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Over the Hill?

Why Damon wasn't good enough for Frank

Frank Gardner

A legend in his own lap time

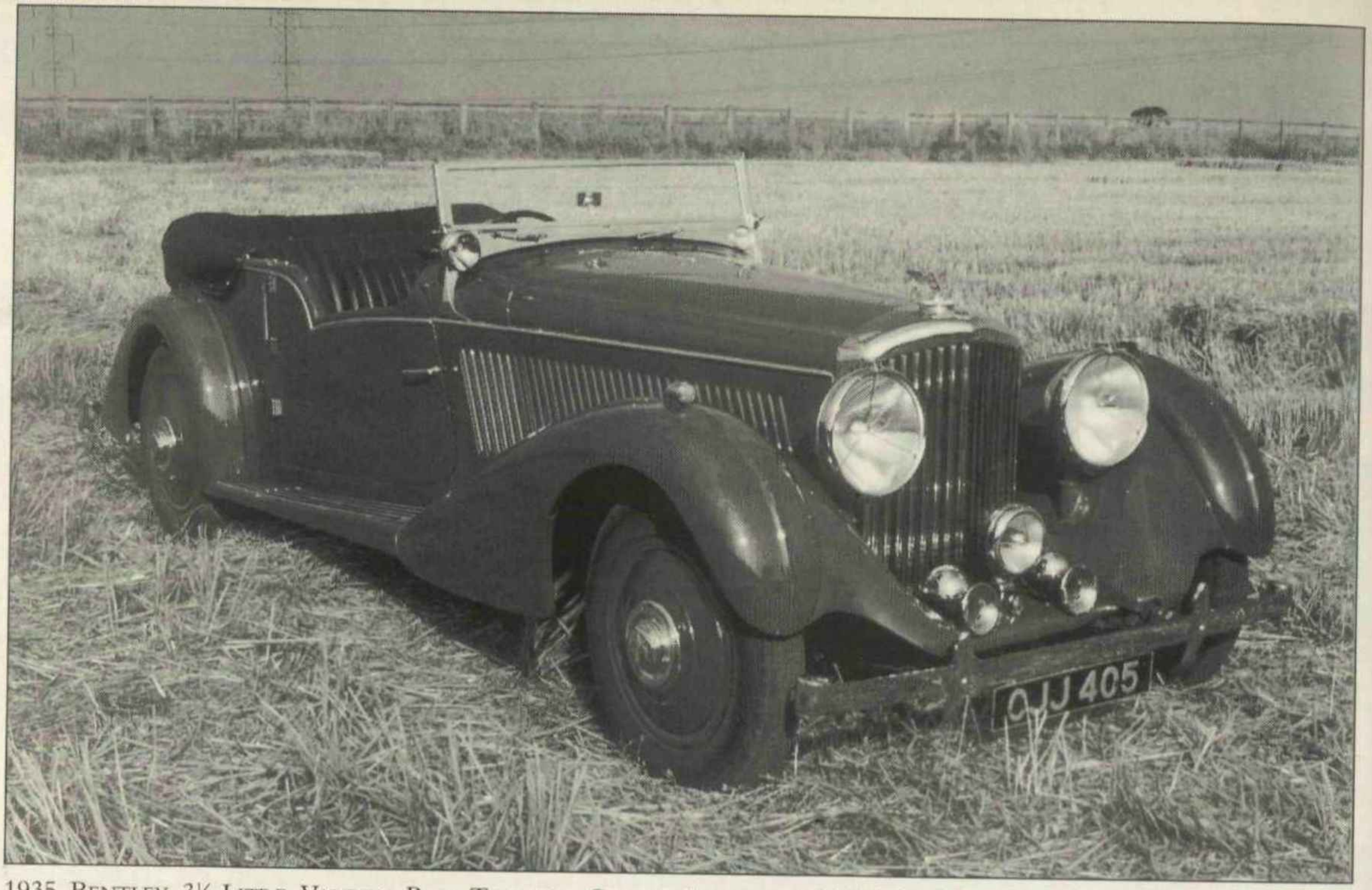


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Stepping out: Damon Hill is being forced to abandon the good ship Williams. Inset; Frank Gardner – a forgotten legend?

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OCTOBER 1996

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Next issue out OCTOBER 25

MOTOR SPORT

1034
DIARY This is the month that was.

1040
FRANK GARDNER This underrated Australian's pragmatic approach to the sport limited his F1 opportunities, but he retired with a reputation as one of the industry's most treasured raconteurs . . .

1048
WHO OWNS F1? How politics overshadowed events at the Belgian GP.

1050
BELGIAN GP Facts and figures.

1052
THE GREAT ESCAPE Damon Hill failed to clinch the World Championship at Monza, but still came away vaguely satisfied. Here's why.

1054
ITALIAN GP Statistical frenzy.

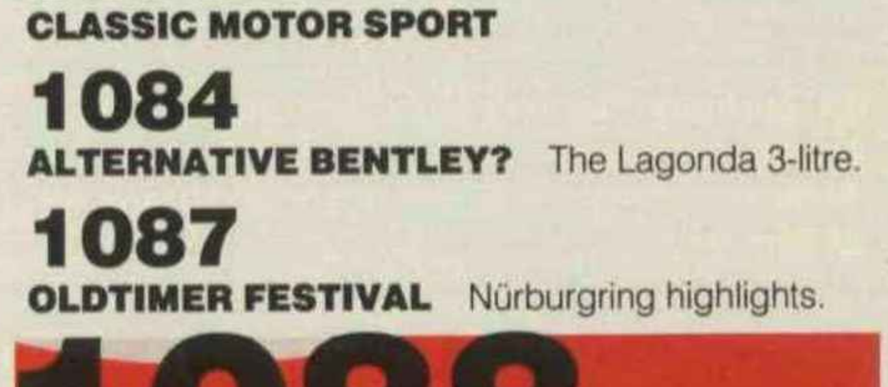


WHY FRENTZEN? Williams is axeing a proven Grand Prix winner in favour of a man whose solid reputation has yet to be backed up by results. All explanations welcome . . .

1064
POSTCARD FROM AMERICA Indycar's young stars gain their stripes.



ROAD TEST Lotus gets back to its roots. Enter the Elise.



ALFA'S NEW WAVE On the road in the GTV and the Spider.

1078
NEW CARS Jeep Grand Cherokee; Citroën Xantia turbo estate.

1080
READERS' LETTERS

1082
REVIEWS

1083
CLASSIC MOTOR SPORT

1084
ALTERNATIVE BENTLEY? The Lagonda 3-litre.

1087
OLDTIMER FESTIVAL Nürburgring highlights.



THE IBEC The remarkable story of a Le Mans one-off.

1091
DONINGTON PARK Historic action, including the FIA Cup for Thoroughbred Grand Prix Cars, supported by MOTOR SPORT.

1092
VETERAN TO CLASSIC Cadwell Park, a Birkin mystery and other VSCC miscellany.

1101
BODDY LANGUAGE

1102
CLASSIC CALENDAR

1104
CLASSIFIEDS Including the final part of our A-Z of Classic Sporting Cars.

COMPETITION

See page 1068 for an opportunity to win one of 30 pairs of tickets to this year's British International Motor Show.

DIARY

THE MONTH IN MOTOR SPORT



AUGUST

12 Brands Hatch Leisure Group acquires the **freeholds** to its four circuits – Brands Hatch, Oulton Park, Snetterton and Cadwell Park. The deal will allow BHLG to **alter and invest** as it sees fit.

13 Australian Touring Car Champion **Craig Lowndes** impresses TWR on his first **Formula Three test**. The 21-year-old completed **70 laps of Pembrey**.



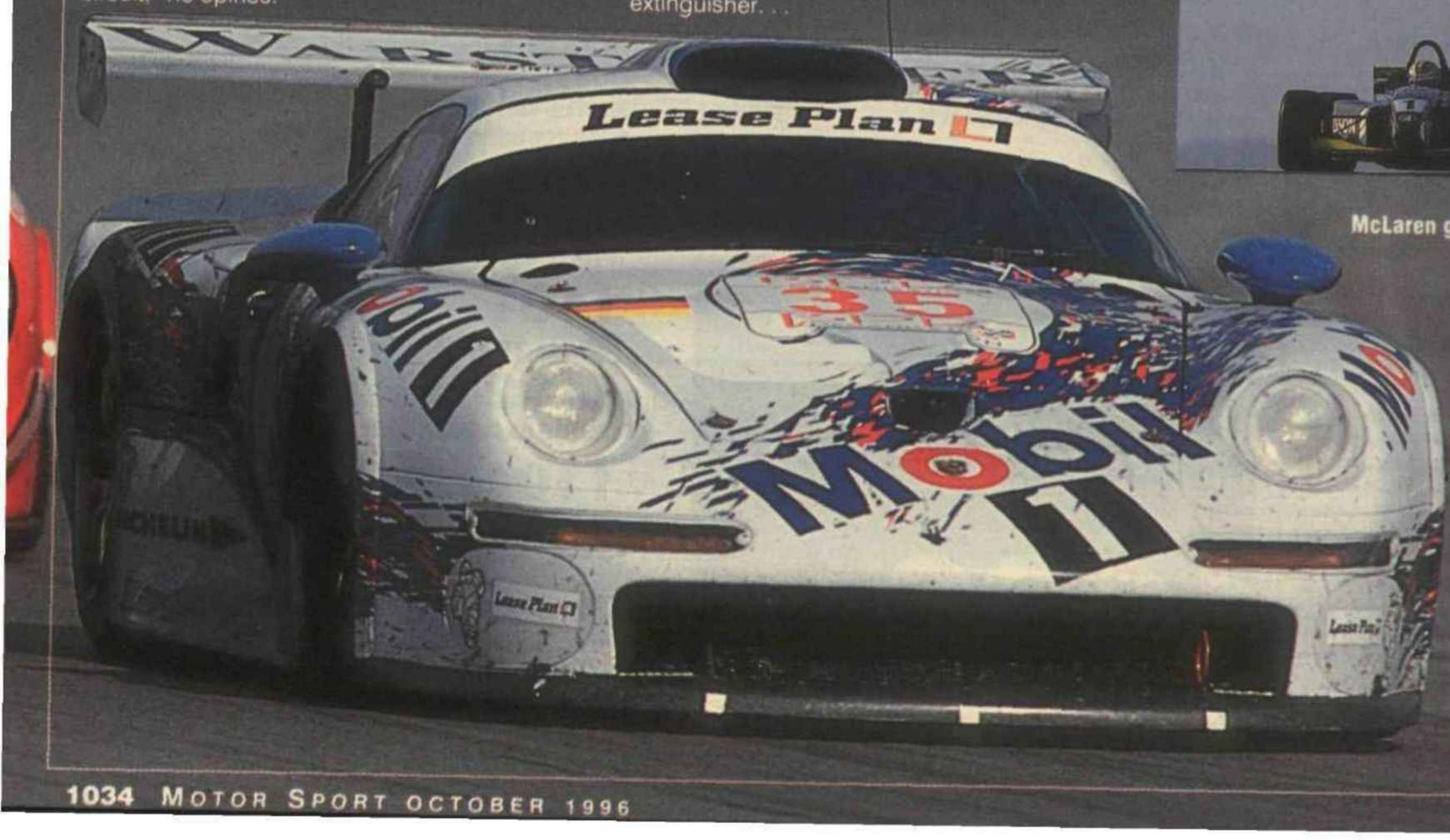


15 Johnny Herbert, above left, tests his Sauber at the new **A1-Ring** (formerly the Österrichring), but is **unimpressed**. "It's not really a driver's circuit," he opines.

18 The leading **ITC manufacturers** agree a series of principles aimed at **cutting costs**. Top of the list is a possible **move** from **four-wheel drive to two-wheel drive**.

18 Klaus Ludwig and **Gabriele Tarquini**, top left, win the two **ITC rounds** at **Silverstone**. It's a **bad day** for **Mercedes**, though: it can manage only **one fifth place**. The **F3000** race is won by **Kenny Bräck**, right, series leader **Jörg Müller retiring** after a **curious chain of events** involving a flat battery, a pit crew member and a fire extinguisher. . .





McLaren goes West: the Woking team and Marlboro cigarettes part after the longest-ever F1 sponsor tie-up, dating back 23 years to the days of Hulme and Fittipaldi, top. Porsche took BPR honours at Brands Hatch, main shot.

POOR REWARD

There are times when Formula One is as hard off the track as it is on it. Wednesday August 28 was just such a day, when Frank Williams curtly informed Damon Hill that his services would not be required in 1996.

Elsewhere in this issue, you can read the background behind Williams' thinking. Whether or not you agree with the team's decision is immaterial. It's Frank's team, it's Frank's choice. He gave Damon his big F1 break, and he is perfectly entitled to dispense with his services within the terms of their contract.

It's that simple, black and white, no emotions attached. Emotion, it seems, is a rare commodity in the world as a whole nowadays, let alone F1.

There may well be a certain logic to Williams' rationale, whether it be based on financial practicalities or performance considerations. Either way, the whole affair was handled most clumsily in public.

It is difficult not to feel a degree of sympathy for Hill, who had won seven out of 13 Grands Prix when he was effectively given his notice. The timing of the announcement was a kick in the teeth for a man who simply does not merit the ritual humiliation to which he has sometimes between subjected in public.

This is not a patriotic observation, more a practical one.

Williams may be able to build bloody good racing cars, but its man-management techniques are far from desirable. **S A**

18 Michael Andretti wins the latest round of the **IndyCar World Series** at **Road America**, after **Al Unser Jnr** retires with **engine failure** on the **final lap**.

19 Ralf Schumacher emerges as hot favourite to drive for **Jordan** in 1997. The World Champion's younger brother still harbours ambitions of a **McLaren drive**, but manager **Willi Weber** comments, "To go with Jordan is a **fantastic idea**."

19 Rally manufacturers react cautiously to the rumour that future **World Championship rounds** will be run over **four days**, with the final leg comprising a **TV rallysprint**.

20 Colin McRae keeps his competition licence, but emerges **£65,000 worse off** from an FIA tribunal in Paris following his **collision with a spectator** in a service area during the **Rally of Argentina** one month earlier. The start of a **dismal week** for the World Champion . . .

20 The FIA sparks controversy by revealing far-reaching **changes to the F1 Concorde Agreement**. Among the most significant include the **abolition of Friday practice** (effectively creating two-day GPs), a **ban on testing** in the week leading up to a GP and an increase in the **maximum number of races** to 17. But it is a move to **abolish the prize money scale** and re-distribute income from TV and race participation which stirs the brouhaha: **McLaren and Tyrrell refused** to sign the agreement on completion, while Williams **withdrew** on August 2.

23 Pacific Racing boss Keith Wiggins steps down from the **Lola F1 project** to concentrate on his F3000 and Le Mans projects.

23 Forti's GP effort, meanwhile, sinks even further into the mire, when an Italian court rules that the **Shannon Racing Team**, not Guido Forti, has the **major shareholding**.

23 Although tempted by the offer of an **ITC Mercedes drive at the Nürburgring**, Colombian hotshoe **Juan Pablo Montoya** opts to complete the **British F3 Championship** with Fortec Motorsport. F3000 frontrunner **Ricardo Zonta** is the Silver Arrows' new recruit for Germany.

24 Flavio Briatore and Gian Carlo Minardi reach an agreement whereby the **Benetton and Ligier boss** buys **shares** in the Faenza outfit. Minardi discloses that a **competitive engine supply** for his team may be one of the deal's fruits.

24 Jörg Müller returns to the winners' circle in the Belgian GP-supporting **F3000** race at Spa, the Marko RSM pilot **regaining the championship lead** with a comfortable victory ahead of **Marc Goossens** and **Tom Kristensen.**

25 Michael Schumacher shakes off a **big practice accident** to win the **Belgian GP** for Ferrari, getting by with a little help from Williams-Renault as a **botched pit stop** leaves the slow-starting **Damon Hill** fifth to team-mate **Jacques Villeneuve's** second. **Mika Hakkinen** (McLaren) and **Jean Alesi** (Benetton) split the pair.

25 The Gulf GTC McLaren team edges closer to the **BPR Global GT title** in Suzuka, JJ Lehto helping Ray Bellm and James Weaver towards a crushing victory ahead of Luciano della Noce/Anders Olofsson (Ferrari F40).

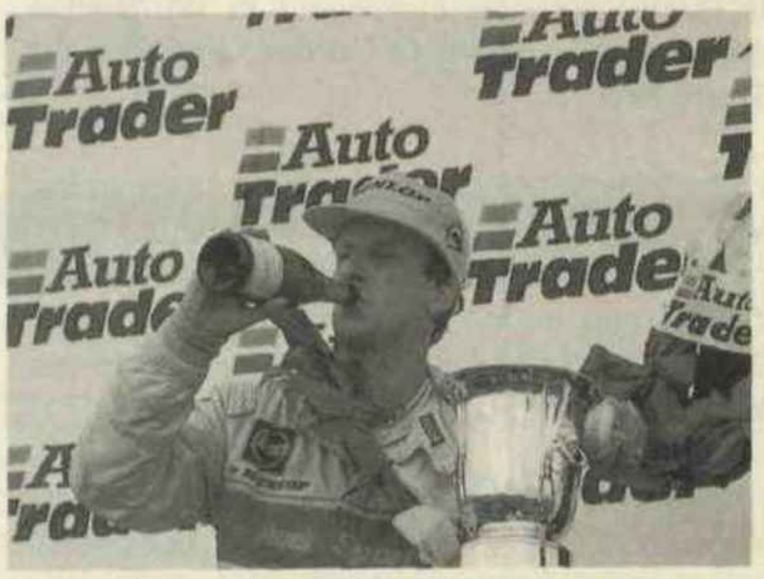
25 The longest-running **sponsorship deal** in Formula One concludes, as **Marlboro and McLaren** announce that they will not continue their **23-year partnership**. Fellow tobacco giant **West** is to take Marlboro's place; the latter pledges to maintain **"meaningful and significant"** involvement in F1 – probably with **Ferrari**.

26 Tommi Mäkinen, below, with Seppo Harjanne, takes a giant stride towards the World Rally Championship with a **dominant 1000**



Lakes victory. Despite trailing the Toyota Celica GT-Four of **Juha Kankkunen/Nicky Grist** early on, the Mitsubishi pairing blitz all-comers during the second leg. The privateer Escort Cosworth of **Jarmo Kytölehto** is third on a disastrous event for the factory Ford team and for **Subaru**: Kenneth Eriksson is a lowly sixth, while **McRae** rolls out early on – straight into a **stand-up row** with **Prodrive boss David Richards**.

26 Frank Biela is the new **British Touring Car Champion.** Second place behind Honda's **David Leslie** at Thruxton sees the Audi pilot crowned with five races remaining. The Monaco-based German, below, is tipped to **defend his title in 1997**, and goes on to finish



third in the second race behind **Rickard Rydell** (Volvo) and **James Thompson** (Vauxhall).

27 Rumours suggest that **Michael Schumacher** is close to adding a **third year** to his **Ferrari** deal. The fee? A trifling **30 million dollars**.

27 Jean Alesi and Gerhard Berger, meanwhile, are tipped to renew their **Benetton** partnership in 1997. This could reduce the options open to **Mika Hakkinen**, reputedly on shaky ground at McLaren.

27 Reports suggest that **Audi** has tested a **front-wheel drive A4 at Vallelunga**, in the face of an FIA-sanctioned **total-traction ban** in Super Touring.

27 Prodrive is linked with a takeover of Nissan's BTCC programme in 1997, while **David Leslie** is likely to stay put at **Honda**. Arch-rival **John Cleland**, hardly top of the Thruxton winner's Christmas card list, is touted as a possible partner . . .

27 Former sportscar star **Toine Hezemans takes control of the Lotus GT team** from the Lotus Group. The Dutch entrepreneur claims to have **guaranteed the team's future** – including its **Elise-based 1997 GT contender**.

27 Johnny Herbert is linked to an **RAC Rally drive** in a **works Escort Cosworth**.

29 The FIA meets to discuss **turbo restrictions for GT cars**. The competitiveness of the blown **Porsche GT1** is thought to have prompted the debate.

29 Jordan test driver Gianni Morbidelli tries a **new Peugeot engine**, said to be the basis of its **1997 motor**, at Silverstone.

31 Ford's Escort Cosworth World Rally Car conversion is **approved** by the FIA, although it awaits a final rubber-stamping from the World Council.

SEPTEMBER

1 Pinch, punch – and a less than pleasant start to the month for **Damon Hill**. The World Champion-elect is the subject of a media feeding frenzy, as **Frank Williams** reveals that he has **decided against re-signing Hill** for 1997. The news, says the Briton's lawyer, **Michael Breen**, came "like a bolt out of the blue." **Heinz-Harald Frentzen** is expected to partner Jacques Villeneuve at Williams in 1997, while Hill's name is **linked to Jordan and Stewart Grand Prix**.

1 The Indycar World Series goes down to the wire. **Michael Andretti** wins for Newman-Haas in Vancouver, while points leader **Jimmy Vasser** can do no better than seventh. The Ganassi pilot will take a **14-point lead** to the final round at Laguna Seca.

1 Polewinner **Sandro Nannini**, below, wipes up in the ITC races at the Nürburgring, but speculation surrounds the **engine** he used in his Alfa Romeo – said to be a new, Motori Moderni-tuned **wider-angle V6** based on a unit originally found in the **Montreal**!

1 Renault scores its **first British F3 win** at Pembrey courtesy of **Promatecme's Nicolas Minassian**, but **Jonny Kane** (Paul Stewart Racing) is the man in form: second in the first race, he takes the most dominant win of the year in the second.

2 TWR Arrows boss Tom Walkinshaw discloses that a **faulty wheel** may have been to blame for the huge shunt which **hospitalised Jos Verstappen** at Spa.

2 Guido Forti meets with **Shannon representatives** to **re-acquire control** of the Grand Prix team which bears his name.

2 Ferrari F1 tester Nicola Larini is entrusted with development duties on the *Scuderia* 's new **F50 GT car**.

2 All three of **Opel's ITC teams – Joest, Zakspeed and Rosberg** – are linked with **Porsche GT1** programmes in 1997.

2 Alain Menu signs a **two-year BTCC deal** with **Williams**.

2 Big changes are said to be in the offing for **Honda's BTCC effort**: **Honda Motor Europe** has **taken control** of the project from Honda GB, and the upshot is that **Dave Cook Racing** may replace **MotorSport Developments** as its BTCC team in 1997. **David Thompson** – former rallyman and father of BTCC star **James** – is also reported to have an interest, sparking rumours that Thompson Jnr may be about to **leave Vauxhall**.

2 The World Cup, jewel in the Super Touring crown, is **cancelled** after only 10 cars enter the A1 Ring-based event.

2 Lada's new British-developed rally car gets a shakedown run near builder **MSD**'s Milton Keynes base.

6 After protracted negotiations, it seems likely that **F1 Concorde Agreement rebels Williams, McLaren and Tyrrell** will **sign** the document in due course.

6 BTCC whispers suggest that a **Honda team run by Prodrive** could be in the offing for 1997. Or, alternatively, a Banbury-run **Vauxhall** programme. **John Cleland** seems likely to stay with the latter, where he could be joined by **Olly Gavin** or **Richard Kaye** in the wake of **James Thompson**'s impending defection to **Honda**.

7 "Hill linked with Benetton," scream the tabloids, as the latest spate of rumours about the World Championship leader's future break. Will he replace **Alesi**, a virulent critic of the Enstone team in the press, alongside **Berger** next year, as the Frenchman swaps to **Jordan**?

7 Williams confirms that it has signed **Frentzen** on a **two-year contract**. However, it faces the prospect of **losing Adrian Newey**, its highly-rated design chief, to an offer from **McLaren**.

7 Max Mosley intimates that treaded tyres may be adopted in F1 for 1998.

8 Schumacher scores his third **Ferrari victory** before a partisan crowd at **Monza**, as both Williams drivers shoot themselves in the foot. Polewinner **Hill** spins out after clipping one of the controversial **tyre mounds** at the first chicane, while a first-lap *contretemps* leaves **Villeneuve** out of the reckoning in eighth. The fast-starting **Alesi**, whose Benetton led into the first corner from sixth on the grid, and Hakkinen fill the remaining podium places.



8 Audi scoops the **BTCC Manufacturers' and Teams' prizes** at Donington, thanks to a gritty effort from **Biela**. But it's **Rydell, above, and Leslie** who pick up race wins for Volvo and Honda respectively.

8 Fourth place at Laguna Seca is enough to give **Jimmy Vasser the IndyCar World Series crown**. A third win for Ganassi team-mate **Alex Zanardi** – snatched with a do-or-die last-lap move on **Bryan Herta** – gives the Italian second place in the table, as both **Michael Andretti** and **Al Unser Jnr** fall by the wayside.

8 Porsche's 911 GT1 confirms its opposition's worst fears in Brands Hatch's BPR race. **Hans Stuck/Thierry Boutsen** dominate proceedings throughout, winding up a lap clear of **Andy Wallace/Olivier Grouillard** in the **Harrods McLaren**.

8 Mark Blundell signs with **PacWest** for a second season in **Indycars**.

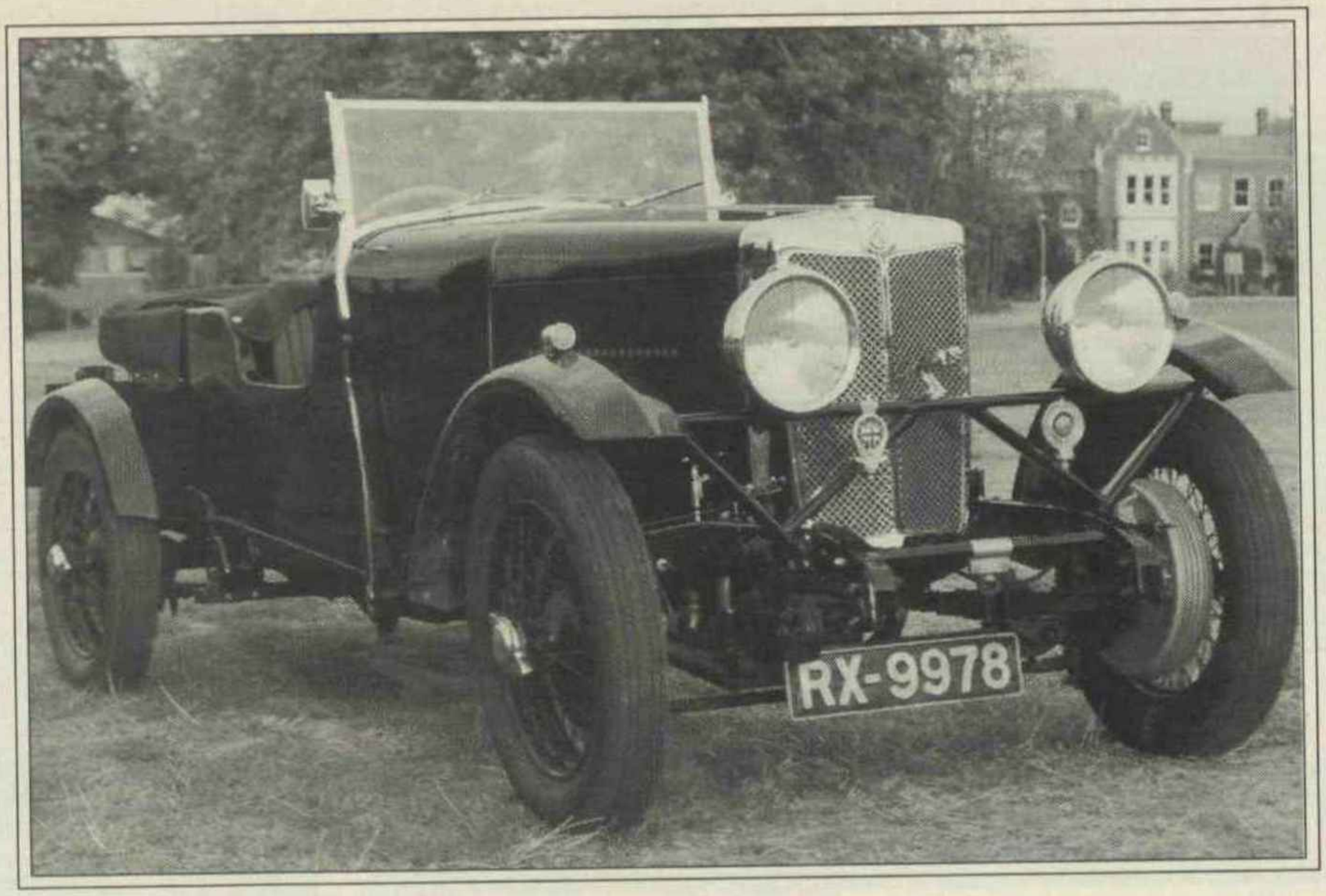
9 The future of the ITC is cast into doubt by rumours of an **Alfa Romeo withdrawal**, sanctioned by Fiat Group boss **Paolo Cantarella**.

9 Ford reveals plans for a **one-make rally championship** based around its new front-wheel drive **Ka**. It is the Blue Oval's biggest venture in the field since the **Fiesta** series which unearthed **Louise Aitken-Walker** in the early stages.

9 Skoda admits that it has started work on its new rally car, the **Octavia**. But it will not pursue a World Championship campaign next year, thanks to the **downgrading** of the Two-Litre World Championship to a **World Cup**.

11 Eddie Irvine breaks the **track record** at Ferrari's **Fiorano** circuit in testing.





1930 MG 18/80 MK II with 4-speed model coachwork (ex-factory demonstrator) to be sold at Olympia on 15 October

OLYMPIA

15 OCTOBER

A SALE *of* COLLECTORS' MOTOR CARS, MOTORING ART *and* AUTOMOBILIA

Brooks' Autumn sale at Olympia continues this year's series of London auctions at this venue. These sales attract a wide variety of collectors' cars from veterans to more modern classics with values ranging from a thousand to several hundred thousand pounds. Entries already include a Ferrari 246 GTS Dino, Jaguar Series I ½ E-Type Coupe, Jaguar Series III E-Type Roadster, Aston Martin DBS V8 Coupe and the 1930 MG 18/80 Mk II shown above.

Further entries are invited.

11 NOVEMBER

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Now established as part of the Brooks' sale calendar, the London sale of Rolls-Royce and Bentley motor cars at Olympia will once again present a wide selection of vehicles from these famous stables. Last year's event included varied machinery such as a challenging 1936 Bentley 4¼ - litre Saloon 'barn find' to the ex-H.H. Maharajah Gaekwar of Baroda 1935 Rolls-Royce 20/25hp Landaulette and the ex-King of Denmark's 1952 Bentley Mk VI Drophead.

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13 Mika Hakkinen, above, re-signs with **McLaren** for 1997 – ensuring that the driver line-ups for F1's **'Big Four'** are settled.

14 Armin Schwarz, with Denis Giraudet, takes his Toyota Celica GT-Four to victory on the **Manx International Rally** and keeps his **European Championship** hopes alive.

14 Christian Fittipaldi is revealed as the driver of a **'celebrity' ITC Mercedes** at the Interlagos seasonal finale. The Newman-Haas Indycar driver replaces his uncle, **Emerson Fittipaldi**, who has yet to recover from **injuries** sustained in his **Michigan 500 accident**.

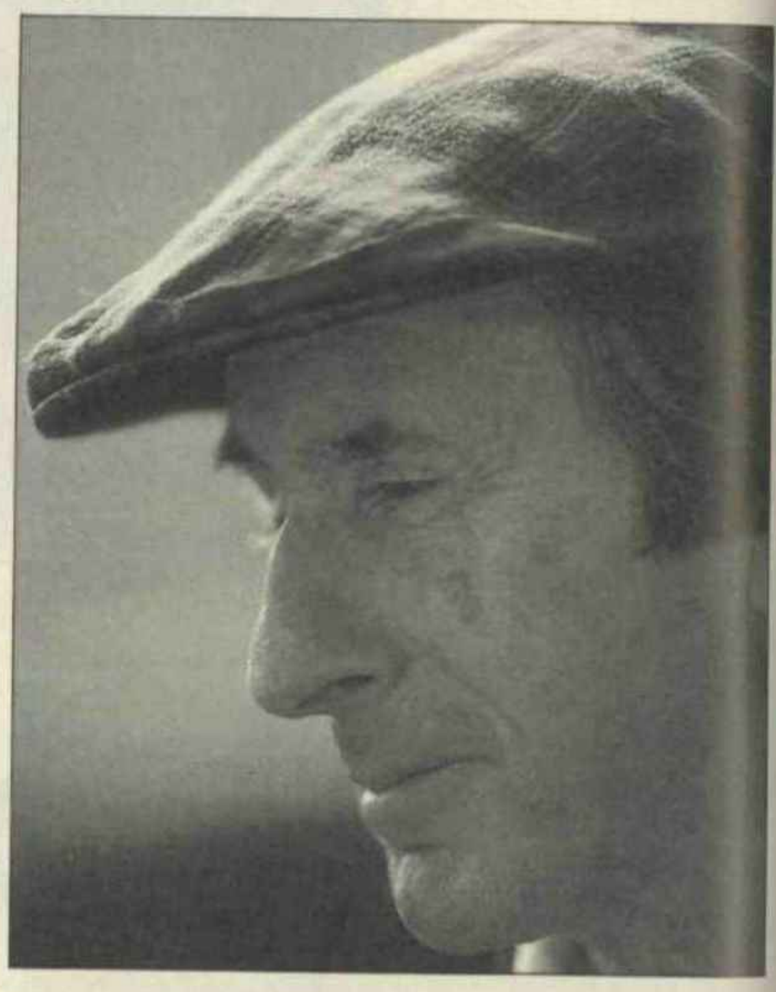
14 Marc Goossens scores his **second F3000 victory** of the season at **Magny-Cours** – and is joined by championship rivals **Kenny Bräck** and **Jörg Müller** on the podium.

14 Suggestions that **Alfa Romeo** is about to **ditch its ITC programme** intensify at **Magny-Cours** – although it risks a **$8 million fine** if it breaches its contract to run **eight cars in 1997**. Possible solutions include running **six 155s through the JAS team**, with Opel and Mercedes **privateers** taking the 'spare' entries, and reducing the calendar from **14 to 11 rounds**.

15 Having dominated the pre-race gossip, **Alfa cleans up** on-track too: **Sandro Nannini** wins both races, as **team orders** hold **Nicola Larini** and **Giancarlo Fisichella** behind.

16 Tommi Mäkinen's victory on the **Rally Australia** sees the Finn crowned as **World Rally Champion**. Buoyed by the result, **Mitsubishi** contemplates sending a **two-car team** to every round of the **1997 World Championship** – possibly using promising Briton **Richard Burns**, who is fifth here. Once again, the **Subarus** of **Kenneth Eriksson and Colin McRae** are soundly beaten – and split by **Carlos Sainz** (Ford).

16 Despite his **disastrous year**, **McRae** is likely to stay at Prodrive until **1998**.



16 Stewart Grand Prix, Jackie shown above, reveals a **lucrative sponsorship deal** with HSBC Holdings. Rumours suggest that it may **buy Mika Salo** out of his **Tyrrell contract** to lead its F1 effort.

16 After weeks of speculation, **Ralf Schumacher** is poised to join **Jordan Grand Prix**. It seems likely that **Damon Hill** will be his partner, as the likelihood of a **Benetton** drive are thought to have diminished.

NEXT MONTH:

A tale of two titles. Hill v Villeneuve in '96; Hunt v Lauda in '76. We'll be looking through the dust settling on the former encounter, and peering through the rain at the latter, one of the most gripping in living memory. We talk to the people who were there to watch it happen, and to those who made it happen.

Plus, our exclusive guide to Historic Sports Racing Cars, the Watkins Glen story and much more besides.

Issue on sale October 25; contents subject to change

OCTOBER **FIXTURES**

Date	*Venue*	*Event*	*Type*
Oct 5	New Orleans	IMSA	N
Oct 5	Castle Combe	R5TS, MGBCV8, InterMarque	N
Oct 5	Oulton Park	F2000, 2CVs, Westfields	R
Oct 5	Silverstone (Nat)	MonoKent, F1300, Kits	R
Oct 5/6	Snetterton	HSCC, Classic F3	R
Oct 6	**Bathurst, Australia**	**Tooheys 1000**	**N**
Oct 6	Charlotte, USA	NASCAR	N
Oct 6	Brands Hatch	Saloons, Historics, Caterhams	N
Oct 6	Cadwell Park	F2000, Beetles, Alfas	R
Oct 6	Lydden Hill	F First, FF1600, Eurocars	N
Oct 12	Oulton Park (Fosters)	Ford XRs, Fiats, MGs	N
Oct 12/13	Silverstone (Int)	British F3, BRDC GT, TVRs, Rovers	N
Oct 13	**Suzuka**	**Japanese Grand Prix**	**INT**
Oct 13	Hockenheim	ITC, F3000	INT
Oct 13	Brands Hatch	British F2, Saloons, Midgets	N
Oct 13	Knockhill	Saloons, kits, Historics, 2CVs	R
Oct 13	Mallory Park	Minis, Saloons, 2CVs	R
Oct 13	Thruxton	F Ren 1700, Clios, Porsches	N
Oct 13	Snetterton	ARP F3, 924s, Fords, Alfas	R
Oct 18-20	Brands Hatch	FF Festival, Eurocars	INT
Oct 18-20	Tobermory	Tour of Mull	N
Oct 19	Silverstone (Nat)	Eight Clubs	R
Oct 20	Rockingham, USA	NASCAR	N
Oct 20	Snetterton	F2000, Classic saloons, Westfields	N
Oct 20	Mondello Park	IMRC	R
Oct 26	Sebring, USA	SCCA GTs	N
Oct 26	Aberystwyth	Midland Rally	N
Oct 26	Snetterton	750MC Birkett 6hr Relay	R
Oct 26/27	Donington Park	British F2, Caterhams, ARP F3	N
Oct 26/27	Pembrey	Saloons, GTs, FF1600	R
Oct 27	Phoenix, USA	NASCAR	N
Oct 27	Snetterton	F Firsts, GTs, saloons	R

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GARDNER'S QUESTION TIME

Paul Fearnley fulfils a long-standing ambition to meet a man whose achievements bely his legendary status



Never a man to beat about the bush, Gardner asked whether the Porsche 917 might be redesigned after a brief practice run in it at the Nürburgring. He and David Piper bravely battled with the wayward monster to finish eighth in the 1969 1000 Kilometres. None of the works drivers wanted anything to do with it! Right: Up periscopes. Gardner aboard the unlovely but effective Lola T300 F5000 car.

"Jeez, you know me better than I do." Frank Gardner is a bit vague over facts and figures. He's every right to be. He has been involved in motorsport for over 40 years – as a mechanic, a driver, an engineer and a team manager. Only now he is throttling back, although his idea of 'Dunworkin', Bournemouth is to run a performance driving centre on his own private track.

And there's more. Gardner is the Aussie archetype of a sporting all-rounder: an amateur boxing champion who turned pro – six fights, six wins – speedway ace, wannabe professional golfer – "My father wouldn't let me. The Australian Open was worth £90 at the time and he said, 'How are you going to survive on that? Finish your engineering degree' – a crack shot and a champion swimmer and surfboat racer.

This rich tapestry is an unquenchable source of memorable stories for which the New South Wales man is perhaps more famous than for his undoubted skill behind the wheel: from Formula Junior to Ford Escorts to 'big banger' CanAm cars, Gardner was a tough man to beat; if you wanted a prototype sorted out, the straight-talking Aussie was the man to call; if you wanted a quote to spark up a flagging report or feature, Gardner was the man to sidle up to armed with notepad and pen.

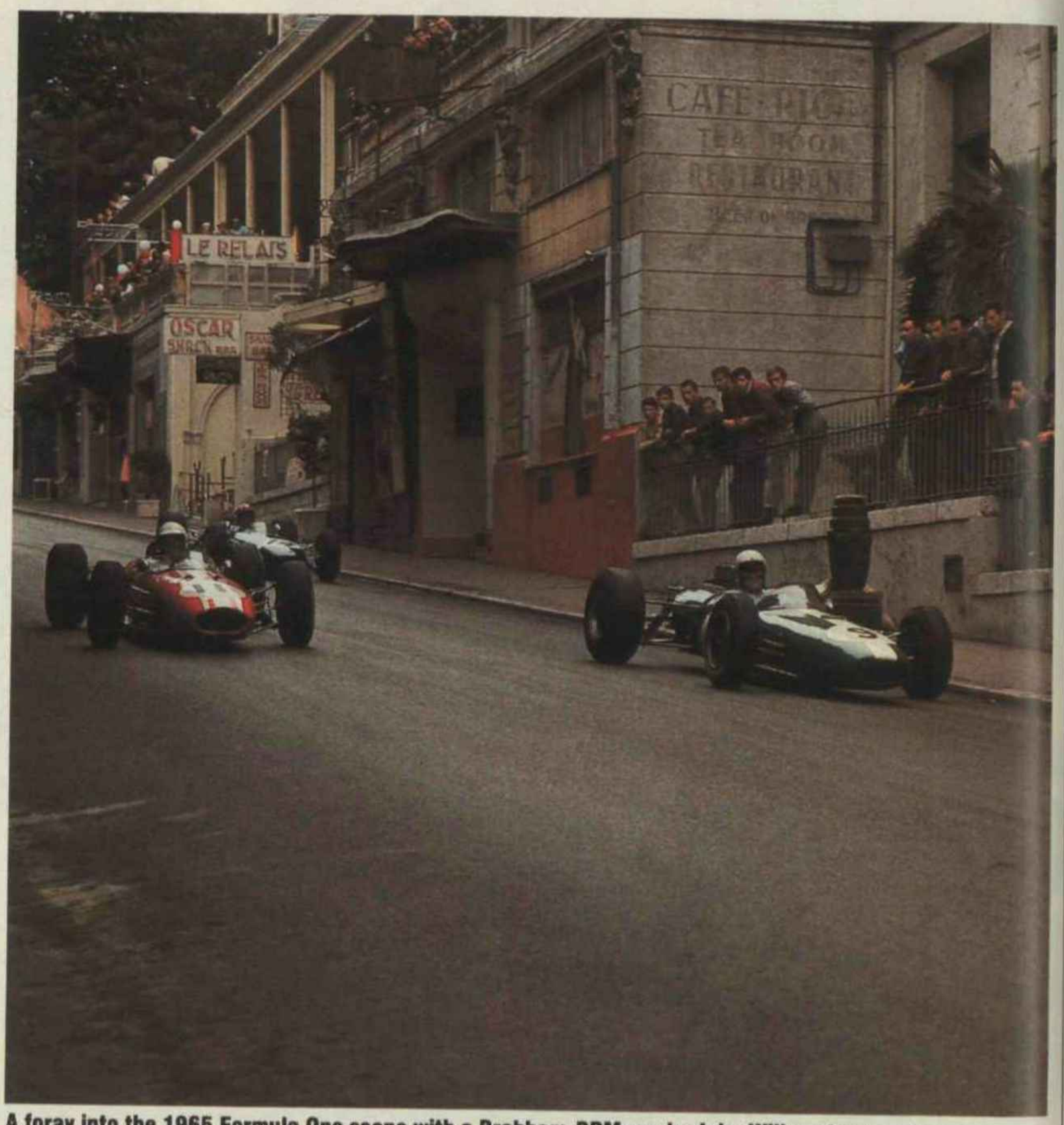
Aston Martin, Jim Russell, Jack Brabham, Ian Walker, John Willment, Alan Mann, Ford, Porsche, Lola, Chevrolet and BMW have all benefited from his skills, and acerbic wit, at one time or another. And I've always wanted to meet him.

This is a strange desire for someone who saw him race only once. I was just six at the time – *just* being the operative word, for my trip to the 1973 British Grand Prix was a birthday treat – and Frank's roaring Chevrolet Camaro left an indelible impression. I do remember vaguely asking my father, 'Where have all the cars gone?' in the immediate aftermath of Jody Scheckter's McLaren indiscretion, but it was that seven-litre touring car which grabbed my attention. As a consequence, all of my Corgi-based GP re-creations resounded to its *basso* beat as Frank, now ensconced in a Tyrrell (replacing Jackie Stewart, no less), mopped up. The Lotus 72 might have been a match for him, had not Corgi seen fit to put Emerson Fittipaldi in the car instead of Ronnie Peterson, my second favourite driver of that time!

Now we meet, and it's clear that Gardner finds my mental 'file' on him a little disconcerting. When


BELL

"This is the man who repaired his Formula Junior car on a Rhine barge as he travelled between races at Zandvoort and Avus. He even found time to balance the boat's propshaft!"



A foray into the 1965 Formula One scene with a Brabham-BRM run by John Willment was not a success. Here Gardner (11) dives into the Mirabeau at Monaco with the Brabhams of Bob Anderson (9) and Jo Siffert. Frank retired early with a broken engine mounting.

he was 28, he was mechanicking for Aston Martin's World Sportscar Championship squad, not delving into the past. Nor does he now. Sentimentality comes low on his list of emotions; this is the man, remember, who has run the gauntlet of the rampant Holden and Ford zealotry by fielding BMWs Down Under from the late '80s onwards. "I had been around enough to know that the sun doesn't just rise and set over Australia," grins Gardner.

For almost 20 years he was based in the UK, sharing a Twickenham flat with the likes of Denny Hulme and Jimmy Clark in the early days. And in these times of teenaged racers, it seems incongruous that Gardner was almost 30 when he eventually put his foot onto the first rung of the UK's burgeoning motorsport business.

He had made his motor racing name in Australia with a string of victories to win the New South Wales Championship 1956-57. His all-conquering Jaguar C-Type was salvaged from a ravine – "it had killed a couple of Italians in the process" – and Gardner happily labels it a 'shitbox!' "The whole scene was a bit disorganised. These were the days when Conrod Straight [at Bathurst] was all-gravel," remembers Gardner with a smile. "The pit straight was paved, but this was so that the officials and timekeepers didn't get their suits dusty!" He's warming up now. The dates are still hazy, but the irreverence has been uncorked.

Such 'fame' carried no weight with the racing fraternity here, and Gardner had to muck in at David Brown's behest in Feltham. Here he crossed the path of the patrician David Wyer. This extremely able but deadpan and somewhat militaristic team manager was quickly christened 'Deathray' by the garrulous Gardner. Aston Martin felt the rough side of his tongue, too.

"The guy [his name handily forgotten] who designed the cars couldn't drive: he had a propensity for hitting things and didn't have a licence. Hence the ergonomics of the car were all over the place. And we could never get the gearbox to work; it was okay for a tractor, but not a race car. We used a Maserati gearbox when Roy Salvadori and Carroll Shelby won Le Mans."

Le Mans. Another sacred cow. "That's a race between the French and a bunch of other mugs," says Gardner, still with undiminished feeling. "They were always changing the rules – especially when Ford were winning.

"I shared a pukka Holman & Moody car with Roger McCluskey there one year. He was having a crashing contest with Lloyd Ruby. I think Lloyd was leading five-four when Roger walked into the pits. 'Sorry FG, I've had a little off at The Esses.' " Renowned for his ability to bring a car home – he once built a makeshift bridge to retrieve an AC Cobra Bob Olthoff had launched over a ditch and into a field – Gardner set off to see what he could salvage. "The first thing I saw was the radiator . . . it was still steaming, perched high in a tree! We obviously had different ideas about what constituted 'a little off!' "

Gardner was heavily involved in Ford's J-Car programme in the aftermath of Ken Miles's fatal Bridgehampton shunt. "This was the first car that

Gardner's favourite race car was Sid Taylor's open-cockpit Lola T70-Chevy. But he found success with the Coupé version, too.



Gardner secured his third British Touring Car Championship with this mighty SCA-backed Chevrolet Camaro in 1973. His victory at the British Grand Prix was also the catalyst to several 'model' wins at the *Fearnleyring*.



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"That's a race between the French and a bunch of other mugs."

Gardner on Le Mans



Rumble, rumble. Dig those air scoops? The frightening sight of Gardner and Alan Mann's 1967 British Touring Car Championship-winning Ford Falcon hammering through Copse.

used a form of 'black box'," he recalls. "Of course, a computer in those days stretched from here to there [illustrated by a long sweep of the arm], could only think in two dimensions and needed a dozen fellas to tell you things that you already knew, but it was interesting to be in on the tentative first steps."

Interesting maybe, but Gardner was happier with a more hands-on approach. This was an era coloured by a swathe of talented driver-engineers hailing from the Dominions. Led by Jack Brabham and Bruce McLaren, it also included Denny Hulme, Chris Amon and Gardner. After a brief spell welding up bent chassis at Jim Russell's ground-breaking racing driver school – "the Lotus' were okay, but the Coopers were terrible. Every tube on them was bent and, when you cut into them, they used to stress relieve themselves!" – Gardner joined Brabham's fledgling team. The pair knew each other from their speedway days back home, and the twice World Champion called upon his friend's services as he was preparing to end his successful relationship with Cooper.

"Cooper had an inkling that Jack was about to leave. He asked me and Peter Wilkins to build his first car – a Formula Junior – while he was still with them. But there was too much work involved and we needed a pencilman, which is when Ron Tauranac came on the scene. Mind you, after he finished triangulating his first design we couldn't get the engine to fit! Me and Peter locked him out of the workshop for a couple of days while we cut a few tubes out here and there!"

His work with Brabham allowed Gardner to demonstrate his driving talents once more. But, snowed under with work, he turned down Brabham's offer of a full-time drive – a decision that gave Hulme his big break. Four years later the quiet New Zealander was crowned World Champion, yet Gardner has no regrets.

"I was working flat-out on the cars and I knew that Jack wouldn't get anybody to replace me on that side of affairs, so I would've been in no fit state to drive the cars. Denny was a mechanic for Jack at the time, and I told Jack that he could do a good job for him in F3." Hulme was a good friend, but this was not a purely philanthropic decision. "I could make more money out of driving a sports car or touring car [he enjoyed prolific success with Ian Walker's and John Willment's teams during this period] than I could in a GP." It was for the same reason that Gardner turned down a season of Formula Two with Ferrari – that offer was worth only £600! "Formula One wasn't such a big thing then unless you were world champion. I was good, but I wasn't world champion material, so I had to decide where my priorities lay.

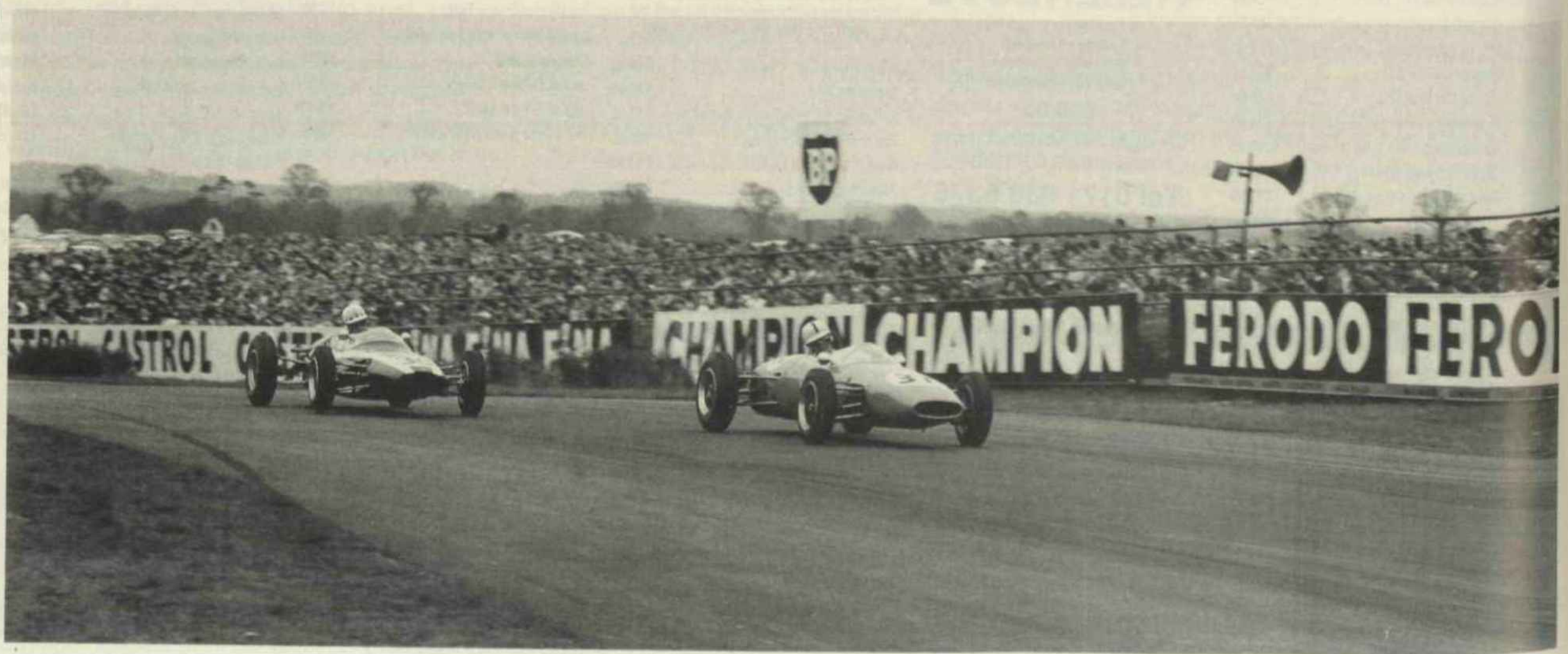
"There was no suggestion that the Brabham-Repco would be so good that year [1966]," admits Gardner, "and I had a far more lucrative deal with Ford. Denny kept asking me to get him a drive there. I said to him, 'Look, this is a real good opportunity . . .'" How right he was.

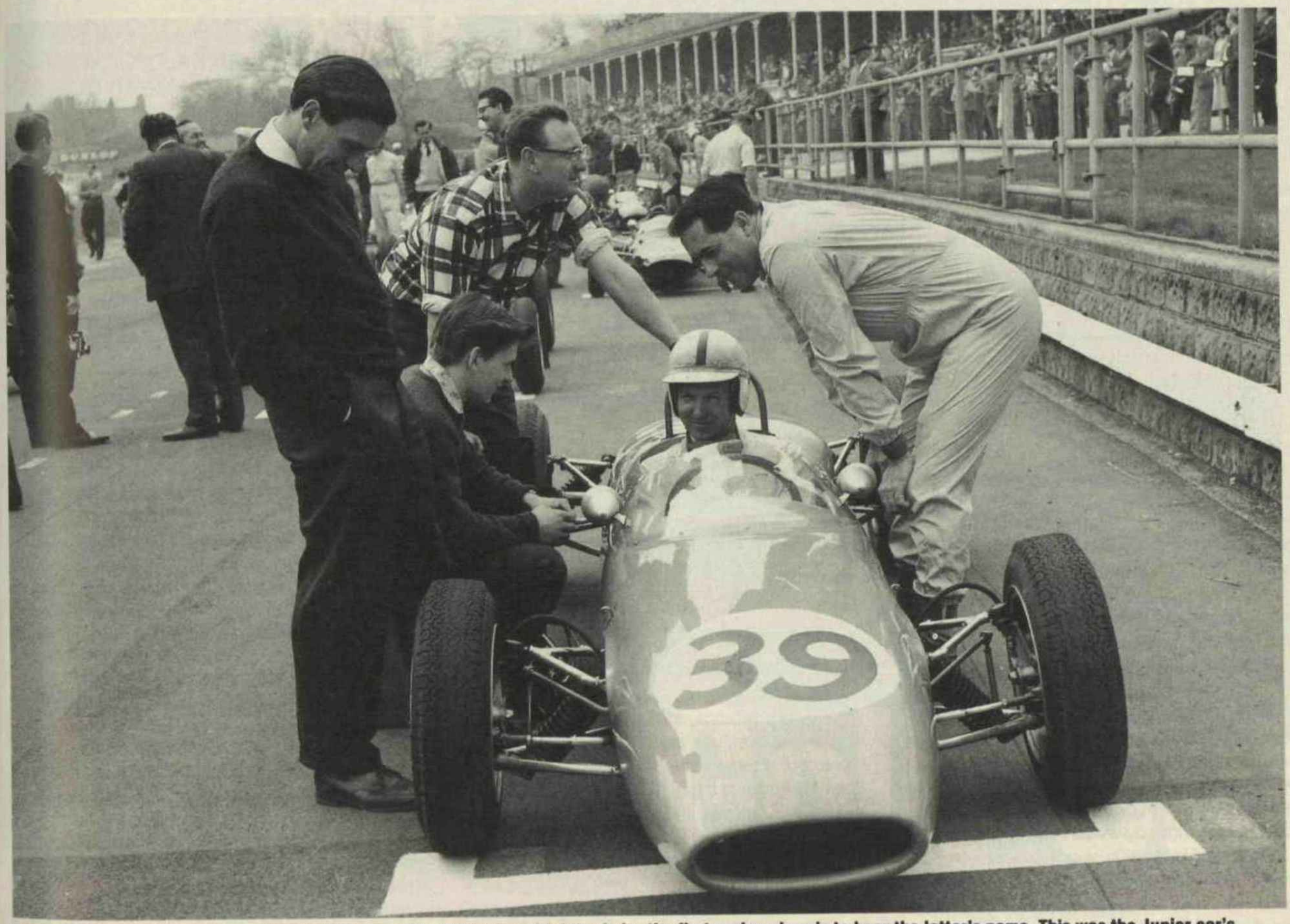
Gardner and the ambitious Willment team dabbled with F1 in 1965, but their Brabham-BRM was uncompetitive and Frank felt he had made a fool of himself . . . He hadn't but, barring a practice outing in the 1968 British Grand Prix, he gave F1 a wide berth thereafter.

To work for Brabham was both a demanding and rewarding experience. "They broke the mould with Jack. He could survive on very little sleep and he would be insisting that we should go testing when everybody else just wanted to fall into the sack.

"One time Esso was backing Jack in Formula Two and they wanted a third car to run in their colours. Jack told me I could have the car. 'There it is,' he said pointing to a load of tubing hanging

Australia wasn't the only part of the Commonwealth to flood the driver market in the early '60s: Gardner's Brabham dices with the Cooper of Rhodesian, John Love, at Brands Hatch in 1962.





The 1962 Aintree 200 meeting: Jim Clark (left) and Jack Brabham (right) admire the first racing chassis to bear the latter's name. This was the Junior car's second outing and Gardner led briefly before spinning off.

on the wall, 'build it yourself.' "

Gardner acted as his foreman, coordinating the increasing amount of work that was being tendered to the Byfleet concern by Willment Racing. This included one of America's sacred cows of racing: the Shelby Cobra.

Gardner: "I've just read the book about that car: it's very good, but I think they've played down the role played by Willment. Shelby saw the V8-engined car first at Jack's place. It was an Australian thing to put a big engine into a small sports car. AC at Thames Ditton were making three-wheelers, so they didn't have much knowledge of how to make a car go fast, and Carroll had nothing to offer but his shrewd business sense. The Americans put all the finishing touches to the car, the chrome and so on, but all the hard work was done by Willment in Britain!"

And while we are on the subject of American racing's sacred cows: the Indy 500. Gardner tended to Brabham's Cooper-Climax when the reigning World Champion broke the Watson-Offy roadsters Brickyard stranglehold in 1961. The little car was initially the subject of much mirth down Gasoline Alley, but earned the local's respect by finishing ninth. It could have been much better, according to its mechanic: "I reckon we'd have won if we hadn't used Dunlop tyres. They just weren't up to the demands of the track."

The Ford contract that Hulme was so jealous of led Gardner into partnership with Alan Mann, a team manager ahead of his time. Although this partnership eventually ended in acrimony over the ill-fated Ford F3L sports car project, it was immensely successful; before that most beautiful of failures, Gardner had rung up innumerable victories and a hatful of titles, including two of his three British Touring Car Championships, in Ford's Lotus Cortina, Falcon, Escort and GT40.

"I said, 'What the bloody hell's going on over there?' Huschke replied, 'Our new car is not easy to drive!' He wasn't kidding"

"I was very lucky to drive for Alan Mann," he stresses. "I learned a lot from him. He knew what it took: to be organised, to take the team away from all the politics, to have a short chain of command, to prepare the cars well. It's one of my regrets that I fell out with him over the F3L. That was a wrong turn, and we lost Alan to the sport because of that.

"That car was all wrong: its wheelbase was too short and it had no downforce. Alan did a lot of work to keep the GT40 competitive, and Ford was still reaping the benefits of that when the F3L was sat in the pits. The only car I drove that was more difficult to make go quickly than the F3L was the early Porsche 917 . . .

"One day the phone rang. 'Hello Frank, this is Huschke [von Hanstein, Porsche's motor sport boss]. We would like you to drive our new car at the Nürburgring.' I said that I was busy and recommended Brian Redman. 'Brian Redman has had a crash and is in hospital,' came the reply. Jo Siffert was my next helpful suggestion. 'Jo has had a crash and is in hospital.' I said, 'What the bloody hell's going on over there?' Huschke replied, 'Our new car is not easy to drive!' He wasn't kidding."

In actuality, Zuffenhausen's contracted drivers just plain refused to drive this unsorted car – Siffert and Redman won the race in a Porsche 908.

"I went over with David Piper. He did one lap, came in and said that he was too young to die! It had no power below 5000 rpm, but over the next 1500 rpm you found another 350 bhp. I drove it like that throughout the Nürburgring 1000 Kilometres. It poured down all the way through the race, and it was snapping sideways and aquaplaning all over the place. It was bloody dangerous. I guess it was one of the few times that I was really scared."

He had good reason to be, for this was perhaps the most gladiatorial of motor racing times. The seeds of Jackie Stewart's safety crusade had only just been sown, the cars were fast but fragile and the circuits fast and unforgiving.

Gardner's long career was remarkably free from accidents. He held no truck with fruitless, all-or-nothing pursuits of the God-given talents of Jim Clark: his boxing had given him a useful insight into his pain threshold, whilst injuries sustained in an injudicious surfboat crash – he was playing to the cameras at the time – taught him a useful lesson in concentration and risk-taking. Vitally, he had gone through this process before he climbed into a racing car. This maybe held him back from a stellar career, but it ensured him a long one.

"I was pretty good. I was over the middle of the road in that sense, but I knew my limitations. Some guy could come barrelling past you into a corner because he might be willing to take more risks than you, but usually I could wait until they ran out of concentration, tyres, brakes, or all three. There were exceptions to the rule. But not many.

"They really were the bad old, good old days," he concedes. "You'd be sat between two fuel tanks. These were convex and not concave, so if you hit anything they would crush and you'd be toast. Not only that but you had tank under your arse and a reserve tank over your crown jewels. We lost a lot of good guys who could have been saved with a little more thought."

A big friend of Professor Sid Watkins, Gardner was one of the first onto the scene of Mika Hakkinen's Adelaide crash in the 1995 Australian Grand Prix. "The guy was dead. They punched a hole in his throat and jump-started him. In my day there would have been none of that. And because there was no way of getting the news around the world quickly, nobody would have really cared.

"Quite often in the '60s, your first mistake would be your last. Pete Ryan was the fastest guy I've ever seen in a car. He was a young Canadian, a former downhill skier, and he was sensationally quick. He beat Stirling Moss to win the first big race at Mosport. He had everything and was willing to learn, but his Lotus got tangled up with a Gemini in a Formula Junior race at Reims and he was thrown out.

"Tim Mayer was another fast guy, although he was a bit more balls and eyesight. He reckoned he could take the jump at Longford [in Tasmania] flat out . . .

"Former 'bike champion Gary Hocking, 'Socks' as we called him, was also a bit special. He had all the right attributes too; but he didn't survive his first lesson. Usually, I found that 'bike racers were



too brave for their own good. Look at the Rodriguez brothers, they were brave to the point of suicidal. John Surtees had a few near-misses in his early car races, but survived them to become one of the best. Geoff Duke didn't seem to have that problem, but he never really got on with four wheels. He tried out at Aston Martin a few times, but they didn't seem to want him there and he never got a good car."

Gardner, however, reckoned his speedway experience to be of great help when it came to cars. His pet theory is of a crucial ability to make the tyres 'float', and points to Michael Schumacher's memorable Spanish Grand Prix win this June as the most recent example of this.

"Not everybody learns how to do this. Once you get that balance, and it's harder to do in the dry than the wet, you are on your way. Some get close, but if there's any interruption in the flow, even the smallest thing, it's gone.

"Jimmy Clark was the best at it. For me, he is the best. Full stop. He was out of this world. I followed him lots of times and you could be doing everything absolutely spot-on yet still be losing a yard here, a yard there – even if you had a better car than him. He genuinely couldn't understand why the other guys couldn't do the same. It just came naturally to him, and it didn't matter where he was or what he was in. Look at what he did at Indy: the first time he went there the car wasn't that good, yet he was on the pace right away. He understood the track and what he needed to do immediately.

"His assimilation of information was tremendous. If you watch Jackie Stewart shoot, you can see that he can take in a lot of information very quickly, but he still wasn't as good as Jimmy. Jimmy could close his eyes and drive for ages on the information that was stored in his memory."

Although Gardner shied away from Formula One, he would regularly mix it with the likes of Clark, Stewart, Graham Hill, Jochen Rindt and Chris Amon in the Tasman series. He also met with much single-seater success in F5000, working closely with Eric Broadley on that formula's benchmark chassis, the wedge-shaped Lola T300. He began the 1971 European F5000 Championship in a T192, but this was no match for its Surtees and McLaren rivals . . .

"After one race I rang Eric [Broadley] and said that the car wasn't good enough to win this championship and that we needed a new car. He said, 'Fine. We'll start tomorrow morning!' We built it in a fortnight. I raced it at Thruxton without testing it, set a new lap record and won the race." He was the man to beat thereafter and clinched the title with an Oulton Park success.

Another of that year's F5000 victories was achieved at Hockenheim, where he beat Emerson Fittipaldi's Lotus 56B turbine car, contested the supporting touring car and sportscar races and then drove the team's truck home. Times have changed . . .

This is the man who repaired his Formula Junior car on a Rhine barge as he travelled between races at Zandvoort and Avus. He even found time to balance the boat's propshaft! This is the man who spent five days travelling from East London, South Africa to New Zealand (the last leg of the trip was by flying boat), arriving Friday, practising Saturday and racing Sunday. This is the man who qualified his troublesome Motor Racing Partnership F2 Lola on the front row at Albi, only for an over-eager mechanic to stick it in a ditch and fix the damage without telling him! This is the man who sent Patrick Head and John Barnard for sandwiches or a "bucket of volts" as they learned their craft at Lola. This is the man who was almost killed by a Maori warrior . . .

"We were racing at Wigram. It was a Royal airbase and so it was always spick and span like you wouldn't believe – immaculate lawns and whitewashed rocks everywhere. Because of this they were very strict about us making any mess.

"We did an engine change in one of the hangars, and we carefully carried the waste oil in a tray to the latrines. These were temporary army-type affairs, just a ditch in the ground with a wooden bench over the top of it and hessian screens for a modicum of privacy.

"I was with a mechanic nicknamed 'Mumble' for the obvious reason. And just as I tipped the oil in, he decided to light a cigarette. There wasn't a huge explosion, just a sort of 'woof' noise that enough to give you a fright. A huge, 18-stone Maori, with tackle anybody would be proud of, jumped straight out of the cubicle at the far end. I thought he was going to kill us, but 'Mumble' just shouted, as clear as you like, 'Hey, you haven't wiped your arse!' He shuffled back into his cubicle and we scarpered."

The date? No idea.



"The first thing I saw was the radiator . . . it was still steaming, perched high in a tree!"

Gardner at Le Mans

Top: A second place at Oulton Park secured Gardner the 1971 European F5000 Championship. Not even Gardner's expertise could put this Ford together after Roger McCluskey's 1966 Le Mans crash.



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Silverstone
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WHO OWNS F1?

Mark Skewis explains why the struggle for supremacy on the track at Spa was overshadowed by a battle in the paddock

Although Ferrari ultimately prevailed at Spa, Williams arguably should have won, and McLaren contended that it *could* have won.

The outcome of the race revolved around the safety car period prompted by Jos Verstappen's big accident. Williams immediately radioed Jacques Villeneuve to pit, but he didn't receive the message clearly. Consequently, he stopped a lap later than Michael Schumacher and resumed the race behind him. He did fleetingly recapture the lead, when he exited his second pit stop, but the Ferrari had enough momentum to sweep past immediately. Was it not for the earlier confusion, Villeneuve would have been those vital few seconds further up the road. . .

McLaren likewise had good reason to rue the intervention. Both its drivers were committed to a one-stop gameplan but, trapped behind the safety car, most of the advantage they had hoped to accrue from their strategy was squandered. Mika Hakkinen eventually finished third, just 15 seconds behind the winner.

Between them, McLaren and Williams have dominated the past decade of Formula One. But the bitter wrangle over the Concorde Agreement, by which the sport will be governed in the next five years, now casts them in the role of rebels against the establishment.

At present they, like Tyrrell, have refused to sign the document. The dispute has dragged on for over two years, and involved 22 drafts of the Concorde. The threat, albeit implicit, is that the stars of the show might withdraw. In reality, as Ferrari Sporting Director Jean Todt points out: "Formula One teams' job is to race in Formula One, that's how they survive."

It therefore seems inevitable that the triumvirate will race alongside the Concorde's signatories next season. Whether they will succeed in negotiating the improved share of TV revenue they seek is less certain.

In one respect, the dispute is rooted as much in principle as it is in commerce, for it harks back to the conflict of the early '80s and the issue of who owns F1: does it belong to the organiser of the championship, or the teams who race for it?

The original stand-off saw both sides attempt to run their own show. The efforts of the Formula One Constructors' Association, which organised rebel races in Spain in 1980 and South Africa the following season, were more convincing than those of the grandee teams – the big motor manufacturers which aligned themselves with the FISA – at Imola in 1982. The resultant compromise, the first Concorde Agreement, effectively acknowledged the governing body's ownership of F1 but, in return, allowed the teams to exploit the rights. They have done so ever since, through the auspices of Bernie Ecclestone.

Now, however, the rebels perceive the latest Concorde to have cut out the middle man by enabling the FIA to negotiate directly with Ecclestone.

The teams contend that without them there would be no series. But should that give them the right to part-ownership? FIA President Max Mosley firmly rebuffs the claim: "One does not come to own a restaurant by eating in it each day, or a theatre by appearing in it nightly," he pointed out in a letter to Ken Tyrrell. "One does not even acquire shares."

It is hard to see how the matter can be resolved in the rebels' favour, for a number of factors are against them – not least that their opponent, Mosley, is something of a poacher-turned-gamekeeper.

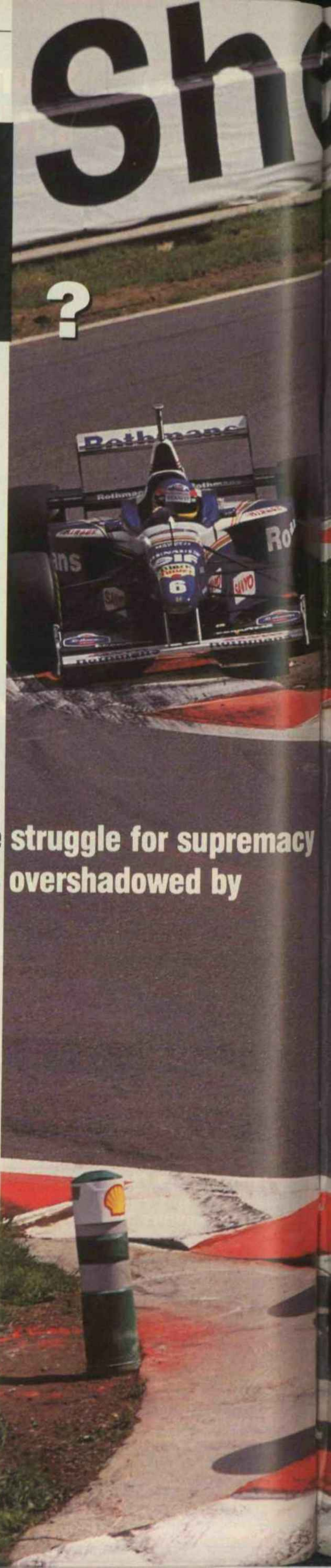
It was he who negotiated for the FOCA teams in the original dispute. Now, on the other side of the fence, and acutely aware of the transient nature of individual teams, he is adamant that the governing body's long term future must be secured. To that end the new Concorde Agreement binds teams to a five-year participation, makes them the guarantors of 20-car entries, and provides for more races.

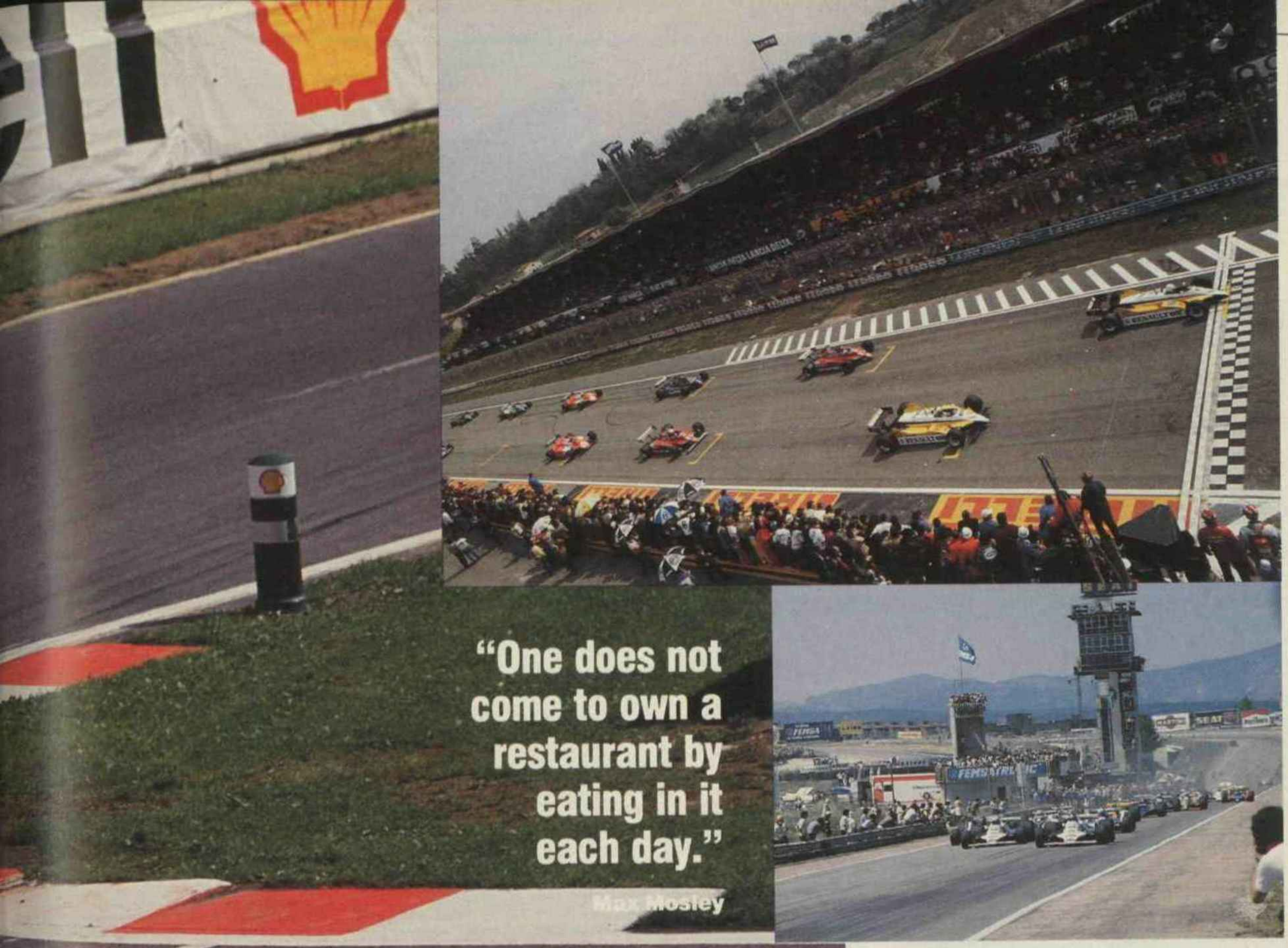
The dissidents' second problem is that some of the show's 'extras' have, as they perceive it, sold out. Little wonder, when you consider that the annual income for his signature on the Concorde is larger than the biggest sponsor Gian Carlo Minardi has ever attracted on his race car. Where the FIA shareout used to account for 12 per cent of the Italian constructor's budget, it will now swell to 40 per cent.

Bertrand Gachot, a shareholder in the now-defunct Pacific F1 project, says it is no surprise that teams have lost little time jumping aboard the bandwagon. "Pacific would still be going if we had the benefit of this Concorde," he argues. "Imagine how many small teams – Pacific, Simtek, Larrousse etc – this would have saved had it been in operation four years ago."

Perhaps the Gang of Three's main problem is that the best-known actor of all – albeit one fallen upon hard times – has signed the agreement. Ferrari might not have enjoyed great success in the past decade, but its pulling power for the audience remains undiminished.

Without Williams, McLaren and Ferrari, the whole circus would be in great jeopardy. For as long as the FIA has Ferrari on its side the show, as they say, must go on. . .





"One does not come to own a restaurant by eating in it each day."

Max Mosley

While Williams holds back, Ferrari's is the leading name on the Concorde. Top, Imola in 1982 – the nadir of the FISA v FOCA war which began with the rebel race in Spain in 1980, above.



If the ownership of the theatre is contested, one thing beyond debate is that the show itself has problems which must be addressed. The Belgian GP *should* have been a blockbuster, for apart from the closing five laps, when the Canadian detected a strange note from the exhaust, Schumacher and Villeneuve ran within a second of each other all race. Yet only at the pit stops did either man even threaten an overtaking manoeuvre. On this particular racetrack, and in a duel fought out between two acknowledged 'racers', such sterility was a sad indictment of the manner in which the sensitivity of the cars' aerodynamics is presently spoiling racing.

Just as Ferrari's victory at Barcelona was testimony to the World Champion's wet weather prowess, so success in Belgium was also attributable more to man than machine.

Spa-Francorchamps is a venue at which you always expect Schumacher to take centre stage, for it is a track he has held a special affinity for since making a spectacular Grand Prix debut there in 1991. In the five years since, he has won four times on the road (though he was disqualified once) and finished second on the other occasion.

Ferrari's only modification for the race was the installation of a seven-speed gearbox. But Eddie Irvine's plight – he qualified 2.4 seconds adrift of pole position, and was lying 12th when he registered his seventh consecutive retirement – indicated that the revision did more for Schumacher's driving style than it did for his car's performance.

While its rivals in the Big Four haggle over money with the governing body, Ferrari's only concern is stumping up the 30 million dollars reputedly required to retain the services of its saviour in 1998. The sum might appear obscene to the man in the street but, on the evidence of the Belgian Grand Prix, Ferrari sees it as a small price to pay.

BELGIAN GRAND PRIX

Spa Francorchamps, 25 August 1996

44 laps of 4.334 mile circuit (190.696 miles)

FIA FORMULA 1 WORLD CHAMPIONSHIP

FLASHBACK: 1995



1 Michael Schumacher (Benetton-Renault) 1h 36m 47.875s
2 Damon Hill (Williams-Renault) +19.493s
3 Martin Brundle (Ligier-Mugen Honda) +24.998s
4 H-H Frentzen (Sauber-Ford) +26.972s
5 Mark Blundell (McLaren-Mercedes) +33.772s
6 Rubens Barrichello (Jordan-Peugeot) +39.674s

Winner's average speed: 118.19 mph
Pole:
Gerhard Berger 1m 54.392s
Fastest lap:
David Coulthard 1m 53.412s (137.54 mph)
Lap record (1993):
Alain Prost 1m 51.095s (140.424 mph)

STARTING GRID

5 HILL 1m 50.980s

8 COULTHARD 1m 51.884s

7 HAKKINEN 1m 52.318s

12 BRUNDLE 1m 52.977s

11 BARRICHELLO 1m 53.152s

14 HERBERT 1m 53.993s

9 PANIS 1m 54.220s

17 VERSTAPPEN 1m 55.150s

16 ROSSET 1m 56.286s

6 VILLENEUVE 1m 50.574s

1 SCHUMACHER 1m 51.778s

4 BERGER 1m 51.960s

3 ALESI 1m 52.354s

2 IRVINE 1m 53.043s

15 FRENTZEN 1m 53.199s

19 SALO 1m 54.095s

10 DINIZ 1m 54.700s

18 KATAYAMA 1m 55.371s

20 LAMY 1m 56.830s

DID NOT QUALIFY (107% RULE)

21 LAVAGGI 1m 58.597s

LAP CHART

LAP	POS															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	6	1	8	5	7	4	3	12	2	19	18	10	17	16	20	11
2	6	1	8	5	7	4	3	12	2	19	18	17	10	16	20	11
3	6	1	8	5	7	4	3	12	2	19	18	17	10	16	20	11
4	6	1	8	5	7	4	3	12	2	19	17	18	10	16	20	11
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42	1	6	7	3	5	4	19	18	16	20						
43	1	6	7	3	5	4	19	18	16	20						
44	1	6	7	3	5	4	19	18								







FIA Formula One World Championship

Round 13

Winner Michael Schumacher
Winner's average speed 129.505 mph
Conditions Damp then overcast
Fastest lap Berger, 1m 53.067s on lap 42, 137.839 mph

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Ferrari F310-Ferrari V10	1h 28m 15.125s	1m 53.905s	41
2	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+5.602s	1m 53.587s	38
3	Mika Hakkinen	SF	McLaren MP4/11B-Mercedes V10	+15.710s	1m 54.198s	23
4	Jean Alesi	F	Benetton B196-Renault V10	+19.125s	1m 54.685s	37
5	Damon Hill	GB	Williams FW18-Renault V10	+29.179s	1m 53.441s	40
6	Gerhard Berger	A	Benetton B196-Renault V10	+29.896s	1m 53.067s	42
7	Mika Salo	SF	Tyrrell 024-Yamaha V10	+60.754s	1m 55.854s	42
8	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	+100.227s	1m 57.149s	41
9	Ricardo Rosset	BR	Footwork FA17-Hart V8	+1 lap	1m 57.809s	33
10	Pedro Lamy	P	Minardi M195B-Ford V8	+1 lap	1m 57.468s	36
Rtd	David Coulthard	GB	McLaren MP4/11B-Mercedes V10	37 laps – accident	1m 54.655s	21
Rtd	Martin Brundle	GB	Jordan 196-Peugeot V10	34 laps – engine	1m 55.616s	33
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	29 laps – gearbox	1m 55.753s	10
Rtd	Rubens Barrichello	BR	Jordan 196-Peugeot V10	29 laps – handling	1m 56.943s	18
Rtd	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	22 laps – misfire	1m 58.665s	6
Rtd	Jos Verstappen	NL	Footwork FA17-Hart V8	11 laps – accident	1m 56.704s	7
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	0 laps – accident	no time	
Rtd	Johnny Herbert	GB	Sauber C15-Ford V10	0 laps – accident	no time	
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	0 laps – accident	no time	
DNQ	Giovanni Lavaggi	I	Minardi M195B-Ford V8			

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CHAMPIONSHIP POINTS

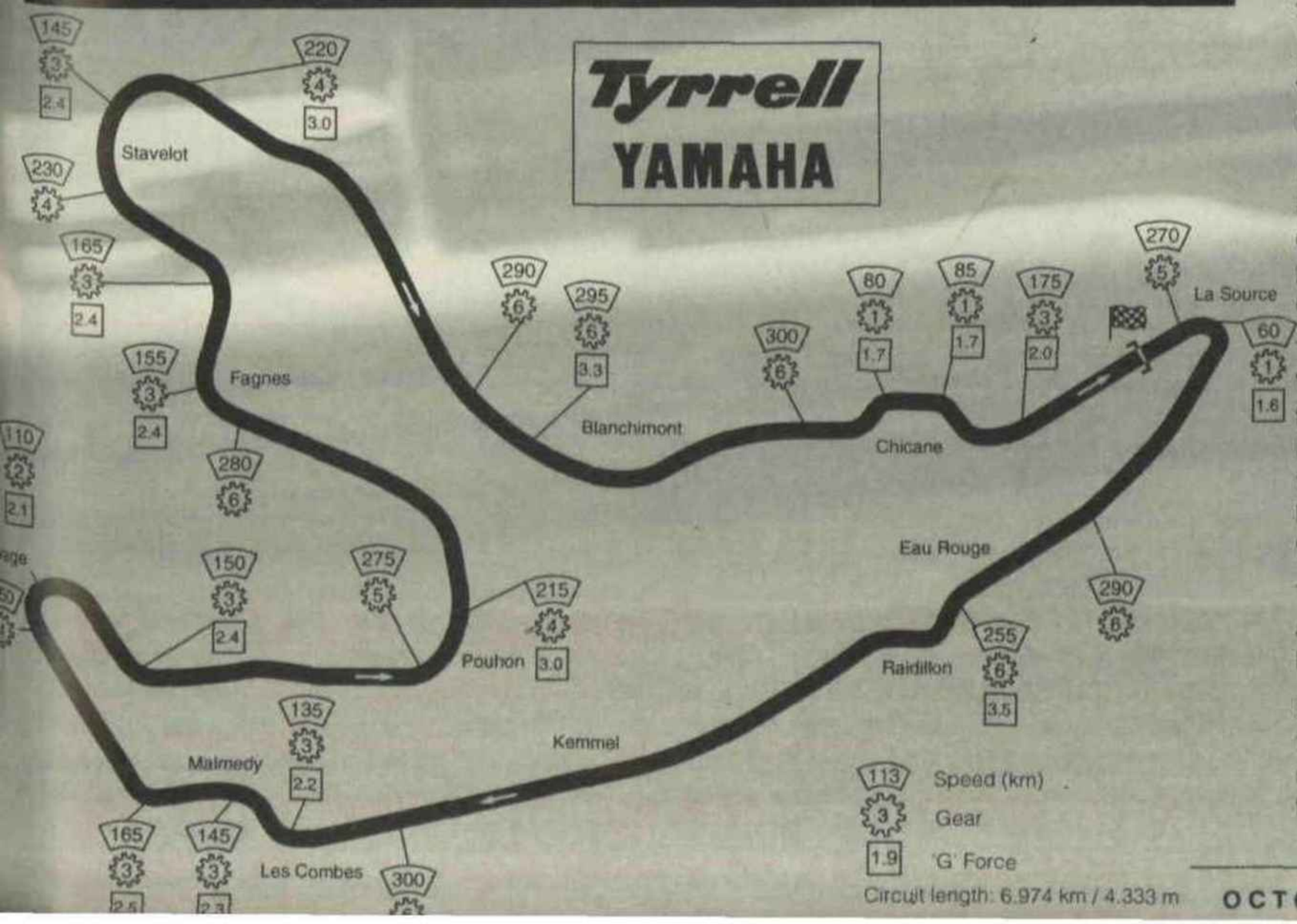
DRIVERS

1	Hill	81
2	Villeneuve	68
3	Schumacher	39
3	Alesi	38
5	Hakkinen	23
6	Coulthard	18
7	Berger	17
8	Panis	13
9	Barrichello	12
10	Irvine	9
11	Frentzen	6
12	Salo	5
13	Herbert	4
14	Brundle	3
15	Verstappen	1
15	Diniz	1

CONSTRUCTORS

1	Williams-Renault	149
2	Benetton-Renault	55
3	Ferrari	48
4	McLaren-Mercedes	41
5	Jordan-Peugeot	15
6	Ligier-Mugen Honda	14
7	Sauber-Ford	10
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT



Circuit length: 6.974 km / 4.333 m

THE RACE IN BRIEF

Hill's run of poor starts continues. From second on the grid, he is beaten away by **poleman – and Spa debutant – Villeneuve** and Schumacher. Coulthard demotes the World Championship leader to fourth before the first lap is complete.

The start is **catastrophic** for **Sauber**. Herbert and Frentzen are eliminated in a collision at La Source, where **Barrichello and Panis** also **come to grief**. The Frenchman is out on the spot; the Brazilian loses almost two laps having his suspension repaired, and later retires with deteriorating handling.

Confounding pre-race expectations, **Schumacher manages to track Villeneuve** throughout the opening stages.

The race is dramatically altered by **Jos Verstappen's colossal accident** on lap 12. A sticking throttle had forced the Dutchman to pit at the end of the previous lap, but he goes off at Stavelot as soon as he restarts. The **cause is a mystery**, though the team identifies that the throttle problem had not recurred; Verstappen spends a night under observation in a Liège hospital, but is released the following morning.

When **the safety car is introduced** on lap 14, Schumacher pits immediately. Williams calls in Villeneuve, but **he fails to interpret the message** and stays out for an extra lap. Schumacher and Villeneuve swap places as a result, though **both fall behind the McLarens of Coulthard and Hakkinen**, whose one-stop strategy is thwarted by the safety car's appearance. The McLarens are the only cars not to stop.

Hill suffers most of all during the stops. Villeneuve's delay means that **Damon has to stay out an extra lap**, but he is already on the way into the pits when he receives the message. He slips to 13th by the time the race restarts, on lap 17.

Schumacher remains just ahead of Villeneuve. After their second stops, **the Canadian exits the pits just as Schumacher comes round La Source**. The German has enough momentum to accelerate past, and **he will lead for the rest of the race**. Villeneuve backs off in the closing stages, having heard a strange noise from his engine.

Hakkinen proves how effective McLaren's plan might have been. **The Finn is only 15s adrift** of Schumacher at the end. Coulthard, having lost two seconds per lap after his stop, crashes out. His handling had deteriorated on his second set of tyres.

The Benettons of Alesi and Berger sandwich Hill, **the World Championship leader recovering to finish fifth** after spending most of his afternoon in traffic. He only just holds off Berger, who records a string of fastest laps at the end. The Austrian is frustrated to have lost time with a spin at half-distance, when he was trying to pass Irvine.

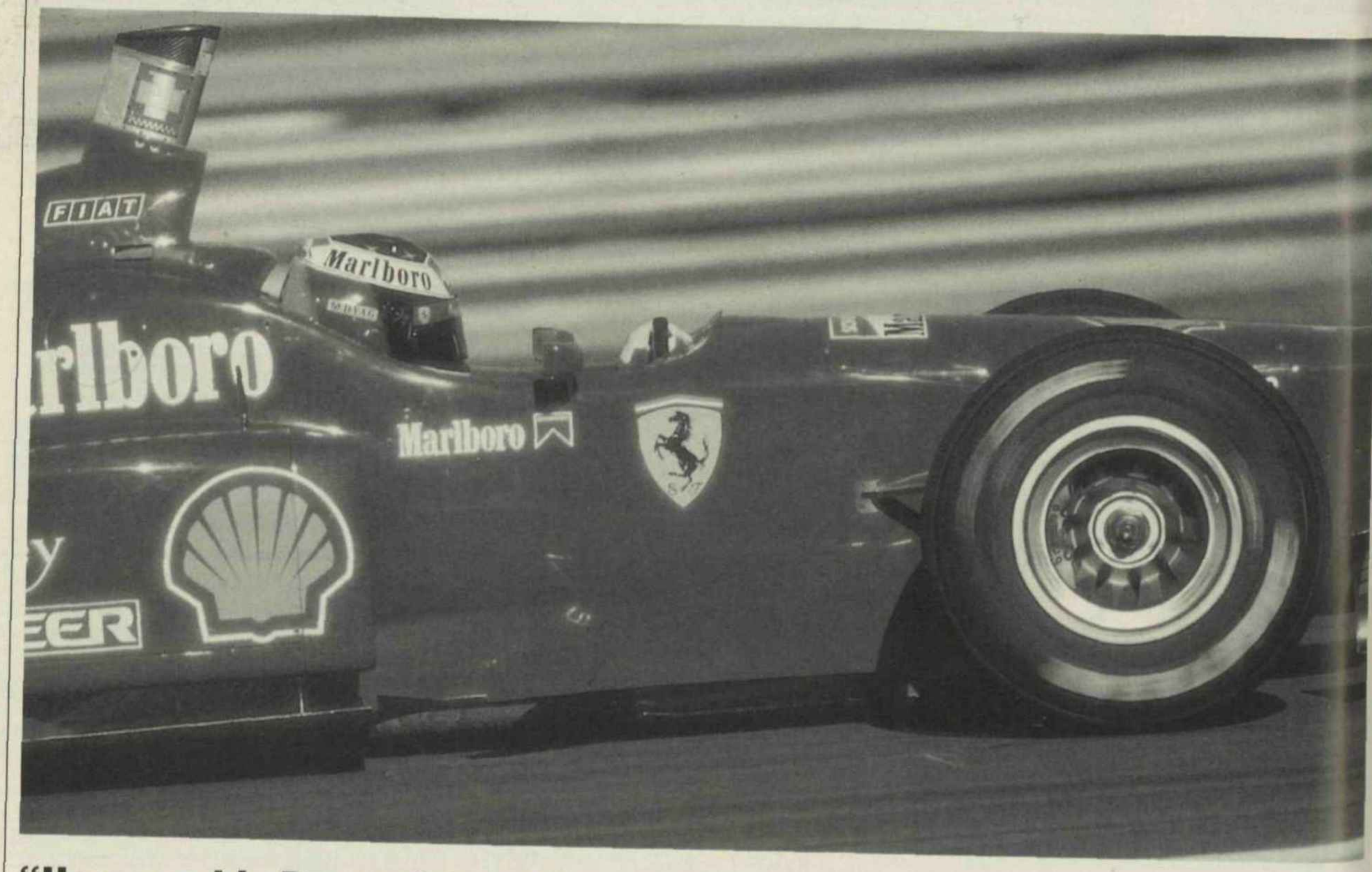
The Tyrrells of Salo and Katayama come in seventh and eighth. A fast early stop saw **Salo running as high as fourth** at one point.

Martin Brundle, who had planned to stop once, is frustrated to be called in as Jordan changes its strategy during the safety car period. **He is more frustrated still** when his engine blows.



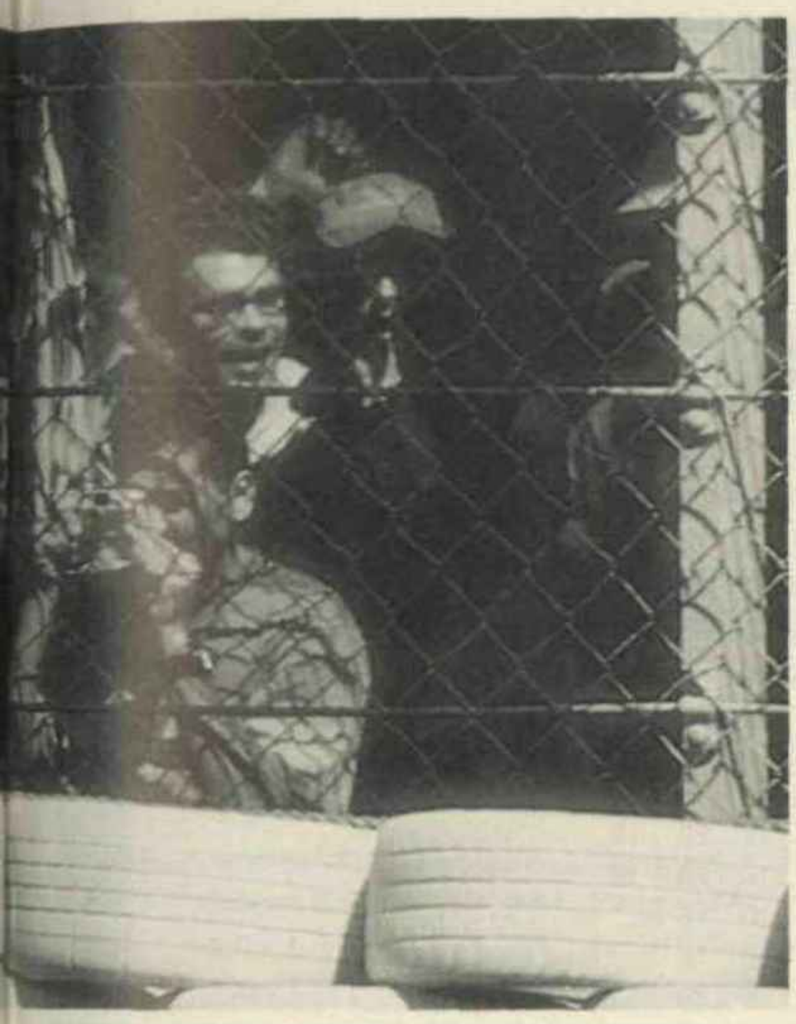
ESCAPE TO VICTORY

Hill's error goes unpunished as Schumacher follows the script in Monza. Mark Skewis reports



"How good is Damon? Is it the car which wins the races, or himself?"

Michael Schumacher





Hill's error was only a degree worse than several others – but he was the one who walked home. Ironically, he advised on the tyre towers which created the apex you daren't clip. . .

Next time there's an energy crisis, the Government needs look no further than Frank Williams for a natural fuel: motivation

Certainly Damon Hill had it in abundance at Monza, the first race since his sacking by Williams. If he had to leave the team, he reasoned, then the world title would go with him.

That still looks likely to be the case, but only because team-mate and rival Jacques Villeneuve failed to capitalise upon an error that jeopardised the Englishman's aspirations.

The overwhelming memory of the Italian Grand Prix will be the spin with which Hill surrendered what, even by lap six, was beginning to look like a dominant position.

The biggest irony was that he should fall victim to the very tyre barriers on which the FIA's Safety Delegate had sought his advice the previous day. After a lump of concrete was ripped up and flung into Villeneuve's rear wing, these temporary impediments became a necessary evil; Hill's was a far from necessary mistake. Having said which, it is worth noting that his surviving Williams team-mate (Villeneuve), successor (Heinz-Harald Frentzen) and chief tormentor (Michael Schumacher) all committed similar sins.

The slip could have been disastrous had not Villeneuve's own error bent his steering and presented Damon with a 'get out of jail free' card. Look beyond Hill's indiscretion, however, and you witnessed a drive distinguished by a steel which has often been conspicuous by its absence from his armoury.

Lacking the background in karting enjoyed by his rivals, Hill's limitations have always been exposed in wheel-to-wheel combat. Impressive in qualifying – pole position in Italy marked the 12th time in 14 races he had lined up ahead of Villeneuve – he has always looked similarly assured when in the lead. Put him alongside another car and, for all the macho protestations of being prepared to fight fire with fire, the old fallibility has so often been exposed.

But not this time.

Asked whether there was any chance of a non-aggression pact for the entry to Monza's notorious first corner, Damon observed that such a deal would be pointless. He didn't even consult his colleague. Nor did he need to: since being squeezed out at the start in Montreal, the Canadian has made it abundantly clear that he wouldn't afford Hill the same courtesy again. Which is why the Englishman's second act of the afternoon – his first being to make a clean getaway for the first time in five races – was to force the sister Williams so far to the outside of the track that Villeneuve resorted to the grass.

Having given notice of his intention, Damon promptly overtook Alesi – the Benetton man having made another stellar getaway, this time from sixth on the grid – for the lead. He did so

"Alesi normally jumps in feet-first where angels fear to tread"

between the Lesmos. Since Senna's accident changed the face of race circuits, that section of track is now less daunting than it is famous, but an overtaking manoeuvre is still not advised for the faint of heart.

The most significant moment of all came when he repulsed the Frenchman's attempt to wrest back the lead entering Ascari. The archetypal playground bully, Alesi normally jumps in feet-first where angels fear to tread. Whether he is abnormally brave, or merely stupid, is of little matter when you find yourself alongside him. In spite of the knowledge that resistance could easily end with him eating gravel, Damon was prepared to risk more than Alesi. The latter was left incredulous. And still in second place.

It may only have been a cameo performance, but it was significant nonetheless. As was its timing, so soon after a blatant vote of no-confidence by his team boss.

If Hill rode into the race on a wave of public sympathy, Schumacher was swept along by a tide of national expectation. Feared by Williams, fêted by Ferrari, the outgoing world champion demonstrated precisely why the Prancing Horse is prepared to pay him more money in a season than most sportsmen earn in their career.

The outcome of the race revolved around the solitary pit stop dictated by Goodyear's decision to use its durable 'A' compound tyre. Another Grand Prix settled in the pits then? Not quite. It wasn't the length of the stops themselves which tipped the balance, for Benetton took a mere two-tenths of a second longer than Ferrari to dispatch its driver, but instead Schumacher's switch to maximum warp factor for the extra two laps he was able to coax from his F310's fuel tank.

At the time of Alesi's refuelling stop, the fastest lap, a 1m 26.82s, belonged to Mika Hakkinen's McLaren. No sooner had he noted the Benetton's disappearance than Schumacher stamped in his quickest tour of the race and, by way of an encore, suddenly upped the ante to 1m 26.39s.

Typically, he invested as much commitment in his pit lane entry as most of his rivals do in their qualifying lap. In this instance, the extra fuel he carried did prove a factor, but drivers of his calibre always possess the gift of making even the most pedestrian pit stop strategy look scintillating.

While the fans flocked to Schumacher, the media was for once more interested in his countryman, Frentzen, who didn't even get as far as his pit stop.

The prospect of Williams facing up to Schumacher next season with two reformed rebels is an intriguing one. "I remember going to Jacques' apartment in Japan," recalls Heinz-Harald. "It looked just like the place of a kid who had left home for the first time: dirty washing and computer games everywhere. In those days he didn't take his racing that seriously. He almost made *me* look professional! Since then we have both changed an awful lot."

It will be all change too for Hill before long, and fascinating to see how he adapts to life after Williams.

"We always talk about, 'Yeah, Damon wins the races,' and some people – me included – think, 'How good is Damon? Is it the car which wins the races, or himself?' " muses Schumacher, the disdain which habitually marks observations on his rival for once banished. "I think by his switching to another team next year we will see what Damon is really made of. It's an opportunity for him to prove that he is better than some people might think. Maybe we will see a surprise . . ."

ITALIAN GRAND PRIX

FORMULA 1 WORLD CHAMPIONSHIP

Monza, 8 September 1996

53 laps of 3.604 mile circuit (191.01 miles)

FLASHBACK: 1995



1 Johnny Herbert (Benetton-Renault) 1h 18m 27.916s
2 Mika Hakkinen (McLaren-Mercedes) + 17.779s
3 H-H Frentzen (Sauber-Ford) + 24.321s
4 Mark Blundell (McLaren-Mercedes) + 28.223s
5 Mika Salo (Tyrrell-Yamaha) + 1 lap
6 J-C Boullion (Sauber-Ford) + 1 lap

Winner's average speed: 145.29 mph
Pole:
David Coulthard 1m 24.462s
Fastest lap (establishes record):
Gerhard Berger 1m 26.419s (149.34 mph)

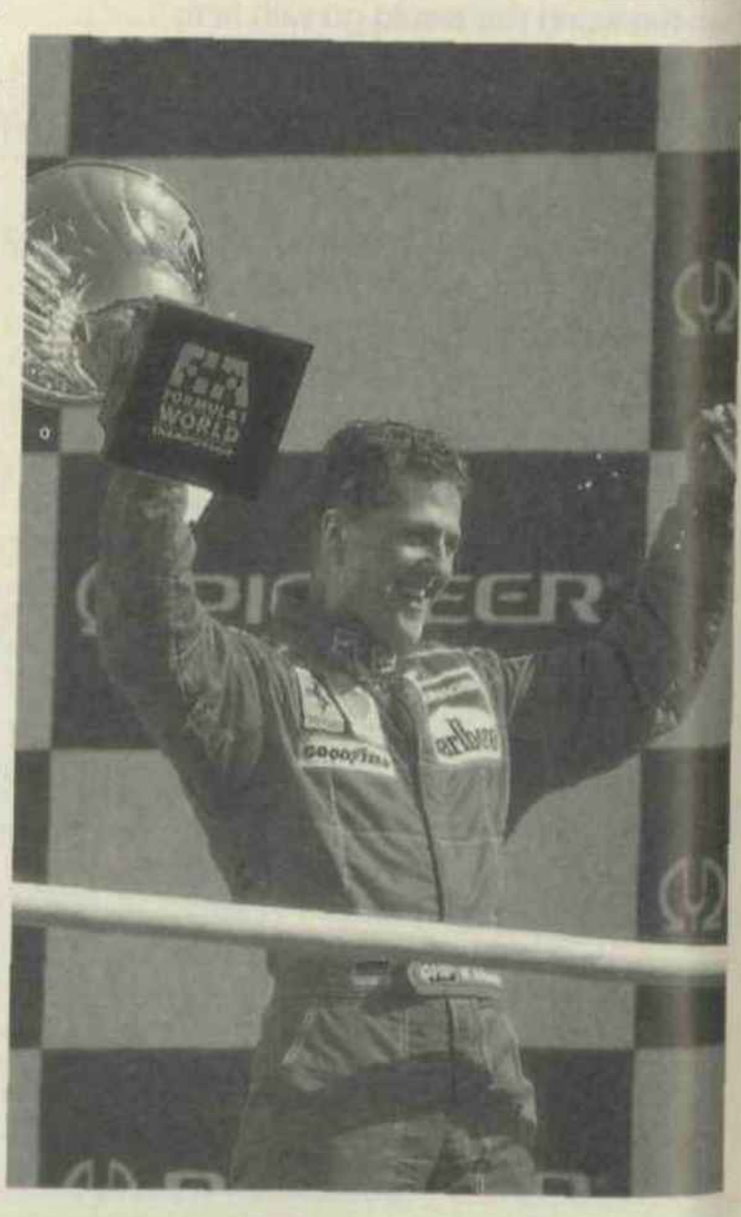
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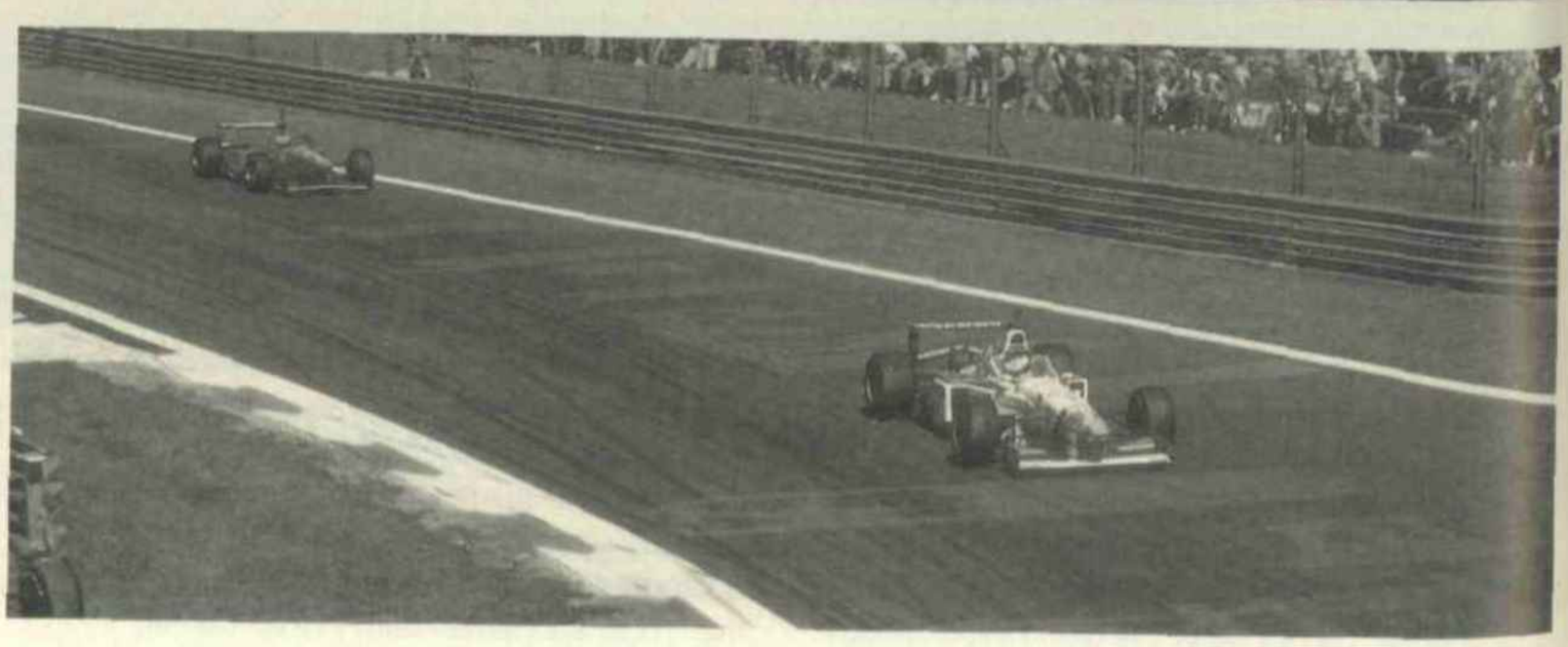
5 HILL 1m 24.204s
1 SCHUMACHER 1m 24.781s
8 COULTHARD 1m 24.976s
2 IRVINE 1m 25.226s
12 BRUNDLE 1m 26.037s
9 PANIS 1m 26.206s
15 FRENTZEN 1m 26.505s
17 VERSTAPPEN 1m 27.270s
19 SALO 1m 28.472s
16 ROSSET 1m 29.181s
6 VILLENEUVE 1m 24.521s
7 HAKKINEN 1m 24.939s
3 ALESI 1m 25.201s
4 BERGER 1m 25.470s
11 BARRICHELLO 1m 26.194s
14 HERBERT 1m 26.345s
10 DINIZ 1m 26.726s
18 KATAYAMA 1m 28.234s
20 LAMY 1m 28.933s
21 LAVAGGI 1m 29.833s

LAP CHART

LAP / POS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	5	3	7	6	8	1	4	2	14	12	10	11	15	17	18	19	9	16	20	21
2	5	3	7	1	6	4	2	14	12	11	15	17	10	18	9	19	16	21	20	
3	5	3	7	1	6	4	2	12	14	11	15	17	10	19	16	21	20	18		
4	5	3	1	6	4	2	12	11	14	15	17	10	19	16	21	20	7	18		
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53	1	3	7	12	11															







FIA Formula One World Championship

Round 14

Winner Michael Schumacher
Winner's average speed 146.648 mph
Conditions Warm and dry
Fastest lap Schumacher, 1m 26.110s on lap 50, 149.874 mph (Record)

RESULTS

Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Michael Schumacher	D	Ferrari F310-Ferrari V10	1h 17m 43.632s	1m 26.110s	50
2	*Jean Alesi*	F	*Benetton B196-Renault V10*	+ 18.265s	*1m 26.652s*	49
3	Mika Hakkinen	SF	McLaren MP4/11B-Mercedes V10	+ 66.635s	1m 26.827s	29
4	Martin Brundle	GB	Jordan 196-Peugeot V10	+ 85.217s	1m 27.831s	51
5	Rubens Barrichello	BR	Jordan 196-Peugeot V10	+ 85.475s	1m 27.557s	52
6	Pedro Diniz	BR	Ligier JS43-Mugen Honda V10	+ 1 lap	1m 27.905s	24
7	Jacques Villeneuve	CDN	Williams FW18-Renault V10	+ 1 lap	1m 27.027s	41
8	Jos Verstappen	NL	Footwork FA17-Hart V8	+ 1 lap	1m 28.650s	29
9	Johnny Herbert	GB	Sauber C15-Ford V10	+ 2 laps, DNF - engine	1m 28.223s	50
10	Ukyo Katayama	J	Tyrrell 024-Yamaha V10	+ 2 laps	1m 28.980s	50
Rtd	Ricardo Rosset	BR	Footwork FA17-Hart V8	36 laps - accident	1m 30.579s	5
Rtd	Eddie Irvine	GB	Ferrari F310-Ferrari V10	23 laps - accident	1m 27.687s	23
Rtd	Pedro Lamy	P	Minardi M195B-Ford V8	12 laps - engine	1m 31.353s	9
Rtd	Mika Salo	SF	Tyrrell 024-Yamaha V10	9 laps - engine	1m 29.418s	5
Rtd	Heinz-Harald Frentzen	D	Sauber C15-Ford V10	7 laps - accident	1m 29.945s	5
Rtd	Damon Hill	GB	Williams FW18-Renault V10	5 laps - accident	1m 27.639s	4
Rtd	Giovanni Lavaggi	I	Minardi M195B-Ford V8	5 laps - engine	1m 33.189s	4
Rtd	Gerhard Berger	A	Benetton B196-Renault V10	4 laps - electrics/gearbox	1m 29.123s	4
Rtd	Olivier Panis	F	Ligier JS43-Mugen Honda V10	2 laps - collision damage	1m 32.657s	2
Rtd	David Coulthard	GB	McLaren MP4/11B-Mercedes V10	1 lap - suspension	1m 38.080s	1

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CHAMPIONSHIP POINTS

DRIVERS

1	Hill	81
2	Villeneuve	68
3	Schumacher	49
4	Alesi	44
5	Hakkinen	27
6	Coulthard	18
7	Berger	17
8	Barrichello	14
9	Panis	13
10	Irvine	9
11	Frentzen	6
11	Brundle	6
13	Salo	5
14	Herbert	4
15	Diniz	2
16	Verstappen	1

CONSTRUCTORS

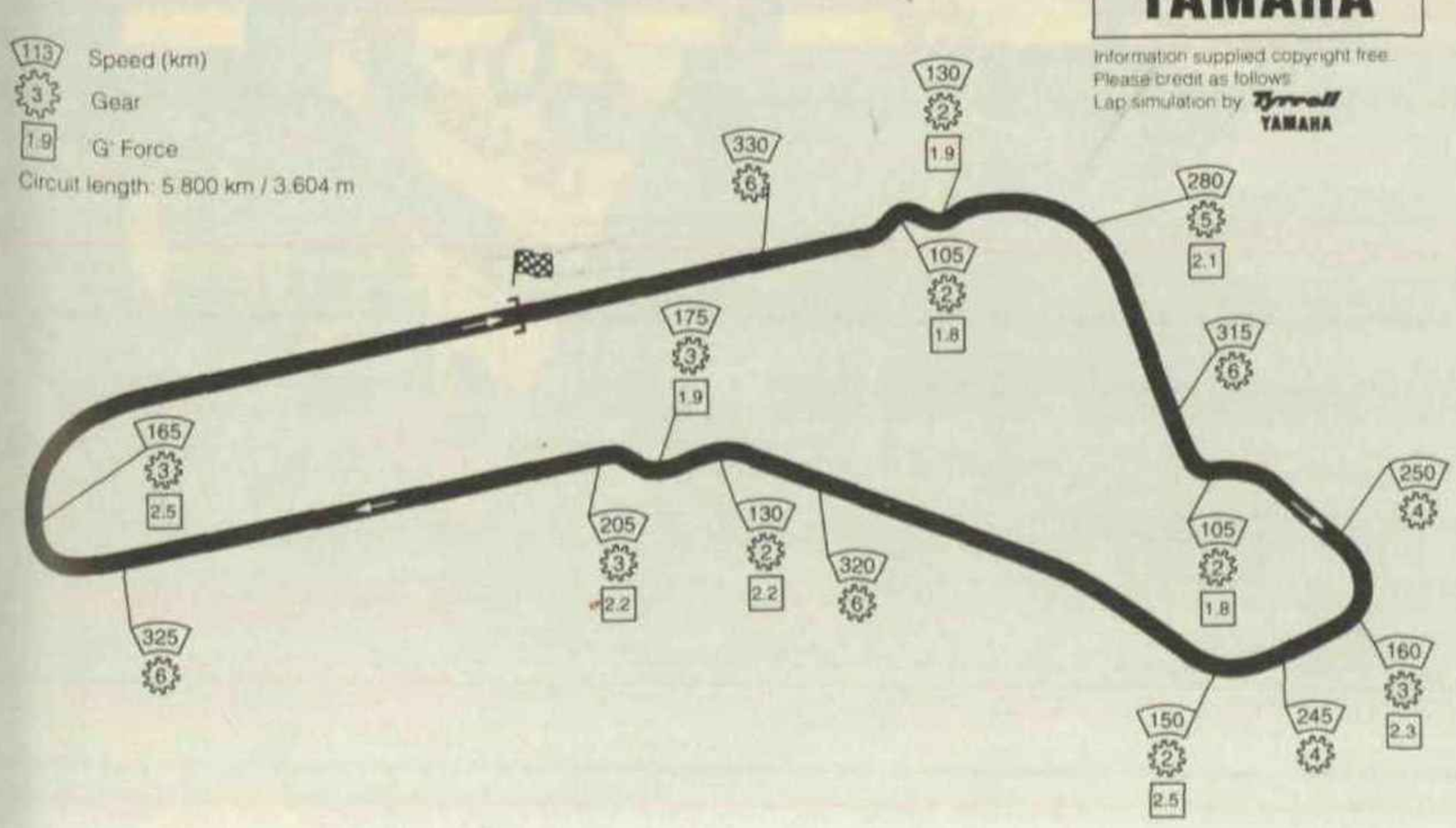
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5	Jordan-Peugeot	20
6	Ligier-Mugen Honda	15
7	Sauber-Ford	10
8	Tyrrell-Yamaha	5
9	Footwork-Hart	1

THE CIRCUIT

Italian Grand Prix - 8th September 1996
Lap of Monza Circuit with Tyrrell-Yamaha 024 (Computer Simulation)

Tyrrell YAMAHA

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Lap simulation by Tyrrell YAMAHA



THE RACE IN BRIEF

For the first time in five races **Hill** makes a reasonable getaway – but still **gets beaten to the first chicane**. **Alesi makes a sensational start** from sixth, **diving into the lead** as Damon tussles with **Villeneuve**. Forced wide, the latter **elects to miss the chicane**, resuming third behind his team-mate.

Alesi runs wide *at the first Lesmo on the* **opening lap**, enabling **Hill to snatch first place**, and his attempt to redress the balance into Ascari is repulsed. *As the Benetton backs off,* **Villeneuve** *finds* himself boxed in and **loses third to Hakkinen**.

Fastest in morning warm-up, **the McLarens** look good in race trim but both **fall victim to the temporary tyre barriers** erected at the chicanes. The move – occasioned by a practice incident in which a **concrete block** was thrown up into Villeneuve's rear wing – is a necessary evil, but causes **havoc**. **Alesi clips the tyres on lap three**, sending one spinning into **Hakkinen**. The Finn fights back after a stop for a new **nosecone** but team-mate **Coulthard** is less fortunate. His **suspension is broken** on the same lap when Villeneuve also *dislodges the tyres.*

Having driven **aggressively** to pull away from Alesi, **Hill retires with broken suspension** after **hitting the tyres** on **lap six**. The rest of his afternoon is agony as **Villeneuve,** whose **steering is bent** from his own error, struggles to get **into the points.**

Frentzen, **Irvine** – who **holds third** for the first half of the race – and Rosset all succumb to the tyres. **"What else could we do?"** responds **Schumacher** to **criticism** afterwards. "We, as drivers, should be professional enough not to hit them." That doesn't stop him clipping them late on..

After Hill's demise, **Alesi resists Schumacher** until his pit stop, on **lap 30**. Crucially, the **Ferrari** has *enough fuel for a* **further two laps**, *during which the* German sets a time **half a second quicker** than anyone else has gone to this point. The **spurt** enables him to **retain the lead** at his own stop, on **lap 32**, and he maintains it thereafter.

Jordans run third and fourth after Irvine's exit, Brundle strenuously resisting Barrichello until the pit stops. The **Brazilian gets ahead**, only to surrender the initiative when he inadvertently **knocks** the **ignition cut-out switch** whilst attempting to deactivate the clutch, which is proving troublesome.

Jordan issues team orders in the latter half of the race, but by now it is no longer third at stake. Such is the speed of **Hakkinen's recovery** that the Finn makes the place his own after his stop, on lap 32.

With **19 laps remaining Villeneuve lies eighth**, Diniz and Herbert blocking his passage to the points. Such is the rate of his **tyre wear**, though, that a further stop is necessary. Having studied his castoffs, **Goodyear** informs him he can **up his pace** a little. With his wheels toeing out, he still can't get make an impression on those ahead, and his frustration is compounded on the **final lap** when **Herbert's engine blows** and leaves him seventh.

HOW TO WIN FRENT

ZEN INFLUENCE PEOPLE

He's likely to become Britain's third F1 champion in the past 20 years, but he's lost his drive. Mark Skewis considers the controversial replacement of Damon Hill by Heinz-Harald Frentzen



Driver seeks work; no HGV licence, but career includes 20 Grand Prix wins plus World Championship. . .

"Whilst Hill's credentials are impeccable on paper, they are not so impressive on a strip of tarmac contested by another driver."

How could he do it?

How could Frank Williams sack Damon Hill when the Englishman was on the brink of delivering the World Championship?

Quite easily, really. After all, he's had plenty of practice: not since 1982 has Williams actually hung on to a champion. In the meantime, Nelson Piquet, Nigel Mansell, Alain Prost have all departed after winning the sport's most prestigious mantle.

Hill's future – or, more to the point, lack of it – has been the subject of speculation since last November. He heard the stories, but refused to give them credence. With good reason, you would think, given that his 20 victories from 65 races equates to a start/win ratio eclipsed only by Ascari, Clark and Fangio.

"My view is always that the reward for winning races should be the opportunity to drive the best equipment," reasoned Hill as the news of his replacement sank in. "I thought the fact that I'm leading the World Championship would be regarded as something of an ace up my sleeve. But you can't count on anything."

Especially at Williams.

Hill would appear to have done all that could have been expected of him, so why *was* he shown the door?

Some believe that, like the breakdown of talks with Mansell, it was purely a question of Hill's advisors over-estimating his worth. Certainly the initial request, for 15 million dollars, went down like a lead zeppelin. Contrary to what many would believe, the Grove-based team operates on a finite budget; one that will be reduced still further by the loss of Elf sponsorship.

The second proposal, believed to be for 12 and a half million dollars, but with fewer public appearances and more personal sponsor space available on the driver's overalls, was only slightly more palatable. That the financial saga was reduced to a trial by media was as inevitable as it was regrettable. Gone are the days when Stirling Moss drove for Rob Walker, and Jackie Stewart for Ken Tyrrell, on the strength of a handshake . . .

For all that Williams suffers budget constraints, the story does not end there. Had Frank *really* wanted Damon, you would imagine that the lure of a World Champion could open a few sponsorship doors. Hill, meanwhile, his financial security already assured by a six million pound contract for the present season, has stressed all along that his first priority is a competitive car.

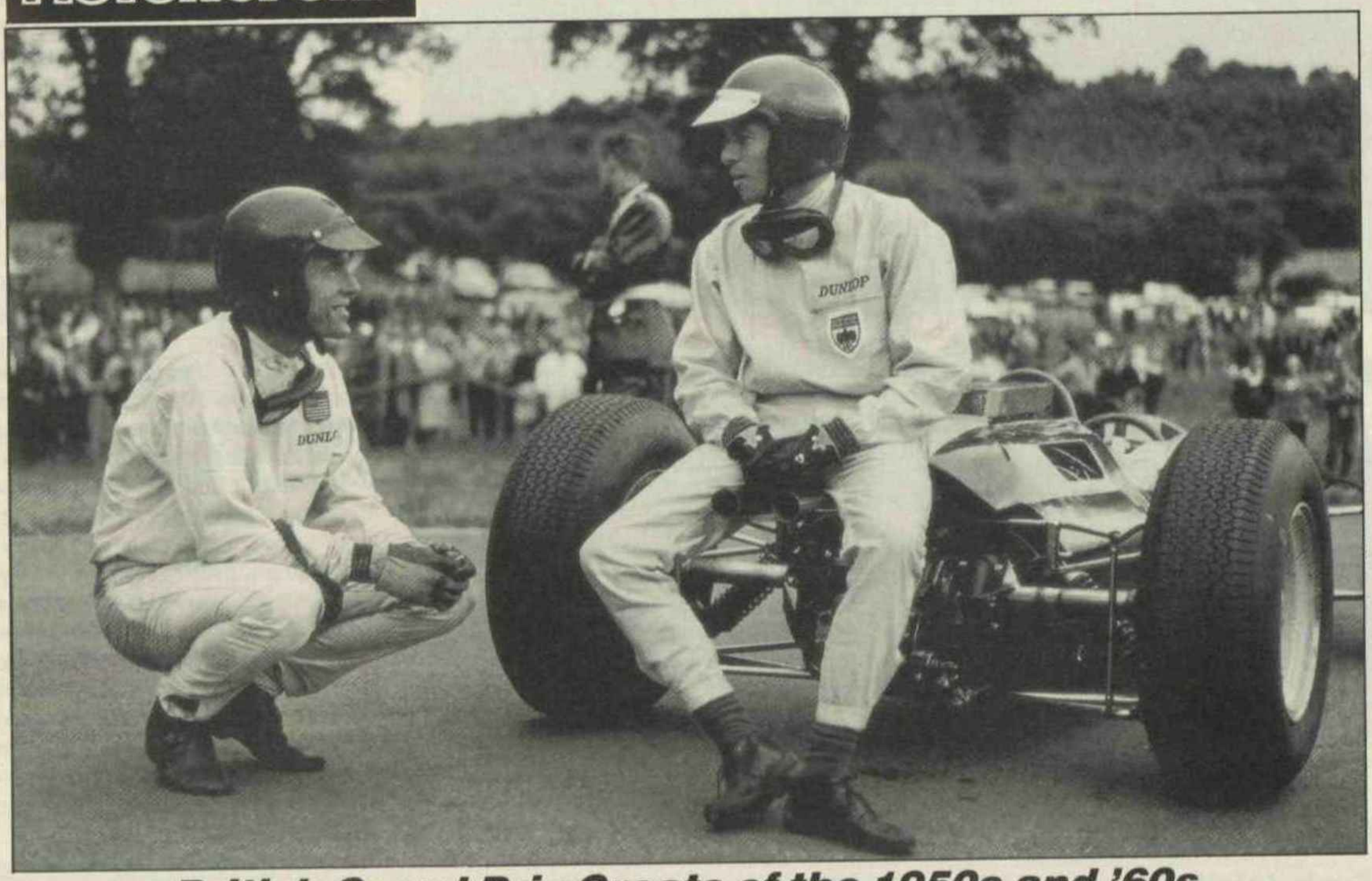
In reality, the whole episode revolves around two legends. One, the legacy of Alan Jones, is little-known but goes a long way towards undermining drivers at Williams. The other, the suggestion that Heinz-Harald Frentzen was quicker than Michael Schumacher as a Mercedes Junior, is well publicised, but in fact had little bearing upon negotiations.

God was still a boy when Jones last raced a Williams, but a stream of drivers will testify that the Australian's enduring influence has haunted their relationship with the team.

"You never forget your first girlfriend, and Williams have never forgotten their first really successful driver," explains *Eurosport* commentator John Watson. "Alan didn't give a toss about anything in Formula One. He sort of thought, apparently, that Villeneuve wasn't bad, but everybody else was a flake as far as he was concerned. On the racetrack he was hard,

CLASSIC

MOTOR SPORT 1997 Calendar



British Grand Prix Greats of the 1950s and '60s.

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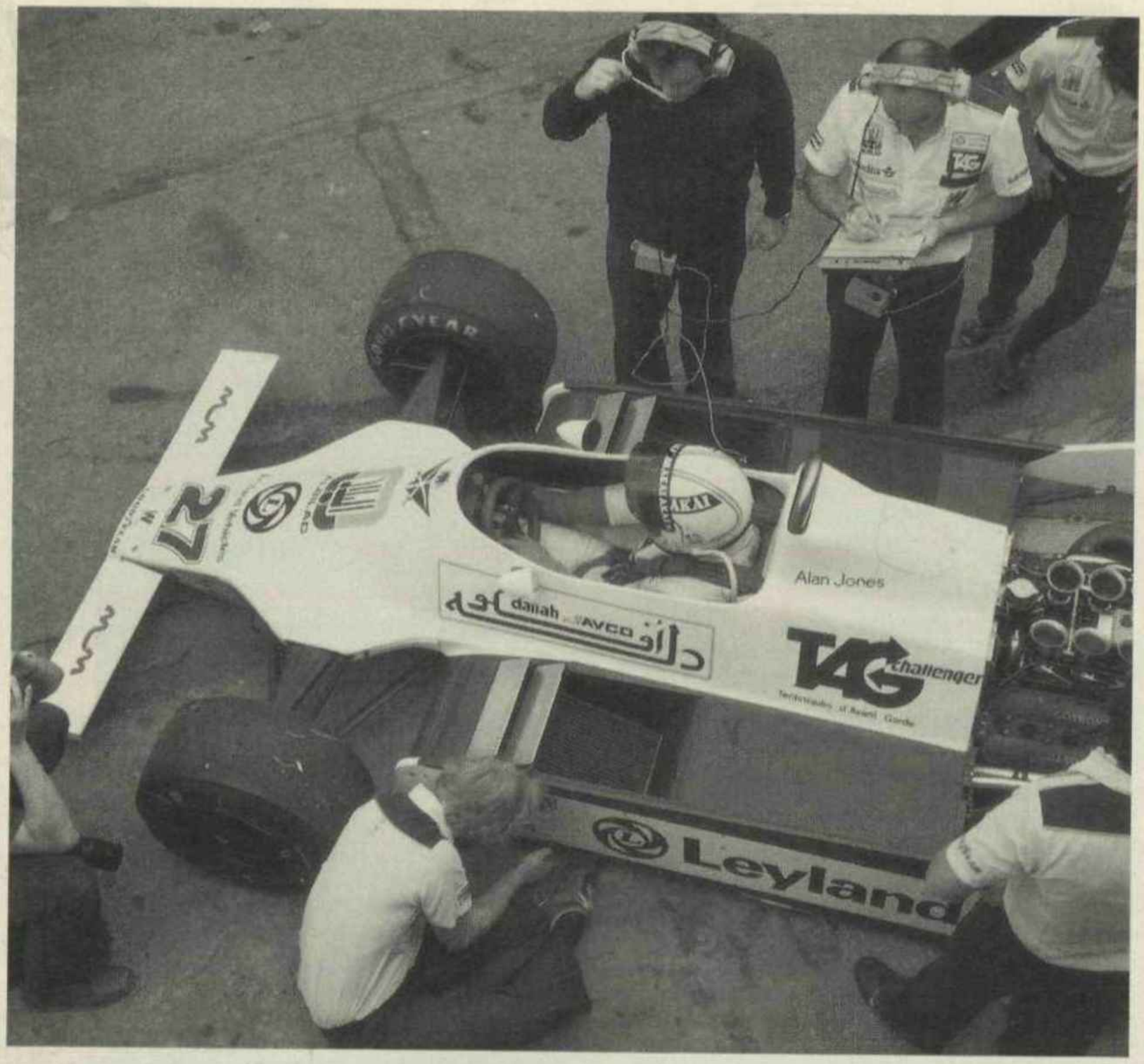
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"Gone are the days when Stirling Moss drove for Rob Walker, and Jackie Stewart for Ken Tyrrell, on the strength of a handshake..."

aggressive and a good racer. Fast, but a real mean bastard. And the team *loved* him. You could see this glaze in their eyes."

Understandable, perhaps, but why should that have any bearing on Hill? As fine a team as it is on the racetrack, Williams is renowned for giving its drivers little support. Unlike Jones, Hill, it seems, proved incapable of securing its full trust.

"The decision was shocking," says Alain Prost of his former team-mate's dismissal. "I always got the feeling that the team never supported him fully."

Keke Rosberg, the last man to win a title with Williams *and* hang around to defend it, says that it was hard to feel truly part of the 'family' and that he never felt forgiven for not being Alan Jones!

David Coulthard was also bemused to find the legacy lingering even during his days with the outfit. He first suspected as much when he heard someone refer to 'Alan' and thought it was a reference to 'Alain', his predecessor. It wasn't. That became evident when, sitting on the grid before the start at Monaco in 1995, technical director Patrick Head advised him how Jones used to tackle the first corner . . .

This ghost in the Williams machinery wouldn't have presented an insurmountable problem had Hill been able to play the hard man in the manner, say, of Nigel Mansell. While Mansell could be out-manoeuvred, there was no doubting his commitment in a wheel-to-wheel fight. But whilst Hill's credentials are impeccable on paper, they are not so impressive on a strip of tarmac contested by another driver. Certainly not if that driver happens to be Michael Schumacher. Just as Ayrton Senna became Prost's nemesis, so the German has often tortured Hill, no more so than in the back-to-back Japanese races last season when Williams effectively capitulated in both the drivers' and teams' championships. It is that period from which talk of Frentzen's signature first emanated.

Hill's treatment is more sad than it is outrageous. As Stirling Moss observed recently in MOTOR SPORT, he is probably more talented than his father. Yet doubts have always persisted over his true ability. Damon is not a bad driver; it's just that he is not the best, and it is his misfortune to have faced an adversary such as Schumacher. Whilst battling Michael on the track, he has also had to contend with the spectre of Jones away from it – not least when Alan suggested in the media last November that Williams should tear up Hill's contract. In his hour of need, Damon sought support from the team. He didn't get it.

That was obvious after incidents such as the collision between Hill and Schumacher at last year's British Grand Prix. Williams apologised to Benetton. . .

The biggest irony of all about the team's obsession with Jones is that it discovered him almost by accident.

"I remember we had a board meeting and there was a list of possible drivers: Reutemann, Regazzoni, Jones and a few others," recalls Dave Brodie, one of the founders of Williams Grand Prix Engineering. "We whittled them away and in the end it came down to Jones, who we didn't know much about other than that he was an Aussie who liked to speak his mind. It was like, 'Ah hell, we've got to use Jones. It looks like Jones.' None of us wanted to tell him, because we all felt so deflated. I think the company secretary finally volunteered to tell him. In the end, of course, he turned out to be brilliant . . ."

If Frank little dreamed what his new recruit would be capable of, he clearly feels that six years have taught him all he needs to know about Damon, and has concluded that his best is simply not enough. Williams' sights are set beyond this year's honours. They became a formality from the moment it was clear that Schumacher's Ferrari was as reliable as a train timetable, and that his former team, Benetton, was still coming to terms with his loss. Instead it is 1997, when Schumacher could have a car to do his talent justice, that is already his objective.

Williams admits that there was a day when just being allowed entry to the F1 party was enough for him. The death of his friend, Piers Courage, in 1970, hardened him, as did losing his financially beleaguered team to Walter Wolf. Precious little has ever been given to him on a plate. Accordingly, sentimentality is not his strong suit: he is a hard man who takes hard decisions. Often, they have been criticised, but to my mind his driver changes live up to examination. Mansell's replacement by Prost provoked a public outcry, but was it really so shabby a decision when you consider the manner in which Alain had gained the ascendancy during their time together at Ferrari? Prost too was pushed towards the exit, a move that would have been inexcusable had any man but Senna been taking his place. But Heinz-Harald Frentzen?

Ghosts in the machine: the image of Alan Jones (above) still hovers in the Williams pit, 16 years after he won the team its first championship, while it has been Senna's judgement of Frentzen which has driven Frank Williams, below, to make his controvesial substitution.





At face value, the 29-year-old, whose best result from 46 GPs is third place, would hardly appear the dream ticket. That judgment overlooks the fact that you are more likely to win the lottery with a bus ticket than you are a Grand Prix with a Sauber. Had he achieved the latter feat, it would have qualified him for a call from a far higher authority than Williams.

Those who reach straight for the conspiracy theory would have you believe his signature simply guarantees the team BMW engines once Renault has left the fold. Yet the German giant is by no means certain to re-enter the sport, and Frentzen was courted long before the first indications that the *Régie* was preparing to withdraw.

Instead, Frentzen's recruitment revolves around the hope that he will be capable of combating the threat from Schumacher next season.

The outgoing world champion is, of course, a former colleague from the Mercedes Junior sports car team, where Heinz-Harald is said to have rivalled him for speed. But is that merely a myth? Not so, insists Max Welti, who oversaw the programme and has subsequently become his team manager at Sauber.

"Michael had muscles all over the place. It was terrible – absolutely the wrong thing to be a quick racing driver," he recalls. "What was surprising was the nonchalance with which Heinz-Harald was doing quick laps at the time.

"I'll never forget his second day in a sports car. He had just gone from a 180 bhp F3 car to a 900 bhp Silver Arrow. He was strapped in the cockpit and I gave him a long lecture. I said, 'Look youngster, don't try too hard. The aim is to get a lot of mileage. Don't destroy this bloody car. We are doing this whole joke because we believe in you, not just for your pleasure.'

"Left to my own devices, neither Damon nor David Coulthard might have found themselves in the car."

Frank Williams

"Just as we went to close the door on him, he shouted: 'Hey, have you heard this one?' and told me a dirty joke. We slammed the door and he did a lap as quick as any of the others on that day. He was an extraordinary talent. But very unprofessional."

That assessment has remained pretty much the anthem for a career in which he has continued



1930 Bentley 4½ Litre 'Heavy-Crank' Tourer by Vanden Plas
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to impress people with his natural speed. And continued to make mistakes.

But Williams' faith is based not on the legend of a past decade, but on observations from the driver he always sought and admired, Senna.

The Brazilian followed Frentzen at one of the Sauber pilot's first F1 tests. He didn't have a clue who the driver was, but he knew he was impressive and reported as much to his boss. It was on Ayrton's recommendation that Williams first made contact, and it was to Heinz-Harald that he turned after Senna was killed. Deeply shocked by the events of Imola, and by the subsequent accident in Monaco that left team-mate Karl Wendlinger in a coma, Frentzen rejected the approach, citing his loyalty to Peter Sauber who had given him his break in F1. Williams has stayed in touch ever since.

If Frentzen can count himself lucky to land the best seat in the sport, the man he replaces is perhaps no less fortunate to be seeking employment with a CV that boasts 20 victories.

"Left to my own devices, neither Damon nor David Coulthard might have found themselves in the car," concedes Williams. "Anyone can make a judgment on a driver like Ayrton or Michael, but at the end of the day we usually go on the consensus among the engineers. The days of, 'Well done Frank, that was a good judgment,' are long gone. Formula One is very much an engineering exercise now and you have to rely on the people who work with drivers every minute of the day, who know their strengths and their weaknesses."

Had he not been plucked from Brabham – a passport to obscurity if ever there was one – after just two races, where would Hill be now?

Frentzen, likewise, can count himself fortunate. He deserted the Mercedes-Benz fold for the lure of a Camel-backed F3000 campaign that was intended to take him to F1. Germany did ultimately get the star it had longed for since Stefan Bellof, but it wasn't him. Camel went with Schumacher; so did Frentzen's girlfriend.

By 1992, he was an outcast. The only drive he could get was in the Porsche Supercup, courtesy of Welti. "He was very arrogant," remembers Max with a sigh of exasperation. "Within Porsche there are people saying, 'Never ever again with him, even if he becomes world champion.' "

Perhaps their resolution will yet be put to the test.

Before he was rescued by a Japanese F3000 campaign, Frentzen had returned to the family business: undertaking. The Williams drive caps a remarkable turnaround for a man whose career, like his father's clients, appeared to be dead and buried.

Will he prove an adequate replacement for Hill? Schumacher believes so.

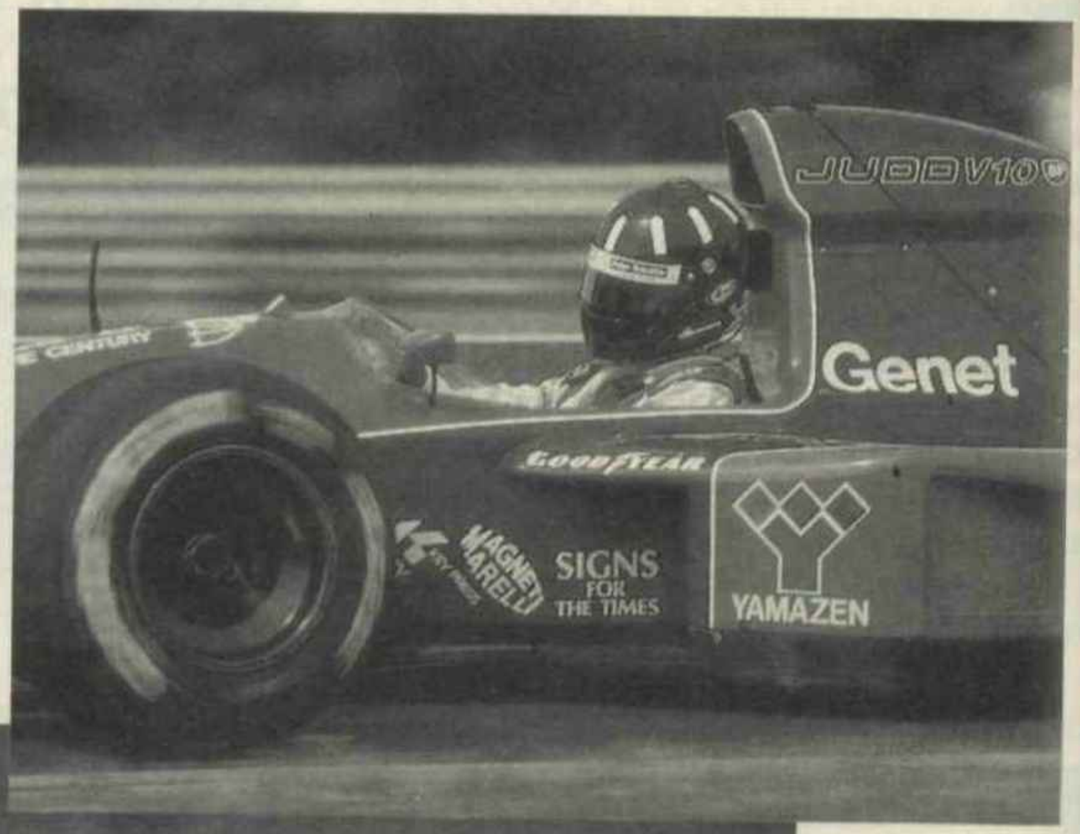
"Who would you fear most in a Williams?" he was asked recently. "Heinz-Harald or Damon?"

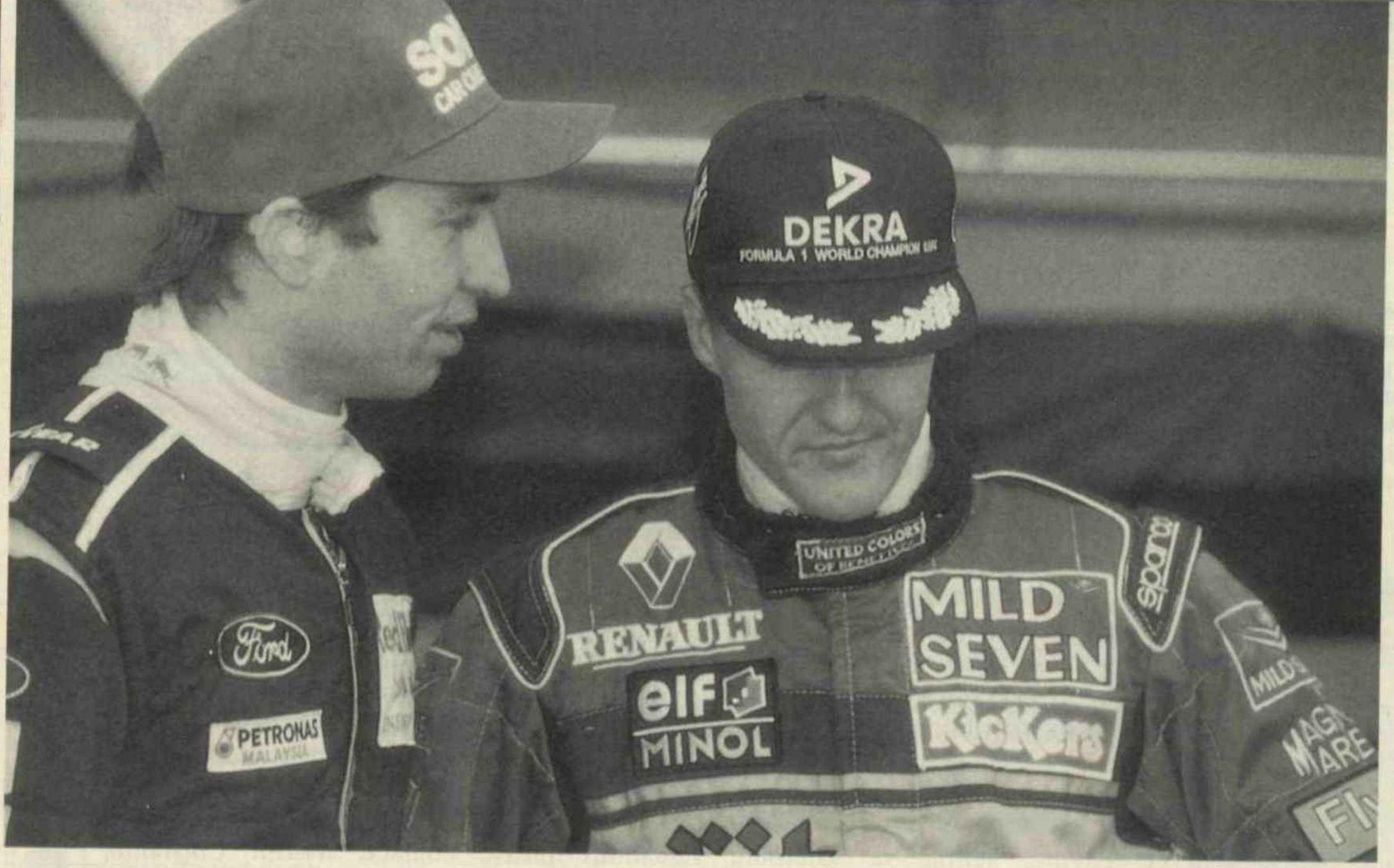
"I think that's a bad question," came the riposte.

"Do you think so?"

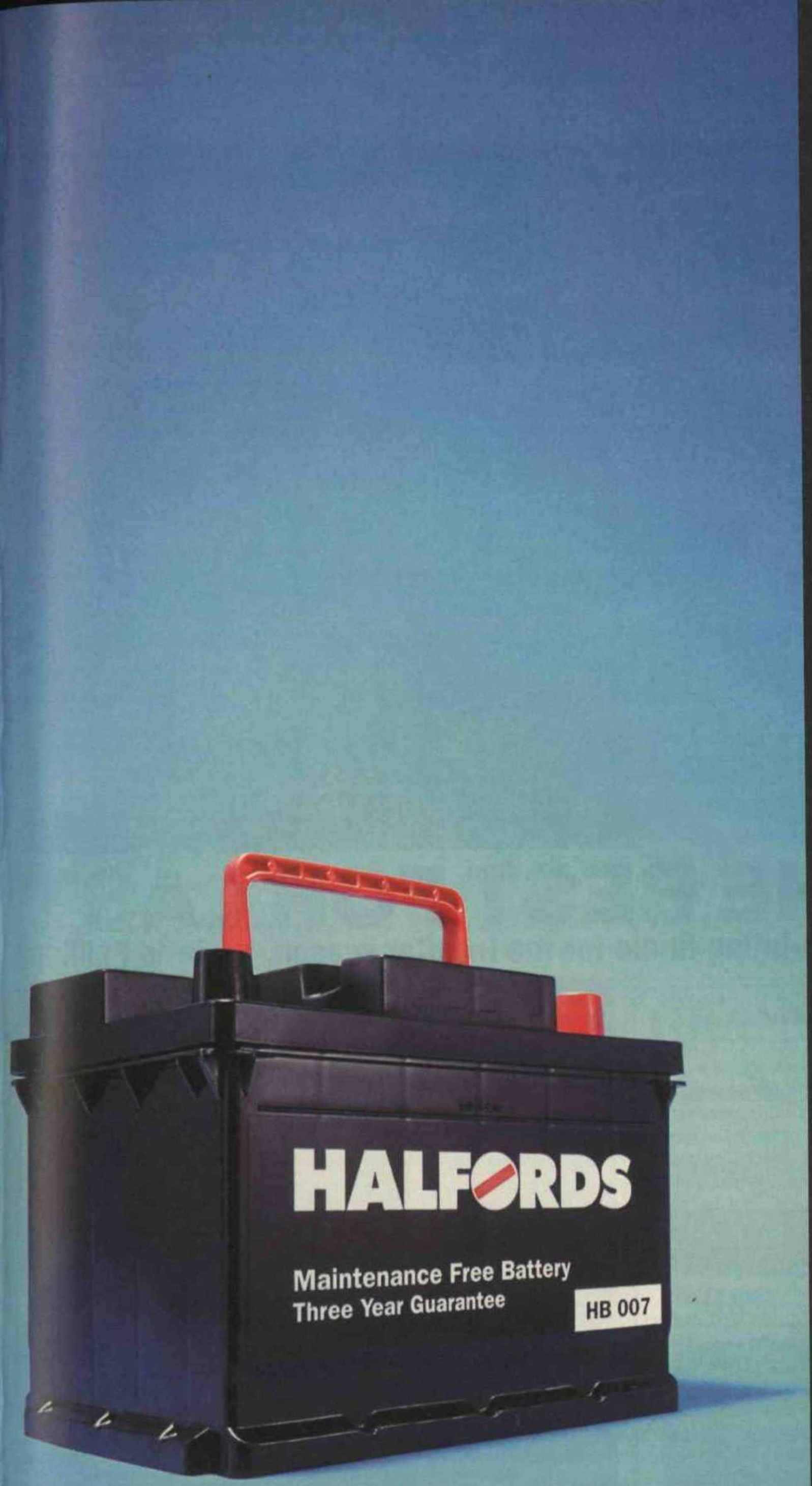
"Well," came the reply, with a slight smirk, "it's a good question for Heinz-Harald maybe, but not for Damon . . ."

Hill was lucky to get an exit visa on his "passport to obscurity" at Brabham in 1992, right. Meanwhile, are reports that Frentzen was as fast as the current World Champion when both were Mercedes Juniors enough to guarantee a duelling German duo for '97?





"The Williams drive caps a remarkable turnaround for a man whose career appeared to be dead and buried."



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HALFORDS

SAVING THE BEST FOR LAST

Honours well spread and a nail-biting finale for the IndyCar season, by David Phillips

Did the 1996 PPG IndyCar World Series produce a champion, or simply a man who had accumulated more points than his rivals at the season's end?

Whatever, it was set for a dramatic Laguna Seca finale thanks to a sequence of events at Vancouver which saw Michael Andretti score a dominant victory, Al Unser Jnr finish a gambling fifth and Jimmy Vasser a star-crossed seventh.

But if the Toyota Monterey Grand Prix was an anti-climax in terms of the championship showdown, it witnessed the sport's most exciting moment since the Rick Mears/Michael Andretti duel in the closing laps of the 1991 Indianapolis 500: Alessandro Zanardi bounded over, across and through the steeply inclined Corkscrew to steal his third win of the year from an unsuspecting Bryan Herta on the last lap.

If it's drama and action you want, the 83rd lap at Laguna Seca was tough to beat. First, with the PPG Cup in his pocket, Vasser ceded third place to Scott Pruett in Turn Three; then Zanardi passed Herta in the Corkscrew to win the race and put Target/Ganassi Racing one-two in the points standings; then Christian Fittipaldi waved past Newman/Haas team-mate Andretti between Turns Nine and Ten, moving the latter up to ninth place and into a dead heat with Zanardi in the points race, with the tie going the American's way on the basis of his five wins.

Laguna's final lap symbolised the most competitive season in IndyCar history, one in which every chassis, engine and tyre manufacturer (save for Eagle and Toyota) won either a pole or a race, and no fewer than 18 drivers either qualified on the front row or finished on the podium.

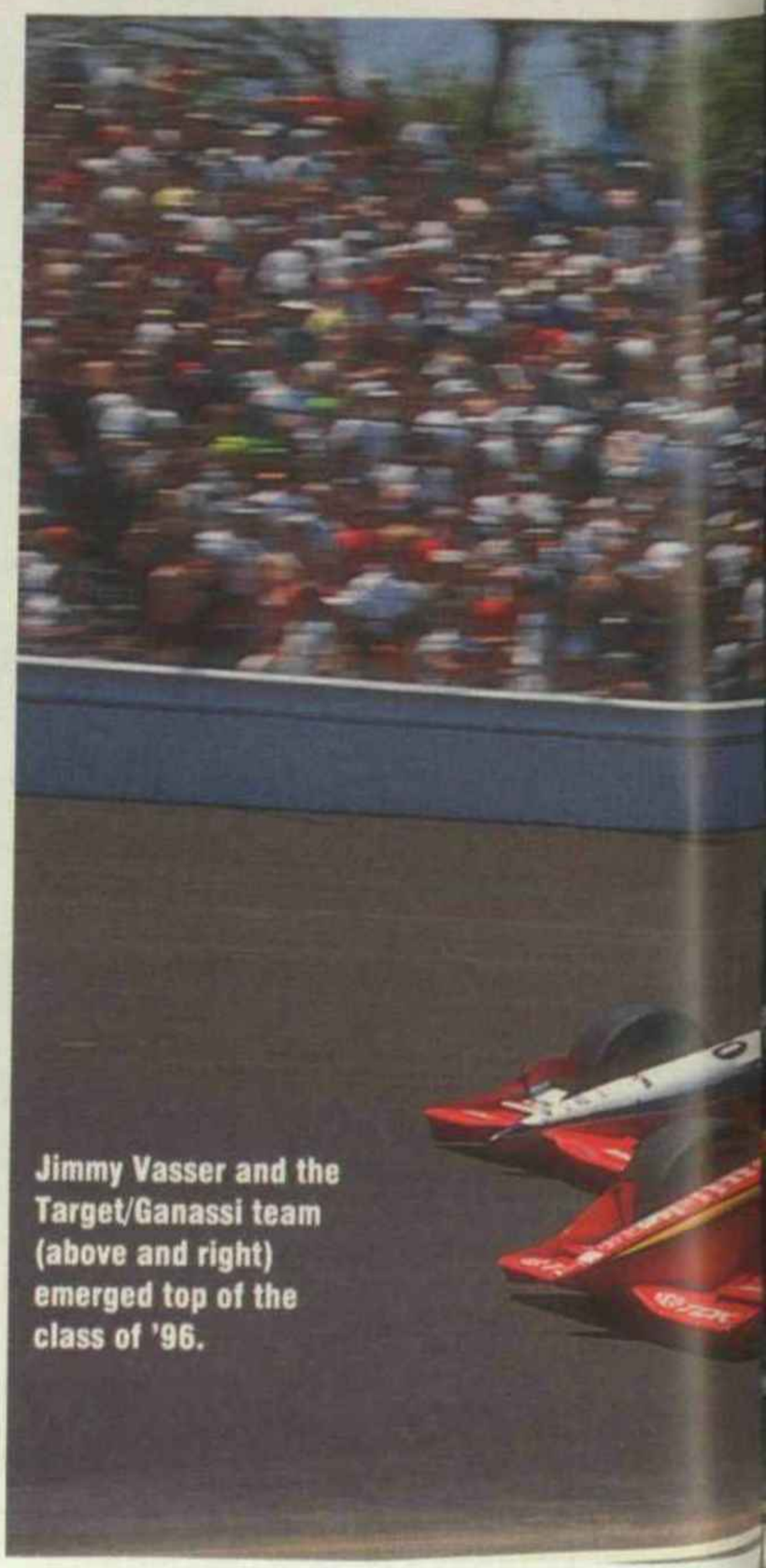
Under those circumstances, the fact that Vasser led the championship for all but 15 days from March to September and finished every race (all but one in the points) is a monument to his consistency, the flawless preparation of the Target/Ganassi team and the reliability of the Reynard-Honda-Firestone package. After winning four of the first six races, Vasser went stone cold at mid-season, and took a lot of heat as a result. The critics charged that he was not championship material, that he had never won a title in his professional career, that any of a dozen drivers could have won with his car and that Vasser had lucked into a couple of his early wins.

And Vasser agreed — up to a point.

"I'm not tired of hearing how good the Firestones, Honda and Reynard are," he said. "It's the truth. I can't take all the credit. I play a role just like Firestone, Honda, Reynard and the team. In the past people could say the same thing about Penske, but you can't say that Al [Unser] and Paul [Tracy] didn't deserve to win. And it's not like I was a wanker last year."

Ironically, the fact that the championship went down to Laguna Seca was a blessing for Vasser, as he was forced to perform under pressure from two of the toughest customers in the sport. He was up to the challenge.

Ultimately, Vasser, Andretti, Unser and Zanardi were head and shoulders above the rest in 1996. Andretti was magnificent, at least as good as when he won the 1991 PPG Cup. He shrugged off a terrible and controversial start to the season to win five times with an engine and tyre package that was, at times, clearly inferior to Honda and Firestone. He also had a pair of aces in the Lola T96/00 and the Newman/Haas team and, together with his hard work, experience and new-found



Jimmy Vasser and the Target/Ganassi team (above and right) emerged top of the class of '96.

patience, extracted the absolute maximum from the hand he was dealt.

Unser was his usual relentless self, despite the handicap of a chassis/engine/tyre package that was often only marginally competitive. Nevertheless, he regularly worked his way into contention and was profoundly unlucky not to win both Wisconsin races. In truth, he also made some uncharacteristic mistakes, crashing in the Detroit and Mid-Ohio races and during qualifying at Laguna Seca. But those incidents were more a measure of how hard he was having to work to stay in the championship hunt than measurable failings on his part.

Zanardi emerged as the pacesetter on the Target/Ganassi team once he settled in to his new surroundings. In part, that was a function of the fact that circumstances dictated a conservative mode for Vasser, while Zanardi had to go flat-out in his quest for the title. And flat out he went, leading more laps than any other driver and eclipsing Nigel Mansell's mark for laps led by a rookie. Mistakes, he made a few — most notably crashing while leading the Michigan 500 and the bizarre incident at Vancouver which ended his title bid – but don't look for him to repeat them in '97.'

The second echelon of drivers has to include Fittipaldi, Herta, Pruett and Bobby Rahal. Many expected Fittipaldi to struggle as Andretti's teammate; instead he thrived in the Newman/Haas environment and was unfortunate not to win a race. Herta came as close to winning as you can get, and while he will spend the winter with visions of Zanardi ricocheting through Laguna Seca's Corkscrew gnawing at his innards, the fact is he really came into his own in the latter half of the year. Pruett's season was a mirror image of Herta's, starting like gangbusters then fading after a heartbreaking engine failure as he was poised to score a miracle win for Ford-Cosworth at the Michigan 500. Like Herta, Rahal came alive as the team came to grips with the Reynard chassis and Mercedes-Benz coaxed more power from the IC108C. Perhaps even more satisfying, Team



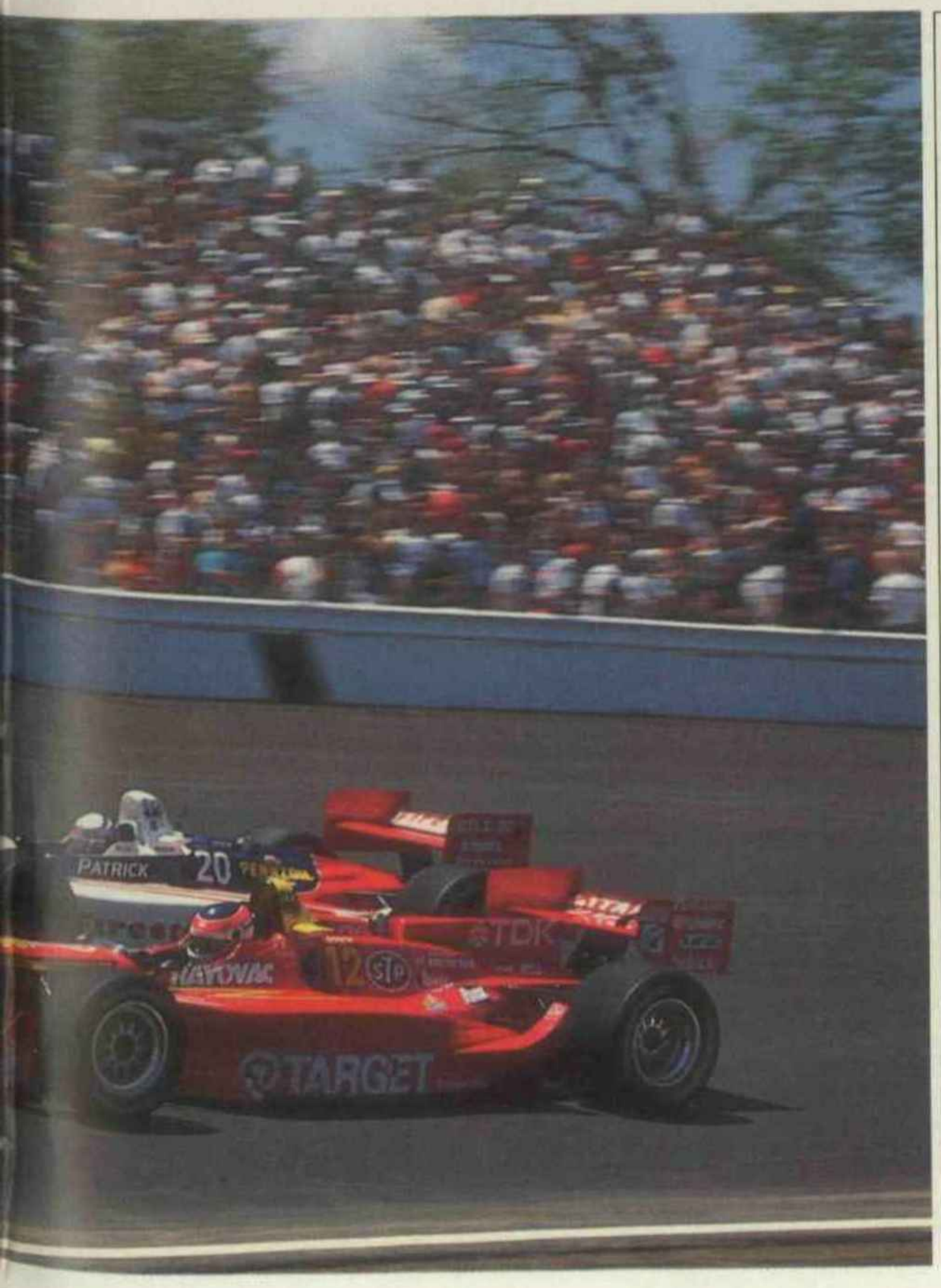
Rahal silenced the critics who said they couldn't field two competitive cars.

Like Fittipaldi, Adrian Fernandez improved by leaps and bounds in 1996 under the tutelage of Tasman Motorsports' Steve Horne. He scored a flawlessly judged win at the tragic Toronto race and emerged as consistent contender, although one still prone to the odd mistake, like the one which cost him fourth place at Vancouver.

In terms of results, Gil de Ferran, Greg Moore and Andre Ribeiro rate higher than Fernandez. But they also exhibited a disturbing lack of judgement. Unlucky not to earn multiple wins early in the year, de Ferran won a brilliant victory at Cleveland, but was also involved in a string of first lap incidents at the end of the season. Early on, Moore looked like the finest young talent to hit IndyCar racing since Andretti and Unser. Later he precipitated a couple of incidents at Detroit and Mid-Ohio that were more in keeping with his 21 years, and he was also involved in huge accidents at Michigan and Road America. Ribeiro earned a joyous victory at Rio and an overdue win at Michigan, but also displayed a bad case of the red mist after a botched pit stop in Toronto, then got into it with Moore at 200 mph at Road America.

Perhaps de Ferran, Moore and Ribeiro will reform their ways in 1997. Unfortunately, the prospects for IndyCar's other bad boys — Paul Tracy and Robby Gordon — following suit appear to be all but nil. Last year, many observers saw encouraging evidence that both men had started maturing into complete drivers, but one would be hard-pressed to find any sign of maturity in their 1996 performances.

So for those keeping score, that makes a top twelve of Andretti, Vasser, Unser, Zanardi, Fittipaldi, Herta, Pruett, Rahal, Fernandez, de Ferran, Moore and Ribeiro. Honourable mentions go to Mauricio Gugelmin and Mark Blundell, who put in some worthy drives with the outmoded Ford/Cosworth XB engine, while the latter's recovery from his massive accident at Rio was a triumph in itself. Parker Johnstone also did an admirable job with the under-financed Brix-Comptech team and surely one of the year's highlights was Roberto Moreno's magnificent third place at the U S 500, an effort that sent Dale Coyne in search of the IndyCar podium for the first time in his career.



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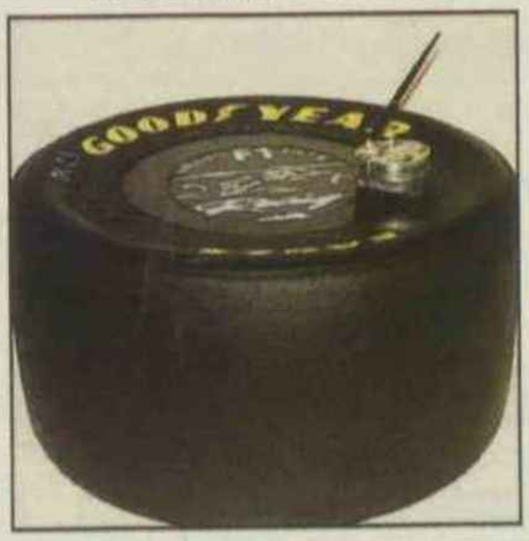
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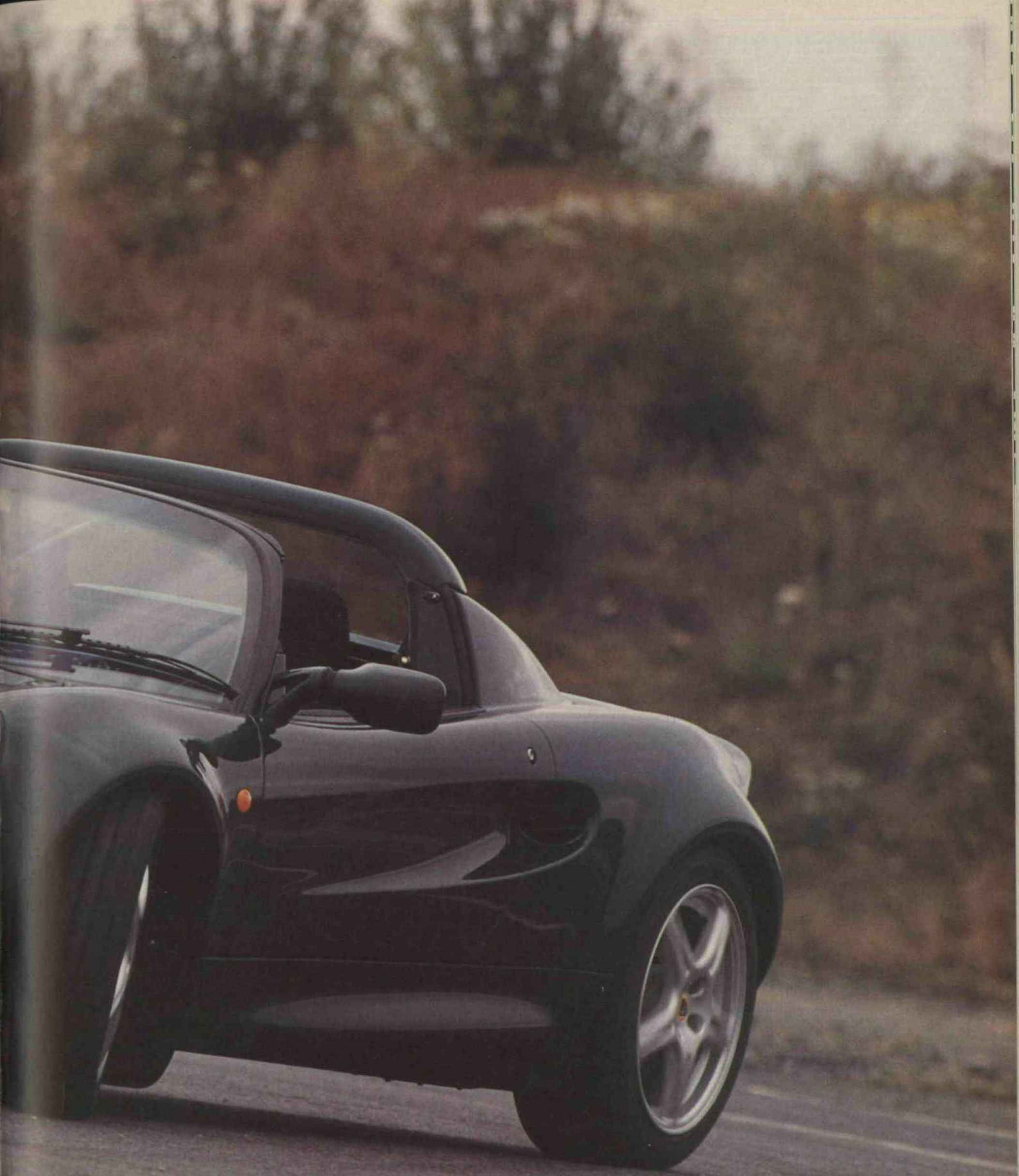
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"From it all has emerged a car which encapsulates everything that has ever been great about Lotus"

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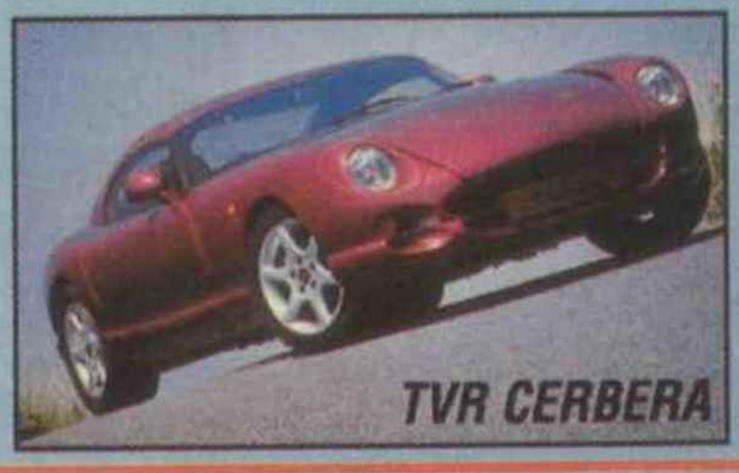
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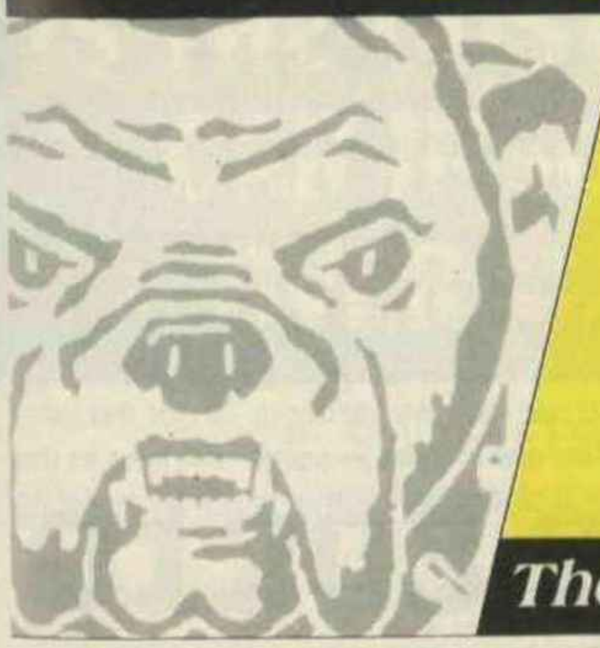

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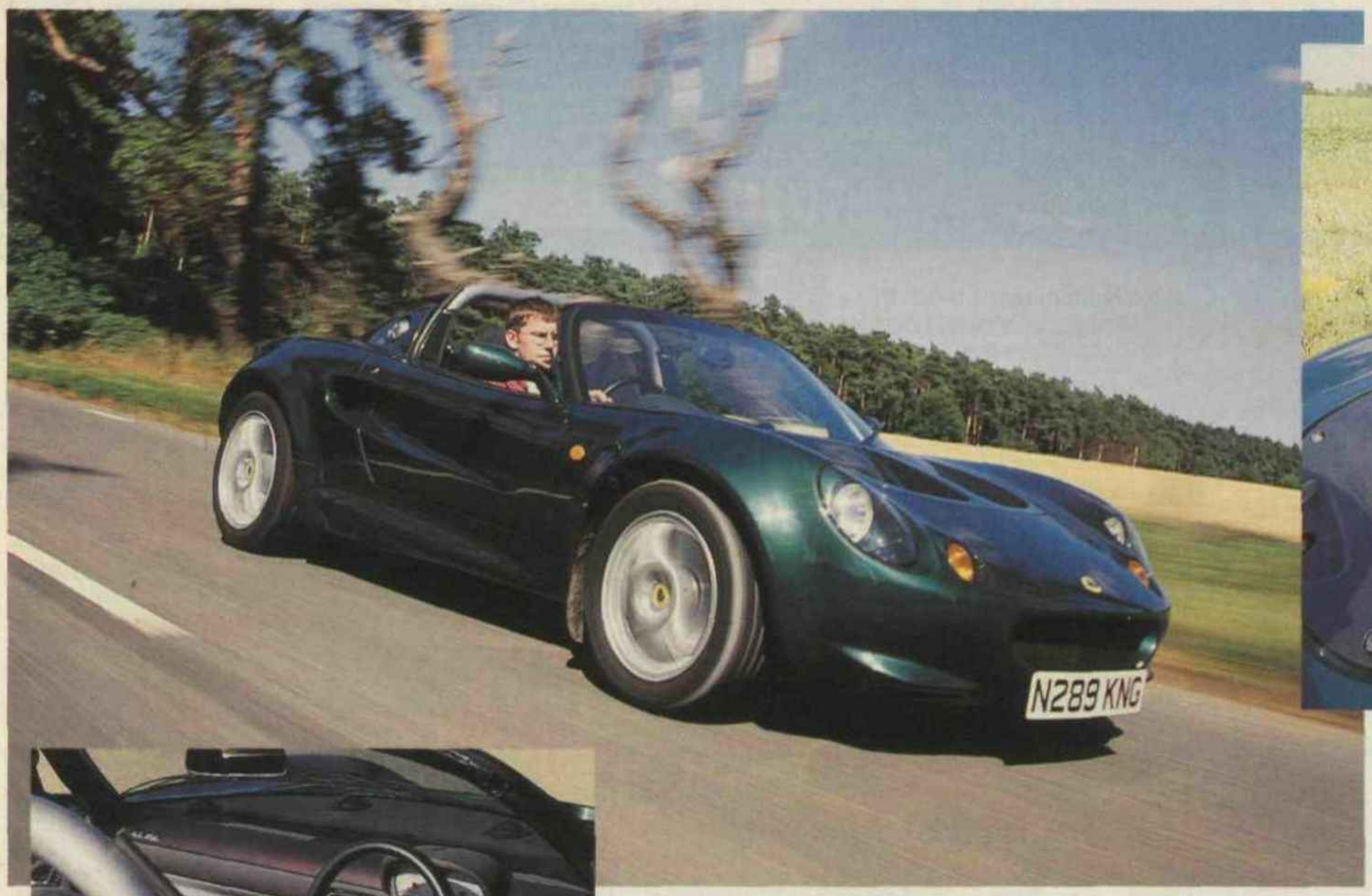
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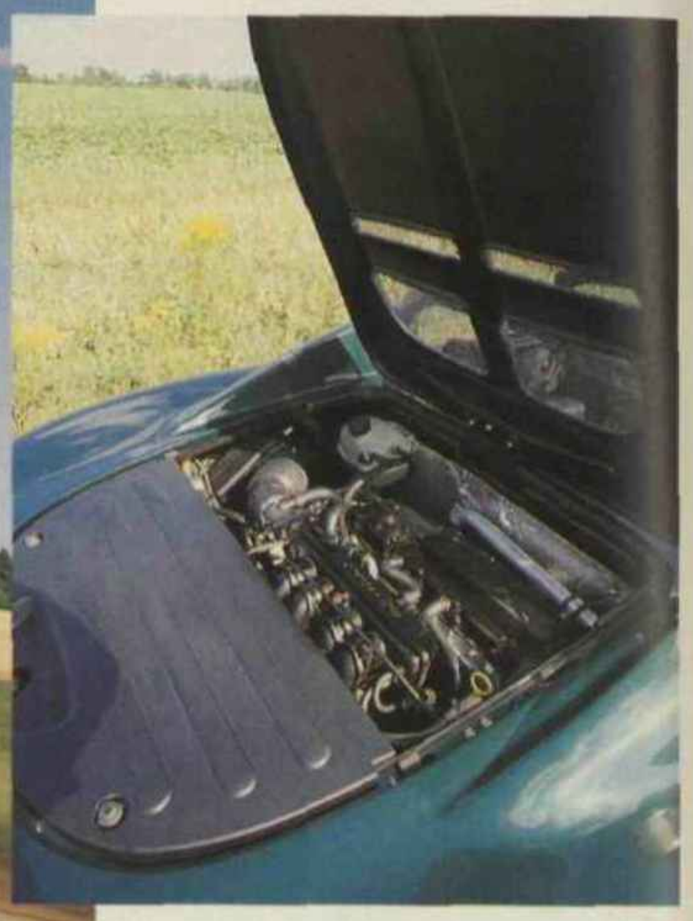
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TVR DEALERS FOR THE NORTH





Cockpit (left) devoid of frills. Engine bay (above) could take a variety of options, but lower-grade MGF powerplant suffices.



"This is the Lotus which has returned to the core values of the marque"

modern Lotus 7 and you'll be getting closer. A kerb weight of just 690 kg tells you two essential truths: it's down-to-the-bone in concept and it's clever in execution (the comparable Renault Spider is over 200 kg heavier).

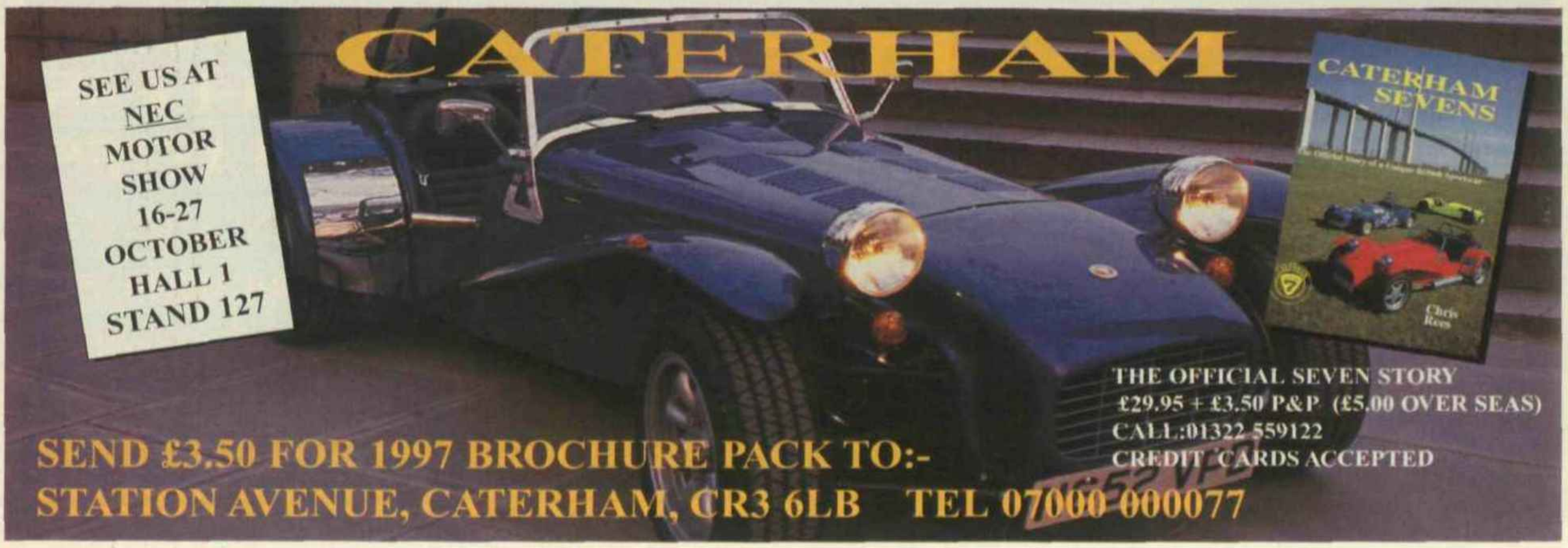
The heart of this package is a chassis constructed from extruded aluminium (squeezed out into shape like toothpaste from a tube) by Hydro Aluminium Structures, bonded together by a special epoxy resin. A steel subframe at the rear carries the mid, transversely-mounted K-series which is the conventional version, not the more powerful VVC (all of which are being used to feed the MGF VVC-hungry market). Extruded aluminium also features in details such as the suspension uprights onto which are bolted classic double wishbones all round. The ventilated brake discs are made from an aluminium/steel composite, a first for a road-going car and further pushing down the unsprung weight. Pedals and side intrusion bars in the doors are all fashioned from aluminium.

This is all clothed in a conventional glassfibre composite body, styled in-house by Julian Thomson. The front and rear body sections are removable, there's a soft-top which is fiddly to erect but which seals perfectly, and there's a removable perspex panel behind you which keeps buffeting to a minimum when in place. A hardtop option is due in a few months.

It's tiny in the flesh, with pert, pretty lines much more classical than the futuristic Renault Spider. Some of the detailing is perhaps a little over-fussy though, and it's not really until you step inside that its clarity of purpose becomes truly apparent. A bare aluminium floor emphasises the minimalist theme, a driver's seat which hugs the central transmission tunnel with a passenger seat fixed and set back tells you all you need to know about where the priorities lie. There's a simple heater but no radio.

The modern fuel-injected Rover unit has somehow been made to sound like a bellowing, carburettor-hissing engine, adding to the flow of tactile sensations. It has only 118 bhp but a broad torque spread allied to the low weight and close gear ratios gives sub-6sec 0-60mph times and it never feels anything other than Caterham-quick as you sprint past traffic. The gearshift, though precise and with tiny movements, is not the best feature of the car thanks to some stiffness in the linkage and a clutch action that is not as quick as the shift.

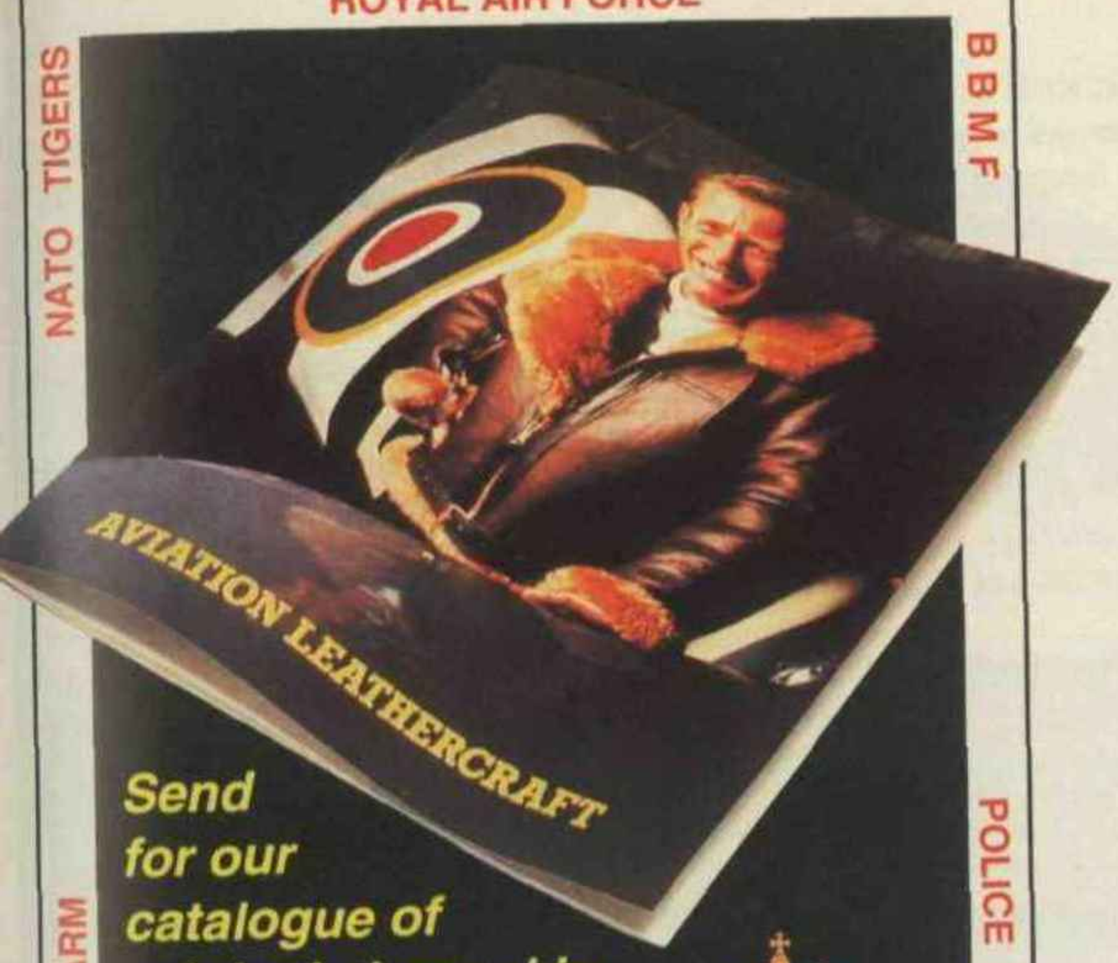
Though it has little trouble accelerating it has



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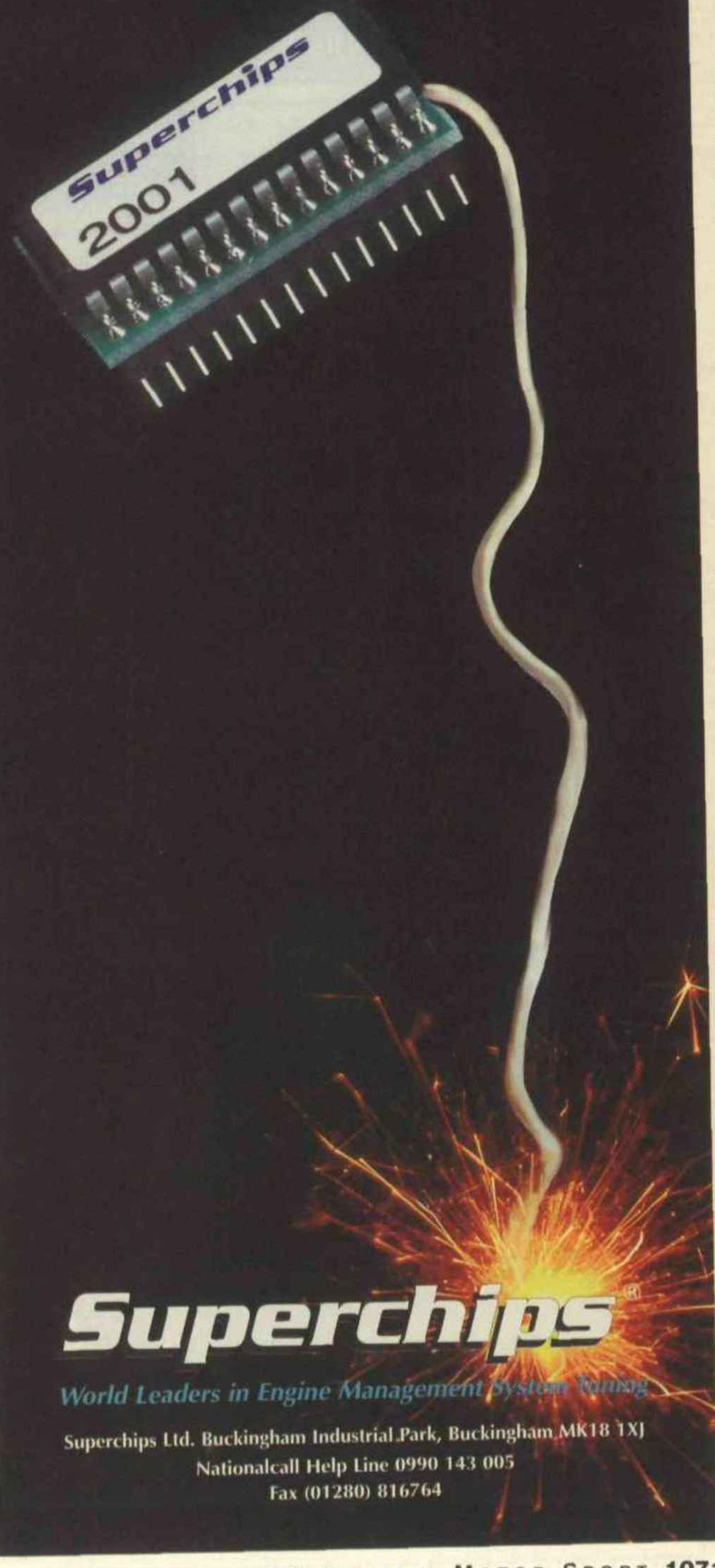
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even less stopping. The brakes are staggeringly effective. There's no ABS, just monster stopping power available well beyond any point at which you might be expecting the wheels to lock.

But even that's not the best bit. True to Lotus tradition, that comes as you hustle the car through the twists and turns. That's when you really revel in the fabulous feel and feedback of the non-assisted steering. Every contour of the road is relayed to your hands with a gentle, writhing sensation, every bit of cornering force gives a directly proportional change of load, though it's never heavy.

And there's plenty of cornering force available. Unlike its over-tyred Renault Spider rival, which is all big grip and turn-in, its grip is well balanced against its power. Sufficiently so for you to get a feel for the balance of the chassis, which is one of mild oversteer. But forget visions of twitchy mid-engined responses; even though over 60 per cent of the weight is at the back, the overall lightness means that's still not very much so the slides never carry any real momentum. Furthermore, the traction is good enough to enable you to get back on the power and pull the car out of the slide, just as you would in a front-drive car.

Ride is fine once you're above 40 mph or so, but below that it's got a competition feel about it, its firmness accentuated by a harshness which suggests there's not much in the way of rubber bushings to interfere with the precision.

Which, of course, is exactly how it should be. This is the Lotus which has returned to the core values of the marque. The sort of car on which its great reputation was made, but brought right up to the minute. The sort of car which, hopefully, will be its future.

SPECIFICATION
LOTUS ELISE

ENGINE

Location	transverse, mid-mounted
Cylinders	in-line four
Bore × stroke	80 x 89.3 mm
Capacity	1796 cc
Compression ratio	10.5:1
Valve gear	dohc, four valves per cylinder
Power	118 bhp/5500 rpm
Torque	121 lb ft/3000rpm
Fuel	unleaded, 95 RON

TRANSMISSION

Type	five-speed manual, rear-wheel drive

SUSPENSION

Front	double wishbones, coil springs
Rear	double wishbones, coil springs

BRAKES

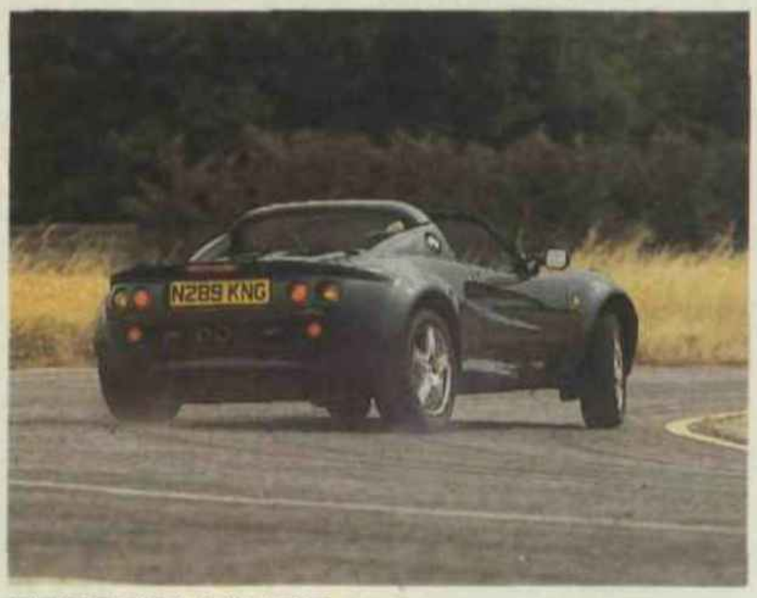
Front/Rear	ventilated discs

STEERING

Type	rack and pinion, unassisted

DIMENSIONS

Wheelbase	2300 mm
Overall length	3726 mm
Overall width	1701 mm
Overall height	1202 mm
Kerb weight	690 kg



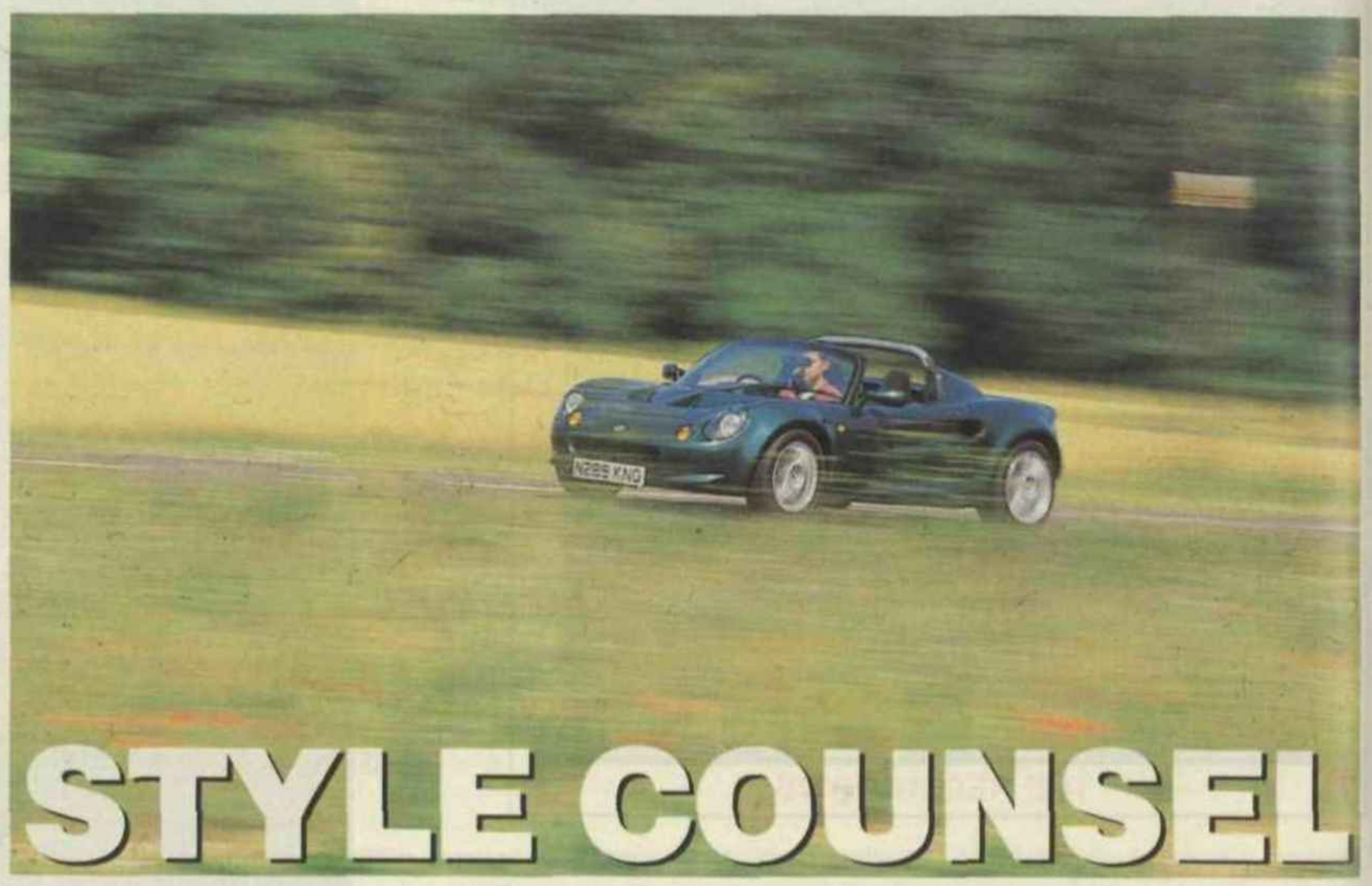
PERFORMANCE

0-60 mph	5.4s
Maximum speed	124 mph

FUEL CONSUMPTION

Government figures:	
Urban	28.9
Extra urban	49.9
Combined	39.4

LIST PRICE	£18,950
INSURANCE GROUP	16



STYLE COUNSEL

A car as pure in its concept and execution as the Elise suggests that it was the work of a few with vision rather than a committee backed up by market research. So it proves to be. Chief stylist Julian Thomson was one of a core of five people involved in the concept of the car. Here he outlines the thinking behind it.

"There was absolutely no argument between us on what sort of car this would be. It was never going to be anything other than something which represented Lotus' core values. It was going to be light, innovative, affordable, yet with the ultimate in driver satisfaction."

The low weight and innovation ideals were to be met almost at a stroke by the car being fashioned in extruded aluminium. This came about as a result of Rover asking Lotus to look at new types of construction. In this research it came into contact with Hydro Aluminium Structures. A joint investment programme between the two parties resulted in the extruded aluminium spaceframe tub which forms the basis of the car. Weighing just 70 kg it exceeds all required safety legislation and offers excellent torsional rigidity.

"This fitted in perfectly," asserts Thomson, "not only for the concept of the Elise itself but in giving us the sort of high-tech solution which acts as a perfect shop front for Lotus' engineering consultancy capabilities."

But it wasn't going to be cleverness without direction or discipline. The financial straits of the company and the fingers so recently burned by the front-drive Elan project saw to that: "What we expressly did not want to do was make the same mistake as with the Elan – ie produce a specialist sports car with mainstream mass production values. With that car the detailing and everything had to be to the same standard as a Corsa, which just wasn't financially feasible."

The team's solution took its cue from the specialist Italian motorbike manufacturers: "Over half the team ride 'bikes. The Elise has some parallels in how pure an experience it is, but where we got a vital part of our inspiration was in how the Italians had stopped trying to compete with the mainstream and made a no-compromise machine instead. We spent, like they have, lots on the tactile bits, the bits we considered important, and took money out of the things that we considered less important in a sports car, things which we could not have compromised on had we adopted the philosophy of the Elan.

"The result is a car which we think benefits enormously. It's a real thrill. It's the sort of car you might take out for a blast just for the hell of it, like you would a fast 'bike. I don't think you could say that of something like the MGF.

"What we did not want to do was make the same mistake as with the Elan"

Julian Thomson, chief stylist

"Another problem with the Elan is that it was very tightly packaged around the Isuzu engine. In contrast the Elise's concept is much more modular, so a whole variety of engines could be used." Just like its spiritual predecessor, the Lotus 7, in fact.



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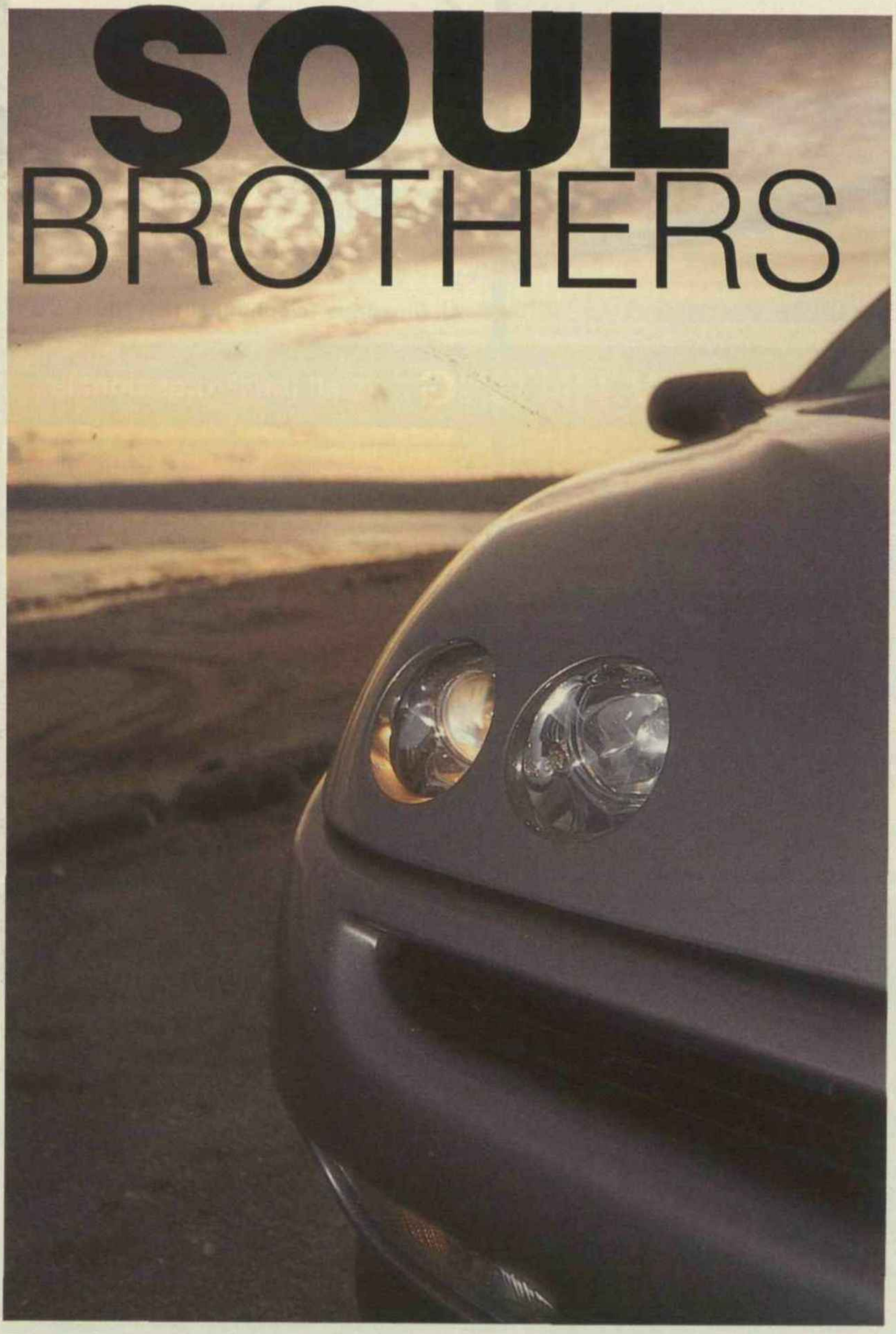
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SOUL BROTHERS





Both closed and open offerings share stunning styling; drop-top looks better with simple hood concealed under neat cover; roof-up visibility poor at three-quarter angle – but GTV exhibits same fault.

Passion deserves to outweigh rationality, says Ryan Baptiste of the best Alfas for years.

This was the opportunity Pininfarina would be ill-advised to waste. Despite the prettiness of Alfa Romeo's 164 and the sporting success of the 155, cars of real soul – the kind that make us rejoice at the very sight of them – have been but a twinkle in the hearts and minds of their creators for years.

Once Alfa had decided it needed cars like this once more and had given the green light for the replacement Spider and a new GTV, there must have been tears of joy in the studios of the great design house.

The opportunity has not been wasted, that's for sure. Both Spider and GTV are a stunning visual cacophony of lines; angles and graceful curves compete to draw the eye. Passionately conceived, these machines demand your attention. That's not to say that the styling is everyone's cup of tea, but you'd have to be made of wood not to be moved in some way, or to at least appreciate the sheer joy the body stylists must have had.

True, there are many elements of these designs which are not new – they have popped up on several design exercises in recent years, notably the *Audi Quartz* – but *aren't the most mouth*-watering recipes concocted with a blend of simple ingredients and effective restraint? Bearing in mind the car's profile, Pininfarina could have had a field day with 'scattergun' design. Mercifully, that is not its style.

That word 'practicality' has been conveniently brushed under the carpet; both spider and coupé have ridiculously tiny boots and rear accommodation, but isn't this the very essence of the purity of pleasurable motoring? If anything, Alfa has conceded too much; some might be tempted to use the GTV as a four-seater. That would be a mistake, even with short trips in mind. I still break into a cold sweat trying to fathom out how, or indeed why, I managed a trip to Cornwall and back from London, with *three* adults. Maybe I dreamt it. These cars are (and should be) for the driver to relish, and for a single passenger to admire.

Whether you are seduced or not by the looks, the specification of GTV and Spider should endear them to all but diehards who cannot live without drive to the rear wheels. Take a 150bhp

two-litre Twin Spark 16-valve engine with the finest voice available below six cylinders. Attach it to a slick close-ratio five-speed 'box and mount it transversely in the front between struts, coils and wishbones; hang a sophisticated multi-link suspension from the rear of a rigid (at least in the case of the GTV) bodyshell, and give it communicative steering with only just over two turns lock to lock, *and you could have a recipe for something* quite delicious. Some manufacturers overcook or underdo the formula, but Alfa have got it *perfettamente al dente*.

Admirably, Alfa has avoided an all too predictable swoopiness of interior contours, and the cabin looks the part of a no-nonsense sportster. Its sober binnacled instruments and ergonomically sound fittings are a plesure to use, and unlike any Alfa that has gone before, the highlight is the driving position. Despite having no seat-height adjustment, you can, unless your body is of extreme dimensions, get comfortable at the very least, and conceivably even find a perfect driving position. And that's something which has traditionally been almost impossible in an Alfa; you simply got used to them – eventually. Steering adjustment for both height and reach means that on fast bends you can now bury your backside into the seat and steer precisely with forearms rather than hang on for dear life by your finger tips. An exaggeration, perhaps, but you get the point: no more "knees spread, arms stretched".

To drive either of these Alfas is to drive something *different*. As is to be expected, the Spider is the lesser driving machine. You sacrifice ride quality for public attention, but that doesn't matter – from the outside no-one can tell your fillings are about to fall out with the scuttle shake. Besides, if you are of such persuasion, to allow everyone the clearest possible view you'll be driving at walking pace, hood lowered under neat cover, while simultaneously straining to hear their 'oohs' and 'wows' above the Twin Spark's subdued symphony.

Drive it faster and it is still surprisingly entertaining. It turns in well enough and really hangs on, cornering flatly and moving precisely where you point it. That it is front wheel drive matters little;



Interior works well, offers good posture; if you didn't know there was a sensational V6 going spare, the eager Twin Spark would be a cracker.



traits such as understeer and inside wheelspin are not too intrusive until you get rough with it. But you are much more likely to do this in the GTV which simply begs to be revved, accelerated, cornered and braked as hard as is humanly possible. It's *that* great. Just turn off the stereo and go! It may not traverse the country as quickly as some (after all 0–60mph in eight seconds and 130 or so maximum is nothing to write home about) but it will satisfy you more than most and for a front-wheel-drive car the fun will be unsurpassed.

Only serious ruts, which are telescoped by kickback through the steering wheel, upset the GTVs composure; otherwise directional stability is sound and very adjustable with little effort. And while the suspension is common to both cars, the coupé's rigid body allows the damping to work properly, banishing the intermittent crashiness caused when the Spider flexes over bumps.

Neither car is a long-distance tourer; their close-ratio gearboxes are ideal for winding routes but are not set up for long-legged cruising, and beautiful though the eight-plug engine sounds, maxing it on the continent for any length of time would surely become tiresome. Alfa's lovely three-litre V6 would overcome this.

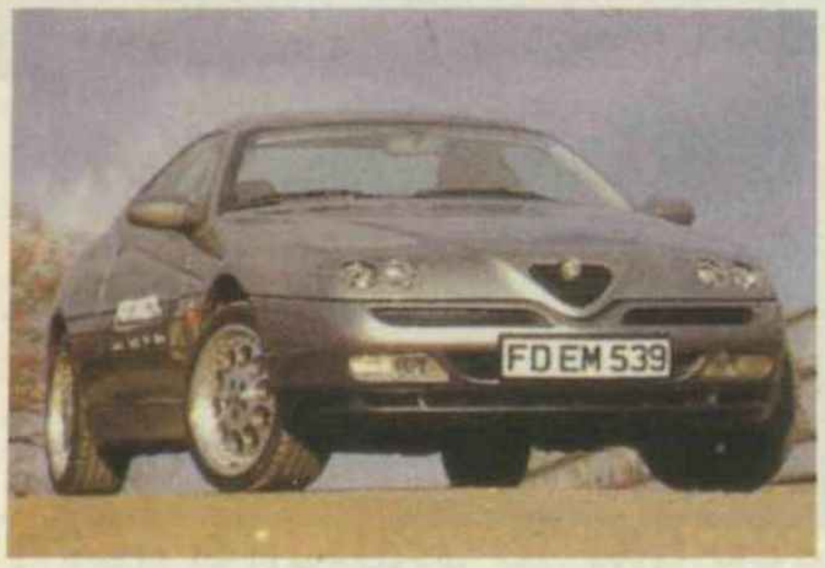
All the worthwhile competitors for the £20,000 GTV are more expensive except for the Fiat Coupé, which is almost identical in price, and spirit. The most serious, the BMW 323i, is a more practical bet, but even in bright colours appears grey and lacking soul in comparison. Life may be tougher for the £22,000 Spider, however – there's the cheaper and very competent MGF, the soon-to-arrive BMW Z3, and there's always the Toyota Celica cabrio at a staggering £5000 more, if you're as misled as your wallet is large. But then again, the others may look nice, but the Alfa is simply gorgeous.

The GTV and Spider are wonderful in most departments and annoyingly flawed in others, but if you take them for what they are – the most desirable, well built and least idiosyncratic Alfas for years – your heart will tell you that there is *no* competition.

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The arrival of the Jeep Grand Cherokee in the UK is almost certainly bad news for Range Rover. Perversely, it could also be a drawback for Jeep.

In the first instance, at £28,995 it undercuts the entry-level Range Rover by around £5000; in the second, it is a similar amount more costly than the most lavishly equipped standard Cherokee, which is a very fine car indeed.

It is bigger and more opulent than its sibling, of course. It shares the lesser Cherokee's 4.0-litre pushrod straight six, coupled to a compulsory four-speed automatic (the monstrous 5.2-litre model is also available, but only in lhd). With 174 bhp at 4600 rpm and almost enough torque to shift the earth from its axis (222 lb ft at just 2400 rpm), it combines effortless cruising with mosquito-like urban nippiness that belies its dimensions. Plus, of course, it can climb mountains blindfolded . . .

For all its ability to hack it on rugged terrain, it handles remarkably like a car and is impeccably smooth in all conditions. It also permitted us to get from south London to Silverstone in less than two hours on the morning of the British Grand Prix (setting off at 6.15, arriving at 8.10). This was partly due to the mountain bike, slotted neatly in the back, partly due to the Jeep's versatility. The route will remain a closely-guarded secret, for future use . . .

Cabin ergonomics aren't perfect – some of the switchgear is a little fussy – but it is blissfully comfortable, and supremely well equipped. The only available options are an electric sunroof (unnecessary, given the quality of the air conditioning system) and a CD autochanger.

It may lack the Range Rover's breeding and a little of its performance, but that's about it.

In a word, awesome. **S A**

CITROËN XANTIA TURBO ESTATE



Performance estate cars. As dull as ditchwater, or understated heroes? Discuss.

Around the turn of the last decade, there was a glut of estates launched with a 'GT' suffix, or similar, although the concept has never really quite caught on, the odd Audi excepted.

Citroën has created something of a niche market with this hybrid, an estate carrying the excellent 2.0 turbo housed in the Xantia Activa (and the Peugeot 406).

In common with most estate cars, it doesn't look too remarkable (though it has a touch more aesthetic flair), but its unfussy exterior conceals a silken punch. With a massive spread of torque (173 lb ft at just 2500 rpm) and a complete absence of inertia, the 150 bhp engine is as willing as it is smooth.

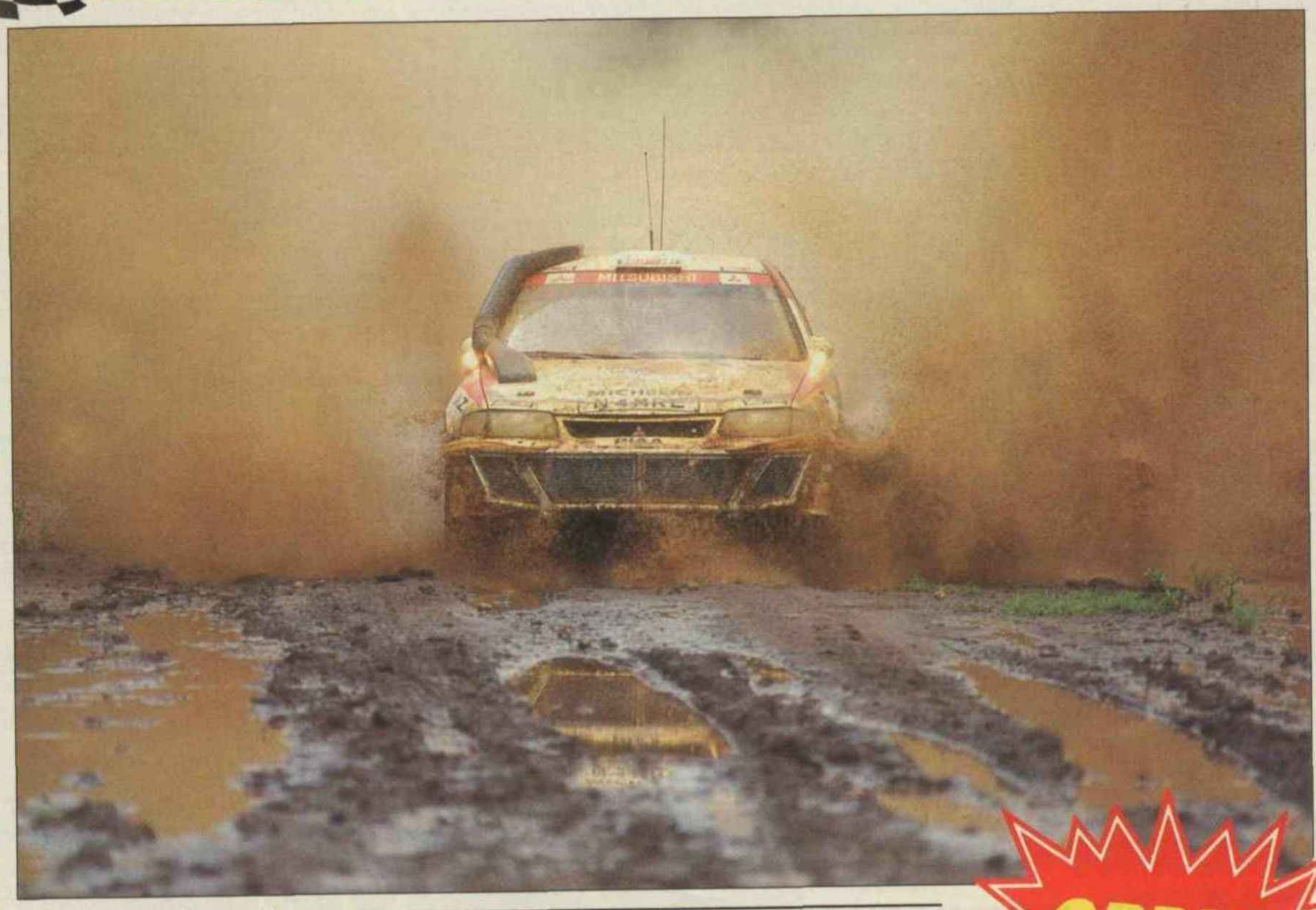
Only available with Citroën's plush VSX trim option, which includes air conditioning, electric everything and self-levelling Hydractive suspension), it costs £18,280.

Sharp. Stylish. Silly not to consider it. **S A**

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Business Disinterest

Sir,

Once again Frank Williams has badly treated a leading driver. It is possible to believe that one or two might be awkward and unreasonable — but four? Williams knows that these days enthusiasts (50 years in my case) have really no say in the matter and can be ignored.

Sponsors, however, whose names appear on the cars and drivers, presumably do so for gain. Whilst as a non-smoker I cannot stop buying Rothmans cigarettes, I can and will stop buying Elf petrol, I will not buy a Renault car, and so on — as long as they support Williams. If others felt minded to do likewise in sufficient numbers it is possible that we could help to bring sport back to the Formula One business.

Dr Keith Eaton,
Binfield, Berks.

Fair Play

Sir,

In response to Mr Morris's letter about overtaking in Formula One, I would say that more than one factor is responsible for 'processional' racing today.

Due to the speed of the cars, the duration of the straights is no more than a second or two, thus giving no time to overtake. Also, as the top engine manufacturers approach the limit of power available, and the aerodynamics of the cars almost reach perfection for the particular track, there is insufficient difference between the top teams for one to have complete mastery over another.

This is often highlighted in qualifying when the first two or three grid positions are separated by only hundredths of a second. An example of this was in the Hungarian GP. In pole position was Schumacher with 1min 17.129sec, and in second place Hill with 1min 17.182sec.

Schumacher's time gave him an average speed of 115.18mph for that qualifying lap. The time difference between him and Hill was 0,053sec, which at this speed represents a gap just short of 9ft. So, even if these cars all had their own lanes, eliminating the need to overtake, Schumacher's car would not have completely cleared Hill's.

While on the subject of overtaking, two things really annoy me; firstly, commentators referring to a 'battle' when it is no more than one driver baulking another, clearly faster, driver, and secondly, allowing a situation to exist whereby a driver who makes a tiny mistake at the start gets held up for a ridiculously long time by someone who didn't. When he finally gets free, he wipes the floor with the entire field, catching up with the leader, who originally was 20-odd seconds ahead. He can't overtake, because one can't do that nowadays, otherwise he would have won. Then the press state that his championship lead is seriously under threat and take delight in insinuating that, as they've known all along, perhaps he isn't very good after all.

Sometimes I think we are too influenced by the final outcome and not enough by the play that led to it.

John B Clarke,
Wigan, Lancs.

TT Memories

Sir,

I found your article on Freddie Dixon most interesting and it jogged my memory in several ways. Unfortunately you missed a couple of points regarding the TT races.

In 1934 it was won by Charlie Dodson in an MG Magnette; in 2935 it was won as you stated by Freddie Dixon in a Riley (I can find no reference to Wal Handley in connection with Dixon). Finally, in 1936 Dixon and Dodson shared Dixon's Riley to finish first. As I was present that day I can confirm that Dixon drove the first half of the race and Dodson the second.

In each of those years second place was taken by Eddie Hall in a Derby Bentley. In the last race Hall drove non-stop for the full distance of 30 laps or 410 miles at 80.81mph. The Bentley's tyres must have been exceptionally good as it was a relatively heavy car.

Sadly due to a fatal accident involving spectators this was the last race held on the famous Ards circuit.

A G Ryan,
Cheviot, N Z.

Unsung Genius

Sir,

Your feature on Enzo Ferrari's Magnificent Machines made for wonderfully evocative reading. Also it was a pleasant change to see a British journalist recognising the truly outstanding abilities and achievements of a driver so often overlooked in this country — Jacky Ickx.

The author variously describes Ickx as "the Belgian genius" and "brilliant", and writes "the world's best-ever all-round racing driver?" The question-mark was totally superfluous!

Neill Monaghan,
Milverton, Somerset.

Flat Racer

Sir,

I very much enjoyed reading the feature on Ferraris in the September issue. However, there is an omission, perhaps the most successful competition car ever built by Ferrari.

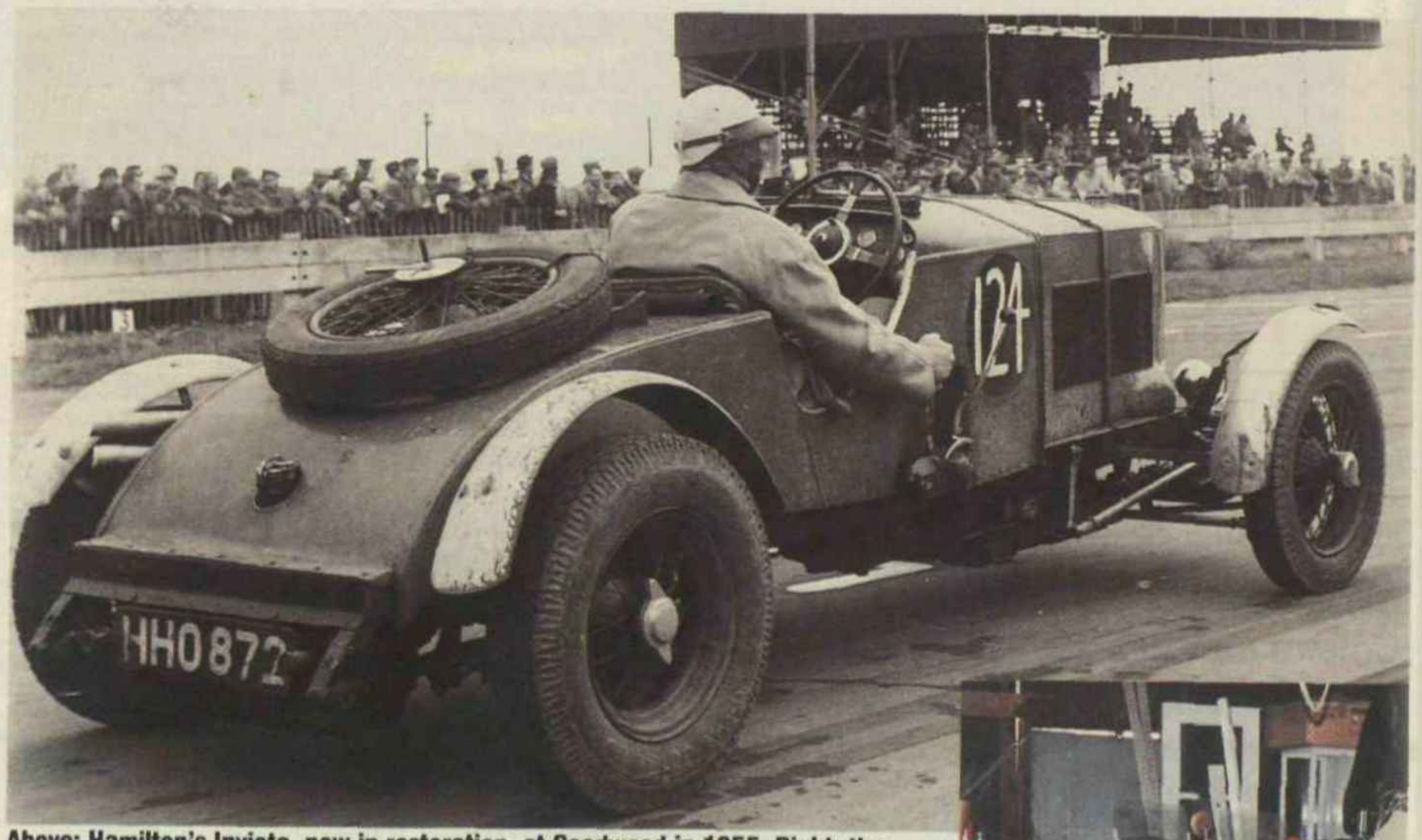
No doubt you will be able to fill in the details, but I seem to recall that in the early 1970s the factory built a hillclimb car, which I think was designated 212P, a 2-litre flat-12. If my memory serves me correctly the car, in the hands of Peter Schetty, won every event (or all bar one) of the European Hillclimb Championship.

I can only remember seeing one photograph of the car. It would be interesting to learn a few more details and to know whether the car still exists.

John Hickman,
Delves, Walsall.

(A forgotten machine indeed, to which even the Hans Tanner "bible" devotes only a couple of lines. The year was 1969 and the designation 212E, but otherwise you're correct.

The engine was the starting-point for the 3-litre flat-12 Formula One machines. G C)



Above: Hamilton's Invicta, now in restoration, at Goodwood in 1955. Right: the car being extracted from its glory-hole.



Resurrection

Sir,

A friend recently popped through my door a copy of MOTOR SPORT from April 1992, showing C J Hamilton's Invicta on the start line at Goodwood in 1955. I was very pleased as I now own the car.

When I was six years old I used to play in the car — it was left under some trees at a big house in Locks Heath, Hampshire. 30 years later it was given to me, and it arrived at my house at Easter this year.

I enclose photos showing the car as it was on Good Friday when we dug it out of the garage where it had been for 12 years. I have nearly restored the rolling chassis and will soon be ready to start on the bodywork.

I am now trying to find out the history of the car before 1960. Can any readers help?

Trevor Corps,
Portsmouth, Hants.

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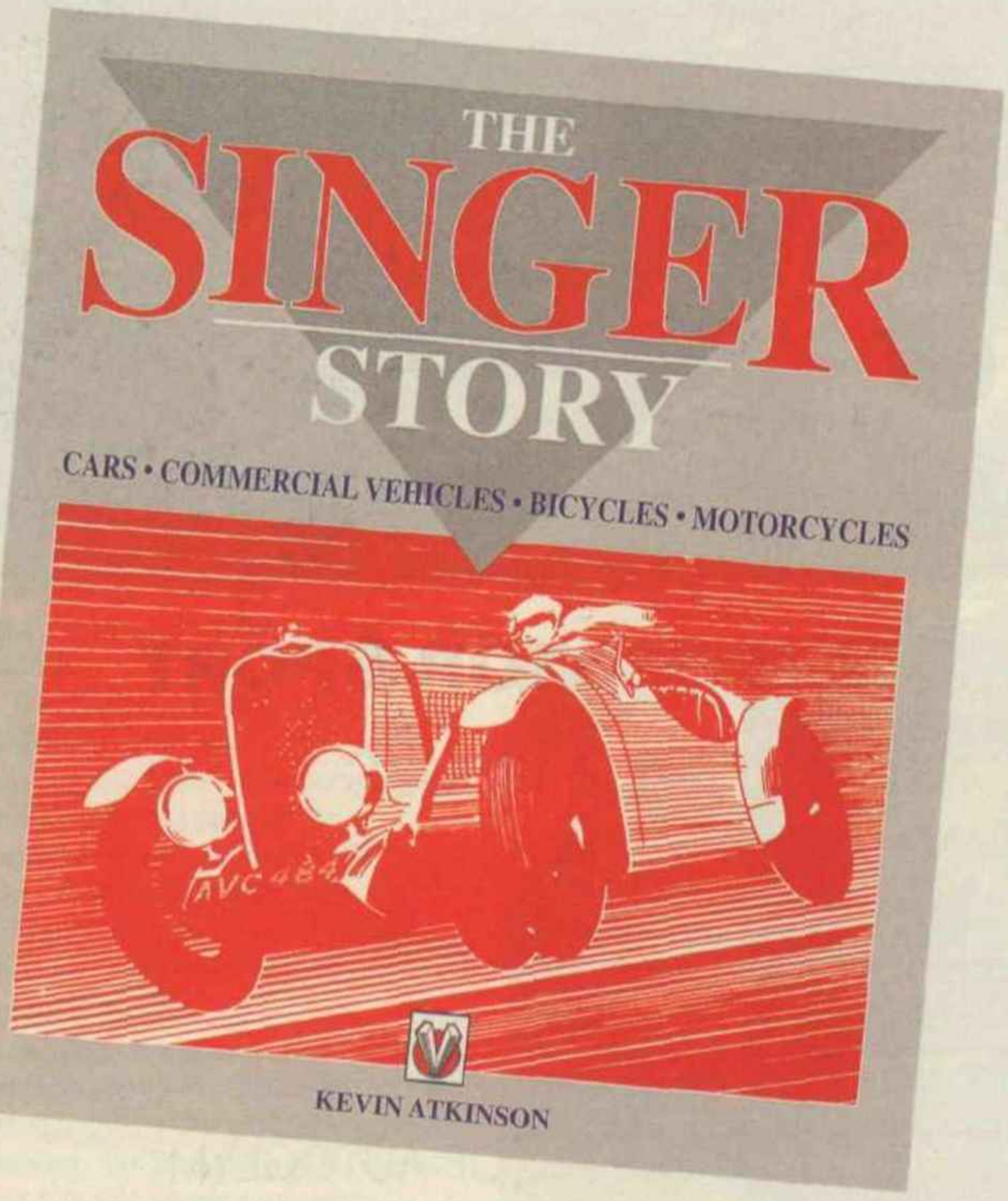
Jaguar C-Type and D-Type, Brooklands Books. £9.95.
Brooklands Books must have saved many researchers into one-make history much money with their reprints of articles from the leading motor papers covering most makes, thus avoiding the necessity for purchasing other books in this field. They have just come out with an 88-page soft-cover publication which can hardly fail to titillate, because it is about those very memorable and desirable cars, the Jaguar C and D, in the *Limited Edition* series. It is wonderful value, containing reports from Europe, North America and Australia on the progress of these Le Mans-winning cars, together with race reports, history and technical data from a dozen top motor papers of 1951 to 1984, including MOTOR SPORT. **W B**

It Beats Working — My 35 Years Inside Motor Racing, by Eoin Young. PSL, £17.99.
Here is a lighthearted, readable fun-book, difficult not to go through without putting it down, and then only if you find that the continual travel, high jinks, spirits, wine and beer episodes call for a brief breather.

Eoin, Eion, Ian (he explains the muddles made of his Christian name) Young describes his entry and progress into motor journalism, his close association with top and lesser racing-drivers, and his work for Bruce McLaren, with verve, writing it very well, as befits a fascinating story. Playboys they were in those initiation days and thus it is great fun to read of the exploits, ups and downs, living conditions and adventures as they unfolded. Eoin does this very neatly, seldom too verbose, as expected of a professional writer. Perhaps the best chapter in his book is that describing the flight home from Luton to Tasmania, New Zealand in Gavin Youl's Cessna. It ranks with the best accounts of long flights in light aeroplanes that I have read; as Eoin says, one wonders how many people have made such a trip on one engine since the record-makers of the 1920s? It's a great accolade for the pilot, who died of cancer a few years later. His aeroplane, owned by Jack Brabham, was refused a C-of-A after the final landing, due to wing corrosion!

Otherwise, the book is about motor-racing and the journalism associated with it. Name-dropping can be excused, indeed is essential to the story. The Foreword is by Jackie Stewart, OBE, with whom Eoin could have become a business-partner and subsequent wealthy man had he not turned the offer down. Well, a wealthier man, because journalism has, one gathers, not been exactly unlucrative for him. On the subject of "If I were a rich man. . .", turn to page 39 and you will see why Eoin is, and I may lag behind! But at least he gives me and MOTOR SPORT a complimentary sentence. . . Young was in awe of meeting 'Jenks' but the book is not quite up to date about him, saying that "he suffered a major stroke in 1996 from which he is still recovering slowly." A sad understatement; we shall now, I fear, never see the book about *his* career and the inside motor-racing stories which Denis had intended to write.

If I got the tiniest bit tired of reading about The Barley Mow, spotted a few anecdotes I remembered from Eoin's long-running *Autocar* column (and you might want to skip the chapter "Book Dealing"), this was a book I enjoyed very much, a change from the serious, never-smile stuff. The pictures are good, too; the author appears in nearly 75% of them. **W B**

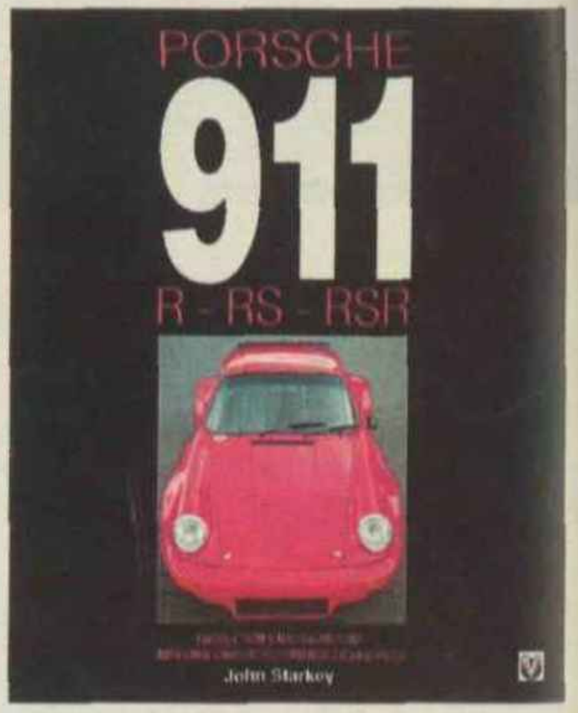


The Singer Story, by Kevin Atkinson. Veloce, £40.00.
A history of the Singer Company has been one of the very few gaps left in the one-make book field. Fortunately for historians and enthusiasts, this gap has been filled admirably by Kevin Atkinson.

It was an important book to write, because at one time Singer was one of the largest British car manufacturers, until things began to go wrong and the Rootes Group acquired the company. It had begun with bicycle manufacture in Coventry in 1874 and turned to cars and motorcycles from 1905; the last Singer car was made in 1970. So this is a long story. Singer sports-cars were prominent in competition and endurance runs, and these are very well documented, including the "Autosports" period, with the Barnes brothers well in control. In fact, Atkinson follows the 12/50 Alvis book in including the results of many events in which Singers were entered, even listing drivers, competition numbers and awards in MCC trials. A whole chapter devoted to "The Brooklands Age", about the pre-WW1 days of the Track, is somewhat confused as it includes other races, and the production Singers of that era. This comment can be overruled by a splendid picture reminding us that no less a person than 19-year-old Alec Issigonis competed there in a Singer Ten Weymann saloon in 1925!

Although the author tells us that very few factory archives exist, he has made a very good job indeed of documenting Singer history, saying he has used only original materials, not distorting this with his own opinions. He includes information about all the Singer (and Coventry-Premier) products, bicycles, cars, commercial vehicles, and motorcycles, with specification changes, prices, etc, and adds data about the many factories Singer purchased, the Company's profits and financial problems, its personalities, etc, embellished with period advertisements and publicity shots.

The pictures, many of competitions, are excellent and sensibly captioned, the Index is complete, and the Epilogue is by Robin Thorp, Singer OC Historian. The sporting element throughout the text is strong, with major and minor trials, rallies and races covered, and the steering failure in the 1935 TT which virtually ended Singer's official competition participation analysed. The *Candidi Provocatores* and *Autosports Three Graces* team cars are there; and what will MG folk say after reading that Cecil Kimber stripped down Singers for examination, often choosing to drive them instead of MGs! Only a few misprints. I rate this book very highly. **W B**



Porsche 911 R - RS - RSR, by John Starkey. Veloce, £40.
Everything you could wish to know about the racing 911 Porsches, stopping just short of the outrageous 935. Starkey covers the technical facts minutely, but lightens this with much verbatim personal recollection from drivers, builders and team personnel, including Norbert Singer, Porsche's development engineer, drivers John Fitzpatrick and Nick Faure, and tuner Erwin Kremer. Pictures are comprehensive, if variable in quality, but the real strength is the chassis-by-chassis record of RSR and 3-litre RS cars. **G C**

MOTOR SPORT



1084 LAGONDA 3-LITRE
A true Bentley alternative?

1087 OLDTIMER FESTIVAL
Classic action from the Nürburgring

1088 THE IBEC
The story of a unique Le Mans project

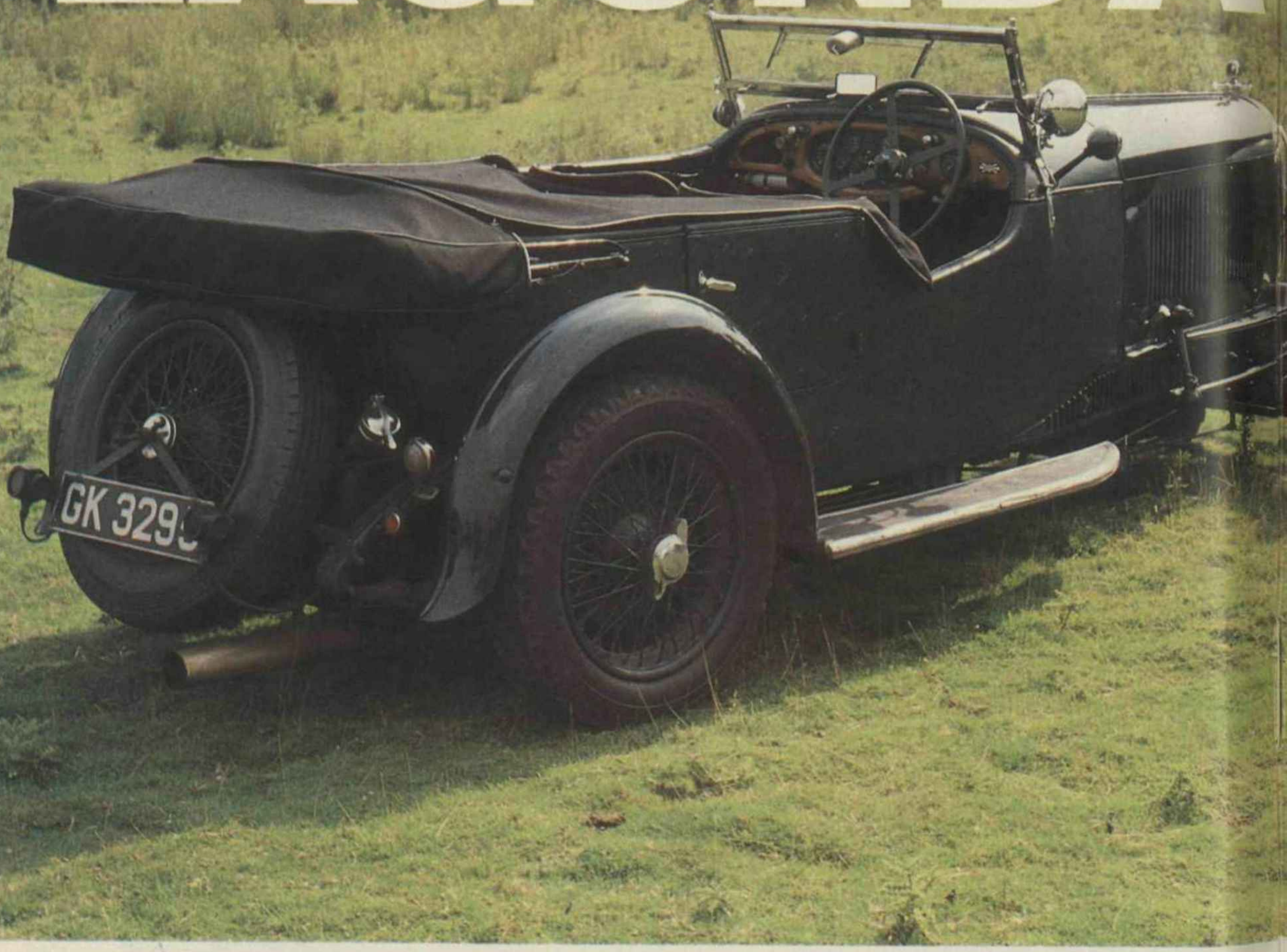
1091 CLASSIC MISCELLANY

1092 VETERAN TO CLASSIC

1101 BODDY LANGUAGE

1102 CLASSIC CALENDAR

LAGONDA



Laurence Meredith assesses a viable Bentley alternative

If we accept the general maxim that the basis for discussion is an exchange of knowledge, it so often follows that an argument, especially the heated variety, can be identified – but not always – by a profound exchange of ignorance and that, most folks when pressed hard, would prefer to rely on supposition than sound judgment.

Since the year 'nineteen hundred and frozen to death', the tweed-and-leather-patch variety of our species have argued that the sight, sound and technical excellence of the 3-litre Bentley is without rival anywhere in the vintage world. They may be right. And they are most certainly entitled to hold such opinion. But their creed is based upon foundations that appear to fall short of the truth.

During the 1920s, there were a few cars – though not many – from other manufacturers which were equal in stature to the esteemed Bentley, but which failed to capture the attention of the didactics who collared a monopoly on the distribution of legends – some true, some not – about the star of Cricklewood.

One such was the Lagonda 3-litre Special, a much underrated sporting motor car. Between 1928 and 1934 some 570 were built in various guises, the standard chassis retailing at £650 and a comparatively hefty £835 being asked for the low-chassis Special. A complete Special Tourer commanded around £1000 in 1930, its existence having been officially announced in March 1929.

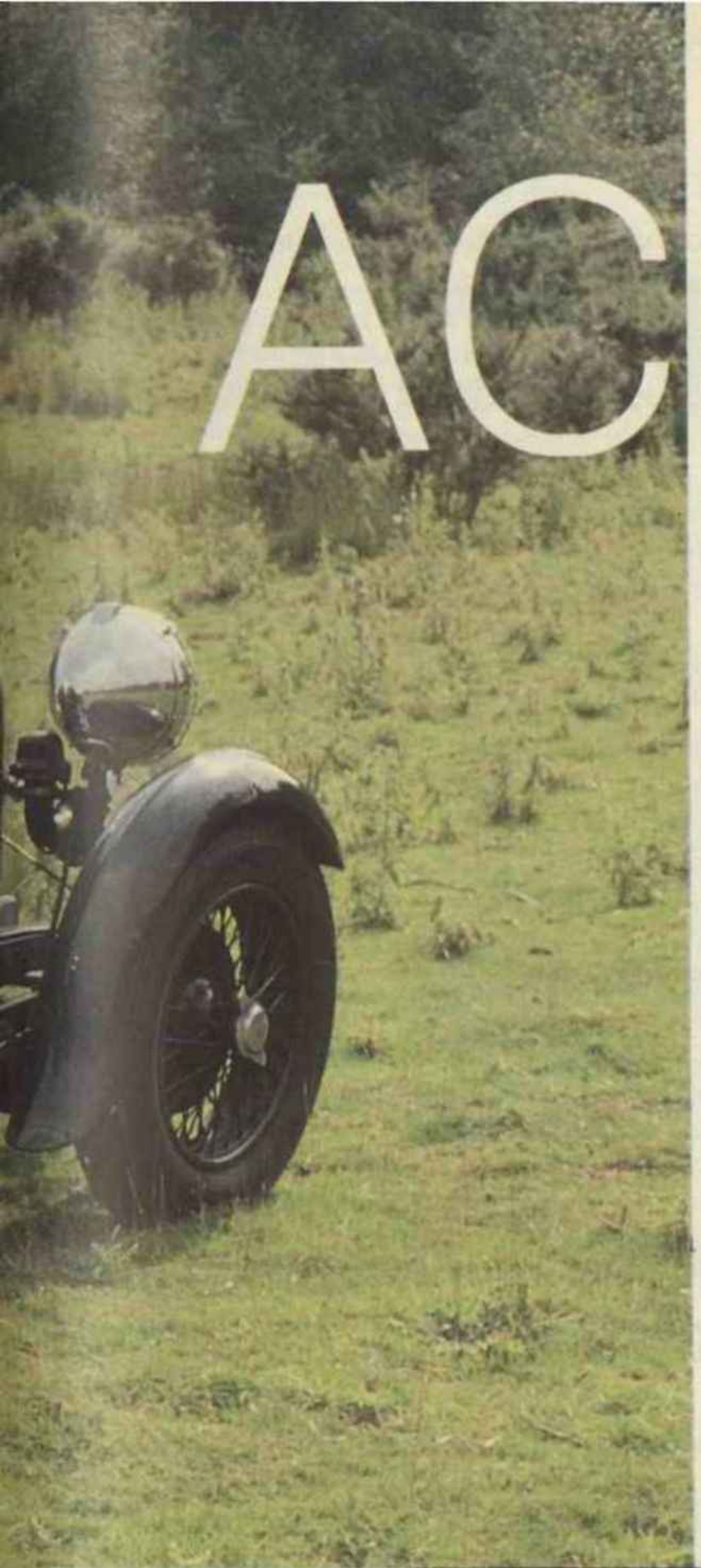
In prototype form the Special had the 'high' chassis, and although the six-cylinder engine had larger ports and a higher compression ratio than the standard car, it was fitted with a single updraught Zenith carburettor. Production cars had twin 1½in SUs; the Staines-based company didn't quote figures, but power output was around 80 bhp. And, despite weighing over a hundredweight more than the unsupercharged 2-litre model, performance from the 3-litre was about the same.

The prototype also featured a radiator stoneguard with the diamond shaped chrome struts, a 20-gallon petrol tank, dipping Lucas P100 headlamps and, interestingly, a clockwork device which automatically illuminated the sidelights after dark.

One of the many differences – and it's an intellectually important one – between the Lagonda and many of its contemporaries, and indeed later Lagondas, was that the magnificent engine was made 'in-house'. It was a Lagonda engine as opposed to the Crossley and Meadows-engined cars and is, therefore, hailed (rightly or wrongly) by aficionados as the last 'proper' Lagonda.

Aesthetically, the power unit is a masterly study in simple draughtsmanship; architecturally it is as robust and strong as a cathedral and quintessentially 'vintage'. With a bore and stroke of 72x120mm it is wonderfully long legged and, as contemporary journalists discovered to their delight, it is also satisfyingly torquey. An overhead-valve unit with the camshaft mounted in the side of the cast-iron block, the inherent smoothness of this big six was augmented by a seven-bearing crankshaft. The contemporary Meadows engine had a five-bearing unit – 15-love

ACCORD



much easier to place accurately during cornering.

Another advantage of cycle wings was that access to the engine was made much easier but, initially, they presented something of an aesthetic problem; 'full-length' running boards looked incongruous, which is why the production versions were either fitted with small, oval shaped footplates, or boards which tapered in towards the chassis some distance away from the front wheels. The introduction of cycle wings also saw the beginnings of another Lagonda hallmark in the form of distinctively large and aerodynamically shaped sidelights, which protruded on long stalks from each side of the scuttle.

Competition success of the 3-litre was impressive but comparatively 'thin', and this is where the Bentley boys really get on top of the argument. The highlight of the 3-litre's racing career was arguably the class win by the Fox and

a familiar sight on the roads of Herefordshire, and at VSCC events, for the best part of 30 years. Like all right-thinking members of the vintage motoring community, Widgery uses it all year round and has done so continuously since the day he bought it as a young undergraduate.

Back in 1962, this car was used by John Steed in cult TV series *The Avengers*. But, after only four episodes, it was replaced by a Bentley. What else?

With its long (10ft 9in) wheelbase and Buckingham-built fabric body, this is one handsome motor car. Muscular and well trimmed in the best tradition, the softly curving lines of the four-seater coachwork breed a miasma of wonder for a style that was pitifully laid to rest in the 1930s. Still maintained in admirably original condition, and bearing nicely a few of the inevitable scars of old age, this is clearly not a pampered product.

STEED of *The Avengers* was quickly wooed off this very Lagonda (left) by that all-pervading Bentley image. But there are those who insist that this was his biggest error of judgement. The 3-litre boasts impeccable road manners and has no trouble mixing it with modern day traffic (below).



to Lagonda.

Over the flying quarter-mile, the 3-litre Special was good for nigh on 83 mph. Fair speed for such a relatively heavy car, but not quite as quick as the lighter, supercharged 2-litre Lagonda, which was several mph faster at the top-end. Cycle wings were offered as an extra-cost option on both the Special and Speed models. At the front these were fitted to the backplates of the brake drums and, therefore, turned with the steering which, according to Lagonda lore, made the car

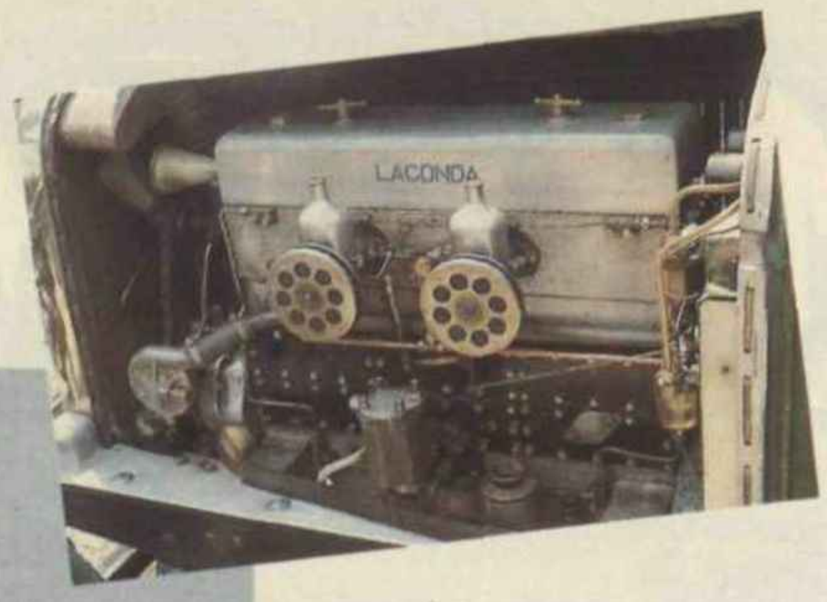
Nicholl 'lightweight' Speed model in the 1929 Brooklands Six Hours.

An event in which there was an entry of half-a-dozen 2-litres, Lagonda also walked away with the team prize. Lagonda's racing history is well charted, and anyone who recalls the ever amusing VSCC commentary duo of John Willis and Bunny Tubbs will be familiar with it in the minutest detail. Sadly, lack of column space precludes a transcript here.

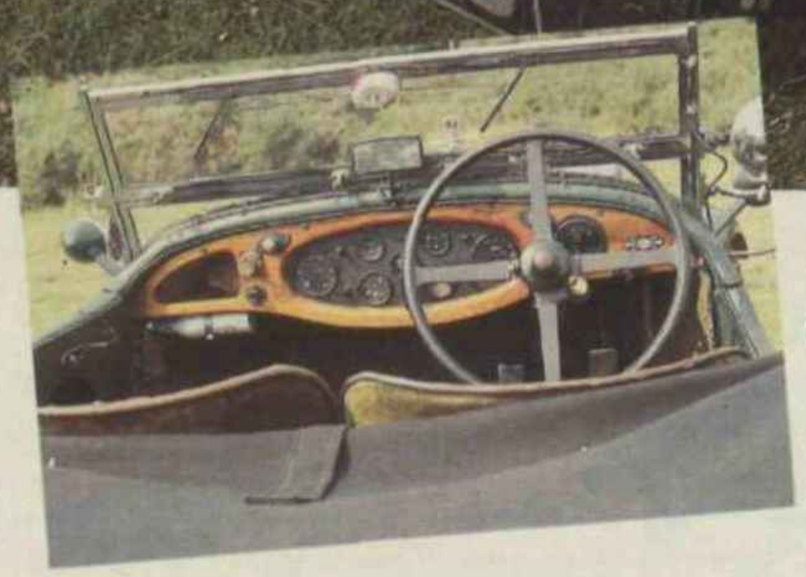
Ted Widgery's 1930 Lagonda Special has been

The dark green paintwork shines but doesn't gleam; its purpose is not to reflect what is visible, but is merely to make the car itself visible. Which is exactly how it should be. The three doors are not much more that courtesy tokens and, as the driver doesn't get one, installing yourself behind the typically large four-spoke steering wheel either requires a short walk around the car to enter by the front passenger door, or a gentle scissors kick and a body-bumping exercise on the driver's side.

LAGONDA ACCORD







THE real McCoy: Lagonda's 'in-house' six. As befits a sports tourer of this period, the Special's prow possesses a commanding presence, whilst its cockpit offers a commanding view once you've settled into the hip-hugging seats.

I took the latter course, because it's much easier. Once you're in, the tiny hip-grasping bucket seat, which is upholstered in its original and enchantingly tatty green enamelled hide, proved to be as comfortable as anything else from this period and even tends to relax the old muscles and bones a touch.

There's plenty of room for legs, arms and feet, and the general layout of the instruments and controls suggests that the interior was designed by a chap who included 'ergonomics' in his vocabulary. This is a stark contrast to so many vintage machines which are characterised from the cockpit by all sorts of appendages that stick into your knees (left or right), prod your ribs (back or front) and generally get up your nose (either nostril).

Fire the big six into life, dab the centrally-positioned throttle and the Lagonda instantly settles down nicely to idle.

The man-size clutch has fairly long travel and, when it engages, the 'bite' is firm and sound. Gearchanging proved a little tricky at first; the lever is a short, floor-mounted affair on the right-hand side with third and fourth closest to you. This did not prove to be a problem, but changing up or down requires a bit of concentrated practice – a flick of the hand as fast as possible and plenty of engine revs – if crunching the 'box to an audibly premature death is to be avoided. Having gone through the mechanical trauma of reaching top gear, though, the elephantine spread of torque is such that you can virtually forget changing gear altogether.

On we burbled – at a gentlemanly pace – through the sun scorched Herefordshire countryside taking in the sleepy old villages of Pembridge, Shobdon (where Peter Walker and Innes Ireland once lived) and Eardisland, where the stone bridge across the River Arrow provided a golden opportunity for listening to the echo from the fabulous exhaust.

With such a long wheelbase ride quality is truly remarkable, the large wheels 'flattening' frost damaged road surfaces most confidently. There is a natural tendency for the crossplies to follow 'tramlines' but, when this happens, it is important not to correct the steering too vigorously because it can become a habit, and before you know it your hands are working overtime.

After an experience with a V12 Lagonda a little while ago, I hadn't expected much in the way of stopping power. A mechanical system operated by rods at the front, cables at the rear and with separate shoes at the rear for the handbrake, anchor power was encouragingly good, albeit not quite on a par with the 2-litre 'Lag' on account of the extra weight.

There really isn't much to compare with cresting a blind brow and encountering a flock of escaped sheep for pulling a car to an abrupt halt, no matter how good the brakes may be.

For a 66-year-old, the Lagonda's roadholding capability is quite astonishing; there's a touch of body lean, as with most cars of pensionable persuasion, and a hint of understeer but, set up properly on a committed line through a corner, everything hangs together addictively well. Such is the flexibility of the engine that changing down before a bend is nigh on pointless – though it's great fun, just for the pleasure of it.

...it is thought to have travelled the distance between Ledbury and the dark side of the moon

Most impressive of all is not the car's ability to pull from 10 mph in top, although it easily will, but its talent for averaging a mile per minute cross-country. Keeping up with modern traffic is not a problem – most of it gets in the way – and despite the wearying nature of open tourers on hot, sunny days, we arrived home in time for afternoon tea thoroughly refreshed, the driver in a state of mellow euphoria.

On reflection, the Special is not entirely faultless. What car is? It is, however, well beyond serious criticism. The top frame of the windscreen is a little low and necessitates a forward shuffle of the bottom in the seat to allow for unencumbered straight-ahead vision. In this respect, however, it is nowhere near as daft as the Porsche 356 Speedster. In any case, the windscreen can be swapped for a couple of aeroscreens, which makes sense except on the hottest days, when you daren't open your mouth for fear of providing the entomological world with a time-share opportunity.

Unfortunately, the car's true mileage isn't known, but it is thought to have travelled roughly the distance between Ledbury and the dark side of the moon. And, during Ted's custodianship, it has never once broken down.

So, is it really as good as a 3-litre Bentley? I would not have thought so *prior* to driving this magnificent machine but, having done so, it certainly proved to be a worthy equal. The two are very different animals, the Lagonda possessing extraordinary grand touring talent, the Bentley gaining the upper hand on the sporting front.

As usual, you pays your money . . .

OLDTIMERS, MAINLY



Schmitz-Koep's 4CS Maserati passes Amanda Stretton's 'Nash, above; parade, right, celebrated BMW 328 and German Bugs.

David McKinney reports on the biggest Continental Historic race meeting

Following just a week after the Coys Historic Festival at Silverstone, the 24th AvD Oldtimer Grand Prix at the Nürburgring on August 8/11 suffered some loss of entries, but produced some excellent racing nevertheless. Over the four days a total of 57,000 spectators were reported to have watched 480 drivers from 18 different countries competing in a packed programme on the full Grand Prix circuit.

There was no race for postwar GP cars this year, but the sportscars had their usual feast of racing. This started with the now well-established 500km Marathon on the Thursday, led virtually from start to finish by Steve Hitchins in his well-known AC Cobra, with the Menden brothers from Essen sharing the wheel. Gary Pearson and Paul Alexander had provided a strong challenge in Brandon Wang's 250LM Ferrari, as had Peter Hannen and John Beasley in the latter's Cooper Monaco, but neither car finished, nor did the Valentine Lindsay/Win Percy Birdcage Maserati or the David Pennell/John Harper Lister-Jaguar. Second went to the David Piper/Willie Tuckett 250LM with a local Jaguar XKSS third.

Pearson took over the Silverstone-winning Lister-Jaguar for the Louis Vuitton races, and had no trouble in winning both the Saturday and Sunday legs of the race. Series leader Jeffrey Pattinson took a second and a third in his Cooper Monaco but failed by less than quarter of a second to wrest the overall runner-up position from Tony Dron in the Aston Martin DBR1. Harper in Pennell's Cooper Monaco was fourth on aggregate ahead of Martin Stretton (Maserati 300S) after the retirement from Sunday's race of







Barrie Williams (Tojeiro-Jaguar) and Don Shead (Kurtis-Chevrolet).

Local drivers Klaus Werner and Hein Gericke in Monza Alfa Romeos took the first two places in the pre-war sportscar races, in one order one day and the reverse the next, with Stretton in the Le Mans Lagonda a manful third.

An exciting Super Sports encounter fell to Charlie Agg in his well-known McLaren M8F, after local hero Kalisch suffered mechanical problems with his BRM P154 on both days. The other German hope, Wido Roessler, spun his McLaren M6B out of contention leaving Richard Eyre, whose McLaren M8F had beaten Agg in Saturday's race, to place second on aggregate ahead of Peter Hoffmann (M8F) and the Chevron

Le Mans race added variety, like 910 Porsche, below; Amilcar, bottom, another rarity.

B26 duo of Richard Evans and John Burton.

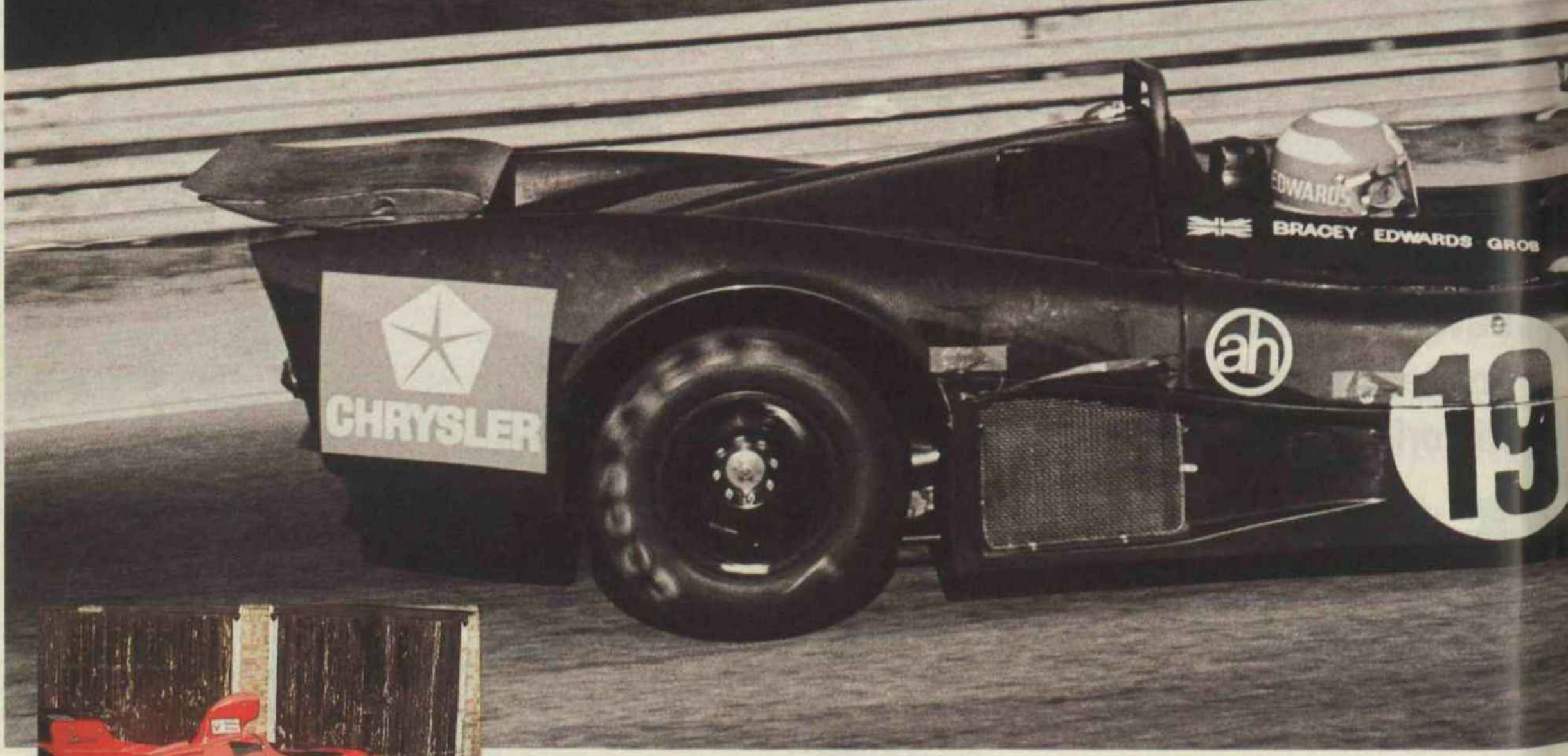
An innovation was a race for newer Le Mans cars, with numbers made up by recent cars, notably a trio of Porsches. Christophe Bouchut in a Kremer 956 punted the similar car of early leader Lars Jonsson off in the first race and carried on to win from Jonathan Baker (Lola T70), with Kent Abrahamsson (Chevron B16) a distant third after a mid-race spin. On Sunday Bouchut strolled away to a 32sec win over Abrahamsson and Baker, with Jonsson fourth.

Pearson showed his versatility – and ability – by taking Beasley's Tecno to a surprise win in the first European Historic F2 Championship race. The wet conditions favoured the Italian car and its driver, and he shot through from the fourth row of the grid to run second into the first corner, taking the lead two corners further on and running away from the field. Philip Walker (March 712) showed continuing improvement to place second, having passed former champion Fredy Kumschick (Lotus 69) at half-distance, but class star Rob Hall retired with a flat tyre. Hall had no trouble in winning Sunday's race from Kumschick with Walker third and Pearson fifth.

The Lurani Trophy Formula Junior series provided some of the closest racing of the weekend, with three Lotus 27s scrapping without stop on both days. Joaquin Folch won the first race from Tony Thompson and Urs Eberhardt, while Thompson threw away a more comfortable lead with a spin on the Sunday, then fought back to snatch second from Eberhardt at the Veedol chicane. Folch this time finished well ahead.

The meeting was rounded off with two popular demonstrations by Edwardian cars, and others to mark 60 years of the BMW 328, the 40th anniversary of the foundation of the German Bugatti Club, and the European adoption of Formula Vee. There were also a couple of races for Superkarts which were not, we were advised, in any way historic.

SPECIAL BREW





CITY slicker: with the financial help of Ian Bracey's stockmarket chums, the Harvey Postlethwaite-penned Ibec made it to Le Mans (above). It was to be an adventure that ended is a shower of DFV bits. The car later grew a big rear wing and an extra cubic litre to contest the Thundersports series in the UK (top). Sadly, it is currently gathering dust.

Behind so many shattered dreams is an old racing car languishing as a monument to what might have been, if only . . . Back in 1977 the late Ian Bracey, a Lloyd's underwriter – known as the Baked Bean to his friends – was driven by an acute obsession with the Le Mans 24 Hours to build a really special 'one-off' racer, with which he and his chums would achieve a lifetime's ambition to win at the Sarthe as a private entrant.

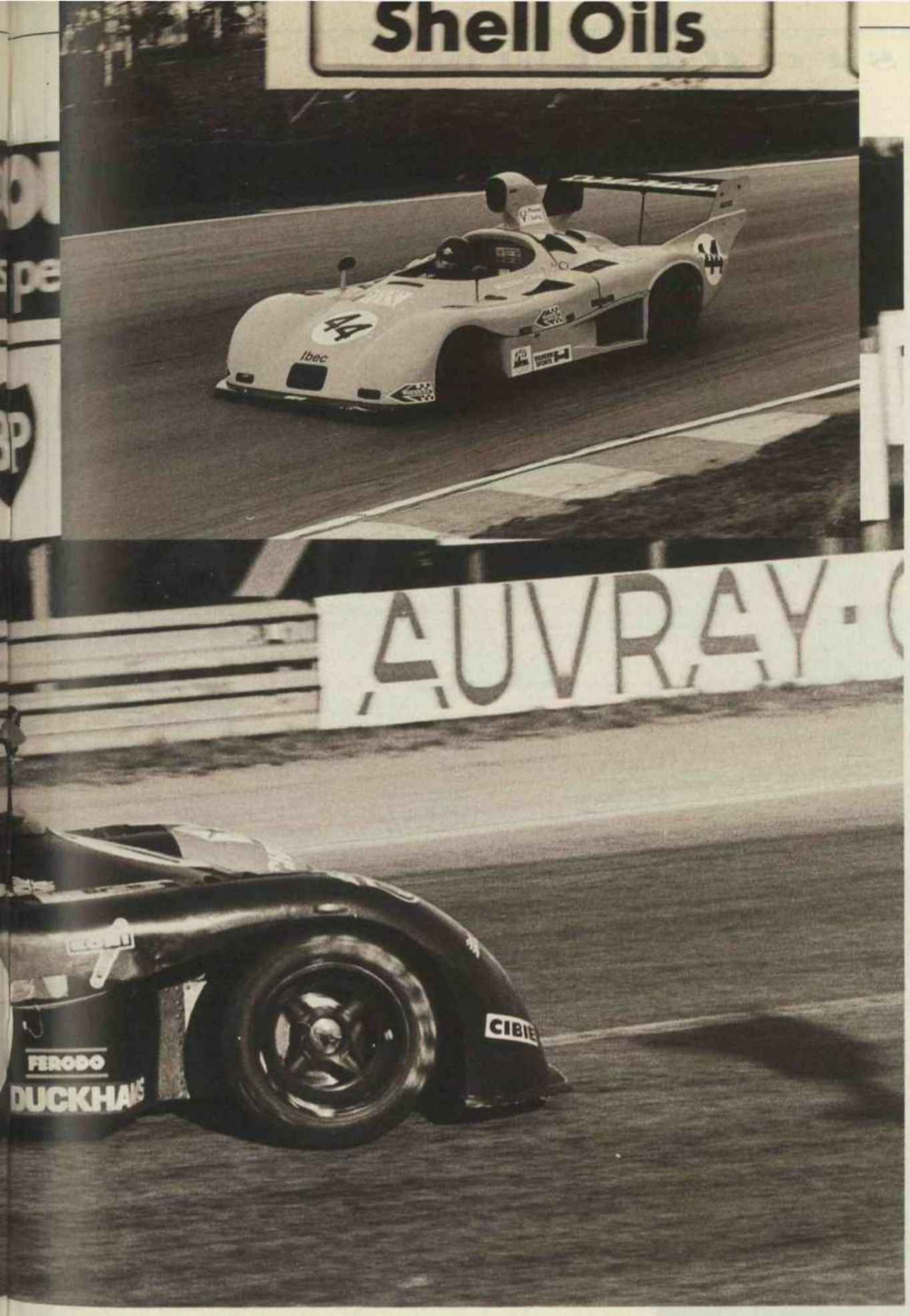
It was a brave effort. What had cost Henry Ford millions of dollars just 10 years earlier, Bracey was attempting to accomplish with a budget of around £100,000. However, as Henry Ford himself once said of Le Mans: "Dedication counts far more than money. After all Noah was a dedicated amateur, the men who built the Titanic were real professionals." Bracey was dedicated. But more important to him than winning Le Mans was to do it in an all-British car with all-British drivers.

Apart from the efforts of Derek Bell and Alain de Cadenet, British assaults on the French classic since Jaguar's victories of the 1950s had been dismal, declared Bracey then. His own efforts in 1977 in a two-litre sports car resulted in retirement after just five hours when the engine gave out, which Bracey attributed – possibly correctly – to the vibrations of a high-revving four-cylinder motor being inherently incapable of withstanding the high-speed rigours of the original Mulsanne.

A man of action, he quickly built the nucleus of a team around him and began to plan for the 1978 race. The Ibec project (Ian Bracey Engineering Company), pronounced 'Eyebeck', was launched. A lesser man than Bracey might have spent the winter of 1977/78 looking for a suitable 'off-the-peg' chassis, or even a decent used racer with a view to suitably modifying it, but he knew a number of people who had been up those routes before – it simply doesn't work, unless, of course, your motive for competing at the Sarthe is to make up the numbers and have fun.

Bracey would start from scratch. Or rather, one of the world's top designers, Dr Harvey Postlethwaite, would. The general idea was to replicate an appropriately modified Grand Prix car design — the Hesketh 308 in this case – which, in theory at any rate, was not a bad idea. A new aluminium-alloy tub would have to be fabricated and a body designed and built, but the rest was largely available 'off the shelf'. The Baked Bean was on his way.

The three-litre V8 Cosworth DFV, detuned for long-distance durability, was the preferred power



Bracey enlisted the help of Chris Witty to take charge of the project's dynamics, and, without further ado, the whole shooting match – half-finished tub, boxes of Hesketh bits and pieces – was transported to Lyncar's engineering workshops in Slough. The real race from then on was against the clock; many of the Hesketh bits were discovered to be old and unusable, and there were less than six weeks left to build the Ibec-Hesketh 308LM, as it was officially called by that stage, from scratch.

The stunning bodywork, which was wind-tunnel developed, was constructed largely from fibreglass by Bob Curl of Marchant & Cox, and Bracey gathered around him a number of extra grafters, including Bubbles Horsley, who was to act as the team's circuit manager. While work progressed on the car, Bracey produced a *simple publicity brochure – a nice collector's* piece in itself – aimed at gaining sponsorship for the Le Mans assault.

As an underwriter, the Baked Bean was not short of the right sort of contacts in the business world. And Bracey needed their help. As Alain de Cadenet once remarked: "To keep a car steady at 210 mph on the Mulsanne straight, you need a degree of financial stability."

Ian Bracey had already spent a considerable sum from his own pocket to come this far. Some £17,000 had been alotted for the design and building of the car, £5000 for the bodywork, £15,000 for a brace of 'Cossies', £1500 for the gearbox, £5000 for chassis spares and a host of other bits and pieces, all adding up to a grand total of £81,300 – a fair sum for a privateer. (But as an aside, less than a tenth of the cost of competing with a similar project today.)

The motor racing industry, of course, helped considerably; Ferodo came up with a set of brakes, Cibié the lights and so on, but it was Ian's pals in the City who contributed a large chunk of the cash required to actually get the car to the circuit. Things were just coming along nicely, although the panic and the pain were far from over. Especially the pain. Bracey employed Guy Edwards and Ian Grob as his principal *pilotes*, Bracey's own skills behind the wheel acting in a support driving role.

The Ibec was the car that Ian Bracey was going to take to the top in the Le Mans 24 Hours. Laurence Meredith recalls that he had less than £100,000 with which to do it

unit; it had the advantage of proven reliability, ready availability and no shortage of usable 'grunt'. And a Hewland FG400 five-speeder was bolted behind it. The Hewland was a natural choice, having been originally designed to work in conjunction with the DFV. Suspension components – double wishbones up front and twin trailing arms, parallel links and top links at the rear – would be supplied by Lord Alexander Hesketh's racing concern. In fact, the boys in his Lordship's Formula One workshops agreed to put the whole thing together.

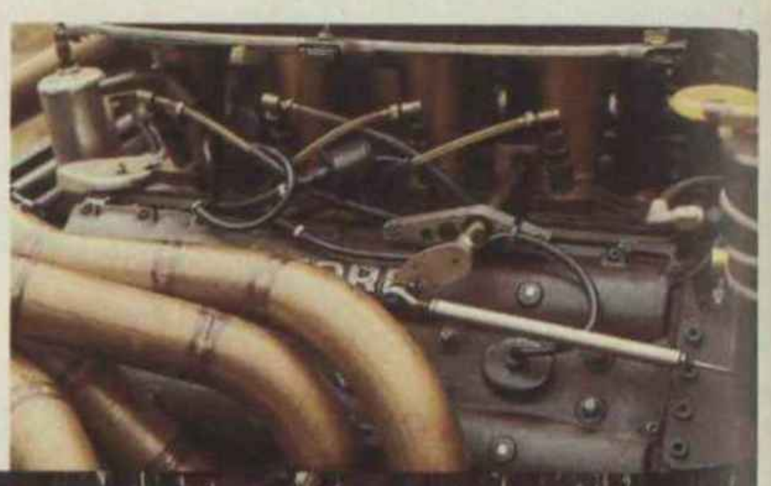
Then, as now, the pressure on the workshop staff was considerable, and as time ticked by progress on the Ibec got well behind schedule. With the first official timed practice just a few weeks away, Bracey's dreams were slipping into oblivion. Drastic action was needed.



SPECIAL BREW

BASED on the F1 Hesketh 308, the Ibec was eventually screwed together by John Nicholson's Lyncar concern. It is to its great credit that the car proved quick straight-out-of-the-box.









Ironically, the Baked Bean's considerable attempts to limber up and increase his stamina for the race – jogging around the unforgivingly hard streets of London – landed him a briefly incapacitated ankle. Exit racing driver Ian Bracey. But then there was a stroke of luck. Sponsorship guru Guy Edwards turns up with a spare Ford DFV engine and, incredibly, financial backing from Chrysler, a deal akin to Marlboro supporting an international no-smoking campaign. But it happened and it was most welcome.

Equipe Ibec reached Le Mans in time, not fortuitously, but by sheer hard work and the determination to see the project through. But Le Mans is no respecter of good people's hard work and well placed intentions. As six-times winner Jacky Ickx once noted: "You can have the best driver, the most reliable car, the fastest engine and lots of good luck – and still finish last." Or worse, not finish at all, as many entrants have discovered over the years.

The team had two DFVs, one for practice and a special race engine developing approximately 450 bhp at 10,200rpm and maximum torque of 256lb ft at 8600rpm – figures which, frankly, were fairly typical of most three-litre Le Mans cars for the previous 10 years, but good enough for the Ibec to record a top speed of 217mph through the trap at Mulsanne.

Edwards duly planted the new car in a firm 13th position on the grid, with an impressive average speed of 133 mph.

When Keith Duckworth remarked that winning Le Mans must be easy on the grounds that "someone does it every year", he was right in one sense, but 13th place was to prove unlucky for the Ibec. During the race, mechanical maladies dropped the car to 42nd place in the early stages, but with some spirited driving and a little luck the car gradually climbed back up the field.

A decent finish was on the cards, but at around nine o'clock on Sunday morning several thousand pounds worth of Cosworth detonated itself, sadly putting an end to the Ibec's 1978 Le Mans challenge. It had been a noble and praiseworthy effort. Bracey and his team proved above all else that amateurs could take this, the greatest race on earth, seriously on a fraction of the budget used by the big factories.

After Le Mans the car languished, a Cinderella returned from the ball. Flying one day, obsolete the next. That the Baked Bean was prepared to put so much effort into one event was a fine example of the fascination the Sarthe circuit has always held for British fanatics.

However, the Ibec was eventually exhumed and resurrected to fight again, as old racing cars are apt to be. When the BRSCC began the Thundersports series, it proved ideal – a hairy big banger which David Kennedy, Divina Galica and Malcolm Clube all drove in turn to good effect over a period of some five years.

Current owner Clube describes the Ibec as having "real voltage". The only problem with the car in its Thundersports days was chronic overheating, which was easily solved by changing the 'slimline' water radiators for a brace of bigger ones. The original Le Mans nose panel was also changed for a more modern unit at roughly the same time.

"What is so striking about driving this car, particularly at Brands Hatch, is its ability to glue itself to the ground," says Malcolm. "The grip is only believable when you realise what the chassis does to your neck muscles."

But having performed in its last race at Brands Hatch in 1988, where it won its class, the Ibec is now languishing once again. It clearly shouldn't be. Now fitted with a 4.2-litre Cosworth engine — thought to be one of three in existence — producing around 525bhp, the noise it makes is not the familiar barking of a well-honed Cossie on song, but the scream of a Cossie that's never used for the purpose its designer, Keith Duckworth, originally intended.

A racer with a ground-shuddering presence, the Ibec is a car with a tangible soul. Every component either gleams, or groans in protest at being so under-employed.

Devoid of its shapely bodywork, the true craft of the racing car manufacturer is revealed. And it was sobering to think that the craftsmen who put this all together did so in just a few weeks. The tub, which is made from a combination of NS4 and L72 alloys, is a classic pre-composite structure, a metal sculpture with the engine bolted directly behind it. And the shapely camshaft covers are almost completely concealed by an octet of perfectly tuned exhaust pipes. Their silence is horrible.

For readers who haven't experienced the pleasures (and pains) of driving a powerful racing car like this, mere words are incapable of conveying what it's really like. At 180 mph, the downforce on the nosecone alone is equivalent to a small elephant sitting on the car. At 217 mph that becomes a large elephant. From standstill to 100mph takes less time than dialling a London telephone number, and braking forces are incomprehensibly powerful.

But it sits there in its hideaway, the original Le Mans nose panel propped vertically in a corner, gathering dust, along with a spare set of wheels with their fat slicks neatly scuffed.

Standing still, it's fast. It could never be anything else.

This is not *an* Ibec, this is *the* Ibec. And it will always be special.

DERBY DAYS





David McKinney reports on three action-packed HSCC days at Donington

Super Sports, super race: Chris Chiles headed Charlie Agg until the March's engine let go. Brute force and delicacy, inset: Smart's Mustang and Franke's Zagato Alfa. Below, Stretton and Tyrrell 005 – close, but no cigar.

The HSCC's annual FIA Historic Championships meeting at Donington Park produced the familiar pattern of some good fields and some not so good, some exciting racing and some that was positively dull.

Top billing on the busy three-day programme at the August/September cusp went to the FIA Cup round for Thoroughbred GP Cars, promoted by the HSCC with MOTOR SPORT. No fewer than 28 cars practised and 26 started, the most notable defection being Bob Berridge. After lapping a second faster than anyone else in qualifying, he found his RAM 01 in the pit-wall after an optimistic attempt to pass two slower cars.

Steve Hitchins in his Lotus 78 was thus able to lead the 43-mile race from start to finish, but the early lead he established was cut down by Martin Stretton. Once having found a way past Geoff Farmer (Tyrrell 012), Stretton had his older Tyrrell 005 all over the leader's rear wing until an engine problem and a spin put him out three and a half laps from the end.

Hitchins thus won by 7sec from Farmer, who had come under attack from John Wilson (Williams FW08), while Mike Littlewood brought John Fenning's magnificent Ferrari 312T5 home in fourth place. Michael Schryver (Lotus 72) won his class and has the championship sewn up with the Brno round still to go.

David Methley (Marcos) won the FIA Historic GT race after Bo Warmenius retired his very fast Lotus Elan on the line. Tony Thompson (Lotus 27) had the easiest of wins in the Lurani Trophy FJ round, and the first of the two one-hour saloon events went to Dieter Dahlemann's Mini, which veteran Richard Longman also drove. Warmenius suffered his second retirement of the day while his Lotus Cortina was leading the other race, leaving the Helge Snabb/Juha Liukkonen Ford Falcon to hold off the Massimo Faraci/Carlo Facetti Alfa GTA to the line.

More exciting than almost all of the FIA races, however, were the two rounds of the International Super Sports Cup. Charlie Agg won them both in his familiar orange McLaren M8F, but was given a hard time by Chris Chiles' March 717 on both days. Chiles finished 0.5sec behind on Saturday and was leading the second race when his engine went. This left Richard Eyre (McLaren M8F) to take second ahead of John Burton's much smaller Chevron B26 after all four German-entered McLarens fell by the wayside.

"He found his RAM 01 in the pit-wall after an optimistic attempt to pass two slower cars."



Richard Evans (Chevron B26) was among the retirements and thus a non-starter in the RJB Mining Championship round, for which he had qualified on pole ahead of Mike Wilds, as usual in race sponsor Richard Budge's B36. But it was Burton who won the race, passing Wilds on the third lap and leading him over the line by a second. Helen Bashford, who had organised an anniversary race for Chevron B19s at the meeting, was third in her only start from three attempts. She had qualified on pole for the B19 race, while John Cleland, who had hill-climbed a B23 some 22 years ago, drove a borrowed 3-litre BMW-powered car to fifth-fastest time. The BTCC champion held off a fast-closing Burton to win the race by a second and a half.

The HSCC's Classic Racing Car event fell to Mark Linstone, who found the power of Ean Pugh's BRM P126 sufficient to hold off the constant attentions of Geoff Farmer, whose twin-cam Brabham BT18 had been 3sec faster in practice.

Last race of the weekend was a round in the BRDC's Louis Vuitton series for Fifties sportscars, which brought yet another win for Gary Pearson in the Lister-Jaguar he has been using to such good effect over the past few weeks. John Harper, who had qualified his 2-litre Cooper Monaco on pole, passed Jeffrey Pattinson's similar car in the closing stages to place second, with Barrie Williams (Tojeiro-Jaguar) falling back in fourth but remaining clear of a race-long battle which David Pennell (Lister-Jaguar) won from Tony Dron (Aston Martin DBR1).

VSCC CADWELL PARK

URE THE WINNER

Alan Cox applauds the return of vintage racing to Lincs





A lonely John Ure and AJM1 passing the *farmyard in the title race*; Mark Walker, *right*, collected the Holland Trophy, despite the efforts of Baker in the Hispano-Delage and Harper's Morgan, below.

After a three year absence, the VSCC returned to Cadwell Park in mid-August, to the delight of competitors and spectators alike and although a number of regular front-runners were absent due to clashing commitments, there was some entertaining racing in glorious sunshine.

The Frazer Nash and GN race opened the nine-race programme with Simon Smith in one of father Dick's 'Aluminium Brick' 'Nashes setting the early pace from a fast-starting Steve Roberts and pulling away until Smith developed brake problems causing his retirement at Hall Bends on lap four. What followed was a revelation in terms of racecraft when new leader Roberts opted to pull into the paddock road one lap later, believing he had finished! This ploy fooled his three closest pursuers who followed, only to be ushered back into the fray by the paddock marshal, by which time Bob Upston, who was able to count up to six, hurried by to take a lead he held for the final two laps with his 'Nash/AC. Peter Cobb, equally convinced that he had signed up for six laps, finished a close second, while Bill Kirkpatrick salvaged some face by being the first of the paddock refugees to finish, albeit some distance adrift in third from the recovering Robert Beebee.

The first short Scratch race proved to be a Morgan benefit with Stuart Harper (Super Aero) taking a comfortable win from Gary Caroline's similar mount, lapping three seconds a lap quicker than anyone else, although early leader Anne Templeton's second on-the-road with her MG KN was met with a 10sec penalty, dropping her to sixth.

The Spero and Voiturette Trophies developed into a two-way battle between David Fletcher-Jones (Lagonda Rapier) and Frank Hernandez (Austin 7 Special) with the Austin posing a race-long threat but never quite able to challenge, the winner taking the Spero and Hernandez the Voiturette. Don Rawson brought Tony Noble's Austin/MG Special home a lonely third from Piers Leigh's Lagonda.

Main race of the day, for the Shuttleworth and Nuffield Trophies, mustered only ten entries and became something of a procession with John Ure taking a flag-to-flag win with Peter Mann's ERA AJM1; although runner-up Duncan Ricketts set fastest lap with ERA R1B, he was hampered by front brake problems in the closing stages. Ted Dunn (Riley Falcon Special) was hurried by Spencer Flack (Cooper-Bristol) but managed to open up a small advantage in the closing laps to take third. Ray Wilkinson (Cooper-Bristol) finally overcame Ben Fidler's well-driven pre-war Lagonda Rapier to finish fifth.

Mark Walker (Parker-GN) may have led all eight laps of the Holland Trophy for Vintage cars, but came under early pressure from Robin Baker's superb Hispano-Delage before he slid down the order, his place being taken by on-form Stuart Harper (Morgan), only to see the three-wheeler lose touch at half distance by careering across the grass on the Mountain approach. However, Harper collected himself and resisted a late challenge from Ian Stewart's Morgan to take second and equal Walker's fastest lap. Gary Caroline proved that Cadwell is a Morgan circuit by taking fourth.

James Broomfield (Alvis) ran out an easy winner in the second short Scratch race from the Alvis of Anthony Green with Mike Allison (MG) in third after the demise of Peter Fletcher-Jones (Lagonda).

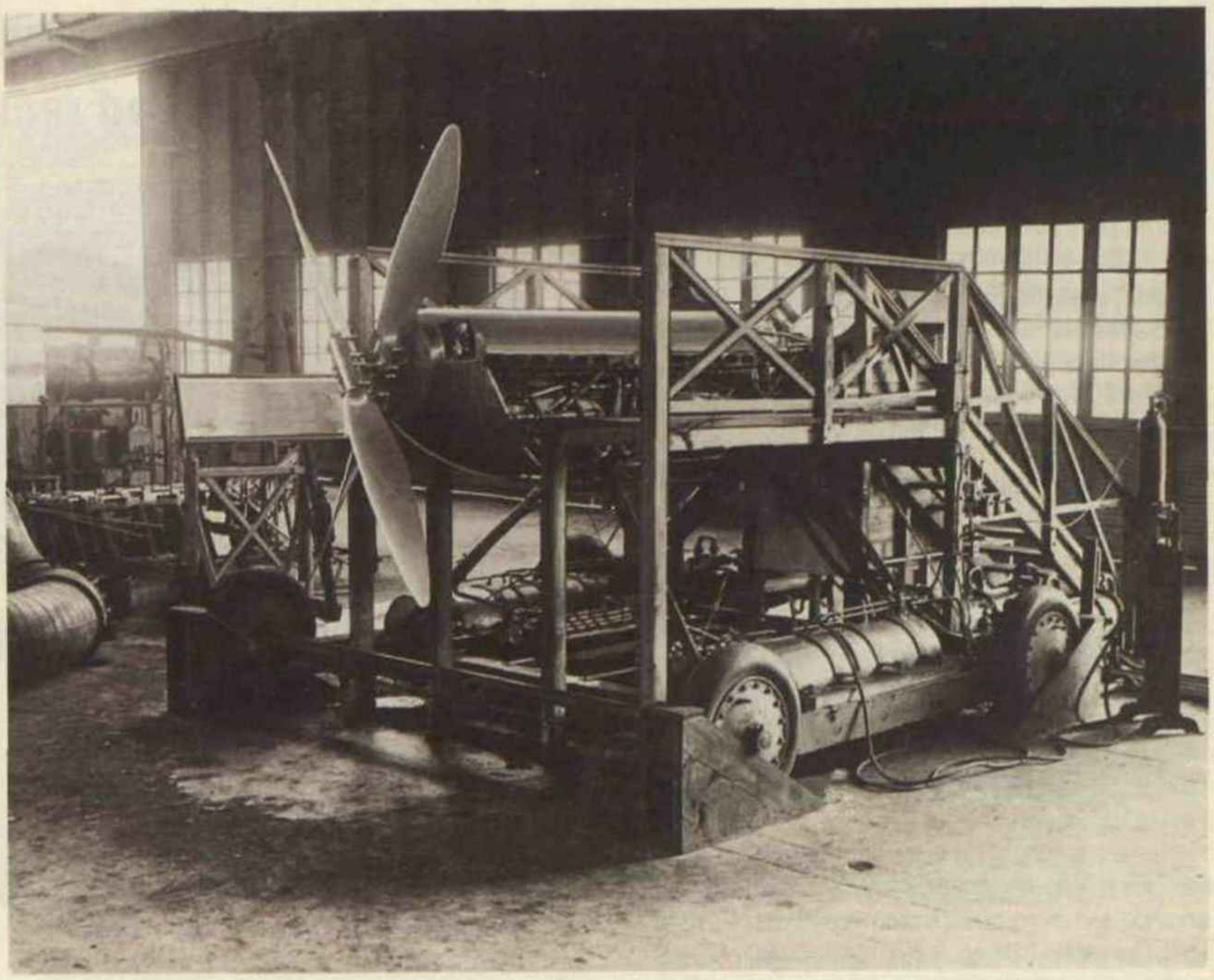
The Melville and Geoghegan Trophies race was red-flagged, and on the restart, Barry Cannell (Alvis) took the early lead but was soon passed by Ian Bentall's Bentley 4¼ litre, the pair being joined by Adam Painter's Maserati 4CS, final honours going to the Alvis after a tremendous battle, from the Bentley and Maserati with Steve Roberts (Frazer Nash) making up for his earlier indiscretion by finishing fifth, while Phil Stainton completed a satisfying first day's racing by bringing Irvine Laidlaw's Alfa Monza into fifth.

Handicap victories fell to the much-campaigned HRG of Bill Mahany, and also to Jo Winder's Austin 7.



DO OR DIE

A SCHNEIDER TROPHY AFTERMATH



Fiat's amazing AS6 V24 aero-engine in a test-rig. Temporary cowling shrouds the top end, but the contra-rotating propellers are clearly seen. Note fuel-tanks where floats would be, to test the two pairs of pumps which fed the carbs.

To understand what follows it is necessary to consider these seaplane races as they led up to the ultimate outcome. International contests of considerable importance and prestige, the eyes not only of the competing nations but of the Press and the public at large were on races (actually, time-trials) between what were then the fastest machines imaginable. Yet after Government funds were unavailable it was only the patriotic generosity of Lady Houston that enabled Great Britain to enter for the last of these remarkable events and secure the coveted Schneider Trophy in perpetuity.

So national prestige was very much at stake when the final race started at Ryde, Isle of Wight, over Calshot Water, on September 13 1931. Jacques Schneider had the foresight to give his Trophy for the good of seaplane development and the first race was held in 1913 at Monaco and won by a Deperdussin, at 61mph.

Between the wars the importance of the race escalated and in recent memory, as the climax drew near, it was recalled that between 1919 and 1929, Italy had won four times, America twice, and Great Britain three times — there were gaps in the years when these expensive contests took place — the vital aspect being that we had won two races consecutively and to do so again meant that the Schneider Trophy would be ours to keep, as no further contests were intended.

Our 1931 challenge came with the splendid Supermarine S6B, powered with the 2350hp supercharged V12 Rolls-Royce "R" racing engine — which was to be developed into the R-R Merlins for the Supermarine Spitfires and Hawker Hurricanes that won for Britain the deadly aerial battle which, if lost, would have given Germany access to these islands as never before. . . The S6Bs were possible only became the 100% fervent nationalist Lady Houston put up the finance and Sir Henry Royce was persuaded to make an engine suitable for them.

So was the entry formed for that last high-speed gamble. One noted aviation historian has said "To win the Schneider contest was an honour without parallel and to win the final race and secure the Trophy would be an historic achievement". To defend their former reputation Fiat built the Macchi Castoldi MC72, described as "the ultimate in racing float-plane design". France pinned her faith on the Bernard HV220, and Germany readied a Dornier flying-boat.

The preparations incurred some drama — such as messages flashed on Derby cinema screens asking skilled gear-cutters to return at once to the R-R factory, when an engine on test had again blown up, or the Mayor of that town requesting tolerance from the householders should their nights be disturbed by the roar of an "R" engine on full-song, as British prestige could suffer if the tests did not proceed continuously. . . It was a time of intense development work at Derby, with Air Commodore Rodney Banks finding the right fuel and Wellworthy piston-rings that would reduce excessive oil-consumption etc, with many set-backs before reliability was achieved. The aim was a one-hour run at full power. A Rolls-Royce Phantom lorry stood by to rush engines and spares between Calshot and Derby. (I gave a full account in MOTOR SPORT of how the Rolls-Royce "R"-type engine was perfected during the early days of the war, when Britain needed some morale-boosting — being careful, as I was working for the Air Ministry, not to divulge secrets of the latest Merlins, not wishing to be carted off to the Tower!)

Back to 1931. Excitement increased as race-day grew near. The public lined the beaches adjoining the course rows and rows deep, right down to the water's edge. Boats moored close to the shore served as grandstands and the BBC broadcast, from 2LO, the roar of the engine as the S6B flew past (I didn't get to the race but donned headphones to listen to it. . .). The pilots of the RAF High-Speed Flight were the heroes of this adventurous occasion.

In fact, it was rather a fiasco. The race had been fought out by four machines in 1913, six in 1914, four in 1919, a loner in 1920, three in 1921, four in 1922, four again in 1923, five in 1925, six in 1926, the same number in 1927 and 1929. But in 1931, only one S6B flew the required distance, so won, at 340.08mph, flown by Flt Lt J N Boothman. He had been racing for 38min 22sec over the 47-mile course, keeping a careful eye on water temperature, which implied throttling-back to 3100rpm but experiencing, it was said, g-force vision black-out at the turns.

R J Mitchell, designer of the S6B (and later the Spitfires), and Sir Henry Royce had achieved what had been required of them. In later days it could be said that "The Battle of Waterloo may or may not have been won on the playing-fields of Eton, but the Battle of Britain was definitely decided over Calshot Water. . ." (Apologies if you have heard this once or twice before. . .!).

The reason why only one British seaplane was needed to clinch the final Trophy victory was because the challengers had all withdrawn. So our one S6B sufficed, although the S6A and the second S6B were held in readiness should John Boothman's speed be below that required to claim the race. The Italians, once so confident, had had miserable setbacks. Britain having won so easily, salt was rubbed into sore places when it was decided to let Flt Lt G H Stainforth go for the Air Speed Record with the second S6B, which was given a sprint "R"-type engine boosted to 2600bhp at 3200rpm. With 100 gallons of fuel and 15 of oil the take-off took 43sec, and diving into the 3km time-trap at 420mph (3400rpm) Stainforth came out of it at 406mph, the record raised to 379.05mph, later improved to 407.50mph — the car LSR then stood at 246.04mph. It had taken only 27 minutes in the air, during which Banks's special fuel-brew was used-up at the rate of about 3½ gallons a minute, leaving only 8¾ gallons in the tanks. For Italy, it was now a matter of do or die. . .

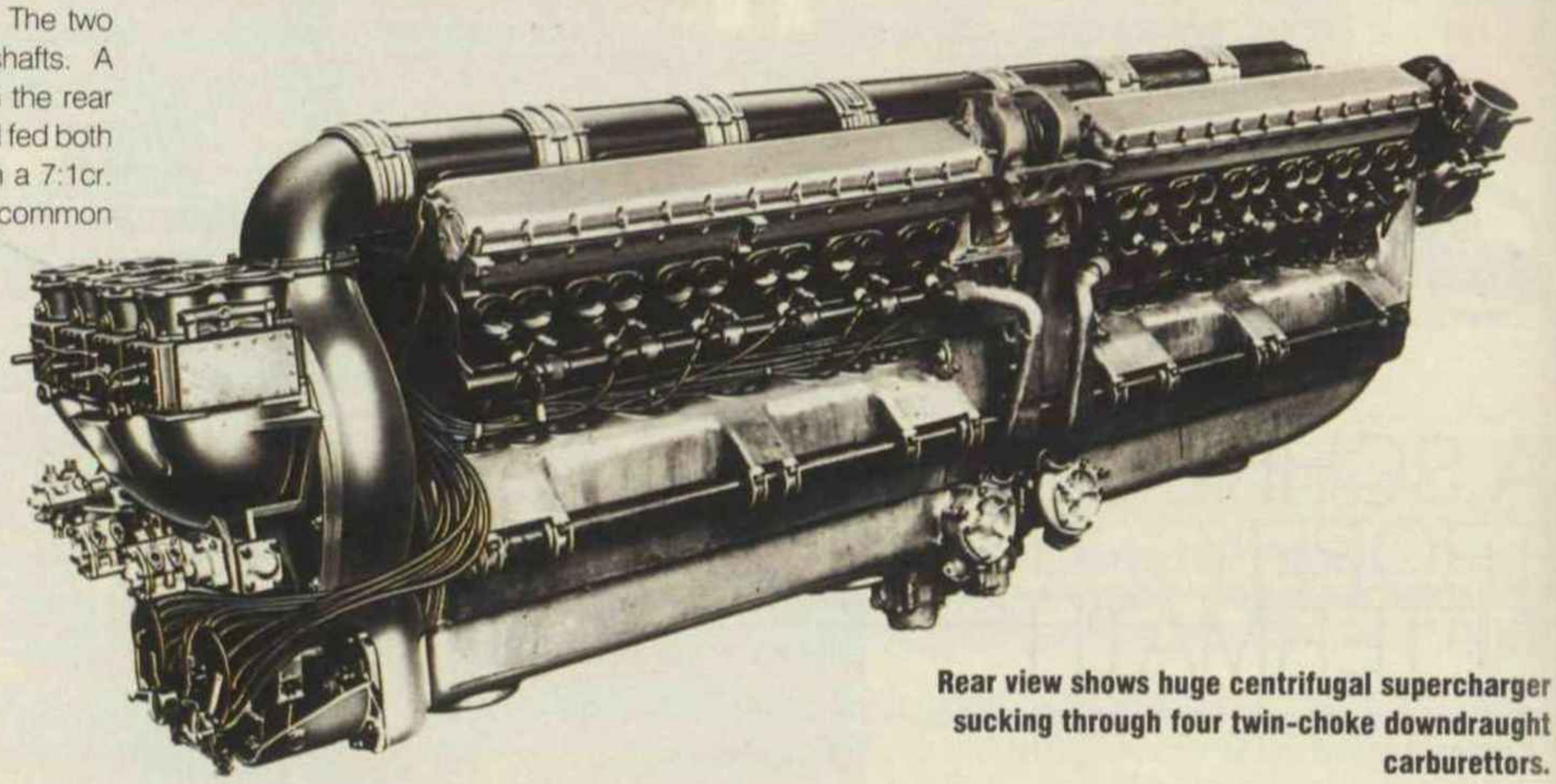
What the Italians decided to do was to attack the new British absolute speed record. They had first to overcome the defects in the Macchi MC72. It had the most astonishing AS6 engine. Fiat had

built some enormous LSR cars and had now devised a 51.1-litre V24-cylinder engine consisting of two completely independent 12-cylinder AS5 power-units bolted together but otherwise connected only through the throttle controls. The two crankshafts drove co-axial propeller shafts. A centrifugal supercharger was driven from the rear AS5 section of this remarkable engine, and fed both parts of the assembly, in conjunction with a 7:1cr. The overall length was 11ft and the common crankcase was mounted in the airframe on six rubber-damped brackets on each side. Each crankshaft drove reduction gears for the two concentric shafts, which ran forward within the vee of the front cylinder bank to drive the contra-rotating propellers.

Each steel cylinder could be removed separately. The engine had two overhead camshafts operating a total of 96 valves, and the ignition system incorporated complex h t leads to the 48 sparking-plugs. Yet this enormous power-unit weighed only 2045lb. Eventually 3100bhp was extracted from it, but there were problems with control and carburation, etc. (One recalls similar shortcomings with two engines fed from one remote compressor in the LSR Sunbeam "Silver Bullet"). One Macchi had exploded and another had dived into a lake, killing Lt Bellini and Capt Monti, hence the Fiat race withdrawal. The French entries were also unsuitable and no more was heard of the German Dornier. The S6B's tricky take-off in practice had cost the life of the British pilot Lt J Brinton, RN.

It took time and our Air Commodore Rod Banks to set up for Fiat a proper test-unit and a new fuel mix to suit the temperamental AS6 engine. But by 1933 Warrant Officer Agello put the ASR figure up to 423.822mph, and the following year he improved this to 440.681mph. (At the time the car LSR stood at 292.46mph.) It was a piston marine aircraft record which has never been broken. Even so, there were still problems and the luckless pilot, having risked his life on such a high-speed flight, and landed, had hastily to get out and stand on a float until the rescue launch arrived, to prevent the Macchi porpoising. . .

"What the Italians decided was to attack the new British absolute speed record."



Rear view shows huge centrifugal supercharger sucking through four twin-choke downdraught carburettors.

There is a personal sequel to this. In 1969 I went to Italy to describe the Fiat works for MOTOR SPORT. One was reminded immediately of the sheer might and influence of this great company. The hotel we stayed in was Fiat's, like the coffee we drank and the newspaper we were reading, and the new buildings without were mostly being built by Fiat. The bank for travellers-cheques had a Fiat connection. Outside, almost every vehicle was a Fiat car, taxi or truck and the trains of Fiat carriages were drawn by Fiat locomotives. And at the wonderful *Centro Storico* Museum (Fiat's of course) to which Alfred Woolf, the then very-efficient British Fiat PRO took me, among the full-size and scale-model exhibits, I came upon an AS6 aero-engine. The curator seemed pleased I had recognised it. Then, as we inspected it, came a distant droning, turning into a roar. I was asked to turn round and there, on a video-screen, was a sound film of Agello's speed-record flight, even to him standing on a float after it, waiting to be picked up. Wonderful, Fiat. . ! Later, when I was due to return home, the flight was held because a VIP (me!) who had been a Fiat guest would be a trifle late; wonderful Fiat, I thought again, as the Alitalia DC9 finally got clearance for take-off for Heathrow.

But what I really wanted to remind you of was the ingenious AS6 engine, designed by Tranquillo Zerbi, who was also responsible for some of the best Fiat production cars and two of its 1½-litre racing cars, the Tipo 451 two-stroke and the twin-six, geared-crankshafts 187bhp Tipo 806, with one of which Pietro Bordino won the 1927 GP of Milan.

W B

V-to-C **MISCELLANY**

Memoranda, journal of the Riley RM Club which caters for the 1946-1955 Rileys, had in its June issue an article on New Zealand Specials, including the Wilkins Special with RMB chassis, Holden differential and 15in Rover wheels, a dirt-track car with s/c RMA engine, Ford 10 front-end and A7 differential, the Ransley with Marshall-Nordec s/c RMB engine and pre-war Riley rear-end, and the Gudex Special drophead coupé. There is also a long description of a two-litre RM-based Riley-powered car built by "Curley" Dryden in the 1950s. The Club Secretary is Mike Treble, The Flat, 3B High Street, Corsham, Wiltshire, SN13 0ES (01249 712109).

We have been asked to say that entries are coming in well for the AA LE JOG trial scheduled for December 7/10. Rally driver Tony Longstaff has joined the organisers as Deputy Clerk-of-the Course, alongside Andrew Bateman. Last month the LE JOG entry list stood at 88, and as the maximum permitted is 120, quick action is indicated on the part of would-be competitors. The cars already committed include a 1941 Lincoln Continental from Seattle, two Le Mans Bentleys and the Nobles' 1924 Lanchester 40 tourer. Teams already number 12, with eight entries for the less severe Touring trial with cars ranging from a 1939 Rover 14 to a 1979 Triumph 2500.

Not content with running LE JOG, John Brown has in hand a London-Cairo-Cape Town Trial and adventure drive for 1998, open to pre-1976 cars and all ages of 4WD vehicles. Drivers will be required to cover 400 to 600 miles per day at 30 to 60mph averages, but a handicap system is envisaged. Provisional costs are about £10,000 per person to include air fairs and shipping. John Brown has Fred Gallagher to support him in this ambitious adventure.

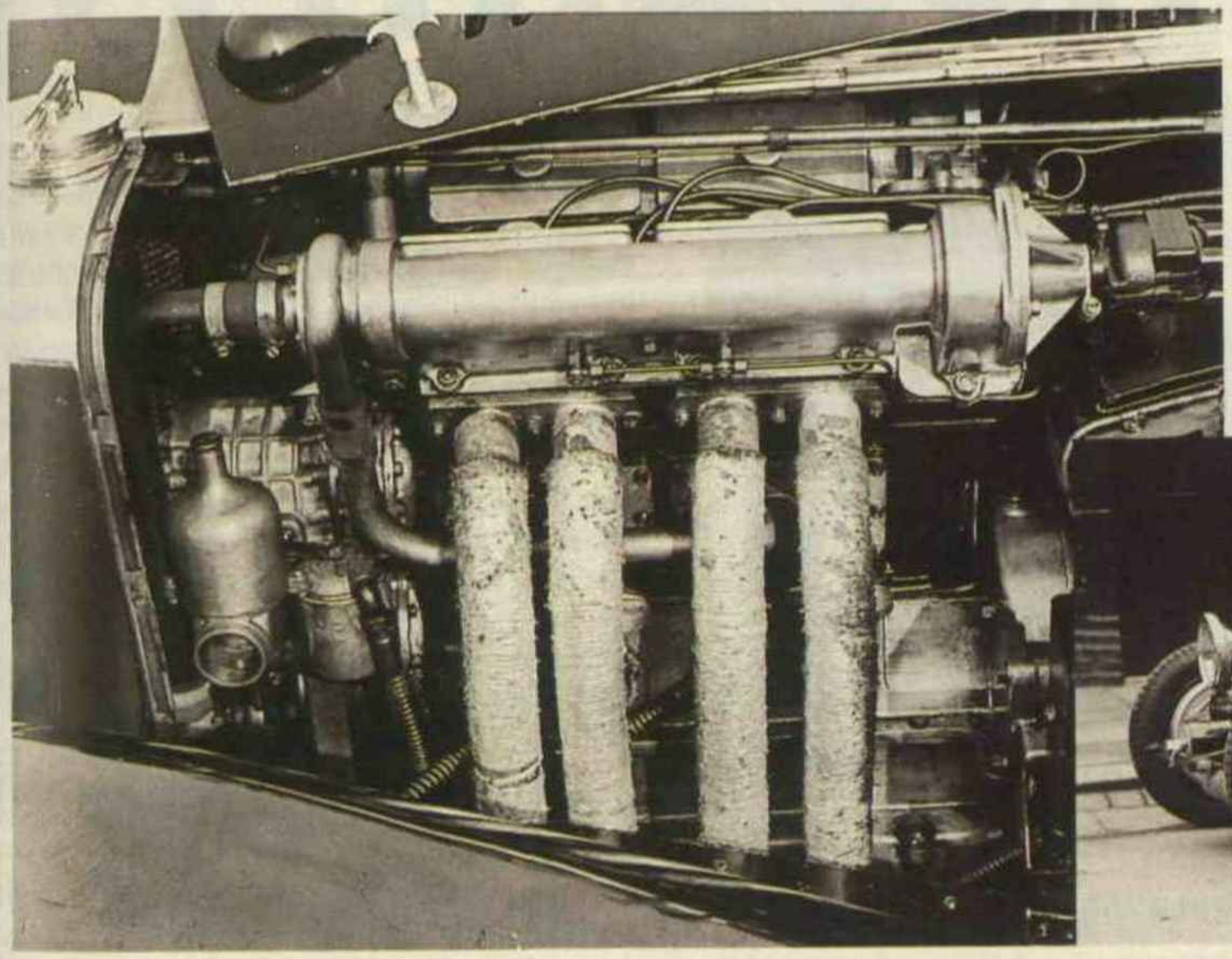
Less breathtaking, a run is proposed next March from Brooklands to Pendine to commemorate the career of J G Parry Thomas and remind the Welsh people of the great engineer/racing driver who lost his life on the Carmarthen sands in 1927 on a 170mph LSR bid in "Babs". Various events such as visits to speed venues are planned *en route*. The event would aim to benefit London's Great Ormond Street Hospital for Sick Children, which Parry Thomas supported anonymously. Support is sought, by Clwb Modur Cymru Cyf. Letters can be forwarded.

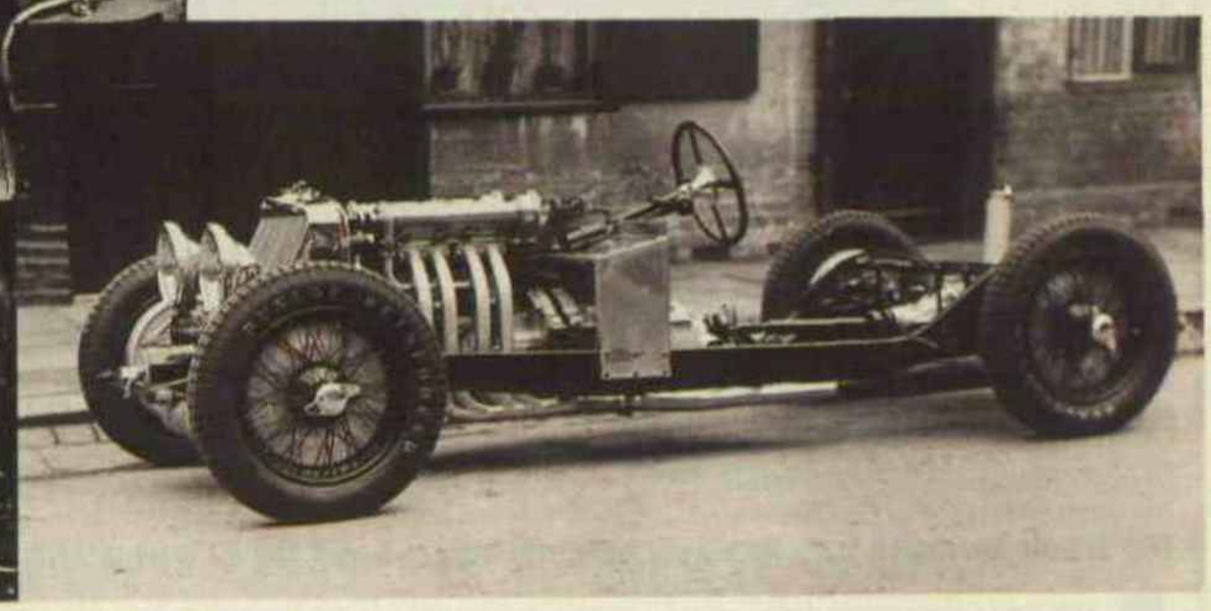
Those who admire and even covet a twin-cam 3-litre Sunbeam may be interested to know that Oliver Heal held a 70th birthday party at the Heal residence, for his late father's car YP 7363, as Anthony, who drove this car very regularly until his death, had done some years ago. It was joined by six other twin-cam 3-litres, including the Weymann saloon owned by Clive Miller.

The summer issue of the *STD Journal* contained some extremely interesting material about Georges Roesch's first car, its design details gleaned from the Talbot papers now owned by the Register, and correspondence from the Daytona officials to Kaye Don commiserating with him on the unexpected poor state of the beach in March 1930 which they unanimously agreed prevented the Sunbeam "Silver Bullet" from attaining its potential of over 231mph. The latter correspondence was contributed by Mr B R Wilding, whose father worked in Sunbeam's experimental department at Wolverhampton, via Bill Barrott, and seems to refute the rumours then rife that Don was afraid to extend the car, which resulted in a court case between Coatalen and Don. (And I wish I had the depositions relating to that!)

W B

SORTING OUT THE ANZANI TWIN-CAM ENGINES





Better known in its supercharged form as installed in the Squire, shown here, the twin-cam Anzani had been planned as a 'Nash option. Bottom, the elaborate intake trunk from the Squire's front-mounted blower.

We have received the following communication from Barry Peerless about Anzani twin-cam engines, which have been the subject of speculation in recent issues of MOTOR SPORT. We thank Mr Peerless for clearing up the points involved. **W B**

Re your article in the August Motor Sport on the R1 Anzani engined Frazer Nash, the following may be of interest.

Firstly, The R1 (Ross No 1) was not a supercharged engine as designed and first produced. R1 was the original designation, which became R1A following development. The Squire supercharging development did not change the designation.

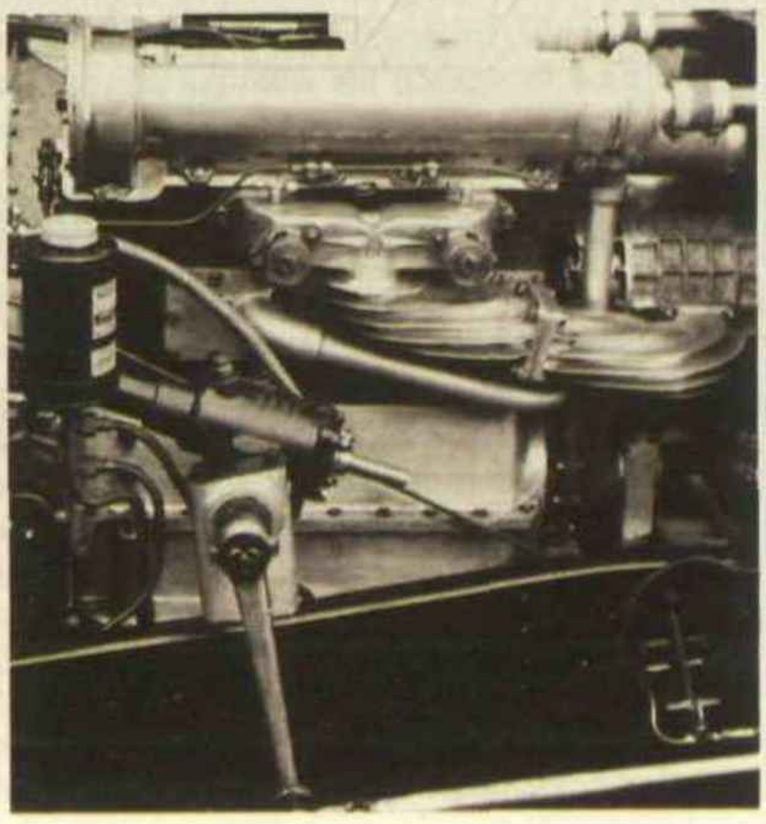
Designed in 1932 by Douglas Ross, it used the bottom half of the single o h c engine that had been made for and used in Archie Frazer-Nash's "Slug". Anzani intended sales to be to A F N and a letter from Ross in 1933 confirms this, but also states that different engine bearer-arms would be required. This is true; although seven such installations have been made without this modification they are a compromise rather than an engineering solution. The problem of modification is that the bearer-arms are cast as an integral part of the crankcase, as were those on the side-valve engines for A C, Horstmann and others, whereas Frazer Nash used a bolt-on bearer which would have required extensive modification to the R1 crankcase patterns. Without firm orders from A F N this was never funded. In fact it was not until 1936, four years after the the engine had been announced, that A F N tentatively declared themselves satisfied with it and offered the installation in their new Ulster 100 Frazer Nash, only one of which was made and, in fact, sold to a customer with a 4ED Meadows installed instead.

The Frazer Nash in your article, CML 208, was owned by a Miss Worthington of South Farnborough. When and where the installation was carried out is unknown to me. During the war the car was spotted by the side of the road in Battersea in a derelict state with a badly frost-cracked block. Later on the engine appeared in Frazer Nash AYH 33, a car known for some time as "The Slug", which it patently wasn't. I bought the engine from Ian Smith, the owner of AYH 33, when he installed an AC six engine in 1963/4.

The second Frazer Nash with an R1 was BMC 446, fitted by Peter Douglas-Osbourn. This engine later found its way into AMF 447, owned by Carmichael in Scotland, and it was from him that I bought this one also.

The third Frazer Nash was, and is, AMD 26. Bought new in 1933 by then Sub Lt Duffin, he had tried unsuccessfully to buy the car with an R1 installed by A F N but eventually separately bought their development engine and had it fitted by Whitfield Semmence in 1938. This was the engine that had been fitted to the Ulster 100 in 1936 (FMC 120).

Of the two engines that I bought, well, they are a bit mixed up now as I have retained parts of both which went together to build one engine which is now fitted to my Frazer Nash Ulster 1, HX 3535, supercharged with a No 9 Cozette. The surplus engine has been sold to a Squire owner as spares. An interesting point about this installation is that at the same time as I bought the ex-Worthington engine from Ian Smith, he included an unused front timing-case for skew gears driving a vertical Cozette supercharger from the crankshaft. As far as I know, this is a one-off by Anzani, not surprisingly unused as the skew gears are driven without bearing support on a 4in overhang from the front main bearing — which is not the way to treat skew gears! Nevertheless, it is part of the installation in my car as the configuration is the same as on the supercharged side-valve Anzani originally fitted, and it is a shame not to use it.



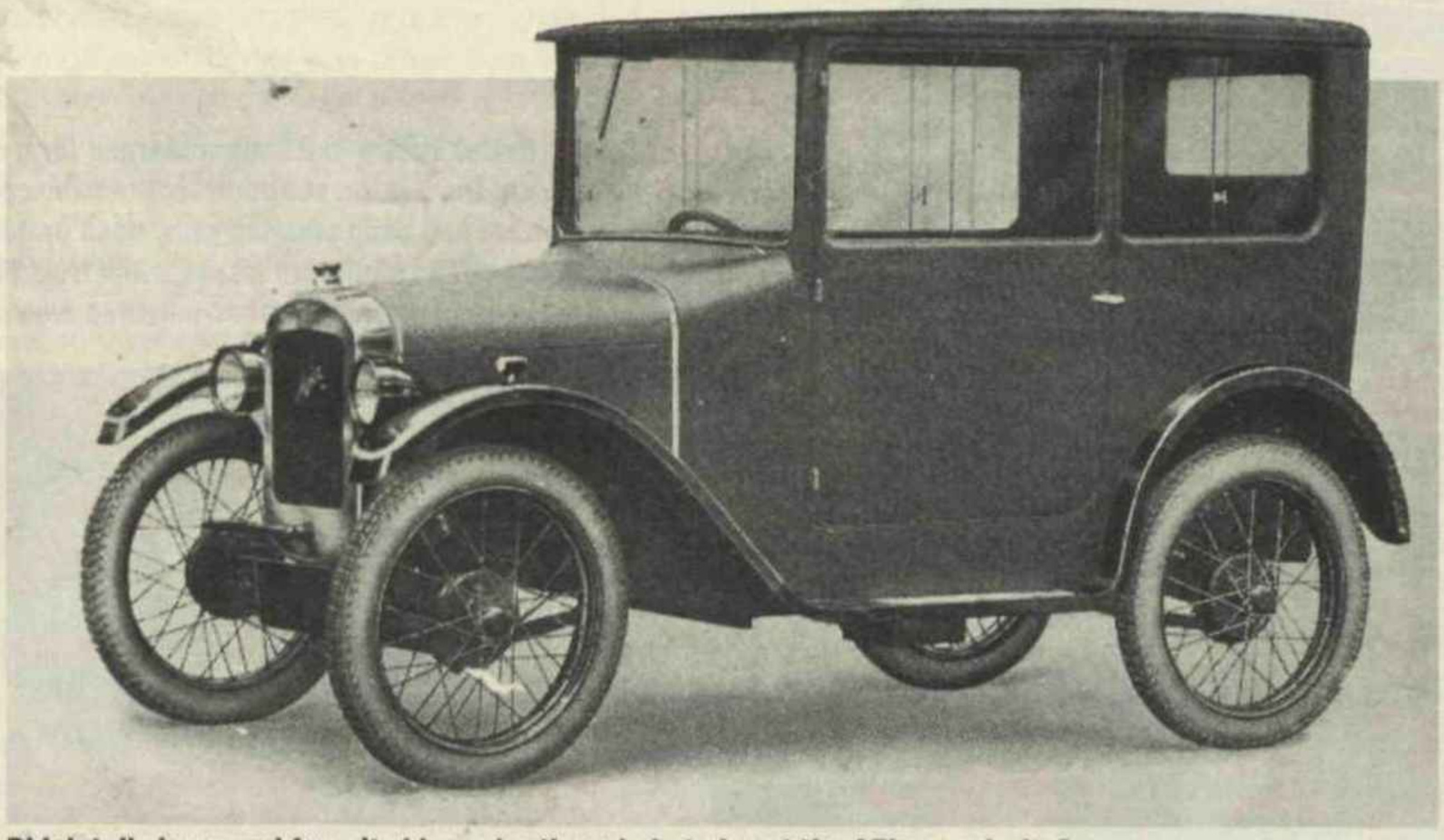
So, we have seven Frazer Nashes having been fitted with three R1 engines:
(Engine 1) CML 208 and AYH 33
(Engine 2) BMC 446, AMF 447 and HX 3535
(Engine 3) FMC 120 and AMD 26
None of these engines have engine numbers.

Bob King in Victoria, Australia, has, as you say, a similar engine, no R1 62, in his Type 35 Bugatti. It was installed in 1938 by Lyndon Duckett, who believed it to be the last of 12 made. It is now supercharged with a bevel-driven vertical No 8 Cozette. D M R Adams installed another in his Type 37 Bugatti YU 2200; his has now been replaced by the correct unit, but where the Anzani went to I don't know.

A quite comprehensive research was made into these engines by Johnathan Wood for *Thoroughbred and Classic Cars* between October and December 1974 for his articles on the Squire and this is well worth referring to.

Much more could be written about the small differences in the engineering of the pre-Squire engines, but basically they never had the development that was needed. Incidentally, whereas the Frazer Nash 'Gough' engine developed 56hp on 8:1 compression, the R1 developed 66hp on 7.7:1, both unsupercharged of course, so it would have been worth putting some development money into it before Squire came along. With the David Brown blower installation by Squire, 110hp was obtained at 10lb pressure. Bob King is getting 120hp with 6lb, and it would be interesting to know what Roy Palmer is getting with his Squire. It won't be less than these. **B P**

JUST A THOUGHT. . .



Did details borrowed from its bigger brethren help to boost the A7's popularity?

It is very apparent how many of the original Austin Sevens have survived, so that they are prominent in VSCC trials and well represented in the speed events and races of that Club, as they continue to be in many other events; after all, there are some 23 organisations devoted to the famous Baby Austin, led by the 750 MC which started the whole thing back in 1939.

One rather delightful facet of the earlier Austin 7s was how in minor details they copied those found on their big brother the Austin 20 and its companion, the durable Austin 12/4. I am thinking of insignificant but noticeable items like the quadrant and controls above the steering-wheel on all these cars being of the same pattern, and labelled, not "Rich–Weak" and "Advance–Retard" but "Gas" and "Ignition", and the likeness of the open gear-gate on all three Austin models, although that on the Seven was for a three-speed, not a four-speed gearbox, naturally. All these Austins had central gear-levers, when a r h one might have been expected on the biggest car. The shape of the radiator-shells was much the same, which *was* to be expected, even to badge and scripted name, and all three models, 20, 12 and 7, had circular brake and clutch pedal-plates instead of square or rectangular ones; but this may have been to facilitate mass manufacture.

What I am curious to know is, did Sir Herbert Austin, in introducing his controversial Baby Austin in 1922, deliberately incorporate in it the aforesaid items featured on the bigger Austins to convince potential customers that they were truly looking at a big-car-in-miniature? I know there is a theory that the Austin Motor Company was in a bad way after the war, saved only by the introduction of the famous Seven after a liquidator had been called in. But surely a more realistic view must be that when the 1914/18 war broke out the Longbridge factory was very extensive, with a view to increased car output, and that with the Armistice and subsequent slump it was found difficult to establish the new Austin Twenty, a car intended for big-scale production on American lines, the price of which had to be increased by some £200 soon after its announcement.

The newspapers got hold of the idea that the works were to close down in the autumn of 1921 until the following Spring. This was denied and apparently 6500 20s were on the road at that time. It is, however, rather a shock to find that Austin had no stand at the 1921 London Motor Show, when the price of the 20 tourer had gone up from £495 to £695. However, it would be absurd to believe that this was an unsuccessful car. A bit pedestrian and solid for its class, perhaps, — the original 1919 version gave only 45bhp at 2000rpm from 3.6 litres, for an 18-cwt chassis weight — but it had an almost record production-run, along with the 12 and 7hp Austins. So would it not seem logical to woo potential buyers of the unexpected new Baby with a few connotations found on the bigger Austins? Sir Herbert knew he had to promote his infant against the lovably-cheeky flat-twin Rover 8 and more sporting GN, as well as to the motorcycling fraternity, whom he first addressed. It took 16 years and motor racing publicity for the A7 to achieve its eventual output of 300,000; but in 1923 only 2409 were sold; the "new motorists" liked its water-cooled four-cylinder engine, car-type transmission, four-wheel brakes and electric lighting and starting, the transverse front spring less so, but found it amusingly tiny in both seat space and engine size, as the more erudite debated whether Austin and Edge had copied Ettore Bugatti for the jet big-end lubrication and the Peugeot Quad or the Longbridge works hack Gray truck for the chassis. At such a critical time, were these few likenesses with the Austin 20 deliberately "inherited" by the A7, or were they simply design expedients? Maybe a 750 MC historian would care to apply himself to this little puzzle.

W B

CARS IN BOOKS

I have been lent by a VSCC member a most interesting book, *The Guv'nor*, the autobiography of John Howlett, OBE, which I think you should know about. This book, published 22 years ago by Seeley Service, concerns Wellworthy Limited, the once-well known piston-ring maker, now known as A & E Pistons.

The account, as told to Iris Woodford, is written almost as a novel, with lots of dialogue, so is easy to read. John Howlett makes no bones about his humble beginnings, leading up to the founding of the Wellworthy Company. Mr Howlett got a job at Burrell's of Thetford around 1901 but found that they had fallen behind the times and were turning men off; their manager, 20-stone Walter Wilson enjoyed his motoring, however, in a Leon-Bollée three-wheeler, for which Howlett made a nickel-steel tube to replace the worn-out original platinum one for its hot-tube ignition. That led to a job in the machine-shop of Werner Flederer and Perkins in Peterborough.

Next there was a move to Daimler's, at 10½d an hour, or £3 a week with overtime (I know those who started for a quarter as much, in the 1930s.) As a charge-hand Howlett saw the racing Daimlers leave for Italy in 1906, as well as the change-over from chain to shaft-drive, adopted, he says, following Renault's lead. After gaining a good knowledge of chassis erecting, etc, Howlett moved on to Wolseley's repair depot in London. He says the General Manager at Wolseley's was then J D Siddeley, later Lord Kenilworth, who had taken over when Herbert Austin, who had run the Wolseley Sheep-Shearing & Machine Co, left to form his own company in 1905, having made his first car in 1895. Siddeley apparently approved of Howlett after he had successfully done an emergency big-end replacement on Queen Alexandra's 1904 Wolseley. His next move was to become repair shop foreman in a garage run by William Hurlock at Denmark Hill. This involved a trip to Ireland with a salesman who had hired from the garage a little Clément-Talbot for a business tour. On the way to Dublin the differential bolts broke and chewed up the final drive; Howlett did an emergency repair and got back, only to be sacked.

He then saw a job advertised at Farnborough for engineers to join the Air Battalion of the Royal Engineers. Failing to become a pilot, Howlett left and resumed his old job in Austin's repair shop at North Row in London. At the time the new 14hp model was the Company's hope, but apparently it was bedevilled by clutch complications. Howlett was called out to such a problem when a car had stopped on Hay Hill and was able to improvise a repair which worked and gave the leather of the cone a longer life. However, Mr Howlett was anxious to run his own garage business. The opportunity came through Mr Siddeley, his former boss, now at Siddeley-Deasy, and he commenced with South Coast Garages at Lymington. From Easter Monday 1912 he was manager.

Early work included turning an ancient Daimler into a shooting brake for the Hon Dudley Rider, and we learn that the garage owner was Henry Hamilton Montague Dent, who used to arrive

from London in a big white Sheffield-Simplex. The garage used an ancient De Dion Bouton as a hack, and an old 18hp Austin as its hire car, and gained much work from local Austin users due to Howlett's former association with the Company. The rest of the book is very interesting about business methods, financial problems, court cases arising from them, and the founding of the Wellworthy Piston Ring Co. Numbers of well-known personalities are met with, such as Louis Coatalen and the way he handled a piston ring riddle and how when he was supposed to be looking at the Budd all-steel body manufactury in America he preferred to remain with the high-life, as Taki would put it, in New York. Also Henry Spurrier of Leyland's, and Freddie Dixon who is said to have been delighted after testing Wellworthy rings in his TT Sunbeam motorcycle engine. AJS used them for their racing engines, and Sunbeam's works foreman Greenwood requested them for the 1925 TT machines, and won the team prize in the following year's IoM TT. Boden, who sorted out the Morris complex for Lord Nuffield, and Rolls-Royce top executives also feature — Howlett claimed to have assisted when the Schneider Trophy-winning R-R engine had been burning too much oil. Sir Roy Fedden is also referred to as dependent on Wellworthy for his Bristol aero-engines.

"Coatalen preferred to remain with the high-life, in New York."

The book runs through both World Wars and many more motoring personalities and should be of interest, if the libraries still hold copies. Howlett acquired the USA patents for making Simplex oil-retaining rings for older engines, and as business increased he became a typical country gentleman and land owner. He earned Beaverbrook's respect during WW2 over the requisition of the Anna Valley Bus Company's garage in Salisbury for war production and was with Cecil Kimber when Nuffield sacked him — which MG enthusiasts may ponder. Indeed, the book recalls personalities rather than cars, although he mentions Mr Whitehead, who was responsible for the aforesaid requisitioning, coming from London in a Rolls-Royce. John Howlett had his first car, a Standard, in 1925, the quality of which Len Lord of Morris apparently approved.

The Guv'nor is really a bit of an advertising campaign for Wellworthy, who were said to have made the special rings at 2/- (10p) for W O Bentley's BR rotary aero-engines in WW1. (But the BR2 engines were never used for the Handley Page 0/400, which the books suggests, and it was the V/1500 that was intended for the bombing of Berlin had the war continued.) When the garage had gone over to WW1 munitions, it supplied the Air Ministry with con-rods for the Gnome *Monosoupape* aero-engine for 5/- (50p) each, when Peter Hooker's charged 6/-. In later years, Mr Howlett had a £1,200 shoot, where he entertained his customers, including Major Thompson (sic) of Thomson & Taylor's at Brooklands. **W B**

James Crocker

The VSCC and the world of amateur motoring sport is mourning the death, at 70, after a short illness, of James Crocker, that Club's President from 1978 to 1980. He will be remembered as a humorous but firm holder of that position, and an active one, racing a Lagonda Rapier and more recently having acquired a Clyno for VSCC light-car events. Educated at The Beacon and Marlborough, James studied law at Clare College, Cambridge and joined his father's firm of solicitors, which incidentally had successfully defended the BARC against claims from spectators in the two accidents at Brooklands when cars went through or over the railings into the spectators.

Crocker's career was interrupted by service below decks in the Royal Navy, and as a Tank Commander. His keen interest in cars had begun when the chauffeur taught him to drive on a Minerva. He became an active Lagonda CC and VSCC participant, first running a 3-litre Bentley, followed by a 16/80hp Lagonda, while he was completing his Law Degree, after the war. He was a willing official at Club events and will be remembered for his easy approach to others no matter who, coupled with a no-nonsense approach to duty, and especially for his ready sense of fun, his piano-playing, and love of the good life. That was James Crocker, whose favourite comedy character was Oliver Hardy.

To his wife Barbara, his son Simon, and his step-sons Julian and Christopher, we join in the universal sympathy. **W B**

Guy Smith

Overwhelming sadness will be felt that Guy Smith has died, aged 63. His very notable achievements with his Alvis-engined Frazer Nash in VSCC, MAC and other events have been a feature of such meetings for a long time. With that car of many changes Guy achieved his ambition of beating Wharton's Shelsley Walsh time with ERA R4D which he did in 1988 and there last year he made best Frazer Nash time since Fane's back in 1937. The list of his many FTDs and race wins is highly impressive. The meetings where he ran will not seem quite the same with out this music-loving ex-Scout leader.

Joining the VSCC in 1964 with a Fiat Balilla, Guy bought the Spence Alvis/Nash in 1967, the Norris brothers having so engined it. Guy made a new body for this FN that had begun life as a Gough-engined sports 'Nash which Jucker first modified. This led to much work for the FN Section of the VSCC and becoming its Competition Secretary. He also did much good organisational work for the Midland AC. On the road he used a 328 BMW, and a 12/50 Alvis was recently acquired with a view to more Continental touring, alas too late. We offer our condolences to Nina, whom Guy married in 1968. **W B**

Mrs Joan Birkett

Joan Birkett died recently at the age of 82, after a long illness. Though seldom seen at our sort of events, she helped the inimitable, never-to-be-forgotten Holland Birkett with his veterinary practice, and extended hospitality at all hours of the day and night to "Holly's" many motoring friends. His second wife, Joan looked after all of us who, during the war and afterwards, happened to visit the equally-never-to-be-forgotten Birkett residence, "Pondtail" in Fleet. She was rewarded by listening with obvious enjoyment to tales of our motoring adventures when we returned from long journeys in vintage cars. A very warm appreciation must be part of our record of her passing. **W B**

E L Bouts

The links with Brooklands from the viewpoint of those who actively raced there are alas becoming ever more attenuated, and now, sadly, Ernest Bouts has died. He was a very well-known competitor at the Track from 1928 onwards. He ran the very successful transport business Bouts Brothers and a luxury coach-service, and after WW2 Bouts Motors became a well-known Alfa Romeo and later Citröen agency.

Perhaps because he lived in Wolverhampton, Bouts bought one of the old, fast but tricky 4.9-litre Indianapolis Sunbeams when he decided to take up motor-racing. At first Jack Dunfee drove it for him, Bouts finishing second in a race on early acquaintance with the car. Later that year Kaye Don won a Match Race against a Delage of similar engine-size in the Bouts' Sunbeam. Before the 1928 season was over, however, Bouts was driving the car well himself, fast enough to almost dead-heat with the Delage, at over 101mph.

By the following year Bouts was master of the aged Sunbeam, the red car lapping at nearly 114mph in 1930. Bouts then acquired the ex-Mrs W B Scott 2-litre s/c GP Sunbeam which he raced both at Brooklands and Southport sands. He continued to be successful at Brooklands with the GP car, and with it obtained his 120mph badge in 1931 with a lap at 122.97mph. Later he raced the rebodied Leyland-Thomas No 1. He died at the age of 93. **W B**

CLEMENT-BAYARD POSTSCRIPT

A reader reminds me that in the *Forgotten Makes* feature in the August MOTOR SPORT I omitted one significant but sad part of that history. Namely, that in practice for the 1907 French Grand Prix at Dieppe, Albert Clément, who had started racing for his father at the age of 19 in 1904, was killed when driving one of the 12.8-litre racing cars, now definately called Bayard-Clements. He took a corner too fast after the five-mile straight and the car overturned. His death was a great blow; from the race aspect he was Team Captain, with a good chance of winning. In spite of his grief Adolphe Clément allowed the cars to start, Garcet and the ex-Hotchkiss American driver Shepard being joined by Alézy. Garcet and Shepard finished eighth and ninth, the former averaging 63.1mph in the Bayard-Clément Albert would have been driving, after a drive lasting more than 7hr 34min, with his team mate 5min 39.2sec behind him, compared to the great Felice Nazzaro's winning speed with the 16.2-litre FIAT of 70.5mph. **W B**

RICH RUMOUR



Two-and-a-half brace of W154s; could there be another in a Gloucestershire garden?

Motor-minded people in the Tewkesbury area are becoming excited about rumours that the W154 Mercedes-Benz in which R J B (Dick) Seaman was fatally injured after his accident in the rain at Spa in 1939, when he was leading the Belgian Grand Prix, may have been brought back to this country and buried in the grounds of the Seaman estate at Bushley, outside Tewkesbury. The house, Pull Court, was found by young Seaman himself, after his father had given him permission to find another country place, which Dick craved, and I photographed it for MOTOR SPORT when I was running our "Homes of the Racing Drivers" series.

The idea is that the remains of the crashed Mercedes-Benz were smuggled at night into the grounds of Pull Court. Other cars, including racing cars, have been buried and later disinterred, the classic case being that of "Babs". But it seems to me very unlikely that the Seaman Mercedes wreck was so treated. The remains of the car are supposed to have been brought to Pull Court at night, on a lorry, as secretly as possible, probably up the very long back-drive where, I have been told, you had to look out when the young Seaman was testing his racing cars, when German ill-feeling was at its height, so presumably this was just before or just after the outbreak of the war. Would Mercedes have allowed the wreck out of their sight at this time, when they were not anxious for particulars of their all-conquering racing cars to be revealed? Locals claim to remember the incident but one of them does not, only a room devoted to Dick's racing trophies and a 1926 Daimler in the garage.

Seaman's mother who lived at the mansion until her death in 1947, has been cited as a Nazi sympathiser, who kept a light in the top of the house during the war to help German bombers find London. This seems absurd to me; she was probably a bit careless about the black-out, sleeping perhaps at the top of the house. Mrs Seaman was so against an Anglo-German marriage that when Dick Seaman was engaged to Erica Popp she was most uncooperative and was not present when they were married at a London Registry Office. Hardly the outlook of a pro-Nazi lady, surely? And although she had helped Dick to begin his motor-racing career his father was strongly opposed to it; would his widow have cared about the wreck of a car in which her devoted son had been killed brought to her home, especially a German one and after the marriage of which she so clearly disapproved? I think not. . .

However, racing cars have been dug up from unlikely "graves" and in this case the headmaster of Bredon School, which is the present function of the house, is apparently quite willing for a "dig" to be organised, unlike the opposition in the way of those who want to see if the 1921 Cooper-Clerget that crashed and killed its driver at Brooklands is buried at Count Zborowski's house at Bridge, near Canterbury, and which might reveal a 1908 GP Mercedes chassis (full account in my "Aero-Engined Racing Cars" book). The problem is that no-one is sure where in the 84 acres the Seaman car may have been buried, or whether it was hidden beneath the Chapel or put into the Victorian ice-house.

The question of what the wrecked Mercedes might be worth inevitably has arisen, based on the idea that of six W154 (or W163) Mercedes-Benz GP cars, five have been accounted for. This conflicts with the result of Cameron Earl's researches for HMSO, which quotes ten such cars available for racing in 1939, with ten spare engines. But how interesting to see what happens, in both cases, if the "digs" come to fruition. **W B**

AUDI ADVERTISING

It is always reassuring to have evidence that car manufacturers find motor racing and rallying at all levels a definite help in sale promotion, as well, perhaps, as being a means of "improving the breed", as the saying went in former times. Thus I was pleased to note that Audi took a full page in a recent issue of *The Times* to draw attention to Frank Biela's RAC Auto Trader British Touring Car Championship. It was even a throwback to those clever VW advertisements which used to proclaim the Beetle's merits in humorous fashion. In the present case Audi apologised on behalf of themselves and Biela to those who bought tickets for the last few rounds of the aforesaid Championship, if they had expected "a gripping end to the competition", concluding by saying Audi is unable to make refunds.

I wonder, however, if the race organisers and circuit owners will find this quite so amusing? And I sometimes regret to have to wonder whether owners of Renault Clios, for example, bought their cars because Renault engines are on top in F1. **W B**

AGE NO BAR

The Times had a piece recently which should cheer up older drivers and riders, including me.

One item was about an 88-year-old driver who has recently been allowed to renew his car insurance policy for the £6 annual fee it cost him in 1947, after a no-claims run of 56 years and more than 1,000,000 accident-free miles.

The other item related to the rider of a 1923 550cc Triumph motorcycle which his father bought for him for £66; it had never broken down, and after joining the AA in 1933 the 92-year-old engineer, who still drives his 1993 Toyota, has never had to call out the breakdown service, nor has he had an endorsement on his driving licence since he first had one in 1920.

Incidentally, the AA subscriptions have cost him a total of £601, the annual fee from 1933 to 1966 remaining at six guineas, but then rising to the present £39. **W B**

A QUERY



In final form, the single-seater reverted to a Villiers blower and huge downdraught SUs; the inset shot appears to show the lower, longer Powerplus blower. (Picture: Tim Houlding, Court Consultancy.)

When I wrote a long piece about the famous blower Bentley single-seater I had seen Sir Henry Birkin racing at Brooklands, which was published in MOTOR SPORT in October 1973, after the late "Rusty" Russ-Turner had let me drive the great car on the road, paced at up to 100mph by his Bentley Corniche, (a previous drive round Silverstone had been frustrated when the cylinder block burst, luckily, for me, when "Rusty" was warming it up) there was one point I could not explain. I raise it now, in the hope that someone, somewhere, may know the answer, or have a few theories.

Birkin hoped to increase the Bentley's potential by changing its large Villiers-Roots supercharger for a Powerplus vane-type compressor, which protruded beyond the Bentley's radiator cowl, which the Villiers did not. This may be why Capt G E T Eyston arranged water-heating for the blower, the former 2in S U carburettors being retained. Eyston was promoting Powerplus superchargers, which had been used very successfully on MGs, etc, for racing and record-breaking. Did he persuade Birkin to make the change? There is no doubt that it was done, the motor papers referring to it and Eyston himself testing the Bentley at Brooklands.

The alteration being judged a failure, Birkin reverted to a modified Villiers supercharger, in conjunction with a bored-out cylinder-block and dry-sump lubrication. This involved huge 62mm downdraught SU carburettors, said to be capable of passing a gallon of fuel every 59 seconds. In this form the Bentley enabled Birkin to raise the lap-record to 137.96mph in 1932, just beating that established by Kaye Don in the V12 4-litre supercharged Sunbeam.

But was that Powerplus supercharger a failure, or was there some other reason for abandoning it? Amherst Villiers objecting to its use? Eyston needing it for some other experiment? You see, if my records and arithmetic are correct, when it was in use Birkin got within 0.6sec of the Sunbeam record (137.58mph), and the car accelerated well. Indeed, in this form the Bentley lapped in two races only 0.8sec slower than Birkin's 1932 lap-record on a clear track and, according to Birkin, he had lapped in practice at the equal of the Sunbeam's record he then wanted to beat, with the Bentley in Powerplus form. Certainly the car caught fire and gave Sir Henry some difficult moments. But such a brave driver would hardly have discarded the new blower on that account, and anyway it was an auxiliary fuel-tank which caught fire. When Dr Benjafield drove it in the 1931 500-mile race, the Bentley retired, with, it was said, a stretched valve — surely not the fault of the supercharger? Eyston, not used to the Bentley, had lapped in it at over 134mph while his Powerplus installation was only just being tested. Surely it could not have been seen as adverse publicity for the production blower-4½ cars to use a different make of supercharger on one highly-developed racing car? So does anyone know what the answer was? **W B**

VAUXHALL MATTERS



The Prince Henry Vauxhall which Laurence Pomeroy restored, in a post-war vintage event.

From a letter kindly sent to me by Mr Andrew King, who is the Hon Editor of *Leading Link*, newsletter of the Greeves Riders Association, some interesting facets of information have come to hand about the 1914 Prince Henry Vauxhall owned by Mr T W Badgery, Managing Director of Ward & Co, leather tanners of Worcester and Chairman of the James Motor Cycle Company in Birmingham. He gave it to Laurence Pomeroy Jun in 1945 when that gentleman was Technical Editor of *The Motor*, in recognition of Pomeroy's father having engineered these great cars and, of course, the first 30-98 Vauxhall.

Mr Badgery apparently designed the touring body for the Prince Henry himself and it was made for him by Grose of Northampton. He then obtained for it the Irish Reg No 01 246, which the police were apt to take down mistakenly as O 1246, as O was the Birmingham letter at that time. . . The car gave much pleasure and very good service until, in 1926, Mr Badgery bought a Chrysler two-seater and soon the Prince Henry was laid up. Incidentally, its owner had continued to ride a Lightweight James motorcycle until 1928. He was President of the Worcester AC for many years, and at the age of 89 spent a full day in the Judges's tent at Shelsley Walsh. He died at the age of 91.

Back to the now old Vauxhall. In 1930 Mr Bert Greeves, then a young draftsman, tried to buy it for £20 but the asking price was an unattainable £50, so the deal fell through. Pomeroy later got the prize and had the car well restored, with some help from his many friends, and used it regularly thereafter. It was the subject of a *Veteran Types* article in MOTOR SPORT in February 1946, and then became a well-known sight with its gleaming bodywork and sharply-pointed radiator at VCC, VSCC and other events. Bert Greeves became Managing and Technical Director of the Greeves Motor Cycle Company.

My thanks for this fascinating snippet from the past, which I think does not appear even in Nic Portway book about the 30-98 Vauxhall and its forebears. **W B**

VSCC MADRESFIELD



Douglas's boat-tailed 3-litre Bentley looked very smart; inset, side-winding a Trojan – a standard feature?

As if to forecast the autumn, the VSCC held another Driving Test meeting at Madresfield Court near Malvern on the first Sunday in September, by permission of the Trustees of the Estate, which is, as they say, steeped in history. Motoring history, too, because at one time the RAC actually permitted speed trials along the seemingly endless straight drive. For many years the present arrangement has been in the able hands of Mrs Adams of the VSCC Midland Section but she is now relinquishing this task and someone else will need to carry on in 1997, maybe on the lines of the first of this Club's events there 50 years ago, when John Rowley was one of the organisers and among the award winners was the 1908 GP Itala. In those days Lady Beauchamp was one of the Judges.

Certainly this is a popular occasion, with the picnic-like atmosphere you also find at Prescott, and this time a very large number of spectators turned up. The only criticism might be that competitors' numbers were rather indistinct, so that those buying programmes were not always able to identify the cars.

They had five circus-tests to tackle, a forwards/backwards thing, the popular slow/fast test, a "pit-stop" during which the luckless drivers had to leap out of their vehicles to check the pressure in the o/s front tyre, then the equally popular Slalom or wiggle through a line of pylons as fast as possible, and finally an acceleration test, faintly redolent of the speed-trial days, for the faster cars like Baker's 10-litre Hall-Scott-engined Schneider (but did it stop in time? — the RAC insists on this) and Julian Ghosh's 30–98 Vauxhall. While the tests were going on Hamish Moffatt circled overhead in his vintage Gipsy Moth and a modern aeroplane landed in an adjacent field.

Some cars seemed affronted by being put through such frolics and tried to disrupt proceedings by refusing to re-start at the end of a test. Thus a two-strike Trojan Utility ignored its driver's hard grind with its cockpit starting lever, forcing him to wind it up from the side like a Frazer Nash (I think I have seen this recourse used once before but was it a standard Trojan feature?). Keith Hill's 1930 Type 49 Bugatti tourer seemed intent on running down its battery after completing one test, his daughter, driving the Crouch Helix, had reverse jam in but was able to continue, one girl in a Chummy A7 was pushed off onto the grass, to return later, and a 30-98 Vauxhall resolutely refused to engage a gear for a while, emitting loud grating sounds, and there were the even more unfortunate non-starters, like my daughter's magneto-ignition A7 Chummy that stopped at Ledbury when coming from Wales and refused to re-commence for no more drastic reason, it seemed, than choked carburettor jets, which equally stubborn, refused to be blown through, although we had the essential Zenith jet-key . . .

One 12/50 Alvis two-seater was steaming a little, Mark Garfitt's Type 319/55 Frazer Nash-BMW seemed just a mite too eager in the first section of the Slow/Fast test, as if anxious to get to "The Verzons", Muschamp's 1939 FN-BMW leapt away, into one manoeuvre, and in that slow job Lees' 1927 Morris Cowley two-seater obeyed well its master's demands for a crawl. Impressive as well as quick was the 1937 Talbot-Darracq conducted by R M Heelis. Frazer Nashes and A7s were well represented, the latter in Ulster, Chummy, Nippy 65, Burghley and Special versions, Mark Walker was in the unbelievable Bramble, and about the smartest car present must surely have been D K Boyd's 1939 Light Fifteen FWD Citröen roadster. Amongst the Bentleys was I J Douglas's equally smart boat-tail 1922/26 3-litre with unpainted bonnet. Mrs Shapland drove her 10/23 Talbot, the Morris-JAP was handled by Miss Peacop and brake smoke showed that the 1920 Calthorpe was being restrained on its rear-wheel brakes, and smoke of a different kind that a Trojan was approaching. Ward's Wolseley Hornet Special, Kenyon-Smith's big 1920 Sunbeam tourer, the Bullett's two GNs, one with i o e engine, the other with the o h-valve conversion, a 12/50 Alvis saloon, Dunn's 1923 Austin 12/4 tourer of rather sporting appearance, the Deemster and Mrs Parkin's Swallow-cowled A7 added the spice of variety, and the Collings were using that excellent fast touring car, the 1912 Brixia-Zust. **W B**

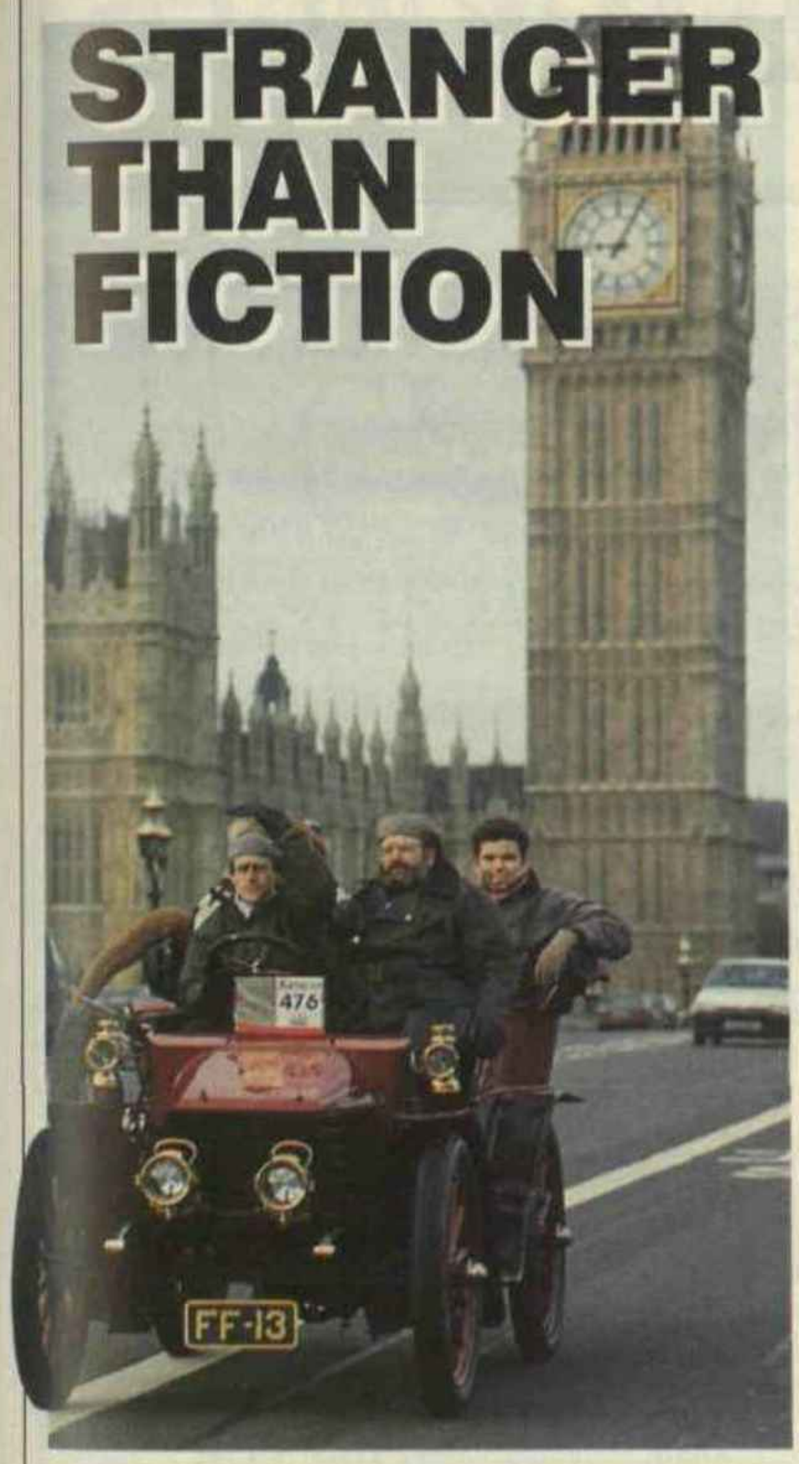
V-to-C **MISCELLANY**

The VCC is all systems go preparing for the Centenary Veteran Car Brighton Run on November 3. The entry is a record already, with 600 applications, whereas the previous highest number was 499 pre-1905 cars in 1991. This year there are entries from 22 countries, including more than 50 from America, and the oldest is Daniel Ward's 1896 Panhard Levassor which won the Paris-Marseilles-Paris race and took part in the first Emancipation Run of 1896. It is making its first appearance since restoration and has not done the London-Brighton since the epic 1896 Run. As a sop to the media there is to be an assembly of cars that did do this Run 100 years ago but are not venturing out on the Sunday, and the Science Museum has apparently agreed that the Evelyn Ellis 1895 Panhard will be allowed out in daylight for this publicity affair. More importantly, the Metropolitan Police have agreed that this time Sunday's route can used closed roads from Hyde Park Corner down Constitution Hill, the Mall and along Horse Guards Parade.

Neil Jordan's documentary film *Michael Collins* had its premiere at the recent Venice Film Festival. The Irish Republican leader was 'shot and killed' when his car was ambushed in 1921 during the Irish Civil War. Collins was in a Leyland Eight, which went back to the Leyland factory with bullet holes in its bodywork. One wonders what car was used in the film, which must have depicted this fatal ambush?

The Heritage Motor Centre at Gaydon has purchased the Issigonis sketches for £5,520 at auction, with a dontion of £1,000 from the Science Museum, and these will be on view to commemorate the tenth anniversary of the great designer's death, in 1998. A collector has some of the drawings, however. **W B**

STRANGER THAN FICTION





From London, to Brighton – it could be a temptation for an ineligible car to mingle with genuine entrants like these – but beware. . .

It has been said that truth can be stranger than fiction. But I would never have thought that this could apply to the RAC/VCC Brighton Run for veteran cars had not a report of RAC/MSA Judicial proceedings confirmed it.

It relates to the driver who took part in last year's Brighton Run without submitting an entry or paying the required entry fee. Worse than that, he made himself a bogus number-plate applicable to a car which he had heard (at the pre-Run cocktail party at the RAC in Pall Mall) would not be taking part. His Renault, which the VCC Dating Committee had specified as a 1905 vehicle and therefore not eligible for a Brighton Run, was driven, thus equipped, to the Hyde Park start, where the marshalls were told that it was participating "under a substituted number". This was accepted, which seems entirely excusable, in view of the heavy task of marshalling hundreds of veterans and dispatching them correctly, especially as with the permission of the Stewards changes have been made to Run entrants at the last moment — but only in respect of substituting one eligible car for one equally eligible.

In the remarkable case we are reporting, the 1905 Renault, as the RAC/MSA believed it to be, then set off masquerading, by its number, as a 1903 Ford, its driver having avoided signing-on. The bogus number plate had, he said, taken him only half-an-hour to fabricate, on the evening before the Run. Arriving in Brighton he drove into the official finishing area on the Madeira Drive and claimed his award. . . At the hearing the Renault's owner could hardly have ingratiated himself with the RAC's solicitor, Mr David Munro, when he said he regarded the Brighton Run as "nothing more than an eccentric English pageant", and the finishers' medals of "no value". Apparently it was the comic *Genevieve* film — which certainly introduced large numbers of the public to the existence of veteran cars (even if the Spyker used would not comply with Brighton run dating) — that had brought such cars to the notice of the offending Renault owner, who had the gall to inform the tribunal that he had had to meet the cost of driving to Brighton and trailering the car home afterwards! He said he was "giving the spectators the opportunity of seeing a 1904 car on the road" — rather droll as there were 156 others of that age on the Run anyway. . .

The defendant's apology and suggestion that if taking part in motoring sport had come down to considering pages of regulations and interpretating them the situation was getting ridiculous, were of no avail. He was disqualified from all motorsport events until the end of the year 2000, and ordered to pay £250 costs and return all finishers awards. Perhaps he was lucky; a rally driver to failed to declare on an entry form that he had been disqualified from road driving for six months on a speeding charge was fined £5000.

While there is nothing to stop anyone mingling with the Brighton Run in a veteran car, and there could be some temptation to do so if the dating was under review and the car officially ineligible for the time being, just as many vintage vehicles join in for some of the way, one would wish for the more sensible plan of parking off the road at Gatwick or Horley while the Run passes by, thus reducing the inevitable congestion. Do please note this, if you intend to turn out for the Centenary Run in November.

Reverting to the regrettable, almost unbelievable, behaviour of the aforesaid Renault gentleman, it has rung a bell in the memory. In 1971, when I was for once not on a "Brighton Run" car and was instead reporting on the arrivals for MOTOR SPORT, the finish-line commentator announced the approach of a well-known entrant. Looking up the Madeira Drive I was surprised to see in the distance one of these fake ancients, made from bits of old Ford Tens and the like, with bodywork instantly recognised as bogus. But on came this device, its driver about to be interviewed. When the chap with the microphone realised that the vehicle was not the veteran he had expected, he asked how far it had come, and learning this, told the crowds how commendable that was, causing applause to break out. By this time I was metaphorically leaping up and down and protesting. . . In fact, I wrote: "It turned out to be a bogus yellow "veteran" carrying the same number as Wiseman's 1899 Riley — I have always refused to recognise such cars, arguing that one day they would be confused with authentic veterans. Now it has happened, before multitudes of spectators. . . I would have booted the thing back down the Madeira Drive and told the onlookers to lynch it!"

IT'S A WONDERFUL WORLD. . .

You have read about the women who broke into an RAF station and damaged a fighter aircraft because it was intended for attacking human beings? And who were let off. Rather disturbing. Presumably if a neighbour were to regard your car as a pollution-spreader threatening his health he would be entitled to hammer it to pieces and be exempt from legal penalty. No-one wants pollution to damage health or destroy the planet if it can be avoided. Sensible politicians seem to have come to the obvious conclusion that cars are here to stay and simply ask us to use them less. Be careful! It is one thing to shop once a week by motor instead of five or six times. Quite another for action to be instituted that may reduce sporting events or essential long-distance journeys in the name of the naughty, nasty motor-car, while power stations and factories belch out pungent fumes.

Perhaps one day those who put a man on Mars will be able to devise a pollution-free fuel for our internal combustion engines, which in wartime were induced to run on some odd substances. Meanwhile, public transport could be improved, although trains seem prone to serious calamities, just like some cars. Maybe we need a return to the urban electric trolley-bus (not trams, which were the worst traffic-snarlers). The anti-car lobby should feel smug in their trolleys?

Forthcoming Events

SEPTEMBER

29TH SEPTEMBER

LONDON CLASSIC CAR SHOW at Kempton Park Racecourse near Junction 1 on M3, south of London Heathrow. Incorporating The Grand London Autojumble. Details from The London Classic Car Show, PO Box 70, Northwood, Middlesex HA6 3RP.

VSCC DONINGTON PARK RACE MEETING, Donington, nr Derby. For further details contact David Franklin, 01635 44411.,

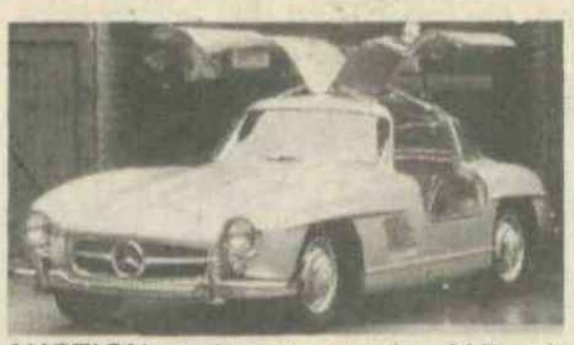
30TH SEPTEMBER



BROOKS AUCTION, sale of important Formula One memorabilia at the Dorchester Hotel. Details: 0171 228 8000.

OCTOBER

3RD OCTOBER



AUCTION, an important sale of Historic Motor Cars, Coys of Kensington. Details: 0171 584 7444.

4TH–6TH OCTOBER 1996

30TH ANNIVERSARY CLUB TRIUMPH 2000 mile 48 hour Round Britain Reliability Run. 4th–6th October 1996. The event will be started by the Rt. Hon. Tim Eggar M.P. Minister for industry & Energy. Should your readers/listeners wish to support the charity, donations should be sen to our event organiser Mr D. Pollock, 86 Waggon Rd, Hadley Wood, Herts. Telephone 0181 440 9000. Cheques payable to 'Club Triumph A.R.T. a/c'.

5TH OCTOBER

SURBITON DIAMOND JUBILEE FESTIVAL. Vehicles of the 1930s are sought for display. Details from Sheila Hyson, 17 Claremont Road, Surbiton, Surrey KT6 4QR.

6TH OCTOBER

AUTUMN AIR DAY at the Shuttleworth Collection, Old Warden Aerodrome, Biggleswade, Beds. South Eastern Vintage & Classic Vehicle Club invite you to display your Bentleys registered before 1 January 1971. Entry forms from BDC Office.

6TH-13TH OCTOBER

IRISH FERRIES CLASSIC CASTLES & CEILIDH. A leisurely tour of Ireland from the Wicklow Mountains to the Ring of Kerry. Details and entry form from BDC Office. Open to cars manufactured before January 1975.

12TH OCTOBER

THE HISTORY OF MOTORING. 1996 Annual Conference. The National Motor Museum and Bournemouth University invite you to a conference to be held at the National Motor Museum, Beaulieu on Saturday 12th October 1996. This meeting is designed to bring together current researchers from a wide range of disciplines who have interests in any aspect of the history of motoring to review current work and to discuss the prospects for the future. The inclusive cost of £25 includes morning coffee, lunch and afternoon tea. For further details and bookings please contact Katherine Barker, School of Conservation Sciences, Bournemouth University, Poole, BH12 5BB. Tel (01202) 595178 Fax (01202) 595255.
e-mail: consci@bournemouth.ac.uk

12TH–13TH OCTOBER

ALBI, FRANCE. High speed demonstration for pre-1959 Grand Prix cars and some Fifties Sports. Racing cars at the 63rd Grand Prix of Albi to be held on the Circuit du Séquestre. Spaces limited. Please send an s.a.e. and your car details to TOPS, Dittisham Mill, Dittisham, Dartmouth, Devon TQ6 0HZ.

13TH OCTOBER

MODOLEX 96 SCALE MODEL MOTOR SHOW at the National Motorcycle Museum, Solihull, Birmingham. 10am-4pm. Adults £3. Concessions £1.50.

19TH OCTOBER

THE MID KENT COLLECTORS TOY FAIR. Toys – Models & Trains. 9am to 4pm at the Agricultural Hall, Barker Road, Maidstone, Market, Kent. 100 large stands with space, established 'swapmeet', town centre venue, Channel Tunnel 45 minutes, Port of Dover 60 minutes, motorway links to all parts of the UK. On-site car park. All information from Mid Kent Toy Fair, telephone 01622 753783.

RIVERS FLETCHER TALKS & FILM SHOWS

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If you would like details of film shows due to take place please send self-addressed envelope.

Enquiries for all talks, lectures and film shows from: Elizabeth Wigg, Melbourne Place, Plaistow, Billingshurst, West Sussex RH14 0PT. Tel/Fax 01403 871272.

FILM SHOW DESIGN & ORGANISATION — VIDEO, SOUND & PROJECTION — MODERATE FEES —

26TH-27TH OCTOBER

15th NORTHERN CLASSIC CAR SHOW at the G-Mex Centre, City Centre, Manchester. 10am-6pm. Advance tickets from: Telephone 0117 970 1370.

2ND NOVEMBER

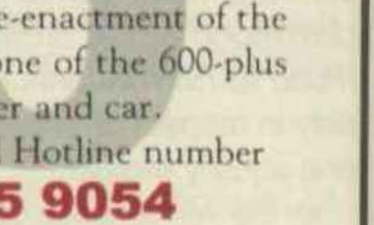
ACOC SPRINT, Goodwood. For further details contact Clive Bowyer on 01223 357740.

While every effort has been made to ensure that these events are accurate and up to date, inevitably some details may change or events may be cancelled without us being aware of the fact. Please check with the organisers before setting out, especially if travelling long distances.

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Order Hotline: 0191 495 9054

Price is £4.00 plus £1.50 post and packing

Programmes will be sent out first class from 25 October.

Remember, Classic Motor Sport's popular Forthcoming Events section offers an ideal opportunity to generate advance publicity for races, rallies, autojumbles and all other motoring-related events. Provided free of charge, all we need is to be kept in touch with your own club's events agenda, which should be forwarded to Tara Wood, Motor Sport, PO Box 35, Bonhill Street, London EC2A 4DA. We will do the rest.

Forthcoming Events

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• Adults remain £7.50 each • OAP's remain £5.50 each • Children under 16 remain £2.50 each
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NOVEMBER

17TH NOVEMBER

THE ANDREW WHYTE MEMORIAL LECTURE 1996. Venue: The Theatre, Jaguar Cars Ltd, Browns Lane Plant, Allesley, Coventry (use the new Coundon Wedge entrance). Time: Sunday, November 17, doors open 1.30pm for prompt 2.30pm start. Admission by ticket only which includes a light buffet. Obtainable only in advance at £5 each from David Adcock, DLOC, 12 Golf Road, Radcliffe on Trent, Notts NG12 2GA with cheques payable to the Daimler & Lanchester Owners' Club Ltd (SAE appreciated, and if a club member, please state which). Further information from David Adcock on 0115 9118 728, Keith Trotter 0181 743 3627 or Bob Beacham 01676 522037.

23RD-24TH NOVEMBER

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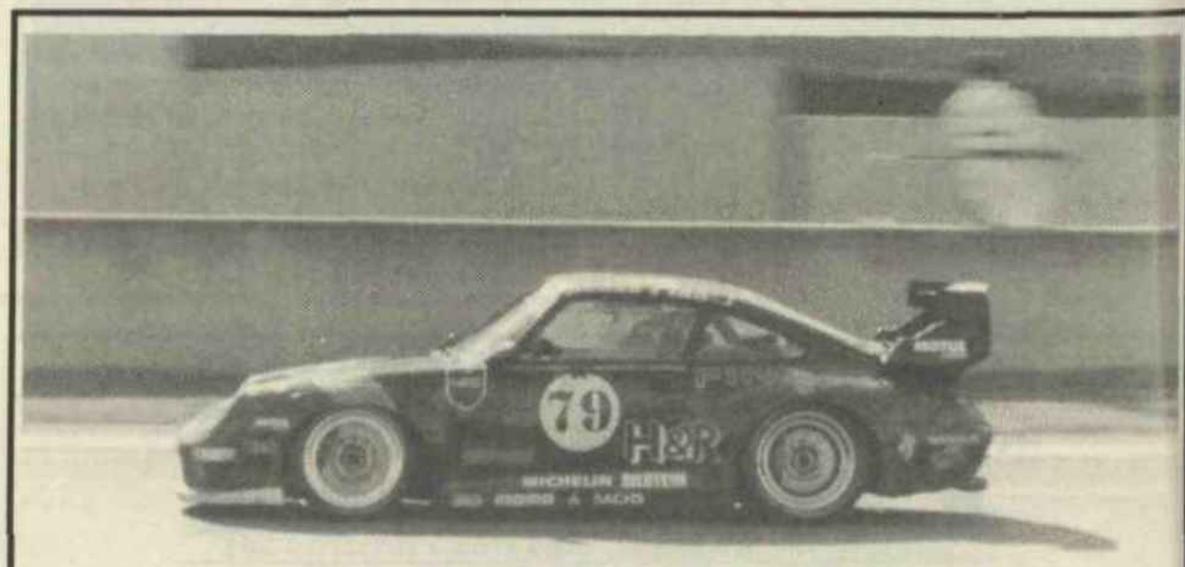
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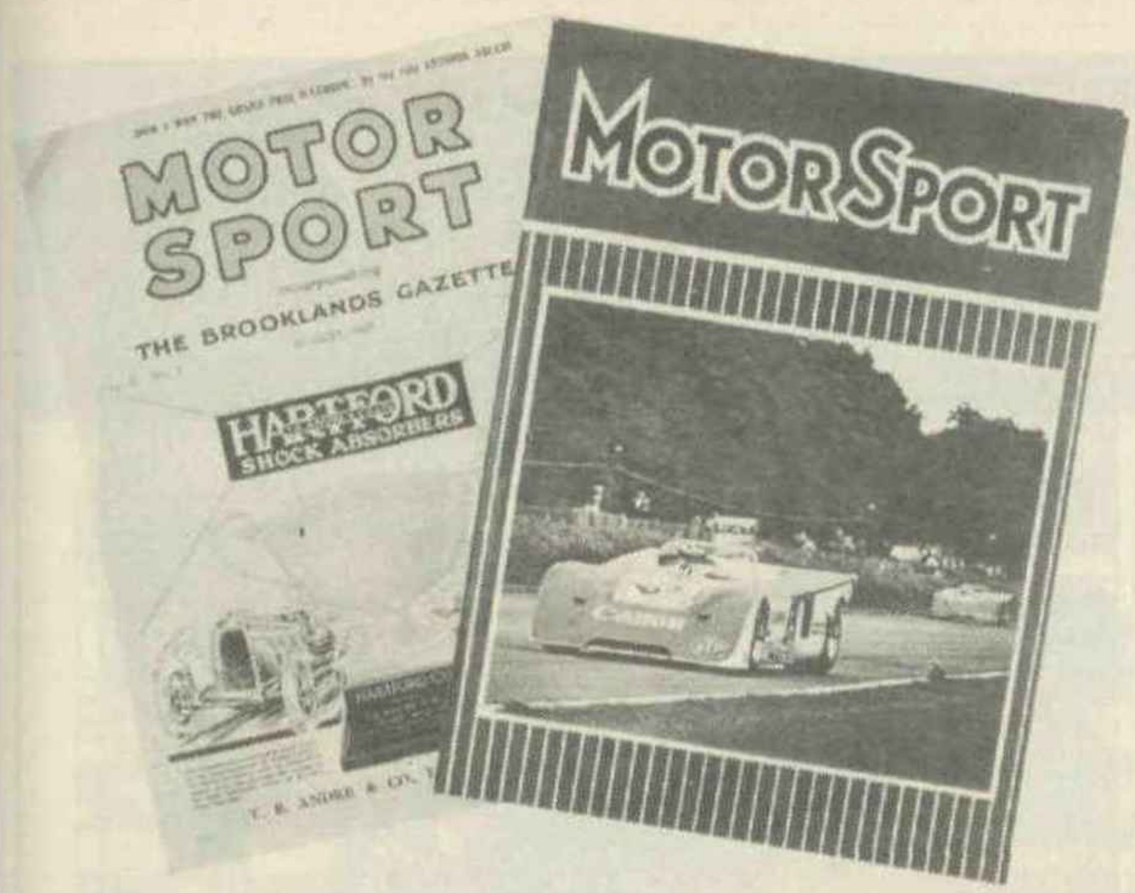
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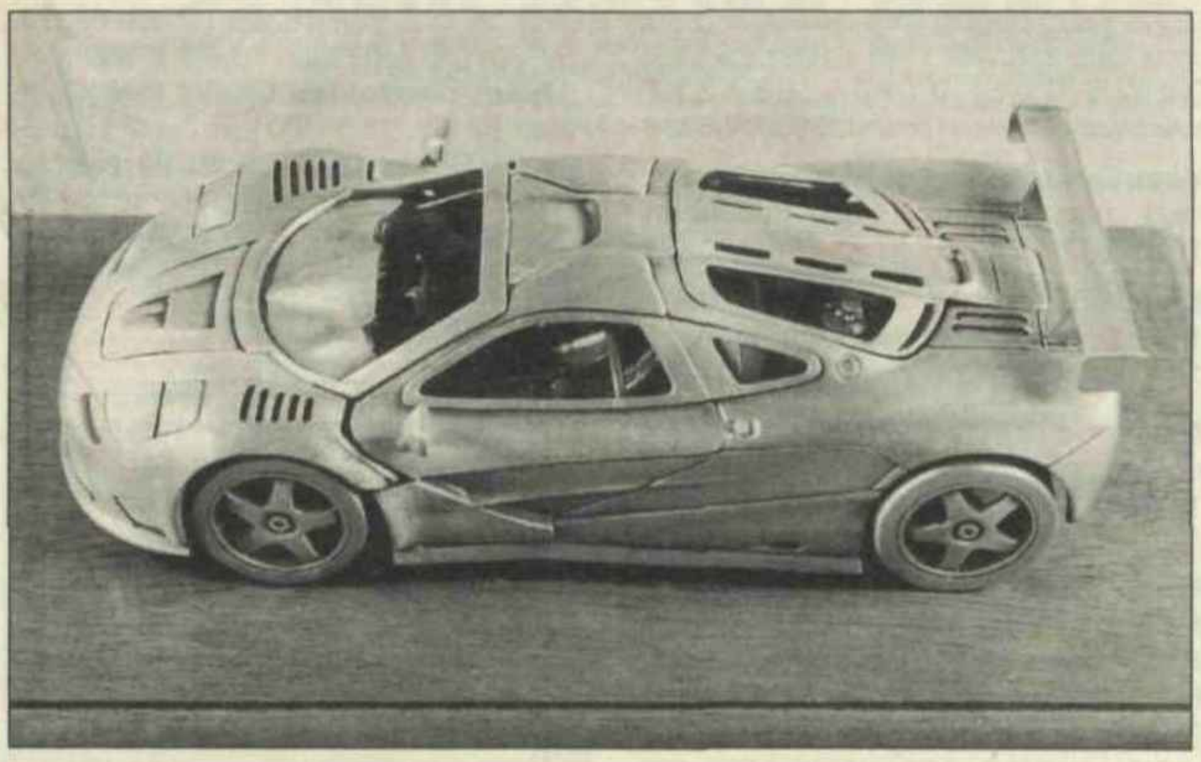
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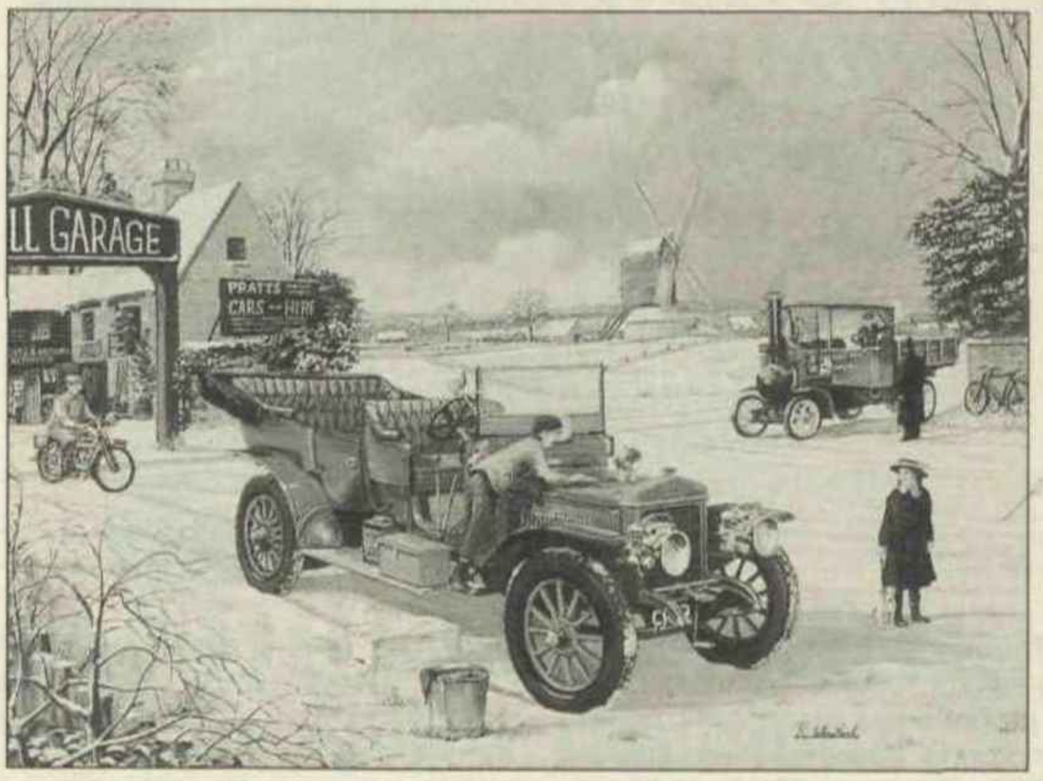


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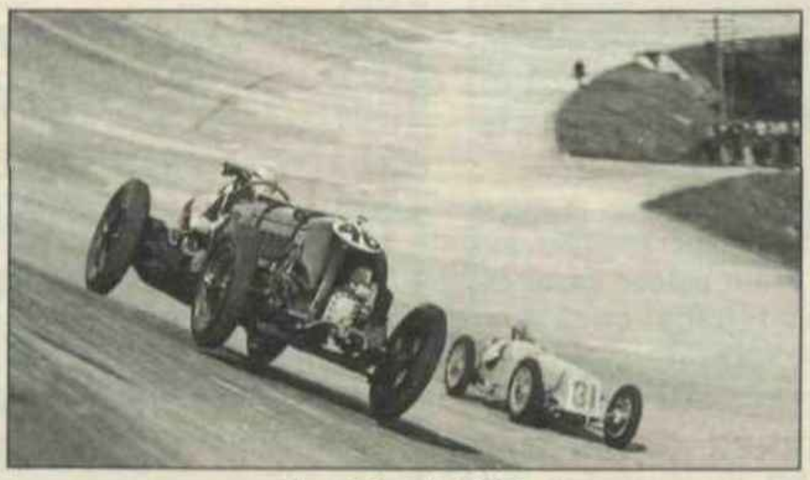
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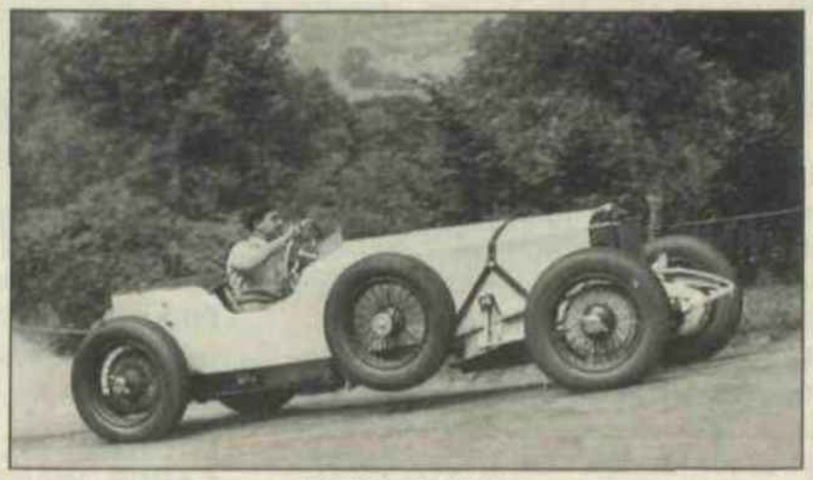
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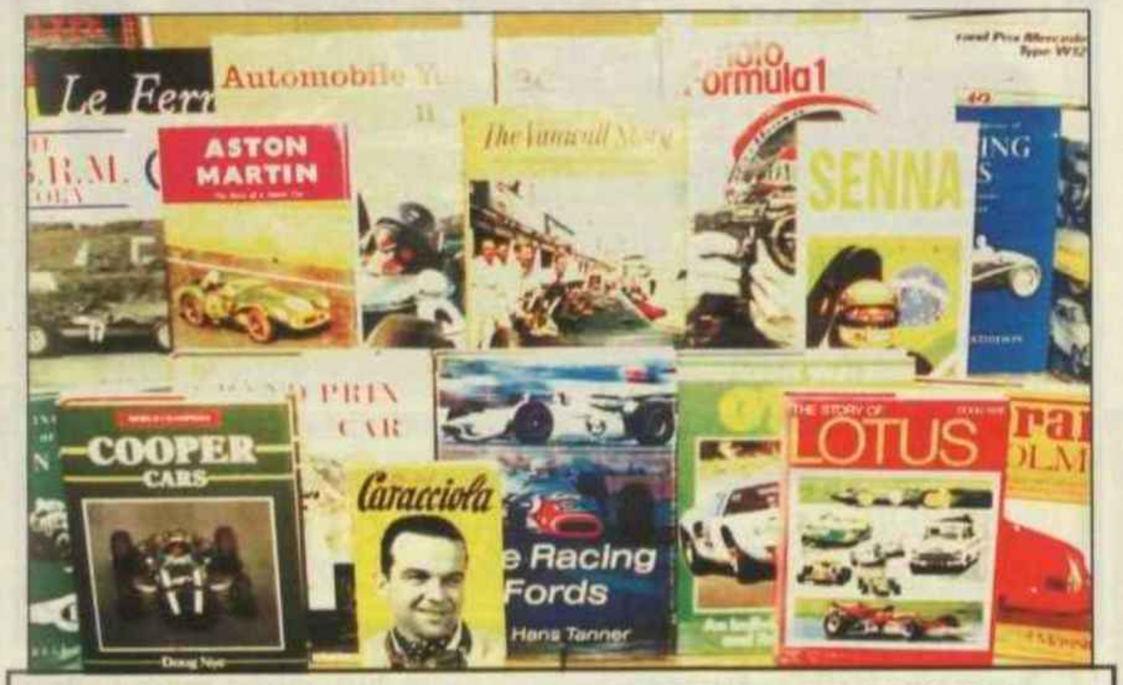
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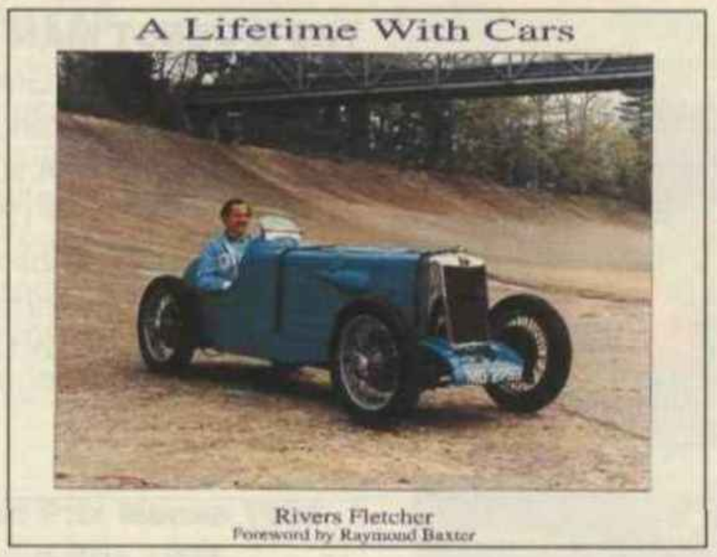
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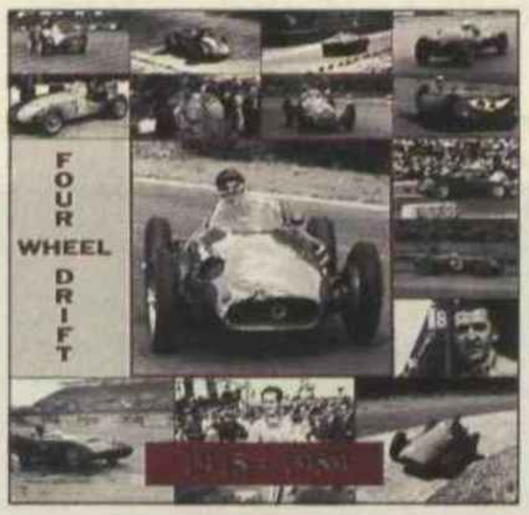


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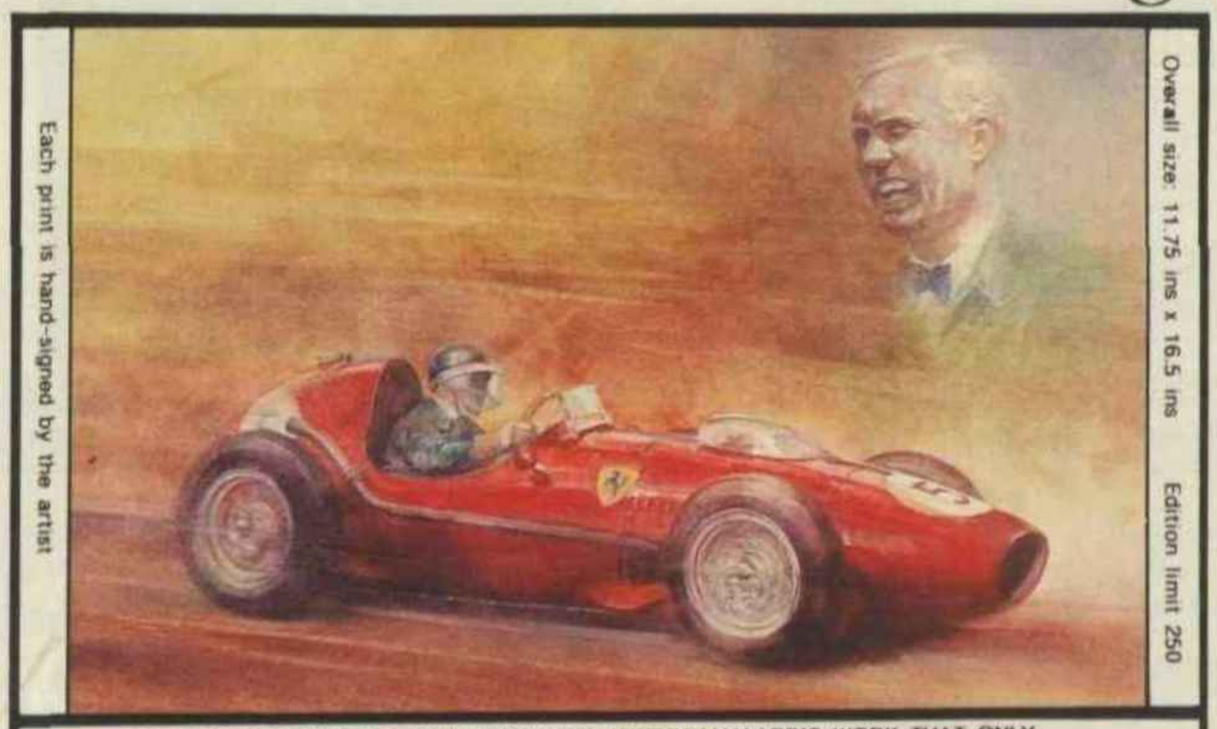
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Jensen 541 1954-1963

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

Jensen CV8 1962-1966

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

Jensen FF/Interceptor 1967-1976

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



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

Lagonda Rapide 1961-1964

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

Lamborghini 350GT 1964-1967

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

Lamborghini 400GT 1966-1968

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



Lamborghini Miura 1966-1971

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

Lamborghini Espada 1969-1978

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

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



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

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

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



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



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

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



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

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

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

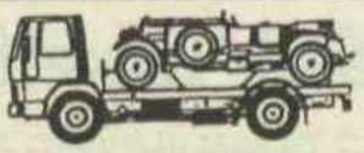
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because no-one will see you coming. Super Seven introduced in 1961 with bigger Ford engines and more performance; dropped in favour of unloved rebodied S4 version in 1970.

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

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

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

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



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



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

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

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

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

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

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

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



Mercedes 190SL 1955-1963

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

Mercedes 300SL Roadster 1957-1963

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

Mercedes 230SL/250SL/280SL 'Pagodas' 1963-1971

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



Mercedes-Benz 350/450SL 350/450SLC 1971-1980

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

MG TD 1950–1953

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

MG TF 1953–1954

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



MGA 1955–1962

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

MGB 1962–1971

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

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



MGC 1967–1969

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



MGB GTV8 1973–1976

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

Mini Cooper 1963–1971

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

Morgan

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

Peerless GT 1957–1960

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



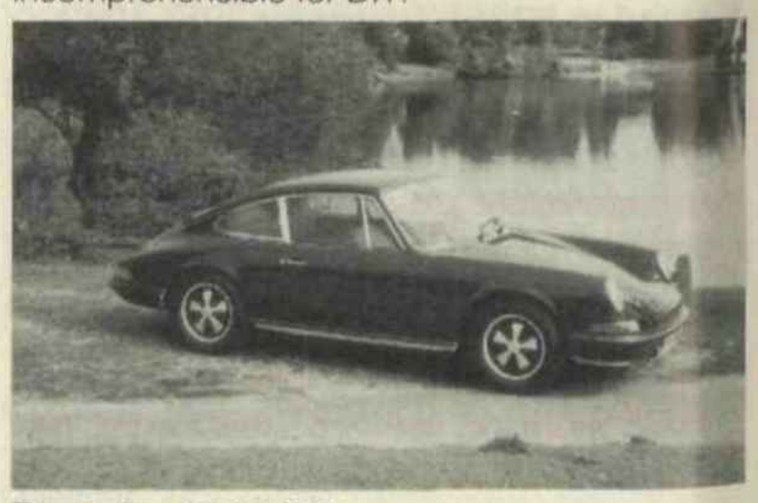
Peugeot 504 1970–1983

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



Porsche 356 1950–1965

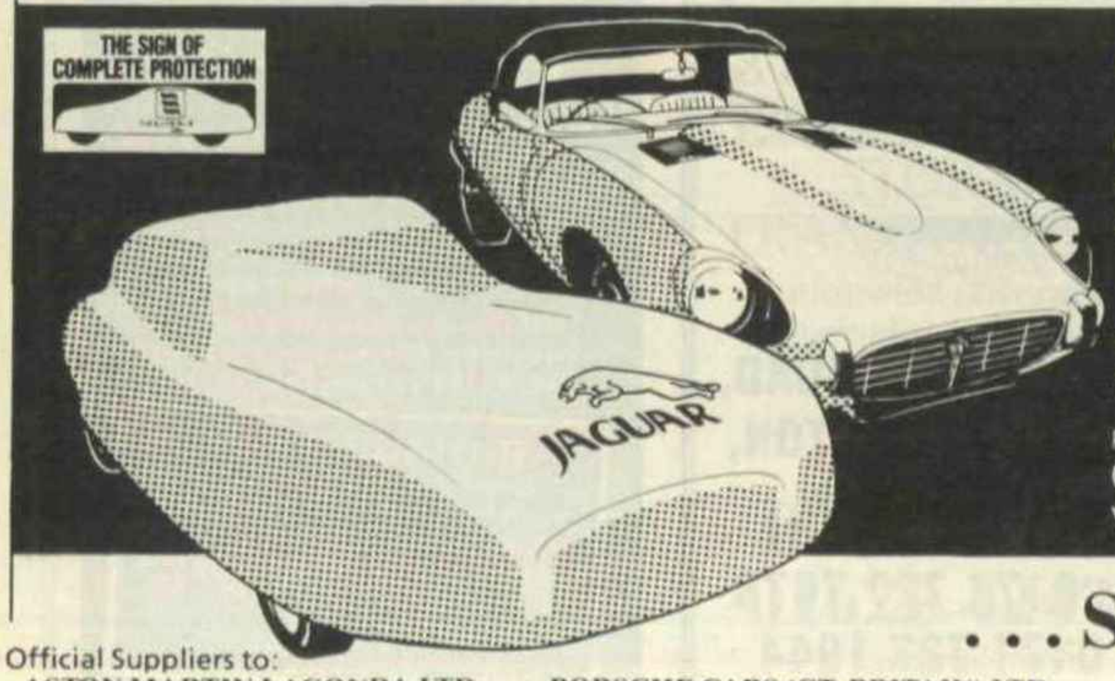
Misunderstood Beetle-inspired sporting two-seater coupé or cabriolet body with rear-mounted 1100, 1300 and 1590 engines, some with roller-bearing crankshafts. All synchromesh gearboxes from 1952. One-piece windscreen on 356A from 1955 and complex 1500 4-cam Carrera. 1600 engines from 1957, restyled 356B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



Porsche 911 1965>

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

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

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

Reliant Scimitar GTE 1968–1975
Clever sporting four-seater hatchback raised eyebrows back in 1968, and still looks



well today, even if the Ford 3-litre V6 feels harsh by modern standards. Non-rot fibre-glass body is long-lived and the mechanical bits are as durable as any 120-mph per-formance, good torque spread and excellent roadholding. Prices vary enor-mously according to condition. First rate spares back-up and strong national club.

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



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

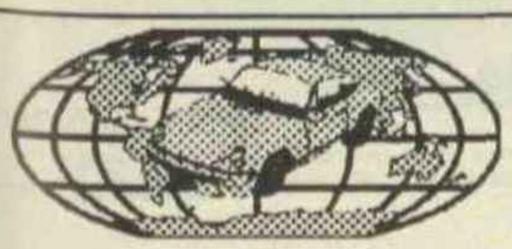
Triumph TR5 1967-1968
The TR5 PI represented an important landmark as the first British production car to have fuel injection for the UK market. The 2498cc six-cylinder engine pushed out a maximum 150bhp at 5500rpm and gave a top speed of 125mph. A US model, the TR250, fitted with Stromberg carburettors,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



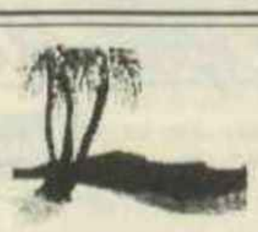
TVR 1958 >
Fibre glass bodied two-seaters with same basic styling throughout and mind-boggling engine variants from usual four-cylinder Ford, Coventry-Climax and MG units in the Granturas, and the Ford 4.7-litre V8 in the Griffith from 1963. The V6 3-litre arrived with the Tasmin in 1969 and the Triumph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

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

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



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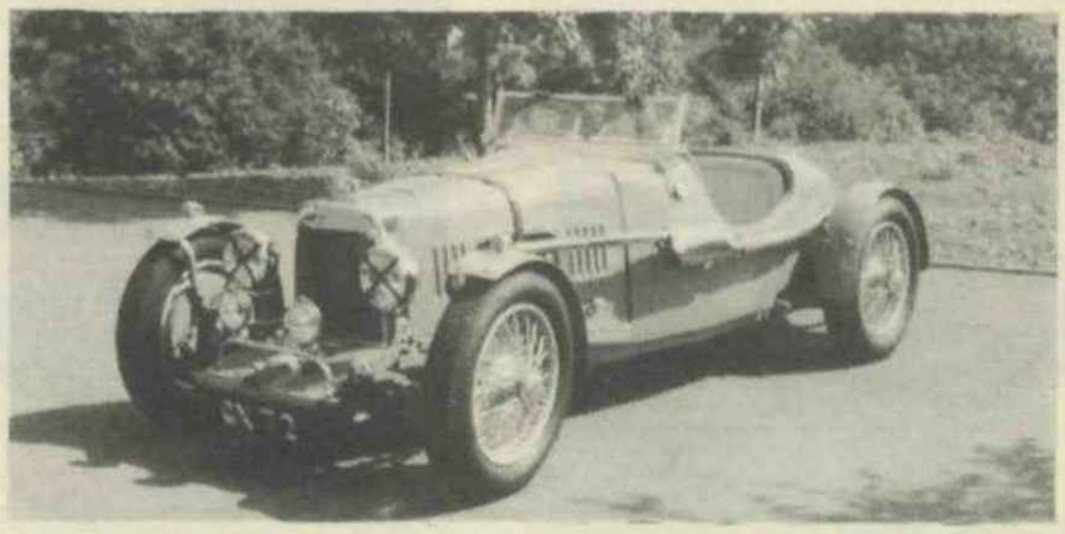
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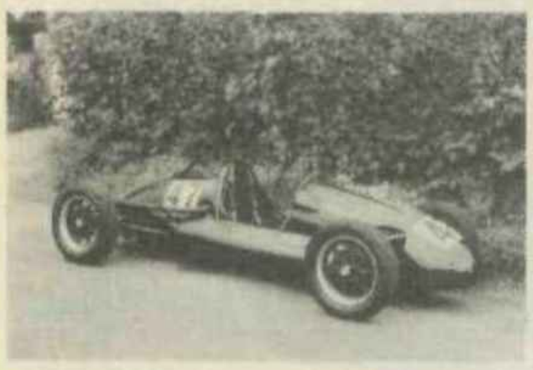
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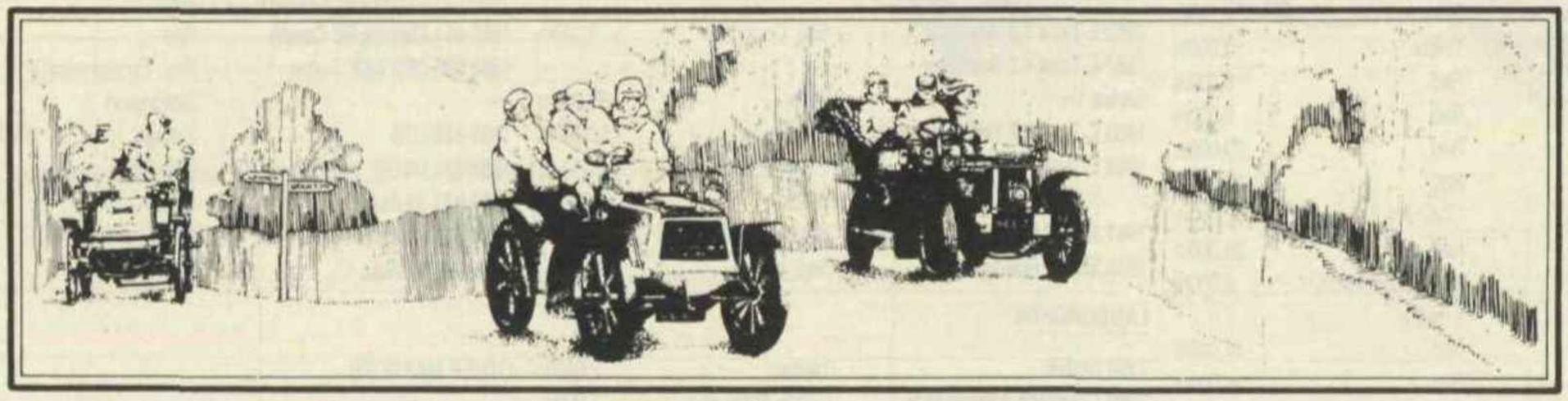
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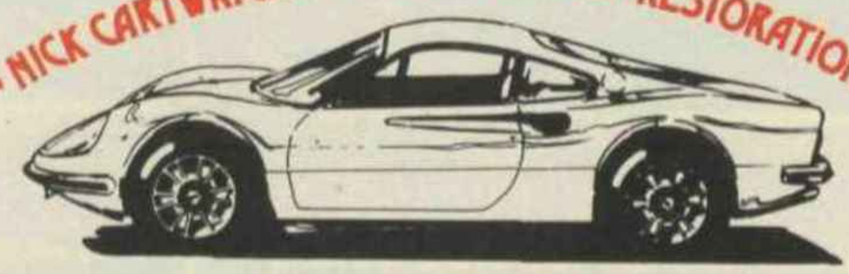
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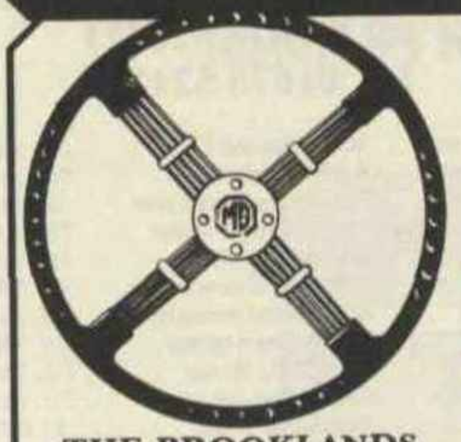
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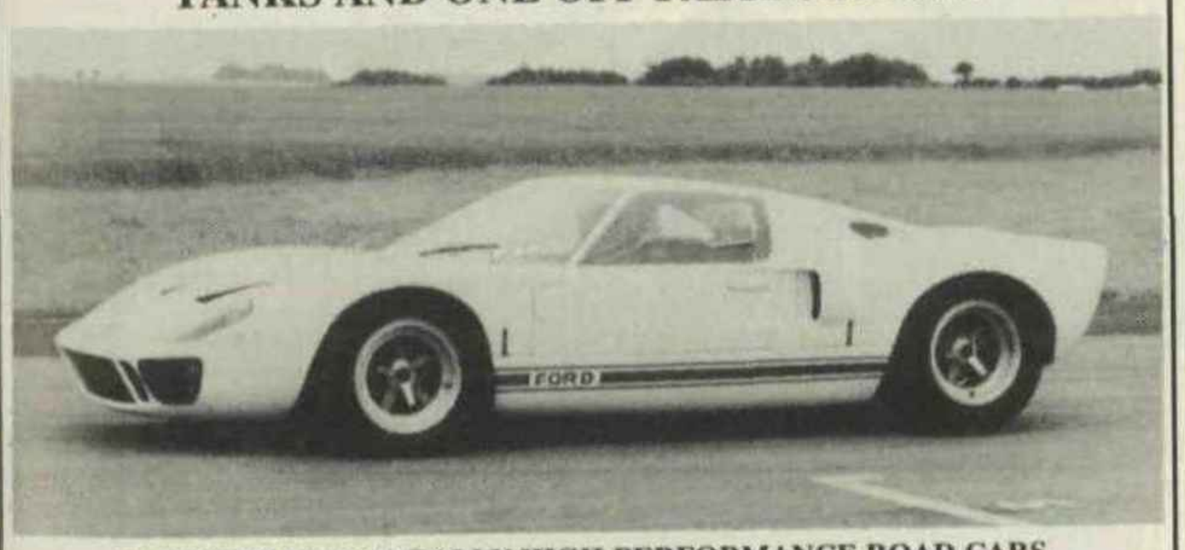
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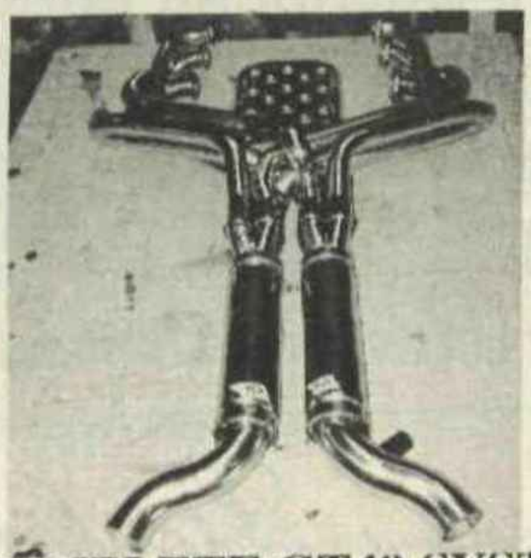
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50927	1958	B S1 CONTINENTAL PAS	4 door by James Young	Consider serious offer.	£35, 000
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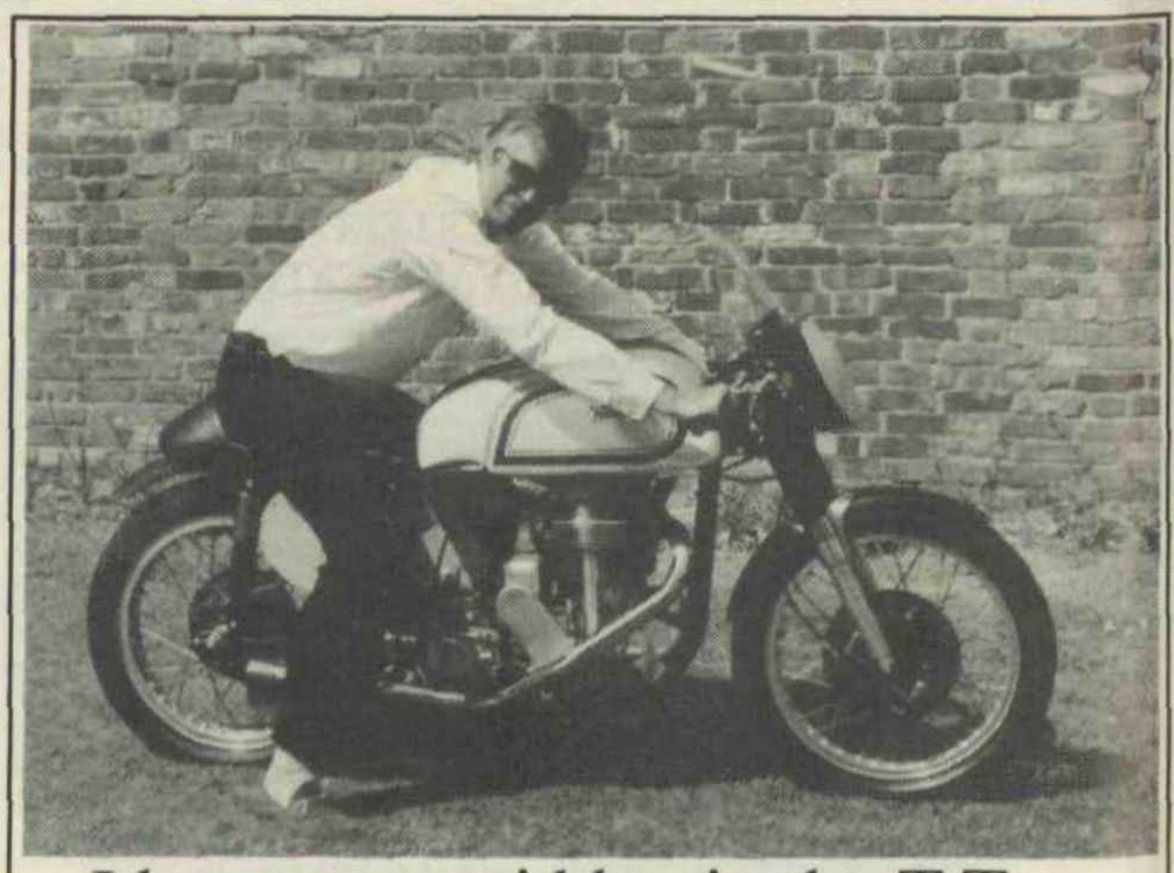
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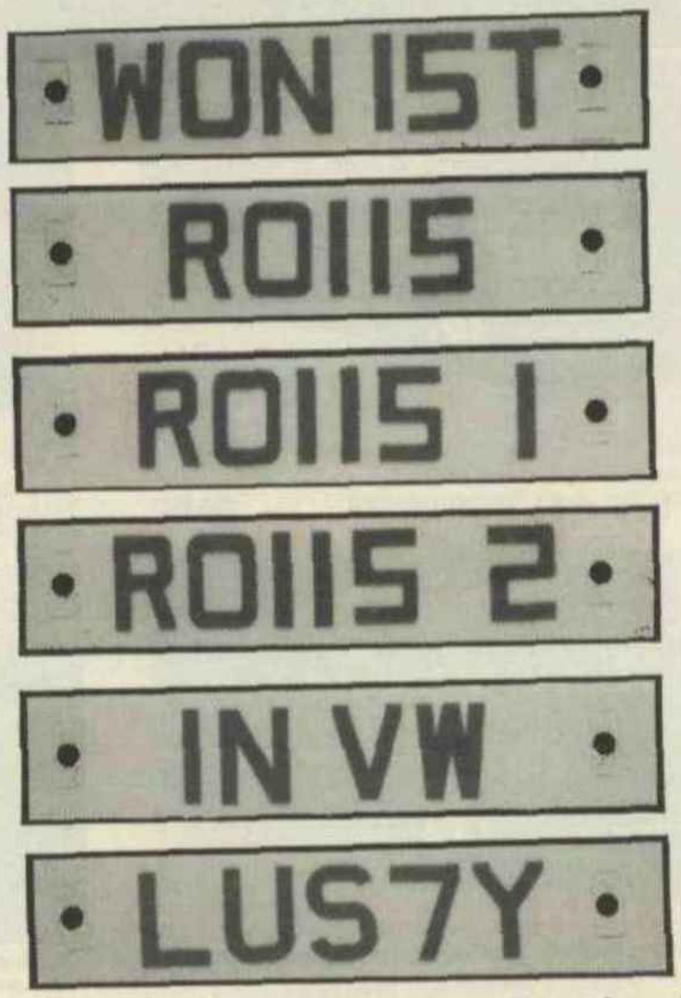
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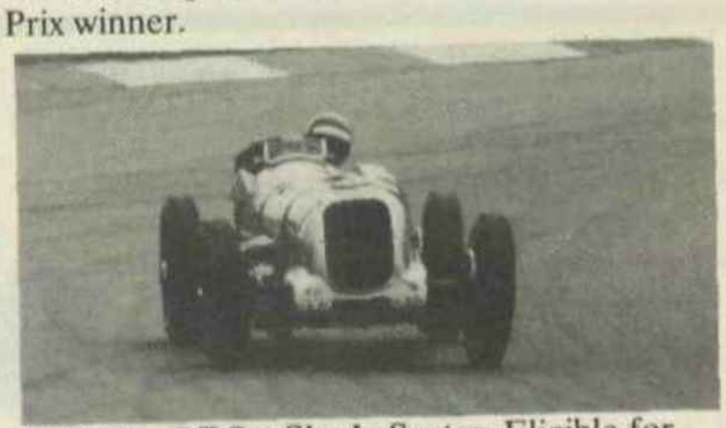
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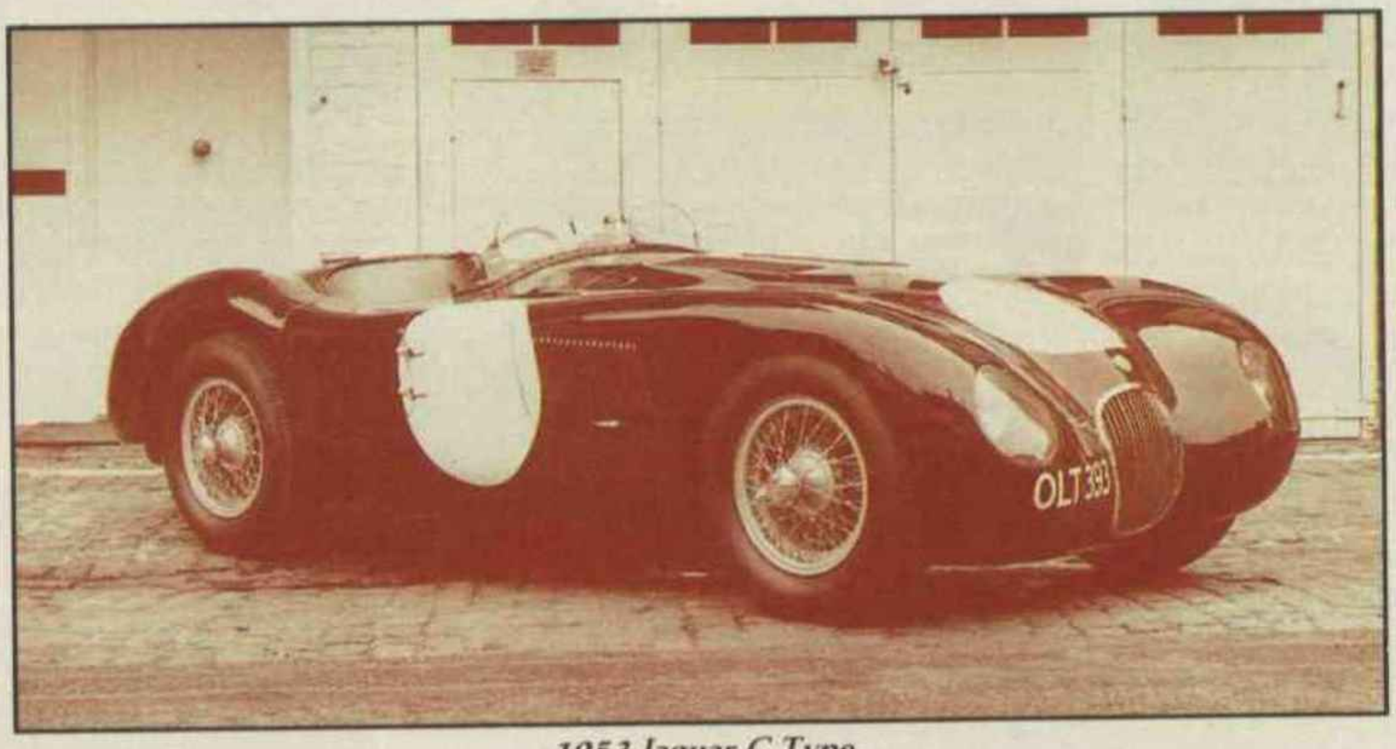
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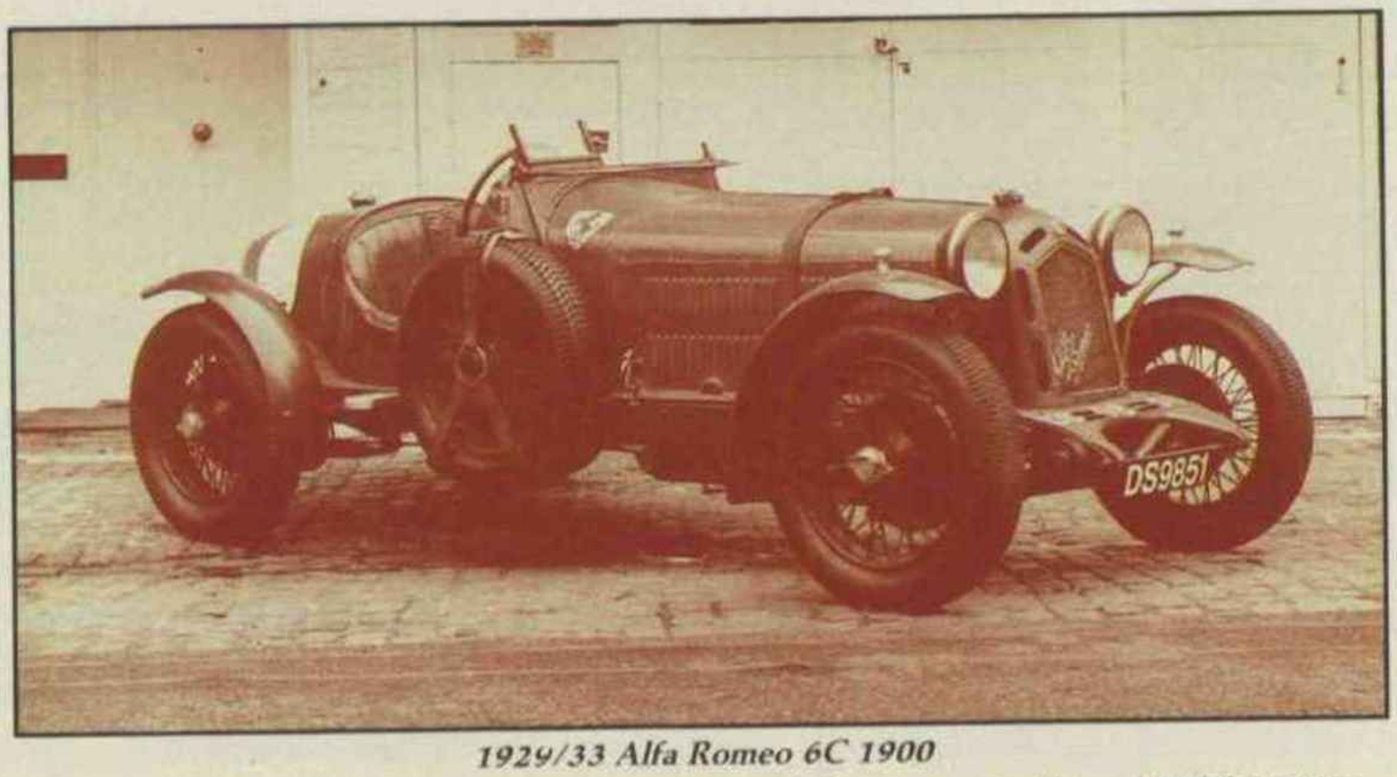
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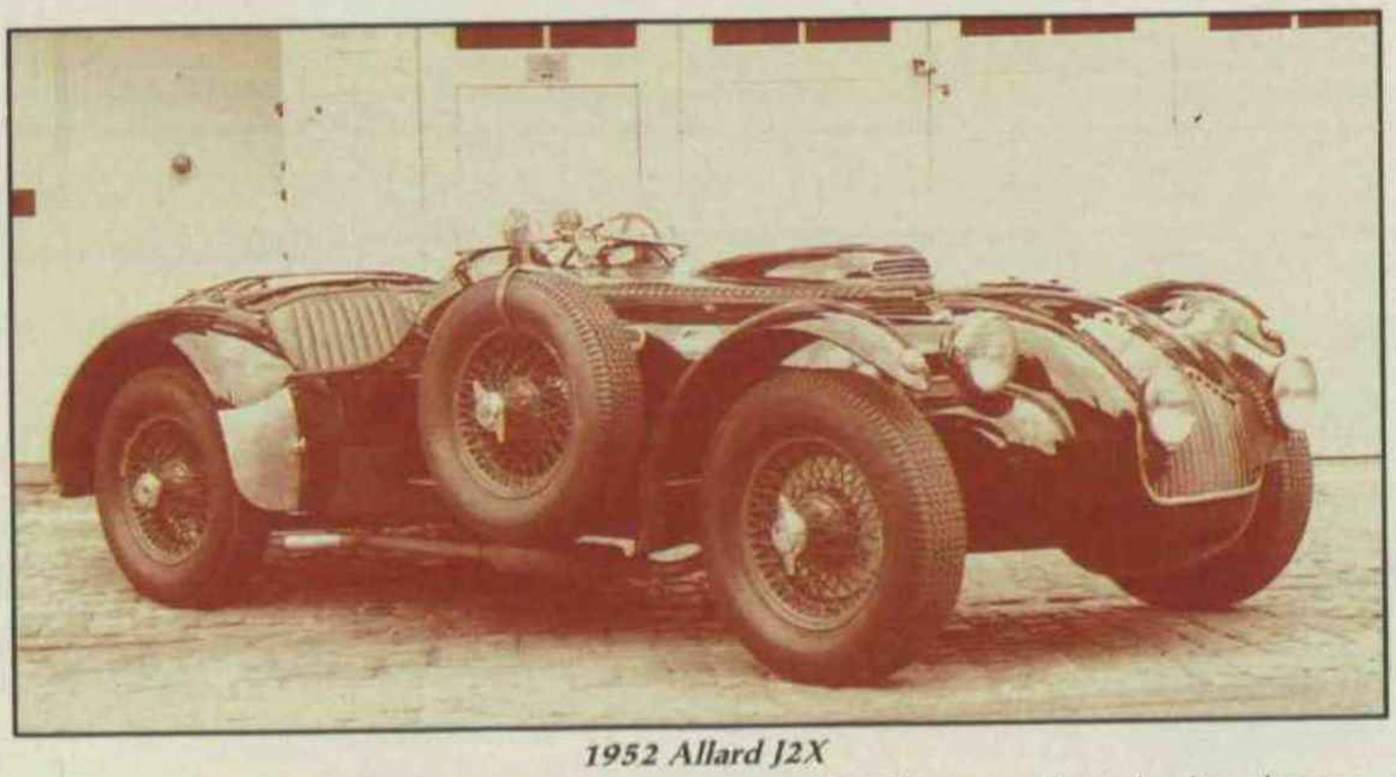
1953 Jaguar C Type

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



1929/33 Alfa Romeo 6C 1900

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



1952 Allard J2X

An excellent example of Allard's ultimate creation: the 5.4 litre V8 engined J2X. This genuine and original car has undergone a comprehensive and sympathetic restoration and is finished in black with red leather to the interior. Featured in numerous books and magazine articles, the car is well known in Allard circles and is in superb condition throughout.

14 Queens Gate Place Mews London SW7 5BQ

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CARS IN STOCK

●

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

1952 Allard J2X

1950 Aston Martin DB2 Prototype

1927 Bentley 4½ Litre Short Chassis Vanden Plas Tourer

1928 Bentley 4½ Litre Vanden Plas Style Long Wing Tourer

1930 Bentley 4½ Litre Supercharged Birkin Le Mans Style Replica

1930 Bentley Speed Six Le Mans Style Tourer

1930 Bentley Speed Six Saloon by Freestone and Webb

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

1955 Bentley R Type Continental Fastback

1933 Bugatti Type 57 Galibier Pillarless Saloon

1937 Delahaye 135 S Le Mans

1957 Ferrari 500 TRC

1958 Ferrari 250 GT Tour de France

1960 Ferrari 250 GT Short Wheelbase

1930 Frazer Nash Super Sports

1924 Hispano-Suiza H6B "Dubonnet Tulipwood" Replica

1925 Isotta Fraschini Type 8A Open Tourer

1953 Jaguar C Type

1937 Lagonda LG 45 Fox & Nicholl Team Car Replica

1937 Lagonda LG 45 Rapide Replica

1956 Lotus Eleven Le Mans Works Team Car

1926 Maserati Type 26 Grand Prix

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

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

1954 Rolls-Royce Silver Dawn

1923 Vauxhall 30-98 OE Velox Tourer

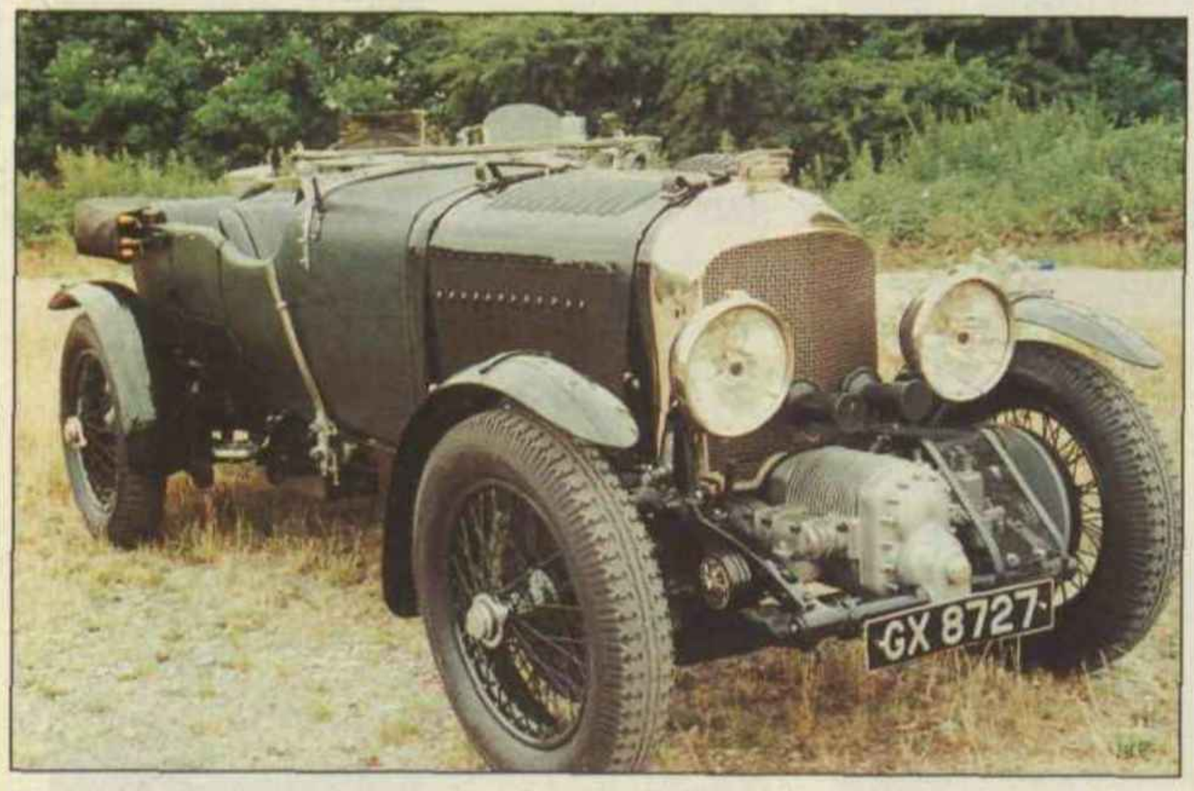
1927 Vauxhall 30-98 OE Velox Tourer

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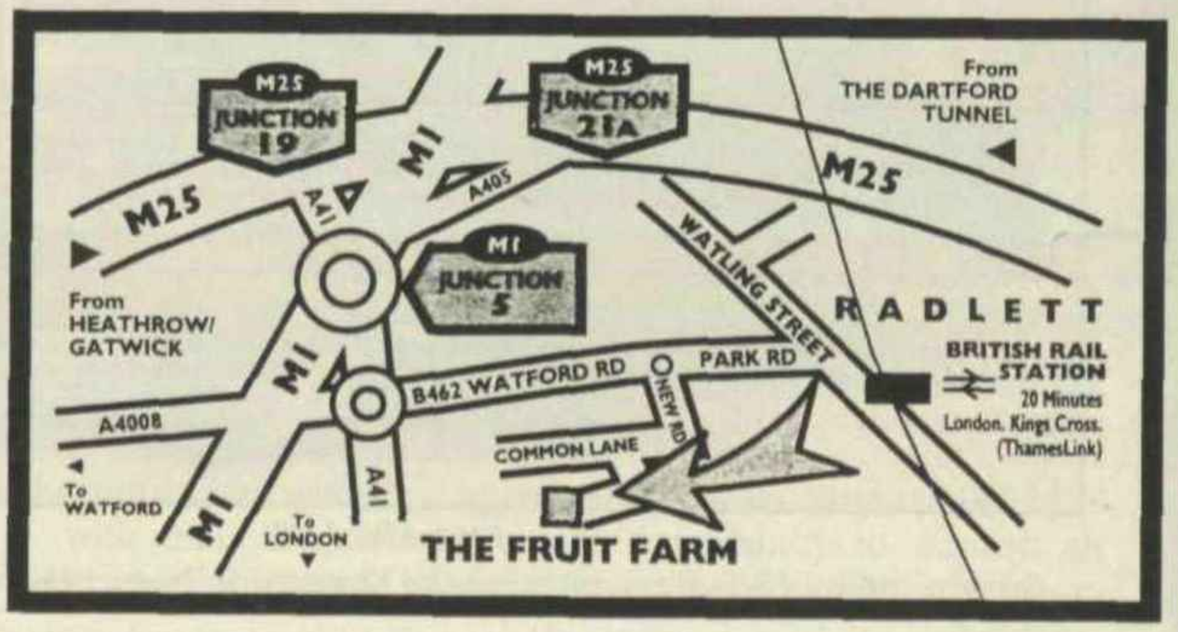
Looking for a new home. Need small garage with heating if possible for cold winter evenings, but prepared to go anywhere summer or winter. 3 litre.



I'm in the prime of life and in good condition. Looking for new owner to love and cherish me. Suitable applicant please reply to above dealer. 4½ litre.



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1920 Vauxhall 30/98 2 Seater – £91,000
1955 Mercedes-Benz 300 SL Gullwing – £140,000
1958 Jaguar Mk VIII – £21,000
1934 MG Q-Type – £56,500
1931 Bugatti Type 37A *(for restoration)* – £163,500
1954 Aston Martin DB2/4 Mk 1 Spyder by Bertone – £182,500
1986 'Ayrton Senna' Formula One Race Helmet – £40,000

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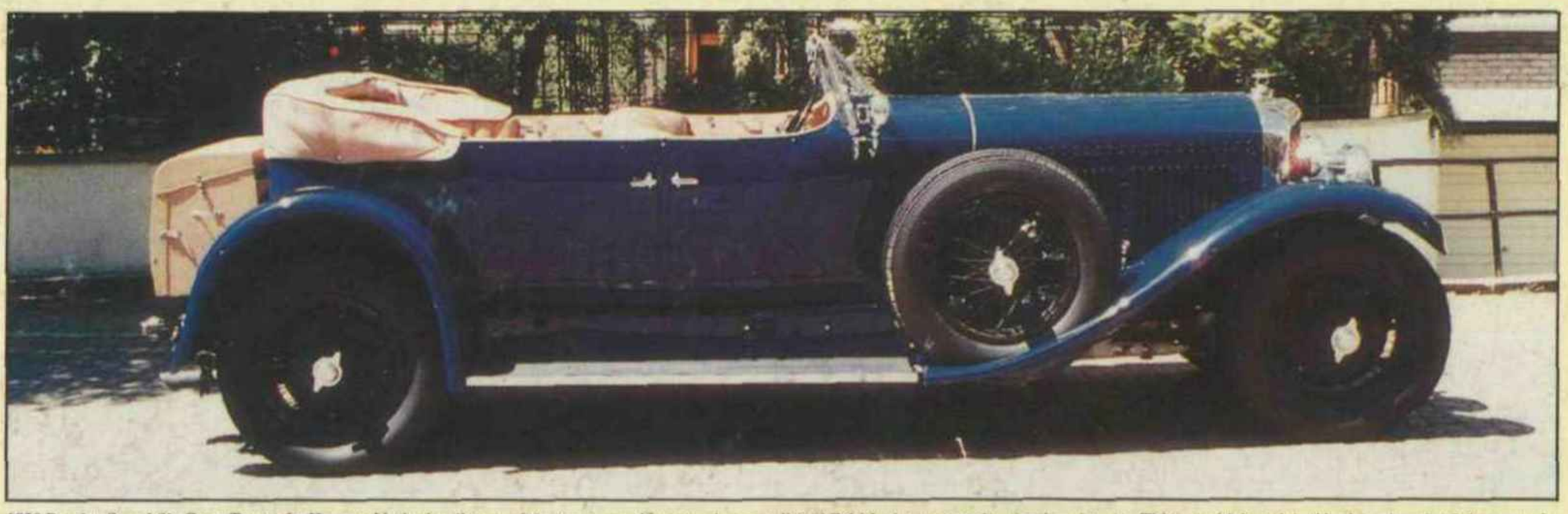
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1930 Bentley Speed Six Open Tourer by Hooper. Undoubtedly one of the most magnificent and accomplished British vintage sporting cars in existence. This car with its original body and engine is but one of a handful of surviving all original open Speed Sixes. The car is in magnificent fully restored condition and has been a feature of the North American and European concours and rally circuit for many years.



1930 MG Supercharged Midget. This exciting early 30s sports car has been exactingly rebuilt to C-Type Montlhery Midget specification. The mechanics are built from state of the art parts including a Gordon Alieñ crank and rods, correct oil filter system and the cross-flow cylinder head supercharged in the correct manner. This car is eminently usable and would make a very competitive road and race car.



1929 Alfa Romeo 6C 1750 Super Sport. A magnificent supercharged 1750 Super Sport in excellent overall condition and with a delightful patina of an older restoration. A correct car retaining its original engine that has been in regular use since its restoration.

CARS IN STOCK

1967 AC Cobra 427 (6,000 original miles)
1930 Alfa Romeo 6C 1750 SS Supercharged Spyder
1952 Allard J2
1926 Amilcar-Riley
1955 Aston Martin DB3S Coupe
1964 Aston Martin DB4GT
1922 Bentley 3 Litre Speed Model Tourer by Cadogan
1930 Bentley Speed Six Open Tourer by Hooper
1930 Bentley Speed Six Le Mans Tourer
1934 Bentley 3½ Litre DHC by Park Ward
1935 Bentley 3½ Litre Cutaway door Tourer by Vanden Plas
1935 Bentley 3½ Litre Sedanca Coupé by Freestone & Webb
1937 Bentley 4¼ Litre H.R. Owen Sedanca Coupé by J Gurney Nutting
1954 Bentley R-Type Continental Fastback by Mulliner
1955 Bentley S1 Continental DHC by Park Ward, (power steering)
1955 Bentley R-Type Continental Coupe by Park Ward
1926 Bugatti Type 37A Grand Prix
1935 Bugatti Type 57 Stelvio Drophead Coupé
1935 Bugatti Type 57C Supercharged Stelvio Drophead Coupé
1932 Delage D6 Faux Cabriolet
1959 Ferrari 250 Short Wheel Base Competition Berlinetta
1964/86 Ford GT40
1965 Lamborgini 350 GT
1967 Lamborgini 400 GT
1968 Lamborgini Muira S
1955 Mercedes-Benz 300 SL Gullwing
1958 Mercedes-Benz 300 SL Roadster
1931 MG J/C Type Supercharged
1922 Rolls-Royce 40/50 Silver Ghost, Brewster Phaeton
1927 Rolls-Royce Phantom I York Roadster
1936 Talbot-Lago T150C Ex Works 4 times Le Mans

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