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Hill tops

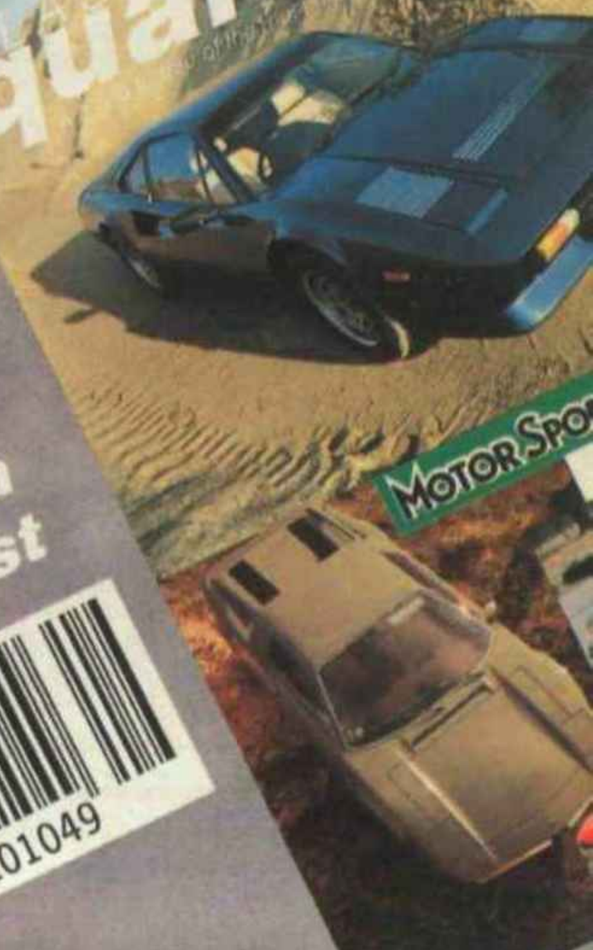
- world title battle rekindled in Hungary

Classic Nash-Healey

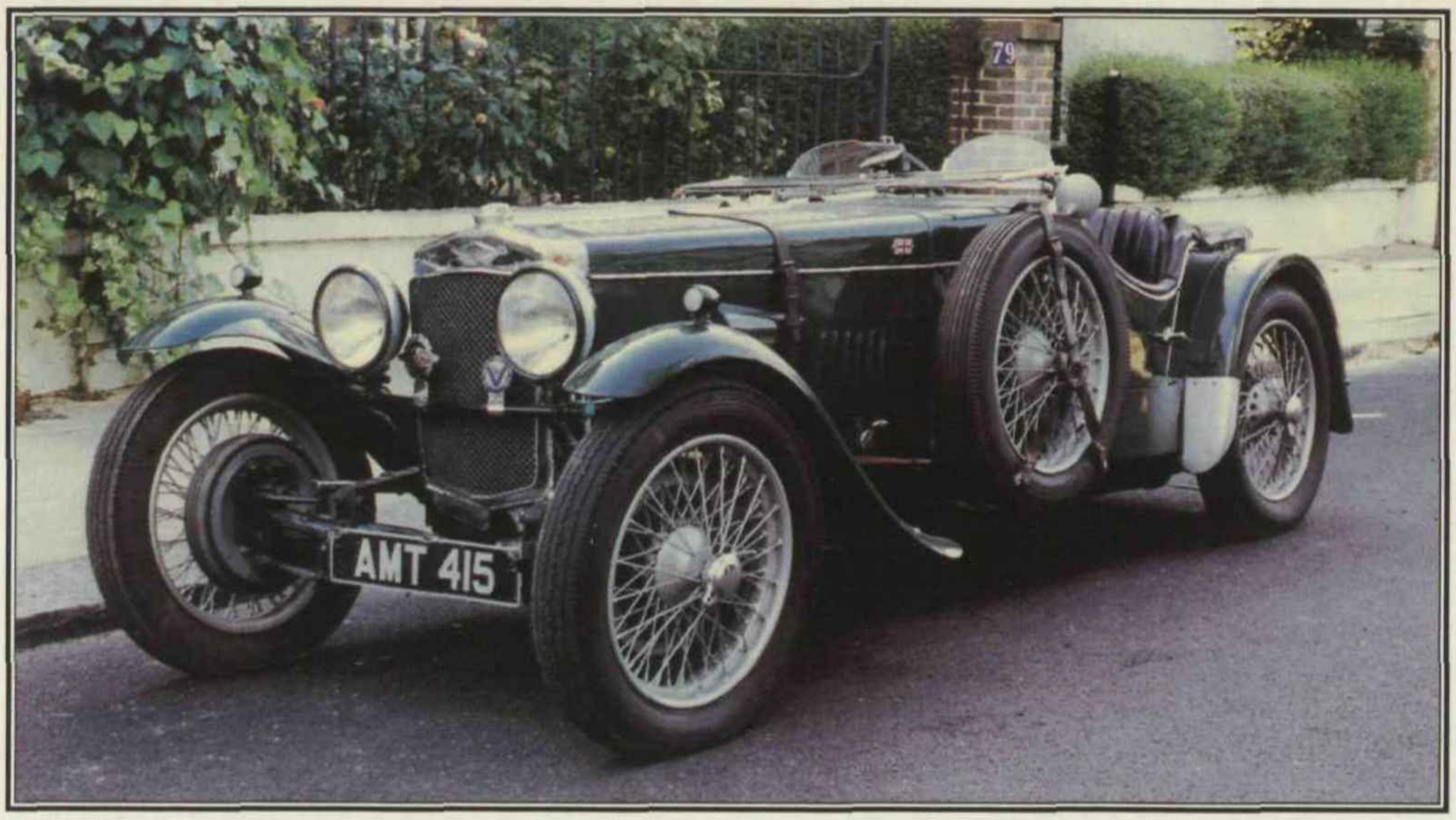


PLUS: McRae wins in NZ ★ F1 stars, past & future: Jacques Laffite and Jacques Villeneuve ★ Coys Historic Festival ★ Toyota Celica cabriolet road test

FREE INSIDE



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Frazer Nash T.T. Replica with Blackburne engine, supplied new in March 1934 to the Hon. P. Aitken. To be sold at Earls Court at The London Motor Show

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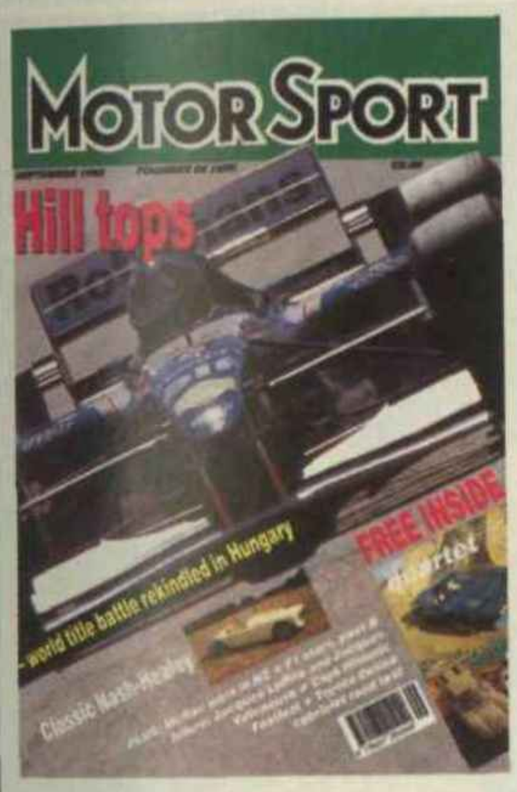
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Front cover: Damon Hill (main shot) is back on the F1 title trail after Hungary. Inset: The Nash Healey is one of our featured classics.



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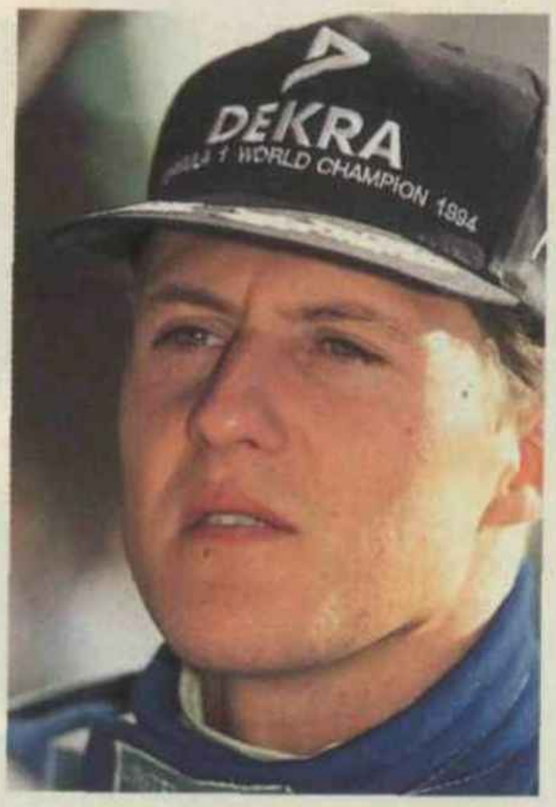
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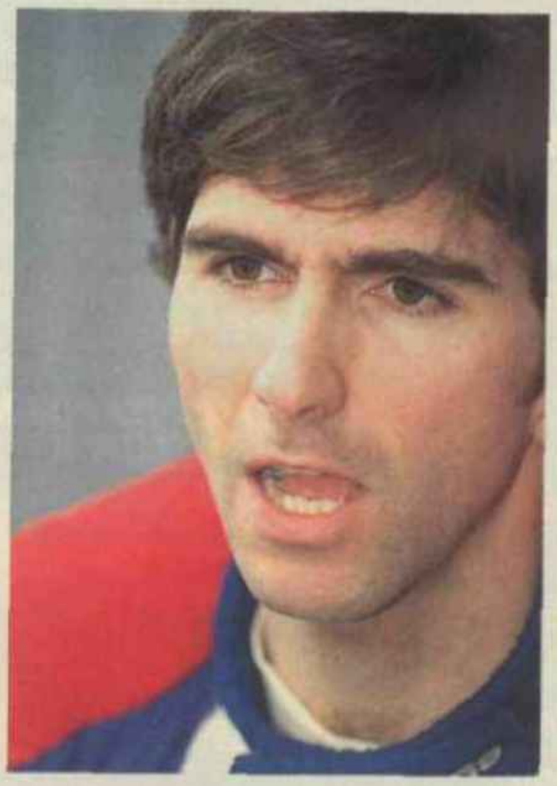
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The month in MOTOR SPORT









Jacques Villeneuve (above) has chosen F1 for 1996 with Williams, where his team-mate will be Damon Hill (middle, left). Meanwhile, Michael Schumacher (top, left) is moving from Benetton to Ferrari, with Jean Alesi (bottom, left) going the opposite way.

JULY

18: Manuel Gião loses his victory in the recent Nürburgring Formula Opel Euroseries round. After a protest, the Portuguese is deemed not to have been running when the race was halted (he had spun into a gravel trap) before winning the restart. Jason Watt inherits the spoils and cuts Gião's points advantage.

22: Sources suggest that Reynard is instigating action against the FIA through the European Court in Brussels. The Bicester concern is unhappy with the governing body's decision to replace the existing Formula 3000 with a monotype category, the contract for which was awarded to major rival Lola.

22: Madgwick International confirms that it has ordered a brace of Lola F3000s for 1996, making Robert Synge's team the first to commit to the new car.

22: Speaking at Cleveland, veteran Indycar star Bobby Rahal announces that he will split with longtime associate Carl Hogan for 1996 and go it alone with his own team. Hogan could link up with Penske to run a single car for Paul Tracy or Emerson Fittipaldi.

23: Michael Bartels notches up a surprise double win in the German Touring Car Championship at Diepholz. The Alfa Romeo driver is only briefly headed by Mercedes's

Dario Franchitti in the second race, before the Scotsman experiences gearbox problems. Jan Magnussen makes a brilliant comeback from his broken leg injury, scorching through the field to take fifth in race two. Bernd Schneider retains the championship lead with a low key weekend.

23: Former British F2 champion Yvan Muller takes two more wins in the French Supertourisme series at Paul Ricard with his Oreca BMW. In the Japanese tourers at Mine, Akira Iida (Nissan) and Anthony Reid (Opel) are the victors.

23: Formula Three action in Europe sees Italian championship wins at Mugello for Thomas Biagi and Luca Rangoni, a double German success at Diepholz for Ralf Schumacher and a French victory at Paul Ricard for Laurent Redon.

23: Philippe Bugalski's Renault Clio Maxi takes a thrilling win on the Rouergue Rally, the latest round of the French championship. In Germany, Dieter Depping takes a considerably more clear-cut win on the Hunsrück Rally in his Sierra.

23: Ricardo Rosset wins the latest round of the FIA F3000 Championship at Sicily's Enna-Pergusa. The Brazilian's Super Nova Reynard leads from start to finish, teammate Vincenzo Sospiri benefiting from a high attrition rate to take second and retain his championship lead. Allan McNish is particularly unlucky to be punted out of second place by Emmanuel Clérico in the latter stages. Kenny Bräck also drops out of second in the early going with suspension failure.

23: A bruising Indycar encounter at Cleveland is won by Jacques Villeneuve, when the Canadian makes an opportunist move to leap past the battling Bryan Herta and Michael Andretti on the last lap. Brazilian Gil de Ferran leads most of the way, but is taken out when he makes an optimistic lunge on obstinate backmarker Scott Pruett.

24: Ferrari denies to comment on rumours that Michael Schumacher has signed for the Prancing Horse for the 1996 season. If the German *has* inked a deal with the Italian team, both Jean Alesi and Gerhard Berger are expected to leave.

24: Speculation mounts that the Vanwall name will return to Formula One in the near future, for the first time in 36 years. It is suggested that an existing team will resurrect the name.

24: Seat will enter the 1996 Mobil 1/*Top Gear* British Rally Championship with a two-car team of Group A Ibiza GTs. It is expected that the cars will be prepared abroad and driven by continentals.

24: With Mark Higgins called away by other commitments, it is confirmed that Jonny Milner will take the plum Asquith Autosport Honda Civic VTi drive on the Ulster Rally.

24: Nissan's new Group A Micra should debut on the Catalonia Rally. It is expected that a Spaniard will drive it, although Alister McRae or Grégoire de Mevius could step in.

24: Nissan Motorsports Europe's Dave Whittock reveals plans to run a Micra Challenge in five or six European countries in 1996. Young rally aces will be encouraged to take the wheel, and the champions could benefit with works-supported GpA Micras in '97.



25: Vauxhall's young Touring Car star James Thompson (above) injures himself in a huge testing accident at Knockhill. The 21 year-old, unconscious for 15 minutes after the impact, has severe bruising and eye injuries, but should make a full recovery. His place for the Scottish double-header is taken by former Vauxhall stalwart Jeff Allam.

MATERS OF MOMENT

Right idea; wrong solution

There are times when Formula One simply appears to have no grasp of its profile in the world at large. And the governing body is unaware of its own ability to reduce itself, and the sport as a whole, to a laughing stock.

On the one hand you have the immense professionalism, as represented by the smartly turned out phalanx of trucks and motorhomes which grace paddocks the world over, each and every one being subjected to a daily polish in deference to the 'show'.

On the other you have the FIA changing the regulations which govern overtaking, without bothering to consult those qualified to judge on such matters. Such as the drivers. And when the drivers point out, quite reasonably, that the FIA's directive is a tad short-sighted? Well, they change their minds again. Simple.

It's not exactly confidence-inspiring government, is it?

Before the Hungarian GP, the FIA's John Corsmit announced that, henceforth, it would be the responsibility of the leading driver to give way if the man behind should position his nose ahead of his quarry's rear wing. It was a modification of the interpretation of the existing rules, and it effectively wiped out a racing driver's powers of defence at a stroke.

It would mean, without question, that Michael Schumacher would be 100 per cent culpable for the accident in Adelaide last year, and likewise for that at Silverstone in July. In the first instance, many would agree that this was the case. Schumacher was to blame. But Silverstone was not so clear-cut. And certainly, under the present regulations, it was a case of 50 / 50: irresistible force meets immovable object.

Imagine the situation. It is the final lap of a Grand Prix. Schumacher is leading. Hill is right behind. But, under the new rules, Hill has only to edge a fraction alongside his rival, who immediately has to pull to the side and let him pass. Is this what the crowd wants?

Palpably not.

But, if nothing else, it at least proved that the FIA is aware of the dire absence of genuine *racing* in Formula One at present. As Eddie Irvine say, "They are addressing the right problem. They are just going about it the wrong way." **S A**

26: Plans to build a brand new international circuit at Abu Dhabi are unveiled at Silverstone. The grandson of the President of the United Arab Emirates is behind the project to host the Middle East's first Grand Prix.

26: FIA supremo Max Mosley indicates in New Zealand that the World Rally Championship could feature new rallies in the Far East in the near future, to replace established European rounds.

27: Ferrari President Luca di Montezemolo openly criticises Jean Alesi in *La Stampa*, an Italian newspaper owned by the Fiat dynasty . . . World Champion Michael Schumacher seems certain to drive for the Prancing Horse in 1996, but refutes the suggestions.

27: Alain Prost terminates his relationship with Renault. The former World Champion is being linked with the Mercedes Class 1 Touring Car effort, but could also set up a Grand Prix team with engines supplied by Peugeot.

29: Bernie Ecclestone and the Formula 3000 team managers meet at Hockenheim, and agree unanimously that the category's replacement formula for 1996 will be known as Formula Two.

29: Belgian Marc Goossens scores his first Formula 3000 win at Hockenheim. Goossens's Nordic Racing Lola sweeps past Frenchmen Emmanuel Clérico and Guillaume Gomez in the first two laps, and then repels an attack from second-placed Kenny

Bräck's Madgwick Reynard.

29: Bertie Fisher dominates the Ulster Rally, leading from start to finish in his Subaru Impreza. Stephen Finlay chases all the way in the Michelin Pilot Ford Escort RS Cosworth. The British championship battle goes to Alister McRae's fourth-placed Nissan Sunny GTi after battles with Gwyndaf Evans and Alain Oreille, but Fisher is furious when misleading press releases imply that McRae won the rally overall.

30: Thanks to his total mastery of the 28-mile Motu Road stage, Colin McRae completes his New Zealand Rally hat-trick with his Subaru Impreza. The Scotsman finishes 44s ahead of Toyota's Didier Auriol, while Juha Kankkunen claims third ahead of Armin Schwarz.

30: After Damon Hill's Williams-Renault spins off at the start of lap two, Michael Schumacher wins the German GP at Hockenheim for the first time with his Benetton-Renault. David Coulthard takes second for Williams from Gerhard Berger's Ferrari, this despite the Austrian being called in for a stop and go jumped start penalty. As usual at Hockenheim, engine dramas take their toll, preventing podium appearances for Rubens Barrichello and Mika Hakkinen.

30: Despite a fire in the pits, Jo Winkelhock, Steve Soper and Peter Kox win the Spa 24 Hours in their Schnitzer BMW 320i. Nelson Piquet pilots the sister car to second place with Roberto Ravaglia and Marc Duez.

30: Oliver Gavin and Ralph Firman share the spoils in the British F3 Championship double-header at Donington. Firman's second race win makes amends for his mistake in the first, when he slides off the road at the Old Hairpin.

30: Spaniard Pedro de la Rosa clinches the Japanese F3 title for the TOM'S Toyota outfit with another win at Sugo. The F3000 race is won by Toranosuke Takagi, after series leader Tom Kristensen clashes with Masahiko Kageyama.

30: Brilliant young Northern Ireland talent Wayne Douglas stuns the Formula Vauxhall establishment by winning overall at Knockhill in a Class B car. New series leader Jonny Kane is lucky to escape injury when title rival Martin O'Connell drives over the top of him!

30: Norway's Tommy Rustad wins the Formula Renault Eurocup race supporting the German GP in his works Tatuus.

30: British talent Mark Higgins wins his first international rally – in Turkey! The Manxman leads all the way in his Nissan Sunny GTi.

30: Rickard Rydell and Alain Menu are the two victors in the BTCC double-header at Knockhill, for Volvo and Renault respectively. In a below par weekend,



championship leader John Cleland only figures in the lower reaches of the top six.

30: After a scintillating last lap duel, Scott Pruett pips Al Unser Jnr to the line to win the Michigan 500 in his Patrick Racing Lola-Ford. Adrian Fernandez takes third, but the event is marred when former Indy 500 victor Danny Sullivan crashes heavily and breaks his pelvis.

31: Minardi confirms that Pedro Lamy will replace Pier-Luigi Martini for the Hungarian GP. The Portuguese talent has been out of F1 since his horrific testing crash at Silverstone with Lotus last year.

AUGUST

3: Indycar series leader Jacques Villeneuve shakes up the Formula One driver market by testing impressively for Williams at Silverstone. The Canadian keeps team regulars Damon Hill and David Coulthard on their toes, and says he will make his decision for 1996 within two weeks.

4: Bernie Ecclestone changes his mind again, and decides that Formula 3000's replacement formula will be known as . . . Formula 3000!



5: Top British Hillclimb Championship exponent Mark Colton (above) loses his life when he crashes his Pilbeam heavily in practice at Northern Ireland's Craigantlet venue.

5: Jason Watt wins the Formula Opel Euroseries round supporting the ITC at Estoril. The following day sees André Couto win the second part of the double-header.

6: Watt's longtime buddy – fellow Dane Jan Magnussen – shakes off his recent leg injuries to score his first International Touring Car win at Estoril. Magnussen's Mercedes follows home that of Bernd Schneider in the first race, after both have overhauled the Alfa Romeo of Nicola Larini. In the second race, Magnussen is pressured by Larini before the Italian damages his diff with a trip over the grass.

6: Up and coming Argentine talent Norberto Fontana (above) takes victory in the prestigious Marlboro Masters of F3 event at Zandvoort. Fontana's German championship leading Kaufmann Dallara pips title rival Ralf Schumacher, with British series regular Helio Castro Neves third.

6: John Bowe clinches the Australian Touring Car title with two wins at Oran Park in his Ford Falcon.

6: Super Touring wins around the world are taken by: Emanuele Pirro (Audi Quattro – two Italian wins at Misano); Deon Joubert (BMW – two South African wins at East London); Masanori Sekiya (Toyota) and Anthony Reid (Opel – one Japanese win each at Aida). Opel's Mike Briggs is confirmed as the South African champion.

6: Piero Liatti takes a convincing win on the Madeira Rally with his Subaru Impreza.

6: Murray Grierson wins the latest round of the Mintex National Rally Championship – the Morgannwg Forest Rally – with his Subrau Legacy RS, but only when event leader Chris Mellors slips off the road on the eighth of nine stages with his Escort Cosworth and drops to sixth.

6: The British Kart GP takes place at Silverstone, Trevor Roberts winning the headlining 250 Formula E event on his PVP-Rotax.

7: German F3 ace Ralf Schumacher, younger brother of World Champion Michael, confirms that he will compete in Formula 3000 in 1996 and dovetail this with an F1 test programme.

7: The Williams Renault Touring Car team decides that Alain Menu and Will Hoy will contest the final round of the Italian Superturismo series at Vallelunga.

7: Vauxhall Sport announces that runaway South African Touring Car champion Mike



London
19th September

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

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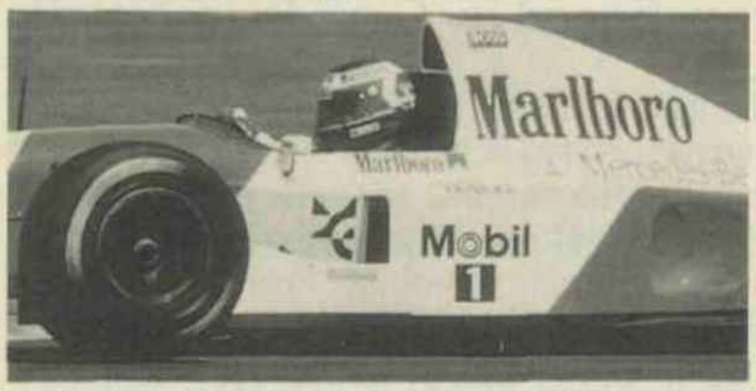
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Briggs will partner John Cleland in place of the injured James Thompson at Brands Hatch.

7: Ford Motorsport says it will carry on in the World Rally Championship in 1996, but who will run the works team is still unclear.

7: Peugeot says that Richard Burns will drive a works-entered 306 S16 on the forthcoming Manx International Rally.

7: Flushed with the success of the Historic London-Sydney Marathon and this year's London-Mexico, event organiser Nick Brittan confirms that his next project is a Panama-Alaska Rally! Cars built before 1970 will have to compete in temperatures from minus 26° to plus 26° . . .



9: Just one week after his first 'proper' F1 test, Jan Magnussen (above) stuns McLaren by scorching around Silverstone almost half a second quicker than Mark Blundell manages on the same day. It is thought that Blundell, whose deal with the Woking team is on a race by race basis, could make way for the Dane before the end of the season.

9: Renault UK launches the Renault Sport Spider UK Cup for 1996 for its new two-seater sports model. Interest is immediately high, and 11 deposits are taken within four days.

10: The Grand Prix circus arrives in Hungary with 'who goes where?' rumours flowing thick and fast. Michael Schumacher is believed to be a certainty for Ferrari, especially when Fiat boss Gianni Agnelli claims that he thinks the German has been hired. Damon Hill re-signs for Williams (despite an offer from the Newman-Haas Indycar team), and will be joined by Jacques Villeneuve, while Jean Alesi swaps seats with Schumacher and joins Benetton from Ferrari. Forced out of Williams, David Coulthard looks likely to join Mika Hakkinen at McLaren.

Rubens Barrichello is being linked with the second Benetton seat, which will not be retained by Johnny Herbert. The Briton is rumoured to be standing down for the rest of the season so he can seek alternative employment – if this is true, Jos Verstappen could substitute.

11: Michelin is rumoured to be returning to F1. It is believed that McLaren has tested the French tyre giant's wares in Spain.

11: The FIA's John Corsmit issues a draft to Grand Prix drivers on rules for overtaking. The measures are met with howls of derision by the drivers, who are subsequently told to ignore them.

13: Damon Hill closes the World Championship deficit to Michael Schumacher to 11 points when he wins the Hungarian GP. The Englishman's Williams-Renault dominates and eventually beats team-mate David Coulthard, but the Scotsman only grabs second place late on when Michael Schumacher retires his Benetton with fuel pump problems.

Even worse fortune befalls Rubens Barrichello, who coasts over the line when his Jordan's Peugeot engine blows and drops from third to seventh in one fell swoop. Gerhard Berger just holds off Johnny Herbert for third.

13: Taki Inoue, one of F1's tailenders, is knocked down by a safety car when he gets out of his retired Footwork at the Hungaroring. X-rays reveal that no bones are broken.

13: Speaking at Brands Hatch, TOCA top dog Alan Gow announces that the North American Touring Car Championship is go for 1996. A parallel press conference is held at the Mid-Ohio Indycar meeting. Chrysler, Honda, Mazda, Toyota and Ford are all thought likely to compete.

13: Guy Smith clinches the British Formula Renault Sport title at Brands Hatch, after notching up his seventh win of the year with his Manor Motorsport Van Diemen.

13: Al Unser Jnr wins the Indycar round at Mid-Ohio, his Penske-Mercedes sweeping into the lead when the Ford engine on Michael Andretti's Newman-Haas Lola quits with three laps to go. Andretti's team-mate Paul Tracy takes second from early leader Jacques Villeneuve.

13: Will Hoy takes his first BTCC win since 1992 at Brands Hatch in his Renault Laguna. John Cleland triumphs in the second race for Vauxhall, but is protested after the event for allegedly barging the Volvo of Rickard Rydell out of the way at Clearways.

14: Dutch authorities give the green light for for the construction of a new F1-standard circuit at Zandvoort. The seaside town, which last hosted a GP in 1985, hopes to revive the event in 1998.

14: Mitsubishi Ralliart's Andrew Cowan confirms that two Lancers will contest the Catalonia Rally, and that Tommi Mäkinen and Andrea Aghini are the likely drivers.

14: Finnish sources suggest that the 1000 Lakes Rally could leave its traditional August date in future for a winter running.

16: Ferrari confirms that Michael Schumacher has signed for 1996 and 1997.

SEPTEMBER FIXTURES

Date	Venue	Event	Type
Sep 2	Snetterton	MGCC: Midgets, BCV8, TRs	R
Sep 2/3	Donington Park	Historic GPs, sports, AMOC,	N
Sep 3	Vancouver, Canada	CART/PPG Indycar	INT
Sep 3	Darlington, USA	NASCAR	N
Sep 3	Lydden Hill	FF1600, saloons, 5TS	R
Sep 3	Cadwell Park	FF1600, saloons, Alfas	R
Sep 3	Snetterton	750MC, F4, F Vee, RoadSports	R
Sep 9	Silverstone	Brit F2, F2000, F First	N
Sep 9	Richmond, USA	NASCAR	N
Sep 9/10	Oulton Park	TOCA	N
Sep 9/10	Snetterton	Brit F3, GTs, TVRs, Ventos	N
Sep 9/10	Mondello Park	F Opel, F Vee, 205s, Unos	R
Sep 10	**Monza, Italy**	**Italian Grand Prix**	**INT**
Sep 10	Laguna Seca, USA	CART/PPG Indycar	INT
Sep 10	Lydden Hill	FF1600, FF2000, R5Ts, 2CVs	R
Sep 10	Mallory Park	Eurocar, saloons, 924s	N
Sep 10	Donington Park	Saloons, sports, kits, Westfields	R
Sep 14/16	Douglas, IoM	Manx Int'l and Historic Rally	INT
Sep 15/18	Perth, Australia	Rally Australia	INT
Sep 16	Cadwell Park	Classic F3, FF2000, historic saloons	R
Sep 16	Oulton Park	AMOC, Porsches, Healeys	R
Sep 16	Kirkistown	500 MRCI: FF1600, Metros, F Libre	R
Sep 16/17	**Silverstone**	**Int'l GT, Porsches**	**INT**
Sep 16/17	Castle Combe	Rover Turbos, Caterhams, Ferraris	R
Sep 16/17	Pembrey	750MC, F4, F Vee	R
Sep 17	Dover, USA	NASCAR	N
Sep 17	Thruxton	R5 Turbos, Beetles	R
Sep 17	Cadwell Park	MG BCV8, Metros, TRs	R
Sep 23	Estoril, Portugal	F3000	INT
Sep 23	Sentul, Indonesia	Int'l GT	INT
Sep 23	Oulton Park	FF1600, Thundersaloons, Ferraris	R
Sep 23/24	**Silverstone**	**TOCA**	**N**
Sep 23/24	Pembrey	Brit F3, Rover GTis, S/Sports Vauxhalls	N
Sep 23/24	Mondello Park	MGCC, F Ford Festival	N
Sep 24	**Estoril, Portugal**	**Portuguese Grand Prix**	**INT**
Sep 24	Martinsville, USA	NASCAR	N
Sep 24	Snetterton	F2, F2000, F First	N
Sep 24	Mallory Park	Historic sports and s/seaters	R
Sep 24	Brands Hatch	750MC, F4, F Vee, R5TS, MGs	R
Sep 24	Lydden Hill	BMWs, MGs	R
Sep 24	Knockhill	Saloons, Kits/Reps, Libre, 2CVs	R

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

Sunday 24 September

Season's Final Rounds 24&25

British Touring Car Championship

Alfa Romeo ★ BMW ★ Ford ★ Honda ★ Peugeot ★ Renault
Toyota ★ Vauxhall ★ Volvo



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Schumacher and Hill remained locked in battle as they take one win and a DNF apiece in Germany and Hungary

The rivals

The Benetton mystery

Why can't Johnny Herbert match Michael Schumacher? The German gives his opinion...

It is Formula One's Mission Impossible. Of those who filled the number two seat to Michael Schumacher at Benetton, none has lasted more than a year. Notwithstanding victory at the British Grand Prix, Johnny Herbert's tenure of the position has proved equally transitory.

The Essex driver's second spell at Benetton won't be recorded as an unmitigated disaster. He is, after all, the first man ever to win a Grand Prix as the German's team-mate. In 10 races he had already accumulated eight more points than Riccardo Patrese managed in a whole season, and 18 more than JJ Lehto and Jos Verstappen managed between them. His contribution has also been instrumental in putting the team within sight of the first Constructors' title in its history.

Only Martin Brundle has got closer to Schumacher, but even he readily admits that back in 1992 the young German was nowhere near the finished article he is as reigning World Champion.

Yet for all the positive things you could say of Herbert, his efforts this year have proved profoundly disappointing insofar as he has rarely come anywhere close to matching his team-mate.

In Germany, perhaps more than anywhere else, it would have been asking a lot for Herbert to compete on equal terms, for the nationalistic fervour such as that seen at Hockenheim often brings the best out of the home driver. On this occasion the fireworks were confined to the terraces as Schumacher took up the lead after Damon Hill's second lap exit, and never relinquished it thereafter. Herbert, meanwhile, ran an unspectacular race to finish fourth.

So why does such a huge performance gap exist between Schumacher and his Benetton colleagues?

> **"Should we expect drivers like Johnny to come in and set times close to me?"**

"It's a difficult question," he hedges. "I don't like to tell you, 'I'm a lot quicker'; I don't like to talk this way. What I *can* tell you, is that we have the same cars.

"The gap is big, but I can't really explain why that is, whether it is some sort of mental block that he [Johnny] has in this team, or not. I have had a couple of drivers next to me who have been considered very good, but then they came to a top team. I think to come from a very low level outfit, like Johnny came from, to then suddenly handle a top team is a different approach and a different pressure. Some handle that and some don't."

Of those who don't, the biggest complaint is that nothing can prepare you for Benetton because it is simply like no other team, such is its reliance upon one driver.

"I have been working with the team closely for a long time now and I have found a way to set up the car as I like it, as I can get the best out of it," concedes Schumacher. "Johnny probably lacks the time to have got that sorted. I don't think my other team-mates have had the time either. The other point, of course, is should we expect drivers like Johnny to come in and immediately set times close to me?"

Or, indeed, should we expect drivers like Herbert to come in and still be two and a half seconds off the pace after half a season?

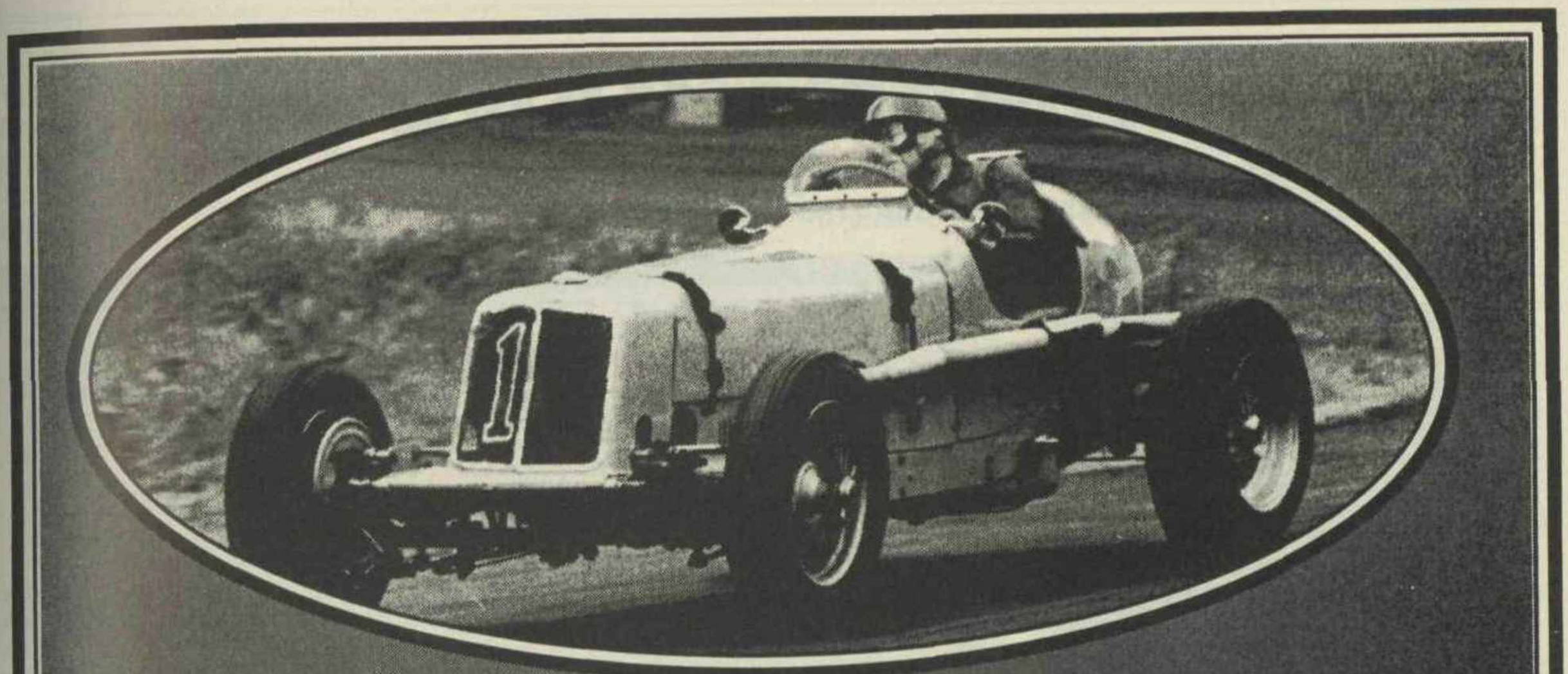
"Perhaps the best explanation is that the difference is down to confidence," he ponders. "We have a car which is very difficult to drive this year, and when you don't have the confidence, you don't get the best out of it. I don't have a problem with confidence. Some cars are very forgiving while others, like ours, are critical.

"If you put Johnny in a Williams, he would probably be as quick as Damon. After all, David [Coulthard] got his car going quite well, without experience."

Dark mutterings of 'conspiracy' attended Herbert's second spell with Benetton right from the start and, given that his confidence has been compounded by a lack of testing, perhaps the root of such talk is understandable. After all, how long before mistrust of a car spreads to a mistrust of the team?

M S





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FORMULA 1 WORLD CHAMPIONSHIP

GERMAN GRAND PRIX

Hockenheim, 30 July 1995

45 laps of 4.235 mile circuit (190.575 miles)

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Previous winner: Gerhard Berger, Ferrari 412T1

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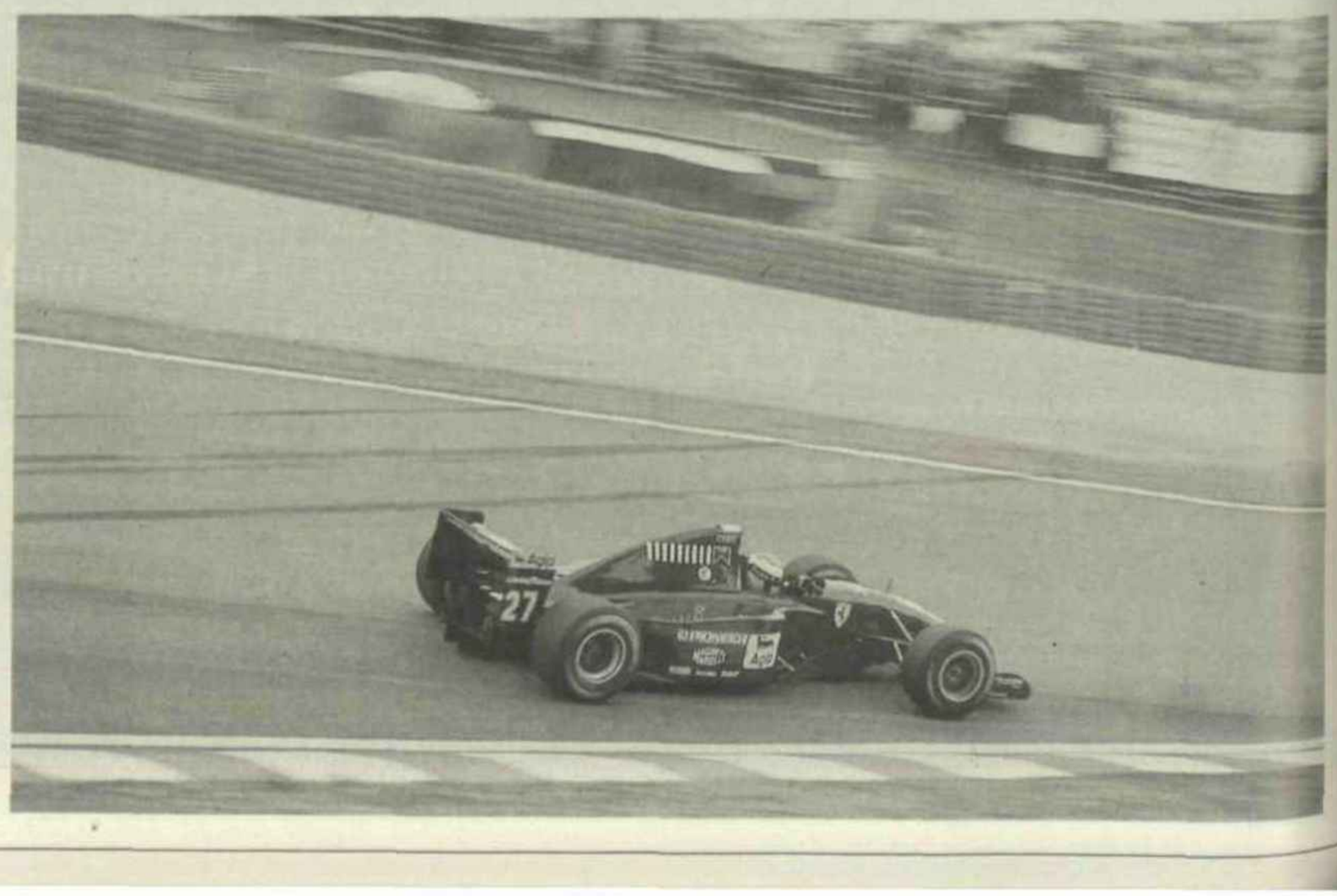
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FIA Formula One World Championship Round 09

Winner Michael Schumacher
Winner's average speed 138.025mph
Conditions Hot, humid
Fastest lap Michael Schumacher, 1m 48.824s on lap 22, 139.815mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B195-Renault V10	1h 22m 56.043s	1m 48.824s	22
2	David Coulthard	GB	Williams FW17-Renault V10	1h 23m 02.031s	1m 49.787s	8
3	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	1h 24m 04.140s	1m 49.926s	20
4	Johnny Herbert	GB	Benetton B195-Renault V10	1h 24m 19.479s	1m 50.929s	25
5	J.C. Boullion	A	Sauber C14-Ford Zetec-R V8	44 laps	1m 52.033s	20
6	Aguri Suzuki	J	Ligier JS41-Mugen Honda V10	44 laps	1m 51.760s	25
7	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	44 laps	1m 52.791s	23
8	Andrea Montermini	I	Pacific PR02-Ford ED V8	42 laps	1m 54.341s	23
9	Eddie Irvine	GB	Jordan 195-Peugeot V10	41 laps – DNF, electrics	1m 50.646s	30
Rtd	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	33 laps – engine	1m 49.900s	14
Rtd	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	32 laps – engine	1m 51.426s	14
Rtd	Luca Badoer	I	Minardi M195-Ford ED V8	32 laps – gearbox	1m 53.522s	12
Rtd	Giovanni Lavaggi	I	Pacific PR02-Ford ED V8	27 laps - gearbox	1m 58.894s	8
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	27 laps – driveshaft	1m 56.469s	6
Rtd	Rubens Barrichello	BR	Jordan 195-Peugeot V10	20 laps – engine	1m 49.982s	12
Rtd	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	17 laps – engine	1m 50.882s	9
Rtd	Olivier Panis	F	Ligier JS41-Mugen Honda V10	13 laps – engine	1m 50.690s	7
Rtd	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	12 laps – engine	1m 50.672s	10
Rtd	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	11 laps – engine	1m 54.248s	11
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	9 laps – gearbox	1m 55.047s	7
Rtd	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	8 laps – brakes	2m 02.176s	2
Rtd	Damon Hill	GB	Williams FW17-Renault V10	1 lap – spin	1m 59.989s	1
Rtd	Mika Salo	SF	Tyrrell 023-Yamaha V10	0 laps – lost drive	no time	
Rtd	Massimiliano Papis	I	Footwork FA16-Hart V8	0 laps – gearbox	no time	

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CHAMPIONSHIP POINTS

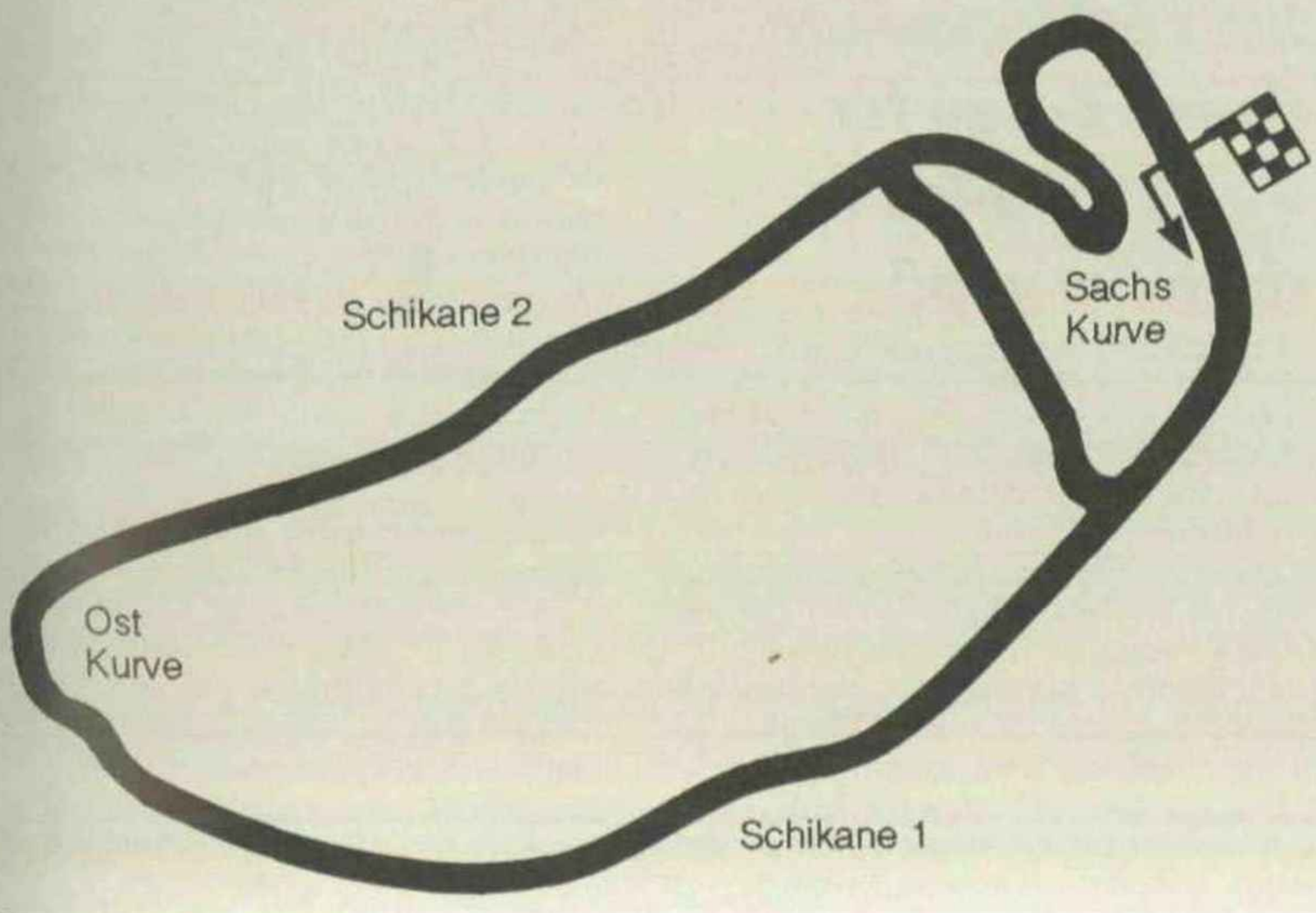
DRIVERS

1	Schumacher	56
2	Hill	35
3	Alesi	32
4	Herbert	25
5	Coulthard	23
6	Berger	21
7	Barrichello & Panis	7
9	Irvine	6
10	Hakkinen, Frentzen & Blundell	5
13	Brundle	3
14	Boullion	2
15	Morbidelli & Suzuki	1

CONSTRUCTORS

1	Benetton Renault	71
2	Ferrari	53
3	Williams Renault	52
4	Jordan Peugeot	13
5	Ligier Mugen-Honda	11
6	McLaren Mercedes	10
7	Sauber Ford	7
8	Footwork Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Damon Hill makes a blistering START to lead Michael Schumacher and David Coulthard, pulling out nearly two seconds over the German's Benetton on the first lap. Massimiliano Papis' Footwork fails to make it across the line because of gearbox problems, whilst Mika Salo's Tyrrell lasts only a few metres more until it loses drive.

➔ Entering the first corner on LAP 2 Hill's Williams slews sideways and slides into the gravel trap, eventually hitting the tyre wall hard. Subsequently, Williams reveals that a left-hand driveshaft showed unusual signs of wear. Schumacher now leads from Coulthard, Gerhard Berger, Rubens Barrichello, Mika Hakkinen and Eddie Irvine.

➔ Gerhard Berger pits on LAP 5 for a stop-go penalty, which drops him to 14th. Mark Blundell moves into sixth.

➔ After starting in the spare brake problems force Pedro Diniz's Forti out on LAP 9.

➔ Footwork's interest in the race ends with Taki Inoue's gearbox malady on LAP 10.

➔ Jean Alesi makes an early stop with engine problems on LAP 11, having previously taken sixth from Blundell. Pier-Luigi Martini's season ends when his Minardi's engine lets go.

➔ Alesi pits again on LAP 12, this time for good.

➔ On LAP 14 Olivier Panis' Ligier becomes the eighth retirement.

➔ On LAP 15 Barrichello is the first to make a planned pit stop, dropping his Jordan to fifth.

➔ Blundell retires his McLaren on LAP 18 with an engine problem. Barrichello now back to fourth.

➔ On LAP 19 Schumacher makes the first of his two stops and rejoins over 15 seconds behind Coulthard. Hakkinen is still third from Barrichello, Berger and Johnny Herbert.

➔ Hakkinen comes in for his only scheduled stop on LAP 20. The McLaren rejoins in fourth as Barrichello's Peugeot engine expires. Heinz-Harald Frentzen's Sauber moves up to sixth.

➔ Coulthard makes his only stop on LAP 23 and rejoins in second, over 17 seconds adrift of Schumacher.

➔ Luca Badoer is forced to spectate from LAP 29 onwards after his Minardi's gearbox breaks.

➔ Schumacher pushes hard and extends his lead to over 25 seconds by LAP 31.

➔ Frentzen out when his Ford V8 fails on LAP 33.

➔ Hakkinen loses third on LAP 34 when the Mercedes engine in his McLaren, which had been tightening for a number of laps, finally packs up. Berger moves into a lonely third, from Herbert. Schumacher makes his second stop but rejoins while still in the lead, nearly eight seconds ahead of Coulthard. The Sauber of Jean-Christophe Boullion moves up into fifth, ahead of Irvine.

➔ Irvine stops on LAP 42 with electrical problems. Aguri Suzuki (Ligier) moves into sixth and subsequently wins a battle with Ukyo Katayama's Tyrrell for the final point.

➔ Schumacher wins by 5.988s from Coulthard, thus becoming the first German to win his home Grand Prix in the modern, post-war era.

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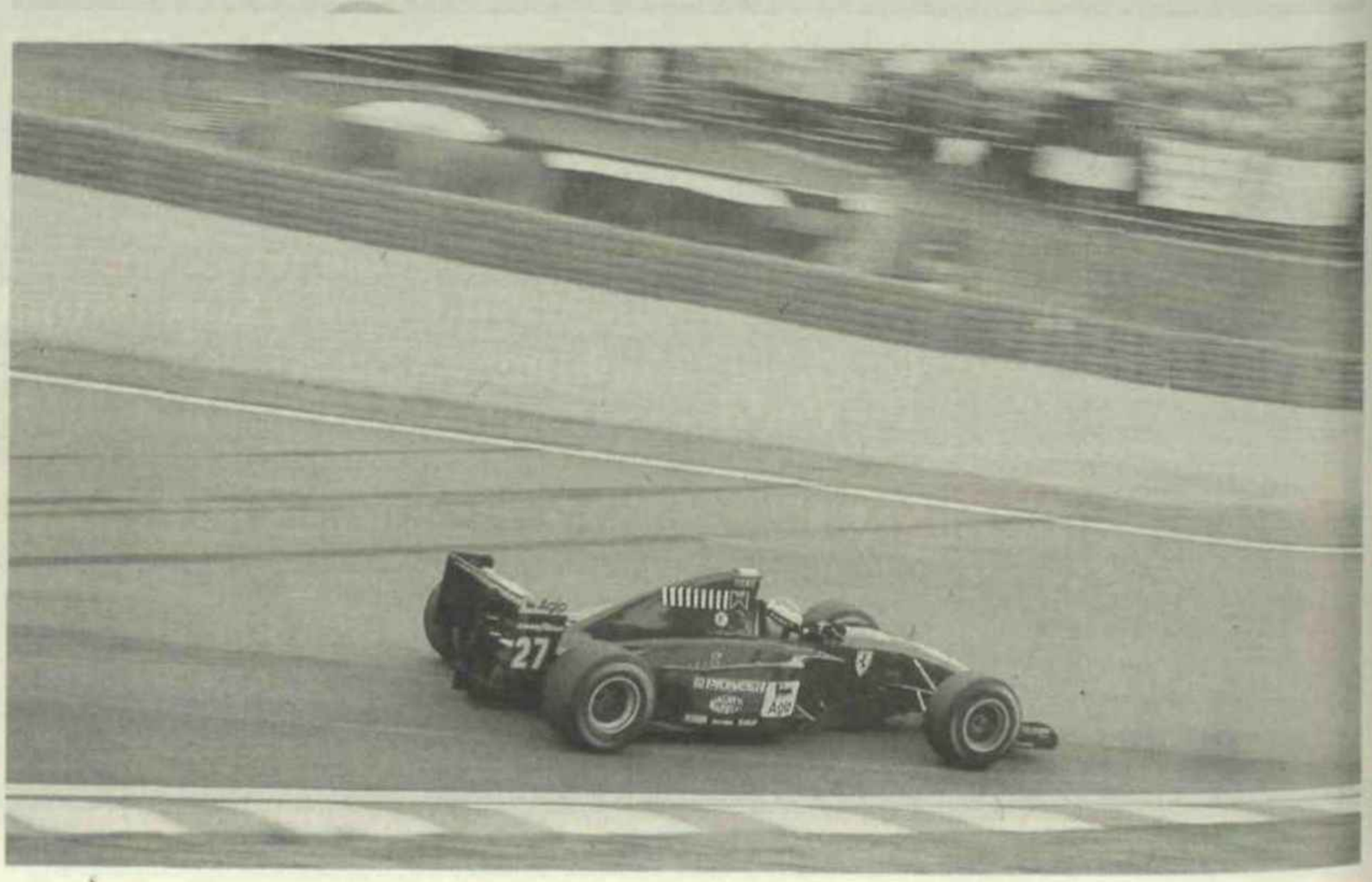
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FIA Formula One World Championship Round 09

Winner Michael Schumacher
Winner's average speed 138.025mph
Conditions Hot, humid
Fastest lap Michael Schumacher, 1m 48.824s on lap 22, 139.815mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Benetton B195-Renault V10	1h 22m 56.043s	1m 48.824s	22
2	David Coulthard	GB	Williams FW17-Renault V10	1h 23m 02.031s	1m 49.787s	8
3	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	1h 24m 04.140s	1m 49.926s	20
4	Johnny Herbert	GB	Benetton B195-Renault V10	1h 24m 19.479s	1m 50.929s	25
5	J.C. Boullion	A	Sauber C14-Ford Zetec-R V8	44 laps	1m 52.033s	20
6	Aguri Suzuki	J	Ligier JS41-Mugen Honda V10	44 laps	1m 51.760s	25
7	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	44 laps	1m 52.791s	23
8	Andrea Montermini	I	Pacific PR02-Ford ED V8	42 laps	1m 54.341s	23
9	Eddie Irvine	GB	Jordan 195-Peugeot V10	41 laps – DNF, electrics	1m 50.646s	30
Rtd	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	33 laps – engine	1m 49.900s	14
Rtd	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	32 laps – engine	1m 51.426s	14
Rtd	Luca Badoer	I	Minardi M195-Ford ED V8	32 laps – gearbox	1m 53.522s	12
Rtd	Giovanni Lavaggi	I	Pacific PR02-Ford ED V8	27 laps - gearbox	1m 58.894s	8
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	27 laps – driveshaft	1m 56.469s	6
Rtd	Rubens Barrichello	BR	Jordan 195-Peugeot V10	20 laps – engine	1m 49.982s	12
Rtd	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	17 laps – engine	1m 50.882s	9
Rtd	Olivier Panis	F	Ligier JS41-Mugen Honda V10	13 laps – engine	1m 50.690s	7
Rtd	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	12 laps – engine	1m 50.672s	10
Rtd	Pier-Luigi Martini	I	Minardi M195-Ford ED V8	11 laps – engine	1m 54.248s	11
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	9 laps – gearbox	1m 55.047s	7
Rtd	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	8 laps – brakes	2m 02.176s	2
Rtd	Damon Hill	GB	Williams FW17-Renault V10	1 lap – spin	1m 59.989s	1
Rtd	Mika Salo	SF	Tyrrell 023-Yamaha V10	0 laps – lost drive	no time	
Rtd	Massimiliano Papis	I	Footwork FA16-Hart V8	0 laps – gearbox	no time	

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CHAMPIONSHIP POINTS

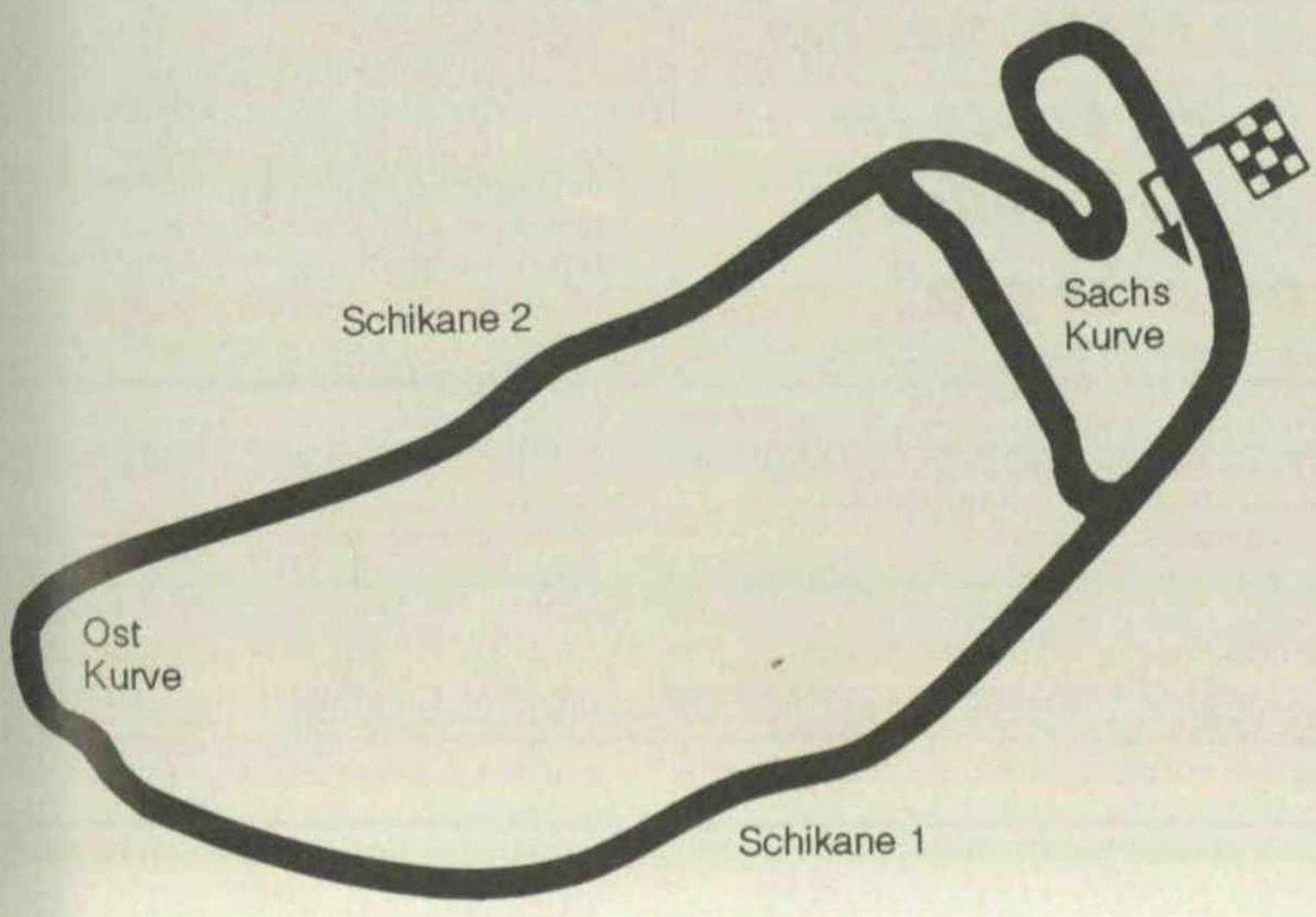
DRIVERS

1	Schumacher	56
2	Hill	35
3	Alesi	32
4	Herbert	25
5	Coulthard	23
6	Berger	21
7	Barrichello & Panis	7
9	Irvine	6
10	Hakkinen, Frentzen & Blundell	5
13	Brundle	3
14	Boullion	2
15	Morbidelli & Suzuki	1

CONSTRUCTORS

1	Benetton Renault	71
2	Ferrari	53
3	Williams Renault	52
4	Jordan Peugeot	13
5	Ligier Mugen-Honda	11
6	McLaren Mercedes	10
7	Sauber Ford	7
8	Footwork Hart	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Damon Hill makes a blistering START to lead Michael Schumacher and David Coulthard, pulling out nearly two seconds over the German's Benetton on the first lap. Massimiliano Papis' Footwork fails to make it across the line because of gearbox problems, whilst Mika Salo's Tyrrell lasts only a few metres more until it loses drive.

➔ Entering the first corner on LAP 2 Hill's Williams slews sideways and slides into the gravel trap, eventually hitting the tyre wall hard. Subsequently, Williams reveals that a left-hand driveshaft showed unusual signs of wear. Schumacher now leads from Coulthard, Gerhard Berger, Rubens Barrichello, Mika Hakkinen and Eddie Irvine.

➔ Gerhard Berger pits on LAP 5 for a stop-go penalty, which drops him to 14th. Mark Blundell moves into sixth.

➔ After starting in the spare brake problems force Pedro Diniz's Forti out on LAP 9.

➔ Footwork's interest in the race ends with Taki Inoue's gearbox malady on LAP 10.

➔ Jean Alesi makes an early stop with engine problems on LAP 11, having previously taken sixth from Blundell. Pier-Luigi Martini's season ends when his Minardi's engine lets go.

➔ Alesi pits again on LAP 12, this time for good.

➔ On LAP 14 Olivier Panis' Ligier becomes the eighth retirement.

➔ On LAP 15 Barrichello is the first to make a planned pit stop, dropping his Jordan to fifth.

➔ Blundell retires his McLaren on LAP 18 with an engine problem. Barrichello now back to fourth.

➔ On LAP 19 Schumacher makes the first of his two stops and rejoins over 15 seconds behind Coulthard. Hakkinen is still third from Barrichello, Berger and Johnny Herbert.

➔ Hakkinen comes in for his only scheduled stop on LAP 20. The McLaren rejoins in fourth as Barrichello's Peugeot engine expires. Heinz-Harald Frentzen's Sauber moves up to sixth.

➔ Coulthard makes his only stop on LAP 23 and rejoins in second, over 17 seconds adrift of Schumacher.

➔ Luca Badoer is forced to spectate from LAP 29 onwards after his Minardi's gearbox breaks.

➔ Schumacher pushes hard and extends his lead to over 25 seconds by LAP 31.

➔ Frentzen out when his Ford V8 fails on LAP 33.

➔ Hakkinen loses third on LAP 34 when the Mercedes engine in his McLaren, which had been tightening for a number of laps, finally packs up. Berger moves into a lonely third, from Herbert. Schumacher makes his second stop but rejoins while still in the lead, nearly eight seconds ahead of Coulthard. The Sauber of Jean-Christophe Boullion moves up into fifth, ahead of Irvine.

➔ Irvine stops on LAP 42 with electrical problems. Aguri Suzuki (Ligier) moves into sixth and subsequently wins a battle with Ukyo Katayama's Tyrrell for the final point.

➔ Schumacher wins by 5.988s from Coulthard, thus becoming the first German to win his home Grand Prix in the modern, post-war era.

Mercedes enjoys home comforts

Mercedes emerged with consolation, rather than points, from its home GP

The board has made it clear that Mercedes-Benz needs victories if its F1 programme is to extend beyond the end of next season, and at face value it would appear difficult for the Stuttgart giant to draw any succour from gleaning just two points from races in Canada, France, England, Germany and Hungary. Notwithstanding its results famine, however, there were signs at Hockenheim that McLaren-Mercedes has begun to turn the tide.

Mika Hakkinen's early retirement at the British GP served to mask the fact that the new-step Mercedes V10 represented considerable progress not just in sheer horsepower, but also in driveability. Qualifying in Germany endorsed that potential: Hakkinen was fourth in the first session and although he dropped to seventh in the second, this was the first time McLaren had qualified within four-tenths of the lead quartet on a dry track.

Both cars succumbed to engine failure on race day, when Hakkinen further underlined the engine's promise by setting the third-fastest race lap, but Mercedes competitions boss Norbert Haug professes little concern that the team left Germany with nothing tangible to show for its efforts. "We need more reliability," he acknowledges, "and we knew that from the beginning. We should have put that engine through our normal tests, but that would have taken time. We took the risk and I think everybody understood that. Hockenheim was genuine progress. We have made about a five per cent increase in engine performance since the season started.

"Psychologically too, there was a benefit. As soon as a race driver feels, in the true sense of the word, there is some acceleration in the system, that gives a real kick."

England could have made good use of Haug in its recent test series against the West Indies, so good is his defence against any threatening delivery from the press. But although he plays down deficiencies in the McLaren side of the partnership, Mercedes derived great pride from its performance on what is renowned very much as an 'engine circuit'.

Unfortunately, as Ron Dennis points out, the combination is not shooting at a static target. Its rivals have also made strides forward as the year has progressed and Haug is realistic about the magnitude of the task ahead:

> **"I think we have showed we can keep up with the acceleration process the best teams are doing. But so far we have failed to close the gap"**

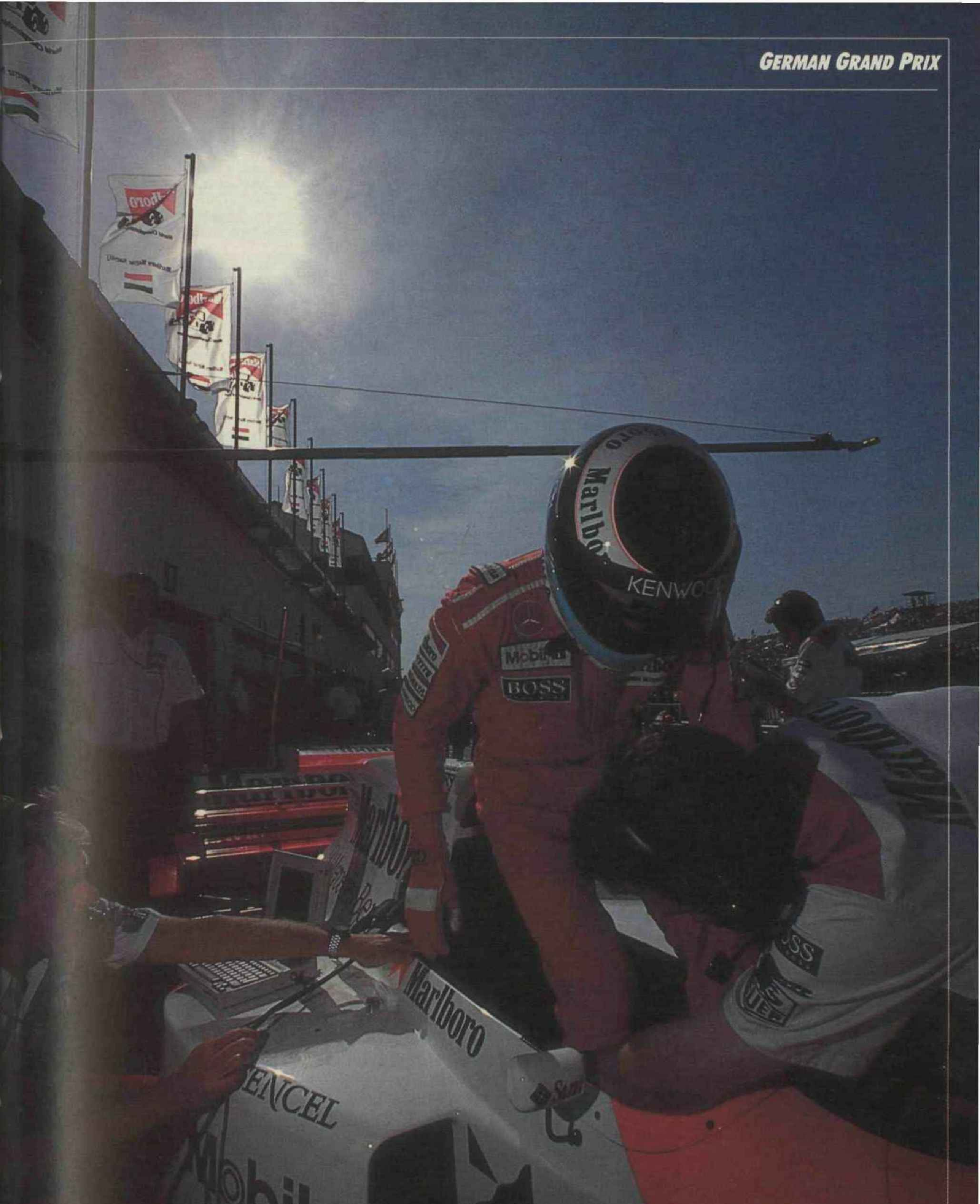
"We have to accept we have to learn, but there is no short cut. I think we have showed we can keep up with the acceleration process the best teams are doing, because the gap to their fastest lap times in the race, or even in qualifying, is not getting bigger. To do that, you have to have a better development process than Williams, Benetton and Ferrari, and that's quite a tough call."

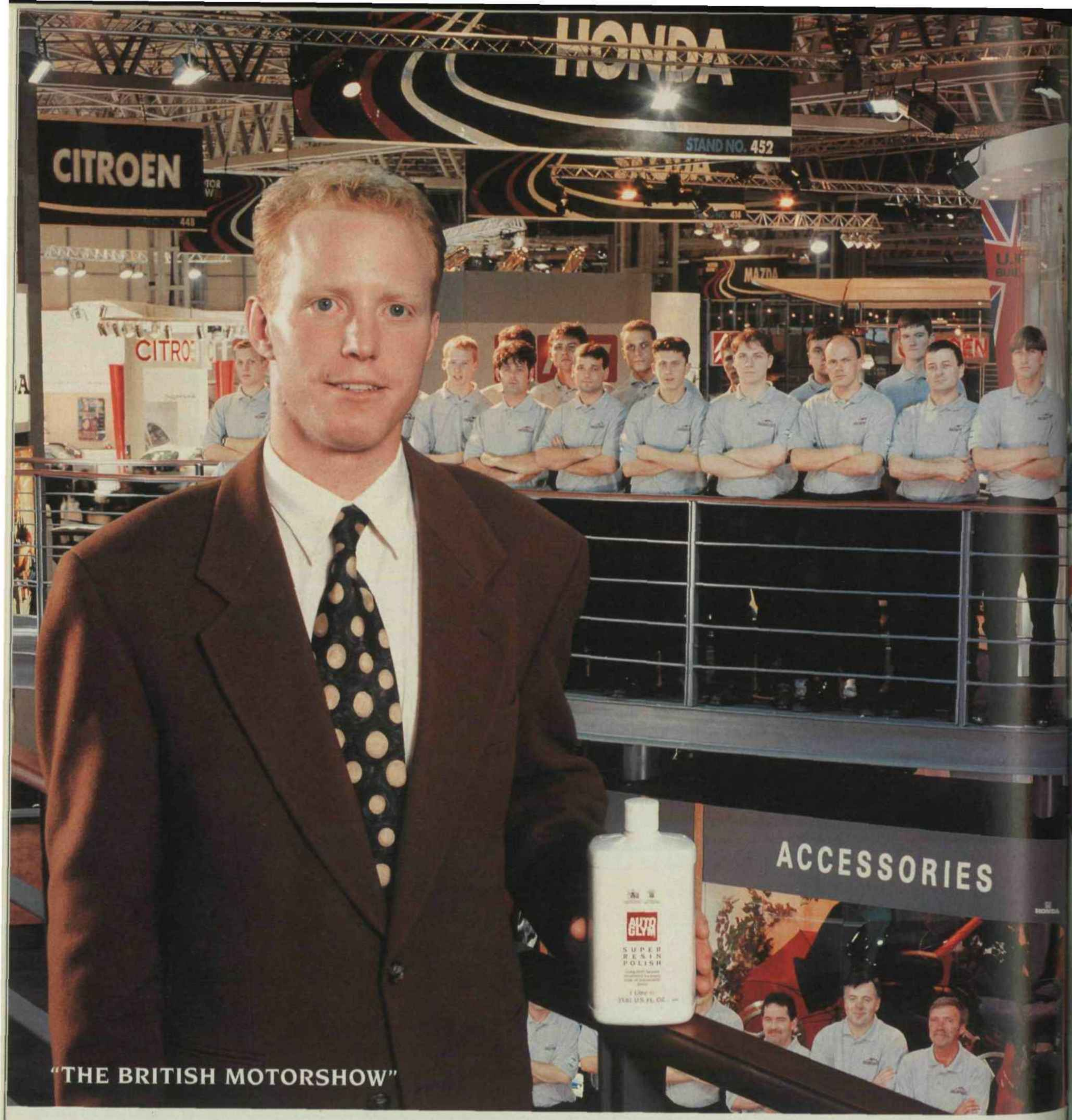
Haug is quick to stress that plans were disrupted by the Mansell affair: "When we decided to make a contract with Nigel Mansell, the idea behind it was that he would give us his big experience of Formula One, but things have worked out rather differently. Mika has done a fantastic job and Mark [Blundell] is catching up, but the planning was that the combination of Nigel's experience and Mika's speed would be the ideal solution."

But things aren't always what they seem. If it didn't expect the crushing domination it enjoyed in 1954-55, when Fangio delivered back-to-back titles, nor did Mercedes anticipate dropping to sixth in the Constructors' Championship after its home Grand Prix. Into the bargain, it is in danger of being overtaken by Sauber, which it ditched last season in favour of McLaren. Haug nevertheless dismisses any talk of a withdrawal.

"I don't think we will run away," he insists. "It is not realistic to say we can come into Formula One and win straight away, but definitely we have to be amongst the winners in what, compared to other manufacturers, has to be a short period of time. On the one hand it really honours us that expectations are so high – and I am convinced that the expectations are higher than those we have – but it is not realistic to say we can storm through the field in nine or 10 races.

"We wanted to be in a position to win before the end of the season, and we still think we could do that. As Hockenheim indicated, it's going better and better, but if you climb two or three steps up, you must be prepared to fall one down. The good teams are those who keep calm, keep strong, and remember that we are working in perhaps the most competitive environment in the whole world." MS


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The forgotten man

15 months after his last race, Pedro Lamy made an impressive return

Formula One's forgotten man made his comeback in Hungary.

A former German F3 Champion, and F3000 runner-up, Pedro Lamy had only eight races to his credit when his career was abruptly halted by a testing accident at Silverstone. Over one year on, he announced his comeback in excellent fashion, hauling a Minardi up to 10th in the opening timed practice and at one stage or another heading team-mate Luca Badoer in both official qualifying sessions. He finished the race ninth, delighting Gian Carlo Minardi by fending off Jean-Christophe Boullion's works Ford-engined Sauber.

It marked a watershed not only in terms of his Lamy's own rehabilitation, but that of the sport itself.

For months the 23 year-old Portuguese driver has haunted the Formula One paddock, always calling to mind some grizzly event from its past. The truth is not that far removed, for the accident which shattered his legs at Silverstone last May was the last in a string of incidents which served as a grim reminder of dangers many people believed had long been consigned to the history books.

"We were told that he had gone off, but when I got to the scene I thought he was dead," recalls Andy Tilley, his engineer at Lotus and now also with Minardi. "It was like the scene out of a film: the gearbox was here, the engine over there and the car, which was somewhere else, was completely broken. It was also on fire. When I found he was alive, I was really surprised."

Lamy was pretty surprised too. He remembers nothing of the accident, only waking up in hospital.

"From the moment I woke up I never had any doubt that I would come back," he insists, "but I guess you never really know until you jump in the car again and drive. I was full of drugs and I asked the doctor, 'Do you think I am racing?' and it was like, 'Yes, you're racing – *stay there*. . .'"

Repairing his legs was one thing, rebuilding his Formula One career quite another: many teams are concerned not so much by drivers' health, but that of their bank balance. "It was so frustrating," he remembers of the endless round of negotiations. "That was the only time I began to doubt that I would ever make it back."

But make it he did, and he clearly relished every minute of his return.

"In some ways Hungary was an easy place to return, because the speeds are relatively low," he says. "But on the other side, it was a very hard race because the circuit is always so crowded. I felt better than I expected because my neck was okay, and normally drivers have problems with that when they come back to Formula One. I still remember the first time I drove after my accident, in a Sauber. I knew that I was alright, that my feelings were good and that I could come back, but my neck was absolutely finished!

"The only worry I did have in the race was with my right leg. I was getting so much pain – it was terrible. I thought there was no way I would be able to finish. It was 15 laps to go, 10 laps, five laps and then I knew I could do it. It was nothing to do with my accident, it was just cramp from my position in the cockpit. I know I am nowhere near 100 per cent at the moment, and I didn't expect to get so close to Luca, but I know that I will be able to take the car to the limit."

Already Lamy looks at ease, something that couldn't be said during his brief tenure at Lotus.

"At Lotus I felt that the big bosses were too far from the people, the mechanics, and sometimes even from the drivers as well. I never felt good there," he explains. "It is completely different at Minardi. The team works very professionally, yet everybody is like a family. It feels good to be back." **M S**

"When I got to the scene, I thought he was dead"

TAG HEUER

Hill's Hungary heart



There are some weekends when fate can smile on you and others when she will point her fickle finger in your direction - and nearly poke your eye out.

Whenever Damon Hill bent over in Hungary, you had to reach for the sun glasses. . .

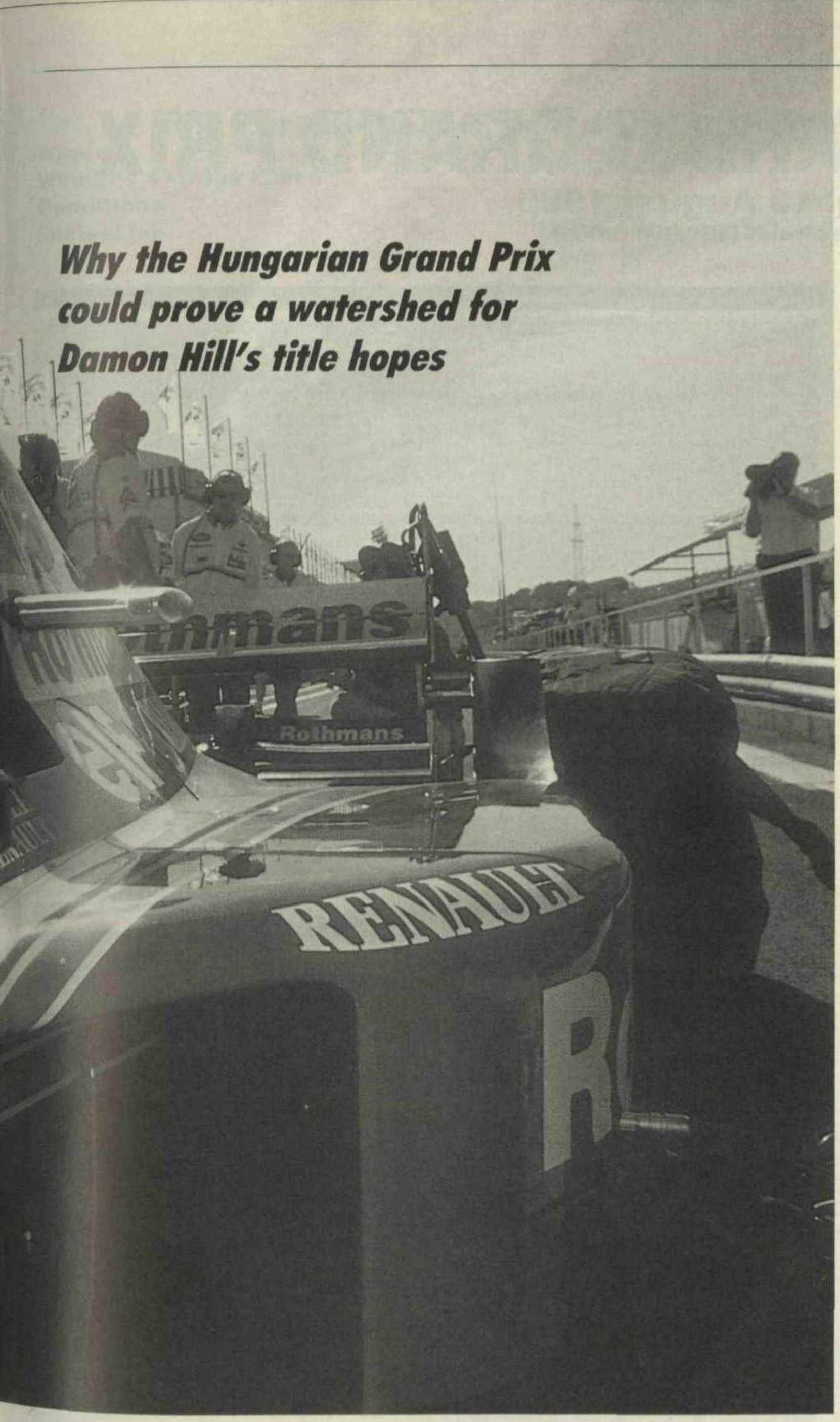
Michael Schumacher has criticised his championship rival for being 'moody' and there have been times when Hill's tendency to introspection has perhaps made him his own worst enemy. Where some drivers have the capacity to shrug off misfortune, quickly consigning it to the 'Shit Happens' drawer, there have been occasions in the past when Damon has brooded for too long on a subject.

In Hungary, though, he exuded the air of a man at ease both with himself and his situation. With good reason. Although the subject of late interest from Benetton's Flavio Briatore as well as an Indycar offer from Carl Haas, Hill was able to put an end to months of uncertainty and speculation by re-signing for Williams. It was a grudging admission that Frank Williams needs him, even though the two haven't exactly seen eye-to-eye in recent months. That much was betrayed when, upon being informed of the touring car team's success at Brands Hatch, Damon sniped: "Frank will be happier about winning the touring car race than he will about the Formula One race, the way he's been talking recently."

The deal was confirmation too that he has successfully repelled the challenge from David Coulthard, whom many critics had predicted would expose his team-mate's weaknesses this season. Since the Scot joined him at Williams, Hill has outqualified his junior 14-3 and never been beaten by him in a race.

Dominance within the team is one thing, success on the track another and it wasn't just the victory which was important in

Why the Hungarian Grand Prix could prove a watershed for Damon Hill's title hopes



Hungary, so much as the emphatic manner in which it was achieved.

By securing pole for the fifth time in six races, he actually eclipsed Schumacher's tally. And wasn't slow to remind him. But the team's failure to translate any of the previous four poles into victory was clearly of concern.

In France, as in Monaco, Hill had led only to lose his position at the first pit stops. Even at Silverstone, where his own overtaking manoeuvre put paid to any hope of points, Benetton's pit strategy had contrived to put Schumacher ahead on the road after the stops were completed.

By contrast, in Hungary he managed to perform three stops without once relinquishing the ascendancy.

"Williams had a good strategy, and they deserved to win," acknowledged Schumacher after retiring with fuel pump failure just four laps from the finish.

"Everything went to plan," concurs the victor. "We knew what we had to do, and I think we were pretty well in control. The team's strategy was first class. I think we had him beaten, even if he had carried on. That was the best race I've driven in my career, without doubt. Even aside from the fact that it almost halved the points deficit in the championship, I think the race was something of a turning point in itself: the most significant thing was that we qualified ahead, raced ahead, and actually *finished* ahead."

If the win laid one ghost, then Hill maintains that he has also long-exorcised another. In Hungary, as in Monaco, passing backmarkers can be nightmarish. "Some of the traffic is impossible," he admits. "It's so easy to lose three seconds, four seconds a lap. Even if you are sitting on a 10s advantage, in two laps the guy can be on your tail."

In such circumstances it was vital that Hill could demonstrate his ability to negotiate traffic as well as he can a contract. In spite of heavy pressure from the Benetton as they snaked through a succession of backmarkers during the middle of the race, he refused to buckle.

Critics have often pinpointed a lack of directness in his passing of backmarkers. But does Damon agree?

> ***"It was vital that Hill could demonstrate his ability to negotiate traffic as well as he can a contract"***

"I think possibly you could have made that accusation last year, but not in the latter part of it," he argues. "It's one of these comments that are made, bandied around, and tend to be repeated without being thought about terribly hard. I look at my race after each Grand Prix, when you have the times, and you can see where the time is lost and found. Some people are very good in traffic, others are not as good, but I wouldn't say I'm that bad!"

Schumacher's efforts were admittedly hampered by an early problem with his refuelling rig, as a result of which he had to undertake a longer final stint than the Williams. That opened a 10-lap window of opportunity during which Hill was able to exploit his rival's heavier fuel load. Before anyone starts crying over spilled fuel, however, it is worth remembering that even before Schumacher's last stint Hill was ahead – and showing every sign of staying there.

Having entered the race 21 points adrift, and with his title prospects receding quicker than Bobby Charlton's hairline, Damon ended it just 11 points behind the German.

In 1993, just when Hill was beginning to wonder what he needed to do in order to win his first GP, he was victorious in Hungary. Two years on, it is the world title he seeks, and a repeat performance has assuaged any fears that the accolade is beyond his grasp. **M S**

HUNGARIAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Hungaroring, 13 August 1995

77 laps of 2.465 mile circuit (189.860 miles)

STATISTICS



Previous winner: Michael Schumacher, Benetton B194

STARTING GRID

5 HILL
1m 16.982s (2)
1m 18.374s (1)

1 SCHUMACHER
1m 17.558s (2)
1m 19.490s (1)

8 HAKKINEN
1m 18.363s (2)
1m 20.577s (1)

15 IRVINE
1m 19.499s (2)
1m 21.246s (1)

2 HERBERT
1m 20.072s (2)
1m 21.878s (1)

30 FRENTZEN
1m 20.413s (2)
1m 21.234s (1)

7 BLUNDELL
1m 20.640s (2)
1m 21.663s (1)

23 LAMY
1m 21.156s (2)
1m 22.600s (1)

3 KATAYAMA
1m 21.702s (2)
1m 22.866s (1)

29 BOULLION
1m 22.161s (2)
1m 22.766s (1)

22 MORENO
1m 24.351s (2)
1m 26.059s (1)

21 DINIZ
1m 24.695s (2)
1m 25.934s (1)

6 COULTHARD
1m 17.366s (2)
1m 19.000s (1)

28 BERGER
1m 18.059s (2)
1m 19.033s (1)

27 ALESI
1m 18.968s (1)
1m 20.134s (2)

25 BRUNDLE
1m 19.748s (2)
1m 21.818s (1)

26 PANIS
1m 20.160s (1)
1m 20.952s (2)

24 BADOER
1m 20.543s (2)
1m 22.345s (1)

14 BARRICHELLO
1m 20.902s (2)
1m 21.874s (1)

4 SALO
1m 21.624s (2)
1m 24.440s (1)

10 INOUE
1m 22.081s (2)
1m 24.656s (1)

9 PAPIS
1m 23.275s (1)
Did not run (2)

17 MONTERMINI
1m 24.371s (2)
1m 25.465s (1)

16 LAVAGGI
1m 26.570s (1)
1m 27.342s (2)

LAP CHART

LAP	POS 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
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MILD SEVEN
RENAULT
GOODYEAR

FIA Formula One World Championship Round 10

Winner Damon Hill
Winner's average speed 107.035mph
Conditions Hot, humid
Fastest lap Damon Hill, 1m 20.247s on lap 34, 110.615mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW17-Renault V10	1h 46m 25.721s	1m 20.247s	34
2	David Coulthard	GB	Williams FW17-Renault V10	1h 46m 59.119s	1m 21.126s	58
3	Gerhard Berger	A	Ferrari 412 T2-Ferrari V12	76 laps	1m 21.371s	38
4	Johnny Herbert	GB	Benetton B195-Renault V10	76 laps	1m 22.560s	6
5	Heinz-Harald Frentzen	D	Sauber C14-Ford Zetec-R V8	76 laps	1m 23.146s	69
6	Olivier Panis	F	Ligier JS41-Mugen Honda V10	76 laps	1m 21.343s	40
7	Rubens Barrichello	BR	Jordan 195-Peugeot V10	76 laps	1m 22.677s	27
8	Luca Badoer	I	Minardi M195-Ford ED V8	75 laps	1m 23.608s	51
9	Pedro Lamy	P	Minardi M195-Ford ED V8	74 laps	1m 24.269s	16
10	J-C Boullion	F	Sauber C14-Ford Zetec-R V8	74 laps	1m 23.424s	53
11	Michael Schumacher	D	Benetton B195-Renault V10	73 laps - DNF, electrics	1m 20.506s	22
12	Andrea Montermini	I	Pacific PR02-Ford ED V8	73 laps	1m 22.663s	70
13	Eddie Irvine	GB	Jordan 195-Peugeot V10	70 laps - DNF, clutch	1m 22.211s	49
Rtd	Martin Brundle	J	Ligier JS41-Mugen Honda V10	67 laps - engine	1m 21.977s	40
Rtd	Mika Salo	SF	Tyrrell 023-Yamaha V10	58 laps - throttle	1m 23.556s	27
Rtd	Mark Blundell	GB	McLaren MP4/10B-Mercedes V10	54 laps - engine	1m 22.235s	27
Rtd	Ukyo Katayama	J	Tyrrell 023-Yamaha V10	46 laps - accident	1m 23.994s	25
Rtd	Massimiliano Papis	I	Footwork FA16-Hart V8	45 laps - brakes	1m 25.730s	8
Rtd	Jean Alesi	F	Ferrari 412 T2-Ferrari V12	42 laps - engine	1m 22.276s	25
Rtd	Pedro Diniz	BR	Forti FGP 01-Ford ED V8	32 laps - engine	1m 26.913s	6
Rtd	Taki Inoue	J	Footwork FA16-Hart V8	13 laps - engine fire	1m 24.804s	9
Rtd	Roberto Moreno	BR	Forti FGP 01-Ford ED V8	8 laps - broken gearlever	1m 26.556s	6
Rtd	Giovanni Lavaggi	I	Pacific PR02-Ford ED V8	5 laps - spin	1m 27.894s	3
Rtd	Mika Hakkinen	SF	McLaren MP4/10B-Mercedes V10	3 laps - engine	1m 22.720s	3

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CHAMPIONSHIP POINTS

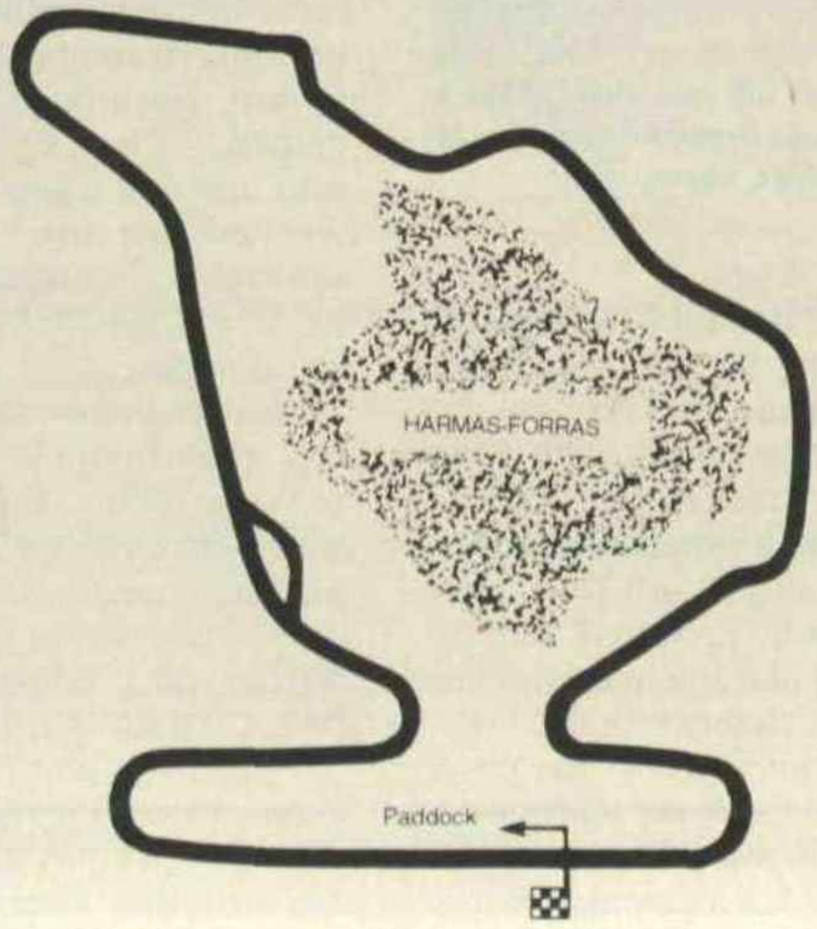
DRIVERS

1	**Schumacher**	56
2	**Hill**	45
3	**Alesi**	32
4	**Coulthard**	29
5	**Herbert**	28
6	**Berger**	25
7	**Panis**	8
8	**Barrichello & Frentzen**	7
10	*Irvine*	6
11	**Hakkinen & Blundell**	5
13	**Brundle**	3
14	**Boullion**	2
15	**Morbidelli & Suzuki**	1

CONSTRUCTORS

1	**Benetton Renault**	74
2	**Williams Renault**	68
3	**Ferrari**	57
4	**Jordan Peugeot**	13
5	**Ligier Mugen-Honda**	12
6	**McLaren Mercedes**	10
7	**Sauber Ford**	9
8	**Footwork Hart**	1

THE CIRCUIT



THE RACE IN BRIEF

➔ Hill makes another blistering START and completes LAP 1 over a second ahead of Coulthard, Schumacher, Berger, Hakkinen and a fast-starting Brundle.

➔ Hakkinen's race is shortlived as his McLaren is forced out on LAP 4 with engine failure.

➔ After having already radioed his pit for an early stop for fresh rubber to try and cure his oversteer, Coulthard slides wide at the chicane on LAP 13, allowing Schumacher up to second.

➔ Inoue's race ends on LAP 14. The Japanese driver exits his Footwork with flames licking at the rear of the car and runs to grab an extinguisher, only to be knocked down by a course car rushing to his aid. Luckily his injuries are fairly light.

➔ Coulthard makes his first pit stop on LAP 16 and drops to seventh.

➔ Hill and Schumacher stop on LAP 17, as do Berger and Brundle, with Hill retaining the lead. Problems with Benetton's refuelling rig mean that Schumacher only takes on 10 litres of fuel.

➔ Alesi and Herbert start their round of stops off on LAP 19 with Frentzen calling in on LAP 23. Blundell and Barrichello - on two-stop strategies - complete the first round of stops on LAP 25.

➔ With a light fuel load Schumacher is able to cut the deficit to leader Hill to around seven seconds until he is called back to the pits for more juice on LAP 26. He resumes still second ahead of Coulthard, Alesi, Berger and Herbert.

➔ Coulthard calls in for stop two on LAP 36, as do Berger and Herbert. The Scot holds on to third.

➔ Hill sneaks in for his second stop on LAP 38 and returns before Schumacher is able to take the lead. The Williams leads by 1.2s.

➔ Alesi retires with engine failure on LAP 43.

➔ Schumacher almost gets by Hill at the chicane on LAP 44. *Coulthard now a lonely third from* Blundell, Barrichello, Berger and Brundle.

➔ Papis succumbs to brake problems on LAP 46 whilst Katayama crashes out on LAP 47.

➔ Schumacher's third stop is undertaken on LAP 48 without him losing second.

➔ Engine problems force Blundell to retire from fourth on LAP 55.

➔ Coulthard and Brundle stop for third and final time on LAP 56.

➔ Hill makes his final stop on lap 58 and resumes still ahead of Schumacher. Coulthard third and Barrichello fourth.

➔ LAP 59 and Salo stops with throttle problems.

➔ Brundle misses out on certain points when the pneumatic valvegear fails on the Mugen-Honda engine in his Ligier on LAP 68.

➔ Irvine is halted by clutch problems on LAP 71.

➔ *Schumacher thwarted when faulty electrics* sideline his Benetton on LAP 74.

➔ Barrichello's engine blows on the LAST LAP. Lying third as he exits the last corner, he is seventh by the flag.

➔ Hill crosses the line over half a minute clear of Coulthard, the second Williams one-two of the season. Berger, Herbert, Frentzen and Panis claims the rest of the points, all a lap down.

The wanderer returns

Jacques Laffite is back with Ligier. He is fulfilling a different role nowadays, and he finds that Formula One is an entirely different world

The principal reason for Jacques Laffite's presence in the French resort of Isole 2000 was to take part in some ice racing for Opel. But it was entirely in keeping with the character of the man who, as soon as an F1 qualifying session was over, would leap out of his car and head straight for the nearest golf course, that he should have bunked off to do a little skiing when he happened upon Tom Walkinshaw. . .

The chance meeting would eventually lead Laffite to return to Ligier, the team for whom he contested 128 Grands Prix in a 176-race career which ended abruptly when the Frenchman's Ligier JS27 was tipped, ferociously, into the guardrail at Brands Hatch at the aborted start of the 1986 British Grand Prix. His legs badly broken, Laffite's F1 career was over just as he was on the point of overhauling Graham Hill as the most enduring Grand Prix driver of all time. "I'd never thought of quitting racing before the shunt," he says. "Maybe I would still be racing F1 today! But after my accident things weren't too good at Ligier. In 1987/88, the car wasn't competitive, and if that's the case you have to take far more risks with it. It's more dangerous. And after an accident like mine. . ."

It ruled out any idea of a comeback for him, and it also prevented his planned swansong in the United States. "I had envisaged an Indycar programme. I was thinking about leaving F1, perhaps at the end of the '87 season, so that I could race in America for two to three years. The accident put paid to that."

Instead, he continues to compete in his home country's touring car championship, for Opel. "I still enjoy it. If I didn't, I'd stop. I'm still competitive by nature. I'm not three seconds per lap ahead of the rest, but I don't want to be three seconds off the pace. I'm not *really* a racing driver any more. I've got last year's car, not the best equipment, but I'm happy to have it, happy to be racing and to have someone to race against. It gives me a lot of pleasure."



Laffite (today, opposite) still sees traces of the team which brought him six Grand Prix victories in the glory days, above.

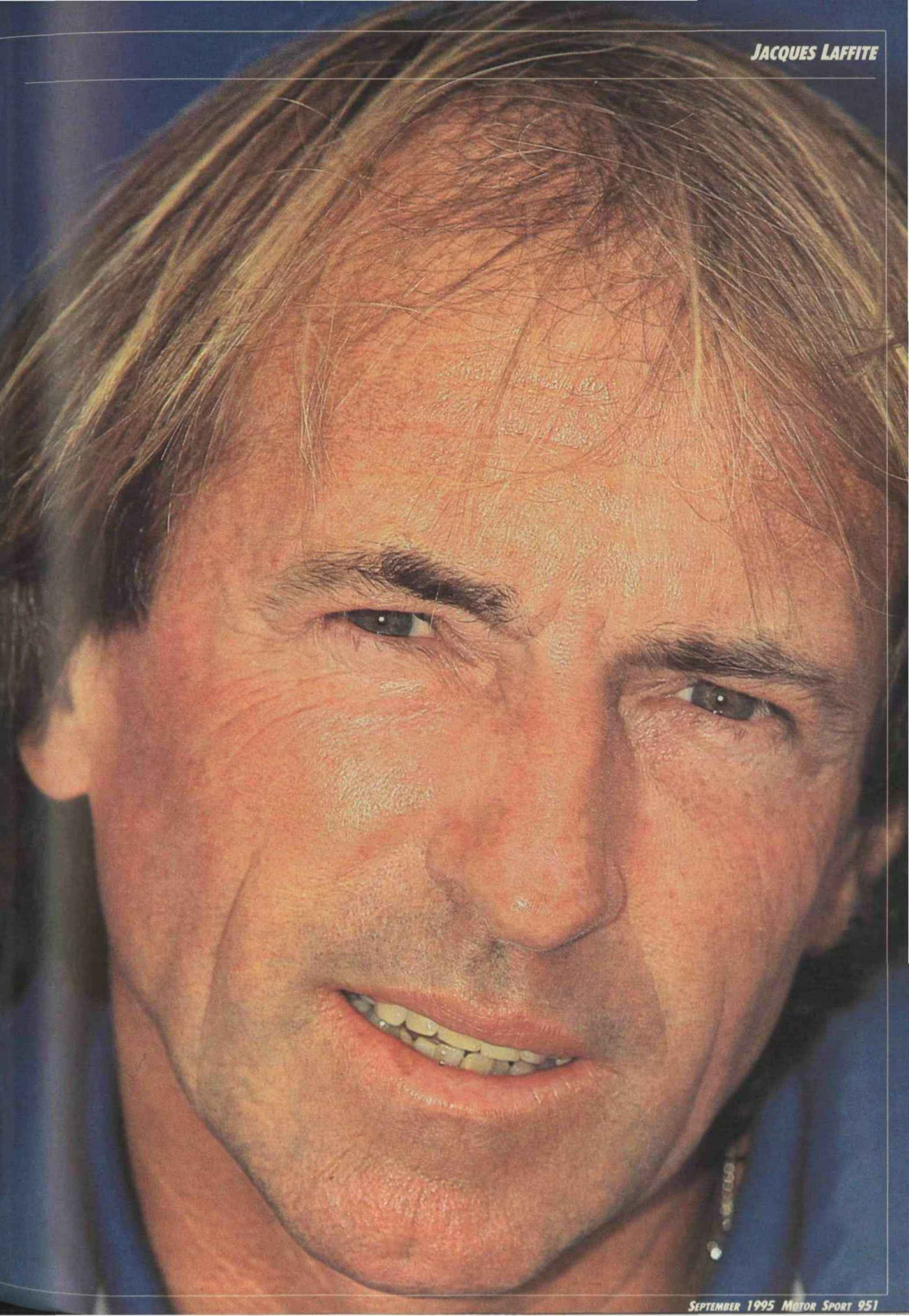
He combines this role with the Walkinshaw-inspired move to add to Ligier's PR team the man who contested the marque's first Grand Prix (Brazil 1976, after Guy Ligier had finally preferred him to Jean-Pierre Beltoise), and the man who has scored six of its eight victories since.

"Tom didn't really know about the press in France at all, so he made me a proposal, and I accepted. At the moment, we're just seeing how things go. It's a completely new experience for me. I'm learning, and we'll decide at the end of the year whether or not to continue, whether we'll take things a stage further. It's nice to go to Grands Prix and have something to do there. If I had nothing to do while I was here, I'd rather stay at home and watch it on TV."

Earlier in the summer, Ligier celebrated its 300th Grand Prix, appropriately enough on home soil at Magny-Cours. Naturally, things have changed enormously since the team was originally built up around Laffite. Walkinshaw and Flavio Briatore are now in charge, and contemporary racing cars feature equipment that was nowhere near invented when Laffite was forced to quit F1, let alone when he started. Yet he can still detect a flavour of the old Ligier in today's set-up.

"In the early days it was incredible. There were about 16 of us when we started in 1976. The mechanics were used to Le Mans (where Ligier used to enter his own sports-prototypes) and maybe two-three other races per year, but that was it, *nothing* that bore any relation to F1. The arrival of Matra, Gérard Ducarouge, Jean-François Robin helped. . . They were all very professional, with lots of F1 and sports car experience. We had one truck, a 300 square metre workshop. . . complete artisans, but fantastic. What Ligier achieved in 1976 and 1977 was amazing.

"Today, there are a number of similarities, apart from the fact that it's still based at Magny-Cours. There are mechanics there who I've known for 10, 15 or 20 years. The biggest change is that Guy Ligier's not around any more, but the arrival of Walkinshaw and Briatore is a good thing, because it has ensured the team's survival. The fact that Tom is British is fine by me. He knows motor racing inside out, he understands F1, he gets on well with Briatore and the Benetton engineers, and he acts as





Ligier's first GP, Brazil 1976. Stuck and Fittipaldi trail the JS5.



Heading for a first GP win at Anderstorp, 1977. Hunt and Depailler follow.



Depailler (left) and Laffite lead away at the start, Brazil 1979.

intermediary between the two. The technical help which Benetton brings is beneficial.

"They spend more money now, there are more mechanics, there's been a big technical evolution, but that's only normal. The ambiance is a little different, because there's more work to do, everything has become more professional than it was for me, but not much about the current F1 really surprises me."

Not all of it is to his taste, however. "The most astonishing thing for me about modern F1 is that there are three or four big teams, very rich, who are lapping Silverstone in 1m 28s, and there are other so-called F1 cars doing 1m 37s. Around 10s from the front of the grid to the back; it's not right. It's not good for racing. It means simply that there is just too big a gulf between the haves and the have-nots.

"I don't see the need for all these exclusive contracts. Why? The best thing for Formula One would be to have 26 or 30 cars which actually work, with two or three seconds maximum across the field."

If that aspect of the business dissatisfies him, talk of modern circuits sparks a sudden raising of the voice, and a bout of firm table-tapping.

"Today, they build circuits for L-drivers, not real drivers. It's very difficult to spot a talent like Schumacher, Prost or Senna, because if you go off there's usually nothing worse than a gravel trap for you. If you spin, there's no danger. Before, you could tell a *real* driver. If there was a 170-180 mph turn before a braking area faced by a wall. . . not everyone was capable of coping with that. Today we have chicanes everywhere, which is sad, because that's not racing. Today, there are people who arrive in F1, some good, some not so good. They're reasonably on the pace straight away, but to me they're not real drivers. It's sad. There's no originality in modern circuits; they've no soul, but they are safer. Obviously I'm happy at least that fatalities are rare, but this has always been a dangerous sport, and those of us who have done it did so because we liked the danger. Nowadays there's far less risk, and anybody can jump into a car and go quite quickly. If you need to brake at 100 metres, you brake at 100 metres, and if you make a mistake you know you'll just finish up in the sand.

"In my day, if you made a mistake you hit



Leading Alan Jones at Brands Hatch in 1980. The Ligiers led, but broke. Jones won.



On the podium with Piquet and Arnoux, Austria 1981 (above). Main shot, below: driving for Frank Williams at the 'Ring in 1974, his European F2 title-winning season.

the barriers. If you over-revved, the engine would blow up immediately. Nowadays, there are electronic guards against that. Where are the subtleties of driving? It's a big problem. If I revved to 10,500 instead of 10,300, next lap – boom! To go quickly, you had to be precise – 10,300, no more. Nowadays, if you don't know how to change gear skilfully, it doesn't matter. As a result, it really is difficult to spot the genuine talents, but they do exist. Schumacher is the proof of that."

In the past, Ligier was renowned for having the kind of money necessary to win, but somehow never finding quite the right ingredients. The best example was probably 1979, when Laffite won the opening two Grands Prix of the season... but scored only 18 more points in the remaining 13 races.

"We had a good car, but we couldn't develop it because we didn't have the money. We started with a car that was on the pace, very competitive, but we stayed where we were. Brabham and Williams reeled us in. It was a simple question of wind tunnel work. If we'd had the money to do it, we could have fixed the problem and won the championship.

"Ligier has always had reasonable budgets, but it *has* won a few Grands Prix. Today, looking at Ligier's infrastructure, I believe it is in a position to win races, but perhaps not straight away. There are so many things which need to be just right: car, driver, engineers. And the technology is difficult to master. Look at McLaren this season. Or Arrows. In 15 years of F1, they've never won a GP, although I think they always used to have a similar budget to Ligier's.

"Today, Ligier probably has 230M FF. That's a lot of money, but the salary scale is much higher in France, and so is the overall cost of preparing. In England, we could probably get by on the equivalent of 160-170M francs. Go and ask Williams what its budget is. The answer won't be 230M FF. The same with McLaren, Ferrari or Benetton. We're on the next level down.

"But it takes more than just money to achieve results. Originally, Guy Ligier's prin-





Laffite started his career with Williams, and interrupted his Ligier allegiance to return there in 1983 and 1984 (at Dallas, top). Above: before his 176th and final, GP start at Brands Hatch, 1986.

"It's true, I was the only one who managed to sneak off to play (golf) straight after practice"

ciple was that we raced to win, and if we won we could afford to continue winning. The team could have operated with less funding, but it would have been less competitive. And once you lose competitivity, it's so difficult to regain momentum. It's impossible in F1 to take one step backwards in order to take two paces forwards. You have to strive to maintain your standards."

There are several other things which Laffite admits to finding particularly frustrating about modern Formula One. "I'd like to see drivers going off to play golf together or whatever. I'm not talking about a non-stop party, we never did that, but everyone sits behind closed doors. There are all these wonderful, spacious paddocks with very few people in them. You can't bring your mates in, there are fences everywhere. I can understand the need for security round the pits, but if you had an extra thousand people in the paddock itself, what difference would it make? I'm sure there are people who don't come to F1 any more because they are fed up with all this stuff. Overall, there's a lack of charisma in the F1 paddock. The drivers are as much businessmen as sportsmen. It's a shame."

So, could Jacques Laffite exist as a modern F1 racer? Damon Hill recently remarked that he couldn't recall what his golf handicap was. He could find the occasional hour to play a set of tennis, but golf. . . no way. Laffite smiles whenever the subject is raised, but he insists he could cope.

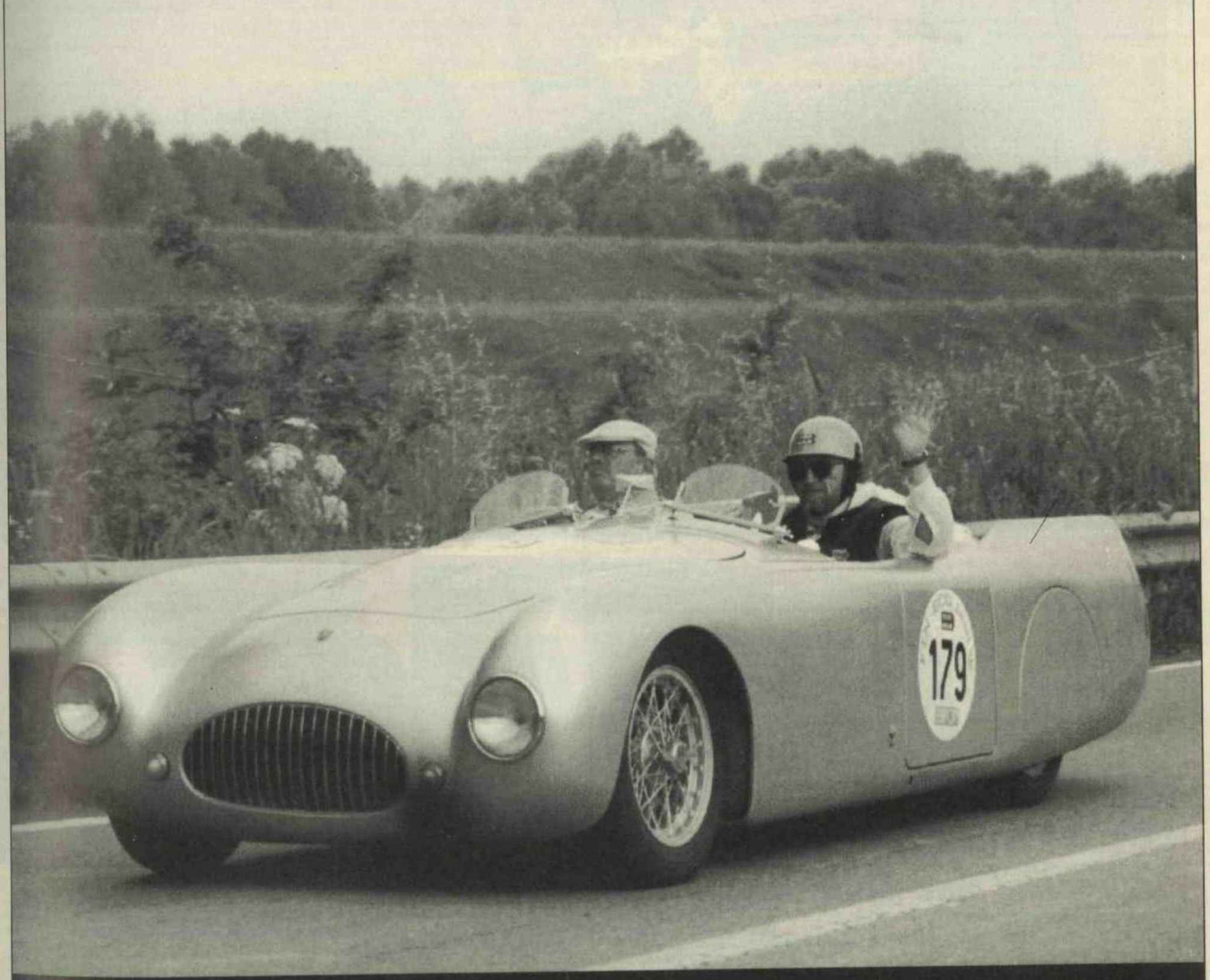
"You could find time to play if you wanted to! By 1984/85 it was already becoming difficult to find time to go off and play golf, but I always managed to find time if it was something I wanted to do. But it's true, I was the only one who managed to sneak off to play straight after practice. It was a special case. I had a special way of working with the team, whom I'd known for nine years. Our relationship was very laid-back. And, technically speaking, there was far less to analyse than there is today. Now, it can help a driver to spend time poring over things.

"It was more dangerous in my day, but perhaps it was a little easier in some ways. . ."

S A

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18th September 1995



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Turning point?

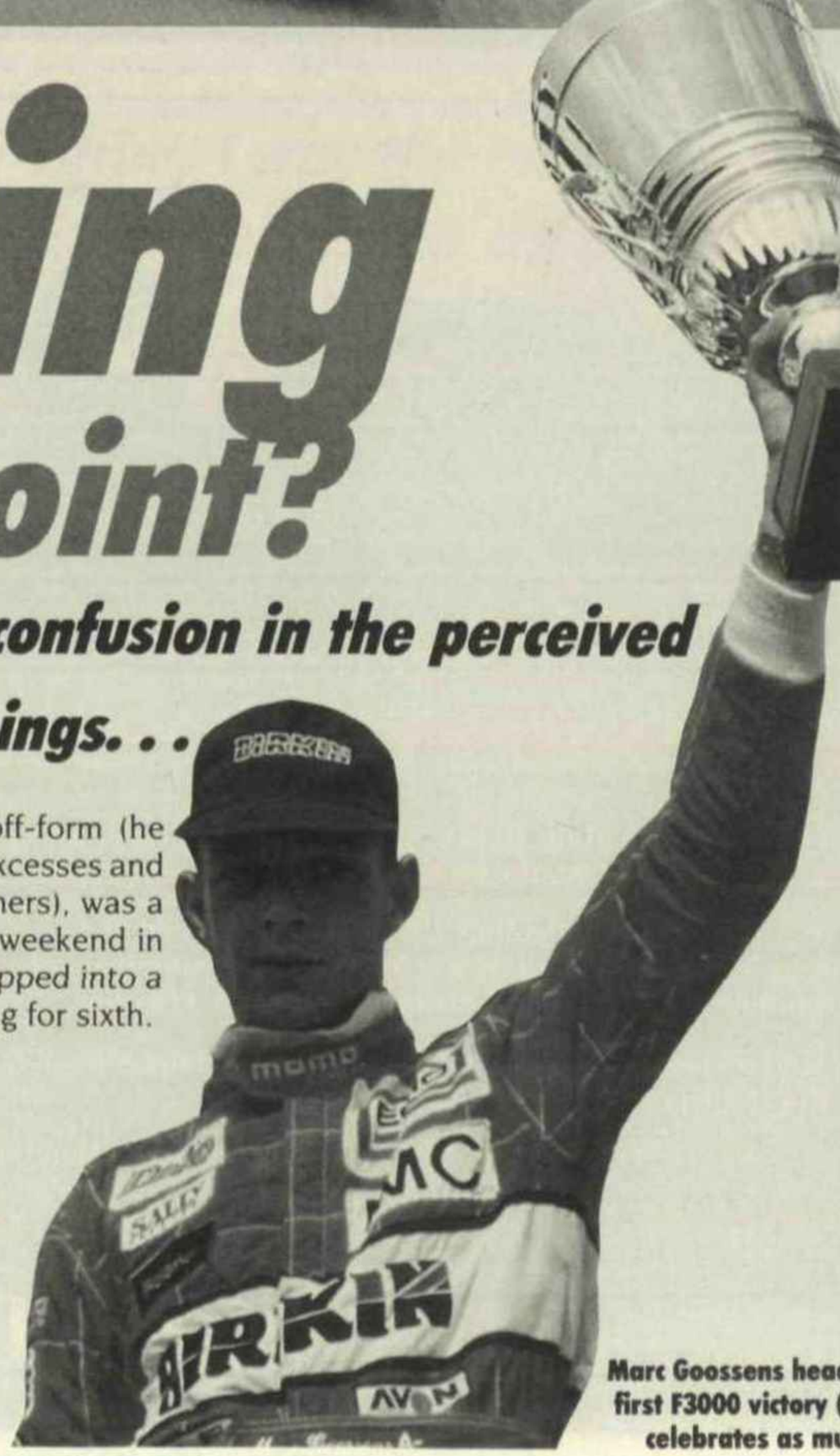
Hockenheim has played a pivotal role in the past two FIA F3000 series. And once again, it has created confusion in the perceived natural order of things. . .

When Marc Goossens crossed the line to win the Hockenheim Formula 3000 race, it was significant for several reasons.

It was a first F3000 victory for him, and for Derek Mower's small but effective Nordic Racing.

It ended Super Nova's extraordinary monopoly, which had brought David Sears's team four straight wins. Remarkably, another victory in Germany could have *guaranteed* that the title went to one of his drivers. But it wasn't to be. Ricardo Rosset was involved in a first-lap skirmish, and came away only with the satisfaction of a subsequent fastest lap. Vincenzo Sospiri, who had finished second to Rosset in Enna, despite being palpably off-form (he profited purely from the excesses and misfortunes of several others), was a bit player for the second weekend in succession, and he was tipped into a gravel trap while scrapping for sixth.

Goossens, meanwhile, won from the front, controlling the race pretty much as he pleased. "You can tell when you take a car apart afterwards," said the delighted Mower. "If a guy has been driving frantically, it shows when you strip everything down. But he



Marc Goossens heads for his first F3000 victory (top) and celebrates as much (left).

wasn't. The car was in really good shape."

It was Lola's first F3000 success in Europe since Jean-Marc Gounon triumphed at Magny-Cours in 1992 but, by Lola's own admission, that was an inherited victory. This, they imply, was the first 'proper' triumph since 1990, when Erik Comas sealed that year's championship crown at Le Mans Bugatti.

Lola's fall from grace was sudden. When F3000 switched from cross-ply to radial tyres, in 1991, everyone anticipated that the marque's superiority would persist. After all, a Lola was the thing to have in Japan, where radials had been standard issue for several seasons.

But. . .

The control Avon radial used in Europe is different in character to those manufactured by Bridgestone and Yokohama in the Far East. While Lola's success continued in Japan, the marque foundered in Europe, despite having drivers of the calibre of Damon Hill, Sospiri, Allan McNish, Laurent Aïello and Marco Apicella.

Customer confidence was thus low for 1992 and, despite Gounon's victory in the seasonal finale, it was non-existent one year later. Lola designed and built a car; nobody bought one.

"We're still suffering from that," says Ben Bowlby, who now spearheads Lola's F3000 design team. "Because 1991 and 1992 were bad years, we lost our foothold on set-up. We came back in 1994, but we were still suffering as a result of 1991's problems. We needed to gain data. We had no good base reference, and there was a steep learning curve all over again."

Goossens was on board in 1994, and he frequently proved the effectiveness of the T94/50 in race trim, although the car seldom started close enough to the front of the grid to challenge for a victory.

"Having Marc and Nordic together for two seasons has given us some continuity," says Bowlby. "We can now see that the set-up we were using last year was good, it's just that the car wasn't. Continuity always helps. Look at the job Super Nova and Sospiri are doing together this year."

Bowlby points out that Lola has made two significant gains this season. "The car has been improved aerodynamically and, through the suspension, mechanically. We've reduced the motion ratio, the movement of the damper in relation to the wheel, to desensitise the car. There has been a tendency within the industry to aim for a higher motion ratio, but we'd perhaps gone too far, and made things too critical."

The Lola's effectiveness in racing conditions has been apparent from day one this season, but it was only at Hockenheim that Goossens finally qualified respectably. Mower has been saying all year that Goossens would win "as soon as he pulls his finger out in qualifying". And so it proved. Third on the grid, Goossens was second by the end of the first lap, first by the end of the second. Race over. His strength as a *racer* has never been in doubt; this was just the first time he'd had chance to prove it while running right at the front.

"I always thought we'd be able to win if we kept Marc," says Mower. "I'd had an interesting, and tempting, offer to go back to Reynard over the winter, but we seemed to be making progress in our early testing, before Marc re-signed. It was hard to quantify any improvements until Marc tried it, however, but as soon as he drove it at Nogaro he said, 'Wow, it's 100 per cent better.' That was enough to convince us.

"It's good for everybody here. We're certainly not a big team, even by F3000 standards, but it shows that hard work can pay off. We've got a good bunch of lads, and it's given them all a bit of a lift. But the biggest benefit is to Marc. Now he knows he can win, and he's seen how easy it can be. That'll make a difference.

"The funny thing is, he's had to drive far, far harder than that in previous races when he *hasn't* won."

"The championship is up for grabs, though McNish and Bräck both require miracles on a Boullion scale"





Allan McNish (above left) and Kenny Bräck (leading Guillaume Gomez, below) both retain a mathematical chance of the championship, but the biggest threats to Vincenzo Sospiri (leading Marco Campos and Christophe Bouchut, above right) come from Goossens and Ricardo Rosset.



Hockenheim has marked a turning point in each of the previous two seasons. In 1993, Olivier Panis made an indifferent start to the season, and even worse one to the German GP support race. But he was reprieved by a red flag situation and then went on to take a maiden victory, the first of three which would carry him to the title. Last season, series leader Franck Lagorce stretched his advantage with a win, but Jules Boullion picked up his first decent result of the year in second, and never looked back. He won the remaining three races, and overhauled what had then been a 19-point deficit.

A good omen for Goossens?

The championship is, at least, still up for grabs, though Allan McNish and the increasingly impressive Kenny Bräck, second in Hockenheim, both require miracles on a Boullion scale. They are each 19 points adrift of Sospiri, 12 shy of Rosset and seven behind Goossens.

Certainly, Goossens is expected to go well on home soil, in Spa, but main adversaries Rosset and Sospiri have generally been so strong everywhere that there seems little realistic chance of a meek, Lagorce-style capitulation.

"As long as there's a possibility of the championship, then we'll keep going for it," concludes Mower, "but realistically we have to accept that we need to win the last three races."

And mathematically, even that might not be enough. . .

S A

Maple

It may not be the most fashionable country in racing circles right now, but

By all accounts, Jacques Villeneuve impressed in his recent test with Williams at Silverstone (see following pages). But his performance should come as no surprise, as to those of us who watch him regularly he seems destined to add the 1995 PPG Indy Car World Series title to an impressive list of achievements that already includes 1994 IndyCar and Indy 500 rookie of the year honours as well as four IndyCar wins in 1995, not the least of which is the Indianapolis 500.

Intriguingly, Villeneuve's F1 baptism came less than a year after fellow Canadian Paul Tracy tested the F1 waters with Benetton in similarly convincing fashion. And don't forget that Villeneuve's Indy 500 triumph came at the expense of Scott Goodyear who, at age 35, is the elder statesman of Canada's IndyCar fraternity.

At the other end of the age spectrum, Vancouver's Greg Moore is rewriting the Firestone Indy Lights record books and, at 20, already has a multi-year IndyCar contract with Forsythe Racing in his hip pocket. In Toyota Atlantic, Toronto's David Empringham is working on a third straight title, his primary opposition coming from America's Richie Hearn and Quebecois Patrick Carpentier.

The fact is, Canada is having an enormous impact on IndyCar racing today – and could make a similar impact on F1 in the years to come.

Canada has long stood at the cultural crossroads of the United States, England and, in the case of Quebec, France. Case in point: a visit to any well-stocked urban Canadian bookstore will uncover current issues of MOTOR SPORT, *Autosport* and *Auto Hebdo* as well as the usual racing magazines found in the States. Turn on the F1 race in English-speaking Canada and you'll find Murray Walker and Jonathan Palmer on the BBC feed via CBC, even as racing fans in the States get ESPN's Bob Varsha and Derek Daly from a studio in Connecticut, pretending they're in Sao Paulo or Imola.

Is it any wonder Canadian youngsters grow up dreaming of racing at the Ile de Notre Dame and Monaco, the Molson Indy and Trois Rivières, rather than Terre Haute and Winchester, Daytona and Charlotte?

"There are four big races in Canada," says Moore. "The two Molson Indys, the Grand Prix and Trois Rivières."

Although dirt track racing exists in Canada, it is a decidedly second tier sport; the vast majority of young Canadians aiming for a motor sports career move from karts to Formula Fords rather than stock cars or midgets. After all, Canada has a tradition of great feeder series in the smaller formulae, as well as Formula Atlantic and rock 'em, sock 'em sporty car series like the Porsche Cup and GM Challenge. Indeed, in the late 1980s the Export FF2000 series rivalled the Indy Lights and Super Vee series in terms of depth and quality.

"Canada is having an enormous impact on IndyCar racing today – and could make a similar impact on F1"

"Canada's feeder and support series are all geared to racing European style," says Moore. "And the drivers you're seeing today are a product of the great feeder series of the 1980s. Paul Tracy raced FF1600 and FF2000, I did FF1600, David Empringham and Scott Goodyear raced in the Player's GM and Rothmans Porsche Cup. And don't forget that Jimmy Vasser raced in the FF2000 series for a couple of years as well."

What's more, young Canadian talent has been nurtured by companies with a long-term commitment to motorsports rather than expedient, high profile deals with established stars. Witness the association between Player's and Formula Atlantic, which dates back to the halcyon days of Gilles Villeneuve, Keke Rosberg and Bobby Rahal. More recently, Player's has been instrumental in bringing Jacques Villeneuve up through the ranks to IndyCars with Moore and Claude Bourbonnais next on the list.

And when Bourbonnais was hurt earlier this year, Forsythe tested a host of young Canadians as potential replacements at the sponsor's behest, before settling on Toyota Atlantic/Indy Lights veteran Trevor Seibert and Bertrand Godin, respected for his Formula Ford exploits in France, but virtually unknown in North America. Although Seibert did himself a power of no good by crashing at Milwaukee, Godin showed promise in three outings at Detroit, Toronto and Portland, where he qualified third fastest.

Nor is Player's alone. Scott Goodyear's entry into Indycars in 1987 was paved by Rothmans; when he had to take a step back in 1988, Goodyear earned a living in the Rothmans Porsche Cup series while marshalling his forces for another, successful, run at IndyCars.

Although the Porsche Cup, GM and FF2000 series are now just fond memories, Canada's tradition of professional, entry-level feeder series continues thanks to Esso and BF Goodrich which sponsor a FF1600 series in Ontario and Quebec.

Contrast this to the United States, where entry-level professional open wheel racing is a morass of competing series and sanctioning bodies virtually ignored by major sponsors. While Marlboro has done much to spur the growth of IndyCar racing, it has done nothing to foster young American talent in the FILC or Toyota Atlantic series. Nor have most of the other big IndyCar sponsors, although PPG is co-sponsor of the Indy Lights Series. And for all the palaver from Tony George and USAC about the need for more young American drivers in IndyCar racing, they've yet to spend Dollar One to support an aspiring American IndyCar driver.

On the other hand, Winston supports grassroots stock car racing to the tune of several million dollars per year – and reaps the rewards with a steady stream of Winston Cup hopefuls emerging from short tracks all over the country.

relief



enlightened sponsorship could soon help to point the spotlight at Canada

One hopeful sign is that USAC and SCCA are jointly sanctioning a national FF2000 championship with races on ovals and road courses, and modest support from Ford and Yokohama. Appropriately subtitled "Partnership for American Racing," the USAC/SCCA Formula Ford 2000 National Championship is a step in the right direction; one that holds the promise of an entry-level feeder system to professional open wheel racing comparable to what has long existed in Canada in one form or another.

What's needed is for a Marlboro, a Valvoline or a Budweiser to step up to the plate and support aspiring American drivers in the same way that Player's and other Canadian companies have long-supported their own. The benefits might not be immediate, but what company wouldn't want the kind of publicity Player's has garnered from its association with Villeneuve? Or that Player's is almost certain to receive in the coming years from its support of Moore?

D P



Spot the similarity: Player's has supported Jacques Villeneuve through Formula Atlantic (inset) and into Indycars, where he faces established compatriots such as Paul Tracy (top).

Jacques Villeneuve's maiden Formula One test for Williams opened the door for him to join Damon Hill in 1996...

Eighteen years may be a long time in motor racing, but it's a short time where memories of legends are concerned.

That's why the buzz at Silverstone at the beginning of August was tangible as Jacques Villeneuve, son of the great Gilles, emulated his father's inaugural F1 test (at the wheel of a McLaren in 1977) with some stunning laps for Williams.

Villeneuve Jnr was a boy of 11 when his dad – already fêted wherever F1 cars raced – perished in that terrible accident at Zolder in 1982. Now 24, he has the world at his feet, victory in the Indianapolis 500 tucked under his belt and the overall Indycar crown within his grasp.

"I've been asked that many times!" the young French-Canadian says in response to the inevitable question. "A lot of times after Indy and Miami, when we had good results, a lot of the questions were 'Did you think of your father on the finish line?'

"That's not the reason I'm racing. When you're driving, testing or racing, you're really busy and you're working hard, so you don't have the time to think about stuff like that anyway. It's really unimportant.

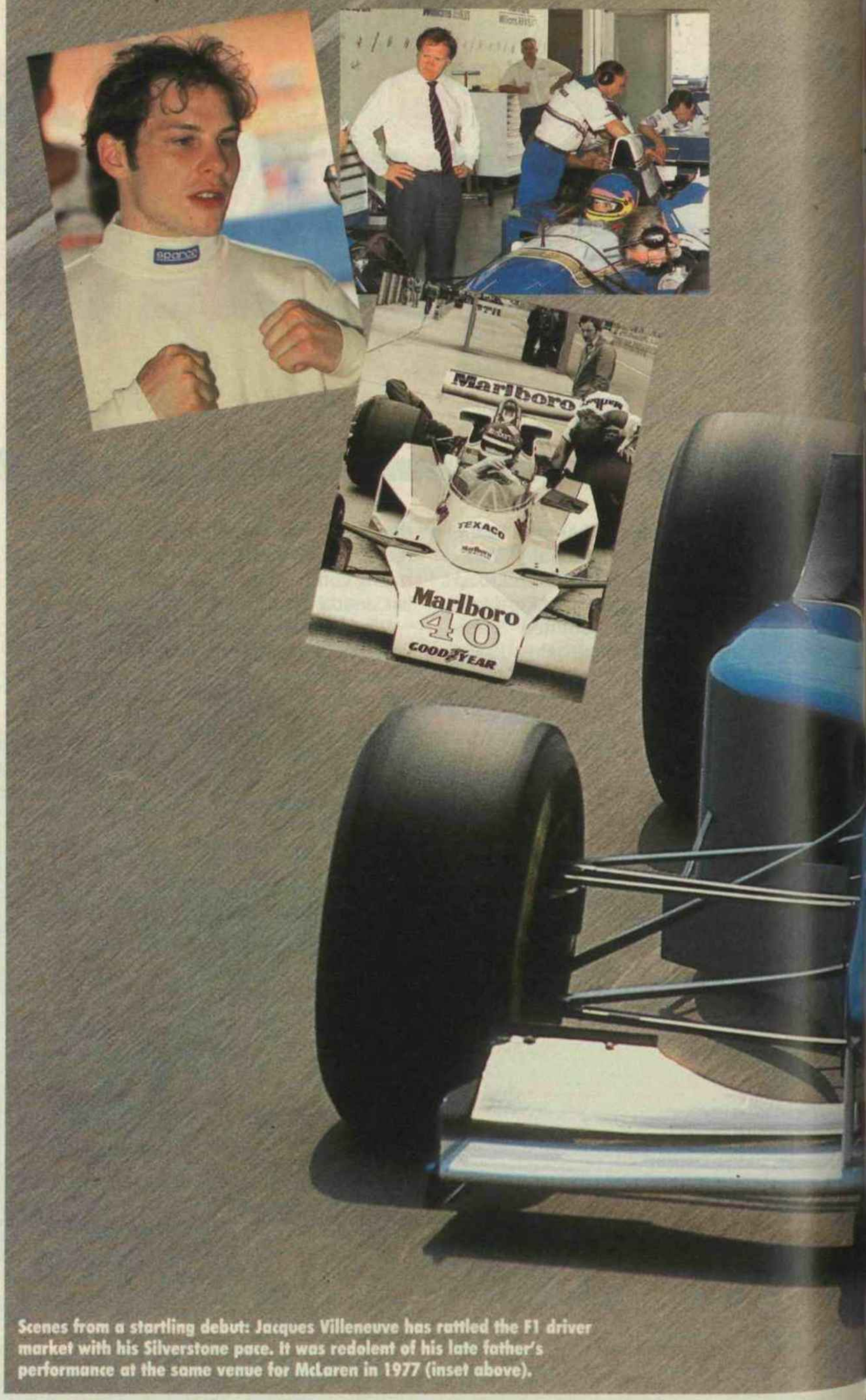
"When you think about family or anything like that, it's more about things that happen in normal life – it's nothing to do with the work side of it."

Unlike his spectacular, powersliding father, who won races through his all-out seat of the pants style, Jacques drives smoothly and picks up wins from stealth and racing nous. His driving is more redolent of Prost's than Villeneuve Snr's: "I didn't try to copy him [his father]. I don't know if we drive similarly or not and I never really paid attention to that.

"I drive like I drive and if it's like him then great, but if it's not I like it the way it is anyway!"

Another contrast between the two generations is the relative levels of their careers. Whereas Gilles came to Silverstone as the hotly-tipped Formula Atlantic champion, desperate to break through into premier level single-seaters, Jacques arrived as a man seemingly destined for the Indycar title and already at the top of his sport.

"It's not because I won the 500 that I can say 'There's no point staying in the States, I've got to do F1'," he claims. "That's not the key element. Where I go depends on the interest, how you get along with the people in the team and whether it's a winning combination and a lot of other contractual points as well!



Scenes from a startling debut: Jacques Villeneuve has rattled the F1 driver market with his Silverstone pace. It was redolent of his late father's performance at the same venue for McLaren in 1977 (inset above).

"My ambition has been to be a professional race car driver and win races and, if possible, championships. Not to be in Formula One at any cost."

That seems to have been reflected in his wandering career path to date. Having started on the Italian saloon car scene, Jacques raced Italian F3 before moving to the Japanese championship, in which he placed runner-up to TOM'S Toyota teammate Rickard Rydell. In 1993 he upped sticks and returned to North America to race Formula Atlantic, finally moving into Indycars last year.

Now, in addition to his blistering record with the Team Green Reynard-Cosworth, Villeneuve has virtually wiped out at a stroke the awkward memories of the last man to try the Indy to F1 route, Michael Andretti.

"A race car is a race car – once you're on the limit it's hard to work, whatever series it is," he ponders. "I knew that the car was going to brake harder and that it would corner faster than an Indycar – that wasn't a great surprise because I was expecting it. But the car is also lighter so it's going to be more driveable – you can get it sideways and still drive it easier than an Indycar.

"The downforce level is now closer to an

Catch the buzz

Indycar compared to what it used to be. I heard before that the grip was so much, sometimes you could go into a corner with a lot of speed and you couldn't feel where the limit was, but if you trusted it, it would stay there. Now from what I can tell it's sliding a little bit."

So confident was Villeneuve that he felt the quickest time of the three-day Silverstone test was easily within his grasp.

There was perceptible tension as Jacques and David Coulthard both accelerated out of the pits with 10 minutes to go, the Scot having just slashed his British GP qualifying time in sweltering heat. The disappointment as the Canadian ground to a halt on the circuit, having forgotten to switch the fuel pump on, was immense. During the morning, he had been a fraction faster than the Scot; during the previous two days, he had lapped within half a second of Damon Hill. And Williams's regular drivers both had use of the latest specification Renault engine, the RS7B. Villeneuve was entrusted with the previous generation RS7A.

"The run before then I was trying some different gears and so on and it wasn't better, so I was going back to normal settings for that run. For sure it was gonna be quicker."

It wasn't just pride that was at stake, either. Nobody believed that Frank Williams was going to let the French-Canadian drive an FW17 for three days purely for the hell of it. This was make-or-break: time to prove that he was ready for Formula One. . .

Even without the unfortunate fuel pump incident, the answer was already affirmative. On August 8, Villeneuve's manager Craig Pollock formally notified Team Green that the current Indycar series leader would not be staying in 1996.

In the short-term, the son of one of the sport's most charismatic figures was committing himself to F1, and Williams. **MJS**

Still chasing

I said in my last column that if I was to stay in contention for the British Touring Car Championship title I must win at Knockhill. I did. But it could've been better.

I qualified second for the first race, and made a good start to beat Rickard Rydell's pole-sitting Volvo into the first corner. Everybody had expected Rickard to win both races easily; he had been the quickest guy when we had a two-day test at the track the previous month, and throughout the week of testing leading up to the race he was the fastest man every time.

But I felt pretty confident all the same. When Volvo did their race runs it was not all that impressive. And this showed in the first race; he was maybe quicker in the first seven laps or so, but after that I was quicker. Not by much – maybe a tenth or two – but this meant I had quite a comfortable lead.

And then it happened. Approaching McIntyres, a tight downhill right-hander, my Renault Laguna's gearbox broke and I was stuck in third. My race was over. We've used this gearbox for the last two years and we've never had this failure before – a weld fractured on the selector barrel – but that's motor racing. I hope we don't come to regret it at the end of the season.

I was also on the front row for the second race in Scotland. This time I was just over a tenth slower than Rydell in qualifying. He'd been almost half a second up in the first session, but I'd had a problem with my brakes that had limited me to just two timed laps. We couldn't quite match the Volvo over a single lap, but after my experience with the new Michelin tyre in the first race – this gave my Williams Renault Dealer Racing Laguna improved turn-in for the slower corners while appearing to have a longer life – I knew I could beat him if I got a good start.

Rickard seems to have a real problem getting the Volvo off the line; I don't know him well enough to say whether this is a problem in his brain or with the car, but it doesn't really bother me as long as I get into the first corner first. Once I had accomplished this I was able to dictate the race from the front. It was good to win, but my earlier retirement is still playing on my mind.

As is Brands Hatch.

After my mixed result in Scotland, it was obviously important to gain a couple of strong finishes at Brands. It had looked promising during the TOCA test on Friday, and by lunchtime I was third quickest. We had a few small problems with my race car in the afternoon, so I drove the T-car, which had the same set-up. I didn't do many laps, but I was able to do a high 46s despite small brake problems, so we thought that we'd be OK when I got back in my race car on Saturday.

But It just didn't happen. I ended up as slow as I'd been on Friday afternoon. There were mitigating circumstances. In both sessions, what should have been my quickest lap – the first flier – was spoiled. In the morning Tarquini went off and there were waved yellows, and then smoke started seeping out of the dash, so I had to abort. In the afternoon, Cleland was going slowly on the circuit and inadvertently held me up.

My team-mate Will Hoy started at the front and scored his first win. I was left to fight my way through from seventh. Will had the set-up that Mark, my engineer, and I had worked out for the Grand Prix support race at Silverstone. At Brands, we didn't get chance to try it until the warm-up, when I was quickest!





Menu wins at Knockhill (main shot). The Alfas were more effective at Brands (above), where Rydell leads the start of the second race (below).

As I then expected, the car was really good in race one. I overtook Radisich at the start and passed Harvey going into Druids. A few laps later I went by Cecotto and then I caught the first three fairly easily. I could have gone a bit quicker, but the cars were very evenly matched and I didn't want to do

anything silly. I just poked my nose inside Cleland three or four laps from the end, but I was happy to settle for fourth.

In race two, Tarquini came down the inside at Paddock so I opted to take the long way around Druids. But Cecotto was on the inside, and he just drifted wider and wider until I was on the grass. We touched a little, and it looked like he had started to go straight again when he suddenly turned left. I think he'd suffered a broken rim in the initial contact, so there wasn't much I could do. I just hit him and he spun around. After that, the car was not very good. The cambers were out, so it was a handful, but I thought I could still score a few points. . . until the throttle jammed open on lap 14!

We don't lift off when we change up in a touring car, but I felt something weird as I came out of Clearways. I had a feeling the throttle was stuck and braked a little early for Paddock, just to be on the safe side. It was just as well I did. . . I drove back to the pits on the ignition switch, and that was that.

Obviously that's made the championship more difficult now. At the start of the year I wasn't sure how to play the season. I hoped that I would be in a position to challenge for the championship, but I wasn't sure how Williams would adapt to its new environment. I should have guessed it would do so very smoothly, and although I'd rather be leading the championship, I feel we've given a very good account of ourselves. Put it this way, there are six races left, and we're still in with a chance.

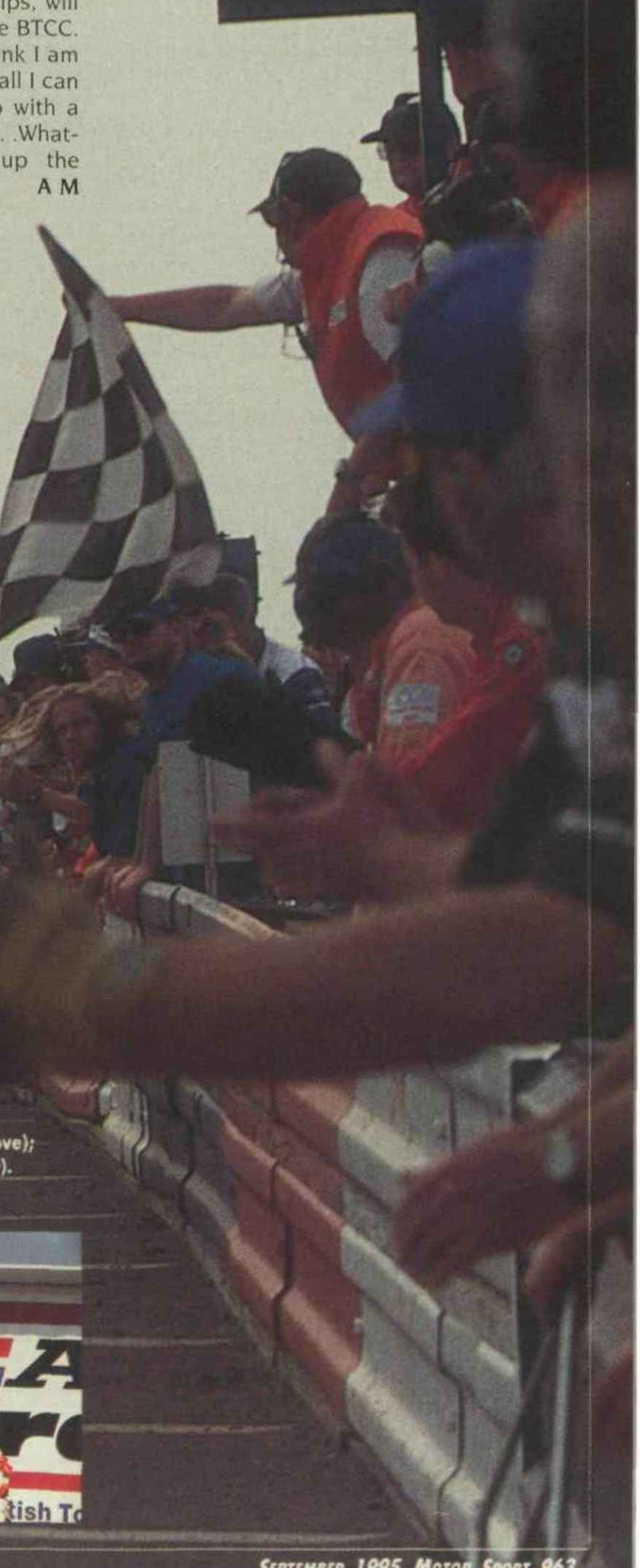
I'm not sure which of my main opponents represents *the* biggest threat; one day I think it is Cleland, and the next I think it is Rydell. But if you look at the circuits we still have to go to – Snetterton, Oulton Park and Silverstone National – you have to say that Rydell and Volvo will be tough to beat. But then the Vauxhall is a very good car. . .

Of the three of us, I think that Cleland has the most pressure. He's been going round telling everybody how much winning this championship would mean to him, and I think he really means it. I'm not saying that this will be his last chance to win, but he knows that he's not getting any younger and that he might not get a better chance to achieve his ambition.

At the end of the day, however, what your opponent does is out of your hands. All a driver can do is concentrate on fulfilling his part of the bargain. I am confident that Williams, with its budget, it professionalism, and history of winning championships, will give me everything I need to win the BTCC. I'm relaxed, I'm confident, and I think I am driving well at the moment – that's all I can be right now, even if we could do with a change of luck on the final run-in. . .Whatever, I certainly haven't given up the chase.

A M





Celebrations: Menu at Knockhill (above); Cleland and Hoy at Brands (below).



Kiwi polish

Colin McRae takes a third straight win in New Zealand, and keeps his slim WRC hopes alive

Colin McRae fêtes his third consecutive win down under. World champion Didier Auriol could only watch as the Scot pulled away, as has become tradition, on the Motu Road.

Sponsorship of events, teams and drivers by tobacco companies, notably to promote particular cigarette brands, has been as common for many years in rallying as it has in other sports. The reason is straightforward. Tobacco advertising is severely restricted in many countries, banned altogether in some, and one of the few ways these companies can secure public exposure for their brands is to negotiate contracts for sponsorship.

Tobacco companies pay huge amounts in tax, and one way to reduce these amounts and, at the same time, gain exposure without actually advertising, is to spend money on sponsorship. However, some countries have forbidden all public appearances of tobacco and cigarette brand identities and one of the latest to follow this trend is New Zealand. Small wonder, therefore, that the 1995 rally was called the Smokefree Rally of New Zealand, it being said that the government compensated the organisers somewhat for their loss of sponsorship revenue.

As has been the practice in the past few years, the rally was based at Auckland and took place entirely in the northern part of the North Island. The habit of alternating year by year between the two islands, and even starting at Wellington rather than Auckland, was abandoned a long time ago.

Unlike most events in the World Championship these days, which cram their routes into the hours of daylight of just three days, the New Zealand Rally spanned four, from Thursday afternoon to Sunday afternoon. Even so, the 1277 mile route contained just 310 miles of special stages, after three of the original 33 had been cancelled.

The first leg was held in the southern part of the Northland Peninsula, to the north of Auckland, the second to the south and south-east, ending alongside the famous lake at Rotorua, noted for its trout of enormous proportions, but which make indifferent eating since their muscles have no current against which to work. I recall catching such a huge trout once and getting our hotel chef to cook it. Denny Hulme joined us for dinner that evening and, after enquiring where I'd caught the fish, promptly ordered a steak!

The third leg formed a loop starting and finishing at Rotorua and extending eastwards, and final leg ran from Rotorua back to Auckland. Roadside servicing was practically absent this year, save for a few surreptitious activities, the plan being that all servicing would be in defined areas preceded and followed by time controls.

The New Zealand Rally was a qualifier in both the full World Championship and the 2wd series, not to mention the Asia Pacific Championship in which Japanese manufacturers are taking an increasing interest since it centres on what is their close-to-home market.

All four teams which have nominated themselves for points in the world makes' series were there, Toyota, Mitsubishi, Subaru and Ford. Toyota was represented



by Team Toyota Castrol of Cologne, Mitsubishi by Ralliart of Rugby, Subaru by Prodrive of Banbury and Ford by RAS, with plenty of Boreham backing, of course.

The three nominated Toyota crews were Didier Auriol/Denis Giraudet, Juha Kankkunen/Nicky Grist and Armin Schwarz/Klaus Wicha. A fourth crew entered by the team but not nominated were Safari winners Yoshio Fujimoto/Arne Hertz. Marcus Grönholm/Timo Rautiainen took another Celica from Finland, whilst Mohammed bin Sulayem/Ronan Morgan had a similar car from Italy's Grifone stable.

Mitsubishi's crews were Kenneth Eriksson/Staffan Parmander, Tommi Mäkinen/Seppo Harjanne and, from Australia, Ed Ordynski/Mark Stacey, all in Evolution Three Lancers, the latter a group N version. Three group N Evolution Two Lancers came from Mitsubishi Germany for unnominated crews Isolde Holderied/Tina Thörner, Argentinians Jorge Recalde/Martin Christie and Portuguese crew Rui Madeira/Nuno Silva.

The Subaru team had three Imprezas. Carlos Sainz was not fit enough after injuring his shoulder when he came off a mountain bike, so his place was taken by British driver Richard Burns. The line-up thus consisted of Colin McRae/Derek Ringer, Peter Bourne/Tony Sircombe from New Zealand and Richard Burns/Robert Reid.

The Ford team, many of its members stricken by 'flu just before the event, drivers included, was made up of three Escort RS Cosworths for François Delecour/Cathérine François, Bruno Thiry/Stéphane Prevot and, from New Zealand, Neil Allport/Craig Vincent.

"Burns. . . was putting up creditable times in his role as Sainz's deputy"

Even though the New Zealand Rally was a qualifier in the two-wheel-drive section of the World Championship, there was a notable lack of interest shown by the regular 2wd teams. Even the Skoda team, a regular attendee, was absent. Indeed, it was as a result of the performance of privateers in New Zealand that Peugeot moved up to take the lead with 212 points, ahead of Renault which has 175.

Heavy rain in practice and during the event itself caused deterioration of many special stage surfaces, which sometimes favoured early runners and sometimes those a little further back. For the leaders, some six stages were run in darkness.

The first was a short (1.28-mile) spectator stage on the outskirts of Auckland where, as usual with such stages, penalty differences were minimal. Schwarz was fastest, Kankkunen, Auriol and Eriksson one second behind and McRae, Delecour, Burns and Mäkinen another second back.

Allport and Holderied both hit a post, Allport damaging his power steering, and Holderied doing so much damage to the front left of the car that the wheel began flapping uselessly. She managed to get off the stage but it was impossible to complete repairs in the time available. Another case of "you can gain nothing on Mickey Mouse stages but you can lose everything".

Bin Sulayem had a turbocharger pipe come off during the second stage. He carried on, but one stage later all drive was lost, putting the UA Emirates driver and his Irish partner out. Burns was slowed for a while by a faulty electronic sensor in the transmission system, but generally the Englishman was putting up very creditable times in his role as Sainz's deputy.

At the end of the day, it was Mäkinen who



Juha Kankkunen was overhauled by team-mate Auriol in New Zealand, but still lies joint second in the overall seconds, just one point shy of his team-mate.







Kenneth Eriksson fared best of the surviving Mitsubishis, finishing fifth (left). Richard Burns subbed well for Carlos Sainz (above), although he ultimately failed to finish.

emerged leader, eight seconds ahead of Schwarz and another three in front of Auriol and Eriksson. Eriksson and Kankkunen were joint fifth, another four seconds back. Mäkinen, whose knowledge of the event did not compare with that of his rivals, was indifferent about having to be in first position on the road the next day. He is a man of few words to all but his friends, and simply shrugged his shoulders and remarked, "With weather like this, it could even be better for me to be first." Kankkunen, on the other hand, felt otherwise and even slowed a little so that a few seconds lost would put him a few places back.

True enough, there was overnight rain and Mäkinen made best time on the first three of Friday's stages. Eriksson had an intercooler pipe burst, whilst Allport lost about 20 seconds after stalling. He said that he was taking time to adjust to the technique required to use the seven-speed gearbox to its fullest advantage.

Just two stages into the second day Fujimoto was left with just rear-wheel-drive in his Toyota and, parts replacement regulations being what they are, he had to endure this loss of front drive until the end of the day. Grönholm, son of a well-known, enthusiastic father who was killed in a testing accident in Finland some years ago, put his Toyota off the road and damaged it so badly that there was no hope of continuing. In this respect, it must be said that several drivers fell foul of the NZ traffic police who, quite rightly according to law, objected to badly damaged and technically unroadworthy cars being driven on public roads from special stage to service point.

Thiry, the likeable Belgian, spun after his inside door handle fell off and began hopping around the under-pedal area. Auriol was suffering from the 'flu bug that had been moving around many of the rally people in New Zealand.

On the twisty fourth stage of the day, McRae was fastest by far and shot up immediately to take the lead, aided by Mäkinen's leaving the road. He put his Mitsubishi straight down a steep bank and was quite unable to regain the track even though the car was largely undamaged. As honest in his comments as ever, he exclaimed afterwards, "Car was good. It was my fault."

Having taken a good lead. McRae felt he could relax a little and even indulged in testing of new centre differentials. Schwarz became first driver on the road, but he slowed for a while after dashboard warnings that his engine temperature was rising and his oil pressure falling.

As the day progressed and the stages became faster, Auriol began picking up the odd few seconds here and there. Thiry hit a rock on a stage which was followed by a road section on which service was not allowed. But the next stage was short. less than three miles, so the bent front left suspension did not cost him too dearly; about a minute, he estimated.

"Motu is unforgiving of those who take risks. . . although McRae is well known for his mastery"

In the afternoon, Burns, who was still putting up impressive times, was slowed by a front puncture. He was using foam-filled tyres at the time, but it seems that the foam-producing insert failed to react properly.

The last two stages of the day were cancelled, partly due to rain damage and partly, for the second of the two at least, because some leading drivers felt that it was too fast and made their views known to the organisers. So it was then straight to Rotorua where the unfortunate Bruno Thiry found himself quite unwittingly on the retirement list. After service before the overnight closed park, his Escort's engine refused to start and it was a full 20 minutes before the fault was traced to an obscure but vital computer chip which had failed. When the engine finally fired up, it ran perfectly, but the damage had been done and Thiry was beyond his maximum lateness.

The second of Saturday's slippery stages was the infamous Motu Road, just south of the Bay of Plenty. Later in the day it was run in the reverse direction, but divided into two, practice for the two-way use being rendered more or less safe by the recce restrictions which allowed only certain stages to be recced on certain days.

The full 28 or so miles of Motu Road is partly downhill and partly uphill. It is notoriously unforgiving of those who take risks, although McRae, with two New Zealand wins already under his belt, is well known for his mastery of this difficult stage. As forecast, he was fastest, despite the loss of his turbocharger cooling water, and he emerged with a time of 38m 09s, a full 35s less than that of Auriol. Delecour followed after another three seconds, but none could match the blistering pace of the Scottish Subaru driver.

Schwarz experienced understeer, whilst both Delecour and Eriksson spun. For Burns it was the end of a fine drive. He hit a watersplash rather hard, dislodging his radiator and knocking off the drive belt to both alternator and power steering pump. Eventually the battery went dead and the car spluttered to a stop with nine miles to go.

Schwarz also lost his alternator drive belt later, but he managed to struggle to his next service point for a replacement. Delecour lost between two and three minutes after hitting a rock, puncturing his left rear tyre and having the suspension on that corner collapse. But he managed to struggle on and have the damage put right.

The downhill part of the Motu Road re-run was cancelled, partly because it was considered too slippery and partly because it had been considerably cut up by the first running. However, the uphill part, which formed the next stage, was run.

At the end of the day, McRae had increased his lead over Auriol to just over a minute, but behind him were three Toyota crews, all as eager as a pack of African wild dogs to run down the fleet Subaru as though it were a gazelle. McRae eased up fractionally, but he and Ringer kept close eyes on the clock and made quite sure the Toyotas did not get uncomfortably close. In



The Escorts were never really in the hunt. Delecour (left) finished sixth; NZ debutant Thiry (below) suffered an unfortunate retirement through no fault of his own.



fifth place after the third day was Eriksson, whilst Ordynski's nominated Group N car was trailing a little but destined to score valuable extra points for the team, though none for the driver himself as he was outside the top 10. Among makes, nominated crews may score team points if they finish in the first 15, the scores of the top two cars of each make being taken into account.

The Sunday morning restart was again at 6am, and this time there was more than a little frost on the road surfaces. New Zealand's North Island is considerable less south of the Equator than Great Britain is to the north of it, but in wintertime, as it is in July, frost and even snow can appear.

Japanese driver Taguchi, partnered by Australia's Fred Gocentas, felt like kicking himself when he arrived at the closed park. He had left his car key in his hotel and lost nine minutes collecting it. There is a lot to be said for all team members carrying car keys. Indeed, in the old Datsun team all competing cars and service vehicles were fitted with the same locks so that the same key would open and start each vehicle in the team. Every member of the team had to carry a key and much heartache was prevented by that simple ploy.

Four stages from the end Eriksson lost some time after he spun and, facing the opposite direction, was obliged to retrace his steps for about 50 yards before he could turn around.

Fujimoto dropped right out of the top 10 when he went off the road and took something approaching 20 minutes to regain it. He finished 27th overall.

As the day progressed, McRae became more and more contented with the fairly safe assumption that he was about to score his third New Zealand win in succession. But he is very much a realist and will not unwind completely until his car is safely on the finish ramp.

McRae's victory puts him up to fourth place in the World Rally Championship for Drivers. However, Auriol's second place elevated him to the lead, just one point ahead of Sainz and Kankkunen who share second place. Among the makes, Toyota, by its second and third places, goes to the head of its table whilst Subaru, notwithstanding first and seventh places, remains in third place, six points behind Mitsubishi and 24 ahead of Ford. **G P**

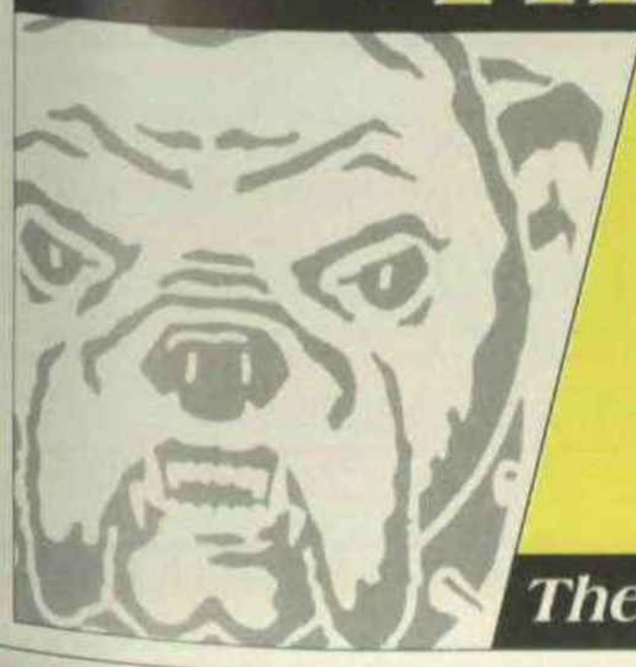
Rally of New Zealand — July 27 - 30 1995

1	Colin McRae / Derek Ringer (GB)	Subaru Impreza 555, GpA	5h 33m 06s
2	Didier Auriol / Denis Giraudet (F)	Toyota Celica GT-Four, GpA	5h 33m 50s
3	Juha Kankkunen (SF) / Nicky Grist (GB)	Toyota Celica GT-Four, GpA	5h 34m 50s
4	Armin Schwarz / Klaus Wicha (D)	Toyota Celica GT-Four, GpA	5h 34m 51s
5	Kenneth Eriksson / Staffan Parmander (S)	Mitsubishi Lancer RS Ev3, GpA	5h 35m 38s
6	François Delecour / Cathérine François (F)	Ford Escort RS Cosworth, GpA	5h 37m 30s
7	"Possum" Bourne / Tony Sircombe (NZ)	Subaru Impreza 555, GpA	5h 42m 01s
8	Neil Allport / Craig Vincent (NZ)	Ford Escort RS Cosworth, GpA	5h 54m 47s
9	Jorge Recalde / Martin Christie (RA)	Mitsubishi Lancer RS Ev2, GpN	5h 57m 45s
10	Rui Madeira / Nuno Silva (P)	Mitsubishi Lancer RS Ev2, GpN	5h 58m 16s

World Rally Championship points after five of eight rounds

Drivers: 1 Auriol 51; 2 Sainz and Kankkunen 50; 4 McRae 40; 5 Delecour 36; 6 Mäkinen and Eriksson 28; 8 Schwarz 22; 9 Thiry 20; etc. Makes: 1 Toyota 217; 2 Mitsubishi 199; 3 Subaru 193; 4 Ford 169.

The TVR Centre

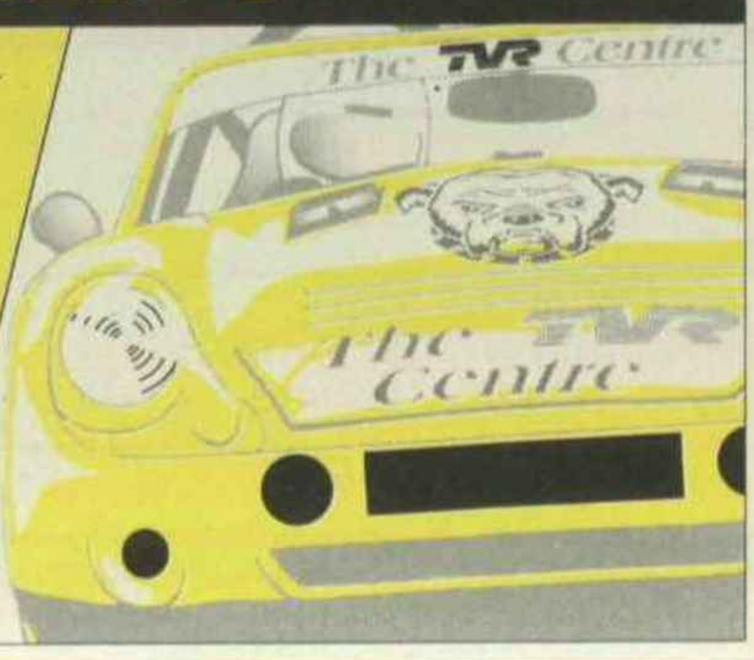


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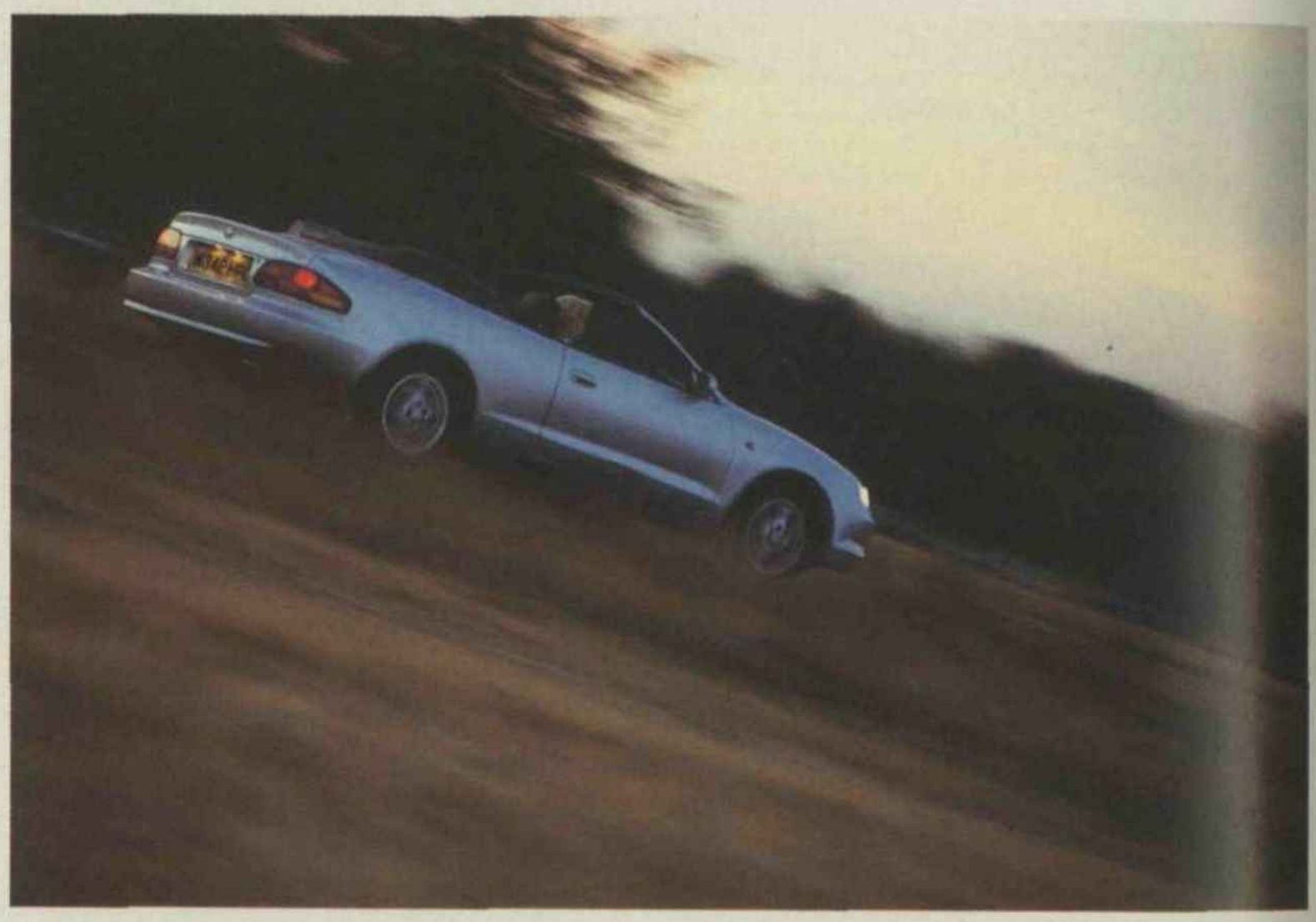
Toyota's Celica cabrio certainly looks the part, but it struggles desperately in the value-for-money stakes



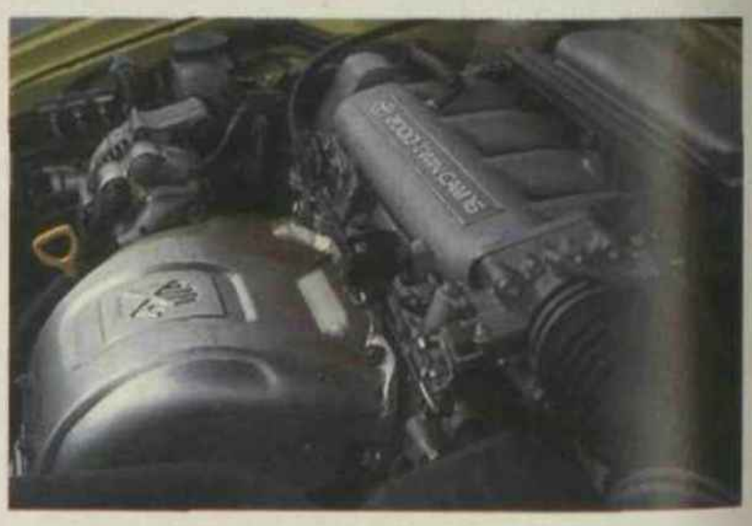
For a long time now, I have had this inner turmoil, trying to decide which type of car I'd select should I be forced to own one, and only one. Only those who relish being permanently miserable or wear ill-fitting toupées (which amounts to the same thing), could disagree about the desirability of a convertible for liberating the spirit, blowing away the cobwebs and releasing the tensions after a tedious day.

Personally, I've never been truly satisfied with any vehicle that cannot attain Warp Factor Six and pull a lateral G of at least four, all with razor-sharp responses. No convertible yet produced could supply all of these elements; even a Caterham Seven would leave Star Trek's Scottie woefully disappointed.

It is indeed, a tricky problem, but in an ideal world it would have to be a single seater Formula One car of the pre-turbo era when they also had suspension movement and aerodynamics played less of a vital role in cornering – one from the early seventies perhaps. But not only do I have driver's licence and family to consider, but in spite of my addiction to Gs, I still have friends to transport too.







It's a rare car which looks better as a soft-top than it does as a coupé, but the Celica does. Push-button roof reveals uninspired but proficient fascia; engine-room contains adequate 16-valver, but GT4 Turbo unit would fit...

"I've never been satisfied with any vehicle that cannot attain Warp Factor Six"

My only consolation is that new rag-tops are popping out like peas from a pod, and as the march of time is generally commensurate with progress (despite some notable exceptions), upon my eventual, theoretically enforced purchase, I may at least be able to afford a not too disappointing compromise.

In the real world, and at the more attractive end of the rag-top market, Toyota has recently introduced its latest convertible – and its most tempting effort so far – the latest generation Celica GT.

Its immediate and prime asset is handsome, individual lines, being one of the few convertibles with better looks than its tin-top counterpart, while retaining its individuality. Based on the American GT-spec anti-corrosion sheet steel body, the conversion is executed by ASC. Its very high quality hood is fully automatic and is raised or lowered in a matter of seconds with a dashboard switch. When lowered, a smart one-piece tonneau can be clipped neatly into place.

Naturally, the Cabrio's chassis has received the stiffening required to compensate for the lack of a solid roof. Strengthening around doors, front pillars, roof stowage area and front and rear suspension subframes ensure that scuttle shake is better controlled than most tin-top conversions. However, unless a chassis is designed without a roof, this phenomenon will never be utterly eliminated.

Sensibly, Toyota has opted for the 'If it ain't broken don't fix it' policy, so the convertible retains virtually the same spec as the reasonably competent 2+2 coupé on which it is based (tested, MOTOR SPORT June 1994). To recap; the motive force is supplied by a front-mounted transverse 2.0-litre twin-cam 16-valve, 173bhp 3S GE engine driving the front wheels. Whist not the smoothest four-cylinder on the market, it is far from the roughest, but the convertible's weight handicap ensures that its claimed performance remains adequate rather than sparkling. Zero to 60mph in 8.5 sec and 134 maximum will not raise any eyebrows, never mind pulse rates.

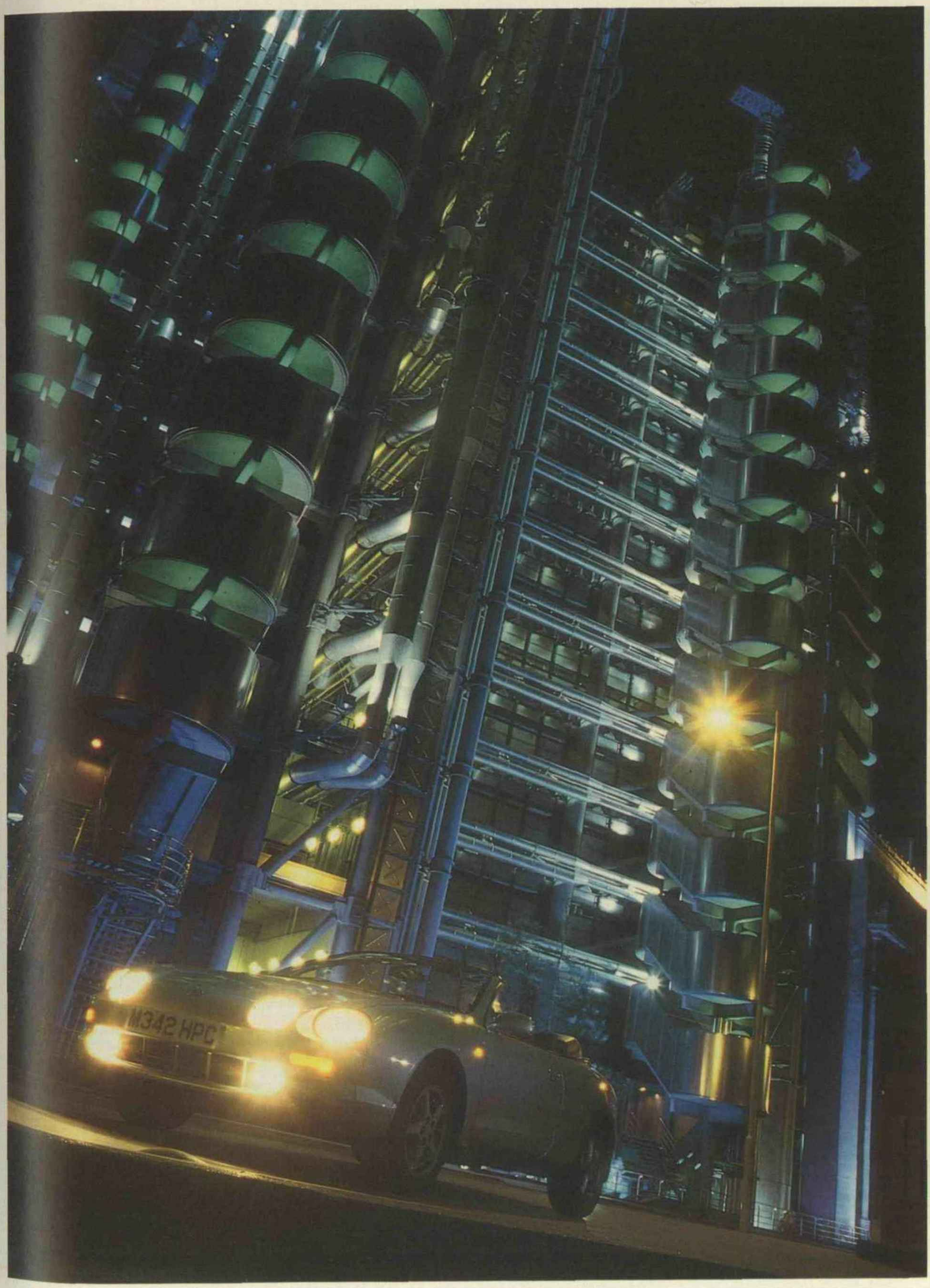
MacPherson struts all round are supplemented by front camber control arms and bracing rod, while dual links and longitudinal strut rods assist with control at the rear.

As usual with most exterior transformations these days, the convertible's interior is almost indistinguishable from that of the coupé, and even from the monster turbo-powered GT4 version. Nonetheless, its fuss-free design is comfortable on the eye and ergonomically sound, though the tiny rear window renders bad three-quarter vision with the hood raised.

Disappointingly, and contrary to the press blurb, refinement isn't wonderful with the hood raised either. Despite the attempts of the design department to maximise sealing efficiency, the combination of wind noise about the B-pillar and tyre roar can be a drag on motorways. More rattles than you would expect for such perceived build quality are also annoying. In fact, driving with the hood lowered is an altogether less irritating experience, with more of the right sounds swirling round the lugs. The exhaust note, which sounds as though it has been acoustically tampered with, is mildy pleasing.

It would sound even better if the car wasn't so long-legged and you could play around with the 'box just for fun a little more often. As things stand, not only is the outright performance a trifle disappointing, but the way in which the Celica Cabrio achieves the manufacturer's claims is even more so.

With an engine which responds only to high revs, it is strange that fifth gear feels almost an overdrive, and one gets an inkling that the maximum speed could almost be achieved in fourth. On the continent, when the need arises, acceleration in fifth from 80mph-plus could be embarrassing. Surprisingly, Toyota claims the sister coupé's performance to be similar, but the Cabrio,


M342 HPC



It's comfortable, it looks good, it's well built; it just lacks pizzazz in the chassis and motive-power departments.

for some reason, feels much slower.

We had hoped for the compensation of exciting handling, but suspected otherwise as soon as we experienced the excellent ride. Supple and forgiving, its softness betrayed a lack of sharpness that subsequent hard cornering confirmed. As with the coupé, the chassis design is basically competent, but the Cabrio's inherent looseness magnifies its shortcomings.

"The Celica cabrio is an easy car to drive pretty quickly; but you won't be inspired"

That's not to say that it's unpredictable. Quite the opposite in fact; understeer is abundant but never gets out of hand. Responses to sudden changes of direction are adequate if not stunningly quick. Lateral grip is nothing special, but the chassis always transmits SOS warnings well before either end (and it's usually the front) lets go.

You will not be frightened mid-bend by undulations or poor cambers, nor will you be worried about understeering off, or by trying to control a rear-end slide when you've just lifted off. The Celica Cabrio is an easy car to drive pretty quickly; but you won't be inspired. The steering sees to that. At least the coupé's more rigid shell retains a modicum of sharpness, but the woolly speed-related steering doesn't help that car either. Driving what ought to be a fun car is thus is rather uninvolving and soul-less. Even the brakes could do with a little more progression and less pedal travel. In other words, this is no sports car. Fuel consumption figures consolidate this. The Cabrio is, mercifully, no gas-guzzler, returning a reasonable 29.6 mpg on our test.

Verdict

What does the Celica Cabrio offer? Smashing looks. A bit of exclusivity; only 250 are to be imported this year. Very comfortable seats which are supportive enough in all the right places not to get unbearable on long hauls. A great driving position and feather-light controls, including a slick gearchange and competent brakes. Suitable accommodation for two adults, two little 'uns and not unreasonable luggage room for all, providing you leave the tonneau at home.

It also has a level of equipment lacking nothing which is considered necessary these days, save air conditioning which is available as an option. Toyota's usual warranties and excellent service intervals. It's good news until you get to the most staggering of the Celica's 'attributes' — the price. It costs a whopping £27,975.

The only good news for Toyota is that the similarly priced TVR Chimaera has only two seats and is in short supply. With such a cars tugging at the heart strings, it will come as no surprise to tell you that the Celica Cabrio will not add to my inner turmoil whilst I continually update my short-list of compromise cars. A GT4 Cabrio? Now there's a thought. **R R B**

TOYOTA CELICA GT CABRIOLET

ENGINE	
Location	transverse front-mounted
Cylinders	four, in-line
Bore × stroke	86 × 86mm
Capacity	1998 cc
Compression ratio	10.3:1
Valve gear	dohc, four valves per cylinder
Power	173 bhp/7000 rpm
Torque	137 lb ft/4800 rpm
Fuel	unleaded, 95 RON

TRANSMISSION	
Type	five-speed manual, front-wheel drive

SUSPENSION	
Front	MacPherson struts, anti-roll bar
Rear	MacPherson struts with dual links
Wheels	light alloy, 7J × 15
Tyres	205/55 VR15

BRAKES	
Front/Rear	disc/disc, ABS

STEERING	
Type	rack and pinion, power assisted
Turning circle	11.2m

DIMENSIONS	
Overall length	4495 mm
Overall width	1750 mm
Overall height	1325 mm
Kerb weight	1295 kg
Fuel tank	13.2 gallons

PERFORMANCE	
0-60 mph	8.5sec
Maximum speed	132 mph

FUEL CONSUMPTION	
Government figures:	
Urban	28.0 mpg
56 mph	45.6 mpg
75 mph	34.4 mpg
LIST PRICE	£27,975

Thoroughly modern MINI

Perhaps, on the surface, the Fiat Cinquecento Sporting is not that great a technological breakthrough. The 54 bhp tiddler is closest, in spirit, to the Mini Cooper, and the original one of those had 55 bhp. Back in 1961.

Mind you, the Fiat 500 you could buy 34 years ago had less than 29 bhp, so all things are relative.

So, in a straight contest, which would you choose?

The Cooper is still fun, still popular, still (amazingly) chic, but it is set back by archaic transmission and the sort of ride quality you normally only find when you're running three worn dampers. The price: £7495.

The Fiat, by contrast, cossets its occupants against changes in road surface. The gearchange may be a little rubbery, in the Fiat family way, but it's not bad, and there is no accompanying whine on the move.

One thing you *can't* do with the Cinquecento is devote quite the same commitment to cornering as you can with the Cooper. It grips to a degree, but the roll-centre is a little high. Two-thirds of the way into a corner, it starts to feel a little ill-at-ease, a trifle top-heavy. A Cooper can be steered on the throttle, pretty much at will. The Fiat lacks that touch of agility. But it does cost around £1200 less than the design which preceded it by 30 years or so. . .

Price (it's rated insurance group four, by the way, two lower than the Mini) and comfort aside, the Fiat has other assets in its favour. For its size, it is reasonably versatile. You can fit a surprising amount in the boot if you use squashy bags and a little imagination. Top quoted speed is 94 mph (a shade faster than the aerodynamically inferior Cooper), and it doesn't so much as *accelerate* from 0-60 mph as get there eventually (13.0s, around 1.5s slower than a Cooper. All the same, in everyday terms it will still get from London-Manchester in around three hours, and return 40-plus mpg into the bargain. Even around town, Fiat anticipates a fuel return of around 38 mpg.

The wider wheels and spoilers enhance the Cinquecento's squat proportions. In short, it looks the part.

Its responsive throttle action and near-bicycle dimensions make it the perfect urban warrior, and its superior cruising gait possibly gives it an all-round edge over the Mini Cooper even if, ultimately, it doesn't offer quite the same grin factor. **S A**





Marcos has never been more secure than today, making cars like the Mantera 400.

Marcos — The story of a Great British sports car, by David Barber. Cedar Publishing Limited, Newnham-on-Severn, Glos, £19.95.

'Overtaking the hard way' was one of Rodeo Rod's early accomplishments. It involved driving a 750 Special right over the top of a Ford V8 Pilot within the confines of an arena, and if any of the amused fairground spectators happened to go to Silverstone the next weekend, they might have seen the same 750 competing in a sports car race.

That driver was Jem Marsh, alias Rodeo Rod, dedicating his life to the pursuit of business and pleasure combined! Some of the most dramatic pictures in Jem Marsh's book are not from the race tracks at all, but from his exploits in the Hollywood Motor Maniacs rodeo.

Jem Marsh's biography, which might have been subtitled "car manufacturing the hard way" was written by David Barber, a businessman, faithful Marcos customer, friend, and a pacey writer too. It's an easy read, full of anecdotes and lively stories, and difficult to put down before you get to the 156th and final page.

Marsh has had a roller-coaster life, and thankfully the Marcos company has never been more secure than when he reached his 65th birthday in April. After serving nine years in the Royal Navy he joined the stunt circus and built his first 750, in which he won the 750 MC's Goodacre Trophy. In 1959 he and Frank Costin built their first Marcos (a combination of Marsh and Costin). The wood-hulled gullwing car may not have been admired for its beauty, but it was light and it handled well enough to launch the careers of Jackie Stewart, Derek Bell, Jack Oliver and Jonathan Palmer, to name but four.

A fertile period in the late 1960s included the launch of the Mini-Marcos, an ill-fated trip to Le Mans with the Volvo powered 1800, the construction of a utility saloon on behalf of Standard-Triumph, intended for production in Israel, the fearsome Repco F1-powered XP, and the Mantis.

The 'wooden wonder' chassis was finally phased out in 1969 in favour of the square steel tube frame on which today's models are based, and much credit is given to brothers Dennis and Peter Adams, freelance stylists who drew the timeless 1800 and influenced its successors.

There were bad times, a recession leading to the collapse of Marcos in 1971 and its acquisition by Formula 1 entrant Rob Walker. Five years later Marsh and Marcos were back in business at Westbury, its present base in Wiltshire, and Jem was wily enough to avoid all the pitfalls of the last recession. . . and to see the fraudsters coming!

This is not only a history of Marcos, essential reading for all who've ever owned one, but also a highly personalised account which has the reader chuckling at asides on every page. Industry watchers will appreciate a commentary on the fickle fortunes of the specialised car builders in recent times. It is available in the shops, or from Marcos Cars Limited (add £3 p+p). **M L C**

Daimler & Lanchester, by Brian Long. Longford International Press, Coventry, £45.00.

Brian Long's large book celebrates two of the great luxury cars from British factories, the Daimler and the Lanchester, the latter attaining its century this year and Daimler but a year younger. While the story of both these illustrious cars has been told several times previously, here is a significant account of "The Daimler" since its inception, taking in the Lanchester models made during the Daimler/Lanchester amalgamation *en route*. In the 329 pages, there are many pictures to enthuse Daimler and Lanchester followers, from pioneering times, the war years, with aeroplanes on the Daimler aerodrome, and its amalgamation with BSA, through the vintage period of the great and silent Knight-Daimlers and BSAs, the flamboyant Docker years (which parted the Royal Family from their unbroken allegiance to Daimler motor-carriages, to let in Rolls-Royce) and on to the Jaguar influence, the DS420 limousine and the continuing "Grace, Space and Pace" theme at its highest.

The book is very nicely set out on good paper, and the commercial vehicles are not omitted. The first Daimler history, by the late St John Nixon, was commissioned by the company and some of the early history was omitted and some facts withheld, which Long has now rectified; which is in no way to belittle the interim Daimler histories by Brian Smith. **W B**

Images of Shelsley, edited by Robert Cooper. Midland AC, £10, inc p & p.

To recognise the 90th year of the famous and respected hill-climbs at Shelsley Walsh the Midland AC has published a most appealing collection of photographs of these events, starting with Birtwhistle's big Daimler at the first meeting on August 1905 and ending with one depicting David Grice getting his Pilbeam-MP58 up the 1000-yard twisting gradient in 36.17 seconds in August 1994.

In all, there are 88 of these splendid pictures, almost all action shots, and although many of the earlier photographs have been published else-where, it is a great treat to have them decently enlarged. They are black-and-white, but the front and back covers of the 97-page book have fine colour studies of Ken Wharton's ERA R4D and Ian Fidoe's Lola T492 on the hill. In addition, the records and FTDs from 1905 to September 1994 are listed on four pages of tables. These show that the hill-record was raised from 77.6 sec in 1905 to 25.?4 sec by 1992. The only grumble I have is that Joseph Higginson's prototype 30/98 Vauxhall is shown as making FTD in 1913 in 55.2 sec, whereas this time was clocked on a *third* ascent *not* officially recognised. Higginson had tied that day with Leslie Hands and his 25hp Talbot for a record climb in 57.2 sec, neither of which is recorded.

Don't let this put you off! The pictures have come out splendidly on art paper, and motorcycles are included, one shot showing DSJ on his 650cc Tribsa in 1990 — he contributes the book's Foreword. Very enjoyable! **W B**

Racing Ahead — A Competitor's Guide To Motorsport, by Glyn Thomas. MRP, £9.99

When motor racing was less intense than it now is, we at the MOTOR SPORT offices used to get readers ringing up, even calling, to ask our advice about becoming a racing driver. There was really very little advice we could impart, except, get a car, start at the bottom and if you are not in hospital at the end of the season, we recommend you to persevere. When racing drivers' schools began to offer tuition they could be a useful means of discovering whether any talent was imaginary or real. . .

Since then the sport(?) has become more complicated and all manner of things enter into the hope of rivalling Damon Hill or Michael Schumacher. Not only how to drive but in which car to do it, for starters. Sponsorship has to be handled, the correct gear purchased, a full appreciation of the rules governing racing and the many classes of racing understood. Much much more, of course. This book explains all these things, so should be read by the optimists and those who have some early motor racing talent. In its soft-cover 240 pages it leaves just about nothing out. **W B**

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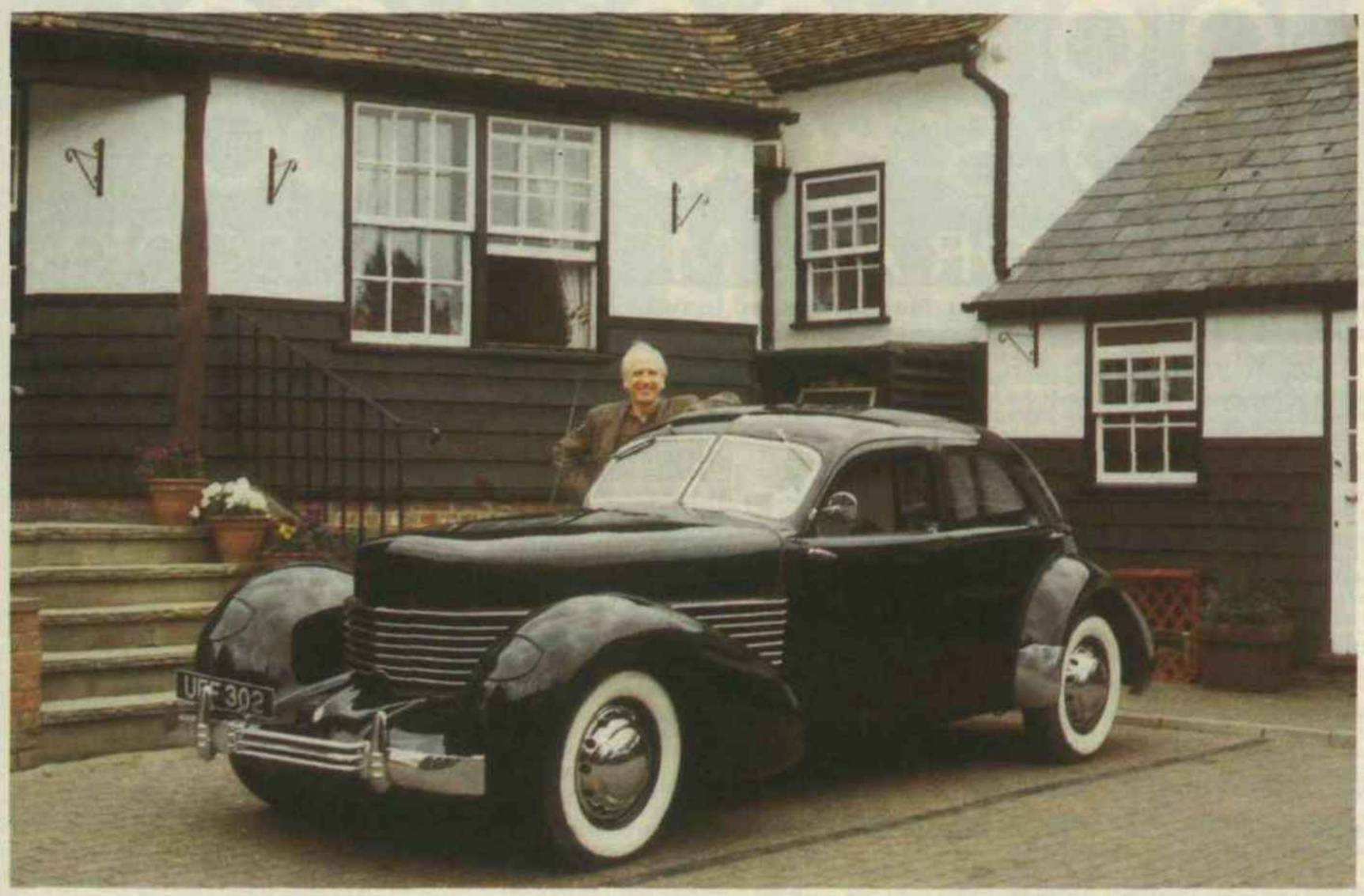
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Circulating in Britain are an increasing number of America's finest cars, the remarkable front-drive Cords produced in the 1936 and 1937 model years. I've added to the population with the importation last year of this 1937 Cord 812 Beverly saloon.

Remarkably enjoyable to drive, impressively sporty and advanced for their era, these Cords also benefit from specialised technical attention. Thanks to the American ACD Club, ample information on their needs is available. But Cords in Britain also appreciate practical help on the ground.

With the aims of information sharing, parts sourcing, servicing advice, social gatherings and general appreciation of these remarkable cars, I am starting a Cord 810-812 UK Register. Thus I invite any past, present or intending keeper of one of these great cars to get in touch with me at this address. Any and all news and information about these Cords in the UK will be gratefully received.

Karl E Ludvigsen,
73 Collier St, London N1 9BE.

Double Twelves

Sir,

W B's feature on the Double Twelve Motorcycle Records (July issue) was of great interest. May I however clarify a minor detail which seems to have confused authorities and historians alike for over sixty years.

There were three Dusseks: A E H — a successful bicycle racer at the turn of the century — and his two sons A J (Alan), who raced Nortons, asnd E A (Eric), who frequently passengered A J. Eric rode in the Double Twelve team, which was managed by Alan, who had retired from competition in 1931. The Couper in the squad was W M 'Mike' Couper, of Lagonda and Talbot fame.

When the F I C M issued the World Record certificates, the muddle started. Eric's certificate refers to 'Dussek', but Mike's copy shows 'A J Dussek' as a rider. All of which is a dire warning to would-be historians. . .

Ian Dussek,
Plaxtol, Sevenoaks, Kent.

Jam Today

Sir,

Is it not time that the British motorsport enthusiast got a better deal from Silverstone? When one is paying a minimum of £58 for a Grand Prix ticket entitling one to nothing more than a parking space and a (fairly slim) chance of finding a spot where one can see a reasonable amount of the action, I suggest that there ought to be some onus upon the organisers to ensure that one can leave the event within a reasonable timescale.

The traffic marshalling upon arrival was superb, with impeccable directions right up to the actual space where I was to park. Upon departure, however, not a marshall was to be seen until the final 200 yards or so leading to the exit. It took me three hours to get out of the field in which I had parked, and a further hour to reach the public road. (Once outside the circuit, progress was excellent, Northamptonshire Constabulary having done a first-rate job.)

Obviously, with the best part of 90,000 people all wanting to leave the circuit at about the same time, there will be problems; but *four hours*? I was mentally prepared for about half that time, though I would still have considered it a bit excessive.

If Silverstone Circuits Ltd are unwilling to spend just a little more of the millions of pounds which they will have received in ticket sales, in order to provide sensible traffic control from all car parks, perhaps the Grand Prix ought to be moved to a different venue. I am told that Donington Park, for example, is much easier to get away from.

If any other readers feel similarly aggrieved at Silverstone's obvious lack of concern for the paying customers, may I urge them to write to the directors of the company expressing their concern? If enough people complain to them, perhaps they will take some remedial action for the future.

John Waine,
Nuneaton, Warwickshire.

Debut Doubts

Sir,

Surely my fellow Australian Barry Batagol has not got his facts right when questioning the accuracy of your Le Mans report, which specifically referred to McLaren's outstanding achievement on a debut outing; of the four leading Bentleys in 1929, only the winning Speed Six was a new car. The second-placed car had won Le Mans the previous year and had competed in 1927; the third-placed car had raced there in 1928. In the 1982 race, Porsche, as well as finishing 1-2-3 with its new 956, took fourth and fifth places with 935s. If we are merely looking for race domination and ignoring the debut factor, Porsche 956s took the first eight places in the 1983 race.

Mike Evans,
Fig Tree Pocket, Queensland, Australia.

Back on the Track

Sir,

Is F1 really a sport at all when it has become virtually impossible for two well-matched cars to pass on the circuit? Real competition today is limited to technical superiority, refuelling strategy, solid pit-work and providing biting comments for the press. I really want the sport to be back on the track.

Instead of *ad nauseam* discussion, I plead for new rules *in 1996* that will result in close racing, overtaking attempts and, dare I say it, lead changes. Otherwise I will stay at home, watch the first two laps on TV and then go to sleep knowing nothing exciting will happen.

Why not require every circuit to widen the track at one or preferably two turns to provide good overtaking opportunities? The cost could be offset by a new spectator stand for increased sales to people like me.

Has anyone got a better idea?

Stuart Hartley, Ontario, Canada.



980 *The Nash-Healey*



986 *Hamish Moffat*

992 *Coys Historic Festival*

996 *Classic miscellany*

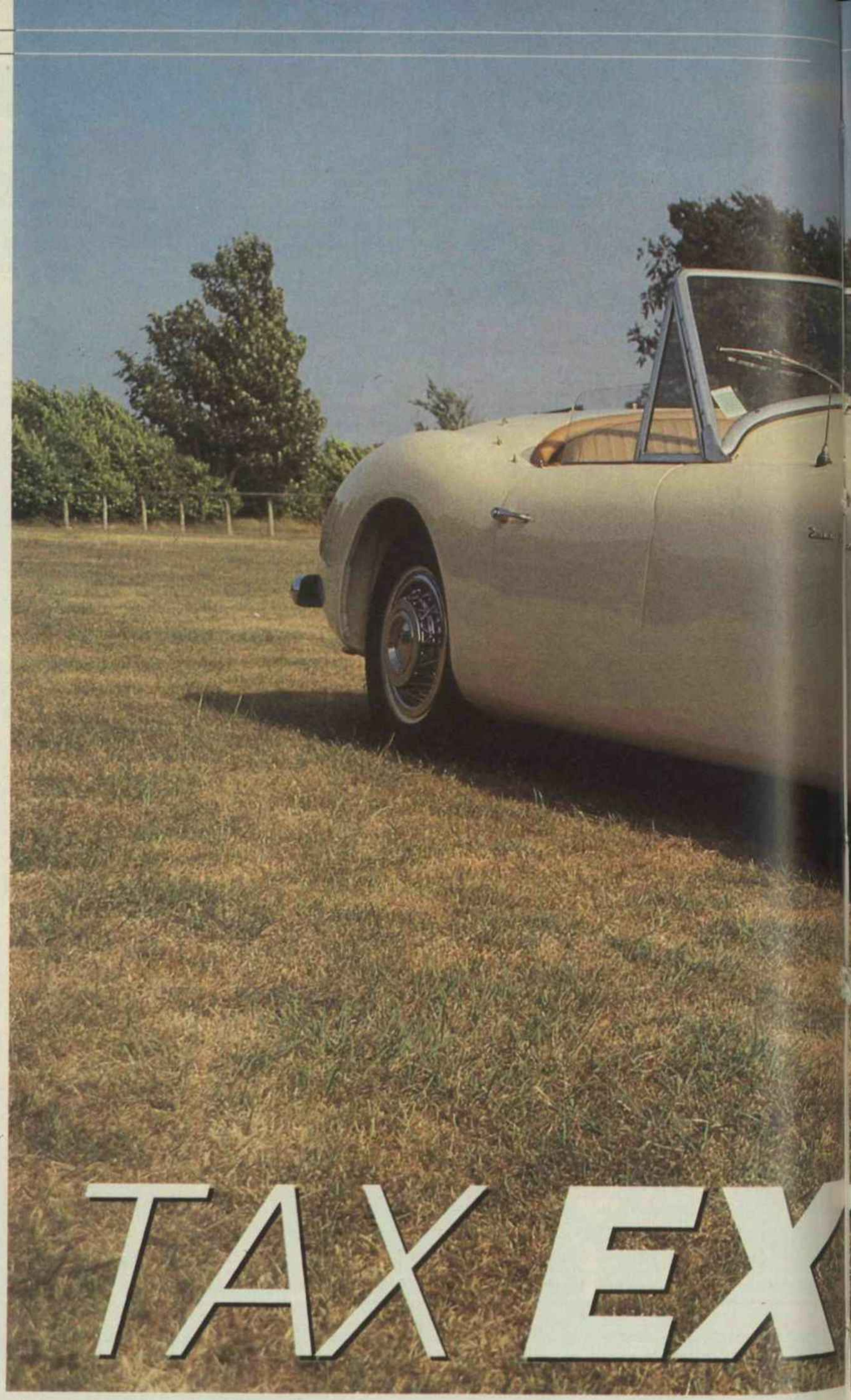


998 *Veteran-Classic*

MOTOR SPORT



The Nash-Healey was the first of the post-war Anglo-American hybrids, presaging various Allards, the AC Cobra, Ford GT40 and TVR Griffith, as well as more refined vehicles from Bristol, Gordon-Keeble and Jensen. It was made only for sale in America, although works cars competed with distinction at Le Mans and in the Mille Miglia. But it was done for by economics – and a family rival.



In 1949 Donald Healey was on board the *SS Queen Elizabeth* bound for Africa in the hope that he could persuade General Motors to supply him with Cadillac V8 engines. He had seen the future and it was called the Jaguar XK120. Healey realised that the only way he could keep his small company at the forefront was by obtaining a lot more horsepower than could be provided by the tuned Riley engines he had been using. Furthermore, America had begun its affair with the British sports car and a huge potential market was opening.

Healey had been Britain's most successful rally driver before the war, and he was highly regarded as an engineer; indeed, he had been Technical Director at Triumph before it went into receivership. During the war he worked on armoured cars at Humber, where he met two men who shared his ideas for a new range of sporting cars: Achille 'Sammy' Sampietro, who had worked for Alfa Romeo and Maserati, and Ben Bowen, who had been a stylist with Farina (the original company, not Pinin Farina). Together they conceived a design which they tried to sell to Triumph. Triumph decided against it, and Healey decided to go into production on his own account using tuned 2½-litre Riley engines.

The Donald Healey Motor Company began production in 1946, making handsome roadsters, sportscars and saloons. Each had a rigid box-section chassis which weighed only 160lb, with front suspension by trailing arms and an aerodynamically efficient body. As the first products from a small company, the cars were remarkable: the Elliot saloon of 1948, for example, was officially timed at 110.8mph, which made it the fastest four-seat production car in the world. Donald Healey, co-driving with his son Geoffrey, was ninth in the 1948 Mille Miglia with a Healey Roadster, and a Healey saloon took two class wins in the same race. The following year Geoffrey, co-driving with Tommy Wisdom, entered the Mille Miglia again and brought a Westland Roadster home tenth overall, and first in class.

A sports two-seater, the Silverstone, enjoyed success as a dual-purpose road and competition car, although at 19cwt it was on the heavy side, and in racing it was out-classed by the lighter and more power-



ful Bristol-engined Frazer Nash Le Mans Replica.

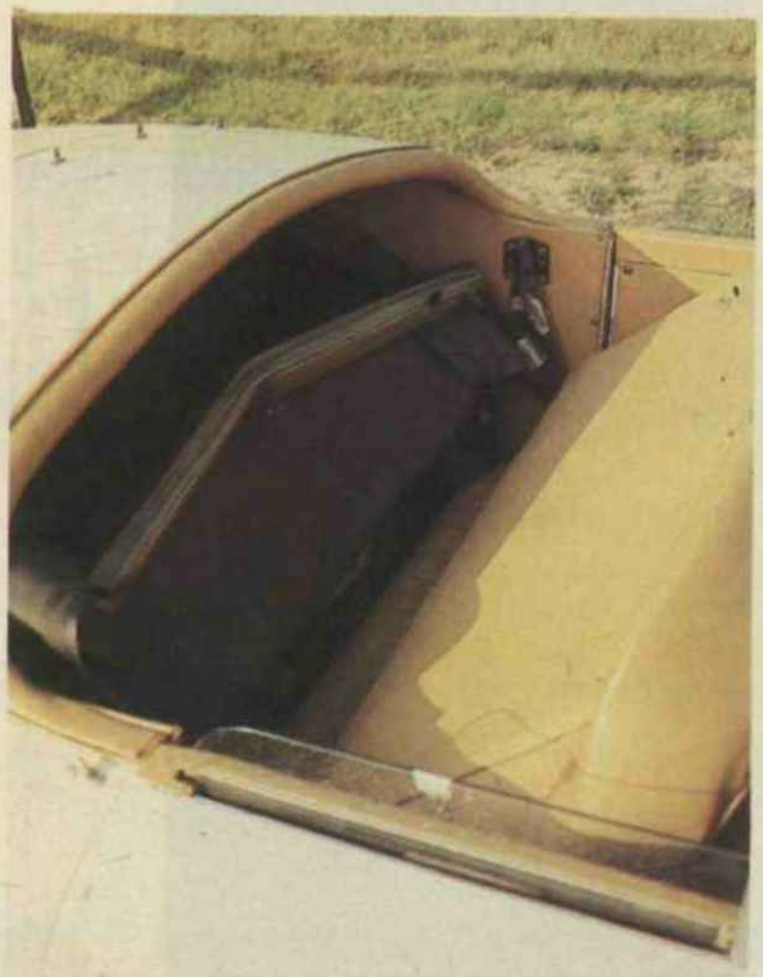
Healey had stolen a march on most makers by getting his cars into production relatively soon after the war, but the Jaguar XK120 showed what future buyers would expect. Further, Jaguar had brought the XK120 to the market at a basic £998, attracting 'only' 33% tax on the home market, but since Healeys cost around £1500, tax was levied at 66%. But Healey reasoned that there could be a niche in the market for his cars, on both sides of the Atlantic, if only he could make them powerful enough. Hence his sea-voyage to South Africa.

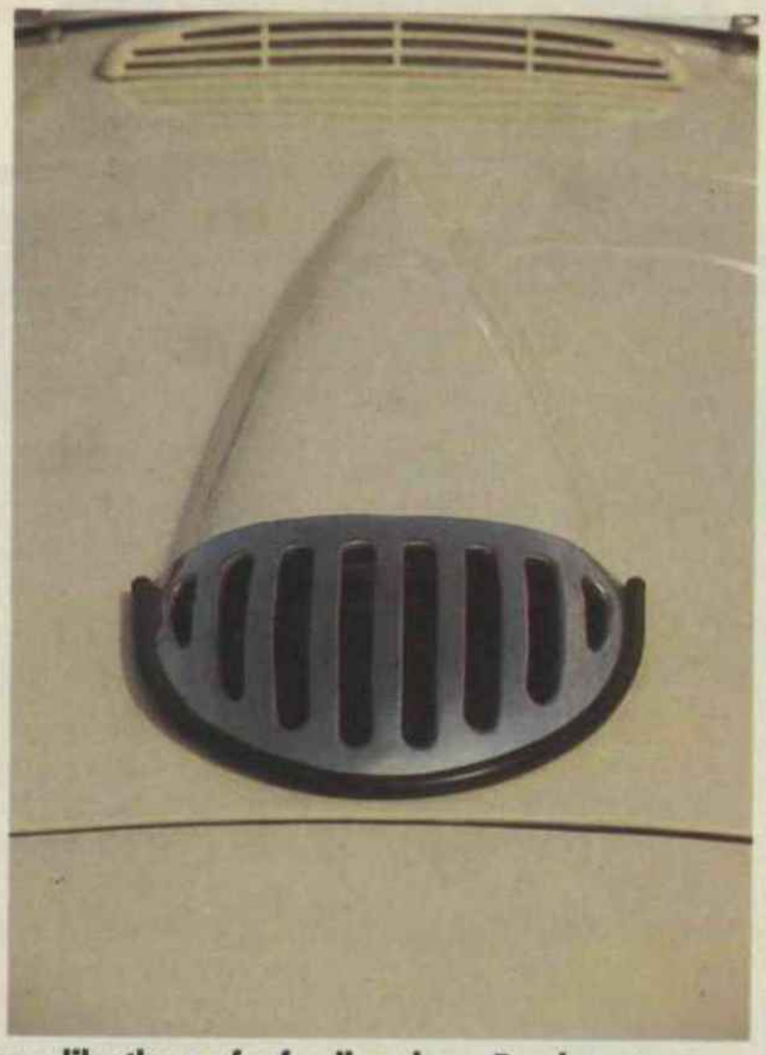
Also on the Queen Elizabeth was George Romney, General Manager of the Nash-Kelvinator Corporation. Nash had prospered during the war when engaged on government work, but was facing the problem of competing with the Detroit Big Three in peacetime. The two car-makers met on board, and when Healey failed to get his Cadillac engines, he turned to Nash on the strength of that chance meeting with Romney.

It solved both their problems. Healey would provide Nash with chassis based on the Silverstone but with all-enveloping bodies, and Nash would provide the running gear while also paying off the debts of DHMC. Healey would get a foothold in the American market, while Nash would be ahead of its competitors by cashing in on the new rage for sportscars. Romney also

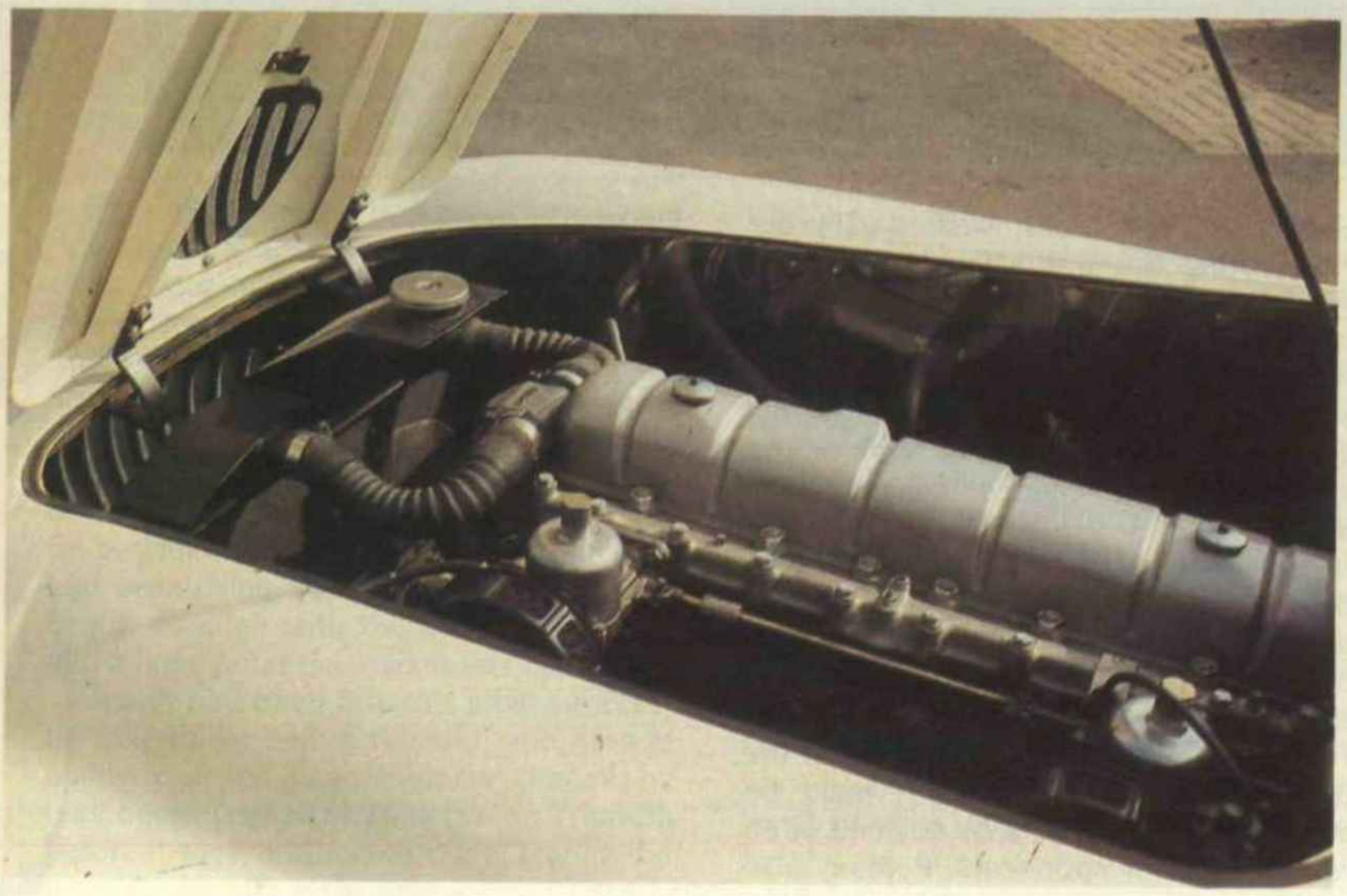
It seemed like a good idea at the time, but the Nash-Healey's modern lines couldn't outweigh Jaguar's selling points.







Despite its high cost, the 'Healey's appointments were more like those of a family saloon. Bench seat caters for three, but there is little useful storage, and no tachometer. Straight-six 3.8 Nash mill used twin SUs and other mods to extract 125bhp and plenty of torque.



knew that if you had a sportscar in a showroom people would pay a visit just to look, and that gave the salesmen a chance to sell a Nash.

The car was officially announced early in 1951, but, before that, Healey had taken delivery of one of Nash's 3848cc straight-six ohv engines and had set about improving it. The fitting of twin SUs, a new camshaft, an alloy head and other tweaks raised the power from 112 to 140bhp, though production cars came with 125 bhp at a leisurely 4000 rpm. The output from the standard engines was not as high as the XK120 (160 bhp at 5000 rpm), but with 215 lb/ft torque at 2500 rpm it had an edge over the Jaguar's 195 lb/ft at the same revs. On the other hand it had only a three-speed gearbox with overdrive to the Jaguar's four speeds. It did not take Jaguar long, however, to add an overdrive and also increase both power and torque.

The two models were direct rivals and there was no other sportscar in their class at the time, unless you count the Allard J2 which was definitely not a well-appointed sportscar for everyday road use.

Jaguar and Nash-Healey met in the 1950 Mille Miglia: an XK120 finished fifth, while Donald and Geoffrey Healey were forced off the road by a lorry and finished 177th. That was the official story; the truth was that the car, which was still basically a Nash-engined Silverstone, was doing so poorly that Healey deliberately drove it along a wall to be able to invent a story and so save face with his partner in America.

At Le Mans, it had an enveloping version of the basic Silverstone body and while the best Jaguar XK120 to finish was down in 12th place, and not in the best of health, Tony Rolt and Duncan Hamilton brought the Nash-Healey home fourth behind two Talbots and an Allard. It was a promising performance for a car intended for production. Hamilton and Rolt were sixth at Le Mans in 1951 in the same car, but with a coupé body (a Jaguar C-type won) and in 1952 they were third behind two works Mereedes-Benz 300SL coupés while all the works Jaguars retired early with overheating problems. Also in 1952 Leslie Johnson's Nash-Healey was seventh in the Mille Miglia, and first 'British' car home.

In the classic races the Nash-Healey had a more distinguished career than the XK120 (the C-type was a different matter). True, it was a works car with a lighter body than production models, but it was a lot closer to them than was the C-type to the XK120.

In the market place, however, the Jaguar was a clear winner. It had a top speed of over 120mph, to the Nash-Healey's 102mph — or so Jaguar claimed. No customer ever saw a genuine 120mph in a standard XK120. An XK120 was claimed to accelerate from 0-60mph in ten seconds, but The Autocar could not better 12 seconds in a standard car — exactly the same as the Nash-Healey. Jaguar and Healey were both capable of lending road testers special cars (did any standard Austin-Healey 100 ever match the 0-60mph in 10.4 seconds that the test car did?) but it was Nash which

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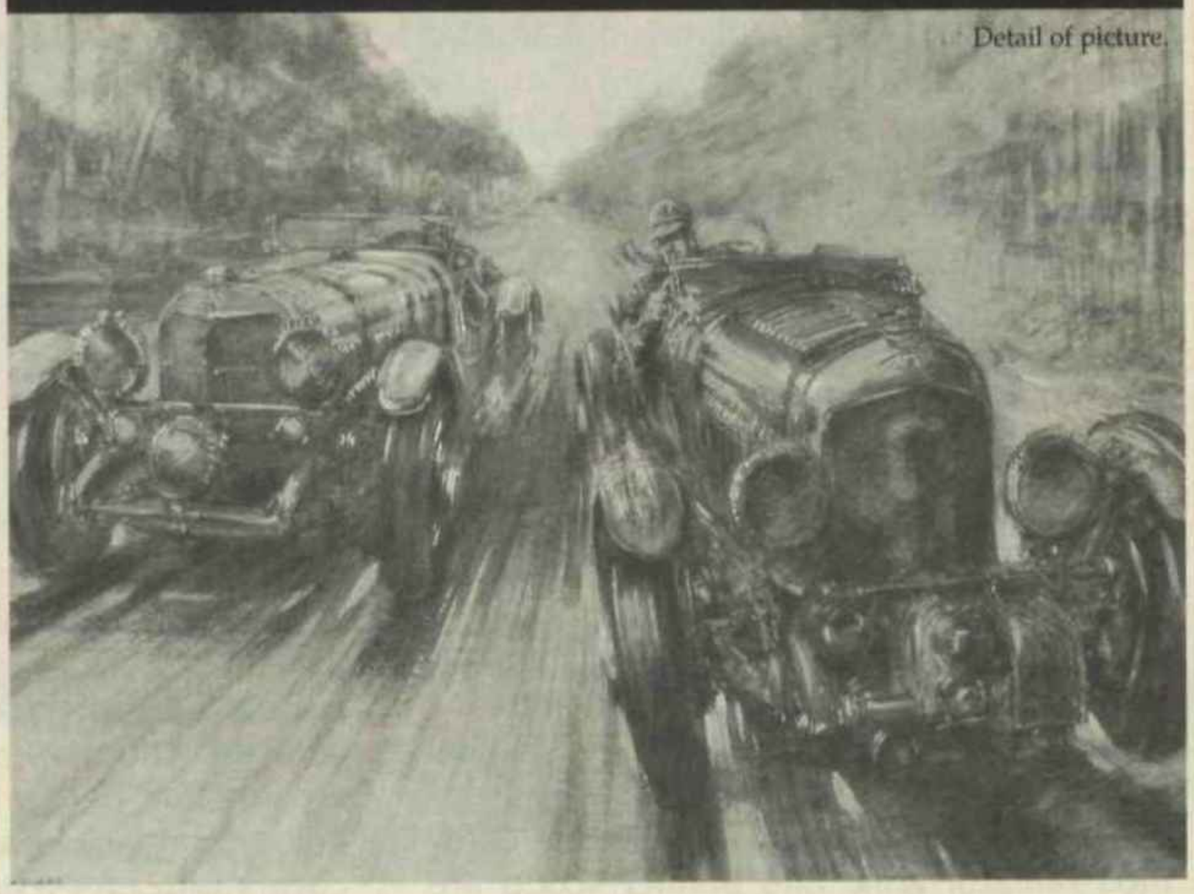
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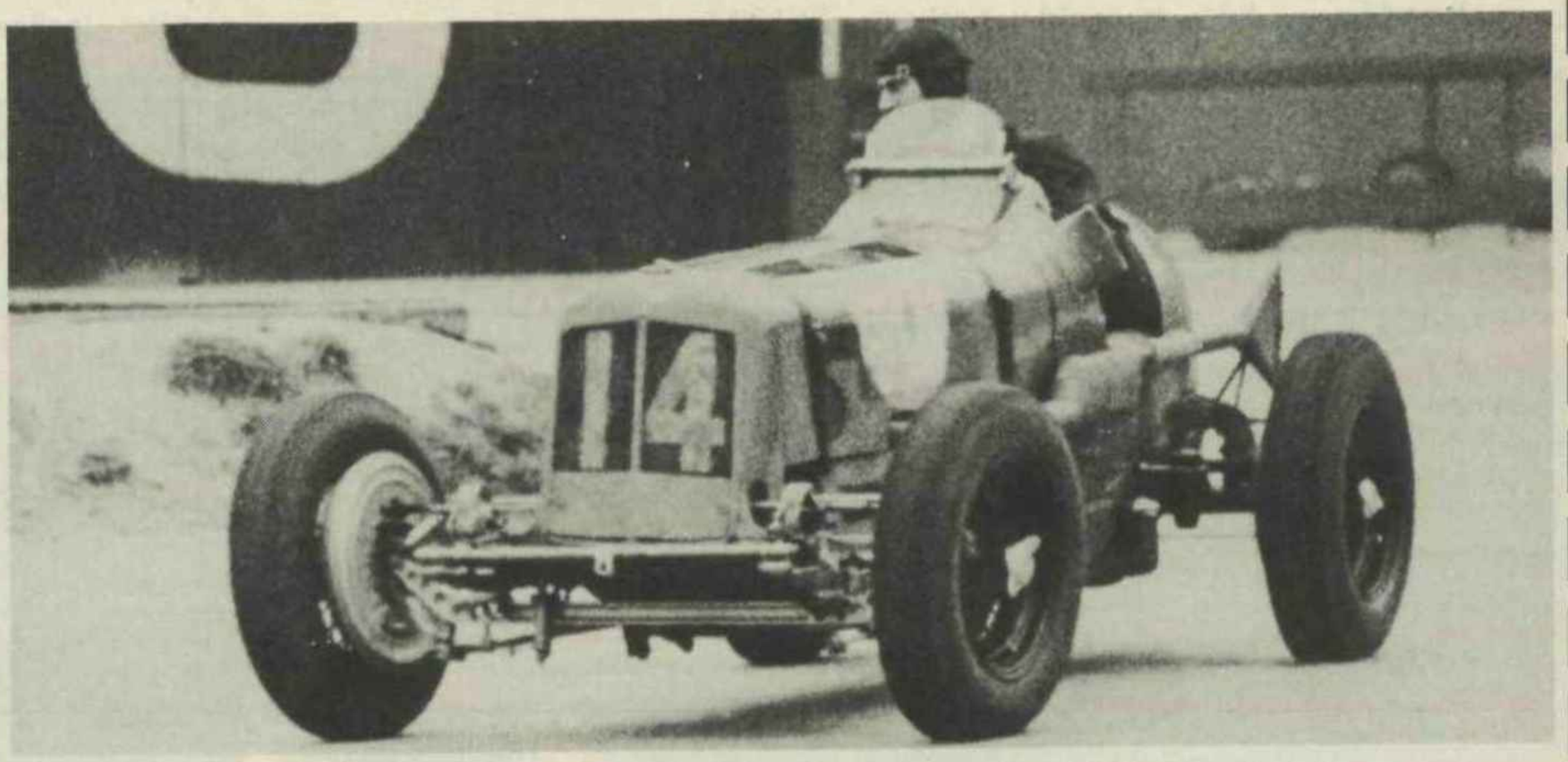


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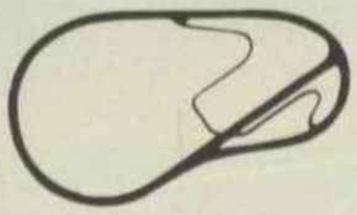
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supplied test cars to magazines, and it was a little more circumspect.

In handling and general dynamics there was not a great deal to chose between the rivals, but on style and equipment they were worlds apart. The car we were lent was sharing a showroom at Portfield Classics in Chichester with an early XK120 Roadster. This allowed direct comparisons to be made at leisure.

It is not so much that the 'Healey is an ugly car, as that the Jaguar has one of the most outstanding body styles in history. Compared to what else was on offer in February 1951, the 'Healey is a handsome and well-proportioned car; in fact, its styling was actually more modern than the Jaguar. The XK120's main styling cues — vertical radiator grille, distinct bonnet, headlights between wings and radiator — were already dating, but Lyons somehow made it work.

It is true that the Healey's heavily chromed radiator grille and bonnet scoop are not to everyone's taste, but it was intended for the American market. Healey also produced the G-type for the home market: this had a similar body, but Alvis TA21 running gear and much less chromework. To judge the shape with European eyes, look at the Healey-Alvis and compare it to what else was being offered at the time. The Healey emerges as the stylish car that it is.

The dashboard of the Jaguar is a model of how instruments should be laid out. While the dashboard on the Healey is clear, it does not feature a tachometer. The indicator switch is hidden away and so is the overdrive button — not good ergonomics. The Jaguar has a 'fly off' handbrake; the 'Healey has an umbrella handle type to the left of the steering wheel, which is particularly nasty. The 'Healey's glove comartment is small and has no lid — it would not take WB's legendary Rolleiflex camera, which used to be a fair standard — but the Jaguar has no glove compartment at all. While the 'Healey's bench seat has room for three, the Jaguar is for two only, and if the seats look more like a proper sportscar's, it should be remembered that they wore considered unsuitable for high-speed work and Jaguar eventually offered bucket seats as an option.

The hood on the 'Healey is fixed and it stows behind the seat, but it is still a two-man job to erect it. One should not of course compare it to the XK120 Roadster, but to Jaguar's other offering, the Drophead Coupé, which is considerably more civilised.

In terms of overall appointment the Jaguar wins by a country mile. It looks the part, it feels the part and it is beautifully detailed. The map-pockets on the 'Healey are for show only, whereas the XK120's will hold Ordnance Survey maps and have covers with press-stud fastenings. The real difference, however, is that the XK120 cost $3400 and the Nash-Healey was launched at $4063. It is no wonder that while Jaguars sold by the thousand, the original Nash-Healey sold only 104 examples in its first year of production, and peaked at 162 in 1953.

Despite that, the car was fairly successful in SCCA racing because American buyers had access to all sorts of tuning accessories which buyers of Jaguars did not. The average speed-shop knew how to work a stock-block mill, or add a Paxton supercharger, and had probably never clapped eyes on one of those fancy European motors with two overhead camshafts. The buyer of a Nash-Healey with speed in mind could have it tweaked to become a 140mph motor, which was not so easy with an XK120.

The Nash-Healey could also take all of the power you could give it, since we are talking about a Healey-Silverstone in a party frock, but most people who bought sportscars did not race them, and for everyday work the XK120 undoubtedly had the allure. Whisper it softly, however, the 'Healey's American running gear put it streets ahead of anything from Europe at the time in terms of usability and reliability. It was a wry joke among Jaguar owners that to drive one on a daily basis you needed to buy two, since one would always be in the workshop.

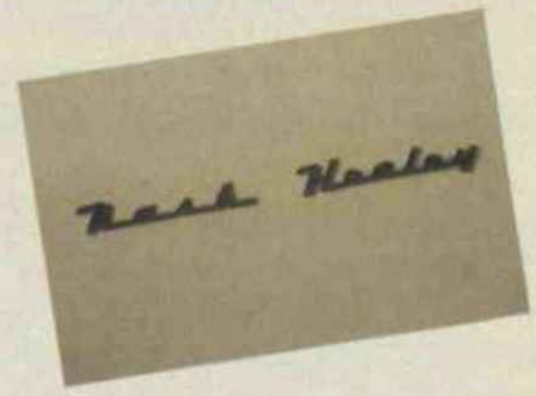
I am 5ft 9in and could not drive the 'Healey with the seat forward, and even with it pushed back as far as it would go (the travel is not great) it was not terribly comfortable. The steering wheel is huge and the steering itself is fairly high geared; a smaller wheel and lower gearing would have been an improvement. The pedals have the accelerator in the centre, which requires mental adjustment, but that is not the problem. The trouble is that they are biased to the left and the brake pedal is not where it should be on a car with a centre throttle. It took conscious effort to find it and I admit it that it foxed me more than once. Not being quite sure where the brake pedal is located is not a good thing.

When the car starts there is a satisfying engine note which says 'I am a race-bred sportscar, not the boulevard cruiser I have been styled by some writers'. In the American manner of the time the bottom two gears are there to get the car under way; third (with or without overdrive) is all that is needed for most driving. In fact it pulled strongly from 15mph in top on one of the steepest hills in the Sussex Downs. Which is just as well, because the gearchange is not very precise. It is also actually *under* one's right leg. This is a feature which nobody felt inclined to copy.









Though some details, such as the grille and wheel-trims, may be a little over-ornate for UK tastes, the Nash-Healey's proportions are actually quite pleasant. Yet Nash blamed the styling for poor sales and asked Pinin Farina for help, an expensive mistake.

On the open road, the 'Healey is a satisfying performer. It is not as crisp as the XK120, but is among the best of the cars of the period I have driven. It likes to be steered on the throttle, which is how a sportscar should behave. One goes back to the fact that it has. a Healey Silverstone chassis, which was an outstanding sportscar. It accelerates well, handles well and brakes well, and even if it looks (and feels) on the large side, it turns heads.

It gave me the impression that a long acquaintanceship would be rewarding — all good cars reveal their personalities slowly; the average modern saloon tells you everything in ten minutes. I like those torquey American engines — the Yanks may have been behind on chassis, but they could cast iron like nobody else — and because of that I think I could learn to live with the eccentric pedal layout and the decidedly odd gear-change.

By no stretch of the imagination was the Nash-Healey a failure as a sportscar, viewed by itself, but it had the misfortune to go on sale against the XK120, which is like being a very good heavyweight boxer who might have been World Champion had not his career happened to coincide with that of Muhamed Ali.

Executives at Nash were disappointed by the car's sales and blamed the styling. The company had entered an agreement with Pinin Farina (only later did it become Pininfarina) to style its regular range of cars, and decided that Farina should restyle the Nash-Healey. The new version, from 1952, had a steel, not aluminium, body but was actually lighter, and while it was less slab-sided it was still no visual competition for an XK120. In my view the Farina body is not an aesthetic improvement, and all it did was to hike up the price. The logistics of producing the new model made the exercise unworkable and doomed it to failure. Nash components were sent to the Healey factory at Warwick, and for 1952 this meant a 4140cc engine with 135 bhp at 4000 rpm and 230 lb/ft of torque at 2000 rpm. From Warwick the completed rolling chassis were sent to Italy to be bodied, Then the finished car was sent to the States where the price-tag had risen to $5858 — a Cadillac Series 60 Special cost $4323.

Not only that, but Nash is rumoured to have lost $2-3000 on each Farina car sol, even when the price topped $6000. Further, from 1953 it faced another rival in the market place, the Austin-Healey 100, which cost only $3000 and could out-perform the Nash-Healey in every department, including kerb-side presence. Before long the Austin-Healey was joined by the equally tempting and fast Triumph TR2 at just $2400 and that sealed the Nash-Healey's fate.

Production came to an end in 1954 after a total of 506 had been made, 104 with the original body and 402 Farina cars. Production was down to 90 cars in 1954, whereas the contract that Nash had with Healey stipulated that at least 100 chassis be bought each year. Rumour had it, however, that Healey had only ordered 500 sets of suspension components, believing that to be a reasonable production run, and had run out.

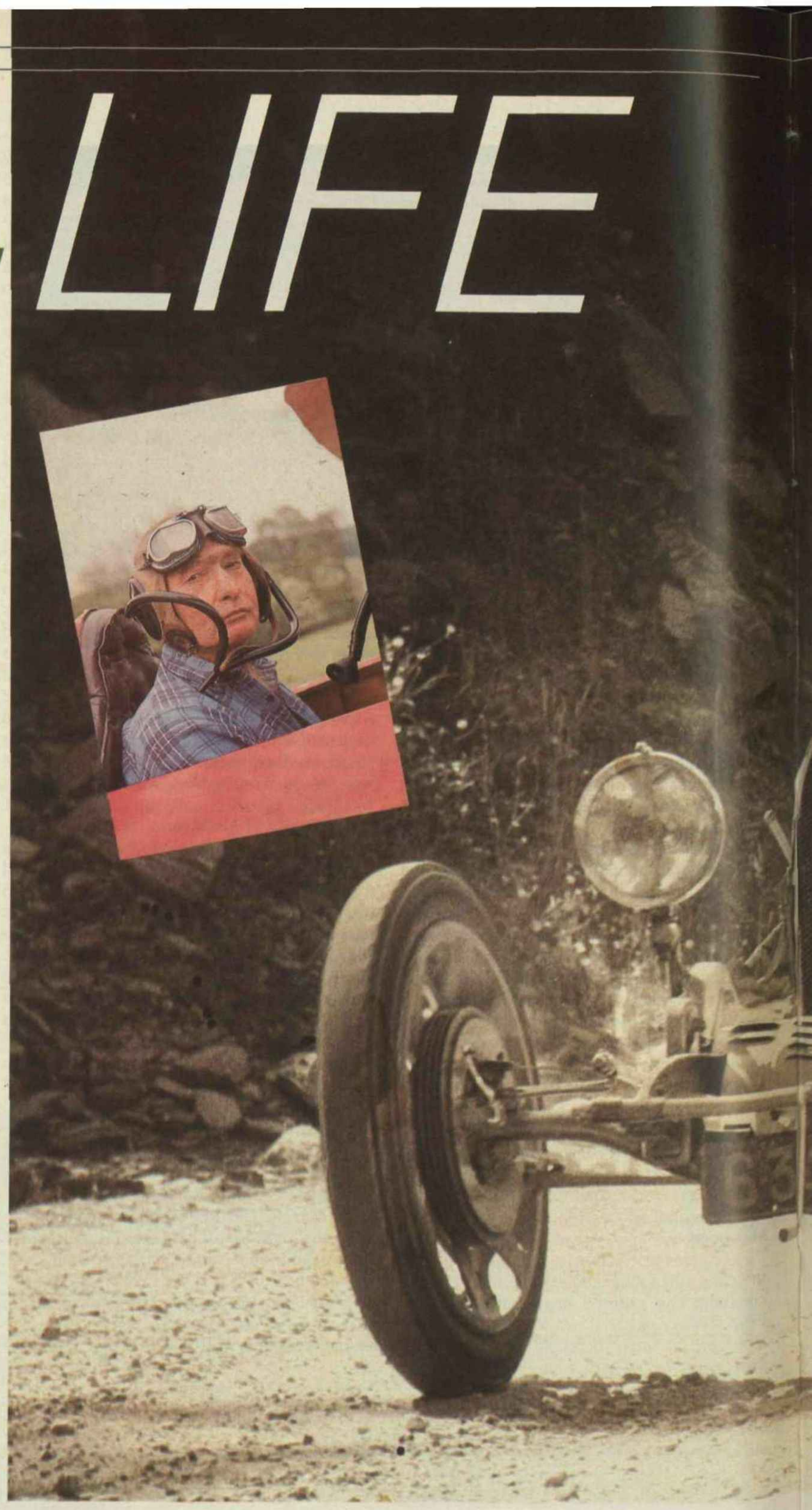
1954 also saw the end of Healey as a separate maker. It had been engaged as a consultant to BMC which was making the Austin-Healey 100, and had made small numbers of Healey cars in addition. After 1954, DHMC devoted itself to developing new cars for BMC, running the Austin-Healey racing programme and building special cars for racing.

The Austin-Healey which killed the Nash project was also arguably born from it. Donald Healey had able to make an accurate analysis of the American market, and using that knowledge he instigated the Healey Hundred, which he thought he might sell at a rate of five a week. It was taken over by BMC, became the Austin-Healey 100, and a marque was born.

A great man, Donald Healey, and the Nash-Healey, while not a great car, deserves more credit than it is sometimes afforded. It has become a cult car among American classic car enthusiasts, and having driven one I can see why. In Europe it is a rarity; the total imported from the 'States is probably in single figures, and most of those are Farina cars. I had never even seen one before I wandered into Portfield's showroom, and I was delighted to add to the list of rare cars which I've had the good fortune to drive. **M L**

A QUIET LIFE

For most people, an End-to-End run stops at John O'Groats. Hamish Moffat, Bugatti racer and vintage flyer, plans to take his OM tourer to Tierra del Fuego and head north. . .



Lest there be any doubt, Hamish Moffat, the Malayan-born son of a rubber plantation manager, skilled aviator, accomplished amateur racing driver and long-time adventurer, is one of the Twentieth Century's most colourful and sometimes controversial characters.

Described in his passport as 'Gentleman', this tough, swarthy swashbuckling pioneer of all things dashing-and-daring has been a familiar and engaging star in VSCC circles and beyond for more than 40 years; and now, at an age when most folk would be looking forward to a quiet life in retirement, Hamish is busy at his Herefordshire farmhouse planning the kind of adventures that make skiing down the northern slopes of Mont Blanc look like gentle exercise.

After spending the war years as a boy in Australia, Moffat returned with his family to Britain, settling on a hill farm in North Wales; but the constant and wearying routine of feeding, dipping and shearing woolly-coated Kerries didn't really appeal to Hamish who, having been burdened with 'itchy feet' from birth, soon started plotting the first of his many adventures.

Never one to do anything by halves, he decided that Africa would be a fairly interesting sort of place to visit after the war, and set off alone for Cape Town: not in a robust four-wheel drive, a specially prepared military vehicle or a car purposely adapted for the inhospitability of a vast and largely unexplored continent, but in his 1923 1½-litre Lagonda.

"Everything was going well on that trip until I reached Algeria," recalls Hamish. "The engine's main bearings, which by then were well past their 'best before' date broke up, and as one can imagine, garages in Africa with stocks of spare bearings for a 1923 Lag were pretty few and far between."

Undeterred by this 'minor' disaster, he visited a nearby car scrapyard and, working in the intense heat of the midday sun, dismantled a number of old engines for the purpose of extracting their bearings. Having collected sufficient, he melted them down, separated the white metal contained within and reshaped it to fit the Lagonda.

This extraordinary ploy worked, and his epic journey continued at unabated pace. But there was further trouble ahead, as Hamish explains: "I picked up a Dutch hitchhiker who was thumbing a lift outside a Colomb Bechar brothel. We shared the driving across the Sahara desert, but he



managed to crash the car over the edge of a cliff, and I hadn't bargained for that".

The impact twisted the chassis, and the car suffered other superficial damage. Again, working in the blistering heat of one of the planet's most inhospitable places, Hamish successfully repaired the damage. "There's only one way to true up a bent chassis frame in a place like the Sahara," says Hamish. "You hit seven bells out of it with a bloody great hammer and a fair helping of brute force and ignorance." By all accounts the rest of the journey was similar to riding a unicycle fitted with one pedal and the saddle turned back to front, but Hamish's chosen destination was Cape Town, and there was never even a moment's thought of turning round and heading for home. Today, that same Lagonda sits proudly in Moffat's stable, the oldest car in

During one of his round-the-world trips, Moffat paused in New Zealand to exercise his 35T over some dirt roads. Inset: Moffat's duels with Morley in the Napier-Bentley were legendary. Here he fends off the aero-engined machine in Frank Wall's *monoposto* 35B.



the world to have crossed the Sahara desert.

Sitting alongside the venerable old Lagonda, Hamish keeps a Scott motorcycle which he occasionally races in vintage events, his trusty OM tourer, a 35T Bugatti, a 35B Bugatti and his beloved Brescia Bugatti. Long associated with the classic French marque, Hamish's first Bugatti, the Brescia, was acquired by him for the princely sum of £12 10 shillings in the same year that Edmund Hillary and Sherpa Tensing conquered Everest and the Princess Elizabeth was crowned Queen.

"I was attracted to the Bugatti initially for no other reason than the fact that it is a very beautiful car. The styling of all the better Bugattis is just wonderful and in my eyes has only been rivalled in the post-war era by the classic Ferraris", says Hamish. "Despite its many faults — Ettore Bugatti was an artist not an engineer — the Brescia is undoubtedly one of the world's best cars, a true all-rounder which can be used on the road every day, for all types of VSCC events, and is so rugged that it rarely breaks."

But if the Brescia is the best all-rounder, his 35T, bought in the late 1950s, is, according to Hamish, the perfect Bugatti. "Being so much lighter at the front end than the 35B and without the vagaries of a supercharger, the 35T is wonderfully controllable especially on beaded-edge tyres, the handling so predictable and there's always enough power to have fun."

Through the 1960s and 1970s, it was Hamish's considerable skill and talent behind the wheel of his Bugs, and Frank Wall's 'monoposto' T35B, that not only won him more than 200 trophies, but was also responsible for some of the VSCC's most epic duels.

Year after year, the highlight of each vintage Silverstone and Oulton Park was a Bug-mounted Moffat scrapping with similar cars driven by Bernard Kain, Dr Richard Bergel, Geoffrey St John and Ian Preston, the 24-litre Napier Bentley of Peter Morley, and Keith Schellenberg's monster Bentley affectionately known as 'The Whale'.

Few who witnessed these scraps will ever forget them: the glorious sight of the Napier Bentley's inside rear tyre 'lighting up' as it struggled desperately for traction on Silverstone's Woodcote corner, with Moffat nipping past on the inside only to be overtaken by the Bentley on the pit straight again — and again and again. Magic!

And it was the same story when Hamish bought ERA R3A in 1965, a car which he shared for many years with Nigel Arnold-Forster. Suddenly, after many years, the ERA scene came alive. Along with the other great post-war ERA drivers, Pat Lindsay (R5B), Tony Merrick (R1A) and Neil Corner (R4D), Hamish Moffat displayed his complete mastery of difficult machinery. But despite his many wins, often against more powerful cars, he was never once tempted into the cockpit of a modern single-seater.

"I'm sure that contemporary Grand Prix cars are exciting to drive: after all nothing with upwards of 700bhp could ever be described as dull, but they are rarely beautiful and I have never seen the point in pounding around a track in something that, although honed for that purpose, looks as ugly as sin," he says.

Not surprisingly, Hamish dismisses his trophies as mere souvenirs — true gentlemen always do — and cites his best ever race as one that took place in pouring rain at Oulton Park 20 years ago. "I drove my 35T, which was comparatively underpowered and spun out on two occasions, but recovered sufficiently well from the back of the field to finish second. It gave me immense satisfaction to drive that car to the limit in such awful conditions and I've never driven as well since."

Many of his finest races towards the end of the 1960s took place against a backdrop of marital disharmony, and when his first marriage finally broke up in 1967, Hamish found himself without anywhere to live. For the next six years or so, home was a borrowed MGB GT coupé, but as he points out "living in an MGB is a pretty dull business, so during that time I took the opportunity to drive around the world a couple of times in my Bugattis and the OM tourer".

The 35T was called into service once again and, on one trip with his long-time friend, Sir John Venables-Llewelyn, Hamish particularly recalls traversing North America and being arrested by the police twice en route. "The fact that we were two Englishmen travelling in a French car with German number plates probably aroused their worst suspicions initially. They got very excited when I failed to produce for their inspection what they called a 'document of reciprocity', whatever that was supposed to be."

Eventually, they were issued with this document, only to be arrested again a day later. "The policeman on that occasion pulled us in to the side of the road and said 'this car does not move', and having replied 'Oh really? It goes rather well actually', I soon realised that American traffic cops do not have a sense of humour," grins Hamish. "We were given a good old-fashioned



Moffat's motorhouse includes an internal window from the kitchen so he can keep an eye on his Bugattis, the trans-Saharan Lagonda, left, and the OM, on the right. In the sixties Moffat was one of a band who flew the ERA flag, above, campaigning R3A on hill and circuit.

"The first thing I knew about your presence at this airport was when I saw you fly past my bloody window!"



dressing down but everything was alright after I'd produced this wretched document of reciprocity, and we were on our way once more."

Hamish had become fond of globe-trotting, but decided on a more stable existence in 1971 and settled down in a magnificent old farmhouse which he largely restored himself and lives in today. His motor racing activities continued, of course, but flying vintage aeroplanes, of which he owns five examples, began to appeal more and more. With increasing quantities of traffic on British roads, Hamish takes to the skies from his private airstrip at every available opportunity.

"These days, I find flying much more rewarding than driving, for several reasons," he says. "Motor racing, even at VSCC level, has been completely cocked up by the RAC who seen to delight in making up new and pointless regulations, and the amount of paperwork in making an application to drive 15 laps around Silverstone's club circuit is laughable. Dealing with the Civil Aviation Authority in a similar capacity is much simpler."

Despite his love of aeroplanes, flying not only brought him a now legendary brush with the law, but also very close to a premature meeting with his Maker.

"A few years ago, I took off in my Gipsy Moth from Aberporth Airport after an air show," says Hamish. "Everything was going very well until, after a little while, one of the exhaust valves broke. I was in serious trouble and immediately looked for somewhere to land. None of the fields I could see were suitable, being either too steep or too short, so, despite the danger of being booted into the middle of the following week by a passenger jet taking off or landing at Cardiff Airport, I had no option but to land on the main runway there using the three remaining cylinders.

"Naturally I hadn't got a radio, so I couldn't let the people at Air Traffic Control know that I was coming, but was sure that they would have picked me up on their radar screens. Anyhow, I started to lose height as I approached the runway and could see there was no immediate danger of air traffic movements.

"The Moth was difficult to control, but I eventually got down safely and was asked to report straight away to the chief Air Traffic Controller, whereupon I explained that I had been in an emergency situation and knew that, as he'd got me on radar, he could at least avoid a major disaster by preventing the big jets from taking off until I'd touched down.

The Air Traffic Controller lent a sympathetic ear to Hamish's plight, but quietly explained "The first thing I knew about your presence at this airport was when I saw you fly past my bloody window!"

On another occasion in more recent times, Hamish performed his well-known and eagerly expected party piece — bombing with bags of coloured flour the Verzons Hotel near Ledbury, Herefordshire, where the VSCC meets every New Year's Day — just one time too many.

The last time he carried out this daredevil feat, he not only misaimed and bombarded a local resident's recently tended washing line in the vicinity, turning her whites into an interesting technicolour mess, but also incurred the wrath of an RAF helicopter pilot who happened to be present at the Verzon's meeting.

Seeing their chance for a 'good story', the daily press immediately jumped on Hamish and, in one long week, turned this very private man, who had been content to live life in his uniquely eccentric style, into a national hero.

Unkindly dubbed in some quarters as the 'Bosbury Biggles', after the village close to where he lives, Moffat was portrayed by the media as a Boy's Own relic of an age gone



Moffat claims that flying his Gipsy Moth involves less paperwork than a race at Silverstone. He has lately added a Comper Swift to his flight. Above, a Scott offers a two-wheel refresher when Ettore's finest palls.

by, a figure of *joie de vivre*, a role model for naughty schoolboys with high spirits and a zest for everything life has to offer. And most, but not all, of what Fleet Street wrote about him was true, and it captured the imagination of millions.

Unfortunately, the local magistrates, not to mention the Civil Aviation Authority, took a very different view. The RAF pilot who reported Hamish's post-prandial pranks to the authorities considered an air-raid on the Verzons to be inappropriate for an experienced pilot, and after being hauled in front of the beaks, Hamish's bank account was relieved of £500, and he received a stiff rap over the knuckles into the bargain.

For the first time in his life Hamish was forced to toe the line or lose his precious pilot's licence but, true to form, he had the final word on this episode at the same meeting a year later. Having left his trusty Moth snugly tucked away in its hangar, Hamish arrived at the Verzons Hotel in his Bugatti, and left a neatly penned note on the seat for the helicopter pilot who had reported him. Regrettably, there isn't a magazine in the world, let alone a revered journal like MOTOR SPORT, which would be allowed to print that message. Suffice it to say that our hero voiced his discontent without equivocation in good old fashioned Anglo-Saxon.

Incidentally, Hamish Moffat's Gipsy Moth is particularly interesting, as it has a small connection with the similar aircraft piloted by the late Amy Johnson, the first woman aviator to fly solo from England to Australia. After her pioneering flight, Amy Johnson's craft was transported to the London Science Museum. One souvenir kept by her family after she died in 1941 was the famous aeroplane's compass, and some years later, it was donated to Hamish as a gift.

"I know that the Science Museum would dearly like to have it back but, while I'm alive, it stays on my aeroplane," laughs Hamish. That same compass stood Hamish and his wife, Bunty, in good stead when, attired in full evening dress, they flew up to Silverstone in the Moth for a celebration dinner.

We landed the old girl on the club straight, and when, after a heavy night, I went to collect it the following morning, the aeroplane had gone," recalls Hamish. "As it turned out, it was in good hands; it was the day of the British Truck Grand Prix, and mindful of the damage a 1000bhp turbo-charged Volvo might do to my diminutive Moth, a group of magnanimous marshalls had pushed it all the way to the safety of Copse Corner, from where we flew home."

Despite his waning interest in motor cars and a still waxing obsession with his beautifully preserved aeroplanes, it is on four wheels that Hamish wants to make one last journey. "Keith Schellenberg and I competed in the World Cup Rally in his 8-litre Bentley a few years back, and because it was such a lot of fun, despite being overloaded and constantly having to replace spokes in the rear wheels, I really want to experience something similar again."

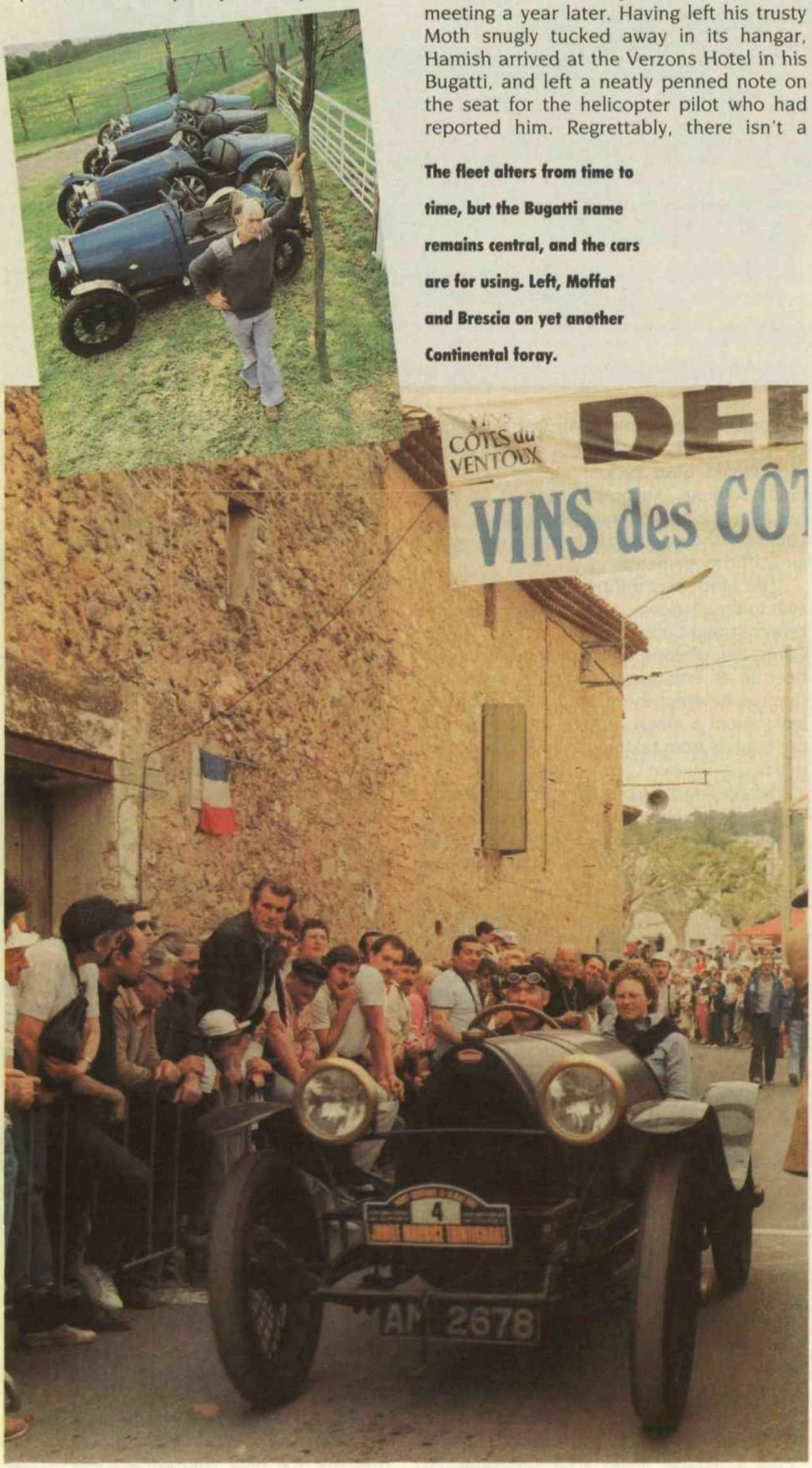
Vith his American friend and fellow Bugatti enthusiast, Bob Seiffert, Hamish is planning a trip from Tierra del Fuego on the tip of South America, up through Mexico, and on to the northernmost part of Alaska.

"I want to do the journey in my vintage OM tourer because I know it to be 100 per cent reliable," beams Hamish, "but also because there is a particularly challenging 20-mile stretch of swampland in Colombia which, to my knowledge, has never been crossed by car."

Most normal folks would naturally avoid such a place at all costs, but to describe Hamish Moffat as normal is probably to defame the man. To be perfectly candid, there aren't many mortals who would choose to undertake such a journey at all, but especially in a vintage car.

Hamish's everyday road car is an ageing Saab, but it serves no purpose other than providing transport to local shops. It's significant that for the past two years, the Saab has been without a reverse gear: for a man who has spent his life going forwards, and at a fair rate of knots, travelling backwards in any sense of the word just isn't on the Moffat agenda. . .

L M



The fleet alters from time to time, but the Bugatti name remains central, and the cars are for using. Left, Moffat and Brescia on yet another Continental foray.

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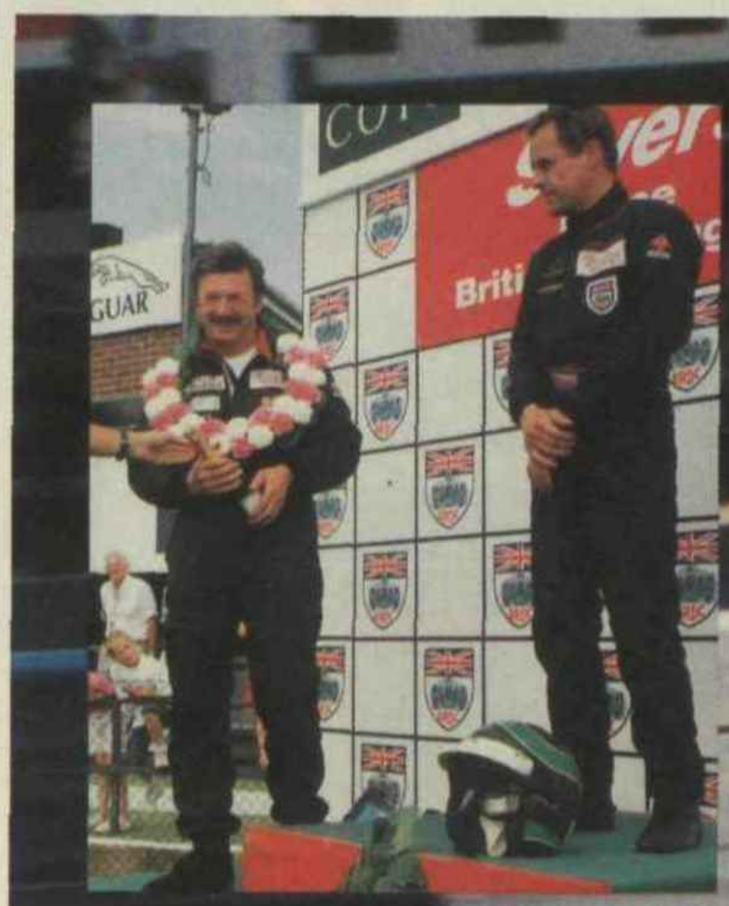


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The paddock alone would make a visit to Coys worthwhile; add a full two days of top-class historic racing and a phalanx of famous drivers and you end up with an unmissable meeting

Martin Stretton and John Harper (on podium) entertained in both MOTOR SPORT's pre-52 race (main pic) and the Innes Ireland Trophy, top right. Carroll Shelby (right) guest of honour; *Majzub's wonderful Alfa 308C looked promising in Rickett's hands.*

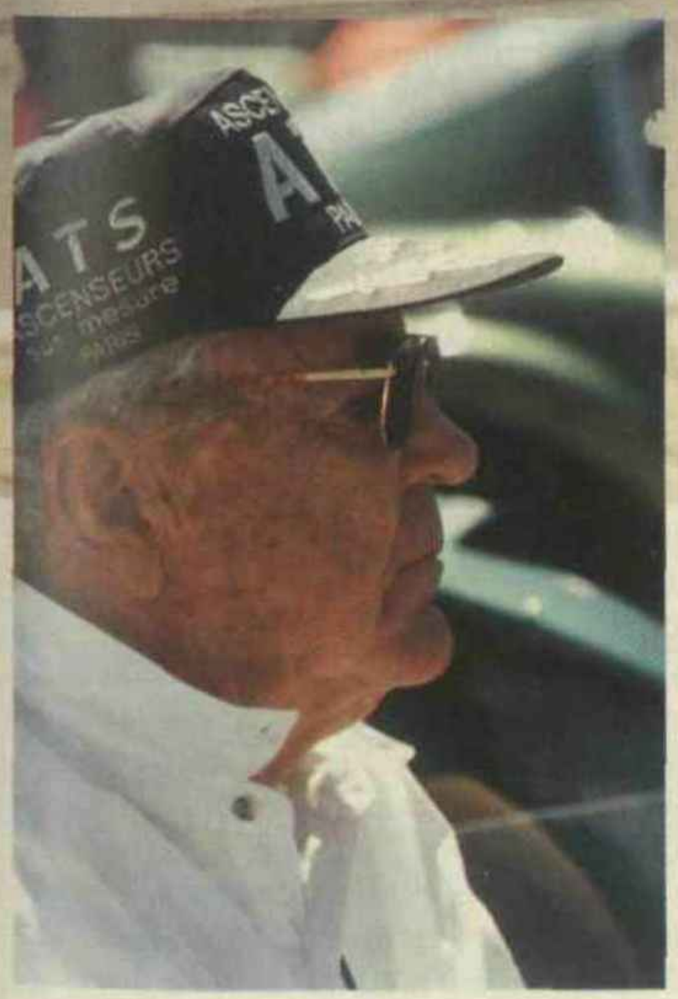
From the spectators' viewpoint and the social angle, the 1995 Coys Historic Festival at Silverstone was another overwhelming success, boosted by Mediterranean weather conditions and some close racing. However, from the competitors' standpoint, this was overshadowed by a somewhat heavy-handed approach by the FIA, much of whose involvement, unavoidable with inclusion of a round of the FIA European Touring Car Challenge on the programme, was deemed to be inappropriate for a historic meeting of this type. Several £100 fines were doled out for non-production of FIA papers, and one competitor took his car home after practice. Others threatened to do likewise before reason prevailed. Other disputes ranged from the suitability of crash helmets and racewear to use of the Grand Prix circuit in place of the preferred 'historic' circuit (which omits the Vale section that met with disapproval from drivers at last year's Festival).

In his speech at Saturday night's BRDC dinner in honour of Carroll Shelby, BRDC President Lord Hesketh expressed his personal criticism of the FIA.

The featured marque at this year's Festival was Aston Martin, to celebrate the 60th anniversary of the Aston Martin Owners Club with former team drivers in evidence including Stirling Moss, Tony Brooks, Jack Brabham, Eric Thompson, Noel Cunningham-Reid and '59 Le Mans winners Shelby and Roy Salvadori, as well as Cliff Allison, Bruce Halford and Maria-Teresa de Filippis. On Sunday, Moss demonstrated *Neil Corner's ex-Fangio 250F Maserati and* a one minute silence was observed in honour of the recently deceased five-times world champion.







Photography: Alan Cox/John Whiteman

All races bar those for touring cars and Austin Healeys were run in two parts, with winners determined on aggregate. Both parts of the Pre-War Sports Car event were dominated by the 1931 Le Mans-winning Alfa Romeo 8C of German duo Peter Groh and Klaus Werner. They won part one from the spiritedly-driven Bentley 3/4½ of John May, who just pipped the Alfa 8C of Hartmut Ibing/Hans Hugenholtz on the final lap. The Talbot 105 of Stephen Curtis/David Morris took a respectable fourth.

In part two, the Groh/Werner pairing briefly lost the lead at their pit-stop to the Ibing/Hugenholtz car, but Groh soon restored the status quo to take the overall win from Ibing/Hugenholtz and Day, with Curtis/Morris in fourth from the solo-driven MG NA Magnette of Phil Walker. The first two finishers and Alex/Tania Pilkington (Alfa 1750SS) helped Alfa take the team prize.

Some of the best racing of the weekend was seen in the HGPCA Pre-52 GP Car race sponsored by MOTOR SPORT, honours being contested by John Harper in Vijay Mallya's ERA R4D, and Martin Stretton in Simon Bull's Maserati 4CM. Quickest in practice by 1.25s, Stretton was beaten away by the ERA and harried Harper over the early laps. After much place-swapping, he succeeded in getting past for good on lap four and pulling away to win. Stephen Curtis, sharing David Morris's ERA R11B, took third, initially heading off Mark Gillies (Brooke Special) before Jeffrey Pattinson worked his ERA R6B into fourth.

The second race saw more of the same with Harper, once again, taking an early lead. After much side-by-side motoring, and some demon outbraking by both parties into Copse as the track became slippery, Stretton placed the 1½-litre car ahead just before half-distance. Despite continued pressure from the wily Harper, Martin held on by half a second. Martin Morris took his second third place of the meeting, with Curtis. An eighth and a fourth netted fourth overall, and an extremely promising result tor the Alfa 8C35 of Paul and Matt Grist. Jost Wildbolz (ERA R9B) took fifth and Tony Stephens' consistency was rewarded with sixth, with ERA R12C. Much interest centred on the first outing of Julian Majzub's sensational 1937 Alfa Romeo 308, rebuilt over a long period after returning from South America, in the hands of restorer Duncan Ricketts. Although it missed the first part, it completed Sunday's race in good shape and promises much for the future.

Winners of the GT race for the past three years, Frank Sytner and Gary Pearson went their separate way for the Coys of Kensington GT race. Frank joined Paul Alexander in Brandon Wang's Ferrari 275 GTB, and Gary teamed with Simon Draper in the latter's Project 214 Aston Martin. Splitting them on the front row was Nigel Corner's Lightweight Jaguar E, shared with Barrie Williams and complete with fuel-injected engine to full-race spec. Sytner's Ferrari held a narrow early advantage, but was kept on the limit by the pursuing Pearson, the E-type failing to feature after ingesting a stone. The Italian E-type of Dino Morazzoni/Roberto Tonetti headed the chase, followed by Lindsay Owen-Jones' 1964-bodied Ferrari GTO shared with regular McLaren GTR teammate Pierre-Henri Raphanel, having his first taste of historic racing. The three leaders pitted on lap seven amidst mild chaos.

Alexander rejoined ahead of Draper, but the E-type lost third place to the Owen-Jones Ferrari and that's how it stayed to the finish. Stefano Violati/Peter Hannen put in a strong drive to take fifth with an older 250GT SWB, overtaking the Nick Mason/Justin Bell GTO on the run to the line.

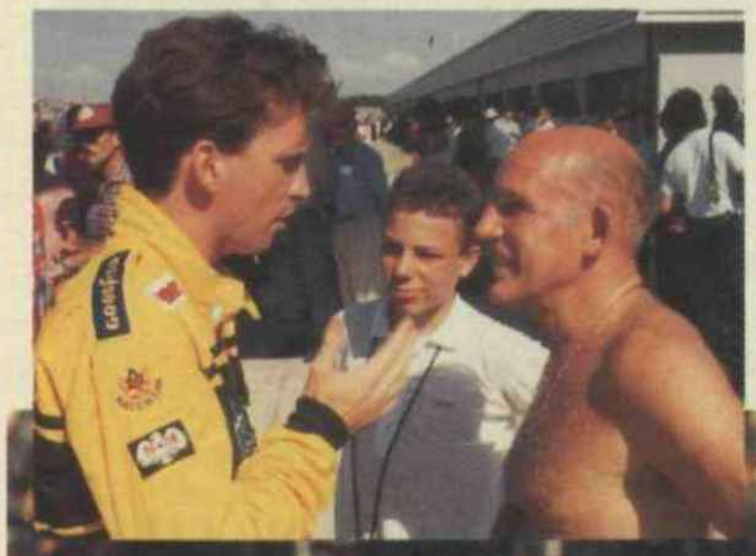
It was much the same story in Sunday's race, though Owen-Jones's GTO led the Italian E-type and the similar car of Michael Cann/John Young until the pit stops. The leaders stopped together, only for Sytner to leave the car in gear, which slowed Alexander's getaway and allowed the Aston to take the flag, albeit not far enough ahead to deny the Ferrari overall victory.

Owen-Jones and Raphanel took third overall, well clear of Morazzoni/Tonetti, Hannen/Violati and the ex-Norinder GTO of Robs Lamplough/Enrico Guggiari. Class One honours fell to the Lotus Elite of Renzo Raimondi/Mauro Bompani from the well-driven MGB of Warwick Banks/Anthony Binnington.

After a delayed start, with John Harper's Vanwall starting from the pit lane, Nigel Corner dominated the first heat of the Ness







Justin Bell tells Moss how to do it, left; brawny Falcon of Winquist/Bergland was finally jumped by Brorsson's rapid Cortina, top; Owen-Jones always good to watch – especially when one of life's little surprises is sprung on his Birdcage Maserati, left.



Furniture HGPCA Pre-61 GP Cars race with his Tasman Dino Ferrari. Runner-up Gerry Porter (Cooper T3) never got close enough to challenge, and this pair outdistanced American Joel Finn (Lotus 18) and Phil Walker (Lotus 16). Pierre-Henri Raphanel took his turn in Owen-Jones's Maserati 250F Piccolo to claim a respectable fifth on his first acquaintance with the car.

Corner's hopes of a perfect score were dashed when Joel Finn cut across in front of him at the start of race two, squashing the Dino's nose and letting Porter get away to win, in spite of Walker's sterling efforts. Corner had passed Walker with two laps to go, but spun down to third at Club on the penultimate lap and just failed to take the aggregate win from Porter. Walker emerged in third overall from Rod Jolley (Cooper T51), Tony Merrick (Ferrari Dino) and Raphanel. John Harper's efforts were rewarded with seventh place, after he had brought the Vanwall through the field in part one to take ninth.

The rising young star of historic sports car racing, Australian Matthew Martin, qualified Kerry Manolas's two-litre Ferrari Dino on pole by over two seconds for the Louis Vuitton 50s Sports Car race but was beaten off the line by Gary Pearson (Lister Jaguar) and Frank Sytner (D-type Jaguar). Martin was soon on the Lister's tail and took the lead after three laps as the leader began to overheat.

Jeffrey Pattinson (Cooper Monaco) took up the challenge and he and Martin put on a tremendous show, Martin finally securing the lead with a heart-stopping pass on the inside of Bridge. He managed to collect himself after a hairy moment at Priory on the last lap to win by less than half a second. Sytner was third on this occasion with Barrie Williams (Tojeiro) pipping Peter Hardman's Le Mans-winning Aston DBR1 for fourth.

Sunday's race saw Pearson lead but Martin was consigned to a spectating role after going off at Club on the opening lap, leaving the pursuit to Pattinson. Once again the Lister's temperature rose, causing Gary to relinquish the lead and drop back. Sytner's third place gave him second on aggregate from Hardman. Pearson's efforts in part two elevated him to fourth overall, well clear of Nick Mason (Maserati Birdcage) and Steve O'Rourke (Aston DBR2).

The Innes Ireland Trophy Race for Pre-66 GP and Tasman cars was a replay of the MOTOR SPORT Trophy event, with Martin Stretton (Cooper T51) and John Harper (Brabham BT4) scrapping mightily for the full distance after poleman Paul Alexander had spun his ex-Revson/Parnell Lotus-BRM 24 at Abbey on the opening lap.

Never separated by more than a few lengths, the duo held spectators entranced with an exhibition of wheel-to-wheel racing which culminated in a failed last-lap bid by Harper at Stowe. The Brabham tailed the Cooper across the line, just 0.18s adrift. Allan Miles (Cooper T53) took fourth after overcoming the Lotus 18s of Jeremy Agace and Duncan Dayton.

Part two proved to be an anti-climax with, first, Harper's Brabham being wheeled off the grid, shrouded in extinguisher foam. Then Stretton stopped at Stowe on lap three, his gear linkage trouble allowing Miles to cruise to overall victory, a distance clear of Dayton and Alexander.

A 44-car grid contested the Donald Healey Memorial Trophy race with poleman Denis Welch leading from start to finish in his ultra-successful 3000, despite having to pace himself to the end following the onset of head gasket trouble on lap four. You would never have known.

Bruce Montgomery (3000) held a race-long second, but the third place battle between Stirling Moss in John Chatham's 3000 and Steve Bicknell's similar car provided the main interest, Bicknell pressuring the maestro without success and spinning off with two laps to go. In turn, Moss was closing rapidly on Montgomery but ran out of laps, while Jeremy Welch finished an excellent fourth with a much earlier, less powerful 100M.

Drive of the race came from Tony Dron. Starting from the back of the grid after a frustrating practice, he passed 38 cars on his way to fifth in Dave Hardy's 3000.

The British-entered Ford Falcon of Bill Wykeham/Peter Austin snatched the early lead in the one-hour FIA European Challenge for Historic Touring Cars, and Wykeham defended it well under strong pressure from Tommy Brorsson's Lotus Cortina and Peter Gerhards' Alfa Giulia Sprint. A slow-starting Sandro Munari (Alfa Giulia Sprint) was soon challenging Gerhards for third, handling the Alfa with tremendous style befitting a former rally champion and Targa winner.

On lap 10, Brorsson lunged inside the Falcon at Club, emerging in front and pulling away as Munari took his turn at worrying Wykeham. Brorsson was first to pit, handing over to Bo Warmenius, who regained the lead when the Falcon and Alfa stopped. Maurizio Ambrogetti rejoined in the Alfa ahead of Peter Austin in the Falcon, and the Italian set about the leader. In the course of his pursuit, Ambrogetti lapped a backmarker under a yellow flag. This was to be his undoing. As the Cortina's handling deteriorated as its tyres went off, the Alfa closed and passed despite a brake problem in the closing stages. However, the yellow-flag incident incurred a minute penalty, demoting the Italians to second while the Falcon was excluded from third for a technical infringement over the width of its track (subject to appeal). Third place went to Massimo Faraci/Carlo Facetti (Alfa Giulia Sprint) after 'Amphicar'/Arcangelo Priulla (Alfa GTA) had also been penalised for overtaking under the yellows.

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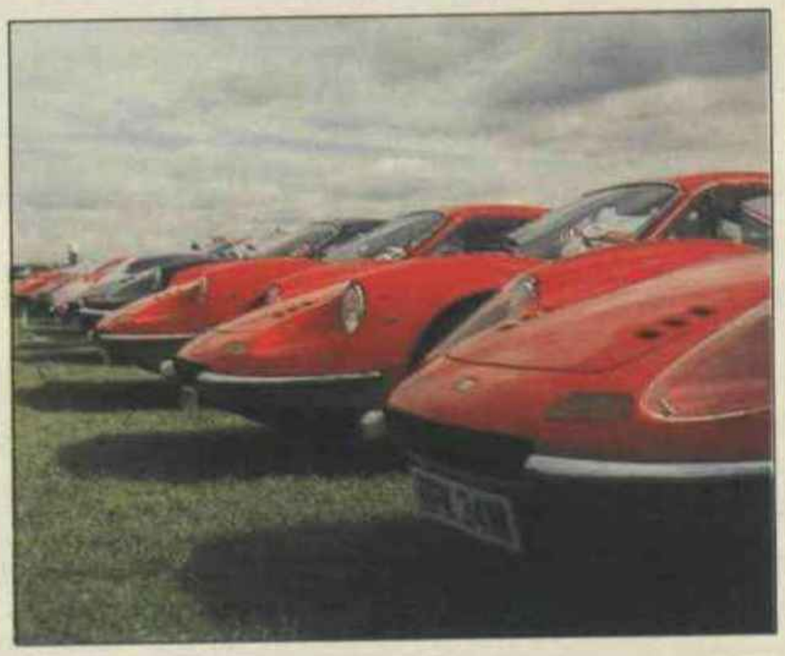
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FANGIO (right) with STIRLING MOSS after The British Grand Prix at Aintree, 1955. Moss had won, with his team-mate Fangio second driving to Mercedes Team orders.

Norfolk Barnato Run





A neat four-seater touring Brescia Bugatti (left) and a 1927 seven-seater saloon on Franklin's air-cooled chassis (below) were two of the rarer items among a huge gathering of cars of all ages in the park of Felbrigg Hall.



Over 80 Bentleys journeyed from Brooklands to Norfolk in early August to recall the achievements of Woolf Barnato, Bentley's one-time flamboyant and successful driver and guardian angel. His daughter Diana was at Felbrigg Hall, near Cromer, to watch the cars join the North Norfolk Rally, involving some 800 cars of all ages and types which were arrayed in the park of the splendid house. Barnato Bentleys included a Speed Six, a 4-litre saloon, and the elegant streamlined d h c 4¼; Lotus brought a pair of F1 cars, a 79 and a 97 driven by Ayrton Senna, as well as a spread of road cars, and the TSB allowed "Old Number One", now repainted green, out for a rare airing since its famous court-case.

GC

Rally FIVA

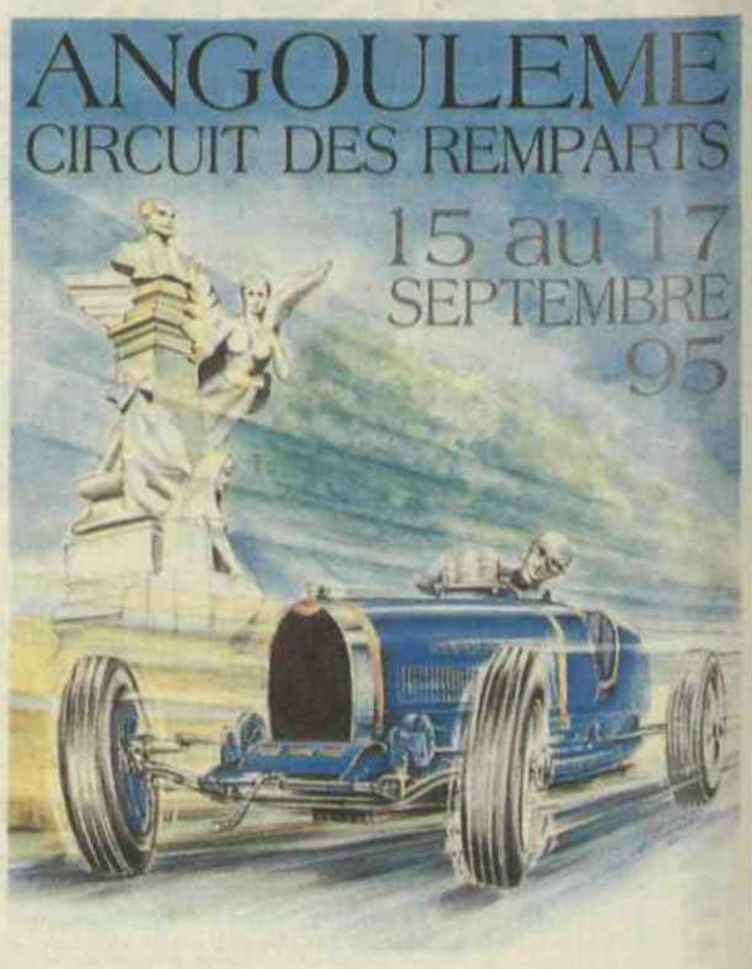
Several dozen (mostly foreign) entries have already come in for the 1996 FIVA World Rally, for pre-1976 vehicles, which starts in Edinburgh on June 14 and finishes with driving tests on the Rover test-track at Gaydon on the 23rd. The 400 participating vehicles will be divided into three age categories with differing routes planned by Jim Porter who in recent years has routed the RAC and RAC Classic; entrants are thus assured an interesting and challenging journey. Night-stops will be at Windermere, York, Nottingham and Stratford, with secure overnight parking at each place.

The rally is supported by Rover, whose director Frank Turner has been in charge of planning for some 18 months now. VCC, VSCC and BDC members form the committee under Lord Montagu, and they are determined to make this British rally a memorable one. Details on 01926 643048, or fax 643019.

TJT



MPH Models has released another limited-edition 1/43rd-scale model, the streamlined Alfa Romeo 2900B which was leading Le Mans in 1939 until a tyre burst. Although derived from a Provence Moulage kit, MPH lists 142 separate modifications, contributing to the price of £245.

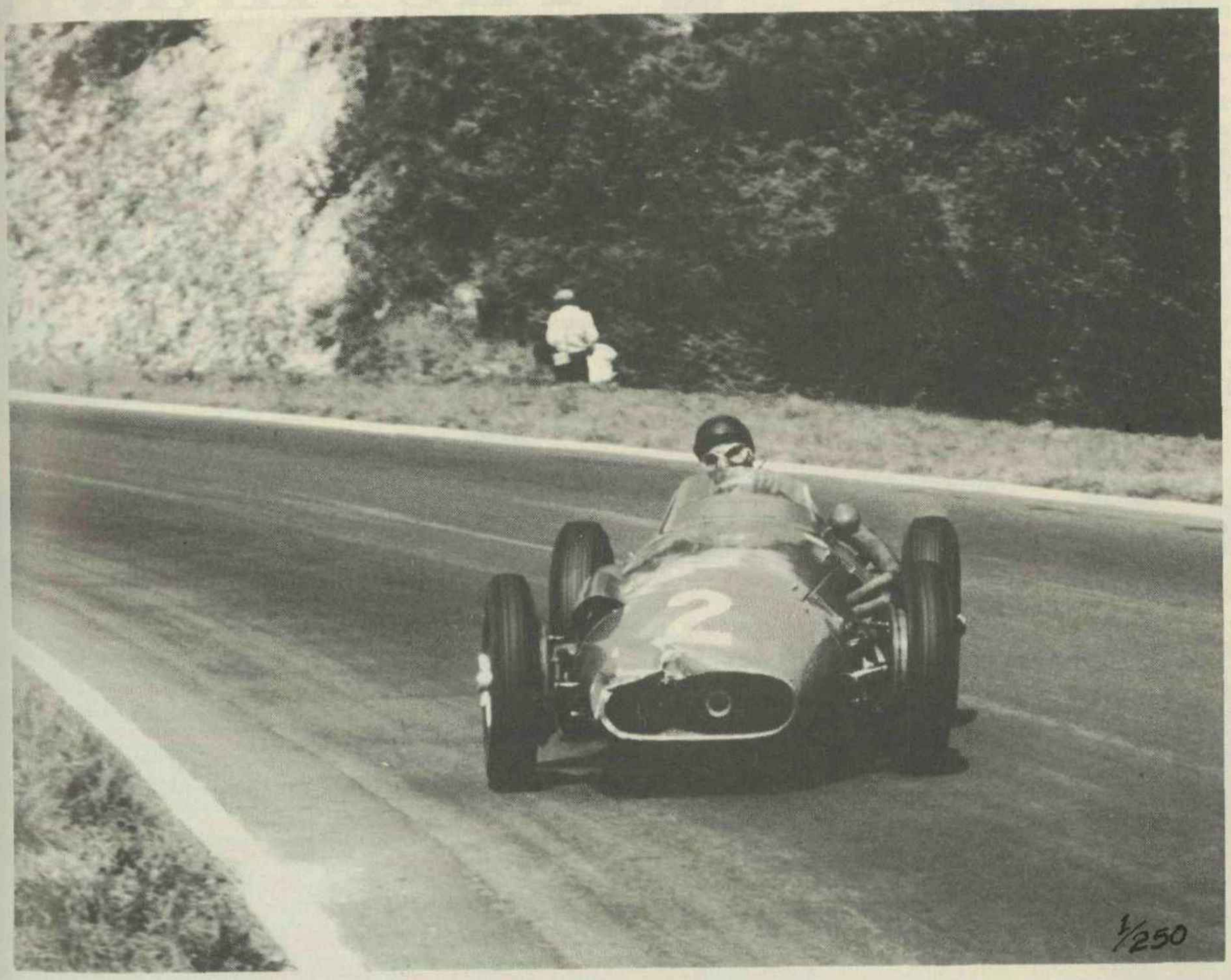


Street Racing

If you plan to be in France in September, Sunday 17 sees the climax of the *Circuit des Remparts* of Angoulême, when racing cars tour the ancient city walls. It's a demonstration, not a race, but it's quite an event nevertheless. On the Saturday there is a rally touring the area, with a Concours d'Etat, the winner of which receives his own weight in Cognac, while the weekend begins on Friday with a *Concours d'Elegance*. Viewing is free, though FF100 buys entry to the closed paddock; times and details from ACOCRA, tel 00 33 16 45 94 95 67; fax, 00 33 16 45 94 95 66.

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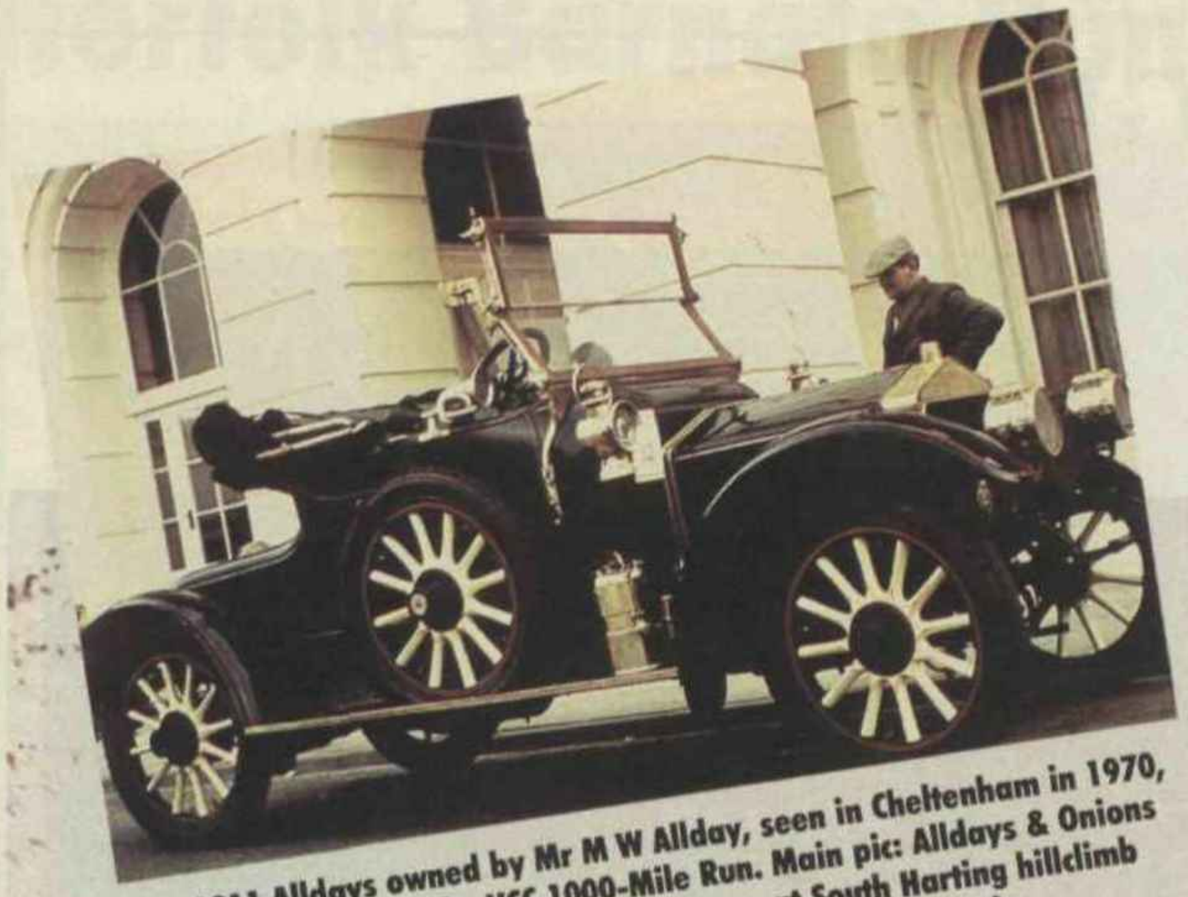
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The Alldays & Onions



The 1911 Alldays owned by Mr M W Allday, seen in Cheltenham in 1970, when competing in the VCC 1000-Mile Run. Main pic: Alldays & Onions took part in early hillclimbs. Here is one at South Harting hillclimb around 1905, with lady passenger in suitable attire.

Alldays & Onions cars may not be all that well remembered, but in their time they had the distinction of being manufactured by the oldest company to turn to motor-car production, and can be seen as a very well designed and constructed make. Indeed, the original ironmongery company dates back as far as 1650, when it made blacksmiths' equipment for Midlands engineering works. It also made bellows for iron-foundries, and this developed into the supply of every conceivable kind of tool, from hand-drills up, for engineering workshops, a profitable line in the busy Midlands.

Later, the specialist industry of fan making, for engineering purposes, became the main outlet, as it has remained to the present-day. The resurfacing of anvils had comprised a large part of the original business, but when cast steel came into use for this purpose the work declined, until in 1916 Mr Allday summarily shut down this department. He had owned a De Dion Bouton in 1899, so had some idea of how the motor industry might develop. Inevitably the Alldays & Onion Pneumatic Engineering Co Ltd of Birmingham, while continuing with the production of blacksmith equipment, fans and blowers of all kinds, added at first the inevitable Alldays bicycle, and then motorcycles. But back in 1899 the Traveller quadricycle with 4 hp De Dion engine had appeared, in both private vehicle and commercial-traveller forms.

However, the first breakthrough on the car front came with the successful 10/12 hp vertical twin-cylinder introduced in 1908, and which was to remain a well-liked Alldays car up to 1911, when it was superceded by the larger four-cylinder cars. In 1908 the Enfield Autocar Co had been taken into the Alldays group, and these long-established engineers were making cars in their two factories, one in Studley, another at Small Heath in Birmingham. So by 1911 motor-car production was in full swing at the Matchless and the Great Western works; up to the outbreak of the Kaiser War some 400 to 500 cars had been made of one model. Meanwhile, Allday & Onions continued to make a wide range of engineering products, of which the Duplex fan was very successful. I was fortunate in being able to meet Mr Michael W Allday, whose father Percy managed the Company and whose great-uncle William and grandfather Edmund were on the board of the car companies, and had united the Onions business with Alldays. The other Directors

were Edmund Tailby and Simon Onions. (The Alldays are keen motorists, having just bought a modern Alfa Romeo to replace a VW Golf; for many years Mrs Allday was a Lancia enthusiast.)

Mr Allday owns a 1903 Alldays imported from Holland, and a 1911 12/14hp Alldays & Onions which his father had new and used until he gave it to the works-manager in the 1930s. It has been immaculately restored for Michael Allday by Beaulieu Classic Cars Ltd. He also has a 1919 292cc two-stroke, outside-flywheel Alldays "Allons" motorcycle rescued from Scotland. How nice that such a rightful owner should have three of the vehicles produced by his family and be keen enough to use them, the 1903 car having taken part in several Brighton Runs etc, and the 1911 two-seater in various other VCC events, here and on the Continent. Mr Allday has also preserved many catalogues and other documents relating to the Alldays' cars and other products.

"How nice that such a rightful owner should have three of the vehicles produced by his family"

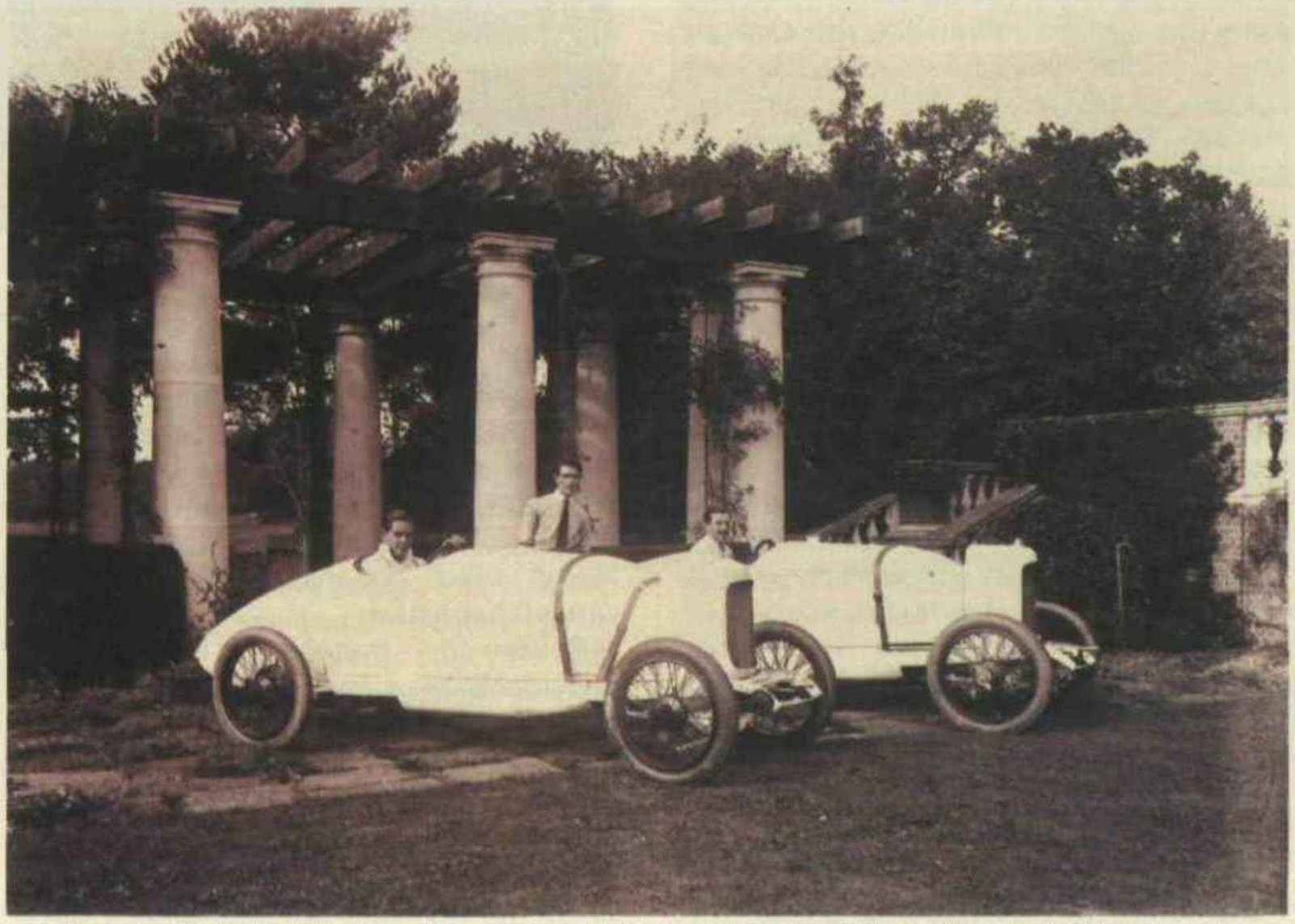
Inspection of the 1911 12/14hp Alldays (which is now owned by one of Mr Allday's daughters) emphasised the quality and integrity of the Edwardian cars. The neat radiator carries no badge, this feature on earlier cars (of an "A" encircled by an "O") having been abandoned as too much like an advertising ploy. The engine has two blocks of paired cylinders, fed by an updraught Zenith carburettor on the off-side, which is where the Bosch magneto is situated. The gearbox provides four forward speeds and reverse, and refinements include screw-down greasers on the shackle-bolts, an automatically tensioned cooling-fan belt, and an engine-driven tyre-inflator which will produce 75lb/sq in and can be connected to any tyre *via* detachable hoses, two brass-cased dials on the dashboard indicating the pressure and the state of a tyre the pump is blowing-up, with a valve for adjusting pressure in that tyre. The construction of the entire car is clearly well contrived and every component adequate for its task. The dickey-seat lid opens to reveal tonneau-shaped side panels which fold into place and a subsidiary hood can be attached to the main hood of the roomy two-seater body. There is no carburettor choke, but the compression-taps are inclined for easy priming. Incidentally, although no badge defiles the radiator, the initials A & O used to be stamped on the chassis components, such as the back-axle casing and pedals.

Looking at this 12/14hp car convinced me that Alldays & Onions made dependable cars of adequate proportions. Apart from the two successful smaller models, a 25/30hp "four" and big 30/35hp six-cylinder were available from 1911 up to the war, and both Alldays and Enfield brand names were used. Apart from a range of models, a very wide selection of different types of bodywork was offered in those pre-1915 days. I note in the catalogues that the type-numbers of the 10/12hp cars went from 2 and 4 to 221 and 222 denoting different body styles, the lowest-priced being listed at 210 and 220 gns. Similarly, the 14/18hp cars were listed as Nos 18 and 31. Interestingly, a "Brooklands" model was included, with small bolster petrol tank behind the seats, available on both the 10/12 and 14/18hp chassis. Thus Alldays, whose offices were on Holborn Viaduct in London, had a good range of cars before those lights went out all over Europe.

They used full pressure lubrication, ball-bearings throughout the transmission, and had improved on their valve tappets to ensure quiet running. But the Matchless works made only a few cars in 1915, and fewer still, under Government permit, during 1916-18, when munitions took over. Production was not resumed until 1921, no cars being made in 1919 and 1920. But before this happened, the Alldays & Onions had been quite prominent in the competition field, cups and medals being proudly illustrated in the catalogues. Being based in Birmingham, Shelsley Walsh hill-climb was the obvious venue, and at the opening meeting in 1905 William Allday entered a 10hp two-cylinder Allday with a 95 x 114mm engine for E J Blakemore to drive, without much success. However, in 1906 four were entered, driven by Blakemore, T W Humore, its entrant S Downing and N Tailby, again without much showing. In the Closed event, though, William Allday entered C E Simms, with whom in 1913 he was to patent a compressed-air engine-starter, used on some Alldays, and he was seventh on time.

By 1908 the 14 and 20hp Alldays appeared on the hill, one of the former driven by Downing, being sixth on Formula, its weight 2786 lb. In 1909 Blakemore, on a 2079 lb 10hp, was again sixth on Formula, after which these entries ceased. But these cars continued to appeal to ordinary users; indeed, one customer had ordered his fifth Alldays in 1913, a 25/30, saying he found them reliable and hard to beat at the price. Apart from ordinary body types, they could be supplied with flanged wheels for railway inspection work, and the commercial vehicle chassis also came as a forward-drive truck for maximum loading-space and with a wonderful char-a-banc body, its bench seats protected when necessary with hanging curtains that would have done justice to any drawing-room! I believe a farm tractor was also made. Post Office and India Office orders were among those which sustained the Company, which had taken on a new lease of life from 1911 onwards.

Nor was the growing market for more economical cars neglected. To cater for it, the neat 8hp Alldays light-car was announced in April 1913. A rather spidery-looking little car, it was nevertheless soundly designed. It had a vertical-twin engine of 85 x 88mm bore and stroke, in a chassis with a cone clutch and three-speed and reverse gearbox. Special steps were taken to ensure quiet gears and back axle. The wheelbase was oft 6in, the track 4ft, and the wire wheels were shod with 650 x 65mm tyres. Throttle control was *via* a lever on the steering column and a Bowden cable, so there were only two pedals, the brake pedal operating expanding shoes in the small rear-wheel drums, the r h hand lever contracting Ferodo-lined bands

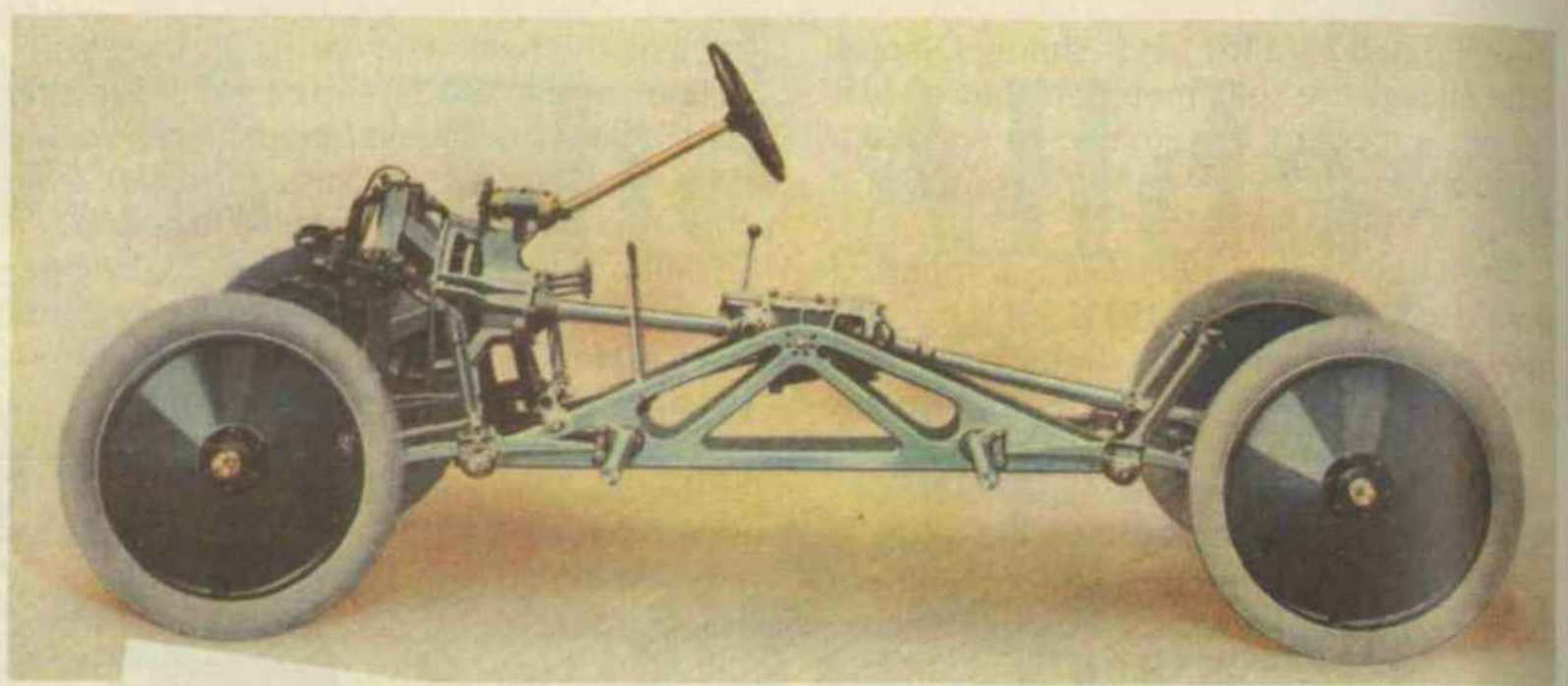


The Bertelli Enfield-Alldays for the 1923 200-Mile Race, photographed at millionaire Woolf Barnato's mansion "Ardenrun" in Surrey. He is in the front car, A C Bertelli in the car behind.

thereon. With a smart two-seater body and domed mudguards reminiscent of those on the larger Alldays, the price started at a modest £138 10/-, reduced later to £130. This twin-cylinder economy car was followed by the more ambitious four-cylinder bull-nosed 8/10hp model, with a 61 x 100mm (1100cc) engine, an 8ft 1½ in wheelbase, 700 x 80mm tyres and a weight of about 11cwt. Until the war ended production this sold for £195, with electric lighting, hood, screen, spare wheel, horn and tools. An unusual feature of both the economy Alldays was cantilever springs front and back, a foretaste of those on the Trojan, although on the cars from the Matchless works they did not overlap.

When post-war production was due to be resumed a problem arose. A W Reeves and A C Bertelli, then works manager at Enfield's, had come up with an odd little car, "The Bullet", with a five-cylinder air-cooled dry-sump 1453cc radial engine, and advocated this as the post-Armistice car the amalgamated Alldays and Enfield concerns should make, at the Fallows Road, Sparkford, factory. Percy and Edmund Allday disagreed, suggesting a resumption of the successful pre-war models. In the end, Edmund retired, and Percy started William Allday Co Ltd, making the A & O engineering products but not the vehicles, from which Michael Allday recently retired as Chairman.

Alldays & Enfield went ahead with the radial-engined car, which was built by 1919. But there were problems, including oiling-up of the lowest of the five cylinders, and apparently one broke down on the way to the Motor Show. However, Reeves had pressed on, and two and four-seater versions were on display at this 1919 Olympia Show. But even at only £350 for the four-seater and in an "aero age", the car was too unconventional, with this unusual power-unit at the front, behind a dummy radiator. (The test car had a circular dummy rad and wavy disc wheels rather like those of an Angus Sanderson.) So, having decided against rehashing the well-tried pre-war models Bertelli was commissioned to hastily prepare a suitable post-war follow-up. He came up with a conventional water-cooled four-cylinder 10hp 63½ x 117½mm 1448cc car with three-speed gearbox and a helical-bevel back axle. A new shape of radiator set off the car well, and the gearbox was so suspended that chassis deflection did not affect gear engagement — sometimes a problem on my 1924 12/20hp Calthorpe. But at £575 for the four-seater there could not have been many buyers, although the new Enfield-Allday won the first prize at a Midland LCC trial. Not many mods were required the following year, apart from moving the gear lever to the r h side and improving the water inlet to the radiator; bodywork was now made in the Enfield works — "the cars built like a gun" The 12/30hp model was revived in 1923, with a four-speed gearbox and the cylinder-bore enlarged. But the high prices were against such cars in the post-war depression and after making about 100 it all ended in 1925.





The 1920 five-cylinder Enfield Alldays chassis, too unconventional to catch on, above. Far more practical, left – the sports 10/20hp Enfield-Allday with "Champion" three-seater body, at £625 in smoke blue or grey. Its code-word was "stalk"; the opposition, possibly?

The general engineering Company survived very successfully as Alldays & Onions, and latterly Alldays-Peacock.

Incidentally, the difficulties with the Reeves radial-engined Enfield had included problems with the aluminium cylinder heads distorting and upsetting the tappet clearances, cured by having them work in holes bored in the cylinder cooling fins, and the valves hammering into the special alloy valve seats cast into the aluminium heads. The weight of the car also increased when the chassis and its springs had to be strengthened and starting and lighting sets fitted. Moreover, the hoped-for 40 bhp was an actual 20.5 at 2500 rpm. So an investment of some £120,000 was of no avail. Reeves went off to make his own Reeves Radial, and Bertelli to design the ohc Aston Martin which superceded the side-valve cars of that make.

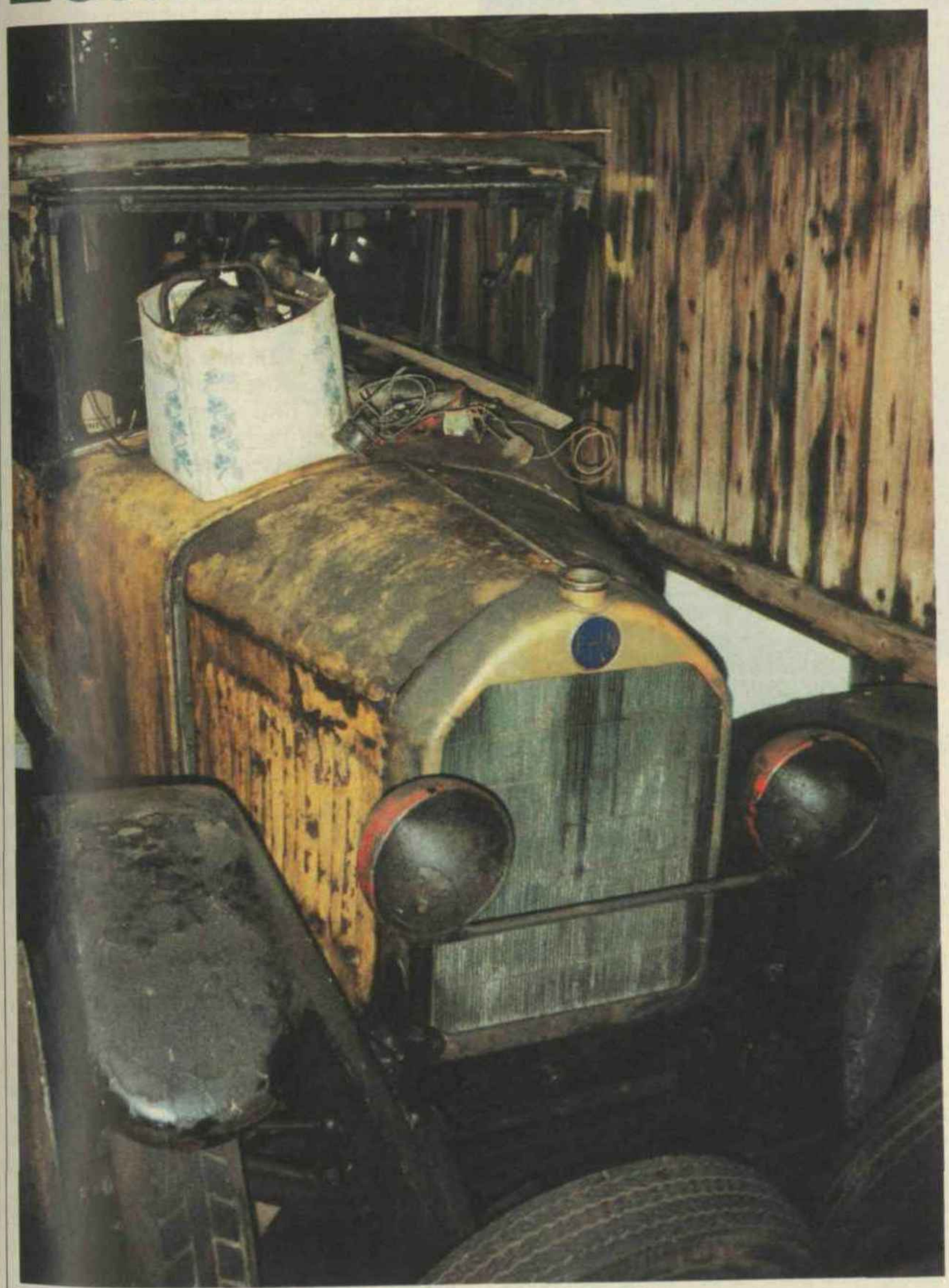
Before this happened, however, the Enfield-Alldays came again upon the competition scene. In the 1921 JCC 200 Mile Race at Brooklands, Bertelli drove a modified version of his new car, with overhead valves in the valve-caps above its side valves, operated by push-rods and rockers, twin Zenith carburettors, lightened con-rods, and Zephyr steel pistons. With a racing body 80 mph was expected, from the 40 bhp developed at under 4000 rpm. It finished in 16th place and a late entry was then made for the 1922 IoM TT, but Kent Karslake said of Bertelli's effort that the car ran consistently, but was too heavy and had rather rudimentary FWB. For the 1922 "200" Chance had a standard car but Bertelli and Woolf Barnato more highly developed ones. Both these retired, but Chance's sports version was fourth at 76.88 mph. By 1923 the Enfield-Alldays had been renamed Bertellis, as they had new single-sleeve-valve engines credited to Bertelli and made at Barnato's place at Lingfield, with his finance no doubt assisting. They made no impression in the "200", but appeared in shorter races at Brooklands up to the close of the 1924 BARC season, when Capt J C Douglas raced his Bertelli "Larubia".

Alldays cars had attained a fine reputation, especially in the pre-First World War era. One owner wrote of a 10/12 twin that had left the works in December 1909 and which he had purchased in 1915, using it for thousands of miles in the hilly Isle of Wight and for Welsh tours, with no engine trouble, maintenance done by himself with very few replacements; he would not hesitate to buy another of the same make.

The motorcycles should not be overlooked, either. Those from the Matchless works were known as Alldays-Matchless machines (although there was no connection with the Plumstead Matchless) and came, like the cars, in a considerable range of models. The single-cylinder versions were available with 499 and 539cc engines, and vee-twins of 798cc and 988cc were offered, all of Alldays design and manufacture. They were refined motorcycles, with enclosed valve springs, and in later times chain-cases and sprung foot boards on the beautifully finished touring outfits. For commercial use box sidecars were available. After the war these machines were sold as Alldays "Allons", and a post-war 350 could be bought for £55. Before production ceased in 1924 some versions had side-valve JAP engines.

W B

Rare Find



The 1925 FN (no, not a Frazer Nash but a Belgian-built FN) which I owned for a short time in 1956 (Reg No ML 4317) and which I had seen only once, soon after I had sold it, has, rather remarkably, surfaced again. It was a very large saloon for its engine size of 1452cc, with twin carburettors, which suggested that it might just have been one of two FNs entered for the first Ulster TT of 1928. Not perhaps quite so improbable as it sounds, because in that race a Frazer Nash and a Riley 9 saloon also took part, along with such equally improbable cars as the Model-A Ford tourers. One of the TT FNs had, indeed, a saloon body; entered by F H Haywood, it retired after nine of the required 28 laps, with valve trouble.

I got rid of this interesting but rather ponderous car because I was advised that the oddly-compensated 4WBs could never be made to operate effectively, a defect which I have heard was experienced on a sports FN of similar date. Now news is to hand that this rare car was discovered in Wigan in the late 1960s, minus its engine, where it had apparently lain in a lock-up garage for many years. It was rescued in the nick of time, when the garage was about to be dismantled. A visit to the Beaulieu autojumble by the new owner produced a clue which led to a butcher's shop in Leytonstone High Street, where a correct type of engine was run to earth! The car is now back in Lancashire, awaiting restoration, for which a carburettor (four-bolt), dynamo, distributor and starter-motor are sought, or information as to the make and type of these componements. If anyone can help, letters can be forwarded. **W B**

V-C Miscellany

My "Forgotten Makes" piece on the Mercer has brought a letter from Mr W Mackintosh of Katoomba, Australia, telling me that the T-head Mercer 35 was produced alongside the L-head Beaver-engined 30, not Eric Delling's L-head 22/70, which did not appear until 1915, and was superseded early in 1916, after a run of about 200, by the 22/72 Mercer. The 22/70 Show car at the 1915 Panama-Pacific Exposition was bought by our correspondent's grandfather in Sydney in 1916 and used regularly up to 1923, when he purchased a new Series-6 Mercer. The older car had been taken on a 4000-mile holiday tour in rural NSW and Queensland in 1919 and apart from tyres gave no trouble.

The six-cylinder Series-6 Mercer is still owned by the Mackintosh family and although the Company's financial crisis was apparently exacerbated by problems with the Rochester engine used in these cars, such as bearing bolts shearing and wrecking engines, the Mackintosh car exhibited none of these problems and gave reliable transport into the 1950s.



The Mackintosh family Mercer

The Haynes Motor Museum announces its "Falling Leaves" Classic Tour on September 17th, starting from Torquay Marina and visiting several interesting places, such as the Exeter Maritime Museum, to finish at the Haynes Motor Museum at Sparkford, Somerset. Any Classic vehicle is eligible; entry fee £42 each. Telephone 01963 440804 for details.

The Heritage Motor Centre, Gaydon, hosts the International Conference of Motor Museums from September 3/9. The opening will be performed by HRH Prince Michael of Kent and Overseas delegates are expected from the BMW Museum, Munich, Vienna's Technical Museum, the Auto and Technik Museum, Germany, Massachusetts Museum of Transportation, the Behring Auto Museum, USA, and Moscow's State Historical Museum. Peter Mitchell has the details; his number is 01203 412522, as has John Brigden on 01732 740216.

Apart from the forthcoming Edinburgh Trial on October 6/7, the MCC is organising a Testing Trial at Cucklington, off the A303 between Mere and Wincanton, on September 10, with adjacent Autojumble. Open to MCC members, the trial will have timed observed sections and tests but the day is also a social occasion. The man to contact is John Aley, on 01359 270954. **W B**

The VSCC at Shelsley Walsh



In its 90th year, celebrated in August, the VSCC's Shelsley Walsh hill-climb, in conjunction with the Midland AC, went off extremely well, in something of a heat-wave on July 22. Among the smallest sports cars Adam Smith and his Meadows-Frazer Nash was favourite, which he resolved by non-starting, leaving victory to James Baxter's Frazer Nash Fast Tourer, in both vintage and general categories. As expected, Martin Stretton's Super Sports 'Nash was runner-up. Jim Young drove a rare ex-Shuttleworth Aston Martin evolved from team-car LM8. Of the 1500-3000cc sports cars the once-racer "Beetle" with AC poke in an FN chassis was the expected winner of the vintage contingent but Guy Spollon's Blue Streak Riley was 0.39sec quicker, to take the class overall. Paul Mullins's MG Magna stopped on run two, and Guyatt's D6-70 Delage made an obese contrast to the "Beetle" (43.36sec). The over-3000cc sports car class was a win in record time for the larger Blue Streak Riley *mit* blower, ably conducted by Julian Bronson. The previous class record was Rodney Felton's, set 14 years ago and the resurfaced course may be a trifle faster now. The Riley broke it by 0.23sec.

The aero-powered cars had a good day. Roger Collings's monster Mercedes-Maybach was on fine form, becoming the fastest Edwardian car up Shelsley Walsh, the former 1908 GP Panhard's time bettered by a rousing (in more ways than one!) 1.28sec. But by a sensible agreement between the AECC and the VSCC, Roger sets an aero-engined class record, and the Panhard's Edwardian record still stands. On his second run he missed a down-swop at the beginning of the Esses and then hit the bank when back in second. But Maybach acceleration, even with spinning wheels, is not to be denied and Roger was again mightily impressive. The only challenge came from Simon Williamson in the 1908 GP Itala, with commendably consistent ascents, the faster in 50.0sec. Brian Gray then made a good job of winning the 1100cc racing-car section, in the long-campaigned Hardy Special; Fitzmaurice's twin-rear-wheeled A7 s/c single-seater took vintage honours (42.6sec).

Duncan Ricketts in Sally Marsh's ERA R1B had the 1500cc racing class tied up, with Caroline's Morgan best vintage vehicle (41.25sec). The 1½- to 2-litre division was poorly supported; of the four runners, David Morris was much the fastest in ERA R11B, taking the Raymond Mays ERA Trophy. The over 2-litre racing cars and the Historics were merged, and it was left to Guy Smith in the now-hoary Alvis-engined Frazer Nash to make FTD (35.89sec) and go home with the Fray Challenge Trophy. Donald Day's record is 0.60sec quicker. Vintage winner here was Mark Walker in the Cirrus/Parker-GN. As usual he drove superbly, saying he could not have gone any faster; this personal on-the-limit produced a time of 36.07sec, to break Majzub's Bugatti record by 0.16sec. He deservedly won the MAC Challenge Trophy.

The Vauxhall-Villiers non-started as has been its historic wont, but interesting runners included Ben Collings in the 8-litre Bentley, vintage winner of his class (39.90sec), Thorp's quiet Hudson Spikins, now with new cooler (51.84sec), Moore's Railton (49.41sec), Jo Moss's low-chassis Invicta (51.20sec) and Hare's Newton (59.21sec). Trevor John's C6 Amilcar went well (43.28sec), the Chawner-GN, so appropriate to this venue, managed 45.86sec, and Leigh's dear old GN Spider, of which one MUST write "ditto", went up the course it knows so well in 43.22sec, beating its handicap. Boswell was entrusted with the other Spider, in the post-war class because of its 1948 HRG chassis, and clocked 46.59sec. Neil Murray had one climb in the B & M AM (53.34sec), the s/c Norris Special with FWD Alvis power, was up in 53.35sec, the Sunbeam Tigress was timed at 39.12sec, another handicap win, and the Richard Bolster at 39.15sec. Giles was a non-starter in the Cognac, but the GN/AC took Westie Mitchell to the top in 41.77sec before crying "enough". The Hotchkiss-engined Chevron-Losange did 48.23sec on consistent ascents, but a star turn was that of Robin Baker who spun much rubber off the tyres of his 27-litre Delage-Hispano on a second-gear climb (39.00sec). The ERA-Riley was off-form, at 40.65sec on its only attempt, but the Hulbert Alvis was second in class (37.96sec), and the T59/50B Bugatti third overall in class (37.89sec) in spite of Charlie Dean saying its s/c 4.7-litre was fuel-starved. Graham Rankin's smart Targa Florio-type 1906 Fiat lost revs off the line due to an unsympathetic clutch (86.89sec). I quote these times, because that is what speed hill-climbing is mostly about. **W B**





Vee-Twins: the Chawner-GN (top) has made a welcome return to competition this year, while the ex-Davenport Spider (above) is also being well exercised. Right, Hare's Newton, built in 1923 for Brooklands.

Results (R = Record)

Class winners: J Baxter (Frazer Nash), 41.65sec; G Spollon (Riley), 40.14sec; J Bronson (Riley), 37.71sec, **R**; Vintage, B Collings (Bentley), 39.90sec; R Collings (Mercedes-Maybach), 44.58sec **R**; B Gray (Hardy Special), 37.77sec: Vintage, G Caroline (Morgan), 41.25sec; D Morris (ERA), 36.07sec; Vintage, W Mitchell (GN/AC), 41.77sec; G Smith (Frazer Nash), 35.89sec. **FTD**: Vintage, M Walker (Parker-GN), 36.07sec, **R**.

That Other German GP



The last German winner of the German GP, Rudi Caracciola (right), talking with his wife and Manfred von Brauchitsch.

Michael Schumacher had two ambitions before the start of this year's German GP, which he won so convincingly at Hockenheim. One was to prove victorious in front of the vast crowd of German spectators who were showing him so much enthusiastic support, the other was to be the first German driver to win this prestigious race for 56 years. It was that long ago since a National had scored a first place in the race.

That was at the Nürburgring in 1939, just before Hitler's war stopped play. On that occasion it was Rudi Caracciola who took the chequered flag, after 4hr 8min 41.8sec over the 17.58-mile circuit. This race had begun as a sportscar affair, but from 1932, when it acquired proper GP status, Caracciola had won it for Mercedes-Benz in 1937 and 1939, Dick Seaman for them in 1938, after which no German driver was victorious until young Schumacher came so smoothly home this year.

Although in that 1939 confrontation seven German drivers opposed ten of other nationalities, they by no means had things all their own way. The field consisted of four two-stage blower W163 V12 Mercedes-Benz, five two-stage V12 Auto-Unions, two of the latest 3-litre straight-8 Maseratis, a couple of V12 Delahayes, a Delahaye Six, two old Maseratis and Sommer's own Alfa Romeo. Ex-mechanic Lang set the best practise lap, at a remarkable 87.4mph, and in the race led after the first lap by a rousing 27.3sec, from von Brauchitsch, both in Mercedes-Benz. But the damp atmosphere did not humour their engines and Lang was soon in for fresh plugs. This let Pietsch's red Maserati lead, and unsettled German optimism, as did the Williams last month; but for three laps instead of for just over a fraction of a lap achieved by Damon Hill in 1995. After which Nuvolari (A-U) caught him.

The order then settled down, as Nuvolari, Caracciola (M-B) and Müller (A-U), with new Mercedes recruit Brendel pulling out a fastest lap of 81.10mph — the Coulthard of his day? But pressed by Pietsch, he went off into a ditch, just after Neubauer had flagged him to take over from Lang (whose car was now *hors de combat*), no doubt anticipating his keen new driver's inability to keep his car on the deck... As troubles struck it became Caracciola's Mercedes against four Auto-Unions. The German spectators could relax. But it was a tough race for Rudi, his engine not at its best, although first Hasse (A-U), tank full, helped him by spinning off, just as Hill similarly took the pressure off Schumacher in this year's race, but much later in the contest!, and then by rain, for was not Rudi the acknowledged *regenmeister*? He had lapped at 81.71 mph on the 12th of the 22 laps and although the conditions got worse, ran on to win, at 75.31mph.

With only one Auto-Union also left, as this year, three different makes filled the first three places — Mercedes-Benz, Auto-Union (Muller) and Maserati (Pietsch). It was Caracciola's sixth *Grosser Preis* victory and the last great win of his illustrious career. With the massive failures of the German cars, however, the celebrated motoring writer Charles Faroux predicted that "explanations will be necessary"! (Which will surely also apply now after the pathetic showing of the Mercedes-powered McLarens in today's F1 races?) Murray Walker was not there to comment is 1939 but the *Graf Zeppelin* hovered above the circuit, relaying a commentary to the German nation... Incidentally, the fastest pit-stop in that German GP of 56 years ago took 15 sec, to refuel Müller's A-U.

Until Schumacher carried the 1995 race, no German driver had won the German GP since Caracciola, the intervening races going thirteen times to British drivers, to Brazilians six times, French and Italian drivers five times each, and Argentine scoring four driver victories, Australia and Belgium two each, and NZ, Sweden, the USA and Switzerland one each. No wonder it was *Deutschland Über Alles* and wild rejoicing as Schumacher crossed the finishing-line at Hockenheim this year... However, it required a Renault engine and a British chassis to give Schumacher his win, whereas in 1939 Caracciola drove a car of entirely German design and manufacture. Think of Schumacher in a Mercedes — marvellous! The punters *might* then rush from the circuits to invest in a C-class Mercedes, instead of buying Lagunas. What about it, Mercedes-Benz? **W B**

V-to-C Miscellany

Last month we referred to most of the Club journals but one that most certainly should not be overlooked is the informative *Journal of the Morris Register*, so ably edited by Harry Edwards. The Summer number (Vol 14, No 10, to emphasise its longevity), contained pictorial coverage of the Register's London-Brighton Run, some childhood motoring memories, and the situation in the Channel Island during WW2 (illustrations of headlamp masks, a 1931 R-R armoured-car, blacked-out traffic-lights, etc).

The age range for cars venturing on this year's 1,600-mile LEJOG run has been extended to 1978, divided into many classes. Pre-war cars get a £40 rebate on the £795 full entry fee. The date is December 2/6 and entry forms are available now, from The Town House, Leigh, Worcester WR6 5LA. **W B**

The VSCC at Prescott



In a real heatwave on August 6, the VSCC coped admirably with an entry of 238, and although the start of its annual hill-climb at the BOC's Prescott course had been put forward to 10 am, from that early hour the car parks were filling up and spectators were already making use of free Paddock admission in considerable numbers. This ambitious event went off without incident and ended at a civilised hour.

The star-turn, the Type 53 4WD Bugatti, which Ben Collings was privileged to drive, was hampered by a slipping clutch that objected to transmitting 4.9-litre-power through four wheels. But the "Edwardians", which always please the onlookers, numbered a remarkable entry of 22, from Johnnie Thomas's 1902 GB Napier to Roger Collings's Mercedes with 19-litres of Maybach aero-power, which was in fine fettle and fully lived up to its "Chitty-Bang-Bang" connotations, from the awe it created among the crowd as it accelerated up to the start, to its "11/10ths" class-record time. But nothing stops Mark Walker's Parker-GN and its 6.1-litre Cirrus aero-engine, this combination of power-to-weight ratio and expert driving resulting in FTD, ahead of ERA, post-war Connaught, Cooper-Bristol and 27 litres of Delage Hispano opposition.

The Paddock was full of interest as usual, but large and crowded, so taking time to encompass. The Miller was there but difficult to find, as it is no longer in Zborowski white, with polished radiator cowl. The "Shelsley Specials", if slightly away from their original terrain, never fail to fascinate. The Chawner-GN with JAP-power was out again, as was the original GN "Spider", which got away wonderfully fast but appeared to me to have slightly smaller back wheels than Basil Davenport used, to lower the chain-ratios for this twisty hill. Ingenious was Pittaway's Hornet, with two Harley-Davidson air-cooled engines side-by-side to form a vee-four, a minimal fire-wall, a perforated floor as on the Indy Sunbeams, and not much else, its over-



Glorious Gloucestershire: a full paddock and fine weather made Prescott a superb day. Ben Collings handled the 4WD Bugatti, above, and Pittaway perched on his skimpy Hornet, below.



engine black-and-yellow striped tank suggesting that this car might have been the product of a nightmare on the part of the one-time GN "Wasp".

The enthusiastic Walker family were there *en masse*, Tom in the Caesar Special, Mark in the Parker-GN, Juliet in the 1912 Alfonso Hispano Suiza, Sally with the sports Frazer Nash.

Father was prevented from running the 1908 GP Panhard Levassor because its crankcase had cracked, or so I heard. Dr Gray had the s/c Hardy JAP as a class-winning contender.

Two racing A7s had twin rear wheels. There was lots of variety: several 328 BMWs, Roesch Talbots, Bentleys, including Donald Parker's PIII Derby sports-special, and 30/98s. Also the Morgans. Milligan's 1980cc 1952 Connaught made a circumspect start. Murray ran a nice little 1921 Bugatti, and Hare's Newton was out again. Some drivers vied with the sun in trying to warm their tyres before the start, but there is less room to do this than at Shelsley Walsh. But for sheer rubber consumption from the start the 27-litre Delage-Hisso took the biscuit or the retreading or something, on a smooth get-away. Reynold's 1929 4½ Bentley puffed smoke defiantly from a side exhaust outlet. It should have been a day for new records, because many of the holders were absent. The programme contained some good Murray Hardy historic pictures. Of "Edwardians", which the spectators love. Rankin's Fiat got away better than at Shelsley, but Lemon's 1914 30/98 leapt away. Barnett pumped up fuel tank pressure for his 1911 Knox with a tyre pump, and Biggles had the 30/98 V8 Hisso seize beforehand, so was confined to his normal 30/98 Special. **W B**

Edwardian times:
1916 Mercedes-Maybach: 49.40s. 1908 Itala: 55.13s. 1914 Vauxhall: 56.11s. 1913 Th-Schneider: 56.17s. 1914 Sunbeam: 58.61s. 1911 Knox: 58.72s. 1912 Abbott-Detroit: 61.02s. 1918 MAB: 61.31s. 1912 Hispano-Suiza: 62.13s. 1912 CGV: 64.33s. 1902 Napier: 67.99s. 1913 Singer: 69.58s. No others under these times. Handicap: Itala.

Class winners: (R = Record)
1: G Owen (Morris/JAP), 50.28s, R; Vintage, ditto.
2: J Baxter (Frazer Nash), 47.94s; Vintage, ditto.
3: J Giles (AC/FN), 46.26s; Vintage, ditto.
4: J Bronson (Riley), 43.90s; Vintage, M McCann (Bentley), 49.49s.
5: R Collings (M-M), 49.40s, Aero R.
6: Dr Gray (Hardy Spl), 43.55s, R; Vintage, F Giles (Salome), 46.48s, R.
7: A Stephens (ERA R12B), 42.43s; Vintage, J Maeers (Morgan), 47.43s.
8: K Knight (ERA/Riley), 43.82s; Vintage, J Hulbert (Alvis), 44.86s.
9:: M Walker (Parker-GN), 41.84s, FTD & R; Vintage, ditto.
10:: M Milligan (Connaught), 44.11s.

Sierra Sequel

Continuing the saga of the Ford Sierra EFi 4x4 in which I have now covered a notably trouble-free 66,000 miles, for the possible edification of those in the market for a used Ford, a visit to Kwik-Fit in Hereford was necessary, because the Michelin tyres were within 0.4mm of being illegal on the back wheels and were just about that so far as the front wheels were concerned. They had run a satisfactory 20,430 miles from new and misaligned tracking, in spite of regular servicing, was blamed for the wear on the steered (and driven) wheels.

As usual, Kwik-Fit expeditiously put on new Pirelli 195/60 V-14-B tyres. The Dunlop spare had never been used in four years, so was allowed to remain. Except that it was removed to check its valve, etc. Here a word of warning. It seems that, in removing it from the boot, the mercury switch which cuts off fuel in an impact, was knocked. This switch is very sensitive, the jerk of a tow-rope or a jolt from a garage forecourt "sleeping policemen" being sufficient to cut off the fuel-injection system. On this occasion the symptoms were that the engine was very difficult to re-start, although it had started impeccably for the past 4½ years, except when the original battery had been inadvertently flattened (always carry jump-leads!). When the twin-cam power-unit did condescend to start it ran for only a short mile before cutting out completely. I mention this only because it seems that condensation in the spare-wheel well can have a bad effect on the wiring to the mercury switch, which was what had happened in this case, an intermittent 'short' being caused by the dubious wires, damaged when the wheel was taken out; so check from time to time.

The new Pirellis cost £363.80, plus £15.96 for wheel balancing and £14.95 to have the wheel alignment corrected. I was also persuaded that the 4½-year-old exhaust system had about had it, so a new Kwik-Fit one was installed, price £176.51.

Shortly afterwards (actually, at 64,480 miles) the 60,000-mile service was done by Knill's Service Station in Llandrindod Wells, Ford and Rover dealers, the nearest to me, the bill coming to £363.90, with VAT. If this seems expensive, it should be said that the Ford is now more than 4½ years old and at that age naturally more attention is needed. This involved a new fan-belt and fuel filter, a new rear brake disc and pads, a steering-column seal and bush, a drive-shaft seal, and some work on the U J assembly and steering rack. Then there was engine oil, a n/s wiper blade (o/s one replaced previously, for £7.63), and a litre of MT75 synthetic gearbox oil, plus a labour charge of £106.20, which included stripping and cleaning the air by-pass valve and throttle body.

The car now runs as well as ever, and is to be recommended to those seeking a used car of this type. Incidentally, that Vauxhall I referred to recently is, in fact, was a 1983 model, not 1988 as printed, so its original battery is still serviceable after *twelve* years. And when I was asked at Kwik-Fit my Ford's mileage and felt a bit guilty when replying "64½ thousand", another customer with a smart car also in for tyres, said his car had done 122,000 miles. And I have just heard of a lawyer who regards his V12 Daimler Sovereign as just run-in, after 122,000 miles.

Such cars, whether run from financial necessity or because their rarity appeals, are in a minority. But I fear they are a sitting target in the Government's War on Drivers, which it has instituted on the grounds of pollution, traffic congestion and city parking problems, ignoring of course the huge sums the motor industry is spending on compulsory catalysts for new cars and the fact that better roads, more pedestrian precincts in towns, better off-road parking facilities and more public transport are the solution. As it is, stricter MOT tests ensure that age is no proof of unroadworthiness in cars and the desire to remove from the roads we pay for "bangers" and other cars more than a few years old, is entirely unjustified.

So damn you, SMM & T, for trying to persuade the Government that it should refund £500 tax for every pre-1985 car that is scrapped and a brand-new one purchased. Here is definite proof that the SMM & T cares only for the profits the motor industry and motor traders make from the sale of new vehicles. Its outrageously class system of motor ownership proves that it has nil-care for the motoring concept as a whole. It, and its Chief Executive, Ernie Thompson, and Roger King, have clearly joined the lobby against the motor-car! A contemporary even sees this as a threat to the respectable Classic Car movement, regardless of the thriving industry, employing many people, which wide-ranging old-car ownership has promoted, and which is ever expanding. Note that the BBC is in league with this preposterous SMM & T suggestion, as are the Junior Ministry of Transport, and Ford's Chairman, Ian McAllister. Beware, if you have any regard at all for the older cars. **W B**

OBITUARIES

Dorothy Stanley-Turner



Dorothy Stanley-Turner at the wheel of her MG before the 1937 Le Mans race, with co-driver Enid Riddell.

Dorothy Stanley-Turner, who died last July, will be remembered as the charming, determined girl who raced her two MGs, a J-type and a single-seater

Q-type MG successfully at Brooklands and drove in long-distance races at Donington, finished second in the *Biennial Cup* division at Le Mans in 1937, partnered by Enid Riddell and who in 1939, in an Alta borrowed from the works, set a new Ladies' record at Shelsley Walsh.

Brought up strictly by a father who was an RAF Wing-Commander who knew many of the truly pioneer racing drivers, and a mother who had been in the Naval nursing service during WW1, the girl followed the Service standard of having herself and her cars properly turned out, knowing what she wanted and standing no nonsense. T & T looked after the preparation of the MGs at Brooklands and Sammy Davis took Dorothy under his wing, as it were, advising her in her role as an amateur racing driver. It suceeded; unperturbed by Harry Clayton going over the banking top at the Easter Monday BARC meeting of 1938, she went out and won her race over the Campbell "road" circuit, the prelude to good showings in later races at the Track. She missed Le Mans in 1935 because she had gone with her parents to the Middle East and the 1938 race due to illness. But she competed in the Nuffield Trophy race at Donington Park, and in Irish road races and took part in prominent Continental rallies like the Monte Carlo Rally, with Mrs (Dr) Vaughan, and the Paris-St Raphael. She won with the white Q-type MG at the very last Brooklands Meeting, from the Alfa-Aitken and the Brooke Special, over the "Mountain" circuit. S C H Davis described Miss Stanley-Turner as young, slim, amusing, possessing an impish sense of humour and knowing exactly what she had to do in her determination to succeed, very bright blue eyes being used to elicit help when needed from the male fraternity. When WW2 came she followed her father and half-brothers into the RAF. She married and became Mrs Tindall Carrill-Worsley. In recent times she was bed-ridden but never lost her interest and memories of the old motor-racing days. Some time ago she rang me "out of the blue", explained who she was, and we had a long talk about Brooklands. "Ring me sometimes", she said. I was about to do so when it became too late. Sadly, so sadly, the world moves on. **W B**

J M A Edmondson

Sadly again, we learn of the death of J M A Edmondson, who drove his MGs with great enthusiasm at Brooklands, racing his Magnette right up to the last BARC Meeting before the war. He retained his interest in the Track, joining the Brooklands Society as member No 21, and he was a member of the VSCC, owning, apart from the MG, a 1931 Lagonda. **W B**

V-to-C Miscellany

Another reader, seeing my article on the Ford V8, wrote from Gibraltar to say that in 1958 he was told of an Armstrong Siddeley Sportsman's coupé that was for sale in Hove. (The tip-off came from James Boothby of JBM Motors, which may spark off more memories.) Investigation showed that someone had installed a "32-stud" V8 Mercury engine in this rather pretty car, the 3-speed Ford gearbox linked crudely to the AS open prop-shaft. Normally, of course, the Ford's output-shaft had the torque-tube bearing to support it, but it had been connected to the AS's Hardy-Spicer universal-joint without this support.

The solution was to obtain another Ford gearbox from a truck and fit it, quite a good move, says our correspondent, because he then had a higher ratio third gear in the 4-speed box than that of second gear in the old box; but the noise from the straight-tooth gears was very vintage. . . This car, which had cost £80, gave much fun. I wonder what became of it?

Sadly, it seems certain that the original Lotus factory and offices in Tottenham Lane, Hornsey, in North London will be demolished unless the rescue move being set up by Club Lotus and other Lotus Groups comes to anything. They have appealed to the owners, Harcross Timber & Building Supplies Ltd, to save these historic premises, where Colin and Hazel Chapman founded Lotus Engineering Ltd in 1952, where Graham Hill worked, and where many famous Lotus racing and sports cars were built. It was here that so many renowned racing personalities met, to launch the racing programme that resulted in world-wide British prestige at so many important circuits. In 1992 Club Lotus erected a commemorative plaque on the wall of the building.

Anyone who can assist in the factory's preservation, perhaps to be sold for a small Lotus Museum should contact Graham Arnold at Club Lotus, on 01362 69144.

Motor Panel's Coventry Shakespeare Run will start from Coombe Abbey at 10am and return there by 2pm on September 3. The hand-out suggests that this may be the greatest motoring event in the Midlands, with over 400 V-to-C entries, that 1000 Jaguars are expected to turn up, that the Lanchester OC's Centenary event will join in, that Coventry-built vehicles will gather round Lady Godiva's statue, and that you will be able to inspect the new MG-F and Jaguar XJ220 and take photographs as the run goes from the Council House, with the Lord Mayor in attendance to Broadgate. You have been warned. . .

Remembering the time when number plates could be transferred from one car to another by paying a small fee to the licensing authorities, it is an astonishing fact that the DVLA is holding an auction sale of 699 previously unissued numbers in Bath on September 18/19. More so as it expects bids to start at £1000 and rise to some £3900 for "6 DD", for instance. Even a catalogue costs £7. I would prefer to save my money and remain automotively anonymous. . .

The NMM announces that it has at last obtained sponsorship, from Turner & Newall, and will therefore now proceed with its Period Garage exhibit, for which bits and bobs have been collected from derelict garages for some time. Other NMM announcements are that it is to receive sponsorship from Scania for the extension of its 'bus and coach element, that the 1906 20/30hp Renault, which was Lord Montagu's first purchase for his museum venture, has been sold at a Christie's auction, as it duplicates the smaller Renault left to the NMM in a will, and that the 1895 Knight which has been on display at Beaulieu but is owned by the Science Museum is now to be shown at Farnham's Lion and Lamb Yard, at the *Farnham Herald's* premises, (this being the town where this earliest of British motor vehicles was made) for two months hence. Speakers at the NMM "Friend's" evening will be K McAlpine and Tony Brooks on October 14, Raymond Baxter and Gordon Wilkins on October 28. Admission costs £5.

The 30th National Rally of the Austin 10/4 Club in the Cotswolds last July had over 200 entries. Rare Austins were a 1937 12hp Tickford coupé, a 1934 12/6 Kempton sports saloon and the sports Twenty of John Pearce. The 10/4s were naturally out in force, the 1932 model that started this Club included, backed up by two Twenty tourers and a imposing 20/6 fabric saloon.

The Oxford UMDC and the HRCR will run the 24th Targa Rusticana on September 2/3, as a typical Welsh rally for Classic and Historic cars. It will be based on the Metropole Hotel in Llandrindod Wells, and will take in Epynt and the Royal Welsh Showground at Builth Wells on a notably scenic route, of 180 miles day/night, plus tests. Details from Paul and Sonia Chavasse, 70 High Street, Milton, Abingdon, Oxon OX14 4EJ. Tel 01235 832140, or 0171 374 3060. Marshalls needed. **W B**

TT Anniversary

The 90th Anniversary of the first motor-car TT in the IoM is to be recognised there on September 19, during the IoM Rally week. The invited Clubs are the VCC, VSCC and the Preston & DCC. The Benjafield Bentley racing team has entered and it is hoped that Mercedes might send an SSK Mercedes-Benz, remembering how the Earl of March persuaded Stuttgart to enter some of its historic racing cars for the Goodwood Festival. During the week of the rally, race, hill-climb and speed-trial will be combined. The event will start from the TT pits and follow the actual 1905 course, we are told, for about 50 miles, with another circuit, at demo speeds, after a free lunch. There may just be time in which to enter: contact Roger Brown on 01254 240668 (evenings) or David Deane on 01624 623344. **W B**



Smartened up: Talbot and Gould A7.

Sunday: Writing in the idiom of the weekly motor journal columnists, was asked to support my local club's show last Sunday (July 23). Took the 1930 A7 Grotty Ulster. Let a daughter drive it, which warranted it a free clean-up. Shows like this attract what are usually called "bangers", able to offer inexpensive transport to quite a few owners, but at these shows smartened up to an as-new look. So we had Singer Gazelle, Rover 90, and a couple of P6s, a 1966 Triumph, and a very large '37 Austin Hereford, etc. Several cars entered by one owner. And posh ones, like Porsche 911 Carrera, MGB GT, a static-exhibit R-R Silver Cloud towering over us all, and a R-R Silver Dawn that joined in. Plus an Alpine Renault that was too shy to take part and went away, and an E-type Jaguar which wouldn't start. . .

Our Grotty Gould joined by a nice A7 saloon of the same age, found locally 11 years ago, a Morris 8 tourer restored in 1955, and another non-standard Ulster with blower-gauge, remote gear lever, hydraulic brakes tail fuel tank, etc. Lots of motorcycles. Eye-catchers: a magnificent 1964 Scammell Highwayman tractor pulling a enormous, immaculate 1947 Showman's living van. Perhaps fortunately, static this time, but I have seen it on the A44 previously. A 1950 Grey Fergie farm tractor did join the parade, weighed down by a trailer containing a Petter stationary engine and a Stuart Turner water pump, which had been running beforehand.

A bit of fun, it passed the afternoon, until tea time. Home (at 50mph), to find that the BBC prefers lots and lots of golf to devoting 25 minutes to the British Motorcycle GP at Donington.

Wednesday: Hot and steamy in Wales, as it has been for weeks — it does not always rain there! Went with a son-in-law on holiday from Kenya, where I gather the Brits live a life not much changed from Edwardian times, to fetch the 1922 8hp Talbot Darracq which had been professionally repainted, fettled and generally smartened-up and made roadworthy. Obtained licence from nice post-office lady in Llanidloes. Then home, S-in-L driving, at 45 to 50mph, a kindness to the new pistons and the second re-bore in at least 100,000 miles.

It's the car I have had since 1952 and which did the 1935 RAC Rally without loss of marks on the 1027-mile road section which defeated 14% of the entry, and did better than 44 of the then-modern motors in the special tests (there's a story there), conducted by Ivan Hill, later a keen Frazer Nash owner, whose father was an equally keen amateur racing motorcyclist at Brooklands around 1912, and later the owner of a Phantom Royce. A reason perhaps for a resumption of VSCC and other frolics with the game little car.

If I go on like this, I will begin to write of repmobiles, fat-cats, Porkers, Rollers, Pugs, 'Vettes, Lambos and the like. St Christopher, guide me!

W B

Magneto Scare

With reminiscences of war in and on the air, I am reminded of an aspect of what can be termed "the magneto scare" although it relates to the Kaiser conflagration, not to the Second World War.

Although in the run-up to the 1914/18 war no-one knew quite what part the aeroplane would play, it was clearly essential to develop this form of observation, fighting and bombing power and the i/c engine was therefore essential. These engines needed magnetos, that curiously small component without which no normal petrol engine would function. Thus, when war was declared, Germany promptly cut-off all supplies to Britain of these ingenious, self-contained electrical machines. Panic ensured. . .

The bulk of German-made magnetos would have come from Bosch, who made quite the best electrical equipment at that time and afterwards. There were a few other Teutonic makes but it was the Bosch magneto the British fighting forces needed, and badly. It seems a little odd that, as low-tension ignition had gone out of fashion some years earlier, we had not developed our own effective magnetos. Be that as it may, the cessation of supplies of mags from Germany was seen as a disaster of considerable proportions. In fact, chaos faced the Government, and pressure had to be put on the War Office to help British industry to make its own mags.

The complexities of doing this were greeted with ignorance. Lord Kitchener, the Minister of War, irritated with the arguments put to him, retorted: "Very well, tell Rolls-Royce to make 10,000". . .

For a time stocks in this country sufficed, and after that America sent us 147,000 magnetos. After which Britain began to make its own, I believe first through BTH. The position had been to some extent foreseen before war broke out; Germany was short of tyres, so we traded these for magnetos. After the war Germany spent large sums of money in this country in belittling our mags, a blow for firms that had invested finance and built factories to make them. The rate of exchange helped this, a new Bosch ZU4 being priced here at £4 in 1920. Lloyd George promised a total ban on German imports of mags for five years and a tariff on those from other countries. But it did not last long.

Presumably America made all the mags it needed during the war. Yet I wonder whether the coil ignition on the Liberty aero-engine was an insurance against a magneto shortage and whether Louis Coatalen's adoption of battery ignition on his post-war racing cars and on his 8hp Talbot stemmed from war-time expertise he had instituted for the same reason? Any comments?

The Price of Fame

Remembering the time when number plates could be transferred from one car to another by paying a small fee to the licensing authorities, it is an astonishing fact that the DVLA is holding an auction sale of 699 previously unissued numbers in Bath on September 18/19. More so as it expects bids to start at £1000 and rise to some £3900 for "6 DD", for instance. Even a catalogue costs £7. I would prefer to save my money and remain automotively anonymous. . .

The Things They Say. . .

Homer nodded, as we all do at times, and so did *The Times*, when it let Peter Miller, in a talk with Tony Brooks, tell us that ". . .Sir Henry Segrave's Sunbeam won the 1923 *Dieppe* Grand Prix. . .". It was, of course, *Tours* where Segrave won the first GP for Britain. . .

W B

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27TH AUGUST

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LAGONDA CLUB & THE 750 MC, SUNDAY FUNDAY. This year for the tenth time we are again organising an informal get together for Vintage and Classic cars, from eleven onwards in the field opposite the Seven Stars pub in Newark Lane, Ripley, nr Guildford. Newark Lane is the B367 road running from the centre of Ripley towards Pyrford MR 186 040 570. Everyone is welcome, no pre-entry is needed and we will be organising some simple and lighthearted tests of skill and ingenuity in the field after lunch. The idea is to have fun, and at the same time raise money for charity; in each of the previous years the day's "takings" have been enough to pay for a fully trained guide dog. Refreshments are available in the pub, though hopefully it will get rather full, but the beer is well kept and worth drinking, and the landlord has an all day licence despite it being a Sunday. If you are not driving please help to marshal for an hour or so, before you doze off in the sun! Don't forget, it is all for a good cause and it is not called a "Funday" for no reason! Hope to see you all on Sunday, any doubts phone John Oliver of the Lagonda Club on 01932 346359 or Nigel Coulter of the Brooklands Centre of the 750 Motor Club on 01483 768180.

CLUB LOTUS AT LOTUS CARS. Hethel, Norfolk, 10.30am-4pm. Factory visits, autotests, drive on the Lotus test track, please book in advance.

THE OWEN MOTORING CLUB LTD. are holding their annual Graham Hill Trophy Sprint *meeting and Concourse de Elegance at Curborough Farm, Nr. Lichfield, Staffs.* Entry forms for both the sprint and concourse are available from Tony Matthews, telephone 01905 23231 and after 6pm 01905 640137.

27TH-28TH AUGUST

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

28TH AUGUST (BANK HOLIDAY)

MOTOR SPORT CONCOURS D'ELEGANCE. Silverstone Circuit, Towcester, Northants. Sixth Annual Meeting of Classic, Vintage & Historic Road/Race Cars. Full details: John Deverall 0171 628 4741.

PIRELLI PORSCHE CLASSIC CHAMPIONSHIP, PIRELLI PORSCHE CUP (Thruxton).

NB: Participation in Club events is subject to membership of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of August.

LITTLEWICK SHOW, THAMES VALLEY CENTRE A70C. Contact: B. Read on 0162 848567.

ROVER P5 OWNERS CLUB. HERTFORDSHIRE REGIONAL RALLY. At Knebworth '95, Knebworth House, junct. 7 off A1M, 20 minutes north of M25. Tel: Pete Madden on 01582 462821.

SEPTEMBER

1ST SEPTEMBER

TVR CAR CLUB. Silverstone Track Day. For more info, contact the club office 01242 222878 between 9am-9pm.

1ST-3RD SEPTEMBER

INTERNATIONAL PEUGEOT MEETING. 1st Arrival and Evening Reception. 2nd Visit Coughton Court, National Motorcycle Museum, Heritage Motor Centre, Gala Dinner. 3rd Ragley Hall visit and picnic. Details 01424 224238.

1ST-4TH SEPTEMBER

LANCHESTER REGISTER: Centenary Celebrations based on Birmingham and Coventry to commemorate 100th birthday of the marque. Various events, rally and road runs. Further details from Chris Clark, The Lanches, Dymock, Glos. GL18 2AG. (Lanchester owners). All Daimlers and BSAs also welcome. (Contact John Ridley, DLOC, 01873 890737).

2ND SEPTEMBER

CROSSLEY REGISTER/INTER REGISTER Competitive event, North Yorkshire/Pennines. Details of both event from Malcolm Jenner, Willow Cottage, Lexham Road, Great Dunham, King's Lynn, Norfolk PE32 2LS, 01328 701240.

SNETTERTON RACE MEETING. Snetterton Circuit, Norfolk. *M.G.C.C. Club Office 01235 555552.*

ANGLIA PHOENIX CHAMPIONSHIP. M.G.C.C. Meeting, Snetterton Circuit. P Thompson 01255 420220.

THE NORTHERN JAGUAR E TYPE DAY. date at Tatton Park, near Knutsford, Cheshire has been changed to SATURDAY, September 2nd. With around 100 E-types expected, will those attending with their E-types please write for your free passes, sending and s.a.e. to Stuart Holmes, Bridge House, Park Road, Stretford, M32 8RB, if you have not already done so. For more information please phone 01962 777321.

2ND-3RD SEPTEMBER

FORD ANGLIA OWNERS' CLUB. Vintage Classic - Sports Car Show, Tatton Park. For further details 01202 769926.

3RD SEPTEMBER

SOUTH DOWNS RUN West Sussex MGOC. Tel: 01798 342354.

NORTH WEST 1-LAP SPRINT Ty Croes. *Paul Goodman 01625 876300.*

ROVER P5 OWNERS CLUB NATIONAL RALLY. Tenth Anniversary of the club. The British Motor Industry Heritage Trust Museum, Gaydon, Warwickshire. Dogs will not be allowed in the display areas. Autojumbling will not be permitted. Trade stands by prior arrangement direct with Gaydon at £25.00 each. Vicki Kendall 0121-550 2855.

BRISTOL OWNERS CLUB. Bristol Day - Concours, Coughton Court, Warwickshire. For further details contact Brian Cuddigan, General Secretary, Bristol Owners Club, 1 Kidbrooke Gardens, Blackheath London SE3 0PD.

CLUB TRIUMPH NATIONAL MEETING at Stanford Hall, Lutterworth, nr Leicester. Other Triumph owners will be welcome. For further information about the event please contact Bill Bolton, 38 Longlands Rd, New Mills, Stockport, Cheshire SK12 3BY. Telephone 01663 744474.

T.R. DRIVERS CLUB TREASURE HUNT. - Bar-b-q. For further details Kevin Morton, 12 Puxton Drive, Kidderminster, Worcs.

5TH SEPTEMBER

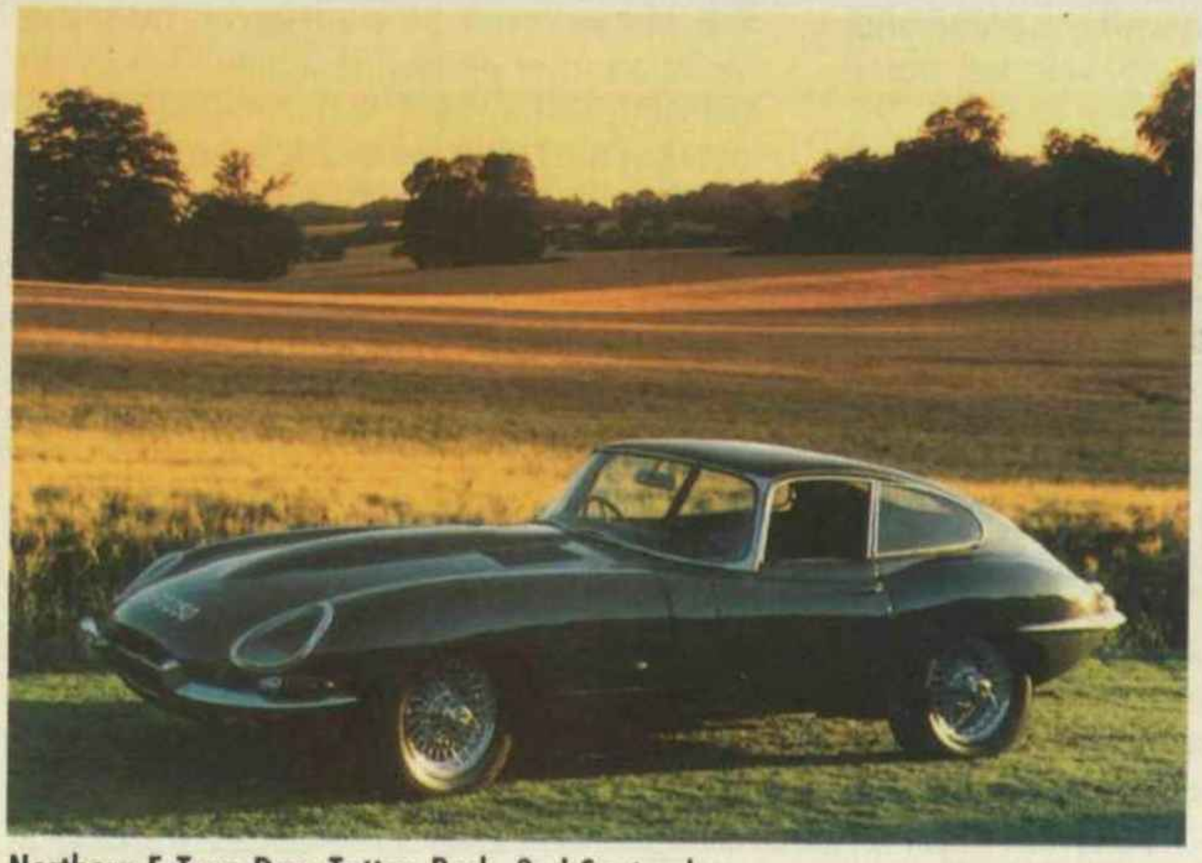
THE ALLARD OWNERS CLUB meets at The Ebury Arms, Pimlico Road, Chelsea. Every first Tuesday of the month from 8.30pm. All member and friends are welcome.

7TH SEPTEMBER

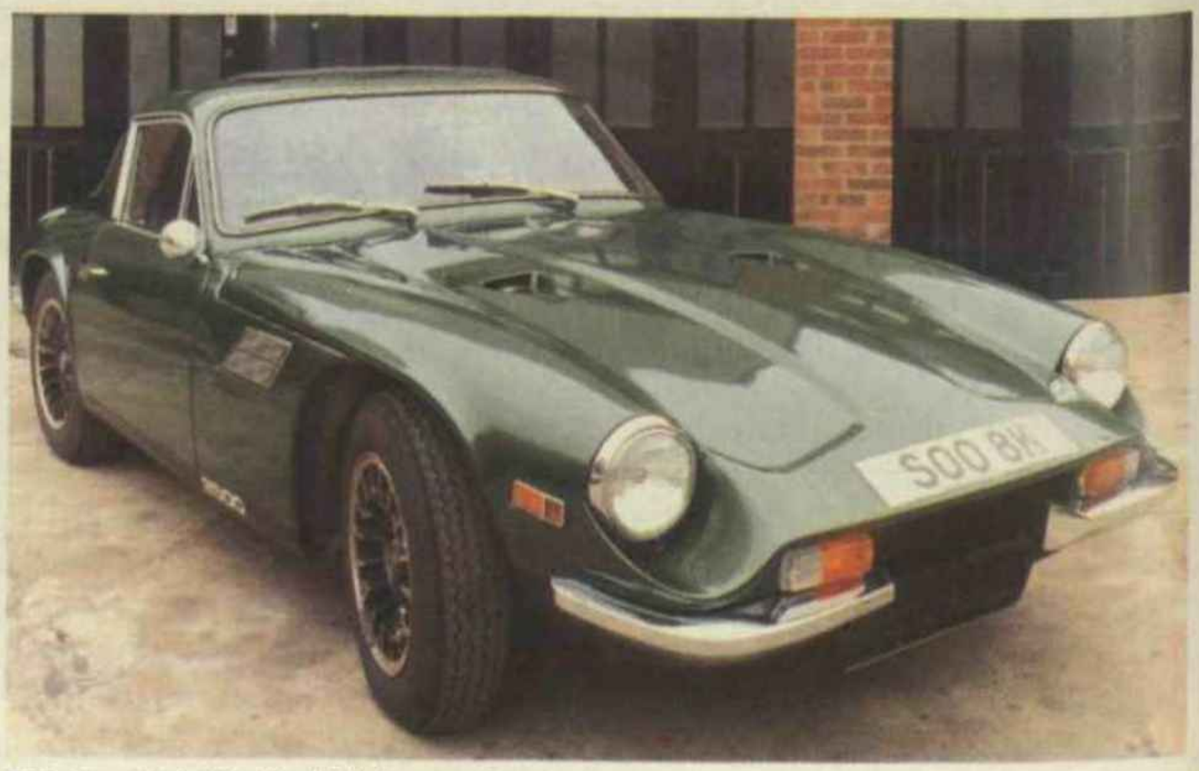
FIRST DLOC NATIONAL SOVEREIGN DAY. As part of the Loseley Park Classic and Country Fayre, Guildford. All Daimler Sovereign owners welcome. Further details from Simon Fenn 01734 312169.



Sandown Collectors Car Auction, 2nd September, Esher, Surrey. Details 01763 261674.



Northern E-Type Day, Tatton Park, 2nd September.



TVR Car Club Picnic, 17th September.

...g Events

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8TH-10TH SEPTEMBER

CITROEN CAR CLUB MIDLANDS ANNUAL AUTUMN RALLY. Stratford Upon Avon Racecourse, Warks. Contact Sheila Barker 01384 230425.
CLUB LOTUS HILL CLUMB IN HOLLAND. Anyone interested please contact Hans Muider, v.d. Tempelstraat 3118 TK Schiedam, Holland.

9TH SEPTEMBER

M.G.C.C. MIDGET TRIP TO ASSEN MOTOR-SPORT WEEKEND. Assen Circuit, Netherlands. *Jonathan Severn* 01223 441536.
ULSTER AUTOTEST *Geoff Rawlings* 01232 425564
FORD ANGLIA OWNERS CLUB SLEAFORD VINTAGE RALLY. Eastgate Car Park, Linc. For further details 01202 769926.

9TH-10TH SEPTEMBER

21ST NATIONAL MICROCAR RALLY. Burford. Organised by the Isetta Owners Club. Alan Tozer, The Spinney, Fairmile, Henley-on-Thames, Oxon RG9 6AE.
UNIPART DCM MINI CHALLENGES. Snetterton. Contact Mini Se7en Racing Club 01245 476631.
BEAULIEU AUTOJUMBLE. National Motor Museum, Beaulieu, Hampshire. Organiser Andrew Macqueen. Tel: 01794 390370.
T.R. DRIVERS CLUB. Beaulieu International Autojumble. For further details contact Kevin Morton, 12 Puxton Drive, Kidderminster, Worcs.
PIRELLI PORSCHE CUP. Snetterton.
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.

10TH SEPTEMBER

FORD ANGLIA OWNERS CLUB. Amberley National Event, near Bognor. For further details 01202 769926.
BRITISH MINI DAY. Full Concours, Trade Stands, Skill Test, Club Stands, Special Displays, Food and Drink, plus lots more . . . For further details please ring 01384 75296 or 0850 543395.
T.R. DRIVERS CLUB FUN ROCK (Rock of Ages) Bristol. For further details Kevin Morton, 12 Puxton Drive, Kidderminster, Worcs.
COCKSHOOT CUP. Mallory Park Circuit. *Paul Goodman 01625 876300.*
EAST YORKS AUTOTEST. *Karen Mccann 01377 254454.*

16TH SEPTEMBER

South West WISCOMBE PARK HILL CLIMB. Wiscombe Park, Honiton, Devon. *Andrew Oust 01761 221893.*
THE CLASSIC SALOON CAR CLUB (GB). Racing at Cadwell Park. Event details from British Automobile Club on 01264 772696. CSCC membership details & vehicle tech. regs from Rob Slater on 01923 893518.
PIRELLI PORSCHE CLASSIC CHAMPIONSHIP. (Oulton)
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.

16TH-17TH SEPTEMBER.

PIRELLI PORSCHE CUP. (Silverstone)
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.

17TH SEPTEMBER.

ABINGDON WORKS CAR SHOW. Abingdon. *Dave Smith 01235 529109.*
AUTUMN AUTOTEST. *Mountain's Yard, Seaford. Robert Welch 01724 764144.*
FORD ANGLIA OWNERS CLUB. BMIHT Autojumble. For further details 01202 769926.
FORD ANGLIA OWNERS CLUB. York Race Course Car Show, York. For further details 01202 769926.
THE LAGONDA CLUB. AGM and Concours will be held at the Taplow House Hotel, near Maidenhead. For further details contact Tony Mayes. Tel 01734 402319. Fax 01734 404545.
TVR CAR CLUB. Picnic at the Imperial War Museum , Duxford. For more info contact the club office 01242 222878 between 9am 9pm.



MG Lagonda Club AGM & Concours, 17th September.

ARMSTRONG SIDDELEY OWNERS CLUB. Canal trip and lunch. Guided tour of Birmingham's inland waterways. For further details: Mr B. Marshall, 6 Yew Tree Close, Willoughby Waterleys, Leics. LE8 3UF.

22ND-24TH SEPTEMBER

THE ELVA 30 REUNION is to be held over the weekend of 22-24th September at Road America, Elkhart Lake, Wisconsin USA. This promises to be an exciting and memorable event, with a large number of Elva's already entered. Owners and Elva enthusiasts from around the world are expected, including the founder of Elva Cars Frank Nicholls, and several prominent guests of honour. There will be an all Elva feature race as well as a special Elva only Concours d'Elegance. Further information can be obtained from Roger A. Dunbar of the ELVA OWNERS' CLUB on Worthing 01903 823710.

23RD SEPTEMBER

DRIVING DAY, GOODWOOD. (R17)
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.

23RD-24TH SEPTEMBER

PIRELLI PORSCHE CLASSIC CHAMPIONSHIP. Pembrey.
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.
A LAZY JENSEN WEEKEND at The Stakis Ambassador Hotel, Norwich. Celebrate our second birthday with us. For an interesting line up of Jensen models this will be the place to be. For further information please contact: Caroline Clarke, 45 Station Road, Stoke Mandeville, Aylesbury, Bucks HP22 5UE. Telephone (01296) 614072.

24TH SEPTEMBER

THE LONDON CLASSIC CAR SHOW, incorporating The Grand London Autojumble. By far the poshest of all the autojumbles. Auto Express, Breakfasts, picnic area, lunches, bar, snacks, prizes, two full sized bands. Sunday 24th September 1995. Nearest station Kempton Park, special trains from London Waterloo expected. Open to the public 10am, free parking, on road A308 near Junction 1 on M3. Kempton Park Racecourse, admission charges, adults £4, seniors £2, children £1. 24 hour recorded telephone information: (01923) 829547.
930 SPORT SPRINT & HILLCLIMB CHAMPIONSHIP. (Harewood)
NB: Participation in Club events is subject to memberships of the Club. Non members are very welcome to attend Motorsport events and Porsche Meet at the end of September.
AUTUMN GATHERING. Hever Castle. *Kevin Frost 01892 863267*
CHALLENGERS RALLY SOUTH YORKSHIRE. Organiser Don Kerr. Tel 01226 281406.
FORD ANGLIA OWNERS CLUB. All Ford Rally, Abingdon. For further details 01202 769926.
FORD ANGLIA OWNERS CLUB Skyhouse Autojumble - Photographic Competition. For further details 01202 769926.

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Free admission to all sellers of, or visitors in, prewar cars. Otherwise, Sellers £10 per pitch (vehicle or jumble), or just £5 if booked in advance. No commission payable.

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

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

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

Further details from

01376 572778

25TH SEPTEMBER

TVR CAR CLUB Oulton Park Track Day. For more information contact the Club Office on 0242 222878 between 9am and 9pm.

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



Ferrari 308 Day, MOTOR SPORT Concours d'Elegance, Silverstone, 28th August.



28th August, Silverstone, Morgans at MOTOR SPORT Concours d'Elégance.



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1953 Jaguar XK120 Roadster. RHD. Restored.	£38,500	1973 Ferrari Dino 246 GT. 'Fly'. Extensive work.	£34,500
1952 Jaguar XK120 Roadster. Light metallic blue.	£34,950	1974 Triumph TR6 Roadster. 'Inca' yellow.	£6,500
1966 Sunbeam Tiger V8 Roadster.	£12,500	1975 MGB Roadster. Black. Wires.	£6,500
1967 Bristol 409 2dr Sports Coupé. Silver.	£12,500	1978 MGB GT. Black, grey interior.	£4,500
1968 Lotus Elan S4 DHC. Red.	£15,750	1954 Aston Martin DB2/4 Mk 1. DHC., arriving.	

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AC

AC Ace 1955, red/black, excellent condition, £28,000. Tel: 01562 730990. (pp07212

AC Acceca, 700 miles since total rebuild, concours winner, £27,000. **289 Cobra Replica Hawk,** body right in part detail, 5,000 miles, £18,000. Tel: 0163 0620298. (pp002333

AC Aceca, 1955, grey with black interior, recent complete engine rebuild, v.g.c., £20,000 o.n.o. Telephone (0113) 2582283/0850 209983.

ALFA ROMEO

Alfa Romeo Montreal, 1972, LHD. Two owners since imported 1977, very good condition throughout. Imminent move abroad forces reluctant sale, £6,800 ono. Tel: 01590 678865 (eves). (pp982713

ALVIS

1929 Alvis Silver Eagle. Shooting break, excellent running order. Need leather seats/headlining £14,950. Possible p/x. 01980 629257 (Salisbury). (pp018495

AUSTIN



Austin 12 Tourer, 1927, blue with black wings. Dark blue leather interior, charming vintage automobile, £15,950. Derek James 01935 813737 office or 01258 861414 home.

BENTLEY



W.O. Bentley 1929. 6½ Litre Open Tourer in black. A well known handsome car with speed to match. G.K. Dodds. 0181 366 7056 for further details. (pp095471



1931 Bentley 4/8 Ltr built to Le Mans spec on 11' frame. Full nut and bolt restoration completed 6 months ago, now completed over 1,000 miles. This fully sorted good looking car is available at approx 75% of its cost. For full spec & photos call 01565 750111 (office) or 01565 722364 (home). Interesting part exchange considered. (pp/cc

Bentley 3.0 Special, 1924, restored chassis and original VDP 4-seat metal clad tourer, BRG with black trim, excellent condition, offers around £85,000. Tel: 0181 366 7056. (pp29

BRISTOL

Beaufighter Turbo Convertible, 1981, tax, MoT, beautiful condition, Dark Blue, same owner last 7 years, new hood, £12,950. Horsham (01403) 270980. (pp28573

Derek James

Phone/Fax 01935 813737
Home: 01258 861414

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1934 ROVER 10 HP. Royal Blue with black wings and Dark Blue leather, sun roof, history, charming **£8,950**
1980 MASERATI MERAK. Silver with Beige hide interior. Low mileage, history, fabulous **£16,950**
1927 AUSTIN 12 TOURER. Blue with Black wings, Dark Blue leather interior, charming vintage vehicle **£15,950**
1946 TRIUMPH ROADSTER (BERGERAC). Black with Powder Blue leather interior. Restored concours 1986 ..... **£16,950**
1930 VINTAGE ROLLS-ROYCE 20/25. Attractive Burgundy and Black coachwork by William Arnold **£24,950**
1970 ROVER COUPE. Ivory White with Tan leather interior. 60,000 miles believed correct. History, sensible offer please.
1952 ARMSTRONG SIDDLEY WHITLEY. Black, Dark Blue leather. Sun roof, enthusiast owned. History, 60,000 miles believed genuine **£6,950**
1956 MGA FHC. Ex-works car, restored approximately nine years ago. Old English White, Black leather interior **£6,950**
1963 MBG ROADSTER. Finished in Old English White with superb new Red leather interior. Recent re-build **£7,950**
1962 MK10 JAGUAR. Gleaming Old English White. Magnificent Ivory leather interior, two owners, 37,000 miles believed correct **£12,950**
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1967 ASTON MARTIN DB6. Stunning Silver Birch coachwork. Superb original Black leather trim, 50,000 miles believed correct. History **£24,950**
1922 ROYAL ENFIELD MOTOR CYCLE 225cc. Rare, nice and original, rides well, only **£1,850**
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1947 TRIUMPH ROADSTER (BERGERAC). Red with Red interior. Looks smart, drives very well **£9,950**
BENTLEY MALLALIEU. Ivory White with Tan leather interior. Just arrived. Ring for full spec.

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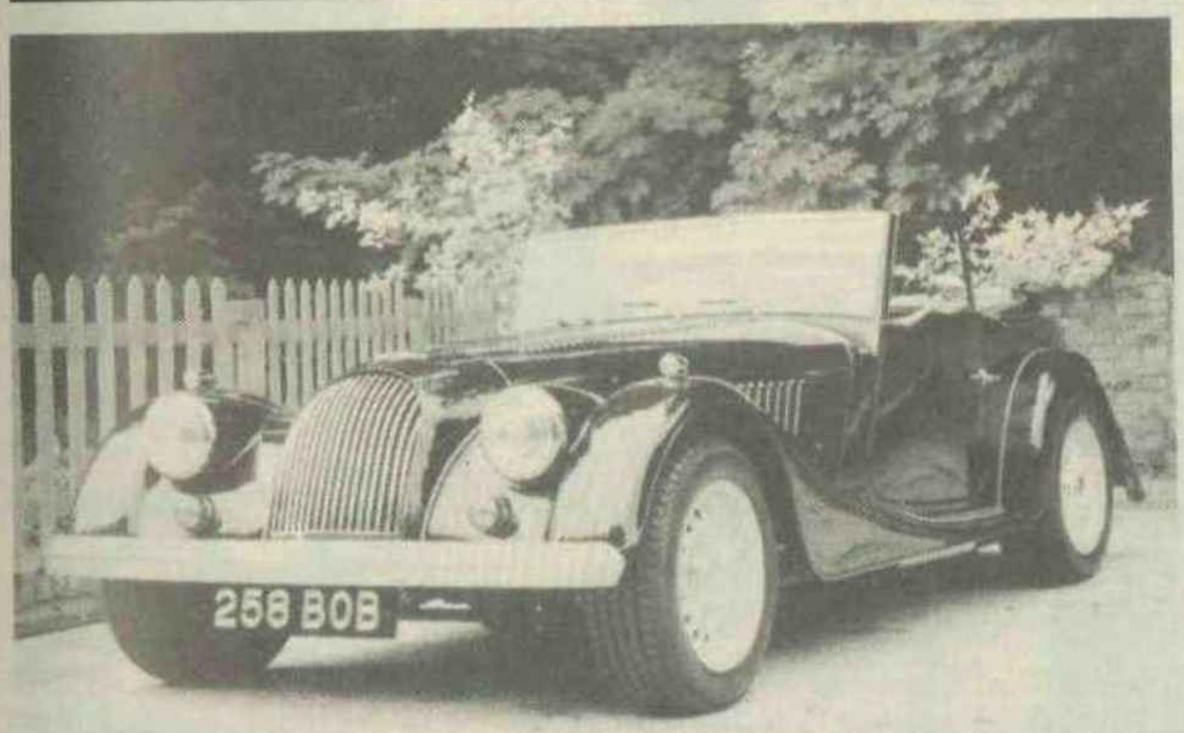
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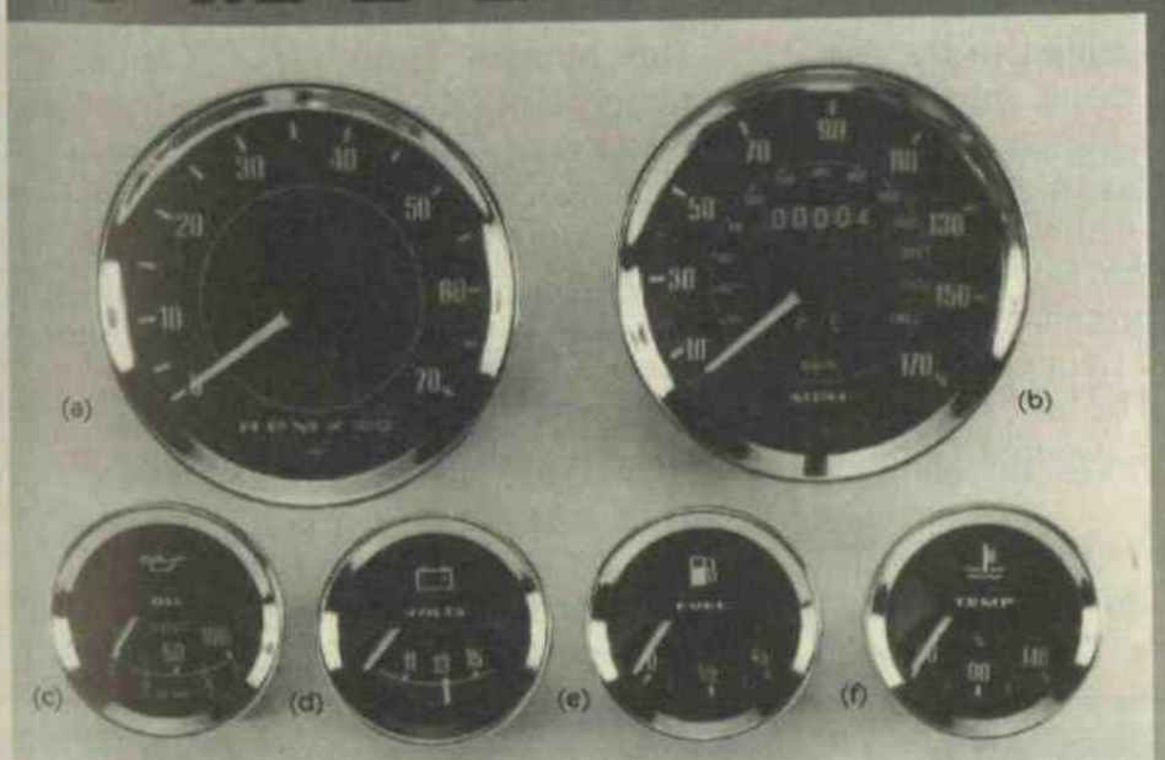
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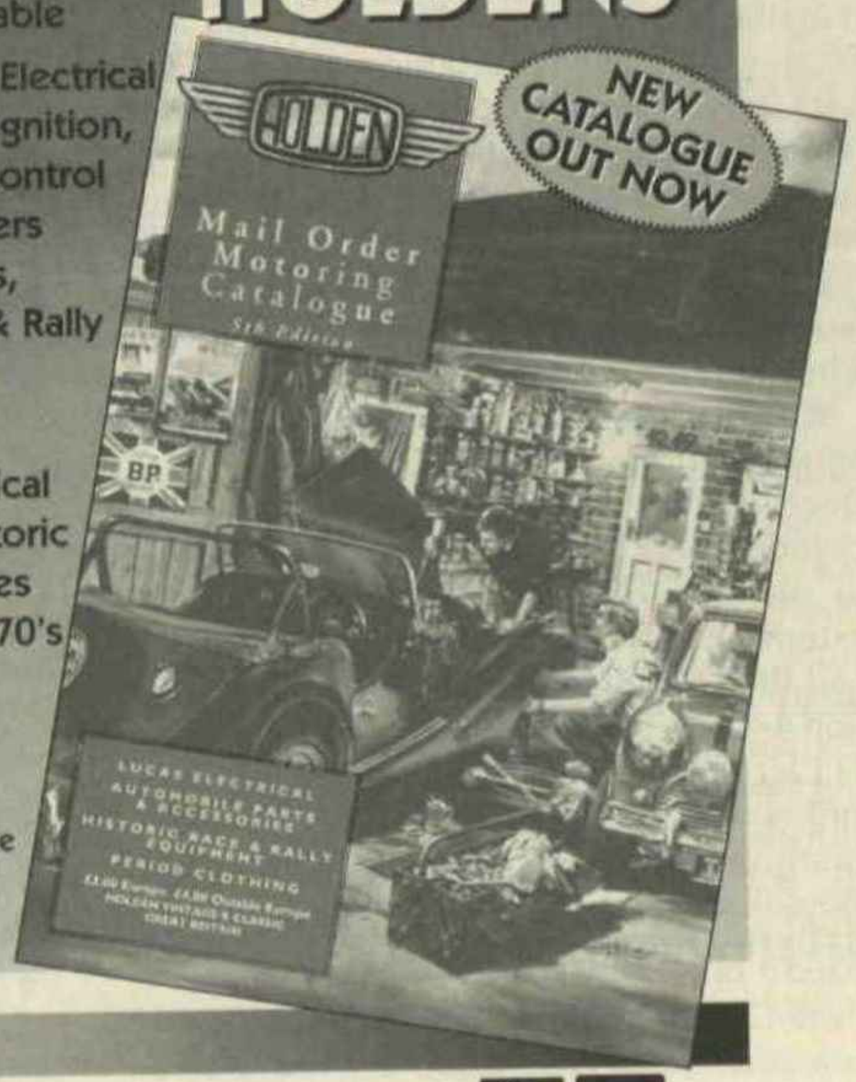
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MORGAN BUYERS GUIDE

A FAMILY AFFAIR

History

The founder of the Morgan Motor Company Henry Fredrick Stanley Morgan (H F S) was born in 1881. H F S Morgan was educated at Stone House, Broadstairs; Marlborough College; and the Crystal Palace Engineering College.

He showed a keen interest in all things mechanical, and it was no surprise when he left his first job at G W R Railway Works at Swindon at the age of 25 and started a garage and motor works in Malvern Link close to Worcester.

During the year 1908/1909 H F S was able, with the help of Mr Stephenson-Peach, built his first Morgan at the Bus Garage workshops in Malvern. It was during these very early years that he designed the now famous 'sliding pillar' independent front suspension. This was so successful that, apart from a few alterations, it is still being used today some 85 years later.

The famous Morgan three-wheeler was born. Using a tubular steel chassis and a motorcycle engine mounted at the front, the three wheeler 'car' was first exhibited at the Olympia Motor Cycle Show in 1910. With success in trials and the introduction of the two-seater cycle car in 1911, the Morgan Motor Company was formed in 1912.



Charles & Peter Morgan pictured with Bob Harpers Morgan Plus 8 DHC 2 seater.

Major changes

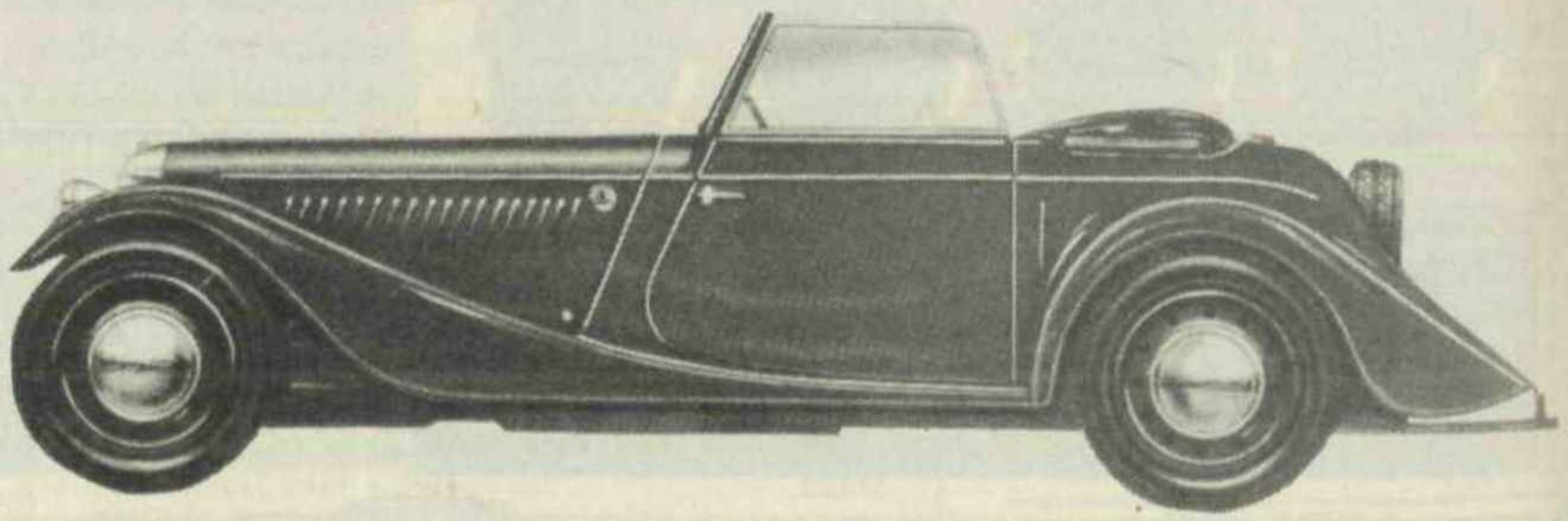
As Britain recovered from the Great Depression of the 1930s so motor car manufacturers such as Morris, Austin and Ford were eagerly producing low-priced cars, each trying to out do the other for 'market share', thus providing the general public with cheap motoring. With the comfort, economy and weather protection of these cars it was obvious Morgan would have to move with the times as the three-wheeler market diminished.

It was at this time H F S Morgan announced the 4-4 to the motoring press in December 1935. The four-wheel and four-cylinder (4-4) car was very similar in design to the three-wheeler; initially built as an extension of the F4 three-wheeler Morgan it had the Ford 8hp engine. The first production 4-4 was fitted with the Coventry Climax 1112cc engine, which had overhead inlet and side exhaust valves. The Meadows gearbox was fitted, followed later by the Moss unit. The cost of a Morgan 4-4 in 1936 was £185 18s 5d.

Morgan Drop Head Coupé

The first Morgan Drop Head Coupé was built in 1938. H F S, finding himself in competition with MG in the late 1930s, approached Avon Motor Bodies to design a Drop Head Coupé body suited to the 4-4 chassis & engine. The result must have seemed quite radical for Morgan and certainly took it into the quality car market. The design was thought too expensive to produce at the Morgan Motor Company, and consequently Morgan produced its own version of the Drop Head Coupé. The original Avon Coupé was used by both H F S and Morgans works manager, George Goodall and later fitted with a Standard Special engine.

The Morgan Drop Head Coupé was announced in October 1938, available as a two-seater at £236. The Drop Head Coupé design was certainly more luxurious than previous models. The new body had 26in wide doors, hinged at the rear, and not cut away at the top as with all other Morgan models. The detachable windows were made up of two sliding panels in a metal frame, this allowed either window to be



An illustration of a 1950 Morgan +4 Coupé

opened for ventilation (or signalling, although semaphore-style trafficators were also fitted). There were also small ventilation opening flaps in the scuttle panel. The windows did not have a wind-up mechanism, which allowed for interhal elbow room of 44in.

The d h c hood was again far superior to the standard roadster, with trimmed wooden hoops and the hood lined making for a more refined and quiet ride. The hood on the Drop Head Coupé offered three positions:

1. The fully erect hood fits onto two small posts on the windscreen top rail.
2. The *'coupé de ville'* style where the front of the hood is folded back onto the wooden hoops, and clipped into position.
3. The fully folded hood fits neatly into the bodywork recess at the rear.

The interior on the Morgan d h c was again luxurious compared to other models. Leather trimmed seats, wood capping to the doors and windscreen and a recessed wooden dashboard gave the interior a totally different feel.

A smoother ride was obtained with larger silentbloc bushes for engine and gearbox mountings. Wider 5.50 section tyres were also fitted to 16in steel wheels. Other extras included chrome side mouldings down the body, doors and bonnet, twin upright spare wheels, proper outside door handles, a vertical-slat radiator grill replacing the standard wire mesh type, and optional two-tone paintwork. Weight obviously suffered, at approximately an extra 60lbs, bringing the total weight to 1736lbs.

Morgans were experiencing problems with supply of the Coventry Climax engine in 1938, largely due to the fact that Triumph was in serious financial trouble. Consequently H F S approached his old friend John Black, who was head of the Standard Motor Company, to acquire a suitable engine. The result was the Standard Special engine of 1267cc, based on the 10hp side-valve engine, but re-designed with overhead valves. The first experimental Standard Special engine was fitted to the first Drop Head Coupé in May 1938.

Prior to World War Two around 38 cars were produced, with a few experimental models. During the Way Years part of the Morgan works was rented to the Standard Motor Company and Flight Fuelling, who had a Handley Page Hereford Bomber built in the wood-shop. Spitfire undercarriage parts, and Oerlikon anti-aircraft guns and shell casings were made in the machine shop.

As Britain recovered at the end of the War, Motor Manufacturers were slow to get back into full production, Morgan, however, were quicker than most. It also became evident that production of the Standard Special engine would cease very shortly, so H F S with the help of his son Peter searched for a replacement engine. There was even talk of Morgan producing its own engine. With the merger of Triumph and Standard in 1945 it was thought they would be able to help with a new engine.

Pre-war taxation on cars was worked out in a complicated manner which reflected engine size. H F S therefore always preferred to keep engine capacity to 1500cc or thereabouts. This was just in case the government of the day decided to revert to the old ways. Standard's new Vanguard engine was originally developed as a 1760cc unit, later uprated to 1849cc. This was a marginal choice for Morgan, who decided with the help of Sir John Black to go for the new Vanguard power. When production started the engine capacity had increased again to 2088cc. As the engine was designed to propel the Standard Vangaurd which weighed a huge 2716lb it was no wonder the Morgan cars were given major increase in performance, as they only weighed some 1900lb. The new car was dubbed Plus 4, and the 4-4 became the Morgan 4/4, although production of the smaller engined cars was phased out in 1951.

The Morgan Plus 4

Perhaps by accident, the introduction of the 2-litre Vanguard engine helped give the Morgan d h c the extra power required of a sports tourer. Without doubt the power to weight ratio gave the Morgan Plus 4 excellent performance. H F S Morgan who was now in his seventies still took an active part in the running of the Morgan Motor Company, and also started work on an exciting new project, a Drop Head Coupé 2+2. Although not put into production initially, it did become perhaps the most 'sophisticated' Morgan to be built. Similar to the 4/4, the Plus 4 was 2in wider across the bulkhead, and 6in wider across the pedal-boards.

Other changes occurred, particularly in 1953 when the flat radiator was replaced with a more rounded grill, and the headlights set into the wings rather than mounted on the front cross bar. This was largely due to the supplies of the large separate headlights being phased out by most motor manufacturers around this time.
Known now as the interim cowl design, the change was not welcomed by die-hard Morgan enthusiasts. However, Morgan then went further with a fully cowled radiator featuring an even more curved radiator grille in 1954.

It is worth noting that the Morgan Plus 4 Flat Radiator Drop Head Coupé with the 2-litre Vanguard engine is a very sought after model, with impressive performance, pre-war looks and the sophistication of the Drop Head Coupé style.

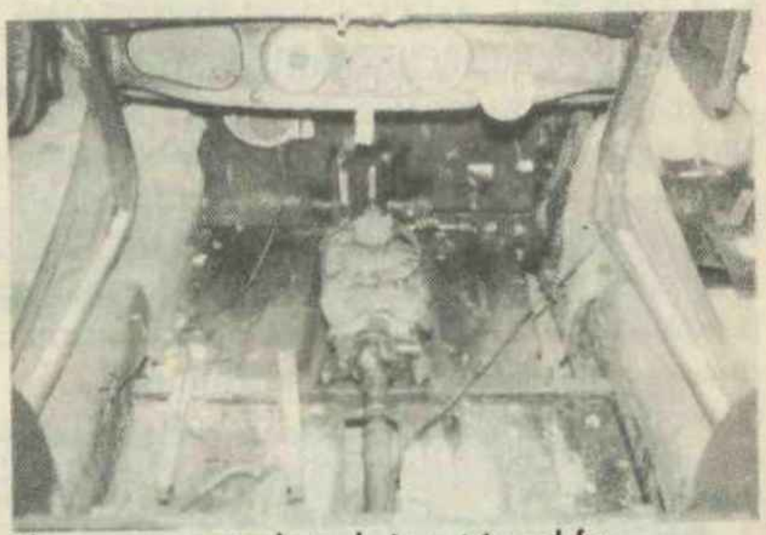
Again the long standing arrangement with Standard Triumph came into play. Sir John Black had approached Morgan to see if it was interested in producing a mass-market sports car for the fast-expanding American market. Morgan declined, which did have the effect of fewer engines being supplied! This led Morgan to re-introduce the 4/4 Series 2, fitted with the Ford Anglia 100E engine of 1172cc. This allowed Morgan to supply an alternative, less expensive car than the Plus 4.



JM53 Jan Morgans Plus 8 Drophead Coupé Automatic gearbox.



Morgan Plus 4, 4 seater DHC showing ageing body corrosion.



The same car as above being stripped for restoration.

It is also surprising that Morgan also produced just one 4/4 Series 2 Drop Head Coupé. This was made for a Miss Skinner, a relation of the Morgan family. It was painted yellow and left the factory in February 1960.

The Morgan Plus 4 four-seater Drop Head Coupé was the most expensive car Morgan had ever built. First shown at the London Motor Car Show in 1954. (Later to become known by Morgan enthusiasts as the 'Snob Mog'). A total of 51 cars were built including two prototype cars. These were similar to the two-seater apart from an unsual 'boot' at the rear of the car. This had a removable top section which housed the spare wheel, but offered very little boot or luggage space.

The side windows on the four-seater d h c were slightly larger, as were the hood and hood frame. H F S Morgan used a four-seater d h c until his death in 1959. Strangely, cars made for the home market were fitted with the Vanguard engine, but export cars were fitted with the slightly more powerful TR2 engine with twin SU carburettors. All cars had the Moss four-speed gearbox. The last Drop Head Coupé to be sold from the factory was Chassis number 6853 in September 1969. This was also the last Plus 4 to be built at the factory of early vintage. The Plus 4 model was re-introduced in April 1985.

The Morgan Drop Head Coupé was a

piece of Morgan History, probably never to be repeated. It certainly was an interesting development, producing a powerful and sporting touring car. The production Coupés were made to a very high standard and offered a degree of comfort not normally associated with sportscars. My interest in Morgan Drop Head Coupés comes from two directions. Being a restorer of Morgan cars I have always enjoyed the challenge of working on the Coupé, either two- or four-seater. Secondly, I have always owned and used a Morgan Plus 8 as my personal transport for over 20 years. It was with this in mind that I approached Charles Morgan (the grandson of H F S) to see if he would be interested in amalgamating the two designs, Plus 8 and Drop Head Coupé. It had been done once before; Jane Morgan had the privilege of having an automatic Plus 8 Drop Head Coupé built in 1970, registered January 1st 1971, chassis number 7317.

The Morgan Motor Company was very enthusiastic at the prospect of a Plus 8 Drop Head Coupé, so I began to work closely with them to build a two-seater. I tried to copy as closely as possible all the standard Plus 4 d h c bodywork, while obviously changing the width of the body to cater for the wider Plus 8 chassis. Morgan was very helpful, they supplied a rolling chassis. I mounted my own Drop Head Coupé bodyframe on the chassis, and returned it to the factory for the 4 wings, bonnets and cowl to be fitted. I had left the doors until last, as Charles had informed me that should the car ever go into production the doors would have to hinge at the front. This may seem easy at first but when you are faced with a sloping 71-degree angle to both door and body it immediately becomes more difficult. After many hours I overcame the problem with the help of a friend who restores Jaguars locally and had encountered something similar on the old Jaguar XK.

The car was then completely stripped and painted, reassembled using steel fasteners and trimmed in grey Connolly hide. The result was superb: the car drove like a Plus 8 but had the extra comfort of a Drop Head Coupé. I finished the car in June 1989 and visited the Morgan factory to show Charles and Peter Morgan the new car. They were both very complimentary, and Charles spent some time touring the lanes around the Malvern Hills, with me as the passenger.

Having finished the two-seater d h c, I had a small problem. I had a daughter, and my wife was expecting another child shortly. Having realised there would be insufficient room in the two-seater I embarked on building a four-seater version. To some extent the four-seater was slightly easier as I had overcome many of the 'production' problems with the two-seater. The four-seater d h c was finished in June 1991 and was almost identical to the other.

Paintwork is Ford Midnight Blue, the interior in grey Connolly VM leather piped in blue, with a blue mohair hood. I was extremely lucky for a period of time to own in my opinion two of the best possible Morgan' cars ever produced. I have since sold the two-seater and it now resides in Kent.

I feel very pleased to have produced a Morgan' car, and still use it regularly for family transport. The 3.9 Rover V8 has almost 200bhp and with tremendous torque the extra body weight of the Drop Head Coupé is hardly noticed.

Production details (cannot be guaranteed)

Pre-war	
Series 1 Drop Head Coupé, Coventry Climax engine, 1122cc	34
Series 1 Drop Head Coupé, Coventry Climax engine, 1098cc	6
Series 1 Drop Head Coupé, Standard Special engine, 1267cc	18
Post-war	
Series 1 Drop Head Coupé, Standard Special engine, 1267cc	101
Series 2 Drop Head Coupé, Ford 100E engine, 1172cc	1
Plus 4 Drop Head Coupé (experimental circa Oct 1951), Vanguard, 2088cc	1
Plus 4 Drop Head Coupé (experimental circa April 1953), Vanguard, 2088cc	1
Plus 4 Drop Head Coupé two-seater, Vanguard, 2088cc	128
Plus 4 Drop Head Coupé four-seater, Vanguard, 2088cc	29
Plus 4 Drop Head Coupé, two-seater, Triumph TR2, 1991cc	21
Plus 4 Drop Head Coupé four-seater, Triumph TR2, 1991cc	22
Plus 4 Drop Head Coupé, two-seater, Triumph TR3, 1991cc	208
Plus 4 Drop Head Coupé, two-seater, Super Sports Triumph TR3, 1991cc	1
Plus 4 Drop Head Coupé, two-seater, Triumph TR4/4A, 2138cc	195
Plus 4 Drop Head Coupé, two-seater, Super Sports Triumph TR4/4A, 2138cc	3
Plus 4 Drop Head Coupé Automatic, Rover V8	1
Plus 8 Drop Head Coupé 2 seater, Rover V8 3.9 (coachwork by Harpers)	1
Plus 8 Drop Head Coupé 4 seater, Rover V8 3.9 (coackwork by Harpers)	1

What to look for when buying a Morgan Drop Head Coupé

As all Morgan Drop Head Coupés are over 25 years old and some cars are almost 50, it is obvious that most will have had some repair or restoration work. The Morgan d h c does not differ greatly from all other Morgans, having a steel ladder type chassis with wooden bodyframe covered in steel panels. Wings, bonnets and cowl are normally steel.

First impressions are always a good guide when buying a used Morgan. Look at the paintwork to all areas, look at the trim, look under the bonnet, and check the underside of the car.

It is best to start with the wood frame, as this is potentially the most expensive part to replace. With the d h c door being larger it is obviously much heavier; being hinged at the rear it is easy to check if the wood has started to rot. The body chrome mouldings are also another tell-tale sign that deterioration has started to take its toll. The alignment of the chrome side mouldings should be straight; it is common to find the front of the door some way from aligning. This again can indicate wood rot. The sill board (which is covered with leather/carpet trim) and runs along the bodyframe, under the door, can rot very quickly if allowed to get wet. Simply hold the door at 90 degrees to the body (in the fully open position) and lift up and down; any large movement up and down could indicate large cheques will be required. The chrome door window frames are unobtainable, so if a d h c you are thinking of buying comes without these, beware — it could cost a fortune to remanufacture new frames and windows.

The chassis is strong and can last 30 or 40 years under normal use if regularly checked and maintained. However, I have found cars requiring chassis work as soon as 10 years after leaving the factory. The steel chassis can be checked easily, either by ramp or jacking the car off the ground. The main side members are of Z-section construction, with the cross-members made of a box-section. Check the rear cross-member first, then move forward; the middle crossmember is not as prone to rot, but check to make sure. The chassis side-members which run down either side of the engine bay are normally protected by engine oil, but if you are unlucky the car may be bone dry and the chassis can crack, particularly around the engine mountings. Check to make sure this has not been repaired or covered by underseal. The floor boards are of simple construction and can be replaced with marine plywood easily.

The interior trim is not too difficult to replace if not in pristine condition, but check the hood carefully as this can be much more expensive if work is required. The hood frame has wooden bars, and a rear steel cross bar covered with material; consequently it can be difficult to see any work that might be required. The hood fit is critical on a d h c, so make sure the hood is well fastened to the body, normally covered in chrome pin beading at the rear.

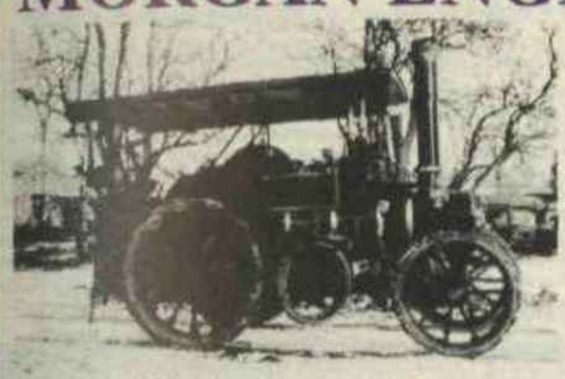
The front hood cross-member (again made of wood and trimmed) fastens to the top of the screen via two knurled knobs which slide onto two posts on the windscreen top rail. It is common with cars from the USA that the hood has been altered and fitted with clips at the rear; this is not standard and can detract from the overall value and effect of the Drop Head Coupé.

Finally check the car on the road. The Moss gearbox can be notchy, with first and second difficult to engage. The engine, particularly the TR unit, can vibrate; this is not uncommon and providing the car runs well may be acceptable.

The Morgan Factory offer spares from original patterns for the Drop Head Coupé, and together with the Morgan Sports Car Club and several Morgan Restoration Specialists working on a Drop Head Coupé can be fun, but also hard work and expensive.

(BOB HARPER)

JOHN SMITH
MORGAN ENGINEER

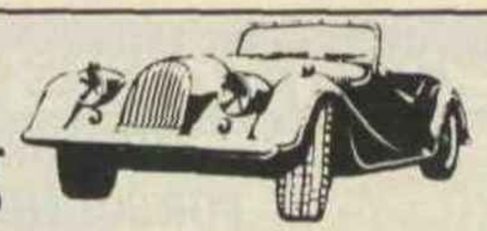


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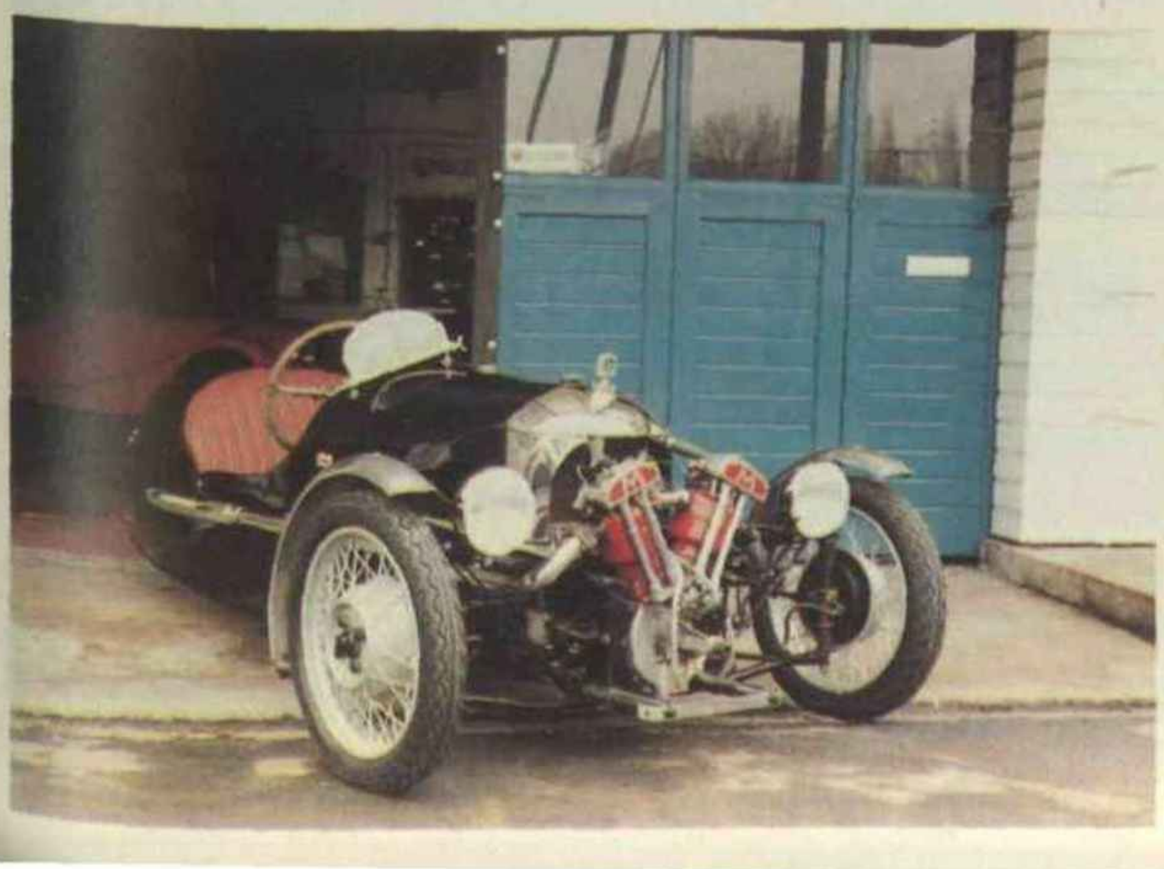
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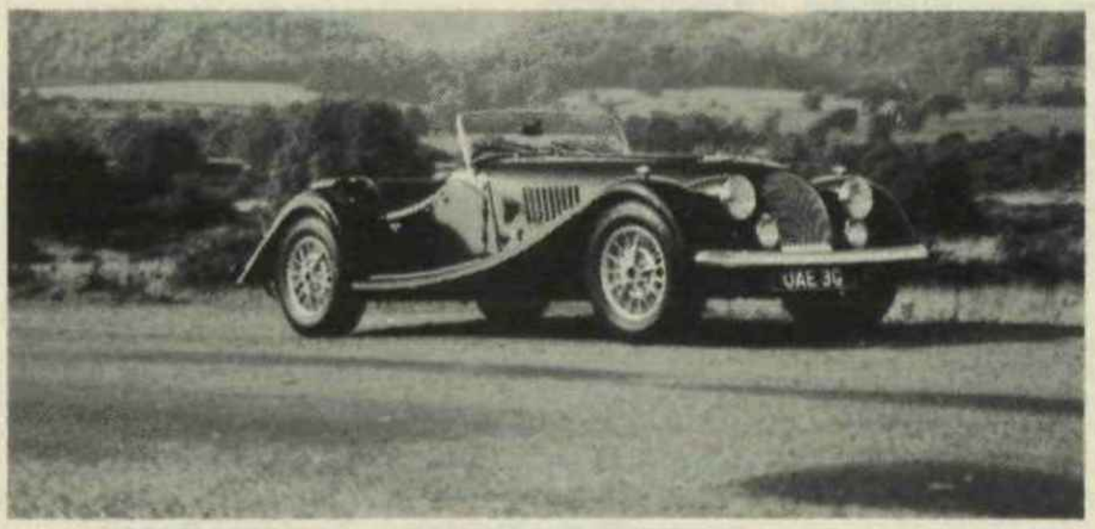
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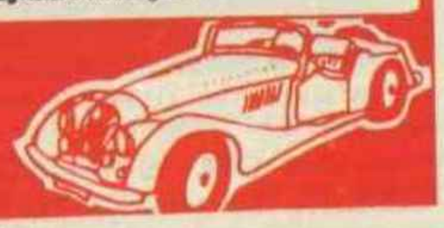


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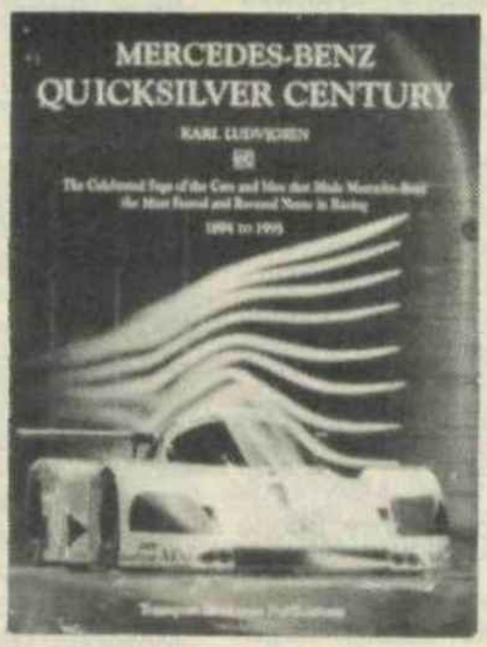
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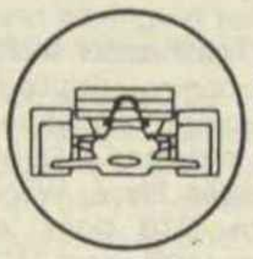
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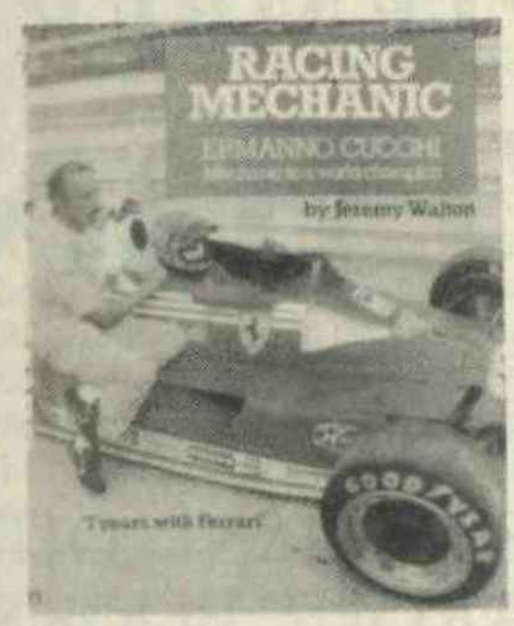
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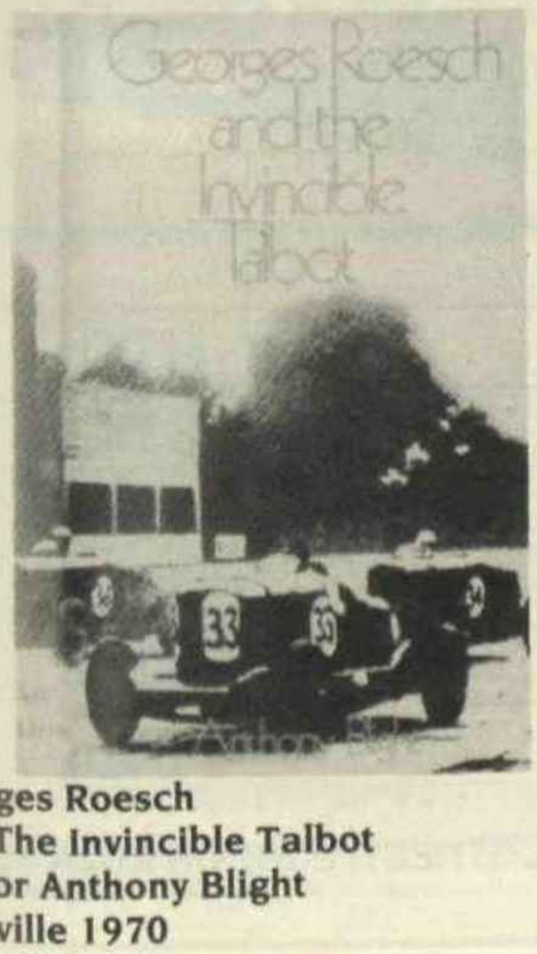
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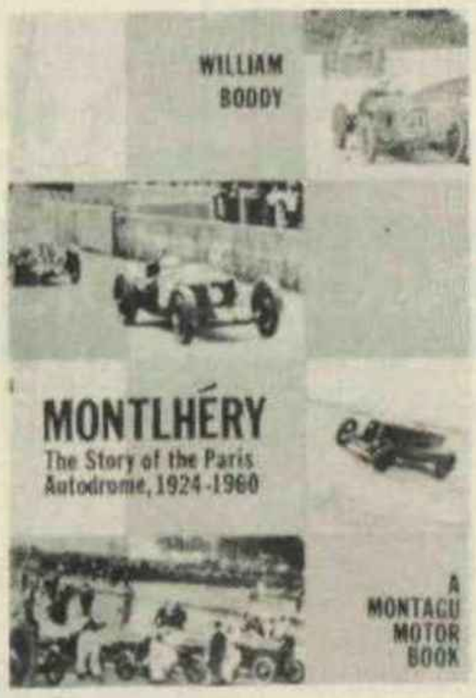


Georges Roesch
And The Invincible Talbot
Author Anthony Blight
Grenville 1970

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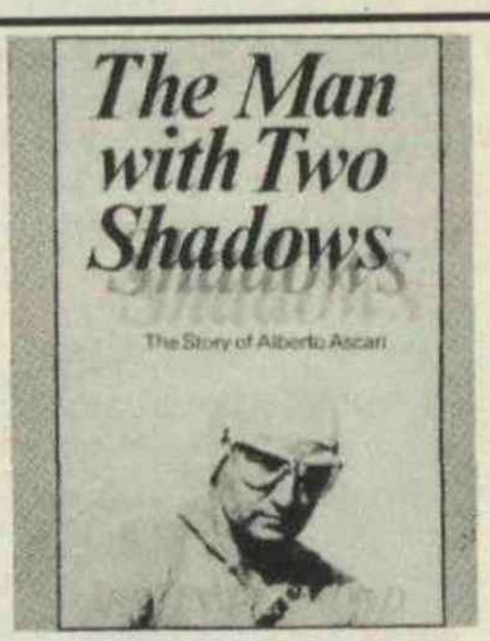


Montlhéry
The Story Of The Paris Autodrome 1924-1960
Author William Boddy
Cassell (London) 1961

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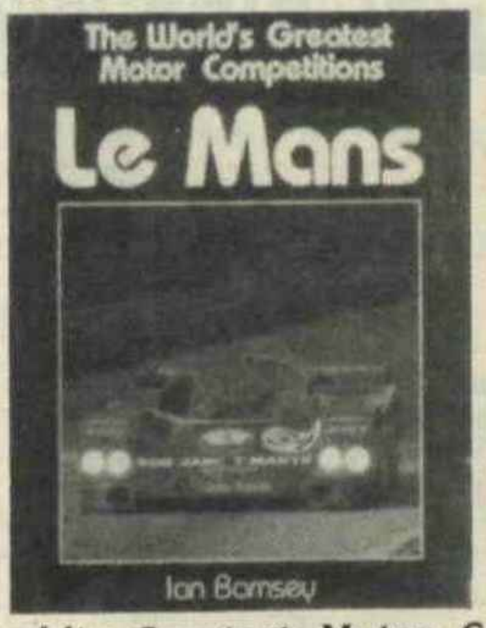


The Man With Two Shadows
"The Story Of Alberto Ascari"
Author Kevin Desmond
Proteus 1981

A wonderful medium sized book about the life of World Champion motor racing driver Alberto Ascari (1885-1955).

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The World's Greatest Motor Competitions
Le Mans
Author Ian Bamsey
Batsford 1987

Like most similar titles, this book begins with a brief history of Le Mans from the start in 1923 which was won by Lagache & Léonard in a Chenard & Walcker.

This book is divided into two parts, part I — 1923-1939. Part 2, — 1949-1986, tracking the successes and failures that have done so much to shape the concepts of the world's most powerful sports car builders.

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Programmes tend to be collected in several different ways.

Firstly there are the 'circuit' collectors, who seek material connected with a certain venue. One well known collector has almost every Goodwood programme, while another has a full set from Aintree. Perhaps the most dedicated of all claims to have every programme from Brooklands, which is quite a feat. The oldest of these was printed almost 90 years ago.

Secondly there are the 'series' collectors who try to amass a programme from every event for a certain race series: Formula 5000 perhaps, or, more commonly, every Grand Prix programme from a certain year. There are collectors attempting to source every world championship F1 programme issued since its inception at Silverstone in 1950, but those for 'one-off' events – such as Morocco 1958 – tend to be nearly impossible to find.

The third type of collector tends to be 'global', and attempts to find at least one programme from every known race circuit in the world or, more commonly and a touch less ambitiously, from every circuit in a particular country.

Endless research and a degree of luck are required here. It is often very difficult to discover that certain venues ever actually existed. How many people recall that racing ever took place at South Dakota, in British Guyana, for instance? Even in the UK, there are extreme rarities to be found, from the likes of Lulsgate (which is now Bristol Airport), Boreham, Dunholme Lodge, Fairford and even circuits which closed as recently as the 1970s, such as Llandow, Rufforth and Longridge.

Collector number four pursues 'car' or 'driver' themes. With the former, the present owner of a historic racing car will often attempt to find programmes from every event the car contested in its heyday. In the latter case, it's currently common for people to chase a programme for every Grand Prix in which Ayrton Senna competed, for instance..

There is a parallel, and growing, market for signed race programmes. To find a 1953 British GP programme signed by someone like Ascari is obviously a rare catch, but even recent Formula One programmes have an added value when signed, as it is ever harder for the public to gain access to the drivers. This trend means that signed Formula Three programmes from recent years gain in value as drivers move up the ladder and thus become less accessible.

Programme collecting is growing in popularity, and prices are still relatively low. A typical stockist might sell everything from 50p Silverstone clubbie programme upwards.

For British programmes expect to pay no more than £3-£4 for recent major events. Overseas programmes cost around £5-8 for a recent Hockenheim DTM round, or £10-£15 for most Grands Prix within the past 20 years. Indycar programmes fetch a similar price.

For older events the prices vary a great deal. A mid-1950s Le Mans programme could be anything from a bargain £15 to a crazy £400, depending on who is trying to sell it. Some dealers have notoriously strange ideas on pricing, particularly those who don't specialise in the subject. Brooklands programmes are upwards of £20 each for small events, but prices rise commensurately with an event's status.

At the bottom end of the scale you can pick up gloriously obscure hillclimb, club racing, stock car, autocross or trials programme for about 50p, and these often have a rarity value far in excess of the price.

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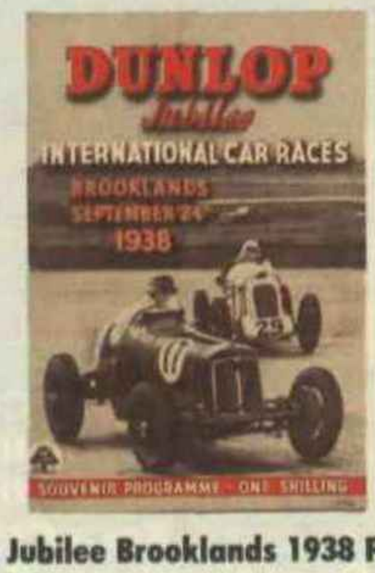
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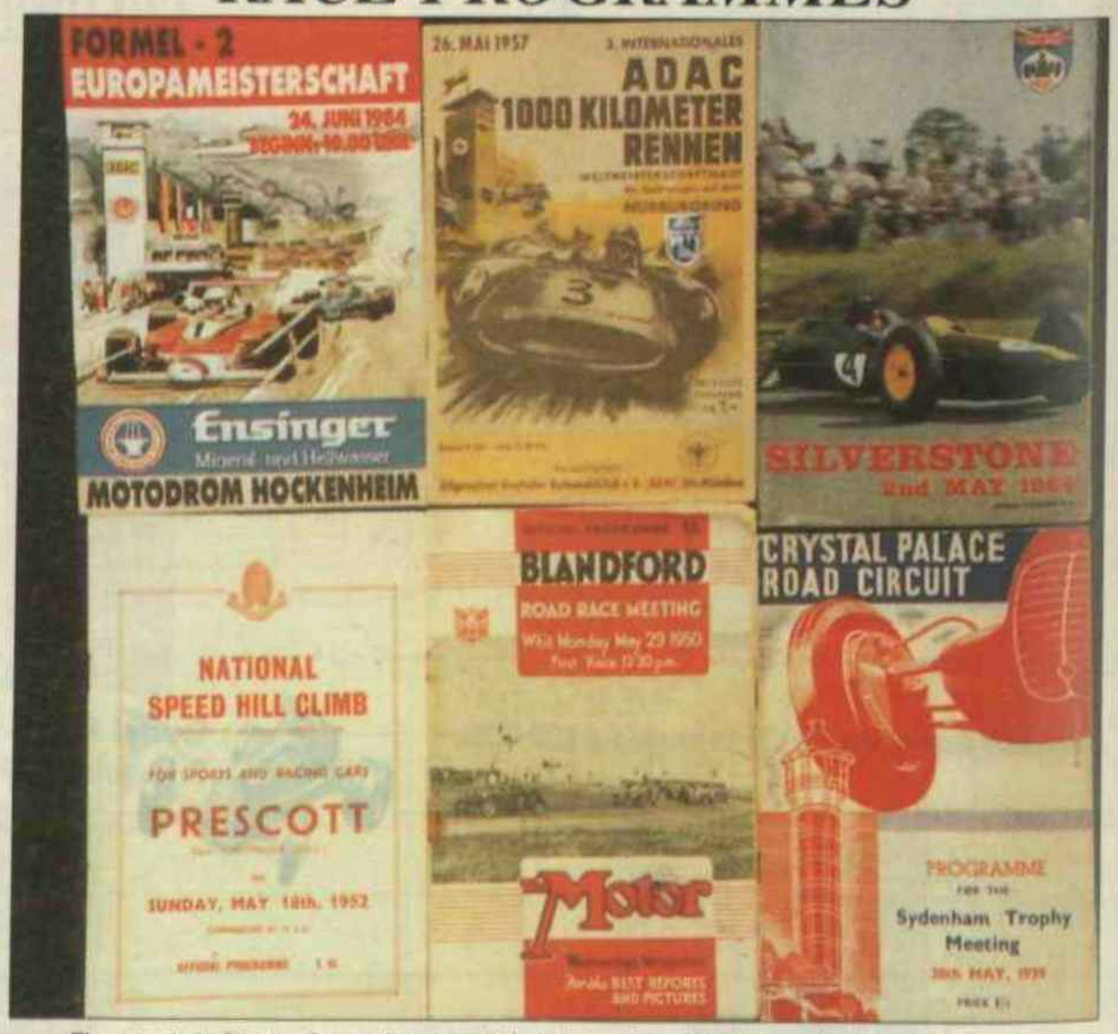
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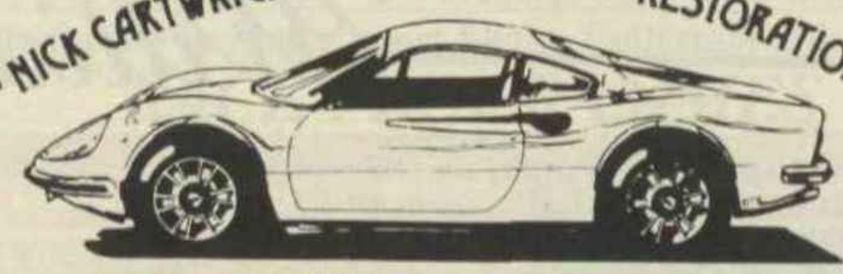
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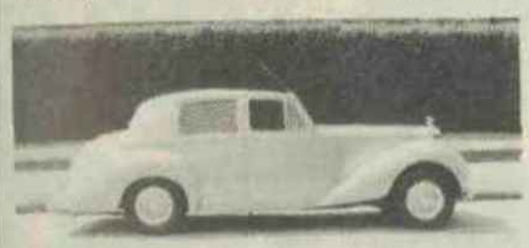
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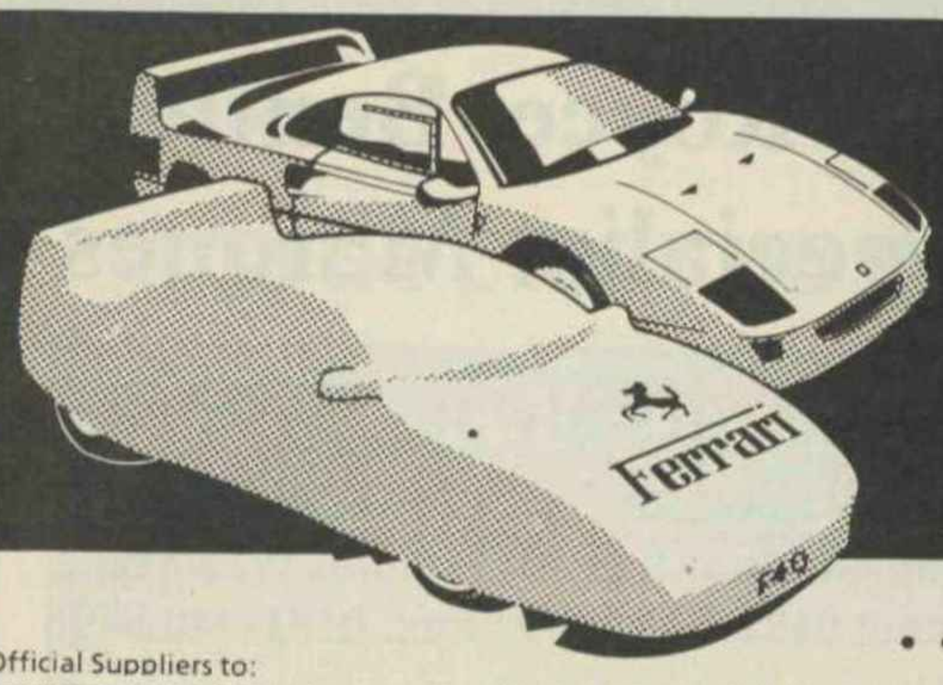
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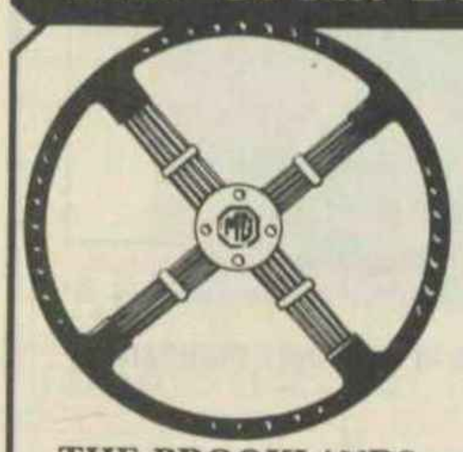
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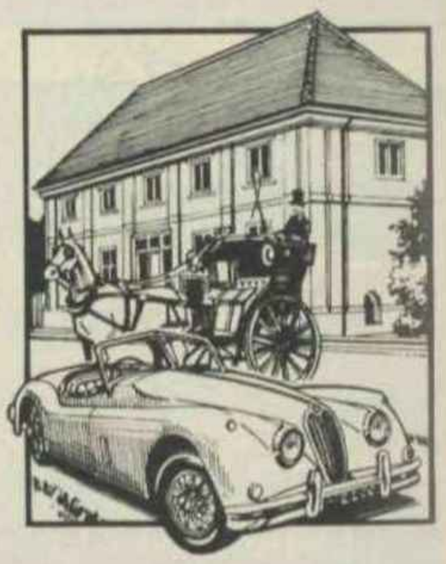
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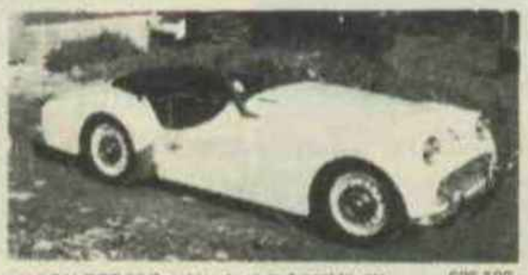
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1967 Cobra MkIII 427	RHD, black	10,000m
1964 Cobra MkII 289	Blue	42,000m

FERRARI

1960 250 SWB Competition	Blue	Superb provenance
1991 F40 (catalytic)	Red	900m
1990 F40	Red	2,500m
1993 348 TS	Red	9,000m
1989 328 GTS	Red	11,000m
1987 328 GTS	Red	9,000m
1986 328 GTS	Red	22,000m
1967 275 GTB4	Red	20,000m
1972 Daytona 365 GTB/4	Giallo Fly	32,000m
1982 Boxer 512 BBi	Silver	11,000m
1981 Boxer 512 BB	Red	21,000m
1979 Boxer 512 BB	Yellow	10,000m
1974 Boxer 365 GTB4	Red	16,000m
1990 Testarossa	Red	14,000m
1990 Testarossa	Black	16,000m
1989 Testarossa	Red	12,000m
1986 412 Auto	Silver	38,000m
1981 400 Auto	Blue	46,000m
1990 Mondial Convertible	Red	38,000m
1984 308 GTS	Red	33,000m
1980 308 GTS	Black	65,000
1980 308 GTS LHD	Red	41,000m
1978 308 GT4	Blue	54,000m
1973 Dino 246 GTS	Gold, 1 owner	35,000m
1973 Dino 246 GT	Sable	23,000m
1972 Dino 246 GT	Red	41,000m
1966 330 GT 2+2 MkII. One of only 29 manufactured.	RHD, blue	37,000m

JAGUAR

1972 E-Type V12 Roadster	Silver	54,000m
1973 E-Type V12 Roadster	White	51,000m
1973 E-Type V12 Roadster	Red	59,000m
1965 E-Type 4.2 Roadster S1	Blue, Concours	100m
1961 E-Type 3.8 Roadster	Silver, Concours	200m
1965 E-Type 4.2 FHC comp spec	Carmen red	58,000m
1960 XK150 FHC	Carmen red	56,000m

LAMBORGHINI

1993 Diablo	Blue	1,200m
1990 Countach Anniversary	Silver	Del.m.

PORSCHE

1994 911 Turbo Coupé 3.6	Blue	28,000m
1991 911 Turbo Coupé	Red	23,000m
1989 911 Turbo Cabriolet	Blue	17,000m
1989 911 Turbo Coupé LHD	Black	23,000m
1988 911 Turbo Coupé	Dark Blue	37,000m
1993 911 Carrera 2 Coupé	Blue	200m
1992 911 Carrera 4 Cabriolet	Blue	26,000m
1990 911 Carrera 2 Cabriolet	Black	33,000m
1990 911 Carrera 2 Targa	Blue	30,000m
1990 911 Carrera 2 Coupé	White	25,000m
1990 911 Carrera 4 Coupé	Red	51,000m
1990 911 Carrera 2 Cabriolet	Red	35,000m
1990 911 Carrera SSE Cabriolet	Blue	16,000m
1989 911 Carrera SSE Targa	Blue	27,000m
1989 911 Carrera SSE Coupé	Graphite	38,000m
1989 911 Carrera SE Coupé	Red	57,000m
1988 911 Carrera SE Targa	Black	60,000m
1988 911 Carrera SE Coupe	Blue	48,000m
1988 911 Carrera SE Cabriolet	White	38,000m
1986 911 Carrera SSE Cabriolet	Silver	50,000m
1967 911 S Concours	Red, SWB, LHD	33,000m
1993 928 GTS	Blue	16,000m
1991 928 S4 Auto	Blue	62,000m
1987 928 S4 Auto	D/Blue	72,000m

OTHER MARQUES

1936 Bentley 4¼ Pillarless Coupe	Gurney Nutting, navy, sunroof, very original, full history	90,000m
1958 Bentley Continental S1 F/Spur	Blue, full history	59,000m
1960 Austin Healey 3000 MkI	Blue	70,000m
1992 Aston Martin Virage Coupé	Green	5,000m
1969 Aston Martin DB6 MkII Vantage Spec	Caribbean blue	68,000m

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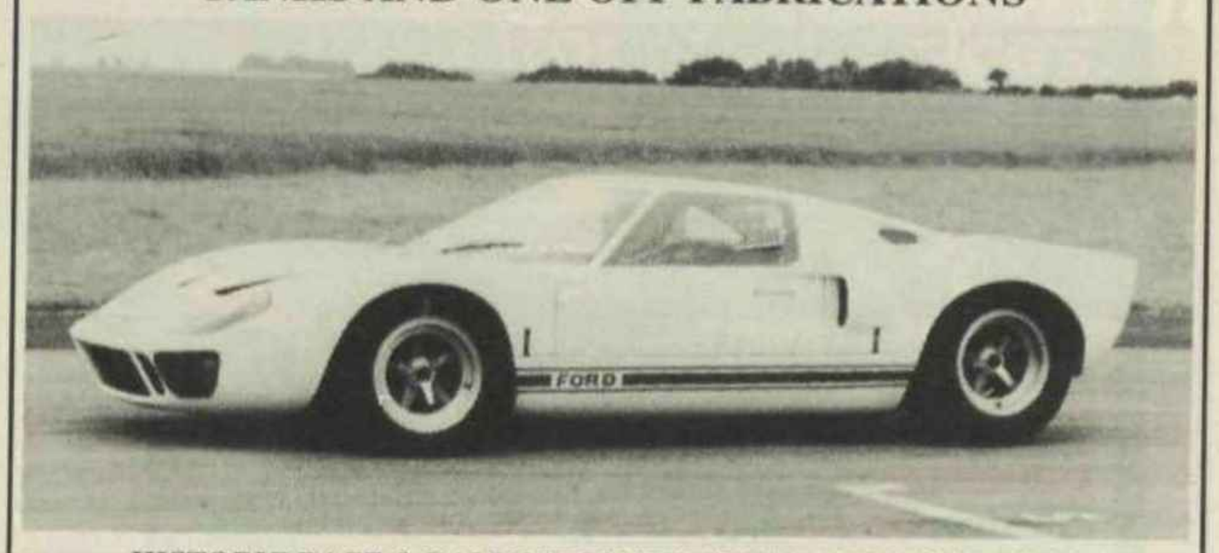
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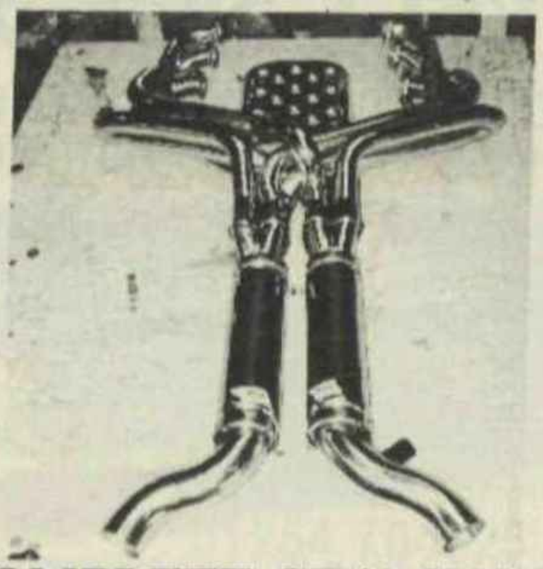
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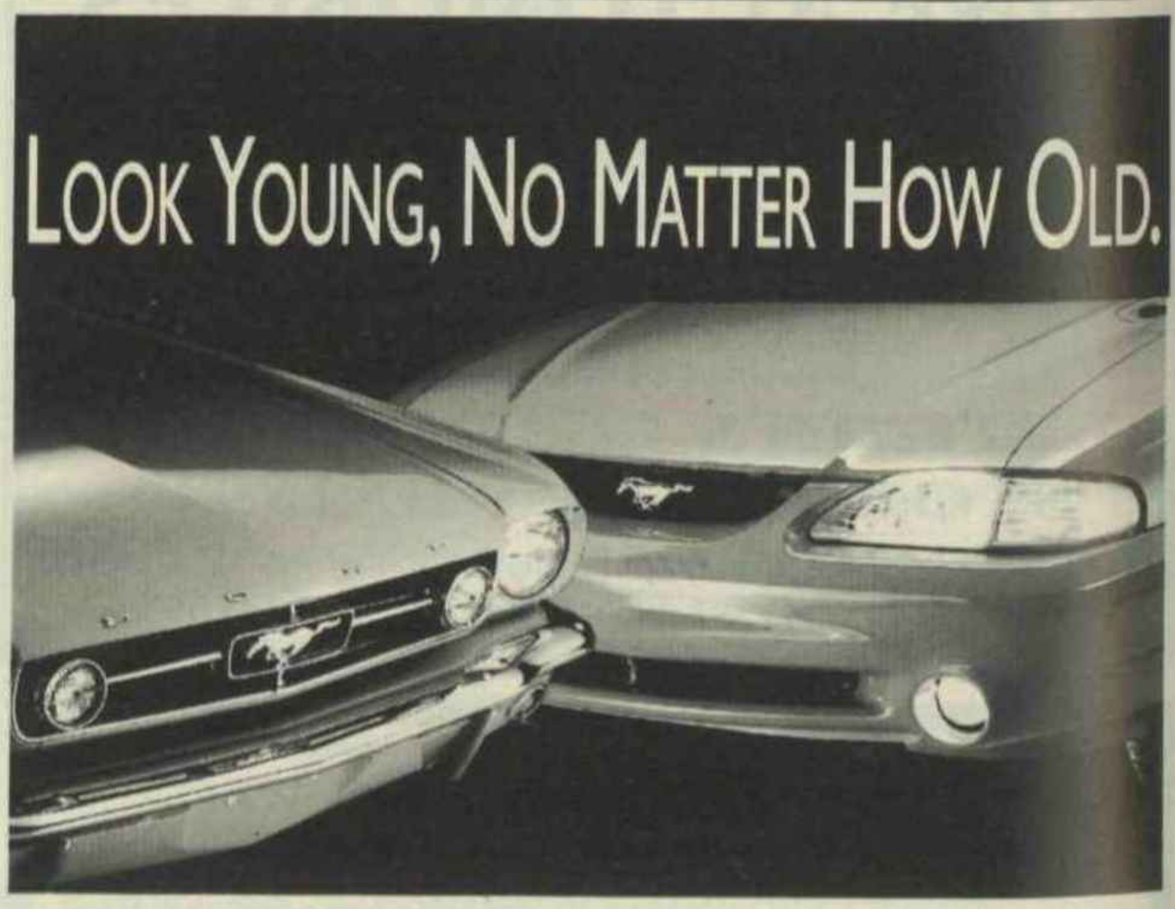


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Mk1 JAGUAR CELEBRATES 40





Above: The Mk1's distinctive feature is it's small rear window and large wrap around chrome bumpers.



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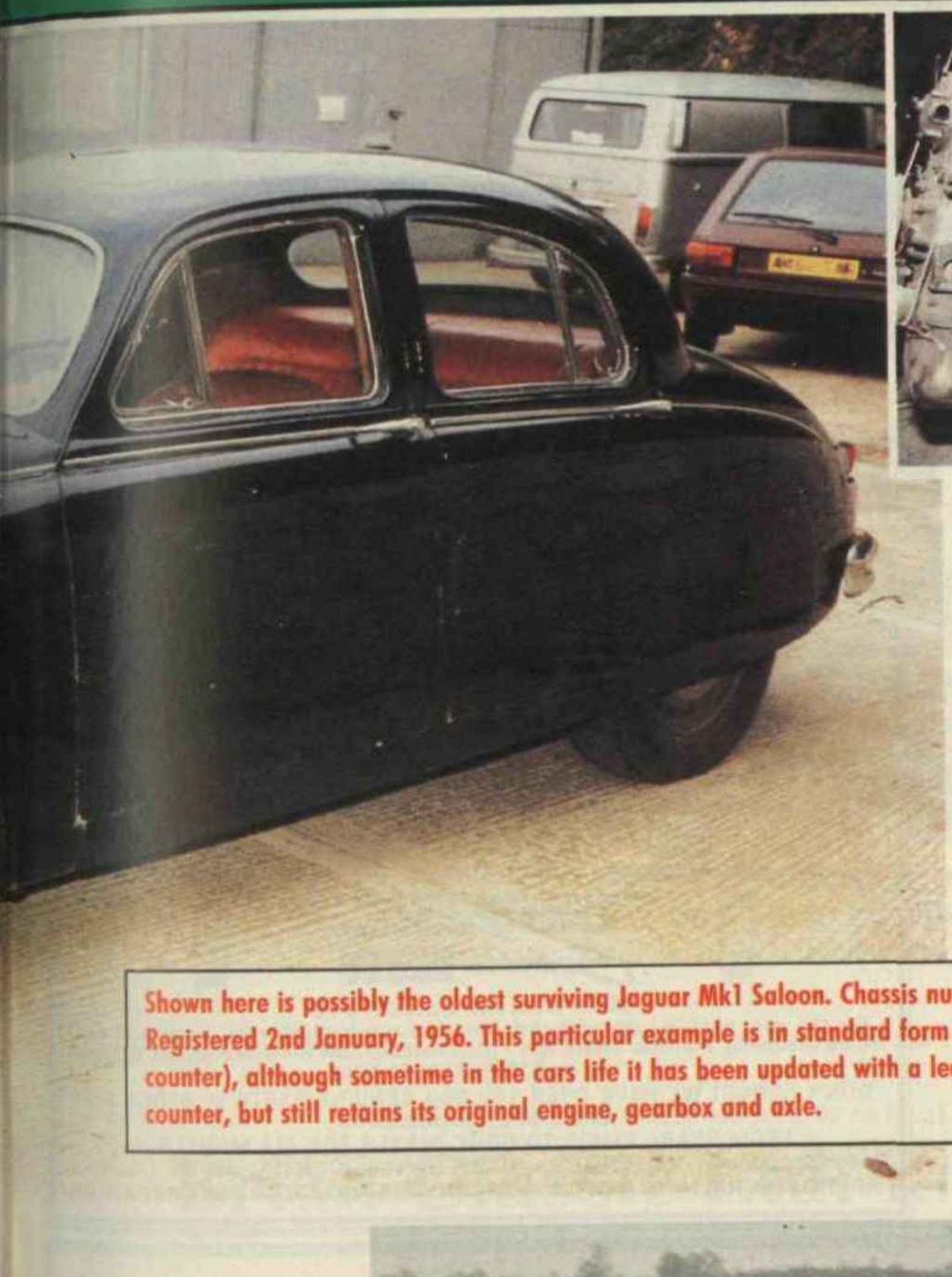
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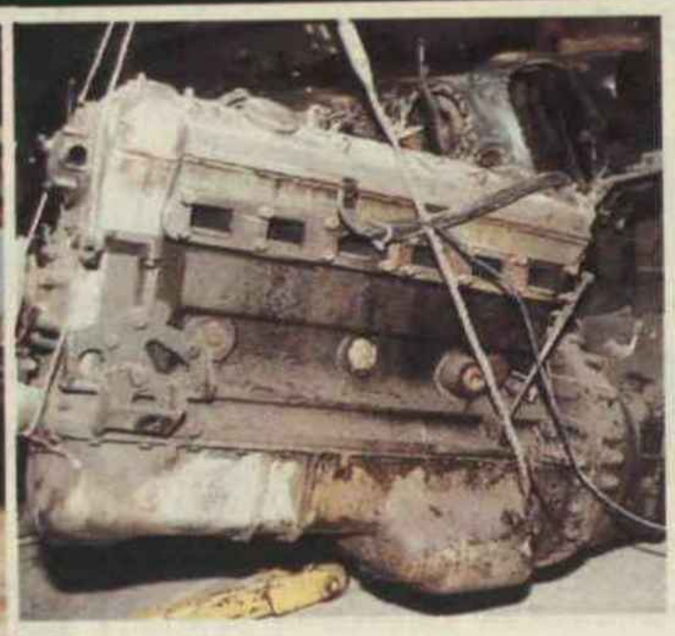
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The 2.4 litre engine being removed for a complete rebuild by Warners of Colchester. It was later discovered that it's block was cracked and a specialist repair and welding had to be made.

Shown here is possibly the oldest surviving Jaguar Mk1 Saloon. Chassis number 5900079, manufactured 1955. Registered 2nd January, 1956. This particular example is in standard form (no overdrive gearbox and no rev counter), although sometime in the cars life it has been updated with a leaping Jaguar mascot and rev counter, but still retains its original engine, gearbox and axle.

(Left)
A 1956 model, photographed outside a public house in Kent.

(Right)
Mike Hawthorn puts a Mk1 to test at Goodwood circa 1957.



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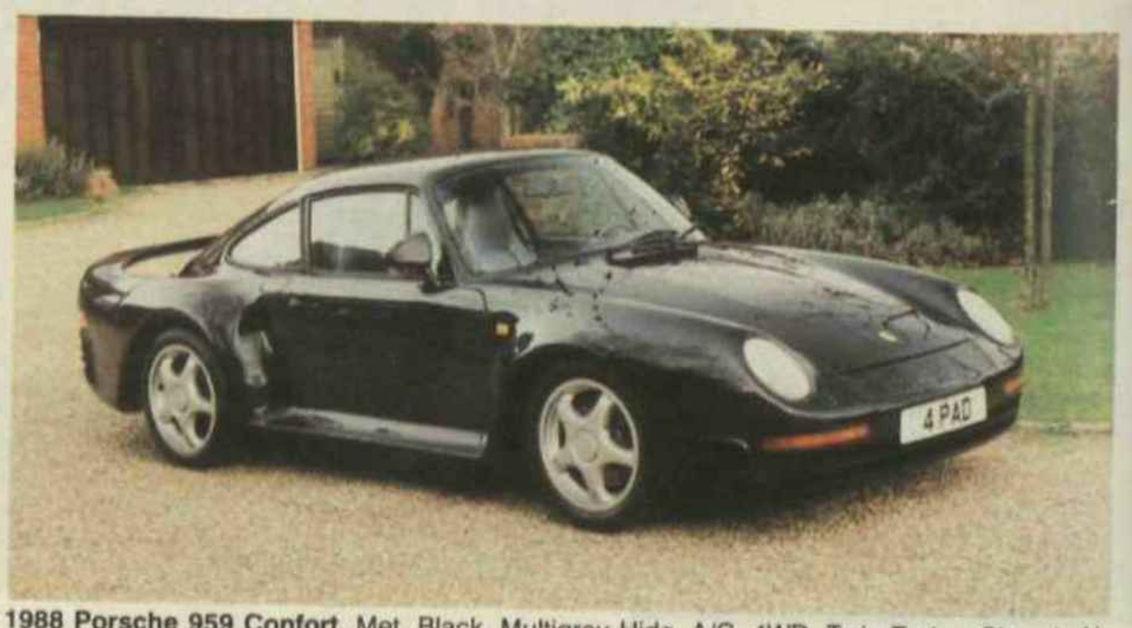
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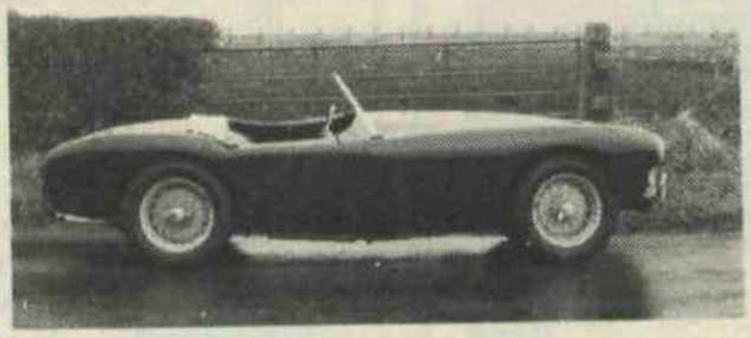


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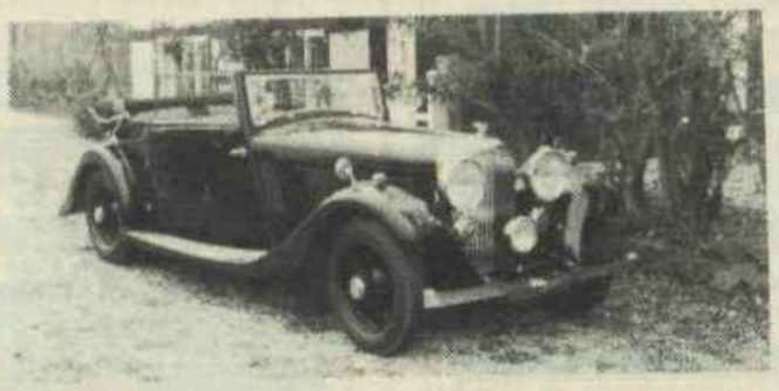
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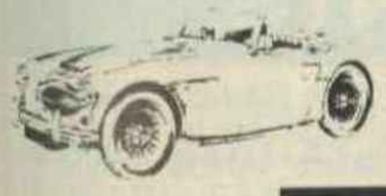
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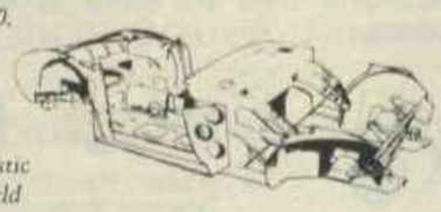


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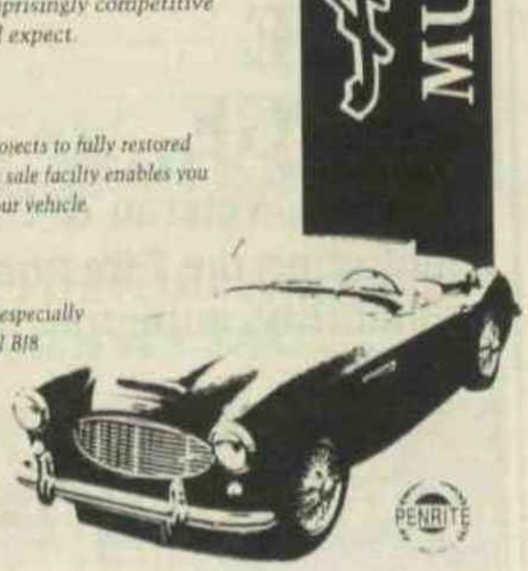
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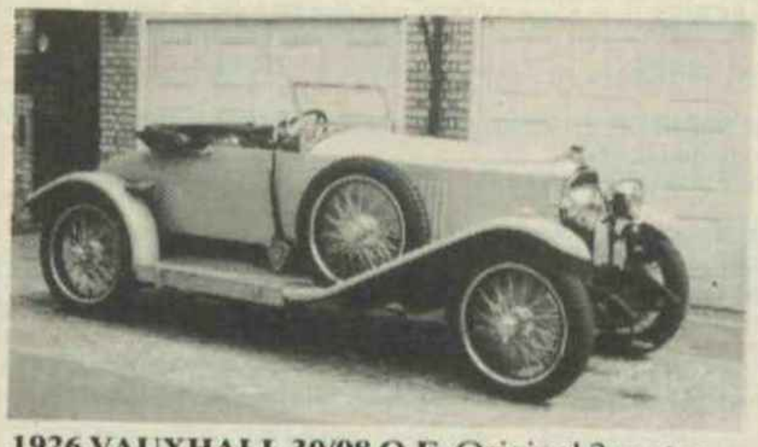
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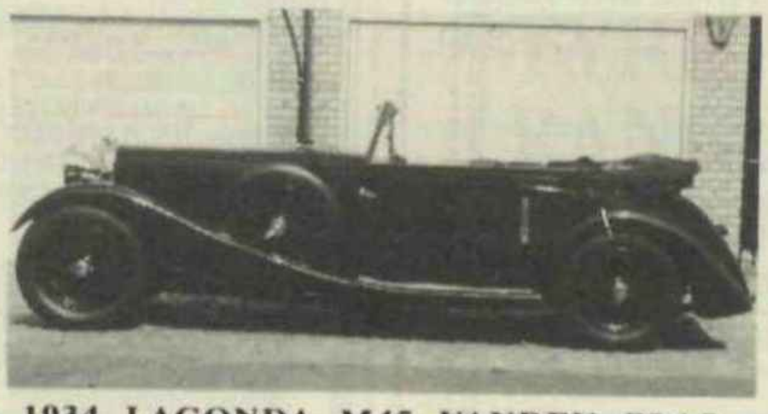
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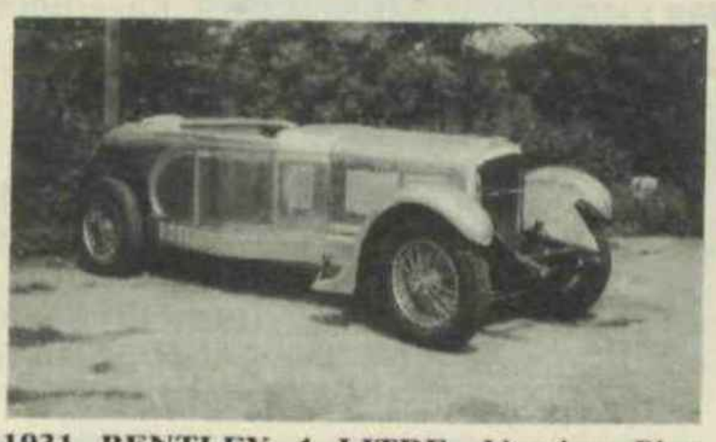
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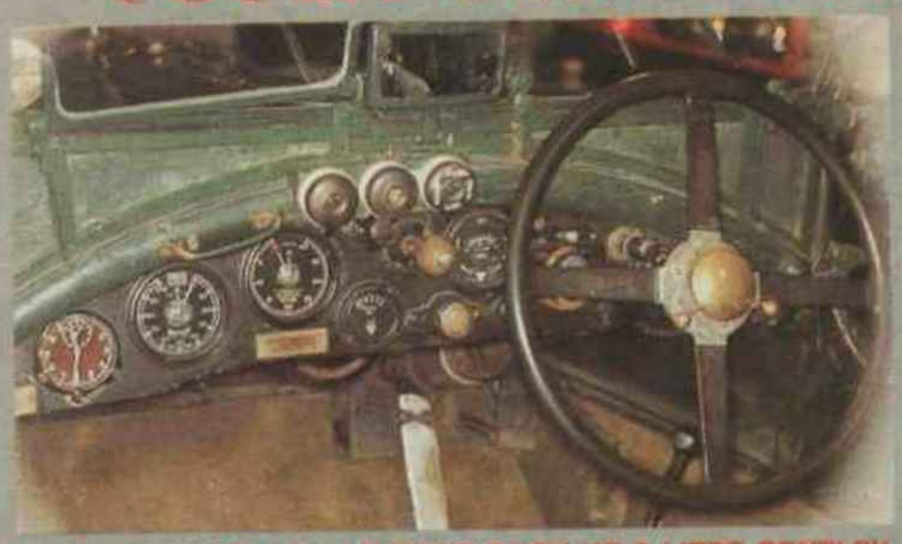
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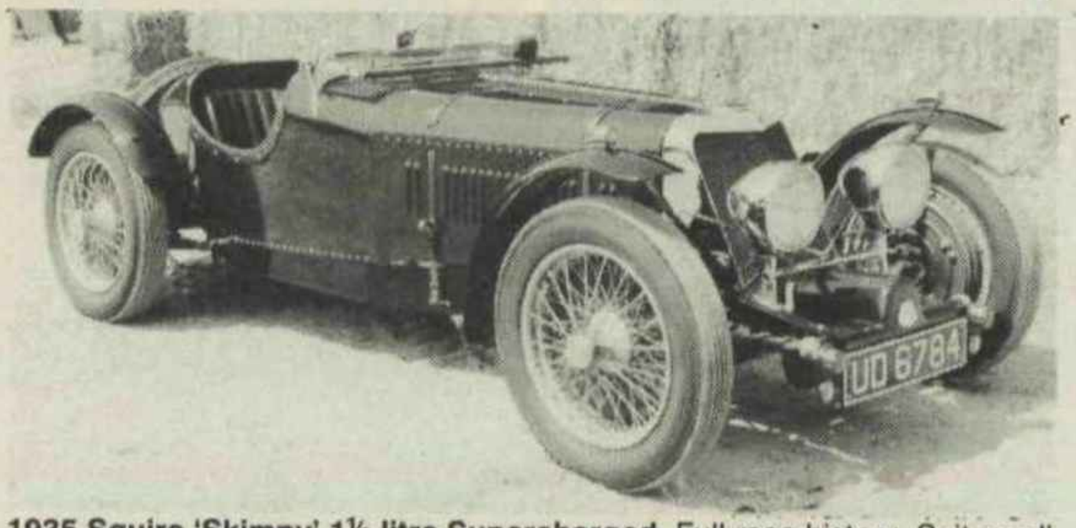
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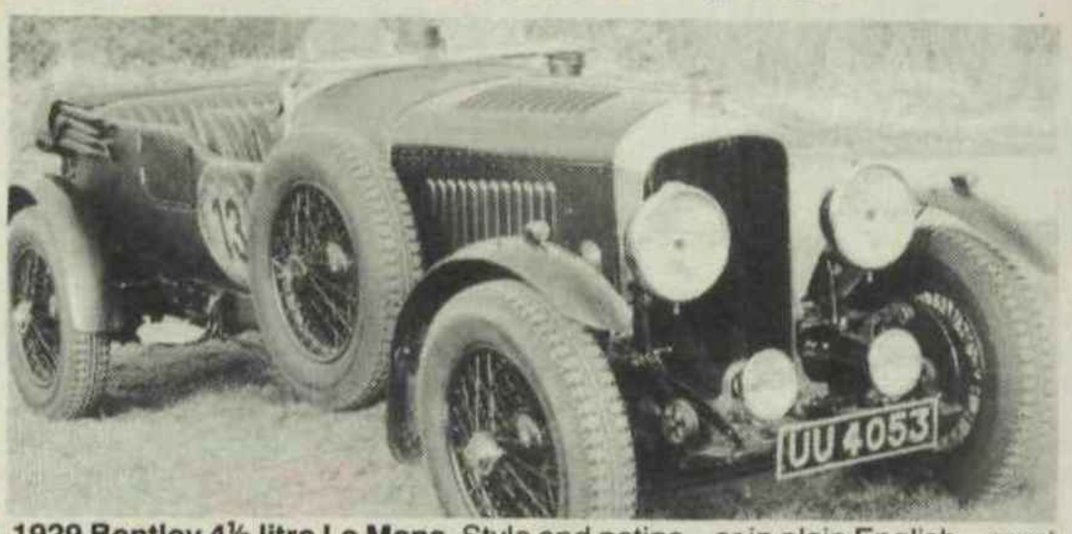
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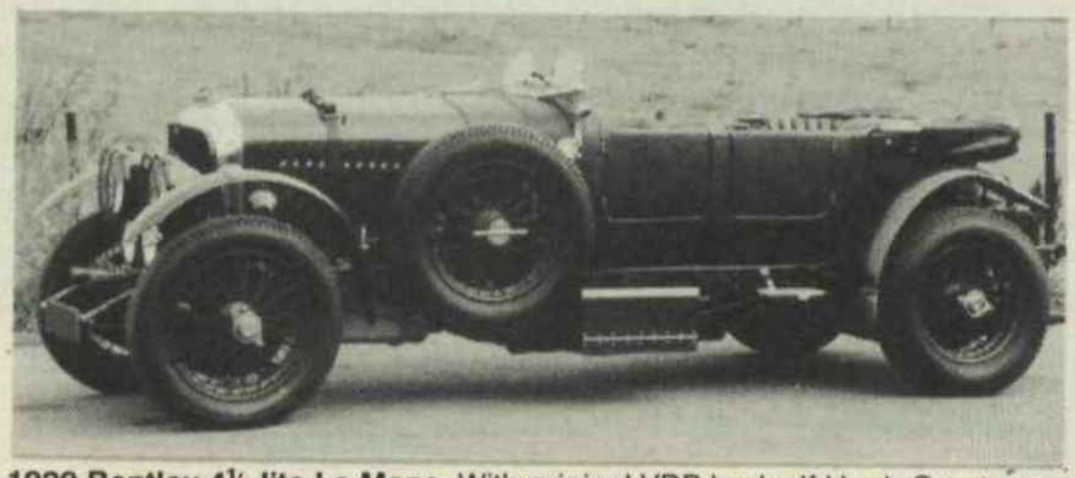
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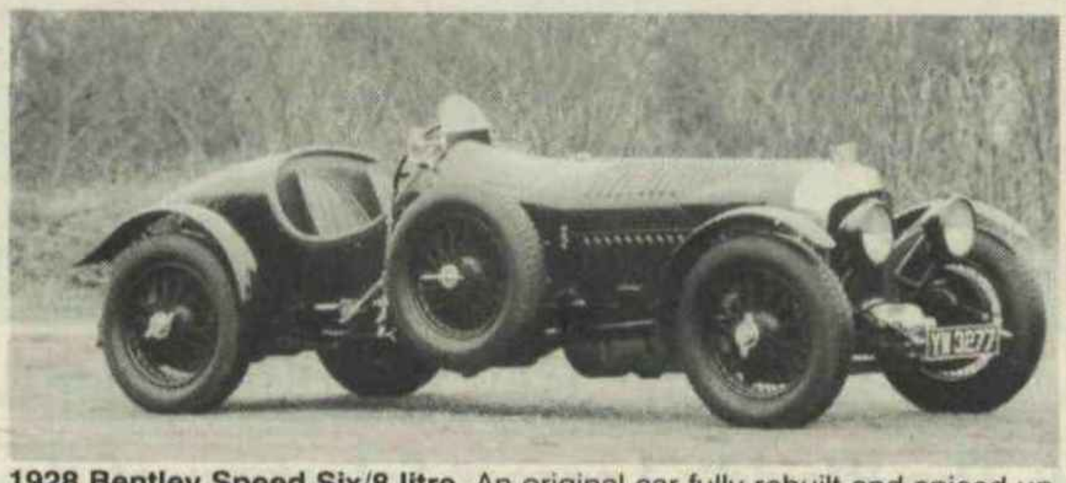
1929 Bentley 4½ litre Le Mans. Style and patina – or in plain English – great looking Bentley not bulled up for sale.



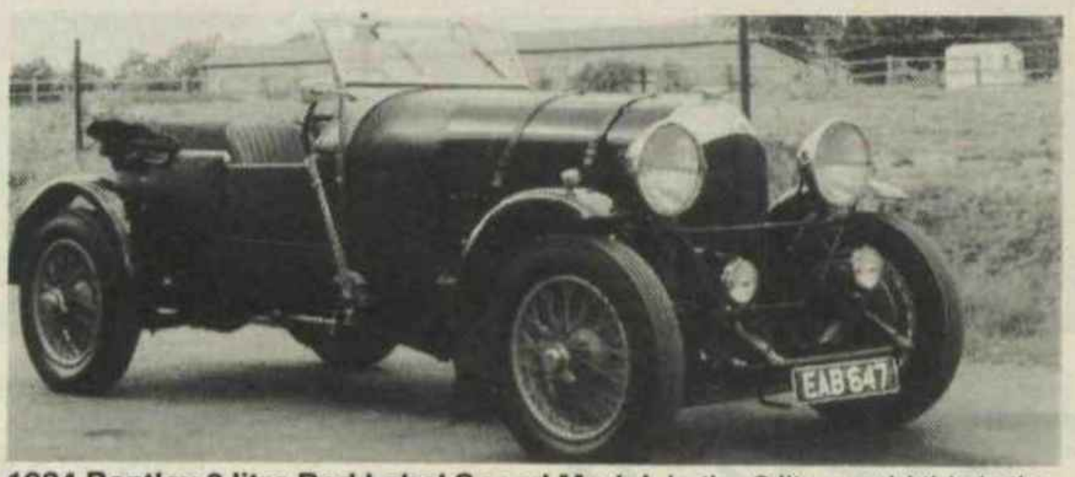
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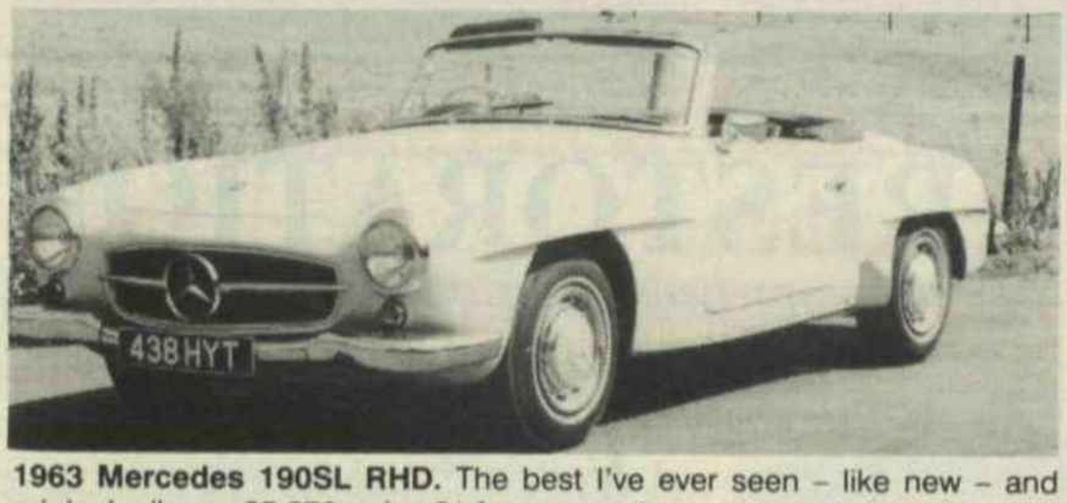
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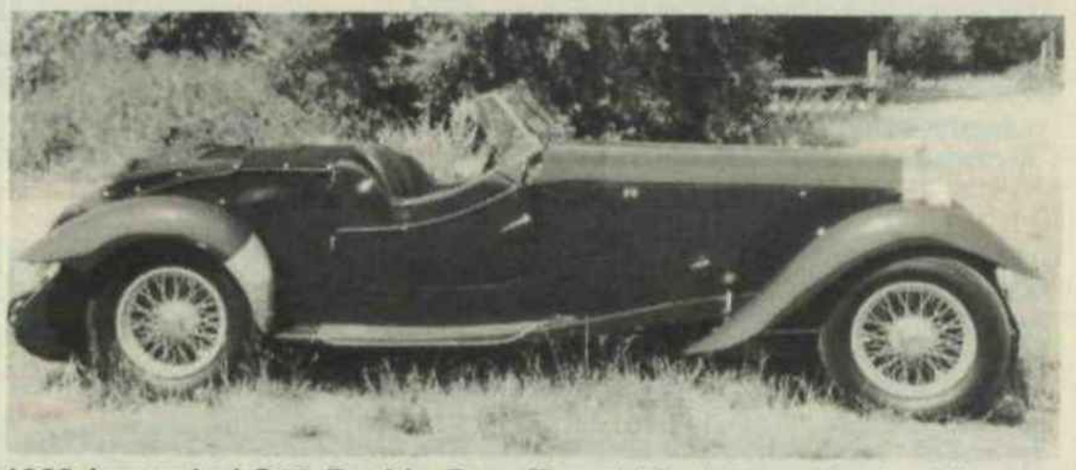
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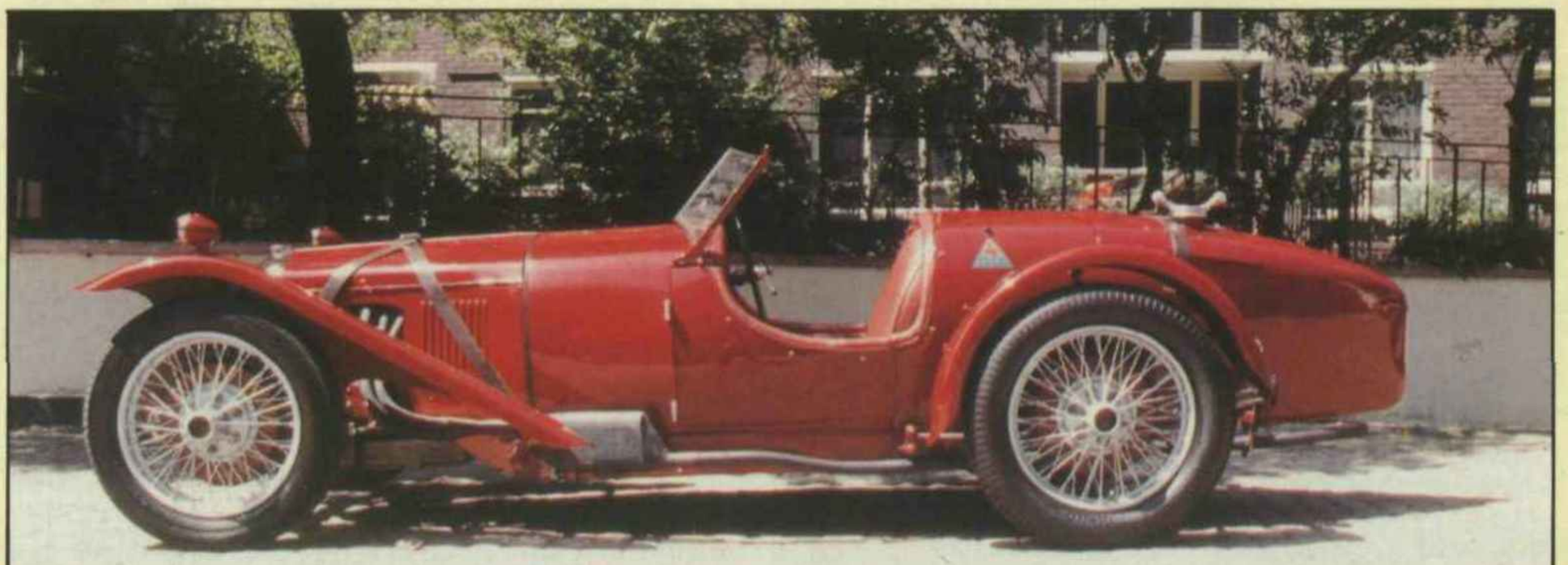
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CLASSIC quartet

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CLASSIC quartet

This month, we profile four classic sports cars of the 1970s, and point out some of the pitfalls potential buyers may face



Ferrari 308 – one of Pininfarina's great designs.

Sports car fans were spoiled for choice in the 1970s. The fastest and most exotic machines came from Italy in the form of the V12-powered Ferraris and Lamborghinis and V8 Maseratis, but all the while the Italians produced a second layer of smaller, less expensive though still evocative sports cars with sub three-litre V6 and V8 engines.

The Ferrari Dino was the standard bearer, challenged by the Maserati Merak and the Lamborghini Urraco. In Germany, Porsche's 911 model went into its second decade with the Turbo model, which became a true 'supercar', and in Britain Lotus reached a higher plane with the Esprit which MOTOR SPORT featured in July.

The world's first energy crisis, which began to bite at the end of 1973, threatened to extinguish the European based sports car industry, and but for the three-litre models might well have done so.

Maserati was almost put out of business when Citroen decided that the Trident was too sharp a toy to own in turbulent times, Lamborghini went into decline, and only Ferrari was protected by the benign Fiat Group.

The Fiat Dino line was effectively started in October 1965 when the Dino 206 S Speciale appeared on the Pininfarina stand at the Paris Salon. The engine (a dummy, as it turned out) was a new design by Vittorio Jano, with input from Dino Ferrari before the scion's untimely death.

A working prototype was exhibited at the Turin Show the following year, and the first 100 cars (two-litre, V6 gave the designation 206) were sold in Europe between 1967 and 1969. The engine was manufactured by Fiat and Scaglietti made the bodies. . .and there was no Ferrari badge to be seen.

Where the prototype's engine was mounted north-south between the bulkhead and the rear wheels, the producion cars had transverse installations.

America was not greatly interested in this two-litre buzz-box, and Ferrari responded with the much more practical Dino 246GT. As the designation implies the capacity was raised to 2.4 litres, power rising from 180 to 195 bhp. The torque rating was considerably improved, as was the emphasis on driveability.

Still the Dino lacked a Ferrari badge, but it was sold throughout the world by Ferrari dealers. Midway through the run the GTS version was introduced. S was for Spyder, but it was a Targa-top model (to use Porsche's nomenclature).

The Dino came of age in 1973 when Enzo Ferrari put his name and badge on the 308 model designated GT4, indicating four-seater. Unlike its predecessors, the 308 was actually a 2+2 designed and produced by Bertone with rather angular styling so typical of the house.

Ferrari produced the Franco Rocchi designed engine in Maranello, and this presumably moved Enzo to put his name to the car. It was an entirely new 2926 cc V8 with dual overhead camshafts (belt driven, a 'first' for Ferrari), aspirated by four Weber 40 DCNF carburettors. It developed 255 bhp, or 240 bhp for America, and would quite easily exceed 150 mph on limit-free roads.

Although Alfredino (Dino) Ferrari died of muscular dystrophy in 1956, long before the 308 engine was developed, the 308 carried the name Dino until 1977.

The Ferrari was not a four-seater any more than others which made a nominal claim to be (Porsche 911 and Jaguar E-type 2+2, for instance) but children could be carried safely, or the rear compartment could house extra luggage.

It was a less uncompromising sports car with a wider audience but (as often happens) it was less well liked by the true enthusiasts. Almost 3700 Ferrari 308 GT4s were produced between 1973 and 1979, when the 2+2 was replaced by the Mondial 8.

Styling reverted to Pininfarinia, and the Mondial 8 had a larger capacity engine, at 3.2 litres. The wheelbase was increased by four inches to turn the car into a genuine four-seater.

Dino's name was never applied to the Ferrari 308GTB (Berlinetta) and GTS (Spyder), designed by Pininfarina though produced by Scaglietti from 1975-1981.

Spurred on by rivalry from Bertone, the Pininfarina studio turned out one of its finest, most classic designs, one that looks as fresh today as it did 20 years ago. The fluted scallops on the



Urraco – one of the few visually successful mid-engined 2+2 shapes.

sides, just below the waistline, became a Pinfarina styling signature later seen on the GTO and the F40.

Making no pretence at producing a 2+2, Pininfarina styled an uncompromised two-seater with eight inches chopped from the wheelbase. The power of the three-litre V8 engine was increased to 240 bhp, and it was dry sumped. As before, it was mounted transversely behind the cabin.

Early models had bodies largely made of glassfibre materials, and although they were beautifully made Ferrari's customers found it difficult to accept this material, and within two years the 308 GTB was made entirely of metal.

The GTS, introduced at the Frankfurt Show in 1977, was a metal bodied car with the exception of the Targa type roof panel which stowed away behind the seats.

The 308's performance was pretty good, though not of course on a par with that of the V12 models. Typically a 308 would reach 60 mph from standstill in around six seconds, and 100 mph within 15s, depending on how well the owner had mastered the click-clack five-speed gearbox.

Controls generally felt stiff at low speed, especially when the car was cold, but the 308 felt lighter and altogether more driver-friendly as the speeds increased. Side and rear vision was poor, and luggage space strictly limited.

Bosch K-Jetronic fuel injection was introduced for the 1981 model year (power dropped alarmingly to 214 bhp), and the V8 underwent a major change for the 1984 model year with a 'quattrovalvole' four-valve cylinder head design which raised the power considerably to 255 bhp (230 bhp with US emission controls).

Finally, the 308 GTB and GTS models were superseded in September 1985 by the 3.2-litre 328 GTB/GTS versions with 270 bhp. Pininfarina's exemplary styling was little changed between 1975 and 1989, when the new 348 tb/ts models were introduced.

The Lamborghini Urraco was the first and principal challenger to the Ferrari Dino, unveiled by Ferruccio Lamborghini at the Turin Show in 1970. Like the Miura – surely Lamborghini's most memorable product – the Urraco was styled by Bertone, the smaller car as a genuine 2+2 seater.

In this respect it should have beaten the Dino by three years, but the prototype was not production ready and sales commenced in 1972.

Surprisingly the two rivals in the marketplace, the Dino GT4 and the Urraco were styled by the same man, Marcello Gandini, who was then in Bertone's employment.

The P250 model which went into production in 1972 was first powered by a 2463 cc single-cam V8, rated at 220 bhp, and later (answering criticisms of poor performance, especially with new emission controls installed) by a twin-cam three-litre engine (P300) worth 265 bhp.

Alongside the P300 Lamborghini developed the shorter, two-seat Silhouette with the same three-litre engine, but poor build quality held it back. This was a similar design by Bertone, featuring a lift-off Targa roof.

Automobili Lamborghini went into controlled administration (Italian for receivership) in 1973, at a very awkward time for the world's major industries, and remained there until 1980 when the Swiss brothers Patrick and Jean-Claude Mimram bought the Sant'Agata company.

Lamborghini remained prolific throughout this period, producing 10 new models between 1973 and 1987, when the Mimrams sold out to Chrysler.

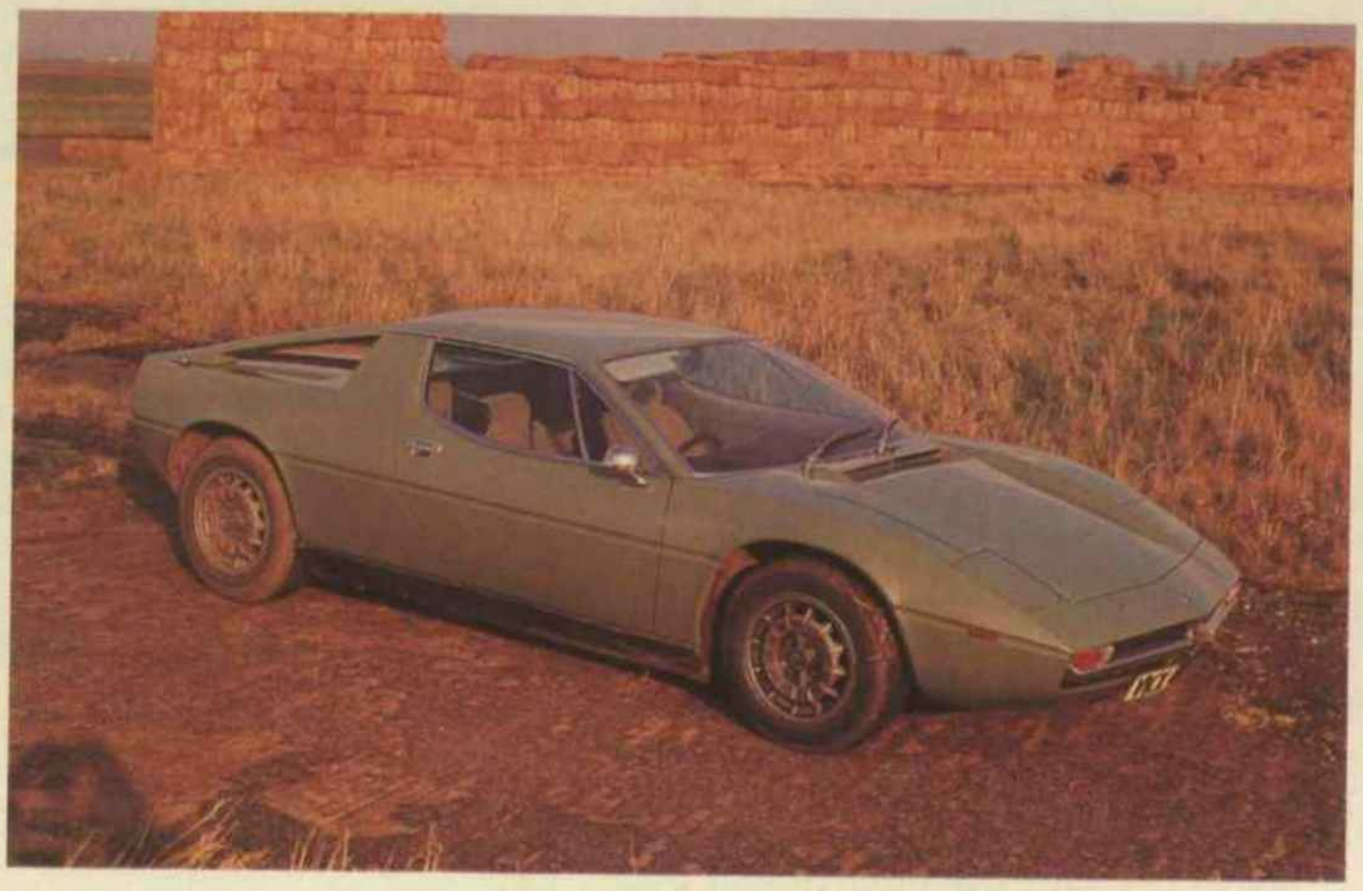
The Lamborghini Urraco unusually had MacPherson strut type suspension at the front and rear similar to that of the Datsun 240Z, and unlike the Dino it had a unitary, all-steel body. Even so, by virtue of being smaller it was also 80-100 pounds lighter than the Dino 308 GT4 and its other rival, the Maserati Merak.

The short stroke aluminium engine was mounted transversely, just like the V12 in big brother Miura, and a top speed of 150 mph was claimed. Contemporary reports had the maximum speed at a little over 140 mph, with a sprint to 60 mph in around eight seconds, but the lack of torque from the 2.5-litre engine made it quite a demanding machine.

The American market 'died' on the Urraco almost as the car was launched with a mere 175 bhp. *Road & Track*, the respected American magazine, said that the Urraco's lack of performance was "mystifying" since it took 10.1 seconds to reach 60 mph from rest (the Dino took 8.0, the Merak 9.2) and stopped in its tracks at 124 mph, well short of the Merak (133) and the Dino (138).

These cars were in US trim, of course, with new-fangled catalytic converters installed. It would be another 10 years at least before the Europeans would be subject to similar emission laws, and of course the science of controlling emissions progressed greatly in the mid-80s.

The three-litre version was very lively, a good car for its time, and this would genuinely accelerate to 60 mph in seven seconds and hit 150 mph at the top end.



Merak – a quiet success in a specialised market.

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Even so, sales never took off and the more powerful version wasn't even considered for the American market.

Total production of the Urraco throughout the 1970s failed to reach 800, according to Mike Lawrence's authorititive A to Z of Sports Cars (Bay View Books), far short of Ferruccio Lamborghini's ambition to produce 2000 and give Enzo Ferrari a run for his money.

The Urraco and Silhouette were replaced by the Jalpa in 1981, with similar underpinnings. The V8 engine was taken out to 3.5 litres with a tiny increase in power, to 270 bhp, but with a generous torque curve.

In Modena, Maserati was in slightly better shape under Citroën's ownership, although this was terminated in 1974. It was a very strange marriage between the sporting Maserati concern, besotted with high-performance cars, and the French company which remained out in the wings with the avant garde gas-suspended family saloons.

And out of this marriage came the quirky Citroën SM, a Maserati-powered luxury saloon which British sports fans will remember being driven with great gusto by Howden Ganley on the BRSCC's Tour of Britain.

The V6 engine which went first into the Citroën and then into the new Maserati Merak in 1972 was designed by Guilio Alfieri, a legendary engineer who'd studied under Gioacchino Colombo in the 1950s. Alfieri was asked to provide an engine for Citroën within six months, and produced a test-bed prototype in three weeks!

He had, of course, been working away at a V6 version of the Indy V8, and had only to reduce the capacity to 2670 cc to suit the French tax bracket. The Citroën SM had 170 bhp, a very healthy figure for a luxury saloon, while the full three-litre version that followed for the Maserati Merak had 190 bhp.

This was not such a marvellous proposition, since the Merak was based on the big, heavy, mid-engined Bora V8 coupé. It had, moreover, the Citroën SM instrument panel and steering wheel which gave it an odd interior.

Only after the 'divorce' with Citroën in 1974 did it get a proper dashboard, with circular dials, and the 220 bhp SS engine.

Out, too, went Citroën's peculiar brake hydraulic system with near zero pedal movement. . .what unfamiliar driver did not plaster his passenger to the windscreen the first time he applied the brakes? Heel-and-toe gearchanging was all but impossible.

The Bora was styled by Giorgio Giugiaro's new Ital Design studio, and the same stylist did the air-brush job that turned it into the Merak. Notably it had the 'flying buttress' rear deck, awfully similar to that of the Pininfarina-styled Dino and later imitated by Lotus and Toyota, to name but two.

With unitary construction the Maserati Merak had a strong, taut chassis which allowed 'a boulevard ride' according to one tester. It was particularly comfortable, too, for tall drivers since Giugiaro had designed seat runners which bowed upwards, suiting short drivers near the wheel and tall drivers sitting further back. A man well ahead of his time, perhaps?

The Merak's 90-degree V6 engine was not particularly smooth but it had a tremendous sporting heritage, and was just as pleasing to the driver as the Ferrari's new V8.

The Merak was a genuine 150 mph car, when membership of that club was exclusive, and more than 1800 were produced in Modena in the space of 11 years.

The Porsche 911 Turbo is clearly the odd car out in this company. It's German, it has an overhung rear engine, and it was certainly not produced in response to anything made by Ferrari.

It was a competitor, though, for the same type of customer with plenty of money in his pocket. This customer would appreciate Teutonic build quality, faithful service in summer and winter, and searing performance from the 260 horsepower, three-litre engine.

With turbocharging applied to the ubiquitous flat-six the new Porsche, in production in 1975, was a veritable supercar.

The Turbo was introduced for a purpose, to gain homologation for the forthcoming FIA Group 4 (GT) and Group 5 ('silhouette') championships. These were supposed to begin in 1975 but were put back a year.

By 1976 the flat-six engine was installed in a new open sports-racing car, the 936, and Porsche proceeded to win all three championships in a single season.

Porsche needed to make 500 examples for Group 4 homologation, and in Zuffenhausen Dr Ernst Fuhrmann's colleagues were a little concerned that he proposed to offer his customers a luxury car with air conditioning, electric windows, full carpeting and so on.

It was an inspired decision, though. After testing the car on the race tracks in 1974 (when a Carrera Turbo finished second at Le Mans) the new 911 Turbo was launched at the Paris Show in October '75, going into production the next Spring.

Its performance was sensational. Here was a 2+2 luxury coupé capable of accelerating to 60 mph in six seconds, to 100 mph within 13s, and with a maximum speed of 155 mph. The early cars' handling was unpredictable on round-shouldered Pirelli Cinturatos, but improved a lot when the purpose-built P7 became a standard fitting in 1976.

This was the car that became the 935, one of the most successful of all Porsche's competition cars in terms of World Championship and IMSA Camel GT successes. And until the McLaren F1 GTR came along, it was also the last production-based model to win at Le Mans.

This happened in 1979 when the Kremer Racing team triumphed with a specially adapted model, the K3, driven by Klaus Ludwig with Americans Don and Bill Whittington.

In 1979 the Porsche Turbo – usually called the 930 by Americans, more faithful to the drawing board number – underwent a further change with the 3.3-litre engine which raised the power to a level 300 horsepower.

The Porsche 911 Turbo remains one of the world's leading supercars, and certainly the most long-lived. Professor Dr Ernst Fuhrmann died earlier this year in his native Vienna, by which time the production level had passed the 25,000 mark in the space of 20 years.

M L C



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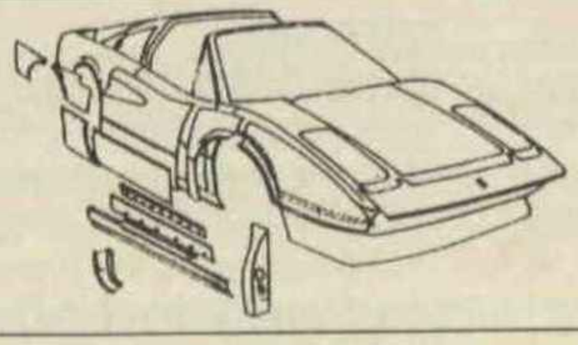
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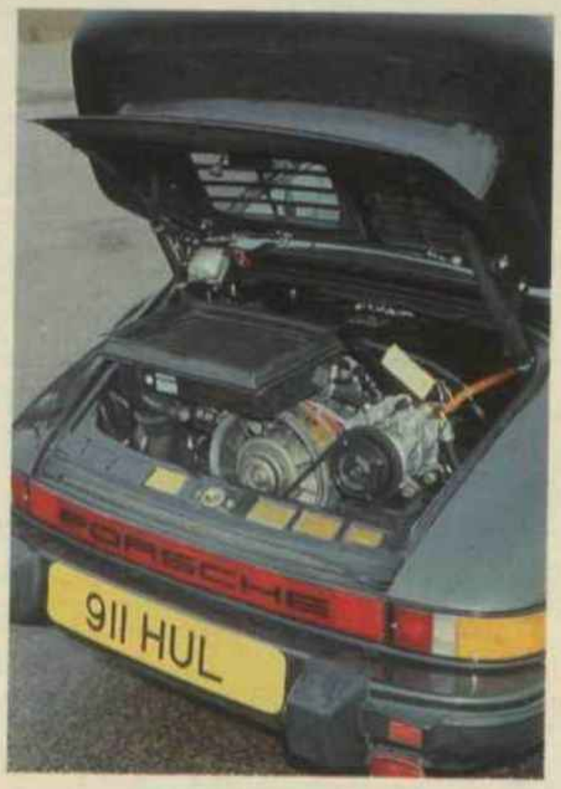
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PORSCHE 911 TURBO 3.0/3.3

BODYWORK

From 1975 the basic tub was galvanised but outer panels remained plain steel. Any model now 20 years old would show signs of corrosion unless recently restored.

Rust can affect the front wings, and these are expensive to replace; for instance, the left-hand front wing with fuel filler panel would cost £1,024 plus VAT.

The large rear wheelarch extensions of the Turbo often suffer from damage; minor dents can be repaired without using replacement panels.

Another expensive part is the rubber moulding and the rear lip of the spoiler. This has a steel insert which can corrode and distort; if needs replacing would cost £434 plus VAT, plus fitting.

ENGINE

Pre-1984 cars are now showing signs of cylinder-head studs breaking from corrosion. A top-end overhaul by a specialist would cost around £2,500 plus VAT, including parts and labour; bottom-end only, around £820 plus VAT.

Pistons and cylinders are usually in good shape, but beware of cars with extensive modifications.

Turbochargers, if properly maintained, are reliable and have good life expectancy; there are a number of companies around who can overhaul these when the time comes. Properly maintained Turbo 3- and 3.3-litre engines should achieve 100,000 miles without too much expenditure. A 12,000 mile service should cost around £400 plus VAT, plus brake pads.

TRANSMISSION

Pre-89 four-speed models can exhibit poor synchromesh, especially on third gear. Clutch replacement on a 3.3 Turbo would cost around £470 plus VAT.

BRAKES

Early type brakes on the 3.0 are the same as on the 911 and suffer from excessive wear due to the increased weight and power of the car. The braking system of the 3.3 is much more sophisticated, though check for pads seized in the brake calipers. A common problem on earlier 3.3 models is disc wear; these cross-drilled discs are costly.

SUSPENSION

Bilstein shock absorber replacement will cost around £100 per corner, depending on what setting you require. Most drivers like stiffer damping on the rear.

Check also the oil pipes which run under the sill and behind the rear wheels with a flexible hose connected onto the front oil cooler. This does corrode, causing problems.

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FERRARI 308 GTB / GTS

ENGINE

Cambelts need a precautionary change every 21,000 miles or two years, whichever comes first. That's usually a £600 job. Belt failures are very rare, but very expensive.

The most common area of neglect is the cooling system. The two long pipes running down the centre tunnel from radiator to engine can become sludged up, and lose as much as 75 per cent of their diameter. As a result, not much water gets to the radiator, even if hoses are new at both ends.

It is vital not to cook the engine as the alloy heads can warp and two-valve heads are nowadays hard to find.

TRANSMISSION

Clutches last very well and are simply and easily replaced, usually a four-hour job costing £500. Early cars had quite a heavy clutch action. It is possible to adapt a later Quattrovalvole 'light' clutch to fit, for about £250 extra.

Second gear is notoriously difficult to select from a cold start, but if you ease the lever into position, rather than force it, it should engage. In the summer you only need to drive four-five miles and the stiffness eases.

However, if a warm gearbox still baulks or fails to synchronise, expect bills in excess of £2500.

EXHAUST

Silencers usually last forever, but it is not unknown for manifold flanges to crack on earlier cars.

ELECTRICS

Electrics are not as suspect as popular rumour suggests, but electric windows are notoriously troublesome. The only cure is to buy new motors and channels for the glass.

BODYWORK

Zincrox, a form of galvanised steel, did not appear until 1984, so early cars do suffer rust problems in the usual places, notably sills, door bottoms and at the rear corners where the upper and lower body sections meet. Water also gathers just behind front wheel arch. Rust on top of the front fenders is expensive, because there are no detachable panels. A whole one-piece section has to be replaced.

FERRARI LAMBORGHINI MASERATI PORSCHE

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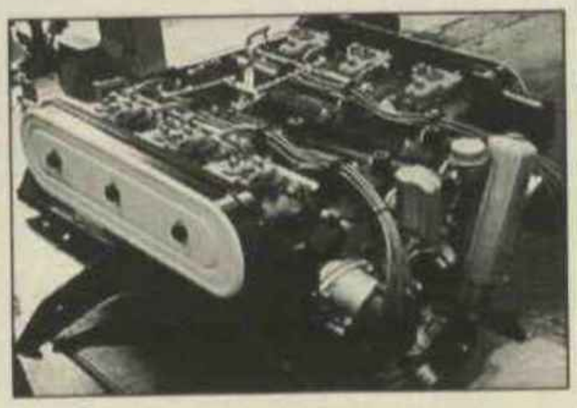
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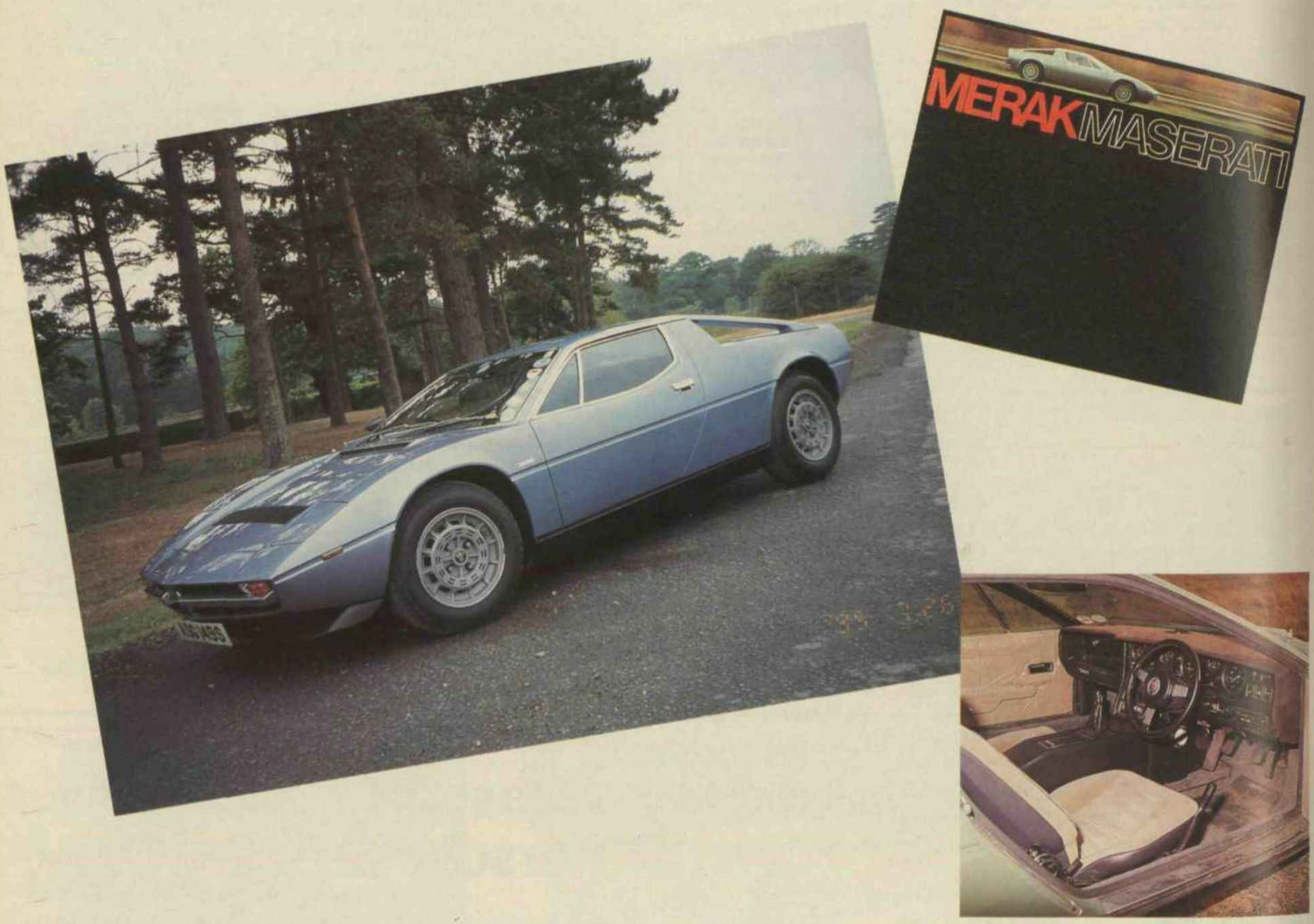
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MASERATI MERAK

BODYWORK

Like most Italian supercars of the 1970s the Merak's bodywork is prone to rust. Look especially at the underside of the rear frame by the engine on either side of the fuel tanks, the front suspension mountings where they join the inner wings, the door bottoms where the rain plugs may have silted up, around the windscreen aperture, and the sills, which have a cover rivetted and screwed on.

Panels are not available, so they have to be made and are expensive. For example, door skin supplied and fitted: approx £550. Windscreen: £500. Interior trim and chrome parts available but expensive.

MECHANICAL

Engine: always check for reasonable oil pressure with the engine hot and idling. Low pressure means a bottom-end rebuild — perhaps £4,000. The oil light will warn of real problems, but electric gauges are not always efficient; the only way of being sure is with a mechanical oil gauge. Rev the engine from 3000-4000 rpm and check for smoke from the exhaust pipes. Blue smoke means bore or valve-guide wear, indicating a £3000 cylinder head overhaul. Replacement clutch: 24 hours labour plus clutch kit, total £1,000 plus VAT.

GEARBOX

Usually good and reliable; however second gear syncromesh often needs adjustment.

SUSPENSION

Wheel bearings and ball-joints are all sealed units with no greasing required; however the rear wheel bearings are prone to wear. They take 12 hours labour to replace using specialist tools, which could cost £400 plus parts.

ELECTRICS

Usually reliable if properly maintained — unless got at by an inexperienced person.

HYDRAULICS

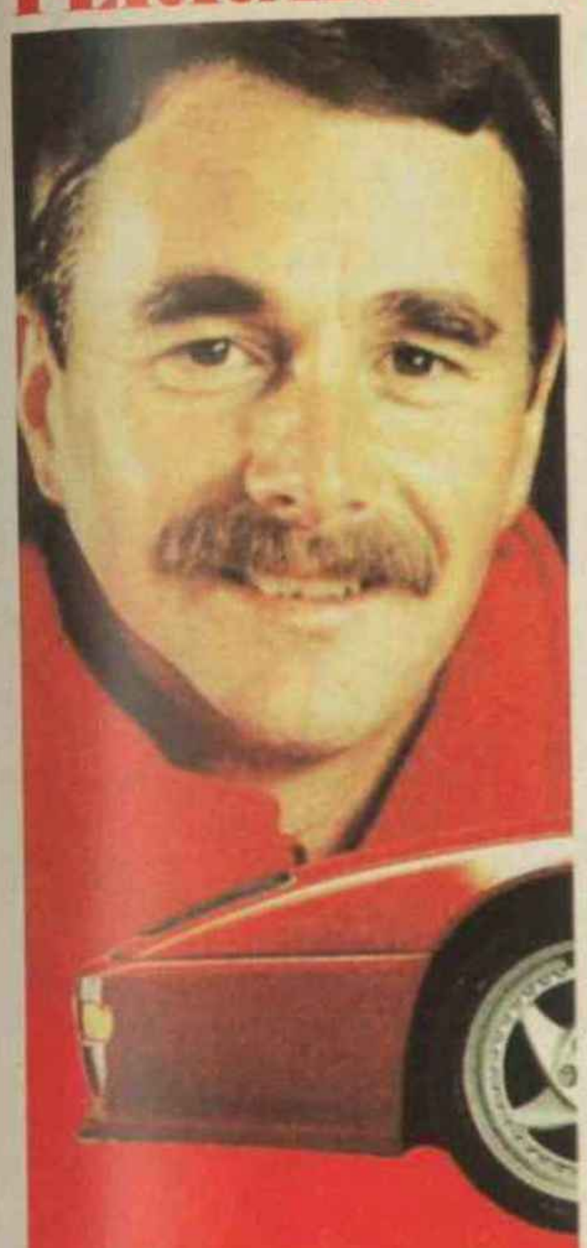
Very important, as the Merak uses the Citroen system with an engine-driven pump powering the brakes, clutch and headlamp system. Any leaks mean no brakes. A good test is to switch the engine off and then raise and lower the headlamp pods several times. The reservoir should manage this six times; if it's only three, look for a leak.

SERVICING

Routine service: oil change, new filter, spark plugs, check timing chains, valve clearance, suspension and brakes; price approx £300 plus parts.

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LAMBORGHINI URRACO

BODYWORK

Bodywork suffers from the usual problem of older Italian cars, rust frequently attacking front and rear wings, doors and sills.

There are no replacement panels available off the shelf so any wing, door or sill has to be hand-made from patterns.

Typically, a new front wing costs around £450, a rear wing £550. Sills are less complicated to make, but are costly at £100 apiece.

ENGINE

The engine uses a single cambelt. Blown head gaskets are fairly common on both 2.5- and three-litre models but generally the engines are very robust. Top end overhaul would cost around £2500 plus VAT, bottom end rebuild £3000 plus VAT.

GEARBOX

A common problem with any Urraco is lack of maintenance. This is particularly critical on the transmission. If regular oil checks are not conducted, gearbox seizures are common.

DIFFERENTIAL

The shims in the differential are brass, and are prone to seizure – particular under hard cornering – if oil levels are not correctly maintained.

SUSPENSION

Lamborghini's own brand of shock absorber is no longer available, so worn examples usually have to be re-conditioned.

ELECTRICS

Electrics are, typically, complicated. Italian style headlamp motors are prone to corrosion, which can spread to window frames. Note that original window cables and pulleys are unlikely to be durable. It is not unknown for the side glass to drop into the bottom of the door.

SERVICE

Service, which includes cambelt change, engine and gearbox oil change and filters, but not brake pads, will cost around £700 plus VAT.

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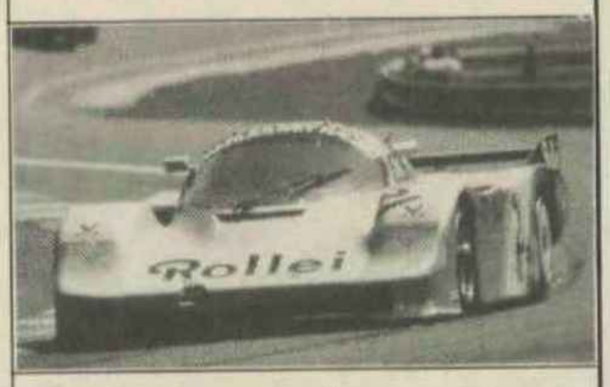
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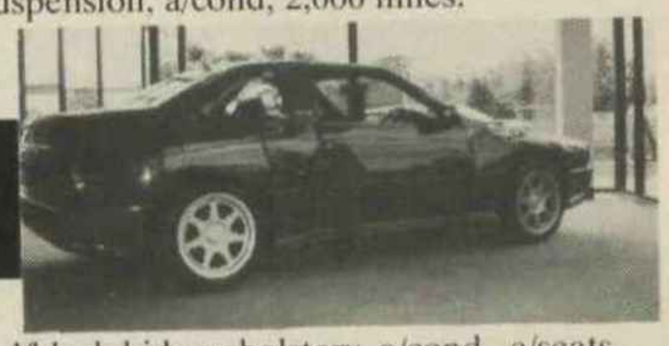
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MASERATI GHIBLI Auto £42,995



1995 (M) Blue Ministrale/grey hide upholstery, ABS, 17" wheels, active ride suspension, a/cond, 2,000 miles.

MASERATI SHAMAL £35,995



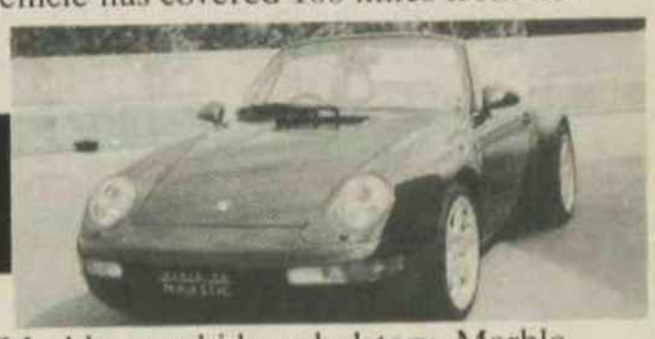
1992 (J) Maserati red/black hide upholstery, a/cond., e/seats, full Maserati dealer service history, Meridien supplied. 19,000 miles.

MASERATI SPYDER £25,995



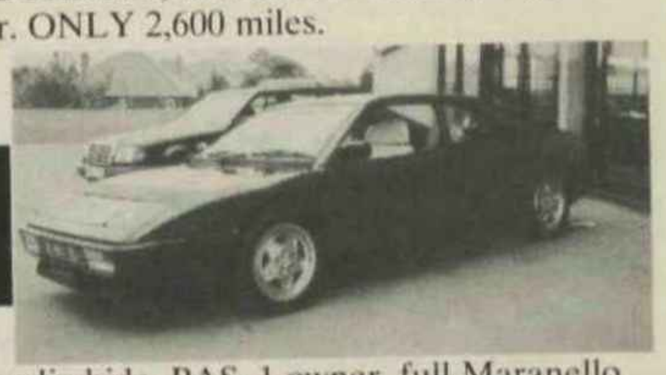
1993 (L) Maserati red/black hide upholstery, a/con., e/seats, PAS, 1 owner. This vehicle has covered 100 miles from new!

PORSCHE 911 CARRERA CAB £59,995



1995 (M) Amaranth/Marble grey hide upholstery, Marble hood, automatic wind deflector, Teckart 18" wheels, wind deflector immobiliser. ONLY 2,600 miles.

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Car Magazine

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"The SE 30 has the chassis to rival the best at any price. It grips relentlessly, steers with hair splitting precision"

"Arguably the most powerful image on four wheels"

"I'm exhausted, mentally and physically, when I return the SE"
Autocar Magazine

The Lamborghini Diablo SE 30 shown has Jota modifications.