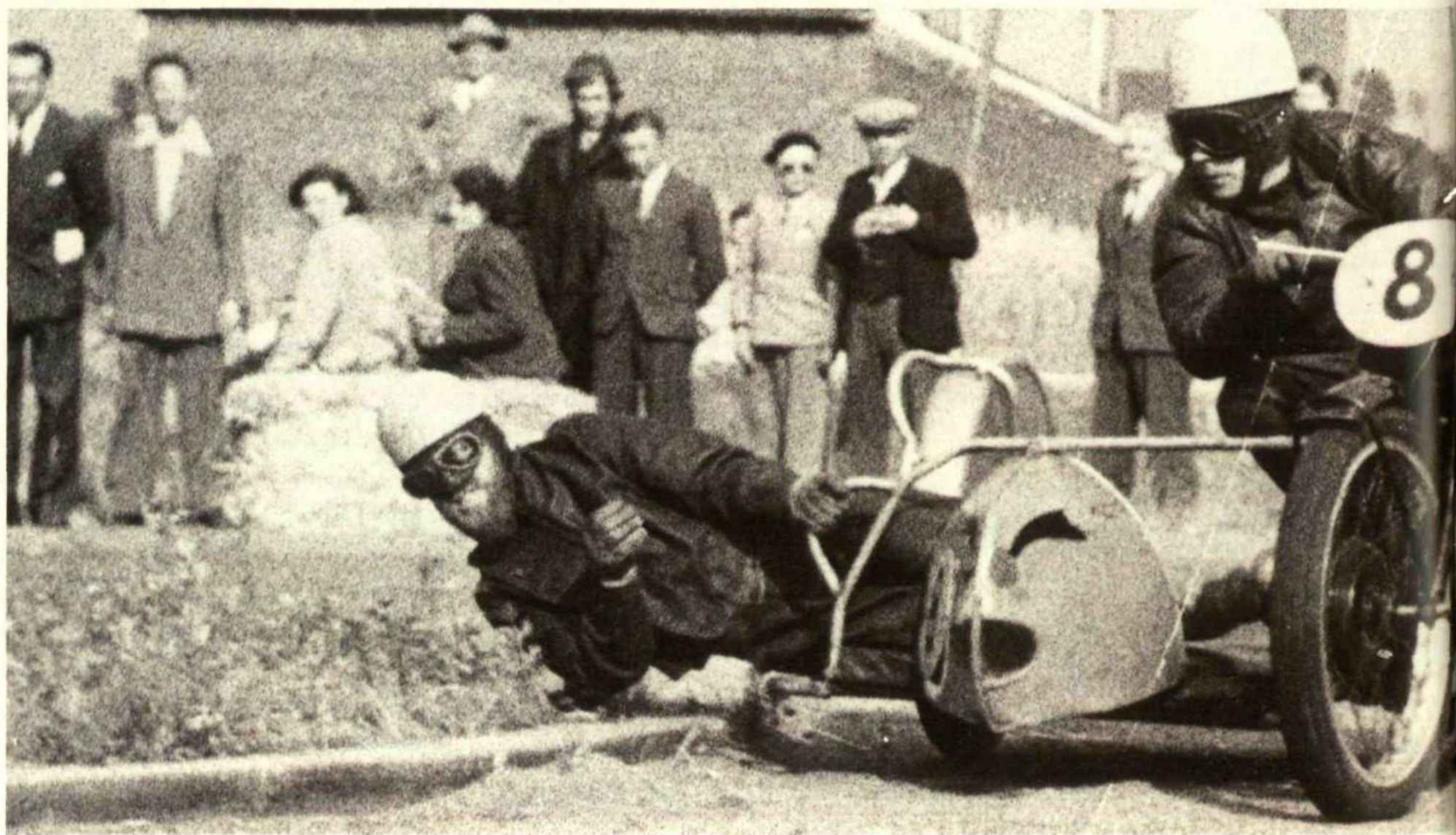
**J**enks sprawled full-length on the Watsonian racing sidecar, nose inches from its cowl's tiny window, watching the Sidecar Italian Grand Prix develop – first-hand – at Monza. It was bedlam. To his right rode the Fangio of this form of racing. His name was Eric Oliver – five-times World Champion. When he slipstreamed a rival he really let him know who was there! Reaching well above 100mph along the straights he had the Norton's front wheel jammed between the leader Ercole Frigerio's works Gilera "4" and its sidecar. And all Jenks could see, inches ahead of his scarred, fly-starred perspex screen, was the soles of his Italian counterpart's plimsolls... What an introduction to the racing world.

He followed, and loved it, for the rest of his busy life. For this magazine's 150,000-plus readers during the Fifties and Sixties, Jenks's lifestyle seemed enviable. He was actually being paid – we assumed – to follow the circus in his Lancia Aprilia,

or Porsche 356 or E-Type Jaguar company cars. He was universally admired and respected and in an era when the media pulled punches, MOTOR SPORT's fearless outspokenness came as a breath of fresh air. As "DSJ" – our Continental Correspondent, our *alter ego* on the scene – Jenks was and remained a tough little nut.

He was utterly obsessed by racing. As early as three years old, elder sister Joyce remembers him being found transfixed by cars in a dealer's window. When he was 12 he discovered MOTOR SPORT – and from 1933 he religiously saved tuppence a week to buy the latest issue.

At 17 his chum Bob Newton taught him to ride properly on a flat-twin Douglas while they were studying engineering at London's Regent Street Polytechnic. There, Jenks was an outstanding gymnast. "He had superb balance and was frequently selected to show how the apparatus should be used," Bob explains. He was also very



Right: Jenks, shown here in the early 1950s at the Nürburgring, was MOTOR SPORT's Continental Correspondent from 1953-1993, and loved almost every minute. Top left: friends - Jenks with John Surtees at Monaco in '65. Bottom left: Sidecar ace Jenks hangs it out in typically gymnastic style when passenger for Marcel Masuy in 1950.



**“Jenks loved jazz – traditional of course – and tried to play the clarinet, but had more success learning to race his Norton”**

muscular, his power-to-weight ratio terrific. “He cycled everywhere,” Newton continues, “30 or 40-mile round trips, rain or shine, and all with a fixed-wheel pulling a fantastically high gear!”

Despite a late start, Jenks’s older brother Harold remembers him suddenly taking up swimming: “He taught himself, became better than proficient within a few weeks – which was typical – and promptly won a highboard diving competition.”

Then from the day in 1941 when he cycled from Forest Hill, South London to the Royal Aircraft Establishment at Farnborough for his first job interview, Jenks became a fixture on the Surrey/Hampshire border. At the RAE he lived in digs, drawing car plans for Percival Marshall which sold as model-makers’ blueprints in his spare time.

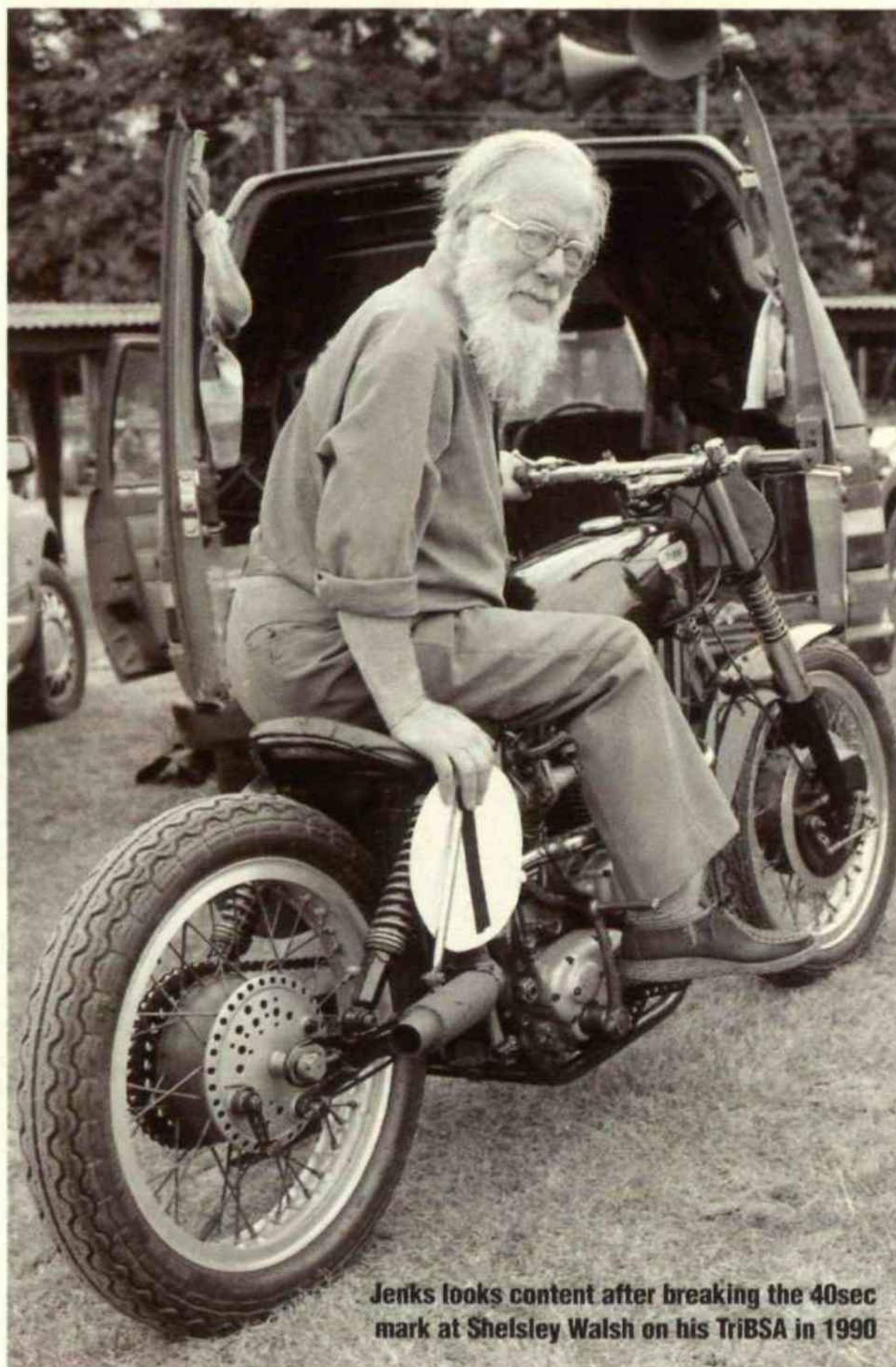
There he really got to know “WB” – Bill Boddy – whom he had met pre-war at enthusiast functions, then working in Air Technical Publications while editing *MOTOR SPORT* in his spare time. Shy Bill could be very entertaining. Also in this circle were Charles Bulmer, later editor of *The Motor* and Joe Lowrey – who would become its Technical Editor... They really knew their stuff.

Another chum was Holly Birkett, the vet in nearby Fleet, who had (vitality) a wartime essential-service petrol allowance. If they felt like motoring off in the night, they’d go on Holly’s petrol. Joe Lowrey recalls how Jenks was always “up” for any ride in an interesting car: “I was posted down to Cornwall and drove down in my HRG with Jenks as passenger – he caught the train back...” When pilot Mike Oliver drove past the RAE in his blown 1750 Alfa, Jenks chased him down at the traffic lights, begged a ride, and caught the bus home.

Typical Jenks traits really developed there. Bob Newton: “We’d all accepted that racing had to be set aside while we got on with sorting out the Germans. But not Jenks. Although he wasn’t a conscientious objector he was totally apolitical and loudly disagreed with the need for this...”

Vintage motor-cycling pal Mick Wilkins met Jenks at the RAE, and recalls vividly: “We all first knew him as the little feller with the big hat and no socks – he’d worked out that he could swap the saved clothing coupons for petrol coupons...”

He certainly lived cheaply. But in 1944 he bought a Frazer Nash for £250 – £150 postponed for a year! – and in 1947 drove it in the first post-war British motor race meeting at Gransden Lodge. But motor racing was plainly beyond his pocket. He sold the Nash and bought, for £100, a 350cc Norton International. Renting a lock-up was cheaper than digs, so for some time home became a sleeping-bag beneath a workbench. Jon Derisley, who went on to race Lotus, was a schoolboy nearby. “We heard that there was an old man in a lock-up who’d got a racing motor-bike”, so one lunchtime a party of inquisitive schoolboys ventured

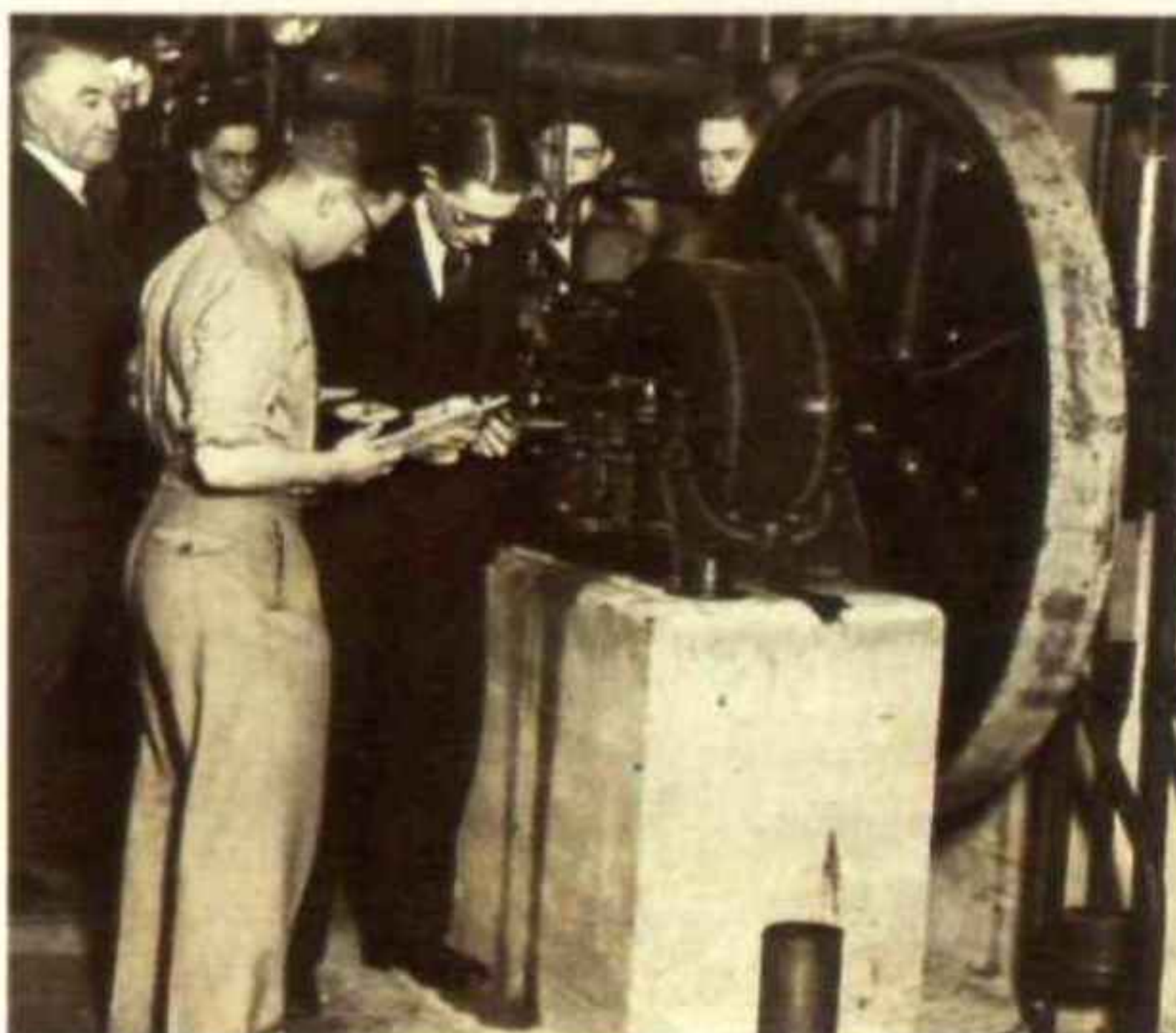


**Jenks looks content after breaking the 40sec mark at Shelsley Walsh on his TriBSA in 1990**

to take a peek. And there he was – long ginger beard, hence the ‘old man’ tag (Jenks was barely 26). “And you know how open he was later with interested youngers? Well, when he spotted us he roared ‘\*\*\*\* off!’ and we all fled.”

With perhaps just one exception, he never liked small children. He nicknamed one friend’s year-old daughter “159” because, when she bawled, she made exactly the same noise as, and her mouth was exactly the same shape as the grille on, a Formula One *Alfetta* 159.

He loved jazz – traditional of course – but liked good classical concerts too. He also tried to play



**The teenage Jenks (third left) studying gas engine technology at Regent Street Polytechnic**

the clarinet, but had more success learning to race the Norton. He finished last in the Hutchinson ‘100’ at Dunholme Lodge and also ran at tracks like Oliver’s Mount and Cadwell Park. Then fellow rider David Whitworth encouraged him to join the Continental road-racing circus in 1948. So, astride the Norton, with just a shoulder bag and a soft hold-all strapped across its tank, Jenks went off to compete in three Belgian meetings, only for his engine to seize in practice for the first, at Mettet.

Jenks was stuck with only a pound. He patched-up his engine and made the grid, but broke early; friendly organiser Jules Tacheny still paid the promised £30 start money. The ‘bike was dead, but at the prizegiving Manx GP winner Eric Briggs offered to take him on to Brussels.

At the prizegiving there, Jenks sat at the same table as Eric Oliver, also in his first postwar season of Continental touring. Eric used two regular passengers, but both competed only by taking holiday leave. He was looking for “new ballast” after the third Belgian race, at Floreffe. Jenks said he’d like a try – just to stay with this intoxicating circus. So Eric invited him to appear at Floreffe: “... and I’ll give you a try-out before practice.”

After a few brisk laps on open roads, Eric said: “You’ll be alright – you don’t rock the boat.” Minimum regulation weight for a sidecar passenger was 60kg – Jenks in his kit scaled 59.9 – he was in, with just ounces of ballast.

He then learned Oliver’s uncompromising







Jenks, here on the Targa Florio, never lost his love of watching the very latest competition cars

racing standards. "I learned at close quarters why real World Champions are naturals and not manufactured," he wrote. "On a starting grid he was there for one reason only – to win." Eric's favourite remark after a twitchy moment was "I think we were sharing control there for a bit!", by which he meant the ESO/DSJ duo versus their "lethal device" – the Norton/Watsonian.

They built a new combination for 1949 when the FIM launched its Sidecar World Championship, and were only beaten twice – on grass by a methanol-burning 1000cc JAP, and in the Italian GP when the spark-plug dropped out because Eric hadn't pinched it up right. Jenks grabbed the plug spanner tucked into Eric's left boot and wound in the spare plug from his pocket. They restarted and finished fifth, then were hustled onto the podium to celebrate their World title. "While everyone was cheering we didn't feel very proud of ourselves, as we had made a team cock-up."

For decades after, Jenks covered races from that same grandstand, but never reminisced about his day on that podium. No question of "during the Forties...", much less "When I was World Champion..." There was no trace of that in Jenks's psyche, he was too interested in what was happening now – and how he could tell us about it.

And he had really absorbed the fine grain of racing lore. For example, Oliver was an absolute master at gearing for a circuit and he also had Jenks not lean out to the maximum in every corner, to

## “Jenks was wrestling with this dilemma into another fast curve when he felt Eric Oliver's big boot on his back”



DSJ had great respect for Patrick Head; his real heroes were two engineer-racers – Taruffi and Uhlenhaut

minimise frontal area. "I could feel the chair lifting through the left-handers," explained Jenks. "But when we straightened up Eric would give me a quick thumbs-up – on some circuits this meant we could go up a whole tooth." These were tiny advantages, but they could destroy the opposition.

Another time they tested their standard works Norton engine bottom end and internals against their own highly polished set, to reduce oil drag. They set a baseline time, then pulled off the back of the course to their garage, stripped the standard engine, rebuilt it with the still-warm head and barrel on the polished parts and went out for the second session. Down the straight there was the "unfair advantage" – an extra 200rpm... Pre-race they re-gearred to take even "unfairer advantage", and another win was almost guaranteed.

Spa 1949 saw perhaps their finest race – a carburettor feed banjo broke on the first lap and DSJ found the only way to keep the engine running was to plug the leak with his thumb. Whenever he had to take his thumb off the leak, the engine would starve. He was wrestling with this dilemma into another fast curve when he felt Eric's big boot pressing on his back, to keep him flat on the chair. They two-wheeled around that corner, then the next... For 50 minutes Jenks remained a flat little Dutch boy with his thumb against the bawling, buzzing Norton's carburettor and another GP win was theirs. It was not without cost, though, as Jenks related: "My right arm was numb well

beyond the elbow and it was quite a few days before everything returned to normal."

They lived happily under canvas, to rivals' disgust who said "You're letting the side down" – they preferred the cash they saved. The bonus was that motor-cycle meetings were then combined with motor races, so Jenks began to report on both for MOTOR SPORT, *The News Chronicle* and for *Motor Cycling*. He also wrote for *Iota* as "Barbarossa" – Red Beard. He called it "the cushiest job I know".

Eric Oliver liked to nip back home as often as possible, but Jenks hankered after a more European lifestyle, so from 1950-52 he joined forces instead with Belgian Marcel Masuy ('Mazz-wee'), who went racing in style and stayed in hotels. . . Jenks lived in Brussels, polished his languages, prepared Masuy's 'bikes and cars and was paid £14 a week plus expenses. They ran a 600cc BMW *Rennsport* with Vanderschrick "Precision" sidecar through 1950, followed by a "Garden Gate" Norton/Watsonian in 1951 and "Featherbed" Norton in 1952. Jenks planned to race 'bikes until 1956-57 when he hoped to switch full-time to MOTOR SPORT. But on March 11, 1953, magazine owner W J Tee then offered a full-time appointment. "That kind of door opens only once, so I took it," explained Jenks, and his serious riding career was over.

The rest of his motoring life has been well recorded, but meanwhile the private Jenks was very private indeed.

Around his time in Belgium, "home" was a cottage room adjoining The Phoenix pub at Hartley Wintney. From November 1953, he rented Stratford Lodge near Odiham. Then, for nearly 35 years – from November '61 – home was a saggy-roofed single-storey lodge house which he bought to enjoy "My own trials course right by the back door" – never mind no mains electricity.

The tiny kitchen was dominated by a solid-fuel



**In 1969 Jenks lost his bet with Robin Richards that Jochen Rindt would never win a GP. The stake was his beard, which he posted to Richards as proof. He went to ground for a month until he grew another**

Aga range which Jenks alone knew how to drive. With it pulsating, and a wintertime kitchen temperature around 80 degrees, he'd sit within Aga-glow at a tiny table lit from the window above the sink, and write to us. Perhaps that was his secret, he wrote "to" his readers, not just "for" us. . .

Although he never married, Jenks had many lady friends, one of whom over many years simply meant the world to him. Another, Patricia Burke

**“Jenks would sit in his kitchen within Aga-glow at a tiny table lit from the window above the sink and write to us”**

(who later married John Surtees) moved the great Henry N Manney – of *Road & Track* – to remark: "Pat's very good for Jenks, she's taught him to wear socks." Yet, despite his sartorial critics, when he wanted to, Jenks could appear very dapper.

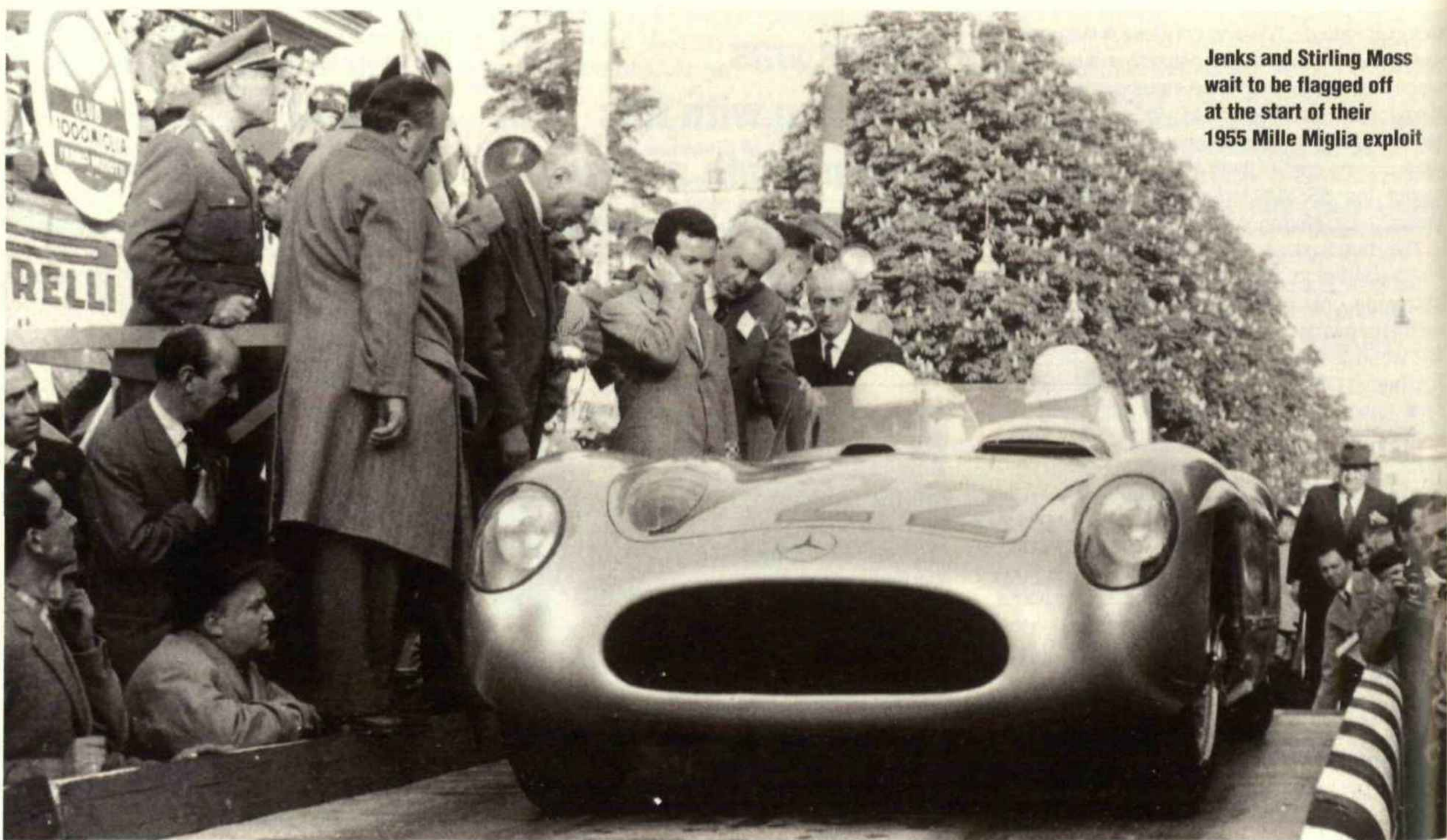
Among local motoring and motor-cycling men, and to his farming neighbours, he was such a special friend – there was invariably good conversation and gales of laughter. And should a Concorde thunder over he'd always break off and gaze up admiringly – then beam "Bloody marvellous, eh?"

Yet, while he was non-materialistic, he was always intensely possessive, of property and people alike. He cultivated separate interest-groups of close friends, yet discouraged contact between each group. Many of us only met for the first time after his stroke last January.

He always admired inquisitive, analytical minds, and another old RAE friend – Sandy Burnett – often accompanied him on his high-speed road tests of exotic cars, like the Mercedes 300SL Coupé in March 1956 in which they saw 128mph past Blackbushe, and averaged 72.8mph to Andover before Jenks spun and toppled the car onto its side. They plonked it down again and resumed, braying back to Camberley to average 61mph. "Time allowance for righting car and inspecting allowed. Rather slow from then on!" reads Jenks's "Circuit Dicing" log.

Then at the end of his competitive life he was very proud of his homebuilt TriBSA sprint 'bike which in 1991 took him below the 40sec barrier for the first time at Shelsley Walsh. And in 1993 at the Colerne spring he ripped across the line ever-faster on each of his three runs with it. Ending that lovely day our little gnome, in his baggy black racing leathers, removed his crash helmet and stroked his beard, and told Mick Wilkins: "If I die tonight, I'll die a happy man."

And that says it all. . .



**Jenks and Stirling Moss wait to be flagged off at the start of their 1955 Mille Miglia exploit**



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# Master

With 1200kg and 700bhp, the GT1 Viper eats straights and slingshots out of corners. But



# blaster

what's it like going into them? Andrew Frankel straps in and blasts round Paul Ricard



**F**ear is an odd thing. Creeps up on you just when you're not expecting it. From the moment Chrysler rang to invite me to Paul Ricard to drive its 700bhp Viper GTS-R GT1 sports-racing car to the moment it and I rumbled out of the pits, I felt no fear.

Looking back it seems silly now. This was, after all, not simply the most powerful car in all sports car racing but also the most powerful I'd driven, boasting perhaps 70bhp more than the McLaren F1 GTR racer. And that had frightened me witless at the time. Yet here I was, trundling down the pit straight on cold slicks, with cold carbon brakes and no more than a sense of considerable anticipation for what was to come.

I think it must have been the ORECA race team, which runs the Vipers for Chrysler, that did it. When I drove the McLaren it was five weeks before Le Mans, and Ray Bellm's F1 was favourite to win. The track was damp and the team understandably edgy and anxious. Now, the sun shone and there was a distinct end-of-term atmosphere in the pits at Paul Ricard. The cars had completed their tour



ORECA mechanics guide Frankel (left) through what has been Olivier Beretta's office for the day. The ergonomics are sensibly conceived with well-sited controls and instruments. Driving position offers plenty of room, too

of duty, finished with commendable sixth and eighth places at Nogaro against the might of the McLarens and Porsches, and were to be sold off before the next season.

The mechanics joked, resident ORECA driving hero Olivier Beretta spent the day happily scaring the wits out of anyone stupid enough to climb into a car with him while I stogged about waiting my turn. They even let someone who'd never driven a racing car before climb aboard and try his luck; and when the time came to pull him out of the barriers with which he had quite inevitably collided, still the smiles did not flicker.

Climbing aboard the GTS-R was a moment I had lost sleep looking forward to. Being too tall, fat, and talentless ever to make much sense in a single-seater, my interests have always been slanted towards those racing cars which offer me a better-than-evens chance of squeezing aboard. And a hugely powerful, 8-litre, front-engined, rear-drive monster on one of the most challenging and famous circuits in the world filled more criteria for automotive Utopia than just about any other in my experience.



All functions are actuated by the black box located beside the road-based, slower shifting six-speed gearbox



**“Even the bang of the V10 engine didn’t scare me. Signs of trouble didn’t appear until I tried to brake for the corner”**

When my turn came, I found the cabin of the Viper immediately to my liking. The driving position is sensible and roomy, all the information you need is flashed up on an LCD display in front of you and all functions are controlled by a large box sitting adjacent to the transmission tunnel to your right. Flick switches for both fuel pumps, power to the electronics, cooling for rear diff, fans for the back brakes, ignition on and hit the big starting button. Even the bang of the V10 engine and its ear-bending idle didn't scare me and my sense of security was further enhanced by the childishly light power steering and the triple plate carbon clutch, as progressive as that in any racing car I have driven.

Signs of trouble didn't appear until I tried to brake for the first corner. Beretta had warned me to drive down the straight with my left foot on the brake but I had forgotten, and now I was driving a 1200kg, 700bhp racing car with all the deceleration potential of a Penny Farthing. Thankfully the large chicken I employ to look after my interests after I've abandoned them made sure I'd doubled the usual braking distances, and Viper and I struggled into the corner where I made the next mistake and applied too much power too early for the still-cold tyres. We survived that one, too, with all but my hitherto unquestioned lack of fear intact.

Now I felt the fear, as the endless Mistral straight opened out and I found myself throwing gear after gear at the Viper's unquenchable thirst for speed. Until now I'd taken the ORECA team's tales of driving past McLarens on the straight only to be overtaken under braking slightly in jest. Not any more. With a medium downforce configuration and gear ratios designed to bring its potential maximum



**GTS-R puts out 700bhp from its 8-litre V10 and, with a minimal downforce setting, will reach 220mph**

speed of rather more than 220mph down to about 180mph, it felt savagely fast, so that you felt the horizon was being pulled towards you. Only when I selected sixth, at around 180mph, and settled down for the haul up to the terrifying fifth-gear curve at the end of the straight, did the acceleration rate noticeably abate.

My first few laps were a sorry litany of missed apexes and missed gears. For a reason I have yet

to fathom, I had completely underestimated the level of commitment this Viper required. When I returned to the pits, they were still smiling but suggested I sat down and thought about it for a bit before climbing aboard once more.

The next time around, I gave it the respect it required and deserved, warmed it up properly and eased myself gently into the experience.

It felt like an entirely different car. Where once it

**“Monstrously fast yet responsive to a firm hand and stout heart, it perfectly fitted my idea of a real sports-racer”**



**Beneath the fearsome looks lies an amiable and forgiving car, as long as you treat it with respect**



**Gache and Helary were key players in ORECA's success last year. The carbon brakes (above) were not**

had felt wild and ragged, now it was secure, friendly and forgiving. The acceleration no longer felt intimidating, just exhilarating, and in the really fast corners, when the aerodynamics not only provided pure downforce but also trimmed the balance of the car, it was close to magical.

Through it all, though, I never came properly to terms with those brakes. There seemed to be several problems, not the least of which was that they had 1200kg of rampant Viper to control. They never felt able to match the acceleration potential and I am sure that they were responsible for much of the time lost to the lighter, more agile, Porsches and McLarens.

In addition, I could not get used to the dead feel of the pedal or the speed with which they would both lose and gain heat. You could find yourself standing ever harder on the pedal and waiting for something to happen; then, in a trice, you'd be on the point of locking up the tyres.

The gearbox, too, was far from ideal. It's an adaptation of the road car 'box and loses time to a proper, sequential race unit with every shift, even those which find the gear you're looking for.

In the main, though, the Viper GTS-R was exactly the car I'd hoped it would be. Monstrously fast yet responsive to a firm hand and a stout heart, it fitted my idea of a proper sports-racing car to perfection, unlike the quasi-prototype racers that will continue to fill the grids this year. It is because of such rule-bending cars that Chrysler has chosen to abandon its GT1 programme for the forthcoming season. But do not fear: they will be back, competing at the front of the GT2 class rather than in the mid-field, where they are sure to be as quick, noisy and good to watch as ever.



for in my demanding Paul Ricard circuit allowed Frankel to see 180mph between a few, short-lived bouts of fear



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MS2

Throughout the 1930s and 1950s, oil company Castrol produced a little annual called *Achievements*, a portfolio of cars and motorbikes that had raced during the year using its lubricants. As a boy I hoarded these carefully. If, like me, you were a MOTOR SPORT reader, you could send off a reply-paid card obligingly inserted by Castrol in the magazine, and also get a lubrication chart for your (father's) car.

The 1954 edition had a Gordon Horner painting of the Mercedes W196 streamliner on the cover, and was full of Ferraris, DB3S Astons and Porsches, not to mention Gileras and MV Agustas. But the picture that caught my 10-year-old imagination was of a car and driver unknown to me: a brutal, lanky open-wheeler with a big triangular grille, offset cockpit and long tail.

It looked uncannily like the drawing in my well-thumbed Dick Barton story book of the "Roscoe Special". The Roscoe's driver was shot just before the start of the big race by a baddy in the grandstand, but Barton, who happened to have a track pass, leapt aboard with seconds to go and, still wearing his blazer and cravat, drove to victory (after a wheel-to-wheel battle with another baddy who, needless to say, had a gun in his cockpit).

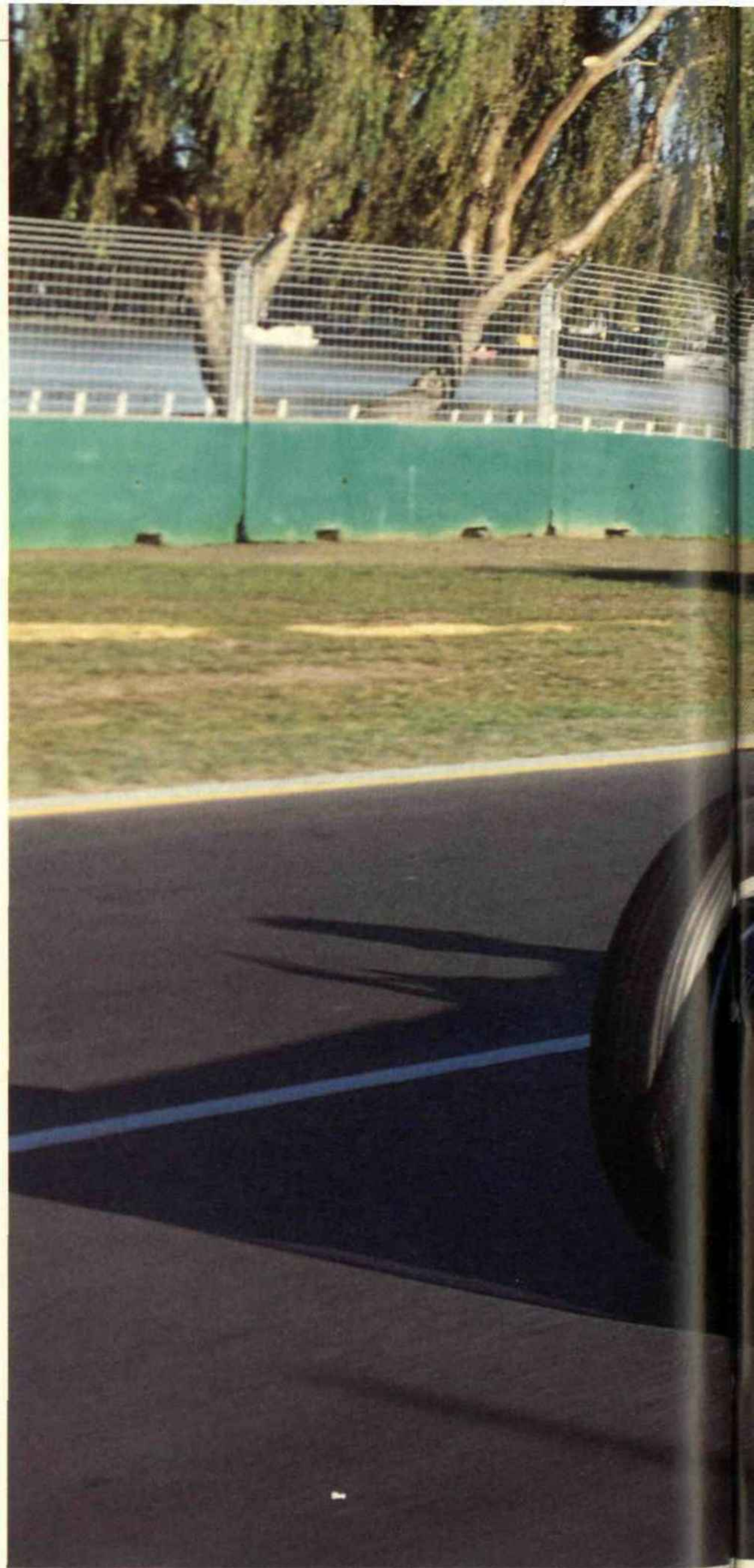
In other words, the car in the picture looked like a real *Boys' Own* racer. The caption said it was the Maybach Special, driven by one Stan Jones.

Of course, if I'd been an Australian 10-year-old I would have known all about the Maybach, which can lay claim to being perhaps the most famous indigenous racing car in the Southern Hemisphere. Years later, when Stan Jones' son, Alan, was winning the World Championship for Williams, I asked him about it. He told me the car was already six years old when his father bought it, and began its racing career in 1947. Then I read Howard and Wilson's wonderful 50-race history of the Australian Grand Prix, and became even more fascinated by this extraordinary old warhorse.

And suddenly, as I wander around the paddock at last year's Australian Grand Prix at Melbourne, there it is. In the metal, the very car whose picture captivated a small boy 40 years before.

**"To drive this earthy, powerful car in anger must have taken a strong, brave man"**

**In the early morning Melbourne sunlight, the Maybach turns a wheel on almost the same piece of road where Stan Jones drove a fiery race leading the 1953 Australian Grand Prix**



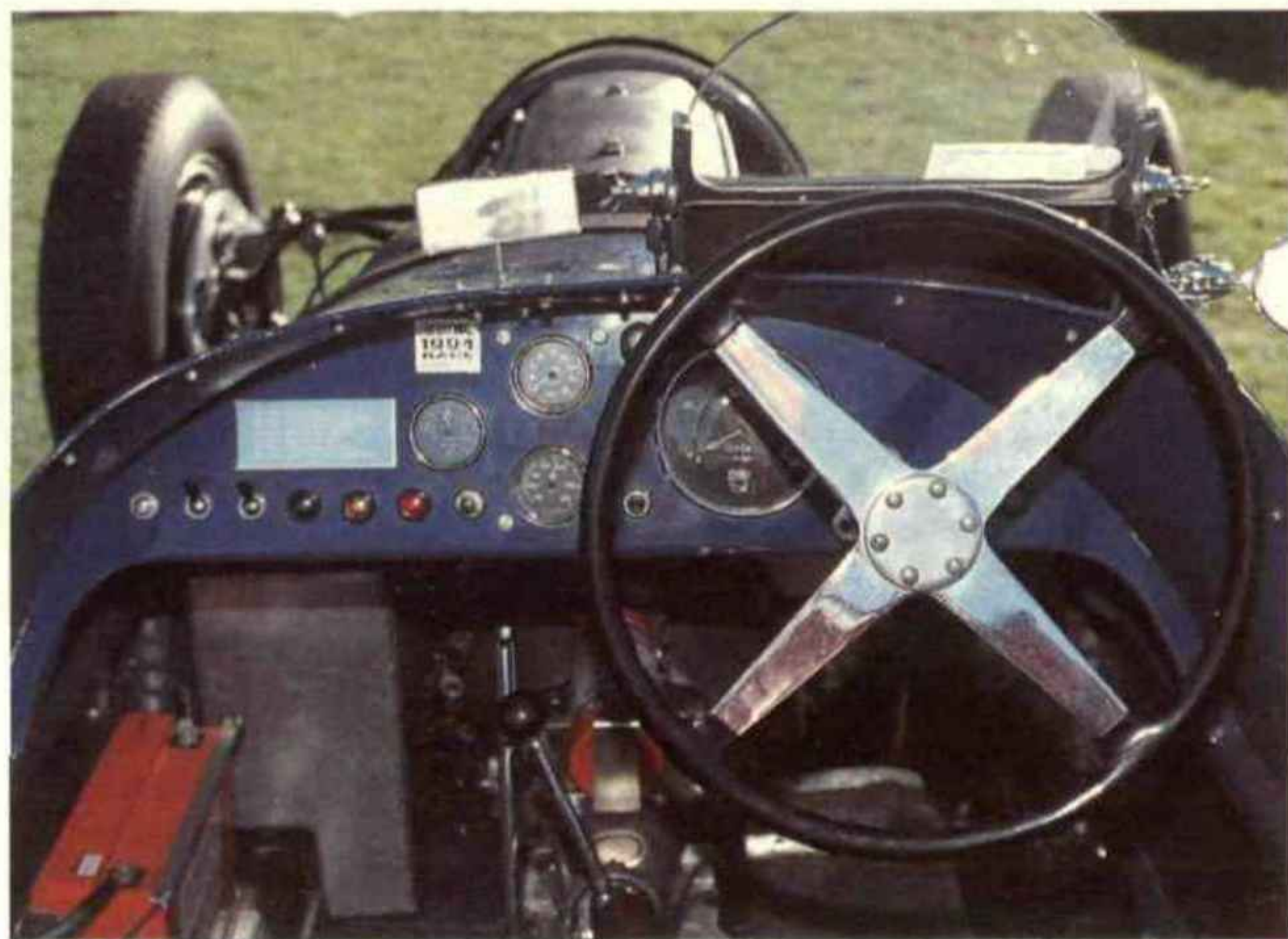
# Thunder from Down Under

**The Maybach began as a scrapyard special, but for a decade it was Australia's most famous home-grown racing car. Simon Taylor fulfils a boyhood dream and drives it**



It's unmistakable, silent and gleaming, resplendent in dark blue with polished wire wheels, its distinctive triangular grille fronting a louvred, leather-strapped bonnet. Down the left-hand side, a long, shining, snaking outside exhaust system; on the right, mounted low beside a mammoth straight-six engine, a huge supercharger suckles greedily on two hefty SU carburetters. The exposed cockpit boasts one little aero screen, one offset bucket seat with the transmission alongside, a huge rev-counter, a polished four-spoke wheel. Central on the pointed tail is a fat quick-action filler cap, and you realise this must be a seriously thirsty car. Everything about it is big, brutal, basic. It is still very much the storybook racer.

People in Australia are very friendly. Historic car enthusiasts are even more so, and they enjoy sharing their enthusiasms. I waste no time seeking out today's owner of the wondrous beast, and find Bob Harborow eager to show me around it. Its pristine



**In Maybach I form, car was a nominal two-seater, with driver squeezed in beside transmission. Original Fiat gearbox long since replaced by Jaguar Moss 'box to cope with big six's huge torque**

## The family tree of a home-grown racer

In a competition career lasting more than 14 years, the Maybach Special was repeatedly modified, updated, crashed and rebuilt. Although it was one car with a continuous history, historians usually consider it in four separate versions, as Maybachs I, II, III and IV.

In 1946 Repco experimental engineer Charlie Dean discovered the remains of a captured German half-track desert scout car in a scrapyard. It was powered by a beautifully made and very strong 3.8-litre Maybach engine, with six cylinders and a single overhead camshaft. Dean bought the vehicle for £40 and fitted the engine to a home-made tubular chassis, with Studebaker front end and wheels, Lancia rear end and Fiat crash gearbox, and set about terrorising local hillclimbs.

So far the Maybach Special was just another example of Australian backyard ingenuity, but Dean was a brilliant engineer, and the car developed fast. By the time he entered it for the 1948 Australian Grand Prix at Point Cook it had shed weight and had wire wheels, six Amal carburettors and a neat two-seater body made of alloy sheeting from aircraft belly tanks.

In 1949 the resourceful Dean obtained two more Maybach engines from Europe, and now, with



How it all began: Maybach I, 1946. Note six Amal carbs

spares to fall back on, built up a really potent 4.2-litre unit, with Roots supercharger belt-driven off the front of the crank, blowing at 7lbs.sq.in. The transverse leaf ifs was lightened, Pontiac parts replacing Studebaker, and more weight shed with the adoption of quarter-elliptic rear springs. Dean even found

condition implies that the Maybach is now a museum piece, but to prove it isn't I hear, to my astonishment, Bob telling me to be at the track at 8.30 on Monday morning. If no-one's looking he's going to let me drive it. Forty years on, I'm going to make like Dick Barton...

My Australian GP work done, I make a point of finding Clerk of the Course Tim Schenken at the hotel to tell him of our plan. I would hate bureaucracy to prevent it. But the Australians have little time for that, and Tim is nonchalant: enjoy yourself. We'll be taking down the grandstands and dismantling the circuit by then, so mind you don't hit any course cars or run any of us over.

As I drive into the deserted Albert Park on Monday morning, with the debris of yesterday's 120,000 spectators being rapidly cleared, I hear an unmistakable sound. I've never yet heard the

a limited-slip diff from a 1922 American truck. And though a change in the Australian GP regulations later forced him to remove the supercharger, the car got faster and more successful.

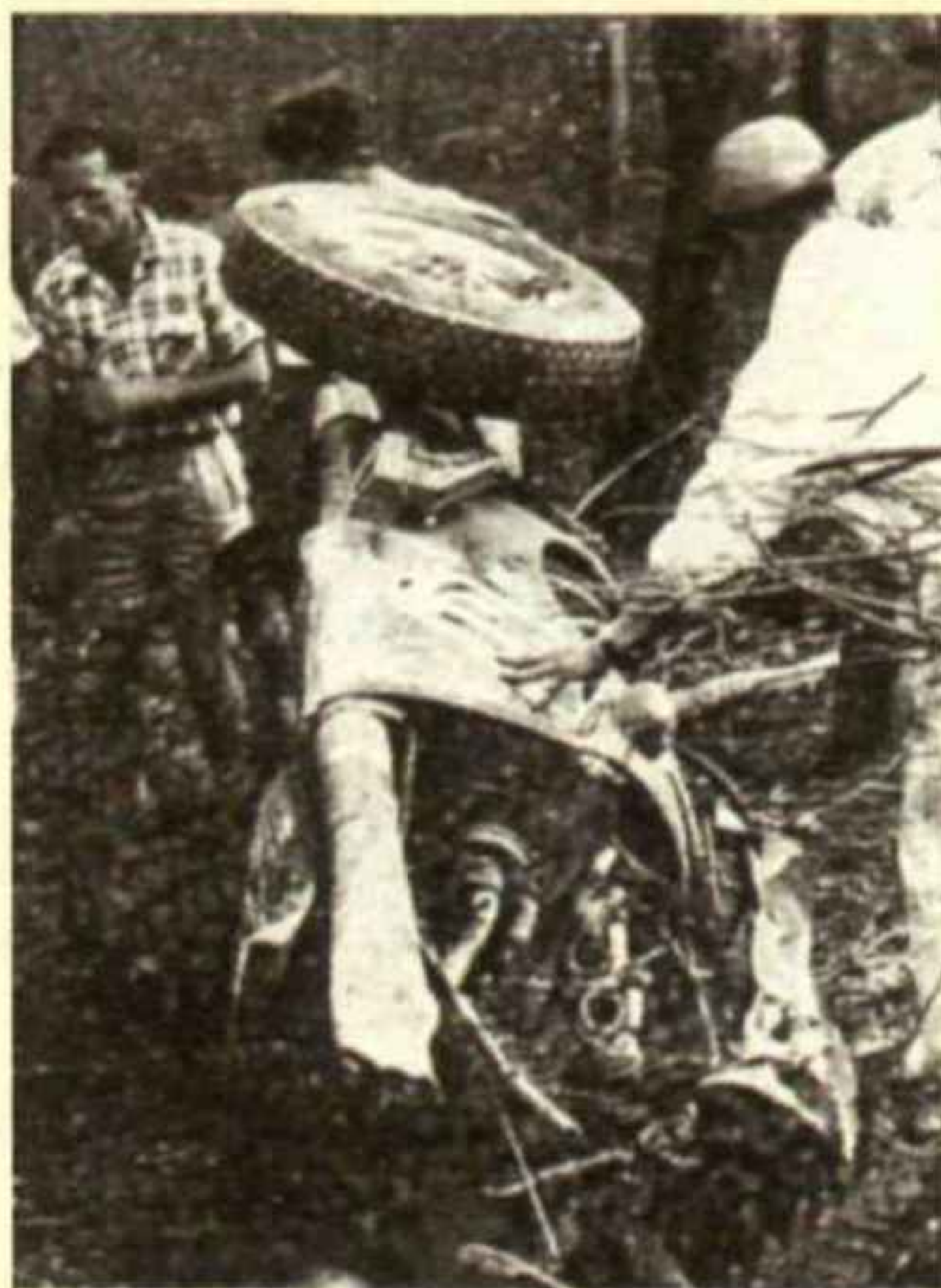
By now Stan Jones, a rising star in Australian racing, wanted to drive the Maybach. Dean sold the car to him, but continued to prepare and develop it. Jones won a string of races over the next couple of seasons and led both the Australian Grands Prix in 1952, at Bathurst, and 1953, at Albert Park, until pitstops handed victory both times to Doug Whiteford's Lago-Talbot.

In January 1954 came the Maybach's finest hour. Jones took it south to the New Zealand Grand Prix at Ardmore, where the impressive entry list included Ken Wharton's works V16 BRM and Peter Whitehead's Ferrari. But in practice the old Maybach blew up in a major way. A rod came through the crankcase, and parts could not be flown down from Australia in time.

It was time for Antipodean ingenuity. While Jones slept, expecting not to run, Dean and his crew toiled through the night. A GM truck con-rod was found and modified, a new cylinder liner machined up, and patches fabricated for the shattered crankcase. Just before 11am on race day the scarred engine coughed into life, and was hastily tuned on the backroads driving to the circuit. After 2hrs 45mins of racing the

Maybach led the BRM home by 53secs to score a famous victory.

More victories across Australia followed. Then the original chassis was stored away and the running gear transferred to a new frame, shorter and lighter and with a narrower single-seater body,



Southport, 1954: the end of Maybach II

using drop gears to allow the prop-shaft to pass under the driver. This was the Maybach II. It was to be short-lived.

In November 1954 the Australian Grand Prix was held at a fast and dangerous new circuit in Queensland, using 5.7 miles of bumpy, narrow public roads outside Southport. There were several accidents, but Jones, driving at a blinding pace, had built up a huge lead when, around half distance, the Maybach's chassis broke on a fast, bumpy 100mph sweep between trees and the car became unsteerable.

The ensuing accident was immense. The car was broken

in two against a tree, parts of the engine – cam cover, cylinder head, carburettors – were smashed and the wheels torn off. But Jones was thrown clear, unhurt, and at once the irrepressible Dean set about building Maybach III.

Incredibly, this emerged just four months later. Mirroring the then-current Mercedes F1 car, the engine was inclined 60 degrees to the left, with the transmission passing to the driver's right, and the body also echoed the Mercedes open-wheeler. The trusty single-cam six was stroked down to 3.8 litres in search of higher revs, and rather than buy new carburettors Dean developed his own fuel injection with Repco colleague Phil Irving (who later made the V8s that won World Championships for Jack Brabham and Denny Hulme).

Although Maybach III led the 1955 Australian Grand Prix at Port Wakefield before succumbing to clutch trouble, more sophisticated European machinery was now arriving in Australia. After Jones blew his engine trying to stay with the Maseratis, he bought a 250F himself – and won the Australian Grand Prix at last in 1959.

Meanwhile the Maybach passed to Ern Seeliger. As the stock of Maybach bits was running low he fitted a Chevrolet Corvette engine, and the



In supercharged form blower sits low beside engine, with two big carbs

Maybach run, but I recognise that duet of deep straight-six thunder and supercharger scream, whooping up the musical scale as the car is warmed up, because I've heard it before in my childhood fantasies.

Now I'm in the car, the red leather bucket seat

hugging me, my right hand on the four-spoke wheel, the gearlever under my left. Plenty of room for elbows and feet. That long, louvred bonnet stretches ahead, with the big 18-inch front wheels either side. Behind my right elbow is one of the chunkier 16-inch rears. The gearbox, a later Jaguar item, snicks into bottom, and I rumble lumpily to the paddock gate and on to the Albert Park tarmac.

No crash-hat; no goggles, and as I prod my right foot the torque picks me up and rushes me down the track, while the whine of the supercharger blends

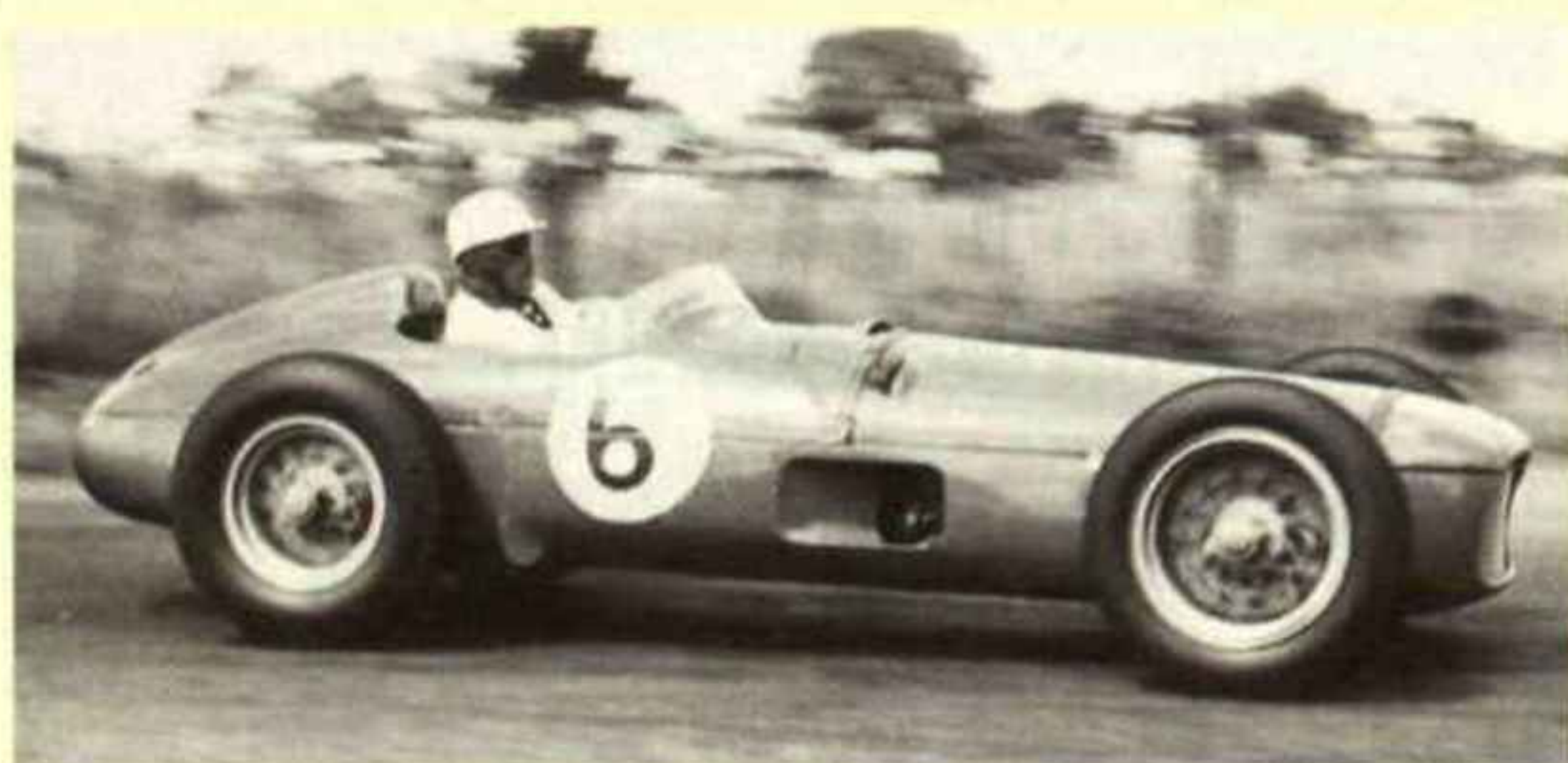
with the deep exhaust note to make a creamy, blissful six-cylinder sound. I'm trying to get the feel of the thing as wind tears at my face and hair, finding the steering direct and heavy, the suspension hard, the brakes worryingly vague, that hugely torquey engine pulling like an express train. The old



The start of the 1953 Australian Grand Prix at Albert Park. Stan Jones (centre) led a stirring battle with Doug Whiteford's Talbot-Lago (right) until overheating intervened. Lex Davison's HWM is on the left

chassis was lengthened to take a de Dion rear end, becoming Maybach IV in the process. Seeliger finished a remarkable second in the 1958 Australian Grand Prix to Lex Davison's Ferrari – after Jones's 250F had retired! – and Jones used it to win a race at Port Wakefield in 1959. Then in 1960, 12 years after its first Australian GP appearance, the Maybach made its last, with Jones again, but lasted only four laps.

Thereafter the Maybach name slid into obscurity. Maybach IV with its Chevy engine



1955 Maybach III, with canted engine, shows Mercedes W196 lines

still exists, but eventually Jack McDonald bought the Maybach I chassis and what was left of Maybach II, and the original car was rebuilt. Bob Harborow bought it in 1991 and has gradually returned the car to its 1954 New Zealand GP-winning form. Since I drove it the supercharger has been removed, as was done in 1951, and the exhaust, cockpit and colour (light blue) are now precisely correct. Half a century after Charlie Dean found an old German tank in a scrapyard, the Maybach races on.

Maybach now gives over 300bhp on the brake, and the car weighs around 15cwt. So it's quick, and feels it.

Parts of the new Albert Park track use some of the roads of the old, and as I settle into the car I realise I'm driving where Stan Jones led the 1954 Grand Prix, setting fastest lap at a 91mph average before he needed more fuel, and then his clutch went. Around the twists and turns where modern Formula 1 cars were battling yesterday, the big old car handles surprisingly well, and the understeer that I'd been expecting (the Maybach lump makes up a large percentage of the overall weight) can, at my respectful speeds, be easily offset by judicious use of the right foot.

But to drive this earthy, powerful car in anger, and in long, hot races of up to three hours, must have taken a strong, brave man. Stan Jones, when I met him in the 1970s, was elderly and unwell, but you knew at once what a tough competitor he'd

## "A duet of deep straight-six thunder and supercharger scream"

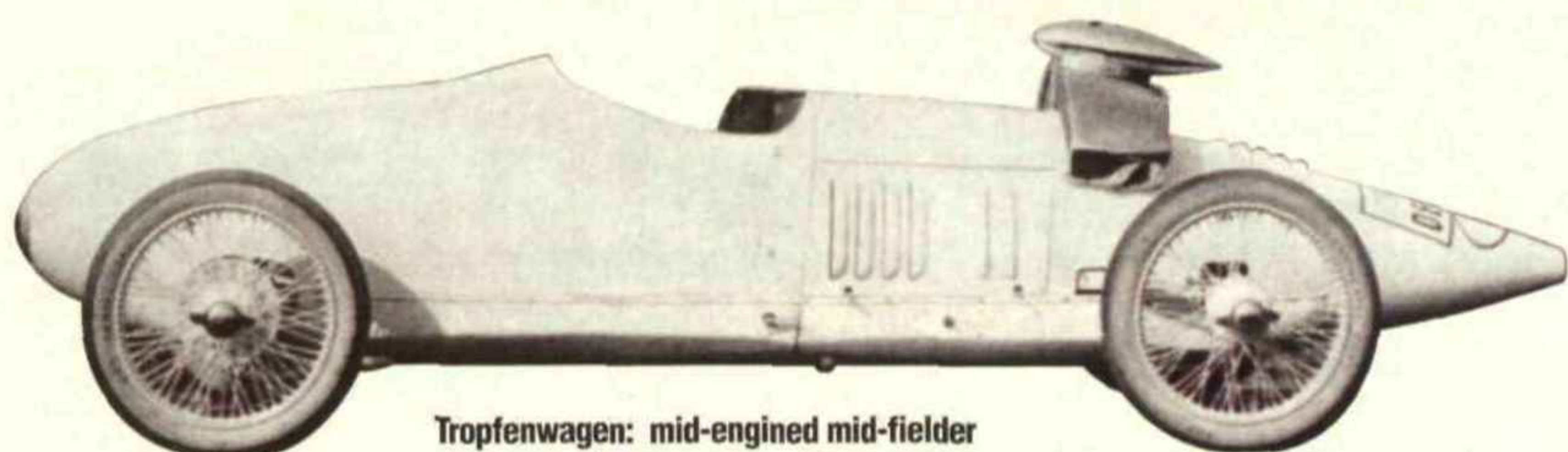
been. And if you were in any doubt, you could look at his World Champion son, a chip off the old block if ever I saw one.

Bob's cast in the Stan Jones mould, too. The Maybach shares workshop space with a 1965 F2 Cooper-BRM and an ex-Penske/Donohue Lola T192, and he races them all. Now he's planning a trip to Europe with the Maybach, to spend a summer campaigning it in British events.

I do half a dozen laps in this priceless piece of

history, with unpredictable hazards round every corner – a truck loading up grandstand scaffolding, crew dismantling kerbing, an official's Holden crossing the track. But it's enough to fulfil a childhood dream, to go up through the gears along the back straight, to hear the revs shrieking that eternal duet between supercharger and exhaust, to feel the mechanical thrumming through the rim of the wheel and the torque pulling endlessly, regardless of gear. Now that I can take these sensations back to England with me, it's time to stop, to bump over the grass back to Bob's trailer, to stammer my thanks, and turn my hire car towards the airport.

The history books will record Melbourne 1996 as the highly successful first Grand Prix at the new Albert Park circuit, the start of Damon Hill's title chase, and the day Jacques Villeneuve nearly won his debut Grand Prix. But my own memory bank will always have filed away, under Melbourne '96, the noise of the car I waited 42 years to hear.



Tropfenwagen: mid-engined mid-fielder

# Heroic GP failures

**They probably seemed a good idea at the time but there have been some diabolically dreadful GP cars, recalls Shaun Campbell**

**T**o motor racing historians the 1951 British Grand Prix was a watershed event. It was the first World Championship Grand Prix win for Ferrari – which is an important enough reason in itself – but it also marked the end of Alfa Romeo's postwar dominance of this class of racing, and the small-displacement supercharged engine as the means of doing it. Significant stuff, if you're into this kind of thing.

Look beyond the headline-grabbing story, though, and you will find another great tale, tucked away in the small print of the results box. For it was in this race that you will find the best, indeed the only, World Championship result achieved by that most infamous of Grand Prix's heroic failures – the British Racing Motors Type 15.

The story of the V16 BRM is a tangled web of trusts and transmissions, ambition and embarrassment, oil on the floor and money down the pan. It's been told many times before. Suffice to say here that it defied the best efforts of Moss and Fangio to make it a winner, and that the kindest thing anyone could ever say about it was that it made a fabulous noise. When you think of the V16 BRM that quaint old Yorkshire expression, "All trousers an' no dancing" hits the mind.

What makes the V16 BRM an heroic failure, but a car such as, say, 1992's Andrea Moda merely a dismal flop, is difficult to categorise. It's the difference between tragedy and farce, the difference between the punchline that makes you weep while you laugh, and the joke that just prompts a chuckle. To qualify as an heroic failure it isn't compulsory to squander a large budget, though that helps. It's more a matter of being too clever by three-quarters; of coming up with just the right idea at exactly the wrong time; of losing spectacularly, rather than narrowly. Today, the heroic failure in the grand old tradition is a rare thing. The Footwork-Porsche of 1991 is perhaps the best recent example, but the modern Formula One car is designed within technical parameters that leave little room for quantum leaps – or, sadly, for monumental cock-ups.

The first Golden Age of getting it all wrong was the 1920s, the balmy, barmy days of Bentleys, Brooklands and Bugattis, when the roads were rough, the racers were ready, and the rules were arbitrary. Those few short years Europe enjoyed between the end of the Great War and the onset of the Depression produced several leaps into the long-jump sandpit of Grand Prix racing's future.

Plus a few that veered off the runway and careered into the man holding the tape.

The 1923 Voisin, for example, was the creation of one of the most respected names in the French air industry, an arena in which France was a leading world power. With its sharp-lined, all-enclosing bodywork and monocoque chassis built from timber reinforced with steel tubes and plated with aluminium, it didn't look like the other cars of the period. Unfortunately it didn't go like them, either. Not all the aerodynamic and chassis tweaks in the world could make up for the fact that its 2-litre six-cylinder engine was giving only 90bhp when the contemporary Fiat was pumping out 130bhp.

In the same year (35 years before Cooper's breakthrough, 11 before Auto Union's) Benz produced a rear-engined racer – the Tropfenwagen. It also had four-wheel independent suspension – a first for a Grand Prix car. But even with its novel rear-mounted radiator it was no match for the Fiats or the suspiciously similar Sunbeams that were the winning cars of the time, and its best result was fourth in the Italian Grand Prix.

The other great might-have-been of 1923 was the Alfa Romeo P1. One of the three built was destroyed in a practice run for the Italian Grand



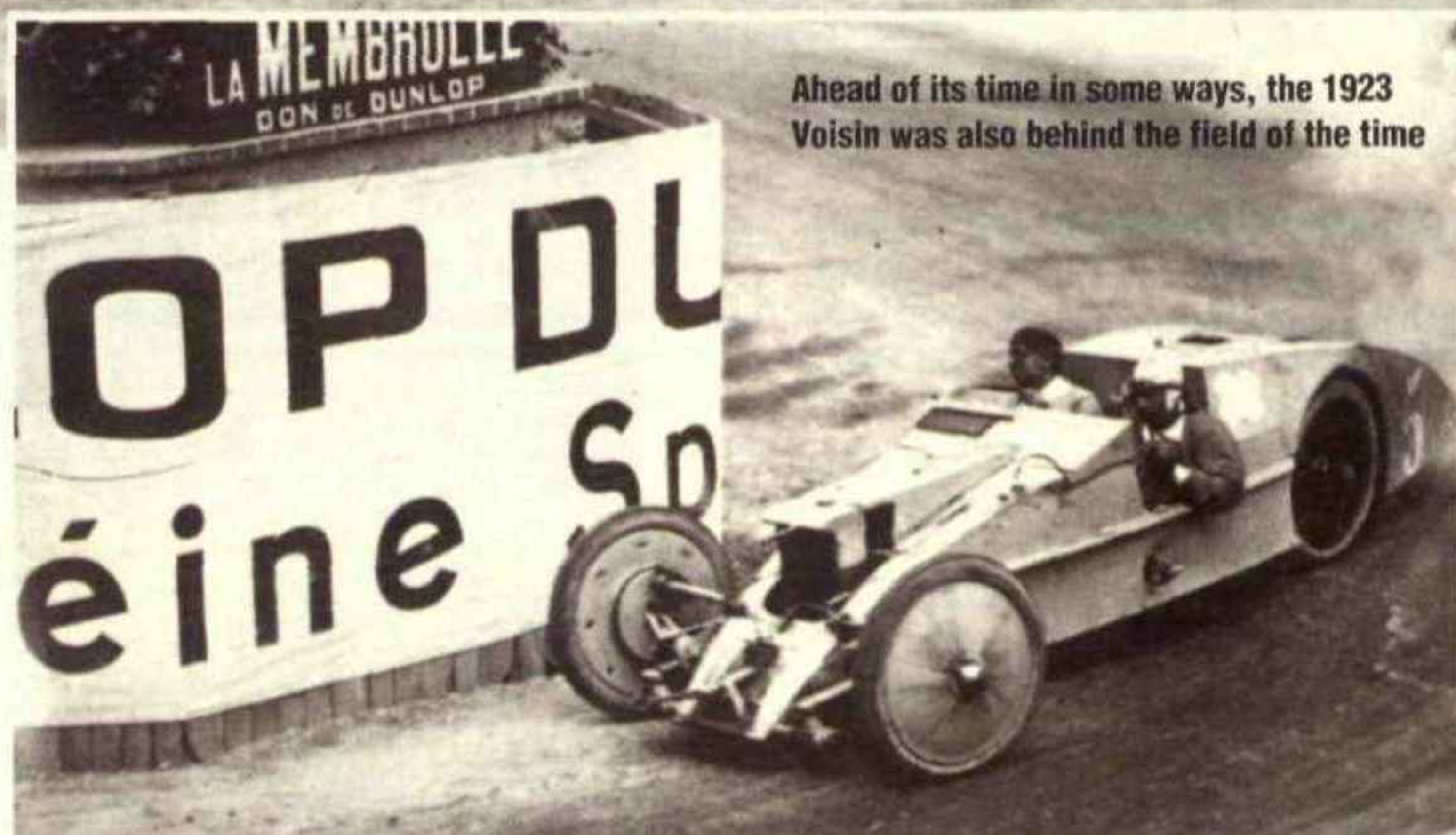


Not even Moss or Fangio could turn the embarrassing V16 BRM into a winner

Prix, killing driver Ugo Sivocci. The other two were withdrawn. Though never raced, the six-cylinder P1 inspired the fabulously successful eight-cylinder P2, designed by the young Vittorio Jano, that was to come the following year.

It was in an Alfa P2 that Antonio Ascari, father of double World Champion Alberto, won the 1924 Italian Grand Prix at Monza, crushing the much-vaunted opposition of Mercedes and the Ferdinand Porsche-designed M218. The German car's supercharged, straight eight, 2-litre engine was delivering the undreamed of level of 170bhp at 7000rpm, but it was very peaky and the handling was a nightmare. One of the team's large squad of drivers, Count Zborowski, was killed in the race, and the rest, including the great Rudolf Caracciola, were nowhere.

Delage was one of the biggest names of this period, and much was expected of its 1926 challenger, the Type 15-S-8. Unlike its V12 predecessors, this car was powered by a new, in-line, eight-cylinder engine, designed for the 1.5-litre formula that was being introduced that year. The man in charge of the project was Albert Lory, the hot-shot designer of the day. In time, the 15-S-8 was developed into a race-winning car, but the drivers



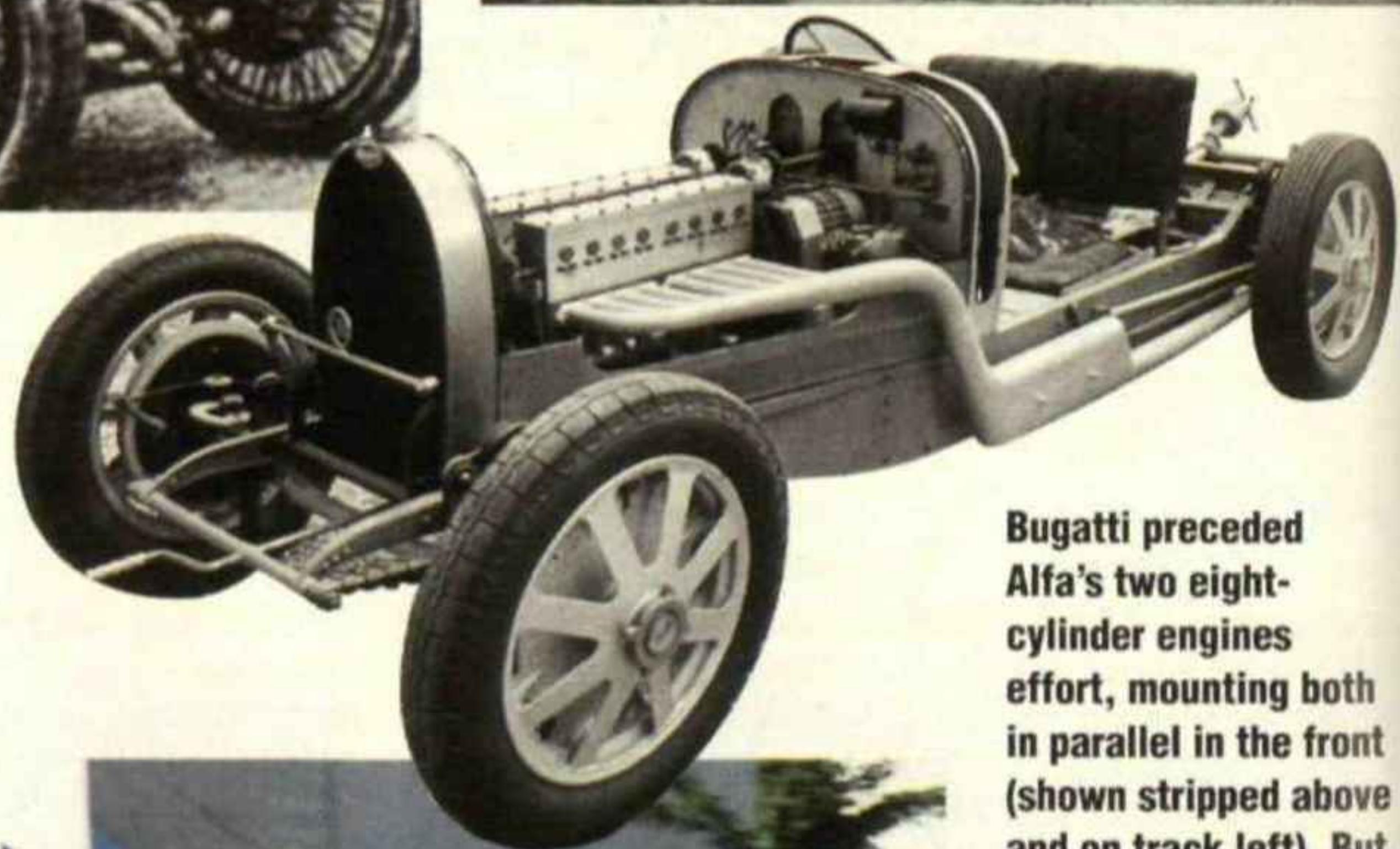
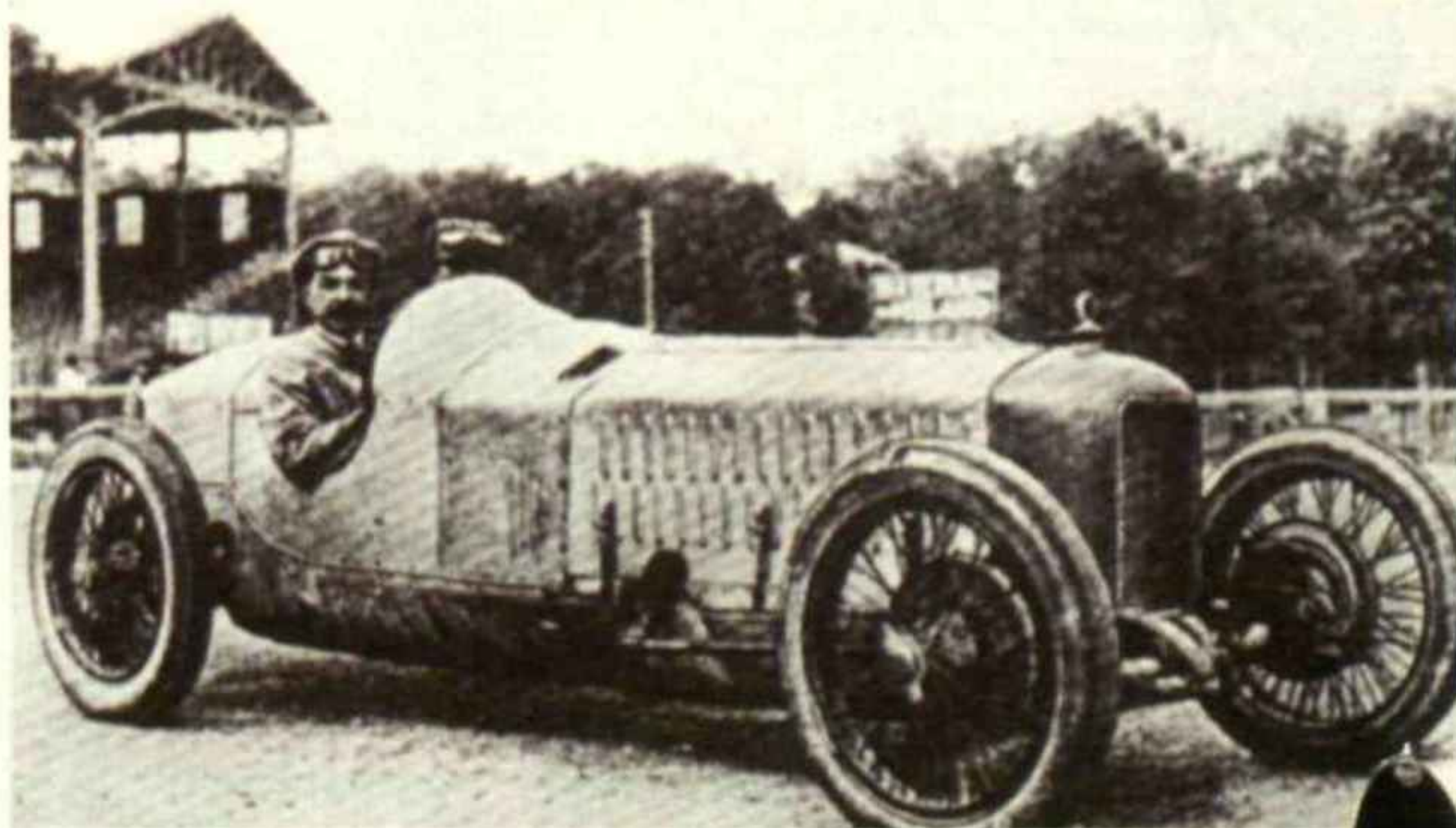
Ahead of its time in some ways, the 1923 Voisin was also behind the field of the time

found it literally unbearable to start with. Their feet and legs were burnt by the exhaust and a quirk of the design caused a vacuum that resulted in the exhaust fumes being sucked into the cockpit. After 15 laps of the Italian Grand Prix, all three entries were parked in the pits, their drivers incapacitated.

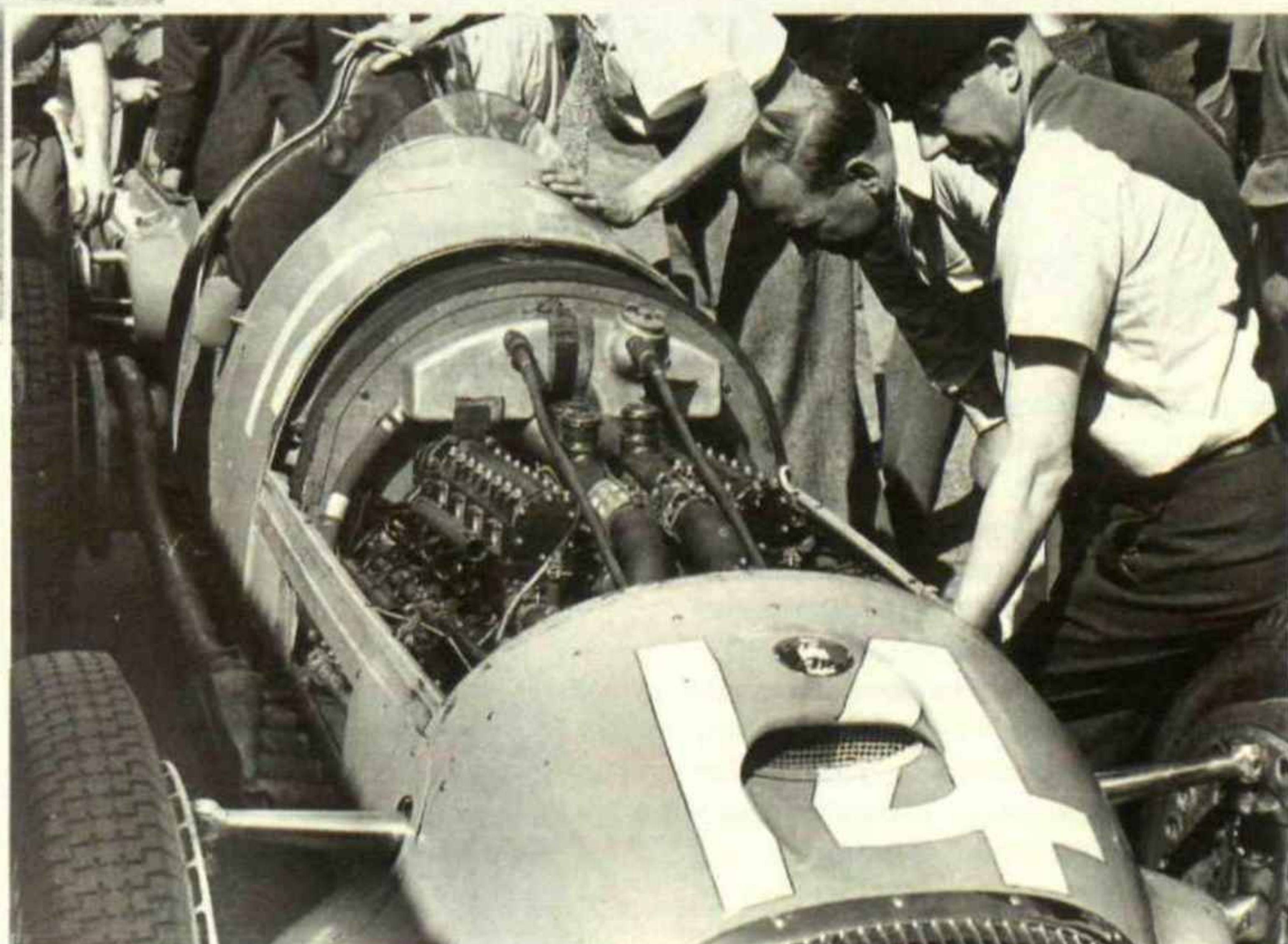
Changes in Grand Prix formula invariably provoke barking up wrong trees, and in the late 1920s and early 1930s regulations were altered on almost a yearly basis. Bugatti's solution was to keep building the same car and just change the engine. In

**“It’s a case of being too clever by three-quarters; of having the right idea at the wrong time”**

Ugo Sivocci (right) was killed in a practice run in his Alfa P1 in 1923. Alfa's *Bimotore* (below, as recreated by Tom Wheatcroft) had a supercharged eight front and rear to give 540bhp – and monumental scares. Bugatti's Type 53 was no easy drive, either (far right), despite four-wheel drive and independent front suspension



Bugatti preceded Alfa's two eight-cylinder engines effort, mounting both in parallel in the front (shown stripped above and on track left). But as a Grand Prix car the Type 45 just didn't cut it at all. Neither did the CTA Arsenal (below and far left), which was shackled with an archaic chassis and peculiar suspension



1930, when bigger, heavier cars were allowed, the Molsheim firm produced the Type 45, outwardly similar to the breed epitomised by the Type 35B, but powered by two parallel eight-cylinder engines geared together, intended originally as an aero power-plant. It didn't work. In the following year Bugatti brought out the Type 53, which used a 5-litre, 300bhp, eight-cylinder engine in a four-wheel-drive chassis with independent front suspension. As a Grand Prix car it made a good hillclimber.

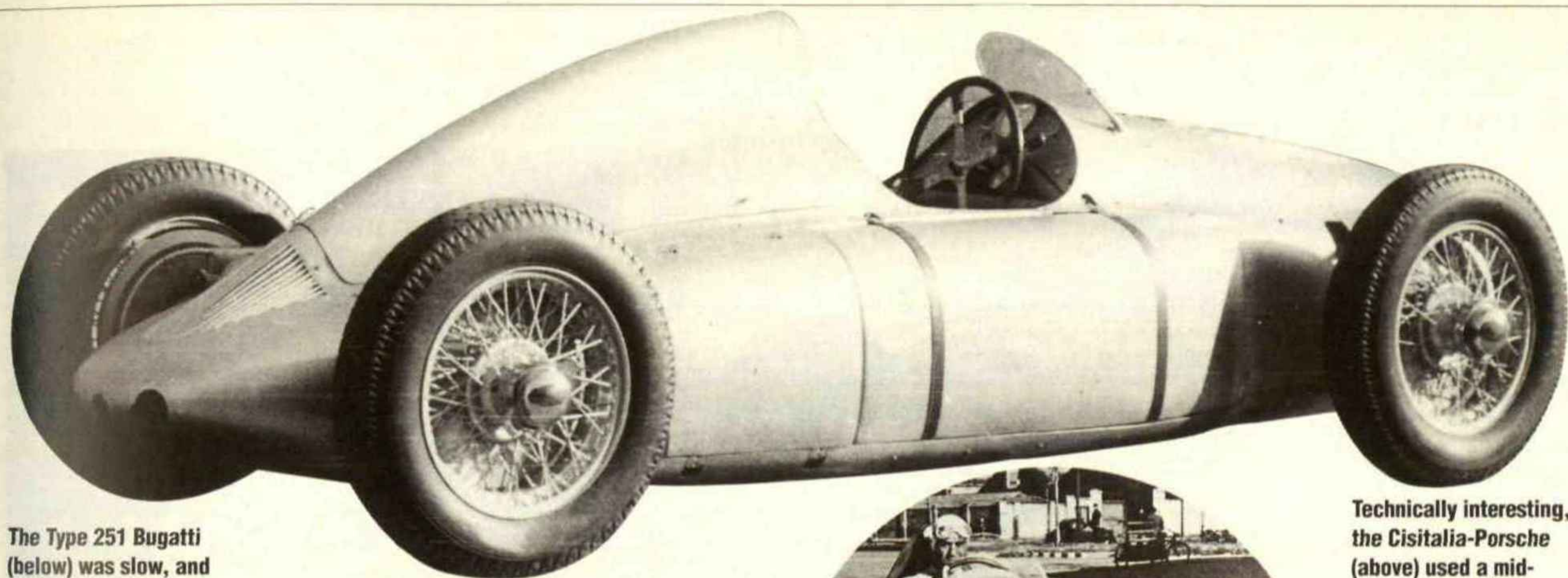
Bugatti's experience failed to kill off the twin-engine monster concept. For the Italian manufacturers it was the only means possible of keeping up with the prodigious power outputs of the Mercedes and Auto Union cars that were storming Grand Prix racing in the mid-1930s. But even given Italy's desperation to compete with Germany, the Alfa Romeo *Bimotore* was a pretty frightening concept. It was designed by Luigi Bazzi and built in the Scuderia Ferrari workshops at Modena with the factory's blessing. It had one supercharged eight-cylinder engine in the front, another behind the driver, with the clutch adjacent to the front engine, and the gearbox and differential located between them. It had a total capacity of 6.3 litres and produced 540bhp. It was also terrifying to drive,

with an appetite for tyres and petrol that defied all comprehension.

If the V16 BRM was the undoubted leader of the postwar white elephants, it was by no means the only one. The glory of France was supposed to be represented in 1947 by the CTA-Arsenal, a state-backed project with the design headed by Albert Lory of Delage fame. It was powered by a 1.5-litre, supercharged V8 developing 260bhp, which looked competitive enough on paper, but the chassis was archaic – cross-braced

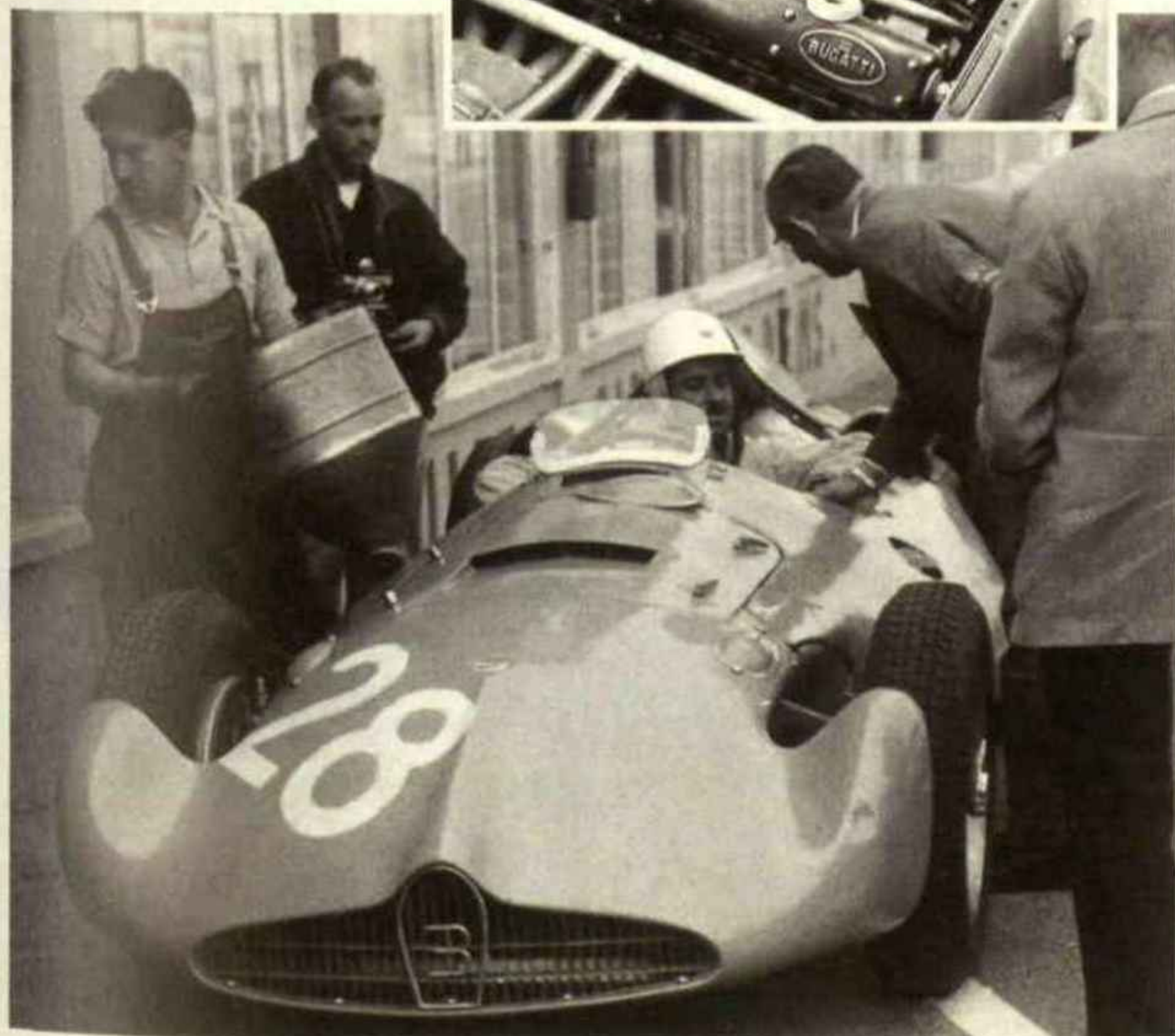
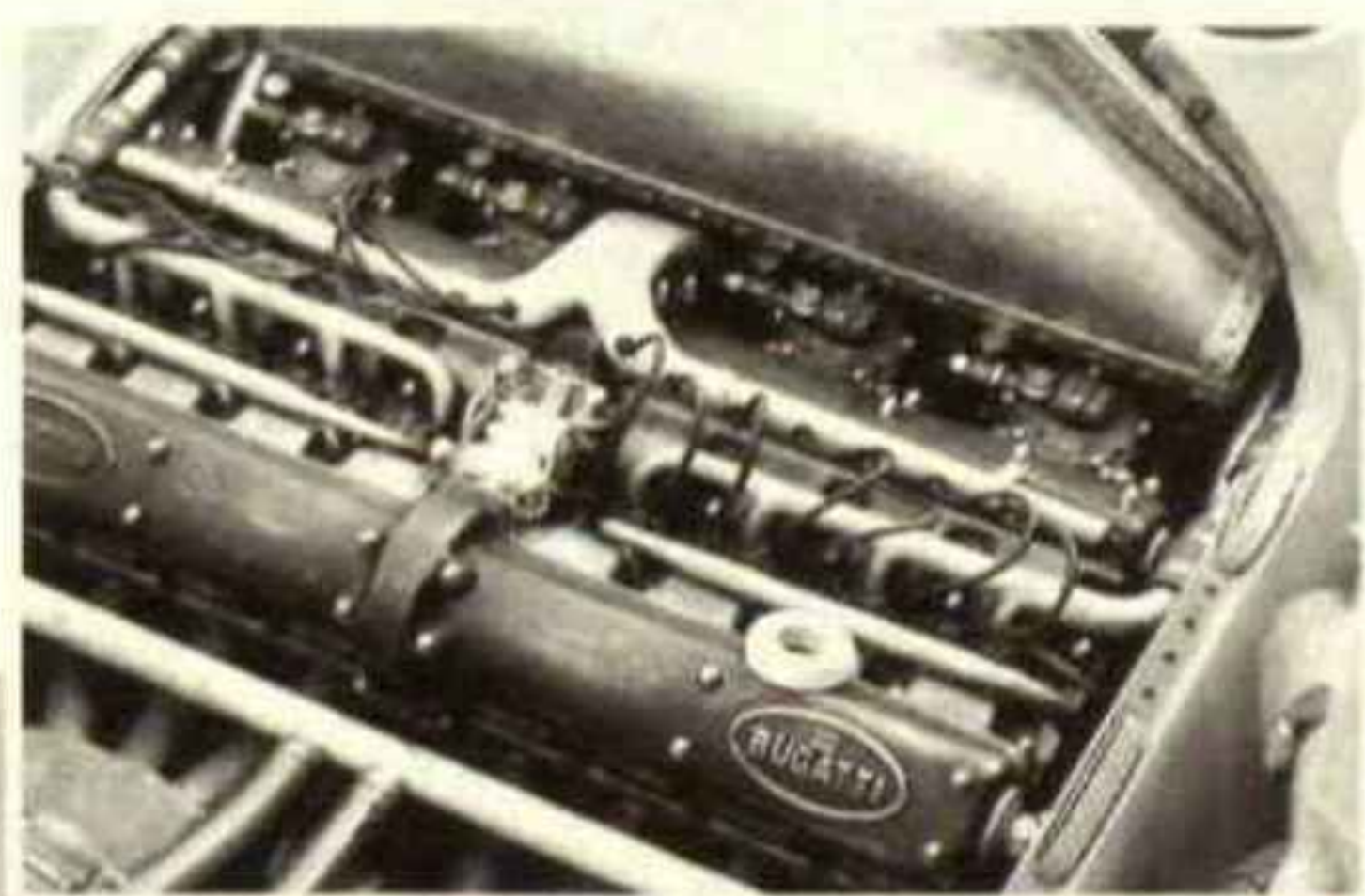
**“Two DBs were entered for the 1955 Pau Grand Prix; one finished – 18 laps behind”**





Technically interesting, the Cisitalia-Porsche (above) used a mid-mounted supercharged flat-12 and four-wheel drive which could be switched into rear drive. Nuvolari tried it (left) but the project was too ambitious and Cisitalia ran out of money. Outlandish DB (below) was front drive but was also fatally under-powered and terminally over-weight

The Type 251 Bugatti (below) was slow, and had spiteful handling into the bargain. No wonder: it had a transverse straight eight in the back (right) and the resultant suspension was odd



box section side members – and it had a peculiar transverse link and torsion bar suspension. It was 30 seconds off the pace in practice for the French Grand Prix and broke down on the starting grid. Two were entered for the 1948 French Grand Prix, but they were withdrawn before practice, and the CTA-Arsenal was never to be seen again.

The other big disaster of this era – and the most interesting technically – was the Cisitalia-Porsche. Cisitalia was a little Italian firm that built successful junior league sports cars and single-seaters, but for its Grand Prix venture it bought the rights to a futuristic Porsche design. Ferdinand Porsche drew on the lessons learned from the pre-war Auto Unions, and the Type 306 had its supercharged flat 12 engine mounted amidships and driving all four wheels, although the power to the front wheels could be switched off. It had a five-speed gearbox and torsion bar/trailing arm suspension front and rear. Tazio Nuvolari was persuaded to try it out for size, but the ambitious project was too rich for Cisitalia's blood and the company ran out of money. It never raced in Europe, although it did compete in an obscure event in Argentina several years later.

It was the French who produced the most hero-

ic failures of the mid-1950s. The saddest sight of the 1956 French Grand Prix was the dismal performance of the Bugatti Type 251. Its 2.5-litre straight eight was mounted transversely behind the cockpit, and it had an unusual De Dion suspension front and rear, but the engine never gave the power that was claimed for it, and the handling was positively spiteful. The project had been funded from profits in military contracts, but with the end of the Indo-China conflict that money dried up and Bugatti was finished as a Grand Prix manufacturer.

The DB – named after company founders Charles Deutsch and René Bonnet – was surely the most outlandish venture of the era. It was one of only two cars to take up the option of a 750cc supercharged engine rather than the 2.5 litres unblown that was then the norm, but it was also the only post-war Grand Prix car to have front-wheel drive. It had magnesium alloy wheels, disc brakes at the front and drums at the rear. It weighed a little more than half what its rivals did but the venerable 746cc Panhard motor developed only 85bhp – less than one third of the contemporary Mercedes W196. Two cars were entered for the non-championship 1955 Pau Grand Prix; one finished – 18 laps behind.

In 1958, Grands Prix were shortened and the fuel regulations changed, swinging the balance in the favour of the lightweight mid-engined car. Those who were slow to read Cooper's graffiti and continued with the development of front-engined cars were badly burned. The American Scarab and English Aston Martin F1 projects were the most poignant victims of bad timing, but Vanwall's decline was a bitter affair, too. A skeleton of the team that had won six of 1958's nine World Championship races finally got round to building a mid-engined car in 1961. But the formula had changed once again, and the engine was obsolete. Exit Vanwall.

Uniformity ruled in the early 1960s, and the failures lacked heroic qualities. Chief banana of the early 1960s bunch, though, was ATS, an Italian team formed by a Ferrari breakaway group, led by engineer Carlo Chiti and team manager Romolo Tavoni. The ATS 100 had the right people behind it and the right driver in the cockpit – 1961 World Champion Phil Hill – but it was an unmitigated disaster. Best result: 11th, 1963 Italian Grand Prix.

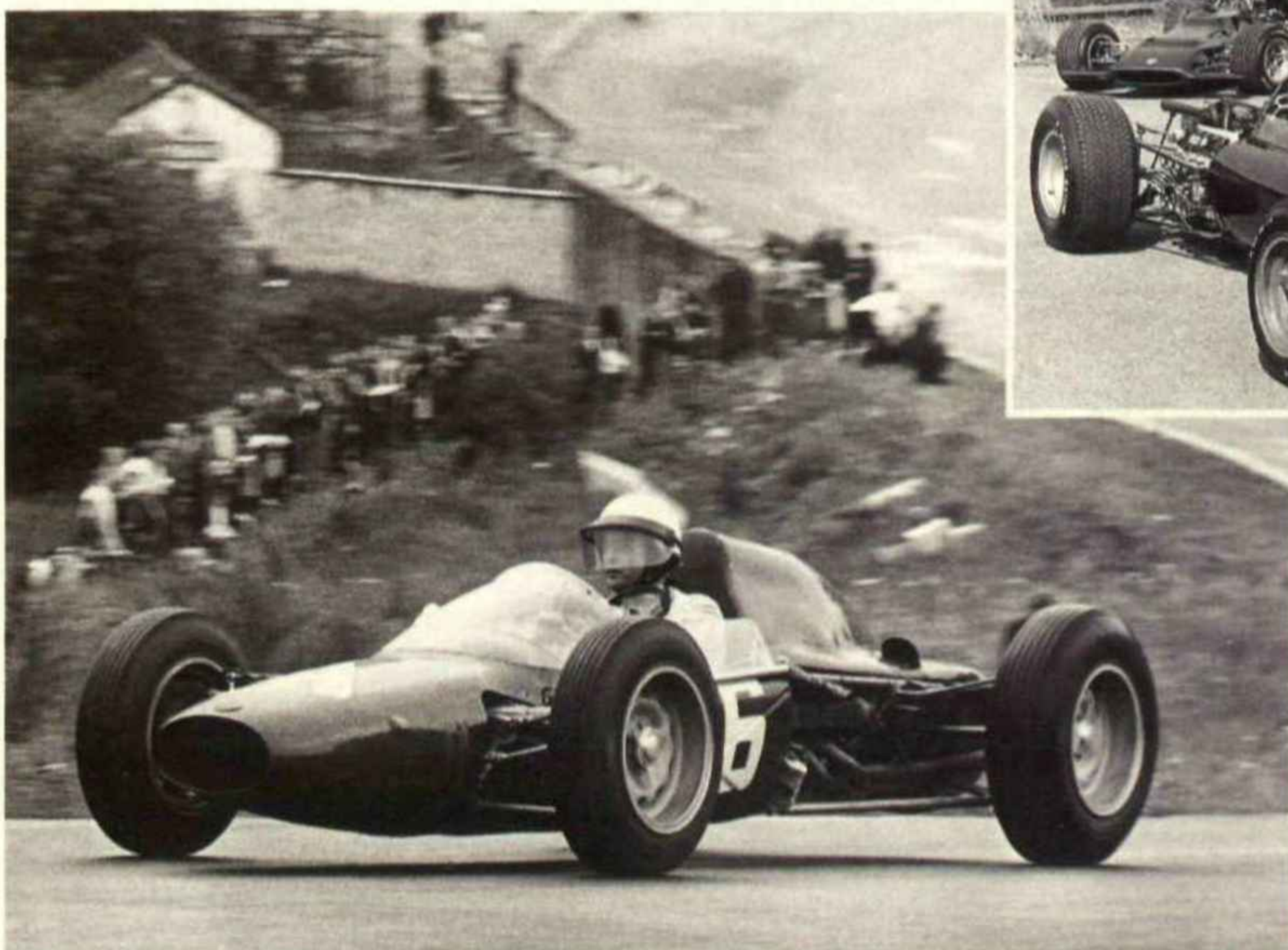
The heroic failure made a grand comeback in 1966, when the formula changed to a maximum of three litres. BRM did it best. Blissfully ignoring its



Vanwall's departure from the grid was heralded by its mid-engined car of 1961, which sported an engine made obsolete by formula changes. The ATS 100 (below) promised success – engineered by Chiti, managed by Tavoni and driven by Phil Hill. But it delivered failure



The American Scarab team (above) was a victim of bad timing, just as BRM was the victim of a bad idea with its H16-engined effort (in foreground, left). The gas turbine-powered Lotus 56B (below) had woeful turbo lag. Four-wheel drive didn't save it



own history of 16-cylinder engines, and others' experiences of the "one engine good, two engines better" school, BRM put one flat-eight on top of another to produce a 3-litre H16, good for at least 400bhp (they said). It was catastrophically heavy and woefully unreliable, although it did achieve one rather lucky race win – in the back of a Lotus.

Honda had established itself in F1 by this time with a reputation for enormously powerful V12 engines and ill-handling chassis. The RA302 of 1968 dispensed with the former – using an air-cooled V8 in its place – but retained the latter. John Surtees tested it at Silverstone, but after two laps it had blown out all of its oil and Surtees refused to have anything more to do with it. Nevertheless, the RA302 was entered for the French Grand Prix under the Honda France banner, with F1 debutant Jo Schlesser at the wheel. It was wet, the engine suddenly cut out and Schlesser lost control. The car crashed and burst into flames, the magnesium-skinned monocoque burning with blinding ferocity. Schlesser was killed.

The problem of keeping these 400bhp cars stuck to the road was the one aspect exercising most designers' thoughts at this time. Four-wheel drive looked a promising avenue and several of the

top teams – Lotus, McLaren and Matra – built and raced four-wheel-drive F1 cars during 1969. But wider, slicker, stickier tyres and aerofoils were providing much more benefit in this area, without the weight and complication penalties. Four-wheel drive was a blind alley as far as F1 was concerned, although it made a last brief appearance in 1971 in the gas turbine-powered Lotus 56B. Developed from Lotus's 1968 Indy 500 challenger, the 56B suffered a variety of niggling faults and terminal throttle lag.

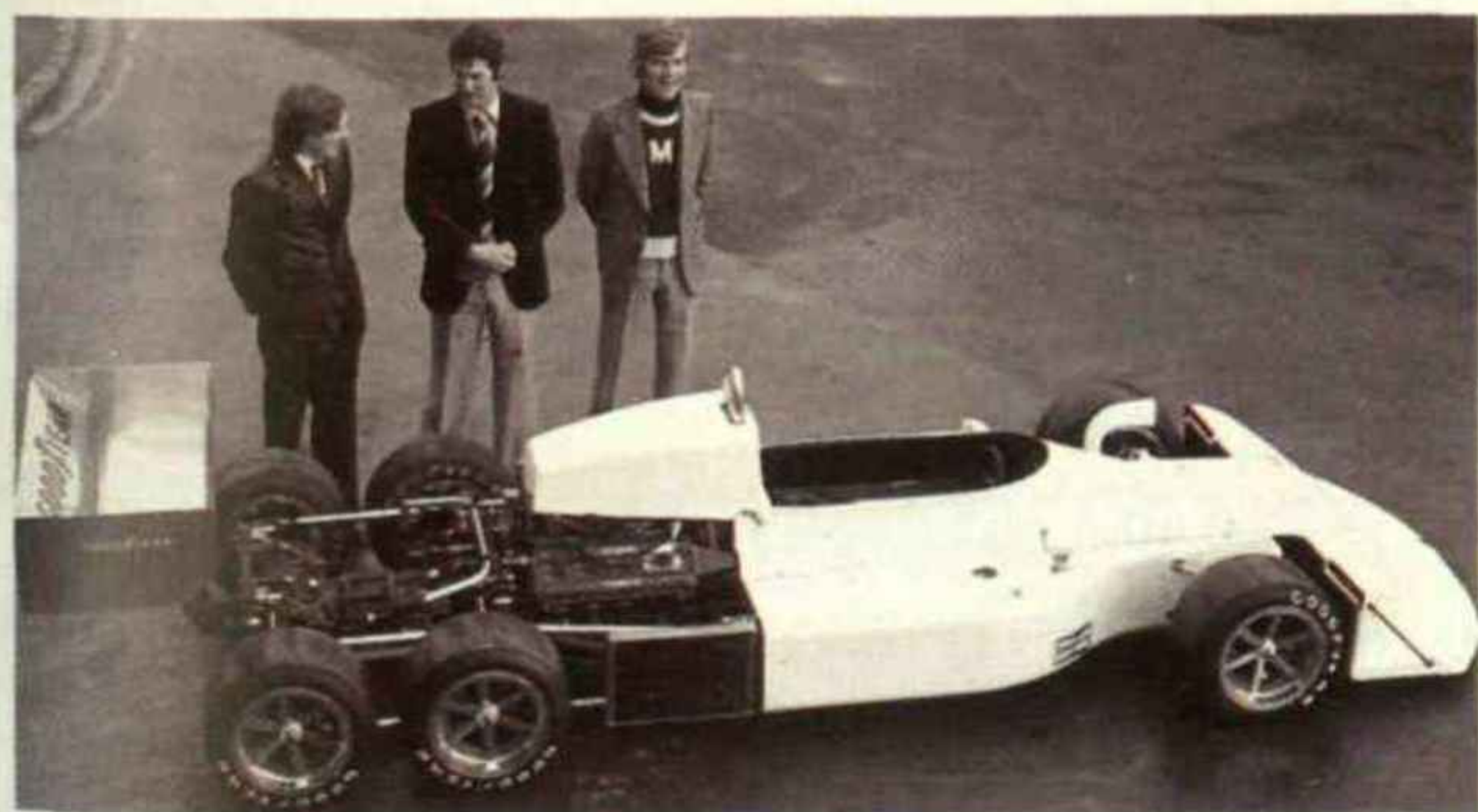
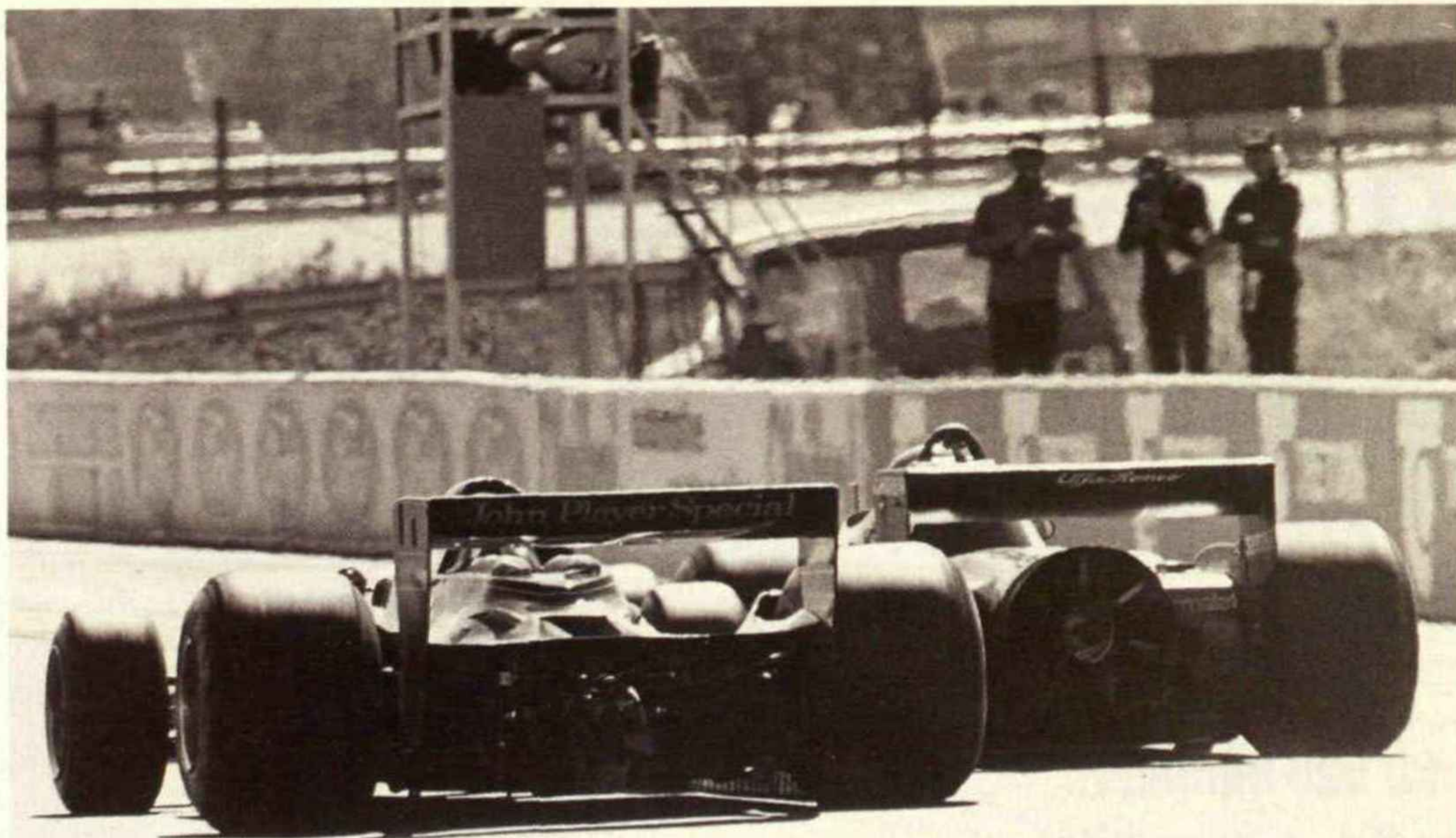
Playing around with the weight distribution was the next fad. Lotus started it – and successfully, with its wedge-shaped, side-radiated 72 of 1970-75, but others got it wrong. The March 721X, the product of a relatively new and incorrigibly ambitious F1 team – was a squat little beast of a car, inspired by the concept of creating a low polar moment of inertia by distributing the weight closer to the centre of the car. It was pronounced as undrivable by a young Austrian driver who had bought his place in F1 with the team, but nobody listened to Niki Lauda then. He was right, though. The Alfa Romeo transmission was primitive and the layout destroyed front tyres. BRM tried putting the weight over the back with its P180 of 1972,

but that didn't work any better, either.

The late 1970s was the last great era of the heroic failure – fuelled largely by the search of the Cosworth DFV-powered teams to match the greater power outputs of Ferrari's first flat-12, and then the new generation of turbo engines. The Tyrrell P34 of 1976 broke new ground by having six wheels, four little ones at the front, two conventional ones at the rear. It was hoped to improve penetration while keeping up tyre contact with the ground, but it never provided the benefits Tyrrell hoped for, although Jody Scheckter and Patrick Depailler drove six-wheelers to a convincing one-two victory in the 1976 Swedish Grand Prix. March went one further with the 2-4-0, which had four driven wheels at the rear. It was never finished properly and the forces generated by the close-coupled, four-wheel drive system caused havoc in the transmission. Like the Bugatti Type 53 it made a good hillclimb car, but even then only in the wet.

Brabham had been one of the first teams to dump the DFV and look for more power, opting for Alfa Romeo's bulky and thirsty flat-12. It looked like a sensible answer, until the Lotus 78 appeared in 1977, with its "ground effects" sidepods channelling the air that passed beneath the car to suck

Brabham's quest for a ground effects car was hampered by the bulk of its thirsty Alfa engine and the resultant BT46 looked cool but ran hot. After a hasty redesign, Brabham went from zero to hero with a design so successful (right) that fan-cars were banned. The 2-4-0 March (below) was an even worse idea than Max Mosley's jumper (on right). All four rear wheels were driven, but the problems of a close-coupled four-wheel drive system proved insurmountable



Weight distribution gone wrong made the March 721X a damp squib (left), but at least it raced unlike the twin-chassis Lotus 88 (below). Tyrrell pioneered the six-wheeler (below left) but only once did it live up to expectations



front wheels.

For Murray, though, this was the short-term solution. At the Swedish Grand Prix midway through the year, the Brabham-Alfa BT46 reappeared with its original needle nose and a large fan at the rear. The fan sucked air from the sealed engine bay through a horizontal radiator, cooling the engine and sucking the car to the ground at the same time. In the race, Niki Lauda made Mario Andretti's all-conquering Lotus 79 look pedestrian and won by a comfortable margin. But the Brabham was too good and the fan-car was promptly banned, although the rules were, at best, ambiguous on this point.

At least the Brabham BT46 was allowed to race before it was banned. The "twin chassis" Lotus 88 of 1981 never got that far. The days of ground-breaking leaps and leg-breaking plunges were effectively over. The paths to glory and the cul-de-sacs to ignominy were being closed and barricaded. Today, you can look at the Marlboro-backed McLaren-Mercedes – a winning combination on paper if ever there was one – scratching around for fifth and sixth places and you can recognise the failure. But the heroic quality is missing. It's just another fag packet on wheels.

it down to the ground. A compact, narrow engine was what was needed for a ground effects car, leaving Brabham designer Gordon Murray with a king-sized headache.

For all that, his 1978 BT46 design looked a million dollars – sleek, dart-nosed and triangular in cross section. It had digital instrumentation, on-board jacking and no radiators, instead using heat exchanger panels on the flanks to cool the air and water. Unfortunately, these didn't work and the car had to be redesigned with radiators ahead of the

**“It was pronounced undriveable by a young Austrian driver. But nobody listened to Niki Lauda then”**

**O**n July 15 last year, a Porsche 911 Carrera 2 rolled off the line in Zuffenhausen. Apart from bearing the unusual livery of the local Swabian police force, there seemed little of note to mark what was, in fact, a momentous event in the 48-year history of the company. It was the one millionth Porsche to be built.

In isolation, that figure is perhaps not so remarkable until you consider that, if you remove the Audi-powered and built, cut-price 924, the 911 accounts for half of all Porsche production to date.

So why are you and I not surprised by this news? We should be. Sure, the 911 had been in production for 33 years at the time but the 356 survived for 17 years, the 914 for six; the series

## “Twenty years on, the 928 moulders in the grave while its intended victim dances above”

started by the 924 saw a score of summers and the 928 attained its majority. End to end, the production of all non-911 Porsches is more than 60 years long.

Simply put, Porsche *is* the 911 even if Porsche would like it to be otherwise. Incredibly, the 911 has survived unscathed not only its marketplace rivals but also assassination attempts from within. When Porsche launched the 928 in 1977, scooping on the way the only Car of the Year award to be given to a sportscar, contented sighs rippled around Stuttgart: the 911's successor had been found and the blade could at last be slipped between the ribs of its most faithful soldier. 20 years on, it is the 928 which moulders in the grave while its intended victim steps out its inimitable dance above.

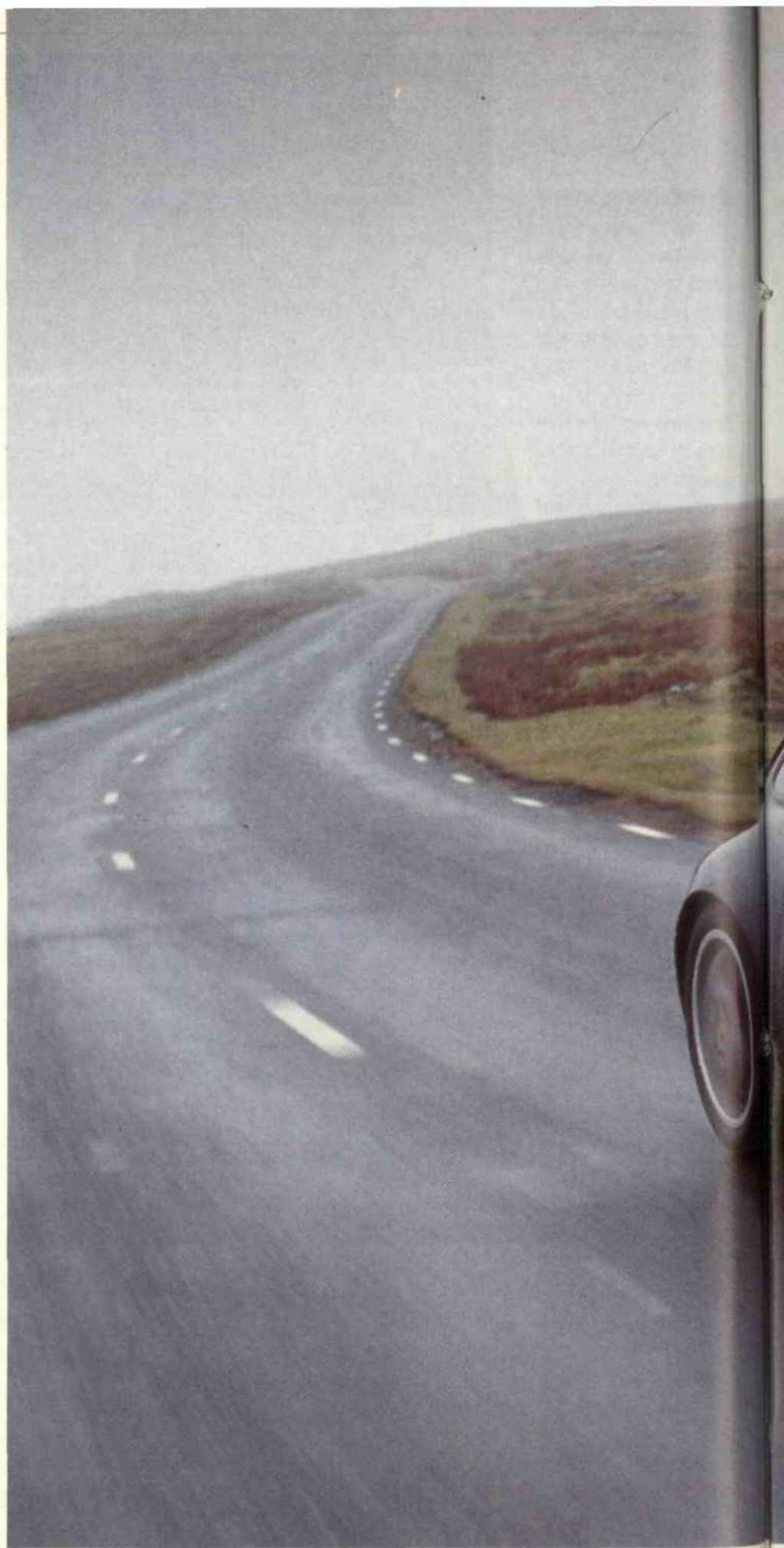
But now the knives may be out once more. Within a year, Porsche is going to produce the 911 replacement. It will not be as blatant as the 928: it will look like a 911, may be called a 911 and even have a rear-mounted engine but, if not 100 per cent new, it will represent such a change as to make all others in its history look like minor facelifts.

I do not seek to knock the new car, codenamed 996; if it is less than truly wonderful none will be more surprised than I. But, based on the platform of the new Boxster and taking more than 40 per cent of its mechanics and systems, I will be equally surprised if it carries over that authentic 911 feel.

What is certain is that the 911 you see before you, the new Carrera S, will be the last before the new car appears and, as such, may very well be the final flourish of this most distinguished and enduring of sportscars.

Essentially, it is the flesh and bones of a standard Carrera 2, wearing the wide-bodied skin of the fearsome Turbo. Given that, its £65,450 list price, £4200 more than the basic, entry-level 911, might seem a little steep until you consider the extensive detailing that comes complete with the package. First, larger 17in alloy wheels are specified with 31mm spacers to extend the track sufficiently to fill the wheel arches. These come covered with 205/50 section tyres at the front and

**Carrera S exudes more character than the Carrera 2 on which it's based, with 17in wheels, Turbo model body kit and lowered suspension. You pay £4200 more for the privilege. Ride quality is firmer but there are compensations**





# Last orders, please

**This year the 911 will change dramatically, perhaps beyond recognition. Is the Carrera S a fitting farewell for the current 911? Andrew Frankel reports**

255/40s at the back in place of the taller and more narrow standard tyres. Shorter, stiffer springs lower the suspension by 10mm at the front and twice that at the back.

The remaining alterations are entirely cosmetic and, thankfully, subtle enough to add an individual character to the Carrera S without resorting to the gaudiness that has afflicted some Porsche specials in the past. There's a split rear spoiler, various steel grey inserts around the gear lever, handbrake and instruments, while Carrera S lettering in the revcounter and a steel sunroof are all standard, too.

The result is a 911 which, while actually less broadly capable than the stock car upon which it is based, presents itself with a more readily identifiable and immediately appealing character.

What you notice first is the ride quality or, more accurately, its absence. Those stiff new springs, ground-smothering ride height and short-walled tyres have contrived to rob the 911 of its once compliant attitude to everyday lumps and bumps. Certainly, progress is extremely firm but, as a

result of superlative damping, it is not as harsh as you might fear.

For typical 911 enthusiasts, this will be more than offset by the way the description of the road surface is conveyed to the driver in still greater detail. A standard 911, when driven hard across undulating terrain, can feel a little soft and lacking in ultimate body control through tough dips and humps. In the Carrera S, as long as it's dry, this feeling of slight unease has been eradicated

**“Hit it right, though, and the revcounter needle will fairly fly round the dial with real urgency”**

entirely and replaced by a sense of implacable commitment to the job ahead. It attacks corners with added verve and clings to the apex with a determination remarkable even by the impressive standards of the breed.

Only when it's wet do these modifications count against the 911. Because of its new super-stiff chassis, the tendency is for the front tyres to skate across the surface of streaming corners rather than cut through the water to the tarmac below, lending a slight air of adventure to fast driving that most would probably choose to be without. In extremis, this 911 will still look after your interests to a point far beyond that suggested by its historical reputation, but it remains as well not to abuse the privilege of driving such a car.

Most of which, it should be said, comes from that engine, still with its six horizontally opposed cylinders, air cooling and priceless noise. Can there be another motor ever built whose power output has all but quadrupled during the course of its life, or one that, regardless of whether you're in



Steering (left) conveys a graphic picture of the road surface. Cabin follows previous 911s, adding minor cosmetic items. Handling (right) is engaging but safe in the dry, if you don't abuse it; the tyres make corners more of an adventure when wet



## SPECIFICATION PORSCHE 911 CARRERA S

### ENGINE

<b>Location</b>	longitudinal, rear mounted
<b>Cylinders</b>	six, horizontally opposed
<b>Bore/stroke</b>	100/76mm
<b>Capacity</b>	3600cc
<b>Compression ratio</b>	11.3:1
<b>Valve gear</b>	sohc per bank, two valves per cyl
<b>Max power</b>	285bhp at 6100rpm
<b>Max torque</b>	251lb ft at 5250rpm

### TRANSMISSION

<b>Type</b>	six-speed manual with four-speed Tiptronic S semi-automatic option
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### BRAKES

<b>Front/rear</b>	vented discs with four-piston calipers
-------------------	--

### SUSPENSION

<b>Front</b>	struts, anti-roll bar
<b>Rear</b>	double wishbones, anti-roll bar

### STEERING

<b>Type</b>	power assisted, rack and pinion
<b>Lock to lock</b>	2.6 turns

### DIMENSIONS

<b>Length</b>	4245mm
<b>Width</b>	1795mm
<b>Height</b>	1285mm
<b>Wheelbase</b>	2272mm
<b>Track (front/rear)</b>	1411mm/1504mm
<b>Kerb weight</b>	1400kg

### PERFORMANCE (claimed)

<b>0-62mph</b>	5.4sec
<b>Standing kilometre</b>	24.8sec
<b>Top speed</b>	168mph

### FUEL CONSUMPTION

<b>Urban</b>	16.0mpg
<b>Extra-urban</b>	32.1mpg
<b>Combined</b>	23.5mpg

<b>LIST PRICE</b>	£65,450
<b>INSURANCE GROUP</b>	20

a 110bhp 911 T or 430bhp GT, still sings the same essential song?

Given that the 285bhp produced by the Carrera S's 3.6-litre version roughly splits the difference between these two points, its acceleration might not be expected to be that memorable. Porsche's claimed 0-62mph time of 5.4sec is patently conservative, as is the 168mph top speed, down from the 171mph of the standard Carrera 2 because of the extra drag of the Turbo body and the added 30kg it must carry.

And while such figures are undoubtedly of merely academic interest, rather more compelling is the sense of acceleration on the inside. Sure, despite variable length inlet manifolding, the engine will not pull at any speed in any gear. Put your foot flat to the floor at 3000rpm in third and the resulting forward thrust is, frankly, disappointing. Torque does not really flood the rev range until 4000rpm is dialled up and does not reach its peak until 5250rpm, just 850rpm short of maximum power. Hit it right, though, and the revcounter needle will fairly fly round the dial with real urgency.

Because of this, this 911 truly needs its six-speed gearbox if you are to sidestep the need to rev the engine excessively in order to avoid being becalmed below the power band in the next ratio. With six closely packed ratios, though, this is never a problem and, with a change quality that's well matched to the unfashionably and delightfully light flywheel, speed can be added effortlessly, smoothly and enjoyably.

As much as any other, though, this 911 is not simply about hard driving. In truth, it was never the 911's pure speed which has allowed it to survive all these years. What 911s have always done, and the true secret of their success, is to provide performance broadly comparable with the prevailing supercar standards of the day combined with an everyday usability not far removed from a hot hatchback. Like its sisters, this 911 feels as at home in town as on the open road, in the rush hour or on the race track.

If this Carrera S is, indeed, to signify the final farewell to the 911, then the model will leave on an entirely appropriate note. One of the greatest 911s ever built it is not, but an entirely authentic and honourable member of the noble family it undoubtedly is. We wish it well.

# Sixth gear makes new Peugeot even better

Peugeot's 306 GTi 6 may not be the greatest hot hatch in the world but it's the best on sale today. Andrew Frankel reports

Since the launch of the 205GTi in 1984, Peugeot has defined the state of the hot hatchback art. Many have challenged, notably VW whose Golf, having been forced to give way to the Peugeot, refused to give up even after it was beaten; Renault and Fiat too have built a string of quick shopping cars. But none has even come close to the consistency or depth of Peugeot's performance.

This is a tedious state of affairs. Peugeot's once bright new talent has become the establishment. And, if this new 306 GTi 6, complete with its 167bhp, 2-litre motor and six speed 'box, is any guide, it's a situation that seems likely to continue.

The 306 S16, which it replaces, was a fine and well-rounded competitor, to which the GTi 6 adds an edge of raw excitement it had lacked.

The twin-cam, 16-valve motor has received fresh cams, manifolds and a revised cylinder head design complete with lighter, reduced-friction timing gear pushing power up by

12bhp and the rev-limit to 7300rpm.

The real news, however, is in the gearbox. Far from simply tacking an overdrive onto the existing ratios, Peugeot has taken the opportunity to do the job properly and has squeezed all six gears into almost exactly the same ratio span as the previous five. And while top is now a little taller, spinning the front wheels 21.5mph faster for every 1000rpm added compared to the 20.2mph of old, first is longer too. This means that, at its claimed maximum of 137mph, the powerplant is spinning to within 100rpm of its power peak.

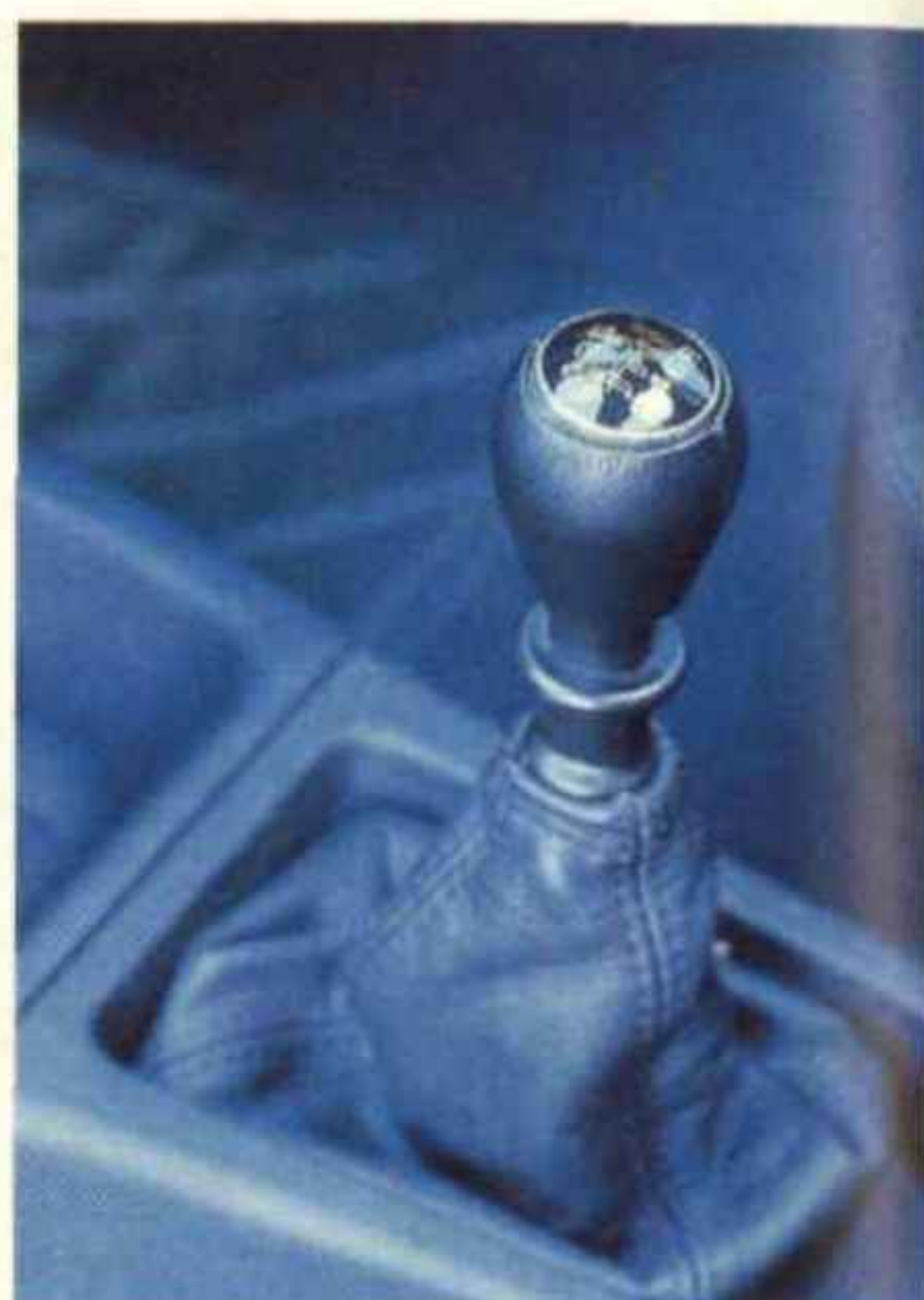
These changes to engine and gearbox have improved the driving enjoyment offered by the top of the range 306 far more than these bald facts might suggest. What they cannot even hint at is the 306's new-found smoothness and character. Where this engine was criticised for being coarse and unwilling to rev, now it flips past 7000rpm at the slightest opportunity, sounding and

feeling never less than smooth and fit for the challenge.

To be honest, it doesn't really need the extra gear, but perhaps that's not quite the way to look at it. Technically superfluous it may be, but great fun it also is. With a gearchange quality matched to the weight of the flywheel, it effectively removes all inter-ratio pauses and creates the illusion of surging relentless performance.

And it is an illusion, as Peugeot's 0-62mph claim of 8.5sec makes clear. That's slower, for instance, than 205GTi 1.9 of a decade ago. This doesn't matter as the quality of the performance more than makes up for a lack of outright pace.

Gratifyingly, the new drivetrain makes better use of the chassis which always felt underemployed. Mixing agility with an on-limit security that anyone coming from a 205 would scarce believe, it handles delightfully with a pleasant but not overwhelming level of grip and



Peugeot's new 306 GTi 6 offers six gears where five went before

degree of balance and adjustability that flies in the face of the physics of its nose-heavy configuration.

The downsides to the 306 GTi 6 are equally clear. The £16,675 list price plunges the little Peugeot into BMW territory where, in particular, the cheaper and better built if slower and less fun 318Ti Compact resides. The interior, while suitably frill-free in cheaper models, looks rather shabby in such company.

Nevertheless, as the GTi breed clammers once more from the rubble of its fallen empire as the transport choice for those with a budget, sense of humour and a deadline, the car that advances the game further than this is not yet on the horizon.



With 167bhp on tap and an extra gear, the 306 GTi 6 is not only faster across country but more refined to drive than its predecessor.





# Straight six pushes BMW Z3 into the lead

**The Z3 roadster has been transformed by BMW's straight six. Andrew Frankel discovered it has the grunt to match its looks**

**T**he die-hard traditionalists continue to hold sway at BMW. There can be no variety of sportscar more steeped in history than the open two-seater, and Munich's latest interpretation, the BMW Z3 2.8, remains faithful to the breed.

There's nothing clever or visionary about creating a roadster these days, as everyone's doing it. From a position at the start of the decade where Mazda's MX-5 ruled the roost almost unchallenged, the maker who now does not possess a roadster is, indeed, missing a trick.

It is the Z3's conformity to roadster values that makes it different.

Rivals such as the Alfa Spider or Fiat Barchetta are converted from hatchback platforms and share their front-wheel drive layouts, while the MGF moves the hatchback driveline assembly behind the driver so it now drives the rear wheels. The Porsche Boxster, too, is mid-engined.

The Z3 is concerned with no such trickery. Its large capacity, multi-cylinder engine is under the bonnet, its drive directed to the rear wheels alone. Not that this, in any way, militates against the Z3.

The packaging disadvantages of a longitudinally mounted six-cylinder are inconsequential in a two-seater

and add to the car's visual appeal, thanks to the evocative long bonnet.

Indeed, it is this engine which provides the Z3's best argument. BMW knows how to do a straight six better than anyone, and this 2.8-litre version, with its twin chain-driven camshafts and 24-valves, offers 193bhp. This may not sound too exciting, but bear in mind first that it's a largely artificial figure designed as a tax dodge for the German market and, second, it's backed up by a fat 202lb ft of torque.

The result is the car that the Z3 has always threatened but, with four-cylinder power, ultimately failed to be. It now has the performance to carry off its sharkish looks, hitting 60mph in under 7sec and going on to a noisy 135mph. Variable valve timing ensures solid response at all points in the powerband, while the exhaust note, muted at idle, rises to a crescendo that stands out in stark comparison to the annoying drone of the Mercedes SLK. But you do wish that the show would go on a little longer before reaching for the next gear; as peak power arrives at a mere 5300rpm, while the fuel feed is cut at 6400rpm.

Despite using the rear suspension from the previous 3-series, the oft-recalled twitchiness it was alleged to induce has been exorcised. Wet or dry, under extreme provocation, it will not misbehave. Sure, it's not entirely foolproof but, even if you turn off the standard traction control, you'll not shake the tail loose unless you're trying hard in the wet.

What remains is a chassis of consummate ability which needs a little more character to really sparkle. Point to point speed is all very well, but if it's not accompanied by the kind of balance and adjustability that some drivers crave, its appeal will fall far short of being all-encompassing.

In most other respects, the Z3 makes a fine roadster. The hood mechanism is both simple and convenient and while it will not fool you into thinking it's a coupe with the hood up, like the SLK, it is still refined on long journeys.

The interior is disappointing, not for its ergonomics, which maintain BMW's traditionally high standards, but because it looks so little different to those of its stable-mates. Such cars need a few design splashes to help create the sense of occasion upon which their existence depends.

Even so, the Z3 2.8 is a fine car. It's not simply the perfect alternative to those who will not wait until the next century to reach the head of the SLK queue, as it has massive appeal of its own. If what you're after is a roadster with traditional values applied in a thoroughly modern but respectful manner, it gets close to the bullseye. The predicted list price is £24,500, going on sale in August.

**Six cylinders are the making of BMW's Z3, offering the poke its stable-mate lacks**



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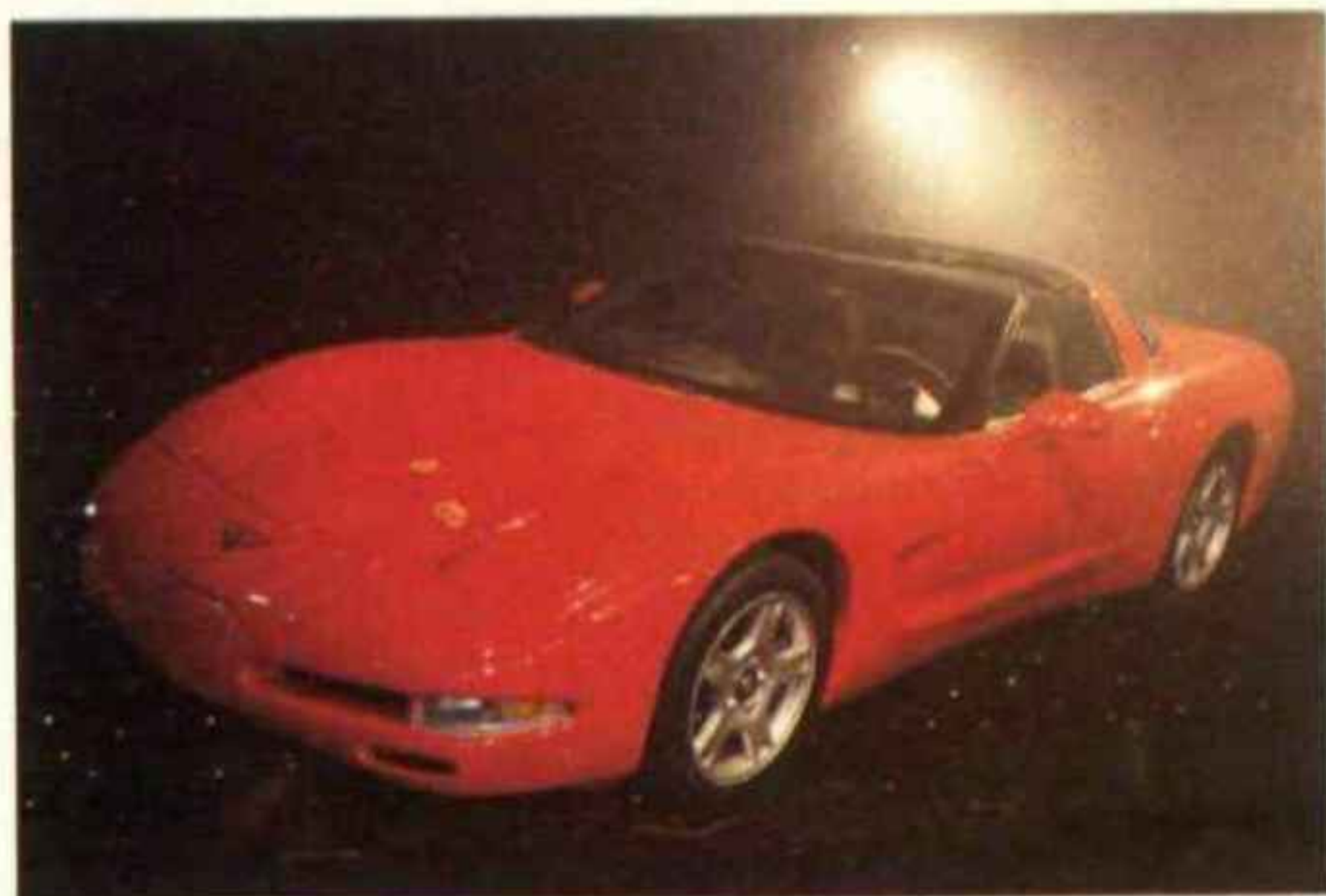
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Star was Dodge Copperhead (left), a junior Viper. New Corvette (above) drew mixed reaction; ugly Lexus HPS (right) a concept only



# Flair alive and well in Detroit

Chrysler led the charge of innovative designs at the Detroit show. Andrew Frankel reports

**T**hose who still wonder where the driving force for innovative car design is residing right now were clearly not in Detroit during the first week of the year.

The North American International Auto Show has grown in stature over the years to a point where, now, thousands are prepared to brave the depths of the Michigan winter and the streets of this far-from-safe city to flock to the Cobo Hall for America's automobile extravaganza.

Despite it being by far the smallest of the US's big three car manufacturers, the Chrysler Corporation dominated the show with both the quality and the quantity of its new designs.

Most exciting of all was the Dodge Copperhead, a junior Viper designed to appeal to those looking for a little more excitement than that provided by the Mercedes-Benz SLK, recently crowned North American Car of the Year. No-one was fooled by its unveiling among four other concept cars. Unlike such as the gloriously mad Dual Cowl Phaeton, the Copperhead looked distinctly production ready, all the

way from its brand new 2.7-litre V6 to its suggested £30,000 list price.

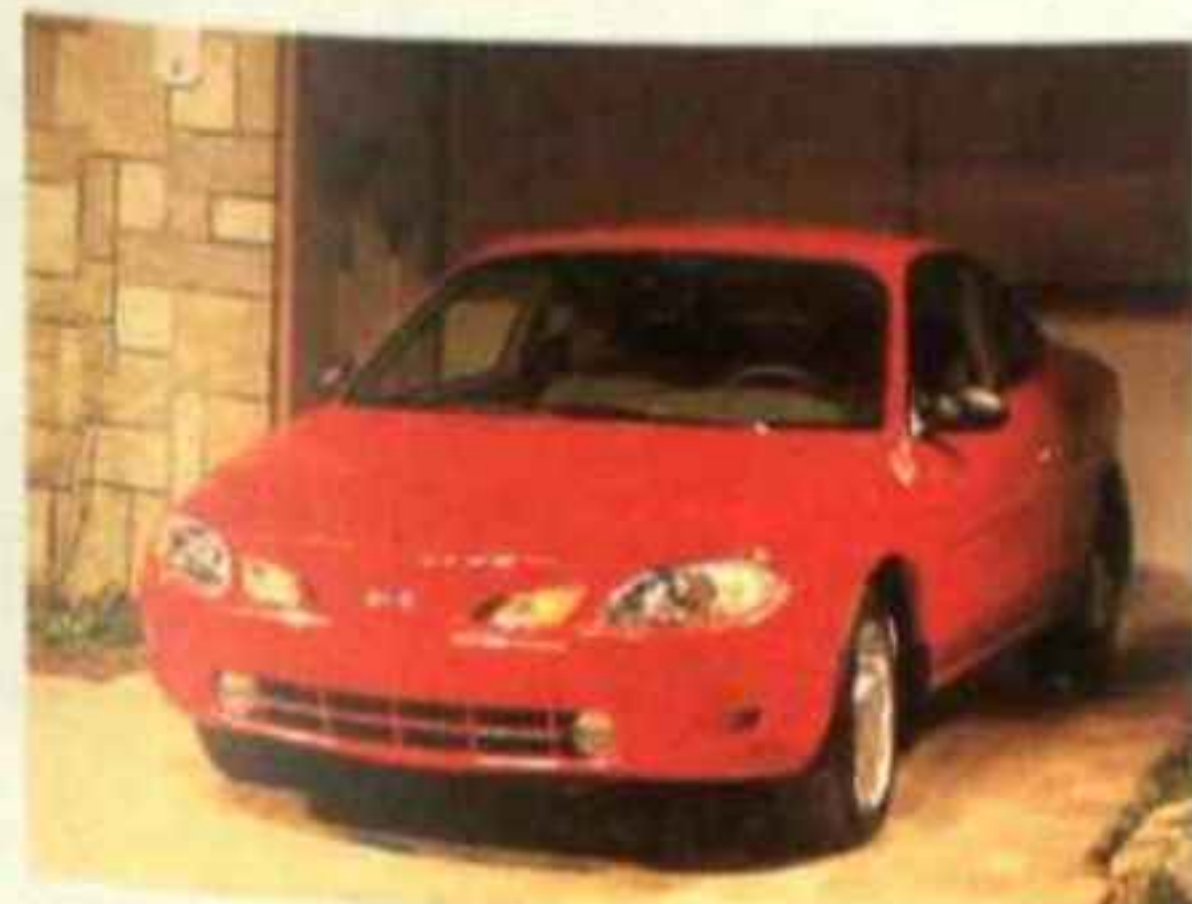
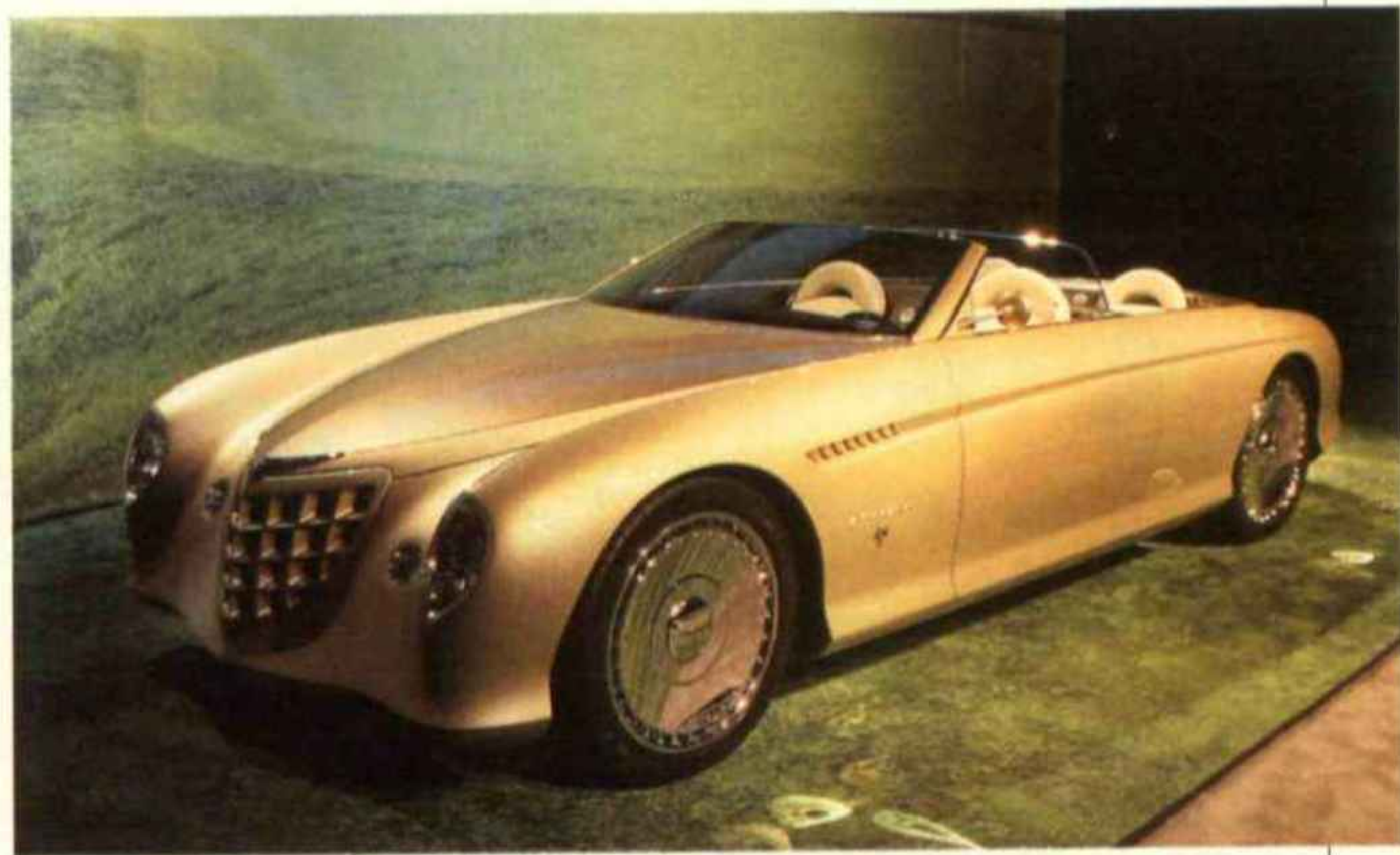
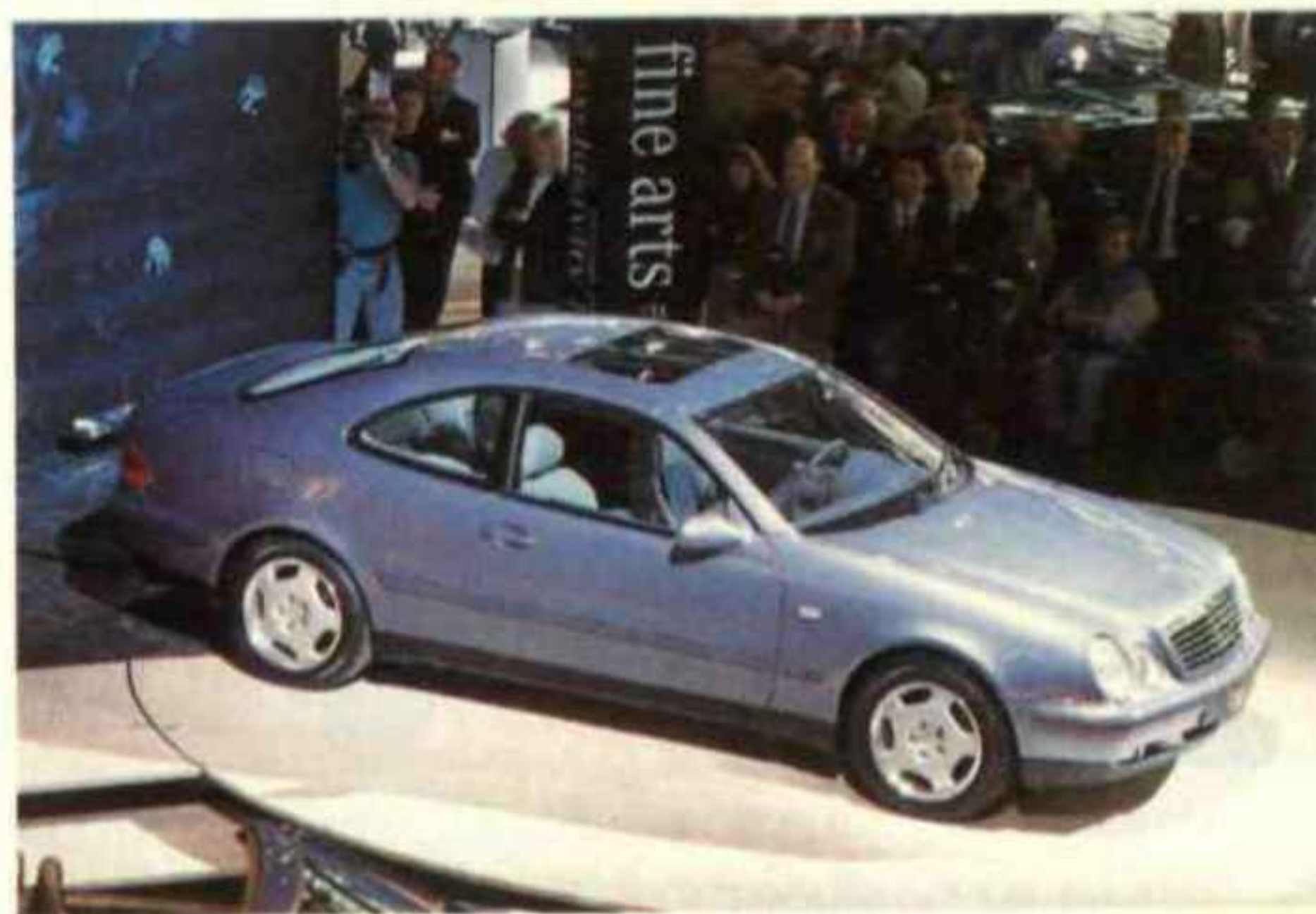
The biggest gasps of all, though, were reserved for the Chrysler Concord and Dodge Intrepid, production-ready road cars so gorgeous that they would need to be staggeringly inept on the road not to be a runaway success.

Most of the interest over at General Motors surrounded the new Corvette, a car which, just five years ago, seemed unlikely ever to see the light of day. Opinion over its styling was mixed, some thinking it derivative and unadventurous, but no-one was quibbling over its 170mph-plus top speed or sub-5sec 0-60mph capability.

The Europeans were having a quieter time, saving the bulk of their news for the shows at Geneva and Frankfurt. Even so, Mercedes chose to show its new CLK coupe, a full four-seat, two-door design based on the C-class. The response from the attendant press was muted, perhaps as much because of the impossibly hard act demanded by the gorgeous SLK it follows as for its attractive but hardly breathtaking lines.

There was better news over on the Volvo stand, where the new C70 convertible, due for production in 1998, was revealed. Volvo is a company undergoing the most thorough reinvention in its history and it is a delight to see that, as it strives to attract younger customers without damaging its traditional appeal, there is still room for genuine flair and style.

Mercedes-Benz CLK coupe (right) was unable to cause the same stir as the SLK, despite its attractive lines. No such problems for another wild Chrysler design, the Dual Cowl Phaeton (below)

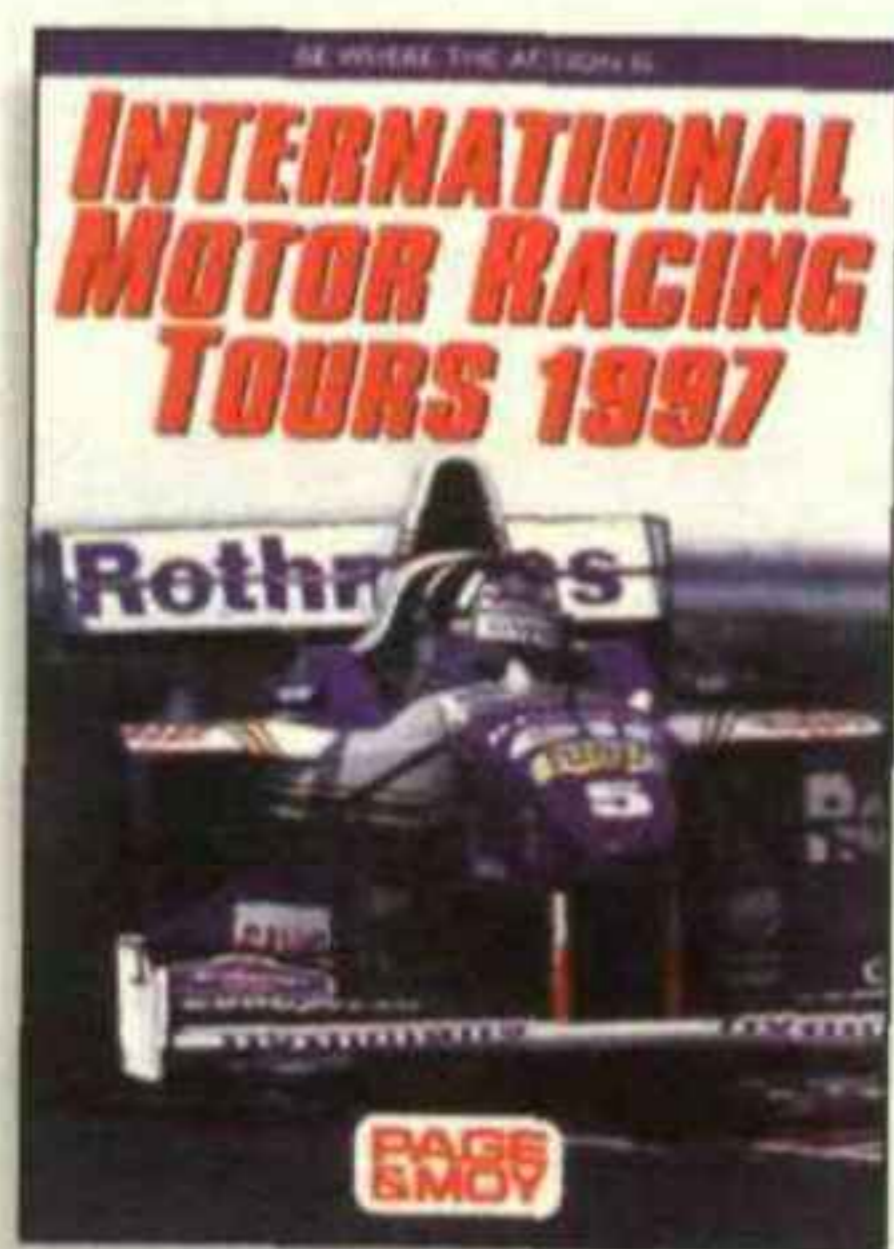


Escort ZX2: don't worry - it's US-only



Volvo's rebirth continued with the launch of the stylish C70 convertible, a design to attract younger drivers without alienating the traditionalists

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**CHORUS OF APPRECIATION**

Sir,  
Like many others, I was deeply saddened to hear of the death of Denis Jenkinson, and cheered only a little by the tributes paid to him throughout the motoring press, and the knowledge that he could hardly have done more in his very full life.

But it pained me equally to read of the untimely passing of Gerry Phillips, your former Rallies Correspondent. His death, with that of Jenks, closes for me an era in the history of your title, no matter how long it had been since either wrote for these pages regularly.

I started to read MOTOR SPORT more than a quarter-century ago, and it was the writings above the signatures of DSJ and GP which fired my imagination and enthusiasm. Indeed, they sparked in me an ambition to follow in their footsteps and set me on a career path I follow to this day.

Please forward my condolences to Mr Phillips' family and friends, and those of dear DSJ. I know that, in each case, my voice will be only one in a huge chorus.

**J S Porter,  
Twickenham, Middlesex.**

**ASTON ENGINES**

Sir,  
In the Aston Martin article last month, the author states that the engine subsequent to the 2992cc development of the 2500cc 'six' was designed by Tadek Marek. The engine referred to is the famous RB6 which powered the World Sports Car Championship-winning DBR1 sportscar and the Grand Prix cars. Brilliant engineer though Tadek Marek was, however, the RB6 was designed by his friend and colleague, Ted Cutting. Tadek was responsible for the 3.7-litre engines which powered the DB4, 5 and 6, and the V8 which is still being produced today.

Ted is still active in competition engine design, and is of enormous help to those of us involved in restoration and preparation of these wonderful cars and their engines for historic racing. He joined Aston Martin in 1949, took part in the DB2 redesign, worked with the redoubtable Professor Eberan von Eberhorst on the DB3, DB3S and Lagonda V12, became Chief Designer for racing cars in 1955 and designed the DBR1, 2 and 3 and Grand Prix cars, then in 1961 became Chief Designer for the company and designed the Project cars. Tadek Marek was Chief Engineer and Harold Beech (who designed the DB4) Technical Director.

**MASERATI**

Sir,  
As always, I read Doug Nye's article on the Maserati Eldorado, in the January issue, with enjoyment and personal benefit. I must point out, however, that the statement that, in 1958, "the Gruppo Orsi industrial combine had collapsed in bankruptcy" is untrue. It is, in fact, defamatory in regard to the business activities of Commendatore Adolfo Orsi and of his son, Omer.

I say this having studied documents of the period made available to me by long-standing friend Dr Adolfo Orsi II. As you know very well, he is Omer's son and is a dedicated scholar of Maserati history.

The 1957 racing season was a triumphal one for Officine Alfieri Maserati, having culminated in the conquest of the World Championship with Fangio and that of the European Mountain Championship with Daetwyler. The firm, which at that time also produced high-quality machine tools, found itself to be temporarily low on operating capital. This was due to various causes, the principal ones of which were, in order of importance:

- 1** retarded payments on a long-term commitment by the Argentine government for the supply of machine tools;
- 2** losses incurred in the liquidation of owned companies which had been established in Argentina, Mexico (one for machine tools, one for the construction of a motor-scooter factory), and the USA for commercial development in those markets;
- 3** non-payment of credits extended to clients who had fallen into financial difficulties;
- 4** non-payment of performance

Ted later went on to a second and equally distinguished period at Ford, which explains why my 1986 Granada was such a good car - he led the design team of that, too!

**Keith Dixon,  
Crickhowell, Powys.**

**PASS NOTES**

Sir,  
In "Jacques and Gilles" in November's issue we have both Mark Hughes and Jock Clear telling us how wonderful was the overtaking manoeuvre by Jacques Villeneuve at Estoril. Then Eoin Young perpetuates the story in the December issue.



**Casa Rosada, 1954: Juan Peron (in 250F) with Fangio and Adolfo Orsi. The fall of Peron in 1955 was the main reason for the Maserati financial straits in 1958.**

premiums of the Sporting Commission of the Automobile Club of Italy (Ferrari was paid);

- 5** exceptional expenses in connection with the cessation of racing activity and with the accelerated development of the new 3500 GT model car.

In this situation Comm. Adolfo Orsi, as president of the company, requested the Court of Modena application of the procedure of Controlled Administration. This is a measure provided by the Italian legal system for the assistance of businesses which are passing through moments of financial difficulty. It is limited to a duration of a maximum of one year, and I suppose similar procedures exist in most or all developed countries.

Within this context of total good faith on the part of the Orsi family, and through the making of massive personal sacrifices, all of the creditors of Officine Alfieri Maserati were paid, *in full*, by April 1959. Among the sacrifices were the liquidation of a good portion of the personal fortune of the Orsi family, and the sale of the machine tool division.

This demonstration of corporate and personal responsibility is quite the opposite of bankruptcy, in which creditors habitually pay

dearly for the confidence they have placed in others.

The Orsi family remained owner of the Maserati company until 1968, when it ceded the marque to Citroën of France.

Through repetition of the fictitious charges of bankruptcy a rather grave injustice has been done to the memories and reputations of Comm. Adolfo Orsi and his son, Omer Orsi. I have spent a great deal of time in the Modena region, doing research on its marvellous history among surviving participants in the events. There, where the Orsi name is known best of all, it is most esteemed. What I like best about the whole thing is that local pride is taken in the fact that Il Nonno - Grandpapa - Orsi achieved his great success having begun with strictly nothing.

These comments are offered in a spirit of friendly cooperation between colleagues with very closely related interests.

**Griffith Borgeson,  
Vaucluse, France.**

*We apologise to the Orsi family for this inaccuracy and any distress which may have been caused - ed*

I will concede that an attempt to pass Michael Schumacher at that point was audacious. However, Schumacher, being acknowledged as the fastest driver through any given corner, could have put Villeneuve in the weeds at the blink of an eye, yet not only did Villeneuve receive plenty of room but we also had a cockpit shot of Schumacher looking at him. It is my assertion that Schumacher is making sure Villeneuve is OK. Schumacher let Villeneuve by, knowing that he was in a much better position to damage Hill, which proved to be the case.

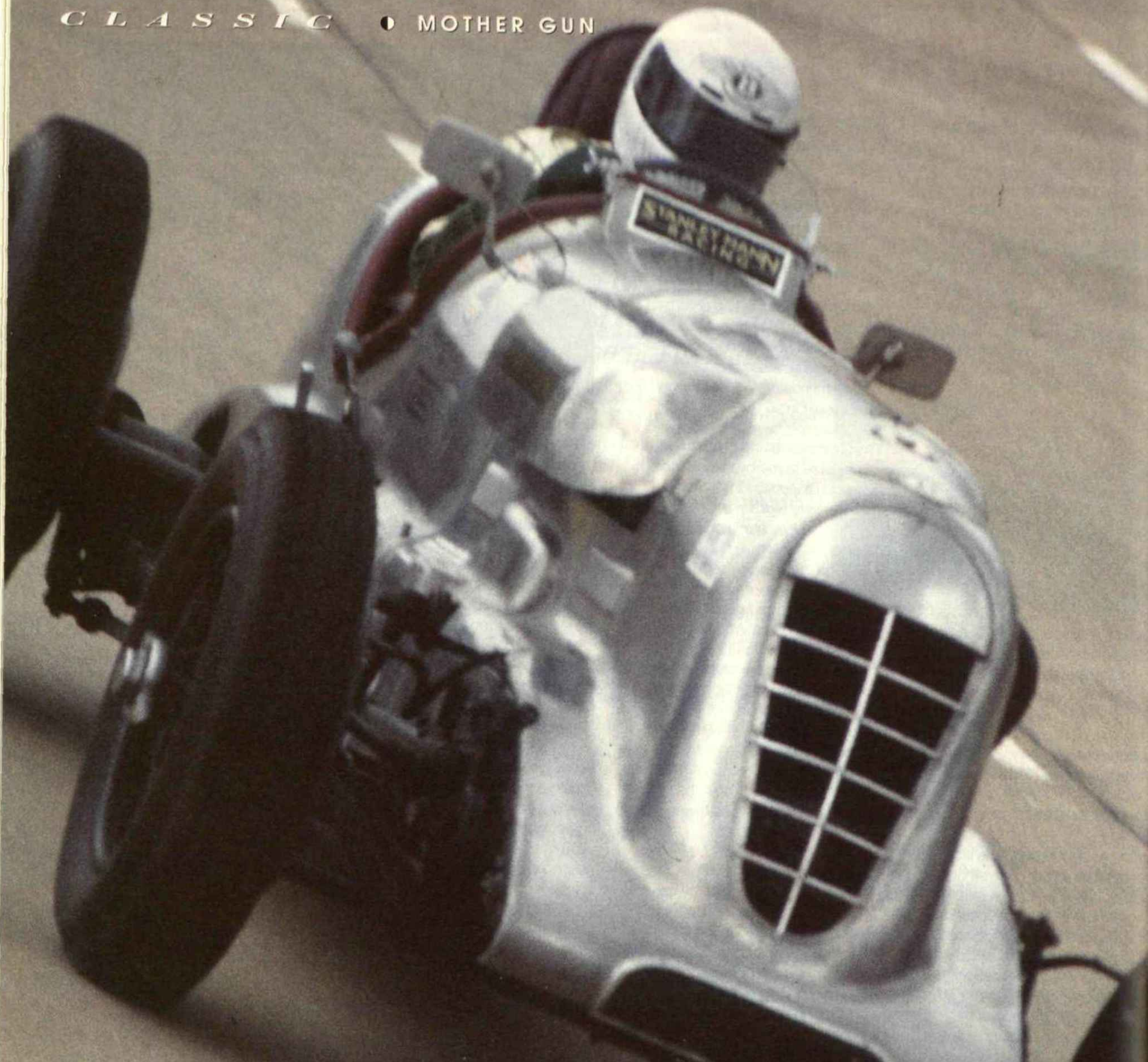
Should anyone doubt that, then I

refer them to how savagely Schumacher is prepared to defend corners - an example being the last-ditch, desperate attempt to regain the road in front of Damon Hill in Australia in 1994. Or did he deliberately sabotage Hill's race as so many truly believe?

We have all seen the inordinately friendly relationship developing between Schumacher and Villeneuve, with both acting very coolly towards Hill. Also, let us not forget that Hill is, without doubt, the only driver who has 'rattled' Schumacher.

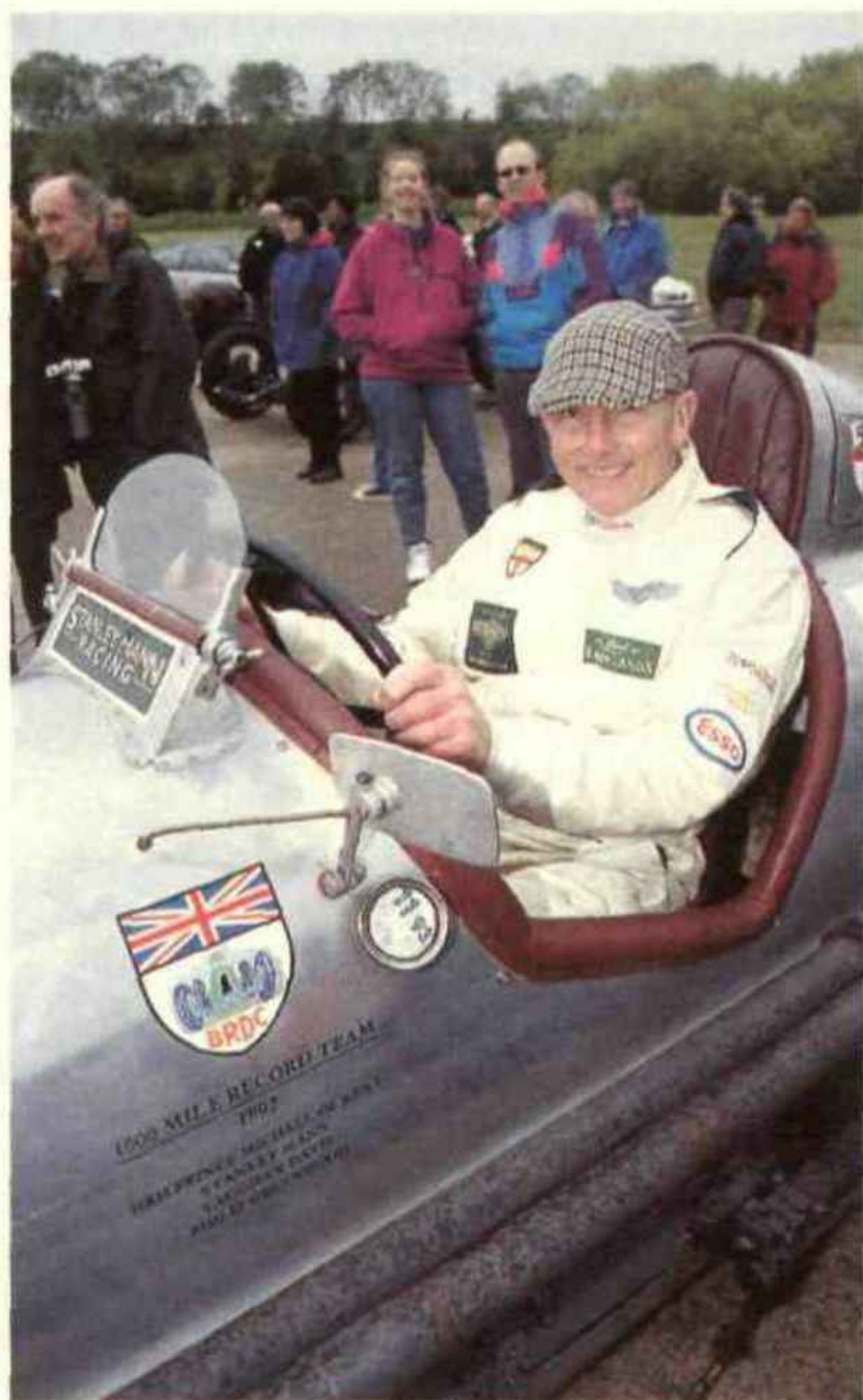
**Denis Wright,  
London, SE23.**

CLASSIC • MOTHER GUN

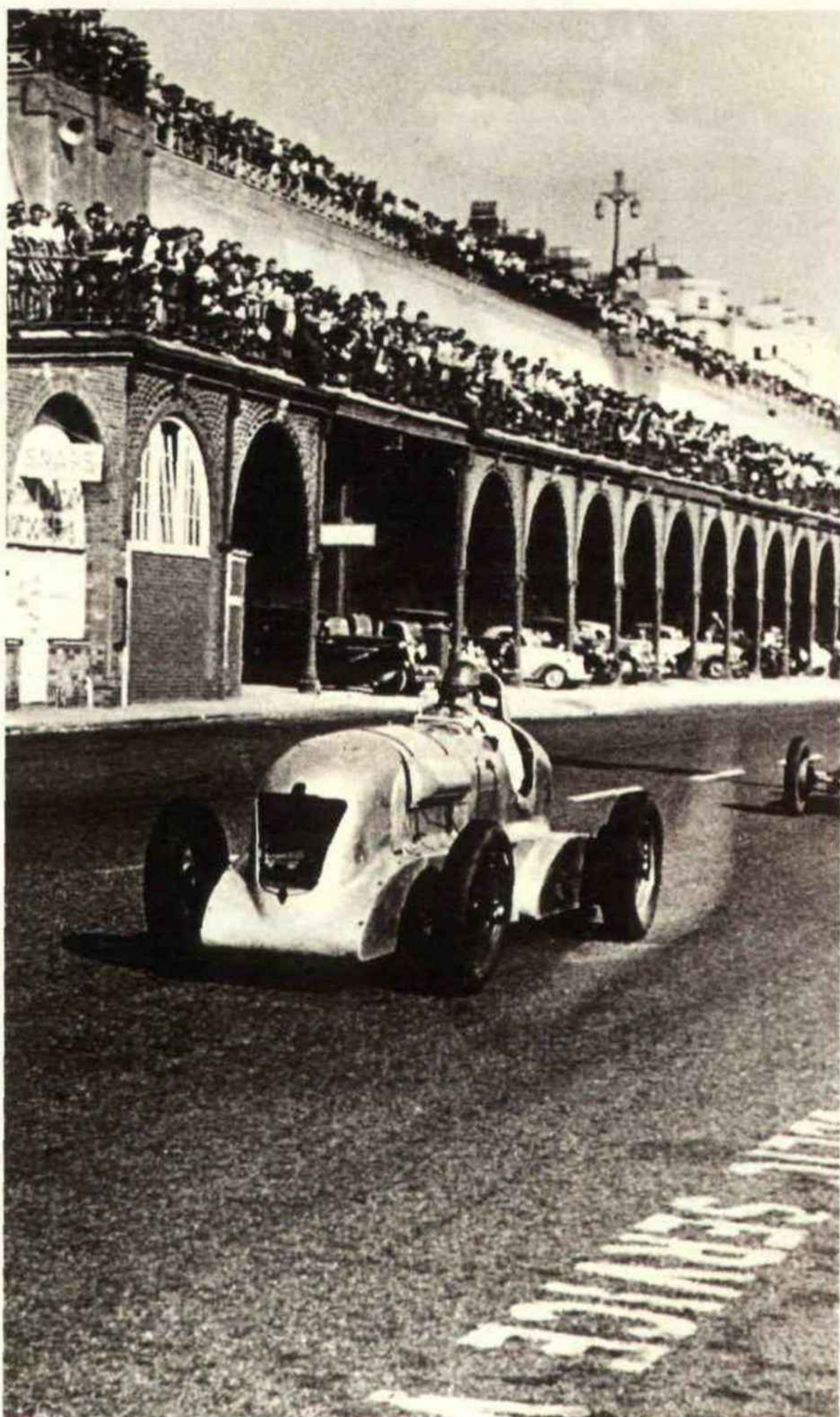


# The mother of all Bentleys

Andrew Frankel witnesses a bold attempt by Mother Gun to reach 130mph once again



Vaughan (left) paid £145 for Mother Gun, a sum he could ill-afford 30 years ago. He dreamed of taking it to 130mph again and Millbrook (far left) provided the opportunity. Brighton Speed Trials (below) saw Mother Gun briefly back in action in 1948



**T**hirty years ago Vaughan Davis bought a slice of history. He discovered, in a Sussex barn, one of the most famous Bentleys in the world.

Or at least he found most of it. The car was in a terrible state, beyond a wreck. Its streamlined, single-seater body had gone and all that remained was the skeleton of the car that did more than any other to establish Britain's proudest motoring marque.

It seemed hard to believe that the pile of bits Davis had uncovered belonged to the prototype 4½, which made its world debut at the Le Mans 24-Hour race back in June 1927. Back then, it had smashed the lap record before being involved in the multiple pile-up at White House corner involving the entire Bentley team.

The next year, 'Mother Gun', as it had been dubbed, returned and won the race for itself. Its successes continued in the face of overwhelmingly faster cars, including a second place at its last Le Mans in 1929, until Bentley's finances, precarious at the best of times, fell victim to the slump early in 1931.

Mother Gun, on the other hand, received a new lease of life. Converted to a single-seater by Richard Marker, and fitted with a 6½-litre Bentley engine in 1934, it was then rebuilt on a longer

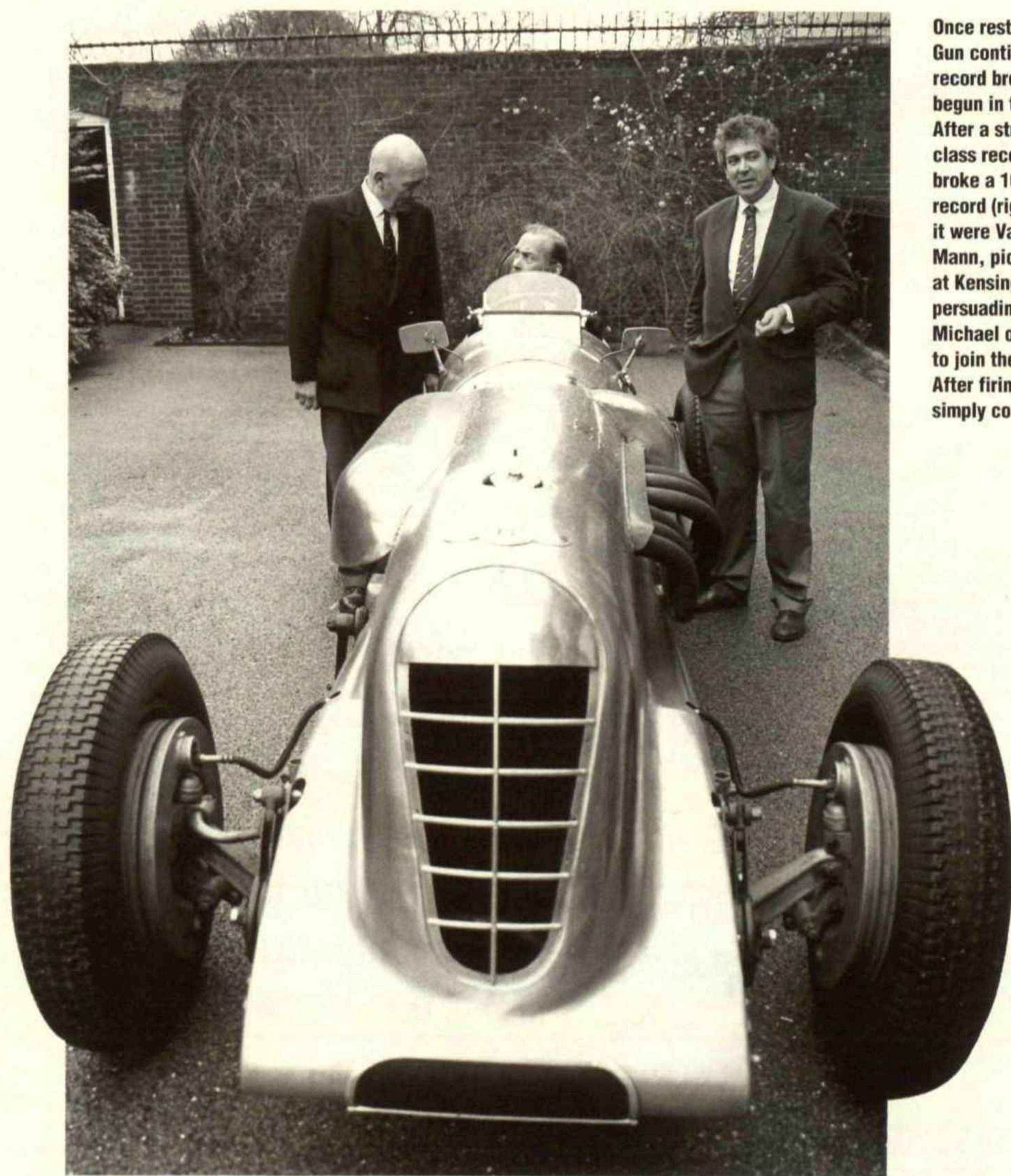
## **"A single season was a long time for one car to remain competitive. Mother Gun managed 12"**

chassis by Robin Jackson as a single-seat racing car designed with one purpose in mind: to lap the banked Brooklands track faster than any other. As the Bentley-Jackson Special, it duly achieved this on several occasions, touching 145mph and completing laps at more than 130mph; and this in an era when a car was considered sporting if it would top 60mph in a straight line.

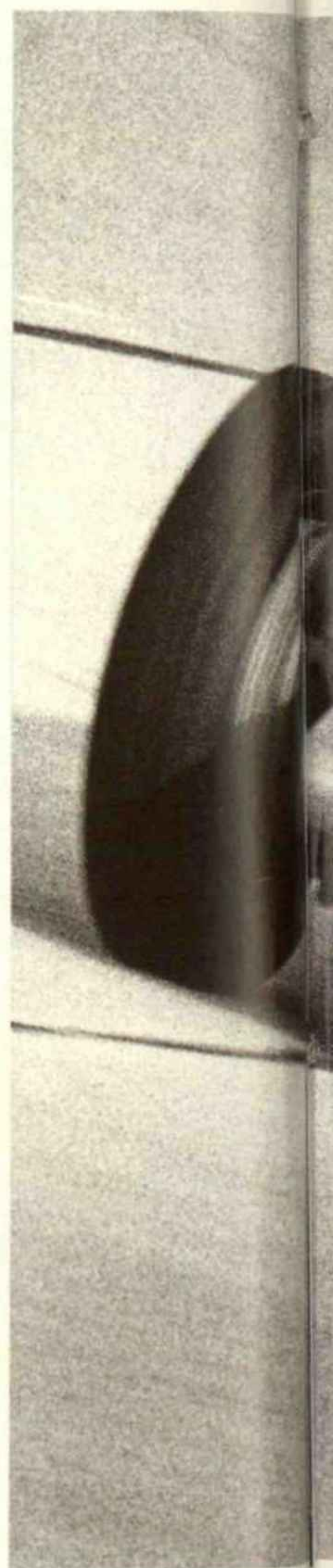
Even back then, a single season was a long time for one car to remain competitive: Mother Gun managed it for 12 and it took a world war finally to call a halt to its race career. Even then it still managed to take the last 130mph badge on the last lap of the last meeting ever to be held at the Byfleet race track. The war over, Bill Short ran it twice at Brighton, before dismantling it; he never got round to re-assembling the parts.

Thirty years ago, Vaughan Davis paid £145 for the wreck. He could scarcely afford to buy it, much less restore it, but as a confirmed Bentley fanatic since the age of eight, nor could he see it and its story turn to dust. He had this dream that one day Mother Gun would once more lap a banked track at 130mph. He didn't know how and he didn't know where. All he knew was that the dream would not go away.

It would be another 20 years before Mother Gun turned a wheel. Vaughan, unlike the original Bentley Boys and the majority of those who drive vintage Bentleys today, neither was nor is a rich man. He commissioned a new body to be built from the original drawings but the car's



Once restored, Mother Gun continued the record breaking it had begun in the 1920s. After a string of new class records, the car broke a 1000-mile record (right). Driving it were Vaughan and Mann, pictured (left) at Kensington Palace persuading Prince Michael of Kent to join the attempt. After firing it up, he simply couldn't refuse



restoration progressed so agonisingly slowly that Vaughan realised that he could never complete the job on his own. He was rescued by his long-time chum and employer, Bentley authority and dealer Stanley Mann. The restoration picked up speed until one glorious day, in 1989, the deafening six-cylinder racing engine fired up once more.

Brooklands had long since been broken up but, in the 1960s, a banked track had been built at Millbrook in Bedfordshire, not for racing but for durability testing of modern cars. Brooklands it might not have been, but it was tailor-made for Mother Gun.

It lost no time returning to its record-breaking ways, smashing long-established class records there in 1990 and returning in 1992 to claim a 1000-mile record held since the war by John Cobb. But Mother Gun still had not reached 130mph.

**“Even on his warm-up lap, Vaughan’s working the famous Bentley past 110mph, then 120mph”**

Recently, I drove Mother Gun, at speed, around the banked track at Millbrook. It was a humbling experience. You sit high up with your legs splayed either side of the massive transmission tunnel. The

clutch and brake are about two feet apart. In front of you is a mighty steering wheel and revcounter that’s not much smaller. There’s no speedometer. You look down an endless bonnet to two skinny and wingless tyres. The car weighs about two tonnes, has the power of a Porsche, the torque of a locomotive and simple semi-elliptic springs at each corner. At Brooklands, cars used to leave the ground at over 130mph on every lap.

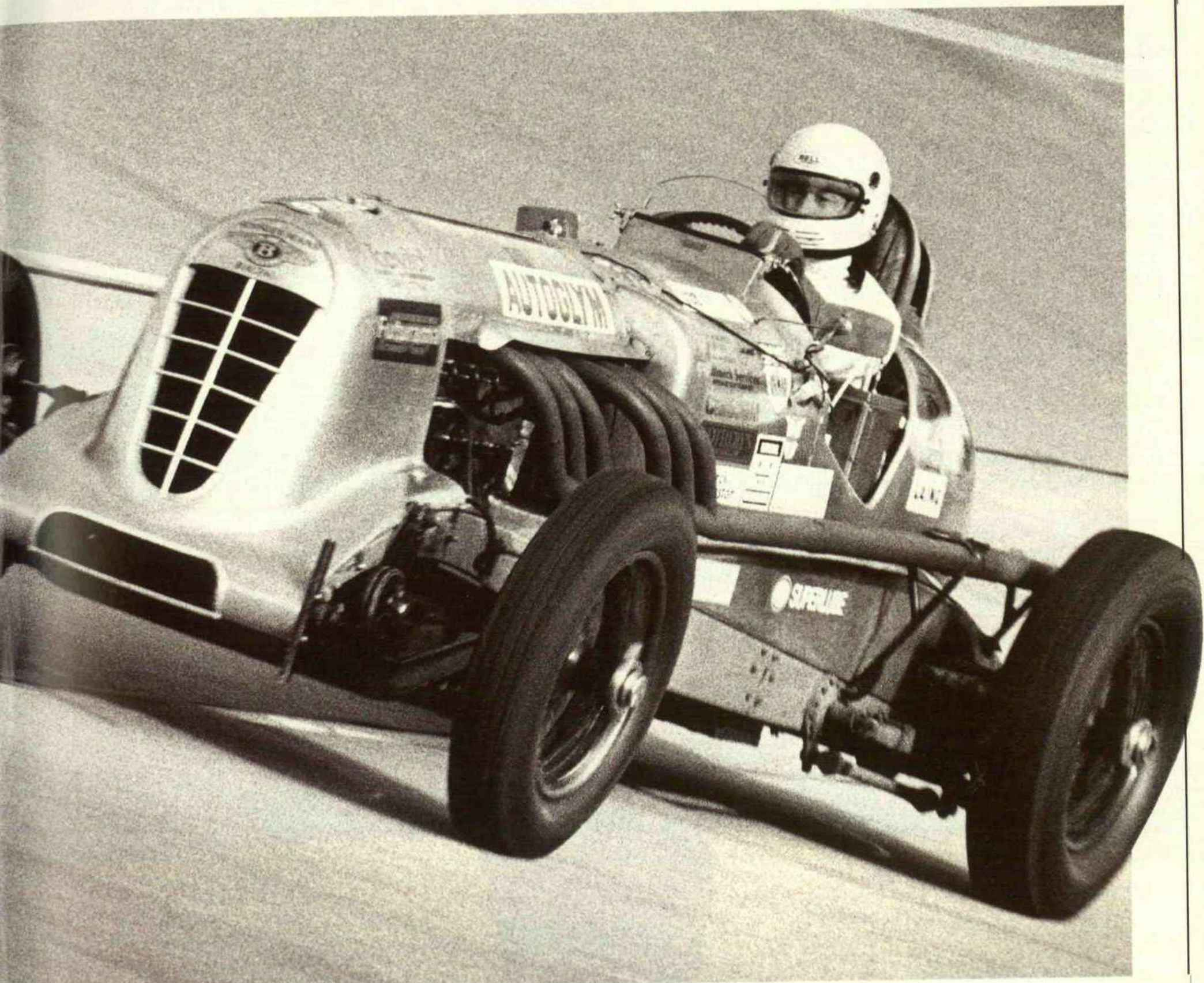
Millbrook is not quite so bumpy but even at the gentle 100mph cruise at which I felt safe, every lump and pit in the track was telegraphed to my fingers and backside in lucid detail.

The reason Mother Gun was at Millbrook was

that, after constant fine tuning, Stanley Mann reckoned it could, for the first time since war broke out, do 130mph. If it were even to come close, it would be the culmination of a 30-year dream for Vaughan Davis. The car belongs to Mann in name but it was never going to be anyone else but Vaughan who was going to do this particular piece of driving.







If you stand at the top of the banking with the wind blowing in the right direction, you can hear Mother Gun coming from about a mile away. Its voice is low, urgent, oddly musical and very, very loud.

Even on his warm-up lap, Vaughan is right at the top of the Millbrook banking, with his foot

down, working the famous Bentley past 110mph, then 120mph. It is now taking Vaughan well under a minute to complete each two-mile lap of the circuit and, as the times come down, his efforts to keep the car threading the thin strip of concrete between safety and oblivion visibly increase.

On the last lap, it is clear that Mother Gun will go no faster. Its revcounter needle has run right off the clock and the tone of the engine's roar remains static around the lap. Five minutes later, Vaughan Davis is nonchalantly blipping the throttle as he brings Mother Gun back to the paddock. The first sign of a positive result is the sight of the man bringing the news of the speed. He's running. He approaches the car, Vaughan still in the cockpit, and enquires: "Does 137mph sound all right to you?"

For the first time that day, Vaughan looks momentarily stumped for words. So he instead hops athletically out of Mother Gun before announcing: "Well, that's a bit of fun, isn't it?" Understating it more would have been hard. You can tell what it means, though: for just one moment, he looks a little shaky before recovering, as anyone might, upon realising a dream they'd harboured for 30 years.

And there's another reason you might forgive him for such a brief moment's crack in his composure. Vaughan Davis, the man who saved Mother Gun, is 76 years old.

**Although Mother Gun now belongs to Bentley restorer and racer Stanley Mann, there was never any question that Vaughan (left) was going to be the driver for the 130mph attempt. Stanley Mann's racing team (right) turned out in force for the event at Millbrook, the famous Bentley lining up alongside Mann's own, remarkable 3/8-litre Special**



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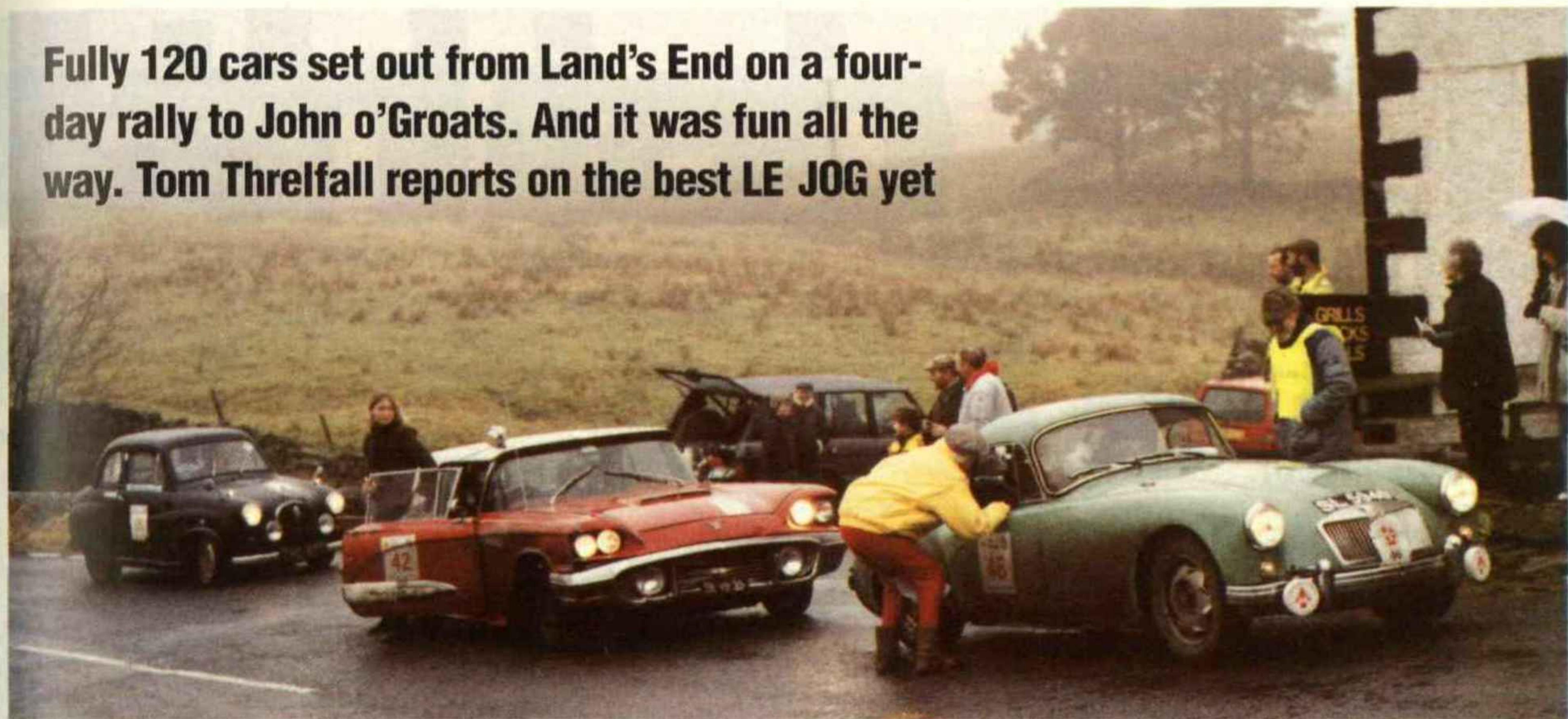
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Fully 120 cars set out from Land's End on a four-day rally to John o'Groats. And it was fun all the way. Tom Threlfall reports on the best LE JOG yet



# Joggers run wild

This 1700-mile, four-day Regularity rally was first held in 1993, when there were three dozen entries for the Reliability Trial. This year the entry list was full, at 120 cars, plus 24 in the Touring Trial which used the main event's controls, but not their chronometers. Two dozen of the Reliability Trial's entries were of pre-war origin, ranging from Peter and Sue Noble's 1925 6.2-litre Lanchester Tourer and Gerhard Weissenbach's 1928 Rolls Royce Phantom I, via a trio of 12/50 Alvises to the three Roesch Talbots of James Wheildon, Luc Slipen, and Nicholas Ward. There were no fewer than 11 MGBs entered – three crewed by ladies – plus eight Austin Healey 3000s, six Porsche 356s and five Volvo PV544s (the pre-war model with a body-style based on that of the pre-war Ford V8). To have achieved an entry of such quality and quantity just three years after running his first LE JOG, in competition with such events as the Monte Carlo Challenge, indicates that as the Monte Carlo Challenge, indicates that as the Clerk-of-the-Course John Brown has his LE JOG menu about right.

Brown is planning a warmer event, but still on LE JOG lines, to Cape Town in 1998.

The show started at 07.45 on 7 December from the signpost at Land's End, when the Nobles' Lanchester trundled into the freezing darkness of the first special test, and then set off up the A30 in a northeasterly direction. There were more tests at Wiscombe Pary, Eppynt, and Stanhope Ford (Co Durham) before the "Joggers" could get their heads down for a few hours in Edinburgh.

The first car was due at Knockhill circuit, in the Cleish hills just north of the Forth Bridge, at 08.00 on the third day, and after that it was all go – via the Kenknock mini-Stelvio, Rest-and-be-Thankful, the Great Glen, Ullapool ("Next fuel 117 miles", said the route card), Altnahara and a forestry road (unmarked on the OS map) through the Altnabreac forest, to the finish at John o'Groats house, where the card was more positive: "The bar will be open: a roaring fire and bacon and eggs await".

Although John o'Groats was slightly less cold than in some previous years, the atmosphere of

detachment from the real world persisted. For accommodation and the post-JOG bun-fight, the show moved 20 miles to Wick (population 7000, Edinburgh 263m, London 638m) for a gala dinner and the presentation of the trophies. It had been by common consensus, the best LE JOG yet, thanks to the generous participation of the Automobile Association.

More notable class winners were: **Pre-1930** – Peter and Sue Noble (1925 Lanchester Tourer); **Pre-1944** – Phil Surtees, John Bayliss (1942 Willys Jeep); **Pre-1952** – Alan Dinsdale, Mike Dalby (1953 MG YB); **Pre-1959** – Jorg Schmidt, Sonia Hetherington (1960 Renault Dauphine); **Pre-1967** – Richard de la Roche, Graham Hatfield (1960 Austin Seven). The only **Gold Award** went to the 1942 Jeep of Surtees and Bayliss; **AA LE JOG Trophy** (Best marque team) – Alvis Hares (Podger, Burnett and Tomlin); **Brooks Auctioneers National Team Trophy** – Ecurie Germany (Schmidt, Meir, Seim and extra); **Automobile Trophy** (Best pre-war Marque Team) – Alvis Hares.



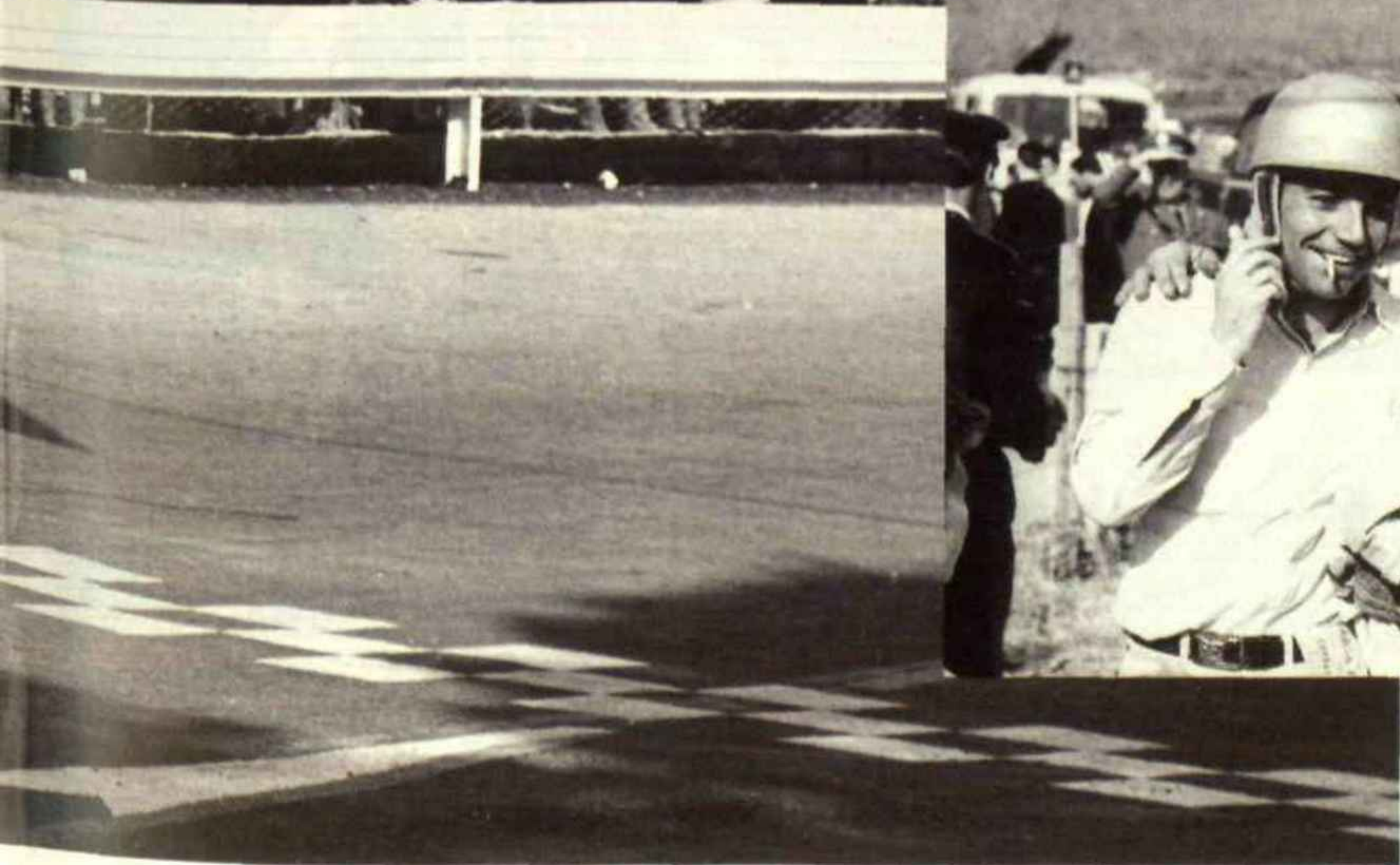
Above: The eclectic nature of LE JOG is shown by Geoff Awde's MGA, John aan de Stegge's Thunderbird and David Filsell's A35. Left: Steve Giles's MG TC passes the great traffic jam at John o'Groats. Below left: Andrew Beer's Rolls-Royce 20/25 and Nicolas Pryor's MGA leave Lands End. Right: Kurt Vanderspinnen rebuilds his Rover P4 in Edinburgh.



# The real Ita



# Italian job



**It was David versus Goliath when a Mini was entered against the Ferraris on the 1962 Targa Florio. And the tiny British car won fans all over Sicily. Bernard Cahier tells the tale**

**W**hen the 1962 Monte Carlo Rally took place, I asked Paddy Hopkirk, one of the works drivers, if he would be kind enough to bring me a kilo of fresh caviar since he was starting that year in Minsk. Paddy promised that he wouldn't forget and when he arrived victoriously in Monaco he brought that precious caviar to my hotel. Two other drivers, Makinen and Aaltonen, were also present, plus team director Stuart Turner and of course the genius engineer Alec Issigonis, the father of the Mini.

We had a great celebration that evening and when Turner heard what Hopkirk had brought me, he wasn't amused. "Paddy, you know we have slaved to trim every gramme of weight out of this Mini," he said. "And now I learn you have come all the way from Minsk with a kilo of caviar..."

In those days I was already driving a Mini Cooper and my relations were extremely good with BMC and Issigonis. BMC was a wonderful company in those days and it was run by a first class gentleman named Sir George Harriman. I often went to Birmingham to visit them, putting my car on the Air Ferry plane to Geneva and landing not far from Birmingham. It was on one of these occasions that I met two exceptional English characters, Daniel Richmond and his wife, Bunty.

A very talented engineer, Daniel's Downton Engineering concern became legendary through its very fast Mini Cooper specials. His racing shop

**Left: The Bernard Cahier/Prince Metternich Mini Cooper S flashes past stunned onlookers in the 1962 Targa Florio. Above: Cahier with Giulio Bonaventuri and Metternich after the finish.**

was in Wiltshire near where he lived in a country house loaded with the very best wines. Both places looked chaotic, but the work they were doing on the Mini Cooper was remarkable.

While in Monaco I suggested to him it would be fun to run a Mini in the Targa Florio. Issigonis loved the idea as it was so inconceivable to run one of his little bombs in a famous international World Championship Sports Car race. "Who would drive with you?" they asked me. "Prince Metternich," I replied. "Not just because he is a prince, but also because he is a good driver and president of the German Automobile Club."

So the implausible event was planned and on a sunny day in May 1962 a blue-and-white Mini Cooper S was unloaded in Palermo. With the Richmonds in their van was one mechanic and a few spare parts. With the help of Sicilian friends I'd made when driving on the Targa Florio on three previous occasions, we soon got organised.



We were staying in a superb hotel and to help us with everything we had an enthusiastic local garage owner, Giulio Bonaventuri. A couple of Fiats were rented for travelling back and forth from Palermo to the track and also to be used as practice cars. In those days, the 45-mile course was not closed for practice, so everyone used rental

**The Mini Cooper's exuberant cornering style and cheeky demeanour made this minnow among the big sportscars a real favourite with the spectators who lined the entire length of the 45-mile route.**



cars for this purpose. Needless to say, the Targa Florio was a real disaster for Hertz and Avis. Some of the cars that made it back to them on Monday morning were fit only for the junk yard.

On race day Prince Metternich, a gentleman of high standing, and who had come to the race with a beautiful Belgian princess, had looked after the food and drinks required for a long day's driving. Fresh lobster, delicate hams, wild strawberries and chilled champagne were stacked up in our pits and we were ready for action.

Cheered by the "Bravos" of the crowd, our Mini was on its way and, apart from some gearbox problems, we had an almost perfect race. When it was going right the Mini was spectacular and immediately became the darling of the crowd. Nobody in Sicily had ever seen a Mini Cooper

**"Ferrari team manager Tavoni heard that Cahier had been to their pit for refuelling"**

before and everyone got really enthusiastic about this sliding, noisy, arrogant, little car.

I soon discovered that we could not make three laps without refuelling. But I had seen that Ferrari had installed a fuel-pit in the wild mountainous region about half-way around the course and since I was good friends with the Ferrari team I made a

**Above: Back for more, the Minis line up on arrival in Palermo in 1963. The one on the left is the "bi-motor", with Jack Daniels and Daniel Richmond posing alongside. Right: Dan Gurney (right) looks on as Richmond tops up the battle-torn Mini during the 1962 Targa Florio. The body damage was inflicted by a stone marker.**





**“Our fan club would rush to the car, open the hood, pour water in, give me a drink”**

car to Roby I explained the situation to him and our special Sicilian pitstop continued to work like clockwork throughout the entire event.

We finished in style, and our supporters walked miles to Chefalu to find us and the little Cooper among all the big sports cars. Touched by this unforgettable memory of the most romantic race course in the world, Roby Sloetemaker was overwhelmed with joy. It was a great loss to me when this charming friend died in a race a few years later.

quick pit stop there. No problem. I received the same rapid treatment as a works driver of the Scuderia and I told Prince Metternich that he could use their facilities as well. On this occasion the most surprised person was the Ferrari Team Manager, Tavoni, who heard on his radio that Cahier had been in and out of their pits.

With tender love and care our little Mini went all the way to the end to finish third in its class of bigger, more powerful cars. On the last lap the public was lined up along the track to cheer our car and even threw flowers at us. Yes the Targa Florio of 1962 was a wonderful experience which brought more fame to the Mini. In addition, last but not least, the lobster and champagne we had when not driving were delicious.

Daniel Richmond and BMC decided to have another trip to Sicily the following year. This time two cars were entered, one 'classic' and the other one a very unusual specimen which used two engines. The result was a ferocious Mini with 200bhp. It was, perhaps, too wild and the car, to be driven by Sir John Whitmore and Paul Frère, suffered many gearbox problems. Mine was an improved version of the 1962 car. This time my co-driver was no longer Prince Metternich but a fast Dutch driver named Roby Sloetemaker, a good-looking, blond fellow. Roby was a real sportsman and an ex-Air Force pilot.

As in the past, the Richmond organisation was basic and down-to-earth. The spares were carried on the roof-rack as they came by boat from England. Our faithful Italian mechanic welcomed us and, with the help of several other friends, we certainly made a colourful and relaxed team.

Our Mini's first appearance had been a crowd pleaser and we received a wonderful welcome everywhere from enthusiastic local supporters. The car seemed to run well, and life was beautiful. We even had time to go to the beach as soon as practice was over. We no longer had the Prince and Duchess with their lobster and champagne, but we did have our Sicilian friends who brought us many local specialities and the dry white Corvo wine was definitely up to our standards.

The race was long and difficult, but our Mini was very fast and much at ease with the 7100 curves of the circuit (710 per lap), though we encountered overheating. This prevented us from running a full lap safely without adding water, but I quickly found

the solution. Halfway around the circuit, way up in the mountains, there was a group of enthusiastic Mini supporters. At the end of the first lap I made signals to them and then started to make my own pit stop. It worked like a charm. I would stop and our fan club would rush to the car, open the bonnet, pour water in, give me a drink, a lighted cigarette and oranges for the road. I was off like a flash, ears ringing with their cheers. When I handed the



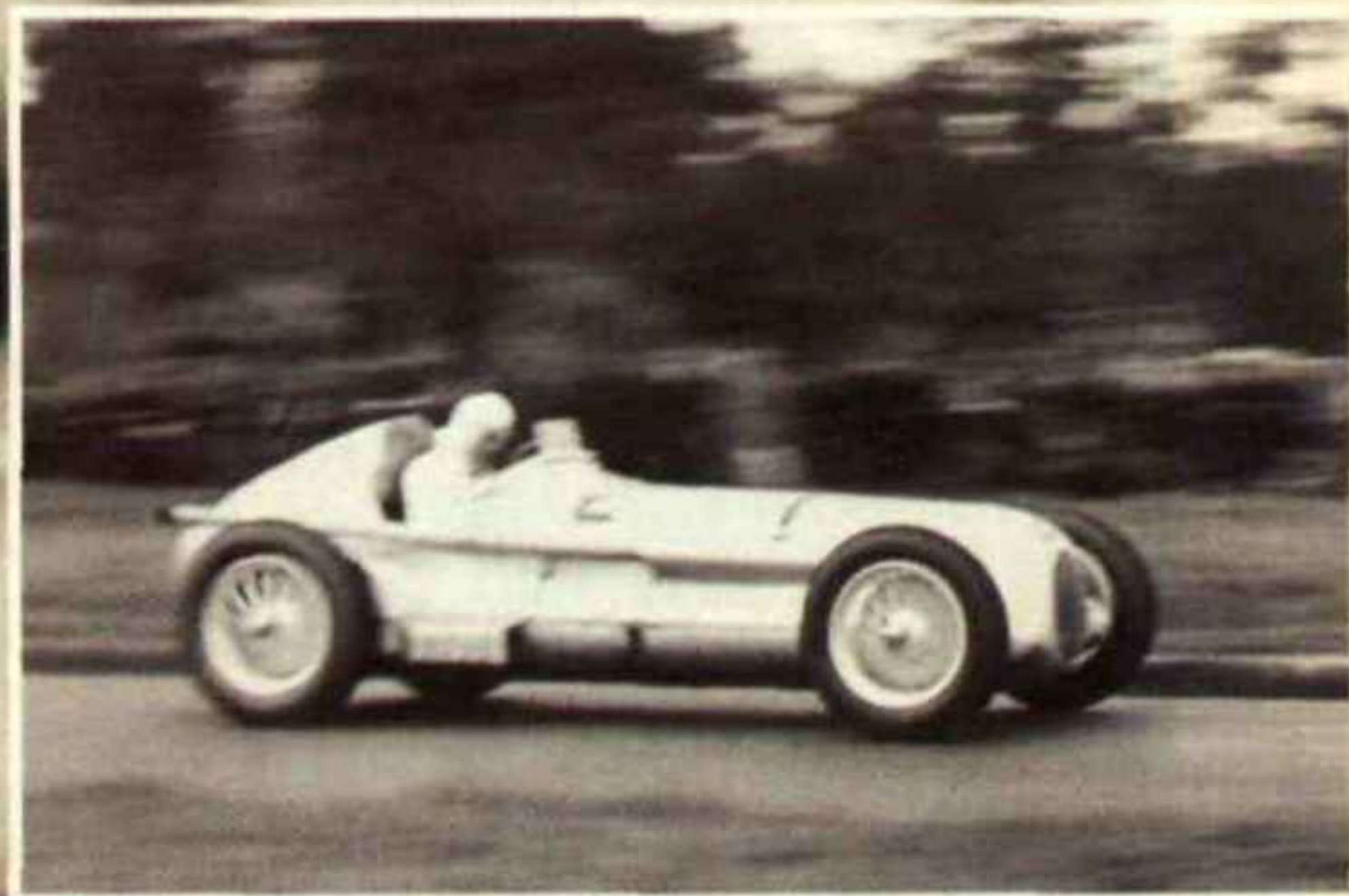
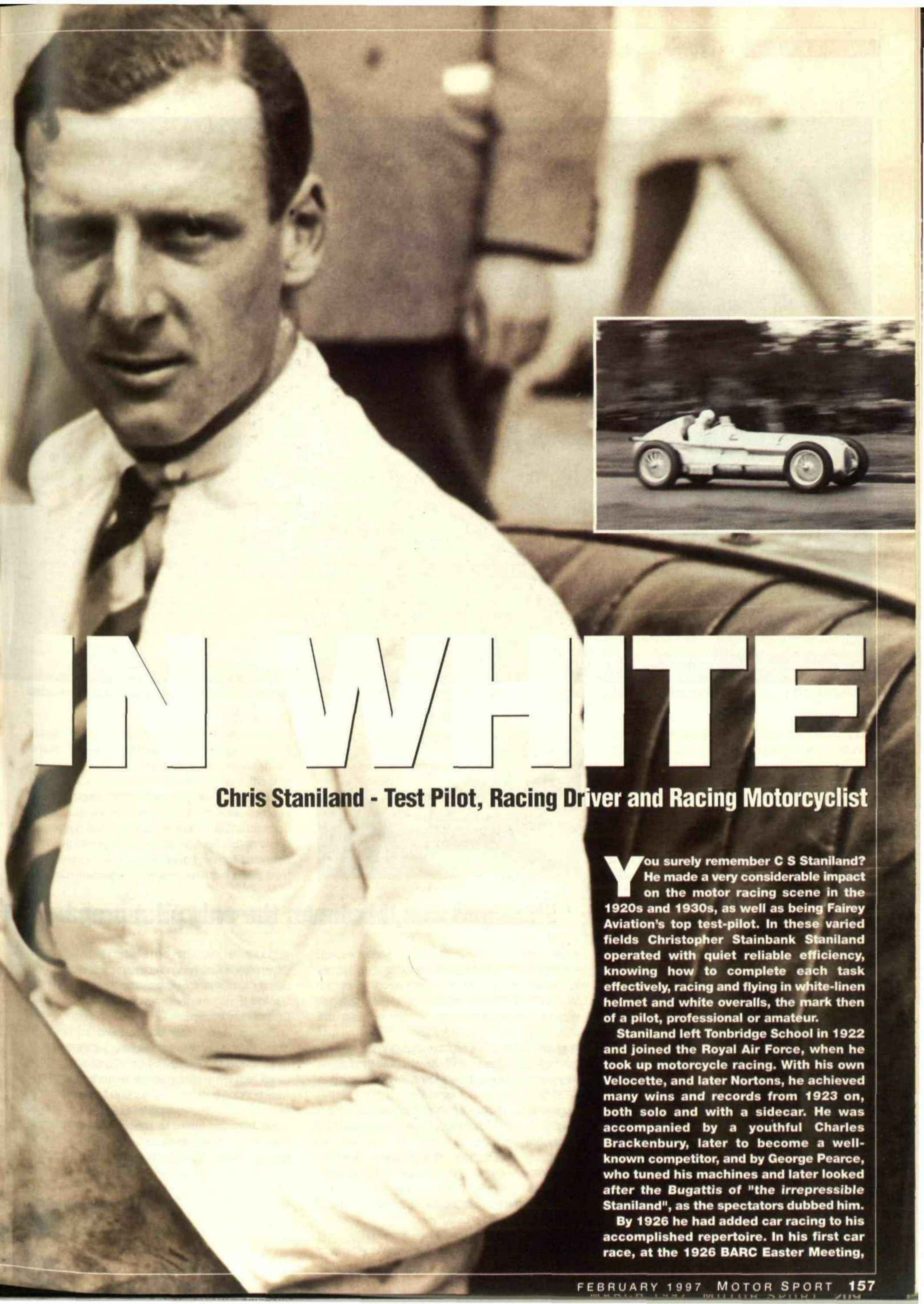
**Top: Cahier makes a “cooling down” pit-stop, during which the spectators played their part... Above: Richmond and Cahier pose with their trusty Mini Cooper S prior to the start of the 1963 Targa Florio. Left: The Cahier/Sloetemaker Mini raised a cheer wherever it went on the mountainous Sicilian event.**



# THE MAN

Flight-Lieutenant Staniland in his Bugatti, winner of the 42nd Lightning Short Handicap at Brooklands. Inset: Staniland speeds to victory in the Phoenix Park Scratch Race in his "Multi-Union"





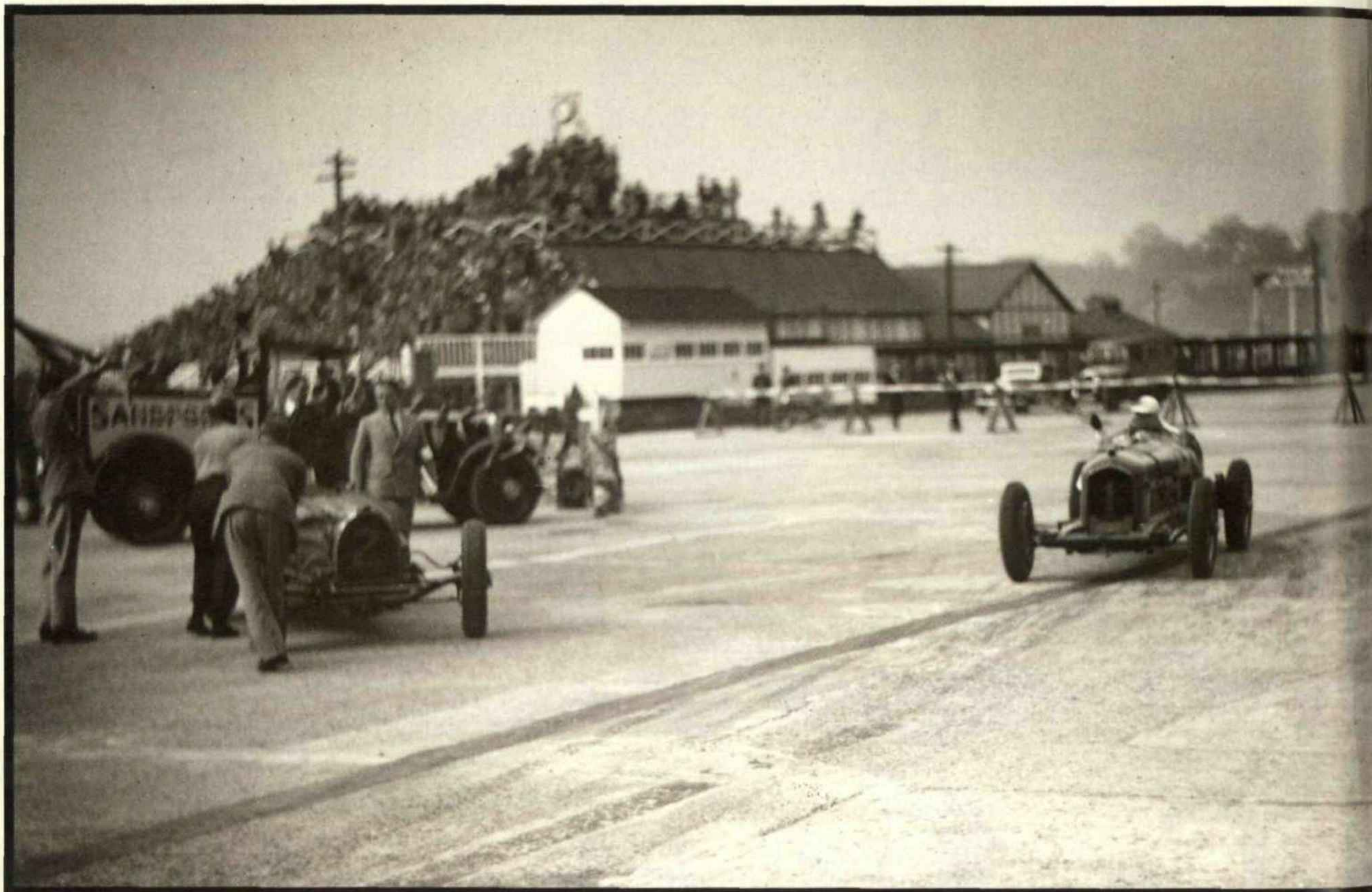
# IN WHITE

**Chris Staniland - Test Pilot, Racing Driver and Racing Motorcyclist**

**Y**ou surely remember C S Staniland? He made a very considerable impact on the motor racing scene in the 1920s and 1930s, as well as being Fairey Aviation's top test-pilot. In these varied fields Christopher Stainbank Staniland operated with quiet reliable efficiency, knowing how to complete each task effectively, racing and flying in white-linen helmet and white overalls, the mark then of a pilot, professional or amateur.

Staniland left Tonbridge School in 1922 and joined the Royal Air Force, when he took up motorcycle racing. With his own Velocette, and later Nortons, he achieved many wins and records from 1923 on, both solo and with a sidecar. He was accompanied by a youthful Charles Brackenbury, later to become a well-known competitor, and by George Pearce, who tuned his machines and later looked after the Bugattis of "the irrepressible Staniland", as the spectators dubbed him.

By 1926 he had added car racing to his accomplished repertoire. In his first car race, at the 1926 BARC Easter Meeting,



C S Staniland in his No 1 Alfa Romeo passes A H L Eccles's Bugatti type 59 in the 1936 International Trophy at Brooklands, in which he is also illustrated at speed below

he was second in his 2-litre straight-eight Bugatti. He then won the Bugatti Handicap at 93.7mph at the Whitsun Meeting, although later the car proved troublesome, but he came third in a 100mph Long Handicap and, in spite of his motorcycle commitments, he took Class-E short-distance records.

Staniland was still an RAF Officer, and was to earn a great reputation as an acrobatic and display pilot. But he managed to fit in his recreation at Brooklands. In 1927, still recognised as a private competitor, he brought his Bugatti out again and lost a race by half-a-mile, to an aged Horstman. He did not use the car much after that, perhaps because he was in training for the RAF Display that summer. But there was a string of motorcycle record runs and one or two wins, and he finished 1927 by helping Spring and Jack Emerson on a Double-12-hour record run with a standard 490cc push-rod Norton, their way lit by the headlamps of a 2-litre Lagonda. The year closed with the BMCRC dinner at the Connaught Rooms, at which Staniland received his Gold Star for lapping Brooklands at over 100mph.

In 1928 Staniland was made a member of the RAF High-Speed Flight. But he did not let this interfere with his Brooklands motorcycle appearances, with more records, and race "firsts", including three out of the four on Cup Day. But his performances with a 246cc Excelsior-JAP fitted with a streamlined sidecar will not be forgotten.

Unlike some motorcycle riders who switched to car racing, Staniland combined both. Thus in '28, having changed over to a supercharged 1.5-litre Type 37A Bugatti, he immediately won a 100mph



## "Staniland was, I believe, the only pilot prepared to do

Short Handicap at the Easter Brooklands meeting, after a lap at 108.51mph. This led to a 12sec re-handicap, but the blue Bugatti won again. At Whitsun, the Bugatti lapped at 113.19mph yet was unplaced. Staniland then entered it for the JCC 200-mile Race, without success. By that August, he was well on form, his Bugatti winning the Lightning Short Handicap at 105.21mph from Kaye Don's 2-litre Sunbeam, the Bugatti lapping at 112.93mph. It was becoming a habit; at the August 1928 BARC races Staniland won easily the "Lightning Long" handicap; then Don's famous Sunbeam and the Bugatti met again at the Autumn meeting, Don having some exciting moments as he overtook Staniland while the latter was passing a Ballot. But in taking second place that day the Bugatti lapped at 121.47mph, a speed never beaten by a Type 37A.

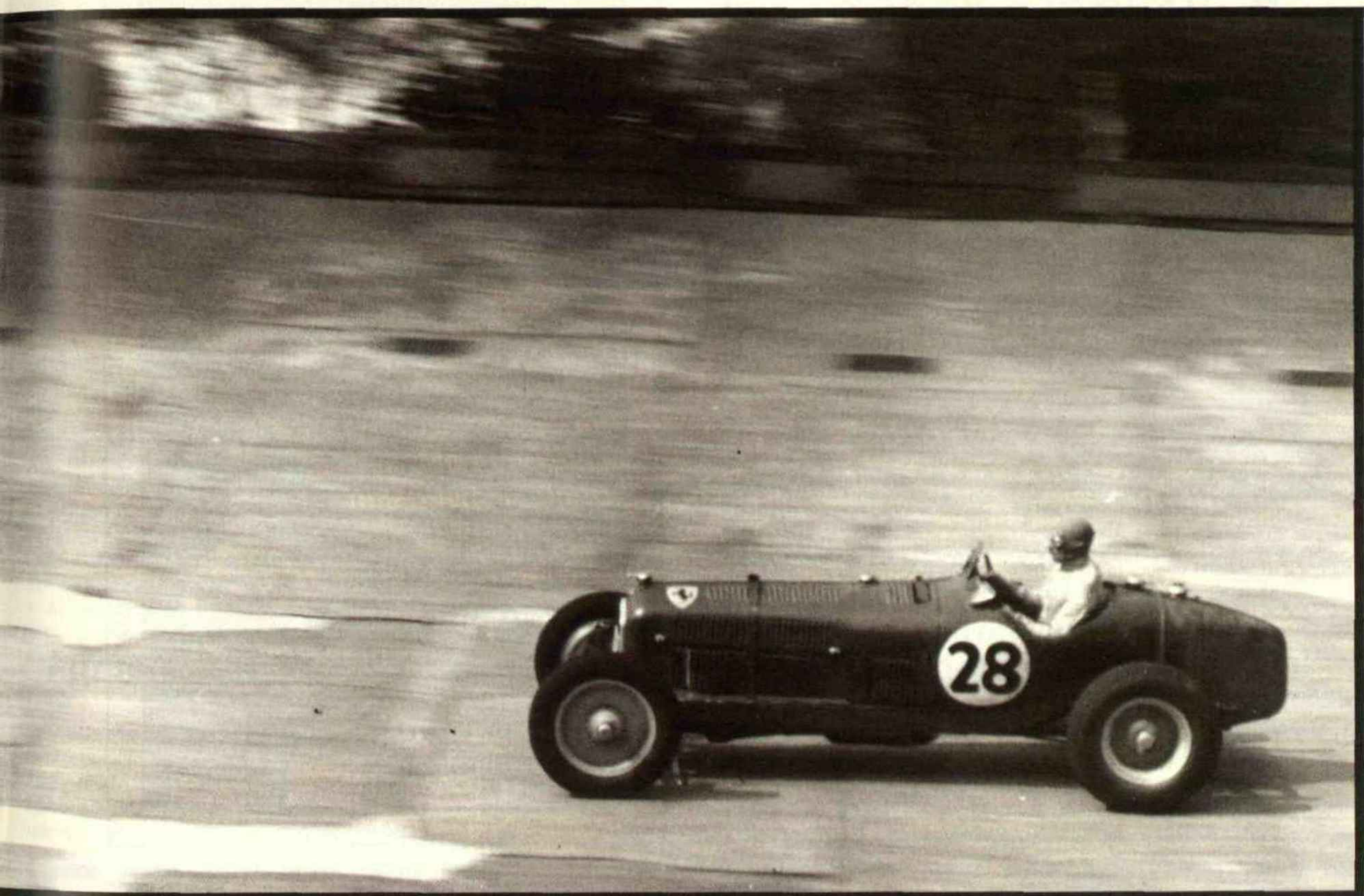
When Victor Riley entered a team of Riley Nines for the first Ulster TT in 1928 he picked Staniland

as one of his drivers, but the car retired with loss of oil, while both his team-mates, Sammy Davis and Clive Gallop, crashed.

But it was Brooklands racing which Chris mostly concentrated on. During the 1929 season he had another stab at a long-distance race but retired from the JCC's Double-Twelve when a con-rod broke on his Riley. After a spot of bother with the Bugatti, Staniland used it to secure a very close third place from its rival the Sunbeam "Cub" in

August, with just a fifth of a second between them. Otherwise, it was flying and motorcycle racing, with Staniland's Excelsior cleaning up three races at the "Grand Prix" meeting as well as the 250cc Championship race.

Early in 1930 Staniland terminated his RAF short-service commission, leaving with the rank of Flt Lt to join the Fairey Aviation Company as their Chief Test Pilot at Harmondsworth aerodrome – now London's Heathrow! His skill as an aerobatic expert was of great benefit to Fairey's at displays, apart from his ability to report on experimental aeroplanes. His white-overalled figure was often to be seen beside that of bowler-hatted, dark-suited Sir Richard Fairey, after test fights or at air displays. Staniland's prowess at aerobatics became legendary – he was I believe the only pilot prepared to do what became known as a terminal-velocity dive, when this was requested at a Belgian demonstration, and he did those memorable stunts on light



Same driver, same car, one year on, as Staniland presses on around the banking at Brooklands in his Alfa Romeo in the 1937 Campbell Trophy

aeroplanes, notably Simmonds Spartans, at British shows. It did not, however, prevent him from continuing to enjoy his motor racing.

By 1930 his four-cylinder Bugatti was flying. It won the opening race of the BARC season, lapping at 118.3mph to beat Birkin's blower-4½ single-seater Bentley over which it had a start of 13sec in six miles. After which the handicaps were against him, so at the August meeting he came up with an Amal-carburetted, lined-down Type 37A

Staniland gave one of his amazing flying displays in a Fairey Firefly II(M) at the BRDC Empire Trophy Meeting, and shared Campbell's 38/250hp Mercedes-Benz in the two-day 1932 JCC 1000 Miles race, lapping at 93mph and duelling for a time with a Talbot 105, but failed to finish. "CSS" was less active in 1932 but shared the fifth-place Riley with Malcolm Campbell in the BRDC "500". With the expansion of the Air Force, Staniland's test flying of Fairey's military aeroplanes was occu-

finish this tough 250-mile contest, as the exhaust manifold came adrift, it had averaged 83.83mph.

"CSS" was, however, concentrating on long races, and in the BRDC "500" shared, with W M Couper, Dr Roth's allegedly dangerous Talbot 105 single-seater that its owner was said to have declined to drive. Staniland went first and his stint was soon over when a piston broke. The Alfa appeared again for the first Campbell circuit long-distance race, but when in third place weak brakes and clutch trouble put it out.

It looks as if "CSS" had time only for the classic races; in the BRDC "500" he took on the difficult Bimotore Alfa Romeo with its owner Arthur Dobson and lapped very fast. They finished sixth.

The finest display of Staniland's track-craft came, though, in 1938, when handling the remarkable Multi-Union – so-called because it was based on the 2.9 Alfa Romeo, with a GP Mercedes-Benz-like body and many mechanical refinements. It was entered by W C Devereax, and Staniland brought it out at the Dunlop Jubilee Meeting. With a lap at 133.88mph it won the first outer-circuit handicap at 127.77mph – fast for a 3-litre car – and then, although unplaced, did a lap at 72.09mph in the Road Circuit race. That was but a beginning. At the closing Brooklands meeting this combination lapped at 141.49mph, equalling the pace of the 8-litre Barnato-Hassan, in winning the October Long Handicap at 133.26mph, before taking second place in the Mountain Championship. It finally, that day, improved to a lap at 73.52mph over the Campbell or Road circuit. Name me any other fast outer circuit car so

## what became known as a terminal velocity dive"

Bugatti of 1092cc. This foxed 'Ebby', although he still had the car on scratch, which did not stop it from overtaking nine others and winning the Cornwall Junior long Handicap, with a lap at 111.67mph. The ploy was soon rumbled, so the normal engine was used for the Autumn races, but the car retired, perhaps in disgust at these unusual changes to Molsheim mechanism. But in a mountain handicap the Bugatti went like smoke, to make fastest lap at 71.39mph, a record broken later by Campbell's Delage.

Serving RAF Officers could not spend all their time at Brooklands, but Staniland continued his motorcycle career, winning two Aggregate Cups for best class performances, Excelsior-mounted.

Staniland was seen less at the track in 1931, the Type 37A unplaced, but it ran in the Mountain Championship race. Staniland made up for this by sharing with the Earl of March the victorious MG Midget in the 1931 JCC Double-Twelve. In 1932

pying more of his time, and he was absent from the old Track in 1933, apart from sharing Malcolm Campbell's newly-rebuilt V12 4-litre Sunbeam in the JCC International Trophy race. The big car led from the Hon Brian Lewis' Monza Alfa Romeo until its pit-stop. Staniland then took over and gained valuable seconds per lap; but it did not last, the car retiring with a tooth out of the supercharger drive.

He returned in 1934 to drive TASO Mathieson's GP Bugattis, as TASO was ill. The 2.3 gave "CSS" a second place in a Mountain race from Mays' ERA which had had an 8sec start, the Bugatti lapping faster, at 77.15mph. The previous second place was in the 2-litre Bugatti, breaking the Mountain class-record at 72.62mph. Otherwise it proved unreliable, its retirements including the Empire Trophy race with axle failure when third.

Staniland drove the blue ex-Raymond Sommer 2.9 P3 Alfa Romeo in 1936. He ran it in the JCC International Trophy race. Although it was last to

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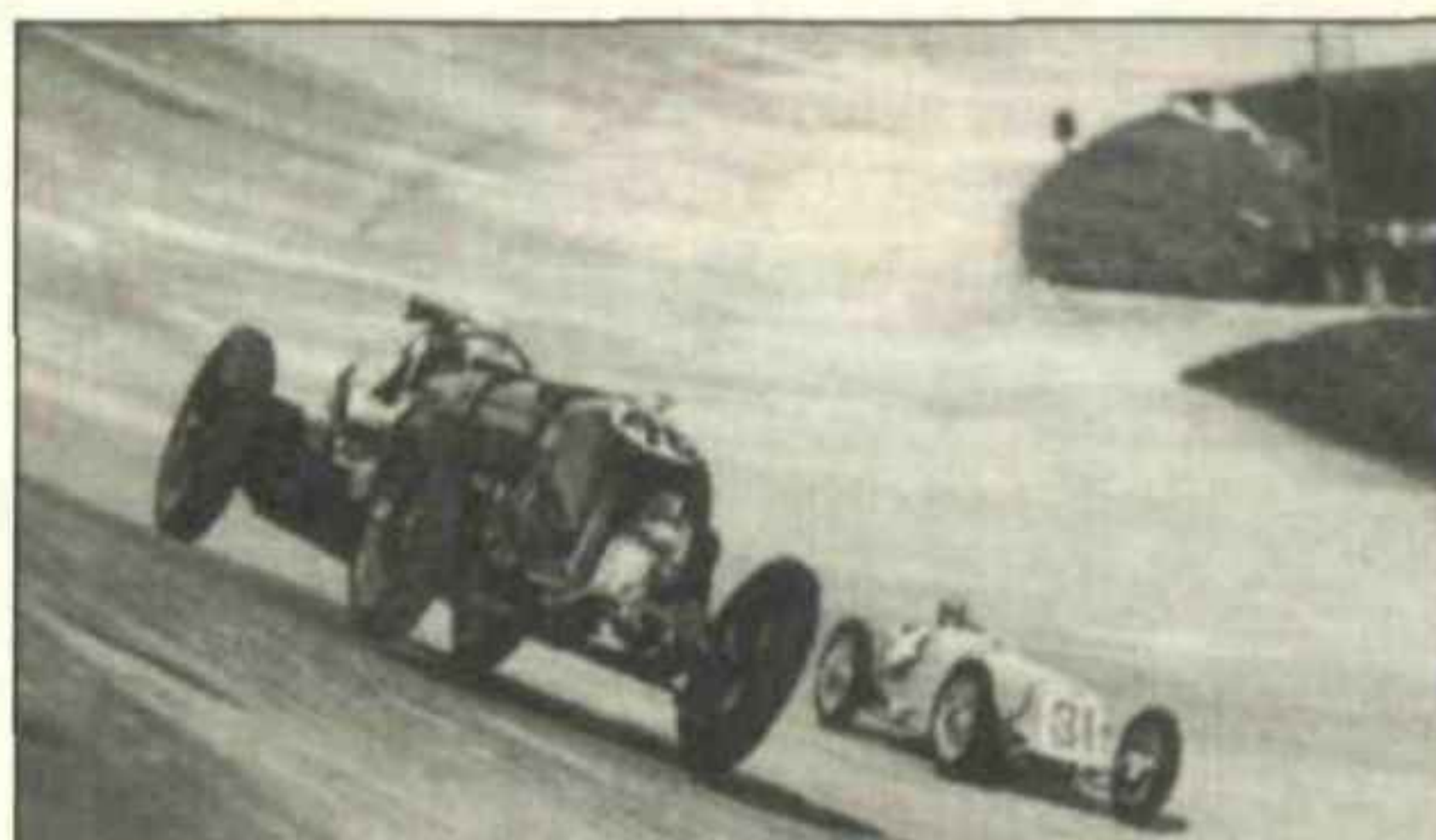
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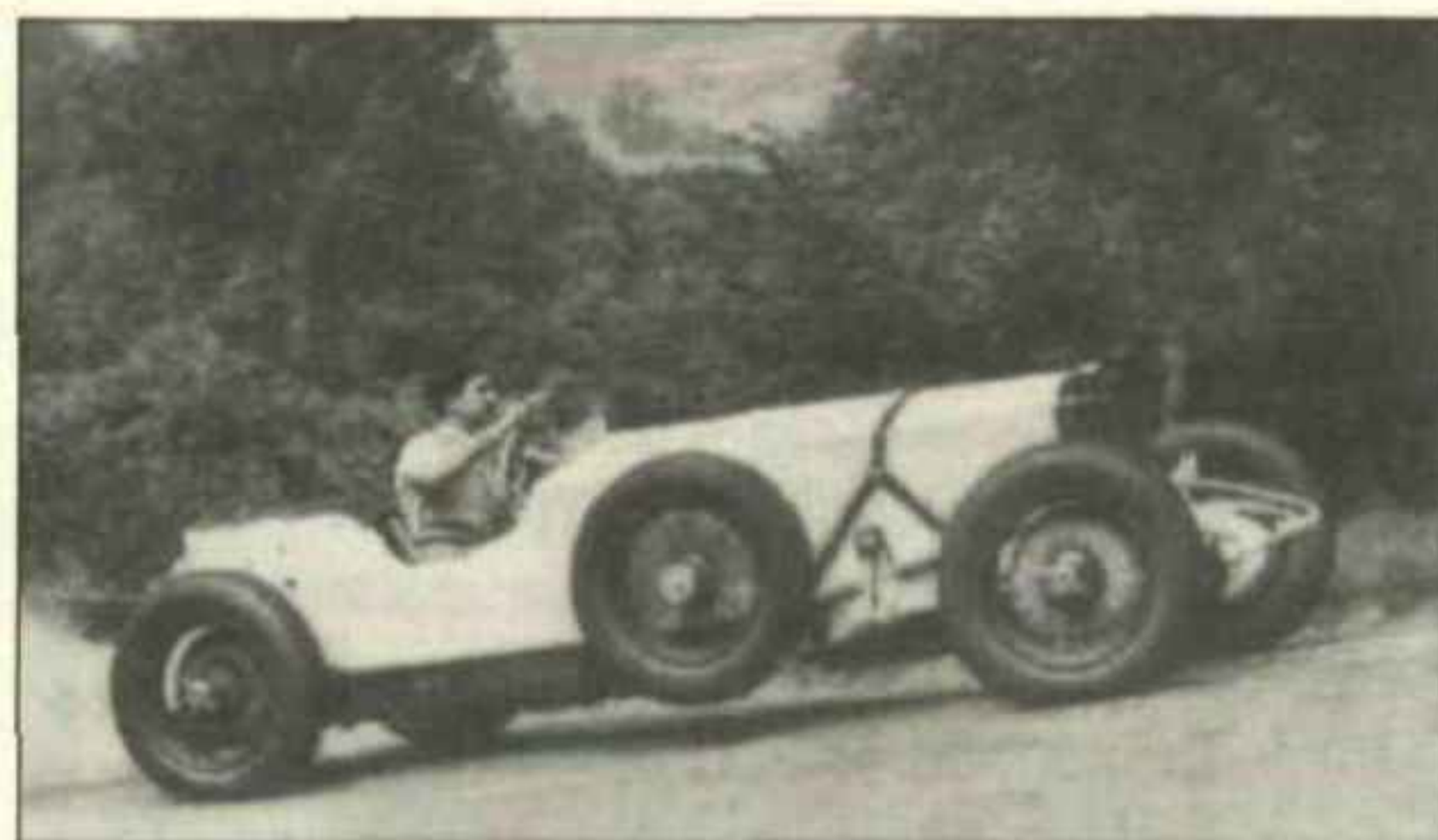
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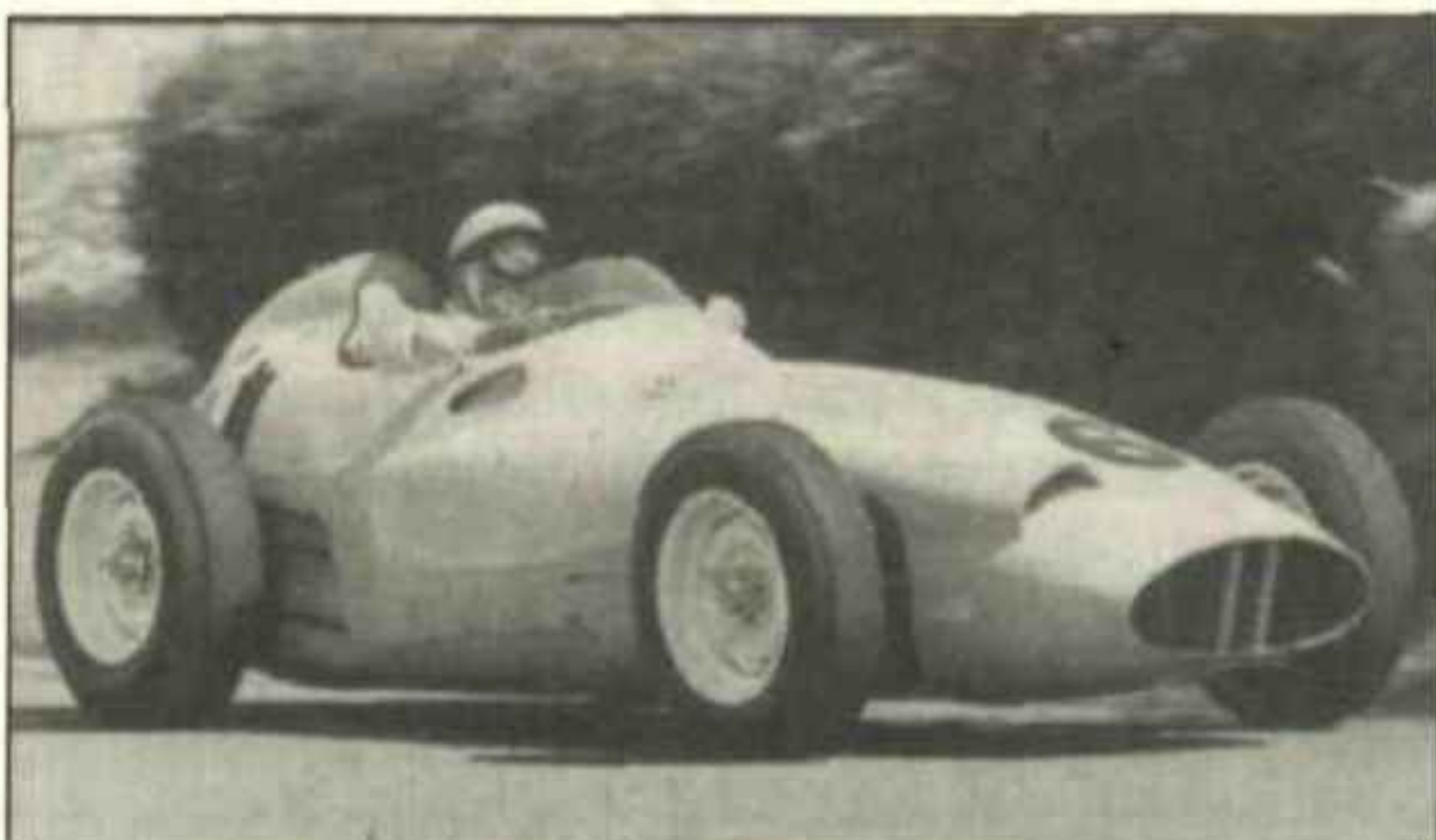
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Staniland drove his "Multi-Union" to victory in the Outer Circuit Handicap at the 1938 Dunlop Jubilee Meeting

adaptable... The Multi-Union ended the 1938 season by breaking short-distance class records at nearly 140mph and the Class B lap record at fully 141.45mph...

In the track's final year, before war broke out, Chris Staniland was very much in the news. The silver Multi-Union was now extremely quick, having been considerably warmed up. Deveraux of High Duty Alloys remained sponsor and E B Emmott was now the entrant.

At the final race meeting that fateful August,

might have been impossible to get back, or the lighter Multi-Union which could have gone out of control more quickly.

Although remembered as a Brooklands exponent, Staniland did his share of road racing. At Donington Park he took two third places and won a ten-lap race at record speed, from scratch, in TASO's 2.3 Bugatti and later drove his P3 Alfa Romeo and the ex-Mays' white Riley there, against other top drivers in the long-distance classics. Not that he had much luck, the monoposto Alfa Romeo

trouble again on the Riley Six that he drove in 1934.

There was also a Continental race that year, at Dieppe with the Bugatti (he finished third in the first heat and then retired in the final). Then, at Phoenix Park in 1938, the Multi-Union truly proved it was as versatile as its driver, when it won this road race at 97.45mph, beating the ERAs.

Presumably Staniland had little time for air racing, but he flew a Simmons Spartan in the 1929 King's Cup race, and would have shared the famous DH88 Comet G-ACSS with Capt Hopcraft

## "Although very much off-song, Multi Union II clocked a lap at 142.30mph"

Staniland was to make an attempt on the outright lap record, held by Cobb in the Napier-Railton at 143.44mph. In the Campbell circuit race beforehand Staniland in the Multi-Union II, as it was now named, was victim of its old trouble, stretched valves. It was thus scratched from its first outer-circuit engagement but so as not to disappoint the massed ranks of spectators it came out for the next one. Although very much off-song, it clocked a lap at 142.30mph, before it was thought to have cracked a piston.

People will still say it would otherwise have broken Cobb's record. However, "ifs" and "buts", fascinating as they may be, have no real place in such situations. Nevertheless, Staniland showed his skill in this extremely fast car and you can, if you like, argue as to which was the more difficult to drive, the heavier Napier-Railton which, once out of line,

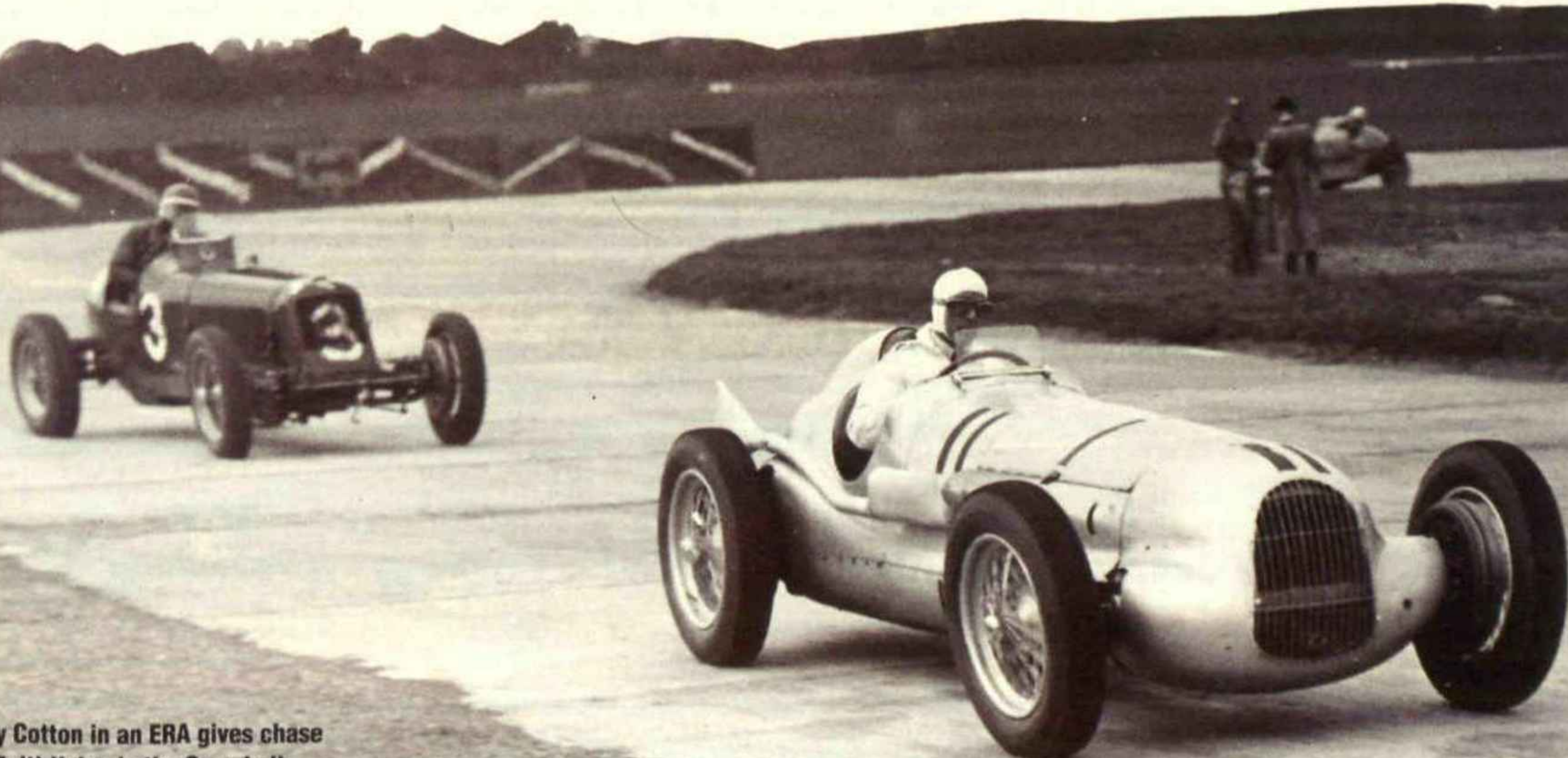
cracking its differential casing in the 1936 Empire Trophy Race, where it was leading Seaman's Maserati. In the "200" weak brakes were his undoing. But his Alfa-Romeo was third in a race which preceded the 1936 Nuffield Trophy event, and the Multi-Union made its debut at Donington in CSC's care on Coronation Day in 1938.

He drove the same Type 51 Bugatti in the 1934 IoM Mannin Moar race, but the gearbox layshaft broke on the very last lap. When Victor Riley entered for the Ulster TT in 1931 he again signed Staniland as one of his drivers, and was rewarded with fifth place overall and a class win for one of the four Nines. Either granted leave by Fairey's or on holiday, "CSS" drove again for Riley's in the 1932, 1933 and 1934 TTs, but his Nine had engine trouble in 1932. He then crashed the 1.5-litre Six at Quarry Corner, and had engine

in the 1938 race had it not dug a wingtip in during practice the day before.

It is extremely difficult to do full justice to this skilled aviator and motor racing exponent in an article, but I hope this piece will ensure that Chris Staniland will be remembered as one of the best drivers of pre-war days.

As the war clouds thickened he test-flew important Fairey military aeroplanes, such as the Battle, Fulmar, Barracuda, Swordfish and Firefly. In peace time, when competition for orders was important, his flying at RAF and SBAC displays was highly commended - after the latter occasion, in 1932, it was reported that Staniland's exhibition of a Fairey Firefly III Fleet fighter "held the attention of the onlookers to greater benefit than the multi-Hawker display". Sadly, he was killed on June 28, 1942, while flying a Firefly. **WB**



A sideways Billy Cotton in an ERA gives chase to Staniland's Multi-Union in the Campbell Trophy at Brooklands' Campbell circuit in 1939

# Cars in Books

## Gordon Bennett, Sir Henry Brittain and to St Petersburg by Mercedes Ninety

It is through the thoughtfulness of readers that this column continues. This time it is the Rt Hon Alan Clark of Saltwood Castle who has kindly sent us a copy of the motoring pages from David Kelly's autobiography, published in 1952. From this we discover that the author had his first initiation into foreign travel – the Grand Tour – after his first year at Oxford in 1911. As Alan points out, it was a memorable tour indeed, which one might be hard-pressed to emulate today in a Mercedes-Benz 500SEL. Sicily to Venice, over the Alps and back to France a year before the Rolls-Royce Ghosts won the *Alpenfahrt*.

It originated while Kelly was staying for the Long Vacation with his barrister half-brother and his cousin Olive d'Arneberg at a cottage at Dovercourt in Kent. He had been there for only a day or two when he received a telegram from his future step-father, R J Walker, asking whether he would like to go on a trip to St Petersburg. The run was to start the following day and, as a train strike was imminent, Kelly packed hurriedly and left for London before the trains ceased to run. His destination was Little Holland House in Mulberry Road. The next morning, after Kelly had obtained a passport, required only for Russia and Turkey, they crossed from Folkestone to Boulogne, where the huge 90hp Mercedes open touring car Walker kept there for his Continental travels was awaiting them.

Soon this Mercedes Ninety was speeding along the French highways at 60mph, driven by Walker's very experienced and capable chauffeur, Albert Smart. A day later they were in Germany. The Mercedes then went north, through the smiling Rhineland over the dark Prussian plain and so to Berlin. Here Walker preferred the old Esplanade Hotel to the more up-to-date Albion. After which this whirlwind tour took the travellers to the Prussian frontier and into Russia. Back in Germany the Mercedes suffered "an internal accident", but a wayside cottage produced an excellent omelette and it was possible to telephone the Commick Motor Works. A car was sent out to tow

the Mercedes in and two days later it had been repaired. Then it was on to Munich and Dresden, putting up at the fine Bellevue Hotel. Walker now decided to take the train home, which gave the 19-year-old Kelly the opportunity of driving the Mercedes on through Germany and Holland – he describes it as a huge six-cylinder 90hp touring car. Mercedes made many different models and presumably this would have been a 39/80hp.

This notable tour ended in Rotterdam, where "with old English insouciance" Kelly left the Mercedes in a garage and got the night boat back to England without leaving his name and address or paying any fee. A week later his step-father received a letter from the AA saying the Dutch police were seeking the two men who had

**"The car suffered 'an internal accident' but a wayside cottage produced an excellent omelette"**

abandoned the car, and it was duly recovered.

The next book to which my attention was drawn by an anonymous reader was *Pilgrims and Pioneers* by Sir Harry Brittain, published by Hutchinson, which went into three editions. In it Sir Harry writes of his motoring and flying experiences. The first began in 1895 when, while in Dinard where Herbert and Bruce Ingram's yacht had put in, Brittain having been cruising with them, he saw a Frenchman with a very early motorcycle and was allowed a brief ride on it. In 1896 he had his first ride on a car, with the Hon Charlie Rolls, in what was remembered as a small de Dion Bouton (did Rolls have one of these that early on?) on a drive from South Lodge to

London, along Piccadilly, where the slight rise to the Naval & Military Club was rather a trial.

This was followed in 1902 by a tour of the Continent with Sir Arthur Pearson, who took two 40hp Mercedes for the journey, described as "celebrated motor cars of quite outstanding power". Sir Arthur was a fine driver, and he had with him his expert chauffeur called Hoffer. Petrol was difficult to obtain, tyre trouble frequent, but they penetrated into Switzerland from France and went to see the beginning of the boring of the Simplon tunnel. On the bad road to it one of the Mercedes broke its gearbox, so it was put on a train to Unterturkheim, where the Mercedes works did the repairs. While there Sir Harry saw some fine skidding practice by Salzer, the Mercedes racing driver. The fine tour continued into Germany before the return to England, the two ladies of the party surviving the dusty roads.

The book describes balloon ascents with Rolls and how Sir Harry had a flight in the airship R36 in June 1921 (Civil Airship GFAAF), with 40 MPs, from Paulham. Most of the party went there by special train, but Brittain was driven up quickly in a car by Francis Curzon (Lord Howe). The R36 went out to sea at Beccles and returned via Yarmouth.

In May 1930 Brittain had a flight in the R100, starting from Cardington. The flight passed over London, Tilbury, out to sea and back via Hull, Leeds and over the Pennines, and over Manchester and Liverpool, with those below looking up and waving. (A note says the new R-R Condor 3Bs were on trial, that the airship normally flew at 2000ft at about 54 knots but on test rose to 3400ft and up to 80mph.) The trip took 22 hours. There were 65 on board, 22 and a half tons of fuel and 15 of water ballast. Two attempts had to be made to tie-up to the mast on the ship's return.

In 1908 Brittain went in his Charron car to Le Mans to see Wilbur Wright fly. There is much more about aviation, including a visit to see the 1927 Schneider Trophy race for which Brittain, being on the board of Napier's, was its representative. Brittain also viewed the triumphant 1931 race from



Sir Harry Brittain was flown to Paris in the AW monoplane by the renowned Capt O P Jones, where he met up with the Handley Page HP 42 Hengist (above)

the deck of the *Oxford* and he and Curzon had a dinner in the House of Commons for the RAF High Speed Flight. By 1932 Brittain was working on a history of aviation and to get the atmosphere he went on the Imperial Airways proving run to the Cape and back in the four-engined Armstrong-Whitworth *Atalanta Artemis* monoplane flown by Capt Prendergast, with a bad landing at Tobruk when one of the big Dunlop tyres burst. Attwood flew the machine on to Heliopolis where it was inspected and overhauled – a pioneer of the Imperial Airways Empire routes. Brittain had been flown to Paris to join the AW monoplane by the famous Capt O P Jones in the Handley Page HP 42 *Hengist*. And, while in Africa, he was shown the sights from Gordon Store's DH Fox Moth.

Sir Harry went to the start of the England-Australia race with Sir Richard Fairey in the latter's Rolls-Royce, delayed by a puncture and getting lost. I find it interesting that he refers to his colleagues at Napier's, through whom he was able to let both the Oxford and Cambridge University Air Squadrons have Napier Lion engines to study and work on; he had joined the board of Napier's in 1919/20 when he was MP for the Acton division and advised on public relations.

Another interesting item sent to me, by R A Smith of Epping, is a page from *The Motor-Car Journal* for July 13, 1907, which gives the fate of the Napier which was crashed in the Isle of Man by Clifford Earp after Jarrott had driven it in the 1903 Gordon Bennett race. According to this account, it was sold to someone in Kent who also had accidents with it, so passed it on to an American customer who raced it, with a third place in a 100-mile event, before another serious collision, after which its engine went into a boat. The same source reported that, after Edge had won the 1902 Gordon Bennett, his Napier was sold to the Marquis of Anglesea, who gave it to his mechanic, and that the engine of another 1902 50hp Napier went into a rail-coach of the North-Eastern Railway Company. How does this conflict with the surviving presence of both the GB Napiers in this country today?

I have also received, from Frank Loughlan of Dublin, a copy of the Act of Parliament which in 1903 authorised the closing of public roads for a motor race, the first time this had been permitted, but only for the 1903 Gordon Bennett contest over the roads of Dublin, then part of the British Empire. (The original must now be a valuable historic document, although at the time it cost a mere halfpenny...)

Part of the Light Locomotives (Ireland) Act of 1903, it authorised races with "light locomotives" in Ireland, not exceeding three days a year, all speed limits and furious driving charges rescinded unless incorporated in a Local Government Board Order; but expenses incurred in closing the roads might be required to be paid to the County Council involved, perhaps with a prior deposit. The order expired on the last day of the year, and it required the restriction of speed in populous places (hence those race time controls) and other purposes incidental to proper race conduct.

WB



Miss Hirst tried hard to beat D Basham in the 1933 A7 Special, but it was the latter who took an award

## VSCC Winter Driving Tests

**O**n December 7 this fixture again took place at the Westcott Country Club near Waddesdon. The 12 tests were named after cyclecars, to endorse the support given to such oddities by the Light Car Section of the Club although, in fact, the only one competing was a genuine £100 two-stroke, two-cylinder Carden, which suffered from a rather sudden clutch but had a foot-starter to cope expeditiously with start-line stalls, if no means of reversing itself unaided by humankind. There were Caroline's Morgan and a GN in the entry list, but for me they were overshadowed by the Carden – and by Bullett's immaculate Bedelia, which wasn't taking part but was motoring about strongly – and we all need one, don't we, for sensible motoring?

In the dry but misty weather the event had brought in around 100 entries and the venue was well-suited to spaced-out tests, some of great complexity and thus in the get-lost mode. A brave effort had been that of Geraint Owen who had replaced a clutch plate on the vee-twin Morris-JAP during the event, and I was greatly taken by Basham's cut-down, high-performance A7 Chummy, with four-speed gearbox and Ulster-style front-end, in which he was outdone by Miss Hirst for sheer determination and a quite wild finish to one test. I think this A7 may have been intended as a recreation of the "Earthquake" of Brooklands and Le Mans memory. Cocking-a-snoot at such lack of weather protection and

accommodation was a Singer Junior metal saloon, with a slight list to starboard, which was nothing to do with a fine electric horn carried externally.

How some competing cars contrive to look as if they had just left their respective showrooms is ever a mystery to me – Brewster's 1929 Lea-Francis two-seater, for instance, along with several others. If Sloan's 1925 Austin 12/4 was not exactly in this category it made up for this by thoughtfully having two additional seats for those compelled to ride in its truck-like rear-end... Interesting, too, was Briscow's 1937 4¼-litre Bentley with a single door on either side of its open fabric body, and it was nice to see Bell's early (1924) open Lancia Lambda which has escaped, for all that time, the cut-and-shut merchants who ruined so many Lambdas.

Biggins was driving his 1924 Morris Oxford with his usual aplomb but Reg Nice in his Ulster A7 found Test Eight hard on the small car's wheels. James Diffey wasn't hanging about in the 30-98 and during the afternoon a very large and haughty Bugatti saloon had a look and departed, perhaps checking that the more racy Bugattis of President March and Conway were representing the marque adequately.

WB

**1st class awards** D Ryder-Richardson (1910 Adler), H Colledge (1929 A7), R F Wills (1924 Jowett), R Firmin (1936 HRG), G Owen (1930 Morris-JAP).

**2nd class awards** P Rosoman (1930 A7), D Marsh (1925 Bugatti), T Tarring (1927 Frazer Nash), H Conway (1926 Bugatti), D A Robinson (1931 Riley), D Basham (1933 A7), C Firman (1930 A7).

**3rd class awards** C Hamilton-Gould (1930 A7), M Ballard (1931 Frazer Nash), N Bell (1924 Lancia Lambda), J Diffey (1924 30-98), W Mahany (1939 HRG), K Hill (1929 Crouch-Helix), P Bullen (1930 A7), R Fayter (1934 Riley), C R Marsh (1930 A7), A Costogan (1930 Vernon-Derby).

**Retired** P Hirons (1922 GN), T Jones (1920 Carden).



John Blake's 1928 1½-litre Frazer Nash

VINTAGE POSTBAG

REMEMBER FAY TAYLOUR?

Sir,  
I am currently researching a biography of Frances "Fay" Taylour (1904-1983), who was born in Ireland and educated at Alexandra College, Dublin. Fay was a speedway rider and later a racing driver, who raced with great success in Ireland, England and abroad.

She won the first Leinster Trophy Road Race in 1934, and returned to Ireland after the war, where she lived for a number of years before moving to America to race and sell cars to the stars in Hollywood. She was involved in radical politics for much of her life, and died in England.

I would be very grateful for any memories readers may have of Fay Taylour. I can be

contacted at 33 Shuttleworth Road, Preston, PR1 6DB Lancashire, UK or telephoned on 01772 881105.

**Deborah Cherry,  
Preston, Lancs.**

W O AFTER LAGONDA

Sir,  
The account in your January issue of W O Bentley's work for Armstrong-Siddeley after leaving Lagonda was fascinating. However, I believe the caption accompanying the large picture on page 61 to be incorrect.

This shows W O, Stan Ivermee, C W Sewell and (on the left) Donald Bastow round a six-cylinder engine on the test bench. Far from being the Armstrong-Siddeley project it is surely the original LB6 prototype on its first test run in April

1945. An article by D L Dixon M I Mech E published in the Spring 1986 issue of AMOC magazine while I was its editor supports my view.

**Brian Joscelyne,  
Braintree, Essex.**

ELDRIDGE SPECIAL POSTSCRIPT

Sir,  
I have just been reading the latest issue of *The Alvis 12/50 Register Bulletin* in which there is a letter from Tony Richardson, relating to a meeting with a Mrs Aspden, whose late husband had a FWD Alvis. The letter refers to MOTOR SPORT of September 1958, in which Ralph Aspden contributed an article in the series "Cars I have owned".

Upon digging out this issue and re-reading it, I find Aspden refers to purchasing a road-going Eldridge in the Preston area, and later selling it to a gentleman in Cambridge. This, then, is exactly congruent with my finding in the Lancashire Record Office a 'TE'-registered Eldridge with a last owner's address in Cambridge, about which I wrote to you earlier in the year following your Eldridge feature.

Even more interestingly, with the September 1958 article, Aspden has provided a photograph of the very car, though sadly without the number plate visible.

**Dave Culshaw,  
Wigan, Lancs.**

ACTIVE AERONCA

Sir,  
I have just read my December copy of MOTOR SPORT and was delighted to see the picture of the Aeronca aeroplane. I felt I had to write to tell you that we own an Aeronca C3 GADYS ("GLADYS"). One of three still flying in this country, she flies regularly and hasn't missed a beat in 10 years. She is a perfect demonstration of the fact that light aircraft design has not moved forward too much since 1935. She does 70mph, two up on 2 1/2 gallons per hour. She even has brakes!

I wonder if the Aeronca in the photo is the



W O watches the birth of another one of his legends: the LB6 engine that powered Feltham Astons until 1959

V-TO-C MISCELLANY

Can anyone help a reader to trace what became of a 1934 Riley 12/4 Kestrel which his father bought in Kent in 1956 for £122 to replace a Wolseley Hornet? The Riley, reg no JU 6479, was sold in 1960 to a lady living in Kent. (The Hornet had cost £55 and its reg no was GT 2395.) Letters can be forwarded.

The Rolls-Royce EC recently added some information to that previously known about a Rolls-Royce victory in the Spanish GP. It has now found details of a Rolls-Royce in the 1921 Côte du Phare speed hill-climb at Biarritz. The 40/50 that made FTD in 24.8sec, beating a Vauxhall by 2.2sec also beat two Hispano Suizas and a Voisin. The Vauxhall was obviously a 30-98 but an advertisement has it as a "38/90". The Rolls-Royce was said to have gone over the finishing line at 63.75mph.

The author of *British Rally Drivers 1925-39*, Donald Cowbourne (his name was wrongly quoted in last month's review), is the collector of the many badges, plaques, trophies and posters etc

illustrated in that book. He has just added to them a JCC/USA Canadian Rally plaque, of which only 32 were issued, found in a local salesroom. In browsing through the enormous amount of rally data in this book I was pleased to see my 1922 Talbot-Darracq recorded as winning a third-class award in the 1935 RAC Rally and that pre-war Crossley which competed in an earlier one. This reference work is full of unexpected items, such as Sir Henry Birkin, Earl Howe and W E Rootes in Humbers in the 1932 RAC Rally, although I have an idea that Sir Henry opted out...

An old advertisement shows that Malcolm Campbell's LSR 350hp Sunbeam was offered for sale in April 1925, the approximate top speeds in the gears quoted as 61, 120, 142 and 168mph...

We are glad to hear from Alex Johnston that the ill-fated Argyll building has been awarded a £400,000 grant for its restoration by the Historical Scotland restoration scheme. The building in Alexandria, designed by Charles Halley in 1906, is to have the facade, interior and clock tower renovated. The building, which once held

2000 employees, is now an art centre and will have a motor heritage centre added.

Richard Riding, editor of *Aeroplane*, has a long article about Comper Swift G-ACTF in the current issue of *Prop-Swing*, Journal of the Shuttleworth VAS. At Biggleswade the Shuttleworth workshops are restoring a Fiat Topolino and a Jowett. We are not sure if the latter is a reminder that Richard Shuttleworth used a 7hp long-chassis Jowett two-seater as hack transport at Brooklands before the war, when there working on his racing cars; but that particular Jowett was given as a non-runner to me and it did not survive the war.

The 1997 Bugatti International Rally will be based on Newmarket, from June 15-21, where the organisers have taken over the entire Bedford Lodge Hotel. The cars will have runs to such historic places as Bury St Edmunds, Lavenham, and Southwold, where a well-known Brooklands driver flew and raced motorcycles before WWI. Newmarket is the HQ of the British horse race industry, and the presence of Bugattis in the Suffolk lanes should help to stimulate the



actual one you mention; it was stored at the RAE (as was GLADYS) until it was crushed by a snow-laden roof in 1955. It was sold for spares, and coincidentally was recently bought by a friend of ours who acquired another one to rebuild.

Anyway, I just thought that you would like to know that Aeroncas do fly very well and are still flying quite happily. The photograph is proof; the De Havilland Fox Moth behind her is also ours and I'm pleased to say that they have both attended the Vintage Sports Car meetings at Silverstone!

**Jan Cooper (Mrs),  
Kintbury, Newbury.**

*I do not know the reg letters of the Aeronca C3 owned by my friend but our picture was unlikely to have been of it. But how nice to know this one is still flying - WB*



**The Cooper's Aeronca C3 is one of three still flying in Britain: 70mph, two up on 2 1/2 gallons per hour**

#### THE VOLUME

Sir,  
In the 1920s my father owned a "Cubitt" car. Might this have been "The Volume"? (Take the side of a cube; to ascertain the volume, cube it;  $x^3$ .)

**J R Reece,  
Bristol.**

*I take the point, but I think not in the context of The American Invasion book, as this was a parody of cars imported from America but sold as British makes - WB*

race horses. The event is to take in visits to a race meeting (horse) and Duxford Aviation Museum, with a gala dinner in the Great Hall of Kings College, Cambridge. Provisional bookings to the BOC at Prescott Hill, Gotherington, Glos GL52 4DR.

**A**s a sequel to "Stranger Than Fiction" with regard to a bogus entry in the 1995 Brighton Run a reader, Ian White, recalls that in 1939 his father bought a Humber for £12.10/- from a Wharlingham garage, labelled as a 1904 veteran. Before the dating of veteran cars was taken as seriously as it later was, his entry was accepted for that year's run and finished successfully. However, the car was later redated 1909, so is it the youngest car to take part in the run for pre-1905 veterans? The car was later sold to Francis Hutton-Scott, then went to Rootes and is now at Beaulieu.

**T**he 1997 Conference of the Federation of British Historic Vehicle Clubs, which so conscientiously looks after the interests of such vehicles from the aspect of EU rules and regulations etc, will be held at the Heritage Motor Centre, Gaydon, on March 22, from 10am to 4.30pm. **WB**

## Austin 7 plans

The 750 MC has announced the dates for its 1997 National Austin 7 Rally at Beaulieu - July 5-6. It hopes 750 A7s will attend this 35th such event, which is also the 75th birthday of the original Austin 7. This picture from last year (right) sets the scene.



## Giro Check

This year's Giro di Sicilia runs from April 16-20, and offers the 600-mile rally with five nights' hotel and board for two at £750. Preference is

given to pre-war and historic cars, which must have FIA or FIVA papers. Last year's event was highly rated by those who went. Further details from TOPS, on 01803 722 357.

## OBITUARY

### Harold Penrose

**P**ay tribute to Harold Penrose, who gave many of us so much enjoyment (and information) along the years with his books on aviation history. Not only history, his earlier books captured to perfection, in my opinion better than any other writer has managed, the art and pleasure of flying aeroplanes, with those wonderful little volumes *I Flew with the Birds*, *No Echo in the Sky*, *Airmouse* and *Cloud Cuckooland* (1967-1982 Airlife).

Penrose's great works were the five volumes covering British aviation, spanning *The Pioneer Years*, through those of the *Great War* and *The Armistice*, *The Adventuring Years* and *Widening Horizons*, ending with *The Ominous Years* up to 1939 (Putnam 1967, 1969, 1973; HMSO 1979, 1980). Then came another enormous task successfully completed, an account of the world's airlines from the start of civilian flying to 1980 - *Wings Across the World* (Cassell 1981). These are wonderfully complete histories, yet never dull; Penrose had his first flight in an Avro 504K in 1919, became Westland's test pilot, later manager, and knew the aviation "greats" and saw it all, some horrific forced landings included, and he interspersed his serious history with delightful anecdotes and descriptions of important personalities.

This all came to a head in his welcome auto-

biography *Adventure with Fate* (Airlife 1984). I am devastated that there will be nothing more from aviation's greatest author. The best tribute will be for you to obtain, from lending libraries if necessary, his books and read them, if you have yet to do so, or having done, re-read them. **WB**

### Jack Field

**J**ack Field, whom I interviewed in *MOTOR SPORT* in 1990, was well known for winning some 100 trophies in sand racing at Southport with his 1924 Darraqc "Hell's Angel" and his single-seater 1925 Talbot "Golden Barrow". He won his first Brooklands race in the Darraqc in 1930, before buying Sir Malcolm Campbell's 2.3-litre Bugatti, with which he collected another 44 Southport trophies. With a Type 43 Bugatti he competed at Phoenix Park and in the Ulster TT, while in 1934 he shared the fearsome 4.9-litre Bugatti "Tiger Two" with Kaye Don in the BRDC 500, gaining his 120mph badge. He then took on two LSR cars, the 4000hp Sunbeam "Silver Bullet" and the 350hp ex-Campbell Sunbeam, but neither proved successful for him, and he sold them to Freddie Dixon and Billy Cotton respectively.

When war came Field joined Kaye Don's motorcycle sales business and did not return to racing, though he continued to enjoy watching the sport to the end. **WB**

## TAIL PIECE



**If these slicks look puzzling, it's because they are made of cheese! Reader G Jolley spotted this bizarre entertainment in Bardolino on Lake Garda, where local dairy produce is bolted between alloy plates to replace the usual rubber for an evening's light speed trialling over a one-mile course. Used "tyres" are enthusiastically carved up by spectators afterwards.**

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# Happy New Year, VSCC!

As usual harsh weather did not deter the vintagents meeting at the Verzons (left). Rarest visitor was this smart Aster coupé (below). The three-wheeler Morgan crowd were present in healthy numbers (bottom)

**O**n New Year's Day, socials are held at various venues, notably at The Phoenix at Hartley Wintney where the VSCC had its pre-war HQ, to celebrate the start of another season of vintage motoring. The snow and ice of 1997 had little effect, as we discovered when we went to the gathering at The Verzons near Ledbury, organised by Mark Garfitt, who had arrived in Sally Marsh's Type 35T Bugatti, his 319/55 FN/BMW brought by Stewart Smith. Also as usual, Julian Risburg of Marston's presented the longest-distance Trophy (it went to Peter Banyon who drove his 4½-litre Bentley Salmon's dhc 80 miles from Bridgend, taking also the champagne prize donated by Verzon landlords Fred and Jinny

**"Bitter conditions did not deter some 66 pre-war cars from assembling"**



## Tough Nocturnal

**O**wners of three-wheeler Morgans are keen folk, and tough with it. Take the club's annual Night Trial. This not only involves driving these cyclecars all night in tough terrain in Wales, but also involves special tests in which a tyre is changed and two plugs removed and replaced, against the stop-watch. Hardly surprising that only nine started on a night when rain added to the hazards.

It began at Clocaenog Forest in North Wales and went towards Denbigh, with hill-starts, braking and width tests for good measure. As if that was not enough, there was a blindfold driving frolic and a two-lap test to the nearest time per lap to count. So, all praise to the winner, Andy Abraham in a Super Sports, navigated by Philip Ingle, who took the Les Bolton Trophy. The only breakdown involved Tony Rothin's F-type, which broke a clutch withdrawal rod 10 miles from the end, but finished. Good show all round. This year's event will be in Cambridgeshire.

Coomber. Marston's had its 1938 Leyland Hippo brewer's lorry in the car park.

Bitter conditions did not deter some 66 pre-war cars from assembling. Dean's Type 51 Bugatti was joined by Felton's Brescia, driven by Carol Felton's brother, and Ernie Allen brought wife and daughter in their Type 23. Brian Grey's 30-98 was there, flanked by Greville Neale's Chain-Gang Frazer Nash, Tomlin had come in his 3-litre Lagonda and there was the expected line-up of three-wheeler Morgans, three F-types, and JAP, Matchless and Blackburne-engined Twins. A 319/45 FN/BMW from Newent and Mike Dutton's smart 326 saloon from Bristol backed up Garfitt's car, and almost every kind of Alvis, a Le Mans Aston Martin and Moffatt's OM represented the sports car element.

The rarest car there was the smart Aster coupé but the "barn discovery" ex-taxi Marmon saloon of J Fenton, still unrestored from last year, attracted almost as much camera clicking. Morris and Austin were out in numbers, the latter including all kinds of Sevens from Chris Gordon's 1929 Chummy to a Nippy and a neat Special with GN-type front suspension. Noticed also were vintage AC, British Salmson dhc, Citroën Light-15 roadster, Ballard's Lea-Francis saloon, MGs includ-



ing an F-type tourer and VA saloon, Rileys one of which was an unusual but attractive disc-wheeled Nine coupé, Sunbeam tourer etc. One brave person had ridden there on a big-port AJS, and a non-motoring "exhibit" was a circa 1880 GWR line-inspection trolley, restored after it was found at Pembroke railway station.

## Thank You!

I have received so many congratulations about a certain honour which I was surprised to receive in the New Year list that I would like to take this opportunity of thanking sincerely all those readers who kindly sent them.

WB



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# Car Club · Auctions · Film Shows Events

## FEBRUARY

### 1st-2nd February

**Bristol Classic Car Show.** Royal Bath and West Showground, Shepton Mallet. Details 07000 4842538.

**Flanders Old Timer Expo.** Ghent, Belgium. Details 0032 54 33 45 38.

**Rallye De Paris.** Starts Eiffel Tower. All GT cars 1945-1985 eligible. Details 0033 1 43 06 03 33.

**Sandown Park Collectors Car Auction.** Over 100 Classic & sporting cars to be auctioned. Details Wendy Bannister 01954 232332.

### 7th-16th February

**Retromobile** Parc des Expositions de la ville de Paris, Porte de Versailles, Paris. 0033 1 48 25 88 33.

### 8th February

**Havant Toy and Model Collectors' Fair.** Havant Leisure Centre, Havant, Hants. 01372 725063 (eves).

### 8th-16th February

**Autostory '97.** Fiera di Genova, Italy. 0039 10 5391300; fax 0039 5391270.

### 9th February

**All Jaguar Spares Day.** Organised by the International E-type Register of the JDC. Farnham Maltings, Farnham, Surrey. Tel/fax: 01962 777321.

**Buxton Autojumble.** Pavilion Gardens, Buxton, Derbyshire. Tel/fax: 0121 382 5966.

### 9th-15th February

**Monte Carlo Challenge.** Starts from Bristol, Noordwijk, Oslo, Istanbul and St Moritz. 01235 85 1291; fax: 01235 251292.

### 11th-16th February

**KAM 97 International.** 38th Swiss Art & Antiques Fair, Zurich Trade Fair Centre. 0041 1362 2300.

### 12th February

**Guildford Evening Toy and Model Collectors' Fair.** 7.30pm to 9.00pm at the George Abbot School, Woodruff Avenue, Burpham, Guildford, Surrey. 01372 725063 (eves).

**Brooks Auction, London, Olympia.** Sale of Collectors Motorcars & Automobilia. Details Malcolm Barber. (0171) 228 8000.

### 19th February

**Historic Motor Racing, Rivers Fletcher Talk & Film Show.** Wednesday 19th February 1997. The Lake Hotel, St. Albans, Herts. 8pm. Tickets £8 each. Historic and Vintage, pre-war and post-war films, with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929. With motor racing, sprints and hillclimbs and more!

An entertaining evening for the true enthusiast and all the family. Some things never go out of fashion. Tickets are limited, so please apply early with an S.A.E. to Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, Sussex RH14 0PT. Tel/Fax No 01403 871272. Please make cheques payable to E.A. Wigg. Admission by ticket only.

### 22nd February

**VSCC Pomeroy Trophy.** Handicap event where moderns compete with pre-war cars at Silverstone. 01635 44411.

**Classic Mobil.** Huge indoor classic show, Munich. 00 49 8141 30 5280.

### 23rd February

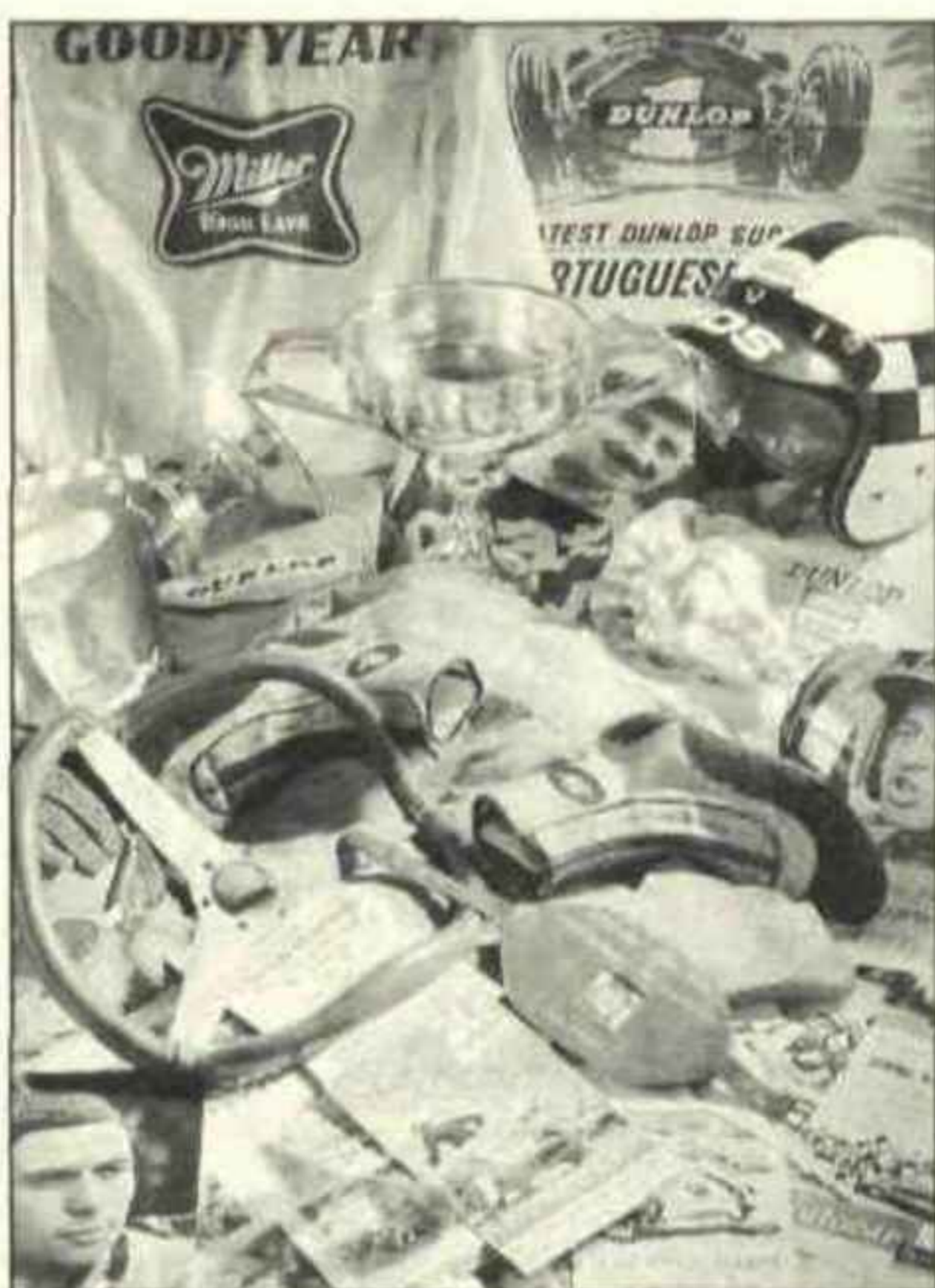
**Morris & Austin United Day** at Brooklands Museum, Weybridge, Surrey. 01932 857381.

**Bourse d'Echanges D'Audricq.** Organised by the Tacot Club Calaisien, Audricq, Calais, France. 0033 3 21 36 50 40; fax: 0033 3 21 85 50 51.

**Chester Autojumble.** Northgate Arena, Chester. Tel/fax: 0121 382 5966.

### 25th February

**Coys Auction.** Sale of British & Continental Touring cars. Details Vanessa Finburgh. (0171) 584 7444.



### 26th February

**Sothebys Auction.** Formula 1 & Grand Prix Memorabilia. Including the Library and Archives of Innes, Ireland. Details Martin Chisholm or Rupert Banner. (0171) 408 5958.

**H&H Classic.** Auctions Pavilion, Buxton. Details (0161) 747 0561.

## MARCH

### 4th March

**Christie's Auction of Collectors Cars & Related Automobilia & Art.** Details Malcolm Welford (0171) 389 2138.

**Historic Motor Racing, Rivers Fletcher Talk & Film Show.** Tuesday 4th March 1997. The Polygon, Southampton, Hants. 8pm. Tickets £8 each. Historic and Vintage, pre-war and post-war films, with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929. With motor racing, sprints and hillclimbs and more!

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### 6th March

**Christies' Auction.** 'The Bruce Weiner Micro Car Collection'. Details Malcolm Welford (0171) 389 2138.

### 7th-9th March

**Vehikel Autojumble.** Car and bike show. 11,000 stalls, Utrecht, Holland. 00 130328808

### 8th March

**Amelia Island Concours,** Florida. 001 904 733 6458.

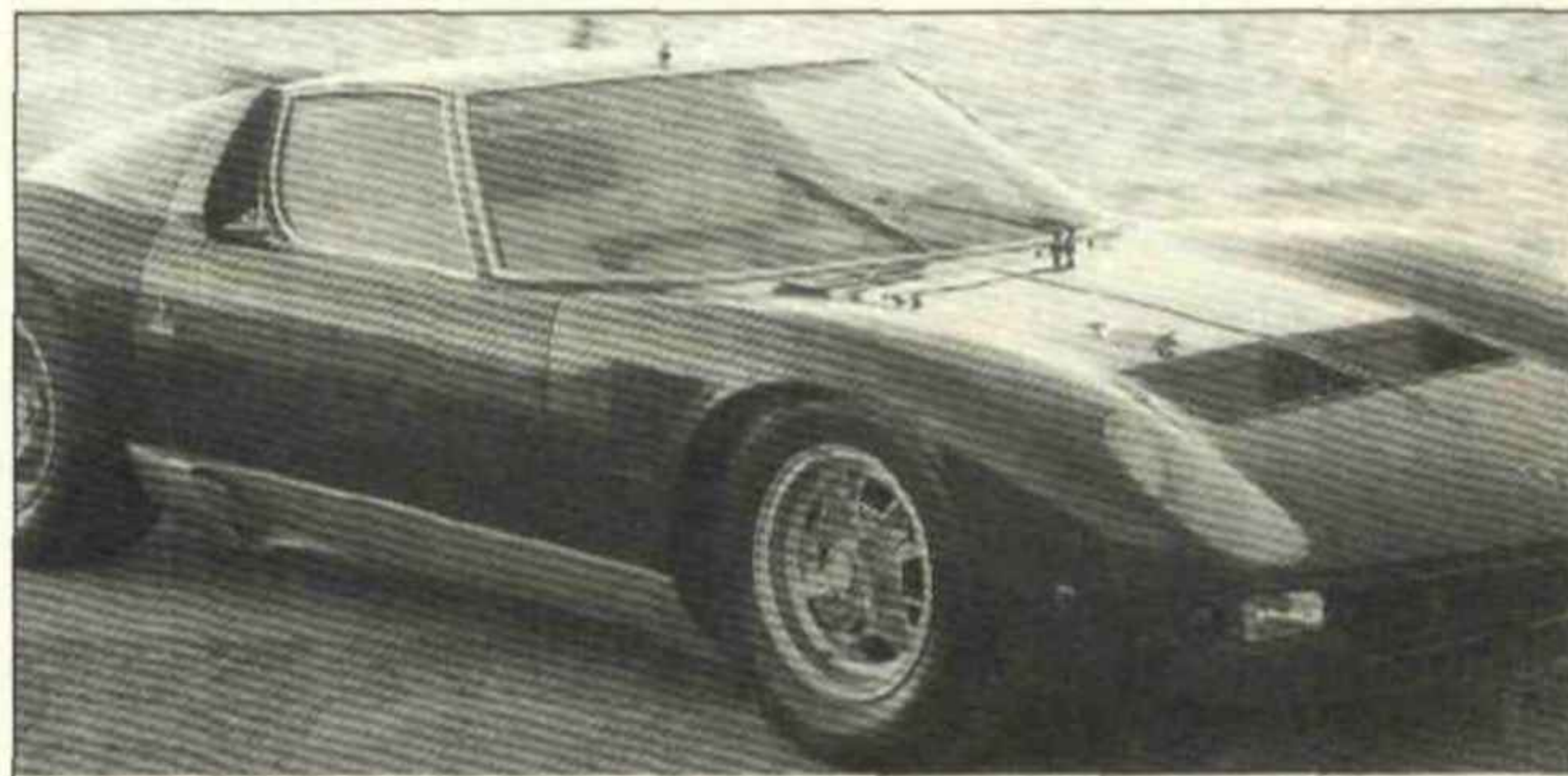
**VSCC Derbyshire Trial.** 01635 44411.

### 9th March

**Robin Hood Forest Stages.** Notts 01452 790648

**Eastleigh Toy and Model Collectors' Fair.** Fleming Park Leisure Centre, Eastleigh, Hants. 01372 725063 (eves).

If you have an event you would like included  
in this section please telephone  
**0181-943 5000 ext 5546**



### 12th March

**Brooks Auction (Europe).** Geneva Important sale of cars from the late Shah of Iran. Details Simon Kidston. (0171) 585 3000.

### 14th March

**Classic & Sports Car Demon Tweaks Mobil Championship Rally.** Wales. 01452 790648.

### 15th-16th March

**London Classic Car Show.** Alexandra Palace. **Lotus Show.** Donington. 01362 694459.

### 22nd-23rd March

**Oldtimer & Teilmarkt.** Berne, Switzerland. Organisers C&T Rais Enterprises. 0032 358 1810.

### 23rd March

**Salisbury Merlin Autojumble.** New Livestock Market. 01935 474630.

**Newark Autojumble.** Nottinghamshire 01629 534888.

### 26th March

**Historic Motor Racing, Rivers Fletcher Talk & Film Show.** Wednesday 26th March 1997. Ipswich, Suffolk. 8pm. Tickets £8 each with s.a.e. from Elizabeth Wigg, Melbourne Place, Plaistow. Historic and Vintage, pre-war and post-war films, with great personalities, famous drivers and their cars. Rivers takes you 'behind the scenes' from 1929. With motor racing, sprints and hillclimbs and more!

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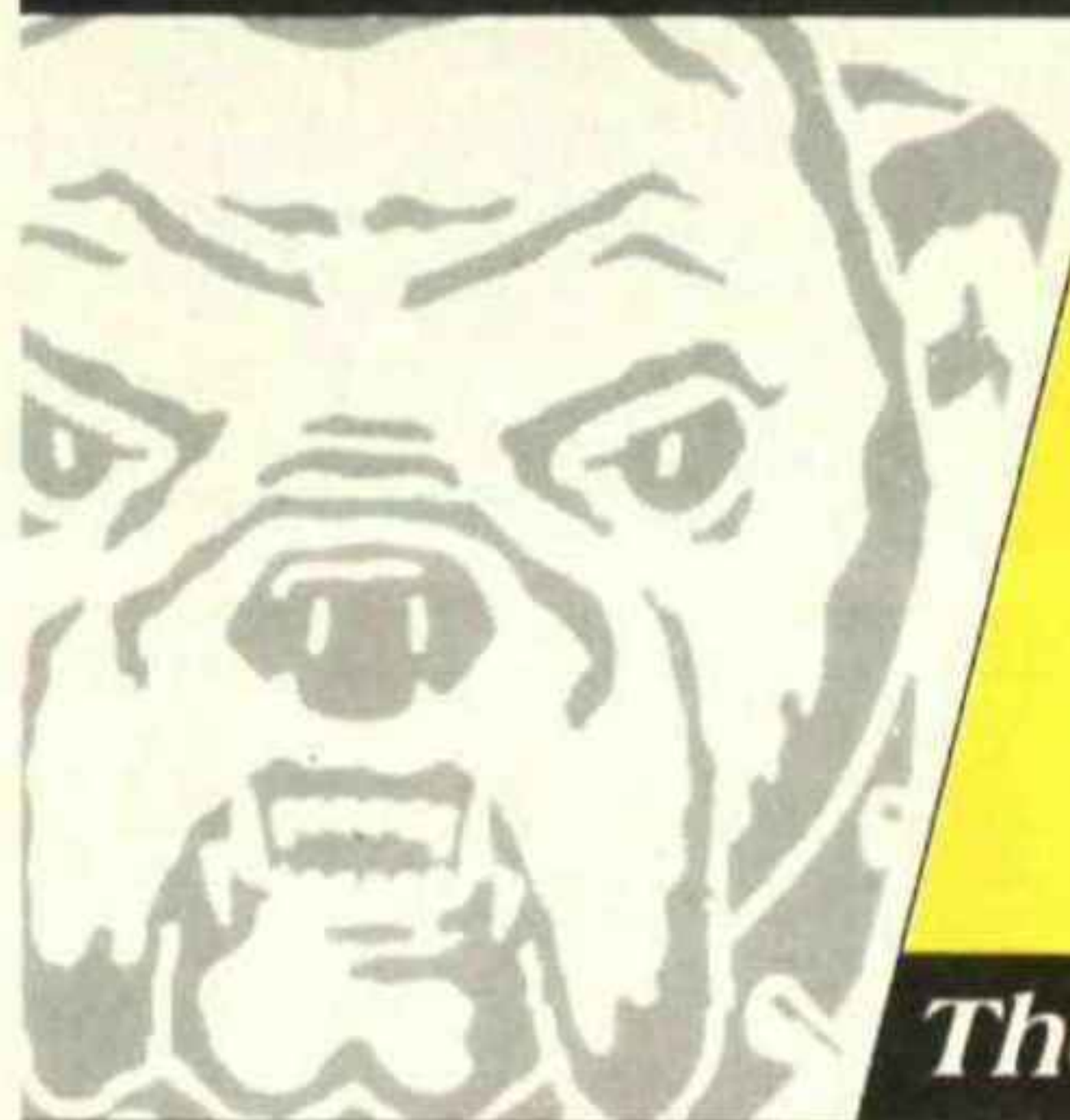
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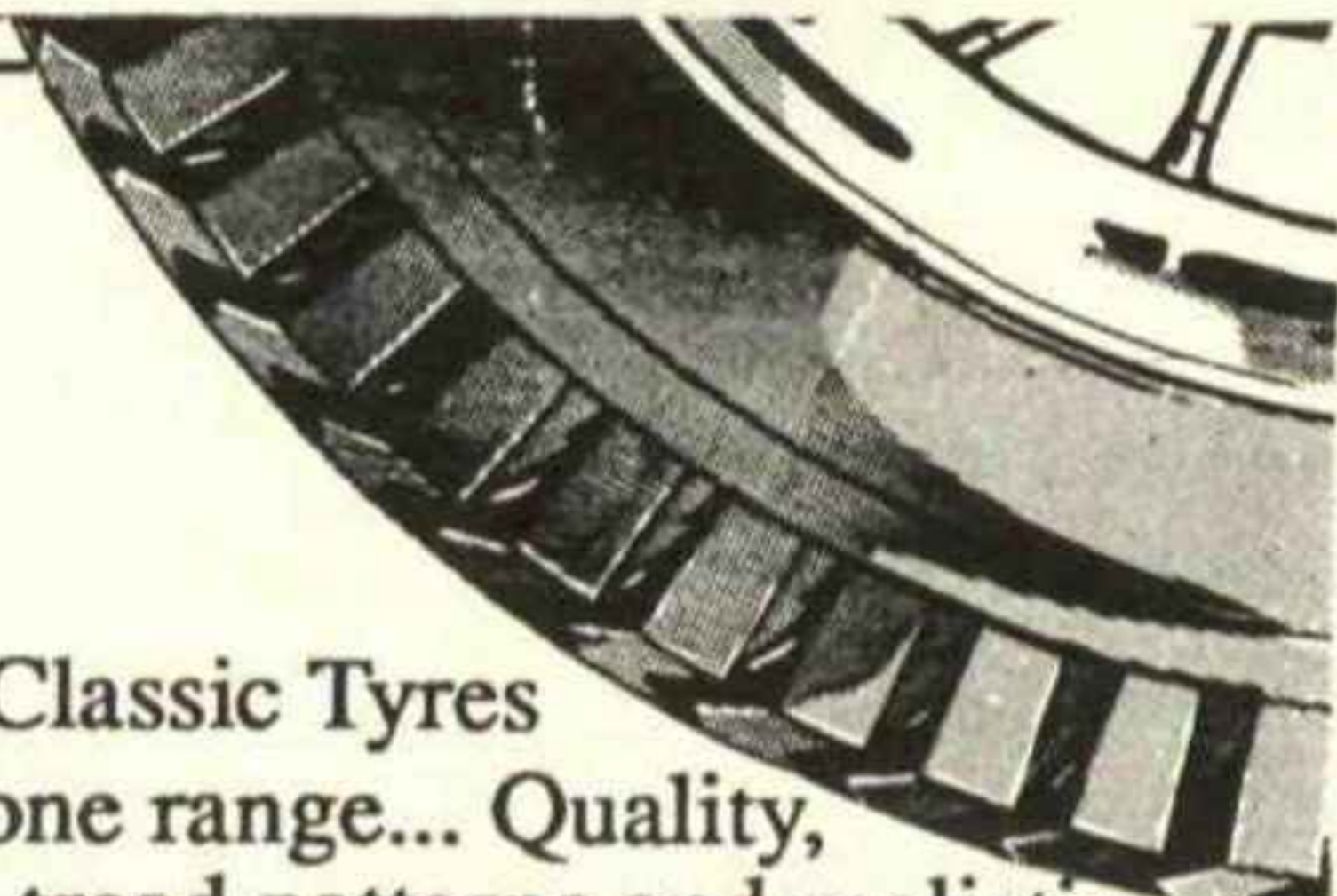
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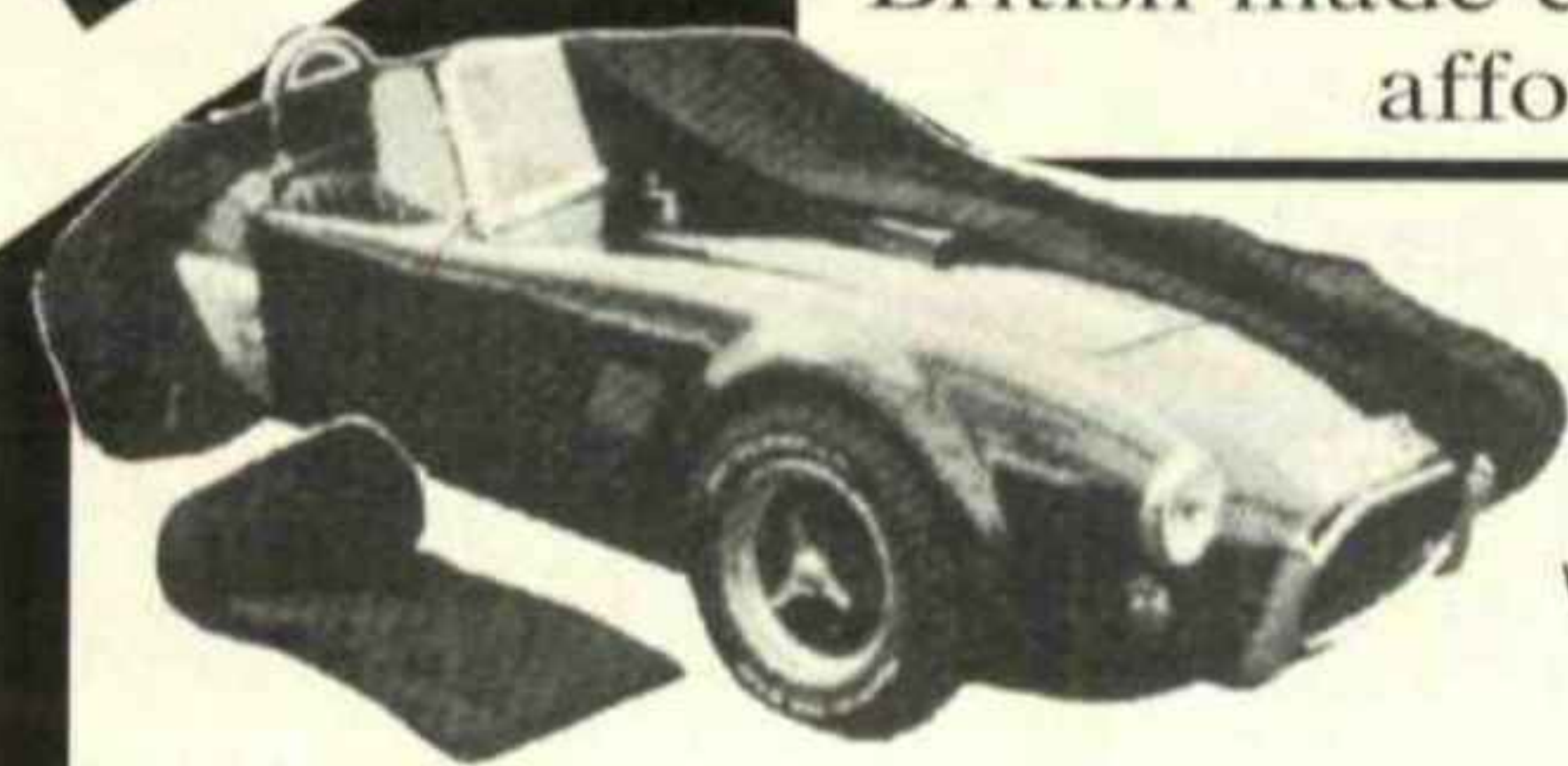
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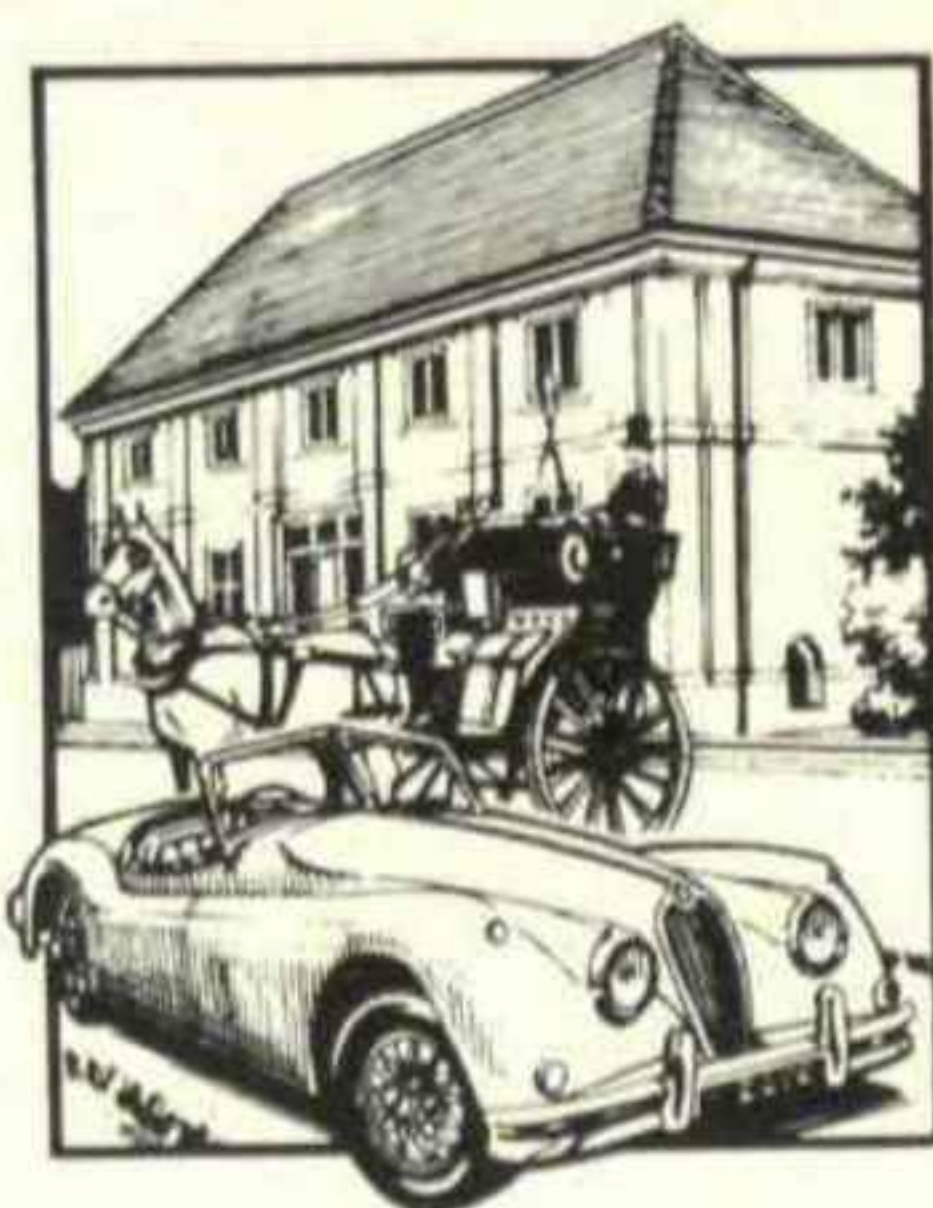
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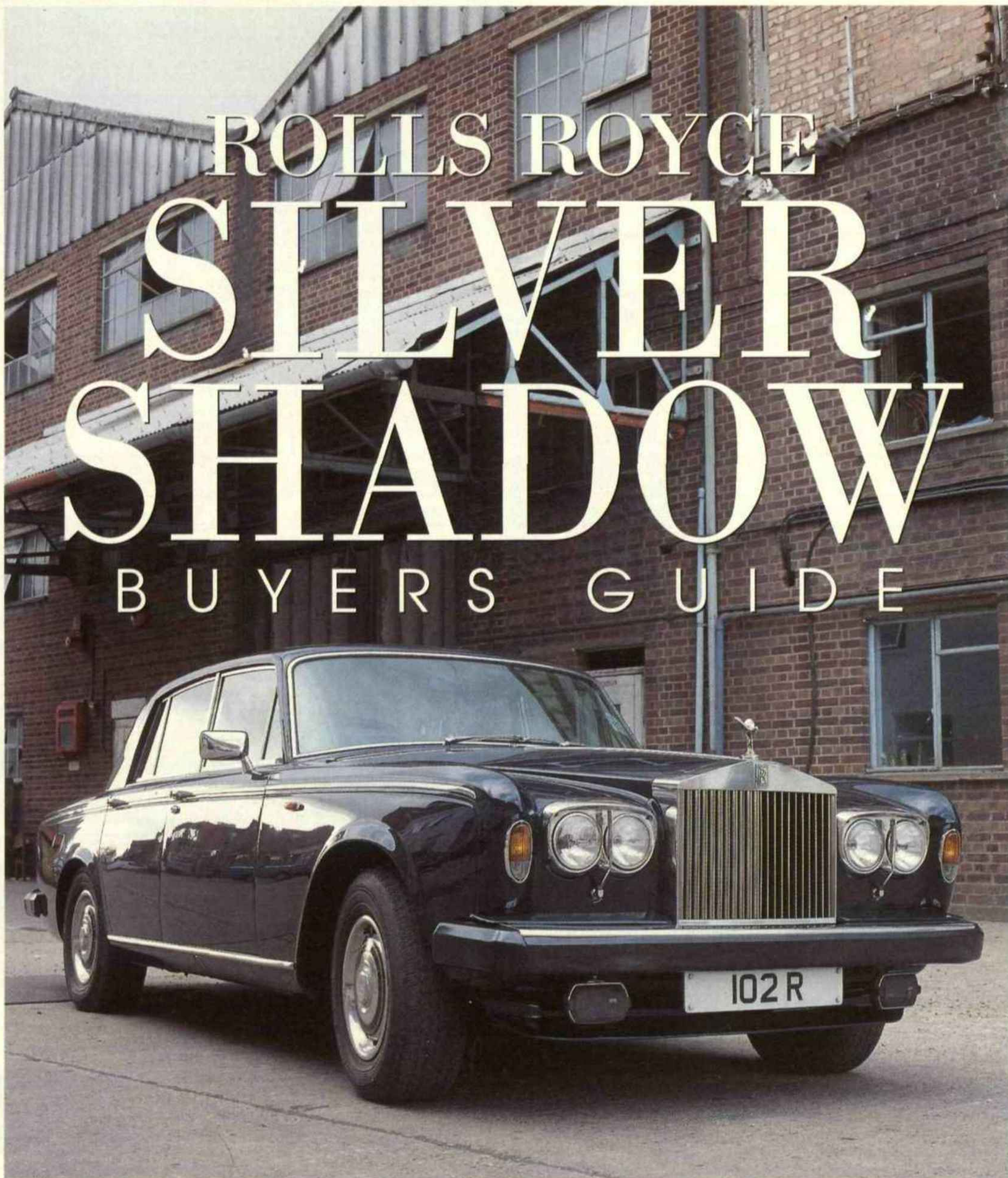
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# ROLLS ROYCE SILVER SHADOW

## BUYERS GUIDE



**T**he timeless styling of the Rolls-Royce Silver Shadow is the one thing above all else which makes it difficult to believe that this, the Crewe company's first unitary-construction car, was launched as long ago as 1965. Some 10 years of development work had gone into perfecting the Silver Shadow, and although the same 6.2litre V8 engine that had powered its predecessor, the Silver Cloud, was employed up front, virtually every other component was new.

Four-wheel disc brakes with fail-safe dual circuits and independent rear suspension with automatic self-levelling control brought Rolls-Royce into the modern world. And although the Silver Cloud had never been a particularly noisy car, the Silver Shadow's designers went a long way to eliminat-

ing cabin noise in the Shadow, by mounting the front and rear suspension systems on insulated subframes.

To a certain extent mass production techniques were employed in the production of the new car, but traditional British craftsmanship, attention to detail and quality, engineering integrity and the usual hallmarks of the ultimate motoring status symbol were retained and self-evident. As before there was a badge-engineered Bentley alternative – the T-series – for those who appreciated the Crewe factory's motoring philosophy, but who also had a healthy sense of sporting history.

Two-door variants – the coupé and convertible – were publicly announced in 1966. Made by Mulliner, these fine cars, which were always more expensive to buy than their 'tin-top' sisters, were

revised for 1971 and renamed Corniche. A long-wheelbase Rolls-Royce, but not a Bentley version, joined the line-up at roughly the same time.

The original 90-degree V8 five-bearing pushrod engine was sufficient to propel the Silver Shadow up to a top speed of around 120mph (power output was never quoted), but ponderous steering and characteristically soft suspension (in the interests of unrivalled ride quality), both conspired against handling, though not roadholding, dynamics.

In its 15-year production history, the car remained outwardly similar and always recognisable as a Silver Shadow, but several important modifications were made under the skin. The four-speed automatic gearbox fitted to cars sold on the home market was replaced in 1968 by the supe-

## WHAT TO LOOK OUT FOR:

**BODY/CHASSIS**

Rust is prevalent on well-used cars around the front and rear wheelarches, at both ends of the sills and in the front and rear valances. Good quality bitumen underseal was applied to the underside of the floor-pan at the factory, but it can dry out and crack in time, allowing water and mud to cause corrosion. Check the inner wings, especially at the front around the area where the suspension struts are attached. The boot floor and rear suspension pick-up points should also be thoroughly inspected for evidence of 'tinworm'. The doors, boot and bonnet lids are made of aluminium alloy, but can corrode where items of trim are attached.

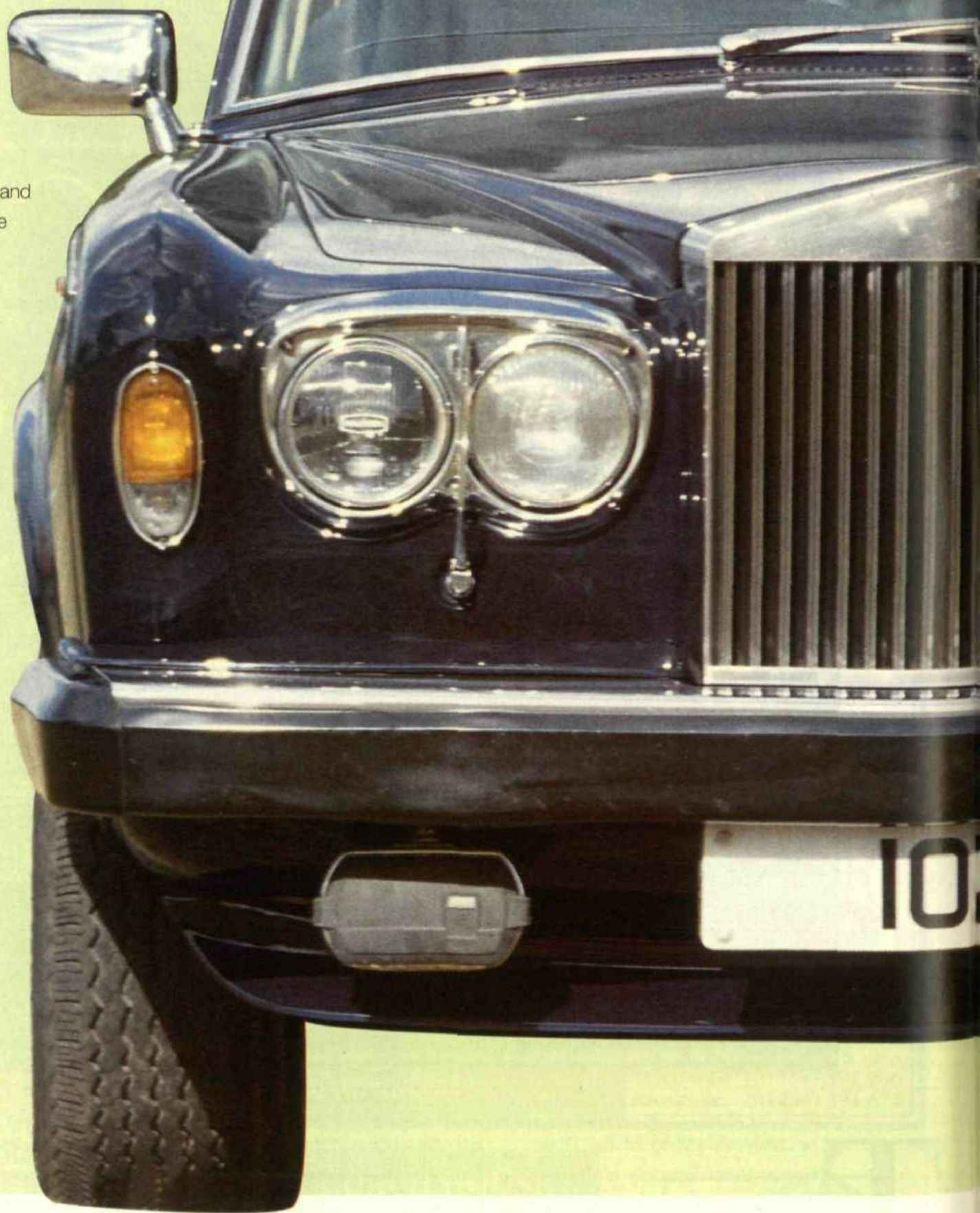
**ENGINE**

Both the 6.2-litre and 6.7-litre units are virtually indestructible, provided they've been maintained and serviced as Rolls-Royce intended; mileages in excess of 150,000 between rebuilds are commonplace. Chattering valve gear is quite normal with a cold engine, but everything should quieten down as the engine reaches its optimum operating temperature. Blue exhaust smoke may be indicative of worn piston rings or cylinder bores.

**GENERAL**

**Electrics** No inherent faults other than those that occur from old age: inoperative electrically-powered items such as the windows are usually expensive to correct.

**Tyres** Due to the weight of the car and nature of the supple suspension tyre wear is high. Uneven wear across the tread may indicate



rior three-speed unit, which had seen service in left-hookers since the beginning of production.

Just two years later the engine was enlarged to 6750cc by increasing the stroke. Further modifications to the power unit, inspired mainly by stringent American emissions legislation, included a lower compression ratio to allow for the use of unleaded fuel, Lucas electronic ignition and twin exhausts with no fewer than six silencer boxes.

In 1974 the suspension was revised, fatter tyres were fitted and the wheelarches were flared to accommodate the new rubber, giving the car a much sportier look. A major change to the dash-

board layout came in 1976. Before production ended in 1980 to make way for the Silver Spirit, some 32,000 Silver Shadows and Bentley equivalents had been manufactured, with 17,000 of these being exported abroad.

While the Silver Shadow may not have been 'The Best Car in the World', it was certainly among the best crafted and most technically advanced automobiles of its day. Unsurpassed in prestige, the appeal of the Shadow remains as broad as ever but, up until some years ago, a hefty purchase price put ownership of secondhand examples out of the question for the majority of enthusiasts.

A change in the economic climate and increasing pressure to conserve energy have, however, changed all that, and values have tumbled. For the cost of acquiring a used medium-size family hatchback, this Rolls-Royce is an attractive and viable alternative. But before rushing off and writing out a cheque for the car you've always promised yourself, it is important to consider the pitfalls.

A fine car whose image has been tarnished by the 'white wedding trade', there are dozens of Shadows on the market which, in many cases, having suffered from poor maintenance and infrequent servicing, fall a long way short of what one





that lengthy suspension geometry adjustments are due.

**Bodywork** Check that the rubber seals between the doors, bonnet and boot lid and the bodywork are in good condition. They are vital in preventing alloy panels coming into contact with the all-steel bodyshell

**Suspension** High-pressure hydraulic pipes can corrode and leak; the entire system requires overhauling every 48,000 miles. Pay particular attention to the bushes around front suspension compliant mounts, and to the condition of the rear universal joint and torque arm rubbers.

**Steering** Pump for power-assisted steering is prone to leaks. Steering should feel light.

**Brakes** Discs and pads wear out relatively quickly; don't expect more than 12,000 miles from a set of pads.

**Transmission** 4-speed and 3-speed auto; no manuals. Changes up and down are almost imperceptible on maintained cars; 4-speed autos fitted to early British cars can become 'clunky' after 65-70,000 miles. The 3-speed autos are generally smoother and more durable.

**CORNICHE**

**Hood** Like all dropheads, hoods are vulnerable to attacks by vandals. Replacement hoods are extremely costly.

**National Club**

The Rolls-Royce Enthusiasts Club,  
The Hunt House, Paulerspury,  
Northants NN1 7NA.  
Tel 01327 811489

2 R



might reasonably imagine or expect. It therefore pays to 'shop around', join the Rolls-Royce Enthusiasts Club, ask questions and learn as much from the experts as you can before parting with hard-earned cash.

Don't even consider a Shadow that hasn't got a full service history, unless you're certain that it's a good 'un, and while you will obviously want to carry out an extensive test drive, it is equally important that the owner also demonstrates his skill, or lack of it, behind the wheel; his technique will quickly reveal whether the car has been abused or not.

Although depreciation is unlikely to fall further in

the foreseeable future, running costs remain as high as ever. Replacement parts, which admittedly are not needed very often, are only available from main dealers and are far from cheap. Crunch a front bumper and a wing and you're immediately into the kind of money for replacement parts that would buy you a perfectly serviceable secondhand Volkswagen Polo.

Find a good Shadow though, treat it carefully and enjoy it for the purpose it was intended for, and all your motoring needs could be answered for ever. Keep the annual mileage low and, as a bonus, you could enjoy low classic car insurance premiums.

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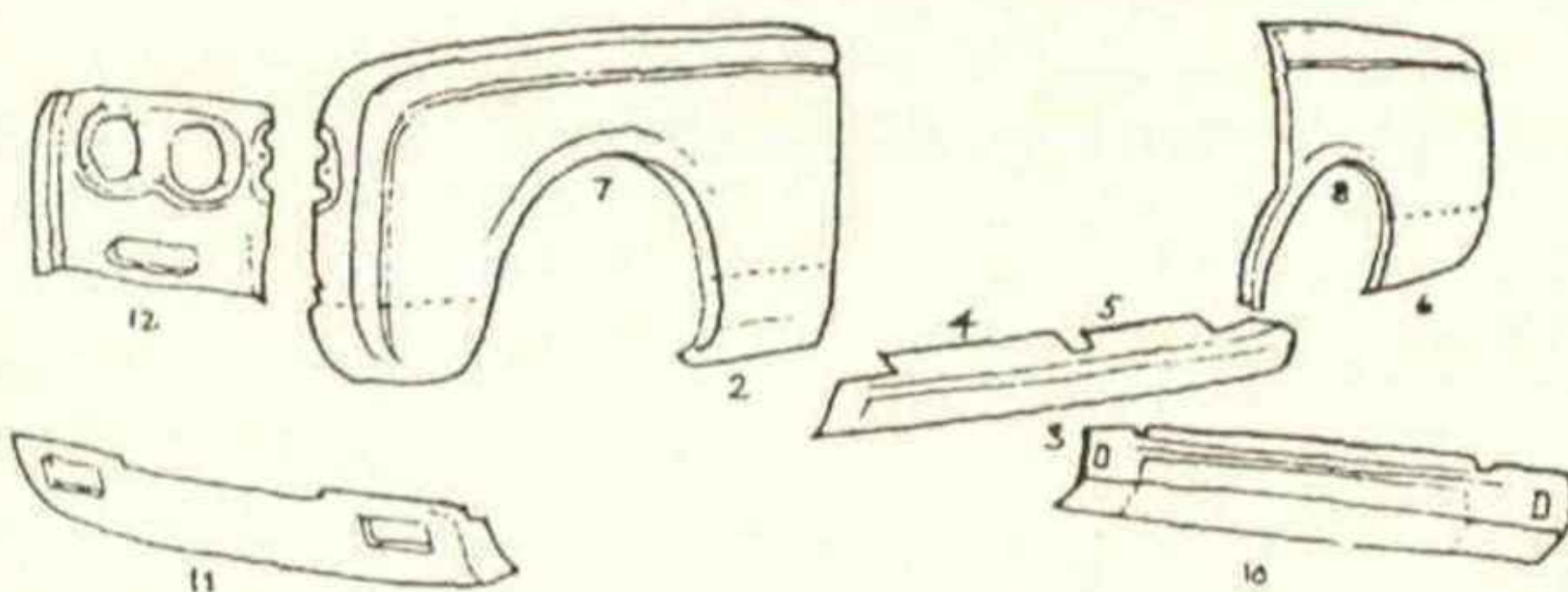
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- TS003 Sill Outer Skin
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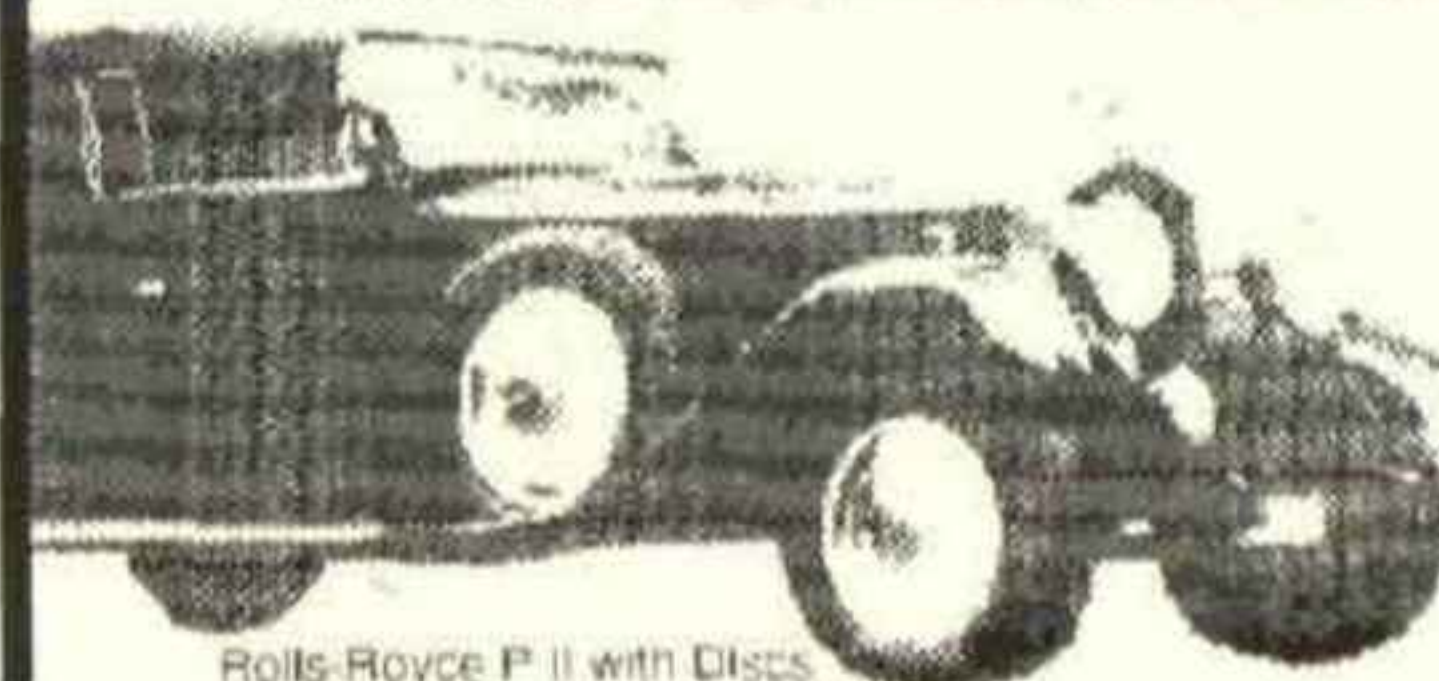
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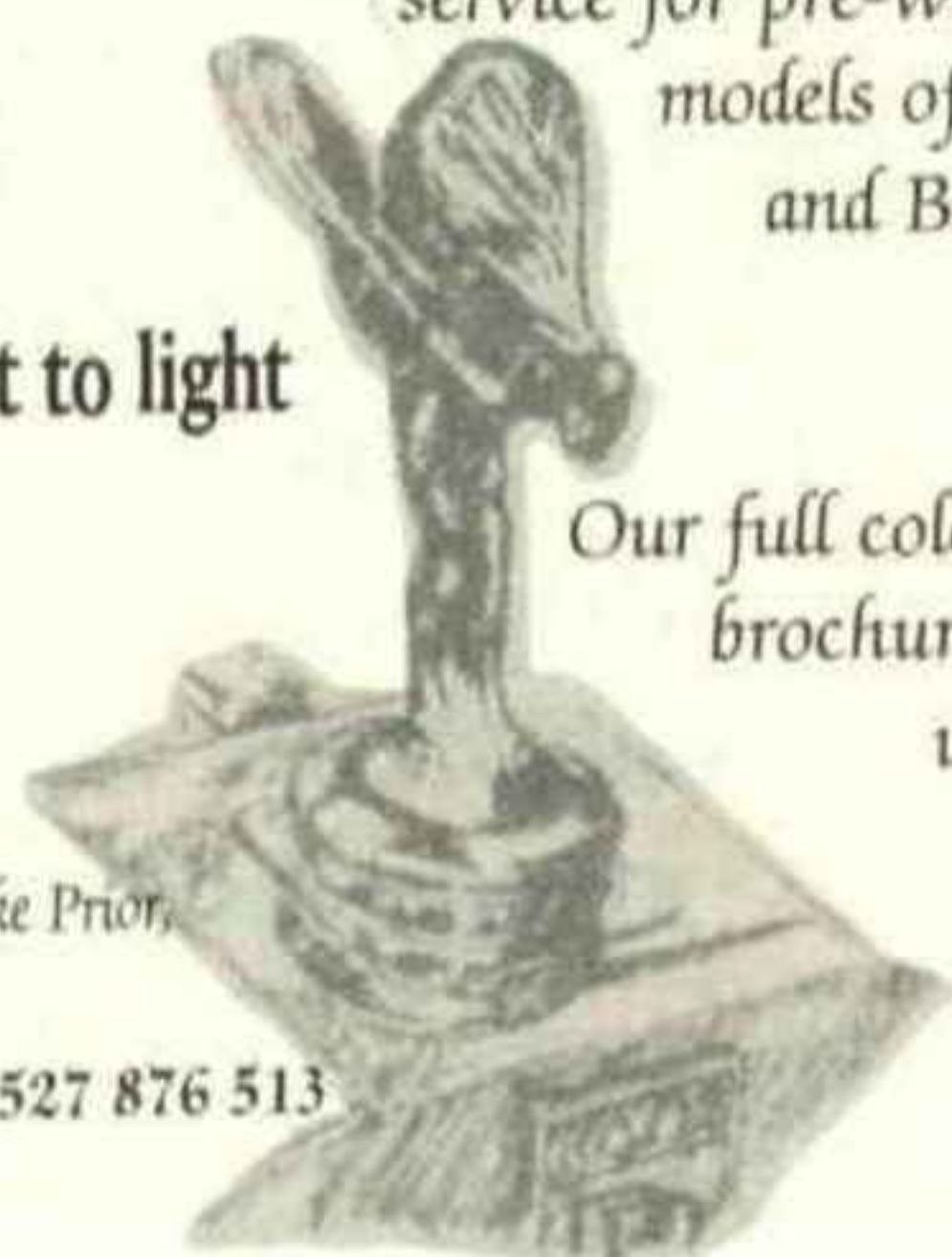
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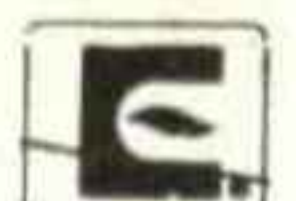
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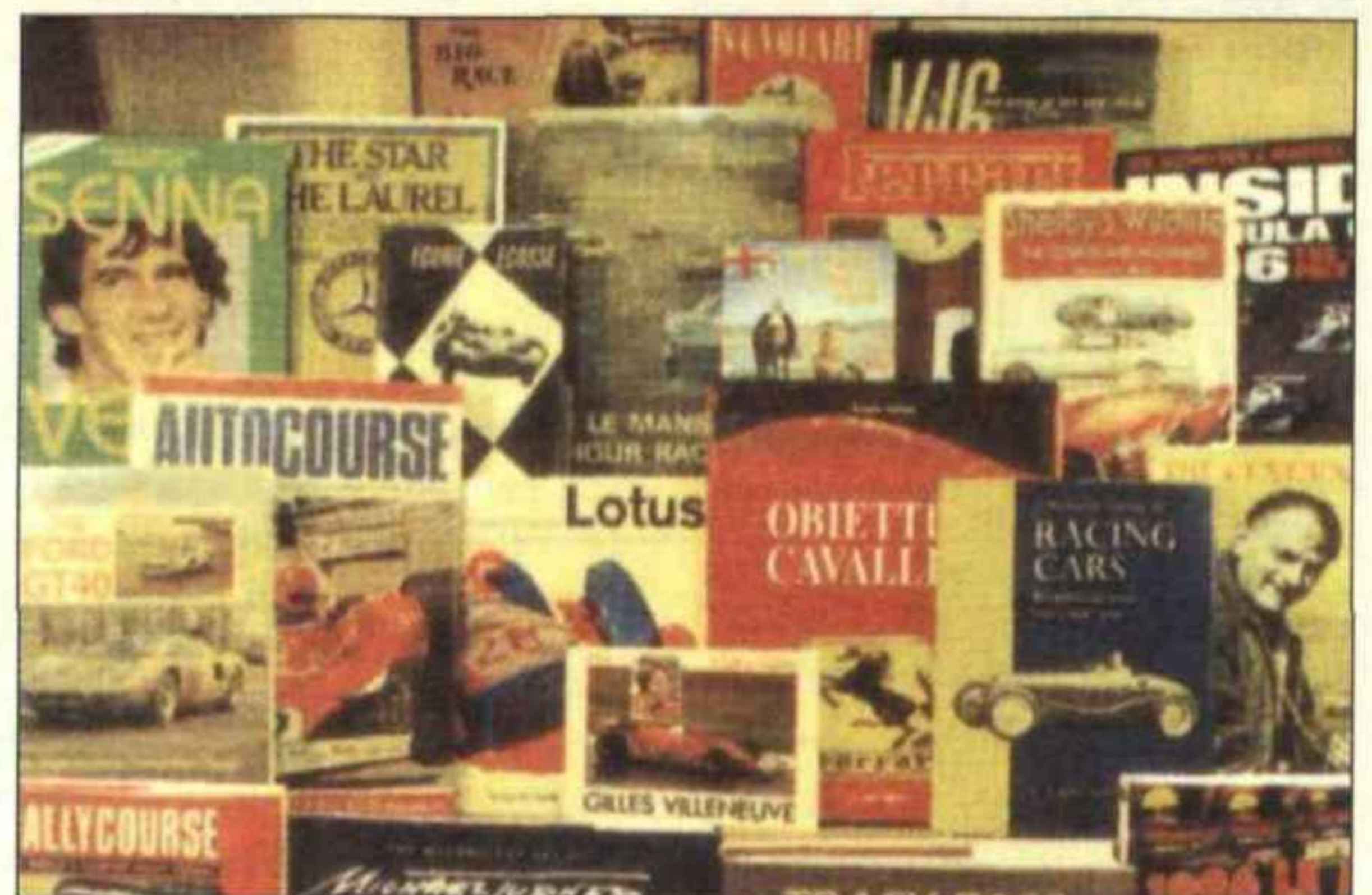
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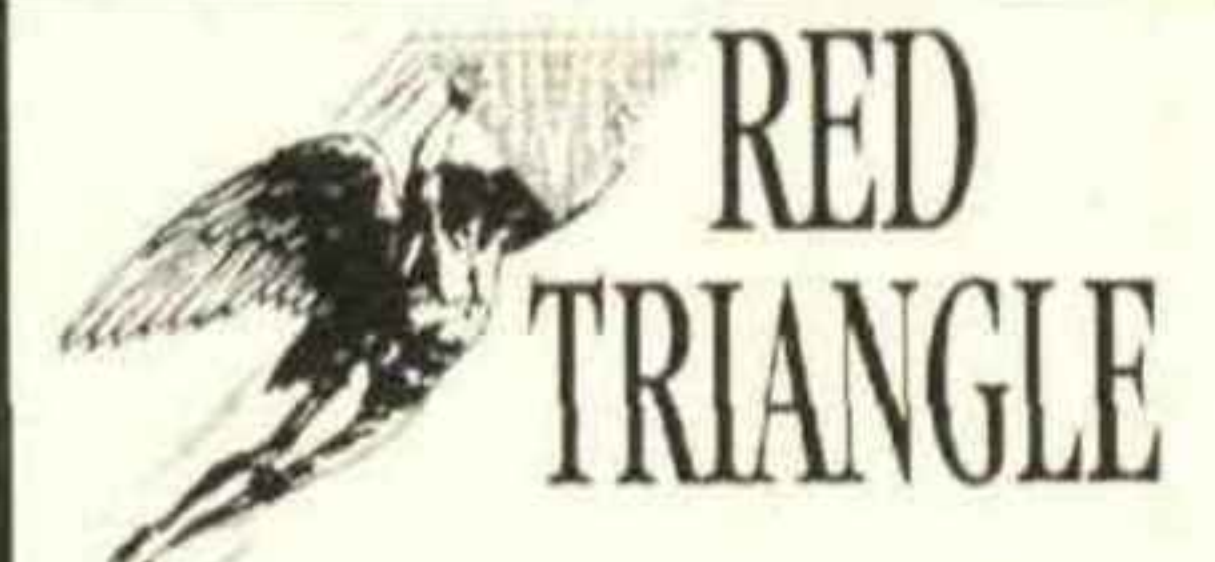
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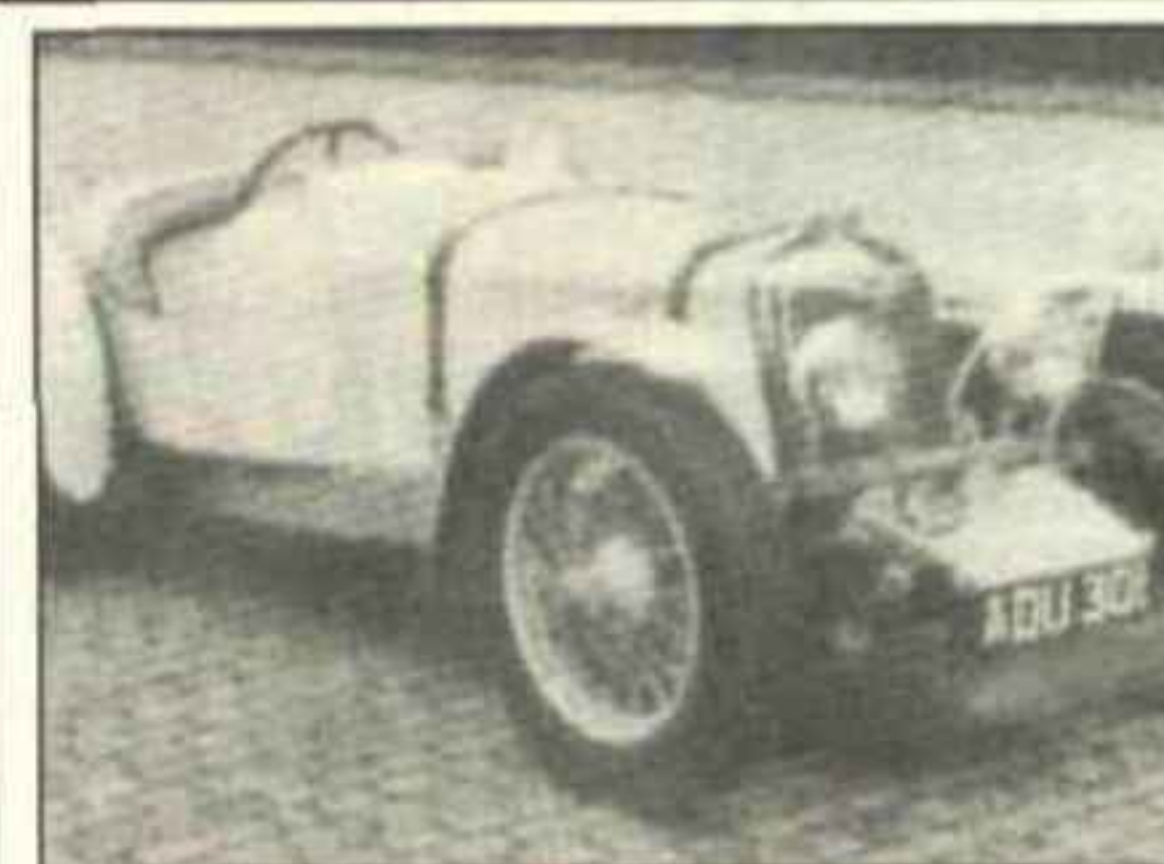
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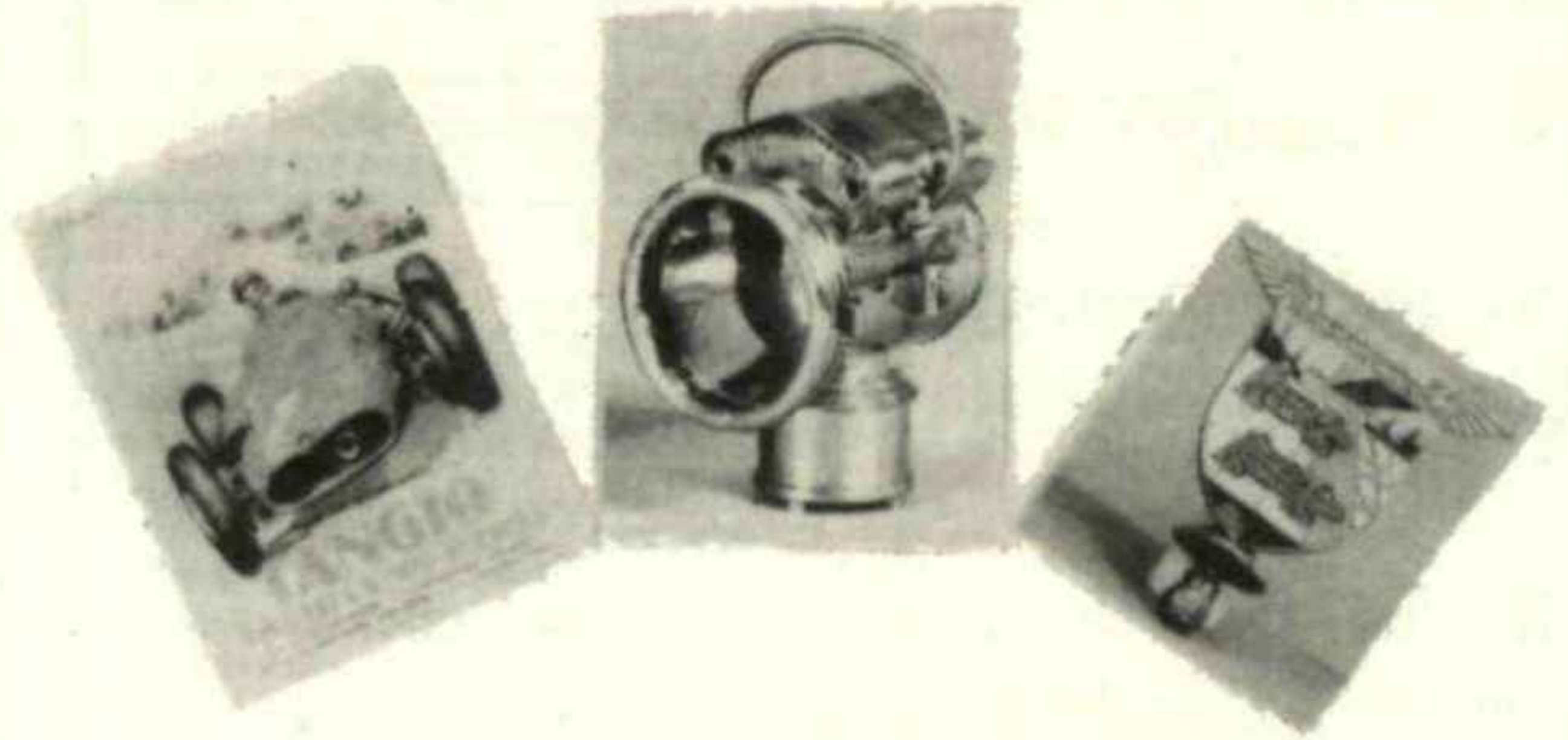
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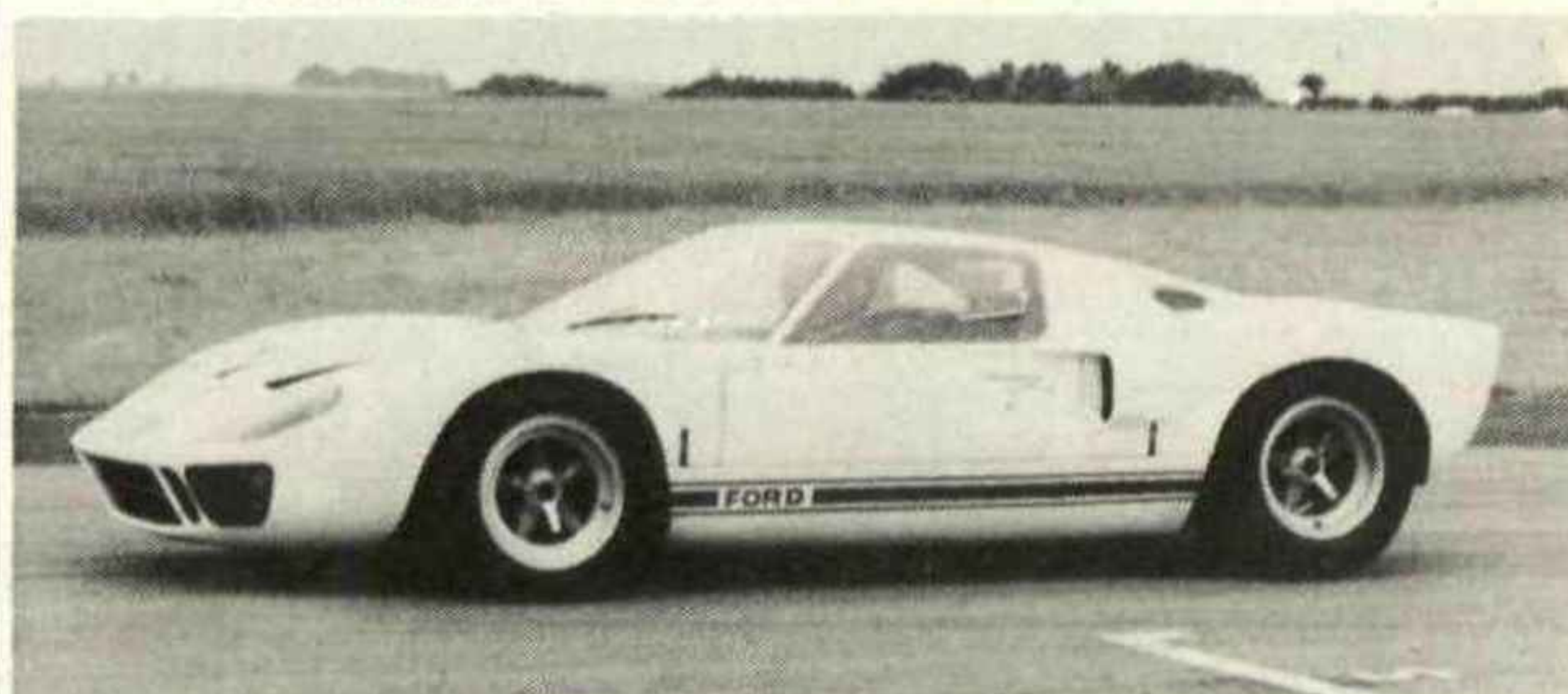
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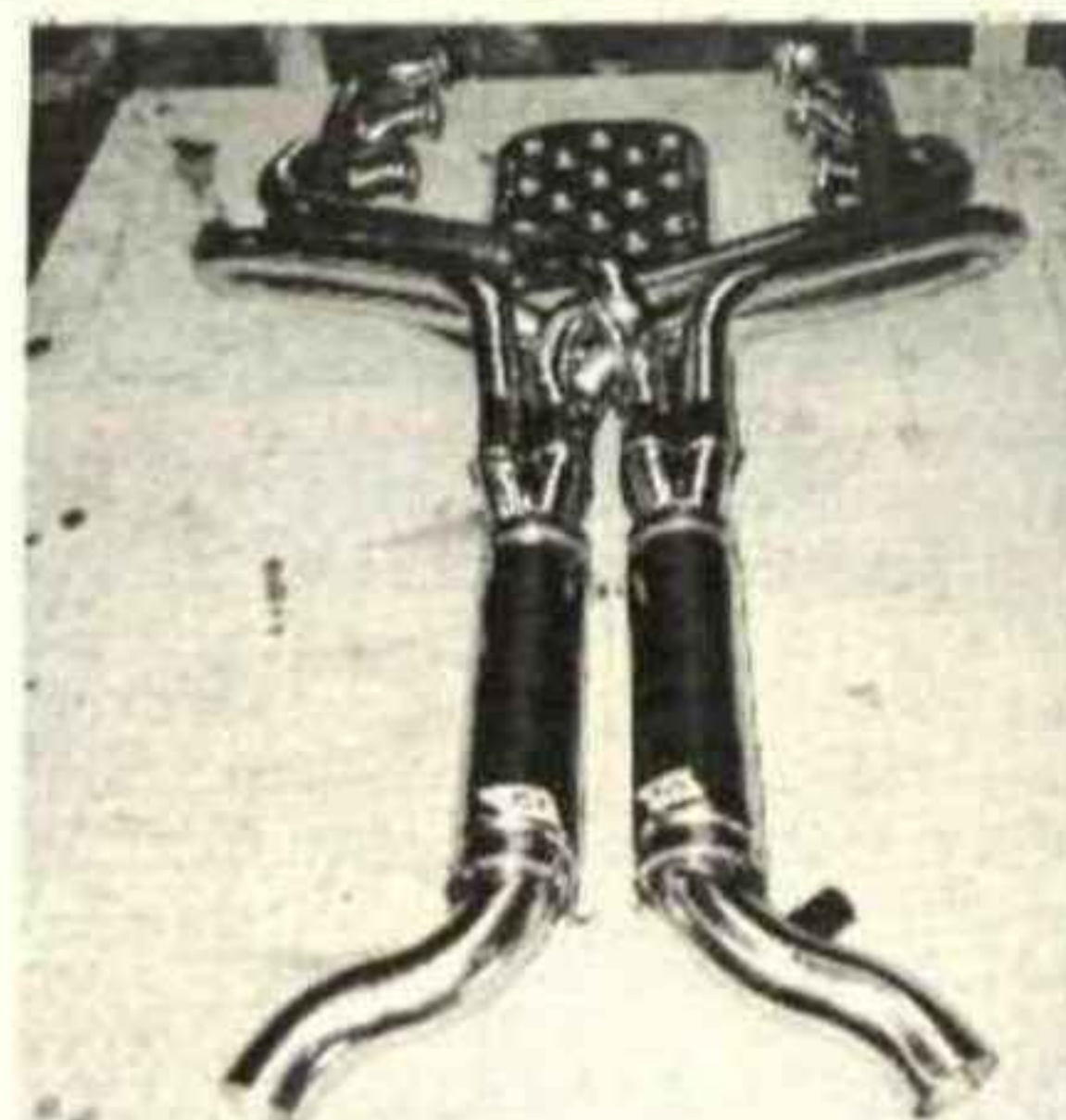
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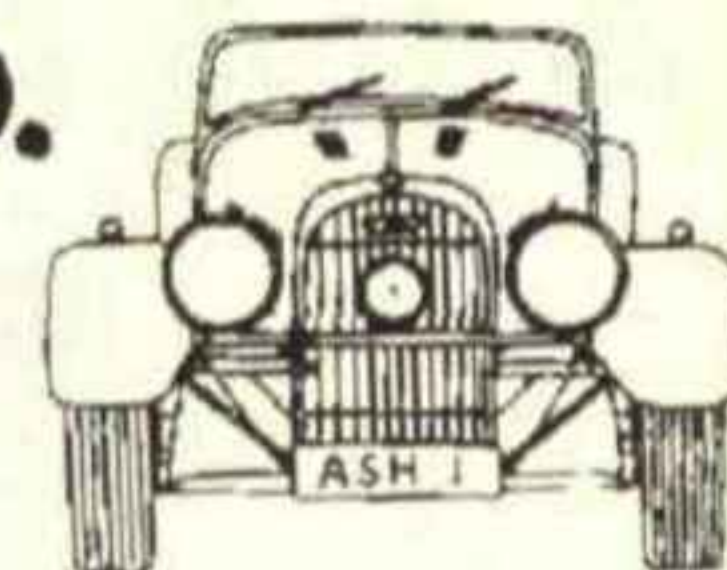
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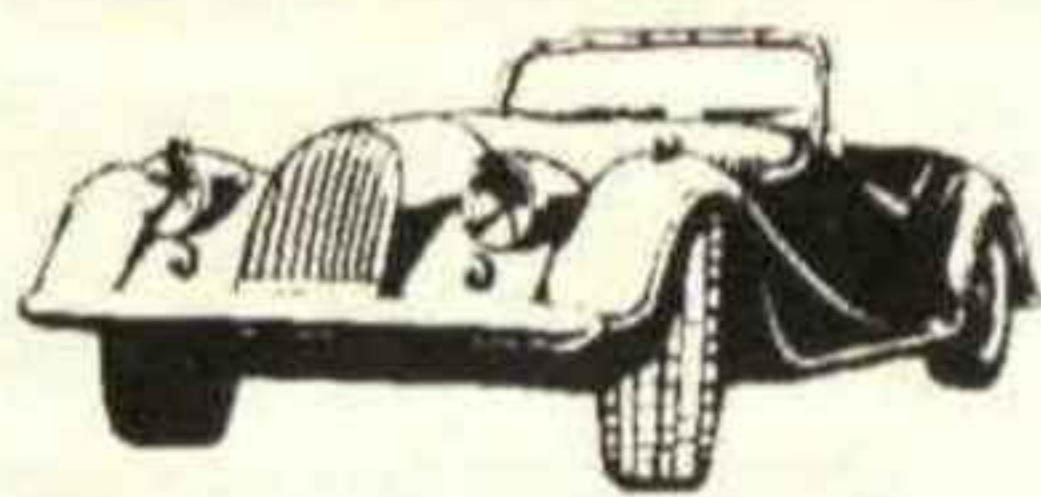
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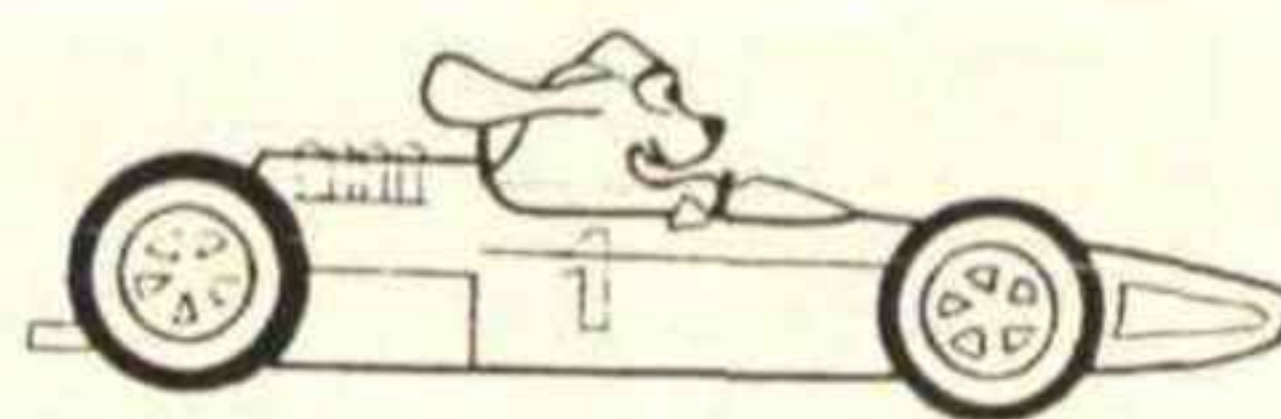
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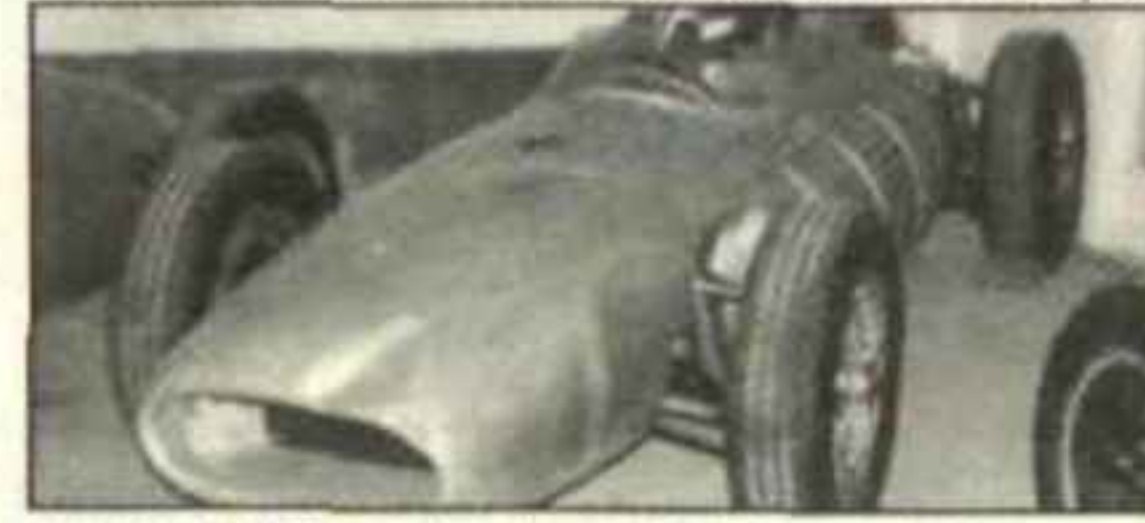
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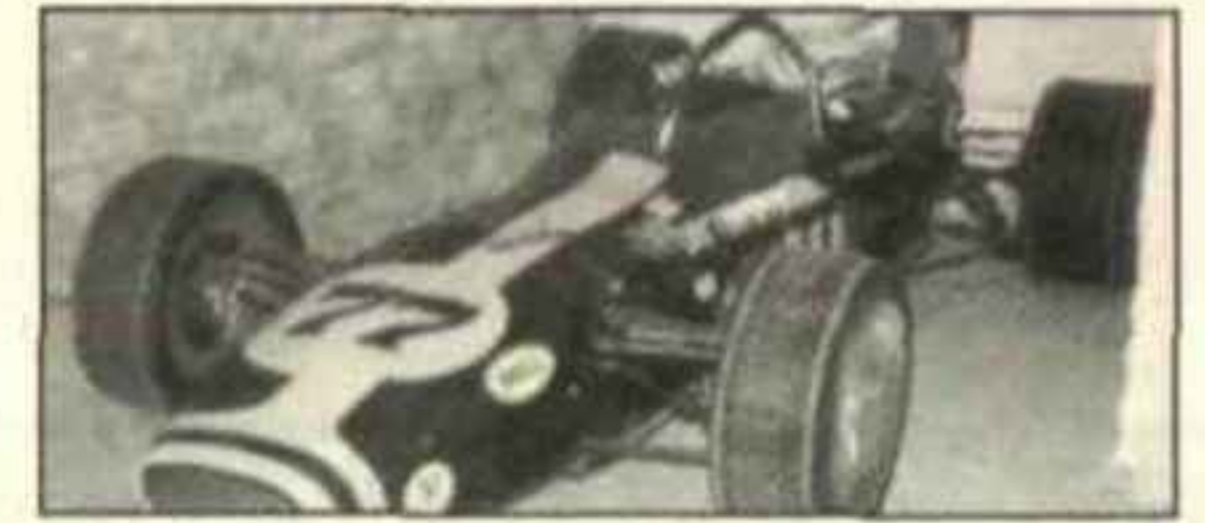
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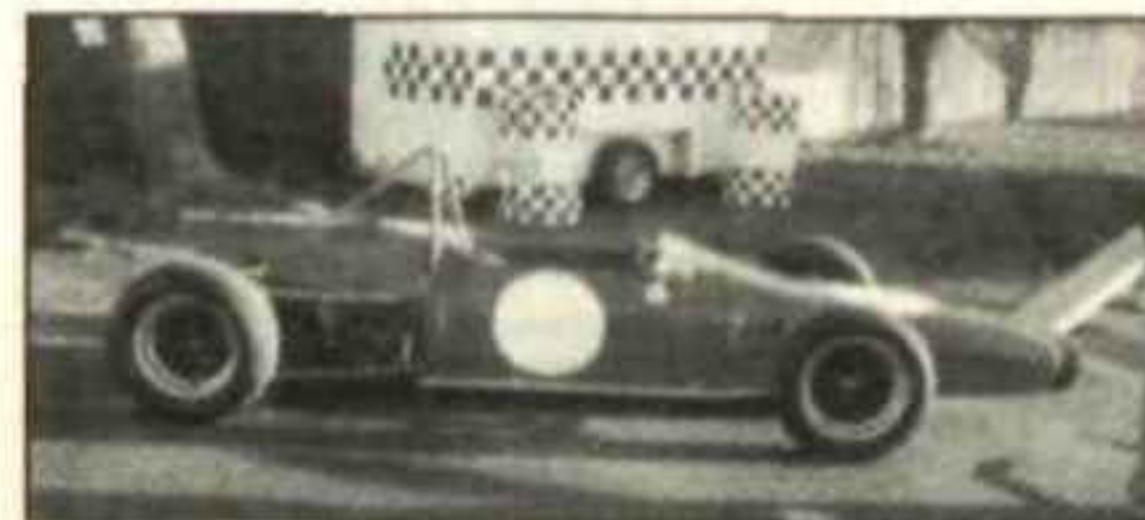
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1996 456GT	Silver	2,500m	SERIES 1½			1985 911 CARRERA SE TARGA	Blue	75,000m
1994 348 SPIDER LHD	Yellow	17,000m	1965 E-TYPE 4.2 FHC COMP			1993 928 GTS	Blue	29,000m
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1992 348tb	Red	19,000m	1985 E-TYPE 4.2 FHC			1990 928 S4 GT	White	73,000m
1989 328 GTS	Red	9,000m	1985 E-TYPE 4.2 FHC			1989 928 S4 AUTO	Black	48,000m
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1988 328 GTS	Black	29,000m	1951 XK120 ROADSTER					
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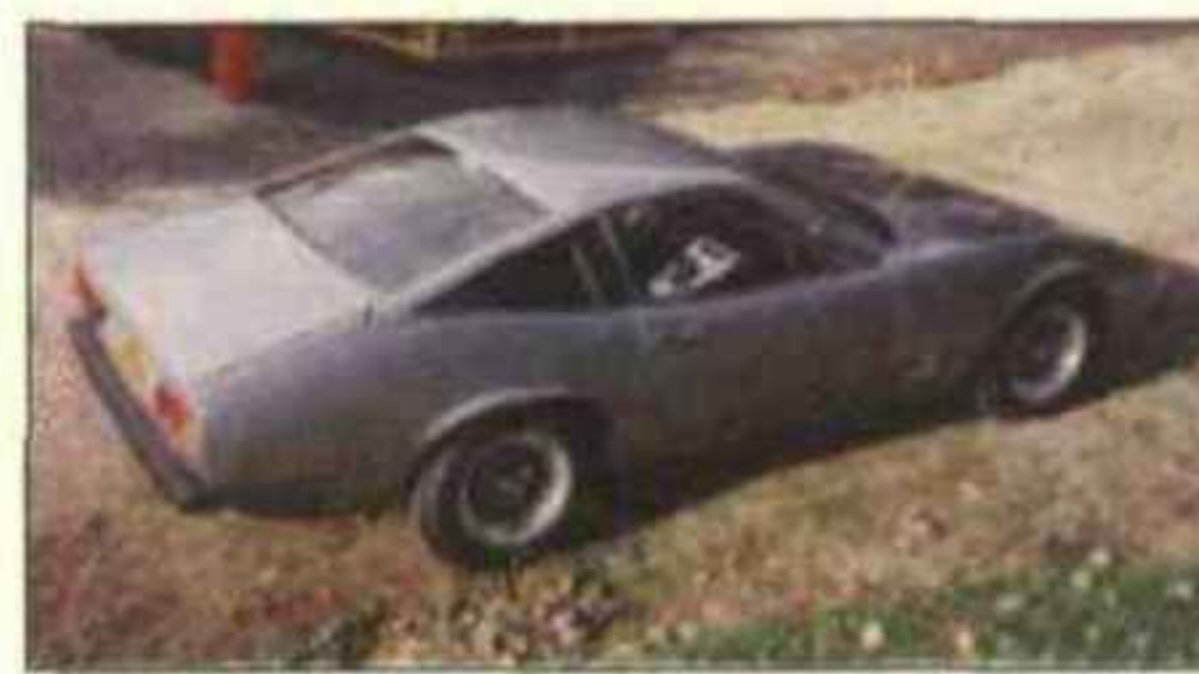
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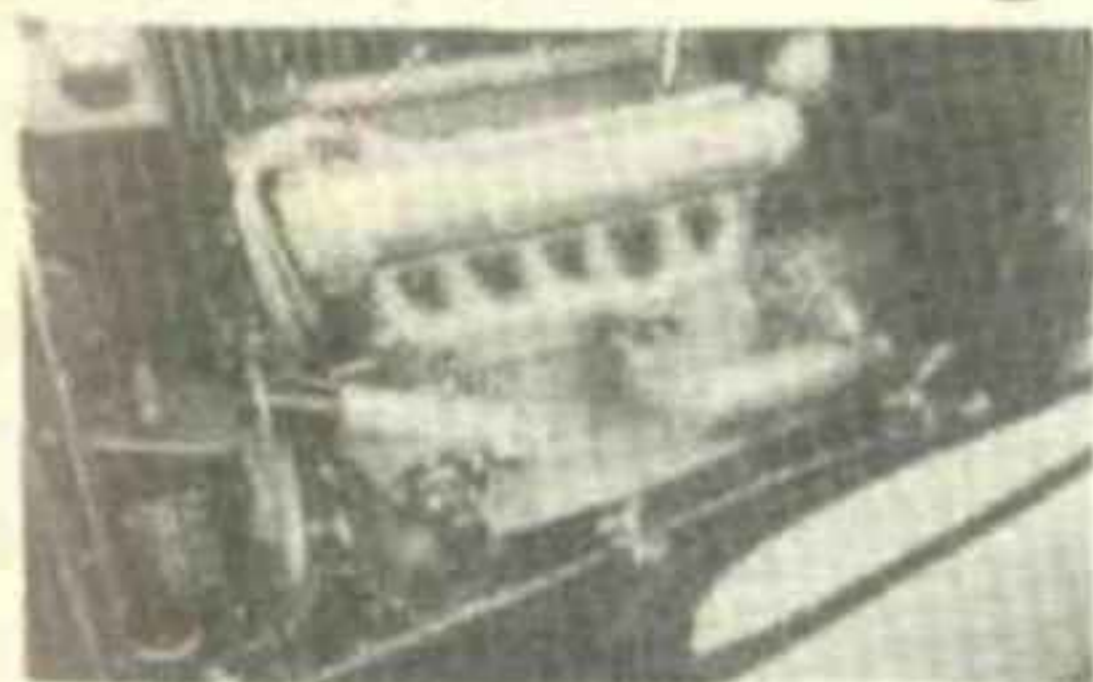
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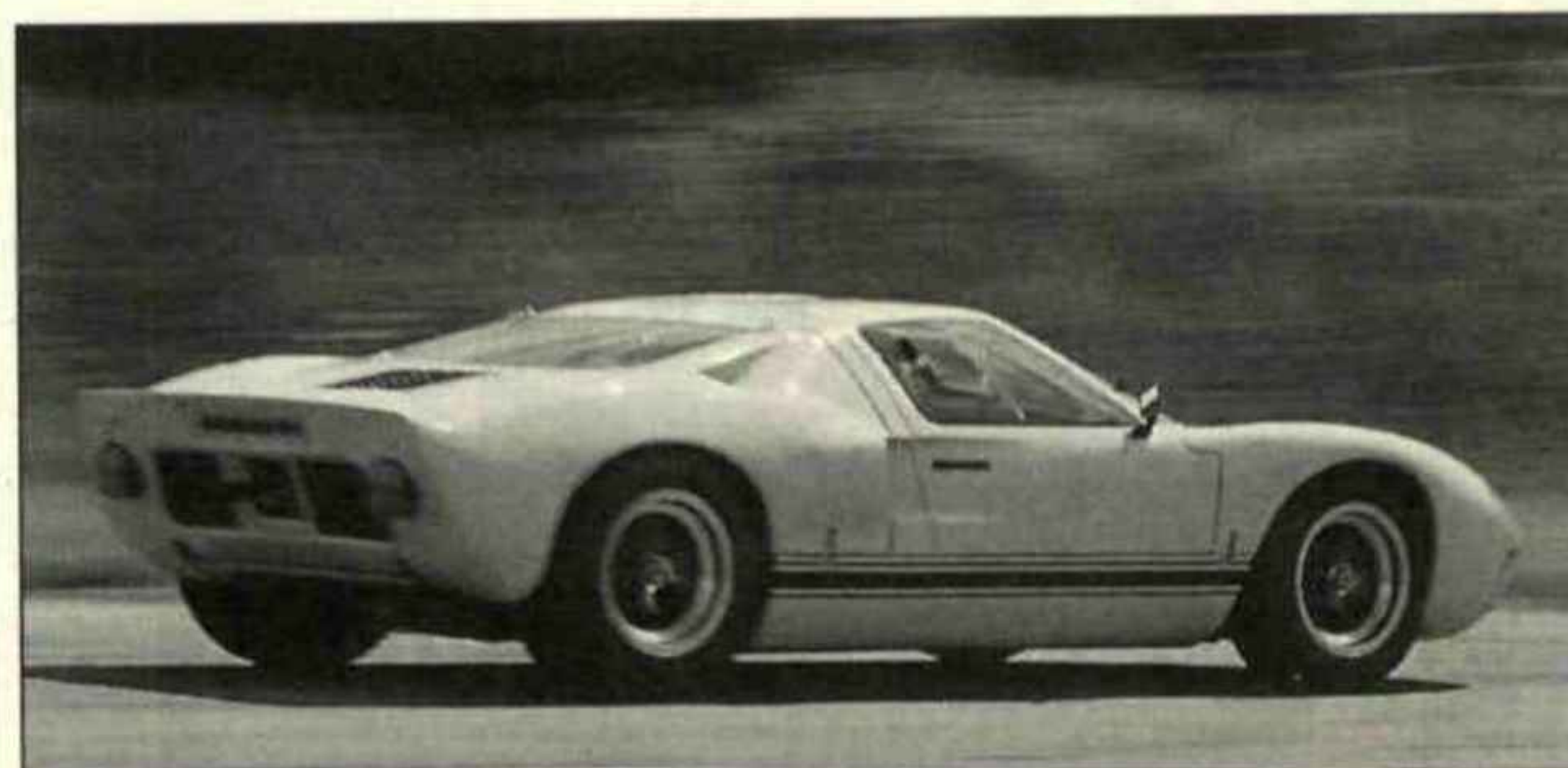


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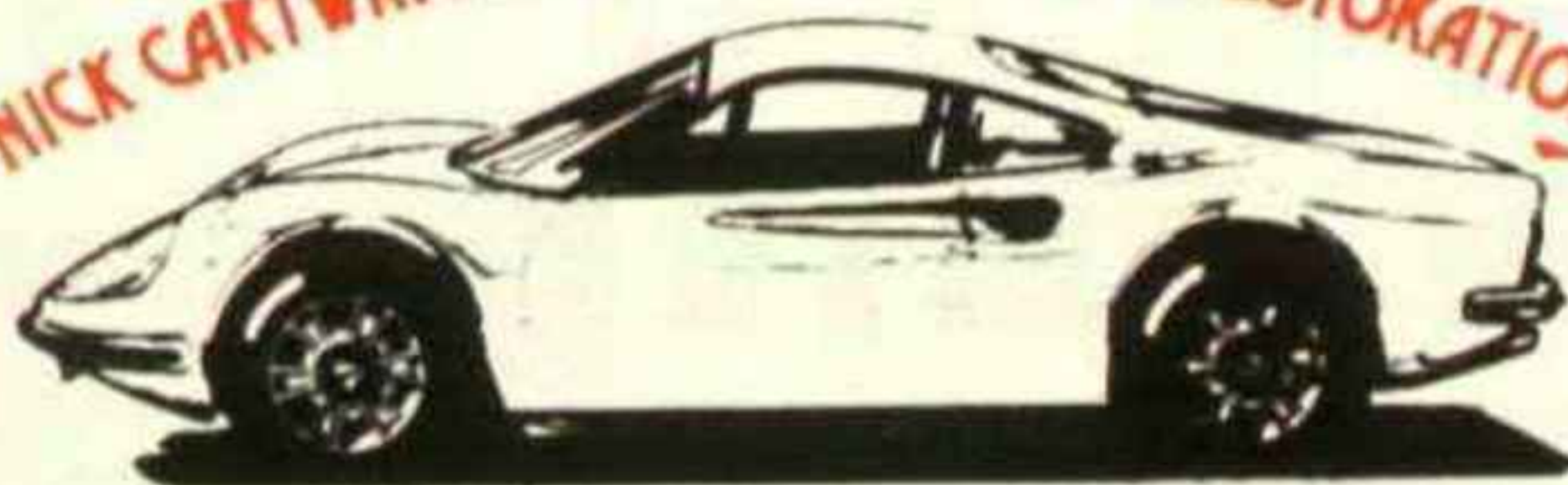
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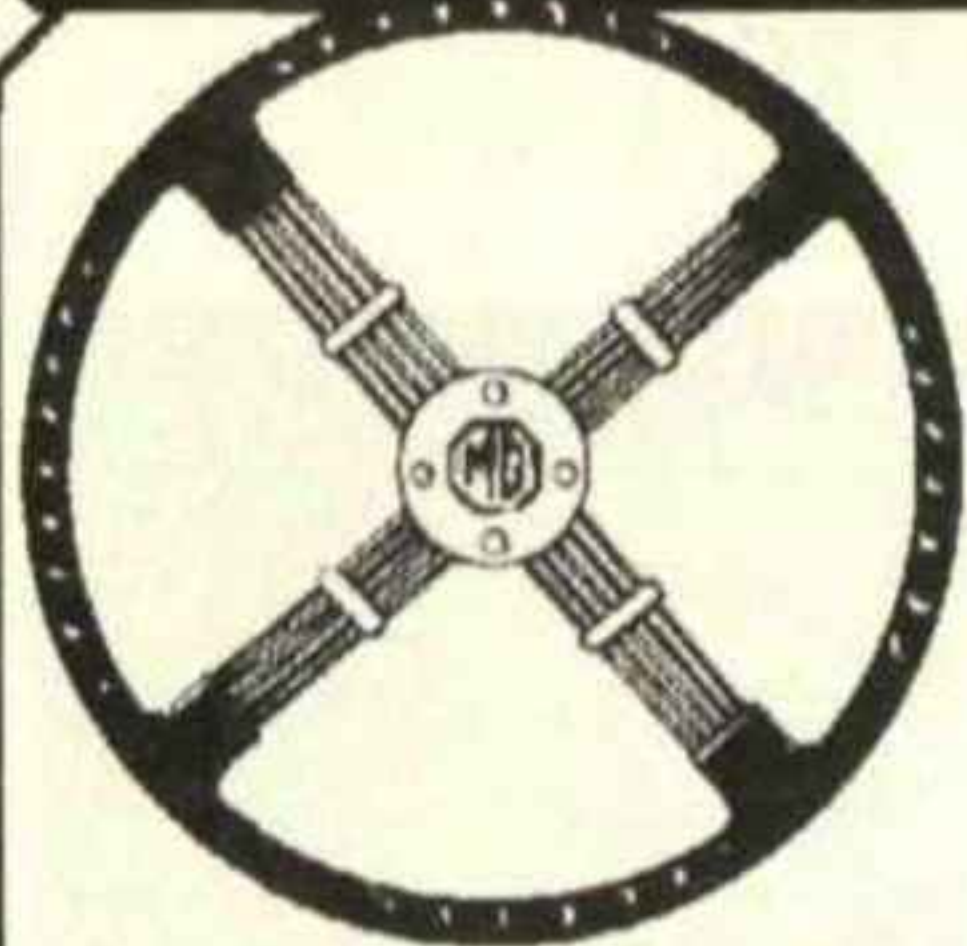
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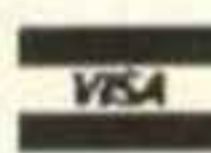
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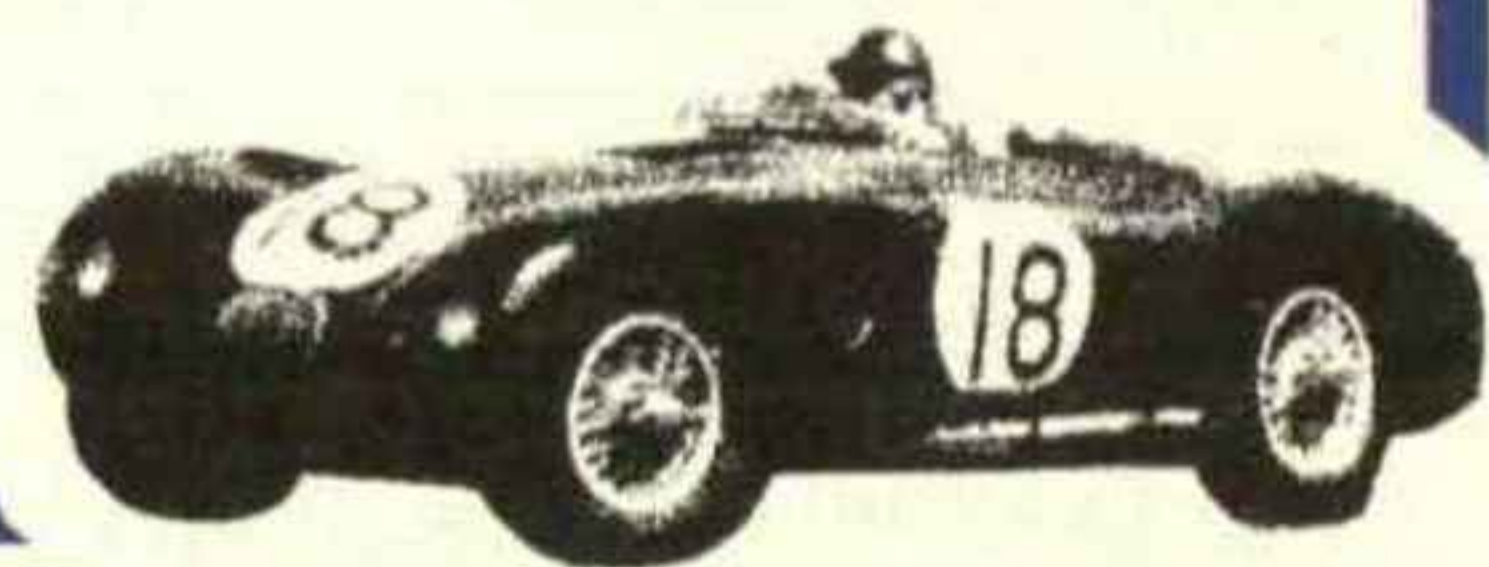
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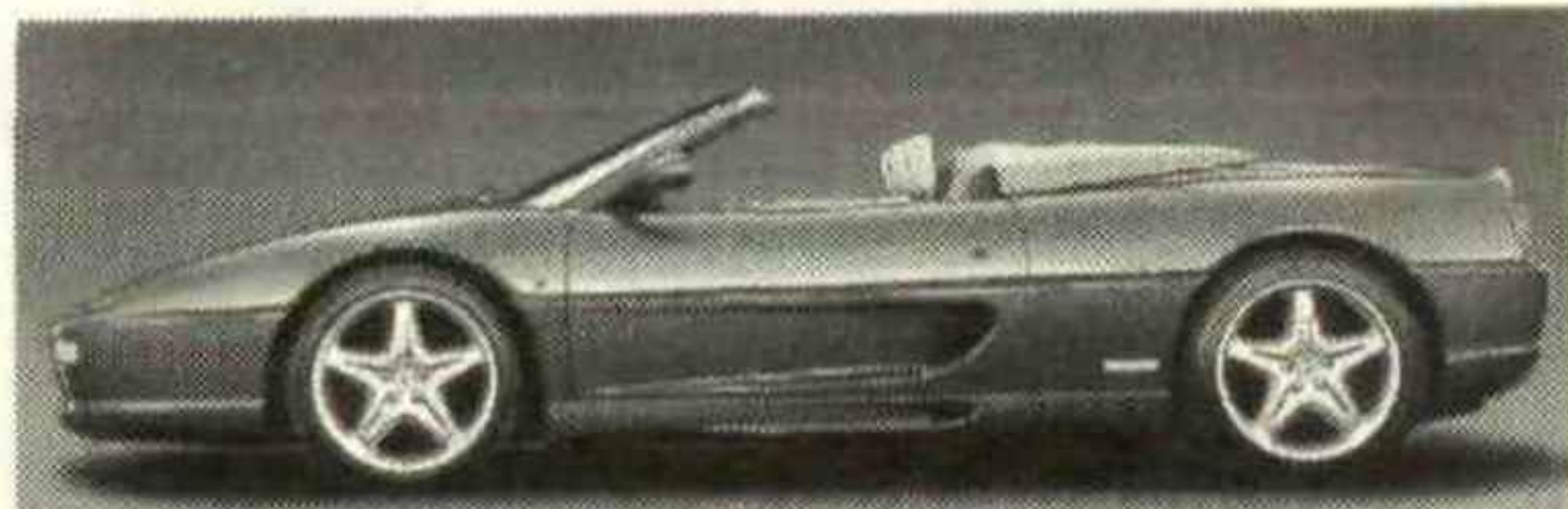
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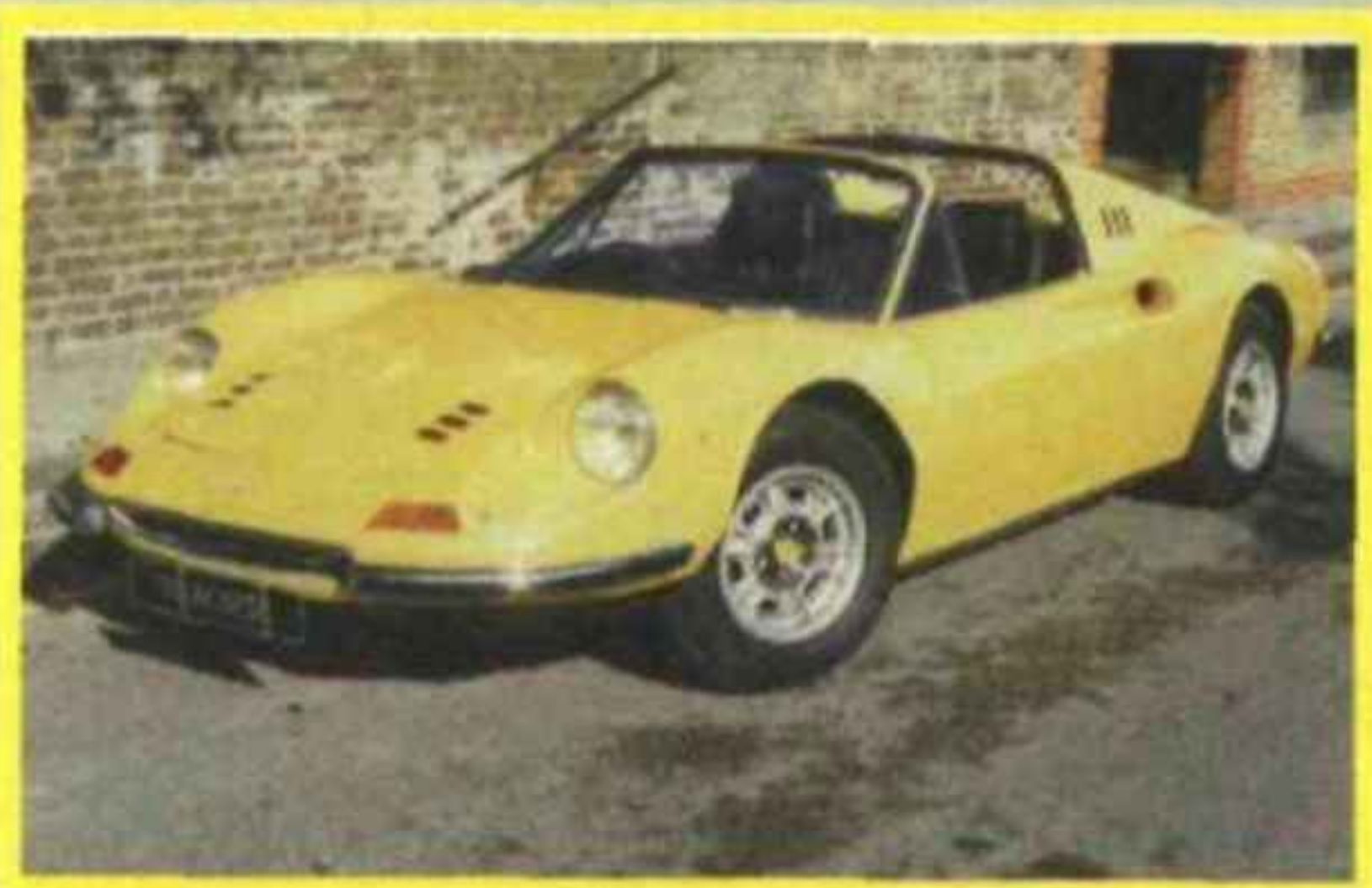
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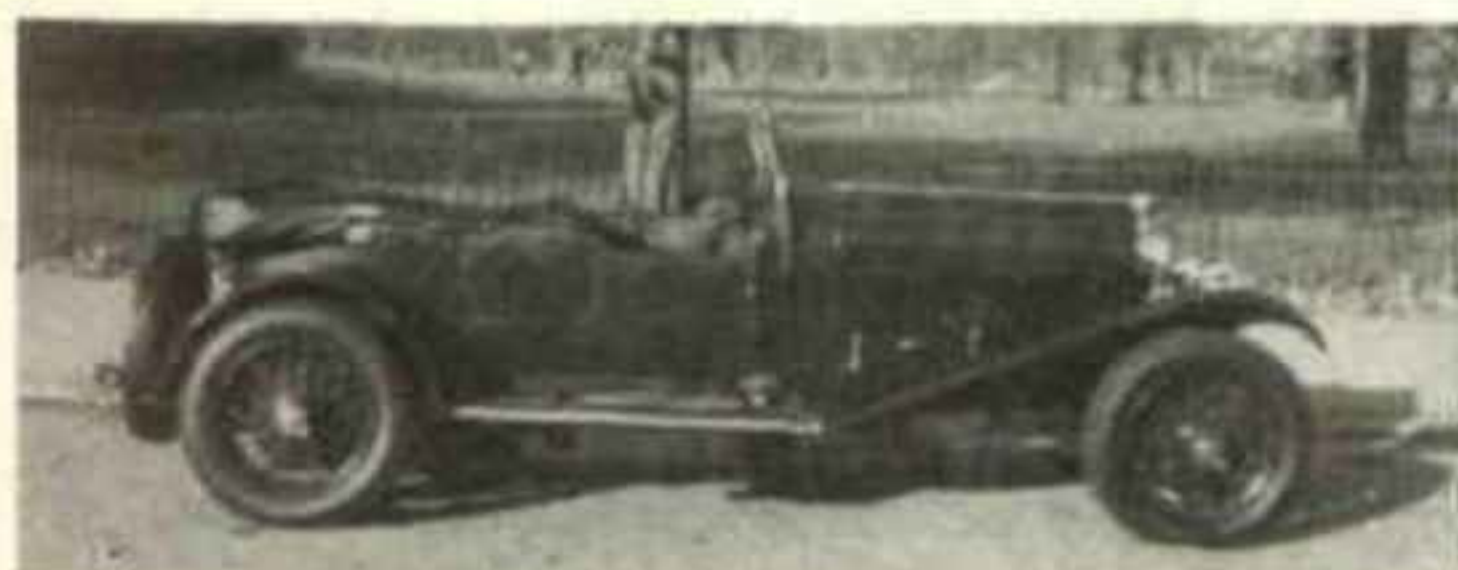
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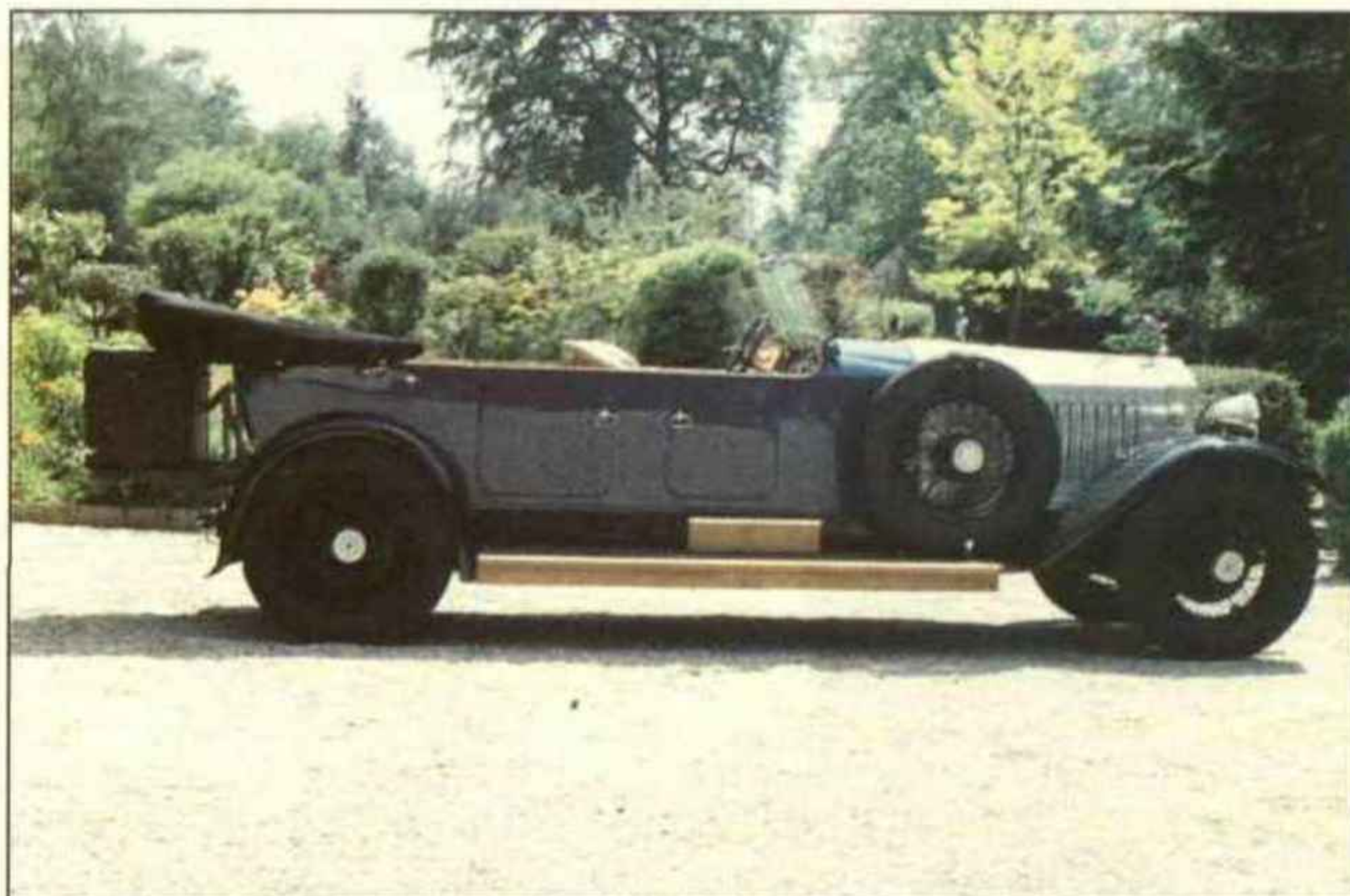
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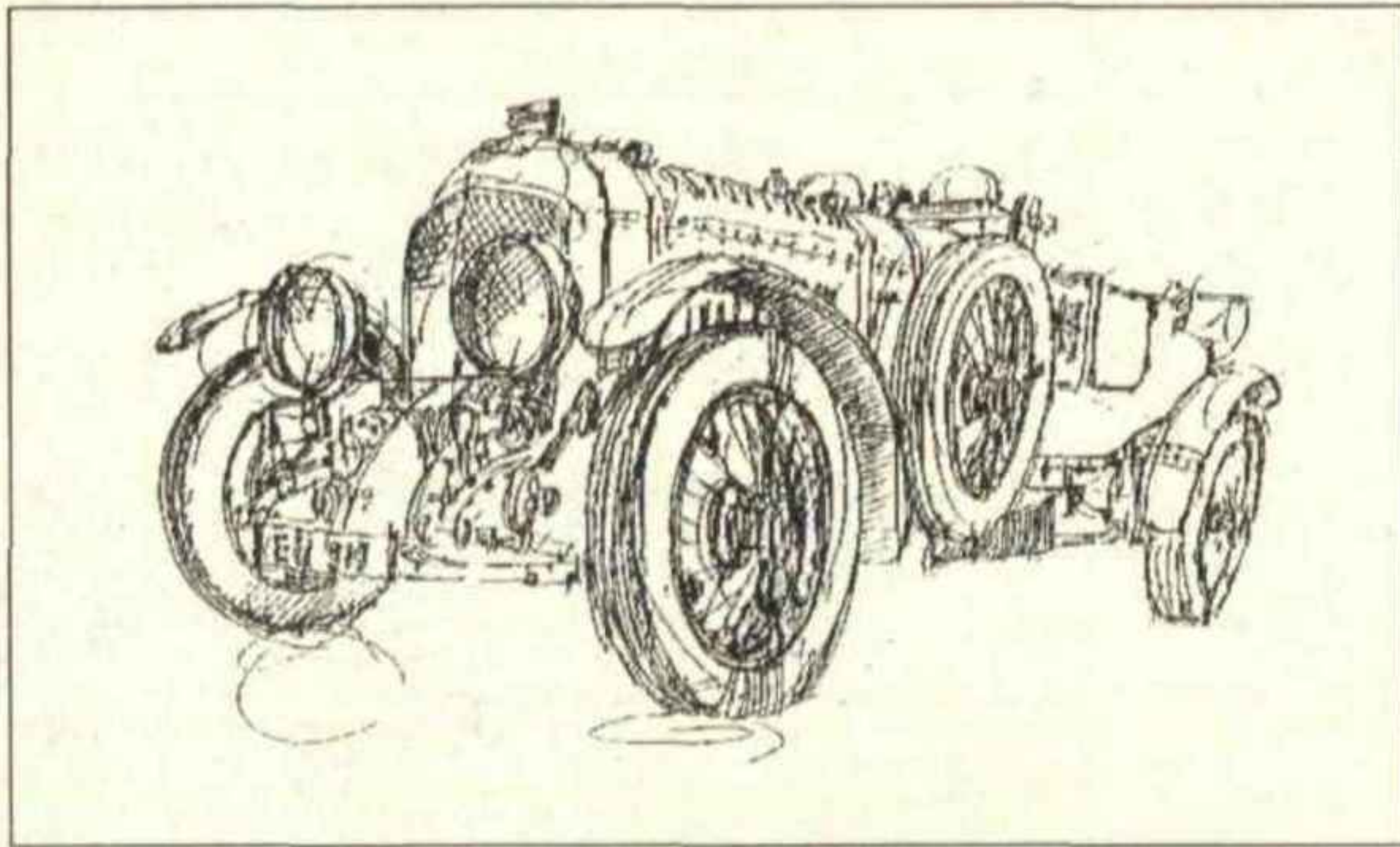
1923 R-R Silver Ghost Piccadilly Roadster by Brewster



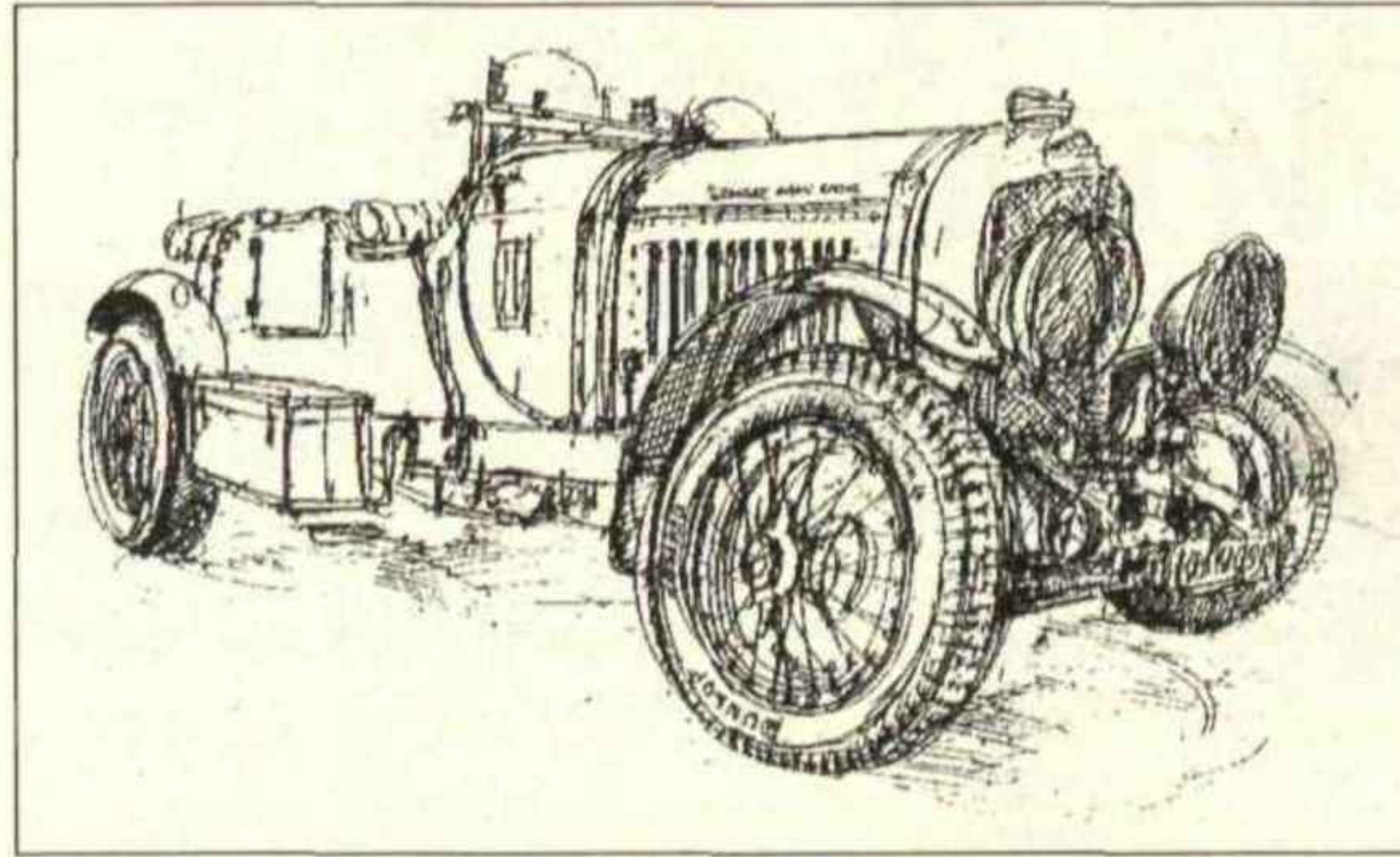
1928 Rolls - Royce P1 - Tourer by Grosvenor

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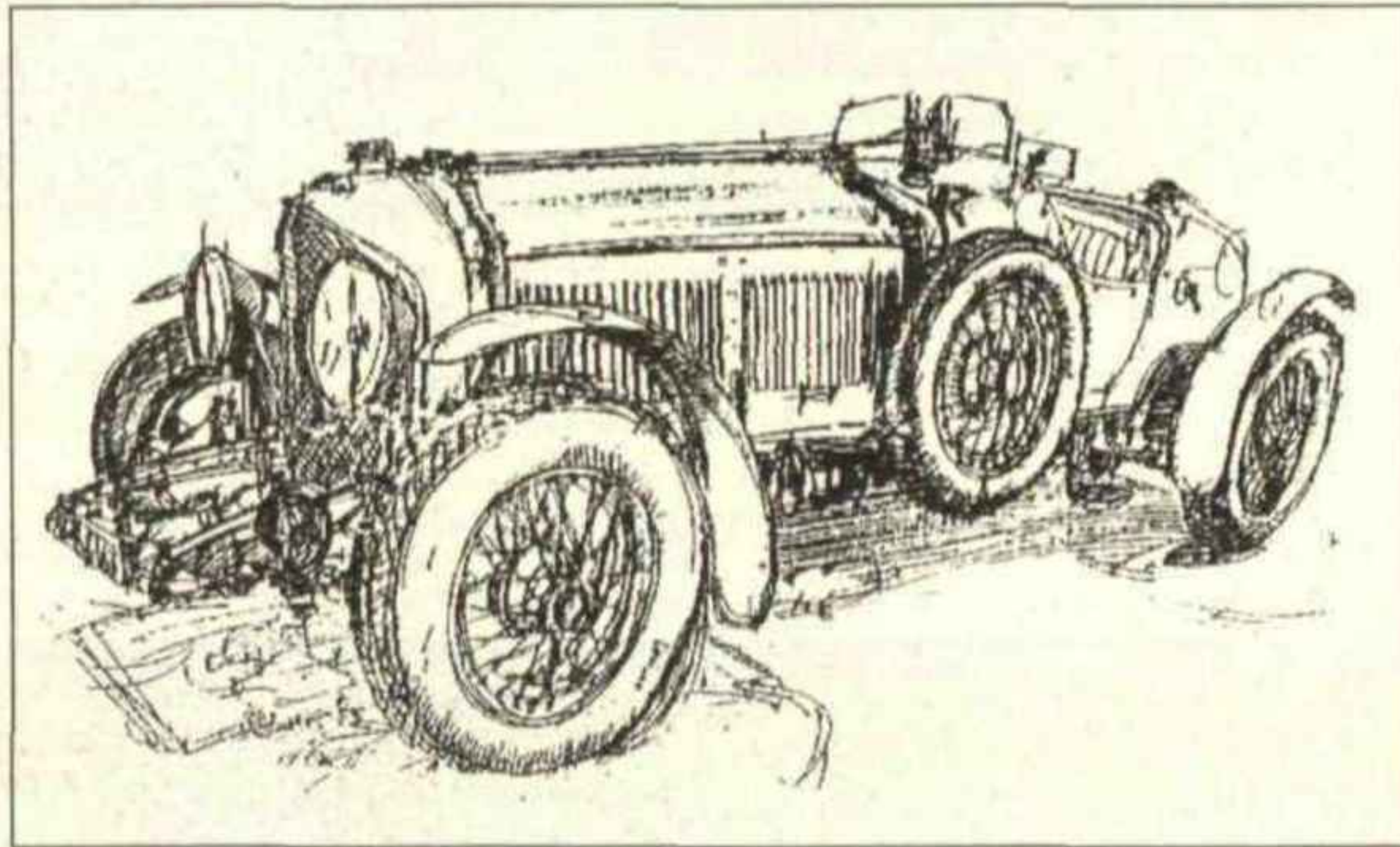
# STANLEY MANN RACING



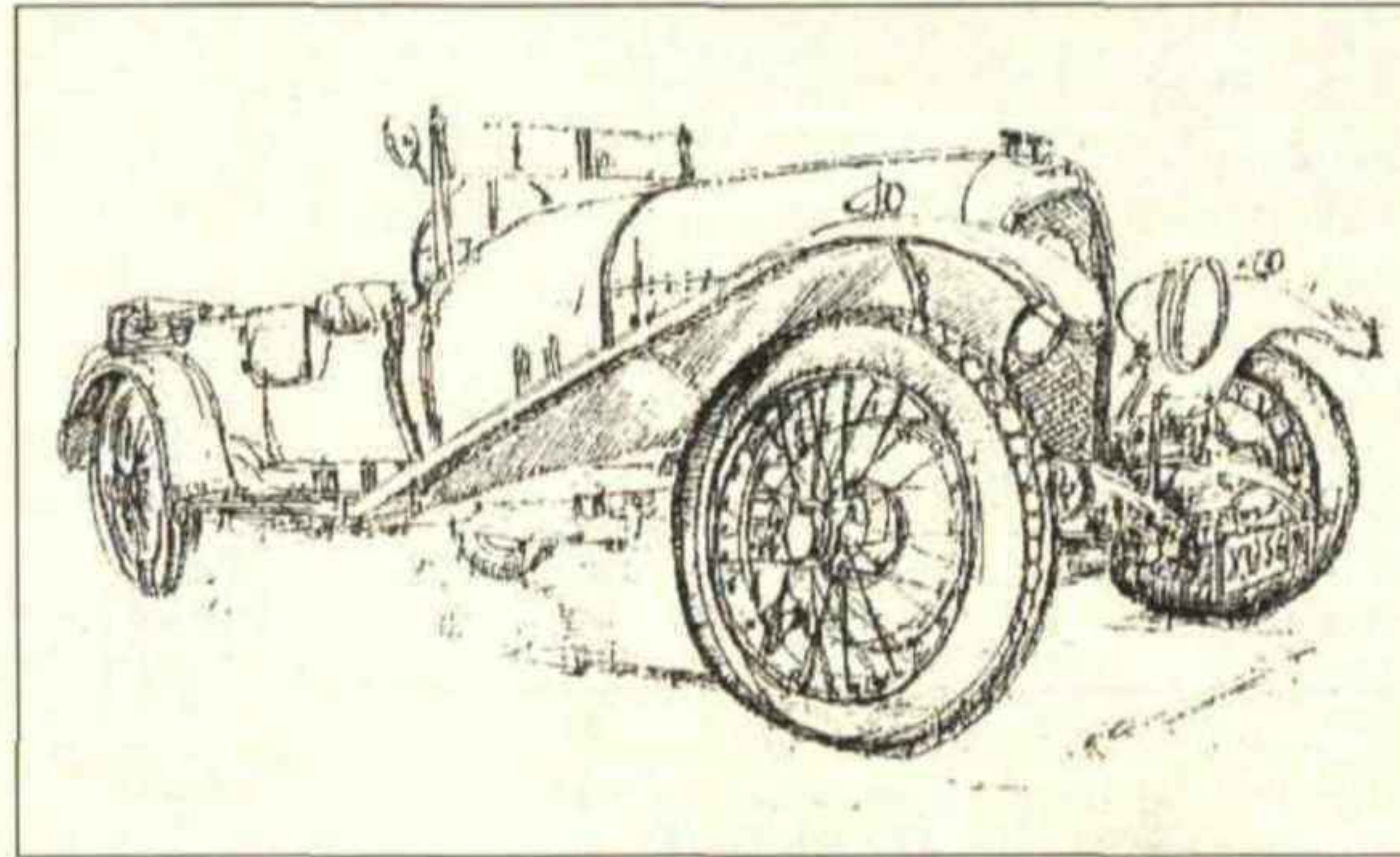
1930 Bentley Blower - Real.



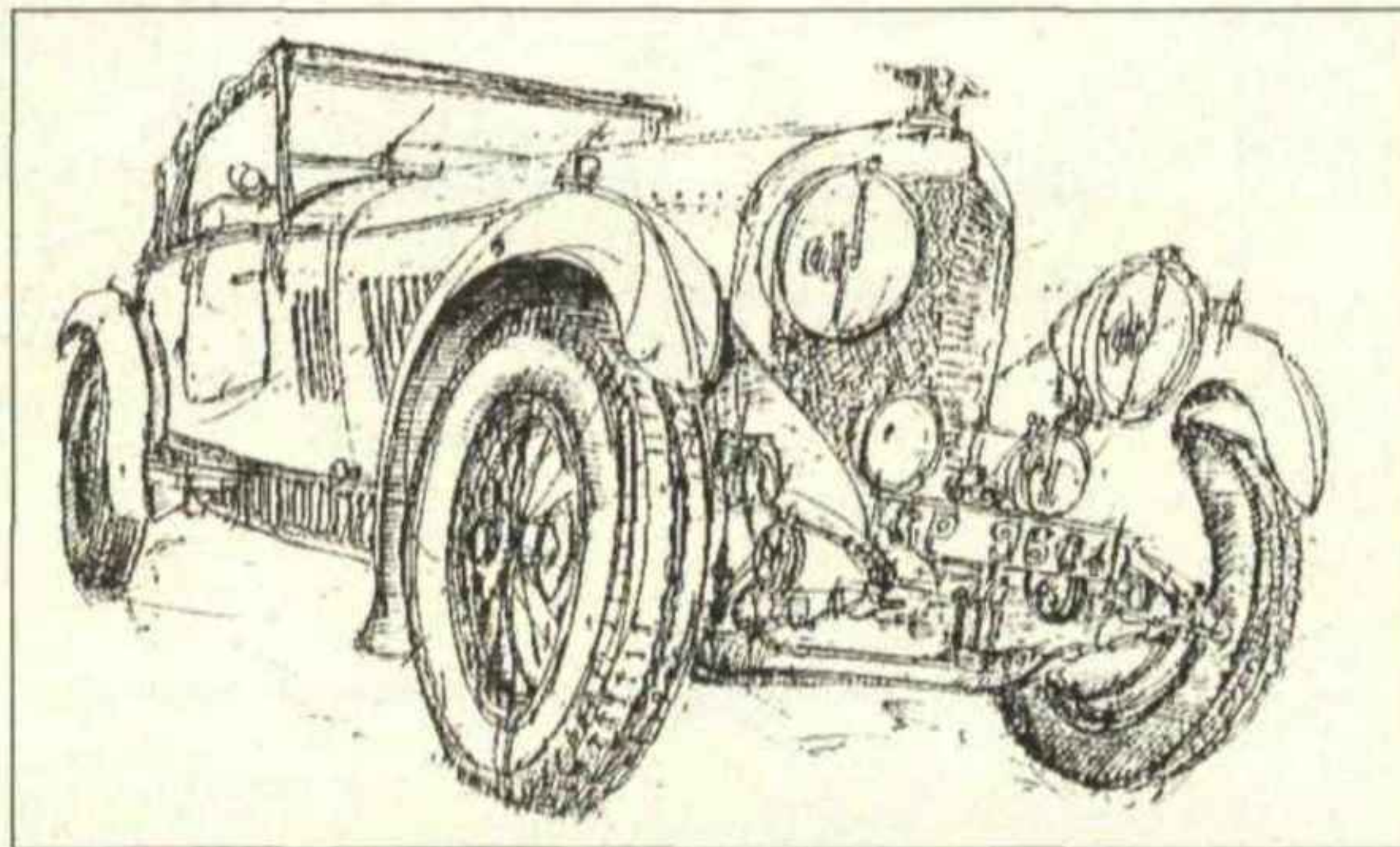
1929 Bentley 4 1/2 Litre Le Mans - Well known car.



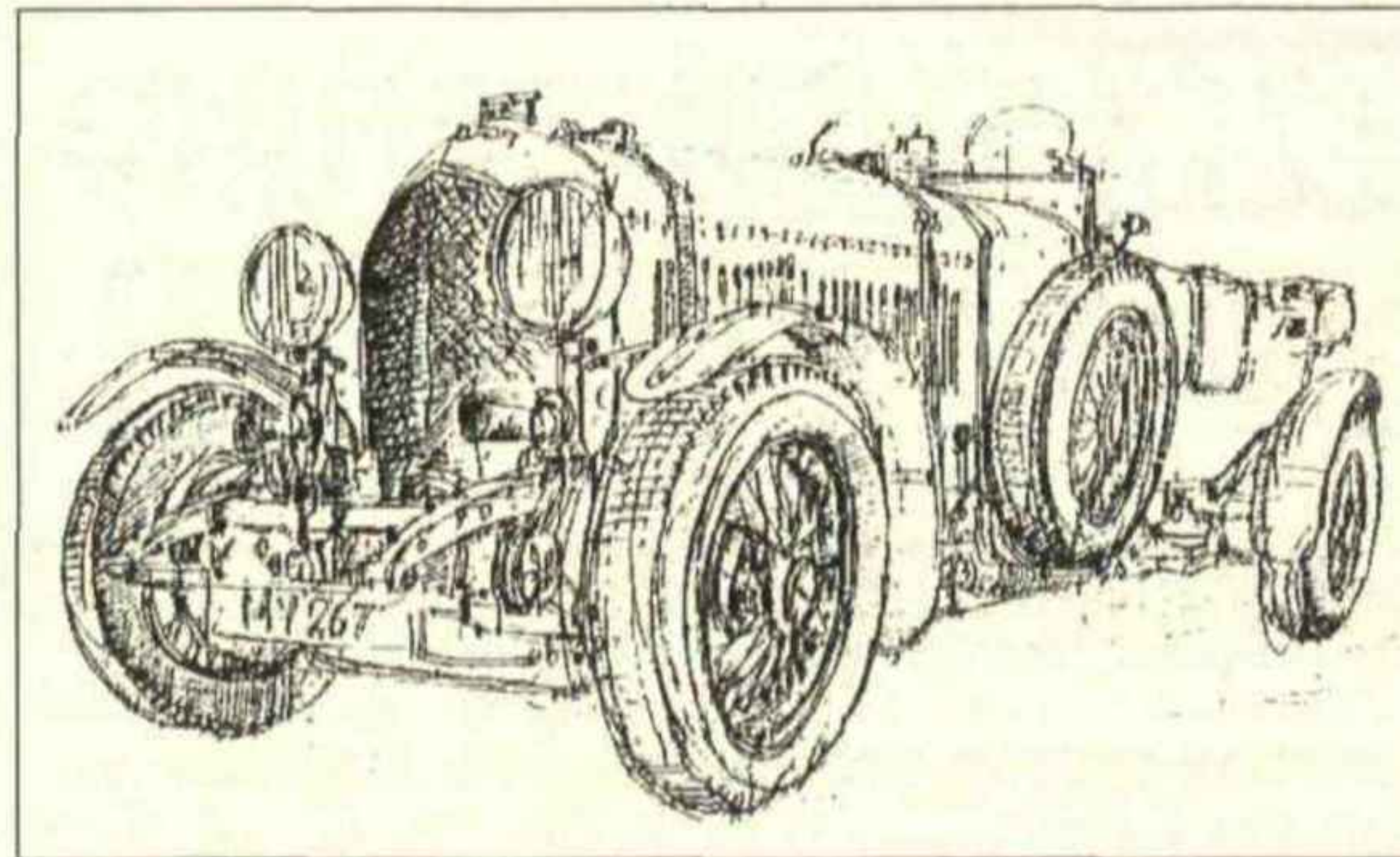
1931 Bentley 8 Litre 2 Seater Sports Special.



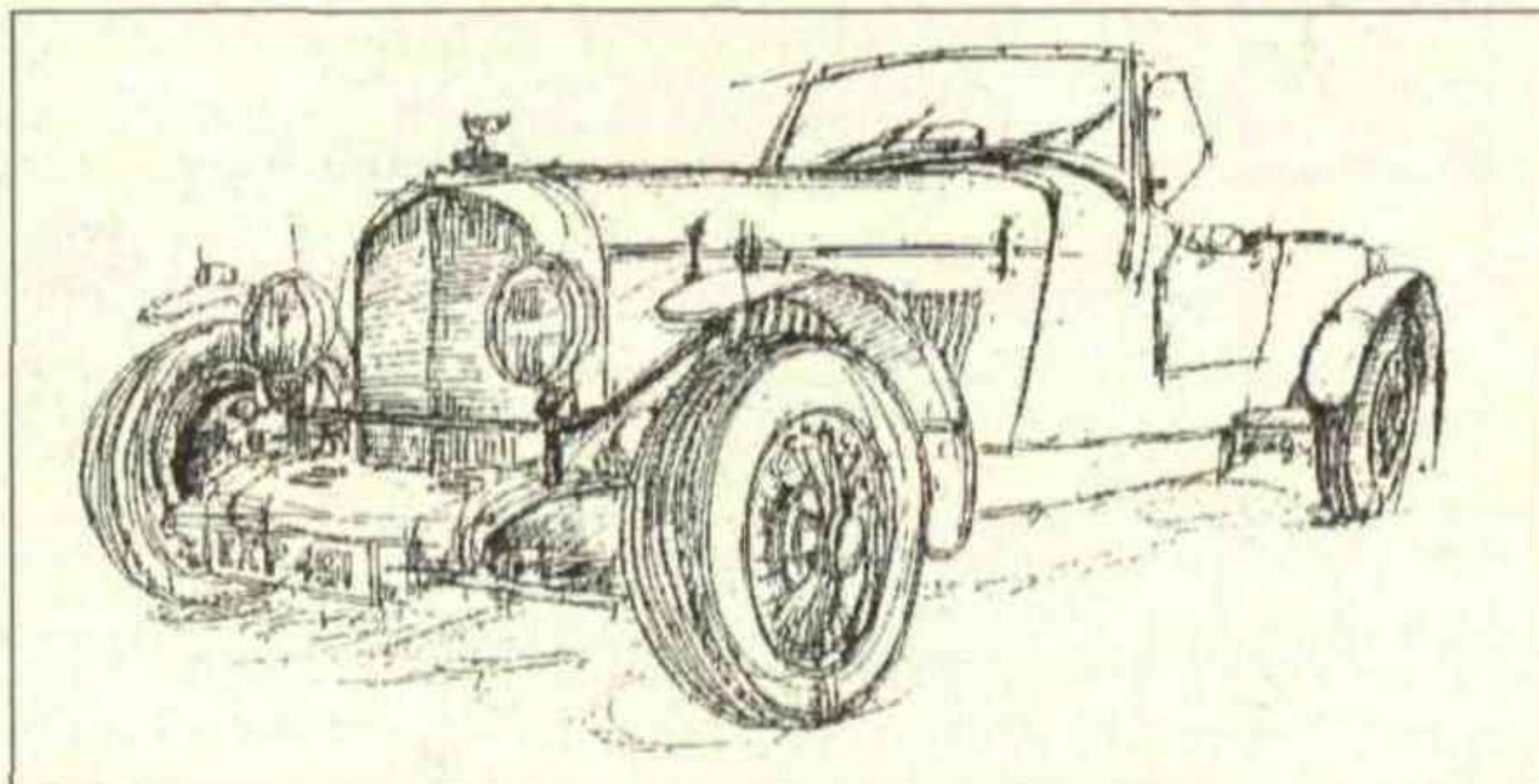
1924 Bentley 3 Litre Red Label Speed Model - Original.



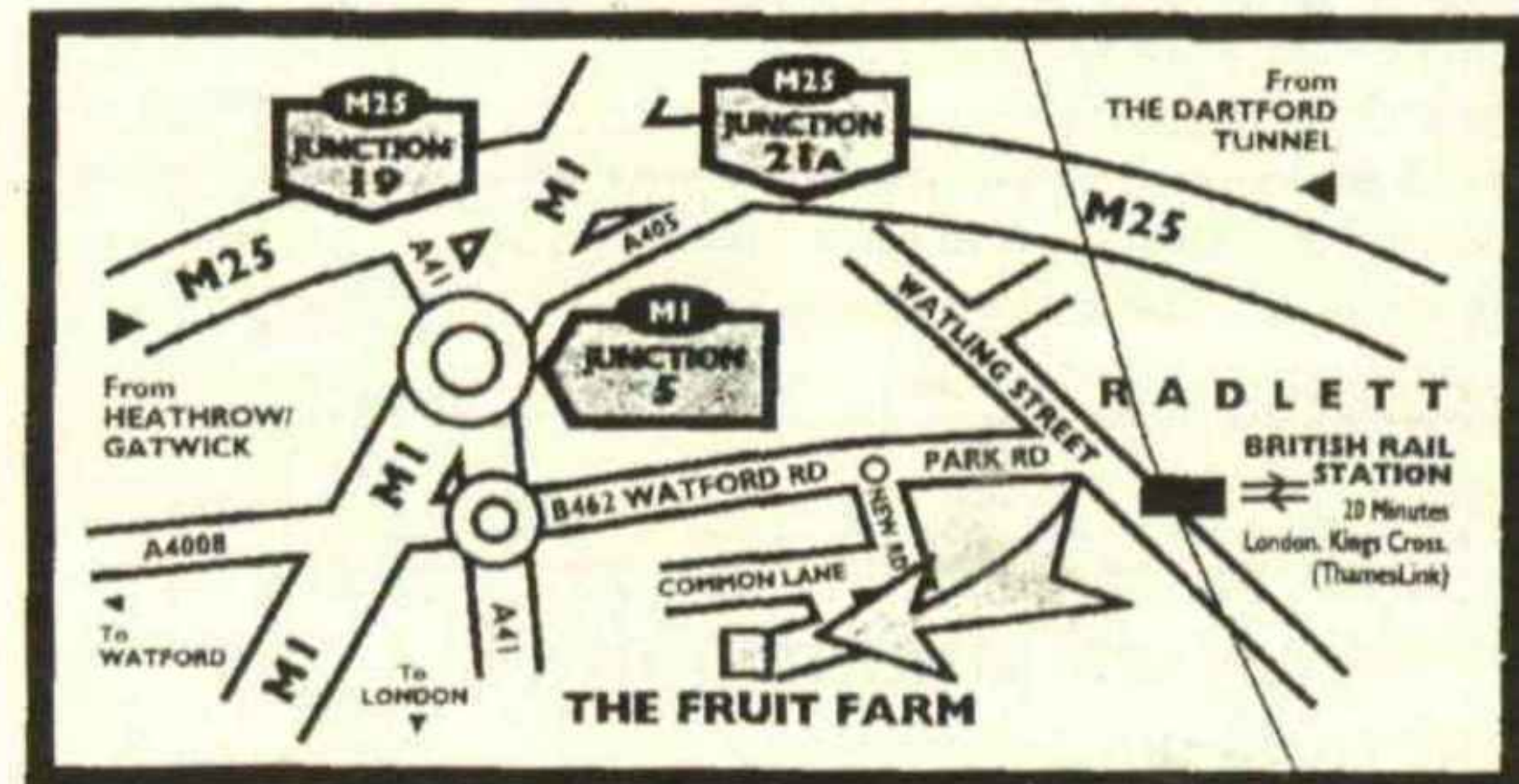
1931 Bentley 8 Litre D/Head Coupe - Fabulous.



1931 Bentley 8 Litre Le Mans - Big Boy's Toy.



1949 Bentley MK6 Special - Fresh restoration.



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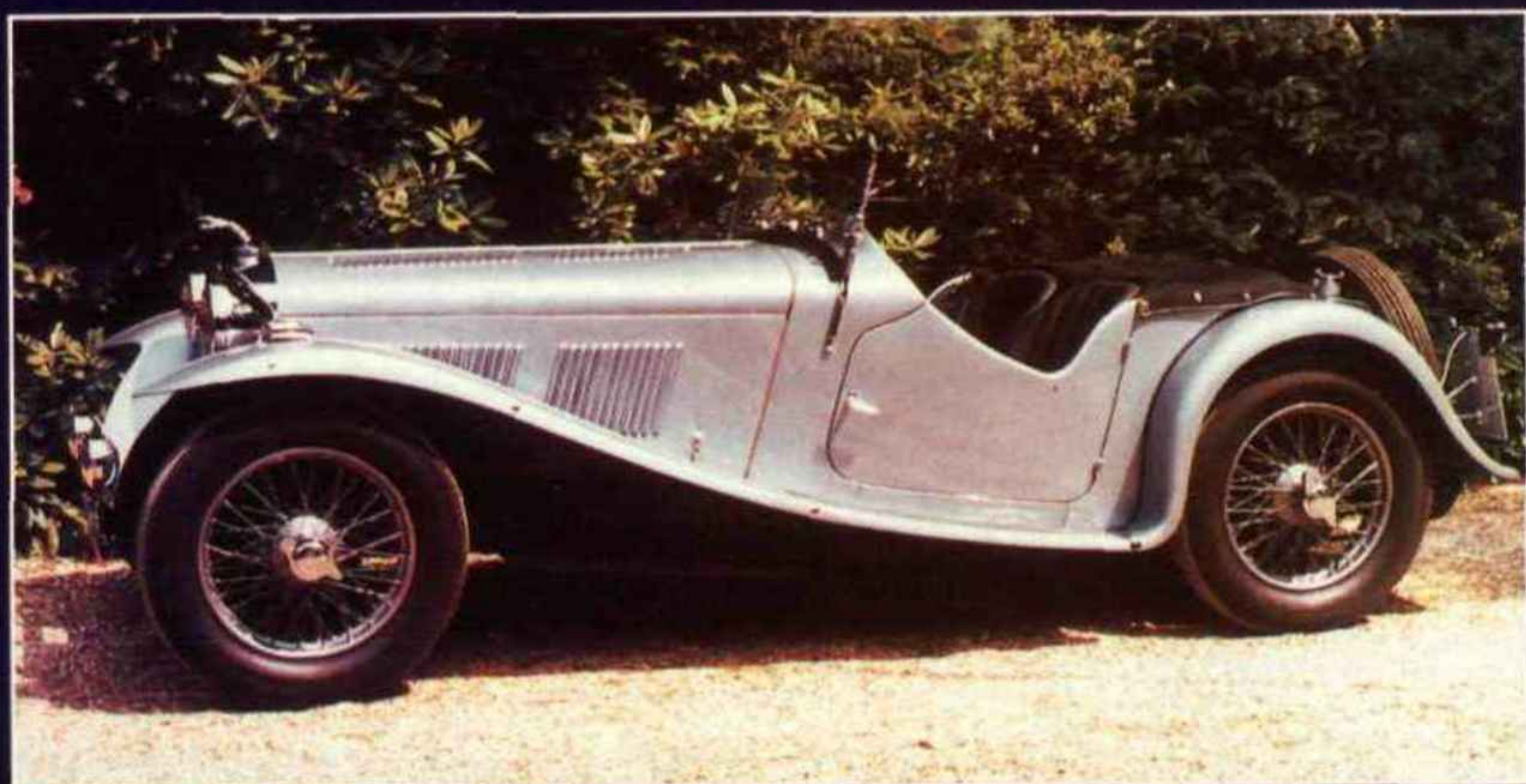
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- 1932 Rolls-Royce Phantom II Continental Sports Saloon by Thrupp & Maberly
- 1923 Rolls-Royce Silver Ghost limousine by Windovers
- 1951 Bentley MKVI Mulliner Lightweight
- 1957/59 Cooper Climax 2 litre T43/51

- 
- 1935 Lagonda Rapier single seater racing special
  - 1935 Lagonda Rapier 2 seat road/racing special
  - 1926 Clyno two seater and dickey

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1952 Allard J2  
1955 Aston Martin DB3S Coupe  
1964 Aston Martin DB4GT  
1929 Bentley 4½ Litre Supercharged, The famous Russ Turner, UU44  
1930 Bentley Speed Six Open Tourer by Wooper  
1930 Bentley Speed Six Le Mans Tourer  
1934 Bentley 3½ Litre DHC by Park Ward  
1935 Bentley 3½ Litre Cutaway door Tourer by Yanden Plas  
1937 Bentley 4½ Litre H.R. Owen Sedan Coupe by J Gurney Nutting  
1954 Bentley R-Type Continental Fastback by Mulliner

1955 Bentley S1 Continental DHC by Park Ward (power steering)  
1955 Bentley R-Type Continental Coupe by Park Ward  
1936 BMW 328  
1935 Bugatti Type 57 Ventoux  
1935 Bugatti Type 57 Stevio Drop Head Coupe  
1932 Delage D8N  
1932 Delage D6 Faux Cabriolet  
1938 Delahaye 135M Drophead Coupe  
1922 Duesenberg Model A, Ex Harrah Collection  
1954 Fraser-Nash Targa Florio MkII  
1937 Jaguar SS100

1953 Jaguar C-Type  
1967 Lamborghini 400 GT  
1961 Lotus 18 Grand Prix Ex Bonnier/Trintignant  
1958 Mercedes-Benz 300 SL Gullwing  
1958 Mercedes-Benz 300 SL Roadster  
1931 MG J.C-Type Supercharged  
1935 Packard Eight Roadster  
1927 Rolls-Royce Phantom I York Roadster  
1935 Rolls-Royce 20/25 Sedan by Gurney Nutting  
1965 Rolls-Royce Silver Cloud III  
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

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