MOTOR SPORT

JANUARY 1996 FOUNDED IN 1924 £2.00

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Champion!

Colin McRae makes rallying history

Classic focus: Triumph TR2

Lotus 87B tested

Plus: Can Schumacher resurrect Ferrari? Niki Lauda speaks out ★ Mercedes S500 Coupé test ★ Buyers' Guide: Rolls-Royce Silver Shadow

1955 Bentley R-type Continental Fastback to be sold at Olympia on February 22.

FEBRUARY 22, LONDON

OLYMPIA

A SALE OF IMPORTANT COLLECTORS MOTOR CARS, MOTORING ART AND AUTOMOBILIA.

February 22nd will see Brooks first London motor car sale of 1996, to be held at Olympia. Entries already consigned include;

1894 1½hp Benz Velo
1903 3hp Oldsmobile Curved Dash
1922/3 Ford Model T Tourer
1924 Morris Cowley Bullnose Two-Seater
1926 Morris Cowley Bullnose Four-Seat Tourer
1926 Armstrong Siddeley 14hp Tourer
1927 Austin Seven Chummy
1937 Fiat Topolino Two-Door Coupe
1942 Daimler Dingo Scout Car
1943 Sherman M4 Tank
1953 Austin Healey 100/4 Roadster
1954/5 Morris Minor Convertible
1955 Bentley R-type Continental Fastback (above)
1959 Morris Mini Minor Saloon
1959 Morris Minor Four-Door Saloon
1962 Fiat Jolly
1963 Lincoln Continental Saloon
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FURTHER ENTRIES ARE INVITED

Collectors Motor Cars, Motoring Art and Automobilia

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OLYMPIA, LONDON, MARCH 25

Brooks March 25th sale of collectors cars will include a special section devoted to Pre-1905 London to Brighton Veteran cars.

This will present a unique chance for vendors and buyers alike to gather for the sale of these very special motor cars and to start preparation for the Centenary London to Brighton Run in November.

Our February sale will be preceded on January 30th by a sale of Veteran, Vintage and collectors car spares to be held at Brooks premises at Clapham, to include the Griffiths/Woodley Collection of 1950s/60s Jaguar racing and other spares. An ideal opportunity to clear the garage at the start of the New Year, or to buy the parts you need to complete a project. Catalogue price £6 UK, £8 Rest of the World including p & p.

On February 24th Brooks will be conducting the Annual Charity Auction of Motor Sport Memorabilia and related items in aid of BEN at The Brooklands Museum.

For further information and confidential advice regarding buying and selling at Brooks, or valuations for probate, family division or insurance purposes, please call Malcolm Barber, Stewart Skilbeck, James Knight, Robert Brooks or Julian Shoolheifer (Automobilia) on 0171 228 8000 or Michael Worthington-Williams on 01559 370928.

You can subscribe to Brooks sale catalogues at an annual discounted price of £100 UK, £125 Europe and £150 Rest of the World. Call 0171 228 8000 and speak to Camilla Ravenshear - credit cards accepted. February sale catalogue price £15 UK, £20 Rest of the World including p & p.

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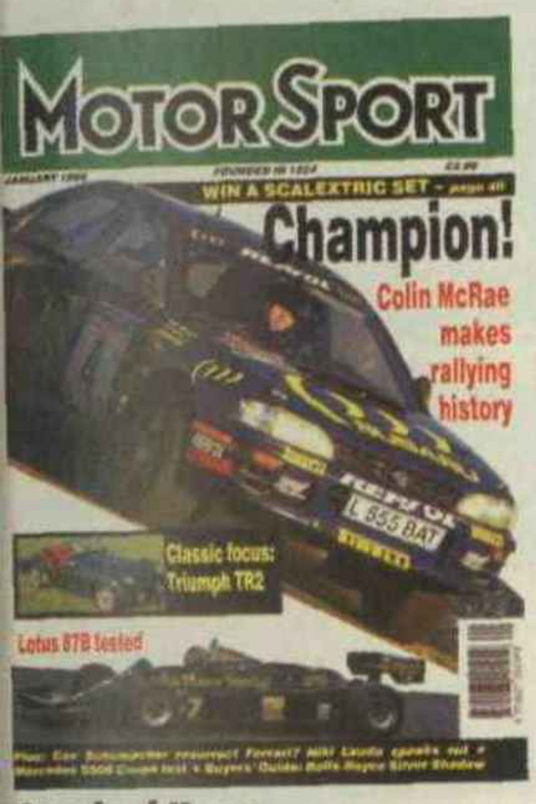

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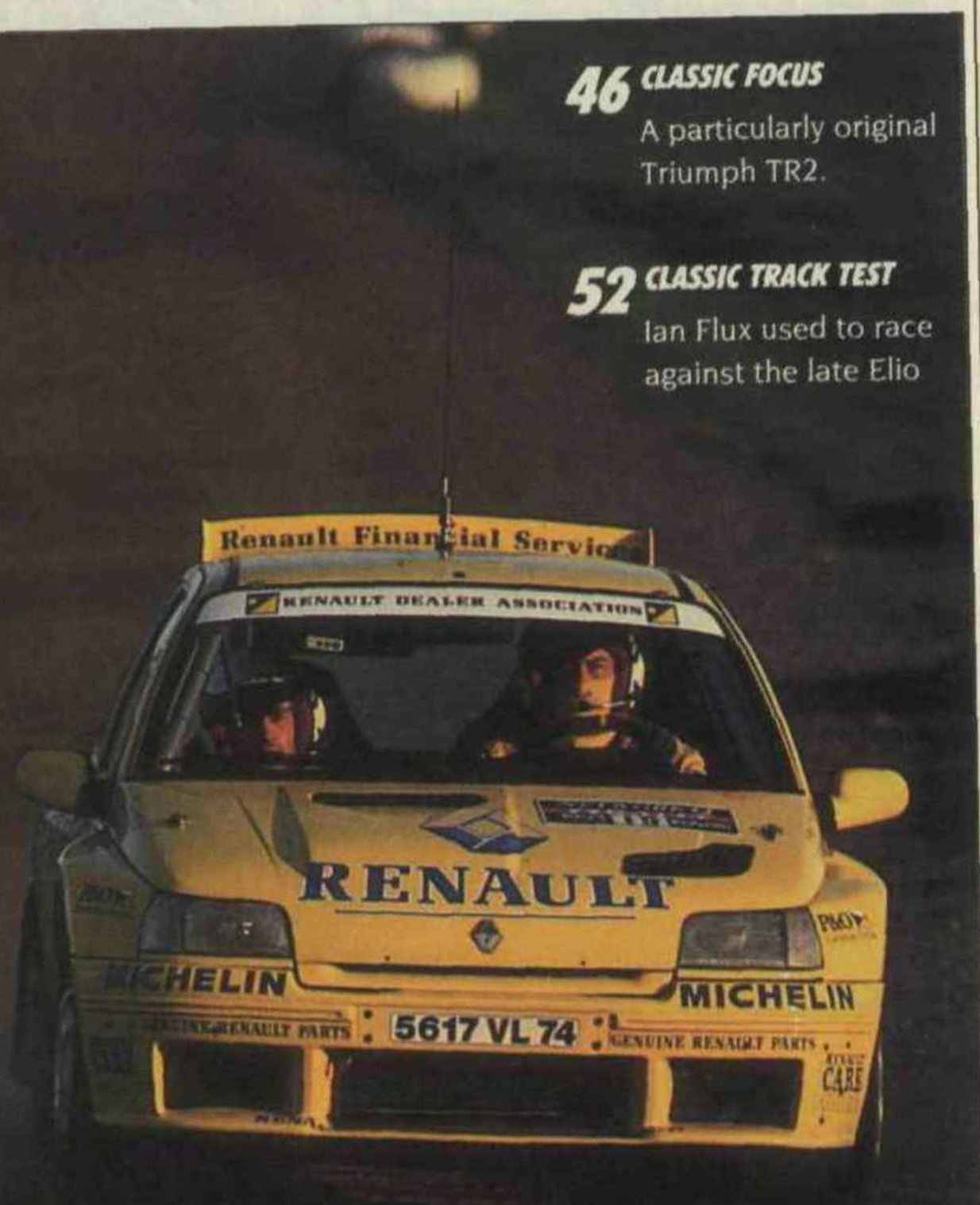


The month in MOTOR SPORT

Formula One testing starts in earnest. Alesi (top) and Berger (above right) acclimatise to the Benetton B195; Michael Schumacher (above) tries Ferrari's 412 T2. No testing for the now defunct Pacific (above, far right), however. Kelvin Burt (right) won the touring car race in Macau. Below, François Delecour celebrates with Colin McRae after beating him in rallying's Race of Champions.

NOVEMBER

15: Entries for the 1996 Formula One World Championship close with all the current teams re-entering. There is, however, no sign of the fledgling DAMS F1 team.

16: Michael Schumacher has his first run in a Ferrari Formula One car when he completes 20 laps of Fiorano in the 412 T2.

17: The organisers of the Melbourne Grand Prix reveal that they are trying to get the 2000 Australian race included in the Olympic Games, which are to be held in Sydney.

17: Britain's second largest Formula Ford manufacturer, Swift Racing Cars, goes on the market after owner Brian Homes decides to sell up.

17: Walter Treser, Opel's Motorsport Director, is replaced by former BMW Managing Director Peter Flohr.

19: Dramatic changes are considered for next year's RAC Rally, which is only part of the Two-Wheel-Drive World Championship. A class for four-wheel-drive World Rally Cars is mooted.

19: Ralf Schumacher, below, emulates his brother Michael by taking the Macau Formula 3 Grand Prix. The race has to be shortened due to bad light when a pile up halts the second heat less than a lap after the start. Jarno Trulli finishes second. Top British runner is Jamie Davies in ninth.

19: Toyota wins the Guia Touring Car Race at Macau, with Kelvin Burt at the wheel of an Exiv. Burt takes the flag after long time leader Jo Winklehock hits the wall while negotiating backmarkers. Steve Soper follows from Julian Bailey and Justin Bell.

19: Briton Brian Saunders beats Sauber F1 driver Jean Christophe Boullion and F3000 star Guillaume Gomez in the Formula Campus race at Macau.

MATTERS OF MOMENT

Where now for British rallying?

The novelty of having a British World Rally Champion in Colin McRae has begun to wear off. At first – like any lottery winner – McRae said that he couldn't believe it. By now, he will be getting used to the label and, with luck, the extra money. He deserves it.

Whether McRae's new status aids British rallying or motorsport generally is another matter. The RACMSA is making some progress towards re-starting the British Junior Rally Team, in association with the International Rally Drivers' Club, but not at any great speed. The cynics will suspect that, with its usual instinct for a quiet life, the RAC is hiving the problem off to someone else rather than offering much leadership.

Some will argue that funding a few talented drivers is a waste of money. They should see the kind of effort that the Finns put into developing their most promising drivers – or the results Australian sportsmen achieve in a range of disciplines with "official" help. McRae is one of a kind. He has risen to the top through a combination of his own talent and parental guidance. It is practically inconceivable that anyone else could follow the same route and it is not good enough to trust to luck to produce drivers of his calibre.

To uncover and encourage further McRaes, Britain not only needs a junior team, but a concerted effort to get more people involved in motorsport. The number of competition licence holders has plunged since the RAC clamped down on road rallying at the end of 1987 and, for the good of every kind of motorsport, this needs to be reversed. People need to be reminded that motorsport is fun and that, like obviously "healthy" sports, it can do you good, in this instance by producing better, safer drivers.

A World Champion like McRae can be an example to the young, if he is willing to get involved in some form of promotion and the RAC is prepared to make use of him. We look forward to some worthwhile proposals from our governing body. **D K W**

19: Toshio Suzuki wins the All-Japan F3000 crown. Tom Kristensen's challenge for the title fails along with his gearbox.

19: Jimmy McRae, above, wins the International RAC Historic Rally. Eight of the top ten finishers are in Porsche 911s.

20: Porsche reveals the first pictures of its GT1 car which will be the 'works' car at the 1996 Le Mans 24 hours. The 911 GT1 is wider than previous models, has a longer wheelbase and truncated rear end. It is expected to produce around 600 bhp.

20: Toyota announces it is to forge ahead with plans for its new World Rally Car despite its exclusion from the 1996 World Rally Championship for the use of illegal turbochargers. The firm says it may not rejoin the championship until 1998.

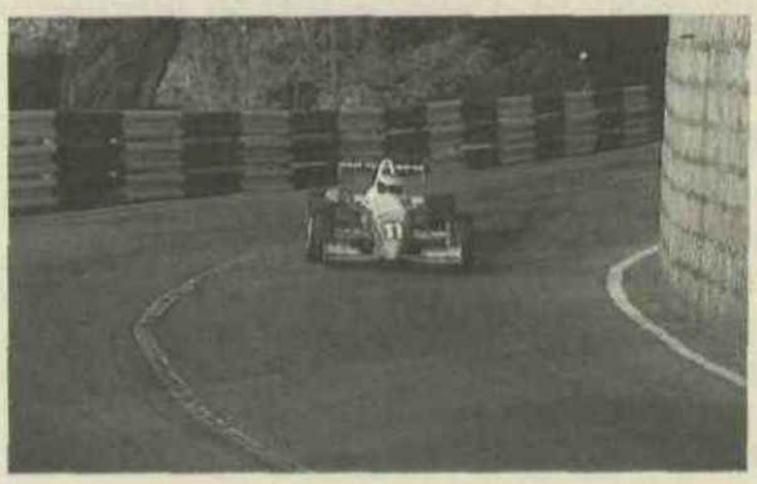
21: Chichester District Council reject Goodwood's plans to use the circuit for historic race meetings.

22: Colin McRae becomes Britain's first World Rally Champion by virtue of winning his second RAC Rally in succession in his Subaru Impreza 555. McRae was forced to overhaul championship rival Carlos Sainz after the Scot lost 2m with a puncture in Pundershaw. Sainz and Richard Burns complete a Subaru 1-2-3, whilst McRae's brother Alister finishes fourth despite rolling his Ford Escort Cosworth. Gwyndaf Evans dominates Formula Two in his Ford Escort RS2000 and Rui Madeira wins Group N for Mitsubishi.

22: The Grifone-run Toyota junior team confirm that they will contest the 1996 World Rally Championship, despite the ban on Toyota Team Europe.

22: Subaru announces that it will field a new car in the World Rally Championship in 1997.

23: TOM'S GB's touring car engine development manager Ewan Cameron is killed in a road accident in South Africa.



23: Robby Gordon, above, escapes with mild concussion from a huge testing accident at Indianapolis. His Walker Racing Reynard 95I crashes at Turn Two, careers into the inside barrier and comes to rest upside down.

24: The new monotype Lola F3000 chassis is unveiled and Zytek is announced as the engine supplier for the new-look sub-F1 category.

24: FIA President Max Mosley, above, attacks the major rally teams in *The Daily Telegraph* over the events of the Catalonia Rally.

24: The BRDC announces that it will administer the new-for-'96 TVR-motivated Grand Prix Lights single seater series in Britain.

25: Williams new boy Jacques Villeneuve continues his impressive testing performances at Estoril, where he sets a time just 0.5s slower than David Coulthard's Portuguese GP pole lap. Michael Schumacher is second fastest in a V12 Ferrari, but is slowest in the new V10 version. Gerhard Berger's first run in a Benetton becomes a nightmare, as he struggles to fit into the car and then shunts the B195.

25: BMW confirms its intention to make the BTCC its priority in 1996. It is rumoured that Steve Soper and Schnitzer may make a return to the series.

25: Damon Hill wins the BRDC Gold Star at the club's annual awards ceremony in London. Hill also takes the Richard Seaman and Johnny Wakefield trophies for acquiring the most points in international races and setting the fastest lap of the Silverstone GP circuit respectively. Other prize winners include John Cleland, Johnny Herbert, David Coulthard and Jacques Villeneuve.

25: BMW confirms it is to develop a V10 F1 engine.

26: Luis Villamil scores a last-gasp Spanish Touring Car Championship success for Alfa Romeo in the final rounds at Jarama. Opel's Jordi Gené effectively loses the title when his Vectra's suspension fails in the first race.

27: Giancarlo Baghetti, the first man ever to win in his debut Grand Prix, succumbs to cancer at the age of 61. The Italian had ensured his place in motor racing's hall of fame with his unprecedented success for Ferrari in the 1961 French GP.

28: Walt Disney World Speedway opens in Orlando. Several Indy Racing League teams test over the next few days, Toyota Atlantic champion Richie Hearn ending up quickest.

29: Eddie Irvine enjoys his first run in a Ferrari F1 car. Over the next two days, he circulates Fiorano 115 times in a 412 T2. Also at Fiorano, Italian youngster Giancarlo Fisichella has performed exceptionally well in a Minardi test.

29: At last! Ford announces that legendary F3 team West Surrey Racing will operate its 1996 BTCC programme. But Rouse Sport – which has given the Mondeos two World Cup successes – will continue its own Mondeo project, perhaps with four-cylinder engines. Meanwhile, Paul Radisich re-signs with Ford to join up with fellow Kiwi Dick Bennetts at WSR.

30: Robin Herd, above, most famous for his seminal March designs of the 1970s, bows out of motor racing to concentrate on his chairmanship of Oxford United FC.

30: NASCAR will visit Japan in 1996, '97 and '98. The American heavy metal circus has signed a three-year contract with Suzuka Circuitland.

DECEMBER

1: Denmark's Jason Watt, above, emerges quickest from a 20-man Class 1 Alfa Romeo test at Mugello. The Formula Opel Euroseries champ pips Scot Anthony Reid and Italian karting star Alessandro Manetti. Meanwhile, Ralf Schumacher storms off in a huff when he fails to be granted more laps than the other drivers.

1: Spaniard Jordi Gené gives the new Lola Formula 3000 car its shakedown run at Snetterton, completing two days without a hitch.

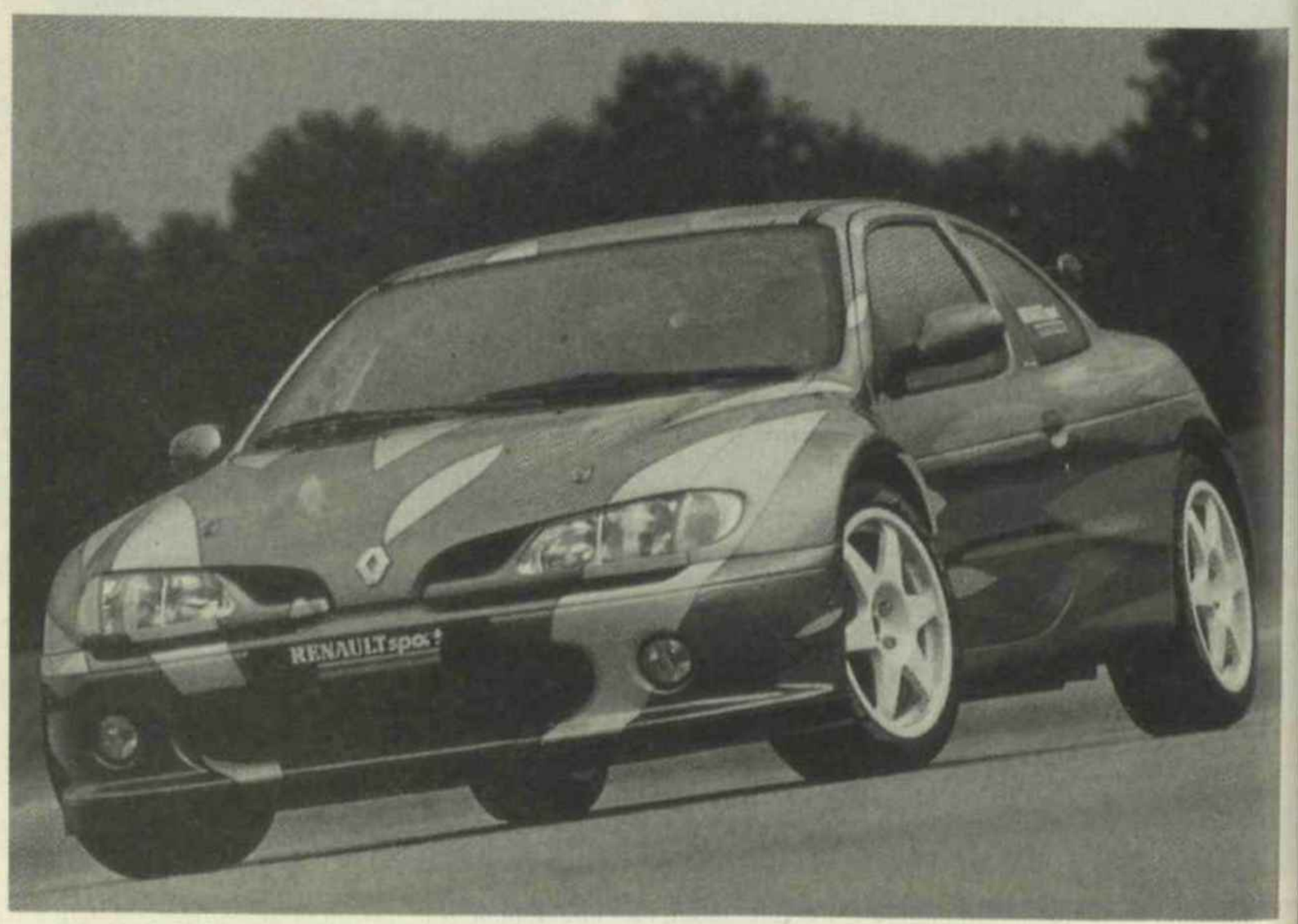
1: 1985 Indianapolis 500 victor Danny Sullivan, above, calls it quits, after suffering a broken pelvis in August's Michigan 500.

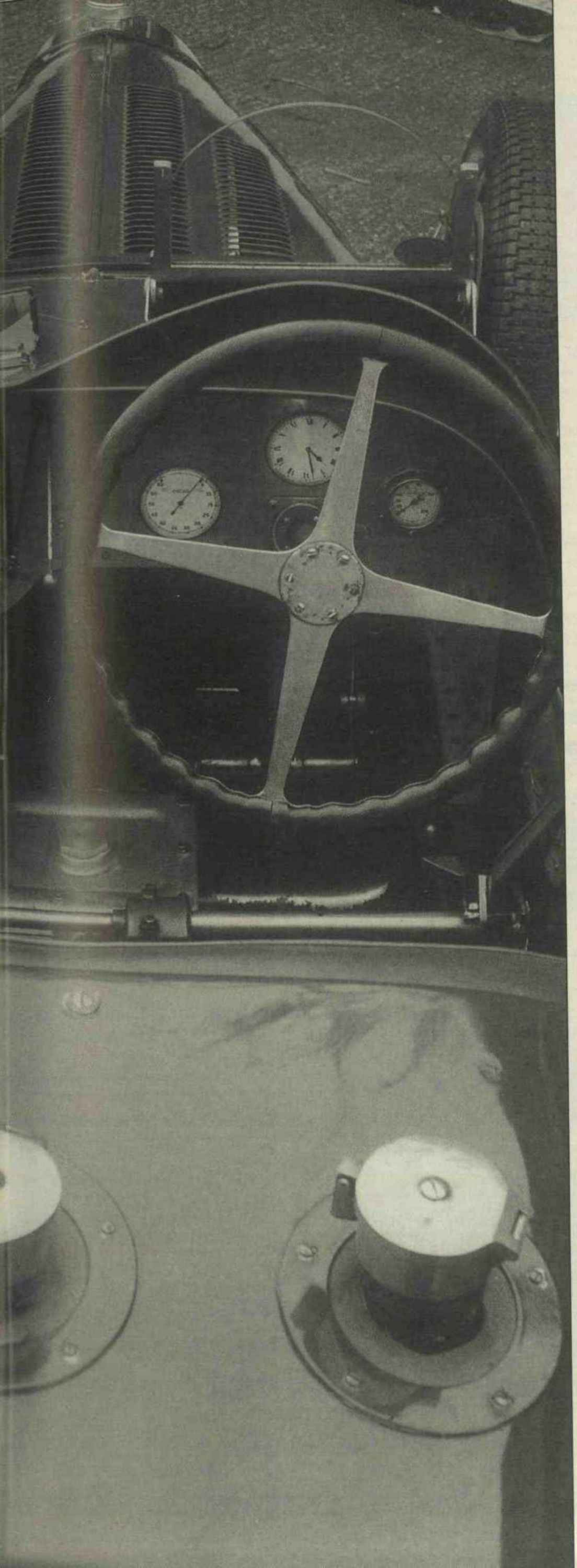
1: Renault decides that it will rally its Mégane (bottom) in kit car form in the 1996 British Rally Championship, thus rendering Robbie Head and Alain Oreille ineligible for points in this GpA series. If kit cars are allowed in for '97, the *regie* will hit the ground running.

3: Mika Hakkinen returns to his Monaco home, after being released from the Royal Adelaide Hospital.

3: Formula Vauxhall champion Jonny Kane is confirmed as the McLaren/*Autosport* BRDC Young Driver of the Year. The Ulsterman is now virtually certain to graduate with Paul Stewart Racing to the British F3 Championship.

3: Expatriate Brit Brian Saunders clinches the Formula Asia title at Indonesia's Sentul circuit.





London 1996
30th January

1995 saw Coys continuing to lead the world market in the sale of important historic motor cars.

Significant results achieved in our auctions during the past few months have included the following:

1964 Ferrari 250 Le Mans, ex-Scuderia Filipinetti	*£368,775*
1931 Bentley 8 Litre tourer by Corsica 'UL 7'	*£352,012*
1935 Alfa Romeo 6C 2300 Spider, ex-Benito Mussolini	*£217,800*
1967 AC Cobra 427, 'The Autocar' test car	*£160,600*
1960 Aston Martin DB4 GT	*£134,100*
1939 Jaguar SS100 3½ Litre, ex-works 'EHP 202'	*£127,395*
1965 Lotus Cortina, ex-Sir John Whitmore	*£34,642*

These impressive prices have been accompanied by an average sales rate which is the envy of our competitors, doubtlessly assisted by our worldwide customer base and standards of presentation which are second to none.

We are currently inviting entries for our first sale of 1996, to be held at The Royal Horticultural Halls in London on 30th January.

Should you be considering the purchase or disposal of an historic motor car, please do not hesitate to contact us for friendly, professional advice.

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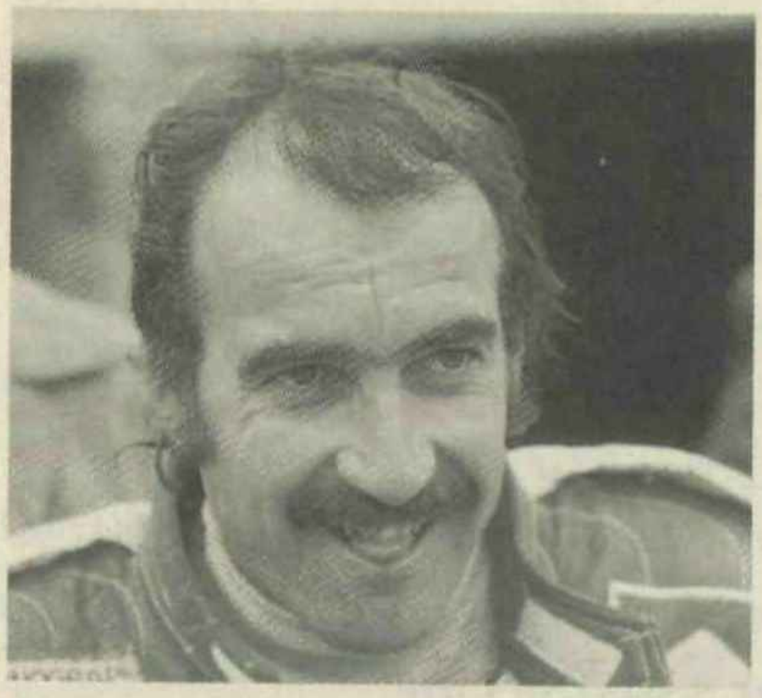
3: François Delecour takes his first win of the season! The Frenchman pips Colin McRae by just 0.03s in rallying's Race of Champions on Gran Canaria.

4: Pacific Grand Prix pulls out of Formula One due to financial problems, the 17th team to do so since 1989. It looks likely that the Norfolk organisation will return to Formula 3000 – conversations with Porsche concerning GT racing are also ongoing.

4: The FIA releases the entry list for the 1996 F1 World Championship. There are only 22 cars on it.



4: Sensational stories emerge to the effect that Clay Regazzoni, above, is planning a racing return, in the BPR GT series. The 56 year-old Swiss has been confined to a wheelchair since his horrific accident in the 1980 US GP West, but will drive a Porsche-powered Monte Carlo GT car with the assistance of hand controls.

4: Derek Warwick confirms that he is entertaining the prospect of competing in Norway's Arctic Rally in January. An approach has also been made to fellow Alfa Romeo driver Nicola Larini.

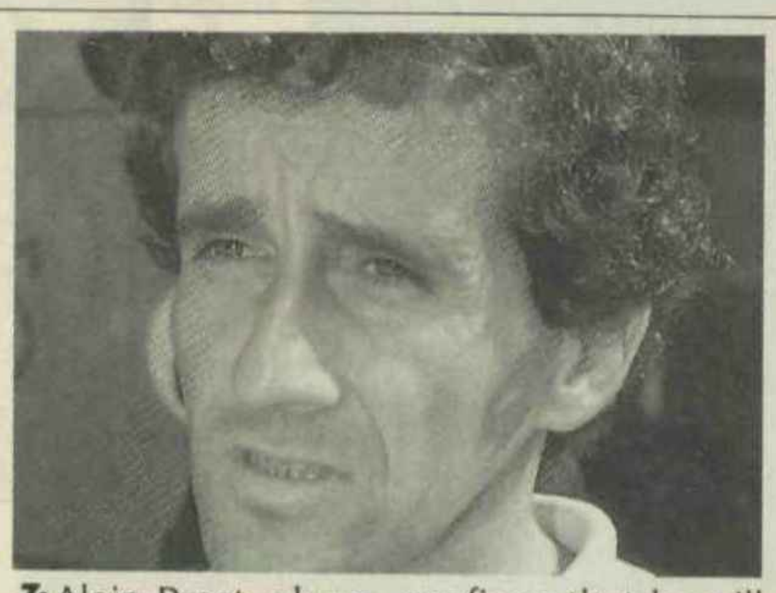
4: Just five seconds cover the top three at the finish of the Rally of Thailand, the final round of the Asia-Pacific championship. Tommi Mäkinen's Mitsubishi Lancer wins from Mitsubishi team-mate Kenneth Eriksson and Subaru's Richard Burns. The result confirms Mitsubishi as manufacturers' champion, adding to Eriksson's drivers' title.

4: Ford is planning to contest the Safari Rally. Stig Blomqvist and Gwyndaf Evans have been testing for the event in France.

4: Rumours link former Renault F1 *pilote* Patrick Tambay with a Laguna project in the European Rallycross Championship.

5: 1996 touring car plans fall into place: Jason Watt, 1994 British Formula Ford champion, is confirmed as a member of Alfa Romeo's ITC driver line-up; Anthony Reid signs for Nissan; Julian Bailey reveals that he will drive for Toyota in South Africa.

6: Carlos Sainz tests a Ford Escort Cosworth at Boreham, and insists that he has made no commitments for '96.



7: Alain Prost, above, confirms that he will play a technical role in McLaren's attack on the 1996 World Championship. But he vehemently denies that he will race.

David Coulthard is 'pleasantly surprised' by his first run in the McLaren. The Scot tests the car at Estoril. Guest drivers Jamie Davies and Dario Franchitti impress the team in their brief outings with the car.

Al Unser Jnr and Paul Tracy shake down Penske's latest IndyCar contender, the PC25, at Phoenix Raceway.

8: Nascent F1 team DAMS withdraws from the 1996 World Championship.

10: A storm erupts when Bologna University Professor, Enrico Lorenzini, leaks information from the inquest into the fatal accident of Ayrtona Senna, below, at Imola. The News of the World claims that it was caused by a bad weld on the Williams' steering column. The Didcot team refuses to comment on the matter.

11: Pacific announces that it will revert to F3000 in '96.

François Delecour hints that he may drive a Peugeot 306 Maxi on the Monte Carlo Rally, but Opel Belgium's World Rally Championship plans founder because of a paperwork error that stymies the homologation of the kit version of the Astra GSi.

OBITUARY

Giancarlo Baghetti

We were saddened to learn of the death, on November 27, of Giancarlo Baghetti. He succumbed to cancer, aged 61.

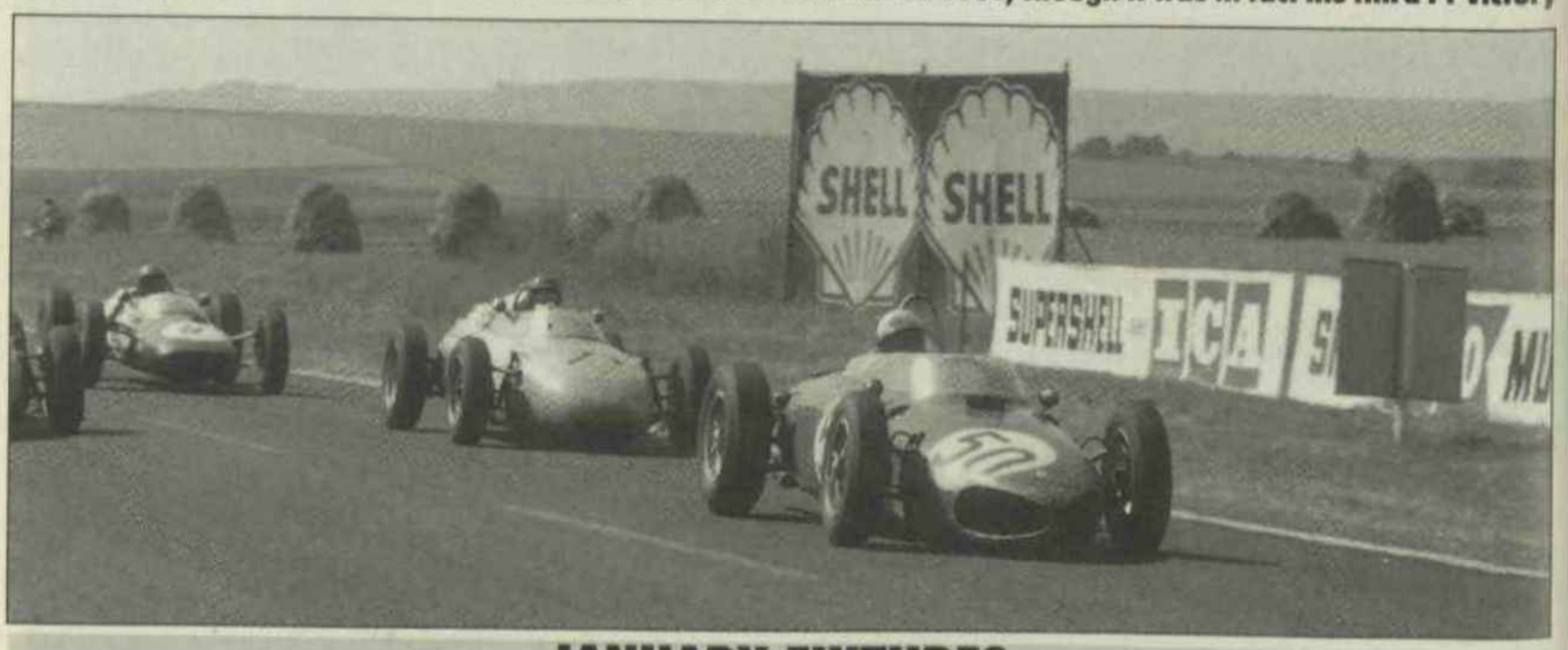
Baghetti was not well known to the public at large, but his place in motor racing history is secure. At Reims in 1961, he took his Ferrari 156 to victory in his very first World Championship race, a feat which has not been equalled since. His success in the French Grand Prix was actually his third straight F1 triumph, for he had previously won the non-championship races at Syracuse and Naples, though the latter had a conspicuously weak field.

Baghetti never completed a full World Championship campaign, and his career declined as he moved from Ferrari to ATS and thence a sequence of occasional appearances in various F1 cars. After his initial blaze of glory, he recorded just a pair of points-scoring finishes in 1962.

After his last F1 start, at Monza in 1967, he dabbled with other forms of the sport until retiring to concentrate on a new career in photo-journalism.

We offer our sympathies to his family and friends.

Baghetti's unique achievement was to win his debut GP at Reims in 1961, though it was in fact his third F1 victory



JANUARY FIXTURES

Date	Venue	Event	Type
Jan 4-7	NEC, Birmingham	Autosport Int'l Show	INT
Jan 19-21	Various	MCC Edinburgh Trial	R
Jan 21-26	**Various**	**Monte Carlo Rally**	**INT**
Jan 27	Brooklands	VSCC Driving Tests	R

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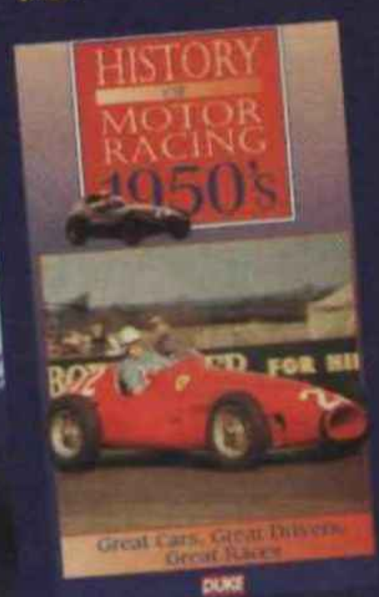

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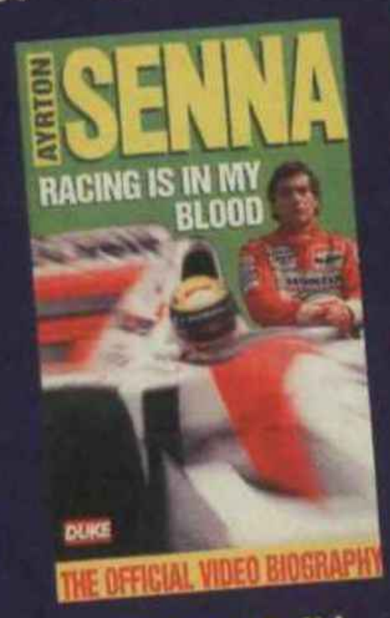

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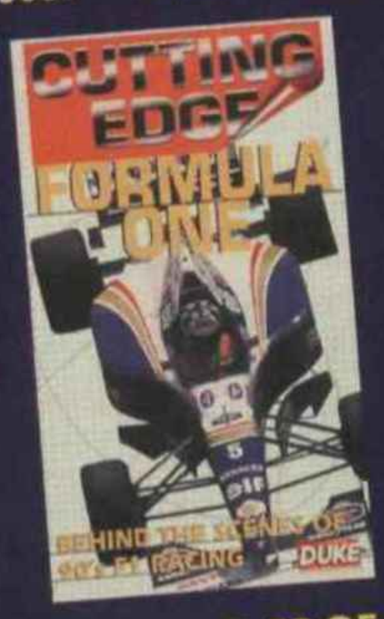

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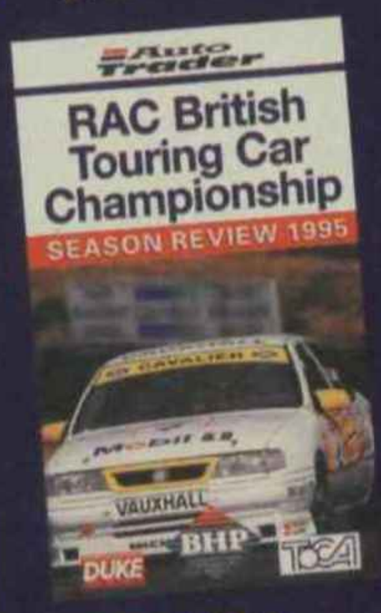

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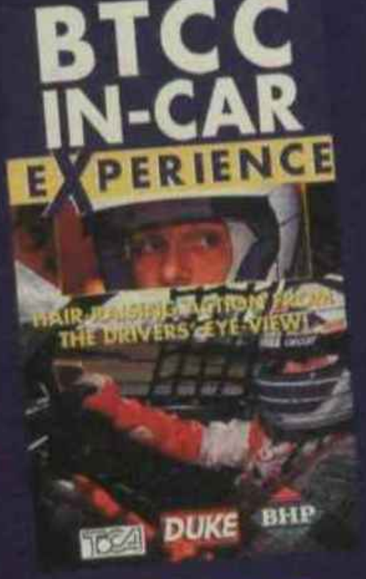

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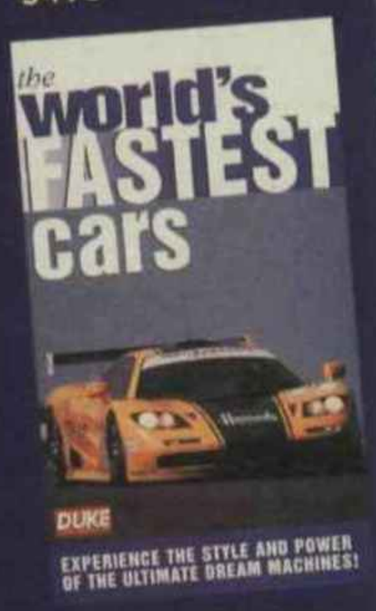

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DUKE

Even as Michael Schumacher, drink in hand, celebrated becoming the sport's youngest double world champion, somebody introduced a sobering thought. 'What did you think when you lapped both Ferraris?'

The answer, of course, was nothing. For one thing, it doesn't pay to let your mind wander for too long at 200 mph. But those who believe that Schumacher indulges in such flights of fancy also underestimate the approach he brings to his racing.

"Ferrari is no different to any other team," he insists. "Yes, it's different when you go through the factory or when you see the emotion and attention people pay to the team at Maranello. But, at the end of the day, when you drive a car it's the same job whatever team you belong to."

The same job, yes. But not with the same pressures. "The Italians love you when you win and hate you when you lose," counsels Ferrari advisor Niki Lauda. "And whatever you do, win, lose, or simply break wind, everyone in Italy wants to know about it!"

Hundreds lined the fence bordering the Fiorano test facility when Schumacher drove his first exploratory laps for the team. But the talk was about the German long before he arrived, and not all of it was glowing.

Some lament the Italian giant's pursuit of Schumacher as its saviour, arguing that in the old days Ferrari used to make a driver champion, rather than the other way around.

Lauda is well aware that, like so much of the mythology which hangs like a fog over Maranello, the assertion is rooted more in romance than it is reality. He knows, too, that if anyone presently possesses the qualities which could restore the glory days, it is Schumacher.

"When Michael's in trouble, he's a good guy because he has the brainpower it takes to develop his own speed," he explains. "It's that ability which makes the difference. Sure, there are other guys who are quick, but being the best driver is about more than just producing one quick lap.

"First of all he is quick; born quick. Then he has been able to pick up all the rest you need to develop your speed: things like getting the team behind you; getting them to develop the right sort of car you need."

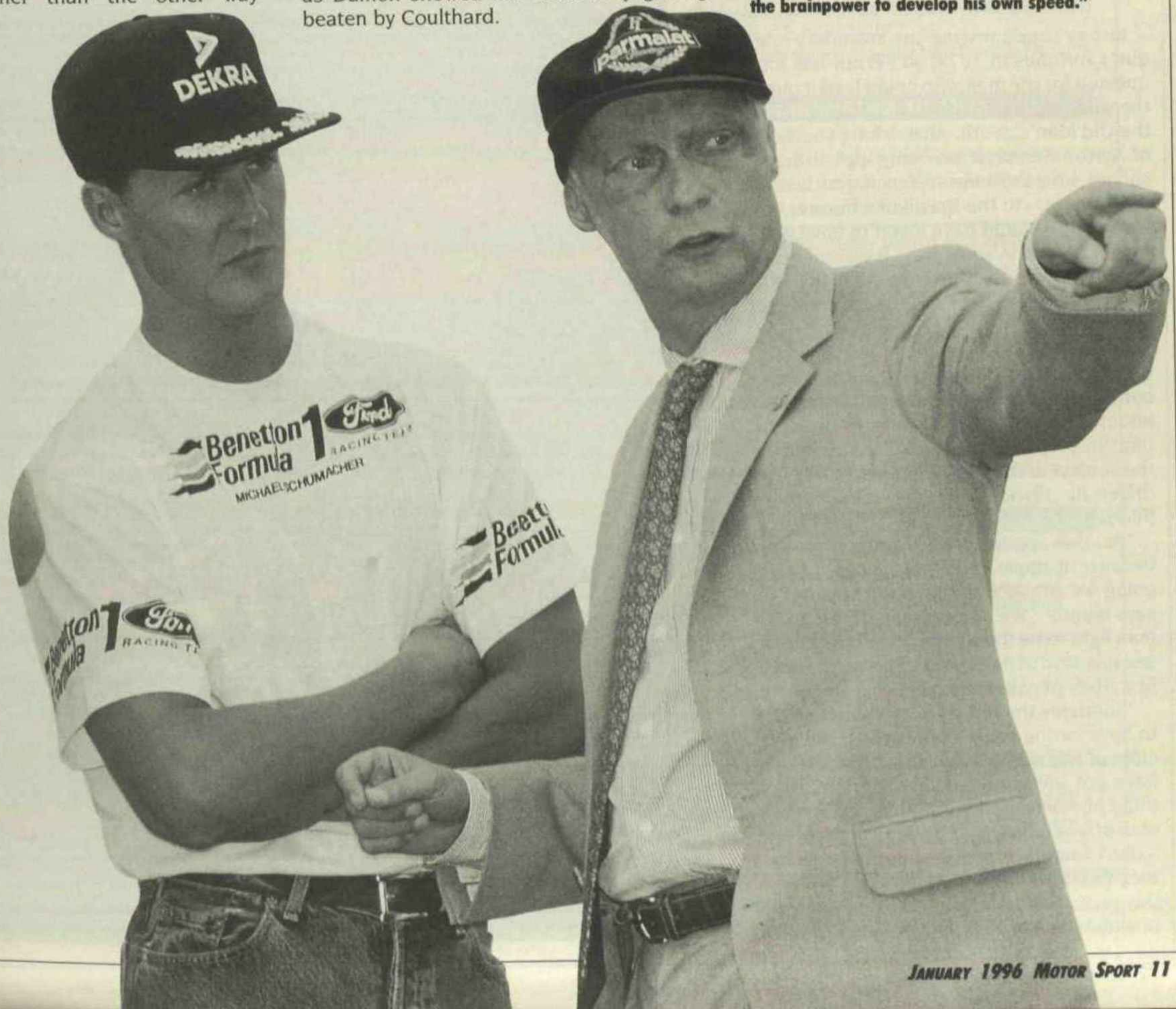
The move from Benetton to Ferrari has made the 27-year-old the highest paid driver in Formula One history. But it is worth remembering that he has succumbed not only to the lure of the *lira*, but to that of a new challenge. Lauda, who confesses he sometimes enjoyed negotiating the contracts more than he did the racing itself, suggests that the world champion has made his move at exactly the right time.

"During the time of the active suspension, the team fell behind. But now we are back in the ballpark," he maintains, "and Schumacher's performance is right at its best. You don't see any signs of weakness, as Damon showed last season by getting beaten by Coulthard.

"Sure, there are other guys who are quick, but being the best driver is about more than just producing one quick lap"

"If you're going to win the championship, at the end of the year you need to have collected all the points possible. Even if you make *one* mistake, out of 17 races, that could cost you the championship. So when you suddenly end up not even being the quickest in your own team, the whole thing goes wrong.

"Coulthard proved that the Williams was good, but the end result was simply that Schumacher showed fewer weaknesses than Damon. Maybe Damon had his problems, I don't know, but at the end of the season nobody cares. All they care about is the points you have."



Lauda with Schumacher: "When Michael is in trouble, he's a good guy because he has the brainpower to develop his own speed."

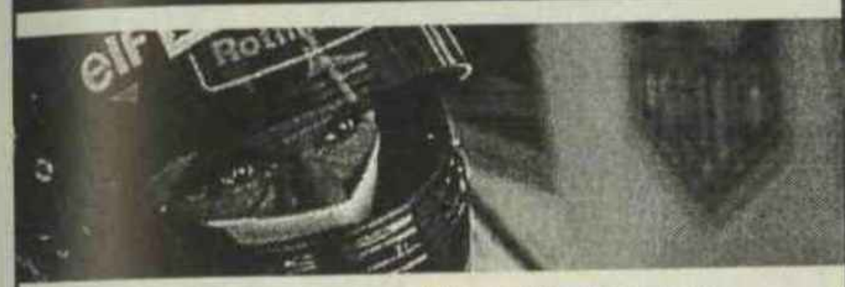
Lauda aided Ferrari's resurgence in the mid-1970s, taking his first win at Spain in 1974 (above, heading Regazzoni and Fittipaldi). Right, Ferrari pursued the late Ayrton Senna without success.

Just as Lauda revived the legendary marque's fortunes in 1974, so Ferrari has long quested for the man who could lead it out of the wilderness into which it wandered after the Old Man's death. After a long courtship of Ayrton Senna, it was only logical that it should woo the heir – *Herr* if you live on Fleet Street – to the Brazilian's throne. "I'm sure Ayrton would have loved to have gone to Ferrari, and in some ways it was made for him," suggests Schumacher. "But the situation was never right. Things are different now for me."

Like Senna, Schumacher's talent is reinforced by intimidatory tactics which have consistently drawn criticism. Lauda remains underwhelmed by the amount of *racing* on offer in modern-day Formula One, and on the subject of the FIA's treatment of his new driver he displays all the diplomacy of Suddam Hussein. On a bad day.

"At one point I was getting worried because if those stupid decisions kept on going we would destroy motor racing," he says bluntly. "We all pay to watch a man-to-man fight to be the winner. Very rarely do we see this kind of fight. And when we did, as in Spa, they penalise the guy.

"Suddenly the direction of things seemed to have swung completely against the principle of the sport. The officials should only have got involved if somebody did something obviously stupid. If anybody had any idea of what it takes to drive a car in the wet – don't forget in race conditions, on slicks – they would not have acted as they did after the race. Schumacher was defending his position against Hill, who was on wet tyres,



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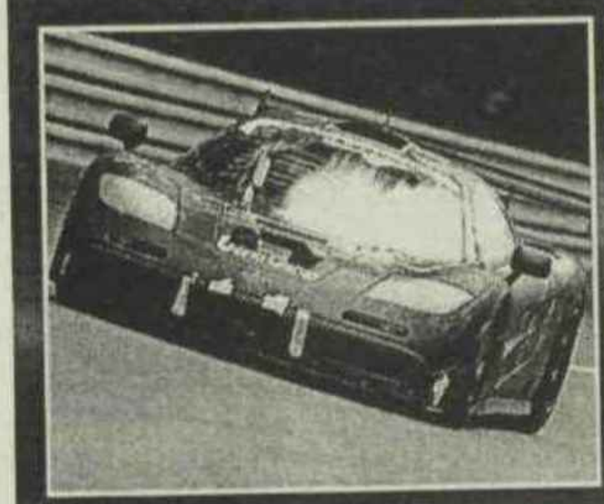

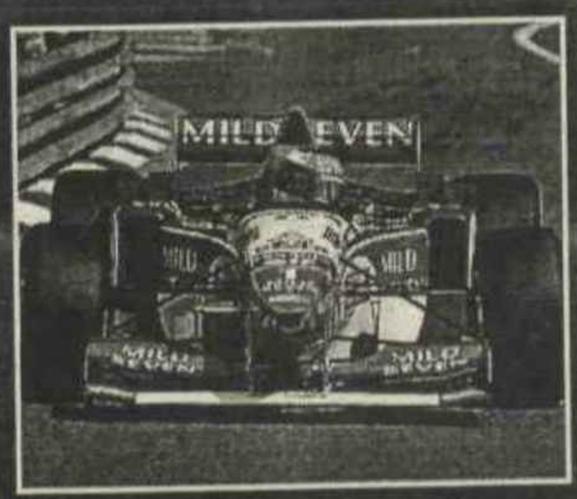

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Lauda with Luca di Montezemolo (above): things haven't all been plain sailing since the two were re-united. The Austrian feels that Schumacher (right) has only still to prove how he will cope if things don't go his way. . .

and it was the most incredible drive. To penalise him for that was unbelievable. He did nothing wrong.

"To blame him for Silverstone, where they collided, was also ridiculous. And then you hear things like Monza, where they said Michael *made* Damon take him off . . . That was the most stupid thing I've heard in my life."

You wonder what Lauda sees when he ponders his team's new recruit. Here is someone who is apparently immune to the emotions which disrupt his rivals' concentration, who commands a huge salary but says money isn't that important, and insists that by the time he is 30 he will walk away from the sport with no regrets. And, just like Lauda, Schumacher's calculating approach does not endear him to people.

Tellingly, perhaps, the Austrian is quick to refute suggestions that Schumacher's behaviour, oft-perceived to be arrogant, is not that of a *true* champion.

"His way of driving is simply the German way," he says, with an air of incredulity. "And that is the correct way: without emotions. You do the job; get it done as quickly as possible. What's wrong with that?

"You cannot easily judge people on how they appear with the press and the public, because they are young kids. They come out of nowhere, and suddenly they are in the focus of the whole world.

"Some handle it in one way, some in another – it depends on their personality. You have to give him the credit for handling it his own way. If that way is not the way other people think, that is their problem. When you are under a lot of pressure you cannot do everything right in everybody's eyes."

Asked if he had a Christmas wish, Schumacher jested that it was for things to be easier at Ferrari than everyone had made out. He continues to play down expectations for the coming season, at the same time emphasising that the world title could be within his grasp in 1997.

> ***"It's not as easy as an English team. An English team is straightforward; Ferrari is an emotional battle"***

The lukewarm reception he received at Monza last season, whilst still a Benetton driver, suggested that winning races is one thing, winning over the *tifosi* quite another. "If Mansell could, I'm sure I can," he smirks mischievously

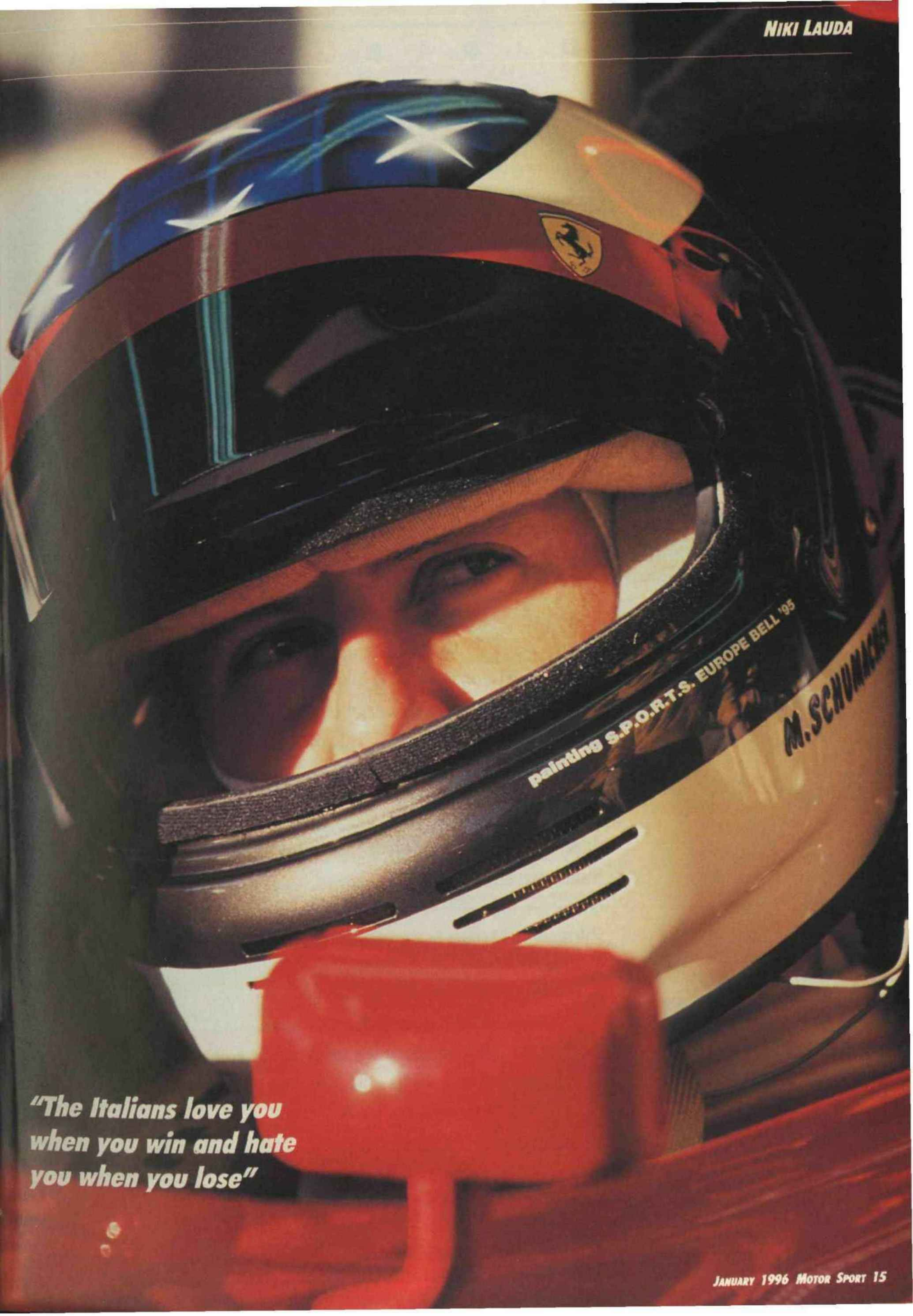
"Ferrari is a particularly difficult team to drive for," warns Lauda. "It's not as easy as an English team. An English team is straightforward; Ferrari is an emotional battle. There is a big difference.

"How the fans will react to him will be down to success. That's the main thing. After you've won, when you lose maybe they can still get the emotions going for you. But first you have to prove yourself. If you can prove that you can be strong, and have the mental toughness and speed too, they will adore you. I never had a problem with the fans at Ferrari. They were always good to me."

It is 12 years now since the Scuderia won even a constructors' title, 16 since Jody Scheckter scooped the coveted drivers' crown. People have begun to ask whether, after so many false dawns, Ferrari really *is* a spent force? Lauda was hired by Luca di Montezemolo to help restructure the team but his own dismissal, and subsequent reinstatement, last season illustrates that, as much as ever, political strife comes with the territory. You have to ask which will be the quickest in 1996: the new V10 engine or the search for a scapegoat if the huge investment is not immediately repaid in the form of success?

On top of that, even Lauda concedes that one question mark still hangs over Formula One's reigning world champion: "Michael went through the racing driver's school very quickly; he never stayed in each class long enough. He was always on the uphill. On the evidence of 1995, he could go on to dominate Formula One for perhaps five years. The only thing he has not proved yet, is how will he handle it when he doesn't have everything going for him?

"That will be something worth watching, because some guys can handle it and others simply can't. I've no idea what his reaction will be, because I have never seen him in that situation. That is perhaps the one thing which still remains to be proved . . ." **MS**



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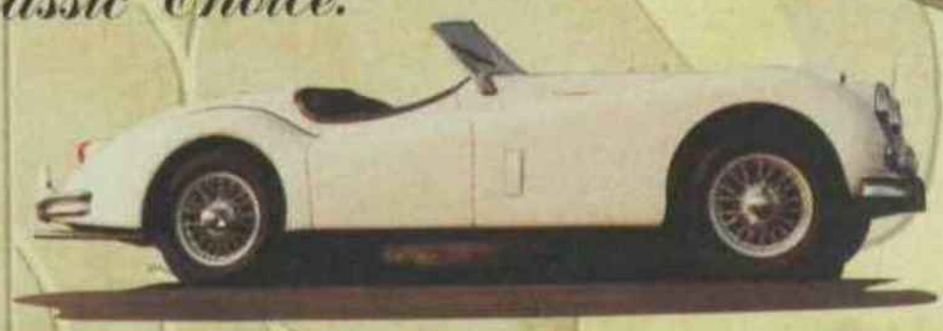

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Although the Mitsubishi of Tommi Mäkinen led on the opening day (main shot), it was Scotsmen Colin McRae (inset, with father Jimmy) and Derek Ringer who were leaping for joy by the end. The Lanark man became the first UK driver to win the world title.

McRae of sunshine

Despite setbacks during the early stages of the event, Colin McRae fought back to take a second consecutive victory on home soil. In so doing, the Scot became the UK's first outright world rally champion

Hard on the heels of that great commotion which followed Spain's Catalunya Rally, after which the works Toyota Castrol Team was not only deprived of all its points for 1995 but disallowed from taking part in the 1996 series, all for using illegal turbochargers on two (at least) of its cars, came the Network Q RAC Rally of Great Britain. The ferment continued, and many a conversation in and around Chester centred on the severity of the sentence imposed upon the team.

No one was in favour of allowing cheating to go unpunished, but most felt that cancellation of all 1995 achievements would have been discipline enough. To bar the team from taking part in the world series for the whole of 1996 was, in nearly all non-FIA opinions, taking sanctions much too far, to the detriment of the sport as a whole. Even opposing teams who considered that Toyota deserved to he punished felt that the penalty was far too severe. It was generally considered to be an FIA demonstration of authority merely for authority's sake, without any thought of what harm the reduction of competing teams to just three would have on the sport.

But all such talk, however pertinent in the long term, became pallid and insignificant, especially to the British and Spanish public, with the prospect of a tense fight, with no quarter asked or given, between Spain's Carlos Sainz and Scotland's Colin McRae for the World Rally Championship.

Could a Briton become World Rally Champion for the first time since the drivers' series was inaugurated in 1979?

Long before the CSI of the FIA, as it was then called, even considered world rank for such an uncouth, dirty, largely nocturnal and even incomprehensible (to them) form of motorsport as rallying, the Competitions Department of Britain's RAC realised that a gap was in serious need of filling and inaugurated what was called the RAC World Rally Trophy. It was based on events selected from those which were the most competitive of the European Championship of the time, plus a few outsiders such as the East African Safari Rally and Canada's Shell 4000 Rally. Roger Clark was once a recipient of this award, although it has never had the proper recognition of the FIA, presumably because it was not of Paris' making.

The first worldwide series for rallies set up by the CSI was the 'International' Championship which began in 1970. Even then, the upper crust of Paris did not consider rallying worthy of a series which actually included the word "world" in its title. Odd as it may seem, the events were chosen without any apparent reference to their organisers.

So, when you hear talk of the World Rally Championship for Drivers, bear in mind that the talker may only be considering events from 1979 onwards. Rallying was thriving long before that year, even though the FIA steadfastly denied it the status it deserved.

In Spain just four weeks earlier, Colin McRae and his team-mate Carlos Sainz, very closely matched, were leading the field in their Subaru Imprezas. As the rally drew to a close it seemed likely that McRae would inch ahead of Sainz, but the boss of Prodrive, the British outfit which runs the Subaru team, felt that a win in Spain by a Spaniard, and one of the country's national heroes at that, would produce far more good publicity than victory by a Scot. Thus it was that team orders went out and McRae deliberately, but obviously reluctantly, clocked in late at a control near the end of the rally and gave victory to his team-mate.

The outcome was that McRae and Sainz were level-pegging on World Championship points at the start of the RAC Rally. Mitsubishi led the makes' series marginally from Subaru, but all eyes were on the fight which was undoubtedly going to take place between the Spaniard and the Scot. To the masses, the drivers and co-drivers are far more important than the cars they drive.

Subaru proclaimed that on this occasion no team orders would be given. Both drivers would be left alone to fight their personal battle. As it turned out, this is precisely what happened, but there were circumstances which had a great bearing on whether this promise would be kept or not. For instance, towards the end the third Subaru of Richard Burns was in third place, keeping opponents at bay should the duel between Sainz and McRae result in the two leading duellists making mistakes and losing both time and position. Had this not been the case it would have been a great temptation for team boss David Richards to instruct his warring pair to hold station and not to take risks.

"The feeling among quite a few crews was that a continuous first day and night would have been far better, ending in a longer stop and a more civilised restart time"

Furthermore, before the RAC Rally Sainz had announced that he would be leaving Subaru to rejoin Toyota at the start of 1996 — the FIA's decision to ban Toyota from the world series during 1996 had not then been announced. Would it be to Subaru's liking to end the season with a World Champion who promptly left to join a rival team? As a Toyota driver, he could hardly be expected to take part in promotional activities on behalf of Subaru!

As it happened, none of these affected the situation and what ensued was as stirring a fight to the end as rallying has ever seen, made even more interesting by the fact that both rival crews were members of the same team.

And so it was that Scotsman Colin McRae, helped by co-driver Derek Ringer, a compatriot, not only won the RAC Rally for the second year in succession but became the first British driver to hold the official title of World Rally Champion (although Louise Aitken-Walker won the ladies' world title back in 1990).

Based at Chester for the second year running, the rally spanned four days of actual competition although scrutineering, a rally show for the public and various meetings and presentations added another couple of days to that total, not to mention the pre-event note-making sessions which the event now allows, even in State Forests. These sessions are strictly controlled, but even leading drivers continue to take chances by exceeding the limits in order to get their notes to the finest possible pitch. Winner McRae, for instance, was fined a total of £1075 for three breaches of the rules, whilst six others in the first 50 were each fined £75 for two offences apiece.

On this occasion the organisers arranged that prizes be presented to their winners on the finish ramp, delighting the crowds and cutting out the need to organise a separate ceremony.

The crowd-pulling Sunday "Mickey Mouse" leg ran through seven park or private estate stages in the Midlands, totalling just under 29 miles. The day ended with a night stop in Leeds, after which the cavalcade headed northwards to stages in Kielder Forest and the Border District before returning to Chester via the Lake District. Tuesday's third leg went into Wales.

Carlos Sainz drove a perfect event, but was rarely able to match McRae's pace in the forests.

penetrating southwards as far as Brechfa and Crychan before returning to Chester for another night stop, before heading to North Wales. The 28 special stages together made up 318 miles.

The Toyota ban meant that the entries for Kankkunen, Auriol, Schwarz and Fujimoto were not taken up, leaving just three nominated works teams with four-wheel-drive cars. Subaru had McRae, Sainz and Burns in Impreza 555s, whilst a privately entered Impreza was driven by Masao Kamioka from Japan and his English co-driver Kevin Gormley.

Rival side Mitsubishi had three Lancer Evolution 3s for Kenneth Eriksson/Staffan Parmander, Tommi Mäkinen/Seppo Harjanne and Rui Madeira/Nuno Silva. The latter Portuguese pair, winners of the Group N world title for 1995, were actually in a Group N car entered by Mitsubishi Germany, who also entered Isolde Holderied and Tina Thörner in a similar car. Holderied was already assured of the ladies' world title.

Three Ford Escort RS Cosworths were entered by RAS-Ford for François Delecour/Cathérine François, Bruno Thiry/Stéphane Prevot and Malcolm Wilson/Bryan Thomas. A front-wheel-drive Ford Escort RS2000 was driven by Gwyndaf Evans/Howard Davies, the entrant being listed as the Ford Motor Company. Another Ford crew, in a Group N Escort RS Cosworth, was Johnny Milner/Steve Turvey. Alister McRae, Colin's brother, drove a Wilson-built Ford Escort Cosworth with Chris Wood.

Further down, Grégoire de Mevius and Jean-Marc Fortin drove an Escort RS Cosworth, whilst a Nissan Sunny was in the bands of Jarmo Kytölehto/Arto Kapanen. A Renault dealer consortium entered two Clio Maxis for Alain Oreille/Jack Boyère and Robbie Head/Terry Harryman, whilst Skoda Felicias were in the hands of Stig Blomqvist/Benny Melander and Pavel Sibera/Petr Gross, that of the former crew sounding very odd indeed on the stages.

Irishman Richard Holfeld drove a group N Escort Cosworth with none other than Ian Grindrod alongside him. Another pair of veterans, David "Piggy" Thompson and John Davenport, were relishing every moment of their (brief) reacquaintance with the British forests. They were in a Ford Escort RS Cosworth.

The first leg began in Cheshire's Tatton Park, where much of the tarmac surface was wet. Eriksson broke his front spoiler whilst Burns damaged his steering against a log and, service not being allowed afterwards, had to use parts carried in the car to repair the damage himself at least well enough to continue. Some elements of rallying have been changed for the worse, but at least the service restrictions are turning drivers and co-drivers into reasonable roadside fettlers, as they once all had to be. There was nothing Delecour could do, though, when he broke a differential in Clumber Park, except take early retirement.

The two stages held at Donington Park, on mixed surfaces, were as dry as Tatton was wet. However, the artificially created corners were tricky and many slid off on to the grass and clouted some very firm straw bales, Colin McRae included. Thiry broke his rear bumper this way, saying afterwards, "I think I hit a small wall!" Sainz needed a radiator change after hitting a watersplash very hard and holing the honeycomb.

At Leeds on the Sunday evening, two Mitsubishis headed the field. Mäkinen led by 11s from team-mate Eriksson, whilst Colin McRae (Subaru) was another one second behind and Sainz (Subaru) another 14. Thiry, Wilson, Alister McRae and de Mevius followed in their Fords. The Mitsubishi people were in a fine mood for they had started the event with a lead in the World Championship for Makes and this early indication was that they stood a very good chance of keeping it.

From Leeds, the rally restarted at 5am on the Monday, an ungodly hour by any standards, and several competitors were muttering about scrapping the day-only rule, reintroducing night running so that early-morning starts would no longer be necessary. The feeling among quite a few crews was that a continuous first day and night would have been far better, ending in a longer stop and a more civilised restart time, even in the evening, although we imagine that TV crews and photographers would disagree.

The first Monday stage was called County Durham, but it was actually in Hamsterley Forest, a remote area south of the Wear Valley where many crews have spent long, tedious, stricken hours in the past. It ran for nearly 17 miles and, true to form, it produced many incidents.

McRae was fastest by 28s over Sainz and took the lead, whilst Mäkinen, the overnight leader, had to gnash his teeth in silent despair after hitting a log and stopping with suspension and transmission broken. He limped on, but at a service point afterwards he said disconsolately, "I think is very serious — something wrong with transmission."

Pundershaw, at 37 miles, was blazed by publicity as the longest-ever stage in the World Championship. But earlier stages in the Border Forests have been longer, as has the Dyfi stage in Wales. And of course one cannot ever forget that remarkable special stage in the Morocco Rally which was 500 miles long — yes, all of 500 miles — where teams established fuel and tyre dumps at intervals throughout the stage and even resorted to dropping spare parts to crews by parachute from aircraft.

Malcolm Wilson, in what may be his final rally as a driver, went out after crashing, whilst Thiry had some serious brake problems and had to use an extinguisher on his right rear disc after crossing a stage stop line. Johnny Milner, well placed in the Group N category, lost a wheel and tyre and finished the stage with just three wheels and a loose, flailing rear bumper.

McRae's fans were sorely dismayed when they heard that he had collected a puncture after clouting a rock, losing some two minutes having to stop to fettle the car himself as outside service was not permitted in that road section. Logs and various other improvised tools were brought to bear and, with parts carried in the car, McRae and Ringer managed to get going and stay in with a good chance.

Eriksson also stopped to change a wheel after hitting a rock, said to be the same one that crippled McRae'e car, whilst Sainz needed attention to serious overheating, probably a legacy of his Donington mishap when he hit a watersplash very hard and damaged the radiator. Both Head and Stohl spent some time off the road whilst Alister McRae continued after rolling, without even getting out of the car.

At the end of the day, Sainz was in the lead, but his advantage over McRae had been whittled down to just 39s. Eriksson followed after another 1m 20s, and Burns 68s later still.

The third leg began with incessant rain as the field headed into Wales. Sainz, bothered early in the day by a screen demister which stopped working, was gradually being overhauled by McRae, and after just two stages, the difference was down to 21s. Eriksson was still third, but this was not to last long. Soon after the very foggy Brechfa Forest, the Swede went off the road into a stream in Trawscoed Forest, and could not get back to the road. This not only put paid to Mitsubishi's chance of taking the World Championship for Makes, but allowed three Subarus up into the leading three.

But it was by no means a cooling-off moment. The battle for the lead between McRae and Sainz continued. Both were giving their utmost. At the end of the day British fans went wild when they heard that McRae was up in the lead with a 17s advantage over Sainz. Burns was third, nearly five more minutes behind but a safe minute ahead of Thiry's Ford. That minute was vital for Subaru, for the team could continue to give Sainz and McRae their heads for their personal battle.

Tapio Laukkanen told a bizarre story of his in-car fire extinguisher going off without warning and it seems that a stage marshal had something to do with this, although the Finn just laughed about it afterwards. Having driven with windows open to blow the extinguisher fumes away, he and his co-driver were just as wet as the spectators who surrounded them.

The final day began with the McRae family in jubilant mood, but Sainz had not given up. He continued to strive to get ahead, but it was to no avail. On a sunny day, in contrast to the Tuesday, McRae continued to extend his lead over Sainz, second by second, and the Spaniard was powerless to prevent it.

Meanwhile, Burns extended his lead over Thiry, whilst Alister McRae, who left a spotlight in the hands of a spectator in a Welsh forest, delighted everyone, family included, by taking fourth place in his Ford, ahead of Thiry. The Belgian hit a rock and stopped after Gartheiniog, but continued to take fifth place at the end.

McRae thus becoming the first Britisher to take the world title was one thing for Subaru. Winning the Makes title was another, for it was the first time that Subaru has reached that lofty position. GP

Bruno Thiry survived an incident with a rock and a rear brake fire to take fifth spot.

Network Q RAC Rally — November 19 - 22 1995

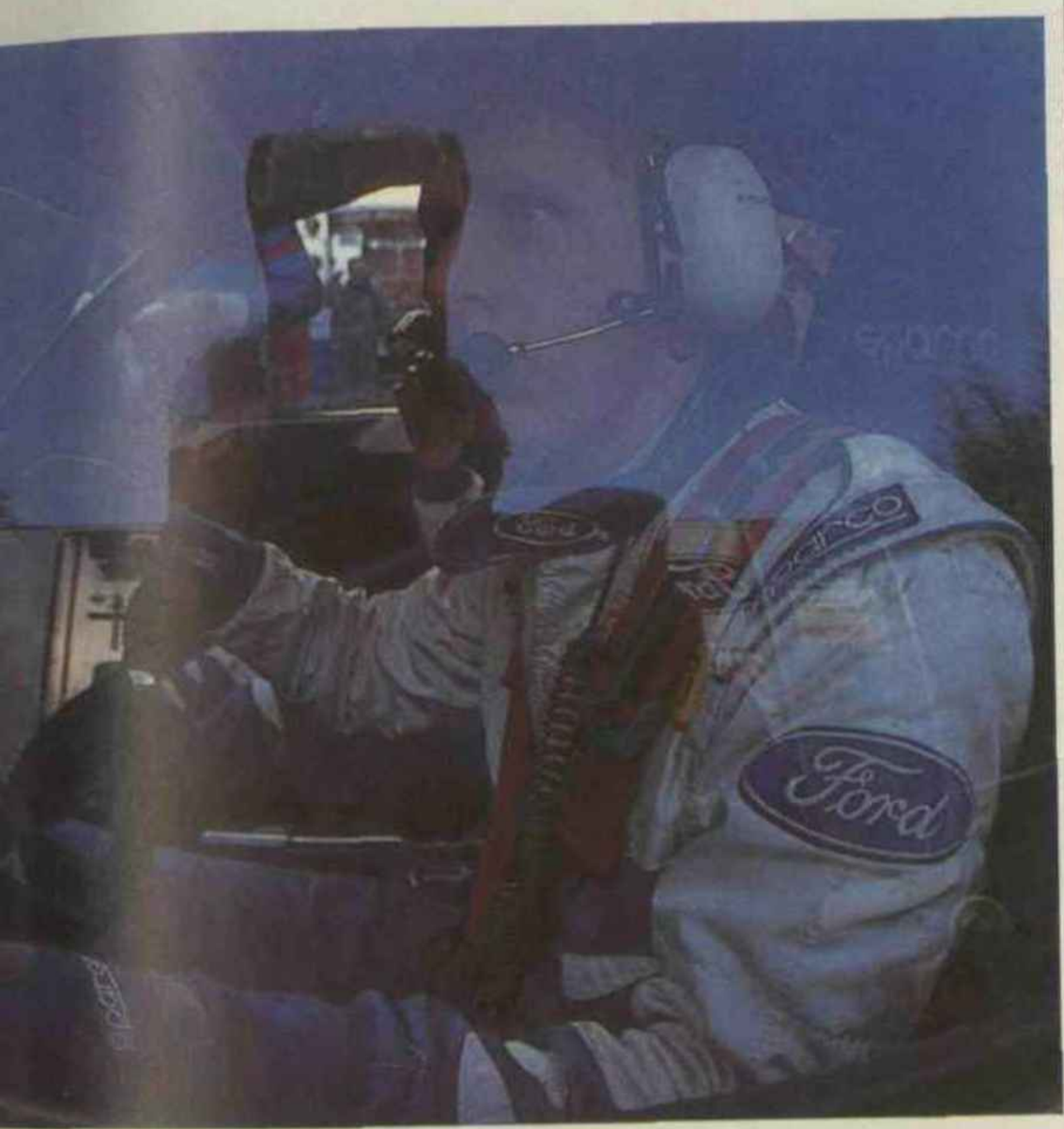
1	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 09m 19s
2	Carlos Sainz / Luis Moya (E)	Subaru Impreza 555, GpA	5h 09m 55s
3	Richard Burns / Robert Reid (GB)	Subaru Impreza 555, GpA	5h 15m 58s
4	Alister McRae / Chris Wood (GB)	Ford Escort RS Cosworth, GpA	5h 20m 34s
5	Bruno Thiry (S) / Stéphane Prevot (B)	Ford Escort RS Cosworth, GpA	5h 21m 11s
6	Gwyndaf Evans / Howard Davies (GB)	Ford Escort RS2000, GpA	5h 42m 07s
7	Rui Madeira / Nuno Silva (P)	Mitsubishi Lancer Evo 3, GpN	5h 44m 04s
8	Jarmo Kytölehto / Arto Kapanen (SF)	Nissan Sunny GTi, GpA	5h 45m 19s
9	Masao Kamioka (J) / Kevin Gormley (GB)	Subaru Impreza WRX, GpN	5h 50m 21s
10	Alain Oreille / Jack Boyère (F)	Renault Clio Maxi, GpA	5h 50m 40s

World Rally Championship points after eighth and final round

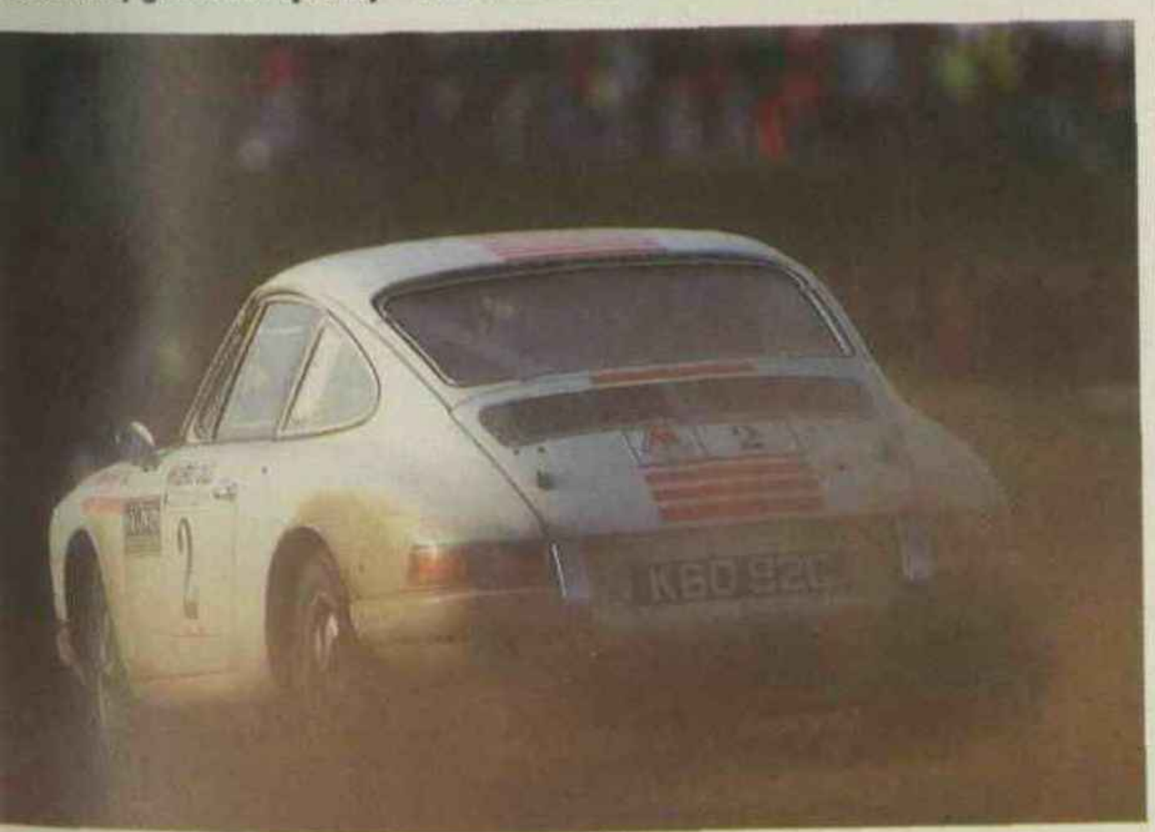
Drivers: 1 McRae 90; 2 Sainz 85; 3 Eriksson 48; 4 Delecour 46; 5 Mäkinen 38; 6 Thiry 34; 7 Aghini 26; 8 Liatti 21; 9 Burns 16; 10 Rädström 12

Makes: 1 Subaru 350; 2 Mitsubishi 307; 3 Ford 223.

Results adjusted to incorporate Toyota's exclusion.



ster McRae's performance was overshadowed by that of his brother – fortunate, given the quality of his drive to an eventual fourth position.



was a good week for the McRae clan. Father Jimmy took a dominant win in the illers Oils International Historic Rally.

Richard Burns drove steadily, in case either of the front two fell by the wayside. They didn't, so the young Englishman finished third.

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Paradise found

Consider Colin McRae's World Rally Championship victory and it's easy to run out of superlatives. What lies ahead for the youngest-ever champion?

Ka-pow! Colin McRae slammed shut the boot of his Subaru Impreza. It was the only visible sign of his frustration.

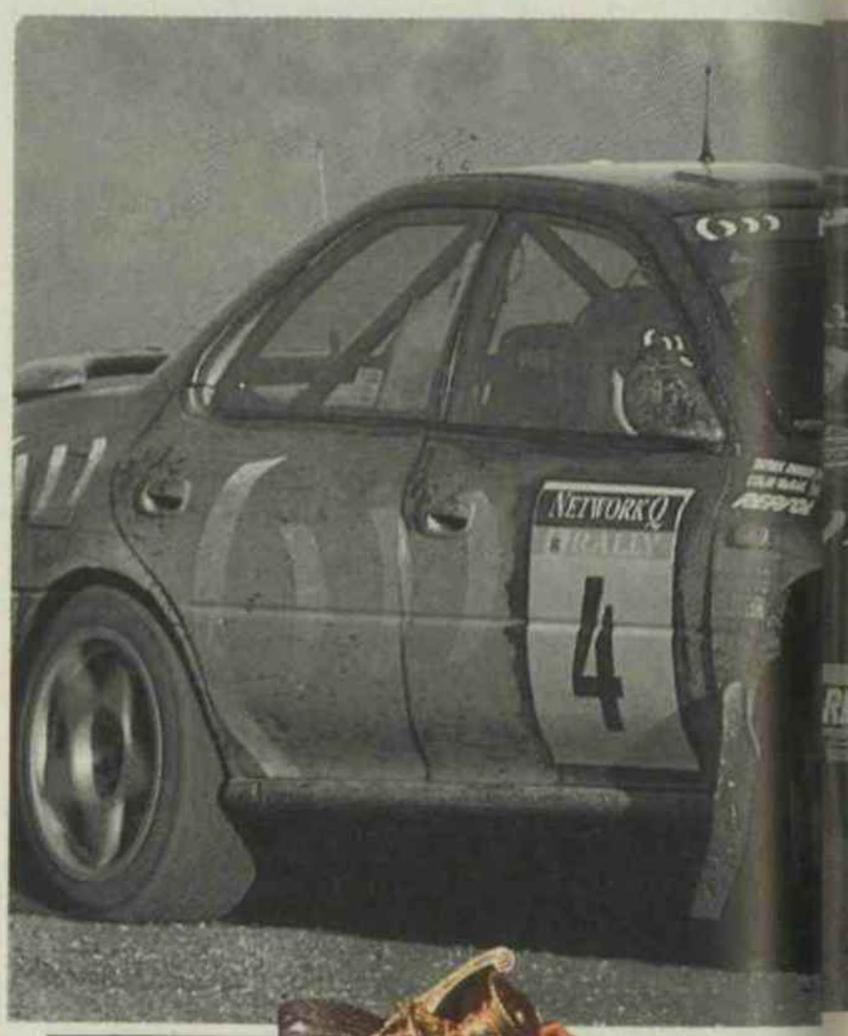
Moments earlier, the RAC Rally leader had calmly stepped from his car to show the press corps assembled at the end of the Pundershaw stage the shredded Pirelli which he and co-driver Derek Ringer had been forced to stop and change a third of the way through its 37 miles. The incident cost him two minutes and the lead to team-mate and arch rival Carlos Sainz, but the 27-year-old Scot's clipped, measured tones as he dealt with a string of enquiries gave no hint that the World Rally Championship hung in the balance.

In the past, certain sections of the media have depicted McRae as – for want of a better word – a nutter. Addicted to speed, blessed of a blinding talent at the wheel of a car, but monosyllablic out of it. To dismiss him thus is to do him a vast disservice. It's fair to say he's not the easiest driver of his stature to interview – primarily he is reserved, happier away from the spotlight. On the job, though, Lanark's finest has matured into a driver keenly aware of his responsibilities and obligations, whether he likes them or not.

On-stage, he is unquestionably one of the most eloquent figures of his generation. Anyone who doubted his unconfirmed status as the world's quickest driver on gravel would have had their questions swept aside by the latter half of this season. In New Zealand he was head and shoulders above his rivals, the foundation of a third consecutive victory being a staggering performance on the long, sinuous Motu Road stage. Such is his reputation on this test that this year rivals talked not in terms of beating McRae, but how best the damage could be limited.

There is also the RAC to consider. Immediately prior to his Pundershaw puncture, McRae had "done a Motu" in Hamsterley, extracting 28s from his nearest pursuer in the space of 17 miles – in itself a staggering performance, but far from a one-off. Pundershaw débâcle aside, he ceded just five more seconds to Sainz in the course of the whole rally, lopping between five and 20-odd seconds from his advantage on every other forest stage. It quickly became not a matter of if McRae could catch the Spaniard, but when. By the end of the third leg, and despite a brush with a Kielder rock that saw McRae service the Subaru himself for 20m by a roadside, he was back in front, never to be headed. Britain's first World Drivers' Championship was a momentuous achievement, but the epic manner of its accomplishment should not be overlooked.

Consider the context of McRae's RAC performance and its significance grows. Up to the point when Toyota Team Europe was excluded from the Catalonia Rally for cheating, 1995 had been the most closely-fought World Championship for years. There was little to tell between any of the leading protagonists or their machinery: rallies were decided by seconds, not yawning several-minute margins. In this environment, to pull back the best part of two minutes and overhaul a double World



Above: McRae's World Championship-winning RAC drive will go down as one of the great performances of recent years.

Left: The world title's appearance on these shores may give the sport the impetus it so desperately needs.

Champion in equal equipment was truly remarkable – a showing to rank with anything seen this decade at world level. Indeed, for Sainz to find himself on the receiving end of such a drubbing after six years at the top of his profession was an unpleasant novelty and he didn't mind admitting it.

Rewind 18 months, however, and the story was dramatically different. McRae, down on his luck and with a solitary World Championship point to his credit, appeared in grave danger of losing his Subaru berth. After a string of accidents (including a collision with an Argentine parapet, after which he tried to manouvere the Impreza out of the stage on three wheels and did untold damage to the chassis and engine before it ground to a halt) Prodrive boss David Richards had lost his cool sufficiently to criticise his charge openly. Victory in Australia, New Zealand and an epoch-making first RAC success not only patched up his position at Subaru (for whom he has now driven since 1991, the longest association of any current World Championship team and driver) but was the perfect response to critics who claimed that he couldn't consistently produce rally-winning pace without regular contact with the scenery.

Having said that, the first half of this season was an anti-climax given the highs of late '94. Coupled with engine problems in Sweden and an off-the-pace third (with a 'safe' motor fitted) in Portugal, an unforced and very public error eliminated him from Monte Carlo, giving rise to the "wild man" tag once more. It is a credit to his composure during the rest of the season that his temperament should be called into question only once more: in Catalonia, where ugly scenes followed Subaru's contentious imposition of team orders.

World Championship won, McRae is not short of ambition. Although the burden of expectation has eased, it is worth remembering that he is still only 27, with just two full World Championship campaigns under his belt. With this in mind, it is unsurprising that he has won only two different rallies at this level (Australia was an F2 round in 1994), and that re-dressing this situation forms the basis of his immediate hopes: to "be very quick on all rallies". Spain, where he gave local hero Sainz an even bigger surprise than on the RAC, gives the lie to his perceived inferiority on tarmac. And in a World Championship shorn of significant Toyota participation, where the Impreza has latterly begun to enjoy a definite edge on the competition, the youngest-ever champion will start 1996 as favourite for a second title. Whether he achieves it or not, he has decisively infiltrated the exclusive club reserved for drivers who are a genuine threat for honours whatever the terrain or conditions. It might be premature to say it, but Sainz is probably the only superior all-rounder.

Off the stages, his value to Prodrive has also increased – although it is likely to stay well short of the reputed $5,000,000 demanded by Sainz for his services. The odd lucrative marketing spin-off aside – he has recently launched the Colin McRae Collection with Scots rally driver Neale Dougan – McRae has far less concern for his financial standing than most daily newspapers seem to. Tax-exiled in Monaco along with most of the Formula One community, suffice it to say that he is unlikely ever to be short of petrol for his Honda Fireblade . . .

How a Briton taking rallying's most glittering prize affects the sport in this country is less quantifiable. Already, McRae's World Championship has generated more column inches in the non-specialist press than it received during the whole of the 1980s. No British rally driver has ever featured in the BBC *Sports Personality of the Year's* top three, nor come as near to 'household name' status. But so much must change before the sport can be mentioned in the same sentence as Formula One, maybe even touring cars. Lacking promotional push at every turn, debarred of terrestrial television coverage and likely to be forgotten just as quickly as it is remembered every November by the dailies, rallying needs to make the jump from its current position as an eccentric minority sport, beloved of a few, roundly ignored by the many.

Unless, that is, McRae can produce another flush of success to keep it in the headlines. What was that about the burden of expectation? **RJA**

Left: Prodrive's Subarus enjoyed a discernable advantage during the tail-end of the season; its drivers made the most of it to monopolise the "podium" positions on the final two rounds.

Tongue firmly out of cheek, a younger McRae enjoys a lighthearted moment during his Peugeot days.

Leagues apart?

The great American divide continues. Who holds the upper hand?

The Indy Racing League opened its new Walt Disney World Speedway last month and, in early December, released an entry list for the inaugural IRL race at Disney World.

Although the innovative new facility's track was positively received, the entry failed to meet even the most mediocre of expectations. The list featured a whopping 41 cars, but there were just 18 drivers named and, of those, a mere handful have IndyCar experience.

And, in stark contrast to the IRL's stated purpose of making IndyCar racing accessible to drivers schooled in oval track racing, only Davey Hamilton and Johnnie Parsons cut their teeth on America's bull rings. The rest – including Arie Luyendyk, Roberto Guerrero, Eddie Cheever, Scott Brayton, Eliseo Salazar and Michele Alboreto – are either IndyCar or Formula One drivers in the twilight of their careers, career also-rans or worse.

Only 1995 Toyota Atlantic champion Richie Hearn, perennial Indy Lights midfielder Buzz Calkins and IMSA sedan champion Johnny O'Connell remotely qualify as young lions. Others, like 51-year-old Bill Tempero and 55-year-old Jim Buick are, to put it kindly, career journeymen; Rick De Lorto is a laughing stock and Tony Turco is a complete unknown.

Who will pay to see these men race? The Walt Disney World 200 is already a sell-out, with the majority of the seats taken by fans packaging a winter getaway to the Magic Kingdom around an IndyCar race billed as featuring "the stars and cars of the Indy 500." Just what the paying customers will think when they see Messrs De Lorto, Turco, Tempero and Buick instead of Al Unser Jnr, Michael Andretti, Bobby Rahal, Emerson Fittipaldi, Paul Tracy and Robby Gordon remains to be seen.

Ironically, critics of the PPG IndyCar World Series have castigated IndyCar racing's street circuit events for appealing to 'casual' race fans . . .

Nevertheless, the news is not all bad from the IRL side of the fence. For example, Valvoline recently announced it has signed on as the IRL's official lubricant and fuel. Valvoline, of course, has made a significant investment in the Indianapolis Motor Speedway and the Indy 500 itself over the years, and knows well that the value of the world's largest single-day sporting event is not likely to vanish in a Sunday afternoon. What's more, the oil giant is convinced that George has the stomach for a pitched battle with IndyCar, and that his concept of staging races on permanent tracks with a temporary infrastructure, *à la* Disney World, has broader applications.

Firestone and Goodyear will service IRL teams; STP, Raybestos, AC Delco, Bosch and Champion have signed on; and Pennzoil will almost certainly have an IRL presence as well.

Miller Brewing, on the other hand, isn't buying the IRL. Baulking at being strong-armed into expanding its sponsorship of the Indy 500 pit stop contest to the entire IRL series, Miller bowed out of its involvement with Indianapolis altogether and will focus on its long-term association with Bobby Rahal. Speaking of Rahal, Shell Oil has substantially increased its sponsorship of Team Rahal for 1996, with virtually no chance of participating in the Indianapolis 500 or the IRL. That shows that not all oil companies think the sun rises and sets at 16th and Georgetown.

Although the 'defection' of Valvoline and some automotive products sponsors to the IRL represents a chink in the IndyCar solidarity of last summer, it was inevitable. Despite the team owners' united front, the fact of the matter has always been that individual sponsors would choose to support the IRL, IndyCar or both based on their business plans, not their emotions.

Similarly, in motor racing's version of "the customer is always right," a team owner like Derrick Walker has little choice but to co-operate with his sponsor. That, or seek a settlement based on not attending the Indianapolis 500 and have that sponsor begin cultivating a relationship with a rival willing to go to the Brickyard and compete in the IRL. So Walker will make a business decision and enter the Indy 500, while readily conceding he is no subscriber to the

IRL doctrine. Other team owners, Rick Galles for one, will likely follow in his footsteps.

On the other hand, with IndyCar's growing popularity at home and abroad, not all sponsors need the Indianapolis 500 like Valvoline and STP. The beer and tobacco companies can't go near Disney World for fear of waving a red flag in front of the anti-beer and anti-tobacco forces. And while KMart, Target, LCI and the rest surely benefit from the publicity attendant to the Indianapolis 500, they derive even greater benefits from the 15 races on the PPG IndyCar World Series schedule.

"Indy is still the most important event in IndyCar racing by a long shot," notes one major sponsor. "But the days when Indianapolis represented 80 per cent of the value of the series are gone. Today, Indy is more like 20 or 30 per cent of the value of an IndyCar sponsorship, and the remaining value comes from the other races."

Nor are those values static. Despite the Speedway's claims that, "The Indianapolis 500 makes the stars; the stars don't make the Indianapolis 500," Indy's value will diminish to every sponsor if the race is tainted due to the seeded qualifying or by a succession of no-name winners. Who's won the Indianapolis 500? Michael Andretti or Arie Luyendyk? Who's the bigger star?

On the other hand, if Tony George sticks it out through the IRL's inaugural season and pushes ahead into 1997, adding some more dates at Disney Speedway clones at other theme parks, the value of the Indy 500 and IRL together could grow.

After a year and a half of utterly inept decisions, the IRL has begun to establish some credibility as an organisation. Bringing Cary Agajanian on board was a plus. Unlike Jack Long or 'Scarey' Jerry Hauer, Agajanian has real world experience in the successful administration and promotion of racing series and race tracks. But can he create an infrastructure that does not rely on the usual suspects from USAC, who are such an anathema to IndyCar mechanics, engineers, designers and drivers?

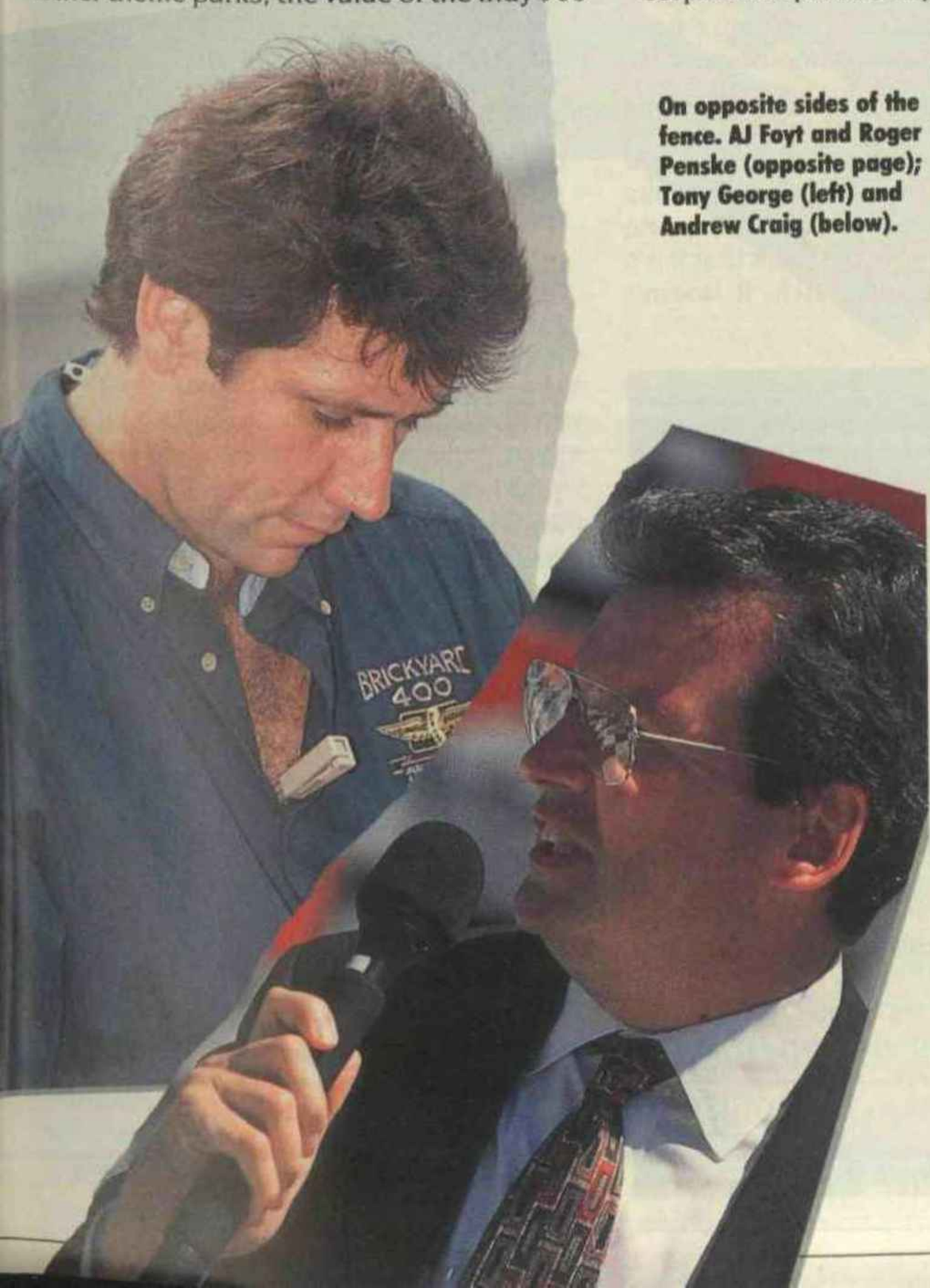
Like 'em or not, the Indy 500 qualifying format and the IRL points system are ingenious insofar as they encourage series participation. The widely discussed four-litre engine rules might be attractive to some engine manufacturers although, if rumours are true that the specs are suspiciously close to the WSC Oldsmobile engine, it would appear to be a stacked deck. As for holding the Disney World 200 on the day before the Super Bowl, only time will tell if it's the shrewdest or the lamest marketing move in sports history.

On the other hand, in Andrew Craig, IndyCar has a savvy sports marketer, fully at ease wooing and working with international giants like VISA, Coca-Cola and Kodak (another rumoured casualty at the Speedway). He will need all that savvy in finding a sponsor to back an Indy 500-less series, if PPG decides to pull out of IndyCar racing altogether at the end of 1996. Though Craig has not attracted much in the way of new corporate sponsorship over his first three seasons, consider how much of his time has been wasted trying to keep the sport from going Humpty Dumpty.

IndyCar also has a Roger Penske more fully behind the organisation than at any point since the original CART/USAC war. In the intervening years Penske was rarely out front on the issues; recall that although he was fiercely (albeit privately) anti-Bill Stokkan, he sided with Stokkan in Houston in 1991 once it became clear which way the wind was blowing.

But this time, Penske is the driving force behind the IndyCar Memorial Day race; there is no way IndyCar can hold a race at Michigan International Speedway on Memorial Day without his full support. That, more than anything, should give the IRL cause to reflect. Is there any doubt IndyCar's Memorial Day 500 will move to Fontana the moment Penske's California Speedway is up and running? Or that, in the IRL/IndyCar meltdown, Penske sees the opportunity to establish the re-born California 500 as America's premier single-seater racing event?

In short, if Tony George is willing to stick to his guns, an IRL grounded in the Indianapolis 500 and expanding to new theme parks can make a go of it; so too can an IndyCar with a California 500 and increasing support from international sponsors with no investment in the Indy 500. The tragedy is that, while both the IRL and IndyCar can survive, the sport of IndyCar racing will never realise its potential with two separate series divided by egos and politics. **D P**



On opposite sides of the fence. AJ Foyt and Roger Penske (opposite page); Tony George (left) and Andrew Craig (below).

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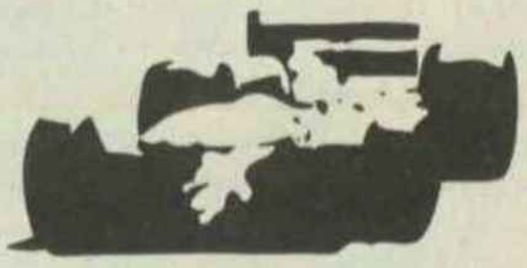

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Breaking the price

The launch of the new Lola Formula 3000 car heralds a new era on the final rung of the Grand Prix ladder. Will it work? FIA President Max Mosley is confident about its prospects

Only six months ago, the future of Formula One's ante-chamber was still not clearly defined. Indeed, the identity of the engine supplier to the new, one-make Formula 3000 was only confirmed two days before the unveiling of the prototype Lola chassis – to which the said Zytek engine had been fitted for quite some time . . .

'Twas ever thus in F3000.

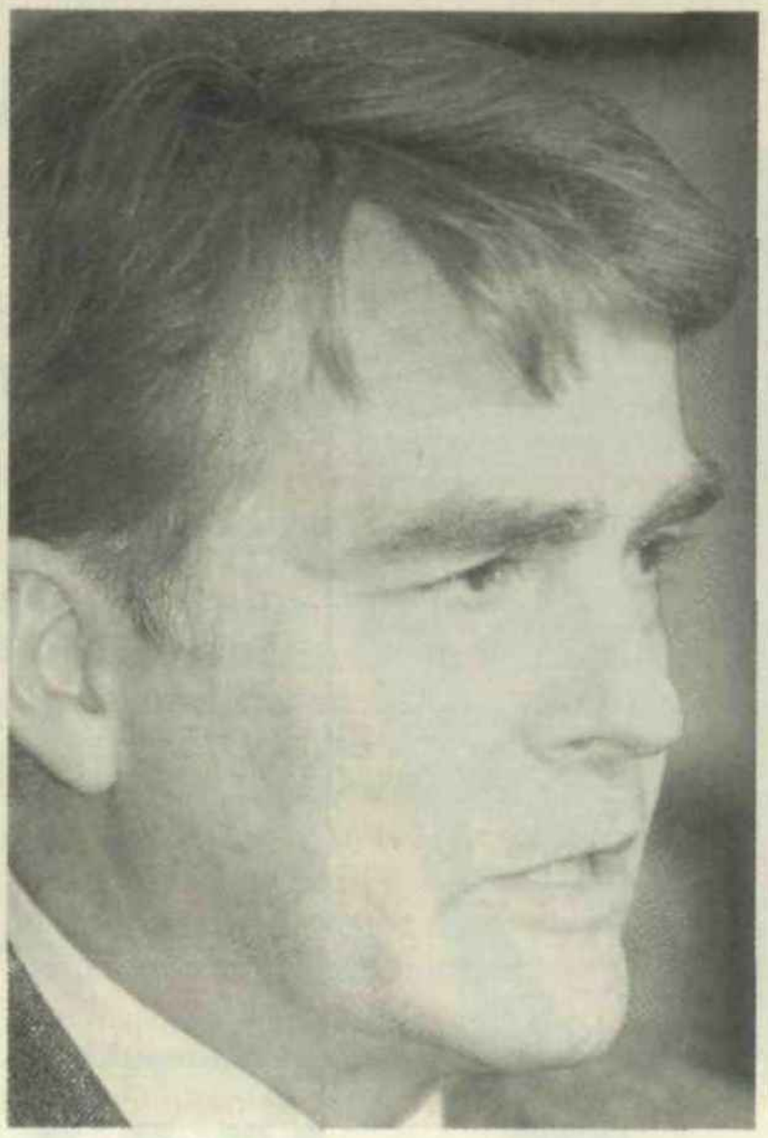
Initially, there were fears about the concept of F3000 as a one-make formula. It was felt that engineers would not have enough to get their teeth into; that drivers would be left short of technical knowledge, and would be ill-prepared for F1. And there are still some who feel that way, although enthusiasm for the idea has generally increased as the inevitability of its adoption became apparent. "I think a lot of people felt that it was going to be no fun," estimates Lola F3000 project manager Nick Langley, "but that was before they saw the car. Now that they know it's not just a glorified Vauxhall Lotus, and that it is a proper racing car, they've been a lot more enthusiastic. I think we're at the dawn of an exciting new era."

Lola Managing Director Mike Blanchet feels that the car's technical content should not be ignored. "Cost reduction was one of our major objectives, as was safety. But although it has been designed with cost in mind, it is still very much a Formula 3000 car. It permits every opportunity for the driver and the engineer to work together, as has always been the case, to optimise the car. There's plenty of adjustments within the chassis, and within the constraints of the regulations to allow a good driver, a good engineer and a good team to show through. We've had that proved in Indy Lights, where there has been some very good racing."

Customer response has been good: as this is written, around 20 definite sales have been registered, and Lola expects to sell perhaps 30 in total. That's a healthy enough prognosis, as is the fact that a half-sensible calendar is in gestation: 10 races, five of them in conjunction with the ITC, three supporting Grands Prix, plus Pau (sensible choice) and Enna (plain daft, but people were complaining about having to run F2 races there back in the 1960s, and nobody has ever really taken any notice).

Will there be any supplementary promotion by the governing body? The FIA has always been accused of allowing the formula to waft along in a parallel universe of its own, though President Max Mosley denies this. "It's never just drifted along. You've got to remember, when you talk about promotion, that the difficulty with any formula is that the great mass of the public really wants to watch F1. They don't have time to watch every form of motorsport.

"These races are going to run with the ITC and with Formula One, so there'll be the opportunity to be on television. But even if you get the TV station to show it, the public won't necessarily want to watch. This is one of the great fallacies. People think that if it's on the telly, people will watch. It doesn't follow."



Max Mosley: aiming to cut costs, and spread the available net of talent.

Mosley emphasises that the key criterion for the FIA is reducing the cost of participation. "It is designed to allow the greatest possible number of drivers to compete. The key to the whole thing is cost. We want those who want to do it to be able to afford it; by following that line, we will end up with a greater selection of drivers and a bigger possibility of choice.

"Over the next three years, I hope it will develop to a point where it may even feature as a national championship in several countries, and we may see people coming from a much greater variety of forms of motor racing than has been the case with F3000 in the past, purely on the grounds of cost.

"This formula should be significantly cheaper. We're all very grateful to Lola for the effort they've put in to get the car built so quickly and so efficiently.

"It's an amazing amount of car for the money. It's only very, very slightly more expensive than a modern Formula Three car, and you've got a real racing car that's not that far away from Formula One in terms of performance. We're also delighted that it incorporates all the safety features that are coming into next year's Formula One cars. That in itself is a major step forward which would not have been possible if we had stayed with a multi-make formula."

And Mosley is keen to see the cost cut even further, even though the car itself is so cost-effective. "The prices that are being quoted are in the £400-£500,000 bracket, but it has to be said that a big chunk of that is motorhomes, big transporters and the like. You could probably run it for between half and two-thirds of that, if you really pared it down to the bone.

"I think there will be people sooner or later who will demonstrate that it can be done cheaper. Then the young drivers will realise that you don't need a motorhome to

The Lola T96/50 incorporates all the new F1 safety regulations, which have given the cockpit area (right) a chubbier appearance.

get into Formula One. We didn't even have motorhomes in Formula One in the early 1970s. It's a little bit irritating when you're trying to get the cost down that people spend money which should be spent on racing, or maybe getting another driver in, on what I would consider extravagances."

Team managers are all for bringing costs down, but their views as to what is and what is not an extravagance differ to Mosley's . . .

"If the FIA spent the money on F3000 that it deserves, then we wouldn't have to buy motorhomes," says Derek Mower of Nordic. "As it is, we have to have a motorhome to give sponsors, or potential sponsors, somewhere to go. We don't have a paddock club or anything. It's the only tool we've got to entertain them. We're not just overgrown Formula Fords; we want to do these things properly.

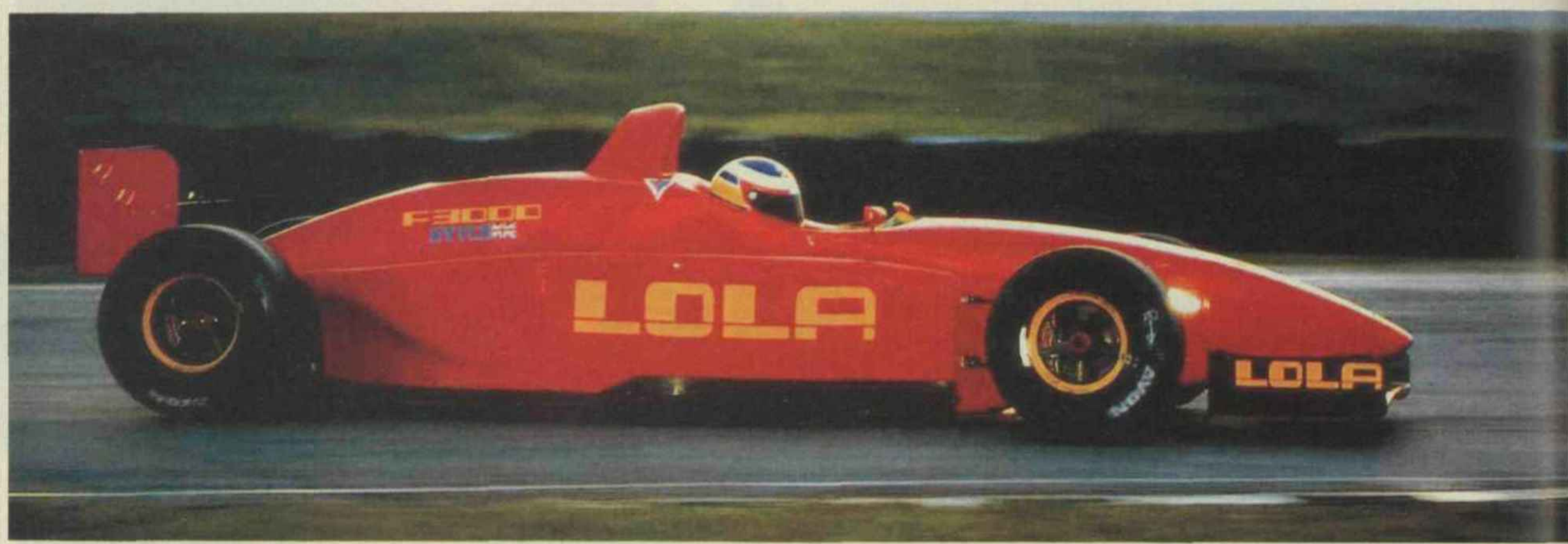
"And it's cost-effective because you can feed the whole team from there. Try feeding 14 mechanics at a restaurant for the price you can do it for at your own motorhome."

Madgwick's Robert Synge concurs: "Once you've bought it, it doesn't cost much to run. How much do a crate of beer and a few loaves of bread cost? It's pennies in the overall scheme of things.

"There are very few potential benefits for a sponsor in F3000. Circuit hospitality is one of the few things we do have to sell. If you get rid of that, you can kiss goodbye to F3000. Personally, I think we've already cut costs enough as it is."

"The problem with F3000," adds Dave Stubbs, of Paul Stewart Racing, "is that there's no real promotion, so you need something else to attract and impress sponsors. I mean, it's no good taking them to the café at Enna if you're trying to get them to invest £300,000 in your team. Also, the rules say that you can't run a catering service out of the truck.

"If you could get the cost down to £350,000 per season I would be amazed. You've still got to buy the cars, the spares, the travel, the salaries. We drove to every race we could last season, to try to reduce costs, but it still mounts up. And you have to



Top, Jordi Gene shakes down the prototype at Snetterton. There remain plenty of suspension adjustments for engineers (above). Zytek engine lies low in the chassis (above right).

pay the mechanics decent wages, because they're all good enough to go and work in F1. They have to be at this level, so you have to make the job attractive enough. I am adamant that we do not spend money on unnecessary things."

On this point, one suspects that never the twain shall meet. Mosley is confident, however, that some of what he perceives as frippery will start to evaporate. "I believe that some time in the next year or two we're going to get a really talented person without a big budget coming and running a shoestring operation and maybe blowing off the people who are having these luxury motorhomes and things. That would be the best thing that could happen, because the key to everything is getting the cost down and having the greatest possible number of drivers able to have a go at it. The greater the number of drivers, the wider we cast the net. That's the whole point of it, to find drivers for Formula One."

Of course, F1 is already packed to the gunwales with F3000 graduates. "That's true, but we might be able to improve the quality. I think there's a lot of very good drivers about who haven't made it into F1 because they haven't had the money to do what they needed to do to get there. If you can make the step to Formula One a lot less money, people who haven't had it up to now are going to have the opportunity, and you're going to raise the standards. I think there are people in Formula One who shouldn't have got into it."

There are no plans to make F3000 in Europe a compulsory stepping stone, which has been mooted in the past. "You can't make it the exclusive source," points out Mosley, "because you've got things like the F3000 series in Japan and Indycars, plus you've always got to have the flexibility to allow for some exceptional person from Formula Three.

"But it should certainly be the main source. If you get enough cars coming in it should be self-selecting, because under the present regulations people have to qualify — or, if they aren't quick enough they won't even get to race. This will tend to make them go and do some more suitable formula. F3000 is meant for people who are trying to get into F1, and who have a serious prospect of doing it. Rather than us restricting that by regulation, I think it will be restricted simply by the level of the competition which will now develop."

Removing some of the dross from the back of the field would be a major step forward, though non-qualification has never seemed to bother those of tractor pace. Jean-Pierre Frey once completed two full seasons without qualifying for a single race, nor ever looking like doing so . . .

On the surface, the FIA's heart is in the right place. It has got its own way with the introduction of a one-make series. That being the case, one can only hope it will now move to support its own new baby. A precious few minutes of TV, perhaps as part of the build-up to Grands Prix on Sunday afternoons, would elevate F3000's profile, and make young drivers more marketable before they actually arrive in F1.

It only needs a minute or three: images of the start, a few highlights, the winner taking the flag and an announcement of the results. The good news is that ITV, which has just landed the GP TV contract, has indicated it will show some F3000 coverage.

And given the increasing difficulty facing teams wishing to progress to Grand Prix racing, abolition of the compulsory F1 entry deposit for championship-winning F3000 teams might also serve as an incentive if the FIA wants to emphasise its laudable idea of increasing opportunities for burgeoning talent. **S A**

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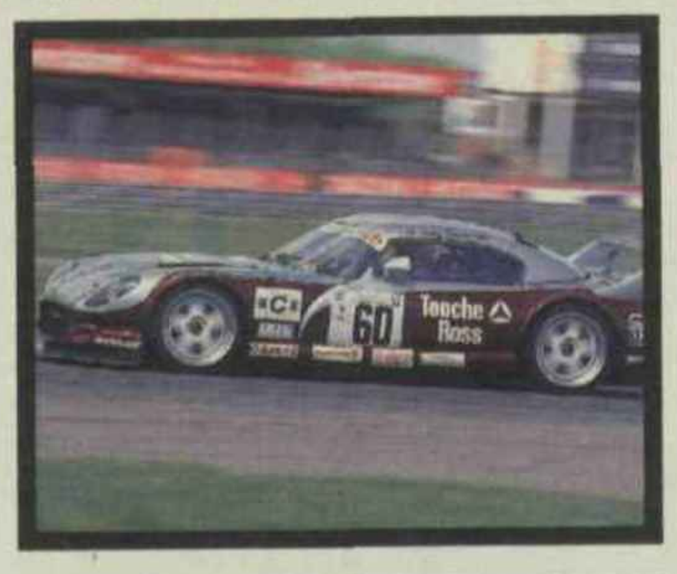

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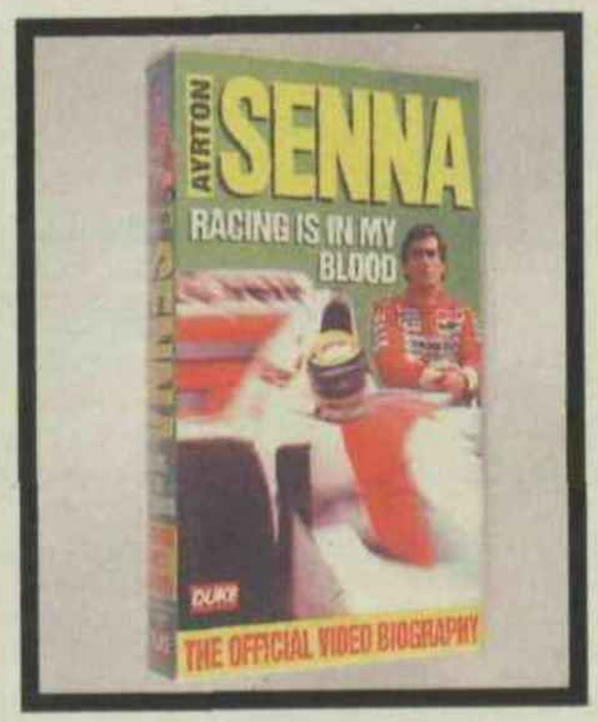

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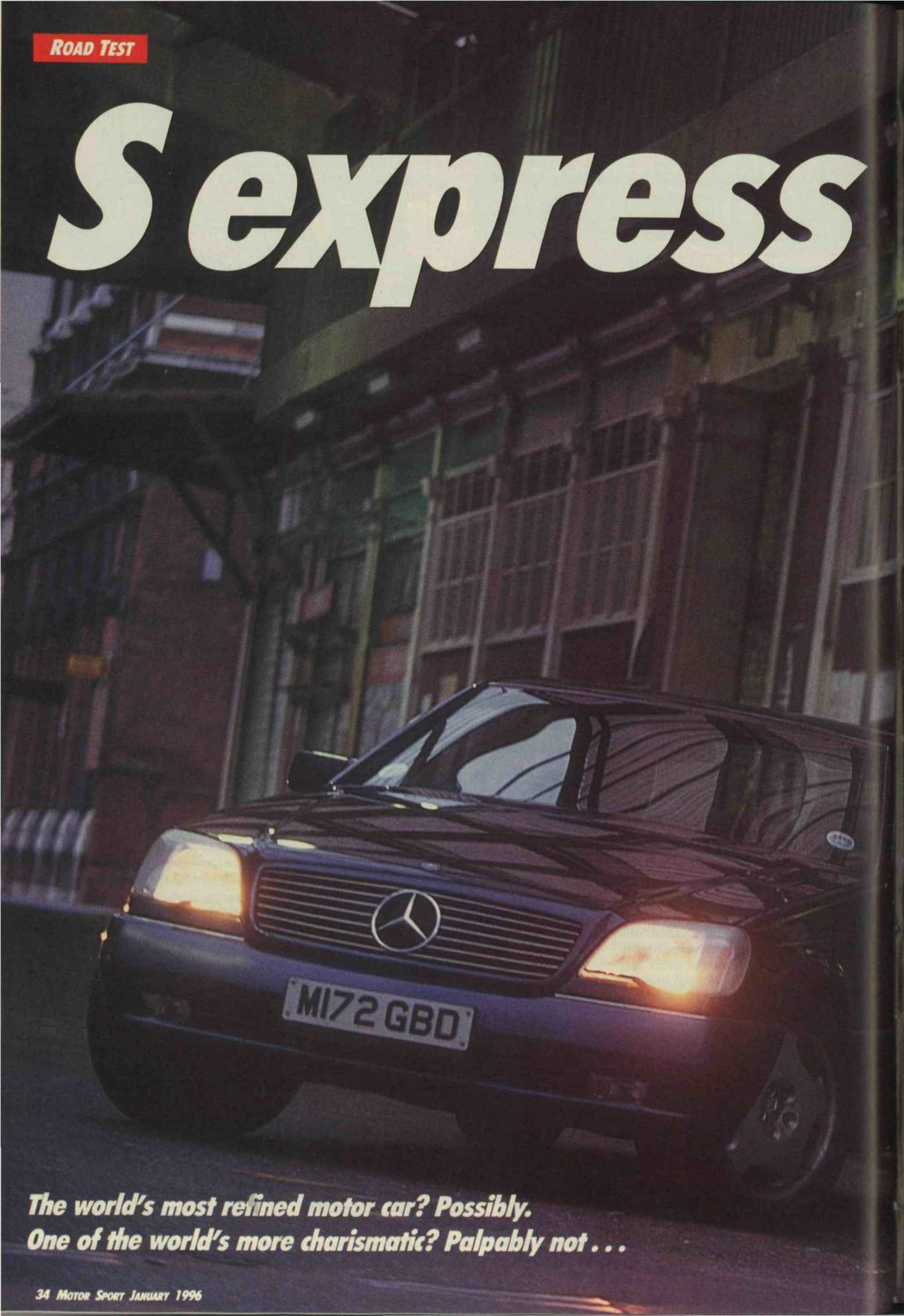


The world's most refined motor car? Possibly. One of the world's more charismatic? Palpably not . . .

CENTRAL CAFE
Tom Hussen & Co. Ltd

Luxury. It is defined as enjoyment of all things opulent, an appreciation of indulgences, rather than necessities. And there has been rather a lot of that within our chosen road test subjects of late. The Lexus 400 for instance: as tranquil as a goldfish in its bowl, but, some would argue, just about as charismatic. Or the BMW 740i: have your cake, and eat it while watching the optional colour TV . . . Kitchen sink not listed as an option. Yet.

Both are pitched squarely into an exclusive segment in which, connoisseurs will tell you, the Mercedes S-Class rules as the ultimate example of automotive indulgence. But if you want an S-Class for the same price as a 740i, you'll have to aim a bit lower than the S500 Coupé tested here. Price? At £78,700 on the road, plus £353.89 for the electrically operated rear roller blind, your company car tax bill will more or less equate to a living wage. Or, put another way, that's enough to purchase either a Lexus or a 740, a Caterham for weekend use and still leave enough to finance decent skiing holidays for two . . . for a decade or so.

To give the Coupé a fairer chance, it is closer in character – and price – to an 850 than a 740, though the aforementioned comparison still makes you wonder about just how far beyond certain criteria you need to go. When you cross the £40,000 threshold, any variation in degrees of refinement is relatively minuscule. How much leather does one need?

As you sink back into the cabin of an S-Class and engage the ignition key, the front seat-belts automatically come out to meet you, hovering by your shoulder until you accept the courtesy. Does this enhance the driving experience? Not really. But does it give you a minor superiority complex?

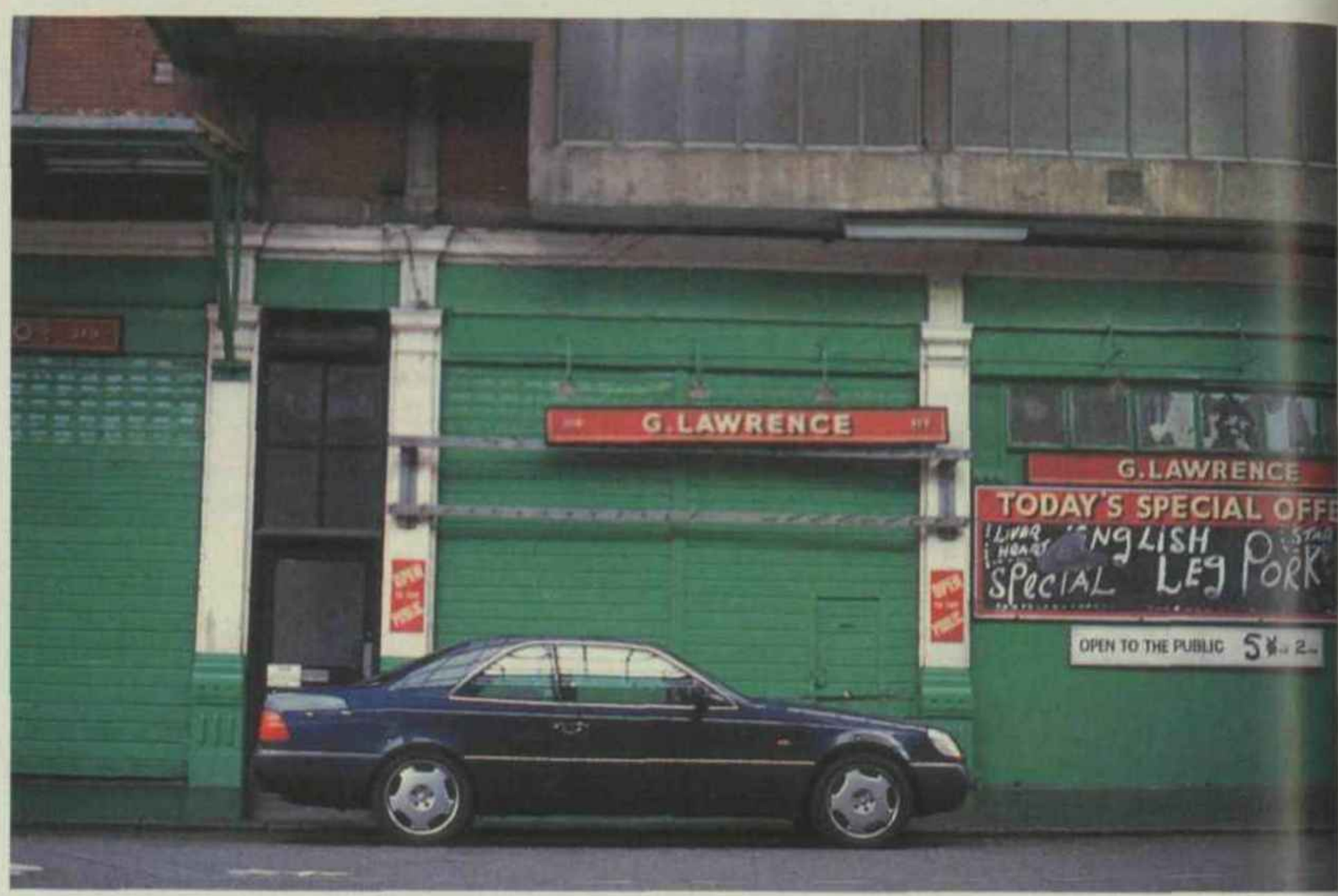
"Was that a sleeping policeman or a minor change in road surface? It's hard to tell"

You bet.

That's the thing about the S-Class. It cossets you like little else this side of your grandmother.

The trouble is that, despite its technical recipe, it struggles, in some respects, to match gran's home-baked scones for pulsating excitement . . .

The S-Class range kicks off with a 2.8-litre straight six saloon, and rises to a 6.0 V12. The S500 features the most potent of the V8s in the range, with 32 valves, double overhead cams, 315 bhp at 5600 rpm and almost enough torque to move mountains (347 lb ft/3900 rpm). It is, in the Mercedes idiom, impeccably smooth. It feels plenty fast in a straight line, and its capacity to reach 60 mph from rest in around seven seconds is testament to its reserves of torque, boosted at low speeds by the electro-hydraulically variable inlet cam and always accessible via the well-matched ratios of the excellent four-speed automatic gearbox. (Manual transmissions, never one of Mercedes' long suits, remain a dirty word in the Stuttgart vocabulary.)



Silent might: extraordinarily silken manners of five-litre V8 conceal its 315 bhp. Engine is quite superb, and utterly devoid of NVH.

However, from your leather perch, separated from the world outside by layers of double-glazing (which helps to reduce demisting), it doesn't feel terribly invigorating. The stopwatch tells you that this is faster than anything weighing 2080 kg has any right to be, but the integrity of the soundproofing and the absorbent properties of the suspension (double wishbones at the front, and a complex multi-link arrangement at the rear) are such that the visceral sensations are pretty much the same crawling up the M6 at bicycle speeds on a Friday evening as they are at almost two miles per minute. Was that a sleeping policeman, or a minor change in the road surface? It's hard to tell. . .

This is yet another impressive engineering statement from Mercedes.

But is it fun?

Not really, no. And one has to assume it isn't meant to be. The S-Class is designed as the ultimate high-speed carriageway conveyance: deactivate the remote alarm, release the flick-knife key, ignite and go. This is a world of recycled trees and once-upon-a-time cattle: nature reconstituted in the quest to produce the ultimate statement of one-upmanship from a volume manufacturer. Everything is smothered by leather and walnut; there's not a stitch out of place, nor a knot unpolished. The space between the individual rear passenger seats (this is strictly a four-seater) is filled by what looks like an old-style radiogram, except it probably has more buttons. There are a few electric toys within, a storage locker deep enough to accept a decent-sized hardback or two and, nestling between the electronically retractable headrests, a first aid kit which would keep *Casualty* in props for a whole series.

Despite the origins of its cockpit furnishings, Mercedes has made the usual concession to the might of its local Greens, electronically limiting top speed to 155 mph, and has placed a heavy emphasis on environmental compatibility: it is free of CFCs, devoid of asbestos, coated in water-based paint, has a catalytic converter the size of a Fiat 126 and, if you do ever manage to wear the S500 out, it is almost 100 per cent recyclable.

If only every journey one had to undertake was in a dead straight line, on a derestricted, billiard table-smooth highway . . . Away from that bland scenario, ie in anywhere bar Germany and, given recent legislation changes, parts of the United States, the appeal of the S500 is less apparent. Make no mistake, this is a big car; it looks it and, from behind the wheel, it feels it. Do not be fooled by the

Mercedes Coupé interior is smothered in leather and wood. Cabin is roomy, but only seats four. Familiar seat adjustment allows for perfect positioning.

compact, though comfortable, cabin dimensions.

Its steering responses and handling are a touch ponderous; there is exaggerated body-roll; it may look like a sports car, but it does not feel like one, not in the true sense of the word. There's plentiful grip, it's just that the chassis' reactions are, as aforementioned, a trifle dull.

That's not to say that you can't make decent progress along B-roads. You can, but it's not a terribly passionate process. Smooth and effortless? Yes. Invigorating? Not at all.

The only concession to 'sport' is the switch by the transmission, which encourages the gearbox to hang on as long as possible before making its next indiscernible change.

By 5000 rpm, you can just about hear the V8 . . .

A switchable electronic skid control comes as standard, and caps the power as soon as slippage is sensed at any corner. Deactivate the system on a slippery surface, and you'll appreciate its benefits pretty quickly.

The S500's braking ability is, naturally, impeccable, the large central pedal providing powerful, fade-free deceleration in all conditions.

High-quality materials apart, glitzy cabin appointments include a perfect driving position (seats and steering wheel are electrically adjustable, and can be positioned with millimetric precision), effective air conditioning, illuminated vanity mirrors (front and rear!), automatic anti-glare rear-view mirror, superb eight-speaker radio cassette (there's no CD, but then again not all Mercedes-Benzes feature radio equipment as standard), heated front seats and electric adjustment of more or less everything.

Verdict

Much of the aforementioned might appear a trifle critical; so, have we missed the point of the S500 Coupé?

I prefer to think not. The disappointing thing is to find a car which has *such* a high level of technical specification and overwhelming opulence, but which is not terribly entertaining to drive. When the BMW 850 first came out, it was slated for placing a greater emphasis on its technical plumage than its capacity for bringing a smile to its driver's face. The consequence is the 850 CSi, which offers a better balance.

In the past, Mercedes has combined its traditional blend of build quality and comfort with flair. One only has to look at the AMG-badged machines in the current range, which now come under the official Mercedes umbrella, to know that such cars still exist.

You will struggle to find anything more solidly put together, or more refined, than the S-Class, no question. But given the overwhelming depth of engineering expertise which has gone into creating this luxury apartment on wheels, the potential must exist to create something with a little more panache, without unduly compromising its admittedly outstanding virtues? **S A**

ENGINE

Location	longitudinally front-mounted
Cylinders	90 deg V8
Bore × stroke	96.5 × 85.0 mm
Capacity	4973 cc
Compression ratio	10:1
Valve gear	dohc per bank, four valves per cylinder
Power	315 bhp/5600 rpm
Torque	347 lb ft/3900 rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	four-speed automatic, rear-wheel drive

GEARBOX

Gear	*ratio*
First	3.87:1
Second	2.25:1
Third	1.44:1
Fourth	1.00:1
Final drive	2.65:1

SUSPENSION

Front	double wishbones, coil springs, gas shock absorbers, anti-roll bar
Rear	independent via multi-links, coil springs gas shock absorbers, anti-roll bar
Wheels	alloy, 8.5J × 18
Tyres	235/60 ZR18

BRAKES

Front/Rear	ventilated discs, ABS

STEERING

Type	recirculating ball, power assisted
Turning circle	11.91 metres

DIMENSIONS

Wheelbase	2945 mm
Overall length	5065 mm
Overall width	1912 mm
Overall height	1455 mm
Kerb weight	2080 kg
Fuel tank	22 gallons

PERFORMANCE

0-62 mph	7.3s
Maximum speed (artificially limited)	155 mph

figures supplied by Mercedes-Benz UK

FUEL CONSUMPTION

Average for test	19.7 mpg
Government figures:	
Urban	16.0
56 mph	28.2
75 mph	23.7

LIST PRICE	£78,700

Turin de force

Fed up with your Escort or Astra? Fiat's Bravo and Brava might offer the most appealing hatchback alternative yet

If there was an award for the most interesting mainstream car manufacturer, Fiat would be a very good candidate: witness its most recent offerings, the Punto, Coupé and Barchetta. But in this country at least, it has always been weak in the small-to-medium hatchback department: cue the quirky Strada and slow-selling (if worthy) Tipo. That may be about to change, with the advent of the Bravo and Brava, a two-pronged assault on the Escort and Astra stronghold.

In a market segment where the humdrum tends to predominate, you don't normally see three- and five-door variants of the same model given different names. Nobody told Fiat, it appears. The men from Turin have eschewed convention and gone for styling cues which set the three-door (Bravo) and five-door (Brava) firmly apart. The former is the most dramatic, its flanks flaring out to meet a blacked-out cluster of tail-lights. It won't be to everybody's taste, but I think it looks superb. The five-door Brava, meanwhile, is not as startling but no less appealing. Park it beside the car commonly perceived to be class leader, Peugeot's 306, and the French machine looks decidedly passé.

Inside, the effect is much the same. Instrumentation apart – the Bravo gets sporting round dials, the Brava larger, oval-shaped items – the pair share a cabin: a beautifully designed, ergonomically sound affair dominated by its purpose-built stereo system and an extremely effective heater system. Unappealing grey plastic aside, it looks as though a bit of thought – intuition, even – has gone into it, and the result is an interior which, in contrast to several rivals,

is a genuinely nice place to be. True, the stylish exterior takes its toll on headroom in the rear, the Bravo feeling decidedly cramped. But somehow one gets the feeling these cars will not be bought on the strength of how many people you can get in the back.

When they hit the forecourts at the start of the New Year, they will be available with three different engines: 1.4-, 1.6- and 1.8-litre modular powerplants built at Fiat's ultra-advanced Pratola Serra plant. Unfortunately, you will have to wait for potentially the most interesting variant: the five-cylinder, 2.0-litre HGT. Having only recently decided to sell the car over here, the Italians won't be sending any until next autumn at the earliest.

In the meantime, there is plenty to be cheerful about. No matter what engine is up front, the Bravo/a demonstrates taut, predictable handling. Press on hard and understeer is the dominant characteristic, but it is always controllable and correctable – even on the greasy, ice-laced roads around Gleneagles where we tried the cars. The trade-off is a ride which edges towards the jittery on more rippled surfaces and means that the overall fluency of, say, a 306 is ultimately lacking. In 1.4 guise, however, the Bravo/a has the beating of its immediate rivals. Free-revving and surprisingly torquey, the 12-valve 1370cc engine belies its 80bhp: it's genuine fun to drive hard, to the extent that it puts both the 1.6 'Torque' unit (with 24 more horses on tap) and the 1.8 in the shade.

The latter, the most powerful variant in this country for the time being, is a good performer by "warm hatch" standards. It grips prodigiously on fat Pirelli P4000 rubber and can be persuaded from 0-60mph in under the 10s mark. But you need to rev it hard to get the best out of its 113bhp engine, and it loses its finesse towards the top of the range. And the trim designation (HLX and ELX for Bravo and Brava respectively) hints at the absence of sporting pretension.

Make no mistake, however, these are two thoroughly likeable machines: trendsetters in the Punto mould. Important cars, too: Fiat UK's Managing Director, John Blades, says he will be disappointed if first-year sales do not match the Tipo's best annual performance (18,000). If flair and character are any criteria, it will be an injustice if they don't.

RJA

Cold comfort

The Cavalier is phased out at last, but hasn't Vauxhall forgotten something?

The press pack for the new Vectra is very studiously written: nowhere are the words 'Vauxhall' and 'Vectra' juxtaposed. Officially, this is the new Vectra *from* Vauxhall. Something to do with avoiding any confusion with the Vauxhall Victor (d 1976), apparently.

The new Vectra, which we tried in two-litre, 16-valve SRi form, is promoted as the car to take us into the next millennium, even though, visually, you could mistake it for a Cavalier with a splash of Chanel applied to its nose.

The critical differences lie beneath the surface.

There's a fresh chassis, wider and longer, with new multi-link rear suspension, and even though it feels unmistakably Vauxhall/Opel from behind the wheel, cabin space and refinement have been improved: there are fewer vibrations, as well as reduced noise pollution from either the wind, the road or the engine.

Even in its final guise, the Cavalier's age had been showing when it was measured against the Mondeo, the Laguna et al. The Vectra is a huge step forward in terms of ride and handling, being far less choppy than its antecedent. The 2.0 comes with electronic traction control as standard, and this is as efficient as it is unintrusive.

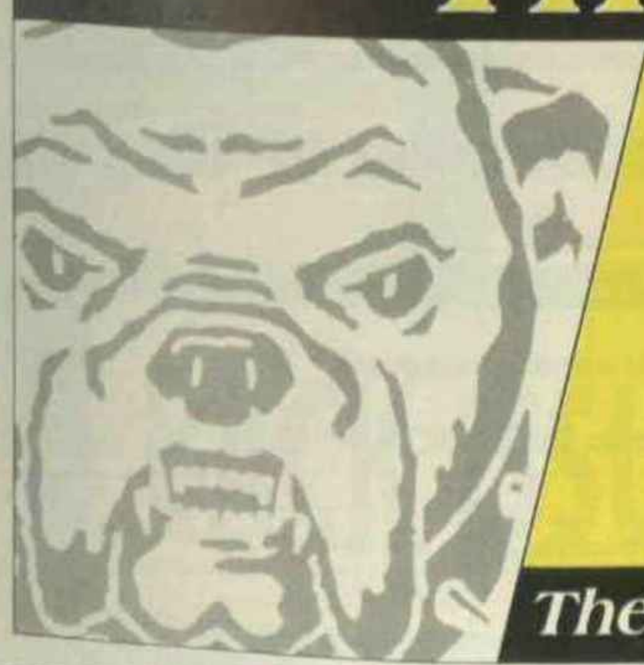
The engine, typically for a Vauxhall, has an admirable blend of pace and economy: quoted top speed is a vigorous 134 mph, yet it will return in excess of 40 mph at maximum legal cruising speed. Even hard use, much of it in stop/occasionally start London, yielded a return of 35-plus mpg.

Inside, switchgear and instrumentation have been tidied up, but despite a long list of standard equipment (remote alarm, neat cup-holders, adjustable headlamps, decent stereo with detachable anti-theft panel, an armada of electric buttons) there is one glaring omission from the list of furniture . . .

The steering wheel is not adjustable for rake or height, and in a car which is going to sell in droves to sales reps (Vauxhall is eventually aiming to sell 130,000 Vectras per annum), a car which will pound along the nation's motorways for hours on end, this appears to be a rather obvious oversight. Speaking as Mr Average-Height, I couldn't get fully comfortable, and after only 50 miles my left knee was beginning to ache. The height adjustable seat simply doesn't allow enough room to manoeuvre.

The Vectra is well equipped, and keenly priced (prices range roughly from £12,000-£20,000, with the pacy SRi a halfway house example at £16,735), and there is a simple fix available if Vauxhall doesn't want 130,000 people complaining about sore knees. . . **SA**

The TVR Centre



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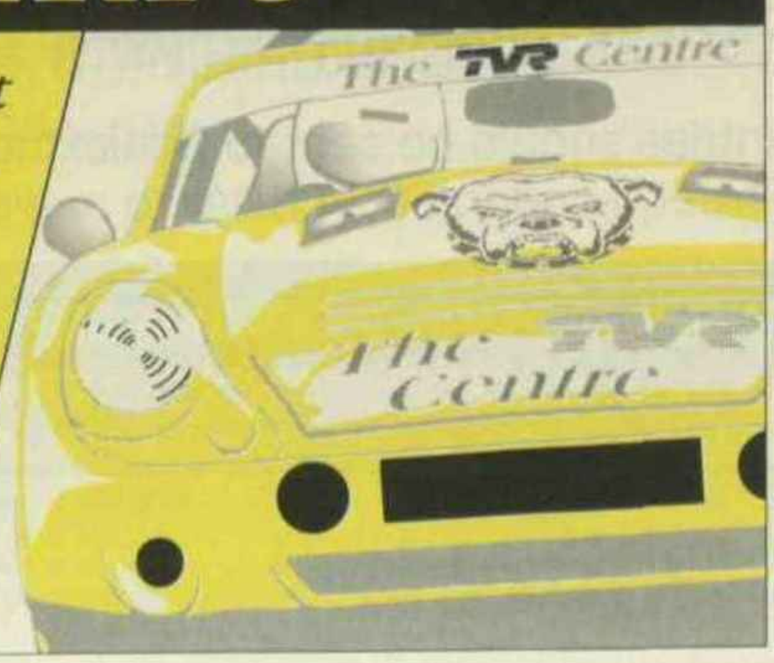

WIN a SCALEXTRIC® set

This is your last chance to frighten the cat with an out of control Benetton (or Williams). We are pleased to offer our readers a third opportunity to add a Scalextric Grand Prix set to their itinerary of household contents (space required: 7′9″ × 5′8″, 2360 × 1730 mm).

As before, all you have to do is to answer three non-cerebral questions and pop your answers in the post. If your name is first selected from the hat, a box full of 1/32 scale entertainment will be yours.

Although this exhausts our supply of Scalextric sets for the time being, look out for further competitions in MOTOR SPORT in the coming months.

1: Eddie Irvine is the first Briton to drive for Ferrari since whom?

- Nigel Mansell ☐
- Derek Bell ☐
- John Surtees ☐

2: Which manufacturer won this year's Touring Car World Cup?

- Seat ☐
- Audi ☐
- Alfa Romeo ☐

3: Who was the first Briton to win a World Championship rally?

- Colin McRae ☐
- Jimmy McRae ☐
- Roger Clark ☐

Name _____

Address _____

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Entries should be sent to Scalextric Competition 3, Motor Sport, PO Box 35, Standard House, Bonhill Street, London EC2A 4DA, to arrive by first post, Tuesday January 17.

THE RULES:

1. No entries will be accepted from employees or their families of Hornby Hobbies, MOTOR SPORT or any other companies associated with the competition.
2. The winner will be the first correct entry drawn.
3. The Editor's decision is final and no correspondence will be entered into. No alternative prizes will be given and the closing date for entries will be January 17
5. The winner will be notified as soon as possible after the closing date.
6. No responsibility will be accepted for entries lost, damaged or delayed in transit; illegible or altered entries will be disqualified.
7. By entering the competition, competitors will be deemed to have accepted and agreed to be bound by the rules and all entry instructions given are deemed to form part of the rules of the competition.

From time to time we will use your name to offer you carefully selected products from other companies. Please tick here if you do NOT want your address to be used for this purpose. ☐

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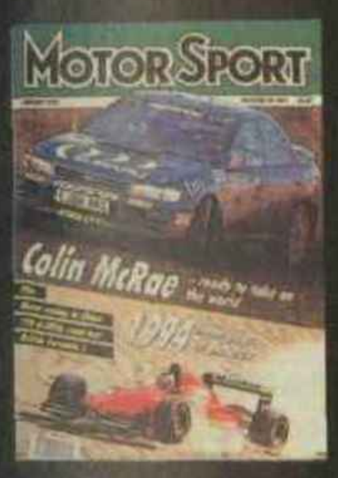

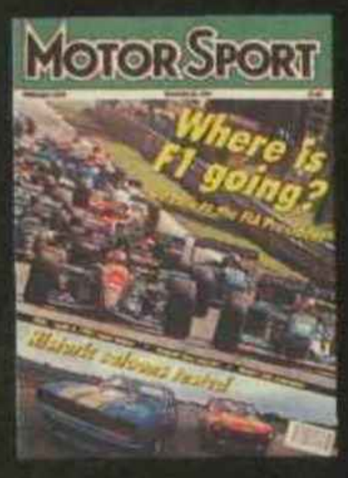

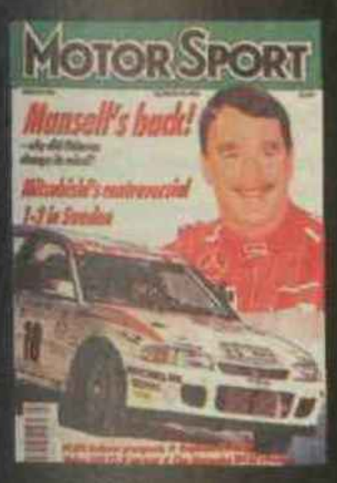

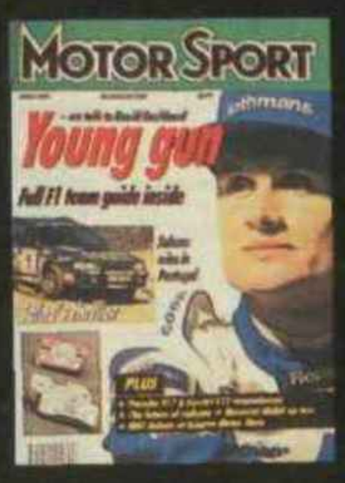

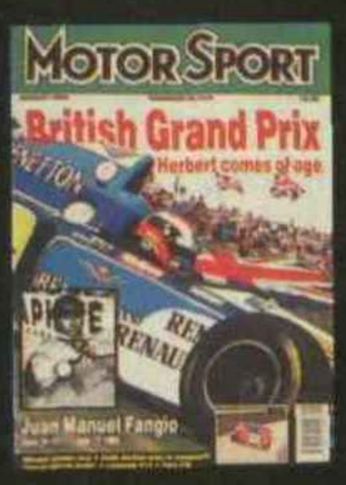

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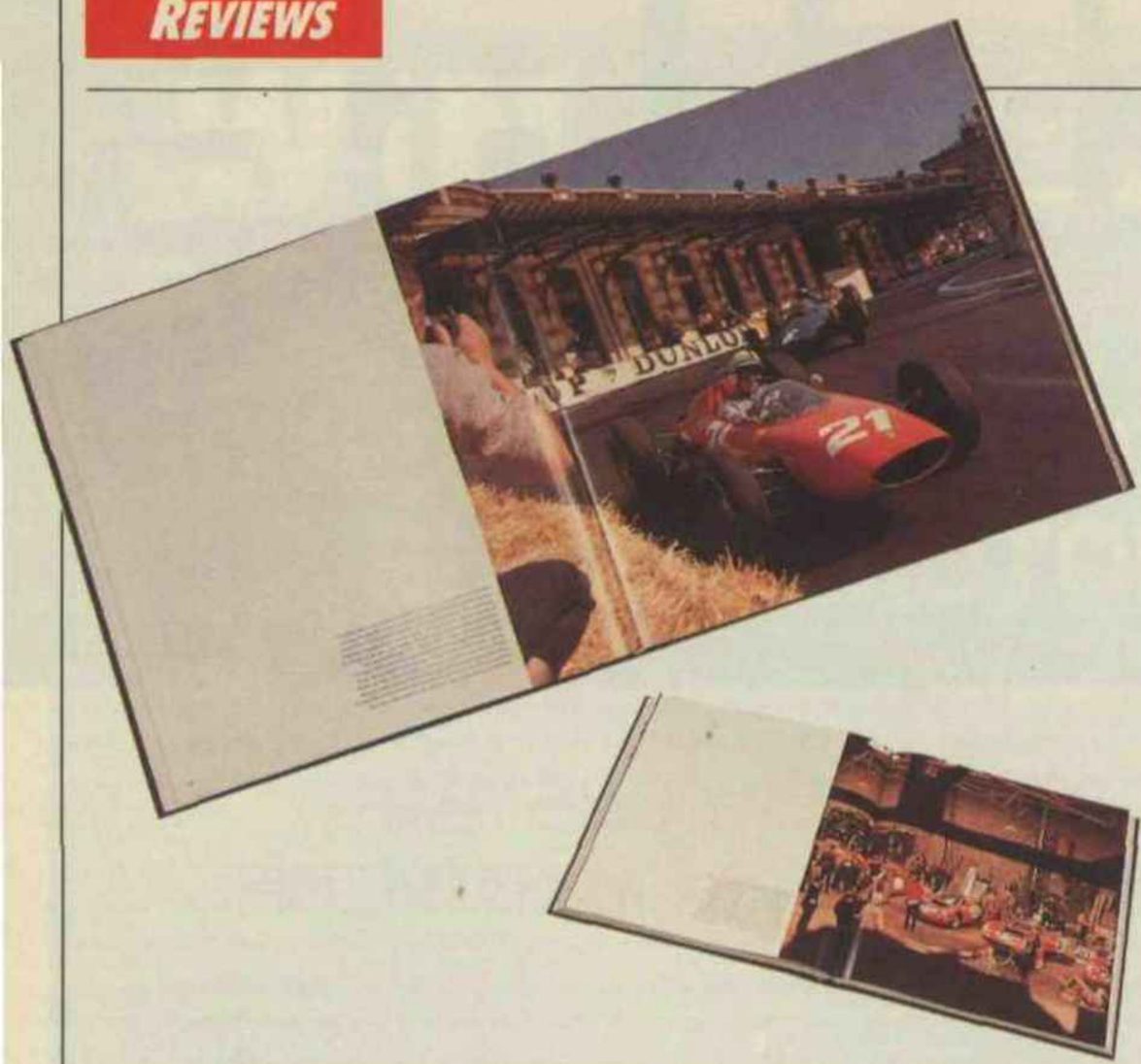

Ferrari in Camera – From Ascari to Villeneuve, Nye and Goddard. Palawan Press, £350

This is a book of legends: not only of the Ferrari marque and its fabled drivers, but also of the man who has captured this history on film: Geoff Goddard. Only the first two shots in this lavish volume are not by him, and ironically they depict the first time he ever saw a Ferrari. From there on, the broad pages overflow with scarlet paint, with hot oil and with racing rubber; with amazing 100mph close-ups of gritted teeth and tensed biceps, with workshops chaotic with battered cars and anxious mechanics.

Goddard inserts chapter introductions, but it is the photos which drive the book, illuminated by generous captions from Doug Nye relating the "who" and the "why". Some shots are almost poster-size, with terrific impact; all show Goddard's eye for the scene as a whole, recording by-standers and heroes alike. Stunning action is interspersed with moving portraits – witness a troubled Musso on the morning of his death – so that even if you were there at the time, it's hard to imagine you could have absorbed more atmosphere than is captured in this magnificent book. Works Ferrari drivers Phil Hill and John Surtees contribute forewords, and data lists of Ferrari models and drivers make it a work of reference, as well as of reverence. As to the repetition of the words "poll position", I can only presume that this is the deliberate flaw which halts every Persian carpet just short of perfection. . . **G C**

Britain's Motor Industry — The First Hundred Years, by Nick Baldwin, Anders Clausager, and Jonathan Wood (Nick Georgano, Ed). Haynes, £24.99.

To mark the first one hundred years of the British Motor Industry Haynes of Yeovil got Nick Georgano to edit, and contribute to, along with the authors named above, this comprehensive 256-page study of the first century, with 120 pictures to illustrate important cars and developments. This is one for all reference libraries. It runs the whole gamut of this period, from the Coventry Motor Mills production of Bollée tricars in 1896 to the present-day offerings of our Motor Industry. Experimental efforts are not overlooked and include that of the Thomas Rickett steamer of 1858-60, and the book goes on to tell of the WW2 Shadow Factories whereby the motor industry contributed so much to the war effort, but how post-war success was eroded by better capitalised and equipped European rivals. Nor are such subjects as racing, labour relations, management styling changes, company ownership, National and de-Nationalisation effects and the latest computer roles neglected. Nicely produced, with the latest Haynes' dust-jacket, it can be yours for £24.99. **W B**

Raiders Overhead — The Bombing Of Walton & Weybridge, by Stephen Flower. Air Research Publications, PO Box 223, Walton-on-Thames, Surrey, KT12 3YQ £11.95

I found this unusual little paperbook quite fascinating. One knew that there had been a raid or two on the Vickers factory at Brooklands during WW2 and a few details have appeared elsewhere. But until I read this amazingly painstakingly researched account I had no idea of how frequently Brooklands was attacked and flown-over by enemy raiders, not only in the last war but during WW1. Here is all the information, day-by-day, of the incredible (to the uninitiated) number of bombs, V1s and V2s aimed at Brooklands and the surrounding area. The aeroplanes, both enemy and defending, where known, are quoted and personal memories of those who were there, on the ground and in the air, supply the period touch.

A seven-page Index even lists the roads and streets involved and the pictures add to the story, some of Brooklands itself. Appendices cover the Air Raid Warning Procedures, the 1944 V1 Attacks, the names of the author's witnesses, and the casualties — surprisingly, 389 high explosive bombs and about 4500 incendaries, plus 18 V1 attacks, were recorded in the small area the book covers, killing 83 people and injuring 419. The research done by Stephen Flower is most commendable and his little book must be essential reading for all Brooklands Society members and those who go to the Brooklands Museum or indeed live in this part of Surrey. **W B**

● Those needing advice, assistance with maintenance or just a good read about popular classic sports cars have quite a choice among recent titles. Thus MRP have Paul Robinson's and Christopher Ross's **Authentic Lotus Elan and Plus 2 (1962-1974)** at £29.50, offering, it says, essential data and guidance for owners, restorers and competitors. And the Lotus Seven is the subject of an **MRP Collector's Guide**, compiled by Jeremy Coulter, which costs £14.99 and very attractive, useful and all-embracing this series is. Then if you are after or possess an **MG Midget** or **Austin-Healey Sprite**, Haynes offer you one of their guides to purchase and DIY restoration, by Lindsay Porter, a second 296-page edition costing £16.99. Meanwhile, Brooklands Books weighs in with more useful books in its prolific reference library series. These are two **Gold Portfolio** books, on the **1936/49 MG TA/TC** and the **1949/55 MG TD/TF**, including Cooper, Lester, Ex 179 and 1500, at £12.95 each, a **Performance Portfolio** about the **Fiat Abarth**, price £10.95, and another about the **1986-1994 Ferrari 328, 348 and Mondial at £12.95.** **W B**

● The life and inventions of George Constantinesco, to whom we referred in MOTOR SPORT some time back, is the subject of **Data Files 2** from M W Models of 4 Greys Road, Henley-on-Thames, Oxon RG9 1RY. This A4-size soft-cover 56-page document has an account of the inventor himself, his work on the Constantinesco interrupter-gear which enabled a pilot of a fighter aeroplane to fire through the revolving propeller, giving a great advantage in the aerial battles of WW1, and the Constantinesco Torque Converter, which made a gearbox unnecessary on motor cars. There is even a picture of the Meccano model of the converter, and much about the 500cc twin-cylinder Constantinesco light car which had the converter between its two cylinders and a very neat FWB chassis, the work I believe of the Constantinesco Company — if not, whose chassis was it?

The account is by Ian Constantinesco; it costs £19.95 post free in the UK, or £12 in a plain-paper edition, from the above address. **W B**

● The guide to Coventry's one-time car factories which we mentioned last month is available for £2.00 from the City Development Directorate reception in the Tower Block, Much Park Street, the Tourist Information Centre, the BRT Museum, the Art Gallery and Museum or the City Record Office, or by sending a cheque for £3.00 to Coventry City Council, addressed to Mark Singleton, Development Directorate, Floor 6, Tower Block, Much Park Street, Coventry CV1 2PY (Tel 01203 831265). **W B**

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Numbers Game

I must commend you on the thoroughly fascinating article on the Maserati 250F. There is however a slight error which should be notd.

Although Bob Drake was indeed the last man to drive a 250F in a World Championship Grand Prix, this occurred at Riverside in 1960, not Watkins Glen.

Drake qualified 22nd out of 23 starters with a time of 2.05.4 (Moss being on pole with 1.54.4) and finished 13th. The car is currently owned by Ralph Lauren.

You may be interested to know that Drake was also co-owner, with Mary Davis, of the former Grand Prix restaurant and bar in Los Angeles. Their clientèle included Steve McQueen, Lance Reventlow, Phil Hill, Carroll Shelby, Masten Gregory, Ken Miles and Dan Blocker of *Bonanza* fame.

The interior of the bar can be seen in a horrendous 1958 B-movie called *The Road Racers*, the only worthy moments being footage of the 1958 Times GP at Riverside and the starring role of Max Balchowsky's "Old Yaller" (known as "Old Bucket of Bolts").

Doug Nye's book *United States G P and Grand Prize Races 1908-77* lists Phil Cade's non-starting 250F at Sebring in 1959 as chassis 2529 and Drake's 1960 Riverside example as well! 2529 was of course the Fangio car from the 1957 German GP, adding further fuel to the confusion fire!

Sean Vigle,
New York, USA.

There is now no doubt that Cade's 1959 US GP car was 2524, and Drake's mount the following year 2533. Car 2529 was in the US at the time, but did not appear at either GP. But we confess we were in error in placing the 1960 race at Watkins Glen; it was of course held at Riverside that year (and the Glen from '61). D G M

Too Much Kant

The perils of prediction . . .

Sir,
My favourite philosopher is Friedrich Hegel. In 1800 he published a thesis proving that there could only be seven planets. On the first of January 1801 the eighth planet was discovered. I find that the output of pundits offers similar pleasures. Those who predict the future are responsible for much wry amusement. The time-interval between prediction and it being refuted may be fractions of a second (Murray Walker) to years in the cases of those who predicted turn of the century motoring in the fifties. Of more immediate interest MOTOR SPORT and others informed us prior to the season that Damon Hill was unlikely to withstand the threat represented by David Coulthard. Hill's success allied to Coulthard's relative lack of it in the first half of the season lead to another item explaining how Hill had successfully repulsed the challenge. This article was immediately followed by a reversal of fortunes. A further item praising Coulthard preceded this driver embarking on a bizarre series of offs. The pundits' *piece de resistance* was Alan Jones savaging Hill, followed by Hill's Adelaide victory by a margin greater than Jones ever dreamed of during his driving career. Great entertainment, as long as one does not take the output of the pundits seriously.

A year ago MOTOR SPORT was kind enough to publish one of my letters about maintaining tradition, the tradition in question being a collision between the current star driver and another competitor at Adelaide or in Japan. It was pleasing see the tradition being maintained in 1995. However in all fairness Schumacher's only contribution, on this occasion, was to execute an overtaking manoeuvre. F1 seems to have reached the pitch where on the track overtaking is more or less forbidden. Has anybody, for the leading six cars, been through this year's lap charts and calculated how many place changes there were due to pit stops compared to successful overtaking on the track (i e where both cars stayed on the track)?

The record for Adelaide flatters Williams and Hill. If Alesi had not taken Schumacher out, Schumacher would have probably overtaken Hill while the mechanics struggled with a front wheel. Some of us thought that Williams were likely to lose Hill's massive lead, but as frequently happens, Adelaide was not typical of the rest of the season and the delay in the pits, like Alesi's driving, went unpunished.

P J Huston,
Boston, Lincs.

FWD Alvis Survival

Cyril Paul leads Major Harvey in 1930's TT in the FWD 8-cyl Alvis.

Sir,
W B's excellent account of the Brooklands gathering of Alvis Owners Club and Alvis Register FWD Alvis cars poses the question as to why Alvis introduced this model when they already had a successful range of rear drive four and six cylinder cars.

T G John, founder of Alvis, and Capt G T Smith-Clarke had immense experience in the design, construction and maintenance of naval vessels, heavy vehicles and aero-engines. This was the basis for a company with a 'reputation for manufacturing innovative, high-quality products', which remains today. It holds an impressive list of patents and products.

By 1925 entrants in the 200 Miles race at Brooklands, won by Alvis in 1923, required better road holding for the artificial corners then introduced and more speed to beat French competition. Smith-Clarke, a long-time supporter of FWD, introduced this and supercharging for the 1925 cars. In 1926 and 1927 Alvis built eight-cylinder FWD cars to Grand Prix formula rules for the 200 Miles and British Grand Prix races, which proved this form of drive, also in hill climbs.

All Alvis works entries, and record-breaking cars from 1928 to 1930 employed FWD, their greatest opposition being the Alfa Romeo team with 1750cc engines, compared with the Alvis team with 1500cc engines, in the 1930 TT race. Alvis won their class but were about 1 mph slower than the Alfa team with, apart from the Alfas, only a supercharged 7 litre Mercedes Benz putting up a faster race average. Cyril Paul told me the Alvis cars handled extremely well and were very reliable.

Alongside the 1928 to 1930 FWD racing exploits 15% of production went to FWD which, together with complications of supercharging and maintenance, made them suitable only for the sporting motorist. Further, as Capt Smith-Clarke told me, he was not given time to redesign the engine to reduce the noise from the gear train upon which W B comments. Alvis were just years ahead of their time but have certainly proved that, to stay in business as a small-scale car manufacturer, the capability to design and manufacture other products is essential.

Kenneth Day,
Weybridge, Surrey.

Motor Sport

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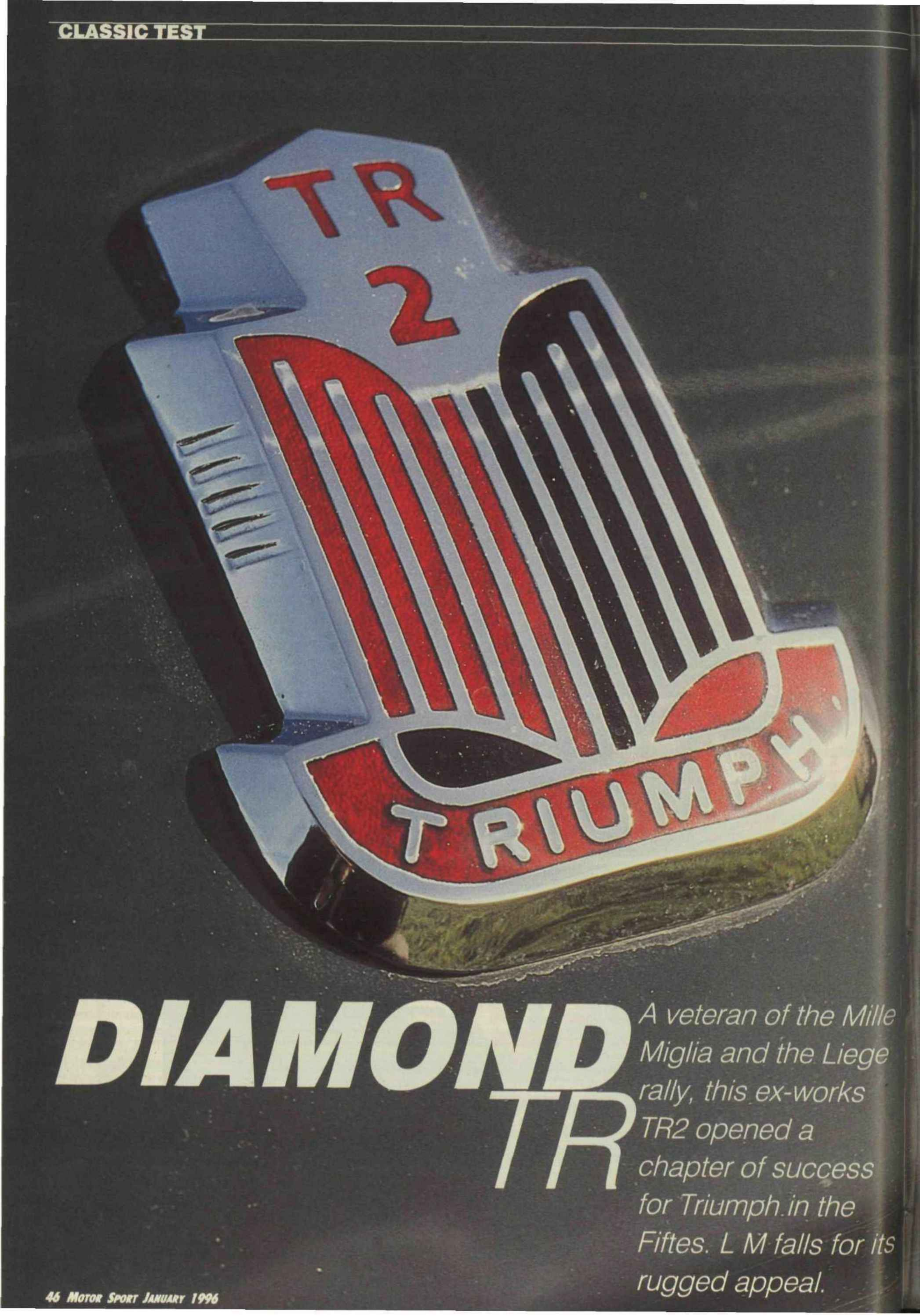


DIAMOND TR

A veteran of the Mille Miglia and the Liege rally, this ex-works TR2 opened a chapter of success for Triumph in the Fiftes. L M falls for its rugged appeal.

After the War when Triumph was taken over by Standard, managing director Sir John Black made it perfectly clear that he wanted a production sportscar that would give MG and Morgan something to think about. The TRX prototypes, of which three were built during 1950, relied on a pre-war Standard Nine chassis, with aluminium-alloy touring body, electro-hydraulically operated seats, headlamp covers and hood, and the Vanguard power unit. Aesthetically, the end result was most elegant, but surprisingly the car was too heavy and suffered from poor handling; wisely, the company's designers quickly returned to their drawing boards.

By 1952, plans for the TRX's successor, the TR2, were finalised and the car, a pretty, simple and honest two-seater went into production the following year. It was almost an overnight success. With a bore and stroke of 83 x 92mm, the rugged all-iron Vanguard engine had to be sleeved down to 1991cc to allow the car to compete in the under-2-litre class in international motorsport. Fitted with twin SU carburettors, it gave a reliable 90bhp, and endowed the TR2 with 110mph performance potential. Naturally, the modified gearbox and rear axle also originated with the Vanguard.

The somewhat flexible pressed-steel chassis frame was proof enough that British motor engineering lagged a little way behind our European counterparts, whose unitary construction bodyshells were becoming the norm, but the suspension — by coil springs, wishbones and telescopic shock-absorbers at the front, and semi-elliptic leafs and lever-type shocks behind — kept the vagaries of the frame in check well enough, even if traction was poor on loose surfaces.

Typically, the four-speed gearbox was without synchromesh on bottom gear, but a Laycock overdrive unit was available as an extra-cost option and was soon extended to operate on second, third and fourth gears.

The TR2 was replaced by the TR3 in 1955; a hardtop and a GT version were available from 1956, front disc brakes were fitted as standard in 1957, and in 1958 there was the option of a 2.2-litre 100bhp engine. Before production of the TR3A ended in 1961, some 83,500 had found homes on both sides of the Atlantic, quite an amazing number considering the hardships and austerity of a world still recovering from a long and devastating war.

After the TR3A came the TR4 — in effect a rebodied TR3 with an improved chassis — which was followed in 1966 by the TR4A, basically a TR4 with independent rear suspension borrowed from the Triumph 2000 saloon. In 1967 the TR5 was introduced, boasting the 6-cylinder fuel-injected engine that also found its way into the 2.5 PI saloon. The last of the classic TRs, in the guise of the Karmann-bodied TR6, made its debut in 1969 and finally bowed out in 1976, having remained virtually unchanged in a relatively long production run of seven years.

Now, clips, zips, hinges, poppers, fasteners and wiry widgets of every description have all been used by manufacturers to avoid fitting winding windows to 'proper' sportscars, but when the crunch came and this extravagant self-indulgence arrived with the TR4 in 1961, the TR brethrenship divided into two distinct camps. On the one hand there were purists who became affectionately known as the 'sidescreen mob' (pre-1961), and on the other there were the post-1961 (TR4 and on) drivers who were referred to as 'window winders'. And it remains like that to this day.

But to return to the original sidescreen TR2, which sporting enthusiasts correctly regard at the most important Triumph in the company's turbulent history. Its rugged construction and reasonable turn of speed made for an ideal race/rally car, and Triumph therefore wasted little time in setting up a competition shop under the guidance of its manager, Ken Richardson.

Vith a view to entering the Mille Miglia in May 1954, Richardson's first task was to walk to the production line and select a car for preparation; he picked an ice-blue left-hand-drive TR2 originally destined for export to North America. It was subsequently registered OVC 276, repainted in one of the darker shades of racing greens, fitted with Al-fin competition alloy brake drums, and three-speed overdrive, while the original 15 in wire wheels were replaced with 16in items.

This was just about the extent of the competition modifications, except one. Ken Richardson's co-driver for the Mille Miglia, Maurice Gatsonides, fathomed out quite logically that a good deal of time would be saved during the great road race if calls of nature could be answered without stopping the car. His 'demon tweak' was to pass a rubber tube down through a hole in the floorpan — a good idea in theory, but one which didn't work in practice. 'Gatso' hadn't bargained for a build up of back pressure in his 'pee-shooter' and suffered the consequences — but not more than once!

Fron a large entry of 475 cars, Richardson and Gatsonides finished an impressive 27th overall in OVC on the 1954 Mille Miglia, which gave impetus for further entries of works-prepared TRs in subsequent high-profile international events, including Le Mans.

A team of three cars was entered for the Alpine Rally in July 1954, and their performance was nothing short of astonishing: all three left with pots, for the first team prize, best non-French performance and the best performance on the timed speed and climbed sections. In the 2-litre class, the cars finished second, third and fourth with 'Gatso' winning a *Coupe* in the first of the trio. On that occasion, Richardson was paired with Kit Heathcote in OVC 276, which finished behind the other two cars.

From a journalist's point of view, both the Mille Miglia and Alpine outings were rather dull affairs where the TRs are concerned. Which is how it should be, of course. There were no incidents, no hairy moments, no nasty encounters — just a good old-fashioned blast for mile after mile, the trusty Vanguard engines slogging away and refusing to miss a beat all the way to the chequered flag.

Richardson went out again in OVC on the Tulip Rally in May the following year, again with Kit Heathcote as co-driver, in a team of five TRs. They finished second in class, 17th overall, and there was also the coveted team prize. In August, Richardson went on to score a fine first in class and fifth overall on the gruelling Liège-Rome-Liège Rally, but this was to be Richardson's and OVC 276's last run: the car was pensioned off and it was left to others to fly the TR banner for the next four years.

Paddy Hopkirk scored an outright win on the circuit of Ireland in a TR3A in 1958, while Gatsonides managed sixth place on the Monte and fifth on the Liège; even towards the end of the decade, these little cars remained tremendously competitive in international rallies and road races.

Keith Ballisat drove to a most creditable second place on the 1959 Tulip Rally, but by 1960 it was suddenly all over. On the Tulip Rally of that year, the works cars were embarrassingly defeated by David Seigle-Morris in his privately entered TR3A, This resulted in Seigle-Morris being invited to drive a works car on the Alpine Rally later in the year, when he made sure that he finished with a well deserved class win — the last of the factory's 'sidescreen' victories.

Driving Impressions

After retiring from active duty, Richardson's famous TR was sold for private use until eventually it came to rest in a sleepy Bedfordshire village. There it sat, unused but protected from the elements for the best part of 20years. Its then owner Paul Howell had restored the bodywork — very successfully too — but when he received an offer for the car from an American, the news that a genuine, historic rallycar could be sold and exported from Britain spread like wildfire and set alarm bells ringing.

In a neighbouring village just three miles away, Eddie Holden, the well known TR proponent, was one of the first to hear that OVC was up for grabs. Understandably, he was in two minds about whether to rescue it: here was an important car, certainly, but one in need of a lengthy restoration, with the hundreds of hours of meticulous care and attention, the frustration and irritation that goes with that; but when Eddie's wife removed the thumbscrews from her equivocating husband, he rushed off and wrote out a cheque.

With his prize installed in the garage next to his delectable TRS, he eventually sailed through the pain and frustration stage, and, after a long haul, OVC's rejuvenation was completed — to a commendably high standard too. And he allowed me to drive it. A great privilege and a truly memorable occasion, for all the right reasons.

And let's get one thing quite straight: unlike the proverbial Viking axe that's had seven new handles and eight new heads, this is a truly authentic and original car which has been preserved as it was when Ken Richardson ran it. It goes without saying that some 'perishables', such as the hood, tonneau and the correct geranium-coloured (not red) seat covers are all new, and modern indicators and radial tyres have been fitted for safety reasons, but other than these items, the car's a pukka 1954 works TR2. It is most definitely not a lookalike, copy, replica, facsimile or cleverly conceived mock-up.

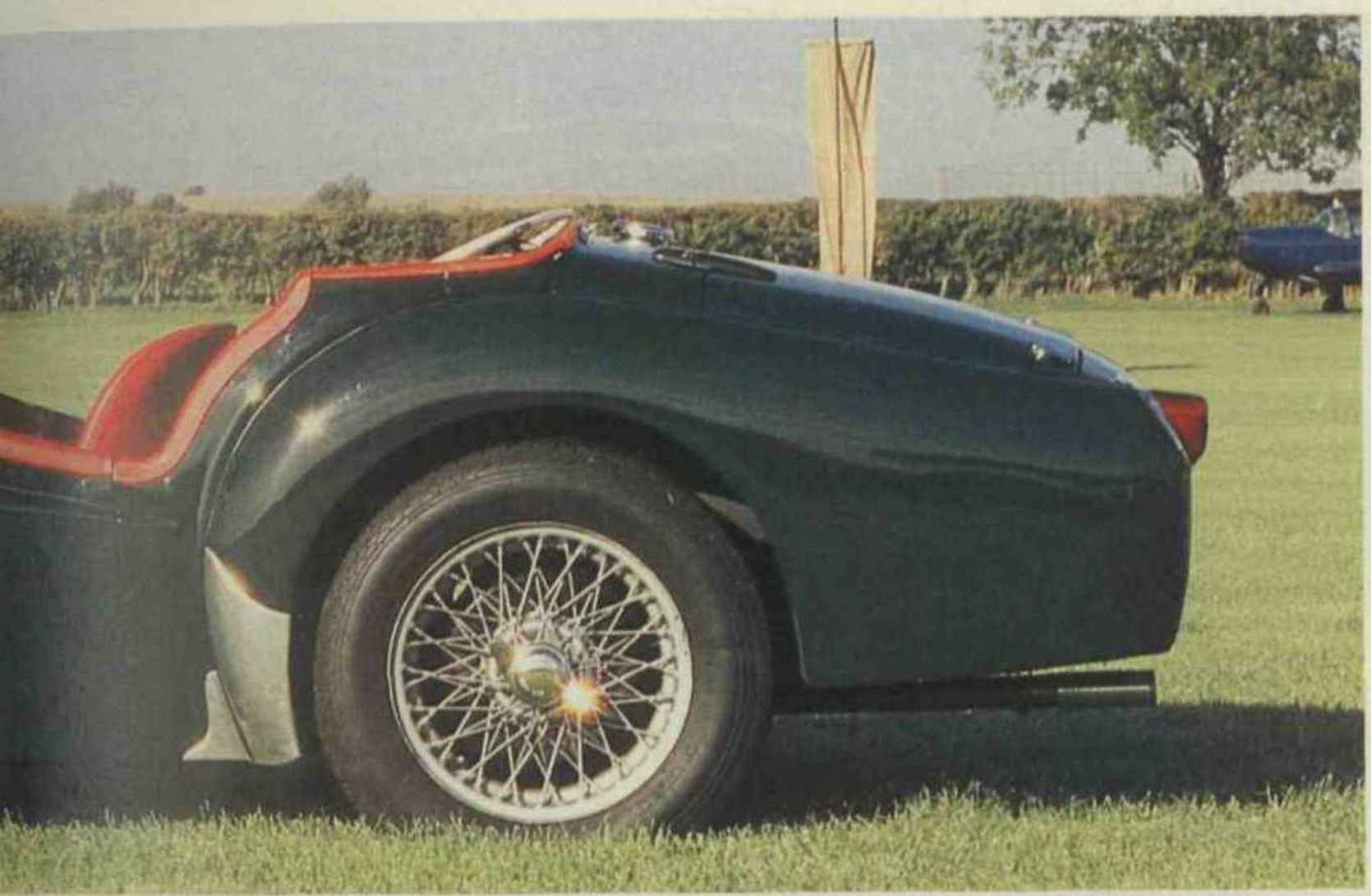
Frankly, the car drives almost, but not quite, like a standard TR2, and like a brand new TR2 at that. Originally the car was a left-hooker, and it was in this form that Ken Richardson used it; but at some point during the mid-1950s (exactly when isn't recorded) OVC was converted by the factory to right-hand drive, and it is in this form that it survives today.

Nicknamed 'Richardson's Panama' because of its white hood and tonneau cover, this TR, which was never fitted with bumpers, is arguably one of the prettiest and most purposeful of all two-seaters to have emerged from British factories during the entire course of the 1950s. Beauty is, of course, an arbitrary opinion in the mind of the recipient, and I'm sure that Austin-Healey fans have their own views of what a proper sportscar should look like, but that aside this car, from its curvaceous front wings to the neat sloping tail and clean-cut doors, is just about bang-on.

The doors are operated by cables from inside (nothing so crude as aerodynamically unsound exterior handles here), and once installed behind the typically large steering wheel, the cockpit proves to be considerably more spacious that at first appears.

The small bucket seats, which are adjustable fore and aft, are as comfortable as any, and dispel to an extent the widely held belief that the computer-aided anatomically-designed monstrosities which characterise the interiors of many modern cars are indispensable.

Crystal clear with white characters on



TR2 profile was rugged rather than pretty; some say occupants need to match. But its impact in competition belied its humble saloon-car parentage: Richardson took OVC on the 1954 Mille Miglia (below) and finished an impressive 27th overall with "Gatso" alongside. That same year an Alpine cup and a class win on the gruelling Liège event proved the model's toughness.

black and finished with narrow chromed bezels, the array of Jaeger instruments is beautiful to behold — real classics which have never been bettered. I immediately felt at home here. Just sitting, gently gripping the elegant thin-rimmed steering wheel and feeling my way slowly around the controls was something of a treat.

Almost the perfect tourer for two, everything is more or less where it should be. The short gear lever is quite far forward on the transmission tunnel, but it does ensure that you make a positive effort to stir the gate properly when working the throttle hard.

Ignition on, press the starter button and those magnificent SUs start sucking and gulping without hesitation. The engine is a real 'throbber'; it sounds a touch agricultural by modern standards, naturally, but then until Mitsubishi and Porsche tackled vibration by the use of engine balancer shafts, two litres was about the refinement limit with four pots.

During the 1950s there were few manufacturers who could afford the luxury of expensive, complex engineering; what you got from Triumph was precisely what Sir John Black demanded — a simple, production-based sporting car that would slog away reliably and fuss-free for mile after mile. And I could have slogged this quite magnificent old girl for ever, especially around the back lanes of Bedfordshire, where the twists and turns and undulating nature of the autumn landscape were well suited to the eminently chuckable TR chassis.

Up through the familiar H-pattern four-speed gearbox, it pays to rev hard and long between each cog and slot the lever home as quickly as possible. In brief, the TR is a car which needs to be picked up by the scruff of the neck and treated like a stubborn schoolboy who knows exactly how to do his homework but just won't. You've really got to drive the thing to get the best out of it, because to tickle it along in top gear at 50mph, which it will do quite happily, is to totally miss the point. Start

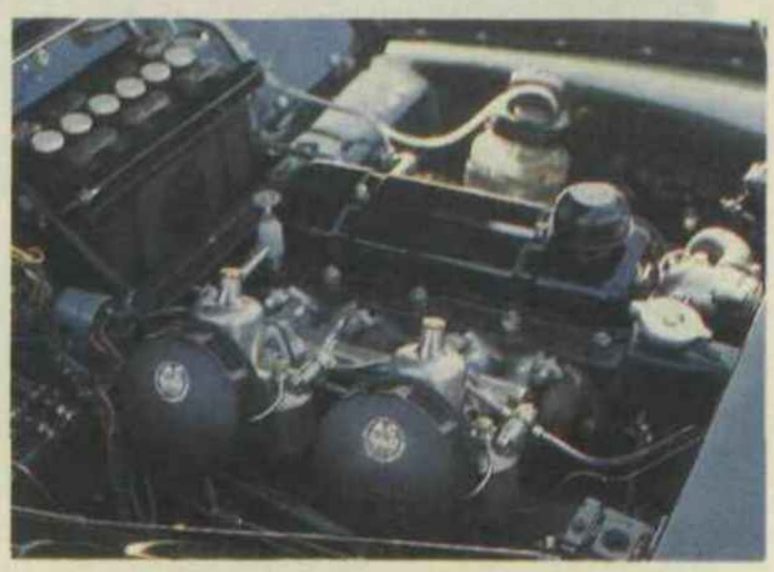
exploring its outer limits, give it a good hefty rap across the knuckles now and again, and it performs well – just like that stubborn schoolboy. . .

In low-speed corners, the heavy cast-iron lump under the bonnet has two effects, their importance varying according to your driving style and motoring expectations. On the one hand the steering is heavy and lumpy, and on the other there is an inevitable tendency towards understeer. With radial tyres, the latter is never so severe as to put you in that rather intimidating 'left-hand-bend, right-hand-ditch' frame of mind, but it's as well to be ready to dial in a trifle more steering lock and a lot less throttle if the front end develops ideas beyond its station.

During fast corners it's a different story altogether, because both the front and tail ends just hang on in there — solid as a rock — at almost any speed, although it isn't difficult to imagine that a certain amount of delicate steering input (or a lot for those who prefer their motoring sideways) would be needed in the wet. And there's bonus: because the suspension is on the soft side of form, ride quality is perfectly acceptable. And, surprisingly, scuttle-shake was completely absent, even over a stretch of road which had been so badly damaged by frost that I was beginning to wonder if I'd strayed onto an MoD tank course.

There was the odd hard thud or two crossing potholes, but the suspension deals with them in characteristic TR style — evenly and without the car jumping from one to the next.

But surely there was something about this 41-year-old that I didn't like, something that is at least worthy of constructive criticism? Let's see. . . What about those



OVC's rescue and restoration have preserved one of the most significant of all post-war Triumphs. Uncomplicated and robust, the reduced-capacity Vanguard engine churned out a solid 90 bhp on twin SUs and responded well to endurance events. At the helm, the TR offers well sorted, predictable handling, excellent gearchange and a classic spread of Jaeger dials.

Al-fin brake drum? Bang the pedal and. . . the car slows down, smoothly and safely, without drama. Bang the pedal again, only harder. . . and they merely slow the car down more quickly. Of course, they were a bit warmer the second time. And again, and again. . . same thing.

The clutch? Perfect; it's light and so smooth that you hardly notice it, and the gearchange — a typically British 'snick-snick' affair — is equally brilliant. The overdrive unit, operated by a small pull-push switch an the dashboard, is useful for touring, even if it kicks in and out with all the subtlety of a couple of sparring Sumo wrestlers, but it's not really worthy of criticism.

There isn't an ashtray in the cockpit, but since such an item in a drophead is about as useful as a one-legged man at a backside-kicking contest, and I don't smoke anyway, this line of attack is also something of a non-starter. Aha, got it at last! The bonnet badge: not exactly imaginative is it? Alright in its place, but they haven't dug it yet. So there we have it — a great car ruined by an unimaginative bonnet badge.

In all seriousness, OVC has been restored to such a high standard (pun not intended) that it is virtually vice-free. The paintwork isn't flawless, but then it wasn't after it's first respray in 1954 in preparation for that Mille Miglia either, so that's pretty authentic, too. On reflection it's tempting to imagine that Ken Richardson gave up competing in OVC because the TR made everything a little too easy. If that was the case I can see his point.

My thanks to Eddie Holden for allowing me to drive his wonderful car and to Andrew Brinkley for allowing us to use Meppershall airfield for photographs. **L M**

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PRESENTS

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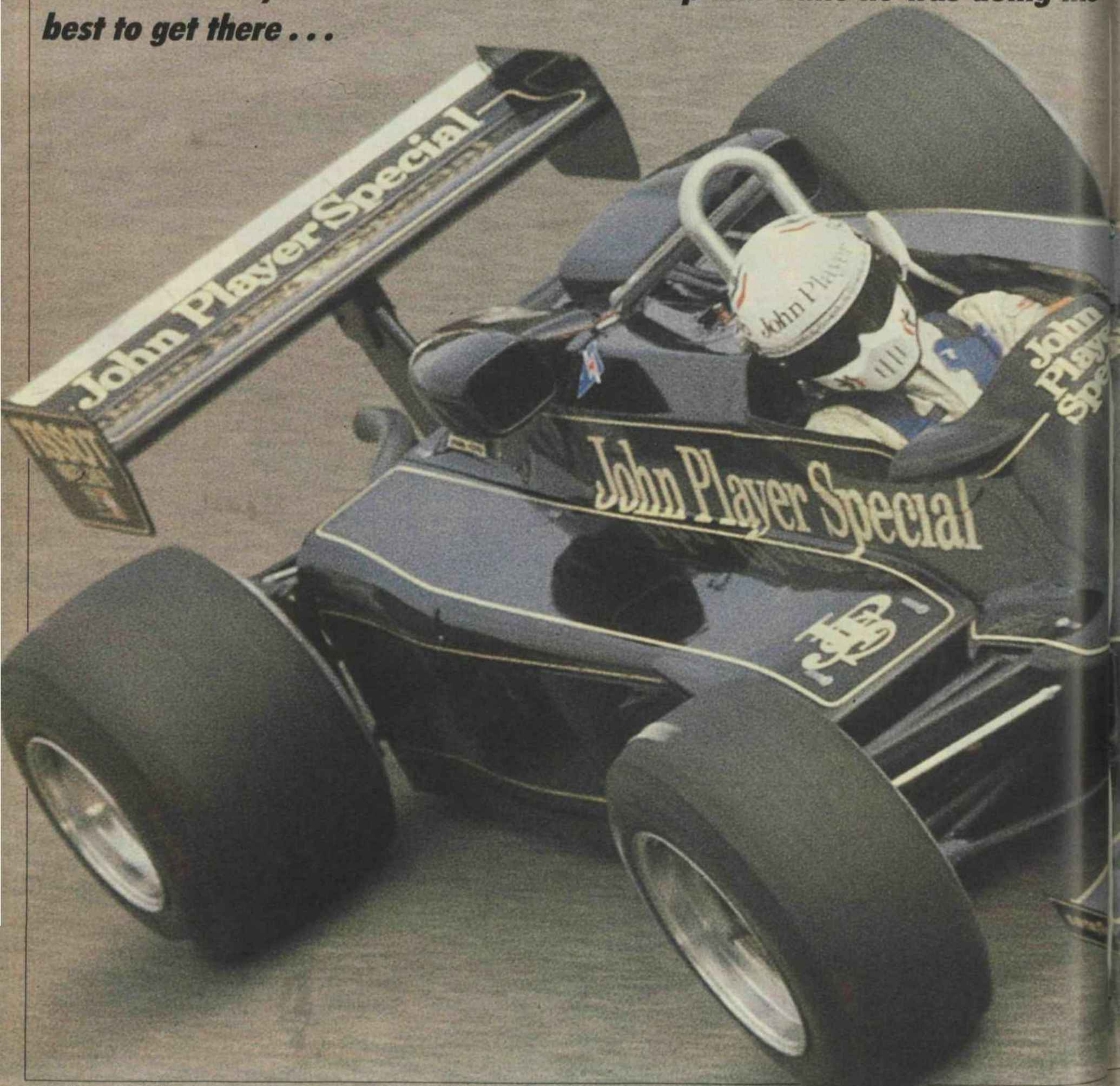
Is that Nelson Piquet?

Ian Flux casts his mind back to when he used to dream of F1, and drives a car once handled by someone who tried to thump him while he was doing his best to get there . . .



Elio de Angelis in action aboard Lotus 87B/3 at Monza in 1981 (main shot). Some 14 years later, Ian Flux is fitted into the same car by its current owner, Sean Walker (inset).

In over 20 years of racing I have only once come to blows with another driver. In 1977 I had a 'no quarter asked or given' battle for third place in a Formula Three heat at the British Grand Prix. I was a little mean spirited in those days, and they do say that my rival's Ralt RT1 finished with heaps of grass and muck clogging its radiator. I can't say I noticed.

Elio de Angelis had. He was fuming. He was 19 and on a giddy ascent of the racing ladder that would see him in F1 with Shadow by the time he was 20. He certainly wasn't keen that the likes of I should block his path. I had caused him one trip over the grass too many and he marched across the paddock and began swinging. It was handbags at three paces. His compatriot Beppe Gabbiani thought it hilarious, for the young Roman was not atop his Christmas card list either.

And now I was driving his car. But a gap of 12 years between stints in a Formula One machine (an ex-Keke Rosberg Fittipaldi back in '83) ensured that guilt was a dispensable emotion on this occasion.

Apparently, de Angelis was usually charm personified (it must have been me), but people have since told me that when he did lose his temper, he did so with a certain Latin panache. When his commitment was questioned by a highly respected journalist, Elio stuck one on him! And during the 1981 British Grand Prix at Silverstone his Lotus was black-flagged for overtaking under yellows. Upset by what he considered to be unnecessary red tape when he was out there risking life and limb, he abandoned it in the middle of the pit lane and stalked off before he could be waved back out.

And this was that very car: Lotus 87/3, updated to B specification for the first race of the '82 season.

So there was no guilt as I wriggled down into its functional cockpit, but there was a tang of regret. Had my career taken a less tortuous route, this was the sort of machine I might have got my hands on. I've driven a wide variety of cars in those 20 years, but it's only possible to get rheumy about Formula One. I know I was supposed to be assessing the car for an informative track test, but as I waited at the end of the pit lane, with the gorgeous bark of that unsilenced DFV tucked in behind me, I have to admit that I lapsed into 'what might have been' mode.

Is that Nelson Piquet? A Brabham BT49 is up ahead. A slight lift in top through the Craners. A light brush of the brakes and down to fourth for the Old Hairpin. Flat in fifth through the next left-hander, which still left plenty of room time to select third (probably fourth if you're doing it correctly) for McLeans. Briefly back into fourth on the uphill run to Coppice. Into third for its first apex, taking fourth at the second apex and fifth as you run wide onto the straight . . .

Donington Park is not my number one UK circuit, but this flowing section of track proved to me what a real racing should feel like. To be able to place a car to within an inch, for it to go exactly where you want it

The owner

In a long racing career Sean Walker has successfully competed in a wide variety machinery. Armed with 87B, he won three times in the six-round 1995 FIA Thorougbred GP series.

"The simple reason why I bought the 87B was that I'd heard that Clive Chapman was setting up Classic Team Lotus. I had a look around and there was the 87B and a 91 for sale. The 91 was the car de Angelis used to win the 1982 Austrian GP at the Österreichring, and Clive wasn't really sure if he wanted to sell that for it was the last Lotus to win a GP while Colin Chapman was alive. The 91 was basically an 87B with different bodywork; the 87B was the configuration that Lotus had chosen for that season . . .

"It's a fantastic car. We struggled last year with high-speed roll oversteer. We went to Dijon and it hated the track with its sweeps and plunges. But now we've got rid of all that and its ever so neutral and very responsive. We've fiddled with it very little. We have done just one day of testing this season – once you've got your set-up you leave it well alone. And we're lucky because it has no real vices.

"It's quick, too. I use 10,500 rpm. John Watson has told me that's more than they used in their day – they were using about 10,250 rpm in qualifying – but the internals of today's rebuilt DFVs are more reliable than they were. This car actually has the same engine (DFV 281) as it had back in 1981. Normally the cars and engines get split up, but this car was wheeled into the museum complete and that's the way it stayed. It's arguably one of the most original car in the series.

"This was half the excitement: it was going to be rebuilt and run by the guys who designed it and ran it in the first place – this gave me a comfort zone because I was sure that they knew what they were doing. It was very well-prepared and I was happy with its and the personnel's pedigree – Chris Dinnage has been with Lotus from the Lotus 80 to the final days, he was de Angelis' mechanic on this car, and the other mechanic is Eddie Dennis who worked with Jochen Rindt.

"We have to run 40 mm of ground clearance. In the day they ran them on the floor to ensure that there was a seal for the ground-effect. So our car's set up is a huge compromise; it's a very good set-up but it's not how the car was intended to run. I think the raised front wing actually helps us when we are forced to run so high.

"Also in its day, they used sticky Goodyears; we have to use a control tyre, the Avon A11 or A26. These have been around donkey's years and the mechanics reckon that a decent of Goodyears would bring us two seconds a lap. We use a set of Avons every two meetings and this probably costs us five-tenths a lap to the guys who bolt on a new set for each.

"As the series has become more popular so people are starting to take it more seriously. We work it out at £14 per mile, so it's not cheap but the cost is not out of control. You have to run the car exactly how it was in its day. If you make a change and somebody queries it, you have to provide photographic evidence that whatever was used in its day. It's a testament to Classic Team Lotus that the only problem we've had with the car was in its first race when for some reason it spat out a spark plug.

"It's a fantastic series (open to any pre' 84 turboless, rear-engined F1 car). For the last race at Donington we had 28 cars, and of those the top 10 were driven very hard and very well. At at the end of the day it gives the spectators a chance to see a F1 car close up and in action. In the '60s there used to be five of six opportunities in this country to see an F1 car in action. Now there's only one and you have to pay a fortune to watch the British GP these days."

The car is up for sale as increasing business commitments will force Sean into retirement for the foreseeable future. MOTOR SPORT would like to thank him for the loan of precious motor car.

to, came as a shock after several seasons in saloons and TVR Tuscans. This truly is an extension of oneself.

Yet in its day the 87 could only be generously described as being the 'best of the rest', the leader of a rather distant challenge to the early turbo machinery and the Williams and Brabham.

The latter pair must feel out of this world because this was fantastic. Absolutely pin sharp. The Hewland five-speed unit (there was a six-ratio version available but Lotus plumped for the 'five' in the interests of reliability) was beautiful to use, and was almost as quick as the sequential shifts used in touring cars even though I was using the clutch to save on wear and tear.

And that noise! I was limited to 10,250 rpm for the occasion, and I must admit that after the thrill of the first acceleration, the DFV did not provide me with the same push in the back I get with the Tuscan and the McLaren F1 GTR I tested recently – it didn't have the torque for that. What it did give me was 3,000 usable, urgent revs (from 8,000 rpm on) and a silky smooth delivery. I've heard a lot about this engine's dreaded numbing vibration, but this was a Rolls-Royce as far as I'm concerned, perfectly matched to the dynamics of the car.

The steering was fingertip light. As I approached Redgate for the first time I was expecting to have to wrestle it round bearing in mind the size of the tyres. Not so. I have a theory that this is tied in with using crossplies (Avon) which require much less negative camber than a radial to work – half a degree instead of four. This made placing the car an absolute doddle. Unfortunately, the day was cold and track had been soaked with oil for its entire length moments before I ventured out, yet it was only when I provoked it severely exiting the chicane that I managed

to get the tail to wag – it stuck like glue otherwise.

Push understeer was easier to induce at places like Redgate if you went in a little too fast. But if you were positive with the car, it was positive right back. My initial impression upon sitting in it was that there was acres of machinery behind me – it felt as though my knees were level with the front axle line – yet this feeling quickly dissipated on the move.

This was all the more impressive when you consider that the car now runs in a form for which it was never intended. The early '80s was the heyday of ground-effects and super sticky one-lap qualifying tyres. Yikes! Sideskirts ensured that the cars were always in contact with the ground, which formed a seal and above a certain speed sucked them onto the road. Suspension travel became an irrelevance and spring rates went through the roof. However, the rules of the FIA Thoroughbred GP series, in which this car is a winner in Sean Walker's hands, dictates that all cars should run with 40 mm of ground clearance. Consequently, spring poundage is a third of what it used to be. At Kyalami in '82 the car ran with no front wing whatsoever, but now it sports the one-piece, high-mounted appendage that was in vogue the season before. So Classic Team Lotus has done a brilliant job of setting the car up to run in this format with a minimum of testing – indeed it feels as though it's always run this way.

There was nothing the team could do to make me feel comfortable with the braking distances, however. The 87B pre-dates the era of the carbonfibre disc, yet its stopping power was still sensational. I was running on the short – and much better – circuit at Donington and so was touching 155 mph at the end of the straight (that's about the same as the Tuscan, so we had better make that 160 mph!), and I was leaving my braking until after the 100-metre board for the second-gear chicane. Yet this was still far too early. People with little racing experience tell me that a trip in a touring car is not mindboggling until its driver stamps on the anchors. And the Lotus was doing the same for me after God knows how many races. It's no wonder there's so little overtaking in F1 these days. I'm surprised there's any.

But then has the sport's premier category ever been exciting to watch? As a young spectator in the '60s, the highlight for me was always when Jim Clark and Graham Hill climbed aboard their respective saloon car or sports racer, not the F1s. Yet there is an undeniable pull. The sound of an F1 is the only thing that can drag this 'raced there, driven that' cynic out of the paddock and into the spectator areas. Especially when the purveyor of that sound is decked out in the best advertising colour scheme yet devised, the black and gold of John Player Special.

This is as much about soul as it is nuts and bolts and statistics; in my heart of hearts it was always Ferrari, but failing that it was Lotus. The red Ferrari against the black Lotus – it was so much simpler back then.

Above, Ian Flux gets his second taste of Formula One, fulfilling the rash dreams of his youth. Classic Team Lotus has set the car up to perfection in its '90s guise.

Below, an F3 race at Silverstone, July 1977. Mats Nygren leads Elio de Angelis and . . . Ian Flux. The Italian would be in F1 within two years; 18 years on, Fluxie is open to offers . . .

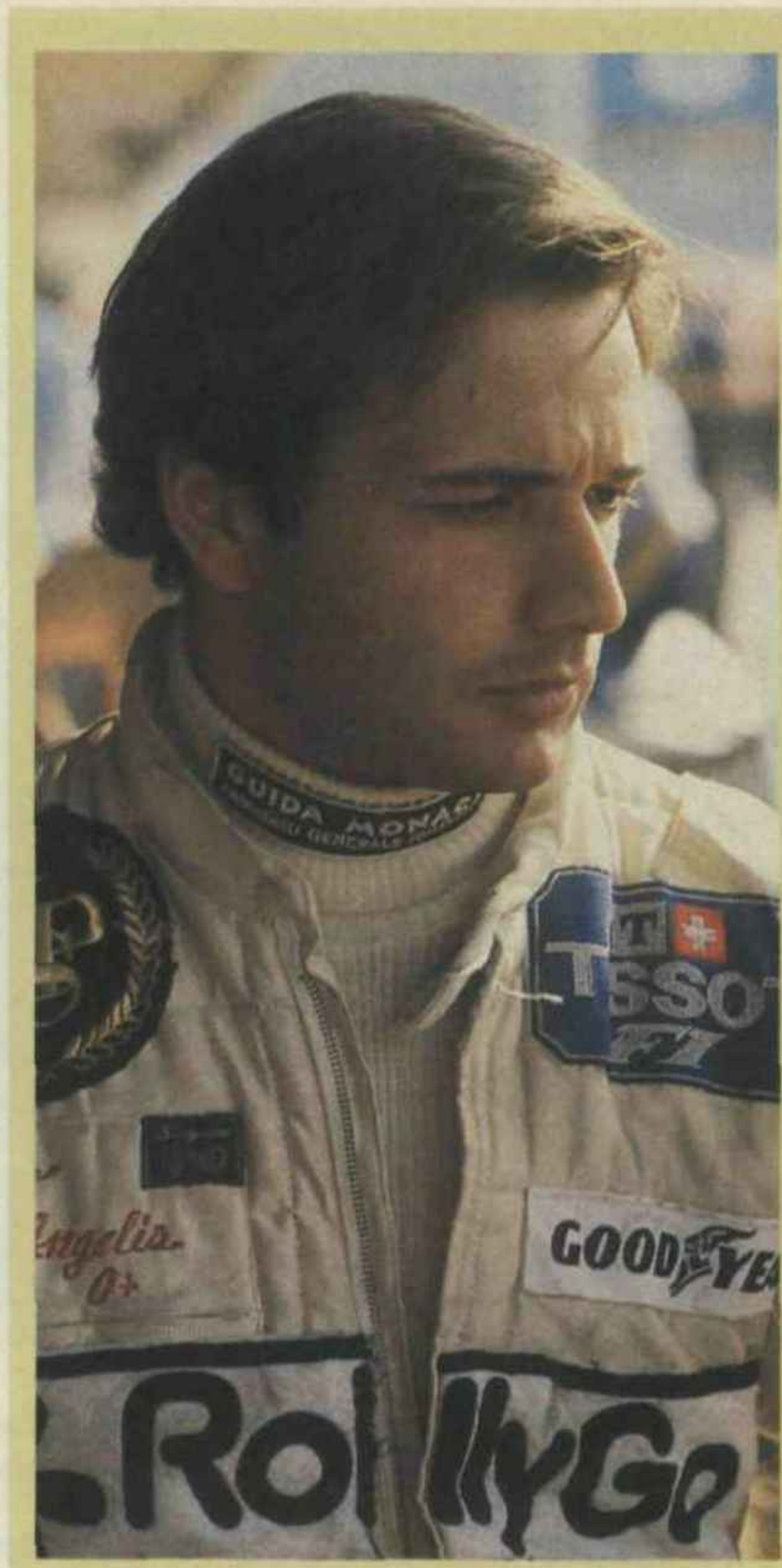
The historic Formula One championships give the opportunity to relive those days, but I have some misgivings. This 87 was a credit to its team; it was abundantly clear that the guys running it knew the car inside out – indeed Chris Dinnage and Eddie Dennis mechanicked the 87 in its heyday. However, a brief walk down the pit lane convinced me that this wasn't the case for all of the cars. These are still seriously quick machines, and it did cross my mind as to how many of them have been shunted and bodged 10 or so years ago.

The situation is probably even worse with the carbonfibre cars. We know how long aluminium can survive and when it needs replacing before fatigue sets in, but what about the bonding in the carbonfibre cars?

No matter how badly driven, regular bursts of over 150 mph are common, as well as braking distances that a road car driver could not comprehend. And yet some of the lines I witnessed that day I wouldn't have expected to see at a racing school. It does worry me that somebody with very little experience (albeit with an international licence) can purchase such a car and go racing.

Mind you, had Mr de Angelis still been with us, it would have worried him that I was still racing!

And no, it wasn't Piquet, it was Simon Hadfield!



Beneath the surface of the 87B. Unlike some of its historic F1 rivals, this car is maintained by the mechanics who fitted it in its heyday.

Lotus 87B/3

Think of Lotus and the genius of Colin Chapman and you think of the 25 (the first monocoque F1 car), the 49 (the DFV's standard bearer), the 72 (aerodynamically advanced and gorgeous) and the 79 (instigator of the ground-effect era). In comparison, the 87 was a stop-gap.

In 1981 Chapman mooted what he considered to be F1's next step, the twin-chassis 88. Each chassis had its own springing system. The primary chassis consisted of the bodywork, sidepods, aerofoils and radiators. The secondary chassis ran independently and was composed of the monocoque, fuel tank, engine, gearbox and rear suspension assembly. The intention was for the primary chassis to asborb aerodynamic loads while remaining unaffected by braking and cornering forces which were to be handled by the secondary, inner chassis.

It was declared illegal, and Chapman spent the whole year with a bee in his famous corduroy cap in a fruitless attempt to persuade the governing body otherwise.

And so the team, under the design auspices of Martin Ogilvie, drew up the more conventional 87 on the same tub and running gear. Nigel Mansell gave it a very encouraging debut in the Monaco GP, but a mid-season switch from Michelin to Goodyear, plus a tendency to porpoise along the straights, kept the Brit and de Angelis off the podium.

The Italian gave the chassis tested here its debut at Silverstone that year. He took it to seventh place in Germany and Austria, which he then followed with three points-scoring drives – fifth, fourth and sixth in Holland, Italy and Canada.

It was also tested by Mansell, Roberto Moreno, Dave Scott (a rising F3 star of the time) and Michele Alboreto, who drove it for just eight miles at Silverstone.

For the following year, two of the five 87s were updated to B specification. This involved using a long wheelbase (2794 mm instead of 2718 mm) thanks to a spacer between engine gearbox. It also featured wider sidepods, a slightly narrower front track (1750 mm instead of 1778 mm) and wider rear track (1620 mm instead of 1600 mm).

These cars were replaced by the 91 – basically a tidied up 87B with different bodywork – after the opening race at Kyalami where de Angelis was eighth.

Above, they put the steering wheel in before letting Flux out . . . Left, as many details of 87B/3 as possible are faithful to the original — even the DFV is the same one it raced with.

Opposite page, the late Elio de Angelo, 1981, and Lotus founder Colin Chapman, pictured that same season. The 87 was a stop-gap solution after the expulsion of the twin-chassis 88.

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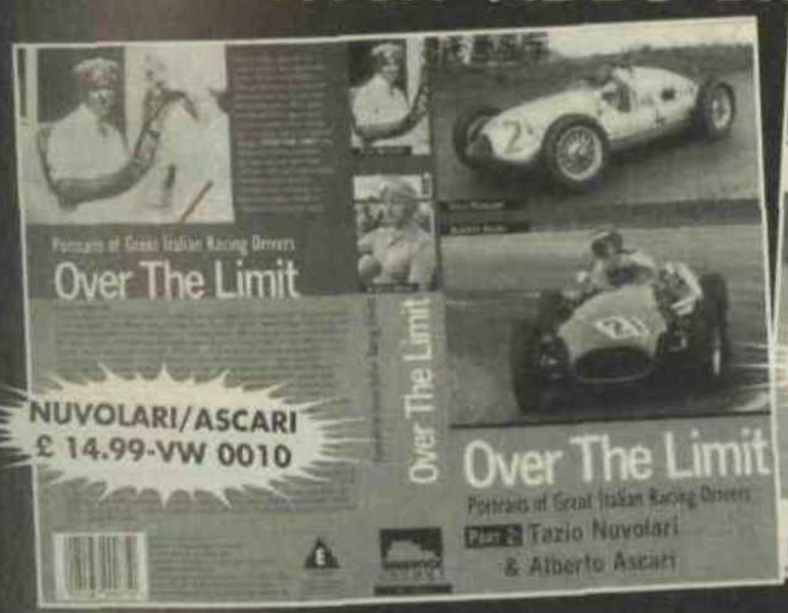

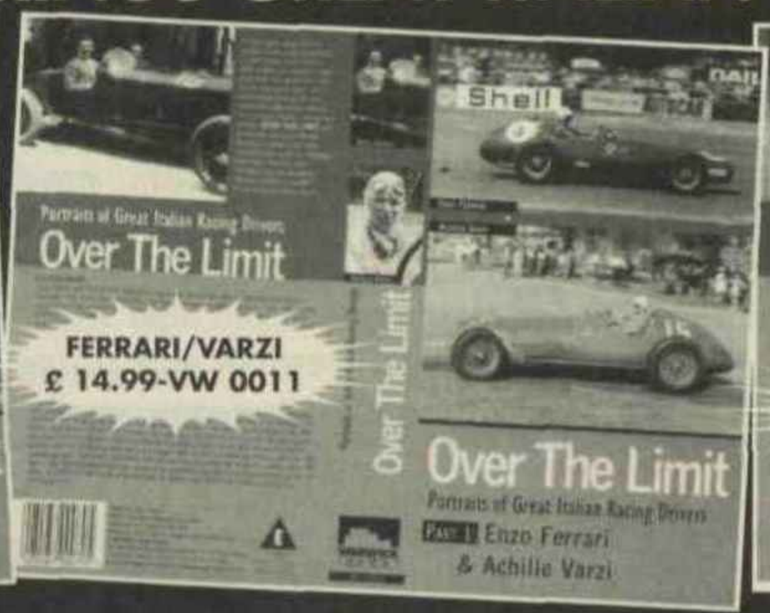

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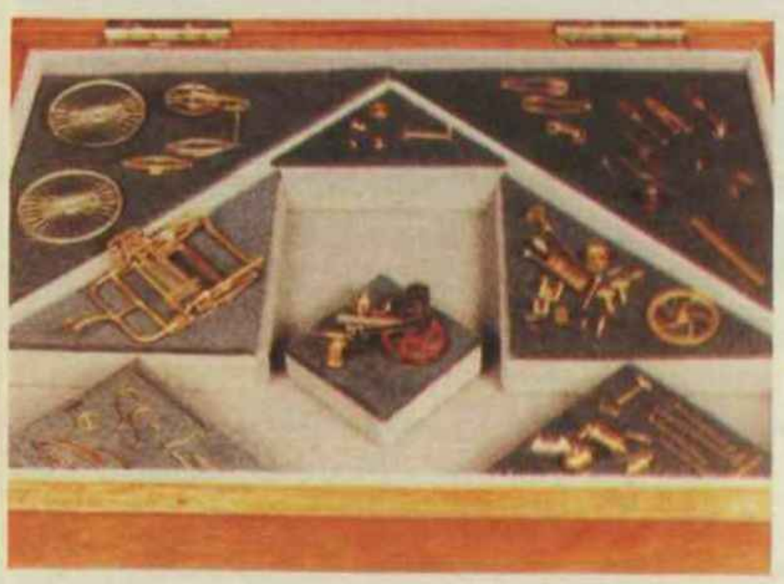
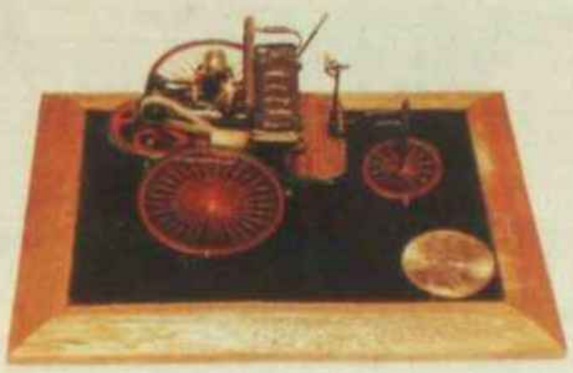
Donington's Grand Prix Collection is the new home for one of Paul Karassik's revived Auto-Unions. The 3-litre V12 machine is believed to be the very one driven to victory in the 1938 Donington GP by Nuvolari, which makes it a star exhibit in the already impressive museum. Karassik rescued the remains of two V12 A-Us, which were recently built up into running cars by Crossthwaite & Gardner.

Miniatures News

A new car from MPH Models in Market Drayton also starts as a kit, from Mini-Racing. But on this Tim Dyke makes 122 changes (all listed) to produce an exquisitely detailed Lola Mk 6 GT, the groundbreaking sportscar which amazed the 1963 Racing Car Show and led on to both the GT40 and Lola T70. I haven't seen the Lola model, but if it's anything like my MPH Embiricos Bentley, it'll be superb. It's a limited edition of 25, but dedication is expensive: it's £210 including delivery.

We don't often see a model from Russia, but this 1/43 Benz *Motorwagen* is a jewel. Almost literally, as many of the 486 parts are silver-soldered in place, even to the individual wheel spokes in the machined rims. Except for the leather, rubber and individual wood floor planks, it is made of fabricated brass — no castings or mouldings — and is one of only 30. Only 25 of them are for sale, through Creative Miniature Associates, USA (fax: 001 203 973 0634), at US$995.





Model Aston Martin collectors have some rarer machines available in 1/43 kit form. SMTS of Hastings now offers not only DB2/4 and MkIII Astons, but also 3-litre Lagondas in saloon, convertible and *coupé de ville* forms. A Rally version of the DB2/4 kit makes up into any of the three 1955 Monte Carlo entries. All of these kits are £30 each.

John Surtees MBE unveiled a plaque to commemorate the 90th anniversary of the first Tourist Trophy motorcar race during the Manx Historic meeting on September 14. The plaque is on the original start-line in Douglas, IoM.

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FOUR WHEEL DRIFT

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What the specialist press had to say . . .

- MOTOR SPORT "Desert Island bookshelf feature" March 1995

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

- **AUTOSPORT**

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

- **CLASSIC & SPORTSCAR**

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

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

- **Classic Car**

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

- **VSCC Bulletin**

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

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· RON FLOCKHART · COLIN CHAPMAN · TONY BROOKS · DUNCAN HAMILTON ·

One of the side-effects of making friends with car people is that your entire calendar can end up concentrating on cars. And holidays, too: staying with friends in the USA, I fancy I attended more motoring socials than in a season at home. My host Dave George restores cars, but only prime, mainly pre-war, European stuff: on my latest visit, his capacious workshop housed 1½-litre Aston, 3-litre Bentley (apparently the last of the Gardner diesel conversions to be returned to proper power), an 8-litre, one of the *three* Alfa 2.9s which are his regular responsibility, and the squat and imposing bulk of a T33 flat-12 Alfa sports-racer. Not to mention the Mercedes S engine for rebuild, though it has had to wait until Dave made a new scroll for the clutch of a local 75hp Edwardian Merc, off the road for 20 years waiting for someone with the skill to fix it.

You can't get away from the old-car hobby, even 3000 miles from Britain

So cars were bound to figure in our "off-duty" time. There was the motoring garden party, for friends and clients of a local classic car dealer, where, amongst owner Lou Frame's collection of impressive Mercedes (a selection of 500 and 540, matching pair of 300 coupé and cabrio, Gull-Wing, as well as a spread of US machinery) the guest of honour was another old friend, Ray Carr, celebrating his latest motoring achievement — crossing America on a 1912 Baker Electric. He took 38 days for the 3100-mile coast-to-coast trip on the 30mph machine. It only runs about 50 miles between charges, so Ray's crew followed with a support vehicle carrying a generator, and quick-charged twice a day as well as overnight. It's far and away the oldest electric ever to make it, but Ray, who is now 70, also boasts the honour of driving the oldest petrol vehicle to cross America.

Last year, Ray drove his 1902 single-cylinder Northern across the land, carrying a flask of Pacific water to ceremoniously pour into the Atlantic 23 days later. His 5hp tiller-steered machine (prepared by Dave George) performed faultlessly, just as it does on the London-Brighton Run — 1995 was Ray's eighth on his little chain-driver, which, thanks to Dave's fettling, will now cruise at a fuss-free 30mph and even touch 40mph, despite splash lubrication.

Ray's business interests centre on property and hotels, and his biggest plan has a novel motorsporting high-light. Ten years ago he founded a new municipality west of Philadelphia, aimed to be a model township and leisure resort. The New Morgan Recreation Park has miles of traffic-free roads and trails for walkers, bikers and skaters, but while carless transport is central to it, Ray is nevertheless also keen on motoring. Hence the newest element — Formula Motorsports Park, a country-club for car-nuts centred on a three-mile road-circuit, with 150 lock-ups, workshops, clubhouse, autotest/skid-pan, kart track and landscaped *concours* area.

If there are enough subscribers to keep it afloat it could be a paradise for car-lovers, where they can store and drive their own cars whenever they want (the track will be safety-manned at all times) and meanwhile the family can enjoy the sports facilities, pool and health-club nearby. The track itself, with its twin-loop options, is planned to international safety standards and the aim is to hold one or two (possibly IMSA) races a year. It's a bold and, as far as I know, unique idea; but Mario Andretti is a partner, and work began in August, so it seems to be happening. All the car enthusiasts at Lou's party were talking about joining.

A lunch invitation from Alfa *aficionado* Henry Wessells took us first to his motor-house, idyllically sited in a wooded valley, where his Alfas live: the recently rebuilt 3000CM, a 6C1500 *Testa Fissa* (one of only seven team cars with fixed cylinder heads), beautiful 1900SS Touring coupé, Giulia Spider and Moto-Guzzi Falcone 'bike. (Only a fortnight later, driving the 1500 in the

UNITED STATES OF AUTOMOBILES

Philadelphia GP,
Henry stopped with a vapour-lock in the electric fuel pump, switched to Autovac and from last place recovered to second, and was rapidly gaining on Bill Serri's MM 8C2900 Alfa when the flag fell.)

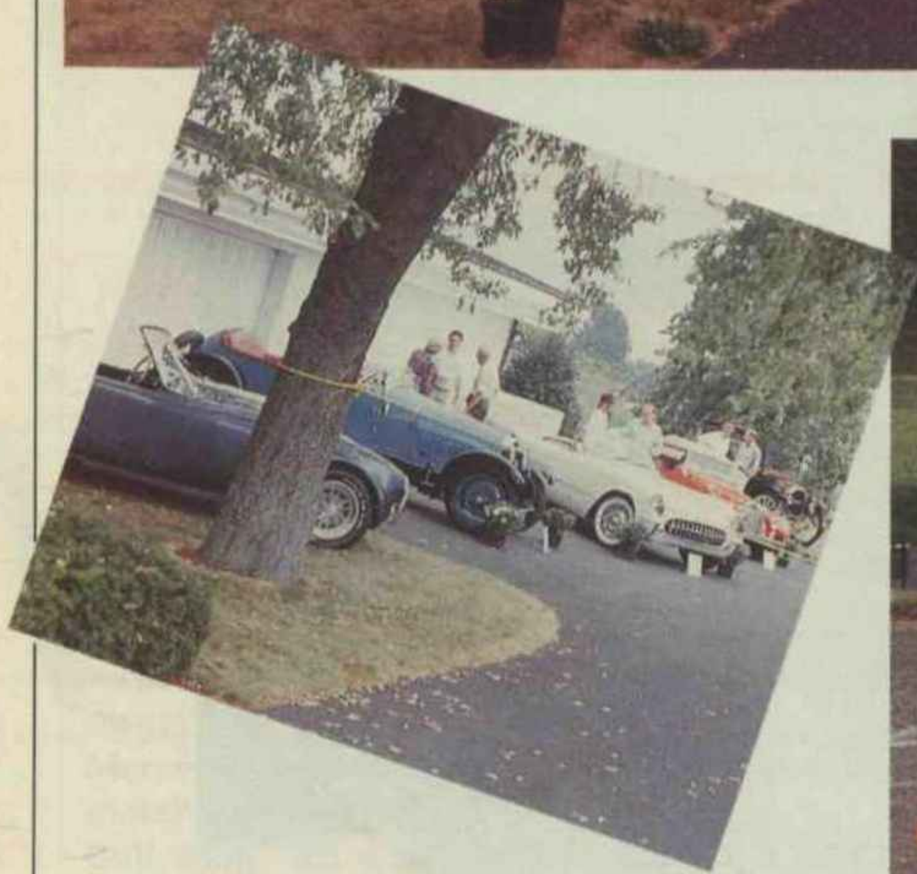
From here we went (in Henry's Autodelta-tuned GTV) to meet race veteran Jim Carson; he still races a TD MG and Bentley 3½, and runs the only car dealership I've ever seen which boasts a four-face steeple clock, rescued from a demolition.

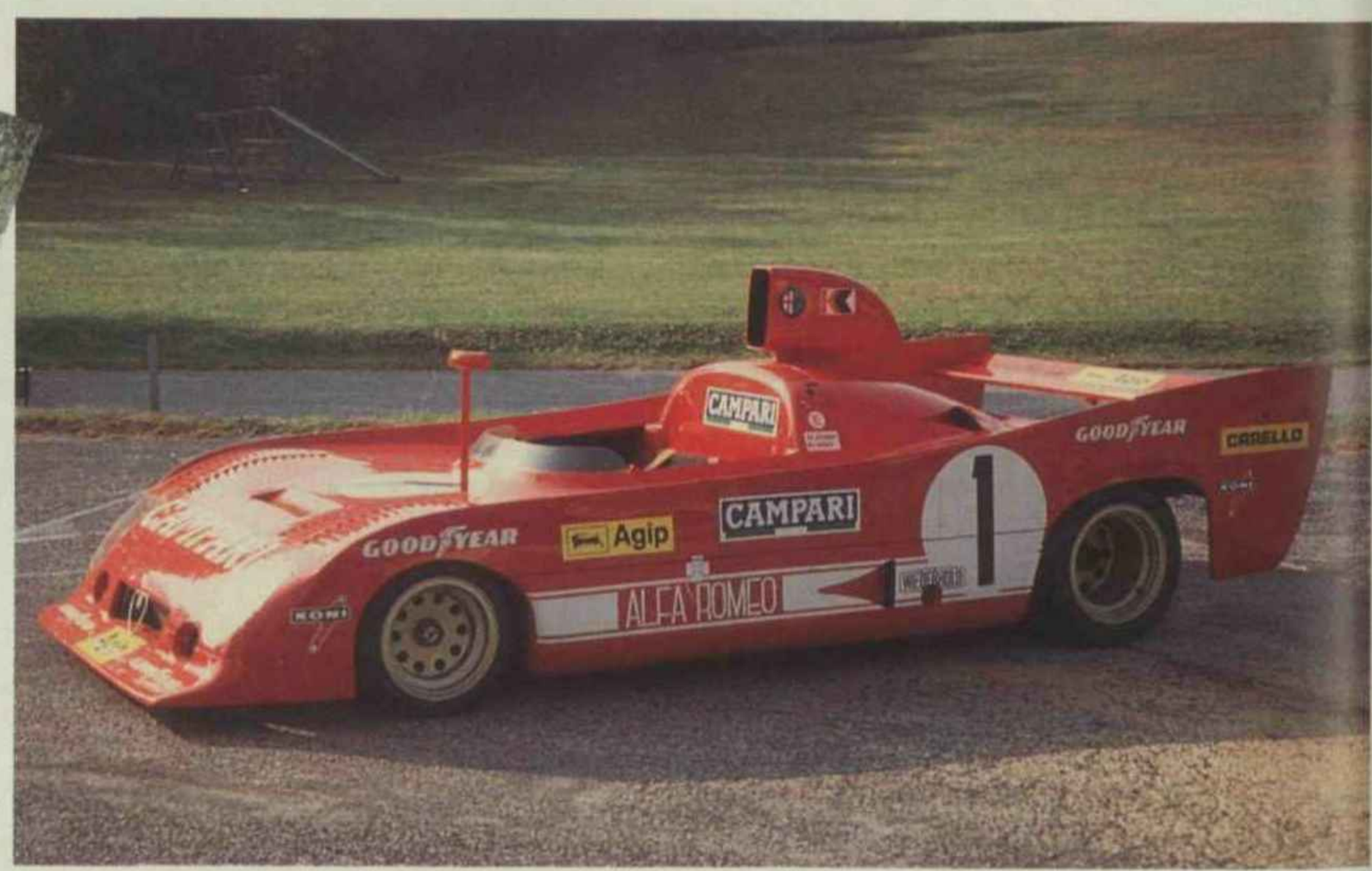
Henry next invited me to join him at a dinner with The Clots — an unofficial group of vintage racing enthusiasts which has met for over 40 years. We gathered at the Ship Inn in Exton, which dates back to before the Civil War, and we talked old cars over good food — bliss. There were Al Garthwaite, racer and fast-car importer since the Fifties, VSCC of A secretary Tony Carroll, Hispano collector Ian Hughes; racers, restorers or collectors, the cars they loved were Siatas and Delages, OSCAs and Jaguars. Jim Carson was there too; he has so many cars he had to be prompted as he recited them.

But we had a common thread — we had all known Jerry Sherman. Sherman collected and drove mainly French sportscars from the war onwards, and was central to the

Vanderbilt Renault was unexpected discovery in Pennsylvanian mountains; one of 12 down-sized GP replicas built by Renault in 1907, it has never been restored. Massive four-pot engine (inset) runs sweetly on low-tension ignition. Below, Al Garthwaite starts up his Pourtout-bodied 4¼ Bentley; it has outlasted his Ferraris.

Garden party guests: Mercedes clan (left) and assorted visitors (below left) attended festivities where Ray Carr (above) displayed his two coast-to-coast mounts. T33 Alfa Romeo (below) just part of work in progress at DL George Coachworks.





"The house filled with antiques and oddities, the barns and outhouses with dilapidated Hispanos and aero-engines"

old-car scene on the East Coast until his death five years ago. A trip to his wonderful old Pennsylvania farmhouse was a delight, the house filled with antiques and oddities, the barns and outhouses with dilapidated Hispanos and aero-engines, the man himself drawling out tales of sportscars bought, sold and crashed. Jerry rarely got around to fixing up his cars, but drove a cut-down Bugatti 57 with plywood open body as a shopping car. It was burnt out, along with a supercharged BNC, when a local fired his barn in 1990, but the Hispanos and the Bedelia cyclecar in the basement survived. Luckily the 45ft Twenties speed-boat and Talbot-Lago GP racer had by then found new homes. The boat now throbs to a Hispano V8 aero-engine, courtesy of Ian Hughes.

Later I visited Al Garthwaite's home to admire his Pourtout-bodied Bentley 4¼, sister to the streamlined Embiricos car but with conventional upright grille and two-seater, four-light styling. His father bought it from Franco-Brittanic Automobiles in Paris just before the war, and while exotic Ferraris have come and gone, it has been part of the family stable ever since.

A trip to the mountains above the sprawling town of Harrisburg then introduced us to a rapid Edwardian. It is a 1907 Renault 35/45, one of the 12 built by the firm to trumpet Ferenc Szisz's 1906 French GP victory. They were smaller four-cylinder versions of the Grand Prix monster, but still boasted 7433cc; a number were bought by wealthy friends of the Vanderbilt family who indulged in the unofficial "Parkway Sweepstakes" in Long Island. The best-known of the three survivors lives in this country — Agatha, mentioned often in these pages and now owned by John Bentley — but her American sister has only just been retrieved from 25 years storage by Kirkland Gibson. His father took over the huge machine in 1928, after it was left behind at Harvard by wealthy graduate and amateur racer George Rand, and he used it as an everyday car for years, adding only some wings. Kirkland recalls as a kid clinging to the passenger seat as his father went wheel-to-wheel with his uncle's 1907 Benz.

Gibson Snr was a major early collector, saving many important US machines, and the Renault was retired to this large collection during WWII. It's all dispersed now except for two cars: a De Dion retained by Mr Gibson Snr, and the Renault which his son is coaxing back to health. Apart from a starter (added in the '20s) and a Winfield carb fitted by Rand, the imposing blue machine is very original, down to the separate mag and distributor; Mr Gibson Snr tells me that he has never had the engine apart.

It didn't take long for Kirkland to coax it into life, cranking the handle and pulling the brass decompression lever on the front tie-bar; it was quite a sight, chuffing and quivering as the exposed push-rods clacked up and down on the paired blocks. It needs a little more TLC before its next public appearance, but it should be a sensational debut.

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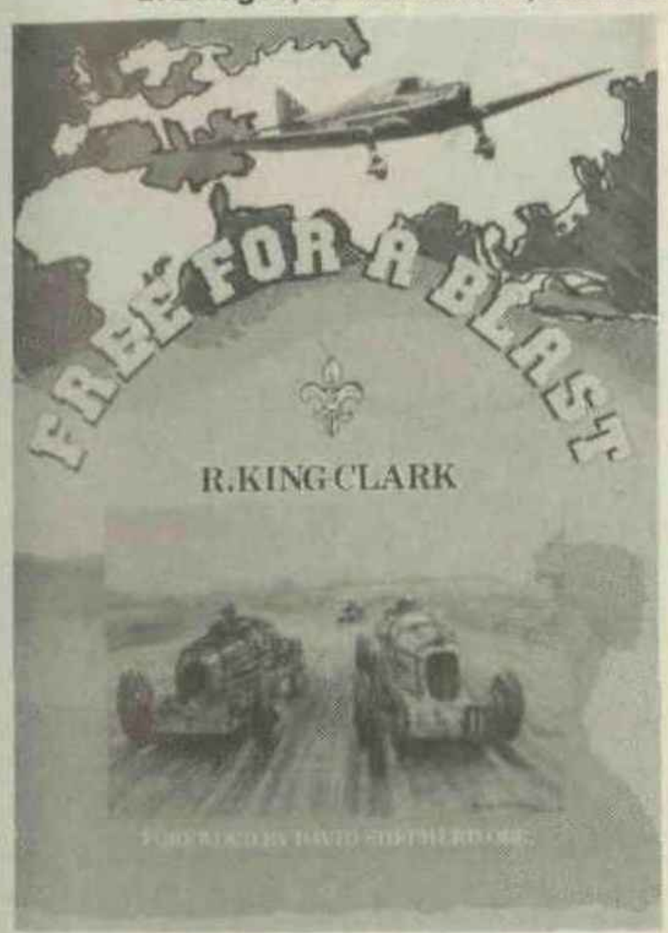

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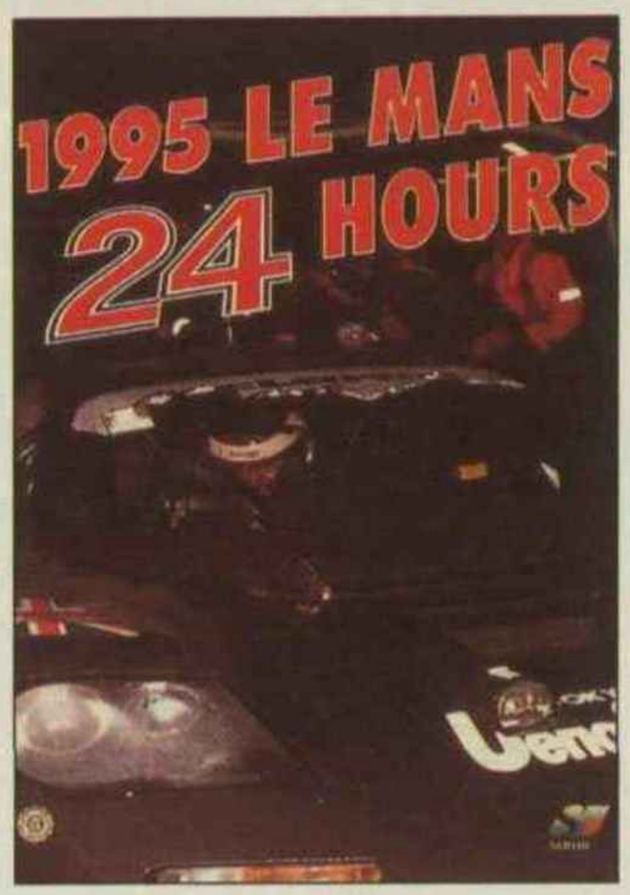

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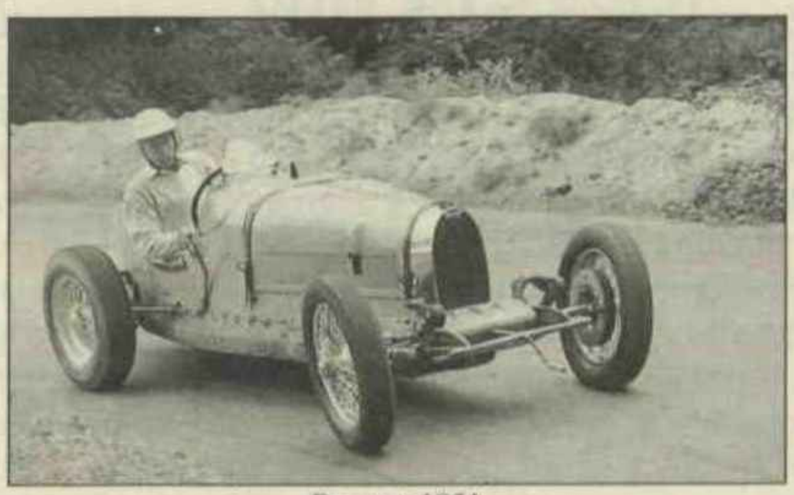
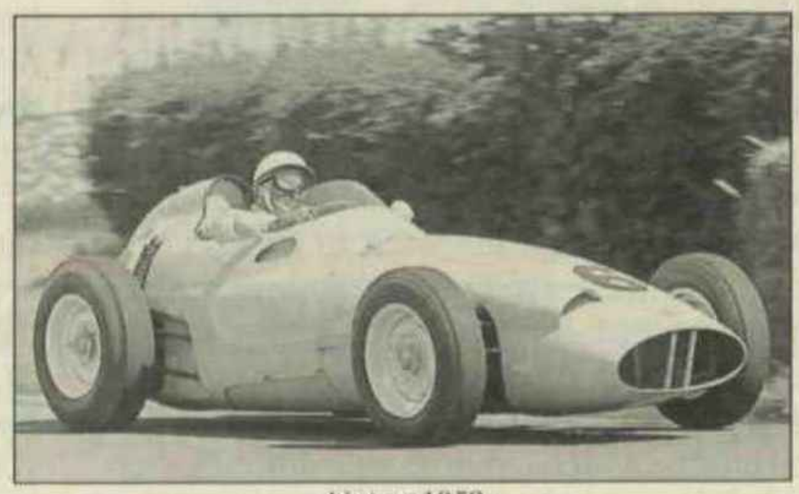


Prescott 1951
Winning the Bugatti Handicap



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Scenic Lime Rock circuit makes a refreshing change from Silverstone. Hemi-engined Allard was class of field; how to capsize your Healey - fit a roll-girder; Offenhauser/ Ford V8 racers side-lined by decibels

"All races have rolling starts to preserve machinery, and over-exuberance is penalised - if you spin, you're black-flagged."

Although I missed the Philadelphia Grand Prix, I did have the chance to go to Lime Rock Park in September for the VSCC of America Fall Finale. Set in a wooded valley in Connecticutt, this compact circuit sits in a grassy meadow surrounded by a wonderful panoramic backdrop of mountains. The few circuit buildings are built in rustic grey timber and there isn't a grandstand to be seen — except for the high grassy bank which overlooks the Esses.

As a closed event, the entry was of an assortment which made it difficult to properly segregate them; thus Formula Juniors and sportscars ran in the same race, and road-cars squared up to modified racing versions. Only nine were pre-war cars, racing with TD MGs. To tempt owners with more fragile machines, a Preservation class catered for anyone whose lap-times were over 1min 20. In a place the size of the US, people will drive eight or ten hours to a meeting, but that's still only a relatively small catchment, given that VSCCA activities are centred in the north-east — Connecticutt, Vermont, New England.

But this field was further depleted by noise problems. Even though the limit was ostensibly the same as for all the season's meets, 39 cars failed noise scrutineering at least once, leading to a surge in the price of steel-wool. There were dark comments in the paddock about local politics: noise testing is done by the local police, and lately there has been a campaign against the circuit, which is near a church and a couple of houses. Not that there's been any Sunday racing since 1959. . .

Though the feel is very VSCC, the methods aren't. All races have rolling starts to preserve machinery, and over-exuberance is penalised — if you spin, you're black-flagged. But there was some hard racing — a three-race needle-match between Jim Freeman's Aston DB4GT and Girvin's bellowing coupé Allard was a highlight — and it was good to see Henry racing the Alfa Romeo 3000CM to third place. There are no championships, or even trophies; the aim is to pack in as much track time as possible. If there's time left, they simply invent another race (like the "24 Minutes of Le Mans").

Most entries were disappointingly familiar for a British visitor, but the sea of MG, Elva, XK, Healey, Morgan and Lotus badges was enlivened by a gleaming pair of oval racers, one Ford V8, one Offy-powered, a Gran Sport Siata, two Bugattis, and some Yankee specials.

Spectators? Well, as a closed-to-club meet, this was a non-spectator day (VSCCA members got in free by password!). But it was interesting that I had just read Art Eastman's editorial in the American magazine *Vintage Motorsport* warning that the wider US vintage scene needs to sort itself out if it wishes to draw onlookers, and thereby sponsorship. He cites mis-matched grids, the lack of proper classifications (Ferrari F40s and Mazda MX-5s can race at some "vintage" meets), and the rise of fakes and fudges with modern technology, leading to a "winning is all" philosophy which leaves spectators bewildered and vintage owners dissatisfied. It's probably a wider set of problems than we face.

But this Lime Rock meet was purer than that, and in the September sunshine no-one seemed too worried: as one driver said to me "Aw, hell, we're just a bunch of middle-aged guys having fun!" It was a great party on Friday night, too. GC

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BROOKLANDS in 1930s

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1. IN THE PITS. MG Magnette K3 car, no. 8 with driver Major "Goldie" Gardiner

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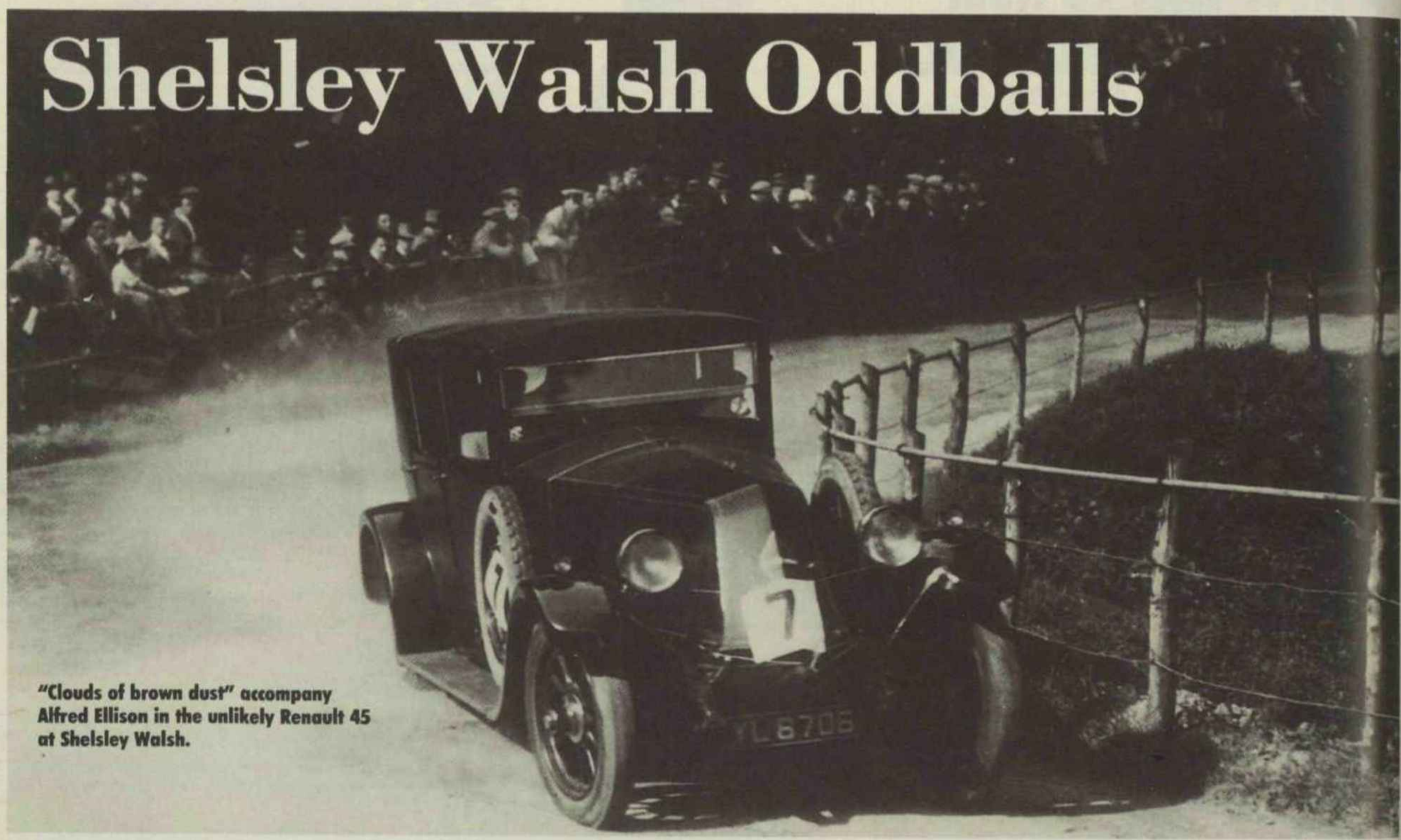
Shelsley Walsh Oddballs



"Clouds of brown dust" accompany Alfred Ellison in the unlikely Renault 45 at Shelsley Walsh.

Part of the fascination of racing at Brooklands, for me at any rate, was the *variety* of the cars taking part. While some spectators had eyes only for the fastest and latest of racing cars competing, it seemed to me that there was interest also in the lesser entries, even sometimes in those which seldom, if ever, achieved any real fame. I used to try to obtain information about these less well-known and seldom publicised cars, along with those that won races and broke important records. (I recall the very long and detailed letter I once received from one of two brothers who had prepared a very obscure make of car, even outside racing circles, for a race or two at Brooklands, without any true hope of success. No-one previously had asked them anything about it, so they were delighted when I did). The information I filed was useful when I came to write my history of the motor course; where others wrote mainly to the "greats" and received short uninformative replies, if at all, I had details of some otherwise obscure "forlorn hopes" which were, nevertheless, part of the Brooklands scene.

It was much the same at Shelsley Walsh, allowing for the fact that, although the Midland AC held its first hill-climb there in 1905, before Brooklands was opened, there were far fewer meetings at the famous hill and consequently fewer competing cars. But of these, the curious and unusual, the oddballs, were there from time to time, overshadowed by the fast and famous racing cars but nevertheless arousing speculation and interest. One such car was the great Renault 45 saloon which Alfred Ellison drove up Shelsley Walsh in 1926, as recounted last month, as if he was reluctant to give up competing in enormous motor-cars after laying-up the venerable 1912 Grand Prix Lorraine-Dietrich *Vieux Charls Trois*. The photograph of this Renault arrived too late to publish with last month's article, but it heads this page. *The Motor's* citation says "A stirring roar from down below announced the arrival of *Vieux Charles IV*, Alfred Ellison's huge 45hp 9120cc Renault saloon. Surprisingly steady for so heavy a car, it took just about the full width of the road as it skidded, heeling over first on one bend, then the next. In its wake came clouds of brown dust swirling high above the tall trees, hiding for a moment all objects from view. The big Renault climbed in 69 seconds, equal to nearly 50mph from a standing start". Which must have been exciting. . .

I make no excuse for calling such cars Shelsley Walsh oddballs. I mean nothing disparaging, simply that some of the ones I shall quote were well-respected and good performers elsewhere, but seem to me unusual ones to use for a speed hill-climb of this sort. . .

At the 1913 Open Meeting for instance, there was Louis Coatalen's 25/30hp Sunbeam which had been endowed with an experimental 80x150mm 6-litre vee-eight cylinder side-valve engine. The car cannot have been entirely a secret, because the great engineer entrusted it to private owner C A Bird, of the custard company, who was second fastest in 58.4sec, against the new course record set by Leslie Hands's 25hp 4485cc Talbot, which was 1.2sec quicker. (Unofficially, Joseph Higginson was later timed at 55.2sec with the equally experimental 4574cc 30/98 Vauxhall, in winning the Closed Event). Coatalen himself had a go in the vee-eight Sunbeam (65.0sec). These times compare with what Bird did in a 3-litre six-cylinder Coupe de *L'Auto* Sunbeam, in 60.8sec.

Promising! I think this vee-eight may have been the start of Sunbeam's venture into aero-engine building but I have not included the Sunbeam in my book on aero-engined cars at Brooklands, because I don't think it ever went there. Indeed, it seems to have gone back to Wolverhampton and vanished. Or if Coatalen was toying with a standard car-engine of this cylinder-configuration, maybe he did not want too many prying eyes around it. (Had Sunbeam's Chief Engineer known, he was to hint during the war that his chance to be the first with a V12 touring car was lost when Packard examined the 9-litre racing V12 Sunbeam which was then in America and cribbed the design details. By then, of course, Coatalen was in the throes of building Sunbeam aero-engines for the Government and required all the publicity and test-time he could achieve; Sunbeam's claimed to have been first in production with a practical British aviation engine when war was declared in 1914). Anyway, for whatever reason, the vee-eight Sunbeam that appeared at Shelsley Walsh in July 1913 was, I believe, never seen again. . .

When the famous hill opened again after the 1914/18 war, H Humphries brought the extremely slim red Calthorpe racer there from Birmingham, and was third in the under-1500cc class, behind Capt "Archie" Frazer Nash's 9cwt GN "Kim II" (54.8sec) and Leon Cushman's Bugatti (57.0sec), with an ascent in 65.6sec. Not truly an oddball, because the Calthorpe was well known at Brooklands, where it was dubbed "The

Ghost Car" on account of its aforesaid exceptionally low frontal area, but it was nevertheless an unusual Shelsley Walsh entry. Designed for track work by C P Wedmore, it was said to have cost Calthorpe some £2000 to make, in spite of the economy of using up some parts from their 1913 racer, at a time when the nice little sports 10.4hp Calthorpe sold for £425. The low drag would not have been of much avail at Shelsley and it was probably still on a 3.75:1 axle ratio. The "telescope" atop the narrow bonnet to cool the valves was still in use. To digress, Shelsley was a rather jolly place in 1921, Miss Dorothy Heath, later a Sunbeam and Darracq exponent, driving a load of lady passengers up in an Austin 20 which I think was one of the rare sports models, with some skill. I don't think the Calthorpe, which was later raced at Brooklands by Arthur Whale who ran "Whale For Motors" in Camden Town, appeared at Shelsley again. . .

In the same vein, however, was the long slim battleship grey 6178cc Lanchester Forty single-seater, with which the Company's demonstration driver Archie Millership competed at Shelsley Walsh in 1923. Again, hardly an oddball, except at the Worcestershire hill, because this car achieved great things at the Track, notably in the hands of Parry Thomas, both in outer circuit racing and long-distance record breaking. But it seemed an unlikely hillclimb contender with a wheelbase of 10 ft 7in, and a probable final-drive ratio as high as 4.8:1, as it seems unlikely that the special worm-and-wheel which raised this from 5.5 to 1 for Brooklands would have been changed. Nevertheless, I would dearly like to have seen this big car tackle the Shelsley slopes; sadly, it went to a car breaker for the proverbial "fiver" during the war.

As an aside, back in 1922 J Summers, in a cloud of dust and his Silver Ghost Rolls-Royce, laden to over 44cwt for the Formula competition, climbed in 68.0sec, compared to 64.6sec by Humprey Cook's lighter E-type 30/98 Vauxhall, 66.8sec by J H Clay's 3-litre Bentley, and 70.2sec by Lou Kings in a works Austin Twenty, which, even more overloaded, won that category. . . Incidentally, even in those days it seemed opportune to mention that E R Hall had towed his Aston-Martin to the hill from Yorkshire behind a 40hp 1908 Renault which he had bought for £30 — which in retrospect, seems to have been rather expensive!

Just as it was somewhat unusual to see Brooklands cars in action on the Midland's hill, so it was to find Mrs Stewart Menzies there with Malcolm Campbell's 1912 Grand Prix 7.6-litre twin-cam Peugeot in 1924 (66.0sec), and H Goodwin's racing Bean with 14hp engine in a 12hp chassis can also be regarded as an oddball (58.8sec, and 54.8 in 1925). Also, perhaps, on account of its rarity, can the liberally-drilled 2-litre overhead-camshaft Beardmore with which Cyril Paul broke the course record in 1924 in 50.5secs, timed both electrically and by hand-timing, so no fluke, a car owned later by Kenneth Neve.

It may have been forgotten that the historic site was nearly closed in 1925, when the MAC nearly lost the lease of the ground at Shelsley Walsh, but fortunately the matter was finally resolved; it arose over a right-of-way, a cause that had nearly closed Brooklands in 1907. Basil Davenport's justifiably famous GN Spider and all the rest of the Shelsley specials such as the Wasp, GNAT, Chatterbox, Djinn, Martyr, Bolster Specials, Fuzzi, the Sumner-JAP, Freikaiserwagen, the other GNs, and Tiger Cat and Tiger Kitten, etc, were as much a part of Shelsley Walsh as were the Grand Prix, Indianapolis and other "proper" racing cars which contested the top honours, and they certainly cannot be classed as oddballs. It was always a sadness for me when the BBC cut off the characteristic "vee-twin bark" in favour of more sophisticated sounds from 2LO, before I could get to the hill itself in my Austin 7. . . But I think Dorcas II was an oddball, with its ingenious BSA 4WD transmission which only the brothers Gordon and Donal Glegg who built it fully understood. The power of its Fernihough-tuned JAP engine was usually guaranteed to snap every chain the car possessed (but it clocked 46.88sec by 1938).

Then there was C B Starling's British Eagle, among the 1927 entries. But what was it? Presumably one of those sports cars made in very limited numbers in Leeds by Hodgson Motors, after the demise of the better-known Hodgson. . . Even more obscure was the 10hp 63½x117½mm four-seater Vidal with which its owner was last (68.6sec) in the 1½-litre class in 1925. . . And definitely an oddball was the Panther, built for Shelsley in 1934 by H C Luttman. He contrived to install, shoe-horn or persuade a tuned 23/60hp Vauxhall engine into a Coventry Premier light-car chassis, retaining the latter's rear-axle gearbox as well as the Vauxhall four-speed one, thus providing a multitude of ratios! I seem to recall that as a 4.0:1 ratio was found to be best for the ascents, very big back wheels were fitted to raise the final-drive set up, so that this odd special proceeded as if praying, or about to beg backwards. . .

By the mid-vintage period the racing and sports-cars were beginning to be joined by saloons and coupés, and in 1927 an A7 saloon was only 4.4sec slower than an open version. And while one remembers how Austin's publicised Arthur Waite's drive from Bromsgrove to Brooklands in 1923 in the original racing A7, his race win at 59.03 mph, and his safe return home, and his Shelsley climb that year in a hybrid racer in 75.4sec, one tends to overlook his appearance there the year before, when, in one of the original *670cc* Chummies, and with a passenger, he clocked 89.8sec.

Just some of the variety which made Shelsley Walsh hill-climbs such very good value, in those times as in the 1990s. As I have quoted various times, I append a list of the fastest in the vintage years, for comparison. **W B**

Other oddities: Goodwin's racing 12/14 Bean on the hill in 1924, and (inset) Louis Coatalen with the experimental V8 Sunbeam in 1912.

1920-1930, at SHELSLEY WALSH: FOR COMPARISON — THE TOP TIMES

1920 C A Bird (Sunbeam),	58.6sec	1927 B H Davenport (GN Spider),	50.0sec
1921 C A Bird (Sunbeam),	52.2sec R	1927 B H Davenport (GN Spider),	47.8sec R
1922 M C Park (Vauxhall),	53.8sec	1928 B H Davenport (GN Spider),	46.8sec R
1923 Mays (Bugatti), Park (Vauxhall),	52.8sec	1928 B H Davenport (GN Spider),	46.2sec R
1924 C Paul (Beardmore),	50.5sec R	1929 B H Davenport (GN Spider),	46.4sec
1925 H O D Segrave (Sunbeam),	53.8 sec	1929 R Mays (Vauxhall-Villiers),	45.6sec R
1926 E R Hall (Vauxhall),	56.6sec	1930 H v Stuck (Austro-Daimler),	42.8sec R
1926 B H Davenport (GN Spider),	48.8sec R	1930 R Mays (Vauxhall-Villiers),	46.4sec

NB: Two meetings a year after 1925. R = record

Forgotten Makes:

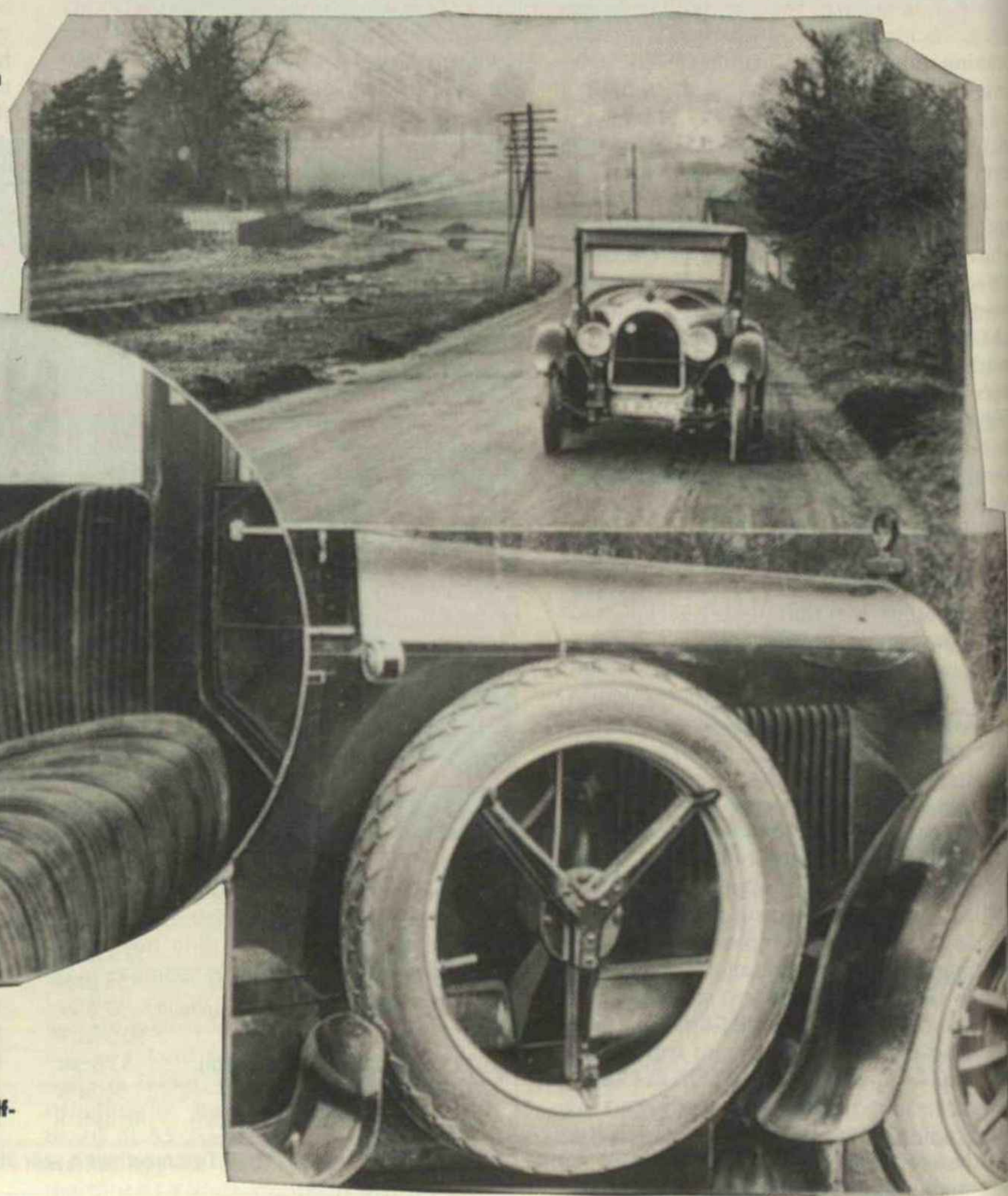
When I was a young enthusiast contemplating what sportscar I would own had I been able to afford one I put British makes on my imaginative buyer's-list, but ignored cars like the Stutz Bearcat and Mercer Raceabout, not because I regarded them as inferior but because I knew very little about them. Of later sportscars, my preference was for the Bentleys with their exciting Le Mans victories, the 3-litre Sunbeam because of its Grand Prix-type twin-cam engine and the fabulously desirable 36/220hp and 38/250hp supercharged Mercedes-Benz, especially after I had experienced my first 100mph on the public road as a schoolboy passenger in one of the 36/220 four-seaters. It wasn't until after the Second World War that I came to appreciate the special qualities of the Alfonso Hispano Suiza. Before war had come I had had every opportunity of realising that the Type 43/57SC Bugattis were amongst the most desirable cars there were, the very fastest, the safest-handling motorcars, that made all the right noises.

In this wonderful dream world of fast cars, Brooklands, Donington Park, winter mud-trials and the overweight Show Numbers of *The Autocar* and *The Motor*, American fast cars, such as the Stutz Black Hawk and the Model-J Duesenberg, were seen as strangers, about which not much was known. And when the Kissel Kar Gold Bug arrived on the scene it was put aside in the mind as something just "too Yankee", although one had a sneaking desire to know what it was intended to be.

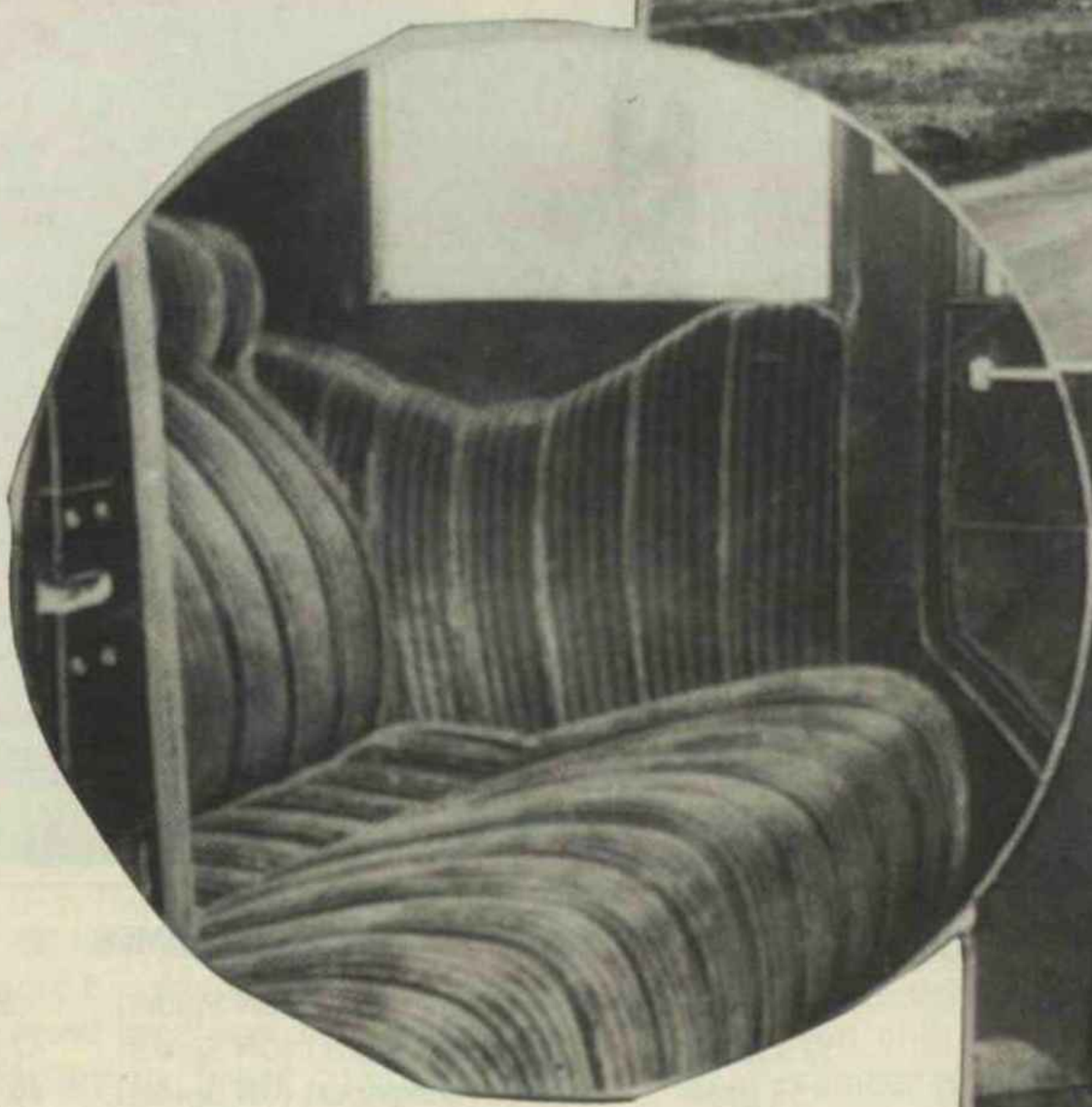
In fact, in the beginning the Kissel wasn't a sportscar at all. It was the idea and product of two of the four Kissel brothers, George and Will, of a prosperous family residing in Wisconsin, which it had been responsible for developing, after the father had emigrated from Germany. Having in 1905 built an experimental automobile in the family factory, which made farm implements, the two boys, still in their twenties, were ready a year later to launch the Kissel among the few well-established makes already sharing a market which Henry Ford was soon to dominate. They went for a simple runabout type of vehicle, but with a four-cylinder motor and shaft-drive. So it seems unlikely that the Kissel family's White steam car and the single-pot stationary engines one of their businesses made for farm use, had much influence.

Better was to follow. While they improved their own engine the boys installed Beaver motors, and they apparently employed a sleigh maker to construct the bodywork for them. It was good enough for their Milwaukee agent to suggest the name Kissel Kar and for a Chicago distributor to order 100 cars, if a less expensive radiator was fitted, which brought in a profit of 25,000 dollars. Incidentally, the new rounded radiator was still reasonably distinctive, whereas in later times all American cars looked much the same, be they Chevrolet, Buick, Dodge, Durant, Dort, Maxwell, Hudson, Oldsmobile, Studebaker, etc. Very soon the Kissel Company took on Herman Palmer, an engineer from the University of Cologne, and he was responsible for the sound concept of the cars, or "kars", and the introduction of many good innovations.

Overcoming the dreadful murder in his



From 1924, Kissels were imported to the UK, and the Press test car was a 4326cc six, shown here on the old Wrotham Hill before it was straightened. Comfortably fitted, the cycle-winged saloon body allowed for a low-mounted spare.



1926 advert (opposite) illustrates coupé body; golf-bag looked frivolous at the time, but owners claimed Speedster could match European sporting machinery.

The Kissel Kar

office of their father Louis, and the complexity of building to order almost any kind of motor vehicle anyone needed, in that tragic year of 1908 they took on another valuable employee, the body specialist Friedrich Werner who had been a respected coachbuilder at Opel in Germany and who was expert in choosing the right kinds of timber for such work and blending them correctly. So in the pre-1914 era Kissel was well served in that area. Incidentally, in spite of the original single make-name, two "Ks" were now used, for the Kissel Kar. By 1909 the range of models was not only in capable hands but the range was sensible, comprising the four-cylinder "Light Four" of 4½x4¾in bore and stroke, the "Regular Four" of 4¾x4¾in, and the 60hp "Big Six", made easily possible because the engines had paired cylinders, so this model simply used three pairs from the "Regular Four". Wheelbases varied from 8ft 11in to 10ft 8in, prices from 1350 to 3000 dollars. In 1910 another radiator shape, styled on that of the Mercedes, was introduced, adorned with a badge or "button" biased to the off-side, which persisted until 1929.

By now, the Company had its own foundry, a drop-forge, and its own body shop. Electric lighting and starting, by a 75rpm motor, were a fifty dollar extra in 1913. Up to this time the four-cylinder cars had earned a fine reputation and it is said that only the 1914 6-48 model, which had an *en bloc* Wisconsin engine, was troublesome, tending to overheat and break camshafts and crankshafts. In 1915 came a sort of pioneer hard-top, called the "All-Year" top, but it presented the usual problem of where to store it in fine weather, and this one was apparently inclined to warp if left in a damp garage during the summer and proved difficult or impossible to re-fit, too much force sometimes shattering the glass.

The war years — for Europe — saw the innovative Kissel 6-38, with 3¾x5in monobloc engine developing 52bhp, and a Double-Six, apeing Packard, a short-lived, not very successful design using an Indianapolis-built Wiedley ohv engine. At this time Kissel claimed as a "first" the Stewart system of vacuum petrol-feed from a rear-mounted tank, said to be the idea of racing driver Webb Jay (What price our Autovac?) After the war Kissel began to think in more sporting terms. Their double-drop chassis was well-suited to such concepts. A semi-racer with bolster tank, somewhat on Stutz and Mercer lines, had been drawn in 1911 and there were plans to combine the Silver Apperson V8 Speedster, with four outside exhaust-pipes on each side of the bonnet, to a Kissel chassis in 1917. At the 1918 New York Auto Show, with the war behind them, Kissel made a notable impression with its all-yellow "Silver Special" Speedster. But the war period had seen far more commercial Kissels built than cars, with 4WD trucks for the American Army predominating. Up to mid 1928 Kissel used its well-proven L-head six-cylinder engines, gaining more power by increases in compression-ratio and two dimensional changes etc, and in 1921 the 6-45 model was given forced lubrication and thermostatic control of water heat, but it wasn't until about 1926 that cast-iron pistons were replaced by Lynite aluminium pistons. Three-quarter elliptic back springs had been changed for half-elliptics in the middle-1920s, requiring a longer chassis frame.

It was said that this time celebrities who bought Kissels included Fatty Arbuckle, Al Johnson, the air-woman Amelia Earhart, and Mary Pickford and Douglas Fairbanks, both of whom apparently owned several Kissels, while Rudy Vallée had a "Gold Bug". Even the great racing driver Ralph de Palma was reported as favouring a Kissel. The name "Gold Bug" for the yellow-painted Speedster was apparently chosen as a result of a readers' ballot (prize five dollars) organised by the motoring editor of the *Milwaukee Journal*, after he had been loaned one of those Kissels for a long-term road-test, during which he covered 4978 miles in 1919 and pronounced the Kissel Speedster one of the best all-round cars in its class. Certainly the Kissel 6-45, which had a 61bhp motor, and the 6-55 of 1923, were accepted as good cars, looking like custom-built automobiles, although not often fitted with specially-built bodywork. Indeed, figures released for the year 1923 showed that car production had numbered 2123, against 99 trucks. And improvements continued to be made. By 1924 the new balloon tyres were an optional extra, as were Lockheed hydraulic four-wheel-brakes, the latter at first a 75-dollar extra. A smaller straight-eight was offered, with a Lycoming engine of 2⅞ x 4½in, installed in the 6-55 chassis, with a wheelbase of 10ft 5in or 10ft 10in, which enabled customers to enjoy multi-cylinder motoring for just 300 dollars more than if they had bought the 9ft 9in-wheelbase Lycoming Six. And for 1928 there was the big luxury Kissel 8-90, with the 8-75 engine bored out by 1/16th and the compression-ratio raised. This, in Speedster form, with a claim of 115bhp and 100mph, was the car that had made me curious when I had first heard of it.

But did the Kissel ever come to London, England? Oh boy, it sure did! This came about because by 1924 the American Motors Export Corporation, with premises at 292 Regent Street, W1, had decided to import these cars. They started bringing over the 27/6hp model, with its 4326cc six-cylinder engine, the chassis of which they priced at £415 with Delco Remy ignition, Stromberg carburettor and wooden wheels with detachable rims. Complete five-seater Kissels started at £560, and the long-stroke engine (84.1 x 130.2mm) called for an annual tax of £27. The Press was provided with a testcar the following year, which turned out to be a big saloon, with a wheelbase of 10ft 1in and gear-ratios as high as 14, 10.4 and 4.49 to 1. It returned 17 to 18mpg of petrol on British by-ways, and the body was described as very comfortable, more so than that of most American saloons. Acceleration was prompt and smooth, top speed about 60mph, and there were locks not only for the doors and ignition-switch but also for the gear lever — which possibly appeared rather unnecessary in the crime-free British Isles of those 1920s. During one road test of XW 3744, the release springs for the o/s front contracting brake became inoperative, but it was reported that the binding band had no effect on the steering, and the smoothness and positive action the Lockheed "anchors" received much praise. Releasing some of the fluid from the offending brake cured the problem, anyway. The springing was slightly hard, the steering a bit heavy on full lock and it had no castor-return action. There was a luggage rack, with metal strips on the back panel of the body to prevent luggage damaging the paintwork, and the use of fixed cycle-type front "fenders" which did not join the running boards allowed low mounting of the ugly side-located spare tyre and rim. This £675 Kissel would pull up from 40mph in 110 feet, and the agents had nine other body styles on offer. In 1925, also, a stand was occupied at Olympia by both six-cylinder and straight-eight models, the latter with such features as a flywheel at each end of the crankshaft, the oil supply controlled by the throttle, and less usual then, an oil-cleaner and carburettor air-cleaner. The 4711cc saloon cost £1125. But it must have been the Speedster or Roadster which caught the eye, as they say, of the sporting fraternity. But was its Yankee appearance, emphasised by the fixed cycle-type mudguards used for the other models, its cutaway cockpit-sides, its bagged hood prominent behind the seats, the little side-steps for entry and exit and the pull-out rumble-seat and American style bumpers, a prelude to playboy motoring? Or was it, remembering how American owners alleged that this Speedster would cruise all day, every day, at 85mph, a challenge to British and European sportscars? The bag of golf clubs carried on one side were somewhat off-putting (some other American two-seaters had a horizontal tunnel for the stowage of these clubs) but Sydney Dawson automatic chassis lubrication, wire wheels and alloy pistons and con-rods seemed a bonus. The price-tag was £650, which seemed very reasonable.

Most sporting of all the Kissels was the 8-75 Speedster, known as the "Gold Bug", apparently after a public competition to name it.

We shall never know. Because what the importers must have hoped would be a golden era was all over by 1926, except that Savoy Motors Ltd, of Great Portland Street, had by then acquired the agency, perhaps hoping to sell off new cars that had failed to find buyers. In the USA, too, things were not going well. The Kissels were mainly too high-priced and the post-war depression years had not helped; a 750,000-dollar mortgage had been needed at that time. The published output was 2123 cars in 1923, 803 as new models were being prepared in 1924, 2122 in 1925 as the new sixes and eight sold well. But then a possible merger with Nash (not Frazer Nash) failed to work and a financially sound one with Packard was refused. The production figures then deteriorated: 1147, 1068, 889, 221, 93 and 16, as annual outputs, down to 1931. These were of private cars, but the Company held on by making trucks, taxis and hearses etc. Even the 1929 "White Knight" 8-126 Speedster failed to save the day, and after some commercial deals had made no headway, the Receiver was called in in 1930. George Kissel died suddenly in 1942 and Will didn't want to continue a business which had been reduced to making a variety of engineering products and even chairs, and he sold out to the West Bond Aluminium Company.

So died a rather individual motor-car. I do not know whether or not the Kissel house-colour of canary yellow (or Desert Sand) helped; during the war "kar" was dropped, as sounding too German. **W B**

Despite its tall saloon body, the UK test car returned 18 mpg with prompt acceleration; buyers, however, were far from prompt in ordering.

Michelin's 100 Years

With the British Motor Industry's centenary arriving next year the Michelin PR department, working not from Michelin House with its historic pictorial tiles, but from Watford, has been quick to remind us that 100 years ago, in 1895, the first car using pneumatic tyres was tested, following their invention by Robert W Thompson in 1842, which changed the transport world. Apparently in 1891 the brothers Michelin, André and Edouard, had demonstrated the viability of the detachable air-filled bicycle tyre, in the Paris-Brest-Paris race. André Michelin then went as a passenger on the 1894 Paris-Rouen race (actually a trial) and disliked the car's ride on its solid steel/rubber tyres.

This led to Edouard developing pneumatic tyres for motorcar use. The initial tests are said to have been conducted on a Peugeot for which special wheels were made, and later three more test-cars were acquired. To publicise and further test their new pneumatic tyres. Michelin entered three cars for the first proper motor race, from Paris to Bordeaux and back, in 1895. The hand-out tells us that the company entered three cars, two of which developed trouble on their way to Paris from Clermont-Ferrand and the third steered so badly that it was named *L'Eclair* becaused it zig-zagged like a flash of lightning, so that the Michelin brothers felt they had to risk driving it themselves. It goes on to say that these are described as "Michelin-built", but it seems more likely that what they had entered were Peugeots, of which one started, driven by André Michelin. The other two were non-starters, one of which may have been a Serpollet steam-car, as the narrow front track these possessed resulted in poor stability.

After this the 1995 Michelin hand-out gets wide of the mark, stating that 19 started and that *L'Eclair* came in last of the nine finishers, averaging 9½mph. In fact, the official results show 22 starters, and that while only nine finished, the last was a Bollée steamer, which took 90hrs 3min, an average for this truly difficult 732-mile race of 6mph. In contrast Michelin's *L'Eclair* is quoted by the authorative recorder of early motor-racing history, Gerald Rose, as giving up the struggle at Orleans, as, owing to persistent tyre trouble, it could not reach Paris within the time limit of 100 hours. Against this, the hand-out says Michelin completed the route in the allotted 100 hours, in ninth place, at an average speed of 9½mph.

It is true, however, that, as Michelin predicted, by 1905 all cars would be running on air-filled tyres; as this hand-out reminds us, by 1897 the average speed of the cars in the Paris-Trouville race had risen to 26mph (well, the winning Panhard averaged 25.2mph) but Gerald Rose does not disclose, as the hand-out believes, whether or not all the 16 finishers were on Michelin pneumatic tyres. . . The fact remains that in the subsequent years Michelin built up a marvellous reputation for their tyres, both for racing and touring, and the Company claims today to be the largest tyre manufacturer in the world. **W B**

Filton Sprint Anniversary

Sir John Venables-Llewellyn drove R4A at Filton, recalling Gerard's FTD 50 years ago.

We hear that a pleasant little party was organised by the Bristol Company MC to recall how it had held the first proper post-WW2 speed-trial on the Filton aerodrome taxiways (1½ miles, on asphalt) on October 28, 1945. Then, 100 entries saw Bob Gerard (ERA R4A) make FTD, Issigonis (Lightweight Special) winning his class. At the anniversary Sir John Venables-Llewellyn drove ERA R4A and Chris Dowson the Lightweight, the runs of which were shortened by a hairline crack in its cylinder-block. Tony Crook, who had driven his 328 BMW in 1945, came this time in the prototype Bristol 400. Neil Eason-Gibson, whose father, just demobbed, managed to get there in time to assist Baillie-Hill with his HRG, also attended, as did Mark Garfitt in a T35 Bugatti.

British Aerospace allowed demonstration runs, but not on the 1945 course, as three Airbuses were parked thereon. **W B**

Car and Man of the Century Awards

Autocar, in conjunction with its 100th issue with Esso, had its readers (I do not know how many) and staff vote for the Car and Man of the Century. The result was the Mini and the late Enzo Ferrari. The awards were made to Dr Alex Moulton, who was responsible for the innovative rubber suspension of the late Sir Alec Issigonis's little car, and to Enzo's son Piero Lardi Ferrari, at the Natural History Museum, by *Autocar's* Editor and Editor-in-Chief, both dressed up as pioneer motorists.

Perhaps one disappointed person will be Robert Cumberford who, in the aforesaid Anniversary issue, described the Issigonis Mini as ". . .not terribly innovative in a mechanical sense", remarking that transverse front-drive engines had been used by DWK and Saab and that the wheel-at-each-corner layout came directly from Citroën, although Cumberford did concede that "the rubber suspension was clever". He overlooked such ingenious space-conserving items as the Mini's special 10in Dunlop tyres, transmission gears in the engine sump, and the side-mounted radiator. Indeed, so innovative was the brilliant Issigonis baby, or "Minibric", that I recall thinking during the Press launch what a task we writers would have in fully describing it. I had a Mini as my MOTOR SPORT staff-car for some years and remember the early defects, like water on the floor, damp plugs until the engine was reversed, and the *noise*, reduced after proprietary sound-damping had been installed. But what a great little fun car, especially in Mini-Cooper form. Cumberford has it that the fact "that all Britain would be listening with pleasure to working-class Liverpudlian lads singing had something to do with the the existence of the Mini". I knew Issigonis quite well but never dared ask him if he listened to the Beatles! **W B**

The Lakeland Trial

This event is usually memorable as the tough contest that ends the VSCC trialling year, but the dry period of 1995 rather changed things, on November 11, when 98 drivers of pre-war cars set off to try their luck. Fifteen had penalised themselves 20 points each before even starting, having brought their trials steeds on trailers; Simon Seymour was unlucky here, his A7, its engine nicely fettled with proper new piston rings, etc, displaying clutch withdrawal problems when lowered to the ground.

The trial involved 13 sections, with enchanting names like Prickly, Thirlby's Folly, Sale Fell, Swinside, Darling Howe, Widown Hause and Buttermere, to remind one that this was Lake District territory. Usually the high-rise and steepness of Drumhouse is the major obstacle but this time 40 drivers managed top marks here. The problem section was Swinside, topped by only 10 competitors, with 63 cars failing to score a mark between them. In contrast, most of the other sections were fairly easy, everyone getting a maximum 20 points on Spout Force except for J Fort (12), D Oldham (8), L Murray (13), P Mace (3), A Saggerson (5), M Gleeson (8), J Meeks (7) and Ben Collings in the Bentley (9). But some were in trouble very early on, like G Winder, and some, although not classed as non-starters, never appeared, and Rides missed eight sections.

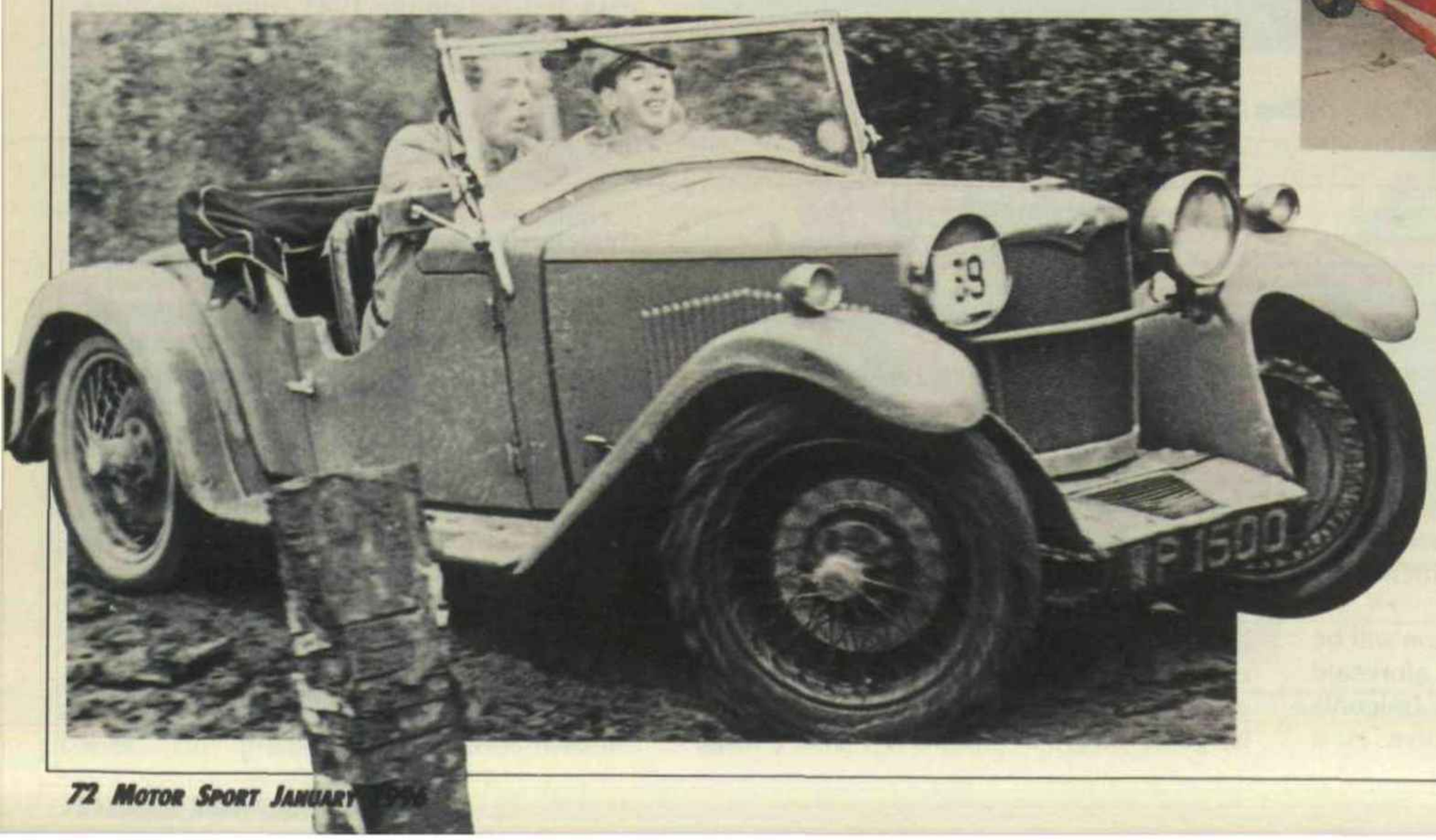
When the results were worked out it was seen that the joint winners of the Bridge Trophy for best performance in Class One were Henry Stringer (1933 A7) and Patrick Blakeney-Edwards (1929 Frazer Nash), with 254 points each, and that Robin Harcourt-Smith was best in Class Two with his Alvis Silver Eagle, with a score of 208 points, one more than Baxter achieved with his 1928 Chrysler. The Roy Paterson Cup went to Phil Evans (1928 Austin). **First-Class Awards:** H Stringer (A7), P Blakeney-Edwards (Frazer Nash), J Baxter (A7), S Gordon (A7), P Lonhurst (Riley), B Clarke (A7), J Flann (A7), R Harcourt-Smith (Alvis), S Baxter (Chrysler); **Second-Class Awards:** K Hill (Crouch-Helix), T Bradley (A7), B Gray (A7-JAP), I Williamson (MG), Jane Tomlinson (A7), I Blackburn (Singer), R Reed (A7), J Percival (Bentley), T Jones (30/98), H Hickling (1917 Dodge), M Telford (Ford), P Tebbett (Riley), A Goding (Morris). **Third-Class Awards:** M Johnson (Bugatti), S Welsh (A7), L Murray (Frazer Nash), N Plevin (A7), M Joseland (Frazer Nash), R Low (A7), D Saxl (Riley), B Collings (Bentley), J Diffey (30/98). **W B**

A Riley Reunion

Stephen R Southall tells us how he was reacquainted recently with his very first car. He is a well-known VSCC member with his 1920 Rolls-Royce Silver Ghost "Wendy", for which MOTOR SPORT took some acceleration figures at Shobdon Aerodrome many years ago. However, one never forgets one's first car, in Mr Southall's case a Riley Nine Gamecock which he bought in 1936 for £45 when he was just 18 years old. As young enthusiasts do, he treated the Riley hard, using it as regular transport and for trials, etc. The compression ratio was raised by fitting special pistons, to around 7.5:1, after which the engine would only function properly on Discol alcohol petrol. On the first run to a North Wales rally, this stopped the Riley when the Discol ate the shellac off the SU petrol pump.

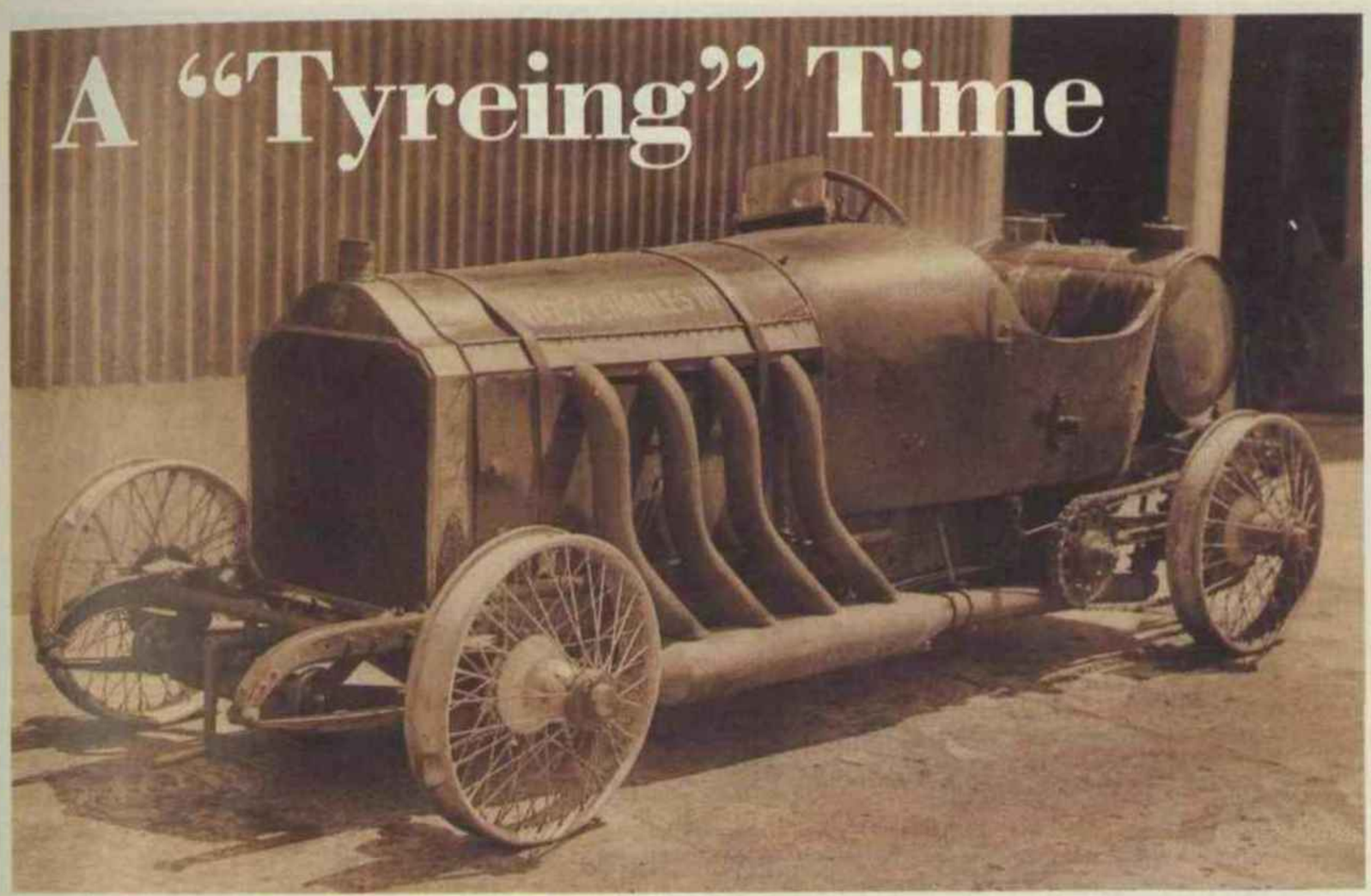
I remember the Riley Gamecock, having suffered many all-night runs to motoring events in the late James Brymer's example, which he drove in open-necked shirt, hood down, while I snuggled into my leather coat, newspaper on the worn floorboards intended to reduce the wintry draught. . . Brymer, a noted motoring photographer, had driven a Riley Nine Monaco saloon and other cars before this, in MCC trials. He no doubt went over to the Gamecock because the capacious boot was useful for accommodating cameras, etc. But this was a rather unusual model for Riley to introduce, because most customers either wanted a four-seater or at least a dickey-seat on their two-seaters.

To revert to Mr Southall's car, it was used for many trials, with his brother Chris Southall, later to become a noted 30/98 Vauxhall and veteran De Dion exponent, as his passenger. Many first-class awards were won in events such as SUNBAC, Hagley & DLCC and other competitions and Mr Southall still has the replica of the Riley CC's George Shepherd Trophy which he won in 1938. So when he heard through a casual conversation with a Riley MC member and a telephone call the next day, that "his" Riley Gamecock is now owned by Ian Lavery in Stockton-on Tees, he was off to Yorkshire from Herefordshire the day after to become reacquainted with it. He found the Riley about to be overhauled, so minus its radiator. But sitting in it once more he was able to relive something of the speed trials, mud trials and club racing for which he had used the car, a great tribute to Victor Riley, says Mr Southall. **W B**



Left, Stephen Southhall and brother Chris on a Cotswold trial in the late 1930s. Above, Stephen reunited with the Riley Nine during its restoration.

A "Tyreing" Time



The photograph which we published in November of Alfred Ellison's 1912 15-litre GP Lorraine-Dietrich *Vieux Charles Trois* minus all its tyres after a skid in practice for a Brooklands race has aroused such interest that I feel inclined to repeat it and to enlarge on the incident.

I have no way of knowing exactly when this alarming happening, which Ellison coped with admirably, took place. It could have been during the week prior to the race in question. But as it was reported in the press accounts of the 1923 BARC Summer Meeting, which reports were usually written about the day's racing, and as Ellison was a non-starter in his first race that afternoon (the 20th Lightning Short Handicap), in which the old Lorraine should have started as limit car in a field of which Parry Thomas's Leyland would have left 26sec later. I think we may assume that the horrific skid and tyre-shedding did happen on that June morning.

Apparently the great car burst a tyre just as it was coming fast off the Members' banking into the Railway straight. It slid backwards down the banking. It then spun round and this tore the remaining three tyres from the rims. One of them went clean through the mile timing-box, an example of how much force was generated by a cover flung from a car with a top velocity of over 100 mph. Incidentally, this was the very same wooden timing-box which Count Zborowski's *Chitty-Bang Bang* had also demolished, the previous year, when it burst a front tyre and ran off the track. A BARC official jumped into the adjoining ditch to escape, but just too late: some of his fingers were severed by the bare rim of one of Chitty's wheels. It was suggested that, in future, the timing-boxes should be replaced with concrete pill-boxes, but this was never done!

Reverting to the Lorraine's escape, it must have taken some time to repair the damage after its return on the bare rims and to fit new tyres, or perhaps find four different wheels. But Ellison was ready just over two hours after racing had started, to bring his car out for the 34th 100 mph Long Handicap, which he won comfortable from J A Joyce's 1½-litre AC, both cars extremely well matched and both doing their fastest lap at 102.69 mph, but Joyce accelerating less quickly and having a three-second handicap to make up on the French car. I have a very happy picture of the Ellison brothers as smiling winners, with a well-dressed lady, presumably Alfred's wife or mother, looking equally pleased, and wearing a stylish hat, standing by *Vieux Charles Trois*.

The race they had just won was over 8½ miles. The next engagement was the the 90 mph Long handicap, less than 30 minutes later. In that event the Lorraine, after making the fastest standing lap of any car in the race, at 90.29 mph, burst a tyre on its second lap by the Vickers sheds and another at the place where the Finishing straight met the Members banking, this one flying over the trees.

Naturally, Ellison had to pull up. But this is an instance of how undurable racing tyres were in those days, for assuming the new ones fitted that morning were still in use, the car could not have run much more than about 12 racing miles, if that, before two of these burst. It was something to think about, in the 1920s. **W B**

Cars In Books

Sir John Betjeman, one of the best-loved English poets, who refers to cars in some of his works, such as his father's elderly Rover landaulette, and even a Bugatti in Oxford, is the subject of two volumes of his *Letters*, edited and introduced by his daughter, Candida Lycett Green. In the first volume, covering the period 1926 to 1951, she records how her father remembered the happy days at Oxford when in the company of Hamish St Clair-Erskine, son of the Earl and Countess of Rosslyn, they went out in fast cars, driving all night in the flat country near Coolham, and how Betjeman had a Morris Cowley when at Magdalen, in which he and Alan Pryce-Jones used to drive about looking at architecture, hampered at one time because it would only turn left, so that they were confined to a circular route! The Morris was new in late 1927 and so was presumably a flat-radiator model, like the one on which I was taught to drive, and JB described it as very fast and occupying his thoughts very considerably. It was called "Pierce" and perhaps replaced an older Morris Cowley?

By 1934 Betjeman had a Ford Prefect, in which he drove to Challow Station most mornings to catch the London train; it was difficult to start and Ron Liddiard remembered how bad-tempered JB would get, winding the starting handle. By 1947 Betjeman had a grey Vauxhall saloon, which he always drove as fast as it would go. One of these shed a wheel in St Giles's, Oxford, but JB refused to retrieve it, walking to the Randolph Hotel, where he rang Coxeters Garage about it. The book has some interesting references to the writing and production of the *Shell Guides* with which Betjeman was associated, and to trying to invent a new name for a Shell motor oil. **W B**

OBITUARY

I feel extremely sad at having to pen this obituary notice about W G S Wike. He was such an enthusiast for cars of all kinds but especially the older and more exciting ones. He was also full of dry humour, as we found out when he wrote those inimitable Motor Show reports for the *VSCC Bulletin*.

Born near Manchester in 1909 and educated at Marlborough and Cambridge, where he read economics, his family had been owners of a textile business for generations. After service in the R A F, Wike joined the firm, of which he became its Chairman. He married a doctor in 1940. Before that Wike had owned all manner of interesting motorcars, including the 21.7-litre aero-engined FIAT "Mephistopheles", which he drove as ordinary transport for a while, a Chrysler 70, Anzani and Meadows-engined Frazer-Nash, Lancia Lambda, Minerva, Alphonso Hispano-Suiza; 22/90 and 1500 Alfa Romeo, 3-litre Bentley, 1100 HRG, twin-cam 3-litre Sunbeam, Daimler and six 30-98 Vauxhalls. He founded the Northern Section of the VSCC and he did much marshalling duty for this Club. He also drew cartoons for its *Bulletin* and in the aforesaid reports of the Motor Show could be comically rude, where necessary, about modern cars.

He is a great loss to this Club and vintage motoring in general — his like are becoming very rare, if not altogether extinct. I lift the latter story of Peter Wike from the *VSCC Bulletin* — when he was asked to join a brains trust he refused, on the grounds that he had no brains and his wife didn't trust him. . . Our profound sympathy to that lady, Beryl Edgecombe, and her married daughter Catherine. **W B**

Vauxhall 30-98, by Nic Portway, New Wensum Publishing, Stowmarket, £118.

Although books innumerable have been written about almost every make of car, the good, the bad and the indifferent, and many makes have had a number of volumes devoted to them, it is only now that the history of "The Finest Of Sporting Cars", to quote the sub-title of Nic Portway's book, has become available. But it has certainly been worth waiting for, because this coverage of the 30-98 Vauxhall not only fills a gap in motoring history but is a magnificently produced tribute to one of the most outstanding of all vintage motor-cars.

It is a heavy book. It is a big book, the pages of which measure 12 x 13in. But it is far from being a coffee-table tome, to browse through only while quaffing a cup of *cappuccino*. Nic Portway has used large pages to ensure that the maximum effect is achieved by the splendidly reproduced photographs which add so much to the esteem in which this book will be held. Do not fret that this marvellous tribute to the 30-98 Vauxhall and its forebears has been published privately, by Nic himself; it equals the top standards set by the best professional publishing houses. Portway has owned a standard E-type 30-98 for over thirty years and was exactly the right person to write this history.

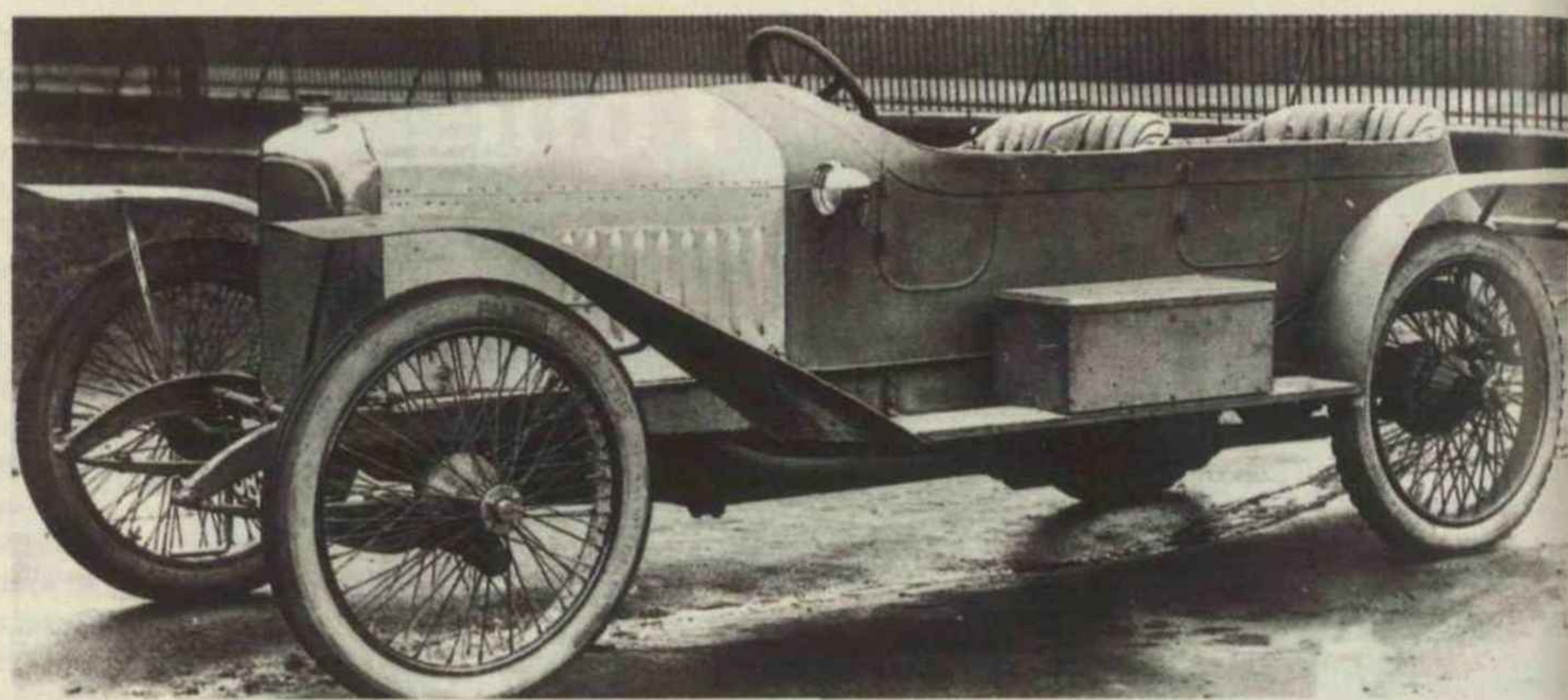
This is spread over 12 chapters, to which are added five Appendices, a table of production data (7 pages), lists of Registration numbers against chassis numbers, with owners' names where known, Luton production outputs of the 30-98 and the experimental models, ending with a pictorial scrapbook, all on the finest glossy art paper. The main text covers the origin of the 30-98 Vauxhall, incidentally debunking a legend that has grown up about Higginson's car, and it then runs on to effectively capture the atmosphere of this finest of vintage cars, in touring here and far afield, in professional and amateur racing and hill-climbing, at Brooklands and elsewhere, the technical development of the 30-98, the influence the VSCC had on it and it on the VSCC, and accounts of the many owners of these cars and their exploits with them.

It is a truly worthwhile history, which will be as acceptable to those who own other makes of vintage cars as to the 30-98 fraternity itself. I was honoured to be asked to write a Foreword and referred therein to the fictional Lord Hovenden (Aldous Huxley, *Barren Leaves*, 1925) who was so timid that he could only find the courage to propose to his girl when driving his 30-98 Vauxhall Velox at nearly 70 mph. I was not aware that Nic knew of this and has it in the book but I can add what the celebrated "Cassandra" wrote (*I Remember, I Remember*, 1961): ". . .the old Vauxhall — not the glossy new jobs from Luton Town — I mean the 'Thirty-Ninety-eight' of course. There was a motor. You knew that underneath the bonnet an engine was alive. You were deeply aware of its presence; an iron lion lording it in a cave of power. It was not tucked away in the boot or squiffily sideways somewhere. When the Vauxhall 30-98 started up, the long sloping wings gave a shiver of excitement at each revolution. Fast fun and furious fun was to come. The engine was not one of those compressed square packages of mechanical fussiness that you get today. It had great long con-rods that rose majestically and sank again, lolloping with easy leisure and dipping into the sump oil. The old 30-98, when you started her up, used to say 'Guddugety-Guddugety-Gonk, Guddugety-Guddugety-Gonk' and would speak to no other motor-car. . . This classic Vauxhall looked like a sleek cruiser. At slow speeds it loped along but when she saw the open road that old engine laughed in its metal guts and you were away, leaving all else far behind. The Thirty-Ninety-eight dreaded naught. . ." That in the *Daily Mirror*, of all papers.

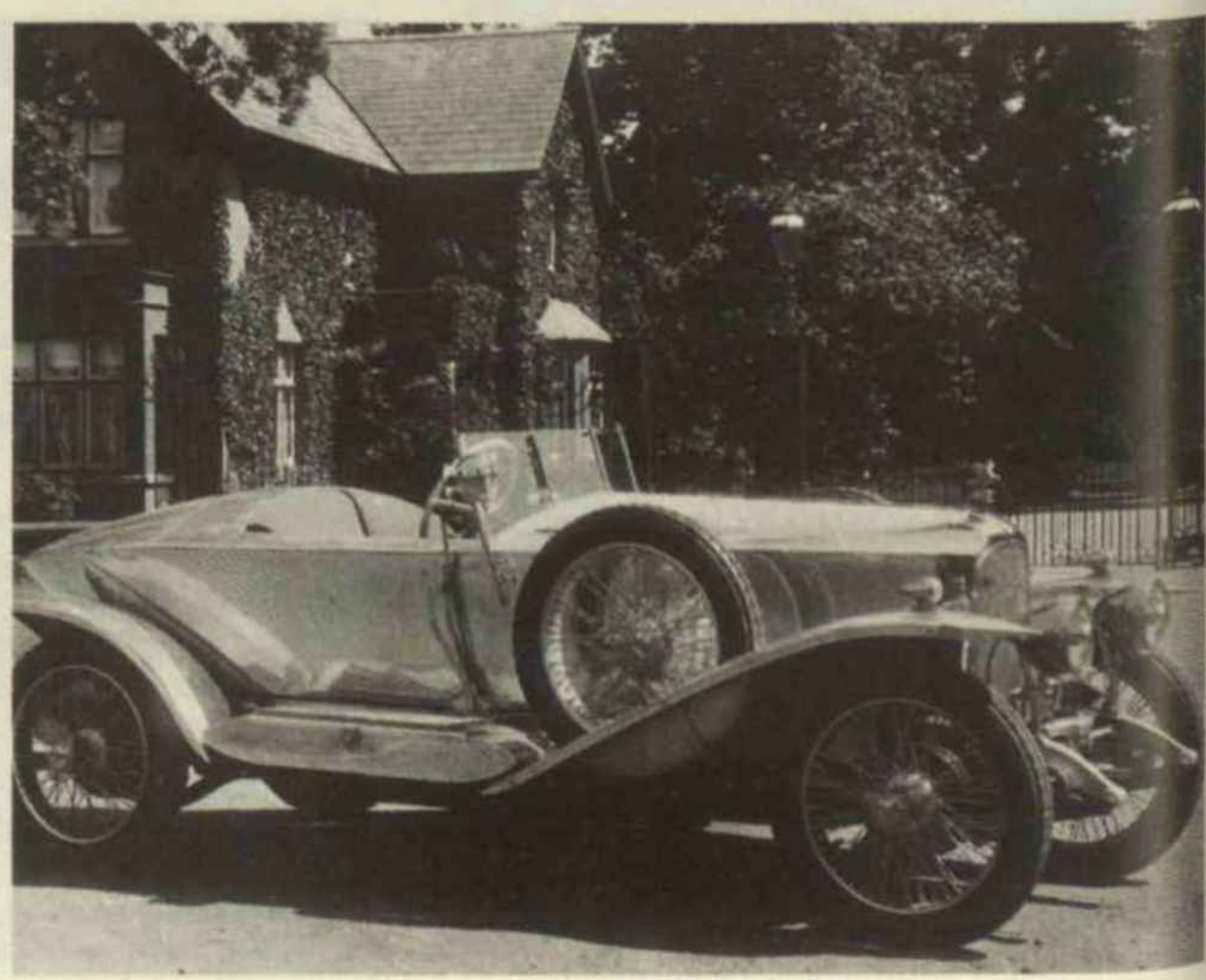
But it well describes what has made the 30-98 endure, and Nic's book so welcome, especially to VSCC and VSCC of Australia members (one chapter is about "Exports — Mostly To Australia"). To emphasise the full scope of this remarkable book, the other chapters are titled: "In The Beginning"; "Production At Last"; "A Gentleman's Fast Touring Car"; "Overhead Valves"; "King Of The Road — 1923-1926"; "Final Refinement"; "Coachwork"; "Speed, Special And Fun "; "The Late Thirties And Wartime"; "The VSCC Years — 1946-1970" and "A Return To Original Thinking".

I have no criticisms, apart from the fact that the picture of Leslie Callingham's "Elizabeth Tiger" was taken outside Parry Thomas's home "The Hermitage" at Brooklands, *not* at Pendine. I am glad to see that at last the problem of who had the quickest 30-98 at Brooklands has been solved; Clive Windsor-Richards's standard-engined car lapped at 112.47mph but the 114.23mph by R J (Reg, *not* Rex, surely?) Munday's car was achieved with a long-stroke crankshaft. . .

This long-awaited book is a truly wonderful effort and I advise all who like 30-98s to make sure they secure a copy. **W B**



Above: Delivered to him in May 1913, Joseph Higginson's 30-98 held its Shelsley Walsh record from June of that year until 1921.



Below: This beautiful aluminium two-seater was built by Barker for the Maharajah of Jodhpur in 1925.

Happy Birthday

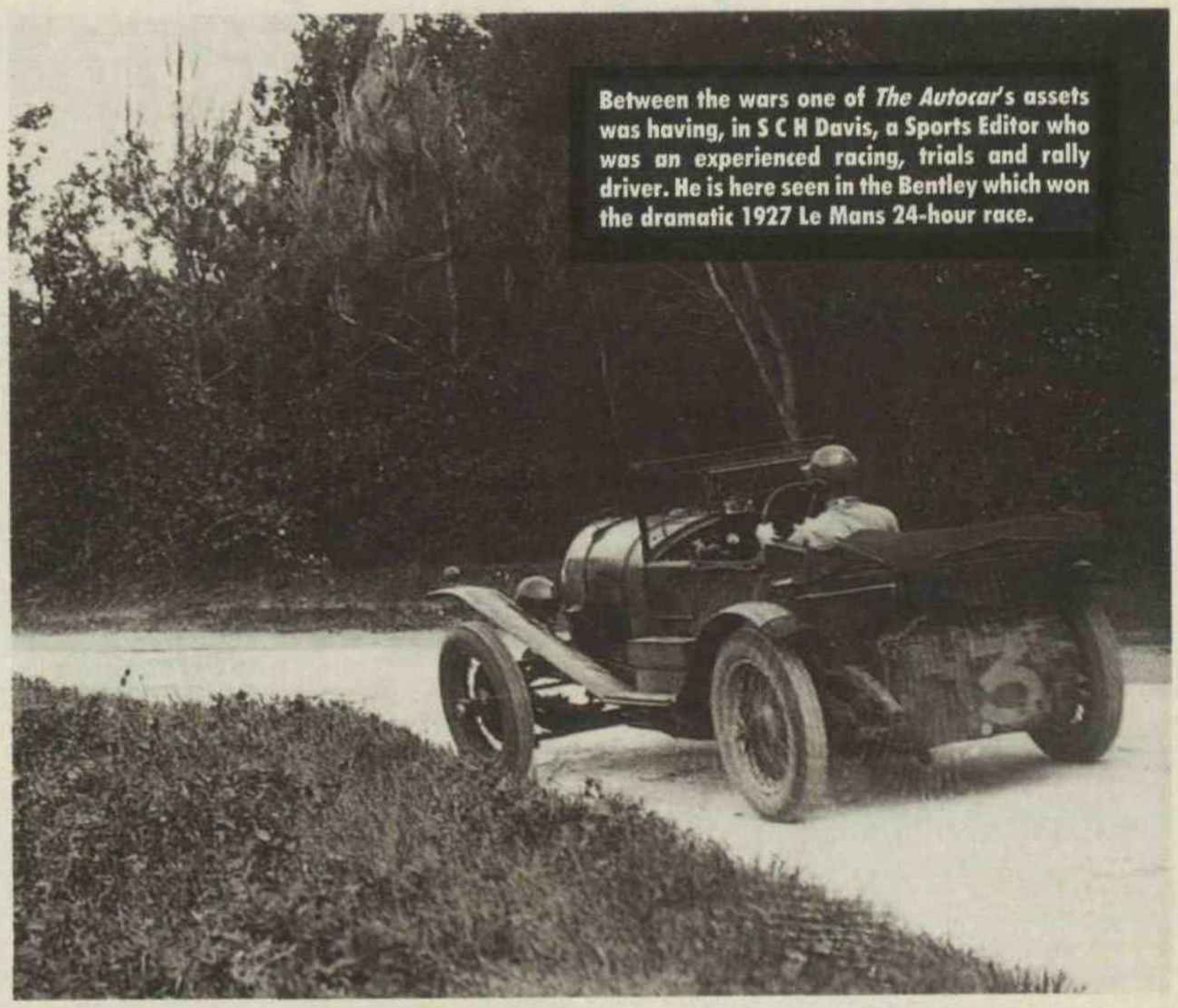
I must say I am rather glad that MOTOR SPORT is not yet 100 years old. Just as it was the first sporting motor journal, so *The Autocar* was the first British motoring weekly. The first issue of what is now *Autocar* was published in November 1895 and the magazine's 100th birthday has now been marked with a stupendous 365-page (400 if you include the normal contents) issue.

As MOTOR SPORT is only 70 years young we have been spared such celebrations, and have got away with just a number of Jubilee and Birthday numbers along the years. But congratulations to *Autocar* on its centenary and its celebration issue — I hope that the extra postage on it will not seriously deplete subscription funds, in view of its weight. Only joking, Haymarket. . .

I had a great affection for what was *The Autocar*, which I read without a break from the early 1920s. This pioneer weekly, like its rival *The Motor*, as with MOTOR SPORT, survived WW2 and other difficult years with scarcely a break in publications. My enthusiasm was enhanced one wet summer's day in 1924 when I was on holiday in South Wales and was given a copy, retrieved from the garage where the chauffeur was supposed to have digested it, and read S C H(Sammy) Davis's account of riding with Zborowski in the unsuitable track-racing Miller in the 1924 French GP: ". . .neither of us cared who was winning provided the Miller would only go on and on for hour after hour over that wonderful course in the sunlight, with the purring roar of the exhaust behind and that ribbon of road, flanked by palisades, in front." Everyone's dream, surely?

So in those times *The Autocar* (every Friday, 4d) had a racing driver as its Sports Editor — a Bentley winner at Le Mans, by Gad! It was wonderful to get replies to one's letters signed by such a man, and if one rang, his secretary was very knowledgeable. Sammy Davis also wrote follow-up pieces about the races, trials and rallies he took part in, whether in that Miller, taking over a difficult 6½-litre Bentley on the eve of a BRDC 500 Mile Race, or in his aged ABC, a FWD Alvis, Brooklands-model Riley 9, Ruston-Hornsby, or whatever, in MCC trials, etc — fascinating! Sammy might sometimes tend to tell a joke in his column about how the smell of "Solomon", the Brooklands goat, affected carburation or describe some comic happening to a racing celebrity but then forget to tell us who had won the Targa Florio or other important race; but it was all great stuff, nevertheless.

At that time H S Linfield wrote the road-test reports, having obtained performance figures, at Brooklands of course. A pipe-smoking, conscientious, careful driver, one could never quite picture him rushing across Salisbury Plain at 90mph in the latest Lagonda, Talbot or suchlike. True to character, he retired to run a secondhand bookshop in Guildford. He also wrote wonderful accounts of special journeys in some of the cars he drove and of his competition experiences, as when he got a silver medal with a Gordon England Austin 7 in the 1929 MCC Land's End Trial. He also developed the idea of summaries of the cars he had tried the previous year, which I was happy to copy. The *Autocar* Centenary issue claims that *Autocar's* first road test report appeared in 1928, of an A7 but, before that, the paper had published simple mph, mpg and braking statistics, with valuable tabulated data.



Between the wars one of *The Autocar*'s assets was having, in S C H Davis, a Sports Editor who was an experienced racing, trials and rally driver. He is here seen in the Bentley which won the dramatic 1927 Le Mans 24-hour race.

The three annual Motor Show issues, almost as big as the 1995 birthday issue, were another treat for any schoolboy able to invest 6d a go in them. That was in the days when Geoffrey Smith was the boss, his latest Rolls-Royce and Bentley cars with his own design of bodywork used for long Continental tours. When I became Editor of MOTOR SPORT I copied some of the tricks the weeklies had taught me and also endeavoured to evoke the outspokeness with which C G Grey ran *The Aeroplane*. So I pay tribute to the effort that must have gone into producing *Autocar*'s 100-year issue. Those involved were succeeding such great writers as Walter Staner, Henry Sturmey, Harold Lafone, H Massac Buist, Ernest Appleby, Montague Tombs, Douglas Clease, S C H Davis, Peter Garnier, Innes Ireland, John Miles, and many more.

However, times change, and magazines change with them. That birthday number was a great undertaking into which some errors crept. I spotted, in the 1900-1939 pictorial pages, that the 1907 Brooklands dates are muddled, that Campbell's first *Blue Bird* was a Darracq not his "Big Lorraine", that *Babs* is not a Leyland-Thomas, that "Chitty II" has become "Chitty I" in the picture, that on p215 Seaman is in a 3.8 Alfa Romeo not a Maserati, that the classic Singer 9 triple accident was during the 1935 Ulster, not an IoM TT, that the "1904" Itala shown is actually a 1908 GP car, that the 1926 152mph Sunbeam LSR at Southport is mistaken for the 200mph Sunbeam at Daytona, and the £100 Morris Minor had a *painted*, not a *plated*, radiator shell. But what are a few blemishes in a multi-page magazine?

Finally. . .

Congratulations to Colin McRae for being the first British driver to win the World Rally Drivers' Championship. It was also pleasing that Subaru took full-page advertisements in the newspapers to proclaim this, proof that competition successes are still seen as helpful in selling cars. **W B**

Forgotten Makes

In last month's article on the Vinot et Déguingand a few lines were omitted. Referring to the 1912 Coupe de *L'Auto* race, what I wrote was that the Vinot drivers were the Molon brothers and Vonlatum who had previously driven for Clément, and that it was notable, with all the speculation and swopping about of today's racing drivers, that Vinot was staunch and retained the same drivers for all their European races. The best they achieved in that 1912 race was seventh overall, by Vonlatum, in the small-car division. **W B**

Forthcoming Events

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THE AUSTIN HEALEY CLUB
SAE to Colleen Holmes Dept CC, 4 Saxby Street, Leicester.

DECEMBER

30TH DECEMBER

NEW YEAR AUTOJUMBLE AT WHITEWEBBS MUSEUM. Whitewebbs Road, Enfield, Middx. (Junction 25 on M25) on Saturday 30 December 1995. 10.00 am to 4.00 pm. Admission £2.00. Details from EDVVT. Tel 0181 367 1898, Fax 0181 363 1904.

31ST DECEMBER

MGCC CREAM CRACKER TRIAL. Barry Smith 01752 336454.

JANUARY

6TH JANUARY

SWANSEA MOTOR CLUB CLASSIC. Rally of the Vales. The Welsh Winter Classic for Historic Cars. The sixth year of the Classic Vales will see Swansea MC continue the successful formal that Competitors want with a demanding road section element coupled to competitive off-road special tests through the classic rallying road of Wales. To reserve an entry please send a £10 deposit to the Entry Secretary, Mr. Alun Morgan, Castle Villa, Llandeilo Road, Gorslas, Llanelli, Dyfed SA14 7LY. Tel 01269 842512 (H).

17TH JANUARY

HISTORIC MOTOR RACING. Rivers Fletcher Talk and Film Show. Wednesday 17th January 1996 at 8pm. Swindon, Wilstshire. Tickets £6 each. Tickets limited. Please apply early with a s.a.e. to: Mrs Elizabeth Wigg, Melbourne Place, Plaistow, Nr. Billingshurst, Sussex RH14 0PT. Please make cheques payable to E.A. Wigg.

22ND JANUARY

HISTORIC MOTOR RACING. Rivers Fletcher Talk and Film Show. Wednesday 22nd January 1996 at 8pm. Huddersfield, Yorkshire. Tickets £6 each. Tickets limited. Please apply early with a s.a.e. to: Mrs Elizabeth Wigg, Melbourne Place, Plaistow, Nr. Billingshurst, Sussex RH14 0PT. Please make cheques payable to E.A. Wigg.

28TH JANUARY

THE CLASSIC & HISTORIC MOTOR CLUB Ice Breaker Lunch at the Box House Hotel, between Bath and Corsham on the A4. This country house hotel offers a comfortable lounge with bar and open fire and fine cuisine. This will bea special fixed two course menu at £8.00 per head. Please arrive at 12 noon for 12.30 lunch. To make a booking please telephone Gina or Jeff Shepperd on (0117) 973 9355 (day) or (0117) 968 6882 (evening).

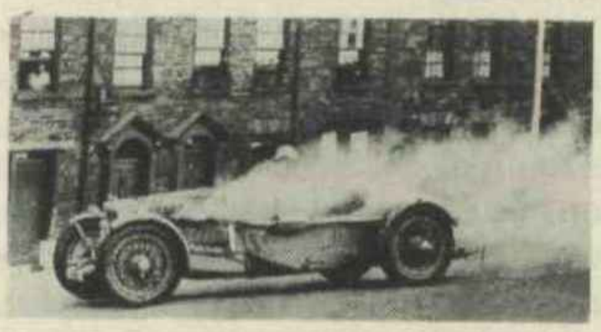
AC WORKSHOP. 10 AM, Sunday 28th January 1996. Once again Stuart Wallace will hold a workshop on various aspects of the AC: engine bearings, rebuilding ACE/ACECA suspension and fitting new outriggers, with questions and gossips. Please send cheque for £1.00 for a ticket to: Stuart Wallace, 294 Kew Road, Richmond, Surrey. TW9 3DU. Tel 0181 940 3572.

18TH FEBRUARY

SPARES FAYRE. Abbey Hotel, Malvern. From 10am to 12.30pm. Elgar Suite, refreshments available. There are normally stalls by the bookshop, regalia, technical services, Mog event organisers, and a number of the advertisers from Miscellany. Anyone wishing to reserve a table should contact Grahame Austin on 01384 297152, by the start of February.

19TH FEBRUARY

CHRISTIES AUCTION



The auction, our first of the year, is on February 19th at the Jack Barclay Rolls-Royce and Bentley showroom at Nine Elms, London. Other entries include a 1952 Frazer Nash Le Mans Replica (same ownership since 1954), 1972 AC 428 Convertible, 1928 Rolls-Royce Phantom I by Brewster, 1973 Ferrari 246 GTS and many more. Catalogues will be available (price £15) in late January. For full details please call me on 0171 389 2138.

Photo courtesy of Quadrant Library

We have made a 100% effort for accuracy, however, we recommend that you check with the organisers before planning your journey.

VARIOUS FOR 1996

A WINTER WEEKEND HAS BEEN ARRANGED FOR THE 23RD FEBRUARY 1996, at the Midland Hotel, Derby, and includes dinner, bed and breakfast both nights. There are plenty of National Trust properties in the area, and Derby is only a short distance from Nottingham and Chatsworth House. We may also be able to gain reduced admission to Alton Towers and the American Adventure. The cost of the weekend is £64 per person. Bookings must be made by the 5th December 1995, together with a deposit of £20 per person. The balance to be paid by 31st January 1996, cheques to be made payable to: Saab Owners Club of Great Britain Limited. Please send your deposits and cheques to: Mike and Hilary Philpott, Lamorna, 1 Oriel Way, Brackley, Northants, NN13 6DR. Tel: 01280 705 369.

NOVICE RALLY. Amman and District Motor Club are organising the 'Novice Raly' on the 2nd/3rd of March 1996, exclusively for inexperienced competitors. If you've finished in the top 20 overall on any historic or modern road rally of FIVA permit event, then you can't enter! The concept is to give drivers and navigators who are new to historic road rallies a weekend of tuition and practical experience on an actual event. There will be three legs, including a 50 mile night road rally through Welsh lanes. There will also be driving tests, regularity, but simplified for novice crews. For details contact Veronica Gale, 'Tyrrell', 13 Wellfield Avenue, Neath, W. Glamorgan.

THE IRISH FERRIES CLASSIC TOUR OF IRELAND. The event is an eight day tour of Southern Ireland, it is open to any standard pre '75 classic car (at the organiser's discretion). This event is for everyone with simple navigation, visits, receptions and much more adding up to a week of pure entertainment. The set runs (pure regularity), take place in the mornings with the afternoons and evenings for social events or just discovering the delights of this beautiful island. The tour runs from 11th to 18th May 1996 and takes in a lap starting and finishing at Dublin. The entry numbers are strictly limited, and for '95 we had our full entry by early January '95. As we write the 1966 event is already filling up, with entries from previous entrants. It is advisable to apply early to secure a place. All further details regarding the event can be obtained from the Tour Office. Tel & fax: 01734 885206.

CLUB SECRETARIES

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

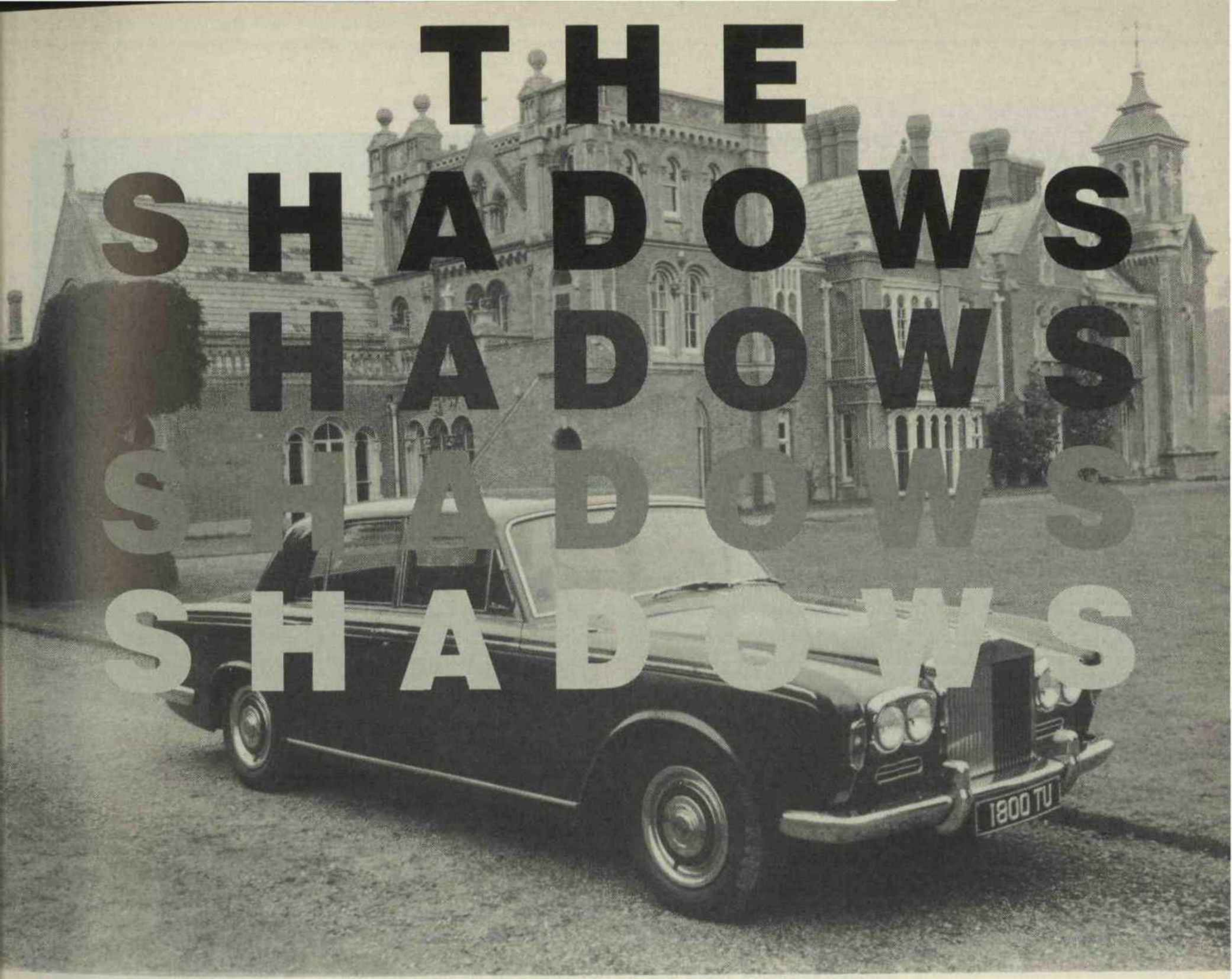
Please note we only publish the following month's events in date order.

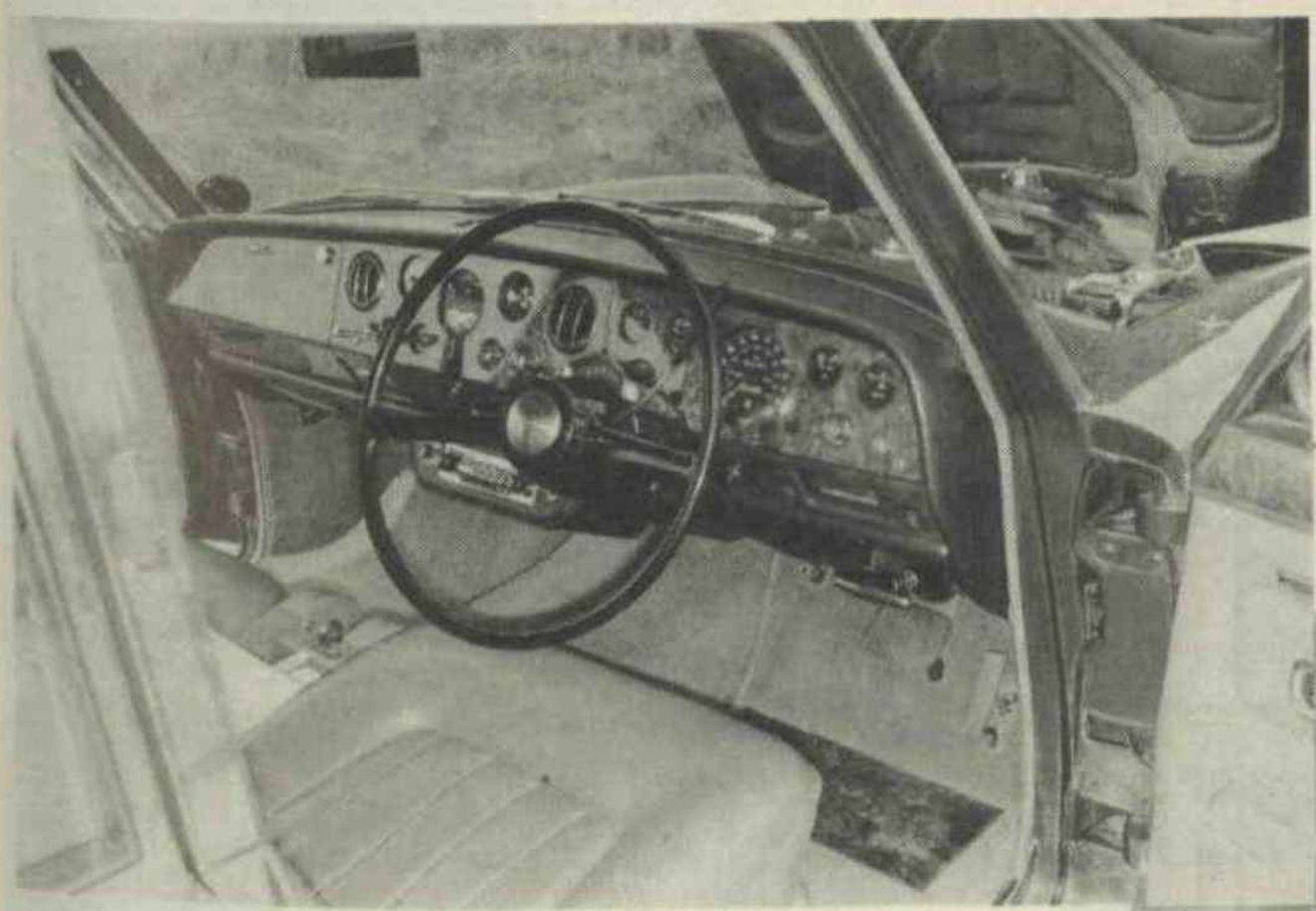
Box advertisements can also be placed on this page for events further ahead.

(Usual classified rates apply)

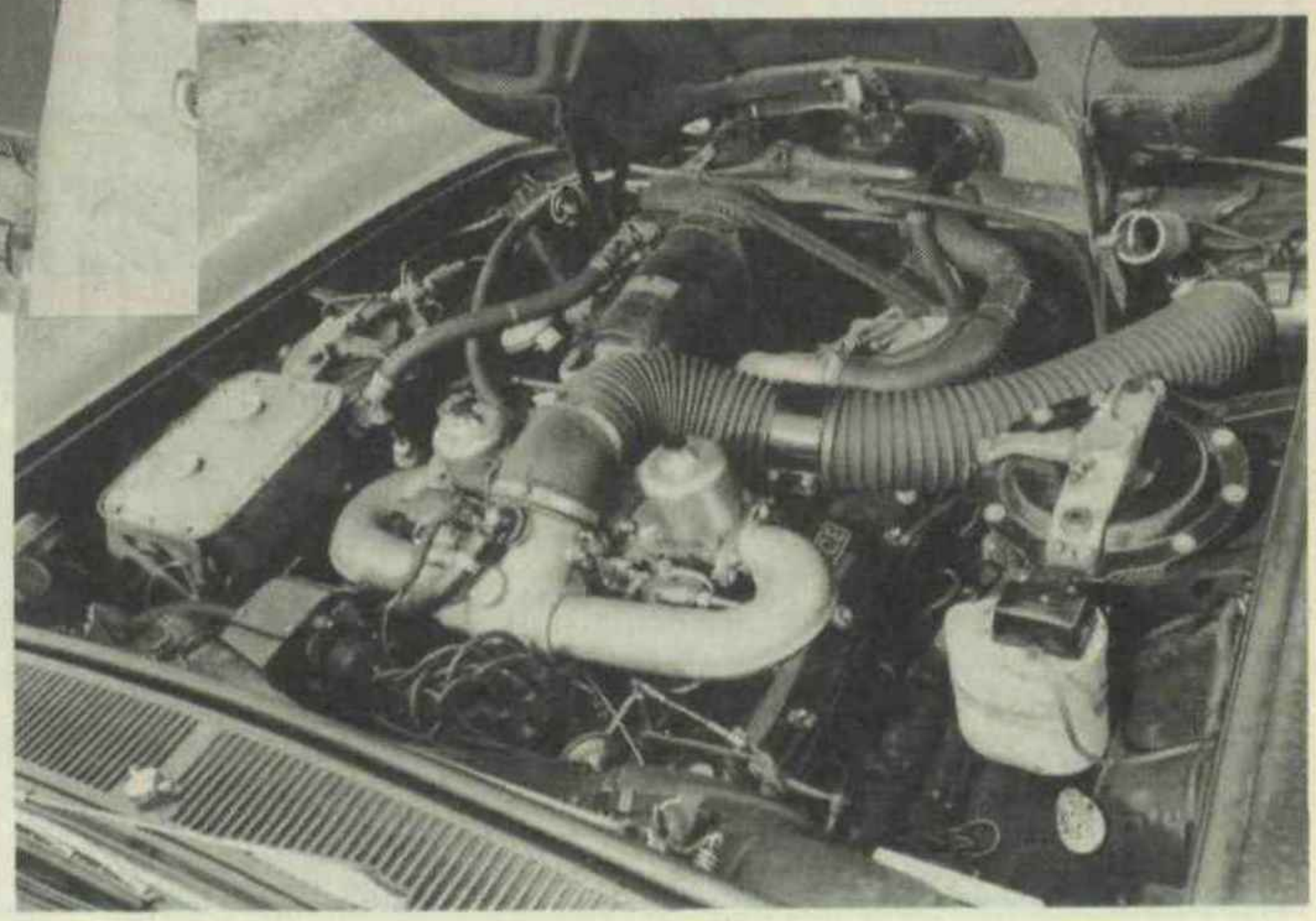
WITHOUT YOUR SUPPORT THIS PAGE WILL CEASE NEXT MONTH

THE SHADOWS





The interior of the Silver Shadow is typically Rolls-Royce, with full-width polished veneer facia, and thin-rimmed steering wheel, etc. The switches actuating the electrically-adjustable front seats are located on the inner walls of the central oddments well. Note that the bonnet-lid hinges from the front.



Silky-smooth pushrod V8 is uncomplicated, but complex ancilliaries add to maintenance workload.

BUYERS GUIDE

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Bentley Turbo R. '85. 71,000 miles with full R-R service history, 2 previous owners, Metallic Ebony (Black), Black hide piped Red, Red carpets, twin headlights, sports steering wheel, Turbo alloys. Outstanding condition throughout ..... **£23,950 SOLD**

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Rolls-Royce Silver Spirit. '86. Dark Oyster, Dove Grey hide, 74,000 miles with full R-R documented service history and receipts. Only two previous owners and in excellent condition **£21,950**

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Rolls-Royce Silver Shadow Buyers' Guide

The 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 6.2-litre 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 eliminating 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 interest 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 superior 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 dashboard 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 all told, with 17,000 of these being exported abroad.

While the Silver Shadow may

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Meadows

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1989 mdl SilverSpirit Silver Spirit. Dark oyster, parchment hide in brown with matching top and knee roll, spur trims, 57,000 miles. Full Rolls-Royce service history **£29,950**

1995 Rolls-Royce Corniche Convertible. Seychellets, magnolia hide, 57,000 miles. Full service history **£26,950**

1983 Rolls-Royce Corniche Convertible. Ivory with tan hide, 22,000 miles. Full Rolls-Royce history **£49,750**

1979 Rolls-Royce Silver Shadow II, nutmeg with beige hide, 87,000 miles. F.S.H. **£15,750**

1976 Rolls-Royce Silver Shadow. Sand over walnut, 62,000 miles. F.S.H. **£13,950**

1976 Rolls-Royce Silver Shadow. Walnut, beige hide, outstanding **£14,750**

1983 Bentley Mulsanne Oxford blue, matching hide. Full service history **£19,950**

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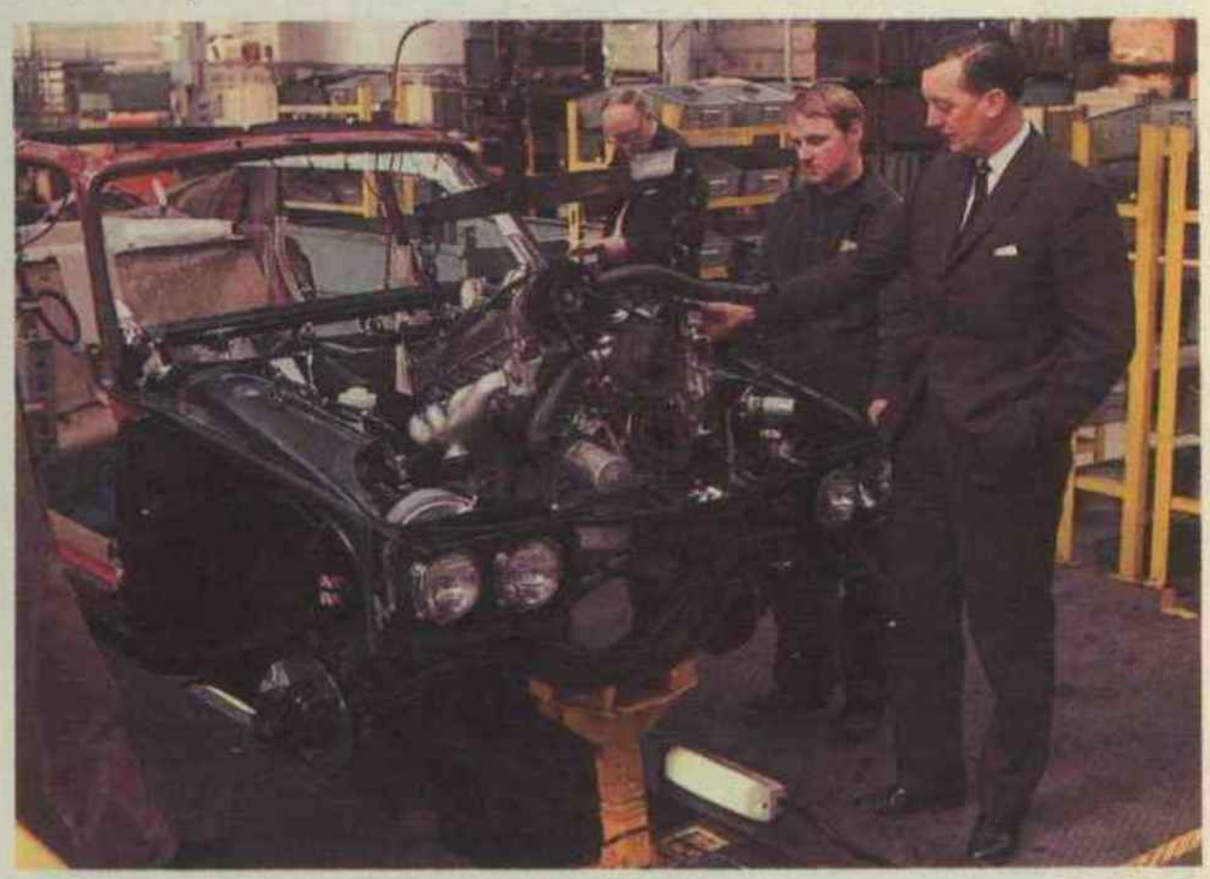
not have been 'The Best Car in the World', it was certainly among the best crafted and most technically advanced automobiles of its day. Unsurpassed in prestige, the appeal of the Shadow remains as broad as ever but, up until two or three years ago, a hefty purchase price put ownership of secondhand 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 might reasonably imagine or expect. It therefore pays to 'shop around', join the Rolls-Royce Enthusiast 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



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THE SHADOWS

Right: THE ROLLS-ROYCE SILVER SHADOW *beside the statue unveiled in 1911 in Agincourt* Square, Monmouth, in memory of the Hon. C. S. Rolls, born 1877, killed in a flying accident at Bournemouth in 1910.

Far right: THIS STATUE of Sir Henry Royce was placed by Claude Johnson and the R.-R. shareholders in Derby's Arboretum in 1923, after being shown at the Royal Academy. The sculptor was Prof. F. Derwent Wood, R.A.

Below: THE HENDRE, home of Lord and Lady Llangattock, where Rolls was born; the Silver Shadow is in the foreground. Some of Rolls' motoring and ballooning experiments were carried out in the 6,000-acre estate.

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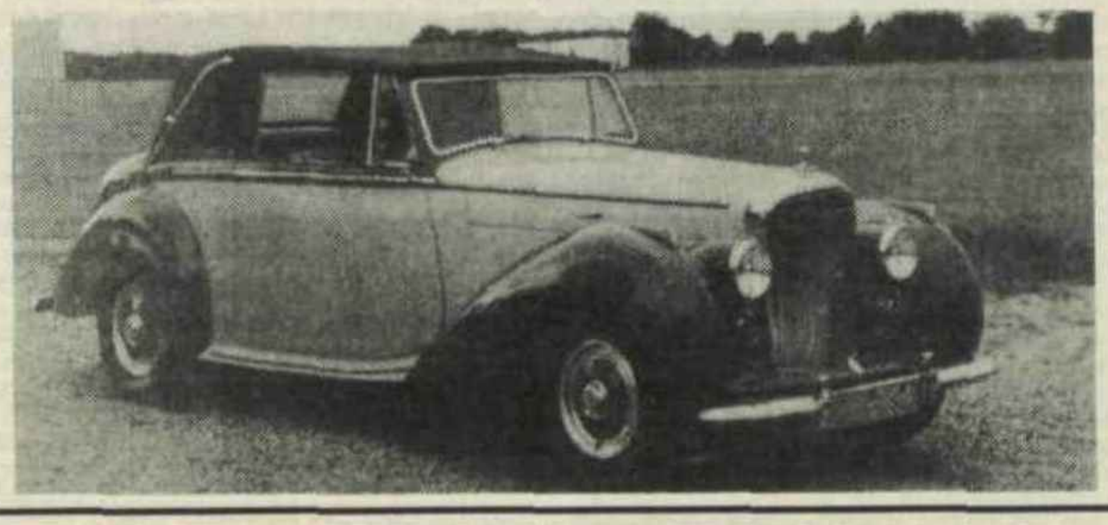

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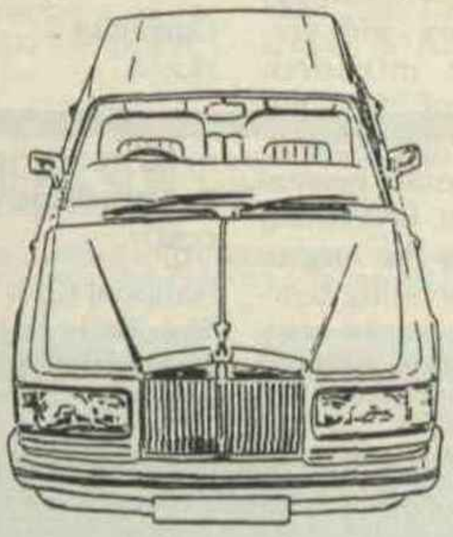

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50214	1955	R-R Silver Dawn Auto. Big boot 4.5 litre, quite simply superb	£27,500 guide
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30303	1965	R-R Silver Cloud 3 Conti. 2dr fixed head coupe MPW, good sound useable	£18,000 firm
40938	1965	R-R Silver Cloud 3 4dr Saloon, some attention needed	£10,500 guide
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51108	1935	R-R 20/25 hp. Owner/driver 4dr Sports Sal. William Arnold, good driving motor car	£13,500 guide
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50720	1932	R-R 20/25 hp. Cabriolet. Original all weather tourer, many film appearances	£55,000 guide
50610	1933	R-R 20/25 hp. Hearse by Alpe and Saunders. In use until late 1970s	£3,750 guide
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40940	1958	'B' S1 Continental PAS. 4dr Flying Spur HJ Mulliner. Engine rebuild P&A Wood	£37,500 guide
40942	1953	'B' R type manual. Sports Sal. Standard Steel. Used in films	£10,500 guide
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40732	1949	'B' Mk6 Standard Steel. Standard Steel Sports Saloon, a good known history	£9,000 firm
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51029	1936	'B' 4.25 litre (Derby). Sports Saloon by Park Ward. Very good and original	£22,000 guide
50618	1938	'B' 4.25 litre (Derby) MR overdrive, Spts Sal. Park Ward, good driving motor car	£20,750 guide
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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, and all your motoring needs could be answered for ever. Keep the annual mileage low and, as a bonus, you could also enjoy low classic car insurance premiums.

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 floorpan 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 as a result of 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 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, 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 well 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
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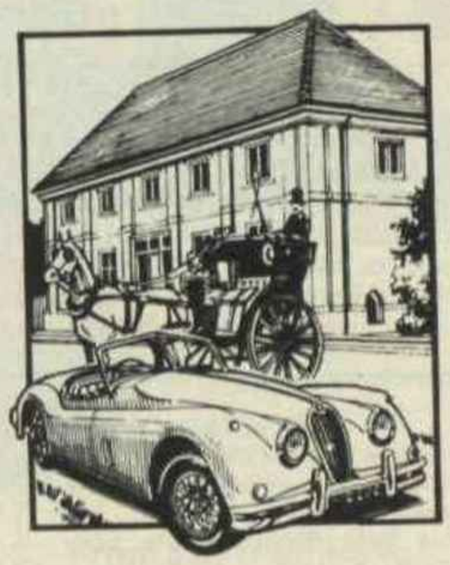

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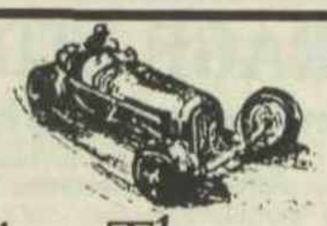

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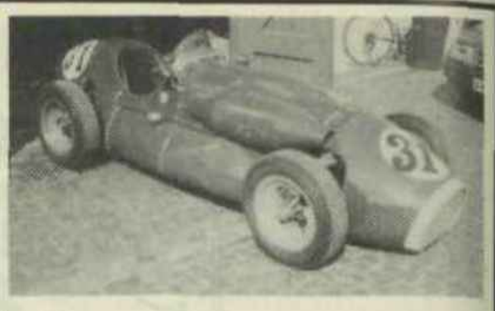

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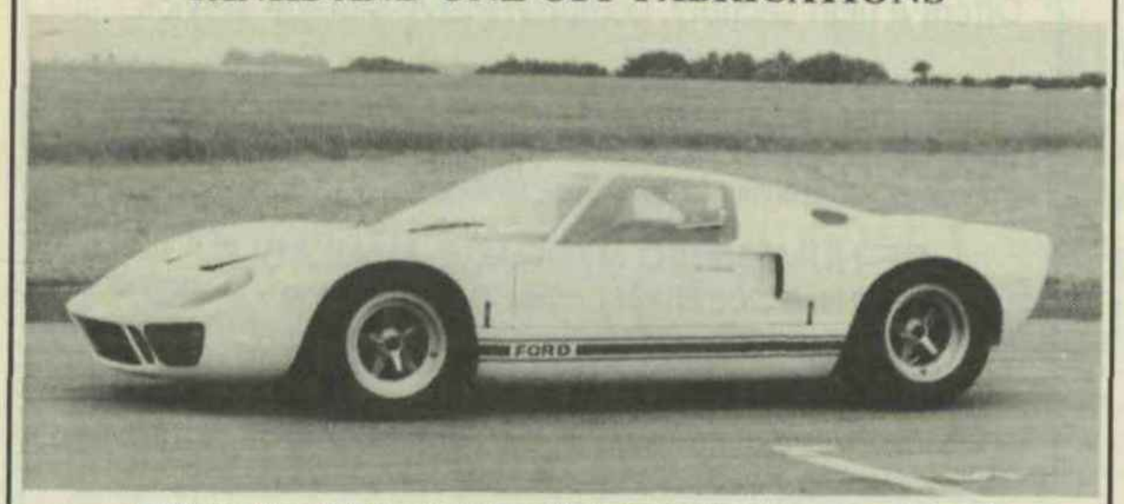

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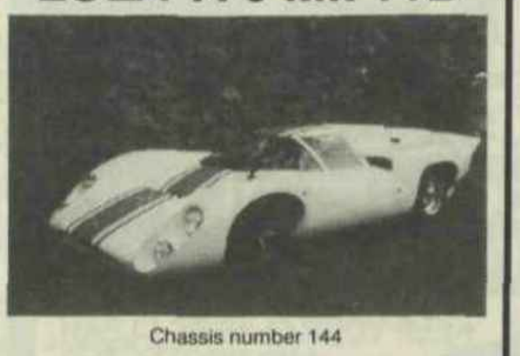

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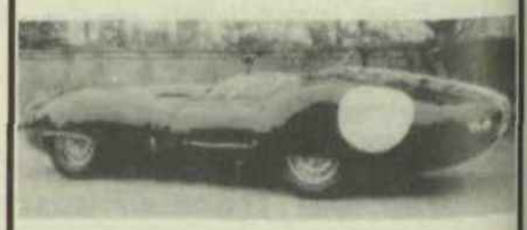

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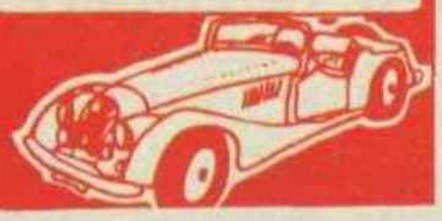

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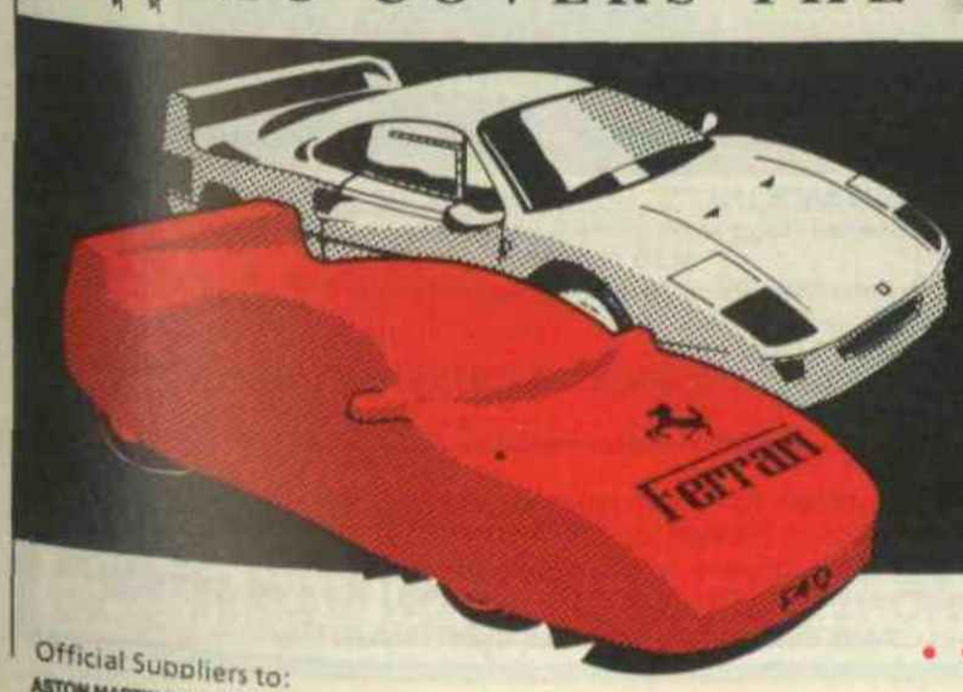

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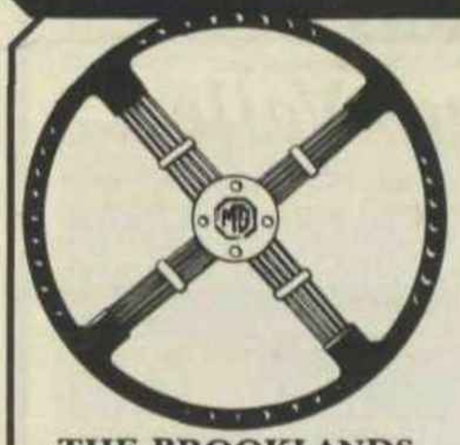

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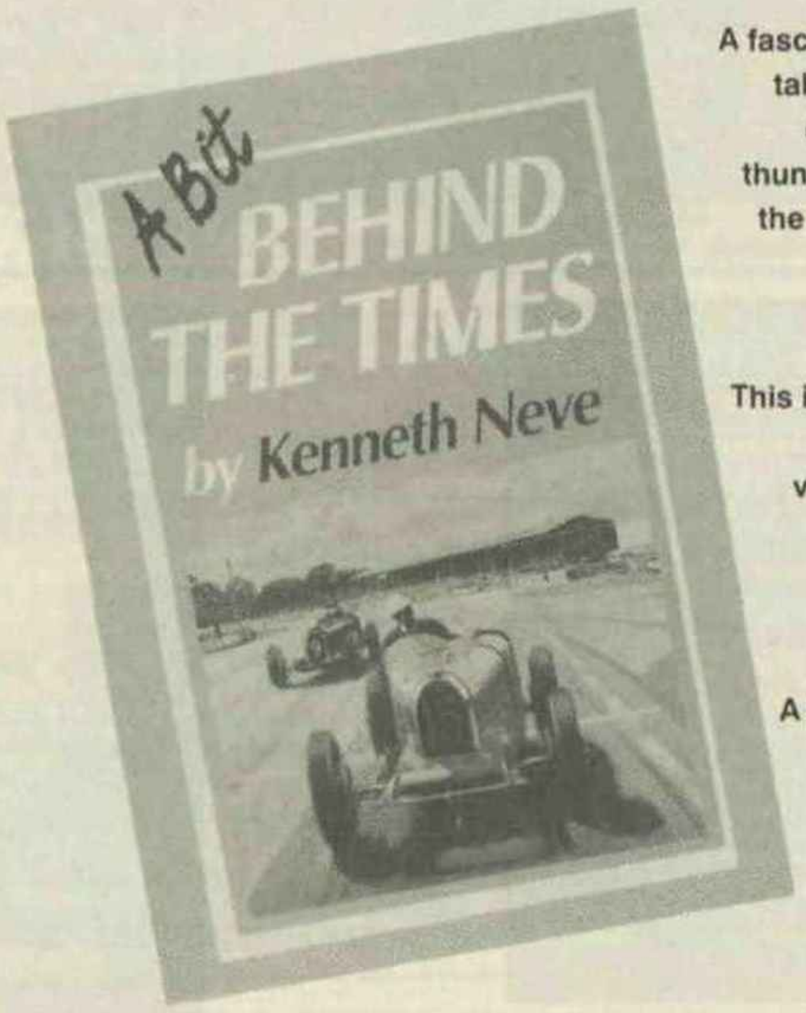

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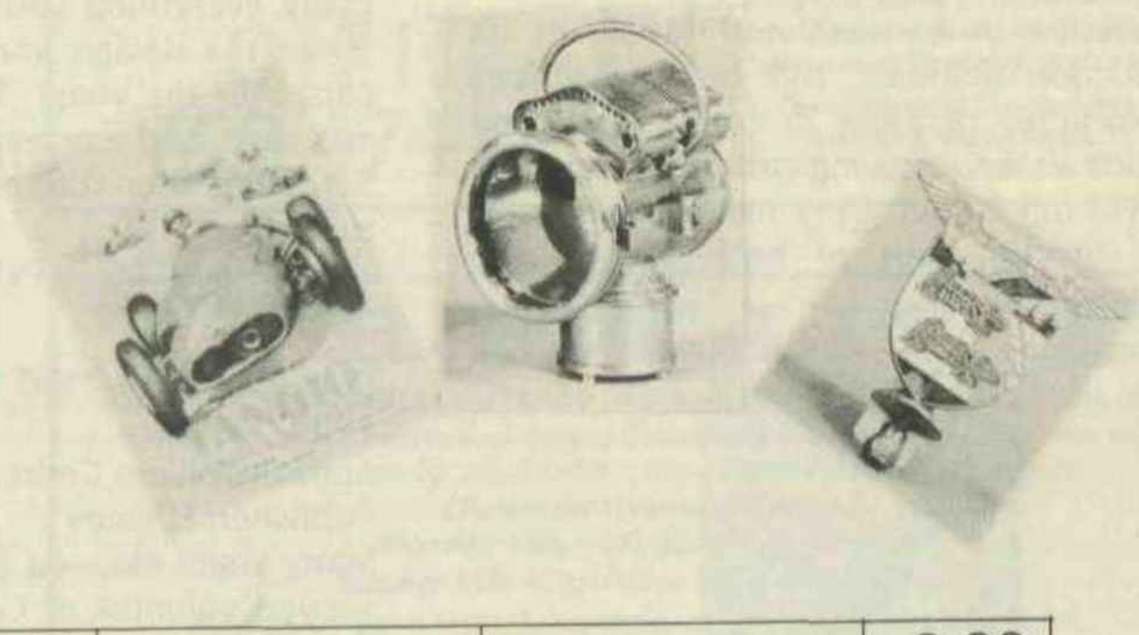

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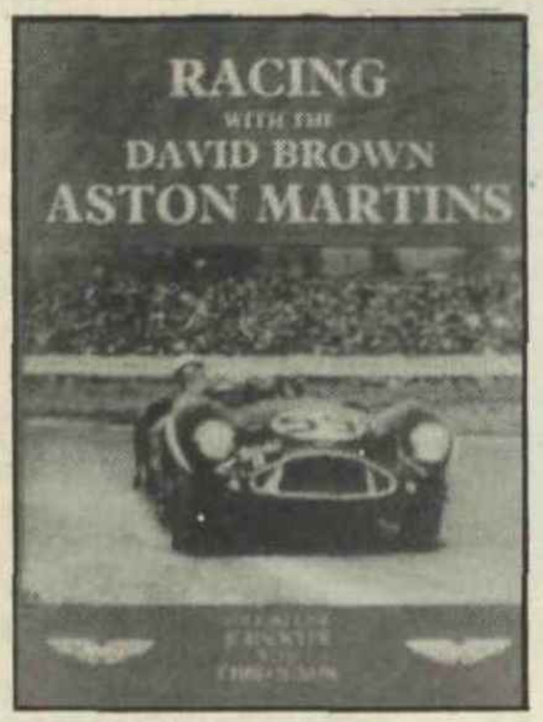

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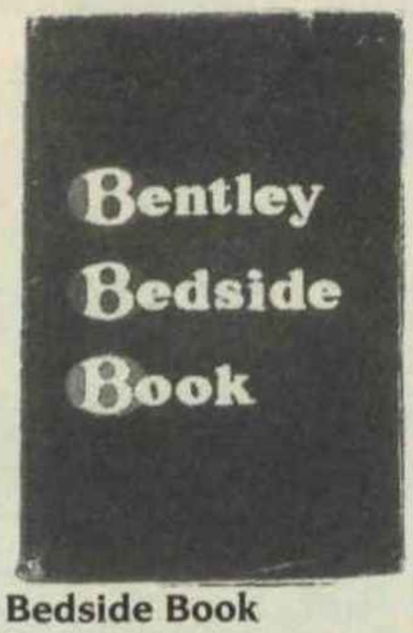

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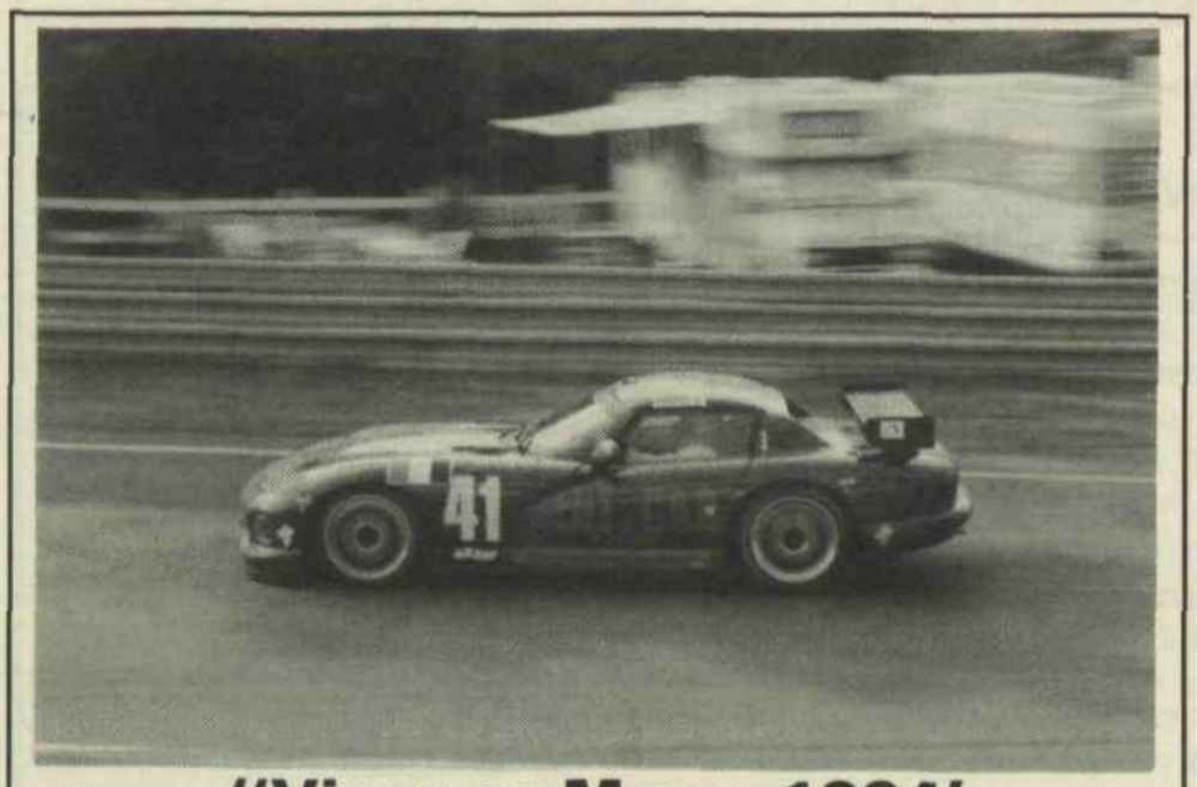

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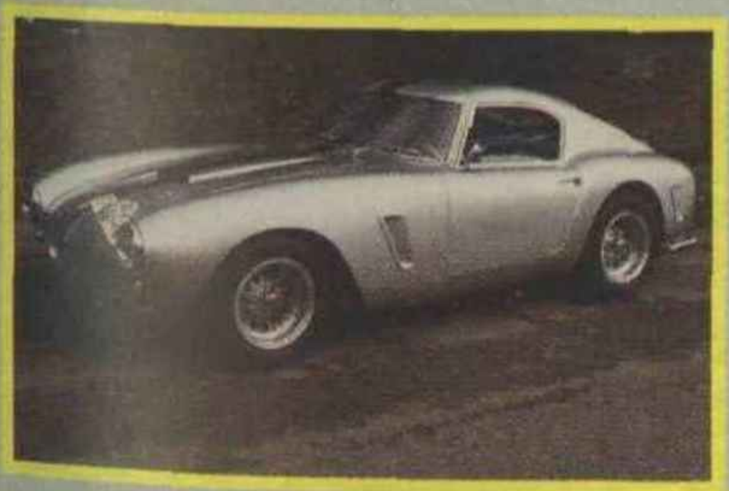

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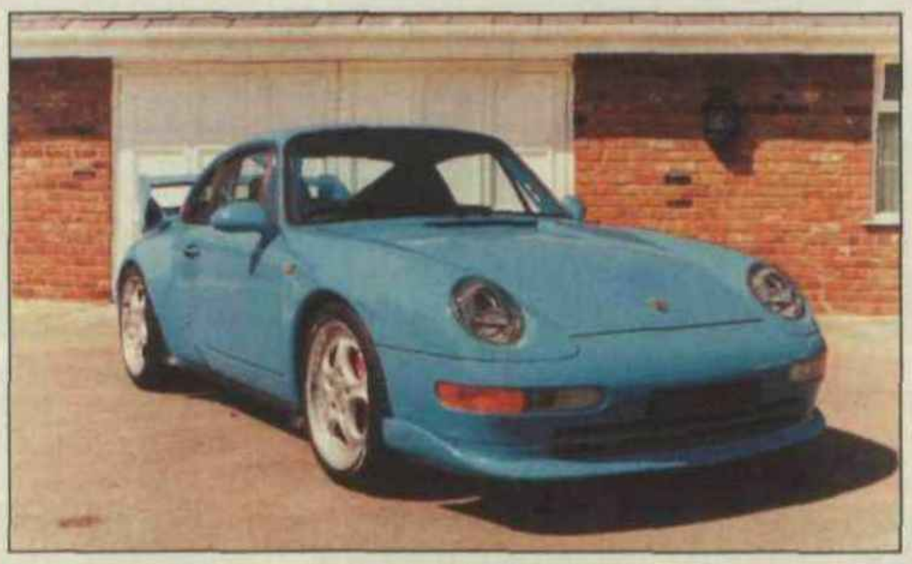

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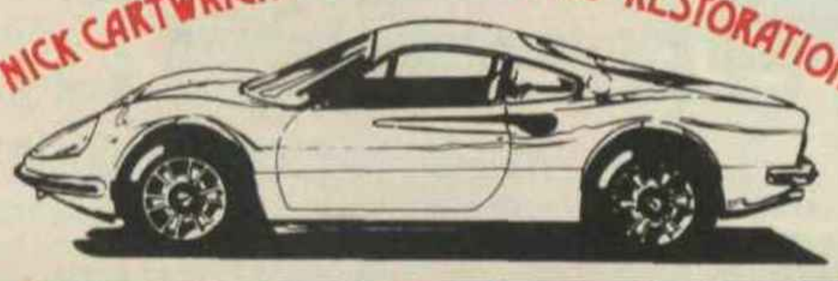

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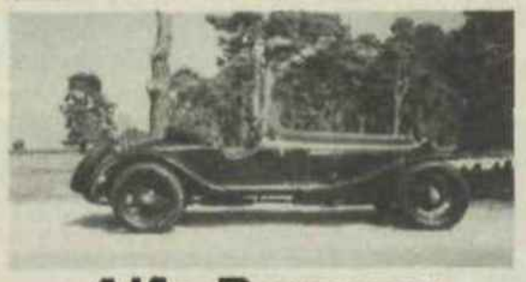

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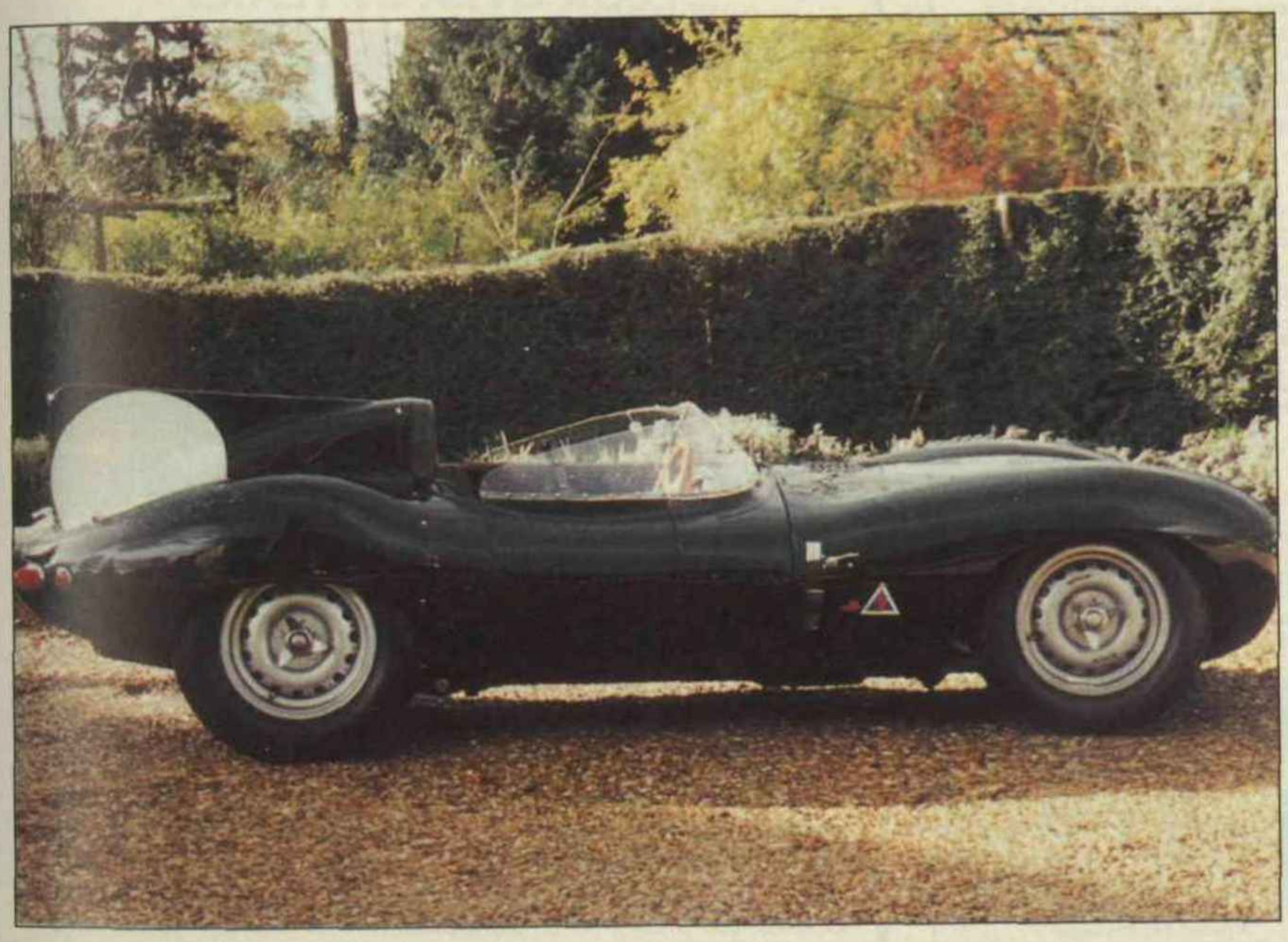

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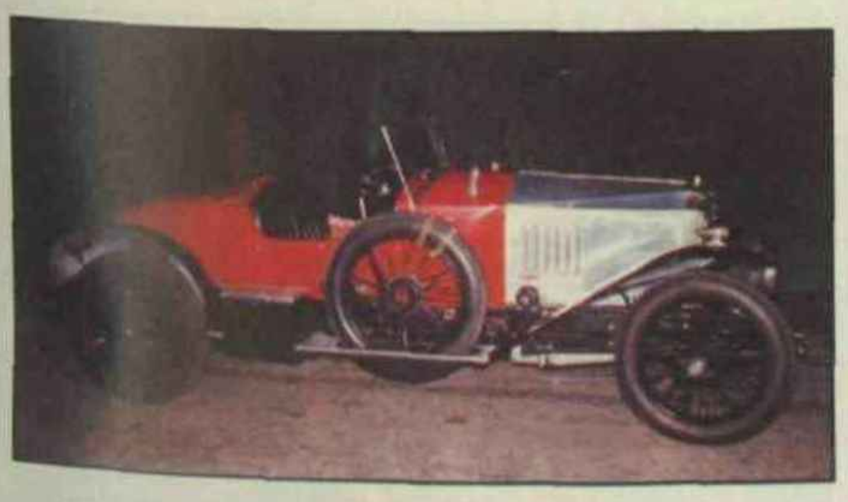

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1965 275 GTB 2	Red	44,000m
1991 F40 (catalytic)	Red	900m
1989 F40	Red	3,000m
1989 328 GTS	Red	15,000m
1986 328 GTS	Red	22,000m
1991 348tb	Blue	13,000m
1972 Daytona 365 GTB/4	Giallo Fly	32,000m
1983 Boxer 512 BBi	1 owner. Red	3,000m
1981 Boxer 512 BB	Red	14,000m
1974 Boxer 365 GTB4	Red	16,000m
1990 Testarossa	Red	6,000m
1989 Testarossa	Red	14,000m
1986 Testarossa	Red	17,000m
1989 412 Manual	1 owner. Red	39,000m
1986 412 Auto	Silver	38,000m
1981 400 Auto	Blue	46,000m
1981 400 Auto	Silver	79,000m
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1987 Mondial Coupe	Metallic Grey	53,000m
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1983 308 GTB	Silver	41,000m
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1973 Dino 246 GTS	Gold, 1 owner	35,000m
1973 Dino 246 GT	Sable	23,000m
1972 Dino 246 GT	Red	41,000m
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1973 E-Type V12 Roadster	White	51,000m
1965 E-Type 4.2 Roadster S1	Blue, Concours	100m
1963 E-Type 3.8 Roadster	Red, Concours	3,000m
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1995 911 Turbo 4	Black	1,000m
1991 911 Turbo Coupé	Red	23,000m
1989 911 Turbo Cabriolet	Blue	17,000m
1988 911 Turbo Targa	Dark Blue	28,000m
1995 911 Carrera Cabriolet	Midnight	4,000m
1994 911 Carrera Cabriolet Tiptronic	Speed Yellow	19,000m
1994 911 Carrera Coupé	Midnight	15,000m
1993 911 Carrera 2 Coupé	Red	13,000m
1992 911 Carrera 4 Cabriolet	Blue	26,000m
1991 911 Carrera 4 Coupé	White	49,000m
1991 911 Carrera 2 Coupé	Cobalt	48,000m
1991 911 Carrera 4 Targa	Red	31,000m
1990 911 Carrera 2 Targa	Blue	67,000m
1990 911 Carrera 4 Coupé	Red	38,000m
1990 911 Carrera 2 Targa	Red	41,000m
1990 911 Carrera 2 Cabriolet	Red	35,000m
1990 911 Carrera 2 Cabriolet	Red	51,000m
1989 911 Carrera SSE Coupé	Graphite	38,000m
1989 911 Carrera SSE Cabriolet	Blue	47,000m
1989 911 Carrera SE Coupé	Red	57,000m
1989 911 Carrera SE Targa	Diamond Blue	53,000m
1988 911 Carrera SE Cabriolet	White	38,000m
1988 911 Carrera SE Cabriolet	Graphite	59,000m
1987 911 Carrera SE Coupé	White	44,000m
1993 928 GTS	Blue	16,000m
1989 928 S4 Auto	Blue	51,000m
1989 928 S4 Auto	Forest Green	49,000m
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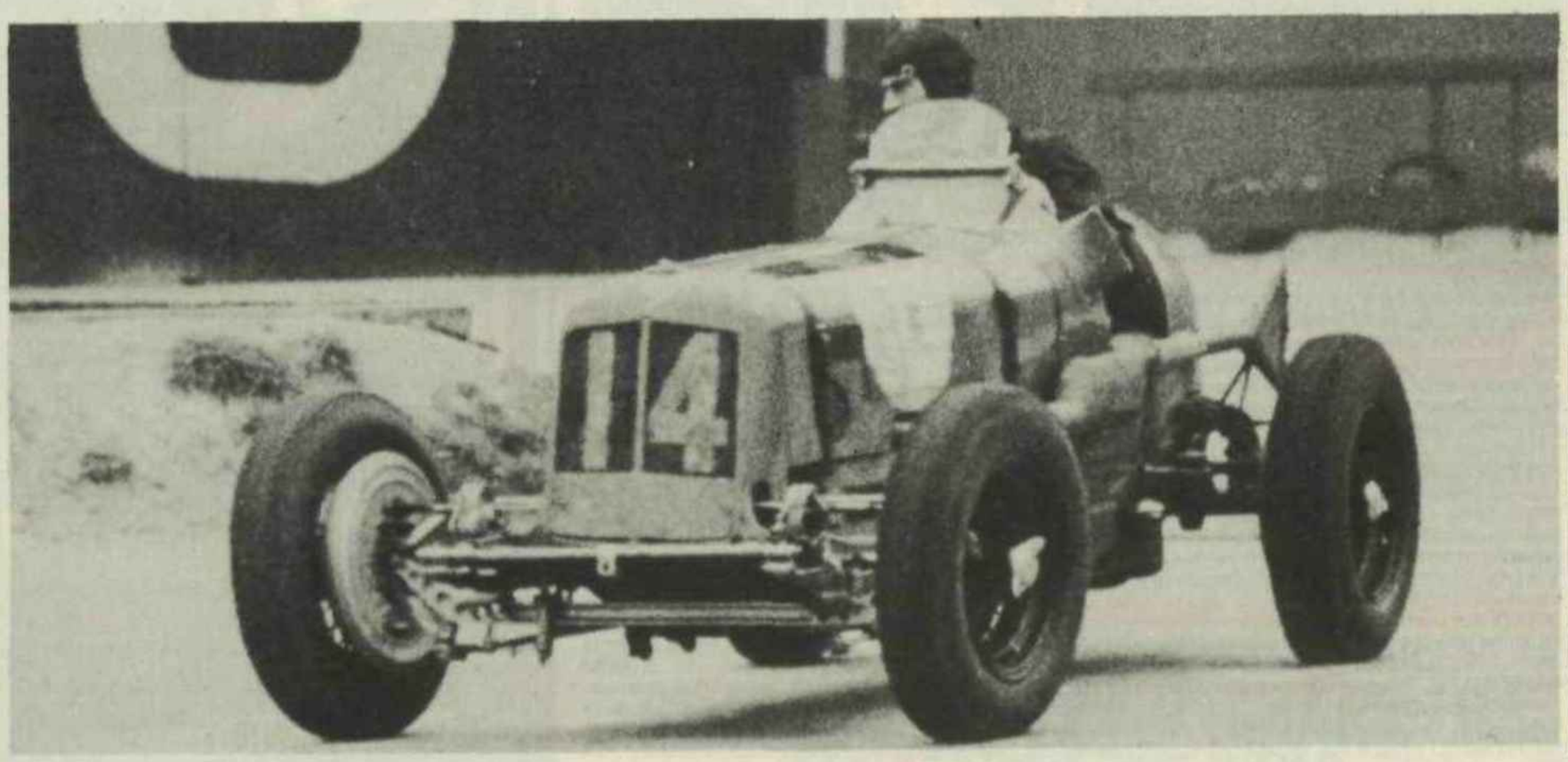

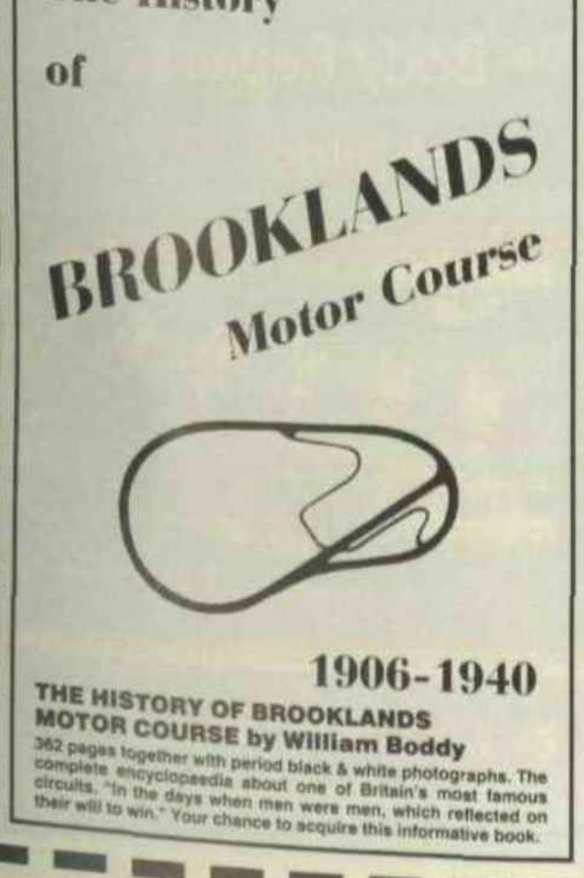

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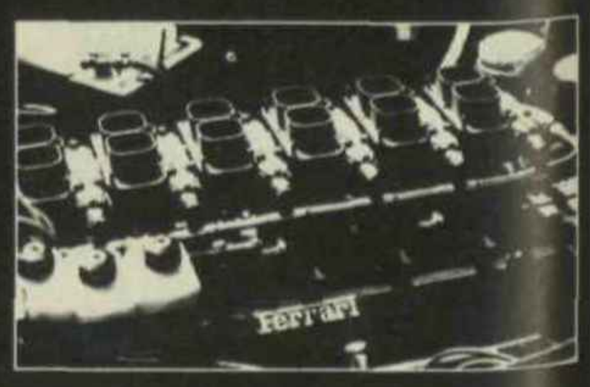

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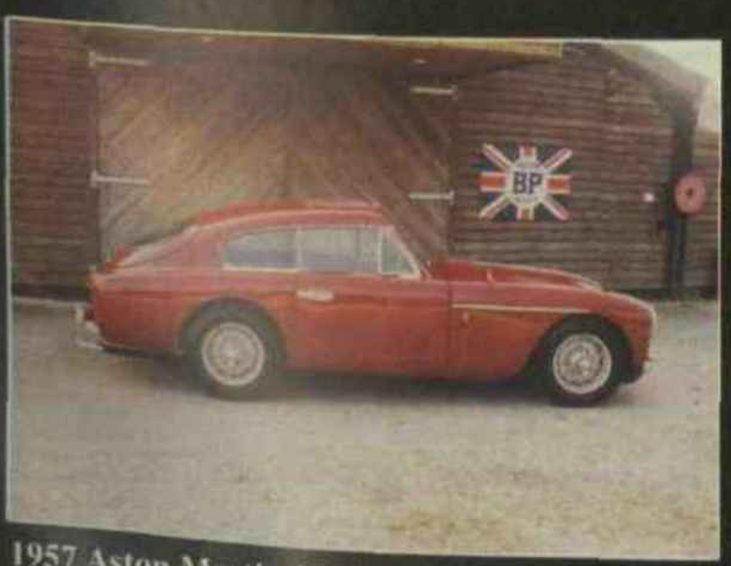

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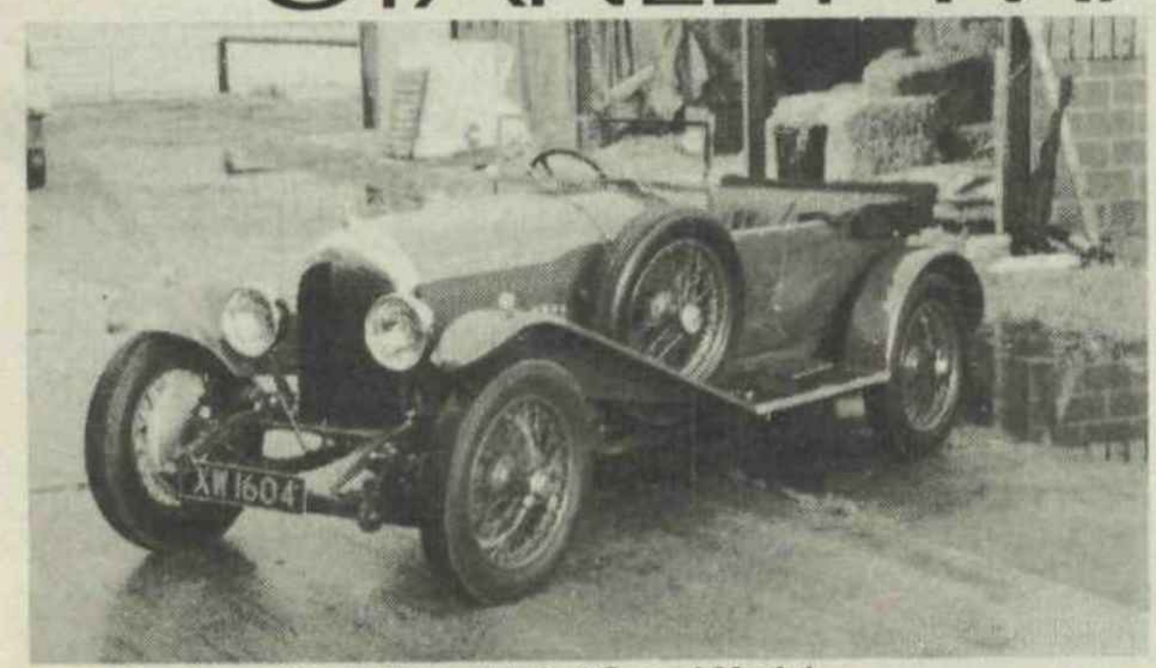

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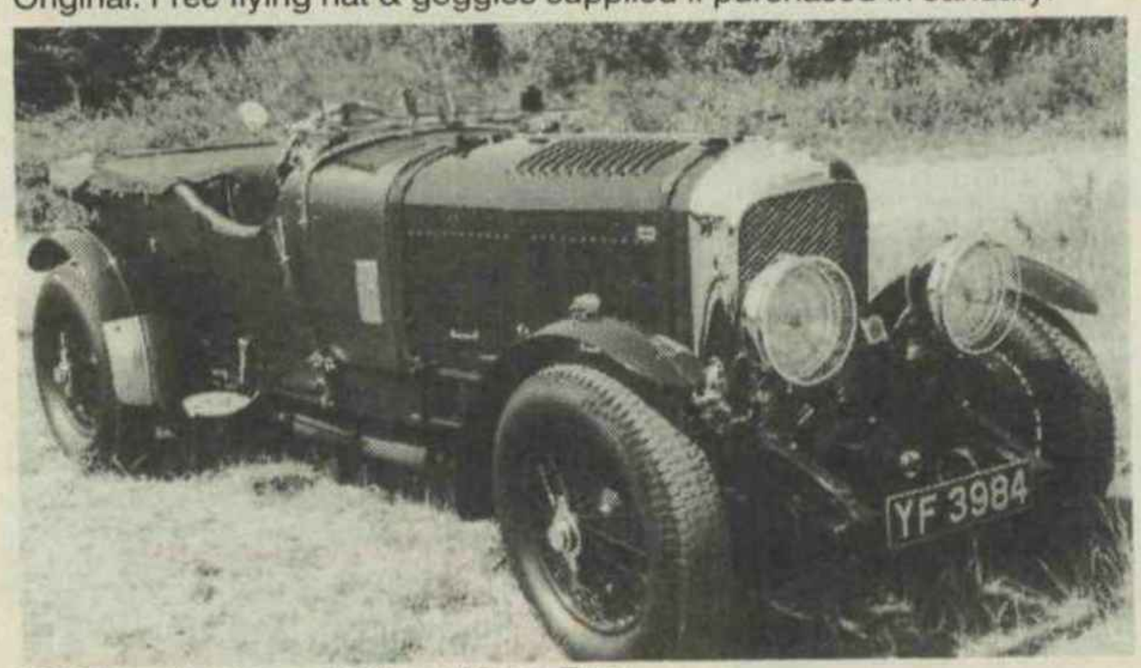

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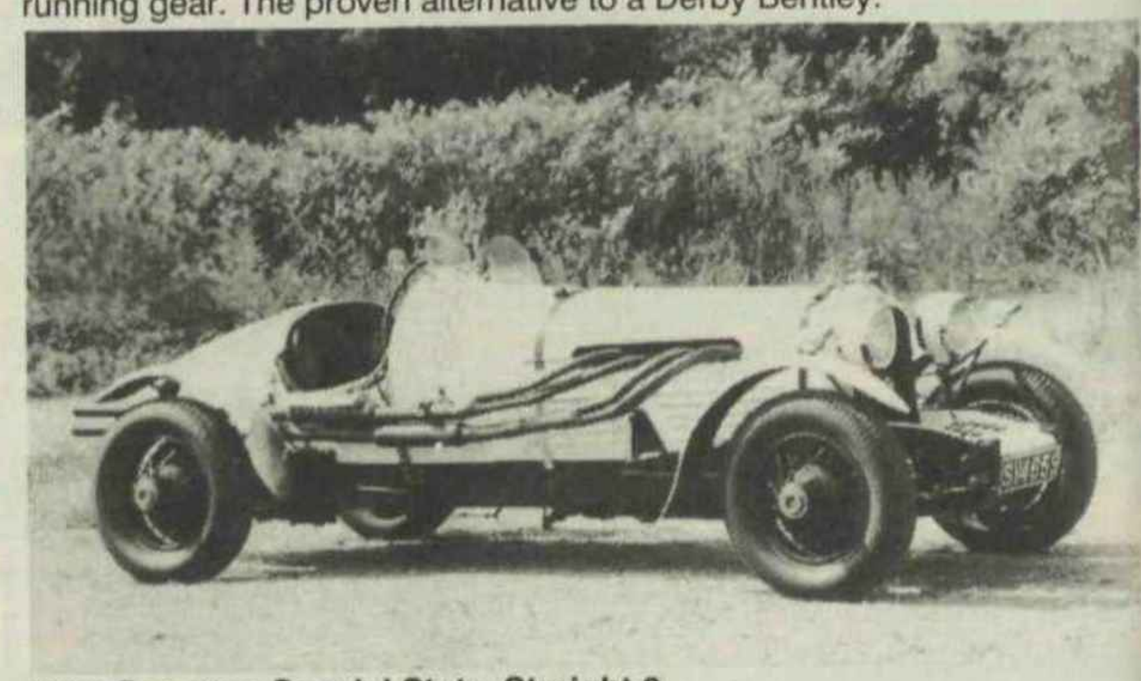

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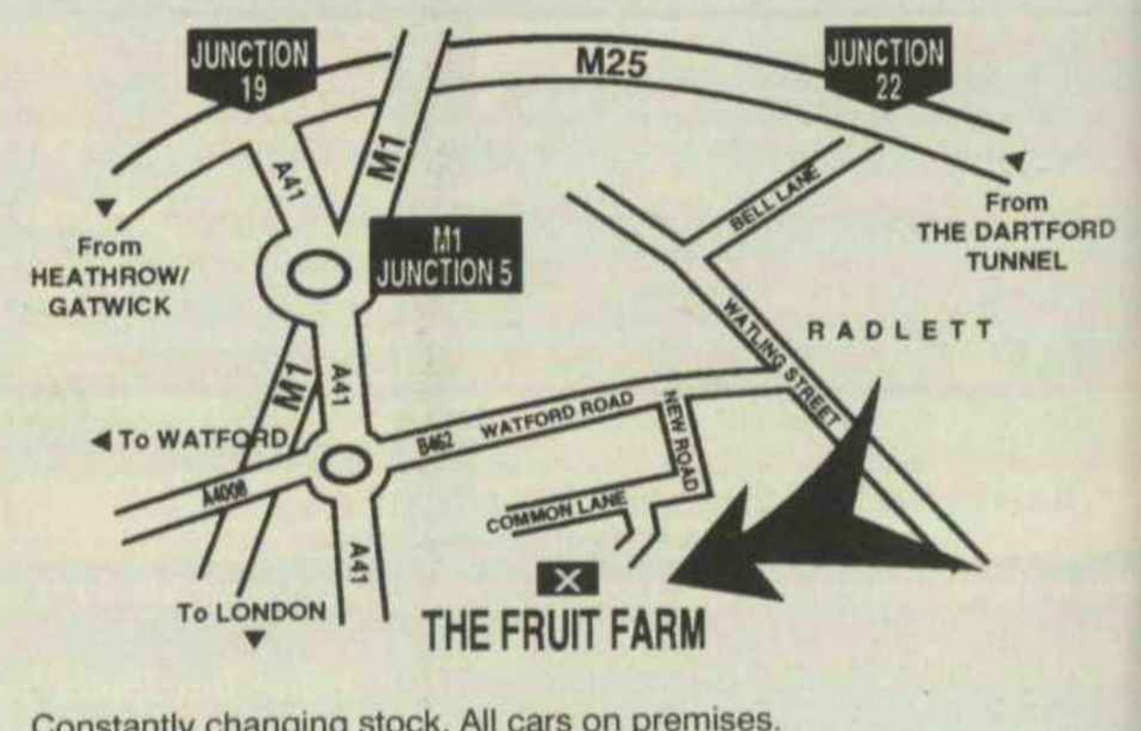

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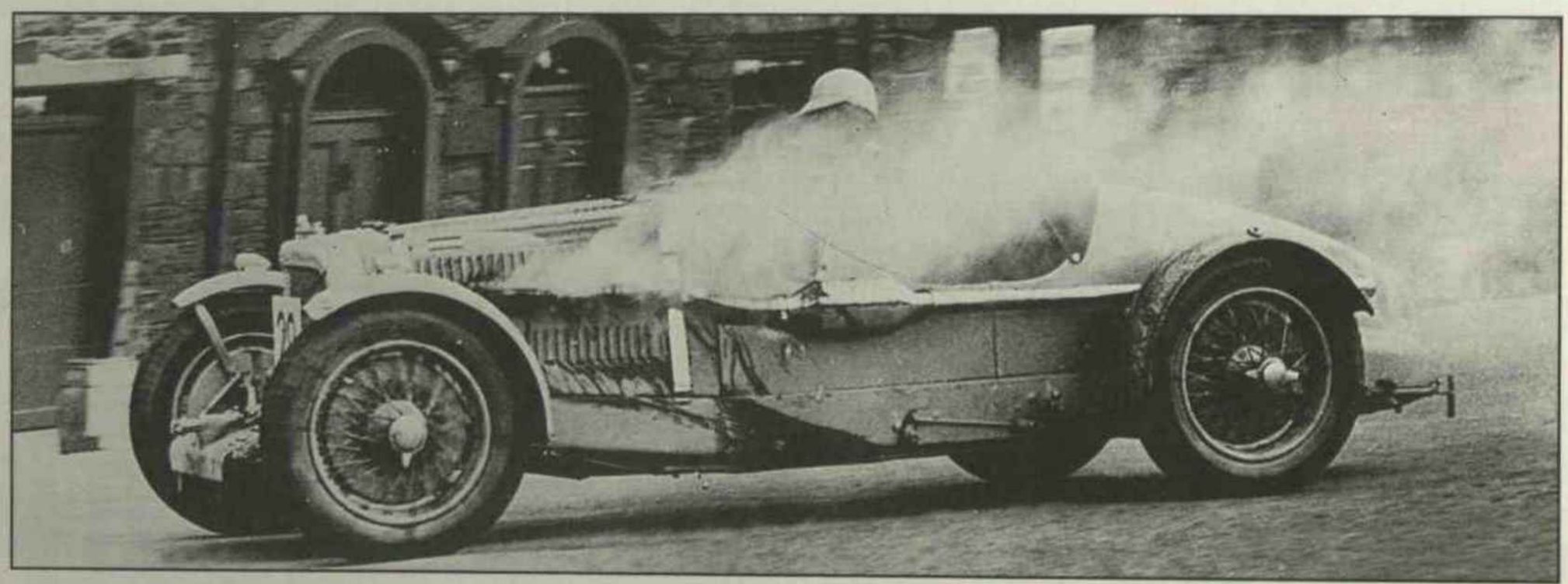

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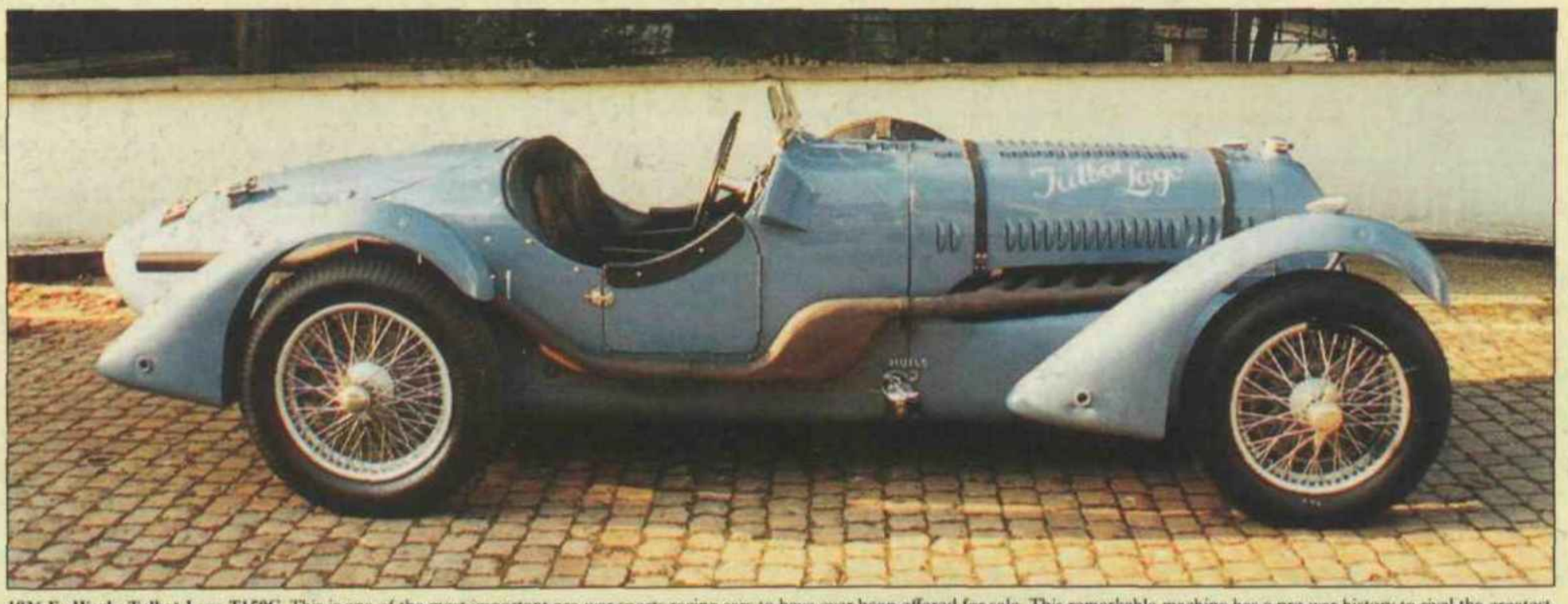

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